# Quarterly Operating & Financial Performance Report

Second Quarter FY 2009
January – March 2009

# CONNECTING COMMUNITIES

## FOR 25 YEARS

1983 DART 2008

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**Section 5 – Quarterly Investment Report – March 2009**


# DALLAS AREA RAPID TRANSIT

## QUARTERLY OPERATING & FINANCIAL PERFORMANCE REPORT

## SECOND QUARTER FY 2009
## JANUARY – MARCH 2009

# FY 2009
# Second Quarter Highlights

This report is for the quarter ending March 31, 2009, the second quarter of the fiscal year. Sales tax revenues were lower than budget; total agency ridership figures saw significant increases and are currently on target; and operating expenses were trending under budget. The following summary highlights key results in comparison to the previous fiscal year and our targets:

**Sales tax revenues** for the quarter ending March 2009 were $85.2 million, $17.5 million (17 %) less than the budgeted $102.7 million. Sales taxes are received on a monthly basis approximately six weeks after the end of the month. Because of those timing differences, the second quarter sales taxes reported in this report include actual results through January and accruals (estimates) for February and March.

**Total agency passenger trips** for the rolling four quarters ending March 2009 were 121.9 million, 15.5 million over the corresponding period last year; second quarter results were approximately 3 million (2.4%) over the budget target. **Fixed-route ridership** for the same period was 67.7 million, an increase of 2.6 million (3.9%) over last year; second quarter results were approximately 1.1 million (1.6%) below the target. The current rolling four quarter numbers include strong ridership through the end of the calendar year of 2008. The current quarter has shown significant weakness based on retreating gas prices and increasing unemployment.

**Fixed-route on-time performance** was 95.5% for the period, meeting the target of 95.5% for FY 2009.

**Total system subsidy per passenger** for the period was $2.41, $0.24 (9%) below target because of higher than budgeted ridership and overall operating expenses being below budget.

**Fixed-route subsidy per passenger** was $3.72, $0.24 (6%) better than budget for the same reasons discussed above.

**Administrative ratio** for the period was 8.3%, meeting the target of 8.3%.

The period ended with **sales taxes for operating expense** ratio of 69.8%. This is above the target of 66.1% by 3.7% and is due to the fact that sales taxes are further below budget than operating expenses.

# General Information

**Reporting Period** – DART's fiscal year begins on October 1. The second quarter of the current fiscal year was January through March 2009.

**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. Changes in methodology are noted below the affected data.

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 2009 target will be met. Indicative of performance within established parameters.

Yellow – Close monitoring of performance is needed.

Red – Based on fiscal year performance to date, it is probable the FY 2009 target will not be achieved.

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

**Revenues, Operating Expenses, and Net Financing Costs –** Exhibit 11 (Appendix) summarizes actual revenues and expenditures against budget by object classification.

The Agency's Balance Sheet, Profit and Loss Statement, and Glossary of Terms/Definitions are located in the Appendix beginning on page 15.

# Agency-Wide Operating Performance

| Exhibit 1 | | | | | |
|---|---|---|---|---|---|
| **Agency Scorecard - Key Performance Indicators** | | | | | |
| **Indicators** | **Q 2/08** | **Q 2/09** | **Qtrly** | **FY09 Target** | **Status** |
| **Customer/Quality Indicators** | | | | | |
| Total Agency Ridership (M) | 106.4 | 122.0 | 27.7 | 118.9 | Yellow |
| Fixed-Route Ridership (M) | 65.1 | 67.8 | 15.2 | 68.8 | Yellow |
| Total System Subsidy Per Passenger | $2.64 | $2.41 | $2.66 | $2.65 | Green |
| Fixed-Route Subsidy Per Passenger | $3.75 | $3.71 | $4.16 | $3.96 | Yellow |
| On-Time Performance (Fixed-Route) | 95.0% | 95.5% | 95.9% | 95.5% | Green |
| Fixed-Route Complaints Per 100,000 Passengers | 36.9 | 44.0 | 52.9 | 37.1 | Yellow |
| Fixed-Route Accidents Per 100,000 Miles | 1.58 | 1.37 | 1.46 | 1.48 | Green |
| Sales Taxes for Operating Expense | 62.9% | 69.8% | 77.5% | 66.1% | Red |
| Fixed-Route Farebox Recovery Ratio | * | 14.7% | 15.9% | 14.8% | Green |
| Administrative Ratio | 8.2% | 8.3% | 8.1% | 8.3% | Green |

*New KPI; data from prior periods not available

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

# Ridership

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

| Exhibit 2 | | Q 2/08 | Q 2/09 | Qtrly | FY09 Target | Status |
|---|---|---|---|---|---|---|
| | **RIDERSHIP** | | | | | |
| | Total Agency (M) | 106.4 | 122.0 | 27.7 | 118.9 | Yellow |
| | Fixed-Route (M) | 65.1 | 67.8 | 15.2 | 68.8 | Yellow |
| | Bus (M) | 44.5 | 45.8 | 10.5 | 45.4 | Yellow |
| | LRT (M) | 18.3 | 19.7 | 4.4 | 20.5 | Yellow |
| | Commuter Rail (M) | 2.5 | 2.9 | 0.7 | 2.9 | Green |
| | Paratransit (000s) | 698.5 | 746.5 | 184.5 | 757.8 | Green |
| | HOV (M) | 40.1 | 52.6 | 12.1 | 48.5 | Green |
| | Vanpool (000s) | 562.1 | 810.6 | 215.2 | 849.8 | Green |

# Subsidy Per Passenger

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

Exhibit 3

| | Q 2/08 | Q 2/09 | Qtrly | FY09 Target | Status |
|---|---|---|---|---|---|
| **Efficiency Indicator - Subsidy Per Passenger** | | | | | |
| Total System | $2.64 | $2.41 | $2.66 | $2.65 | Green |
| Fixed-Route | $3.75 | $3.71 | $4.16 | $3.96 | Yellow |
| Bus | $3.83 | $3.81 | $4.18 | $4.13 | Green |
| LRT | $3.12 | $2.98 | $3.29 | $3.11 | Yellow |
| Commuter Rail | $6.45 | $6.60 | $6.47 | $7.49 | Green |
| Paratransit | $42.79 | $42.36 | $42.35 | $42.51 | Green |
| HOV | $0.17 | $0.18 | $0.19 | $0.19 | Green |
| Vanpool | $0.47 | $0.72 | $1.30 | $0.74 | Yellow |

# Modal Update

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

## Bus

DART's fixed-route bus service operates from three DART-owned facilities: East Dallas, Northwest, and South Oak Cliff. DART operates a total of 674 buses and maintains a contingency fleet of 54 buses. In addition to buses, DART maintains extensive passenger amenity and facility infrastructure including approximately: 12,500 bus stops, 765 bus shelters, 1,500 benches, 15 transit centers, 2 passenger transfer locations, 22 enhanced shelters, 35 rail platforms, 5 commuter rail stations, 100 information pylons, and all operating divisions and corporate offices, for a total of approximately 35 million square feet.

DART On-Call service is provided in areas that do not meet ridership and efficiency standards for traditional fixed-route service. DART currently has nine On-Call zones operating in the Service Area. In March 2008, DART introduced a new service that combines characteristics of On-Call and fixed-route: Flex Service. Two new Flex routes began operation in Irving, Richardson, and Plano at that time. In February 2009, additional Flex service began operation in Plano, Richardson, Dallas, Rowlett, and Garland. Exhibit 4 is DART's Bus Scorecard and provides the FY 2009 KPI targets and historical quarterly KPIs. A discussion of variances follows.

**Exhibit 4**

**Bus Scorecard - Key Performance Indicators**

| Indicators | Q 2/08 | Q 2/09 | Qtrly | FY09 Target | Status |
|---|---|---|---|---|---|
| **Customer/Quality Indicators** | | | | | |
| Bus Ridership (including Charter) (M) | 44.5 | 45.8 | 10.5 | 45.4 | Yellow |
| On-Time Performance | 90.8% | 92.7% | 93.6% | 92.0% | Green |
| Complaints Per 100k Passengers | 48.2 | 56.7 | 65.4 | 50.0 | Yellow |
| Mean Distance Between Service Calls | 4,733 | 7,506 | 8,797 | 6,773 | Green |
| Vehicle Accidents Per 100k Miles | 1.92 | 1.65 | 1.75 | 1.76 | Green |
| **Financial/Efficiency Indicators** | | | | | |
| Subsidy Per Passenger | $3.83 | $3.81 | $4.18 | $4.13 | Green |

**Complaints per 100,000 Passengers** was the only indicator for the Bus Mode that had a four-quarter rolling average below target. Late and No Show complaints continue to be the primary categories of complaints that are resulting in this negative trend. The increase in late and no-show complaints reflects the impact of increased overcrowding and on-time performance issues that have resulted from increased ridership without corresponding increases in service levels. The increase in Late and No-Show complaints also reflects the implementation of the February 16 Service Change. The service change resulted in changes to scheduled pick-up times for a significant number of routes, which is often perceived by customers as no-shows or late arrivals if they are unaware of the changes. Complaint levels typically increase approximately 15% in those months that include a service change.

Service Planning and Scheduling was able to include modifications to schedules on twelve routes to improve runtimes and reduce overcrowding, as part of the February 16, 2009 Service Change.

# Light Rail Transit (LRT)

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

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

DART currently operates and maintains 35 rail stations and a fleet of 115 revenue vehicles. The Service & Inspection Facility (S&I) located near Fair Park has been expanded to support and operate the additional fleet, and a similar facility is being built on the Northwest Corridor to service the Green Line.

Exhibit 5 is DART's Light Rail Scorecard and provides the FY 2009 KPI targets and historical quarterly KPIs. A discussion of variances follows.

**Exhibit 5**

**Light Rail Scorecard - Key Performance Indicators**

| Indicators | Q 2/08 | Q 2/09 | Qtrly | FY09 Target | Status |
|---|---|---|---|---|---|
| **Customer/Quality Indicators** | | | | | |
| LRT Ridership (M) | 18.3 | 19.7 | 4.4 | 20.5 | Yellow |
| On-Time Performance | 96.7% | 95.8% | 95.2% | 97.5% | Yellow |
| Complaints Per 100k Passengers | 13.4 | 19.0 | 26.0 | 13.5 | Yellow |
| Mean Distance Between Service Calls (000s) | 29.2 | 27.5 | 26.2 | 32.1 | Red |
| Accidents per 100k Miles | 0.05 | 0.15 | 0.23 | 0.25 | Green |
| **Financial/Efficiency Indicators** | | | | | |
| Subsidy Per Passenger | $3.12 | $2.98 | $3.29 | $3.11 | Yellow |
| Subsidy Per Passenger Mile | $0.39 | $0.38 | $0.41 | $0.38 | Yellow |

**LRT ridership** has grown in FY 2009, but slower than originally projected. Dramatic reductions in unemployment and gasoline prices and increasing unemployment appear to have had an impact on ridership growth. Below target ridership also has a negative impact on **subsidy per passenger**.

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

**Complaints per 100K Passengers** is closely connected with OTP and Mean Distance Between Service Calls. As service reliability decreases, customer complaints rise. Complaints concerning quality and/or lack of announcements are on the rise. This issue is being addressed with operators and supervisors at bi-monthly staff meetings and through the introduction of the automated announcement system included as part of the Super Light Rail Vehicle (SLRV) retrofit program.

Management continues to address **Mean Distance Between Service Calls** failures and is attempting to work on the issues systematically within the resources available. Currently, resources are stretched to the limit in support of the SLRV retrofit, which requires an additional eight LRVs to be out of service for this modification. Vehicle operating history since the last preventive maintenance inspection is being reviewed by both management and technicians to determine specific focuses of the work effort on each car. This effort will be reviewed by the senior department management on a bi-weekly basis to look for trends that warrant additional resources from both inside and outside the agency.

# Trinity Railway Express (TRE)

TRE commuter rail is a joint service provided by DART and the Fort Worth Transportation Authority (The T) pursuant to the 2003 Restated Interlocal Agreement (ILA). The TRE is operated on a rail line that was owned by the Cities of Dallas and Fort Worth and transferred to DART and the T in December 1999. DART and the T, doing business as TRE, have jointly contracted with Herzog Transit Services, Inc. (Herzog) to maintain and operate the commuter rail vehicles and the corridor. The TRE corridor is 34 miles long and operates between downtown Dallas and downtown Fort Worth with a total of 10 stations, 5 of which are maintained by DART. The vehicle fleet is composed of 13 rail diesel cars, 6 locomotives, 11 bi-level coaches, and 10 bi-level cab cars.

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

Exhibit 6 is DART's Commuter Rail Scorecard and provides the FY 2009 KPI targets and historical KPIs.

**Exhibit 6**

**Commuter Rail - TRE Scorecard - Key Performance Indicators**

| Indicators | Q 2/08 | Q 2/09 | Qtrly | FY09 Target | Status |
|---|---|---|---|---|---|
| **Customer/Quality Indicators** | | | | | |
| TRE Ridership (M) | 2.5 | 2.9 | 0.7 | 2.9 | Green |
| On-Time Performance | 97.7% | 98.0% | 98.9% | 97.0% | Green |
| Complaints Per 100k Passengers | 5.09 | 5.50 | 5.17 | 5.51 | Green |
| Accidents Per 100k Miles | 0.28 | 0.21 | 0.21 | 0.24 | Green |
| **Financial/Efficiency Indicators** | | | | | |
| Subsidy Per Passenger | $6.45 | $6.60 | $6.47 | $7.49 | Green |
| Subsidy Per Passenger Mile | $0.37 | $0.38 | $0.37 | $0.43 | Green |

# Paratransit Services

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

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

**Exhibit 7**

**Paratransit Scorecard - Key Performance Indicators**

| Indicators | Q 2/08 | Q 2/09 | Qtrly | FY09 Target | Status |
|---|---|---|---|---|---|
| **Customer/Quality Indicators** | | | | | |
| Paratransit Ridership (000s) | 698.5 | 746.5 | 184.5 | 757.8 | Green |
| Revenue Hours (000s) | 440.2 | 444.6 | 111.0 | 462.5 | Green |
| Paratransit Passengers per Hour | 1.59 | 1.68 | 1.66 | 1.64 | Green |
| On-Time Performance | 89.2% | 88.8% | 87.2% | 87.0% | Green |
| Accidents per 100K miles | 2.15 | 1.24 | 1.10 | 2.50 | Green |
| Complaints per 1k Passengers | 3.50 | 3.24 | 3.04 | 4.50 | Green |
| **Financial/Efficiency Indicators** | | | | | |
| Subsidy Per Passenger | $42.79 | $42.36 | $42.35 | $42.51 | Green |

# High Occupancy Vehicle Transitways

DART currently operates 75 miles of Interim or Immediate Action HOV lanes. The East R.L. Thornton (I-30) contraflow HOV lane utilizes movable barriers and operates weekdays from 6:00 a.m. to 10:00 a.m. The reversible I-30 West lanes (Tom Landry Highway) will be the region's first Managed HOV Lanes and are operational from 6:00 a.m. to 9:00 a.m. and from 3:30 to 7:00 p.m. The concurrent flow HOV lanes on I-35E and the I-635 HOV lanes are 24-hour facilities with the I-35E Interchange Bypass (S-ramp) under I-635 operating from 6:00 a.m. to 9:00 a.m. and from 3:30 a.m. to 7:00 p.m. The I-35E/US 67 HOV lanes are a combination of concurrent flow buffer-separated and reversible facilities. The concurrent flow section is open 24-hours a day and the reversible part operates weekdays from 6:00 a.m. to 11:00 a.m. in the northbound direction, and from 2:30 p.m. to 7:00 p.m. in the southbound direction. The US 75 concurrent flow HOV lanes are operational 24 hours.

Exhibit 8 is DART's HOV Scorecard and provides the FY 2009 KPI targets and historical quarterly KPIs. A discussion of variances follows.

**Exhibit 8**

**HOV Scorecard - Key Performance Indicators**

| Indicators | Q 2/08 | Q 2/09 | Qtrly | FY09 Target | Status |
|---|---|---|---|---|---|
| **Customer/Quality Indicators** | | | | | |
| Ridership (M) | 40.1 | 52.6 | 12.1 | 48.5 | Green |
| Avg. Weekday Ridership (000s) | 122.0 | 157.8 | 148.2 | 144.5 | Green |
| Operating Speed Ratio (Qtrly)* | 1.57 | 1.51 | 1.51 | 1.53 | Green |
| Lane Availability | 99.5% | 99.9% | 100.0% | 99.0% | Green |
| Complaints per 100K Passengers | 0.39 | 0.36 | 0.19 | 0.30 | Yellow |
| **Financial/Efficiency Indicators** | | | | | |
| Subsidy Per Passenger | $0.17 | $0.18 | $0.19 | $0.19 | Green |

*Number stated is a quarterly number

**Complaints per 100k passengers** are yellow due to the new HOV lanes opened along with extensions to some existing facilities. The US 75 and I-635 additions have generated numerous complaints about TxDOT's design. This includes issues such as access from I-635 to US 75 and the type of pylons used to control the entry and exits of these lanes. Typically, it takes 2-3 years for the freeway facility users to become familiar with changes in the roadway. The number of complaints, other than those related to lack of enforcement and operational concerns, are trending in the right direction and are expected to decline over time.

# General Mobility Programs

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

**Vanpool Program** – DART currently offers 8- to 15-person vans through a contractor. This program is partially funded by the North Central Texas Council of Governments (NCTCOG) through a Congestion Mitigation/Air Quality grant. DART and the NCTCOG reached agreement in mid-2007 on a new funding formula for the vanpool program that results in NCTCOG contributing 50% of the cost of each vanpool, with riders paying 40%. The current monthly rate charged per van to the riders (covering the vehicle, maintenance, and insurance) is either $270 or $290, depending upon van size. DART administers the Vanpool Program and incurs the remainder of the total program costs.

Exhibit 9 is DART's Vanpool Scorecard and provides the FY 2009 KPI targets and historical quarterly KPIs. A discussion of variances follows.

**Exhibit 9**

| General Mobility (Vanpool) - Key Performance Indicators | | | | | |
|---|---|---|---|---|---|
| **Indicators** | **Q 2/08** | **Q 2/09** | **Qtrly** | **FY09 Target** | **Status** |
| **Customer/Quality Indicators** | | | | | |
| Ridership (000s) | 562.1 | 810.6 | 215.2 | 849.8 | Green |
| Number Of Vanpools (current) | 124 | 168 | 168 | 198 | Green |
| **Financial/Efficiency Indicators** | | | | | |
| Subsidy Per Passenger | $0.47 | $0.72 | $1.30 | $0.74 | Yellow |

The Vanpool Subsidy Per Passenger has increased significantly primarily due to the following:

1. NCTCOG funds the program based on an agreed upon formula. The NCTCOG contribution is reduced if fuel falls below a certain level. Fuel prices have decreased dramatically and unexpectedly from FY 08 to FY 09, which then reduced the NCTCOG contribution.

2. The NCTCOG has also decreased their contribution to the overall program costs from 50% to 40% due to reductions and slow availability of funds from TxDOT. DART has increased user fees during the second quarter and has slowed the rate of the program growth. The user fee increase went into effect in February 2009 and the adjustment in passenger contributions and slowing the rate of growth should help bring the subsidy closer to target by year-end.

# Capital and Non-Operating Budget Summary

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

**Exhibit 10**

**Actuals vs. Budget**
**Capital and Non-Operating Costs**
**Through the Second Quarter, FY 2009**
**(In Thousands)**

| Mode | FY09 Actuals | FY09 Budget | Unspent Balance |
|---|---|---|---|
| Agency-Wide | $3,189 | $61,047 | $57,858 |
| Bus | 3,057 | 13,648 | 10,591 |
| LRT | 281,321 | 945,957 | 664,635 |
| Commuter Rail | 18,508 | 56,583 | 38,075 |
| Paratransit | 564 | 1,906 | 1,341 |
| HOV | 12,337 | 39,544 | 27,208 |
| **Total Projects** | **$318,977** | **$1,118,685** | **$799,708** |
| | | | |
| P&D/Startup/Non-Ops | $14,030 | $42,088 | $28,058 |
| Road Improvements/ITS | 9 | 20,553 | 20,544 |
| **Total Capital** | **$333,016** | **$1,181,326** | **$848,310** |

With the award of the Irving and Rowlett Light Rail Design – Build contracts in December and January, the rate of capital expenditures is expected to increase throughout the year.

# APPENDIX

**DALLAS AREA RAPID TRANSIT**
**SECOND QUARTER, FY 2009 - REVENUES, OPERATING EXPENSES AND NET FINANCING COSTS**
**EXHIBIT 11 - ACTUALS VS. BUDGET (DOLLARS IN THOUSANDS)**

| Revenues | YTD Actuals | YTD Budget | YTD Better (Worse) | % Better (Worse) Budget | Total Budget |
|---|---|---|---|---|---|
| Passenger Revenues (Fixed Route) | $22,419 | $23,772 | ($1,353) | (5.7)% | $49,020 |
| Special Events Passenger Revenue | 230 | 195 | 35 | 17.7% | 391 |
| Vanpool Passenger Revenues | 239 | 239 | (0) | (0.0)% | 575 |
| Paratransit Passenger Revenues | 55 | 975 | (920) | (94.4)% | 1,994 |
| **Passenger Revenues** | **$22,943** | **$25,182** | **($2,238)** | **(8.9)%** | **$51,978** |
| Advertising and Other | $5,247 | $5,435 | ($189) | (3.5)% | $10,947 |
| Grants/ILA Program Revenues | 584 | 647 | (63) | (9.7)% | 2,899 |
| **Total Other Revenues** | **$5,831** | **$6,082** | **($251)** | **(4.1)%** | **$13,846** |
| **Total Operating Revenues** | **$28,774** | **$31,264** | **($2,490)** | **(8.0)%** | **$65,824** |
| Sales Tax Revenues | $190,659 | $214,238 | ($23,579) | (11.0)% | $431,170 |
| Other Non-Operating Revenues | 4,097 | 4,774 | (677) | (14.2)% | 9,548 |
| **Total Revenues** | **$223,529** | **$250,276** | **($26,747)** | **(10.7)%** | **$506,542** |

| Operating Expenses: | YTD Actuals | YTD Budget | YTD (Better)/Worse | % Over / (Under) Budget | Total Budget |
|---|---|---|---|---|---|
| Salaries & Wages | $87,493 | $90,646 | (3,153) | (3.6)% | $185,500 |
| Benefits | 32,192 | 38,002 | (5,810) | (18.0)% | 77,626 |
| Services | 10,702 | 12,201 | (1,499) | (14.0)% | 26,661 |
| Materials & Supplies | 23,165 | 23,552 | (387) | (1.7)% | 49,419 |
| Utilities | 5,657 | 6,119 | (463) | (8.2)% | 12,458 |
| Casualty and liability | 1,838 | 1,947 | (109) | (5.9)% | 3,895 |
| Purchased Transportation | 23,374 | 24,068 | (694) | (3.0)% | 49,416 |
| Taxes, Leases, and Other | 2,285 | 2,657 | (372) | (16.3)% | 6,450 |
| Management & Fuel Reserves | (1,224) | (1,197) | (28) | 0.0% | (315) |
| **Total Operating Expenses** | **$185,481** | **$197,995** | **($12,514)** | **(6.7)%** | **$411,109** |
| Capital Allocation and Startup | ($14,030) | ($13,272) | ($757) | 5.4% | ($34,090) |
| **Total Ops Expense after Allocations** | **$171,452** | **$184,723** | **($13,271)** | **(7.7)%** | **$377,019** |

**DALLAS AREA RAPID TRANSIT**
**STATEMENTS OF REVENUES, EXPENSES AND CHANGES IN NET ASSETS**
**FOR THE SIX MONTHS ENDED MARCH 31, 2009 AND 2008**

| | (In thousands) For the six months ended | |
|---|---|---|
| | **3/31/2009** | **3/31/2008** |
| **OPERATING REVENUES:** | | |
| Passenger | $24,052 | $23,934 |
| Advertising, rent and other | 5,386 | 5,281 |
| **Total Operating Revenues** | **29,438** | **29,215** |
| **OPERATING EXPENSES:** | | |
| Labor | 88,069 | 83,766 |
| Benefits | 32,192 | 31,801 |
| Services | 11,844 | 14,214 |
| Materials and Supplies | 24,448 | 25,936 |
| Purchased Transportation | 23,374 | 21,976 |
| Depreciation and amortization | 59,377 | 58,005 |
| Utilities | 5,657 | 5,256 |
| Taxes, Leases, and Other | 2,302 | 2,229 |
| Casualty and liability | 1,838 | 1,581 |
| **TOTAL OPERATING EXPENSES** | **249,101** | **244,764** |
| **NET OPERATING LOSS** | **(219,663)** | **(215,549)** |
| **NON-OPERATING REVENUES (EXPENSES):** | | |
| Sales tax revenue | 191,071 | 209,696 |
| Investment Income | 11,025 | 13,479 |
| Interest Income from investments held to pay capital lease | 10,076 | 11,127 |
| Interest expense on capital leases | (10,076) | (11,127) |
| Local Assistance Program and Street improvements | - | (487) |
| Interest and financing expenses | (22,248) | (16,356) |
| Other non-operating revenues | 6,168 | 6,597 |
| Other non-operating expenses | (616) | (2,664) |
| **TOTAL NET NON-OPERATING REVENUES** | **185,400** | **210,265** |
| **INCOME BEFORE CAPITAL CONTRIBUTIONS, GRANTS AND REIMBURSEMENTS** | **(34,263)** | **(5,284)** |
| **CAPITAL CONTRIBUTIONS, GRANTS AND REIMBURSEMENTS:** | | |
| Federal capital contributions | 8,829 | 22,266 |
| Local capital contributions | 761 | |
| Federal grants and reimbursements | 731 | 602 |
| **TOTAL CAPITAL CONTRIBUTIONS, GRANTS AND REIMBURSEMEN** | **10,321** | **22,868** |
| **CHANGE IN NET ASSETS** | **(23,942)** | **17,584** |
| TOTAL NET ASSETS - Beginning of the year | 2,225,832 | 2,093,675 |
| TOTAL NET ASSETS - End of the six months period | **$2,201,890** | **$2,111,259** |

**DALLAS AREA RAPID TRANSIT**

**STATEMENTS OF NET ASSETS**

**AS OF MARCH 31, 2009 AND SETPEMBER 30, 2008**

| | (In thousands) | |
|---|---|---|
| | **3/31/2009** | **9/30/2008** |
| **ASSETS** | | |
| **CURRENT ASSETS** | | |
| Cash & Cash Equivalents | $54,808 | $120,883 |
| Investments | 304,585 | 403,309 |
| Current portion of restricted assets | 34,132 | 37,646 |
| Current portion of investment held to pay capital lease liability | 44,169 | 44,606 |
| Sales tax receivable | 62,340 | 68,853 |
| Transit Revenue Rec., Net | 2,055 | 1,455 |
| Due from Other Governments | 11,190 | 6,422 |
| Materials and supplies inventory | 25,670 | 26,026 |
| Prepaid transit expenses and other | 4,146 | 5,181 |
| **TOTAL CURRENT ASSETS** | 543,095 | 714,381 |
| **NONCURRENT ASSETS** | | |
| Note Receivable | 3,203 | 3,305 |
| Restricted assets | 125,677 | 321,346 |
| Investments in joint venture | 17,307 | 17,658 |
| Capital assets | | |
| Land and rights of way | 387,932 | 387,934 |
| Depreciable capital assets, net of depreciation | 1,602,376 | 1,585,659 |
| Projects in progress | 1,532,376 | 1,210,357 |
| Long-term investments held to pay capital lease/lease back liabilities | 237,959 | 361,438 |
| Net pension asset | 4,591 | 4,371 |
| Net other post employment benefit asset | 605 | 605 |
| Unamortized debt issuance costs and other | 12,499 | 12,863 |
| **TOTAL NONCURRENT ASSETS** | **3,924,525** | **3,905,536** |
| **TOTAL ASSETS** | **$4,467,620** | **$4,619,917** |

**DALLAS AREA RAPID TRANSIT**

**STATEMENTS OF NET ASSETS - CONT'D**

**AS OF MARCH 31, 2009 AND SETPEMBER 30, 2008**

**(In thousands)**

| | 3/31/2009 | 9/30/2008 |
|---|---|---|
| **LIABILITIES** | | |
| **CURRENT LIABILITIES** | | |
| Accounts payable and accrued liabilities | $117,248 | $163,901 |
| Commercial paper notes payable | 70,000 | 20,000 |
| Current portion of Capital lease/leaseback liabilities | 44,169 | 44,606 |
| Current portion of amount due to the State Comptroller | 824 | 824 |
| Local Assistance Program Payable | 15,829 | 19,213 |
| Retainage Payable | 41,735 | 34,995 |
| Other Current Liabilities | 12,861 | 10,164 |
| Payable from restricted assets | | |
| Interest payable | 27,069 | 25,033 |
| Current portion of senior lien sales tax revenue bonds payable | 17,935 | 14,295 |
| **TOTAL CURRENT LIABILITIES** | **347,670** | **333,031** |
| **NON-CURRENT LIABILITIES** | | |
| Paid absence liability | 16,156 | 15,890 |
| Repayment due to State Comptroller | 13,931 | 14,343 |
| Senior lien sales tax revenue bonds payable | 1,650,214 | 1,669,383 |
| Capital lease/leaseback liabilities | 237,759 | 361,438 |
| **TOTAL NON-CURRENT LIABILITIES** | **1,918,060** | **2,061,054** |
| **TOTAL LIABILITIES** | **2,265,730** | **2,394,085** |
| **NET ASSETS** | | |
| Invested in capital assets, net of related debt | 1,880,954 | 1,779,450 |
| Restricted for | | |
| Debt Service | 7,063 | 12,612 |
| Unrestricted | 313,873 | 433,770 |
| **TOTAL NET ASSETS** | **$2,201,890** | **$2,225,832** |

## 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.

*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.

*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.

*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.

*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.

*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.

*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.

*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.

*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.

*Calculation = [Total Miles Operated / 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.

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

*Calculation = (Average HOV operating speed / 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.

*Calculation = [# of Canceled Trips / 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.

*Calculation = [# of No Shows / # 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.

*Calculation = [Actual Passenger Boardings/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.

*Calculation = [Actual Passenger Boardings / 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.

*Calculation = [Scheduled Passenger Boardings / 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.

*Calculation = [Passenger Boardings / 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.

*Calculation = [Total Operators Hours Paid / 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.

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

*Calculation = [# of Revenue Miles operated * # 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.

*Calculation = [(Operating Expenses - Operating Revenues - Interest Income) / 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).

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

*Calculation (for rail) = [Scheduled Train Miles / 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.

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

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

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

# Ridership Highlights

## Introduction

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

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

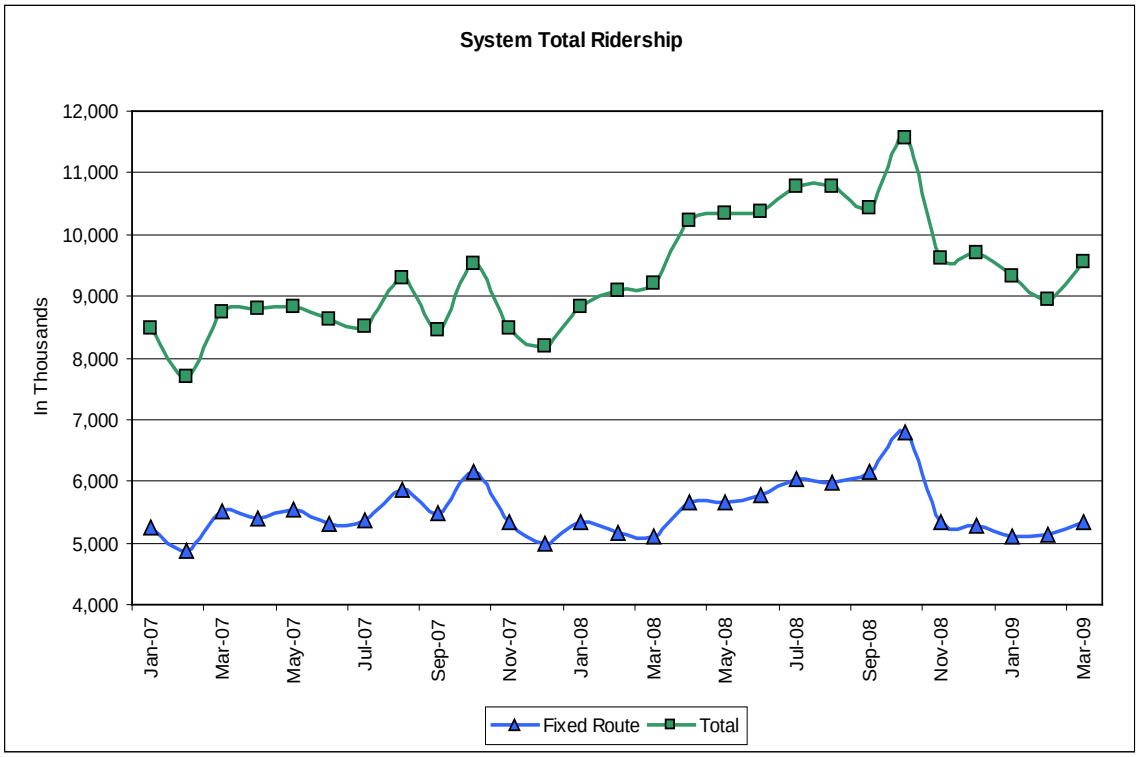
Ridership statistics can be examined in several different ways: as totals, as averages and as ratios related to service levels. Each reporting technique has its value in analyzing ridership and each presents data from a different perspective. While total ridership is an important measure, it can vary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

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

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

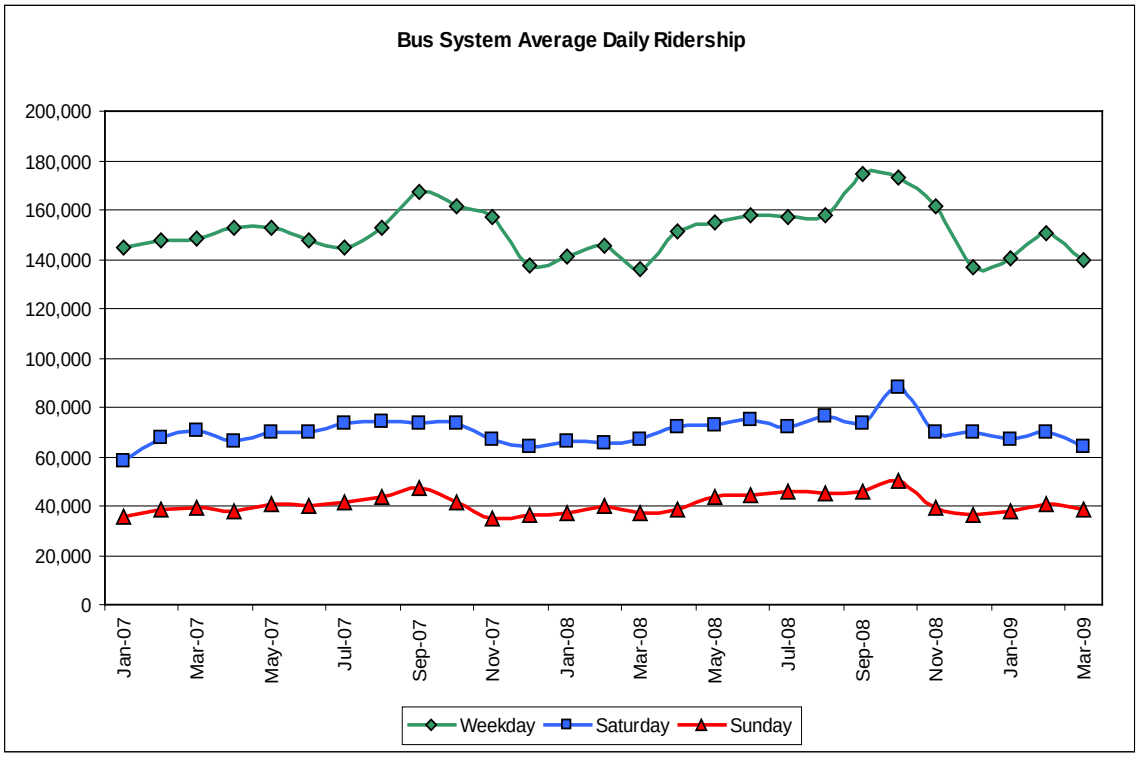
The Service Standards Monitoring Report included in this section of the Quarterly Report includes the modifications to policy made in 2003.

## Total System Ridership




- Total fixed route ridership includes bus, light rail and commuter rail riders. Total system ridership includes fixed route, HOV and paratransit services. Riders of both scheduled and special event services are reported.
- Total system ridership in the second quarter of FY 2009 was 28.1 million riders, an increase of 2.7 percent over the second quarter of FY 2008.
- Fixed route ridership totaled 15.6 million passengers in the second quarter of FY 2009, a decrease of 0.1 percent from the second quarter of FY 2008. Decreases in light rail ridership are the cause of the overall decrease for the quarter.
- Trinity Railway Express ridership was 696,409 passengers in the second quarter, an increase of 11.0 percent over last year. This increase is the result of strong weekday ridership augmented by higher ridership to special events at the American Airlines Center.
- Light rail ridership was 4.44 million riders in the second quarter. This 2.9 percent decrease is the result of declining gasoline prices, increasing unemployment and inclement weather.
- Paratransit ridership increased to 184,480 trips in the second quarter of FY 2009, an increase of 2.3 percent over the FY 2008 levels.
- Total HOV usage in the second quarter of FY 2009 was 12.1 million persons, up 6.5 percent from the second quarter of FY 2008. New HOV lanes and the extension of other facilities, combined with increased interest in ridesharing because of high gasoline prices, contributed to this increase in usage.

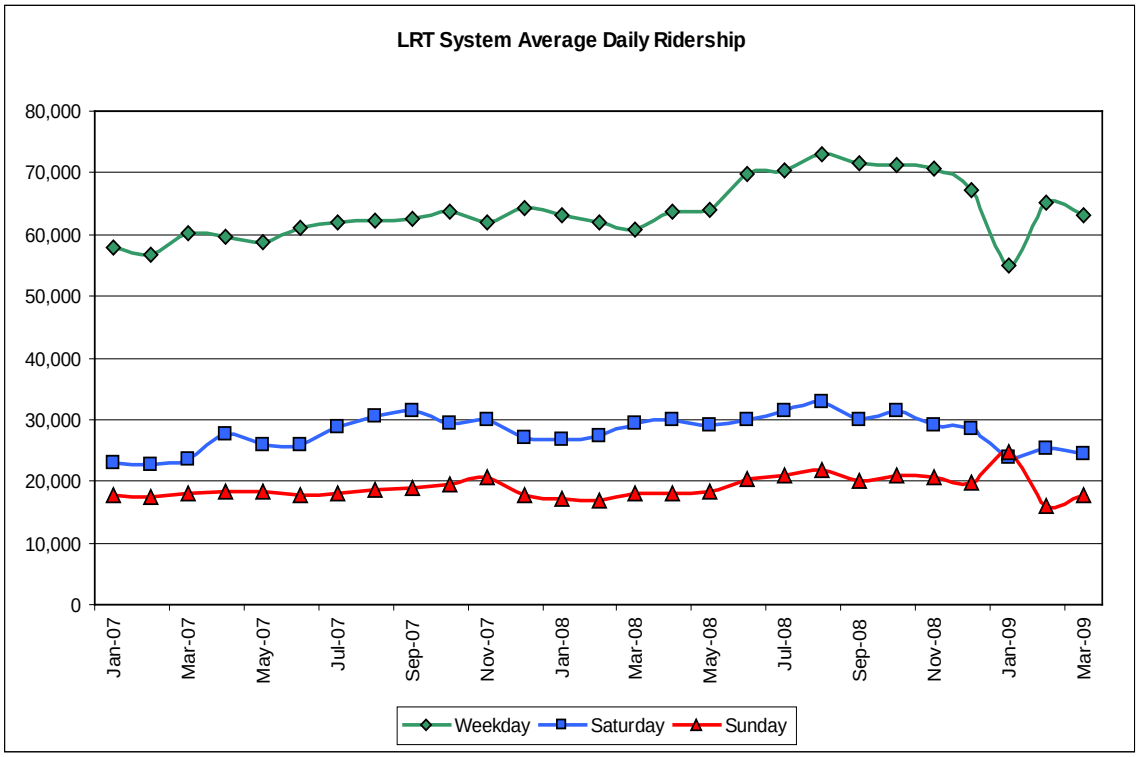
## Bus System Ridership




- Total bus ridership in the second quarter of FY 2009 was 10.43 million riders, a 0.3 percent increase over the second quarter of FY 2008.
- Average weekday ridership in the second quarter was 143,333 riders, a 1.8 percent increase from last year's average.
- Saturday bus system ridership averaged 66,629 daily riders, an increase of 0.5 percent over last year.
- Sunday bus system ridership averaged 39,211 daily riders, an increase of 3.5 percent over last year.
- The most heavily patronized routes in the second quarter, by route classification, were:

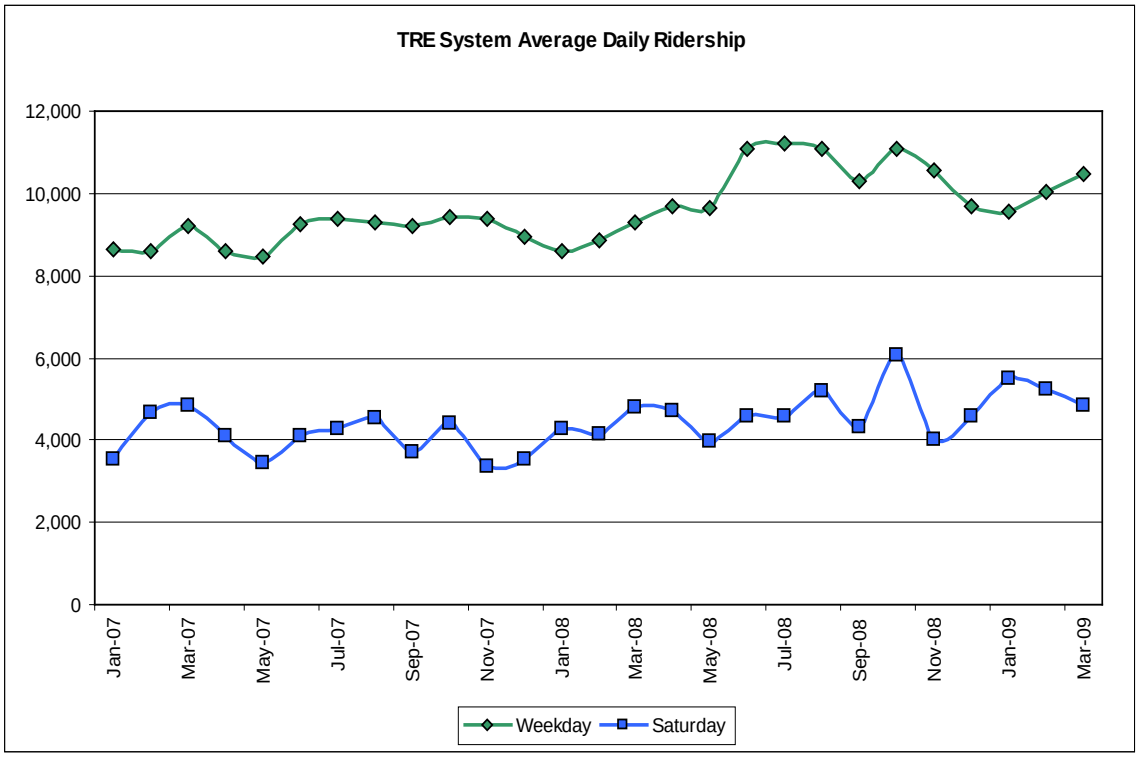
| Route Type | Route | Weekday Average |
|---|---|---|
| Crosstown | 466 | 5,823 |
| Express | 283 | 1,208 |
| Rail Feeder | 583 | 2,897 |
| TC Feeder | 301 | 1,362 |
| Local | 44 | 6,984 |
| Shuttle | UTD | 1,096 |
| Flex | 870 | 264 |

## LRT Ridership




- LRT ridership in the second quarter totaled 4.44 million riders, a decrease of 2.9 percent from the second quarter of FY 2008.
- Weekday ridership in the second quarter averaged 61,112 passengers, a decrease of 1.4 percent from the second quarter of FY 2008.
- Saturday ridership in the second quarter averaged 24,507 passengers, a decrease of 11.7 percent from the FY 2008 level.
- Sunday ridership in the second quarter averaged 19,514 passengers, an increase of 12.2 percent over the FY 2008 level.
- Ridership in the second quarter was impacted by significantly lower fuel prices, increasing unemployment and more than one instance of inclement weather that resulted in service interruptions.

## Commuter Rail – Trinity Railway Express




- Trinity Railway Express ridership continued to increase in the second quarter. The TRE served a total of 696,409 passengers, an increase of 11.0 percent over the second quarter of FY 2008.
- Weekday ridership on the TRE averaged 10,033 daily riders (a 12.6 percent increase over last year) in the second quarter.
- Saturday ridership in the second quarter averaged 5,203 daily riders, an increase of 17.9 percent over the second quarter of FY 2008.
- During the second quarter, the TRE service experienced exceptional ridership related to Spring Break for local public and private schools. Most schools were closed for Spring Break during the week of March 16. During that week, the TRE experienced its fourth highest ridership day in the line's history. Four of the five weekdays during Spring Break had ridership totals of over 13,000 riders with Tuesday, March 17 recording 14,662 riders.
- Spring Break ridership has traditionally provided a boost to second quarter TRE ridership with daily ridership during that period averaging significantly higher than the typical weekday ridership levels. While bus and light rail ridership typically decrease during Spring Break, TRE ridership was over 25 percent higher.

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

| Year | Month | Bus Monthly | LRT Monthly | Commuter Rail Monthly | Fixed Route Total |
|---|---|---|---|---|---|
| 2007 | October | 4,141 | 1,643 | 212 | 5,996 |
| | November | 3,663 | 1,495 | 200 | 5,358 |
| | December | 3,405 | 1,450 | 191 | 5,046 |
| | January | 3,585 | 1,452 | 204 | 5,241 |
| | February | 3,384 | 1,297 | 190 | 4,871 |
| | March | 3,770 | 1,513 | 227 | 5,510 |
| | April | 3,658 | 1,458 | 197 | 5,313 |
| | May | 3,840 | 1,489 | 200 | 5,529 |
| | June | 3,609 | 1,486 | 215 | 5,310 |
| | July | 3,589 | 1,524 | 214 | 5,327 |
| | August | 3,992 | 1,626 | 232 | 5,850 |
| | September | 3,830 | 1,458 | 194 | 5,482 |
| 2008 | October | 4,170 | 1,663 | 264 | 6,097 |
| | November | 3,648 | 1,494 | 204 | 5,346 |
| | December | 3,285 | 1,530 | 186 | 5,001 |
| | January | 3,548 | 1,583 | 206 | 5,337 |
| | February | 3,475 | 1,476 | 203 | 5,154 |
| | March | 3,376 | 1,516 | 219 | 5,111 |
| | April | 3,772 | 1,594 | 232 | 5,598 |
| | May | 3,836 | 1,584 | 223 | 5,643 |
| | June | 3,833 | 1,688 | 252 | 5,773 |
| | July | 3,977 | 1,781 | 265 | 6,023 |
| | August | 3,924 | 1,807 | 259 | 5,990 |
| | September | 4,191 | 1,722 | 235 | 6,148 |
| 2009 | October | 4,533 | 1,851 | 327 | 6,711 |
| | November | 3,559 | 1,571 | 214 | 5,344 |
| | December | 3,395 | 1,653 | 216 | 5,264 |
| | January | 3,466 | 1,400 | 224 | 5,090 |
| | February | 3,451 | 1,466 | 222 | 5,139 |
| | March | 3,515 | 1,577 | 250 | 5,342 |

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

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

| Year | Month | Bus Weekday | LRT Weekday | Commuter Rail Weekday | Fixed Route Total |
|---|---|---|---|---|---|
| 2007 | October | 165.3 | 64.2 | 8.7 | 238.2 |
| | November | 155.9 | 61.9 | 8.9 | 226.7 |
| | December | 142.2 | 59.9 | 8.5 | 210.6 |
| | January | 144.4 | 57.8 | 8.6 | 210.8 |
| | February | 147.9 | 56.8 | 8.6 | 213.3 |
| | March | 148.2 | 60.1 | 9.2 | 217.5 |
| | April | 152.6 | 59.8 | 8.6 | 221 |
| | May | 152.6 | 58.8 | 8.5 | 219.9 |
| | June | 147.7 | 61.2 | 9.3 | 218.2 |
| | July | 145 | 61.9 | 9.3 | 216.2 |
| | August | 153 | 62.2 | 9.3 | 224.5 |
| | September | 167.3 | 62.5 | 9.2 | 239 |
| 2008 | October | 161.3 | 63.8 | 9.4 | 234.5 |
| | November | 157 | 62.1 | 9.4 | 228.5 |
| | December | 137.5 | 64.4 | 8.5 | 210.4 |
| | January | 140.7 | 63.2 | 8.6 | 212.5 |
| | February | 145.5 | 61.9 | 8.9 | 216.3 |
| | March | 136 | 60.9 | 9.3 | 206.2 |
| | April | 151.4 | 63.7 | 9.7 | 224.8 |
| | May | 154.9 | 64.1 | 9.7 | 228.7 |
| | June | 157.8 | 69.9 | 11.1 | 238.8 |
| | July | 157.2 | 70.5 | 11.2 | 238.9 |
| | August | 158 | 73.1 | 11.1 | 242.2 |
| | September | 174.6 | 71.5 | 10.3 | 256.4 |
| 2009 | October | 173 | 71.4 | 11.1 | 255.5 |
| | November | 161.3 | 70.7 | 10.6 | 242.6 |
| | December | 136.5 | 67.3 | 9.7 | 213.5 |
| | January | 140.1 | 55.1 | 9.6 | 204.8 |
| | February | 150.5 | 65 | 10 | 225.5 |
| | March | 139.4 | 63.2 | 10.5 | 213.1 |

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

## Table 3 – Passenger Boardings by Member City

# Dallas Area Rapid Transit

## Estimated Passenger Boardings By Member City

### For the Second Quarter Fiscal Year 2009, Period Ending March 31, 2009

**In Thousands**

| Description | Qtr 2 2009 | Qtr 2 2008 | %%% (2) Change | YTD 2009 | YTD 2008 | %%% Change |
|---|---|---|---|---|---|---|
| **Bus Ridership (1)** | | | | | | |
| **Addison** | 103 | 94 | 9.4% | 209 | 190 | 10.1% |
| **Carrollton** | 188 | 184 | 2.0% | 393 | 377 | 4.2% |
| **Farmers Branch** | 53 | 54 | -1.6% | 111 | 110 | 0.7% |
| **Garland** | 606 | 627 | -3.4% | 1,273 | 1,293 | -1.5% |
| **Glenn Heights** | 71 | 79 | -10.2% | 144 | 154 | -6.1% |
| **Irving** | 562 | 581 | -3.2% | 1,214 | 1,209 | 0.4% |
| **Plano** | 231 | 209 | 10.6% | 475 | 408 | 16.3% |
| **Richardson** | 273 | 244 | 12.2% | 576 | 495 | 16.3% |
| **Rowlett** | 24 | 20 | 20.9% | 47 | 39 | 20.1% |
| **Suburban Total** | 2,112 | 2,093 | 0.9% | 4,441 | 4,275 | 3.9% |
| **Dallas Total (3)** | 8,321 | 8,306 | 0.2% | 17,479 | 17,226 | 1.5% |
| **Bus Total** | 10,433 | 10,399 | 0.3% | 21,920 | 21,501 | 1.9% |
| **Light Rail** | 4,443 | 4,575 | -2.9% | 9,518 | 9,262 | 2.8% |
| **Commuter Rail** | 696 | 628 | 11.0% | 1,454 | 1,282 | 13.4% |
| **Total Passenger Boardings** | 15,572 | 15,601 | -0.2% | 32,892 | 32,044 | 2.6% |

| Type of Day | Qtr 1 2009 | Qtr 1 2008 | Inc (Dec) | YTD 2009 | YTD 2008 | Inc (Dec) |
|---|---|---|---|---|---|---|
| **Weekdays** | 63 | 64 | -1 | 125 | 127 | -2 |
| **Saturdays/Holiday** | 13 | 13 | 0 | 28 | 27 | 1 |
| **Sundays/Holiday** | 14 | 14 | 0 | 29 | 29 | 0 |
| **Total** | 90 | 91 | -1 | 182 | 183 | -1 |

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

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

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

## Service Standards Monitoring Report

## Purpose and Approach

DART's Service Standards Policy directs that a quarterly Service Standards Monitoring Report that describes the performance of the DART bus system be provided to the Board of Directors. Bus route performance is measured using a Route Performance Index (RPI). The RPI is calculated for each DART bus route. The RPI is based on comparisons of each individual route's performance against the Board's adopted standard in each of three performance measures. Those measures are passengers per mile, passengers per trip and subsidy per passenger. The standards for each of these measures are defined for each of six route types, Crosstown, Express, Rail Feeder, Transit Center Feeder, Local and Site-specific Shuttle. In addition, a Service Performance Index (SPI) is calculated for the DART-on-Call service. This latter index measures performance against standards for subsidy per passenger and passengers per hour. **The standards recommended for adoption for FY 2009 were used in compiling this report.**

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

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

## Second Quarter Report

### Crosstown Routes

- Two crosstown routes, 404 and 452 failed to achieve an RPI value of 0.6.
- Route 404 (Westmoreland Station/Medical Center) performed at a 0.5 level. A significant restructuring of route 404 occurred in March 2008. Its ridership is increasing significantly. Route 452 (Parker Road/Legacy/West Plano) was created from the 451 route in February 2009. It is in its development period.
- The remaining crosstown routes performed at or above the 0.6 level during the second quarter.
- Five crosstown routes performed at an RPI level of 1.0 or better.
- Route 466 (Loop 12) was the strongest performing crosstown route with an RPI of 1.4.
- Route 409 (Illinois Station/Medical Center) performed at a 1.1 level; route 486 (Farmers Branch/Downtown Garland) and route 488 (Addison/LBJ/Skillman Station) also performed at the 1.1 RPI level.
- Eleven crosstown routes had RPI values between 0.6 and 0.8. These routes will be carefully monitored for opportunities to improve performance.

## Express Routes

- Nine of DART's ten Express routes had an RPI value of 0.6 or greater.
- Routes 205 (Addison), 278 (Red Bird) and 206 (Glenn Heights) had the highest RPI values among Express routes with RPIs of 1.4, 1.1 and 1.0 respectively.
- One route had an RPI value of less than 0.6.
- Route 247 (Farmers Branch) performed at the 0.4 level. Service modifications and ridership growth are anticipated to strengthen its performance.
- Strong ridership increases experienced on many Express routes as the result of high gasoline prices are being retained despite easing of fuel prices. These higher ridership levels are improving performance and stretching resources.

## Rail Feeder Routes

- Seven of the 30 Rail Feeder routes performed at the 1.0 level or better. A total of 22 Rail Feeder routes performed at or above the 0.6 target.
- The top performing Rail Feeder route was route 702 (NorthPark Shuttle) with an RPI value of 3.3.
- Route 583 (Lovers Lane/LBJ/Skillman/Richland College) was second with an RPI of 2.0.
- Routes 506 (Park Lane and Walnut Hill stations) and 553 (Ledbetter Sta./Cedar Valley College) were third and fourth with RPI values of 1.5 and 1.3 respectively.
- Routes 541 (Corinth Station/Fawn Valley) and 554 (Ledbetter Station/ Bonnieview) performed with RPI values of 1.1.
- One route, route 548 (Westmoreland/Old Hickory) had an RPI value of 1.0.
- Five routes recorded an RPI value of 0.5 during the third quarter, including routes 507, 513, 539, 567 and 760.
- Routes 560, 566 and 570 performed at the 0.4 level. Route 570 was replaced with a Flex route in February 2009.

## Transit Center Feeder Routes

- Four Transit Center Feeder routes fell below the 0.6 RPI level. These routes include 305, 316, 342 and 347.
- Routes 316 and 342 were replaced with Flex routes in February 2009.
- Twenty-one of the 25 Transit Center Feeder routes achieved RPI values of 0.6 or greater. Eight of those routes had RPI values of 1.0 or greater.
- Routes 301 (North Irving/South Irving), 341 (Addison/Rosemeade), 378 (Downtown Garland/Lake Ray Hubbard) 377(South Garland/Downtown Garland) and 374(LBJ/Skillman/Woodmeadow) were the top performing Transit Center Feeder routes with RPI values of 1.4, 1.3, 1.3, 1.2 and 1.1 respectively.

## Local Routes

- Twenty-eight of the 34 Local routes posted RPI values of 0.6 or greater in the second quarter of FY 2009.
- Route 44 (South Dallas/Medical Center/Northwest Dallas) was both the best performing Local route with a 1.6 RPI as well as the most heavily patronized route.
- Route 26 (Harry Hines Corridor/South Dallas) placed second with an RPI value of 1.5.
- Routes 2 (Culver) with an RPI of 1.2 and routes 19 (Ann Arbor/Lakewood) 24 (Mockingbird Station) and 165 (Pleasant Grove) performed at the 1.1 level.
- Two routes had RPI values of 1.0, five routes had RPI values of 0.9, four routes posted an RPI value of 0.8 and another four routes had 0.7 RPIs.
- Routes 8, 60, 111, 155, 185 and 184 were the poorest performers. Route 184 continues to perform well below standard as its ridership continues to decline.

## Site-specific Shuttles

- Seven of eight Site-specific Shuttles performed at or above the 0.6 level.
- The UT Dallas (RPI 4.1), SMU (RPI 1.3), shuttles were the top performers.
- The TI, Medical City, U T Southwestern, and DFW shuttles all performed between the 0.6 and 0.8 levels.
- The Palisades E-shuttle (from Galatyn Park station) performed at the 0.3 level but is expected to improve as new development occurs around the Galatyn Park station.

## DART-on-Call

- Five of the nine DART-on-Call zones exceeded the 0.6 Service Performance Index level.
- The North Central Plano zone was the best performing and the most heavily used zone with an SPI value of 1.3.
- The Richardson zone performed at a 1.0 level while the East Plano and Glenn Heights zones were at the 0.9 and 0.8 levels. The Richardson and Glenn Heights zones operate during peak hours only.
- The Farmers Branch, Lake Highlands, Lakewood and North Dallas zones, with SPI values of 0.5 and lower, are being examined for opportunities to increase ridership or modify service levels.

## FLEX Routes

- Five of the six FLEX routes exceeded the 0.6 Service Performance Index level.
- The Telecom Corridor route was the best performing route with an SPI of 0.9.
- The East Plano and South Plano routes performed at the 0.8 SPI level.
- The Lake June Flex was the poorest performer with an SPI of 0.4.

### Evaluation of Routes Ranked by Performance Metrics

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

| Crosstown | | Express | | Rail Feeders | | T C Feeders | | Local | |
|---|---|---|---|---|---|---|---|---|---|
| **RPI** | **Ranking** | **RPI** | **Ranking** | **RPI** | **Ranking** | **RPI** | **Ranking** | **RPI** | **Ranking** |
| 404 | 404 | 247 | 204 | 507 | 513 | 305 | 306 | 8 | 8 |
| 452 | 410 | | 210 | 513 | 539 | 316 | 307 | 60 | 21 |
| | 444 | | 247 | 539 | 560 | 342 | 310 | 111 | 35 |
| | 452 | | | 560 | 566 | 347 | 316 | 155 | 42 |
| | 475 | | | 566 | 570 | | 342 | 184 | 60 |
| | | | | 567 | 574 | | 347 | 185 | 111 |
| | | | | 570 | 760 | | | | 155 |
| | | | | 760 | | | | | 184 |
| | | | | | | | | | 185 |

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

# Crosstown Routes

Crosstown

**Dallas Area Rapid Transit**
**Service Standards Monitoring Report**
**Second Quarter FY 2009**

| | LINE | Avg Weekday Pass 2Q09 | Avg Weekday Pass 2Q08 | % Change | Sub/ Pass | Index | Pass/ Trip | Index | Pass/ Rev Mile | Index | 1Q09 Route Performance Index | 2Q09 Route Performance Index | RPI Point Change |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | **$3.25** | | **34.00** | | **2.00** | | | | |
| C | 466 | 5,812 | 5,483 | 6.0% | $2.43 | 1.3 | 63.3 | 1.9 | 2.1 | 1.0 | **1.5** | 1.4 | **-0.1** |
| C | 409 | 2,693 | 2,641 | 2.0% | $2.41 | 1.3 | 31.4 | 0.9 | 2.4 | 1.2 | **1.3** | 1.1 | **-0.2** |
| C | 486 | 2,606 | 2,505 | 4.0% | $3.07 | 1.1 | 39.8 | 1.2 | 1.9 | 0.9 | **1.1** | 1.1 | **0.0** |
| C | 488 | 1,869 | 1,611 | 16.0% | $2.81 | 1.2 | 32.9 | 1.0 | 2.1 | 1.1 | **1.1** | 1.1 | **0.0** |
| C | 463 | 1,859 | 1,821 | 2.1% | $2.87 | 1.1 | 30.1 | 0.9 | 2.1 | 1.0 | **1.1** | **1.0** | **-0.1** |
| C | 400 | 2,164 | 2,167 | -0.2% | $5.08 | 0.6 | 35.8 | 1.1 | 1.2 | 0.6 | **0.8** | **0.8** | **0.0** |
| C | 405 | 2,025 | 2,025 | 0.0% | $3.80 | 0.9 | 27.7 | 0.8 | 1.5 | 0.7 | **0.8** | **0.8** | **0.0** |
| C | 428 | 2,932 | 3,043 | -3.7% | $3.92 | 0.8 | 31.3 | 0.9 | 1.5 | 0.8 | **0.9** | **0.8** | **-0.1** |
| C | 451 | 1,736 | 1,992 | -12.9% | $3.83 | 0.8 | 21.1 | 0.6 | 1.6 | 0.8 | **0.8** | **0.8** | **0.0** |
| C | 453 | 2,310 | 2,448 | -5.6% | $3.69 | 0.9 | 27.6 | 0.8 | 1.7 | 0.8 | **0.9** | **0.8** | **-0.1** |
| C | 408 | 1,702 | 1,972 | -13.7% | $4.42 | 0.7 | 25.8 | 0.8 | 1.3 | 0.7 | **0.8** | **0.7** | **-0.1** |
| C | 415 | 1,212 | 1,099 | 10.3% | $4.08 | 0.8 | 22.6 | 0.7 | 1.5 | 0.8 | **0.8** | **0.7** | **-0.1** |
| C | 445 | 1,011 | 955 | 5.8% | $3.81 | 0.9 | 12.8 | 0.4 | 1.9 | 0.9 | **0.8** | **0.7** | **-0.1** |
| C | 410 | 991 | 1,108 | -10.6% | $5.36 | 0.6 | 17.1 | 0.5 | 1.1 | 0.6 | **0.6** | **0.6** | **0.0** |
| C | 444 | 986 | 972 | 1.5% | $5.10 | 0.6 | 14.6 | 0.4 | 1.2 | 0.6 | **0.6** | **0.6** | **0.0** |
| C | 475 | 1,394 | 1,408 | -1.0% | $5.92 | 0.5 | 21.8 | 0.6 | 1.1 | 0.6 | **0.6** | **0.6** | **0.0** |
| C | 404 | 599 | 462 | 29.6% | $6.45 | 0.5 | 11.5 | 0.3 | 1.1 | 0.6 | **0.5** | 0.5 | **0.0** |
| C | 452 | 814 | 0 | All | $9.01 | 0.4 | 13.9 | 0.4 | 0.7 | 0.4 | - | 0.4 | |

# Express Routes

Express

**Dallas Area Rapid Transit**
**Service Standards Monitoring Report**
**Second Quarter FY 2009**

| | LINE | Avg Weekday Pass 2Q09 | Avg Weekday Pass 2Q08 | % Change | Sub/ Pass | Index | Pass/ Trip | Index | Pass/ Rev Mile | Index | 1Q09 Route Performance Index | 2Q09 Route Performance Index | RPI Point Change |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | **$5.50** | | **18.00** | | **1.10** | | | | |
| E | 205 | 752 | 692 | 8.7% | $4.78 | 1.2 | 25.5 | 1.4 | 1.8 | 1.6 | **1.4** | 1.4 | **0.0** |
| E | 278 | 707 | 682 | 3.6% | $4.28 | 1.3 | 13.9 | 0.8 | 1.4 | 1.3 | **1.1** | 1.1 | **0.0** |
| E | 206 | 1,088 | 1,178 | -7.6% | $5.47 | 1.0 | 18.8 | 1.0 | 1.1 | 1.0 | **1.0** | **1.0** | **0.0** |
| E | 207 | 236 | 229 | 3.0% | $6.88 | 0.8 | 18.2 | 1.0 | 0.9 | 0.8 | **0.8** | **0.9** | **0.1** |
| E | 283 | 1,207 | 1,196 | 0.9% | $5.79 | 1.0 | 14.7 | 0.8 | 0.9 | 0.8 | **0.9** | **0.9** | **0.0** |
| E | 202 | 880 | 912 | -3.5% | $4.86 | 1.1 | 11.3 | 0.6 | 0.9 | 0.8 | **1.0** | **0.8** | **-0.2** |
| E | 234 | 98 | 70 | 40.5% | $11.48 | 0.5 | 16.3 | 0.9 | 0.9 | 0.8 | **0.8** | **0.7** | **-0.1** |
| E | 204 | 1,109 | 1,037 | 6.9% | $8.48 | 0.6 | 12.9 | 0.7 | 0.6 | 0.6 | **0.7** | **0.6** | **-0.1** |
| E | 210 | 602 | 583 | 3.2% | $9.54 | 0.6 | 13.2 | 0.7 | 0.6 | 0.6 | **0.6** | **0.6** | **0.0** |
| E | 247 | 61 | 70 | -13.4% | $15.83 | 0.3 | 7.6 | 0.4 | 0.5 | 0.5 | **0.5** | 0.4 | **-0.1** |

# Rail Feeder Routes

Rail Station Feeder

**Dallas Area Rapid Transit**
**Service Standards Monitoring Report**
**Second Quarter FY 2009**

| | LINE | Avg Weekday Pass 2Q09 | Avg Weekday Pass 2Q08 | % Change | Sub/ Pass | Index | Pass/ Trip | Index | Pass/ Rev Mile | Index | 1Q09 Route Performance Index | 2Q09 Route Performance Index | RPI Point Change |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | **$3.95** | | **13.00** | | **2.00** | | | | |
| F1 | 702 | 684 | 467 | 46.5% | $0.74 | 5.3 | 8.9 | 0.7 | 7.5 | 3.8 | **3.1** | 3.3 | **0.2** |
| F1 | 583 | 2,893 | 2,870 | 0.8% | $1.85 | 2.1 | 30.3 | 2.3 | 3.0 | 1.5 | **2.1** | 2.0 | **-0.1** |
| F1 | 506 | 1,505 | 1,563 | -3.7% | $1.97 | 2.0 | 14.9 | 1.1 | 2.9 | 1.5 | **1.7** | 1.5 | **-0.2** |
| F1 | 553 | 796 | 574 | 38.7% | $2.57 | 1.5 | 18.4 | 1.4 | 2.1 | 1.1 | **1.5** | 1.3 | **-0.2** |
| F1 | 541 | 1,034 | 951 | 8.7% | $3.25 | 1.2 | 14.5 | 1.1 | 1.7 | 0.9 | **1.1** | 1.1 | **0.0** |
| F1 | 554 | 1,427 | 1,338 | 6.6% | $2.66 | 1.5 | 11.8 | 0.9 | 2.1 | 1.0 | **1.2** | 1.1 | **-0.1** |
| F1 | 548 | 1,116 | 1,282 | -13.0% | $4.14 | 1.0 | 14.1 | 1.1 | 1.6 | 0.8 | **1.0** | **1.0** | **0.0** |
| F1 | 502 | 1,076 | 1,196 | -10.0% | $4.22 | 0.9 | 11.2 | 0.9 | 1.5 | 0.8 | **0.9** | **0.9** | **0.0** |
| F1 | 519 | 900 | 868 | 3.6% | $4.91 | 0.8 | 15.8 | 1.2 | 1.3 | 0.7 | **0.9** | **0.9** | **0.0** |
| F1 | 582 | 989 | 842 | 17.4% | $4.43 | 0.9 | 12.0 | 0.9 | 1.6 | 0.8 | **0.9** | **0.9** | **0.0** |
| F1 | 510 | 866 | 751 | 15.4% | $4.41 | 0.9 | 10.2 | 0.8 | 1.5 | 0.8 | **0.8** | **0.8** | **0.0** |
| F1 | 515 | 921 | 906 | 1.7% | $5.41 | 0.7 | 10.4 | 0.8 | 1.1 | 0.6 | **0.7** | **0.7** | **0.0** |
| F1 | 522 | 803 | 865 | -7.2% | $4.66 | 0.8 | 9.2 | 0.7 | 1.4 | 0.7 | **0.8** | **0.7** | **-0.1** |
| F1 | 538 | 981 | 980 | 0.1% | $4.64 | 0.9 | 5.6 | 0.4 | 1.3 | 0.7 | **0.7** | **0.7** | **0.0** |
| F1 | 547 | 569 | 508 | 12.0% | $4.81 | 0.8 | 8.3 | 0.6 | 1.1 | 0.5 | **0.7** | **0.7** | **0.0** |
| F1 | 549 | 727 | 735 | -1.2% | $6.72 | 0.6 | 12.2 | 0.9 | 1.1 | 0.5 | **0.7** | **0.7** | **0.0** |
| F1 | 550 | 595 | 521 | 14.3% | $5.04 | 0.8 | 8.0 | 0.6 | 1.3 | 0.7 | **0.7** | **0.7** | **0.0** |
| F1 | 542 | 512 | 490 | 4.5% | $6.68 | 0.6 | 8.2 | 0.6 | 1.0 | 0.5 | **0.6** | **0.6** | **0.0** |
| F1 | 551 | 351 | 339 | 3.5% | $6.56 | 0.6 | 7.6 | 0.6 | 1.0 | 0.5 | **0.6** | **0.6** | **0.0** |
| F1 | 568 | 867 | 969 | -10.6% | $6.05 | 0.7 | 9.3 | 0.7 | 1.0 | 0.5 | **0.7** | **0.6** | **-0.1** |
| F1 | 571 | 633 | 597 | 6.1% | $6.59 | 0.6 | 10.9 | 0.8 | 1.0 | 0.5 | **0.7** | **0.6** | **-0.1** |
| F1 | 574 | 399 | 419 | -4.8% | $6.83 | 0.6 | 8.7 | 0.7 | 0.8 | 0.4 | **0.6** | **0.6** | **0.0** |
| F1 | 507 | 213 | 229 | -7.2% | $6.42 | 0.6 | 5.7 | 0.4 | 1.0 | 0.5 | **0.6** | 0.5 | **-0.1** |
| F1 | 513 | 266 | 288 | -7.5% | $6.38 | 0.6 | 5.3 | 0.4 | 0.9 | 0.5 | **0.5** | 0.5 | **0.0** |
| F1 | 539 | 347 | 135 | 156.9% | $8.02 | 0.5 | 6.8 | 0.5 | 0.9 | 0.5 | **0.5** | 0.5 | **0.0** |
| F1 | 567 | 313 | 355 | -11.9% | $6.00 | 0.7 | 4.7 | 0.4 | 1.1 | 0.5 | **0.5** | 0.5 | **0.0** |
| F1 | 760 | 80 | 181 | -55.9% | $7.61 | 0.5 | 2.8 | 0.2 | 1.5 | 0.8 | **0.6** | 0.5 | **-0.1** |
| F1 | 560 | 397 | 398 | -0.2% | $9.92 | 0.4 | 7.0 | 0.5 | 0.7 | 0.4 | **0.5** | 0.4 | **-0.1** |
| F1 | 566 | 232 | 276 | -16.0% | $8.06 | 0.5 | 4.8 | 0.4 | 0.8 | 0.4 | **0.5** | 0.4 | **-0.1** |
| F1 | 570 | 35 | 42 | -17.3% | $8.88 | 0.4 | 2.6 | 0.2 | 1.0 | 0.5 | **0.4** | 0.4 | **0.0** |

# Transit Center Feeder Routes

Transit Center Feeder

**Dallas Area Rapid Transit**
**Service Standards Monitoring Report**
**Second Quarter FY 2009**

| | LINE | Avg Weekday Pass 2Q09 | Avg Weekday Pass 2Q08 | % Change | Sub/ Pass | Index | Pass/ Trip | Index | Pass/ Rev Mile | Index | 1Q09 Route Performance Index | 2Q09 Route Performance Index | RPI Point Change |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | **$5.00** | | **13.00** | | **1.30** | | | | |
| F2 | **301** | 1,360 | 1,343 | 1.2% | $4.60 | 1.1 | 25.2 | 1.9 | 1.3 | 1.0 | **1.6** | **1.4** | **-0.2** |
| F2 | **341** | 876 | 813 | 7.8% | $3.13 | 1.6 | 13.6 | 1.0 | 1.8 | 1.4 | **1.5** | **1.3** | **-0.2** |
| F2 | **378** | 1,032 | 1,329 | -22.3% | $3.77 | 1.3 | 14.4 | 1.1 | 2.0 | 1.5 | **1.4** | **1.3** | **-0.1** |
| F2 | **377** | 528 | 651 | -18.8% | $4.02 | 1.2 | 11.3 | 0.9 | 1.8 | 1.4 | **1.4** | **1.2** | **-0.2** |
| F2 | **374** | 740 | 682 | 8.6% | $4.65 | 1.1 | 13.7 | 1.1 | 1.6 | 1.2 | **1.2** | **1.1** | **-0.1** |
| F2 | 350 | 916 | 901 | 1.7% | $5.76 | 0.9 | 15.4 | 1.2 | 1.1 | 0.8 | **1.0** | **1.0** | **0.0** |
| F2 | 360 | 987 | 989 | -0.2% | $5.14 | 1.0 | 11.5 | 0.9 | 1.4 | 1.1 | **1.0** | **1.0** | **0.0** |
| F2 | 361 | 573 | 571 | 0.4% | $5.21 | 1.0 | 11.2 | 0.9 | 1.6 | 1.3 | **1.1** | **1.0** | **-0.1** |
| F2 | 331 | 552 | 520 | 6.2% | $5.52 | 0.9 | 11.4 | 0.9 | 1.3 | 1.0 | **1.0** | **0.9** | **-0.1** |
| F2 | 380 | 437 | 361 | 21.0% | $5.28 | 0.9 | 8.7 | 0.7 | 1.3 | 1.0 | **0.9** | **0.9** | **0.0** |
| F2 | 385 | 705 | 468 | 50.8% | $6.03 | 0.8 | 11.2 | 0.9 | 1.2 | 0.9 | **0.9** | **0.9** | **0.0** |
| F2 | 333 | 522 | 435 | 20.2% | $5.35 | 0.9 | 10.1 | 0.8 | 0.9 | 0.7 | **0.8** | **0.8** | **0.0** |
| F2 | 372 | 710 | 722 | -1.6% | $5.84 | 0.9 | 11.6 | 0.9 | 1.0 | 0.8 | **0.9** | **0.8** | **-0.1** |
| F2 | 303 | 365 | 374 | -2.4% | $5.91 | 0.8 | 7.6 | 0.6 | 1.0 | 0.8 | **0.8** | **0.7** | **-0.1** |
| F2 | 308 | 376 | 356 | 5.6% | $5.84 | 0.9 | 7.9 | 0.6 | 0.9 | 0.7 | **0.7** | **0.7** | **0.0** |
| F2 | 362 | 543 | 666 | -18.5% | $7.65 | 0.7 | 9.2 | 0.7 | 1.0 | 0.7 | **0.7** | **0.7** | **0.0** |
| F2 | 302 | 352 | 355 | -0.8% | $8.92 | 0.6 | 6.8 | 0.5 | 0.8 | 0.6 | **0.7** | **0.6** | **-0.1** |
| F2 | 306 | 285 | 332 | -14.2% | $7.58 | 0.7 | 5.8 | 0.4 | 0.7 | 0.5 | **0.5** | **0.6** | **0.1** |
| F2 | 307 | 411 | 397 | 3.5% | $10.46 | 0.5 | 8.9 | 0.7 | 0.6 | 0.5 | **0.6** | **0.6** | **0.0** |
| F3 | 310 | 579 | 574 | 0.9% | $10.41 | 0.5 | 10.5 | 0.8 | 0.6 | 0.5 | **0.8** | **0.6** | **-0.2** |
| F2 | 344 | 480 | 292 | 64.1% | $11.76 | 0.4 | 7.9 | 0.6 | 0.8 | 0.6 | **0.6** | **0.6** | **0.0** |
| F2 | **305** | 300 | 293 | 2.4% | $9.94 | 0.5 | 6.7 | 0.5 | 0.8 | 0.6 | **0.7** | **0.5** | **-0.2** |
| F2 | **316** | 241 | 214 | 12.5% | $14.90 | 0.3 | 5.6 | 0.4 | 0.7 | 0.5 | **0.5** | **0.4** | **-0.1** |
| F2 | **347** | 137 | 0 | All | $12.42 | 0.4 | 5.8 | 0.4 | 0.5 | 0.4 | **0.3** | **0.4** | **0.1** |
| F2 | **342** | 96 | 122 | -20.8% | $22.78 | 0.2 | 5.2 | 0.4 | 0.5 | 0.4 | **0.4** | **0.3** | **-0.1** |

# Local Routes

Local

**Dallas Area Rapid Transit**
**Service Standards Monitoring Report**
**Second Quarter FY 2009**

| | LINE | Avg Weekday Pass 2Q09 | Avg Weekday Pass 2Q08 | % Change | Sub/ Pass | Index | Pass/ Trip | Index | Pass/ Rev Mile | Index | 1Q09 Route Performance Index | 2Q09 Route Performance Index | RPI Point Change |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | **$3.25** | | **24.50** | | **2.10** | | | | |
| L | 44 | 6,976 | 7,128 | -2.1% | $2.15 | 1.5 | 48.2 | 2.0 | 2.5 | 1.2 | **1.6** | 1.6 | **0.0** |
| L | 26 | 4,417 | 4,509 | -2.0% | $1.90 | 1.7 | 31.9 | 1.3 | 2.8 | 1.3 | **1.5** | 1.4 | **-0.1** |
| L | 2 | 1,638 | 1,257 | 30.3% | $2.25 | 1.4 | 20.6 | 0.8 | 2.5 | 1.2 | **1.2** | 1.2 | **0.0** |
| L | 19 | 3,164 | 3,139 | 0.8% | $2.70 | 1.2 | 23.9 | 1.0 | 2.3 | 1.1 | **1.1** | 1.1 | **0.0** |
| L | 24 | 1,817 | 1,753 | 3.6% | $2.38 | 1.4 | 15.4 | 0.6 | 2.8 | 1.3 | **1.2** | 1.1 | **-0.1** |
| L | 165 | 4,016 | 3,890 | 3.2% | $2.66 | 1.2 | 24.2 | 1.0 | 2.0 | 0.9 | **1.1** | 1.1 | **0.0** |
| L | 76 | 1,824 | 1,798 | 1.4% | $3.38 | 1.0 | 28.2 | 1.1 | 1.7 | 0.8 | **1.0** | **1.0** | **0.0** |
| L | 110 | 1,637 | 1,473 | 11.1% | $3.01 | 1.1 | 22.3 | 0.9 | 2.0 | 1.0 | **1.1** | **1.0** | **-0.1** |
| L | 1 | 2,347 | 2,310 | 1.6% | $3.50 | 0.9 | 19.3 | 0.8 | 1.8 | 0.9 | **0.9** | **0.9** | **0.0** |
| L | 11 | 1,374 | 2,240 | -38.6% | $2.96 | 1.1 | 16.8 | 0.7 | 2.1 | 1.0 | **0.9** | **0.9** | **0.0** |
| L | 12 | 1,115 | 1,182 | -5.7% | $3.06 | 1.1 | 14.4 | 0.6 | 2.2 | 1.1 | **1.0** | **0.9** | **-0.1** |
| L | 29 | 1,485 | 1,394 | 6.6% | $3.11 | 1.0 | 17.5 | 0.7 | 2.0 | 1.0 | **0.9** | **0.9** | **0.0** |
| L | 164 | 3,325 | 3,196 | 4.0% | $3.57 | 0.9 | 22.2 | 0.9 | 1.6 | 0.8 | **0.9** | **0.9** | **0.0** |
| L | 36 | 1,694 | 1,744 | -2.9% | $4.28 | 0.8 | 23.9 | 1.0 | 1.5 | 0.7 | **0.9** | **0.8** | **-0.1** |
| L | 39 | 1,059 | 1,137 | -6.9% | $3.37 | 1.0 | 13.6 | 0.6 | 2.1 | 1.0 | **0.9** | **0.8** | **-0.1** |
| L | 49 | 1,271 | 1,271 | 0.0% | $3.63 | 0.9 | 15.7 | 0.6 | 2.0 | 1.0 | **0.9** | **0.8** | **-0.1** |
| L | 52 | 1,049 | 1,055 | -0.6% | $3.24 | 1.0 | 12.1 | 0.5 | 2.0 | 1.0 | **0.9** | **0.8** | **-0.1** |
| L | 31 | 1,327 | 1,259 | 5.4% | $5.09 | 0.6 | 20.3 | 0.8 | 1.2 | 0.6 | **0.7** | **0.7** | **0.0** |
| L | 50 | 1,856 | 1,802 | 3.0% | $4.37 | 0.7 | 20.2 | 0.8 | 1.4 | 0.7 | **0.8** | **0.7** | **-0.1** |
| L | 59 | 1,024 | 1,091 | -6.1% | $4.76 | 0.7 | 16.4 | 0.7 | 1.3 | 0.6 | **0.7** | **0.7** | **0.0** |
| L | 161 | 2,200 | 2,089 | 5.3% | $4.20 | 0.8 | 15.5 | 0.6 | 1.3 | 0.6 | **0.7** | **0.7** | **0.0** |
| L | 21 | 1,351 | 1,543 | -12.4% | $6.33 | 0.5 | 17.4 | 0.7 | 1.1 | 0.5 | **0.6** | **0.6** | **0.0** |
| L | 35 | 1,156 | 1,133 | 2.1% | $5.99 | 0.5 | 18.2 | 0.7 | 1.1 | 0.5 | **0.7** | **0.6** | **-0.1** |
| L | 37 | 1,791 | 1,811 | -1.1% | $5.47 | 0.6 | 15.1 | 0.6 | 1.1 | 0.5 | **0.6** | **0.6** | **0.0** |
| L | 42 | 1,766 | 1,759 | 0.4% | $5.47 | 0.6 | 21.0 | 0.9 | 1.0 | 0.5 | **0.7** | **0.6** | **-0.1** |
| L | 51 | 1,071 | 982 | 9.1% | $5.21 | 0.6 | 13.6 | 0.6 | 1.2 | 0.6 | **0.6** | **0.6** | **0.0** |
| L | 63 | 881 | 882 | -0.1% | $4.68 | 0.7 | 13.0 | 0.5 | 1.3 | 0.6 | **0.7** | **0.6** | **-0.1** |
| L | 183 | 1,231 | 1,178 | 4.5% | $3.95 | 0.8 | 14.3 | 0.6 | 1.1 | 0.5 | **0.6** | **0.6** | **0.0** |
| L | 8 | 198 | 325 | -39.1% | $5.60 | 0.6 | 3.3 | 0.1 | 1.6 | 0.8 | **0.5** | 0.5 | **0.0** |
| L | 60 | 1,078 | 1,106 | -2.5% | $6.54 | 0.5 | 14.0 | 0.6 | 1.1 | 0.5 | **0.6** | 0.5 | **-0.1** |
| L | 111 | 733 | 835 | -12.2% | $4.96 | 0.7 | 9.1 | 0.4 | 1.1 | 0.5 | **0.5** | 0.5 | **0.0** |
| L | 155 | 220 | 246 | -10.7% | $6.74 | 0.5 | 10.0 | 0.4 | 1.1 | 0.5 | **0.6** | 0.5 | **-0.1** |
| L | 185 | 1,179 | 1,258 | -6.2% | $6.37 | 0.5 | 13.9 | 0.6 | 1.0 | 0.5 | **0.6** | 0.5 | **-0.1** |
| L | 184 | 98 | 111 | -12.1% | $15.16 | 0.2 | 9.8 | 0.4 | 0.6 | 0.3 | **0.3** | 0.3 | **0.0** |

## Site-Specific Shuttles

Site-Specific Shuttles

**Dallas Area Rapid Transit**
**Service Standards Monitoring Report**
**Second Quarter FY 2009**

| LINE | Avg Weekday Pass 2Q09 | Avg Weekday Pass 2Q08 | % Change | Sub/ Pass | Index | Pass/ Trip | Index | Pass/ Rev Mile | Index | 1Q09 Route Performance Index | 2Q09 Route Performance Index | RPI Point Change |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | **$1.00** | | **6.50** | | **2.00** | | | | |
| SS **UTD** | 1,096 | 312 | 251.2% | $0.09 | 10.6 | 17.1 | 2.6 | 2.4 | 1.2 | **4.1** | **4.8** | **0.7** |
| SS **SMU** | 863 | 833 | 3.6% | $1.38 | 0.7 | 10.8 | 1.7 | 2.7 | 1.4 | **1.2** | **1.3** | **0.1** |
| SS TI | 740 | 799 | -7.4% | $1.31 | 0.8 | 4.8 | 0.7 | 1.6 | 0.8 | **1.1** | **0.8** | **-0.3** |
| SS MCE | 128 | 121 | 5.6% | $0.86 | 1.2 | 1.5 | 0.2 | 1.4 | 0.7 | **1.0** | **0.7** | **-0.3** |
| SS TIS | 135 | 156 | -13.6% | $0.81 | 1.2 | 2.7 | 0.4 | 1.0 | 0.5 | **1.1** | **0.7** | **-0.4** |
| SS DFW | 467 | 471 | -0.9% | $1.45 | 0.7 | 5.9 | 0.9 | 0.7 | 0.3 | **0.9** | **0.6** | **-0.3** |
| SS UTSW | 0 | 308 | -100.0% | $1.40 | 0.7 | 3.0 | 0.5 | 1.4 | 0.7 | **0.9** | **0.6** | **-0.3** |
| SS **PE** | 70 | 63 | 11.7% | $3.39 | 0.3 | 1.7 | 0.3 | 0.8 | 0.4 | **0.3** | **0.3** | **0.0** |

## DART-on-Call

DART-on-Call

**Dallas Area Rapid Transit**
**Service Standards Monitoring Report**
**Second Quarter FY 2009**

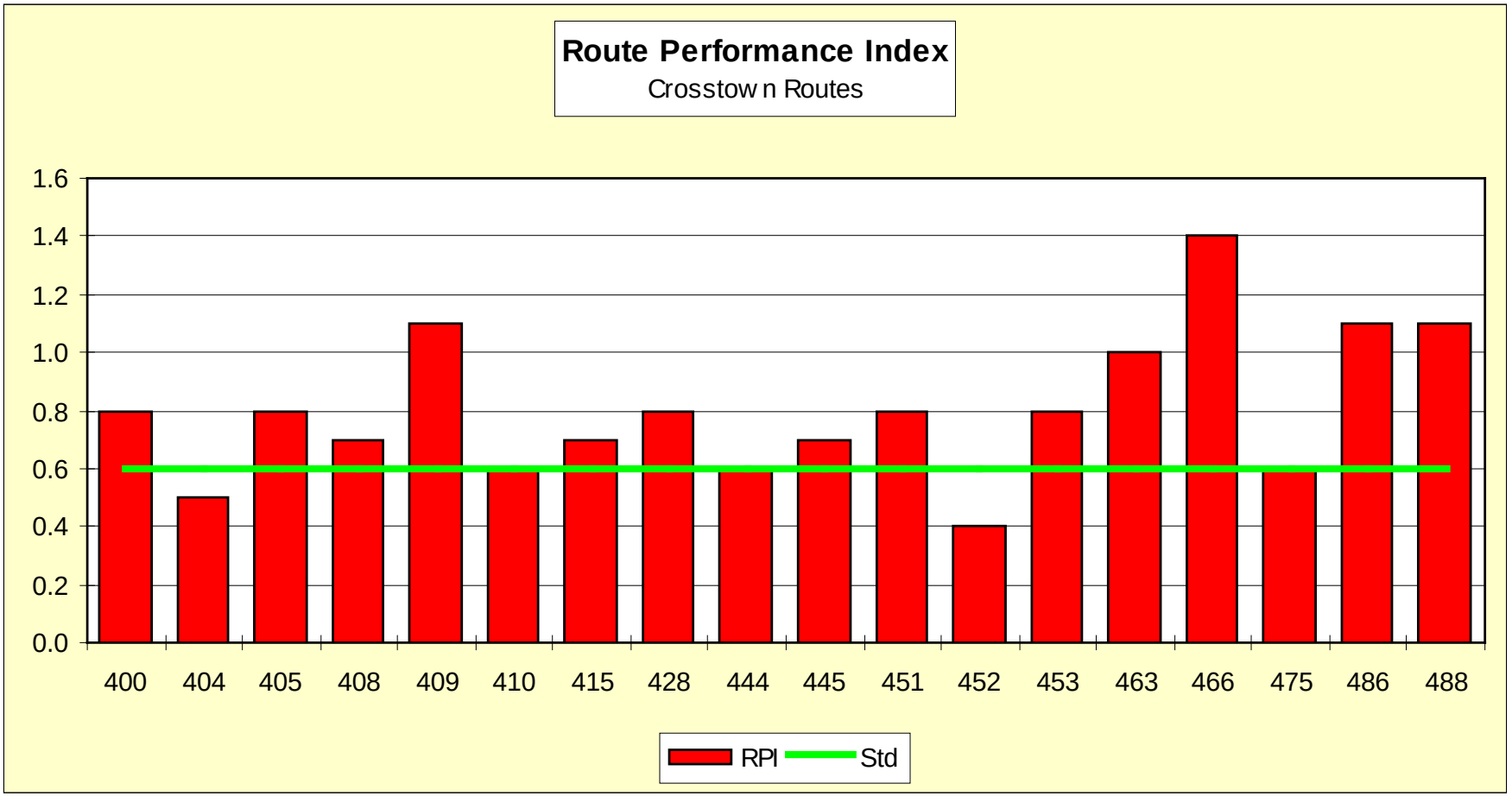
| LINE | Avg Weekday Pass 2Q09 | Avg Weekday Pass 2Q08 | % Change | Sub/ Pass | Index | Pass/ Rev Hour | Index | 1Q09 Service Performance Index | 2Q09 Service Performance Index | SPI Point Change |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | **$8.40** | | **6.50** | | | | |
| D **NCPoC** | 153 | 152 | 0.5% | $5.33 | 1.6 | 6.95 | 1.1 | **1.4** | **1.3** | **-0.1** |
| D Rich | 72 | 63 | 13.7% | $7.72 | 1.1 | 6.27 | 1.0 | **1.1** | **1.0** | **-0.1** |
| D EPoC | 65 | 85 | -23.5% | $8.92 | 0.9 | 5.33 | 0.8 | **0.9** | **0.9** | **0.0** |
| D GH | 41 | 53 | -23.0% | $10.36 | 0.8 | 5.27 | 0.8 | **0.9** | **0.8** | **-0.1** |
| D RoC | 65 | 69 | -5.3% | $10.17 | 0.8 | 4.35 | 0.7 | **0.7** | **0.7** | **0.0** |
| D **FBoC** | 46 | 46 | -0.2% | $14.51 | 0.6 | 2.90 | 0.4 | **0.4** | **0.5** | **0.1** |
| D **NDoC** | 42 | 42 | 0.0% | $15.25 | 0.6 | 3.08 | 0.5 | **0.5** | **0.5** | **0.0** |
| D **LHoC** | 40 | 40 | -0.2% | $17.15 | 0.5 | 2.66 | 0.4 | **0.4** | **0.4** | **0.0** |
| D **LoC** | 37 | 44 | -17.2% | $18.21 | 0.5 | 2.53 | 0.4 | **0.4** | **0.4** | **0.0** |

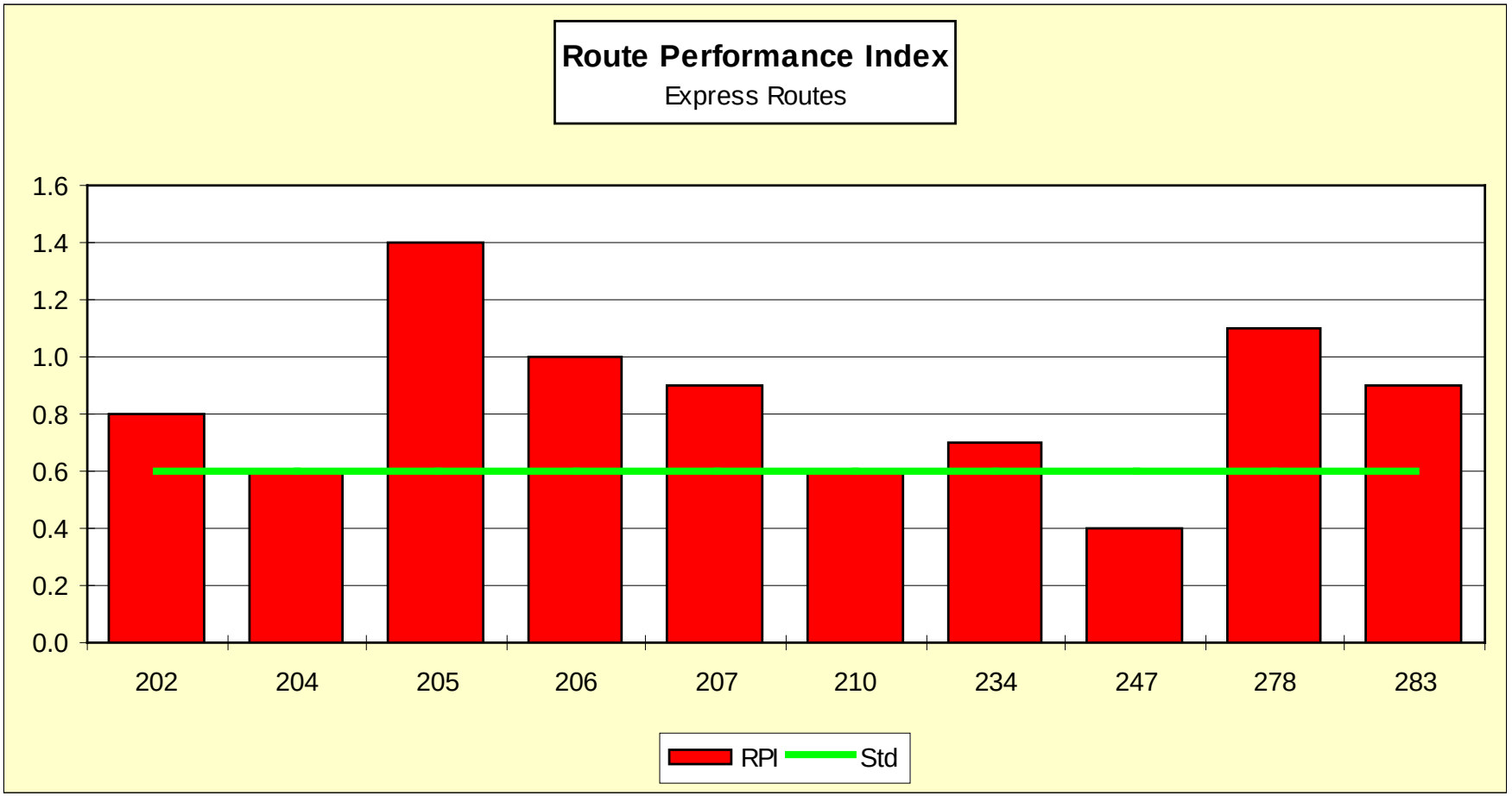
# FLEX Routes

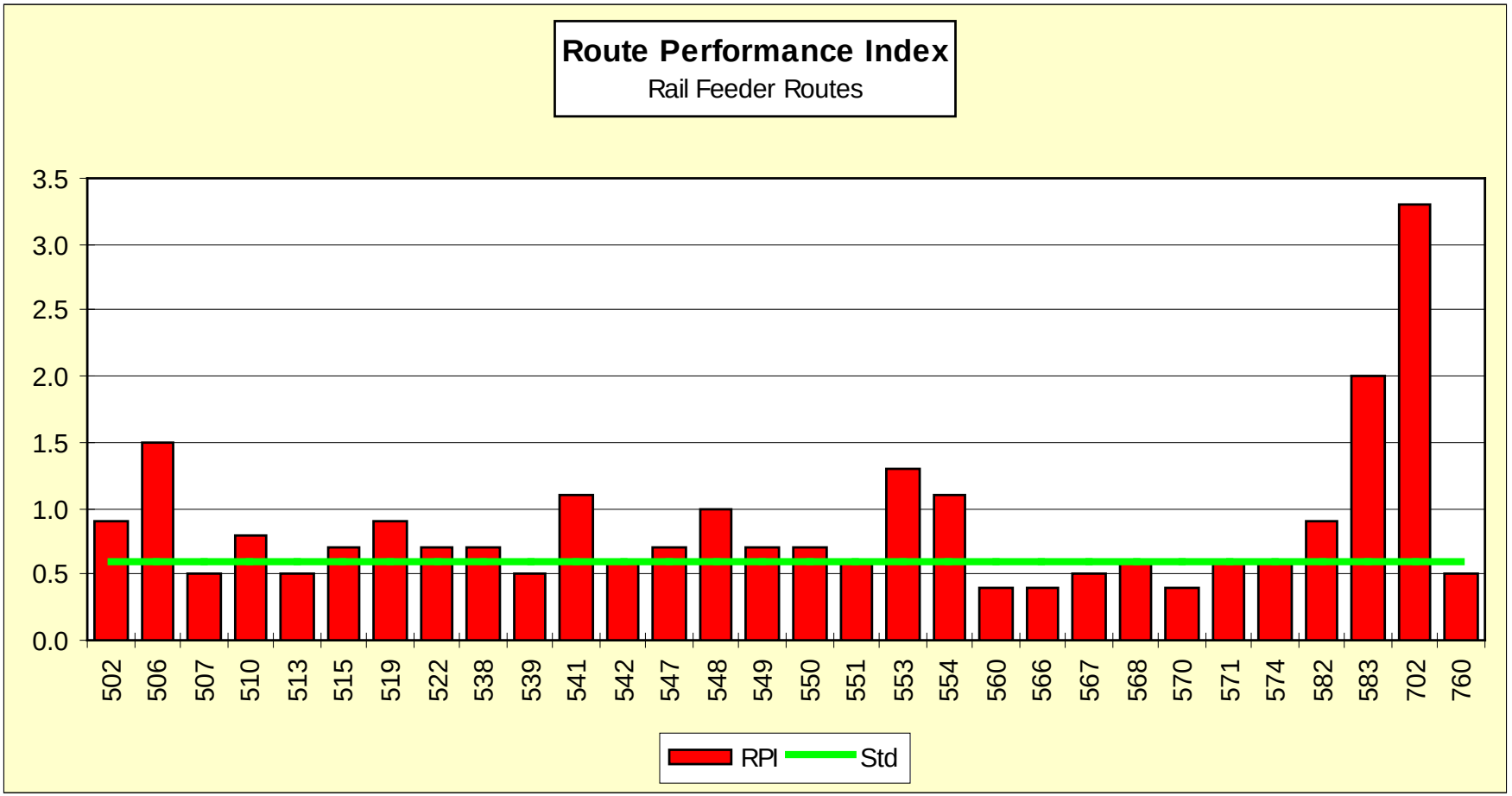
Flex Routes

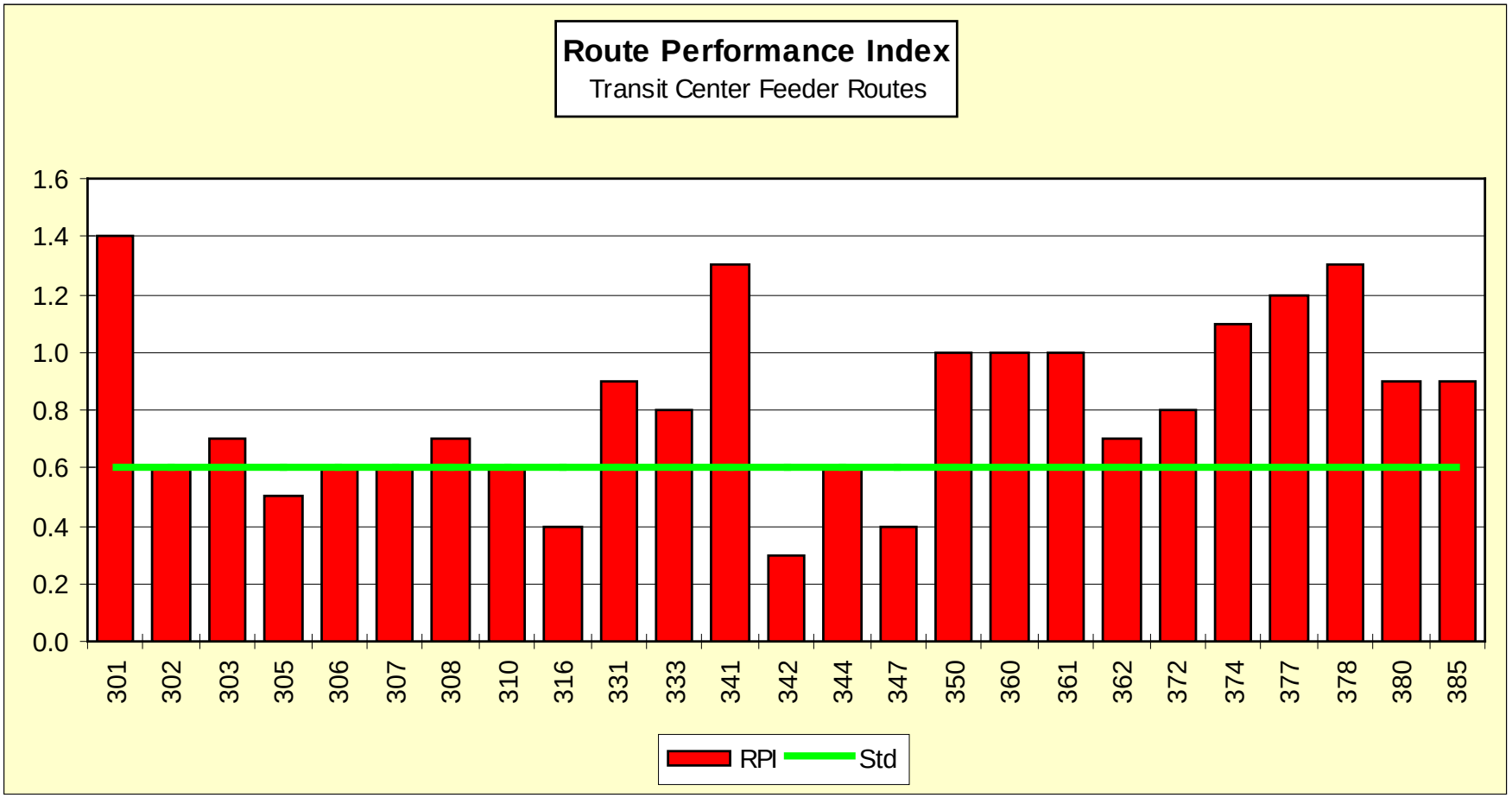
**Dallas Area Rapid Transit**
**Service Standards Monitoring Report**
**Second Quarter FY 2009**

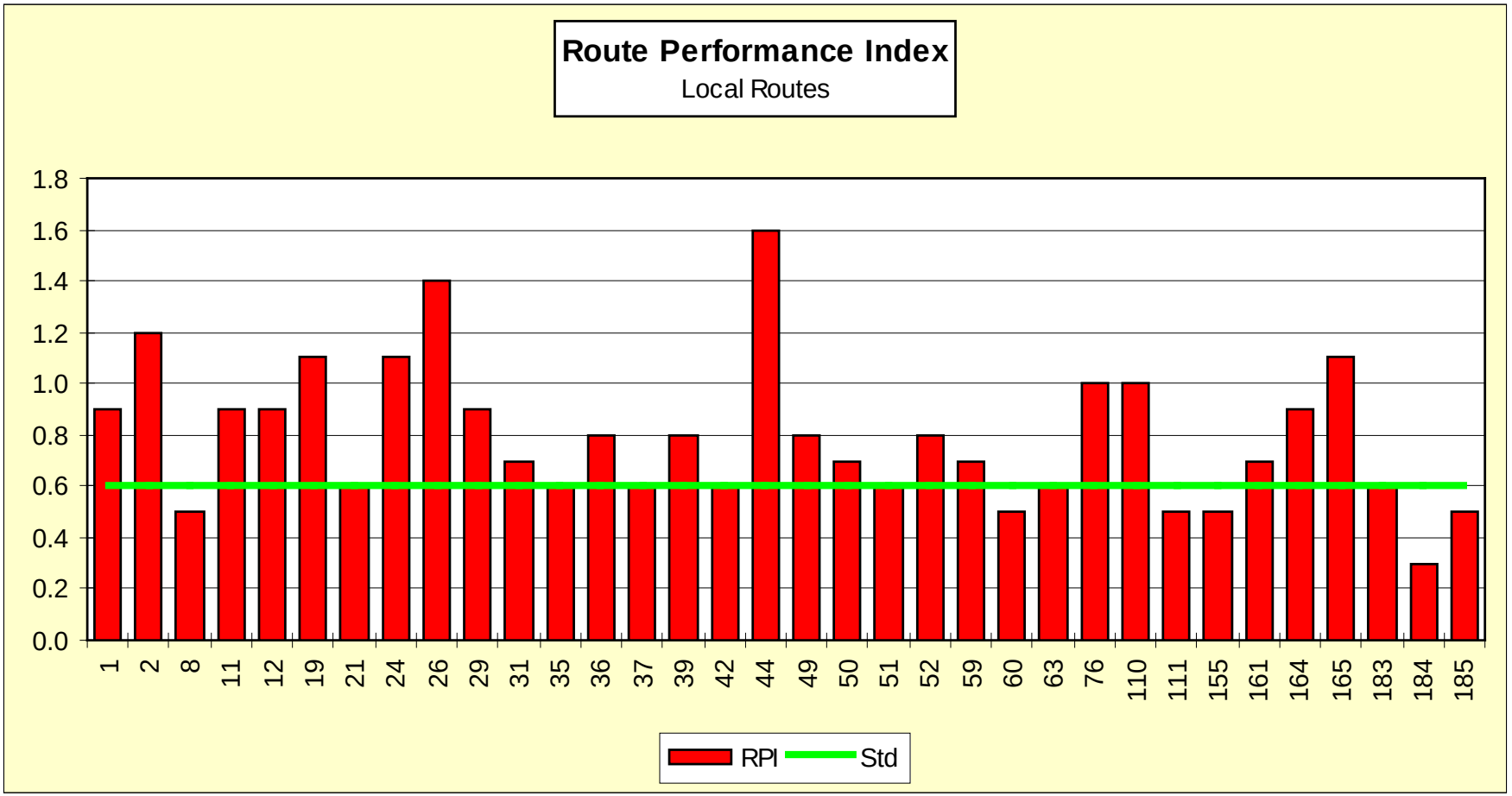
| | LINE | Avg Weekday Pass 2Q09 | Avg Weekday Pass 2Q08 | % Change | Sub/ Pass | Index | Pass/ Rev Hour | Index | 1Q09 Service Performance Index | 2Q09 Service Performance Index | SPI Point Change |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | **$4.00** | | **10.50** | | | | |
| Fl | 841 | 135 | 91 | 48.7% | $4.66 | 0.9 | 10.15 | 1.0 | **0.9** | **0.9** | **0.0** |
| Fl | 870 | 264 | 0 | All | $4.52 | 0.9 | 7.57 | 0.7 | | **0.8** | **0.8** |
| Fl | 871 | 87 | 0 | All | $6.14 | 0.7 | 10.00 | 1.0 | | **0.8** | **0.8** |
| Fl | 840 | 139 | 132 | 5.1% | $6.09 | 0.7 | 6.06 | 0.6 | **0.6** | **0.6** | **0.0** |
| Fl | 887 | 147 | 0 | All | $6.20 | 0.6 | 6.86 | 0.7 | | **0.6** | **0.6** |
| Fl | **842** | 86 | 0 | All | $9.38 | 0.4 | 4.92 | 0.5 | | **0.4** | **0.4** |


Route Performance Index
Crosstown Routes
1.6
1.4
1.2
1.0
0.8
0.6
0.4
0.2
0.0
400
404
405
408
409
410
415
428
444
445
451
452
453
463
466
475
486
488
RPI
Std


Route Performance Index
Express Routes
1.6
1.4
1.2
1.0
0.8
0.6
0.4
0.2
0.0
202
204
205
206
207
210
234
247
278
283
RPI
Std


Route Performance Index
Rail Feeder Routes
3.5
3.0
2.5
2.0
1.5
1.0
0.5
0.0
502
506
507
510
513
515
519
522
538
539
541
542
547
548
549
550
551
553
554
560
566
567
568
570
571
574
582
583
702
760
RPI
Std


Route Performance Index
Transit Center Feeder Routes
1.6
1.4
1.2
1.0
0.8
0.6
0.4
0.2
0.0
301
302
303
305
306
307
308
310
316
331
333
341
342
344
347
350
360
361
362
372
374
377
378
380
385
RPI
Std


Route Performance Index
Local Routes
1.8
1.6
1.4
1.2
1.0
0.8
0.6
0.4
0.2
0.0
1
2
8
11
12
19
21
24
26
29
31
35
36
37
39
42
44
49
50
51
52
59
60
63
76
110
111
155
161
164
165
183
184
185
RPI
Std

# PLANNING & DEVELOPMENT DEPARTMENT
# Second Quarter FY 2009 Quarterly Reports

# Planning and Development Department

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

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

**Highlights This Quarter**

- Work continues on the remaining segment of Phase I construction of the I-30 West HOV lane, which is scheduled to open by June 2009.
- The seven DART operated HOV lanes (75 HOV miles) carried approximately 147,100 weekday daily commuters in 2Q9. Travel time savings ranged from 8.2 minutes to 14.3 minutes on the various HOV lanes.
- The construction contact for the SH 114 / Loop 12 interchange (early project) was awarded in December 2008. Work started on February 3, 2009 for total reconstruction of SH 114 / Loop 12 Interchange to include Managed HOV lanes and a 1.6 miles of the Orange Line under Loop 12 and along SH 114 toward DFW Airport including the station at Tom Braniff Drive.
- Staff is currently working with 3rd party contractors to explore possible grants associated with stimulus package for new technologies to use in service provision associated with this program.
- Thirty one (31) new shelters were installed during 2Q9.
- The Vanpool fleet increased to 172 vanpools during 2Q9 (27 more from the previous year).
- Q1 fixed-route ridership increased 5.5% for FY09 compared to FY08. Bus ridership increased by 3.5%, Light Rail ridership increased by 8.3% and TRE ridership increased by 15.8%.
- February service changes were implemented. September 2009 changes covering the initial phase of Green Line implementation were proposed formally, with pre-Public Hearing community meetings initiated late in the Quarter.

# I-30 Old Turnpike Managed/HOV Lanes Project

**Mobility Programs Development**

**Strategic Plan Consideration**

C2.3 Open/Integrate new transit services.

**Description**

The I-30 West Managed/ HOV Tom Landry Freeway (Old Turnpike) project includes development of the first Managed/HOV Lane project in Dallas. The Managed/HOV lanes facility will be designed in the median of I-30 starting from the Dallas/Tarrant County line to downtown Dallas. This facility will operate 20-hours a day.

Phase I design includes two reversible lanes from TCL to Mountain Creek and a single reversible lane to Chalk Hill. During the afternoon peak, the single lane will extend from Chalk Hill to Sylvan. The first phase will open in two sections: the first section from TCL to Loop 12 opened July 31, 2007, and the remaining section of phase I will open in 2009. Interim Phase II includes construction of tolling plaza and scheduled for completion in 2010.

**Accomplishments**

- 2ndQ09: Remaining segment of Phase I (extension to Sylvan Ave.) is scheduled to open by June 2009.
- 4thQ07: The first 6-mile segment of Phase I opened 4Q7.

**Issues**

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

**Schedule**

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

**Project Manager(s)**

Koorosh Olyai/Mahesh Kuimil

# HOV Lanes Operation

**Mobility Programs Development**

**Strategic Plan Consideration**

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

**Description**

HOV lane system is DART's most cost efficient service with $0.19 subsidy per passenger and carrying about 44% of the total DART system ridership.

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

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

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

**Accomplishments**

The following is HOV ridership information for March 2009:

- The seven DART operated HOV lanes carried approximately 147,100 weekday daily commuters.
- The HOV lanes along I-30 East, I-35E, I-635 East, I-635 West, I-30 West, US75, and I-35E/US67 carried 18,490, 25,170, 26,460, 36,560, 2,370, 14,150 and 23,920 weekday passengers respectively.
- HOV users saved 9.5 minutes on I-30 East, 9.1 minutes on I-35E, 8.4 minutes on I-635 East, 8.2 minutes on I-635W, 14.3 minutes on US 75, and 8.9 minutes on I-35E/US 67 on the round trip commute.
- On-time opening performance for the East R. L. Thornton HOV lane was 99.0% during the last quarter.
- A six-mile segment of Phase I of the I-30 West HOV lane opened to traffic in July 2007; the remainder of Phase I will open in 2009.
- The I-30 East extension and the US 75 HOV lane opened to traffic in December 2007. The I-635 East extension opened in Jan. 2008.

# HOV Lanes Operation

**Mobility Programs Development**

| | |
|---|---|
| **Issues** | Additional public education and marketing efforts are necessary. |
| **Schedule** | Ongoing. |
| **Project Manager(s)** | Mahesh Kuimil / Ravi Gundimeda |

# North Central (US 75) Concurrent HOV Lanes

**Mobility Programs Development**

**Strategic Plan Consideration**

C2.3 Open/Integrate new transit services

**Description**

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

**Accomplishments**

- 1stQ09: The TTI (Texas Transportation Institute) report was completed and concluded that an access in Richardson is not operationally feasible and will impact operations negatively on the HOV lane.
- 3rdQ08: The draft report by TTI addressing signing and additional access/egress locations is in progress.
- 1stQ08: the HOV lane facility on US 75 opened to traffic in December 2007.

**Issues**

- TxDOT is currently doing maintenance on the delineator post system as part of a project jointly funded by DART & TxDOT.
- TxDOT's contractor is still working on the ITS element of this project.
- The NCTCOG's Mobility Plan identifies the need for two lanes inbound and one lane outbound in the morning and the reverse for the afternoon operating periods.
- An MIS is needed to address the additional HOV needs within the corridor.
- Access/egress locations at Campbell Road have been eliminated due to operational concerns.

**Schedule**

-

**Project Manager(s)**

Mahesh Kuimil

# SH 114 Freeway Widening Including Managed/HOV Lanes

**Mobility Programs Development**

**Strategic Plan Consideration**

C2.3 Open/Integrate new transit services

**Description**

The SH 114 project is comprised of two segments: The section between SH 183 and Loop 12 will be widened from 4 to 6 general purpose lanes (3 in each direction) and have four Managed HOV lanes added within the median. The section from Loop 12 to SH 121/County Line will be widened from four lanes to eight lanes with an addition of four Managed HOV lanes. Project limits are from SH 183 to SH 121/Tarrant County line for a total length of 13 miles. Total estimated cost is $750M.
The corridor is expected to include two Park and Ride lots, located at or near International Parkway and Spur 348. Access and egress will be provided by using slip-ramps and wishbone ramps.

**Accomplishments**

- Jan.-March 2009: Contract was awarded on December 23, 2008 and work started on February 3, 2009 for total reconstruction of SH 114 / Loop 12 Interchange to include Managed HOV lanes and a 1.6 miles of the Orange Line under Loop 12 and along SH 114 toward DFW Airport including the station at Tom Braniff Drive.
- Oct.–Dec. 2008: Construction contract for SH 114 / Loop 12 Interchange (Early *Project)* including 1.6 miles of the Orange Line under Loop 12 and along SH 114 toward DFW Airport including the station at Tom Braniff Drive was awarded on December 23, 2008. Total project cost is $224.2M and expected to be complete by late 2012. DART LRT portion of project is expected to be complete late 2010.
- Environmental document is in the process of final approvals. Final FONSI is expected during FY 2009. Total estimated construction cost is over $750M.
- July – Sept. 2008: Procurement process to receive competitive bids for reconstruction of SH 114/Loop 12 Interchange *(Early Project)* including 1.6 miles of the Orange Line under Loop 12 and along SH 114 towards DFW Airport including the station at Tom Braniff Drive was underway by TxDOT during this period.
- Oct.–Dec. 2007: TxDOT and FHWA in Austin approved Construction plans for letting.
- Oct.–Dec. 2006: Design schematics for *reconstruction of SH*

# SH 114 Freeway Widening Including Managed/HOV Lanes

**Mobility Programs Development**

*114* were approved in June 2007.

## Issues

- Several environmental issues are still pending resolution by ENV Division in Austin. A Public Hearing will be scheduled upon approval of environmental documents.
-

## Schedule

- FY 2009: Formal public hearing anticipated in advance of EA approval.
- Summer 2009: Final environmental clearance (FONSI).
- FY 05-08: PS&E completed for Loop 12/SH 114 Interchange for early LRT project implementation.
- FY 09-2012: Construction phase underway for Loop 12/SH 114 Interchange for early LRT project implementation.
- FY 10-13: PE/PS&E for remainder of SH 114 corridor.
- FY 11-13: Utilities relocation/coordination and R-O-W.
- FY 13-16: Construction phase, pending funding availability.

## Project Manager(s)

Ali Rabiee

# Employer Service Program Development

**Service Planning and Scheduling**

**Strategic Plan Consideration**

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

**Description**

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

**Accomplishments**

- Staff is currently working with 3rd party contractors to explore possible grants associated with stimulus package for new technologies to use in service provision associated with this program.
- Staff is fielding calls in regard to shuttle service for various locations throughout service area due to greater interest in transit services. Baylor Hospital's main campus is interested in a shuttle program; however, DART's budget constraint remains an obstacle to forming a partnership.
- UTD began Route 883 on January 3, 2008. This service connects UTD Campus with Bush Station. Current weekday ridership averages over 1,400 passengers a day.

**Issues**

- Demand for service continues to increase due to fuel costs and favorable recognition of the program by potential partners.
- Budget constraints are severely limiting growth.
- Economy is slowing, yet service is more in demand.
- New job creation is with smaller service companies where interest in this program is not significant.
- Many new employment opportunities are beyond DART service area boundaries.

**Schedule**

- Ongoing

**Project Manager(s)**

John Quinn

# Connection Protection

**Service Planning and Scheduling**

**Strategic Plan Consideration**

C1 Improve quality of service.
C2 Improve efficiency of service.

**Description**

Bus operations have raised a concern that it is difficult to determine whether a train has pulled into an aerial station. This has caused operators to pull out from their bay prior to the arrival of customers making rail/bus connections. Rail Planning and Operations Technology have developed a notification device to address operations concerns. The notification device notifies operations when a train is approaching the station. Specifically, as trains approach the station, the notification device will trigger a light to come on in the bus bay area. The flashing light will let operations know that a train is approaching the station.

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

**Accomplishments**

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

**Issues**

- As a result of the FY 10 budget short fall a capital request will not be initiated. The request for capital funding will occur in FY 11.

**Schedule**

- FY 11: Request capital funding from the DART Board.
- FY 2009: Implementation of Phase II (current and green line stations)

**Project Manager**

Jennifer Jones

# Construction & Installation of Standard Shelters

**Service Planning and Scheduling**

**Strategic Plan Consideration**

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

**Description**

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

**Accomplishments**

- 2Q9: Installed 31 new shelters
- 1Q9: First shelter installations under new contract began: 18 shelters installed.
- Aug. 2008: Reviewed and approved four first article shelters
- 4Q8: Installed 12 new shelter equivalents.
- June 2008: New federalized contract signed
- Addressed issues in maintenance slippage through bi-monthly summit meeting. New maintenance contracts in place.
- Developed bi-monthly summit meeting to improve efficiency in communication between Passenger Support Facilities and Facilities Maintenance.

**Issues**

- Crime prevention issues being addressed through environmental design such as solar lighting on all new shelters.
- An opportunity exists for improved system efficiency if Para-transit would get more Paratransit passengers into fixed route service. Joint development work has proceeded with private non-profits and corporations to build in accessibility to fixed-route service
- Continued outside pressure to remove and relocate downtown bus stops, benches, and shelters, which may discomfort passengers and negatively affect ridership.

**Schedule**

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

**Project Manager(s)**

Rob Parks / Ruth Cooper

# Vanpool Program

**Service Planning and Scheduling**

**Strategic Plan Consideration**

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

**Description**

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

**Accomplishments**

- 2ndQ09: Vanpool fleet increased to 172 vanpools (27 more from previous year).
- 1Q9: FY 09 Budget modified to increase the fleet to 198 vanpools. Fee increase approved by the Board Planning Committee. Large van $215 to $290, small van $200 to $270. Pending full Board approval.
- 3rdQ08: A Vanpool Workshop was conducted May 26, resulting in 25 new vanpool groups of which ten (10) were immediately formed and fifteen (15) are in the process of forming.
- 2ndQ08: Thirty-five (35) new vanpools were introduced since 1Q8; as a result, the FY 08 target of 145 Vanpools has been reached.

**Issues**

- 2ndQ09: NCTCOG funding is based on total operating costs. Fuel has dropped significantly, representing a loss in NCTCOG revenue. DART will slow it's vanpool distribution at a slower pace to stay within FY09 budget parameters.
- Issues between NCTCOG and TXDOT have delayed vanpool funding. A schedule was created calling for fewer vanpools during 1st Q09.
- Increase in fuel prices has sparked an unprecedented demand for vanpools. Waiting lists were established pending availability and/or new funding.

**Schedule**

- 2ndQ09: Vanpool contract SOW completed. Vanpool contract selection and evaluation committee being formed.
- 3rdQ09: Vanpool Focus Group meeting slated for May/June 09.
- Vanpool contract expires 12/09. 2ndQ09: Fare increase implemented.
- FY 09: Continue development of longer-term pricing and marketing strategies.
- FY 09: Conduct best practices benchmarking activities to

measure benefits, incentives and program structure of other vanpool program providers

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

# Five-Year Action Plan

**Service Planning and Scheduling**

**Strategic Plan Consideration**

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

**Description**

The Action Plan provides guidance for development and implementation of service improvements for a five-year period**.** The Board-adopted goals for the Action Plan are to increase ridership and improve cost effectiveness.

An updated Five Year Action Plan was developed and presented to the Board in 2002. Significant changes have taken place since 2002 relative to the region's economic conditions and DART's fiscal projections. As a result, a new Five Year Action Plan update is currently underway.

**Accomplishments**

- 2Q9: No activity for this quarter.
- 1Q9: No activity for this quarter.
- 3rdQ08: No activity pending hiring for vacant Service Planning positions.
- 2ndQ28: No program activity as Irving/Rowlett review was completed and staff shortages resulted in prioritization of other work.
- 1stQ08: Work continued on added sections of Plan document; however, completion of the document was placed on hold pending Irving/Rowlett value engineering and review of the DART Financial Plan.
- 4thQ07: Scope of Plan was expanded to incorporate ridership development and retention initiatives developed by the Ridership Development Committee. Drafts began for added sections of Plan document.

**Issues**

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

**Schedule**

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

**Project Manager(s)**

Rob Smith

# FY 2009 Score Card
# Five-Year Action Plan

**Service Planning and Scheduling**

| Objectives | Services | Activities |
|---|---|---|
| INCREASE RIDERSHIP | | |
| • ***Expand Services*** | | Q1 fixed-route ridership increased 5.5% for FY09 compared to FY08. Bus ridership increased by 3.5%, Light Rail ridership increased by 8.3% and TRE ridership increased by 15.8%. |
| | Feeders to Transit Centers and Stations | Additional changes to feeder routes and introduction of two new Flex services were implemented during March 2008 service changes. Minor route and schedule adjustments were implemented in August 2008. |
| • ***Improve Customer Waiting Conditions*** | Improved Bus Stop Amenities | The Standard Shelter Program will include the installation of approximately 50 single shelter units (new and replaced) per quarter. During Q1 a new shelter contract was initiated, with work accelerating during the remainder of the year. |
| IMPROVE COST EFFECTIVENESS | | |
| • ***Implement Efficiencies*** | | |
| | DART On-Call Non-Traditional service | Adjustments for Lake Highlands and North Dallas On Call services occurred in March 2008. |
| | New DART On Call programs: flexible routes and late night/weekend services | Two new Flex services (South Irving and Telecom Corridor) began operation in March 2008. Both services received additional vehicles in September 2008. New Flex service conversions were approved during Q1 and will begin operation in February 2009. |
| | Site-specific Shuttles | On-going service partnerships with North Park, SMU, DFW, U.T. Southwestern Medical Center; American Airlines Center, Texas Instruments (TI), the McKinney Avenue Trolley, Medical City, Palisades and Campbell Center.<br>UTD service agreement approved by Board of Directors, and began operation January 2008. Palisades Shuttle replaced by City of Richardson service, with new agreement approved by the Board of Directors. |
| | Non-Traditional Vanpool Service (E-Shuttle) | Employer outreach in rail expansion corridors is identifying new E-Shuttle opportunities. Two additional E-Shuttles pending. |
| | Address low-performing routes | February 2007, October 2007, and March 2008 service changes continued to target routes consistently below 0.6 RPI; almost all DART fixed routes currently operating at or above standard. March 2008 service change proposals included a number of additional service adjustments for low-performing routes, with resources re-allocated to other fixed-route service improvements. |

# Service Reviews

**Service Planning and Scheduling**

**Strategic Plan Consideration**

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

**Description**

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

**Accomplishments**

- 2ndQ09: February service changes were implemented. September 2009 changes covering the initial phase of Green Line implementation were proposed formally, with pre-Public Hearing community meetings initiated late in the Quarter.
- 1stQ09: Staff conducted work to implement February 2009 changes and prepared preliminary proposals for September 2009 changes.
- 4thQ08: Recommended changes for Plano were adopted for February 2009. West Dallas review completion delayed pending staff availability.
- 3rdQ08: Preliminary plan for Plano presented, and recommendations were incorporated into February 2009 service change proposals.
- 2ndQ08: North Tollway work postponed due to staff shortages. Completion of West Dallas review now rescheduled for 4Q08. Additional review work initiated for Plano in response to requests from the City of Plano; this work is scheduled for completion 3Q08.
- 1stQ08: Richardson review work was completed; several recommendations were ultimately included in service changes that will occur in March 2008.

**Issues**

- None

**Schedule**

- 4Q9: Finalize West Dallas review.

**Project Manager(s)**

Rob Smith/assigned staff

**DATE:** April 2009

**TO:** Distribution

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

This document is the 2nd Quarter FY 2009 issue of the DART Project Development Progress Report. This report addresses status of LRT Buildout activities and other Capital Development projects. Status reflects activities through March 31, 2009, including Change Control Summaries, Systems Integration, and Real Estate.

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

THM/ta

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# TABLE OF CONTENTS

# ACRONYMS

AC/DC - Alternating Current/Direct Current
ADA - Americans with Disabilities Act
AWP - Annual Work Plan/Program
BNSF - Burlington Northern Santa Fe Railway
CBD - Central Business District
CCB - Change Control Board
CM/GC - Construction Manager/General Contractor
CPM - Critical Path Method
CRI - Cost Reduction Idea
D&A - DART & Agency
DART - Dallas Area Rapid Transit
DFW - Dallas/Fort Worth
DGNO - Dallas, Garland & Northeastern Railroad Company
FAA - Federal Aviation Administration
FDR - Final Design Review
FEIS - Final Environmental Impact Statement
FEMA - Federal Emergency Management Agency
FFGA - Full Funding Grant Agreement
FTA - Federal Transit Administration
FWTA - Fort Worth Transportation Authority
G-1 - Northeast Corridor (to Garland) Line Section 1
G-2 - Northeast Corridor (to Garland) Line Section 2
G-3 - Northeast Corridor (to Garland) Line Section 3
GMP - Guaranteed Maximum Price
HVAC - Heating/Ventilation/Air Conditioning
IFB - Invitation for Bid
ILA - Interlocal Agreement
I-1 - Irving/DFW Corridor Line Section 1
I-2 - Irving/DFW Corridor Line Section 2
I-3 - Irving/DFW Corridor Line Section 3
KCS - Kansas City Southern Railway
LNG - Liquefied Natural Gas
LRT - Light Rail Transit
LRVs - Light Rail Vehicles
MEP - Mechanical/Electrical/Plumbing
MHz – Megahertz
MKT - Missouri-Kansas & Texas Railroad Company
MIS - Major Investment Study
MSE - Mechanically Stabilized Earth
N/A - Not Applicable
NC-3 - North Central Corridor Line Section 3
NC-4 - North Central Corridor Line Section 4
NC-5 - North Central Corridor Line Section 5
NCTCOG - North Central Texas Council of Governments
NTP - Notice to Proceed
NW-1 - Northwest Corridor Line Section 1
NW-2 - Northwest Corridor Line Section 2
NW-3 - Northwest Corridor Line Section 3

NW-4 - Northwest Corridor Line Section 4
NWROF - Northwest Rail Operating Facility
OC-1 - Oak Cliff Corridor Line Section 1 (LRT Starter System)
OCIP - Owner Controlled Insurance Program
OCS - Overhead Catenary System
P&Z - Planning & Zoning
PA - Public Announcement
PA/VMB - Public Announcement/Visual Message Board
PE/EIS - Preliminary Engineering/Environmental Impact Statement
QA - Quality Assurance
QC - Quality Control
R-1 - Rowlett Extension
RDC - Rail Diesel Car
RFI - Request for Information
RFP - Request for Proposal
ROW - Right-of-Way
RPD - Rail Program Development
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

# SCOPE OF PROJECTS

## LIGHT RAIL TRANSIT (LRT) BUILDOUT PHASE I

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

### Current LRT Buildout Phase I Related Projects:

### Purchase of 20 LRVs

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

### Parker Road Parking Expansion

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

## LIGHT RAIL TRANSIT (LRT) BUILDOUT PHASE II

The LRT Buildout Phase II consists of approximately 46.3 miles of light rail transit lines extending northward from the Dallas CBD to the City of Carrollton (Northwest Corridor), including a branch from Northwest Highway out to DFW Airport (Irving/DFW Corridor). Phase II also extends the light rail transit lines southeasterly from the Dallas CBD to Buckner Blvd. in South Dallas (Southeast Corridor) and easterly from the Downtown Garland Station to the Rowlett Park and Ride (Rowlett Extension). The construction of Phase II includes two construction manager/general contractor (CM/GC) contracts inclusive of pre-construction services, facilities construction, trackwork, landscaping, and systems element installation; Northwest Rail Operating Facility (NWROF) contracts consisting of five lots; and contracts for major equipment, material, and vehicle procurements. Construction will be done in two phases: Phase IIA, which includes the Southeast and Northwest corridors (26.8 miles), and Phase IIB, which includes the Irving/DFW Corridor and Rowlett Extension (19.5 miles).

### Current LRT Buildout Phase II Related Projects:

### Raise & Extend Four CBD Stations

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

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

### NW-2 Additional Betterments (Love Field West Betterments)
The project will provide for the installation of Board-approved betterments (fence and additional landscaping) adjacent to the Love Field West neighborhood.

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

### 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.

## COMMUTER RAIL

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

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

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

## ADDITIONAL CAPITAL DEVELOPMENT

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

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

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

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

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

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

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

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

### 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 Green Line Section NW-4, is required by the City of Carrollton. A total of 900 spaces will be provided in phases, with 450 required by revenue service in December 2010.

### 6th Street Crossing

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

### CBD/Traffic Signal Priority (TSP) System

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

### Agency-wide Radio & Related Communications Systems Replacement

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

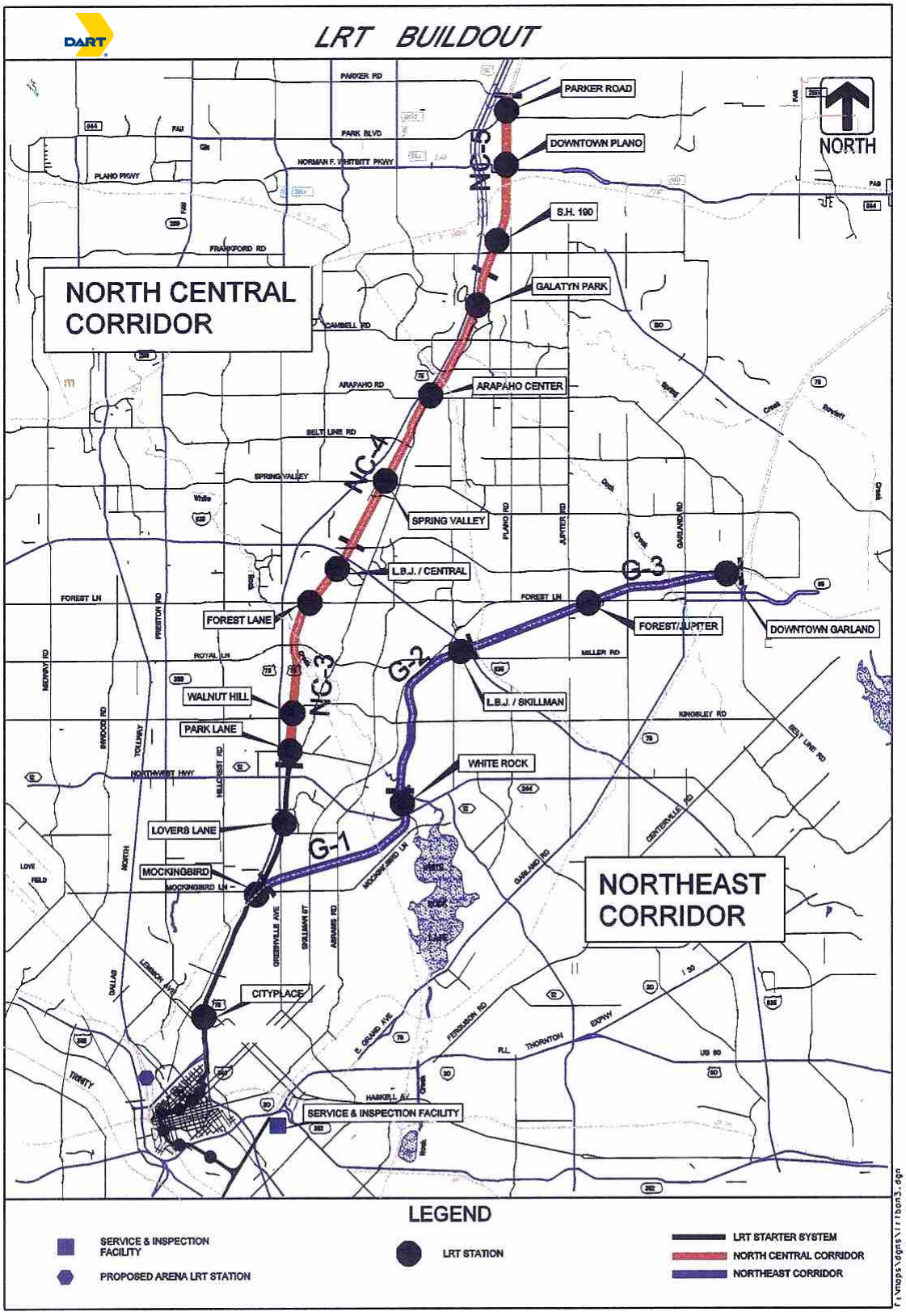
### 800 MHz Band Reconfiguration

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


LRT BUILDOUT
PHASE I

# Map

**LRT Buildout**
**Phase I**



# Summary
# Control Schedule

**LRT Buildout Phase I**

## LRT Buildout Phase I
## Summary Control Schedule

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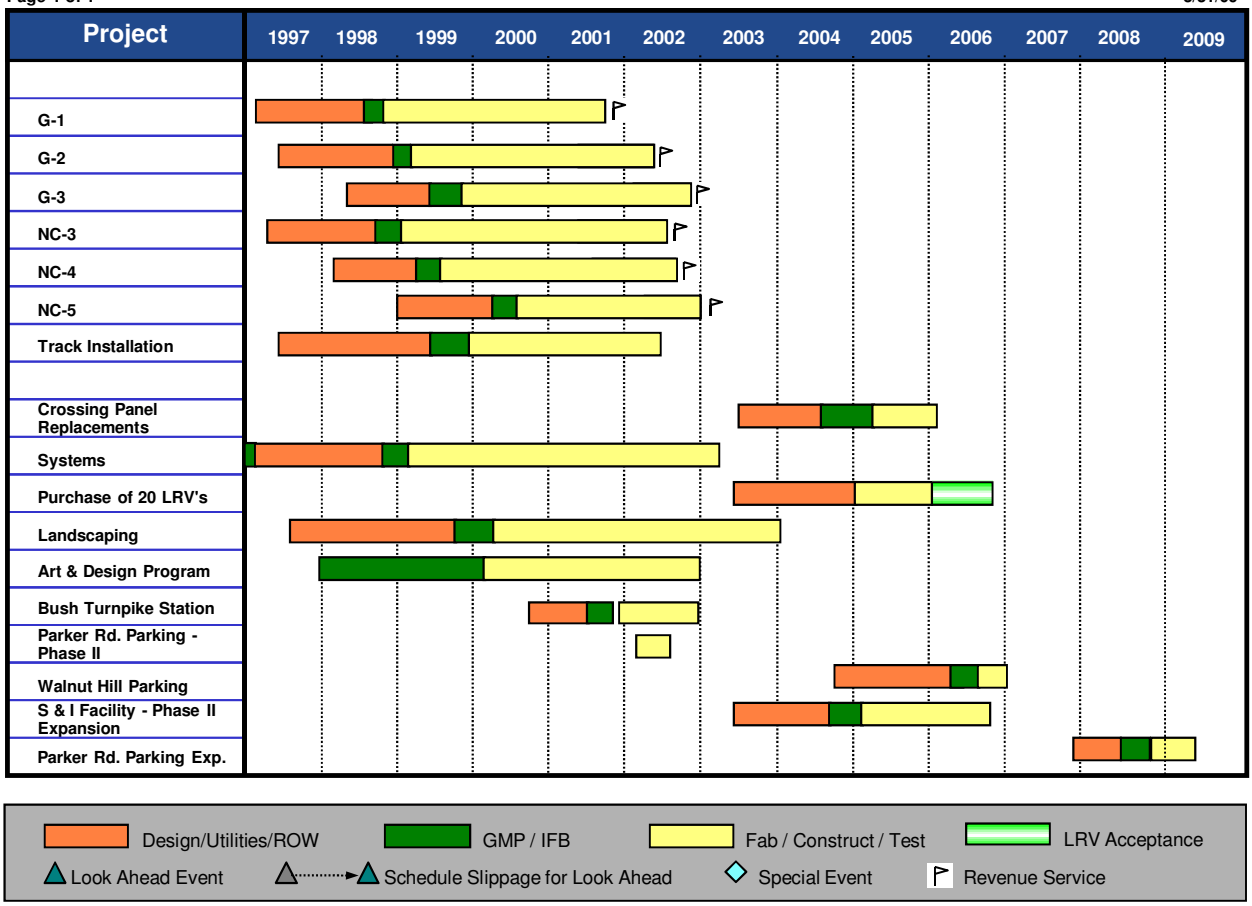


# Cost/Schedule Summary

**LRT Buildout Phase I**

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

1) LRT General includes annual work programs for the Project Controls/Systems Integration Consultant, the Technical Services personnel, the professional liability insurance program, OCIP, the CADD/computer equipment, LRV Management Services, and the renovation of the Project Management floor at DART Headquarters.
2) Expended to date values reflect activity through 02/28/09, per DART's General Ledger.
3) At the direction of the DART Board, Cityplace Station Finishout was combined with the LRT Buildout.

| LRT BUILDOUT PHASE I RELATED PROJECTS (FFGA Amendment 10) Cost Summary (in millions of dollars) | | | |
|---|---|---|---|
| | **Control Budget** | **Current Commitment(1)** | **Expended to Date (2)** |
| Bush Turnpike Station | $ 12.5 | $ 12.9 | $12.9 |
| Parker Road Station Phase II Parking | 2.6 | 1.6 | 1.6 |
| Walnut Hill Parking | 1.3 | 1.4 | 1.4 |
| S&I Facility - Phase II Expansion | 29.8 | 29.2 | 26.8 |
| Purchase of 20 LRVs | 63.0 | 61.8 | 59.7 |
| Parker Road Station Parking Expansion (3) | 2.4 | 1.9 | 0.3 |
| **Total** | **$111.6** | **$108.8** | **$102.7** |

1) Committed values reflect activity through 02/28/09.
2) Expended to date values reflect activity through 02/28/09, as reported on DART's General Ledger.
3) Control budget value reflects DART's FY2009 approved Financial Plan value for this project. A meeting with the PM to confirm budget and committed values is pending.

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

1) Expended to date values reflect activity through 3/31/09, per DART's General Ledger.
2) Purchase of C-unit progress can be found on the "Systems-Vehicles-SLRV Retrofit" page of the LRT Buildout Phase IIA section of this progress report.
3) A budget revision is pending in TEAM to add approximately $1.2M (total $), $1M (federal $) to the Grant Budget. This amount represents reimbursement to the FTA from the Marta Settlement, sale of surplus property, and final budget adjustments.

# Cost/Schedule Summary

**LRT Buildout Phase I**

## SCHEDULE SUMMARY

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

# Northeast Corridor Facilities
# Line Section G-2

**LRT Buildout Phase I**

**Strategic Plan Consideration**

C2.3 Integrate new transit services

**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.

# North Central Corridor Facilities
# Line Section NC-3

**LRT Buildout Phase I**

**Strategic Plan Consideration**

C2.3 Integrate new transit services

**Description**

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

**Status**

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

**Issues**

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

# Vehicles

**LRT Buildout Phase I**

**Strategic Plan Consideration**

C2.3 Integrate new transit services

**Description**

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

**Status**

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

**Issues**

Partial retainage is now being released as field modifications for the electrical enclosures are completed on each vehicle. To date, seven of 20 vehicles have been successfully modified. Partial retainage will continue to be held on each vehicle for the wear plate deficiency that has not yet been resolved. A new prototype wear plate material has been installed on two vehicles. This prototype wear plate is still exhibiting some of the same problems that have been identified with previous materials. When a successful material is found, it will be installed on all 20 SLRVs and will be used during the manufacturing of the order of 48 new SLRVs from Kinkisharyo.

# Parker Road Station Parking Expansion

**LRT Buildout Phase I**

**Strategic Plan Consideration**

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

**Description**

This project will complete parking lot renovations including construction of 570 additional parking spaces at Parker Road Station. The improvements are in the City of Plano and the project involves construction of paving, drainage, signing, striping, illumination, signalization, maintenance building, and aesthetic features.

**Status**

Phase I is currently under way and 55% complete. Total project cost is $1.9M and expected completion is June 2009.

**Issues**

None

# Facilities -
# Six-Month Look Ahead

**LRT Buildout Phase I**

## LRT Buildout Phase I
## Six Month Look Ahead



3/31/09

| Project | 2009 | | | | | |
|---|---|---|---|---|---|---|
| | April | May | June | July | August | September |
| 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 (Continues) | | Complete Construction | | | |

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

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

# Change Control Summary

**LRT Buildout Phase I**

Light Rail Transit Buildout Phase I - Change Control Summary

| Rail Section/ Contract Package | | Consultant/ Contractor | Approved Contract Amount | Approved Contingency/ Allowance | Total Approved Amount | Executed Changes | Current Contract Value | Remaining Contingency/ Allowance | Percent Contingency Used | Percent Contract Comp. | Summary of Activity This Period & Comments (March 2009) |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | (A) | (B) | (C=A+B) | (D) | (E=A+D) | (F=B-D) | (G=D/B) | Note d | |
| North Central Corridor | NC-3 Civil/Struct/Sta C-98000080 | GLF Constr. Corp. | $49,903,009 | $4,990,301 | $54,893,310 | $1,158,261 | $51,061,270 | $3,832,040 | 23% | 100% | Accounting Closeout is Pending Litigation |
| | Parker Rd. Parking Expansion C-1015568-01 | Omega Contracting, Inc. | $1,778,830 | $88,951 | $1,867,781 | $0 | $1,778,830 | $88,951 | 0% | 22% | Added 3/09 |
| 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% | 99% | Through SA-018 |
| | | TOTALS: | $363,691,614 | $37,374,734 | $401,066,348 | $29,313,553 | $392,440,311 | $8,061,181 | | | |

Legend: % Contingency >= 70%

Notes:

a) The professional services contracts are negotiated through annual workplans (AWP) ; amounts reflected on this report represent Total Board Authorized Not-to-Exceed values.

b) The authorized board increases are captured in column B along with approved contingency increases to more accurately reflect the change activity as it relates to contingency.

c) The totals shown on this report for "Remaining Contingency/Allowance" does not include funding that came from DART Board approved increases in contract NTE.

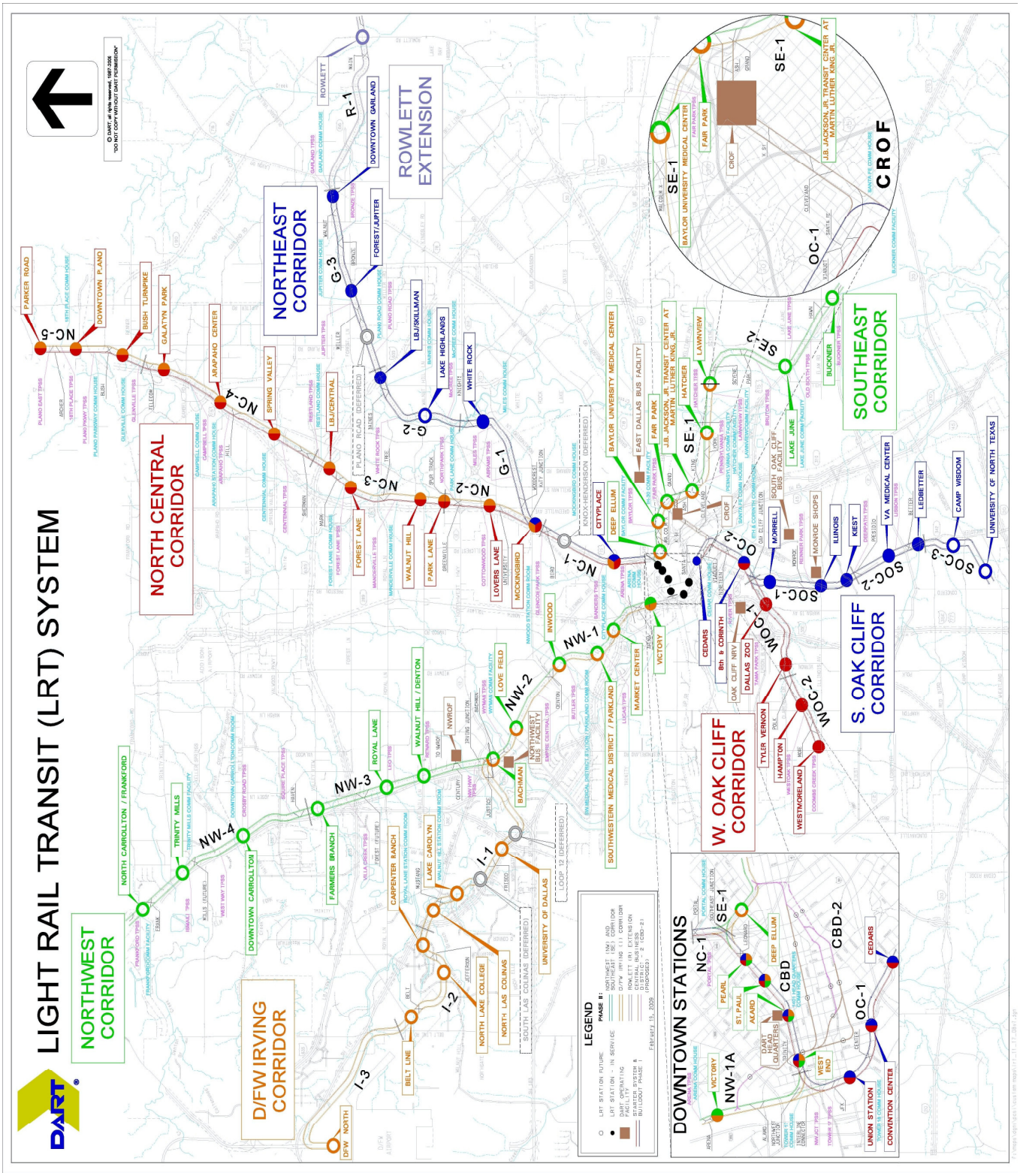
c.1) The totals shown on this report include balances from active contracts, shown here, and closed contracts that are in hidden cells within the sheet.

d) Percent contract complete based on invoices paid divided by contract value.


LRT BUILDOUT
PHASE II

# Map

**LRT Buildout Phase II**



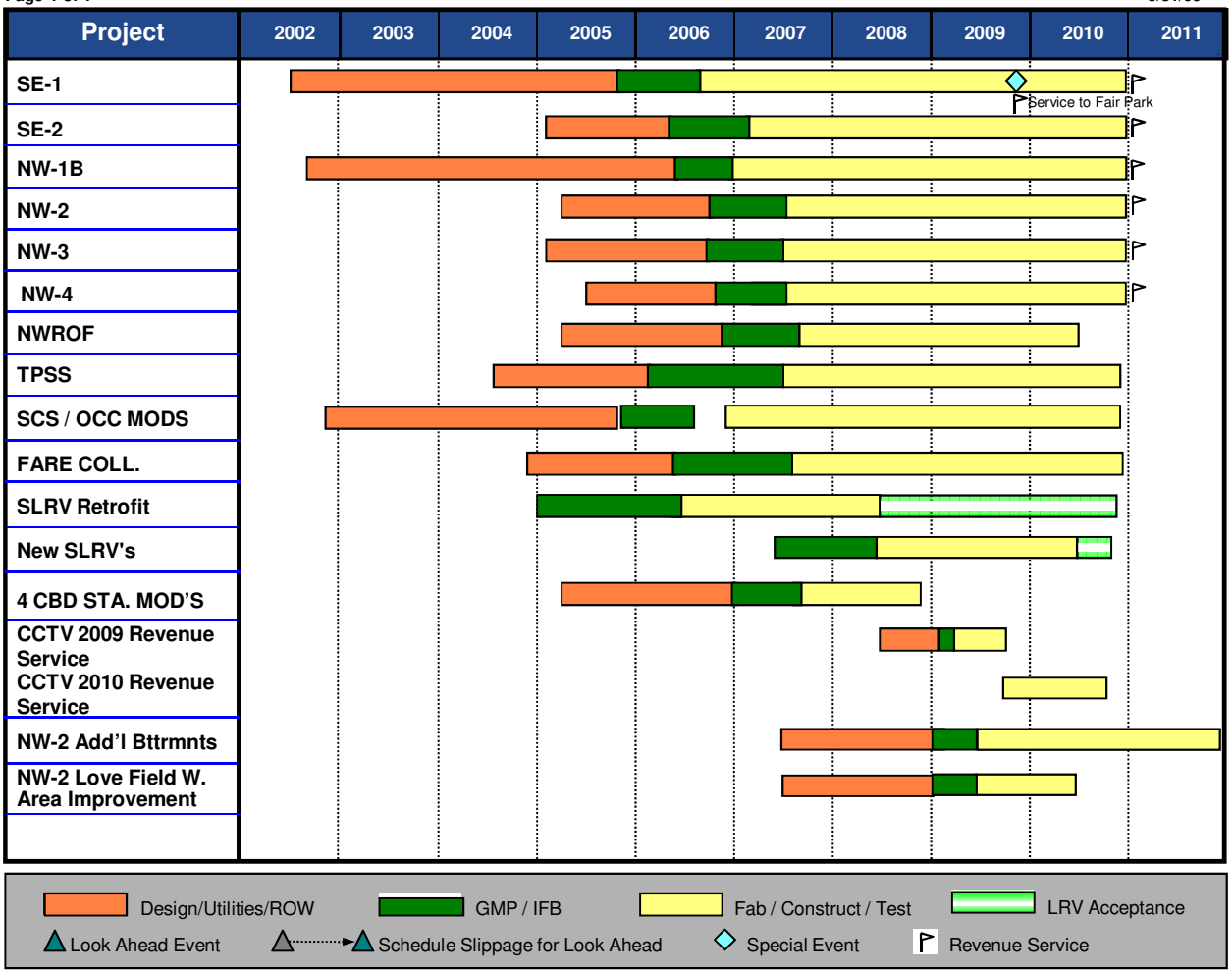

LRT BUILDOUT
PHASE IIA

# Summary Control Schedule

**LRT Buildout Phase IIA**

## LRT Buildout Phase IIA
## Summary Control Schedule

Page 1 of 1 — 3/31/09



| LRT BUILDOUT PHASE IIA<br>Cost Summary<br>(in millions of dollars) | | | |
|---|---|---|---|
| | **Control Budget** | **Current Commitment (1)** | **Expended to Date (2)** |
| General Phase IIA | $ 174.5 | $ 107.3 | $ 94.6 |
| Southeast-1 | 204.6 | 207.4 | 172.6 |
| Southeast-2 | 165.3 | 166.4 | 121.5 |
| Northwest-1B | 160.7 | 160.7 | 116.7 |
| Northwest-2 | 170.8 | 167.6 | 93.9 |
| Northwest-3 | 250.1 | 239.9 | 158.5 |
| Northwest-4 | 259.0 | 248.5 | 138.4 |
| NWROF | 65.2 | 64.6 | 40.8 |
| Systems | 98.7 | 78.2 | 34.8 |
| Vehicles | 245.0 | 236.8 | 122.4 |
| Raise & Extend 4 CBD Stations | 11.9 | 6.6 | 6.3 |
| Phase IIA – CCTVs | 8.9 | 4.6 | 0.2 |
| NW-2 Additional Betterments | 0.9 | 0.2 | 0.2 |
| Love Field West Area Improvement | 3.5 | 0.0 | 0.0 |
| **LRT Buildout Phase IIA Total** | **$1,819.1** | **$1,688.8** | **$ 1,100.9** |

1) Committed values reflect activity through 02/28/09.
2) Expended to date values reflect activity through 02/28/09, as reported on DART's General Ledger.

# Cost/Schedule Summary

**LRT Buildout Phase IIA**

## SCHEDULE SUMMARY

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

# Real Estate

**LRT Buildout Phase IIA**

**Strategic Plan Consideration**

C1 Improve Customer Satisfaction
C2 Manage System Growth
C3 Improve Efficiency

**Description**

Acquisition of property required for construction of the LRT Buildout.

**Status**

**Northwest Corridor**
Real estate acquisition for this corridor is currently in progress.

**Southeast Corridor**
Real estate acquisition for this corridor is currently in progress.

**Northwest Rail Operating Facility (NWROF)**
Real estate acquisition for this facility is complete.

**Issues**

Real estate issues are addressed in individual line section reports.

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

**LRT Buildout Phase IIA**

**Strategic Plan Consideration**

C2.3 Integrate new transit services

**Description**

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

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

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

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

**Status**

**Line Section SE-1**

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

Form, rebar, and pour of sidewalks continue at Baylor Station plaza. Irrigation and planting continue. Plaza benches and bus shelter work continue.

Trackwork is complete from Gaston Avenue along Good-Latimer. Form, rebar, and paving from Florence to Gaston are complete, and irrigation work and planter underdrains continue.

**Status (continued)**

At Deep Ellum Station, work on platform continues. Roofing of Deep Ellum Station began in June 2008 and is complete. Sandblasting and station lighting work continue.

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

At Fair Park Station, installation of granite brick and irrigation work continue. Landscaping, lighting installation, and work on column cladding continue.

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

At MLK Station, roofing, painting, and work on windscreens continue. Irrigation and landscaping work continues. Contractor has begun the wood screen fence installation.

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

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

At Hatcher Station, painting continues.

At the Hatcher Kiss & Ride, work on irrigation and electrical sleeves continues, as well as lime, form, rebar and pour of Kiss & Ride.

**Line Section SE-2**

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

At Scyene Road and Dixon, construction of sidewalks continues.

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

**Status (continued)**

At Lawnview Station, the contractor continues to install underground utilities. Ballast wall construction is nearing completion. Platform concrete placement is ongoing. Painting of canopies continues.

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

At TPSS #7 & #8, preparation work is nearing completion.

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

No Name Creek freight bridge abutment construction continues. Deck slab placement and forming, rebar, and pouring parapet wall continue.

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

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

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

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

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

**Line Section NW-1B**

Installation of four 10' x 10' box culverts at Cedar Springs and Harry Hines continues with the building of the northwest wing wall. Reconstruction of Harry Hines continues. Preparation of subgrade for the guideways and west lanes of Harry Hines is nearing completion. Installation of OCS poles continues. Construction of diaphragms, shear blocks, guideway decks, communication troughs, and handrails continues along the guideway.

At Market Center Station, stairs, ramps, and elevator pit construction continues. Excavation for bus bay retaining walls continues.

**Status (continued)**

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

At Southwestern Medical District/Parkland Station, installation of diaphragms and sheer blocks for the guideway beams is nearly complete. Installation of station conduits and placement of select fill and formwork for the concourse is in progress. Construction of the platform continues. Installation of the bus canopy continues. Guideway foundations and columns are nearing completion from Parkland Station to Inwood Station.

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

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

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

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

**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. This work is being deleted from the contract.

SE-1: Baylor Station "Thumbprint"

SE-1: Guideway Leading to Fair Park Station

**SE-1: MLK Station**

**SE-1: Hatcher Station**

# Track Materials Procurement for CM/GC-I Construction

**LRT Buildout Phase IIA**

**Strategic Plan Consideration**

C2.3 Integrate new transit services

**Description**

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

**Status**

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

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

**Issues**

None

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

**LRT Buildout Phase IIA**

**Strategic Plan Consideration**

C2.3 Integrate new transit services

**Description**

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

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

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

**Status**

**Line Section NW-2**

DGNO is installing new freight track.

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

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

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

At Bachman Station, underground utility installation continues. The contractor is continuing to install select fill.

## Status (Continued)

**Line Section NW-3**

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

At Walnut Hill Station, concrete column construction continues. Installation of select fill continues. Installation of power conduits and columns continues. Installation of ground grid at north end of platform is in progress.

At Royal Lane Station, installation of column downspouts and ground grid continues. Installation of fire protection continues. Installation of ductbanks at station and conduits to service building is in progress.

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

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

**Line Section NW-4**

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

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

At Furneaux Creek Bridge, metal decking for LRT and freight bridges continue to be installed.

## Issues

**Line Section NW-2**

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

Access has been obtained to City of Dallas Love Field Airport property, via approval from FAA, for Hawes street work.

**Line Section NW-3**

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

## Issues (Continued)

**Line Section NW-4**

Coordination with Denton County Transportation Authority (DCTA) for potential connection of both transit systems is ongoing. Contractor pricing has been negotiated and approved by the DART Board.

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

**NW-2: Mockingbird Depressed Area South of Egan Street**

**NW-2: Denton Drive Reconstruction North of Webb Chapel Extension**

**NW-3: LRT North and Southbound Structure over Northwest Highway**

**NW-3: TxDOT Bridge Construction**

**NW-4: Trinity Mills Station Northbound Platform Grade Beam**

**NW-4: North Carrollton/Frankford Station Select Fill Installation**

# Northwest Rail Operating Facility

**LRT Buildout Phase IIA**

**Strategic Plan Consideration**

C1 Improve Customer Satisfaction
C2 Manage System Growth
C3 Improve Efficiency

**Description**

The Northwest Rail Operating Facility (NWROF) will provide storage, running maintenance, and administrative functions to meet DART's long-term operational and maintenance needs for Buildout Phase II. The site is bounded by Lombardy Lane, Denton Drive, Century Street, and Abernathy Avenue, and consists of approximately 34.3 acres. The storage tracks will be designed to accommodate approximately 75 SLRVs. The facility is intended to perform running maintenance of all vehicles, with no heavy overall maintenance at this site. The project consists of yard track layout; yard lighting; cleaning platform; non-revenue vehicle and SLRV car wash facility; service and inspection facility; ways, structures, and amenities facility; administrative offices; communications center; and yard control center.

**Status**

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

**Lot 1 – Base Contract**

Installation of the fire line/water line loop, storm lines, and irrigation piping around the site continues. The contractor is in the process of installing the permanent fence around the site.

At the S&I building, pit slab installation is complete. Most exterior metal cladding is complete. Construction of CMU walls continues. Installation of tilt-up walls and structural steel continues, and roof joists on the western side of the building is in progress. The contractor is pouring the mezzanine floor concrete, painting exterior walls, and installing exterior glass. Work on drywall, windows, and doors continues. Utility installation continues, and fall protection in the service bay area has begun.

At the SLRV Wash building, forming/pouring of the mechanical room floor is complete. The contractor is pouring plinths and installing dowel for track plinths. Installation of steel framing has begun.

At the cleaning platform, contractor is installing roofing, lighting, and fire sprinkler piping.

Paving near Hollander is progressing.

## Status (Continued)

**Lot 2 – Trackwork**
Project substantial completion was issued January 3, 2009. Installation of cable trough is complete. Work on punch list is in progress.

**Lot 3 – Systems**
A new re-baseline schedule was submitted to start OCS activity on January 1, 2009, but completion dates remain the same. The contractor has mobilized and installed switch machines, Intermediate Instrument House (IIH) building conduit for junction boxes, etc. Push button stands have been placed around the site.

**Lot 4 – WSA Building & Parking Area**
Underground utilities installation continues. Construction of foundations and grade beams is progressing.

**Lot 9 – Car Hoist**
Hoists continue to be fabricated.

## Issues

Schedule adjustments are being considered, but completion date of facility is not expected to be impacted.

**Steel Erection for SLRV Wash Building**

**East Side of S&I Parking Lot Area**

S&I Building: Maintenance Bay Area

S&I Building: Car Hoist Pour

# Track Materials Procurement for Northwest Corridor & NWROF

**LRT Buildout Phase IIA**

**Strategic Plan Consideration**

C2.3 Integrate new transit services

**Description**

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

**Status**

**Line Sections NW-2, NW-3, and NW-4**
Contract closeout continues.

**Issues**

None

# Systems - Traction Power Substations

**LRT Buildout Phase IIA**

**Strategic Plan Consideration**

C2.3 Integrate new transit services

**Description**

Traction Power Substations (TPSS) are required to provide power for the light rail systems. A TPSS is normally installed approximately every 1 to 1.5 miles along the LRT right-of-way. Phase IIA and the Northwest Rail Operating Facility (NWROF) will require 24 TPSSs.

**Status**

Notice to Proceed was issued to Siemens Transportation Systems, Inc., on June 29, 2007. Contract submittal review is ongoing.

Manufacturing is proceeding. The four substations required for Line Sections SE-1A and SE-1B have been delivered to the sites and Pre-Energization testing has been completed. SE-1A substations have completed 100% of the Manufacturing Conformance, Pre-Energized and Acceptance tests.

SE-1A: The TPSS software has been downloaded to four substations. A "dummy" integration test between the SCADA and TPSS systems was successful on February 20, 2009. TPSS software was ready for on-site SCADA integration testing on March 17, 2009.

NW-1: Lucas Substation is on-site now.

An additional nine substations are in fabrication. The NWROF (Yard/Shop) and Village Creek substations have been rescheduled for delivery in May and June 2009.

Contractor has begun submitting the final design drawings and final vendor sheets.

O & M Manual, Spare Parts list, and training plan have been submitted and are in review.

**Issues**

Manufacturing and testing schedule is being watched carefully, as all required submittals have not been approved. Field Acceptance testing is scheduled after the substation is set and prior to being connected to the wayside.

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

# Systems – SCS/OCC Modifications

**LRT Buildout Phase IIA**

**Strategic Plan Consideration**

C2.3 Integrate new transit services

**Description**

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

**Status**

As of the end of March 2009, 376 submittals have been received, with 372 returned to the contractor. No RFIs have been received from the contractor for this period.

Installation of seven (7) new Rail Operations Controller (ROC) stations and SCS servers have been completed. Systems manager position has also been upgraded.

End-to-end testing was completed for the OCC/Train Control Center (TCC) areas under software version 17.2.2.

Contract milestone for the OCC was met on January 18, 2009. Next milestone is for SE-1A, due by May 19, 2009.

Access to SE-1A was granted March 10, 2009.

**Issues**

Based on the schedule, the contract is 56% complete and trending late for required submittals projected.

Vehicle Business System (VBS) server and SCS Public Announcement /Visual Message Boards (PA/VMB) are having communications interfacing issues. The VBS server provides mainly Global Positioning System (GPS) coordinates. The SCS SCADA and PA/VMB equipment is expecting a track circuit location. A meeting of all stakeholders occurred in November 2008 to discuss/resolve this issue. The VBS server provided real-time data for analysis. A resolution to the issue was engineered in mid-December 2008, which will use the carborne GPS data as the actual location for comparison to the track circuit location. Meetings continue with Operations, the VBS group, and the Communications group to determine the best solution for this issue. Testing will be conducted between all parties the week of April 20, 2009, to confirm communications, data quality, and overall integration of servers and firewalls.

# Systems – Fare Collection Equipment

**LRT Buildout Phase IIA**

**Strategic Plan Consideration**

C2.3 Integrate new transit services

**Description**

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

**Status**

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

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

Staff is currently in discussions with the vendor regarding accepting credit/debit cards for payment. Decisions from Revenue were made and a change to the contract is in process.

A change has been processed to have the TVMs issue magnetically-encoded tickets.

The contractor is progressing toward First Article Inspection and testing in April 2009.

**Issues**

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

First Article Inspection continues to slip.

# Vehicles – SLRV Retrofit

**LRT Buildout Phase IIA**

**Strategic Plan Consideration**

C2.3 Integrate new transit services

**Description**

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

**Status**

As of the end of March 2009, 34 SLRVs are in revenue service. Kinkisharyo has consistently been delivering one completed SLRV per week through mid-March; however, progress has slowed due to the identification of multiple brake sensor failures. The issue is being evaluated and options for production recovery are being developed.

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

**Issues**

To date, approximately half of all C-unit shipments from Japan have been aboard U.S. flagged vessels. Kinkisharyo has identified an increased shipping cost as a result in U.S. flagged vessel shipping and has submitted supporting documentation requesting a contract modification for additional shipping costs incurred in calendar year 2008. This contract modification is being processed under authorization previously granted by the DART Board of Directors. DART anticipates the issuance of the contract modification to Kinkisharyo in the first week of April 2009. An additional request will be submitted at the end of the calendar year for all U.S. shipping costs for 2009.

# Vehicles – New SLRV Procurement

**LRT Buildout Phase IIA**

**Strategic Plan Consideration**

C2.3 Integrate new transit services

**Description**

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

Twenty-five (25) SLRVs fall under the base order for this contract, supporting the Green Line, and 23 SLRVs fall under a contract option, supporting the Orange and Blue lines. Refer to the Phase IIB section of this report for status of the 23 option vehicles.

**Status**

Manufacturing of the base order for 25 SLRVs is underway. Kinkisharyo anticipates that the first car underframe will be manufactured in early April 2009, with the first SLRV leaving from Japan for the United States in early November 2009. The first completed SLRV should be conditionally accepted by DART in May 2010.

**Issues**

None

# Systems Integration

**LRT Buildout Phase IIA**

**Strategic Plan Consideration**

C2.3 Integrate new transit services

**Description**

Integrate systems operation for LRT Buildout Phase II.

**Status**

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

Safety and Security Certification Checklists have been prepared for certifiable elements and design certification is in progress for all elements. Fire/Life Safety Committee meetings continue and coordination with Buildout member cities is ongoing. Updates to the Safety and Security Management Plan (SSMP) and the Safety and Security Certification Plan (SSCP) have been prepared.

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

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

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

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

**Issues**

None

# Raise & Extend Four CBD Stations

**LRT Buildout Phase IIA**

**Strategic Plan Consideration**

C1 Improve Customer Satisfaction
C2 Manage System Growth

**Description**

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

**Status**

Project closeout is nearing completion.

**Issues**

None

# Closed-Circuit Television (CCTV) System

**LRT Buildout Phase IIA**

**Strategic Plan Consideration**

C2.3 Integrate new transit services

**Description**

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

**Status**

**Part 1**

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

**Part 2**

The CCTV contract was presented to the Rail Program Committee for approval on January 27, 2009, and was approved by the DART Board on February 10, 2009. Contract was awarded on February 25, 2009. The kick-off meeting was held on March 2, 2009. NTP was issued on March 19, 2009. System requirements and procurement schedules have been developed. Conceptual design review was completed on March 16, 2009. Internal site surveys are in process. The DART Police requirements are in the process of being finalized for the dispatch area, and the scope of work will be prepared upon finalization of requirements. Twenty-two task orders have been released to date. Parallel scheduling of cable, optical network, and central monitoring location will be required to meet the schedule through September 2009. The two first articles (Akard and Morrell stations) are in process in accordance with the preliminary design documents.

**Issues**

None

# NW-2 Additional Betterments (Love Field West Betterments)

**LRT Buildout Phase IIA**

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

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

**Status** Final design is complete. Solicitation package is being prepared.

**Issues** None

# NW-2 Love Field West Area Improvement (Little Denton Drive Reconstruction)

**LRT Buildout Phase IIA**

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

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

**Status** Final design is complete. Solicitation package is being prepared.

**Issues** None

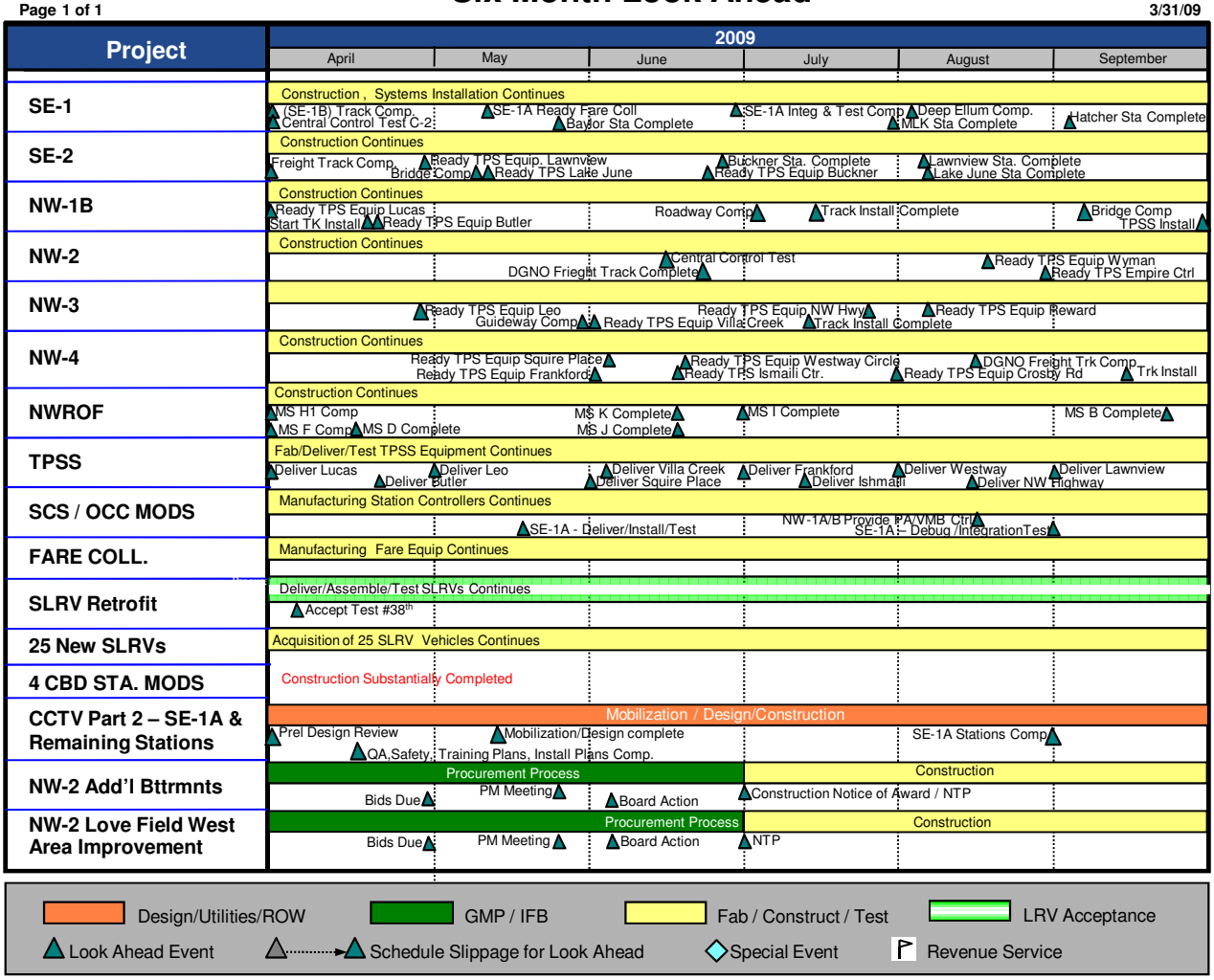
# Facilities - Six-Month Look Ahead

**LRT Buildout Phase IIA**

## LRT Buildout Phase IIA
## Six Month Look Ahead



3/31/09



# Change Control Summary

**LRT Buildout Phase IIA**

Light Rail Transit Buildout Phase IIA - Change Control Summary

| Rail Section/ Contract Package | | Consultant/ Contractor | Approved Contract Amount | Approved Contingency/ Allowance | Total Approved Amount | Executed Changes | Current Contract Value | Remaining Contingency/ Allowance | Percent Contingency Used | Percent Contract Comp. | Summary of Activity This Period & Comments (March 2009) |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | (A) | (B) | (C=A+B) | (D) | (E=A+D) | (F=B-D) | (G=D/B) | Note d | |
| Professional Services | GEC C-1002450-01 | ACT-21 | $207,484,175 | $943,418 | $208,427,593 | $0 | $207,484,175 | $943,418 | 0% | (Note a) | Through FY-09 AWP |
| | SDC C-1002803-01 | Dallas System Consultants | $70,236,654 | $225,905 | $70,462,559 | $0 | $70,236,654 | $225,905 | 0% | (Note a) | Through FY-09 AWP |
| | Systems Integration (SIC) C-1004187-01 | DMJM + HARRIS | $43,734,072 | $241,889 | $43,975,961 | $0 | $43,734,072 | $241,889 | 0% | (Note a) | Through FY-09 AWP |
| | LRV Engineering C-1008146-01 | LTK | $8,044,643 | $80,503 | $8,125,146 | $0 | $8,044,643 | $80,503 | 0% | (Note a) | Through FY-09 AWP |
| Construction SE1, 2, NW1B | CMGC-1 C-1007571-01 | Archer Western/Brunson Caron SE-1, 2, NW-1B | $372,479,797 | $18,320,580 | $390,800,377 | $14,870,030 | $387,349,827 | $3,450,550 | 81% | 70% (Note c) | Includes Pre construction & construction |
| Construction NW 1, 2, 3 | CMGC-3 C-1009666-01 | Archer Western/Herzog NW-2, 3, 4 | $476,134,387 | $23,789,720 | $499,924,107 | $6,083,231 | $482,217,618 | $17,706,489 | 26% | 47% (Note c) | Includes Board authorized increases to base contract |
| | | | Increased CMGC-3 Contingency by $101,522 per BR 080141, SA-24 paid via TxDot ILA $1,125,936.24 | | | | | | | | |
| CBD Raise/Extend | CBD Level Boarding C-1012813-01 | Phillips-May | $5,370,333 | $268,516 | $5,638,849 | -$6,820 | $5,363,513 | $275,336 | -3% | 65% | |
| NWROF Construction | Lot 1 C1012392-01 | Archer Western | $65,238,407 | $2,175,713 | $67,414,120 | $215,922 | $65,454,329 | $1,959,791 | 10% | 43% | |
| | Lots 2 C1012392-02 | Herzog | $7,337,506 | $311,777 | $7,649,283 | $33,765 | $7,371,271 | $278,012 | 11% | 40% | |
| | Lot 3 C1012392-03 | Mass Electric | $11,289,300 | $479,692 | $11,768,992 | $86,601 | $11,375,901 | $393,092 | 18% | 10% | |
| | Lot 4 C-1012392-04 | Journeyman | $8,944,333 | $380,053 | $9,324,386 | $0 | $8,944,333 | $380,053 | 0% | 1% | |
| | Lot 9 C-1012392-05 | Macton | $1,996,500 | $99,825 | $2,096,325 | $0 | $1,996,500 | $99,825 | 0% | 23% | |
| Track Material Procurement CMGC-1 | Lots 3 & 6 C-1009684-02 | Progressive Rail Spl Trkwrk/CWR | $11,754,817 | $352,645 | $12,107,462 | -$26,451 | $11,728,366 | $379,096 | -8% | 86% | |
| | Lot 5 C-1009684-03 | L.B. Foster Fasteners | $4,999,349 | $149,981 | $5,149,330 | $891 | $5,000,240 | $149,090 | 1% | 87% | |
| | Lot 4 C-1009684-04 | Rocla Concrete Tie Concrete Ties | $3,145,765 | $96,089 | $3,241,854 | $57,195 | $3,202,960 | $38,894 | 60% | 97% | |
| Track Material Procurement CMGC-3 | Lots 1 & 3 C-1012000-01 | VAE Nortrak NW2/3/4 & NWROF/Spl Trkwrk | $8,987,703 | $472,976 | $9,460,679 | $0 | $8,987,703 | $472,976 | 0% | 85% | |
| | Lots 2 C-1012000-02 | L.B. Foster NW-2/3/4 CWR | $5,982,978 | $299,149 | $6,282,127 | $0 | $5,982,978 | $299,149 | 0% | 100% | |
| | Lot 4 C-1012000-03 | Rocla Concrete Tie Concrete Ties | $3,361,624 | $168,081 | $3,529,705 | $0 | $3,361,624 | $168,081 | 0% | 95% | |
| | Lot 5 C-101200-04 | Advanced Track Products CMGC-3 Fasteners | $5,722,502 | $286,125 | $6,008,627 | $0 | $5,722,502 | $286,125 | 0% | 95% | |
| Systems | TPSS DFI C-1012105-01 | Siemens Transportation Systems, Inc. | $30,792,441 | $2,463,395 | $33,255,836 | -$49,141 | $30,743,300 | $2,512,536 | -2% | 47% | |
| | Fare II C-1011621-01 | GFI Genfare Systems, Inc. | $4,624,103 | $231,205 | $4,855,308 | $0 | $4,624,103 | $231,205 | 0% | 0% | |
| Vehicle Procurement | 115 C-Unit Mods W/ATP C-1011711-01 | Kinkisharyo/Itochu | $190,395,824 | $5,395,494 | $195,791,318 | $40,876 | $190,436,700 | $5,354,618 | 1% | 74% | |
| | | | Increased contract amount for SA-001 $10,546,007 | | | | | | | | |
| Vehicle | SLRV Procurement (25) C-1013706-01 | Kinkisharyo International | $164,374,396 | $4,931,232 | $169,305,628 | $0 | $164,374,396 | $4,931,232 | 0% | 23% | |
| Systems Modifications | SCS/OCC C-1009337-01 | GE Advanced Comm. Systems | $19,268,337 | $1,541,467 | $20,809,804 | $19,800 | $19,288,137 | $1,521,667 | 1% | 11% | |
| | | TOTALS: | $1,744,876,733 | $63,818,839 | $1,808,695,572 | $21,325,899 | $1,766,202,631 | $42,492,940 | | | |

Legend: % Contingency >= 70%

Notes:

a) The professional services contracts are negotiated through annual workplans (AWP) ; amounts reflected on this report represent Total Board Authorized Not-to-Exceed values. AWP Contingency is for current year only.

b) The authorized board increases are captured in column B along with approved contingency increases to more accurately reflect the change activity as it relates to contingency.

c) CMGC-1 & 3 contracts were modified to include consruction services.

d) Percent contract complete based on invoices paid divided by contract value.

e) The totals shown on this report include balances from active contracts, shown here, and closed contracts that are in hidden cells within the sheet.


LRT BUILDOUT
PHASE IIB

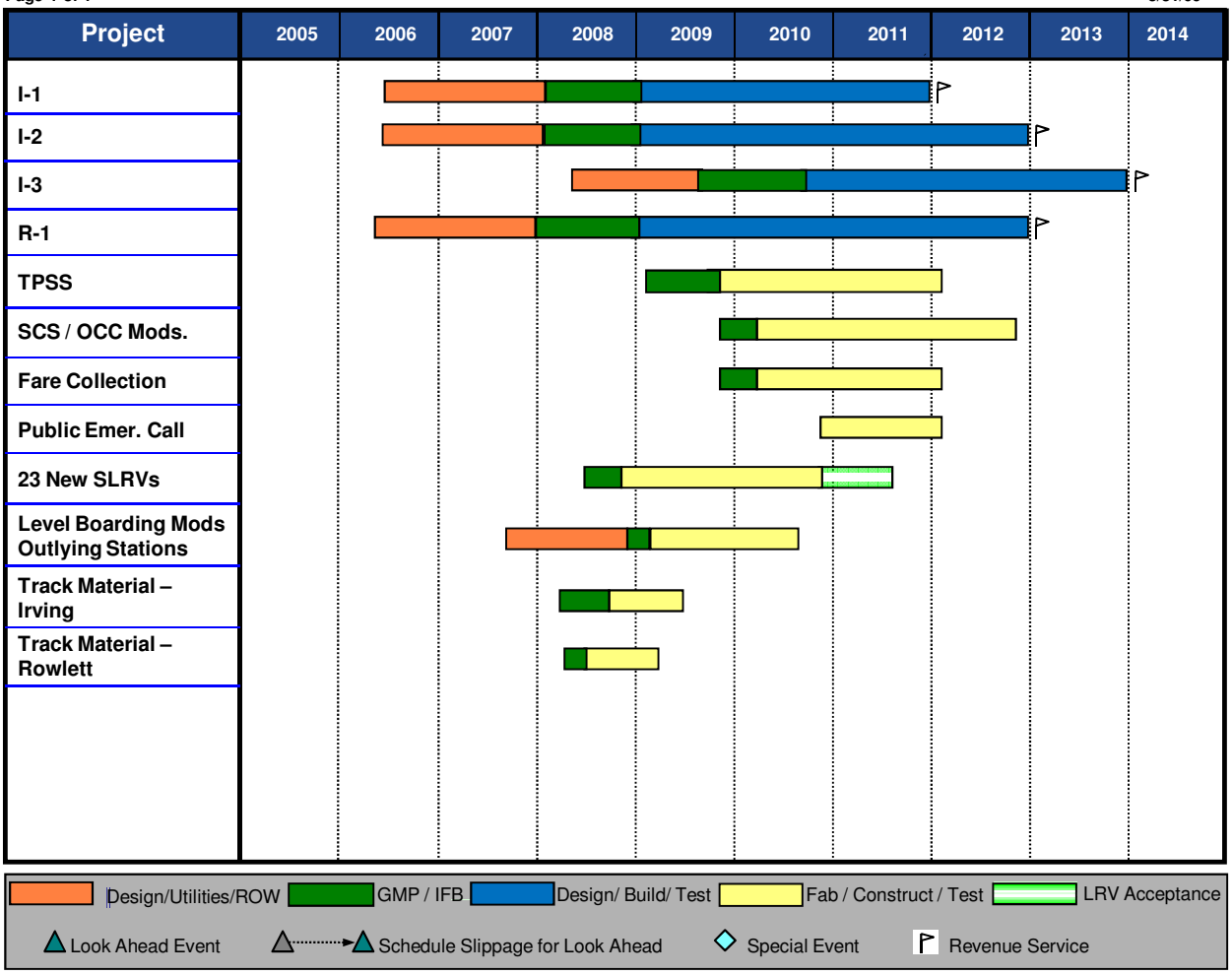
# Summary Control Schedule

**LRT Buildout Phase IIB**

## LRT Buildout Phase IIB
## Summary Control Schedule



3/31/09



| LRT BUILDOUT PHASE IIB<br>Cost Summary<br>(in millions of dollars) | | | |
|---|---|---|---|
| | **Control Budget** | **Current Commitment (1)** | **Expended to Date (2)** |
| General Phase IIB | $ 94.8 | $ 23.9 | $ 17.8 |
| Irving-1 | 363.9 | 294.7 | 14.9 |
| Irving-2 | 275.7 | 177.6 | 7.3 |
| Irving-3 | 272.5 | 3.4 | 0.0 |
| Rowlett-1 | 203.5 | 209.8 | 10.8 |
| Level Boarding – Outlying Stations | 13.2 | 2.5 | 1.3 |
| NWROF | 53.0 | 58.6 | 37.9 |
| Systems | 42.2 | 24.2 | 12.6 |
| Vehicles | 219.3 | 193.2 | 46.2 |
| **LRT Buildout Phase IIB Total** | **$1,538.1** | **$987.9** | **$148.8** |

1) Committed values reflect activity through 02/28/09.
2) Expended to date values reflect activity through 02/28/09, as reported on DART's General Ledger.

# Irving Corridor Facilities

**LRT Buildout Phase IIB**

**Strategic Plan Consideration**

C2.3 Integrate new transit services

**Description**

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

**Status**

The planning and development phase of the Irving Corridor was completed with the issuance of the FAA Record of Decision (ROD) on January 7, 2009.

The design-build contract for the I-1/I-2 project was awarded to Kiewit, Stacy and Witbeck, Reyes, Parsons (KSWRP) on December 12, 2008, and Notice to Proceed was issued on January 5, 2009. The KSWRP team has submitted more than a dozen interim design submittals for review and is preparing to begin construction activities by the end of May 2009. Survey, geotechnical investigation, and utility locating are all under way.

The baseline schedule has been submitted and disapproved. KSWRP is making revisions and anticipates submittal of a revised draft by the third week in April 2009.

**Issues**

Per ILA, City of Irving is acquiring most of the ROW. Irving contribution ($60M) identified in ILA is reaching resolution.

KSWRP is preparing to begin work in the Trinity River area once all 404 permit processes are completed. DART is on track to meet its commitment to complete the 404 permit process well in advance of the July 2009 commitment.

# Track Materials Procurement for Irving Corridor

**LRT Buildout Phase IIB**

**Strategic Plan Consideration**

C2.3 Integrate new transit services

**Description**

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

**Status**

To date, all of I-1 and half of I-2 rail have been delivered to the project site. The remainder of the rail is in storage in Midlothian, Texas, pending a determination of the location of the final storage site.

**Issues**

The rail storage location on DFW Airport property, to be used for the I-3 and half of the I-2 rail, has been placed on hold while the Airport and the City of Irving seek final agreement on the terms for Airport property lease. DART intends to move the remaining portion of the I-2 rail to storage sites along the I-2 alignment by mid-May 2009. The I-3 rail will most likely be delivered to a site in the City of Irving if the DFW storage site is not available.

# DFW Corridor Facilities

**LRT Buildout Phase IIB**

**Strategic Plan Consideration**

C2.3 Integrate new transit services

**Description**

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

**Status**

The DFW Corridor is in the planning and development phase. DART has initiated discussions with DFW Airport regarding the implementation of this final extension of the Irving Corridor (I-3). DFW is considering two terminus options: Terminal A-B or DFW North.

Meeting with DFW Staff every two weeks has been established to coordinate project development. A multi-agency (DART, FWTA, DFW and NCTCOG) meeting to discuss the project was held on December 17, 2008. On Tuesday, February 3, 2009, DART staff met with FTA to discuss project issues. On Tuesday, March 2, 2009, DART staff met with FAA. On April 7, 2009, a second multi-agency meeting will convene. On April 17, 2009, DART, FWTA, and DFW staff will meet with both FTA and FAA.

DART has initiated data gathering and has requested DFW's support in providing any pertinent documentation available. Information could include: Hazardous Site inventory, inventory of all streams, traffic information, geotechnical information, list of historic structures, etc.

**Issues**

DFW has identified a potential pinch point along SH 114.

The location of the terminus station needs to be finalized. The City of Irving has expressed some concerns over the DFW North Terminus Option.

FTA has indicated that DART's pre-purchase of rail and LRVs will preclude FTA funding of the project. Funding and work program need to be coordinated to a higher degree as project advances. Key issues include both FAA and FTA participation and to what extent.

Providing there are no significant impacts or federal funding, the project could be advanced with simple Environmental Assessment (EA) with FAA as the lead agency.

# Rowlett Extension Facilities

**LRT Buildout Phase IIB**

**Strategic Plan Consideration**

C2.3 Integrate new transit services

**Description**

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

**Status**

Board approval of the design-build contract for the R-1 project was received on January 27, 2009. The design-build contract was awarded to the Austin Bridge & Road team on January 4, 2009. NTP was granted on February 25, 2009.

The team has a core group located at DART headquarters while the field site is being prepared. Design progress is under way at the home offices until designers can be relocated to the field site.

**Issues**

None

# Track Materials Procurement for Rowlett Extension

**LRT Buildout Phase IIB**

**Strategic Plan Consideration**

C2.3 Integrate new transit services

**Description**

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

**Status**

All of the rail has been delivered to the rail storage location in Rowlett, Texas.

**Issues**

None

# Systems - Traction Power Substations

**LRT Buildout Phase IIB**

**Strategic Plan Consideration**

C2.3 Integrate new transit services

**Description**

Traction Power Substations (TPSS) are required to provide power for the light rail systems. A TPSS is normally installed approximately every 1 to 1.5 miles along the LRT right-of-way. Phase IIB will require 14 TPSSs.

**Status**

Notice to Proceed (NTP) is ongoing.

The TPSS delivery dates are recommended by contractor:

| | Recommended Delivery Date | Contract Delivery Date |
|---|---|---|
| TPSS #1 | 12/16/2010 | December 2010 |
| TPSS #2 | 04/13/2011 | January 2011 |
| TPSS #3 | 08/15/2010 | February 2011 |
| TPSS #4 | 11/30/2010 | December 2011 |
| TPSS #5 | 06/15/2011 | January 2012 |
| TPSS #6 | 09/20/2011 | February 2012 |

**Issues**

TBD

# Systems – SCS/OCC Modifications

**LRT Buildout Phase IIB**

**Strategic Plan Consideration**

C2.3 Integrate new transit services

**Description**

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

**Status**

Coordination between the Authority and the design-builder are taking place to determine the required schedule to release this effort.

**Issues**

None

# Systems –
# Fare Collection Equipment

**LRT Buildout Phase IIB**

**Strategic Plan Consideration**

C2.3 Integrate new transit services

**Description**

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

**Status**

The options have not been exercised for Phase IIB at this time.

Discussions will begin with the contractor during the next quarter.

**Issues**

None

# Passenger Emergency Calls (PECs)

**LRT Buildout Phase IIB**

**Strategic Plan Consideration** C2.6 Improve passenger amenities and facilities

**Description** PEC units allow customers to contact either 911 directly for emergencies or DART Customer Service for route/schedule information.

**Status** All required units were delivered to DART on October 14, 2008, and have been stored until required by the design-builder.

**Issues** None

# Vehicles – 23 Option Vehicles (New SLRV Procurement)

**LRT Buildout Phase IIB**

**Strategic Plan Consideration**

C2.3 Integrate new transit services

**Description**

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

**Status**

Manufacturing of the option order of 23 SLRVs is underway. Delivery of the 26th completed SLRV (first option vehicle) will begin in November 2010. Delivery of 23 option vehicles will continue through early spring of 2011.

**Issues**

None

# Level Boarding Modifications For Outlying Stations

**LRT Buildout Phase IIB**

**Strategic Plan Consideration**

C1 Improve Customer Satisfaction
C2 Manage System Growth

**Description**

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

**Status**

Board approval was obtained on March 3, 2009, and NTP was issued March 20, 2009.

**Issues**

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

# Facilities - Six-Month Look Ahead

**LRT Buildout Phase IIB**

## LRT Buildout Phase IIB
## Six Month Look Ahead

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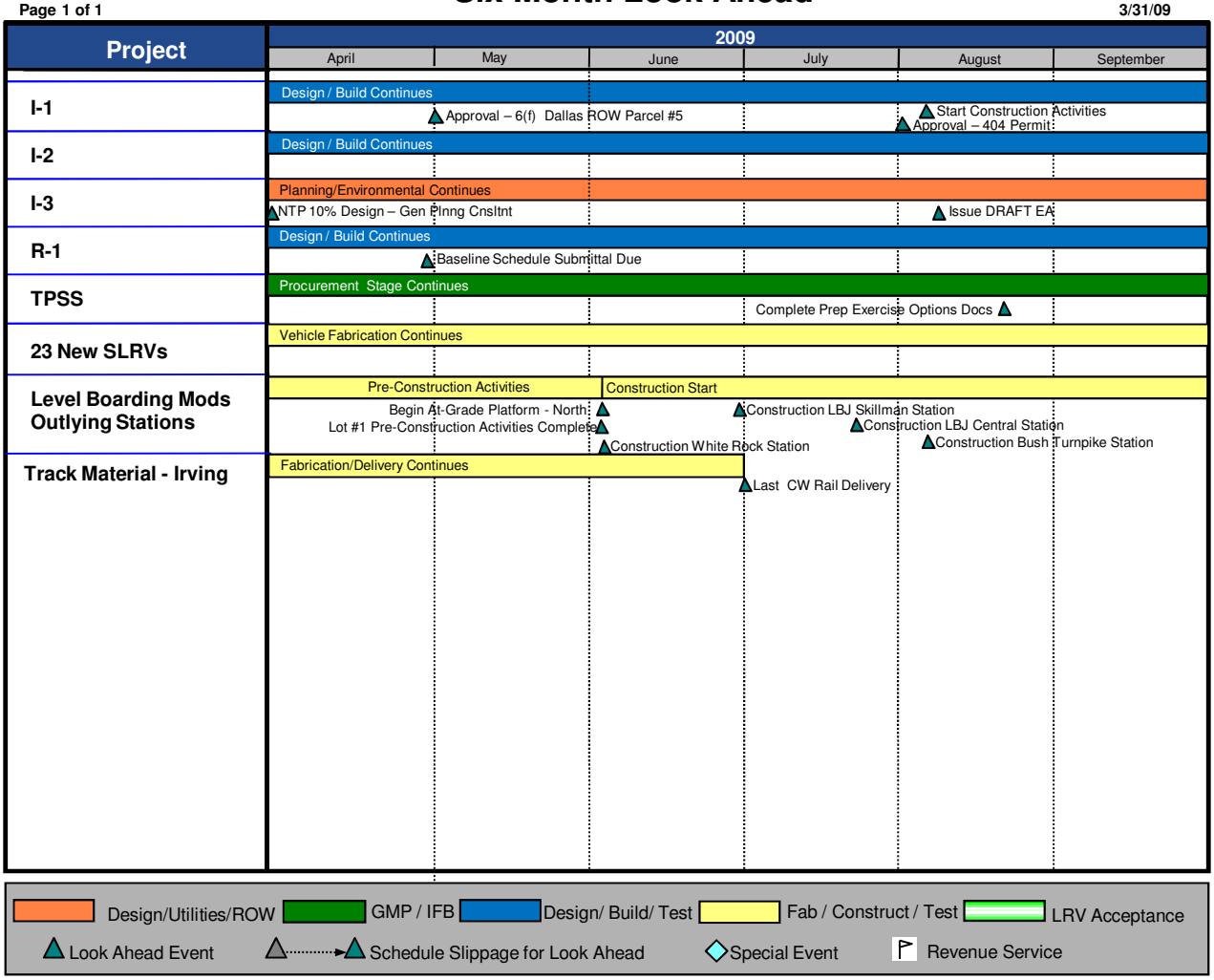

# Change Control Summary

**LRT Buildout Phase IIB**

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

| Rail Section/ Contract Package | | Consultant/ Contractor | Approved Contract Amount | Approved Contingency/ Allowance | Total Approved Amount | Executed Changes | Current Contract Value | Remaining Contingency/ Allowance | Percent Contingency Used | Percent Contract Comp. | Summary of Activity This Period & Comments (March 2009) |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | (A) | (B) | (C=A+B) | (D) | (E=A+D) | (F=B-D) | (G=D/B) | Note d | |
| **Design/CM** | Track 3 | Track 3 Joint Venture | $14,785,213.00 | $370,811.00 | $15,156,024.00 | $0 | $14,785,213.00 | $370,811.00 | 0 | 0 | Note b |
| | C-1013219-01 | Various + II&2+Rowlett | Deob $1,502,678 from base and $180,666 from contingency from FY08 AWP | | | | | | | | |
| **Irving 1 & 2** | Irving 1-2 DB | Kiewit JV | $430,164,910 | $17,207,000 | $447,371,910 | $0 | $430,164,910 | $17,207,000 | 0% | 0% | Design-Build |
| | C-1014614-01 | Irving 1 & 2 | | | | | | | | (Note a) | |
| **Rowlett** | Rowlett DB | Austin Road & Bridge | $193,019,007 | $7,721,000 | $200,740,007 | $0 | $193,019,007 | $7,721,000 | 0% | 0% | Design-Build |
| | C-1014614-02 | Rowlett | | | | | | | | | BR-090008 Pink Sheeted |
| **Track Material Procurement CWR** | Irving Rail Procurement | L.B. Foster | $8,920,527 | $89,205 | $9,009,732 | $0 | $8,920,527 | $89,205 | 0% | 0% | |
| | C-1014938-02 | Irving 1, 2 & 3 | | | | | | | | | |
| | Rowlett Rail Procurement | Progeessive Rail Services | $3,394,300 | $33,943 | $3,428,243 | $0 | $3,394,300 | $33,943 | 0% | 0% | |
| | C-1014938-01 | Rowlett | | | | | | | | | |
| **Systems** | TPSS, TVM, SCS/OCC | | $0 | $0 | $0 | $0 | $0 | $0 | 0% | 0% | |
| | See PH IIA | | | | | | | | | | |
| **Vehicle** | SLRV Procurement (23) | Kinkisharyo International | $126,730,327 | $2,843,881 | $129,574,208 | $0 | $126,730,327 | $2,843,881 | 0% | 0% | |
| | C-1013706-01 | | | | | | | | | | |
| | | TOTALS: | $777,014,284 | $28,265,840 | $805,280,124 | $0 | $777,014,284 | $28,265,840 | | | |
| Legend: | % Contingency >= 70% | | | | | | | | | | |

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


COMMUTER
RAIL

# Summary Working Schedule

Commuter Rail

## Commuter Rail
## Summary Working Schedule

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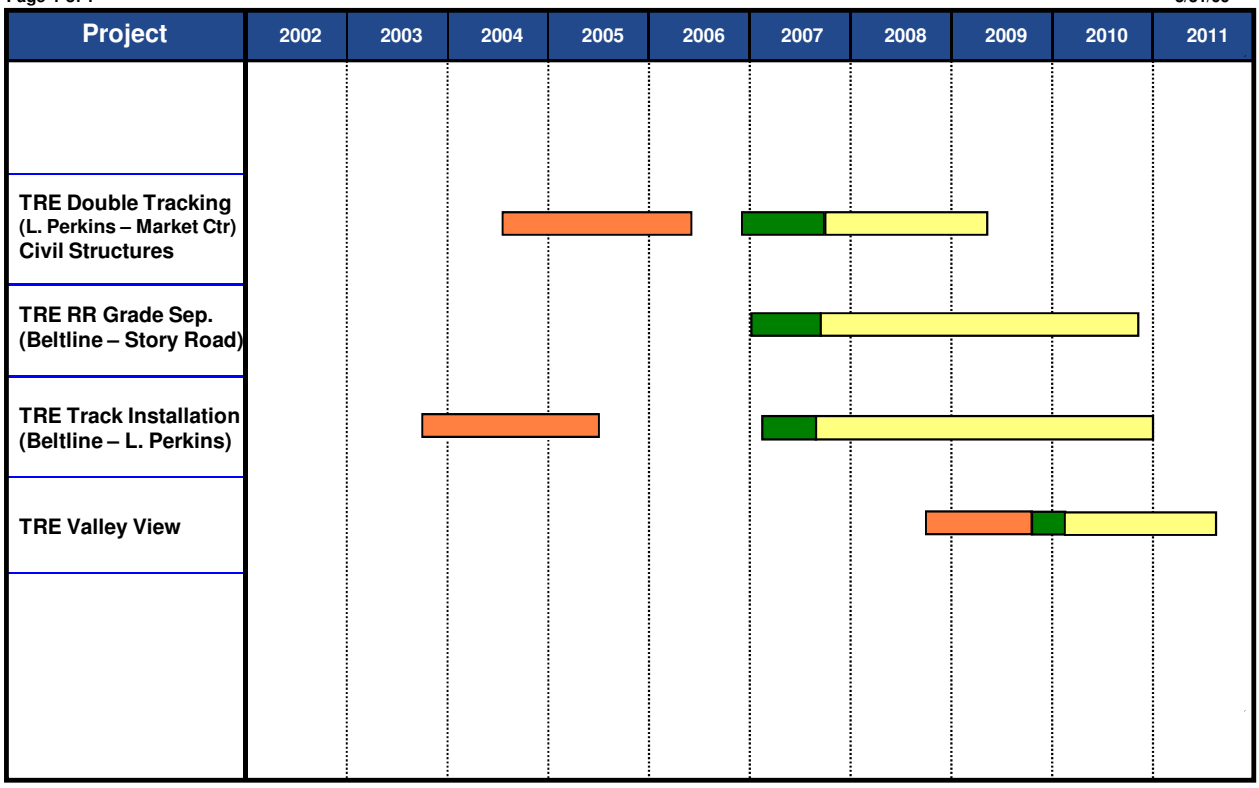
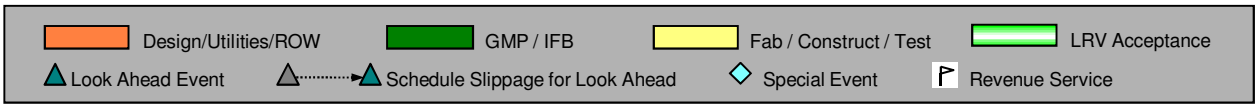


# Cost Summary



| COMMUTER RAIL<br>Cost Summary<br>(in millions of dollars) | | | |
|---|---|---|---|
| | **Control Budget** [2] | **Current Commitment** [2] | **Expended to Date**[1] |
| Belt Line Road Grade Separation | $ 70.5 | $ 63.3 | $ 39.0 |
| Lisa-Perkins Double Tracking | 6.4 | 6.2 | 5.4 |
| Valley View [3] | 14.4 | 1.0 | 0.1 |

1) Expended to date values reflect activity through 02/28/09, as reported on DART's General Ledger.
2) Control Budget and Current Commitment reflect activity through 02/28/09.
3) Control budget value reflects DART's FY2009 approved Financial Plan value for this project.

# Belt Line Road Grade Separation

**Commuter Rail**

**Strategic Plan Consideration**

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

**Description**

The project involves the grade separation of the Trinity Railway Express (TRE) over the intersections of Belt Line Road, Briery Road, and Story Road; and replacement bridges over Dry Branch Creek and West Irving Creek. The TRE tracks will be elevated and double tracked from Gilbert to Rogers Road, for a length of 2 ¼ miles. The portions of Belt Line Road, Briery Road and Story Road within the vicinity of the TRE Line and Rock Island Road will be reconstructed as part of this project. The project also includes an 8,236-foot long bridge and a 1,000-foot long retaining wall that is 33 feet wide carrying Class 4 double track. The tracks are 15 ft. apart between MP 631.80 and MP 633.36. The improvements are in the City of Irving (COI) and the project involves construction of bridges, tracks, paving, drainage, signing, striping, illumination, signalization and aesthetic features. Additional ROW was acquired by the City of Irving. Total estimated cost, including ROW, engineering and construction, is approximately $70 million. In addition, COI has committed $5 million for aesthetics as part of Quiet Zone.

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

**Status**

Phase I superstructure is complete; substantial completion has been issued.

Concrete (1,875.5 cubic yards) was placed at the southeast corner of Belt Line Road and East Rock Island Road. Traffic was transitioned to new pavement on the southeast side of East Rock Island, and demolition has begun on the north side.

**Issues**

None

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

**Commuter Rail**

**Strategic Plan Consideration**

C1 Improve Customer Satisfaction
C2 Manage System Growth
C3 Improve Efficiency

**Description**

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

**Status**

NTP was issued January 7, 2008.

Track installation on the new Phase I bridge is complete. Phase II at-grade track removal is complete. Phase II work began December 1, 2008, and the Phase II bridge is now complete.

Seeding and sodding has begun.

**Issues**

None

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

Commuter Rail

**Strategic Plan Consideration**

C2.3 Integrate new transit services

**Description**

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

**Status**

Submittals are in progress.

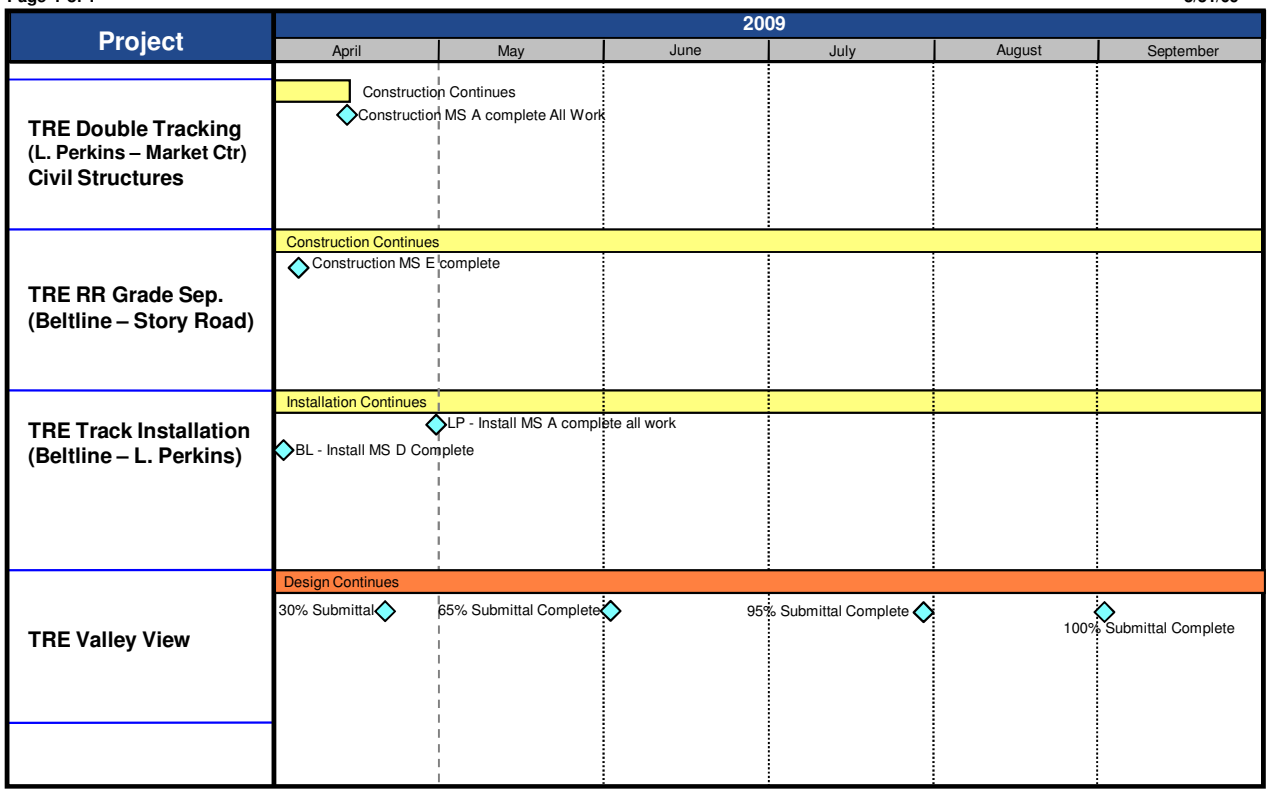
**Issues**

None

# Commuter Rail
# Six Month Look Ahead



3/31/09



# Change Control Summary

**Commuter Rail**

## Commuter Rail - Change Control Summary

| Facility/ Contract Package | | Consultant/ Contractor | Approved Contract Amount | Approved Contingency Allowance | Total Approved Amount | Executed Changes | Current Contract Value | Remaining Contingency Allowance | Percent Contingency Used | Percent Contract Comp. | Summary of Activity This Period & Comments (March 2009) |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | (A) | (B) | (C=A+B) | (D) | (E=A+D) | (F=B-D) | (G=D/B) | Note a | |
| TRE | Master Operational Contract C-1008316-01 | Herzog | $105,859,703 | $4,000,000 | $109,859,703 | $4,000,000 | $109,859,703 | $0 | 100% | 71% | |
| TRE | Belt Line-Story Grade Separation C-1012696-01 | McCarthey Building Companies | $43,006,362 | $3,685,753 | $46,692,115 | $3,210,970 | $46,217,332 | $474,783 | 87% | 49% | NTP 9-18-07 SA-1,2,3,4,5 |
| | | | Increased contingency by $245,244 per Board Resolution 080164 | | | | | | | | |
| TRE | TRE Lisa-Perkins Construction C-1012966-01 | Austin Road and Bridge | $2,910,060 | $87,302 | $2,997,362 | $44,180 | $2,954,240 | $43,122 | 51% | 84% | NTP 01/07/08 |
| TRE | TRE LP/BL-S Trk Mtl Procure/Install C-1012577-01 | Herzog | $11,494,170 | $344,822 | $11,838,992 | $0 | $11,494,170 | $344,822 | 0% | 26% | NTP 8/14/07 |
| TRE | TRE LP/Brookhollow Trk Mtl Procure/Install C-1010371-01 | Herzog | $3,332,700 | $99,981 | $3,432,681 | $60,000 | $3,392,700 | $39,981 | 60% | 89% | |
| TRE | TRE Valley View Bridge & Double Tracking Pending | Pending | $0 | $0 | $0 | $0 | $0 | $0 | 0% | 0% | In planning |
| | | TOTALS: | $166,602,995 | $8,217,858 | $174,820,853 | $7,315,149 | $173,918,144 | $902,709 | | | |

Legend: % Contingency >= 70%

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


ADDITIONAL
CAPITAL
DEVELOPMENT

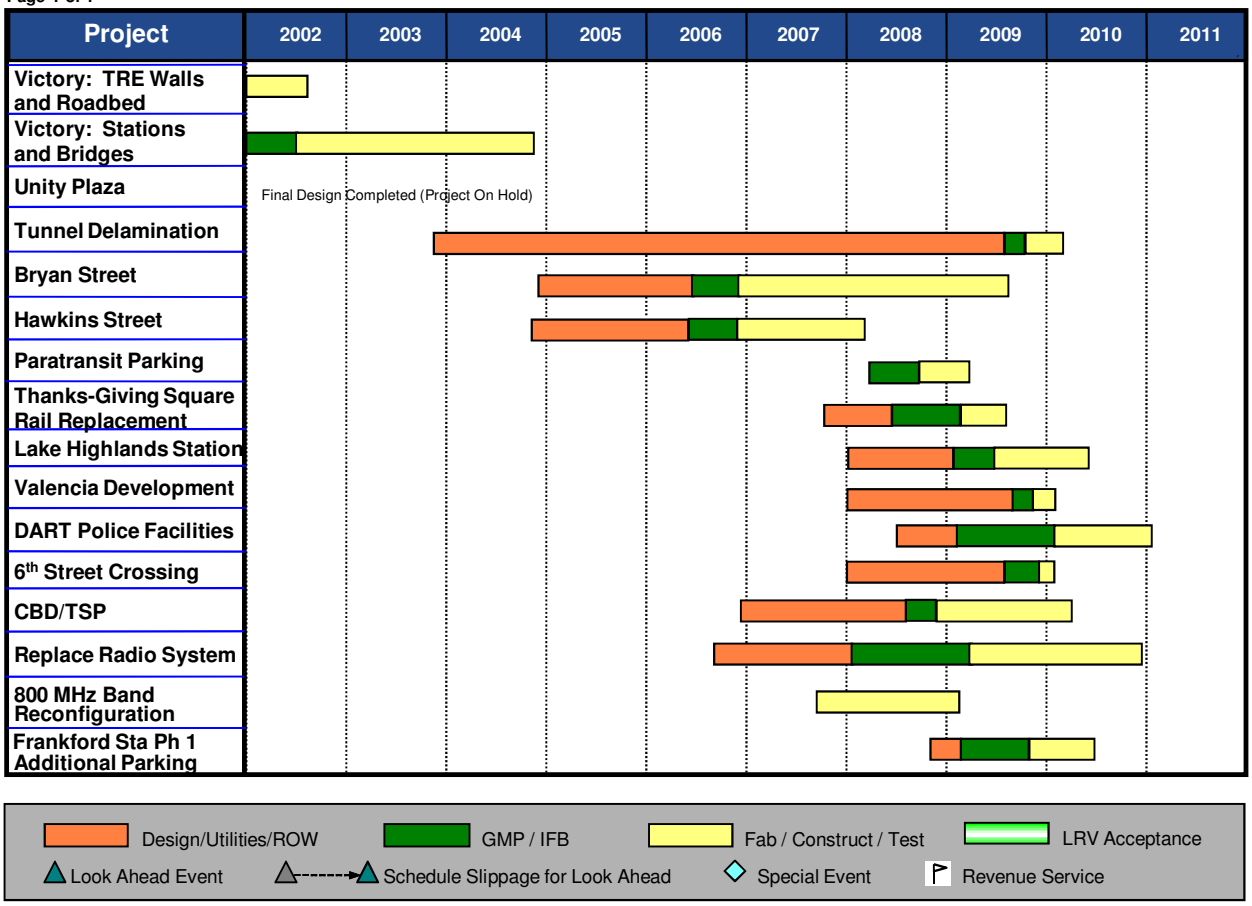
# Summary Working Schedule

**Additional Capital Development**

## Additional Capital Development
## Summary Working Schedule



3/31/09



# Cost Summary



| ADDITIONAL CAPITAL DEVELOPMENT<br>Cost Summary<br>(in millions of dollars) | | | |
|---|---|---|---|
| | **Control Budget [4]** | **Current Commitment [4]** | **Expended to Date [1]** |
| Victory Station Project [2] | $79.0 | $84.7 | $84.4 |
| Unity Plaza | 3.5 | 0.9 | 0.9 |
| Tunnel Delamination | 4.2 | 2.5 | 2.4 |
| Bryan Street [3] | 30.8 | 27.7 | 20.2 |
| Hawkins Street | 23.2 | 23.7 | 21.4 |
| Thanks-Giving Square Rail Replacement | 1.5 | 0.5 | 0.0 |
| DART Police Facilities [5] | 35.0 | 2.2 | 0.2 |
| Frankford Road Additional Parking [5] | 7.1 | 0.0 | 0.0 |
| 6th Street Crossing [6] | 0.0 | 0.1 | 0.0 |

1) Expended to date values reflect activity through 02/28/09, as reported on DART's General Ledger.
2) Current commitment and expenditures do not reflect anticipated $2.0 mm Anland credit.
3) Expended to date value includes reimbursements of $4.6 MM from funding partners.
4) Control Budget and Current Commitment values are reflected as of 02/28/09.
5) Control budget value reflects DART's FY2009 approved Financial Plan value for this project.
6) Control budget value reflects DART's FY2009 approved Financial Plan value for this project. The approved Financial Plan amount is $25,000. Currently, a CPRF is being routed for approval for an additional $1.6 MM.

# NW-1A/Victory Station Project

**Additional Capital Development**

**Strategic Plan Consideration**

C2.3 Integrate new transit services

**Description**

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

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

**Status**

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

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

**Issues**

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

Eby sued DART's general engineering consultant, LAN/STV, in State Court. The Texas Supreme Court denied review of the appeal, and the matter is back in District Court. DART is not a party to this litigation. Trial is scheduled for May 2009.

# Unity Plaza

**Additional Capital Development**

**Strategic Plan Consideration**

C2.5 Improve passenger amenities and facilities

**Description**

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

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

**Status**

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

**Issues**

The coordination with the other stakeholders is ongoing.

# North Central Tunnel Delamination Repair & Monitoring

**Additional Capital Development**

**Strategic Plan Consideration**

C2.5 Improve passenger amenities and facilities

**Description**

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

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

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

**Status**

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

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

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

**Issues**

None

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

**Additional Capital Development**

**Strategic Plan Consideration**

C2.3 Integrate new transit services

**Description**

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

**Status**

Installation of high mast lighting and conduit is complete.

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

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

Work on underpass lighting on Live Oak access road continues.

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

Weld repair, plinth repair, and destressing continue along the Bryan/Hawkins alignment.

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

**Issues**

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

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

# Track Materials Procurement - Bryan/Hawkins Junction

**Additional Capital Development**

**Strategic Plan Consideration**

C2.3 Integrate new transit services

**Description**

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

**Status**

Contract closeout continues.

**Issues**

None

# Paratransit Parking

**Additional Capital Development**

**Strategic Plan Consideration**

C3 Improve Efficiency

**Description**

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

**Status**

Dilido Street parking lot is complete.

The contractor has completed the south Senate lot. Concrete has been poured for the north Senate lot.

The anticipated project completion date is mid-April 2009.

**Issues**

None

# Thanks-Giving Square Rail Replacement

**Additional Capital Development**

**Strategic Plan Consideration**

C1 Improve Customer Satisfaction

**Description**

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

**Status**

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

DART Board approval for the installation was received on March 3, 2009. Notice of award was sent to Herzog Contracting Corporation on March 31, 2009, with NTP anticipated in April 2009.

**Issues**

DART staff has obtained positive cooperation and understanding from the community in the area regarding the work on weekends and at night and is nearing resolution on obtaining a nighttime work permit from the City of Dallas.

# Lake Highlands Station

**Additional Capital Development**

**Strategic Plan Consideration**

C2 Manage System Growth

**Description**

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

**Status**

The Notice to Proceed to begin Final Design was issued on July 7, 2008. DART is continuing regular coordination meetings with partner agencies and the developer. The 60% and 95% submittals were completed on schedule and the 100% submittal is due in early April 2009.

Option 8 for an east side access between the north end of the platform and White Rock Trail will be incorporated into the plans.

The next community meeting will be held on April 20, 2009.

A technical agreement with Prescott is ready for execution.

Funding transfer between private and public parties was successful.

**Issues**

Access to DART construction site is dependent on timely execution of paving project by Prescott Development.

# Valencia Development

**Additional Capital Development**

**Strategic Plan Consideration**

S1 Build and Maintain Relationships with Stakeholders

**Description**

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

**Status**

Right-of-entry agreement is in progress.

An updated 95% civil and systems package with proposed construction sequencing has been reviewed. Comment disposition has been completed.

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

**Issues**

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

# DART Police Facilities

**Additional Capital Development**

**Strategic Plan Consideration**

C3.4 Maintain assets and improve asset management

**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**

The 65% submittal to SHPO was received March 27, 2009. A meeting with SHPO in Austin for review of the submittal is scheduled for April 7, 2009. Standard SHPO review is 30 days; however, DART developed a plan for SHPO review for Monroe Shops and reduced to a third the normal 30-day review time.

**Issues**

Mock-up of windows and below-grade mechanical needs to be submitted for concurrence from SHPO.

# Frankford Station Additional Parking

**Additional Capital Development**

**Strategic Plan Consideration**

C2.3 Integrate new transit services

**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 Green Line Section NW-4 during the permitting process by the City of Carrollton. The additional parking requirement is set for 900 parking spaces. However, it is only required that 450 spaces be available on opening day for the North Carrollton/Frankford Station in December 2010. The remainder of the spaces will be developed on an as-needed basis in accordance with the established ordinance.

**Status**

Notice to proceed with final design was given in October 2008. DART has continued to review the progress along with the City of Carrollton staff. The 65% package was delivered and reviewed in January 2009. The final 100% package was received in late March 2009.

**Issues**

Funding for this project is a major concern. It will be funded from Regional Toll Road (RTR) funds. The money has been approved, but DART does not have a contract with TxDOT/NCTCOG for the project.

# 6th Street Crossing

**Additional Capital Development**

**Strategic Plan Consideration**

S1 Build and Maintain Relationships with Stakeholders

**Description**

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

**Status**

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

**LRT Crossing**

The 95% design was submitted on January 16, 2009. The City is running late on completing the design. The City has not communicated a date for the 100% submittal.

**DGNO Crossing**

The City has drafted an Agreement for 6th Street Crossing construction, between DGNO and City (March 30, 2009). The City attorney's approval is needed before sending to DGNO/RailAmerica. DGNO has provided an estimate of the cost of construction, including signals, but DGNO has not designed the portion of 6th Street, pending this Agreement approval.

**Issues**

The City has yet to execute the crossing license agreement.

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

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

A baseline budget and schedule need to be established.

An update to the design schedule is needed from the City of Garland.

# CBD/
# Traffic Signal Priority (TSP) System

**Additional Capital Development**

**Strategic Plan Consideration**

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

**Description**

The CBD/TSP System project will provide traffic signaling priority to trains in the central business district, to ensure schedule achievement. It is being 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, and the signals for any following trains in stations or junctions are also changed to allow those trains to leave immediately.

There are four time points for Service Plans:

- **Until September 2009** – Current service, with maximum throughput capacity of 24 trains per hour each direction in CBD.
- **September 2009 – December 2010** – Addition of Green Line, using same trains as today – three-car LRVs and two-car SLRVs. Maximum throughput increased to 48 trains per hour in CBD. Train detection using 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** – Same service, but using three-car SLRVs on the Green Line. Maximum throughput will be 48 trains per hour in CBD, using existing COD traffic signal controllers.
- **May 2011 and beyond** – same service but COD traffic signal controllers upgraded to new, more capable model.

**Status**

Infrared (IR) detector design and specifications will be done by the COD (instead of the Project Facilitator) which will maintain schedule.

IR and housings will be purchased by DART in April 2009. ModBus, which is a serial communications protocol published by Modicon in 1979 for use with its programmable logic controllers (PLCs), is now being purchased by the contractor (Mass Electric - MEC) for efficiency, along with Ethernet power transmitters and receivers (which allows Ethernet data transmission over electrical power connections).

DART and COD agreed on a concept of operations (roll-up in 2009 and TWC in 2010 and beyond).

Draft Memorandum of Understanding (MOU) for Operations was issued for comment on March 23, 2009. Some comments have been received. This is being updated to reflect specific operations at Pearl Street Station.

# CBD/
# Traffic Signal Priority (TSP) System

**Additional Capital Development**

**Status (Continued)**

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.

MEC agreed in writing to meet the May 22, 2009 completion date subject to timely arrival of IR equipment. To date, the contractor is on schedule.

MEC's subcontractor proposed an alternative for the wireless design for signal communications. Discussions between MEC, DART, DART consultant, and COD are close to agreement.

MEC is installing fiber optic cable, including cabinets, the first week of April 2009.

**Issues**

DART has requested the City of Dallas revisit the concept for 2010 operation. Under the present plan, the TWC will have to be placed right below the train transponder. For two stations (southbound Pearl and northbound West End Station), that may be costly. If the City agrees, the existing TWC can act as warning of train presence and an embedded 35 seconds of dwell time will be activated and train priority will start. The existing TWCs will be then shared for both operations through some additional hardware and software work and minor wiring. A meeting with the COD is scheduled for early April to discuss.

In order to provide for future installation of six TWC loops for 2010 operation (to be installed late 2009), a contract extension needs to be sought now, as the existing contract will end on May 22, 2009. This contract extension is scheduled to be presented to the Administrative Committee on April 14, 2009, and to the Committee-of-the-Whole and Board on April 28, 2009.

# Agency-Wide Radio & Related Communications Systems Replacement

**Additional Capital Development**

**Strategic Plan Consideration**

C3.4 Maintain assets and improve asset management

**Description**

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

**Status**

DART Procurement issued project Notice of Award on March 27, 2009.

The contractor is preparing for initial project startup requirements as defined by contract specifications.

**Issues**

None

# 800 MHz Band Reconfiguration

**Additional Capital Development**

**Strategic Plan Consideration**

C3.4 Maintain assets and improve asset management

**Description**

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

**Status**

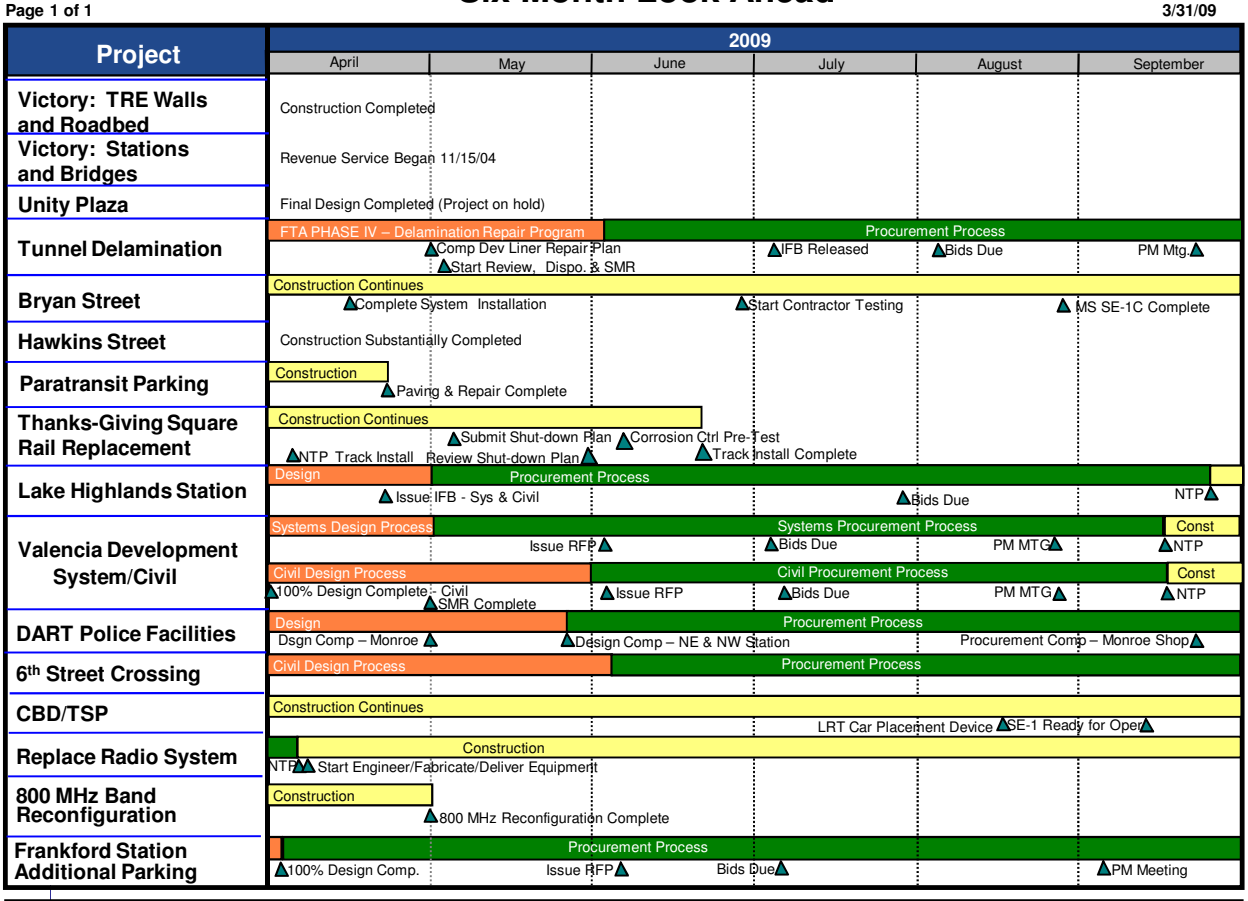
Infrastructure changes completed.

**Issues**

Awaiting final documentation and updated plans/drawings.

## Additional Capital Development
## Six Month Look Ahead

Page 1 of 1 — 3/31/09



# Change Control Summary

**Additional Capital Development**

## Additional Capital Development - Change Control Summary

| Facility/ Contract Package | | Consultant/ Contractor | Approved Contract Amount | Approved Contingency Allowance | Total Approved Amount | Executed Changes | Current Contract Value | Remaining Contingency Allowance | Percent Contingency Used | Percent Contract Comp. | Summary of Activity This Period & Comments (March 2009) |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | (A) | (B) | (C=A+B) | (D) | (E=A+D) | (F=B-D) | (G=D/B) | Note b | |
| NW-1A Facilities | Construction C-1003853-01 | Martin K. Eby | $24,986,984 | $2,498,698 | $27,485,682 | $2,307,615 | $27,294,599 | $191,083 | 92% | 100% | Includes Unilateral Mods Closeout Pending Litigation Settled |
| Misc Facilities | NC-1 Tunnel Delamination PH 1 C-1011831-01 | Penaco Industries | $655,999 | $39,242 | $695,241 | $0 | $655,999 | $39,242 | 0% | 100% | Closeout Pending |
| 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 | | | | | | | | | IFB deferred |
| Thanks-Giving Square Mtl. | Rail Procurement C1015411-01 | Progress Rail Services | $289,254 | $14,463 | $303,717 | $0 | $289,254 | $14,463 | 0% | 0% | |
| Thanks-Giving Square Const. | Rail Replacement C-1015926-01 | Herzog | $1,074,882 | $85,991 | $1,160,873 | $0 | $1,074,882 | $85,991 | 0% | 0% | NTP Pending |
| Bryan/Hawkins Construction | Construction C-1007571-01 | Archer/Western Brunson/Carcon | $35,893,496 | $1,823,750 | $37,717,246 | $1,021,104 | $36,914,600 | $802,646 | 56% | Note a | |
| Bryan/Hawkins Track Material | Lots 1 & 2 C-1009684-01 | Progressive Rail | $2,761,480 | $110,460 | $2,871,940 | -$79,289 | $2,682,191 | $189,749 | 0% | 67% | |
| DART Police Facilities | Pending | Pending | $0 | $0 | $0 | $0 | $0 | $0 | 0% | 0% | |
| Frankford Sta Addl Parking | Pending | Pending | $0 | $0 | $0 | $0 | $0 | $0 | 0% | 0% | |
| 6th Street Crossing | Pending | Pending | $0 | $0 | $0 | $0 | $0 | $0 | 0% | 0% | |
| | | TOTALS: | $66,715,860 | $4,677,981 | $71,393,841 | $3,249,429 | $69,965,290 | $1,428,551 | | | |

Legend: % Contingency >= 70%

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

# DALLAS AREA RAPID TRANSIT

# QUARTERLY INVESTMENT REPORT

**As Of**

**March 31, 2009**

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

David Leininger, Chief Financial Officer

Sharon Leary, Vice President - Finance

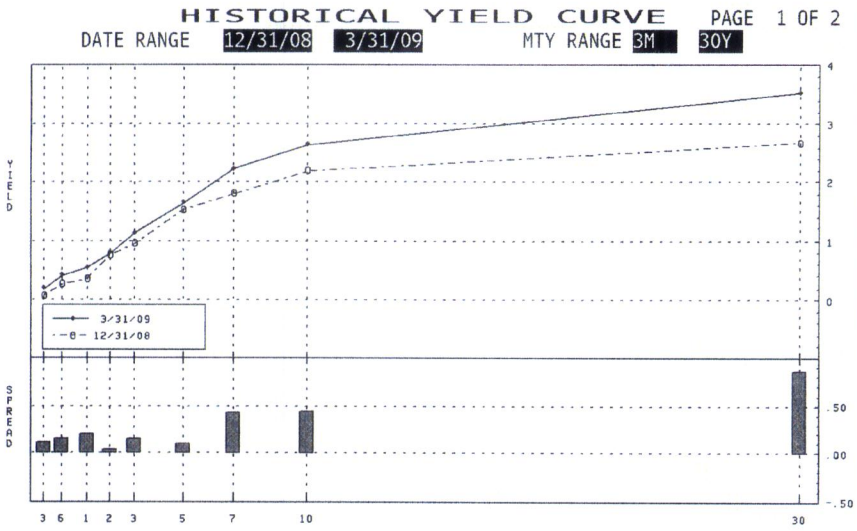
Nathan Hallett, Treasurer

*Prepared by Treasury Reporting*
*April 21, 2009*

# Quarterly Investment Report

**2nd Qtr FY09**

*Prepared by Treasury Reporting*




## Rate Tracker

| | | |
|---|---|---|
| Short-Term | ↑ | 16 bp |
| Intermediate | ↑ | 10 bp |
| Long-Term | ↑ | 66 bp |

## Portfolio Performance

| | | | |
|---|---|---|---|
| Aggregate Yield | ↓ | 1.12% | 1.59% |
| Benchmark | ↑ | 0.12% | to 0.39% |

## DART Commercial Paper

| | | |
|---|---|---|
| Change during Quarter | ↑ | $40 M |
| Current Outstanding | | $70 M |
| Last Rate Change | ↓ | 0.02 % |
| Average Rate | | 0.61 % |
| Avg. Issue Days to Mat. | | 29 |

## Market Overview

Despite the turmoil in financial markets, especially equities, interest rates remained relatively calm during the first quarter of 2009. The yield curve increased slightly across all segments with the yield curve maintaining its normal shape. The most significant increase was in long-term rates at 66 bp.

The Operating Fund investment strategy will be to maintain a short portfolio maturity which provides for an opportunity to reinvest sooner as rates rise.

## Investment Strategies

| | |
|---|---|
| **Insurance Fund:** | laddered maturities; manage so as to replace called/matured investments |
| **Financial Reserve Fund:** | laddered maturities; manage so as to replace called/matured investments |
| **SEA Fund:** | 100% money market investment |
| **Debt Service Fund:** | seek investment maturities tied to required semi-annual payments; 100% in money market funds until the spread widens between these funds and shorter-term agency. |
| **Bond SEAF:** | laddered maturities through calendar 2009, supplemented by money-market funds |

## DART Commercial Paper Program

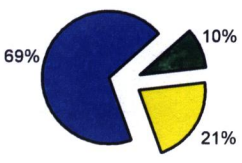
DART's cost of commercial paper debt remained extremely favorable during the quarter. During this period, the market for commercial paper in general improved slowly but steadily, as more and more companies were able to get back in this market. DART will issue commercial paper as needed for the foreseeable future.

## Investment Portfolios

| | | | | (compliance) |
|---|---|---|---|---|
| General Operating | $ | 321,465,448 | 62% | Yes |
| Financial Reserve | $ | 22,060,861 | 4% | Yes |
| Capital Reserve | $ | - | 0% | Yes |
| Master Insurance | $ | 13,732,552 | 3% | No |
| SEAF | $ | 15,643 | 0% | Yes |
| Debt Service | $ | 34,132,372 | 7% | Yes |
| Bond SEAF | $ | 124,899,230 | 24% | Yes |
| **TOTAL** | $ | 516,306,106 | 100% | |

## Investments by Sector

| | |
|---|---|
| Treasurys | $0 |
| Agencys | $356,106,702 |
| Comm. Paper | $49,985,847 |
| Money Market | $110,213,557 |
| | $516,306,106 |

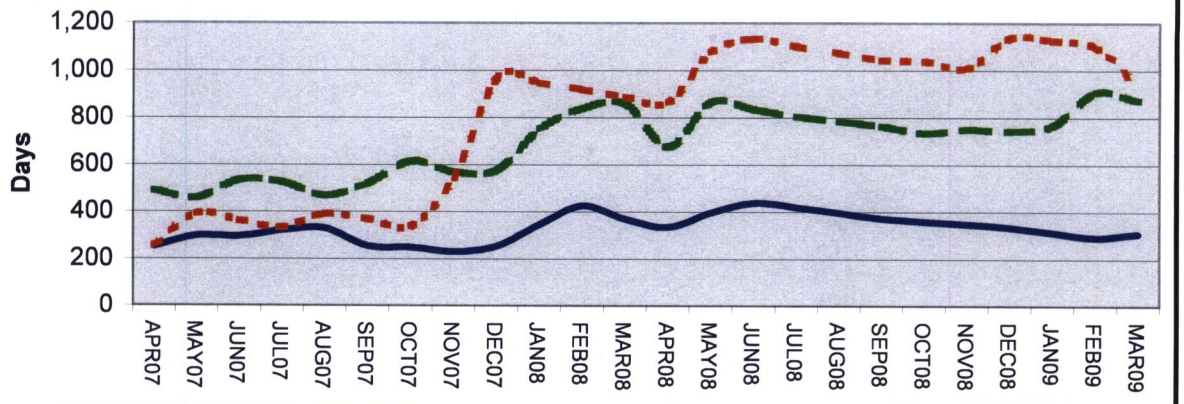


# Quarterly Investment Report

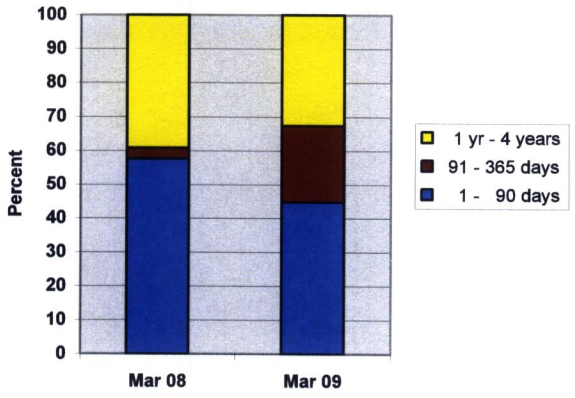
DART

**2nd Qtr FY09**

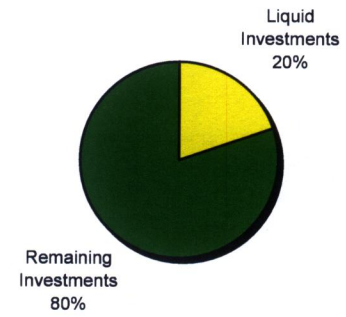
## Weighted Average Maturities



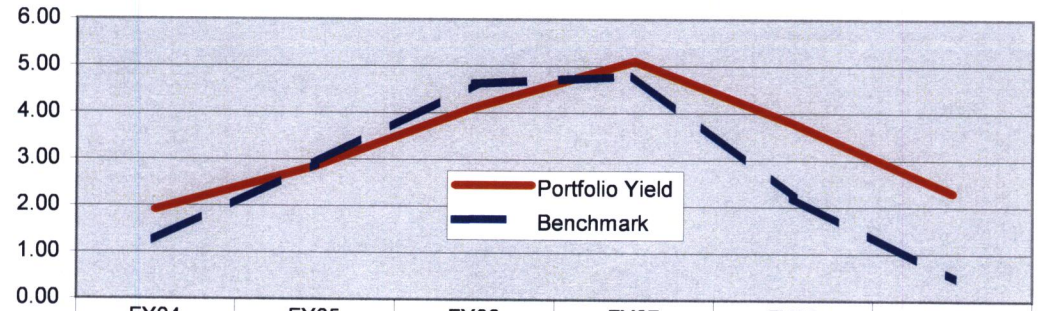

## Distribution by Maturity Sector




## Operating Fund




## Historical Portfolio Performance




| | FY04 | FY05 | FY06 | FY07 | FY08 | FY09 |
|---|---|---|---|---|---|---|
| Portfolio Yield | 1.91 | 2.84 | 4.12 | 5.11 | 3.78 | 2.31 |
| Benchmark | 1.25 | 2.90 | 4.62 | 4.80 | 2.22 | 0.47 |

# Security Transactions - Purchases

**2nd Qtr FY09**

| Purchase Date | CUSIP | Security Description | Ending Par Value | Maturity Date | Yield to Call | Call Date | Ending Unamor Val/Cost | Invest Number |
|---|---|---|---|---|---|---|---|---|
| 1/9/2009 | 77434LP35 | Rockwell Collins CP 0.00 02/03/09 | $ 7,285,000 | 02/03/09 | 0.1217 | --- | $ 7,284,393 | 09-0027 |
| 1/9/2009 | 2082M2P35 | ConocoPhillips CP 0.00 02/03/09 | $ 10,000,000 | 02/03/09 | 0.1318 | --- | $ 9,999,097 | 09-0028 |
| 1/16/2009 | 2082M2P35 | ConocoPhillips CP 0.00 02/03/09 | $ 5,539,000 | 02/03/09 | 0.1724 | --- | $ 5,538,529 | 09-0033 |
| 1/8/2009 | 77434LP43 | Rockwell Collins CP 0.00 02/04/09 | $ 10,000,000 | 02/04/09 | 0.1217 | --- | $ 9,999,100 | 09-0026 |
| 2/6/2009 | 49438TPK5 | Kimberly Clark CP 0.00 02/19/09 | $ 5,300,000 | 02/19/09 | 0.1521 | --- | $ 5,299,713 | 09-0046 |
| 2/5/2009 | 77434LQ26 | Rockwell Collins CP 0.00 03/02/09 | $ 19,000,000 | 03/02/09 | 0.2028 | --- | $ 18,997,361 | 09-0045 |
| 2/23/2009 | 42823JR72 | Hewlitt - Packard CP 0.00 04/07/09 | $ 10,000,000 | 04/07/09 | 0.3550 | --- | $ 9,995,819 | 09-0053 |
| 1/12/2009 | 0027A0RF0 | Abbey CP (R) 0.00 04/15/09 | $ 5,000,000 | 04/15/09 | 0.3247 | --- | $ 4,995,867 | 09-0029 |
| 1/21/2009 | 36161CRQ7 | GECC CP (R) 0.00 04/24/09 | $ 10,000,000 | 04/24/09 | 0.2739 | --- | $ 9,993,025 | 09-0034 |
| 2/13/2009 | 06051HSB4 | Commercial Paper 0.00 05/11/09 | $ 20,000,000 | 05/11/09 | 0.4059 | --- | $ 19,980,667 | 09-0050 |
| 1/13/2009 | 0027A0SK8 | Abbey Natl CP (R) 0.00 05/19/09 | $ 5,000,000 | 05/19/09 | 0.3553 | --- | $ 4,993,875 | 09-0031 |
| 1/30/2009 | 3133XFYK6 | FHLB (n/a) 5.375 07/17/09 | $ 7,175,000 | 07/17/09 | 0.5438 | --- | $ 7,335,361 | 09-0039 |
| 1/30/2009 | 3133XGEQ3 | FHLB (n/a) 5.25 08/05/09 | $ 9,090,000 | 08/05/09 | 0.5776 | --- | $ 9,307,615 | 09-0040 |
| 2/5/2009 | 3133XSQN1 | FHLB n/a 1.12 01/15/10 | $ 10,000,000 | 01/15/10 | 1.0132 | --- | $ 10,010,000 | 09-0044 |
| 2/26/2009 | 3128X8MN9 | FHLMC Callable (qtrly-5) 1.15 02/26/10 | $ 10,000,000 | 02/26/10 | 1.1500 | 05/26/09 | $ 10,000,000 | 09-0057 |
| 2/26/2009 | 3128X8MN9 | FHLMC Callable (qtrly-5) 1.15 02/26/10 | $ 10,000,000 | 02/26/10 | 1.1901 | 05/26/09 | $ 9,999,000 | 09-0058 |
| 2/24/2009 | 3128X8KP6 | FHLMC Callable (qtrly-5) 1.25 03/12/10 | $ 10,000,000 | 03/12/10 | 1.2500 | 05/18/09 | $ 10,000,000 | 09-0055 |
| 2/9/2009 | 3128X8GU0 | FHLMC Callable (qtrly-5) 1.25 05/05/10 | $ 5,000,000 | 05/05/10 | 1.3154 | 05/05/09 | $ 4,999,219 | 09-0047 |
| 1/29/2009 | 3133XSYB8 | FHLB (n/a) 1.12 06/30/10 | $ 10,000,000 | 06/30/10 | 1.1200 | --- | $ 10,000,000 | 09-0038 |
| 1/5/2009 | 3136F9Z97 | FNMA Callable (4/2/09-10) 2.10 07/02/ | $ 5,000,000 | 07/02/10 | 1.2614 | 04/02/09 | $ 5,010,100 | 09-0023 |
| 1/13/2009 | 31331GJU4 | FFCB Callable (any>4/12/09-7) 1.43 07 | $ 10,000,000 | 07/13/10 | 1.4300 | 04/13/09 | $ 10,000,000 | 09-0030 |
| 1/28/2009 | 3136F94T7 | FNMA Step Callable (qtrly-10) 1.00 07/ | $ 10,000,000 | 07/28/10 | 1.0000 | 04/28/09 | $ 10,000,000 | 09-0036 |
| 2/4/2009 | 3128X8GQ9 | FHLMC Callable (qtrly-5) 1.50 08/04/10 | $ 10,000,000 | 08/04/10 | 1.5000 | 05/04/09 | $ 10,000,000 | 09-0042 |
| 2/26/2009 | 3128X8LP5 | FHLMC Callable (qtrly-5) 1.60 08/26/10 | $ 10,000,000 | 08/26/10 | 1.6000 | 02/26/09 | $ 10,000,000 | 09-0056 |
| 3/2/2009 | 3133XTA71 | FHLB (n/a) 1.40 09/02/10 | $ 7,800,000 | 09/02/10 | 1.4000 | --- | $ 7,800,000 | 09-0059 |
| 3/9/2009 | 3128X8PU0 | FHLMC Callable (qtrly-5) 1.65 09/09/10 | $ 3,500,000 | 09/09/10 | 1.6500 | 06/09/09 | $ 3,500,000 | 09-0061 |
| 2/23/2009 | 31331XE40 | FFCB (n/a) 5.25 09/13/10 | $ 3,955,000 | 09/13/10 | 1.3071 | --- | $ 4,194,317 | 09-0054 |
| 1/26/2009 | 3133XSW95 | FHLB Callable (1/26/10-5) 1.15 01/26/1 | $ 10,000,000 | 01/26/11 | 1.1815 | 01/26/10 | $ 9,996,875 | 09-0035 |
| 1/28/2009 | 3136F96C2 | FNMA Step Callable (1/28/10-10) 1.25 | $ 5,000,000 | 01/28/11 | 1.2504 | 01/28/10 | $ 5,000,000 | 09-0037 |
| 2/9/2009 | 3128X8GS5 | FHLMC Callable (2/9/10-5) 1.75 02/09/ | $ 10,000,000 | 02/09/11 | 1.7500 | 02/09/10 | $ 10,000,000 | 09-0048 |
| 2/17/2009 | 3128X8JD5 | FHLMC Callable (2/17/10-5) 1.875 02/1 | $ 4,000,000 | 02/17/11 | 1.9257 | 02/17/10 | $ 3,998,000 | 09-0051 |
| 2/18/2009 | 3128X8JU7 | FHLMC Callable (2/18/10-5) 2.00 02/18 | $ 10,000,000 | 02/18/11 | 2.0000 | 02/18/10 | $ 10,000,000 | 09-0052 |
| 1/5/2009 | 3128X7DT8 | FHLMC Callable (4/1/09-5) 3.00 04/01/ | $ 1,150,000 | 04/01/11 | 1.0239 | 04/01/09 | $ 1,155,394 | 09-0024 |
| 1/16/2009 | 3133XSUF3 | FHLB Step Callable (1/12/10-5) 1.375 ( | $ 330,000 | 01/12/12 | 1.3749 | 01/12/10 | $ 330,000 | 09-0032 |
| 1/30/2009 | 3133XSUF3 | FHLB Step Callable (1/12/10-5) 1.375 ( | $ 1,005,000 | 01/12/12 | 1.4745 | 01/12/10 | $ 1,004,058 | 09-0041 |
| 2/4/2009 | 3133XSZL5 | FHLB Callable (qtrly-5) 3.00 02/04/13 | $ 3,500,000 | 02/04/13 | 3.0000 | 08/04/09 | $ 3,500,000 | 09-0043 |
| 2/12/2009 | 31331GGU7 | FFCB Callable (any>6/22/09-7) 4.00 12 | $ 3,500,000 | 12/23/13 | 1.9005 | 06/23/09 | $ 3,526,425 | 09-0049 |
| 3/6/2009 | 3137EABX6 | FHLMC (n/a) 2.50 01/07/14 | $ 200,000 | 01/07/14 | 2.5850 | --- | $ 199,228 | 09-0060 |
| | | **TOTAL** | **$ 287,329,000** | | **0.9920** | | **$ 287,943,037** | |
| | | **PLUS: Accrued Interest Purchased:** | | | | | **$ 380,480** | |
| | | **GRAND TOTAL** | **$ 287,329,000** | | **0.9920** | | **$ 288,323,517** | |

# Security Transactions - Mat. & Calls

**2nd Qtr FY09**

| Date | | CUSIP | Security Description | Par Value | Yield to Maturity | Yield to Call | Ending Unamor Val/Cost | Invest Number |
|---|---|---|---|---|---|---|---|---|
| 01/01/09 | CAL | 3133XQA93 | FNMA Callable (qtrly-5) 3.375 04/01/1 | $5,000,000 | 3.3750 | 3.3750 | $5,000,000 | 08-0085-01 |
| 01/05/09 | MAT | 90262CN52 | UBS CP 0.00 01/05/09 | $15,500,000 | 3.0809 | 3.0809 | $15,302,375 | 08-0159-01 |
| 01/06/09 | MAT | 90262CN60 | UBS CP 0.00 01/06/09 | $10,000,000 | 2.0449 | 2.0449 | $9,965,942 | 09-0006-01 |
| 01/06/09 | MAT | 01854VN69 | ACPP CP 0.00 01/06/09 | $15,000,000 | 1.8891 | 1.8891 | $14,974,425 | 09-0012-01 |
| 01/06/09 | PCL | 3133XQUL4 | FHLB Callable (anytime-5) 3.75 11/07/ | $2,307,692 | 3.7746 | 3.9136 | $2,305,846 | 08-0116-01 |
| 01/09/09 | MAT | 86561AN94 | Sumitomo CP 0.00 01/09/09 | $10,000,000 | 1.6345 | 1.6345 | $9,987,031 | 09-0025-01 |
| 01/14/09 | CAL | 31331YG53 | FFCB Callable (anytime-7) 3.30 10/22/ | $10,000,000 | 3.3000 | 3.3000 | $10,000,000 | 08-0098-01 |
| 01/16/09 | MAT | 30257ANG5 | FPL Cap CP 0.00 01/16/09 | $10,000,000 | 2.5983 | 2.5983 | $9,950,417 | 09-0008-01 |
| 01/16/09 | MAT | 4042F0NG2 | HSBCF CP 0.00 01/16/09 | $10,000,000 | 2.0024 | 2.0024 | $9,974,828 | 09-0009-01 |
| 01/16/09 | MAT | 6555P0NG0 | NORDNA CP 0.00 01/16/09 | $20,000,000 | 1.8291 | 1.8291 | $19,955,000 | 09-0011-01 |
| 01/16/09 | CAL | 31398APS5 | FNMA Callable (1/16/09-10) 2.75 04/1 | $10,000,000 | 3.0158 | 3.4847 | $9,950,000 | 08-0109-01 |
| 01/21/09 | CAL | 3128X7LH5 | FHLMC Callable (qtrly-5) 2.50 04/21/0 | $10,000,000 | 2.5327 | 2.5327 | $9,996,800 | 08-0099-01 |
| 01/21/09 | CAL | 3136F9HY2 | FNMA Step Callable (qtrly-10) 2.75 04 | $5,000,000 | 3.1721 | 2.9763 | $4,995,000 | 08-0096-01 |
| 01/21/09 | CAL | 31398AQE5 | FNMA Callable (qtrly-10) 3.00 04/21/1 | $10,000,000 | 3.0271 | 3.0548 | $9,994,800 | 08-0114-01 |
| 01/21/09 | CAL | 3133XPAL8 | FHLB Callable (anytime-5) 3.625 02/0 | $10,000,000 | 3.6960 | 4.4339 | $9,980,000 | 08-0064-01 |
| 01/22/09 | CAL | 3133XSJE9 | FHLB Callable (01/22/09-5) 3.50 10/22 | $5,000,000 | 4.6266 | 4.6266 | $5,000,000 | 09-0002-01 |
| 01/23/09 | MAT | 86561ANP8 | SUMIAMI CP 0.00 01/23/09 | $10,000,000 | 2.3436 | 2.3436 | $9,950,167 | 09-0007-01 |
| 01/25/09 | CAL | 3128X7MF8 | FHLMC Callable (qtrly-5) 3.75 04/25/1 | $5,000,000 | 3.7749 | 3.8220 | $4,996,500 | 08-0101-01 |
| 01/26/09 | CAL | 3133XQUL4 | FHLB Callable (anytime-5) 3.75 11/07/ | $7,692,308 | 3.7746 | 3.9136 | $7,686,154 | 08-0116-02 |
| 01/28/09 | CAL | 3128X7S39 | FHLMC Callable (qtrly-5) 3.15 07/28/0 | $20,000,000 | 3.1500 | 3.1500 | $20,000,000 | 08-0146-01 |
| 01/28/09 | CAL | 3128X7S39 | FHLMC Callable (qtrly-5) 3.15 07/28/0 | $15,000,000 | 3.1500 | 3.1500 | $15,000,000 | 08-0149-01 |
| 01/28/09 | CAL | 3133XP3G7 | FHLB Callable (qtrly-5) 3.75 01/28/11 | $10,000,000 | 3.4764 | 2.9000 | $10,074,527 | 08-0076-01 |
| 01/30/09 | MAT | 01854VNW2 | ACPP CP 0.00 01/30/09 | $10,000,000 | 2.0338 | 2.0338 | $9,970,556 | 09-0014-01 |
| 01/30/09 | CAL | 31331YD49 | FFCB Callable (anytime-7) 3.45 04/11/ | $1,005,000 | 3.4500 | 3.4500 | $1,005,000 | 08-0090-01 |
| 02/03/09 | MAT | 4042F0P39 | HSBCF CP 0.00 02/03/09 | $15,000,000 | 1.9020 | 1.9020 | $14,952,471 | 09-0013-01 |
| 02/03/09 | MAT | 77434LP35 | Rockwell Collins CP 0.00 02/03/09 | $7,285,000 | 0.1217 | 0.1217 | $7,284,393 | 09-0027-01 |
| 02/03/09 | MAT | 2082M2P35 | ConocoPhillips CP 0.00 02/03/09 | $10,000,000 | 0.1318 | 0.1318 | $9,999,097 | 09-0028-01 |
| 02/03/09 | MAT | 2082M2P35 | ConocoPhillips CP 0.00 02/03/09 | $5,539,000 | 0.1724 | 0.1724 | $5,538,529 | 09-0033-01 |
| 02/04/09 | MAT | 77434LP43 | Rockwell Collins CP 0.00 02/04/09 | $10,000,000 | 0.1217 | 0.1217 | $9,999,100 | 09-0026-01 |
| 02/04/09 | CAL | 3128X6P83 | FHLMC Callable (qtrly-5) 3.64 02/04/1 | $1,500,000 | 3.6400 | 3.6400 | $1,500,000 | 08-0059-01 |
| 02/04/09 | CAL | 3133XPGB4 | FHLB Callable (2/4/09-5) 3.48 08/04/1 | $200,000 | 3.9039 | 6.2005 | $197,664 | 08-0173-01 |
| 02/04/09 | CAL | 3133XPGH1 | FHLB Callable (qtrly-5) 3.70 11/04/11 | $2,000,000 | 3.7000 | 3.7000 | $2,000,000 | 08-0060-01 |
| 02/05/09 | CAL | 3133XQZH8 | FHLB Callable (2/05/09-5) 3.00 02/05/ | $10,000,000 | 3.0000 | 3.0000 | $10,000,000 | 08-0107-01 |
| 02/05/09 | CAL | 3133XPER1 | FHLB Callable (qtrly-5) 3.50 02/05/10 | $10,000,000 | 3.5000 | 3.5000 | $10,000,000 | 08-0161-01 |
| 02/05/09 | CAL | 3136F9MM2 | FNMA Callable (qtrly-10) 4.00 05/05/1 | $5,500,000 | 4.0000 | 4.0000 | $5,500,000 | 08-0108-01 |
| 02/06/09 | CAL | 31398AQM7 | FNMA Callable (qtrly-10) 3.25 05/06/1 | $5,000,000 | 3.3125 | 3.3730 | $4,994,000 | 08-0111-01 |
| 02/07/09 | CAL | 3128X6R40 | FHLMC Callable (qtrly-5) 3.50 02/07/1 | $5,000,000 | 3.8642 | 3.5030 | $5,000,000 | 08-0061-01 |
| 02/07/09 | CAL | 3128X7NT7 | FHLMC Callable (qtrly-5) 4.00 11/02/1 | $4,000,000 | 4.0000 | 4.0000 | $4,000,000 | 08-0112-01 |
| 02/09/09 | CAL | 3136F9PE7 | FNMA Callable (2/9/09-10) 3.50 02/09/ | $3,400,000 | 3.5000 | 3.5000 | $3,400,000 | 08-0117-01 |
| 02/11/09 | MAT | 4042F0PB1 | HSBC Finance CP 0.00 02/11/09 | $10,000,000 | 1.0868 | 1.0868 | $9,981,869 | 09-0017-01 |
| 02/12/09 | CAL | 3128X7NS9 | FHLMC Callable (qtrly-5) 3.35 05/12/1 | $10,000,000 | 3.3500 | 3.3500 | $10,000,000 | 08-0119-01 |
| 02/12/09 | CAL | 3128X7QT4 | FHLMC Callable (qtrly-5) 3.25 05/12/1 | $5,000,000 | 3.2865 | 3.3220 | $4,996,500 | 08-0124-01 |
| 02/19/09 | MAT | 49438TPK5 | Kimberly Clark CP 0.00 02/19/09 | $5,300,000 | 0.1521 | 0.1521 | $5,299,713 | 09-0046-01 |
| 02/19/09 | CAL | 31398AMX7 | FNMA Callable (2/19/09-10) 3.00 02/1 | $1,500,000 | 3.0000 | 3.0000 | $1,500,000 | 08-0068-01 |
| 02/19/09 | CAL | 3128X7RH9 | FHLMC Callable (qtrly-5) 3.25 05/19/1 | $10,000,000 | 3.2500 | 3.2500 | $10,000,000 | 08-0126-01 |
| 02/20/09 | CAL | 3128X7SC9 | FHLMC Step Callable (qtrly-5) 3.00 05 | $5,000,000 | 4.0108 | 3.1240 | $5,000,000 | 08-0128-01 |
| 02/22/09 | CAL | 3128X63L8 | FHLMC Callable (qtrly-5) 3.25 02/22/1 | $10,000,000 | 3.2500 | 3.2500 | $10,000,000 | 08-0070-01 |
| 02/26/09 | CAL | 3136F9BG7 | FNMA Step Callable (qtrly-10) 3.125 0 | $10,000,000 | 3.5408 | 3.4881 | $9,998,000 | 08-0103-01 |
| 02/27/09 | CAL | 3133XQ3Z3 | FHLB (n/a) 2.65 02/27/09 | $5,000,000 | 2.7934 | 2.7934 | $4,996,050 | 08-0162-01 |
| 02/27/09 | MAT | 3133XQ2C5 | FHLB (n/a) 2.63 02/27/09 | $10,000,000 | 2.7950 | 2.7950 | $9,991,000 | 08-0163-01 |
| 02/27/09 | MAT | 36161CPT3 | GE Capital TLGP 0.00 02/27/09 | $10,000,000 | 1.3426 | 1.3426 | $9,968,100 | 09-0010-01 |
| 02/27/09 | CAL | 3128X7TK0 | FHLMC Callable (qtrly-5) 3.875 05/27/ | $5,000,000 | 3.8750 | 3.8750 | $5,000,000 | 08-0132-01 |
| 03/02/09 | MAT | 77434LQ26 | Rockwell Collins CP 0.00 03/02/09 | $19,000,000 | 0.2028 | 0.2028 | $18,997,361 | 09-0045-01 |
| 03/05/09 | CAL | 3128X7WQ3 | FHLMC Step Callable (qtrly-5) 3.50 12 | $5,000,000 | 4.2291 | 3.6239 | $5,000,000 | 08-0133-01 |
| 03/05/09 | CAL | 3128X7XJ8 | FHLMC Callable (qtrly-5) 4.50 06/05/1 | $500,000 | 4.5317 | 4.7243 | $499,330 | 09-0004-01 |
| 03/09/09 | CAL | 3136F9X81 | FNMA Callable (3/9/09-10) 3.05 12/09/ | $3,000,000 | 3.0676 | 3.0676 | $2,998,500 | 09-0016-01 |
| 03/26/09 | MAT | 0027A0QS3 | Abbey Natl CP 0.00 03/26/09 | $10,000,000 | 0.4263 | 0.4263 | $9,989,150 | 09-0019-01 |
| | | | **TOTAL** | **$465,229,000** | **2.5335** | **2.5049** | **$464,596,193** | |

# Current Portfolio - Total

**2nd Qtr FY09**

| Security Description | CUSIP | Ending Par Value | Rate | Mat Date | Yield Matur | Call Date | Yield Call | Ending Amor Val/Cost | Ending Market Val | Purchase Date | Invest Number |
|---|---|---|---|---|---|---|---|---|---|---|---|
| FHLB (n/a) 2.14 04/02/09 | 3133XQGA4 | $ 10,000,000 | 2.140 | 04/02/09 | 2.4349 | --- | 2.7744 | $ 10,000,000 | $ 10,000,500 | 04/28/08 | 08-0105 |
| Hewlitt - Packard CP 0.00 04/07/ | 42823JR72 | $ 10,000,000 | 0.000 | 04/07/09 | 0.3550 | --- | 0.3550 | $ 9,999,417 | $ 10,000,000 | 02/23/09 | 09-0053 |
| Abbey CP (R) 0.00 04/15/09 | 0027A0RF0 | $ 5,000,000 | 0.000 | 04/15/09 | 0.3247 | --- | 0.3247 | $ 4,999,378 | $ 4,999,550 | 01/12/09 | 09-0029 |
| FNMA (n/a) 4.875 04/15/09 | 31359MK69 | $ 10,000,000 | 4.875 | 04/15/09 | 2.7966 | --- | 2.7966 | $ 10,007,930 | $ 10,017,200 | 08/11/08 | 08-0165 |
| FHLB (n/a) 2.52 04/21/09 | 3133XQV66 | $ 10,000,000 | 2.520 | 04/21/09 | 2.5200 | --- | 2.5200 | $ 10,000,000 | $ 10,012,300 | 04/25/08 | 08-0102 |
| GECC CP (R) 0.00 04/24/09 | 36161CRQ7 | $ 10,000,000 | 0.000 | 04/24/09 | 0.2739 | --- | 0.2739 | $ 9,998,275 | $ 9,998,400 | 01/21/09 | 09-0034 |
| FHLB (n/a) 2.75 05/07/09 | 3133XR2H2 | $ 10,000,000 | 2.750 | 05/07/09 | 2.7500 | --- | 2.7500 | $ 10,000,000 | $ 10,023,800 | 05/07/08 | 08-0113 |
| Commercial Paper 0.00 05/11/09 | 06051HSB4 | $ 20,000,000 | 0.000 | 05/11/09 | 0.4059 | --- | 0.4059 | $ 19,991,111 | $ 19,994,000 | 02/13/09 | 09-0050 |
| FHLB (n/a) 2.60 05/14/09 | 3133XR3B4 | $ 6,025,000 | 2.600 | 05/14/09 | 2.8212 | --- | 2.8212 | $ 6,023,415 | $ 6,032,893 | 08/11/08 | 08-0166 |
| Abbey Natl CP (R) 0.00 05/19/09 | 0027A0SK8 | $ 5,000,000 | 0.000 | 05/19/09 | 0.3553 | --- | 0.3553 | $ 4,997,667 | $ 4,998,000 | 01/13/09 | 09-0031 |
| FHLB (n/a) 2.60 06/17/09 | 3133XRBX7 | $ 10,000,000 | 2.600 | 06/17/09 | 2.5488 | --- | 2.5488 | $ 10,001,009 | $ 10,048,300 | 06/17/08 | 08-0134 |
| FHLB (n/a) 3.00 06/23/09 | 3133XRP46 | $ 15,000,000 | 3.000 | 06/23/09 | 2.8486 | --- | 2.8486 | $ 15,005,004 | $ 15,091,800 | 07/31/08 | 08-0153 |
| FHLB (n/a) 5.375 07/17/09 | 3133XFYK6 | $ 7,175,000 | 5.375 | 07/17/09 | 0.5438 | --- | 0.5438 | $ 7,276,786 | $ 7,275,450 | 01/30/09 | 09-0039 |
| FFCB (n/a) 2.95 08/03/09 | 31331Y5D8 | $ 15,000,000 | 2.950 | 08/03/09 | 2.9500 | --- | 2.9500 | $ 15,000,000 | $ 15,125,550 | 08/01/08 | 08-0155 |
| FHLB (n/a) 5.25 08/05/09 | 3133XGEQ3 | $ 9,090,000 | 5.250 | 08/05/09 | 0.5776 | --- | 0.5776 | $ 9,235,861 | $ 9,225,168 | 01/30/09 | 09-0040 |
| FHLMC (n/a) 5.125 08/05/09 | 3133XLUM3 | $ 5,000,000 | 5.125 | 08/05/09 | 4.6620 | --- | 4.6620 | $ 5,007,489 | $ 5,072,950 | 10/15/07 | 08-0007 |
| FHLMC (n/a) 4.125 09/01/09 | 3128X3VA8 | $ 3,300,000 | 4.125 | 09/01/09 | 3.0002 | --- | 3.0002 | $ 3,315,078 | $ 3,347,718 | 07/30/08 | 08-0151 |
| FHLMC Callable (qtrly-5) 3.25 10/ | 3128X7U51 | $ 20,000,000 | 3.250 | 10/30/09 | 3.2500 | 04/30/09 | 3.2500 | $ 20,000,000 | $ 20,045,600 | 07/30/08 | 08-0150 |
| FHLB (n/a) 2.50 11/13/09 | 3133XR6M7 | $ 10,000,000 | 2.500 | 11/13/09 | 2.5430 | --- | 2.6299 | $ 10,000,000 | $ 10,070,900 | 05/19/08 | 08-0127 |
| FHLB n/a 1.12 01/15/10 | 3133XSQN1 | $ 10,000,000 | 1.120 | 01/15/10 | 1.0132 | --- | 1.0132 | $ 10,008,353 | $ 10,009,700 | 02/05/09 | 09-0044 |
| FHLMC Callable (qtrly-5) 1.15 02/ | 3128X8MN9 | $ 10,000,000 | 1.150 | 02/26/10 | 1.1500 | 05/26/09 | 1.1500 | $ 10,000,000 | $ 10,006,500 | 02/26/09 | 09-0057 |
| FHLMC Callable (qtrly-5) 1.15 02/ | 3128X8MN9 | $ 10,000,000 | 1.150 | 02/26/10 | 1.1601 | 05/26/09 | 1.1901 | $ 9,999,389 | $ 10,006,500 | 02/26/09 | 09-0058 |
| FNMA (n/a) 3.05 03/05/10 | 31398APK2 | $ 4,000,000 | 3.050 | 03/05/10 | 3.0500 | --- | 3.0500 | $ 4,000,000 | $ 4,073,720 | 03/10/08 | 08-0077 |
| FNMA (n/a) 3.05 03/05/10 | 31398APK2 | $ 2,700,000 | 3.050 | 03/05/10 | 3.0500 | --- | 3.0500 | $ 2,700,000 | $ 2,749,761 | 04/09/08 | 08-0087 |
| FHLMC Callable (qtrly-5) 1.25 03/ | 3128X8KP6 | $ 10,000,000 | 1.250 | 03/12/10 | 1.2500 | 05/18/09 | 1.2500 | $ 10,000,000 | $ 10,001,400 | 02/24/09 | 09-0055 |
| FHLMC Callable (qtrly-5) 1.25 05/ | 3128X8GU0 | $ 5,000,000 | 1.250 | 05/05/10 | 1.2631 | 05/05/09 | 1.3154 | $ 4,999,691 | $ 5,001,650 | 02/09/09 | 09-0047 |
| FNMA Callable (6/18/09-10) 3.50 | 31398ARW4 | $ 10,000,000 | 3.500 | 06/18/10 | 3.5000 | 06/18/09 | 3.5000 | $ 10,000,000 | $ 10,053,700 | 06/18/08 | 08-0135 |
| FHLB (n/a) 1.12 06/30/10 | 3133XSYB8 | $ 10,000,000 | 1.120 | 06/30/10 | 1.1200 | --- | 1.1200 | $ 10,000,000 | $ 9,989,500 | 01/29/09 | 09-0038 |
| FNMA Callable (4/2/09-10) 2.10 0 | 3136F9Z97 | $ 5,000,000 | 2.100 | 07/02/10 | 1.9619 | 04/02/09 | 1.2614 | $ 5,000,116 | $ 5,000,200 | 01/05/09 | 09-0023 |
| FFCB Callable (any>4/12/09-7) 1.4 | 31331GJU4 | $ 10,000,000 | 1.430 | 07/13/10 | 1.4300 | 04/13/09 | 1.4300 | $ 10,000,000 | $ 10,001,100 | 01/13/09 | 09-0030 |
| FNMA Step Callable (qtrly-10) 1.0( | 3136F94T7 | $ 10,000,000 | 1.000 | 07/28/10 | 1.2490 | 04/28/09 | 1.0000 | $ 10,000,000 | $ 9,996,800 | 01/28/09 | 09-0036 |
| FHLMC Callable (qtrly-5) 1.50 08/ | 3128X8GQ9 | $ 10,000,000 | 1.500 | 08/04/10 | 1.5000 | 05/04/09 | 1.5000 | $ 10,000,000 | $ 10,004,100 | 02/04/09 | 09-0042 |
| FHLMC Callable (qtrly-5) 1.60 08/ | 3128X8LP5 | $ 10,000,000 | 1.600 | 08/26/10 | 1.6000 | 05/26/09 | 1.6000 | $ 10,000,000 | $ 10,012,400 | 02/26/09 | 09-0056 |
| FHLB (n/a) 1.40 09/02/10 | 3133XTA71 | $ 7,800,000 | 1.400 | 09/02/10 | 1.4000 | --- | 1.4000 | $ 7,800,000 | $ 7,810,998 | 03/02/09 | 09-0059 |
| FHLMC Callable (qtrly-5) 1.65 09/ | 3128X8PU0 | $ 3,500,000 | 1.650 | 09/09/10 | 1.6500 | 06/09/09 | 1.6500 | $ 3,500,000 | $ 3,499,160 | 03/09/09 | 09-0061 |
| FFCB (n/a) 5.25 09/13/10 | 31331XE40 | $ 3,955,000 | 5.250 | 09/13/10 | 1.3071 | --- | 1.3071 | $ 4,178,078 | $ 4,187,277 | 02/23/09 | 09-0054 |
| FHLMC Callable (qtrly-5) 1.50 12/ | 3128X8CF7 | $ 5,000,000 | 1.500 | 12/30/10 | 1.5082 | 06/30/09 | 1.5322 | $ 5,000,000 | $ 5,010,650 | 12/30/08 | 09-0022 |
| FFCB Callable (any>3/30/09-7) 2.( | 31331GHS1 | $ 5,000,000 | 2.000 | 12/30/10 | 2.0000 | --- | 2.0000 | $ 5,000,000 | $ 5,001,300 | 12/30/08 | 09-0021 |
| FHLB Callable (1/26/10-5) 1.15 0' | 3133XSW95 | $ 10,000,000 | 1.150 | 01/26/11 | 1.1659 | 01/26/10 | 1.1815 | $ 9,997,439 | $ 10,006,100 | 01/26/09 | 09-0035 |
| FNMA Step Callable (1/28/10-10) | 3136F96C2 | $ 5,000,000 | 1.250 | 01/28/11 | 1.7461 | 01/28/10 | 1.2504 | $ 5,000,000 | $ 5,010,250 | 01/28/09 | 09-0037 |
| FHLMC Callable (2/9/10-5) 1.75 0 | 3128X8GS5 | $ 10,000,000 | 1.750 | 02/09/11 | 1.7500 | 02/09/10 | 1.7500 | $ 10,000,000 | $ 10,036,600 | 02/09/09 | 09-0048 |
| FHLMC Callable (2/17/10-5) 1.875 | 3128X8JD5 | $ 4,000,000 | 1.875 | 02/17/11 | 1.9006 | 02/17/10 | 1.9257 | $ 3,998,244 | $ 4,020,480 | 02/17/09 | 09-0051 |
| FHLMC Callable (2/18/10-5) 2.00 | 3128X8JU7 | $ 10,000,000 | 2.000 | 02/18/11 | 2.0000 | 02/18/10 | 2.0000 | $ 10,000,000 | $ 10,021,200 | 02/18/09 | 09-0052 |
| FHLB (n/a) 4.875 03/11/11 | 3133XENX3 | $ 3,000,000 | 4.875 | 03/11/11 | 2.8842 | --- | 2.8842 | $ 3,110,213 | $ 3,186,540 | 01/23/08 | 08-0055 |
| FHLMC Callable (4/1/09-5) 3.00 0 | 3128X7DT8 | $ 1,150,000 | 3.000 | 04/01/11 | 2.7813 | 04/01/09 | 1.0239 | $ 1,150,000 | $ 1,150,000 | 01/05/09 | 09-0024 |
| FHLMC (n/a) 3.25 04/14/11 | 3128X7JK1 | $ 5,000,000 | 3.250 | 04/14/11 | 3.4523 | --- | 3.4523 | $ 5,000,000 | $ 5,160,100 | 05/22/08 | 08-0130 |
| FHLMC Callable (7/14/09-5) 4.125 | 3128X7P57 | $ 5,000,000 | 4.125 | 07/14/11 | 3.4103 | 07/14/09 | 1.0001 | $ 5,044,454 | $ 5,046,200 | 12/23/08 | 09-0018 |
| FNMA Callable (08/05/09-10) 4.00 | 3136F9YW7 | $ 1,300,000 | 4.000 | 08/05/11 | 4.0143 | 08/05/09 | 4.0412 | $ 1,299,821 | $ 1,315,457 | 08/05/08 | 08-0158 |
| FFCB Callable (any>3/30/09-7) 2.3 | 31331GHW2 | $ 3,000,000 | 2.375 | 12/30/11 | 2.3750 | --- | 2.3750 | $ 3,000,000 | $ 2,998,830 | 12/30/08 | 09-0020 |
| FHLB Step Callable (1/12/10-5) 1.: | 3133XSUF3 | $ 330,000 | 1.375 | 01/12/12 | 2.1199 | 01/12/10 | 1.3749 | $ 330,000 | $ 330,356 | 01/16/09 | 09-0032 |

# Current Portfolio - Total

**2nd Qtr FY09**

| Security Description | CUSIP | Ending Par Value | Rate | Mat Date | Yield Matur | Call Date | Yield Call | Ending Amor Val/Cost | Ending Market Val | Purchase Date | Invest Number |
|---|---|---|---|---|---|---|---|---|---|---|---|
| FHLB Step Callable (1/12/10-5) 1.: | 3133XSUF3 | $ 1,005,000 | 1.375 | 01/12/12 | 2.1627 | 01/12/10 | 1.4745 | $ 1,004,226 | $ 1,006,085 | 01/30/09 | 09-0041 |
| FNMA (n/a) 3.625 02/14/12 | 3136F84J1 | $ 1,000,000 | 3.625 | 02/14/12 | 3.6250 | --- | 3.6250 | $ 1,000,000 | $ 1,047,590 | 02/14/08 | 08-0066 |
| FHLB Callable (5/21/09-5) 3.85 0! | 3133XR6P0 | $ 5,900,000 | 3.850 | 05/21/12 | 3.9054 | 05/21/09 | 4.0603 | $ 5,898,326 | $ 5,927,671 | 05/23/08 | 08-0131 |
| FHLB Callable (qtrly-5) 3.00 02/0- | 3133XSZL5 | $ 3,500,000 | 3.000 | 02/04/13 | 3.0000 | 08/04/09 | 3.0000 | $ 3,500,000 | $ 3,518,340 | 02/04/09 | 09-0043 |
| FFCB Callable (any>6/22/09-7) 4.( | 31331GGU7 | $ 3,500,000 | 4.000 | 12/23/13 | 3.8275 | 06/23/09 | 1.9005 | $ 3,516,541 | $ 3,520,475 | 02/12/09 | 09-0049 |
| FHLMC (n/a) 2.50 01/07/14 | 3137EABX6 | $ 200,000 | 2.500 | 01/07/14 | 2.5850 | --- | 2.5850 | $ 199,239 | $ 200,508 | 03/06/09 | 09-0060 |
| Deutsche MMF - 2100 | MMF | $ 34,132,372 | 0.139 | --- | 0.1393 | --- | 0.1393 | $ 34,132,372 | $ 34,132,372 | 09/30/01 | AR-0002 |
| Provident Fin. Op Fund-1000 | MMF | $ 971,495 | 0.678 | --- | 0.6778 | --- | 0.6778 | $ 971,495 | $ 971,495 | 10/31/01 | AR-0001 |
| Provident Fin Res. Fund-2000 | MMF | $ 1,636,042 | 0.678 | --- | 0.6778 | --- | 0.6778 | $ 1,636,042 | $ 1,636,042 | 09/30/01 | AR-0006 |
| AIM/ LAP Opt. Fund- 1900 | MMF | $ 17,910,202 | 0.789 | --- | 0.7891 | --- | 0.7891 | $ 17,910,202 | $ 17,910,202 | 04/16/03 | AR-0008 |
| Fidelity SEAF- 690 | MMF | $ 15,643 | 0.825 | --- | 0.8247 | --- | 0.8247 | $ 15,643 | $ 15,643 | 08/03/04 | AR-0009 |
| Bond SEAF - Fidelity | MMF | $ 27,021,416 | 0.825 | --- | 0.8247 | --- | 0.8247 | $ 27,021,416 | $ 27,021,416 | 07/31/08 | AR-0014 |
| Bond SEAF - Citi | MMF | $ 28,526,387 | 0.943 | --- | 0.9431 | --- | 0.9431 | $ 28,526,387 | $ 28,526,387 | 08/31/08 | AR-0015 |
| **GRAND TOTALS** | | **$ 515,643,557** | **1.8750** | | **1.6680** | | **1.6210** | **$ 516,306,106** | **$ 517,512,835** | | |

## Portfolio Analysis by Fund

**2nd Qtr FY09**

| ( $ = 000's ) | Gen Oper | Fin Res | Cap Res | Insur. | SEAF | Debt Srv | BOND | TOTAL |
|---|---|---|---|---|---|---|---|---|
| Par Value | $320,952 | $21,936 | $0 | $13,735 | $16 | $34,132 | $124,873 | $515,644 |
| Market Value | $322,076 | $22,319 | $0 | $13,762 | $16 | $34,132 | $125,209 | $517,513 |
| Unrealized Gain (Loss) | $610 | $258 | $0 | $30 | $0 | $0 | $309 | $1,207 |
| Book Value | $321,465 | $22,061 | $0 | $13,733 | $16 | $34,132 | $124,899 | $516,306 |
| Accrued Interest | $1,251 | $75 | $0 | $107 | $0 | $0 | $762 | $2,195 |
| Total Book Value | $322,717 | $22,135 | $0 | $13,839 | $16 | $34,132 | $125,661 | $518,501 |
| Cash Balance | $389 | $0 | $0 | $0 | $0 | $0 | $0 | $389 |
| **TOTAL FUND VALUE** | $323,106 | $22,135 | $0 | $13,839 | $16 | $34,132 | $125,661 | $518,890 |
| **Liquid Securities (Mkt. value)** | $63,893 | | | | | | | $63,893 |
| Yield to Maturity (Adj for calls) | 1.49% | 2.54% | | 2.82% | 0.82% | 0.14% | 2.06% | 1.62% |
| Wgt. Average Maturity (days) | 307 | 871 | 1 | 932 | 1 | 1 | 67 | 270 |
| **KEY COMPLIANCE TARGETS** | | | | | | | | |
| Minimum Requirement [1] | $15,260 | $22,000 | | $13,969 | | | | |
| Maximum Average Maturity | 18 Months | 30 Months | 30 Months | 48 Months | 90 Days | 3 Years | | |
| Is Fund in Compliance ? [2] | Yes | Yes | | No | | | | |
| **INVESTMENT COMPARISON** | | | | | | | | |
| 6-Month T-Bill | 0.42% | 0.42% | | 0.42% | 0.42% | 0.42% | 0.42% | 0.42% |
| Wgt Average Fund Variance | 1.07% | 2.12% | | 2.40% | 0.40% | -0.28% | 1.64% | 1.20% |

**Notes:**

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

2 Estimated liability figures are adjusted quarterly. The fund was back in compliance on 04/15/09.

# Change in Market Value of Investments

**2nd Qtr FY09**

| Fund | Security Type | Rate | Maturity | Call Date | Par Value | 12/31/08 Market Value | 3/31/09 Market Value | Change from Prior Quarter |
|---|---|---|---|---|---|---|---|---|
| Operating | FHLB (n/a) 2.14 04/02/09 | 2.140 | 04/02/09 | --- | $10,000,000 | $10,046,000 | $10,000,500 | ($45,500) |
| Bond | FNMA (n/a) 4.875 04/15/09 | 4.875 | 04/15/09 | --- | $10,000,000 | $10,128,400 | $10,017,200 | ($111,200) |
| Operating | FHLB (n/a) 2.52 04/21/09 | 2.520 | 04/21/09 | --- | $10,000,000 | $10,066,000 | $10,012,300 | ($53,700) |
| Operating | FHLB (n/a) 2.75 05/07/09 | 2.750 | 05/07/09 | --- | $10,000,000 | $10,079,000 | $10,023,800 | ($55,200) |
| Bond | FHLB (n/a) 2.60 05/14/09 | 2.600 | 05/14/09 | --- | $6,025,000 | $6,073,200 | $6,032,893 | ($40,307) |
| Operating | FHLB (n/a) 2.60 06/17/09 | 2.600 | 06/17/09 | --- | $10,000,000 | $10,094,000 | $10,048,300 | ($45,700) |
| Bond | FHLB (n/a) 3.00 06/23/09 | 3.000 | 06/23/09 | --- | $15,000,000 | $15,172,500 | $15,091,800 | ($80,700) |
| Bond | FFCB (n/a) 2.95 08/03/09 | 2.950 | 08/03/09 | --- | $15,000,000 | $15,195,000 | $15,125,550 | ($69,450) |
| Operating | FHLMC (n/a) 5.125 08/05/09 | 5.125 | 08/05/09 | --- | $5,000,000 | $5,132,000 | $5,072,950 | ($59,050) |
| Bond | FHLMC (n/a) 4.125 09/01/09 | 4.125 | 09/01/09 | --- | $3,300,000 | $3,375,240 | $3,347,718 | ($27,522) |
| Bond | FHLMC Callable (qtrly-5) 3.25 10/30/( | 3.250 | 10/30/09 | --- | $20,000,000 | $20,044,000 | $20,045,600 | $1,600 |
| Operating | FHLB (n/a) 2.50 11/13/09 | 2.500 | 11/13/09 | --- | $10,000,000 | $10,112,000 | $10,070,900 | ($41,100) |
| Fin. Reserve | FNMA (n/a) 3.05 03/05/10 | 3.050 | 03/05/10 | --- | $4,000,000 | $4,087,200 | $4,073,720 | ($13,480) |
| Operating | FNMA (n/a) 3.05 03/05/10 | 3.050 | 03/05/10 | --- | $2,700,000 | $2,758,860 | $2,749,761 | ($9,099) |
| Operating | FNMA Callable (6/18/09-10) 3.50 06/' | 3.500 | 06/18/10 | 06/18/09 | $10,000,000 | $10,120,000 | $10,053,700 | ($66,300) |
| Operating | FFCB Callable (any>3/30/09-7) 2.00 ' | 2.000 | 12/30/10 | --- | $5,000,000 | $5,001,000 | $5,001,300 | $300 |
| Operating | FHLMC Callable (qtrly-5) 1.50 12/30/' | 1.500 | 12/30/10 | --- | $5,000,000 | $4,995,500 | $5,010,650 | $15,150 |
| Fin. Reserve | FHLB (n/a) 4.875 03/11/11 | 4.875 | 03/11/11 | --- | $3,000,000 | $3,198,300 | $3,186,540 | ($11,760) |
| Operating | FHLMC (n/a) 3.25 04/14/11 | 3.250 | 04/14/11 | --- | $5,000,000 | $5,176,500 | $5,160,100 | ($16,400) |
| Operating | FHLMC Callable (7/14/09-5) 4.125 07 | 4.125 | 07/14/11 | 07/14/09 | $5,000,000 | $5,065,000 | $5,046,200 | ($18,800) |
| Fin. Reserve | FNMA Callable (08/05/09-10) 4.00 08 | 4.000 | 08/05/11 | 08/05/09 | $1,300,000 | $1,311,440 | $1,315,457 | $4,017 |
| Insurance | FFCB Callable (any>3/30/09-7) 2.375 | 2.375 | 12/30/11 | --- | $3,000,000 | $2,993,100 | $2,998,830 | $5,730 |
| Fin. Reserve | FNMA (n/a) 3.625 02/14/12 | 3.625 | 02/14/12 | --- | $1,000,000 | $1,050,100 | $1,047,590 | ($2,510) |
| Insurance | FHLB Callable (5/21/09-5) 3.85 05/21 | 3.850 | 05/21/12 | 05/21/09 | $5,900,000 | $5,971,980 | $5,927,671 | ($44,309) |

| | | | |
|---|---|---|---|
| Sub-total for Securities held at the end of both periods | $177,246,320 | $176,461,030 | $ (785,290) |
| % Change as a result of market movement | | | -0.44% |
| Holdings at 12/31/08 maturing during Q2, FY09 | $165,495,760 | | $ (165,495,760) |
| Holdings at 12/31/08 called during Q2, FY09 | $243,020,819 | | $ (243,020,819) |
| Values of Money Market Mutual Funds (All) | $74,187,192 | $110,213,557 | $ 36,026,365 |
| Holdings at 3/31/09 purchased during Q2, FY09 | | $230,838,248 | $ 230,838,248 |
| **TOTAL PORTFOLIO VALUE** | $659,950,091 | $517,512,835 | $ (142,437,256) |

# Callable Securities Analysis

**2nd Qtr FY09**

| Invest # | Fund | Maturity | Secuirty Description | CUSIP | Next Call | Notice | Par Value | Coupon Rate | Treasury Curve | Call Prob |
|---|---|---|---|---|---|---|---|---|---|---|
| 08-0150 | Bond | 10/30/09 | FHLMC Callable (qtrly-5) 3.25 10/30/09 | 3128X7U51 | 04/30/09 | | $20,000,000 | 3.250 | 0.40 | Extreme |
| 09-0057 | Operating | 02/26/10 | FHLMC Callable (qtrly-5) 1.15 02/26/10 | 3128X8MN9 | 05/26/09 | | $10,000,000 | 1.150 | 0.55 | Low |
| 09-0058 | Operating | 02/26/10 | FHLMC Callable (qtrly-5) 1.15 02/26/10 | 3128X8MN9 | 05/26/09 | | $10,000,000 | 1.150 | 0.55 | Low |
| 09-0055 | Operating | 03/12/10 | FHLMC Callable (qtrly-5) 1.25 03/12/10 | 3128X8KP6 | 05/18/09 | | $10,000,000 | 1.250 | 0.55 | Low |
| 09-0047 | Operating | 05/05/10 | FHLMC Callable (qtrly-5) 1.25 05/05/10 | 3128X8GU0 | 05/05/09 | | $5,000,000 | 1.250 | 0.60 | Low |
| 08-0135 | Operating | 06/18/10 | FNMA Callable (6/18/09-10) 3.50 06/18/10 | 31398ARW4 | 06/18/09 | | $10,000,000 | 3.500 | 0.60 | Extreme |
| 09-0023 | Operating | 07/02/10 | FNMA Callable (4/2/09-10) 2.10 07/02/10 | 3136F9Z97 | 04/02/09 | | $5,000,000 | 2.100 | 0.60 | High |
| 09-0030 | Operating | 07/13/10 | FFCB Callable (any>4/12/09-7) 1.43 07/13/1 | 31331GJU4 | 04/13/09 | | $10,000,000 | 1.430 | 0.60 | Moderate |
| 09-0036 | Operating | 07/28/10 | FNMA Step Callable (qtrly-10) 1.00 07/28/1( | 3136F94T7 | 04/28/09 | | $10,000,000 | 1.000 | 0.60 | Low |
| 09-0042 | Operating | 08/04/10 | FHLMC Callable (qtrly-5) 1.50 08/04/10 | 3128X8GQ9 | 05/04/09 | | $10,000,000 | 1.500 | 0.60 | Low |
| 09-0056 | Operating | 08/26/10 | FHLMC Callable (qtrly-5) 1.60 08/26/10 | 3128X8LP5 | 05/26/09 | | $10,000,000 | 1.600 | 0.60 | Moderate |
| 09-0061 | Insurance | 09/09/10 | FHLMC Callable (qtrly-5) 1.65 09/09/10 | 3128X8PU0 | 06/09/09 | | $3,500,000 | 1.650 | 0.65 | Moderate |
| 09-0022 | Operating | 12/30/10 | FHLMC Callable (qtrly-5) 1.50 12/30/10 | 3128X8CF7 | 06/30/09 | | $5,000,000 | 1.500 | 0.70 | Low |
| 09-0021 | Operating | 12/30/10 | FFCB Callable (any>3/30/09-7) 2.00 12/30/1 | 31331GHS1 | Open | | $5,000,000 | 2.000 | 0.70 | Moderate |
| 09-0035 | Operating | 01/26/11 | FHLB Callable (1/26/10-5) 1.15 01/26/11 | 3133XSW95 | 01/26/10 | | $10,000,000 | 1.150 | 0.70 | Low |
| 09-0037 | Operating | 01/28/11 | FNMA Step Callable (1/28/10-10) 1.25 01/2( | 3136F96C2 | 01/28/10 | | $5,000,000 | 1.250 | 0.70 | Low |
| 09-0048 | Operating | 02/09/11 | FHLMC Callable (2/9/10-5) 1.75 02/09/11 | 3128X8GS5 | 02/09/10 | | $10,000,000 | 1.750 | 0.70 | Moderate |
| 09-0051 | Fin Reserve | 02/17/11 | FHLMC Callable (2/17/10-5) 1.875 02/17/11 | 3128X8JD5 | 02/17/10 | | $4,000,000 | 1.875 | 0.70 | Moderate |
| 09-0052 | Operating | 02/18/11 | FHLMC Callable (2/18/10-5) 2.00 02/18/11 | 3128X8JU7 | 02/18/10 | | $10,000,000 | 2.000 | 0.70 | High |
| 09-0024 | Operating | 04/01/11 | FHLMC Callable (4/1/09-5) 3.00 04/01/11 | 3128X7DT8 | 04/01/09 | | $1,150,000 | 3.000 | 0.80 | High |
| 09-0018 | Operating | 07/14/11 | FHLMC Callable (7/14/09-5) 4.125 07/14/11 | 3128X7P57 | 07/14/09 | | $5,000,000 | 4.125 | 0.90 | Extreme |
| 08-0158 | Fin Reserve | 08/05/11 | FNMA Callable (08/05/09-10) 4.00 08/05/11 | 3136F9YW7 | 08/05/09 | | $1,300,000 | 4.000 | 0.90 | Extreme |
| 09-0020 | Insurance | 12/30/11 | FFCB Callable (any>3/30/09-7) 2.375 12/30/ | 31331GHW2 | Open | | $3,000,000 | 2.375 | 1.10 | Moderate |
| 09-0032 | Insurance | 01/12/12 | FHLB Step Callable (1/12/10-5) 1.375 01/12 | 3133XSUF3 | 01/12/10 | | $330,000 | 1.375 | 1.10 | Low |
| 09-0041 | Insurance | 01/12/12 | FHLB Step Callable (1/12/10-5) 1.375 01/12 | 3133XSUF3 | 01/12/10 | | $1,005,000 | 1.375 | 1.10 | Low |
| 08-0131 | Insurance | 05/21/12 | FHLB Callable (5/21/09-5) 3.85 05/21/12 | 3133XR6P0 | 05/21/09 | | $5,900,000 | 3.850 | 1.15 | High |
| 09-0043 | Fin Reserve | 02/04/13 | FHLB Callable (qtrly-5) 3.00 02/04/13 | 3133XSZL5 | 08/04/09 | | $3,500,000 | 3.000 | 1.40 | High |
| 09-0049 | Fin Reserve | 12/23/13 | FFCB Callable (any>6/22/09-7) 4.00 12/23/1 | 31331GGU7 | 06/23/09 | | $3,500,000 | 4.000 | 1.50 | High |

# Defined Benefit Plan Summary

**2nd Qtr FY09**

| | Market Value 31-Dec-08 | Income | Benefit Payments | Transfers | Realized Gain/ (loss) | Unrealized Gain/ (loss) | Contributions Employer | Contributions Employee | Other | Market Value 31-Mar-09 |
|---|---|---|---|---|---|---|---|---|---|---|
| **Equity Managers** | | | | | | | | | | |
| **Large Cap:** | | | | | | | | | | |
| Washington Mutual | $5,596,749 | 47,053 | 0 | 0 | (1,641,624) | 854,062 | 0 | 0 | (1) | **$4,856,239** |
| Capital Guardian | $3,739,513 | 0 | 0 | 0 | 0 | (410,936) | 0 | 0 | 1 | **$3,328,578** |
| Goldman | $7,012,912 | (11,535) | 0 | 0 | (182,570) | 196,897 | 0 | 0 | 0 | **$7,015,704** |
| SSGA Wilshire 5000 | $8,496,510 | (177) | 0 | 0 | (38) | (903,969) | 0 | 0 | 0 | **$7,592,326** |
| **Small Cap:** | | | | | | | | | | |
| Friess | $6,334,895 | 0 | 0 | 0 | 0 | (836,778) | 0 | 0 | 0 | **$5,498,117** |
| Earnest Partners | $7,065,712 | 6,245 | 0 | 0 | (506,454) | (683,029) | 0 | 0 | 3 | **$5,882,477** |
| **International:** | | | | | | | | | | |
| Dodge & Cox | $5,728,988 | 0 | 0 | 0 | (5,630,894) | 4,887,957 | 0 | 0 | 0 | **$4,986,051** |
| Capital Resources | $7,399,218 | 0 | 0 | 0 | 0 | (582,407) | 0 | 0 | 0 | **$6,816,811** |
| SSGA Internat. Index | $4,435,048 | 0 | 0 | 0 | 0 | (616,190) | 0 | 0 | 0 | **$3,818,858** |
| **Fixed Income Managers** | | | | | | | | | | |
| Primco | $17,598,939 | 278,773 | 0 | 0 | 0 | (16,391) | 0 | 0 | (1) | **$17,861,320** |
| Aberdeen | $14,619,264 | (13,330) | 0 | 0 | (692) | 140,598 | 0 | 0 | 0 | **$14,745,840** |
| **Real Estate** | | | | | | | | | | |
| | $0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **$0** |
| UBS | $15,158,207 | (1,342,952) | 0 | 0 | 0 | 0 | 0 | 0 | (1) | **$13,815,254** |
| **Cash** | $2,401,981 | (73,546) | (2,317,866) | 0 | 0 | 0 | 0 | 687 | 1 | **$11,257** |
| **Total** | **$105,587,936** | **(1,109,469)** | **(2,317,866)** | **0** | **(7,962,272)** | **2,029,814** | **0** | **687** | **2** | **$96,228,832** |

# DART Obligations

**2nd Qtr FY09**

## Commercial Paper

| Maturity Date | Issue Date | Par Value | Coupon % | Issue Term (Days) | Dealer |
|---|---|---|---|---|---|
| 4/9/2009 | 3/12/2009 | $ 10,000,000 | 0.70% | 28 | Loop |
| 4/9/2009 | 3/12/2009 | $ 30,000,000 | 0.70% | 28 | Loop |
| 4/23/2009 | 3/24/2009 | $ 30,000,000 | 0.50% | 30 | JPMorgan |
| Total: | | $ 70,000,000 | 0.61% | 29 | |

## Bonds

| Series | Pay-Downs | Rates | Principal |
|---|---|---|---|
| 2001 | 2008 - 2024 | 4.561% - 5.359% | $ 90,805,000 |
| 2002 | 2008 - 2024 | 3.000% - 5.375% | $ 29,955,000 |
| 2007 | 2008 - 2036 | 3.676% - 5.172% | $ 761,130,000 |
| 2008 | 2008 - 2044 | 4.750% - 5.250% | $ 731,415,000 |
| | | | $ 1,613,305,000 |

# Major Contracts Funded by CP / Debt 2nd Qtr FY09

| Contract# | Vendor Name | Projects |
|---|---|---|
| 01014604 | Abacus | Mobile Data Computers |
| 01007732 | ACT21 | NW SE LRT Build-Out |
| 01012000 | Advanced Track | NW SE LRT Build-out |
| 01010950 | 3I Construction | WSA Yard Paving |
| 01011780 | American Intl | OCIP, GL WC Insurance |
| 01012392 | Archerwestern | NW SE LRT Build-out |
| 01007571 | Archerwestern Brunson | NW SE LRT Build-out |
| 01009666 | Archerwestern Herzog | NW SE LRT Build-out |
| 01012966 | Austin Bridge | Lisa/Perkins Double Track |
| 01011656 | Barrier Systems | LBJ HOV East/West |
| 01012081 | Benchmark Environmental | Build-Out |
| 01008589 | Bombardier | Commuter Rail Vehicles |
| 01013454 | Brad Oldham | Artwork |
| 01004732 | Bridgefarmer/Farradyne | HOV Projects |
| 01011527 | Carcon | Walnut Hill Parking exp. |
| N/A | Chicago Title | Rowlett Extension |
| 01008633 | CONNEX/ATC | Paratransit Service |
| 01012758 | DGNO | Freight Track Relocation |
| 01004187 | DMJM+Harris / AECOM | NW SE LRT Build-out |
| 01006471 | F Hall Mowing | NW SE LRT Build-out |
| 01010224 | GE Security | Bus Surveillance System Pilot |
| 01009337 | GE Transportation | NW SE LRT Build-out |
| 01008612 | Gilbert May Inc. | Demo NW SE LRT Build-out |
| 01010399 | Gilbert May Inc. | WSA Annexes Upgrade |
| 01002608 | Gilbert May Inc. | Misc. Construction – Various |
| 01011941 | Gilbert May Inc. | Misc. Construction-Various |
| 01012813 | Gilbert May Inc. | CBD Level Boarding |
| 01011028 | Greyhawk Tech. | Paratransit VBS Equipment |
| 01006552 | Greyhawk Tech. | VBS |
| 01006362 | Halff Associates | NW SE LRT Build-out |
| 01012080 | Halff Associates | Environmental |
| 01008130 | Hensel Phelps | S & I Facility Expansion |
| 01008316 | Herzog | TRE Rail Operating |
| 01010371 | Herzog | Railroad Signalization |
| 01012392 | Herzog | NWROF |
| 01012577 | Herzog | Lisa/Perkins & Beltline |
| 98000071 | Itochu International | LRV's |
| 01012392 | Journeyman Construction | NWROF |
| 01014614 | Kiewit, Stacy, Witback | Irving 1 & 2 LRT Build-out |
| 01011711 | Kinkisharyo | C-Cars, Cab-signals, VBS |
| 01012000 | LB Foster | NRV's |
| 01002078 | LOPEZGARCIA Group | NW SE LRT Build-out |
| 01008975 | LOPEZGARCIA Group | Build-Out |
| 01008146 | LTK Engineering | LRV's |
| 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 |

# Major Contracts Funded by CP / Debt

**2nd Qtr FY09**

| | | |
|---|---|---|
| 01015378 | McKinney Dodge | NRV's |
| 01011418 | Messaging Architects | Email Archive/Retrieve |
| 01011941 | Mitchell | Misc. Construction |
| N/A | National Union Fire Insurance | Build Out Projects |
| 01004832 | Neon Electric | Bus Passenger Amenities |
| 01013062 | Nextel Communications | NW SE LRT Build-out |
| 01008230 | Northstar Abatement | NW SE LRT Build-out |
| 01012908 | Nouveau Tech. | Network |
| 01015627 | Omega Contracting | LST Parking Expansion |
| N/A | Oncor Electric | LRT Build-Out |
| 01009306 | Parsons/Brinckerhoff | CBD AA/EIS |
| 01002803 | Parsons Transport Group | LRT Build-Out |
| 00937775 | Parsons Transport. Group | NW SE LRT Build-out |
| 01009306 | PB America's | CBD Study |
| 01011831 | Penaco | Tunnel Delamination |
| 01008681 | Philpott Motors | Purchase NRV's |
| 01010787 | Philpott Motors | Non-Revenue Vehicles |
| 01012444 | Philpott Motors | NRV's |
| 01013147 | Philpott Motors | NRV's |
| 01014490 | Philpott Motors | NRV's |
| 01012441 | Planet Ford 6 | NRV's |
| 01008230 | Ponce/Ice/North Star | Asbestos Abatement |
| 01013342 | Priority Public Safety Equip | Operating Vehicles for HOV |
| 01009684 | Progress Rail | NW SE LRT Build-out |
| 01011171 | Proofrock | 1401 Pacific Exterior |
| 0101114 | RAK Main Place | NW SE LRT Build-out |
| 01015530 | RAK Main Place | Irving/Rowlett LRT Build-Out |
| 01011044 | RAM COMM Inc | Build-Out |
| 01009684 | ROCLA | NW SE LRT Build-out |
| 01010224 | SECURENET INC | Facility Surveillance Pilot |
| 01012105 | Siemens | NW SE LRT Build-out |
| 01012440 | Southwest Intl Trucks | High Rail Equipment |
| 01002450 | Sunland/ACT 21 | NW SE LRT Build-out |
| 01014197 | Telco Solutions | Telephone System Upgrade |
| 01004732 | Telvent Farradyne | TSP LRT Project |
| 01013219 | Track 3 | LRT Build-Out |
| N/A | TxDOT | HOV Projects |
| 01012000 | VAE Nortrak | NW SE LRT Build-out |
| 01011941 | Vestal Builders | Misc. Construction |
| 01010179 | Willis of Texas | LRT Build-Out |
| 01012443 | Windham Motors | NRV's |