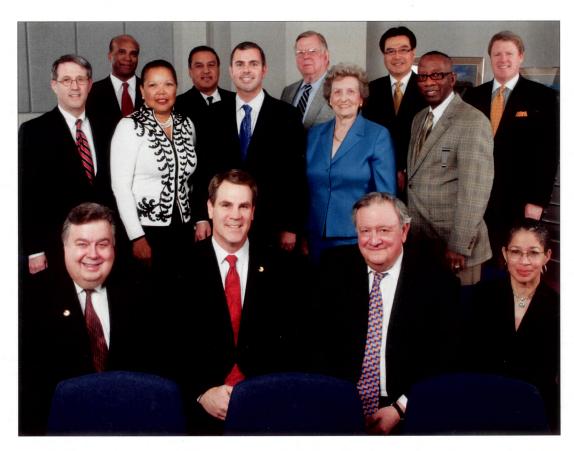


# Quarterly Operating and Financial Performance Report

Second Quarter FY 2010 January – March 2010



# Dallas Area Rapid Transit Board of Directors



Seated: John Danish (Secretary), City of Irving; Randall Chrisman (Chair), Cities of Carrollton and Irving; Robert Strauss (Vice Chair), City of Dallas; and Pamela Gates (Assistant Secretary), City of Dallas. Standing: Scott Carlson, City of Dallas; Claude R. Williams, City of Dallas; Faye Wilkins, Cities of Dallas, Plano, Glenn Heights, and Cockrell Hill; William Velasco, City of Dallas; Angel Reyes, City of Dallas; Raymond Noah, Cities of Addison, Highland Park, Richardson, and University Park; Loretta Ellerbe, City of Plano; William Tsao, City of Dallas; Jerry Christian, City of Dallas; and Mark Enoch, Cities of Farmers Branch, Garland, and Rowlett. Not pictured: Tracey M. Whitaker, City of Garland.



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Second Quarter FY 2010



# DALLAS AREA RAPID TRANSIT

# QUARTERLY OPERATING & FINANCIAL PERFORMANCE REPORT

SECOND QUARTER FY 2010 JANUARY – MARCH 2010

# **Second Quarter Highlights**

This report is for the quarter ending March 31, 2010, the second quarter of Fiscal Year 2010. Sales tax revenues were lower than budget; total agency and fixed-route ridership declined and are below target; and operating expenses were under budget by \$7.0 million. The following summary highlights key results in comparison to the previous fiscal year and our targets for FY 2010.

**Sales tax revenues** continued to be adversely affected by a weakened economy. Year-to-date receipts through second quarter were \$186.8 million, which is below the budgeted amount of \$192.3 million.

**Total Operating Expenses** are trending under budget by 3.7% (\$7.5 million).

**Total system ridership** for the fiscal year through March 2010 is 54.2 million, which is 8.3% (4.9 million) lower than the same period last fiscal year, and 1.6% (900,000) lower than budgeted. **Fixed-Route ridership** was 11.8% (3.9 million) lower than the same period last year, and 7.1% (2.2 million) lower than budgeted. The significant weakness in ridership is primarily a result of high unemployment.

**Total system subsidy per passenger** for the period was \$2.95, \$0.01 (0.3%) below the target of \$2.96. **Fixed-route subsidy per passenger** was \$4.75, \$0.30 (6.7%) greater than the target.

The **administrative ratio** is 8.6%, which is below the target of 8.8%.

The period ended with a sales tax for operating expense ratio of 83.8%, which is 13.8% more than the same period last year (11.1% of which was anticipated based on lower revised sales tax estimates), and is 2.7% above the target of 81.1%.



# **Modal Update**

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

#### Bus

DART's fixed-route bus service operates a total of 674 buses from three DART-owned facilities: East Dallas, Northwest, and South Oak Cliff. In addition to buses, DART maintains an extensive passenger amenity and facility infrastructure including approximately: 12,500 bus stops, 765 bus shelters, 1,500 benches, 15 transit centers, 2 passenger transfer locations, 22 enhanced shelters, 39 rail platforms, 5 commuter rail stations, 100 information pylons, and all operating divisions and corporate offices, for a total of approximately 35 million square feet.

DART Innovative Services, which includes On-Call and Flex Services, is provided in areas that do not meet ridership and efficiency standards for traditional fixed-route service. DART currently has eight On-Call zones operating in the Service Area with 23 vehicles. DART also operates Flex Service, which combines the characteristics of On-Call and fixed route service. Flex service has six zones, which are available in Dallas, Garland, Irving, Richardson, Rowlett, and Plano.

# **Light Rail Transit (LRT)**

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

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

DART currently operates and maintains 39 rail stations including 4 new Green Line stations and a fleet of 115 revenue vehicles. The Service & Inspection Facility (S&I) located near Fair Park has been expanded to support and operate the additional revenue vehicles. A similar facility is being built on the Northwest Corridor to service Light Rail expansion.



# **Commuter Rail (Trinity Railway Express)**

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

TRE currently operates Monday through Saturday from Fort Worth's Texas & Pacific (T&P) Station to Dallas' Union Station with eight intermediate stops. On September 14, 2009, the TRE began serving Victory Station with DART's Light Rail at the American Airlines Center in Dallas with regular daily service. Service at this location results in ridership increases of approximately 1,000 passengers per event at the American Airlines Center.

#### **Paratransit Services**

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

Staff is in the process of developing and implementing person-centered Mobility Management approaches to providing transportation. Mobility Management is the coordination of resources with human service agencies, transportation providers, and other entities to meet the transportation needs of people with disabilities, people with limited income, and older adults. This would include coordination with, and possibly improving, feeder trips to transit facilities to assist conditionally eligible passengers in making trips that are more efficient for both the passengers and DART. Mobility Management has the potential to alleviate pressures and increase demand for Paratransit services while concurrently providing customers with more choice in their time and mode of travel. Additional strategies will be introduced incrementally over the next 4 to 5 years to offset the expected growth and demand for service.



Second Quarter FY 2010

# **High Occupancy Vehicle Transitways**

DART currently operates 84 miles of Interim or Immediate Action HOV lanes. The East R.L. Thornton (I-30) contraflow HOV lane utilizes movable barriers and operates weekdays from 6:00 a.m. to 10:00 a.m. The reversible I-30 West lanes (Tom Landry Highway) will be the region's first Managed HOV Lanes and are operational from 6:00 a.m. to 9:00 a.m. and from 3:00 to 7:00 p.m. weekdays. The concurrent flow HOV lanes on I-35E and the I-635 HOV lanes are 24-hour facilities with the I-35E Interchange Bypass (S-ramp) under I-635 operating from 6:00 a.m. to 9:00 a.m. and from 3:30 p.m. to 7:00 p.m. weekdays. The I-35E/US 67 HOV lanes are a combination of concurrent flow buffer-separated and reversible facilities. The concurrent flow section is open 24-hours a day and the reversible part operates weekdays from 6:00 a.m. to 10:00 a.m. in the northbound direction weekdays, and from 2:30 p.m. to 7:00 p.m. in the southbound direction. The US 75 concurrent flow HOV lanes are operational 24 hours. Lane availability is reported as 100% when HOV lanes operate within scheduled hours and events.

# **General Mobility Programs**

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

Vanpool Program – DART currently offers 8- to 15-person vans through a contractor (Enterprise Rent-A-Car). This program is partially funded by the North Central Texas Council of Governments (NCTCOG) through a Congestion Mitigation/Air Quality grant. DART and the NCTCOG reached agreement in mid-2009 on a new funding formula for the vanpool program that results in NCTCOG contributing 40% of the cost of the overall program including fuel. The current monthly rate charged per van to the riders (covering the vehicle, maintenance, and insurance) is either \$270 or \$290, depending upon van size. DART administers the Vanpool Program and incurs approximately 10% of total program costs primarily through in-kind staff services.



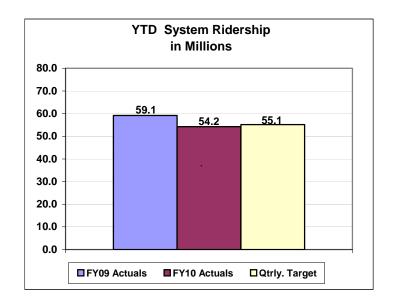
# **Agency - Wide Indicators**

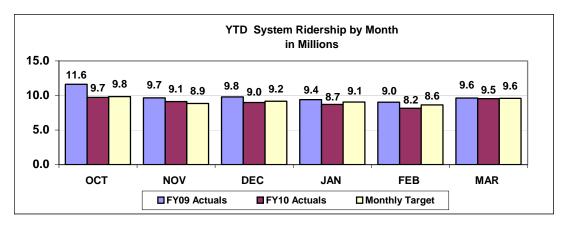
Agency-Wide Indicators				
Quality Indicators	YTD	YTD Target		
Total Agency Ridership (M)	54.2	55.1		
Fixed-Route Ridership (M)	29.1	31.3		
On-Time Performance (Fixed Route)	94.8%	94.8%		
Fixed Route Complaints Per 100,000 Passengers	53.1	38.6		
Fixed Route Accidents Per 100,000 Miles	1.43	1.53		
Financial Indicators				
Total System Subsidy Per Passenger	\$2.95	\$2.96		
Fixed-Route Subsidy Per Passenger	\$4.75	\$4.45		
Sales Taxes for Operating Expense	83.8%	81.1%		
Fixed Route Farebox Recovery Ratio	14.2%	16.1%		
Administrative Ratio	8.6%	8.8%		



# **Ridership Trends**

# **Total System Ridership & Fixed-Route Ridership**





Ridership By Mode					
	FY 2009 YTD	<b>FY 2010 YTD</b>	YTD Target	YTD Change	
Bus Ridership	21,920,100	18,615,785	20,597,170	-15.1%	
Charter	114,700	11,601	15,582	-89.9%	
LRT	9,518,400	9,168,040	9,443,860	-3.7%	
TRE	1,453,900	1,312,765	1,271,480	-9.7%	
Fixed-Route	33,007,100	29,108,191	31,328,092	-11.8%	
Paratransit	366,700	379,734	379,451	3.6%	
HOV	25,346,700	24,298,050	22,958,533	-4.1%	
Vanpool	419,200	463,232	470,456	<u>10.5%</u>	
Total Ridership	59,139,700	54,249,207	55,136,532	-8.3%	



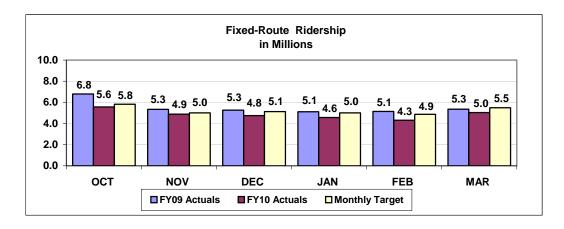
The total system ridership for the fiscal year through March 2010 is 54.2 million, which is 1.6% (900,000) lower than budget and 8.3% (4.9 million) lower than the same period last fiscal year.

Several factors have contributed to the decline in ridership. These include:

- Continued layoffs have affected a number of transit commuters;
- Less discretionary travel on weekdays and weekends due to the continued economic • downturn:
- One fewer weekday of service compared to last year;
- Weather in both January and February was colder and with considerably more snow;
- Fare structure change (see below)

A decrease in ridership was anticipated as a result of the fare increase that was initiated in September 2009. It appears that the decrease associated with the fare increase is within anticipated levels.

#### **Fixed-Route Ridership**



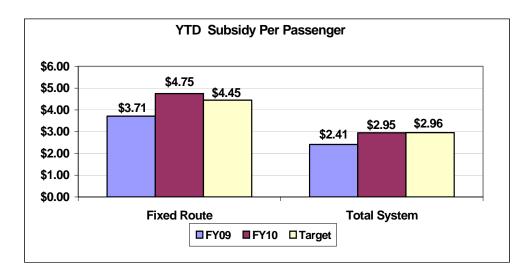
Fixed-Route Ridership					
FY2009 YTD FY2010 YTD YTD Target YTD Change					
Fixed-Route	33,007,100	29,108,191	31,328,092	-11.8%	

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

Fixed-Route ridership was 11.8% (3.9 million) lower than the same period last year, and 7.1% (2.2 million) lower than budgeted.



#### **Subsidy Per Passenger**



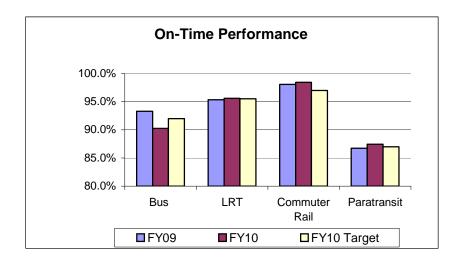
YTD Subsidy Per Passenger by Mode					
	FY2009 YTD	FY2010 YTD	<u>Variance</u>	<u>Target</u>	<u>Change</u>
Bus	\$3.80	\$5.03	\$1.22	\$4.56	32.2%
LRT	\$3.13	\$3.83	\$0.70	\$3.74	22.2%
Commuter Rail	\$6.44	\$7.40	\$0.96	\$7.87	14.9%
Fixed-Route	\$3.71	\$4.75	\$1.04	\$4.45	28.0%
Paratransit	\$41.72	\$43.14	\$1.42	\$43.93	3.4%
HOV	\$0.17	\$0.21	\$0.04	\$0.23	21.7%
Vanpool	\$1.15	\$0.55	(\$0.60)	\$0.69	-52.0%
Total System	\$2.41	\$2.95	\$0.54	\$2.96	22.2%

Fixed-Route Subsidy per Passenger missed the target for the 2nd Quarter, primarily because of lower than projected ridership levels. Significantly lower ridership and lower passenger revenues result in a higher subsidy per passenger despite operating savings during the period (see Expenditures Summary). The target subsidy per passenger for fixed-route was estimated to be higher than the prior year. As such, \$0.74 of the \$1.04 variance was anticipated. The net overage of \$0.30 is the direct result of decreased ridership.



# **Key Performance Indicators**

#### **On-Time Performance**

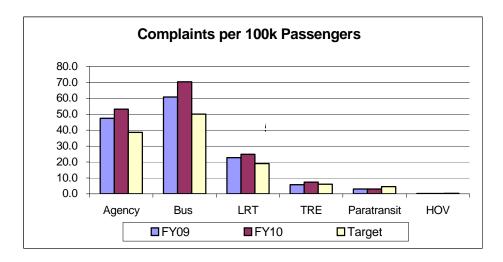


On-Time Performance					
	FY 2009 YTD	FY 2010 YTD	<u>Target</u>	YTD Change	
Bus	93.3%	90.3%	92.0%	-3.1%	
LRT	95.4%	95.6%	95.5%	0.3%	
Commuter Rail	98.1%	98.4%	97.0%	0.4%	
Paratransit	86.7%	87.4%	87.0%	0.7%	

Bus On-Time Performance fell below the target during the  $1^{st}$  Quarter of FY 2010, primarily due to the higher than normal number of days with inclement weather. Performance during the  $2^{nd}$  Quarter exceeded targeted levels (92.1%), but year-to-date performance continues to lag behind the target. The other three modes exceeded their targets.



#### **Complaints Per 100k Passengers**



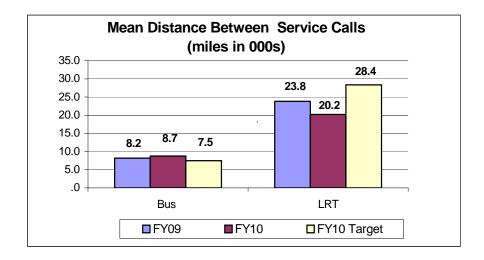
Complaints per 100k Passengers					
	FY2009 YTD	FY2010 YTD	<u>Target</u>	YTD Change	
Agency	47.4	53.2	38.6	12.1%	
Bus	60.8	70.4	50.0	15.7%	
LRT	22.7	24.8	19.0	9.3%	
TRE	5.7	7.4	6.0	29.7%	
Paratransit	3.1	3.0	4.5	-1.5%	
HOV	0.2	0.2	0.3	-0.7%	

Total year-to-date complaints regarding Bus Service increased for FY 2010 in comparison to the year before. Complaints for bus were primarily in the areas of Discourteous Service, Pass-bys, and Early buses, while Late complaints increased slightly.

Commuter rail experienced a higher number of complaints this quarter due to the slow WiFi system and two fatality accidents, which caused a delay in service. A partial WiFi system upgrade was performed, and the entire upgrade should be completed by the end of the fourth quarter.



#### **Mean Distance Between Service Calls**



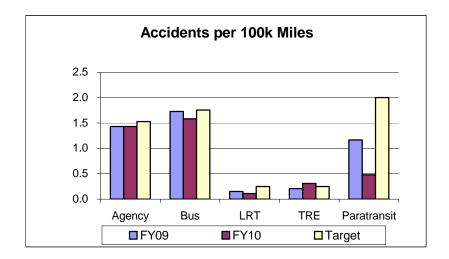
Mean Distance Between Service Calls (in miles)					
	FY 2009 YTD FY 2010 YTD Target YTD Change				
Bus	8,183	8,741	7,494	6.8%	
LRT	23,826	20,196	28,351	-15.2%	

Bus Mean Distance Between Service Calls has improved so far during FY 2010 and is better than target, while LRT continues to trend well below the goal. Several steps have been taken to attempt to correct those deficiencies that are the major contributors to this unfavorable performance:

- 1. The Operations staff is conducting a root cause analysis on service calls;
- 2. Maintenance is working with the sub-assembly manufacturers of both the doors and the propulsion systems (the two largest causes of system service calls) to baseline our inspection and repair procedures in order to ensure current practices are consistent with the manufacturers' recommended maintenance practices;
- 3. Newer designs of door and propulsion systems are being evaluated on the newest fleet of cars for consideration of future retrofits; and,
- 4. Internal Audit is conducting an independent review of the inspection procedures as compared to the OEM recommendations to ensure overall alignment of our current practices. The gaps identified by this review are being reconciled and addressed.



# **Accidents**



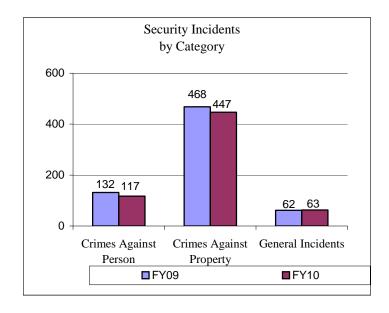
Accidents per 100k Miles					
	FY 2009 YTD	FY 2010 YTD	<u>Target</u>	YTD Change	
Agency	1.4	1.4	1.5	0.0%	
Bus	1.7	1.6	1.8	-8.4%	
LRT	0.2	0.1	0.2	2.1%	
TRE	0.2	0.3	0.3	48.0%	
Paratransit	1.2	0.5	2.0	-58.9%	

Year-to-date accidents per 100k miles remained unchanged from the previous year. The decrease in Bus and Paratransit accidents contributed to this number.



#### **Security Incidents**

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



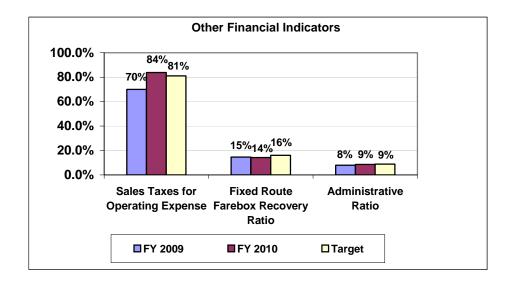
Security Incidents by Category				
FY 2009 YTD FY 2010 YTD YTD Change				
Crimes Against Person	132	117	-11.4%	
Crimes Against Property	468	447	-4.5%	
General Incidents	62	63	1.6%	
Total	662	627	-5.3%	

Security Incidents by Mode					
FY 2009 YTD FY 2010 YTD YTD Change					
Non-Rail	109	103	-5.5%		
Rail	424	409	-3.5%		
Buses / Bus Routes	129	115	-10.9%		
Total	662	627	-5.3%		

Total Security Incidents for DART facilities decreased by 5.3% compared to the same period last year. The highest security incidents are occurring around Rail facilities, averaging about 65 incidents per month. Crimes against persons showed the highest decrease (11.4%) compared to FY09. However, there was a slight decrease in incidents from FY 2009 to FY 2010 in all categories. There have been 2.2 Security Incidents per 100k Passengers year-to-date compared to 2.0 incidents in FY09.



#### **Other Financial Indicators**



Other Financial Indicators				
	FY 2009	FY 2010	<u>Target</u>	YTD Change
Sales Taxes for Operating Expense	69.9%	83.8%	81.1%	13.8%
Fixed Route Farebox Recovery Ratio	14.6%	14.2%	16.1%	-0.4%
Administrative Ratio	7.9%	8.6%	8.8%	0.7%

The sales tax for operating expense ratio is 83.8%, which is above the target of 81.1% and 13.8% higher than the same period last year. The increase is due to higher expenses (although expenses are still below budget) and lower than projected sales tax revenues.

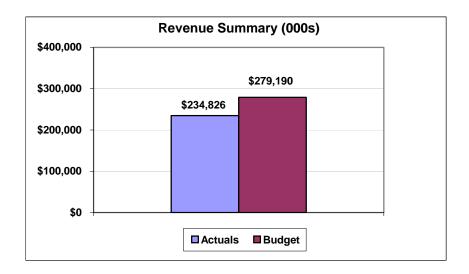
Year-to-date fixed-route farebox recovery ratio is 14.2%, which is below the target of 16.1% due to lower than projected ridership.

The administrative ratio is 8.6%, which is below the target of 8.8% mainly due to operating expenses being below budget.



#### **Financial Performance**

#### **Revenue Summary**



YTD Revenue Summary in Thousands				
<u>FY 2010</u> <u>FY 2010</u>				
	<u>Actuals</u>	<u>Budget</u>	<u>Variance</u>	<u>Change</u>
Sales Tax	\$186,789	\$192,334	(\$5,545)	-2.9%
Operating Revenues	30,124	33,028	(2,904)	-8.8%
Operating Grant Revenues	702	706	(4)	-0.6%
Non-Operating Revenues	4,355	4,922	(567)	-11.5%
Federal & Capital Grant Revenues	30,980	48,200	(17,220)	-35.7%
Total Revenues	\$252,950	\$279,190	(\$26,240)	-9.4%

Sales tax revenue is \$186.7 million, which is below the budgeted amount of \$192.3 million.

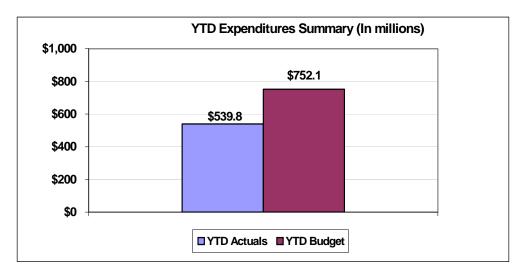
Operating revenues include passenger revenue, rental income, and advertising and other miscellaneous revenues. Fixed-route ridership is trending below target by 7.2%. This has a direct effect on passenger revenues. Average fare was budgeted at \$0.88; current actuals are trending at \$0.82. The budgeted amount for the same period last fiscal year was \$0.71, and the actual average fare was \$0.70. The difference in average fares is due to the September 2009 fare increase.

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



#### **Expenditures Summary**

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



Expenditures Summary ( In 000s)					
	YTD Actuals	YTD Budget	Variance (\$)	Variance (%)	
Total Operating Budget	\$203,750	\$210,707	(\$6,957)	-3.3%	
Total Capital	272,654	472,907	(\$200,253)	-42.3%	
Total Net Debt Service	63,386	68,441	(\$5,055)	-7.4%	
Total	\$539,790	\$752,055	(\$212,265)	-28.2%	

The Operating Budget is trending under budget by 3.3% (\$6.9 million) due to a delay in hiring positions related to the Green Line opening and other cost cutting measures.

Capital funds have not been spent at the rate that was anticipated. Most of the variances in capital spending are timing issues. Modal variance explanations can be found on page 18. The budget will still be spent, but the spending will occur later this year or in subsequent years. However, the entire capital budget is being reviewed for potential savings. Also, the Agency is undertaking a detailed analysis of capital project expenditure profiles and spending trends to improve the timing aspects of future capital budgeting.



# **Revenues and Operating Expenses**

# DALLAS AREA RAPID TRANSIT SECOND QUARTER, FY 2010 - REVENUES AND OPERATING EXPENSES ACTUALS VS. BUDGET (DOLLARS IN THOUSANDS)

	FY 2010 YTD	FY 2010 YTD	YTD Better	% Better (Worse)
Revenues	Actuals	Budget	(Worse)	Budget
Passenger Revenues (Fixed Route)	\$23,853	\$27,484	(\$3,631)	(13.2)%
Special Events Passenger Revenue	187	98	89	90.9%
Vanpool Passenger Revenues	297	407	(110)	(27.0)%
Paratransit Passenger Revenues	1,171	1,022	149	14.6%
Passenger Revenues	\$25,508	<u>\$29,010</u>	(\$3,502)	(12.1)%
Advertising and Other	\$4,616	\$4,018	\$645	16.2%
Grants/ILA Program Revenues	702	706	(51)	(6.8)%
Total Other Revenues	\$ <u>5,318</u>	\$ <u>4,724</u>	\$ <u>594</u>	<u>12.6</u> %
<b>Total Operating Revenues</b>	\$ <u>30,826</u>	\$33,734	( <u>\$2,908)</u>	( <u>8.6)</u> %
Sales Tax Revenues	\$186,789	\$192,334	(\$5,545)	(2.9)%
Other Non-Operating Revenues	4,355	4,922	(567)	(11.5)%
Total Revenues	\$221,970	\$230,990	(\$9,020)	(3.9)%
Operating Expenses:	YTD Actuals	YTD Budget	YTD (Better)/Worse	% Over / (Under) Budget
Operating Expenses:  Salaries & Wages	YTD Actuals \$93,340	YTD Budget \$96,853		` ′
			(Better)/Worse	Budget
Salaries & Wages	\$93,340	\$96,853	(Better)/Worse	<b>Budget</b> (3.8)%
Salaries & Wages Benefits	\$93,340 39,279	\$96,853 39,853	(3,513) (573)	Budget (3.8)% (1.5)%
Salaries & Wages  Benefits  Services	\$93,340 39,279 10,587	\$96,853 39,853 12,233	(3,513) (573) (1,646)	(3.8)% (1.5)% (15.6)%
Salaries & Wages  Benefits  Services  Materials & Supplies	\$93,340 39,279 10,587 26,081	\$96,853 39,853 12,233 25,498	(3,513) (573) (1,646) 583	(3.8)% (1.5)% (15.6)% 2.2%
Salaries & Wages  Benefits  Services  Materials & Supplies  Utilities	\$93,340 39,279 10,587 26,081 6,588	\$96,853 39,853 12,233 25,498 7,084	(3,513) (573) (1,646) 583 (497)	(3.8)% (1.5)% (15.6)% 2.2% (7.5)%
Salaries & Wages  Benefits  Services  Materials & Supplies  Utilities  Casualty and liability	\$93,340 39,279 10,587 26,081 6,588 1,520	\$96,853 39,853 12,233 25,498 7,084 1,879	(3,513) (573) (1,646) 583 (497) (359)	(3.8)% (1.5)% (15.6)% (2.2% (7.5)% (23.6)%
Salaries & Wages  Benefits  Services  Materials & Supplies  Utilities  Casualty and liability  Purchased Transportation	\$93,340 39,279 10,587 26,081 6,588 1,520 24,790	\$96,853 39,853 12,233 25,498 7,084 1,879 26,154	(3,513) (573) (1,646) 583 (497) (359) (1,364)	(3.8)% (1.5)% (15.6)% (2.2% (7.5)% (23.6)% (5.5)%
Salaries & Wages  Benefits  Services  Materials & Supplies  Utilities  Casualty and liability  Purchased Transportation  Taxes, Leases, and Other	\$93,340 39,279 10,587 26,081 6,588 1,520 24,790 2,156	\$96,853 39,853 12,233 25,498 7,084 1,879 26,154 2,761	(3,513) (573) (1,646) 583 (497) (359) (1,364) (605)	(3.8)% (1.5)% (15.6)% (2.2% (7.5)% (23.6)% (5.5)% (28.1)%
Salaries & Wages Benefits Services Materials & Supplies Utilities Casualty and liability Purchased Transportation Taxes, Leases, and Other Management & Fuel/Incentives	\$93,340 39,279 10,587 26,081 6,588 1,520 24,790 2,156 (591)	\$96,853 39,853 12,233 25,498 7,084 1,879 26,154 2,761 (1,607)	(3,513) (573) (1,646) 583 (497) (359) (1,364) (605) 1,016	(3.8)% (1.5)% (15.6)% (2.2% (7.5)% (23.6)% (5.5)% (28.1)% 0.0%



#### **Capital & Non-Operating Costs**

The exhibit shows the FY 2010 Quarter 2 expenditures and the FY 2010 Capital and Non-Operating Budget.

	Actuals vs. Budget Capital and Non-Operating Costs Through the Second Quarter, FY 2010 (in thousands)				
		FY10	Unspent	FY10	
	Mode	Actuals	Balance	Budget	
1	Agency-Wide	\$10,098	\$82,839	\$92,939	
2	Bus	3,458	13,051	16,509	
3	LRT	234,958	632,953	867,911	
4	Commuter Rail	8,759	54,623	63,383	
5	Paratransit	103	642	745	
6	HOV	0.0	32,952	32,950	
	Total Projects	\$257,376	\$817,061	\$1,074,436	
7	P&D/Startup/Non-Ops	\$14,432	\$29,547	\$43,979	
8	Road Improvements/ITS	847	21,255	22,102	
	Total Capital	\$272,654	\$867,863	\$1,140,517	

## Major Modal Variance Explanations:

- 1. Due to revised project cashflows, the Radio System Replacement project and the Police Headquarters project will spend significantly less than budgeted during FY 2010.
- 2. \$3.5 M budgeted for the start of the Elm & Commerce Bus Lane reconstruction will not be spent this year.
- 3. Invoicing and payments on the Design-Build contracts for Irving & Rowlett have come through slower than expected. In addition, various project line items (such as reserves and insurance) are spread over the life of the project, but the exact timing of these expenditures cannot be accurately predicted.
- 4. Invoicing on the Belt Line Grade Separation project and a delayed start to the Valley View − W. Irving project have contributed to the under run.
- 6. The majority of HOV modal cashflows are dependent on TxDOT's project schedules.

O&F

- 7. Start-up and Capital P&D costs are trending under in a deliberate attempt to save money.
- 8. Real Estate acquisition has proceeded more slowly than expected and project plans have been modified. As a result, less than \$2 million is expected to be spent from this lineitem this year.



# DALLAS AREA RAPID TRANSIT STATEMENTS OF REVENUES, EXPENSES AND CHANGES IN NET ASSETS FOR THE SIX MONTHS ENDED MARCH 31, 2010 AND 2009

	(In thous	ands)
	For the three me	onths ended
	3/31/2010	3/31/2009
OPERATING REVENUES:		
Passenger	\$25,508	\$24,052
Advertising, rent and other	5,798	5,386
Total Operating Revenues	<u>31,306</u>	<u>29,438</u>
OPERATING EXPENSES:		
Labor	94,053	88,069
Benefits	39,279	32,192
Services	12,951	11,844
Materials and Supplies	28,462	24,448
Purchased Transportation	24,790	23,374
Depreciation and amortization	67,275	59,377
Utilities	6,588	5,657
Taxes, Leases, and Other	2,182	2,302
Casualty and liability	1,520	1,838
TOTAL OPERATING EXPENSES	<u>277,100</u>	<u>249,101</u>
NET OPERATING LOSS	(245,794)	(219,663)
NON-OPERATING REVENUES (EXPENSES):		
Sales tax revenue	187,201	191,071
Investment Income	3,769	11,025
Interest Income from investments held to pay capital lease	11,745	10,076
Interest expense on capital leases	(11,745)	(10,076)
Street improvements for member cities	(245)	` , ,
Interest and financing expenses	(38,898)	(22,248)
Other non-operating revenues	15,710	6,168
Other non-operating expenses	(1,292)	(616)
TOTAL NET NON-OPERATING REVENUES	<u>166,245</u>	<u>185,400</u>
LOSS BEFORE CAPITAL CONTRIBUTIONS, GRANTS AND		
REIMBURSEMENTS	( <u>79,549</u> )	(34,263)
CAPITAL CONTRIBUTIONS, GRANTS AND REIMBURSEMENTS:		
Federal capital contributions	15,964	8,829
•	1,338	761
Local capital contributions		
Federal grants and reimbursements	822	731
TOTAL CAPITAL CONTRIBUTIONS, GRANTS AND REIMBURSEMENTS	<u>18,124</u>	10,321
CHANGE IN NET ASSETS	(61,425)	(23,942)
TOTAL NET ASSETS - Beginning of the year	2,418,464	2,225,832
TOTAL NET ASSETS - Beginning of the year		



# DALLAS AREA RAPID TRANSIT STATEMENTS OF NET ASSETS AS OF MARCH 31, 2010 AND SETPEMBER 30, 2009

	(In thou	sands)
	3/31/2010	9/30/2009
ASSETS		
CURRENT ASSETS		
Cash & Cash Equivalents	\$89,237	\$69,563
Investments	462,242	398,124
Current portion of restricted assets	52,957	58,027
Current portion of investment held to pay capital lease liability	20,806	36,616
Sales tax receivable	61,552	61,138
Transit Revenue Rec., Net	3,157	2,125
Due from Other Governments	12,160	14,288
Materials and supplies inventory	27,437	27,036
Prepaid transit expenses and other	<u>4,976</u>	3,160
TOTAL CURRENT ASSETS	734,524	670,077
NONCURRENT ASSETS		
Note Receivable	2,099	3,251
Investments Restricted for SEA	522,205	963,402
Restricted Investment held as a collateral for capital lease/leaseback liabilities	200	200
Investments in joint venture	21,373	16,768
Capital assets		
Land and rights of way	397,997	398,914
Depreciable capital assets, net of depreciation	1,765,402	1,779,489
Projects in progress	2,032,408	1,755,739
Long-term investments held to pay capital lease/lease back liabilities	290,482	299,543
Net pension asset	5,199	4,810
Net other post employment benefit asset	605	605
Unamortized debt issuance costs and other	20,416	21,016
TOTAL NONCURRENT ASSETS	5,058,386	5,243,737
TOTAL ASSETS	\$ <u>5,792,910</u>	\$ <u>5,913,814</u>



## DALLAS AREA RAPID TRANSIT

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

## AS OF MARCH 31, 2010 AND SETPEMBER 30, 2009

	(In thous	sands)
	3/31/2010	9/30/2009
LIABILITIES		
CURRENT LIABILITIES		
Accounts payable and accrued liabilities	\$123,093	\$161,100
Commercial paper notes payable	150,000	150,000
Current portion of Capital lease/leaseback liabilities	20,806	36,616
Current portion of amount due to the State Comptroller	824	824
Local Assistance Program Payable	14,368	14,824
Retainage Payable	60,887	57,351
Other Current Liabilities	27,061	10,546
Interest payable	46,496	42,963
Current portion of senior lien sales tax revenue bonds payable	18,790	17,935
TOTAL CURRENT LIABILITIES	462,325	492,159
NON-CURRENT LIABILITIES		
Paid absence liability	27,974	27,389
Repayment due to State Comptroller	13,107	13,519
Senior lien sales tax revenue bonds payable	2,641,983	2,662,740
Capital lease/leaseback liabilities	290,482	299,543
TOTAL NON-CURRENT LIABILITIES	2,973,546	3,003,191
TOTAL LIABILITIES	3,435,871	3,495,350
NET ASSETS		
Invested in capital assets, net of related debt	1,867,167	2,030,937
Restricted for		
Debt Service	6,461	15,065
Unrestricted	483,411	372,462
TOTAL NET ASSETS	\$ <u>2,357,039</u>	\$ <u>2,418,464</u>



#### **Glossary of Terms/Definitions**

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

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

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

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

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

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

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

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

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

Calculation = [Crimes Against Persons/Total Incidents]

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

Calculation = [Crimes Against Property/Total Incidents]

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

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

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

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

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



#### **Glossary of Terms/Definitions (Cont.)**

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

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

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

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

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

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

Passenger Trips - See Ridership.

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

Calculation = [Passenger Boardings / Revenue Miles]

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

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

Calculation = [(Operating Expenses - Operating Revenues - Interest Income) / Sales Tax Revenues]



#### **Glossary of Terms/Definitions (Cont.)**

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

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

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

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

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

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

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

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

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

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

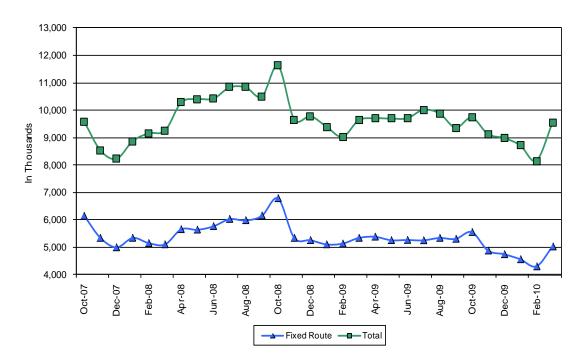
The productivity of DART services relative to the resources used to supply those services is reported by ratios that measure performance. Service Standards were adopted in 1995 and are updated annually to define the measures of performance and to establish benchmarks against which to measure individual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

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



#### **Total System Ridership**

#### System Total Ridership



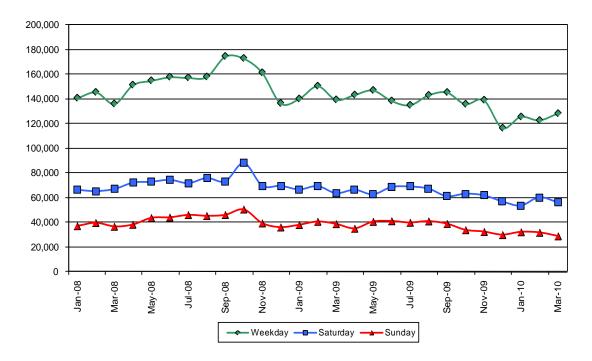
- Total fixed route ridership includes bus, light rail and commuter rail riders. Total system ridership includes fixed route, HOV, paratransit and vanpool services. Riders of both scheduled and special event services are reported.
- Total system ridership in the second quarter of FY 2010 was 26.4 million riders, a decrease of 5.9 percent from the second quarter of FY 2009.
- Fixed route ridership totaled 13.9 million passengers in the second quarter of FY 2010, a decrease of 10.8 percent from the second quarter of FY 2009. Decreases are the result of some service quality issues, higher unemployment, the general economic slowdown and the effects of the October 2009 fare increase.
- Trinity Railway Express ridership was 609,863 passengers in the second quarter, a decrease of 12.4 percent from last year. This decrease is the result of higher unemployment and the fare increase.
- Light rail ridership was 4.21 million riders in the second quarter. This 5.3 percent decrease is the result of service quality issues, very high unemployment and the fare increase. The decrease was mitigated by the ridership attracted to the new Green Line segment that opened in September 2009.
- Paratransit ridership increased to 191,728 trips in the second quarter of FY 2010, an increase of 3.9 percent over the FY 2009 levels.
- Total HOV usage in the second quarter of FY 2010 was 12.1 million persons, up 0.1 percent from the second quarter of FY 2009. Stabilized gasoline prices coupled with higher unemployment in the Service Area and the closure of some HOV segments for construction are limiting growth in HOV lane usage.

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#### **Bus System Ridership**

#### **Bus System Average Daily Ridership**



- Total bus ridership in the second quarter of FY 2010 was 9.09 million riders, a 13.1 percent decrease from the second quarter of FY 2009.
- Average weekday ridership in the second quarter was 125,476 riders, a 12.5 percent decrease from last year's average.
- Saturday bus system ridership averaged 56,751 daily riders, a decrease of 14.8 percent from
- Sunday bus system ridership averaged 31,128 daily riders, a decrease of 20.6 percent from last year.
- High unemployment rates, higher fares and a higher number of inclement weather days in the second quarter of 2010 were the contributing factors to these decreases in bus system ridership.
- The most heavily patronized routes in the second quarter, by route classification, were:

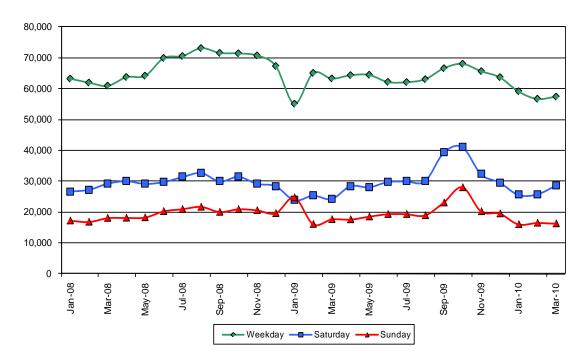
Route Type	Route	Weekday <u>Average</u>
Crosstown	466	4,697
Express	283	1,079
Rail Feeder	583	2,478
TC Feeder	301	1,223
Local	44	5,788
Shuttle	UTD	1,106
Flex	870	263

R



#### LRT Ridership

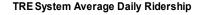
#### LRT System Average Daily Ridership

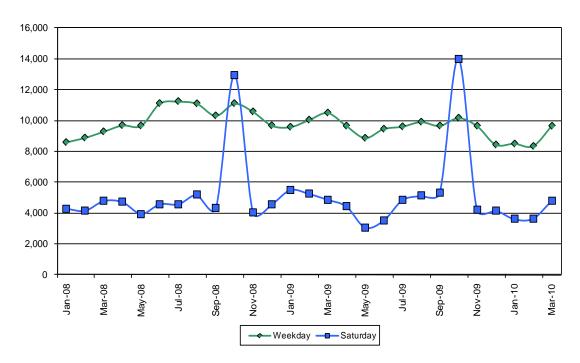


- LRT ridership in the second quarter totaled 4.21 million riders, a decrease of 5.3 percent from the second quarter of FY 2009.
- Weekday ridership in the second quarter averaged 57,711 passengers, a decrease of 5.6 percent from the second quarter of FY 2009.
- Saturday ridership in the second quarter averaged 26,661 passengers, an increase of 8.8 percent from the FY 2009 level.
- Sunday ridership in the second quarter averaged 16,281 passengers, a decrease of 16.6 percent from the FY 2009 level.
- Stabilized fuel prices, high levels of unemployment, the general economic downturn that is affecting travel in general and the fare increase impacted ridership in the second quarter. The Green Line continues to add ridership to the system, although at lower levels than during the first quarter of the year.
- Green Line ridership has kept overall light rail ridership at higher levels than would have been experienced without the line having opened. Blue and Red Line ridership has decreased at levels similar to the levels of bus system ridership decreases. In the second quarter of FY 2010, the Blue and Red Lines combined for an average of 54,387 daily riders, a decrease of 11.0 percent from their 61,112 average weekday riders in the second quarter of FY 2009.



#### Commuter Rail – Trinity Railway Express





- Trinity Railway Express ridership continued its decrease in the second quarter. The TRE served a total of 609,863 passengers, a decrease of 12.4 percent from the second quarter of FY 2009.
- Weekday ridership on the TRE averaged 8,819 daily riders (a 12.1 percent decrease from last year) in the second quarter.
- Saturday ridership in the second quarter averaged 4,018 daily riders, a decrease of 22.8 percent from the second quarter of FY 2009.
- During the second quarter, the TRE service continued to experience ridership decreases relative to FY 2009. These decreases were expected because of stable gasoline prices relative to last year and the significant increases in fares implemented in October 2009.
- Ridership is decreasing in greater proportion among one-zone riders in both Dallas Tarrant Counties. This decrease is reflective of the higher proportion of the fare increase for one-zone rides. It also reflects the relative competitiveness of the two-zone fares with the cost of making the longer trips by automobile at current gasoline price levels.
- Spring Break activities in March 2010 increased ridership from that being experienced during other weeks of the quarter. During the week of Spring Break, TRE ridership exceeded 12,000 daily riders on three occasions, including March 19 with 13,112 riders, the tenth highest daily total in TRE history.

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

Voor	Month	Bus	I DT Monthly	Commuter Rail	Fixed Route
Year	Month	Monthly	LRT Monthly	Monthly	Total
2008	March	3,376.0	1,516.0	219.0	5,111.0
	April	3,772.0	1,594.0	232.0	5,598.0
	May	3,836.0	1,584.0	223.0	5,643.0
	June	3,833.0	1,688.0	252.0	5,773.0
	July	3,977.0	1,781.0	265.0	6,023.0
	August	3,924.0	1,807.0	259.0	5,990.0
	September	4,191.0	1,722.0	235.0	6,148.0
2009	October	4,533.0	1,851.0	327.0	6,711.0
	November	3,559.0	1,571.0	214.0	5,344.0
	December	3,395.0	1,653.0	216.0	5,264.0
	January	3,466.0	1,400.0	224.0	5,090.0
	February	3,451.0	1,466.0	222.0	5,139.0
	March	3,515.0	1,577.0	250.0	5,342.0
	April	3,560.0	1,599.0	230.0	5,389.0
	May	3,498.0	1,540.0	193.0	5,231.0
	June	3,486.0	1,563.0	222.0	5,271.0
	July	3,445.0	1,582.0	231.0	5,258.0
	August	3,546.0	1,568.0	234.0	5,348.0
	September	3,493.0	1,594.0	227.0	5,314.0
2010	October	3,441.0	1,814.0	305.0	5,560.0
	November	3,149.0	1,530.0	204.0	4,883.0
	December	2,940.0	1,617.0	194.0	4,751.0
	January	2,973.0	1,406.0	188.0	4,567.0
	February	2,822.0	1,303.0	181.0	4,306.0
	March	3,291.0	1,499.0	241.0	5,031.0

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All figures are in thousands (000) of riders.



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

Year	Month	Bus Weekday	LRT Weekday	Commuter Rail Weekday	Fixed Route Total
2008	March	136.0	60.9	9.3	206.2
	April	151.4	63.7	9.7	224.8
	May	154.9	64.1	9.7	228.7
	June	157.8	69.9	11.1	238.8
	July	157.2	70.5	11.2	238.9
	August	158.0	73.1	11.1	242.2
	September	174.6	71.5	10.3	256.4
2009	October	173.0	71.4	11.1	255.5
	November	161.3	70.7	10.6	242.6
	December	136.5	67.3	9.7	213.5
	January	140.1	55.1	9.6	204.8
	February	150.5	65.0	10.0	225.5
	March	139.4	63.2	10.5	213.1
	April	143.3	64.3	9.6	217.2
	May	147.0	64.4	8.9	220.3
	June	138.5	62.1	9.4	210.0
	July	135.0	62.1	9.6	206.7
	August	143.0	63.0	9.9	215.9
	September	145.4	64.6	9.7	219.7
2010	October	135.9	68.0	10.2	214.1
	November	139.1	65.6	9.6	214.3
	December	116.4	63.6	8.4	188.4
	January	125.5	59.1	8.5	193.1
	February	122.7	56.7	8.3	187.7
	March	128.2	57.4	9.6	195.2
All figures	are in thousands	(000) of ridors			

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All figures are in thousands (000) of riders



## **Dallas Area Rapid Transit**

## **Estimated Passenger Boardings By Member City**

For the Second Quarter Fiscal Year 2010, Period Ending March 31, 2010
In Thousands

	Qtr 2	Qtr 2	<b>%%% (2)</b>
Description	2010	2009	Change
Bus Ridership (1)			
Addison	96.4	103.1	-6.5%
Carroliton	163.4	188.0	-13.1%
Farmers Branch	48.4	52.8	-8.3%
Garland	532.1	605.8	-12.2%
Glenn Heights	66.7	71.2	-6.3%
Irving	503.2	562.2	-10.5%
Plano	219.4	231.3	-5.1%
Richardson	246.3	273.5	-9.9%
Rowlett	20.9	24.1	-13.3%
Suburban Total	1,896.8	2,111.9	-10.2%
Dallas Total (3)	7,189.3	8,320.7	-13.6%
Bus Total	9,086.1	10,432.6	-12.9%
Light Rail	4,207.8	4,442.8	-5.3%
Commuter Rail	609.9	696.4	-12.4%
Total Passenger Boardings	13,903.7	15,571.9	-10.7%

YTD	YTD	%%%
2010	2009	Change
20.0		Gilaligo
190	209	-9.1%
329	393	-16.4%
97	111	-11.9%
1,078	1,273	-15.3%
130	144	-9.7%
1,037	1,214	-14.6%
445	475	-6.2%
500	576	-13.1%
41	47	-11.6%
3,848	4,441	-13.4%
14,767	17,479	-15.5%
18,616	21,920	-15.1%
9,168	9,518	-3.7%
1,313	1,454	-9.7%
29,097	32,892	-11.5%

	Qtr 2	Qtr 2	Inc
Type of Day	2010	2009	(Dec)
Weekdays	63	63	0
Saturdays/Holiday	13	13	0
Sundays/Holiday	14	14	0
Total	90	90	0

YTD	YTD	Inc		
2010	2009	(Dec)		
126	125	1		
27	28	-1		
29	29	0		
182	182	0		

<sup>(1)</sup> 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.



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

<sup>(3)</sup> Includes University Park, Highland Park, and Cockrell Hill.

### **Service Standards Monitoring Report**

#### **Purpose and Approach**

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

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

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

#### **Second Quarter Report**

#### **Crosstown Routes**

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



#### **Express Routes**

- Eight of DART's ten Express routes had an RPI value of 0.6 or greater.
- Routes 205 (Addison), 206 (Glenn Heights) and 278 (Dallas) had the highest RPI values among Express routes with RPIs of 1.0, 0.9, and 0.8 respectively.
- Two routes had an RPI value of less than 0.6.
- Route 234 (Dallas/Irving) performed at a 0.5 level and route 247 (Farmers Branch) performed at the 0.4 level. Route 247 is proposed for replacement by Green Line service.
- Ridership decreases were experienced on many Express routes as the result of lower gasoline prices. Continuing decreases in ridership levels are beginning to affect the performance of these routes, indicating a potential need for service level adjustments should ridership not rebound in the near future.

### **Rail Feeder Routes**

- Four of the 28 Rail Feeder routes performed at the 1.0 level or better. A total of 19 Rail Feeder routes performed at or above the 0.6 target.
- The top performing Rail Feeder route was route 702 (NorthPark Shuttle) with an RPI value of 2.9.
- Route 583 (Lovers Lane/LBJ/Skillman/Richland College) was second with an RPI of 1.7.
- Routes 506 (Park Lane and Walnut Hill stations) and 553 (Ledbetter Sta. /Cedar Valley College) were third and fourth with RPI values of 1.2 and 1.1 respectively.
- Three routes, 522 (Dallas), 548 (Dallas) and 554 (Dallas) had an RPI value of 0.9.
- Five routes recorded an RPI value of 0.5 during the second quarter, including routes 513, 538, 542, 550 and 568.
- Routes 507 (Irving), 539 (Dallas/University Park), 560 (Dallas, Garland) and 567 (Dallas) performed at the 0.4 level. Route 566 (Garland) posted a 0.3 RPI. Corrective action is being analyzed for these routes.

#### **Transit Center Feeder Routes**

- Six Transit Center Feeder routes fell below the 0.6 RPI level. These routes include 305 (Irving), 306 (Irving), 307 (Irving), 310 (Irving), 344 (Addison, Carrollton) and 347 (Addison, Dallas, Plano) with RPIs of 0.5.
- Route 347 was restructured and began to provide weekday service in addition to Saturday service in February 2009. It is in its development period.
- Seventeen of the 23 Transit Center Feeder routes achieved RPI values of 0.6 or greater. Three of those routes had RPI values of 1.0 or greater.
- Routes 301 (Irving), 341 (Addison, Dallas), and 378 (Garland) were the top performing Transit Center Feeder routes with RPI values of 1.1 or greater.
- Routes 333 and 344 are among those routes proposed for modification when the Green Line extensions open. It is anticipated the many Irving routes will be modified as the Orange Line opens in 2011 and 2012.



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#### **Local Routes**

- Twenty-six of the 34 Local routes posted RPI values of 0.6 or greater in the second quarter of FY 2010.
- Route 44 (Dallas) was both the best performing Local route with a 1.3 RPI as well as the most heavily patronized route.
- Route 26 (Dallas) placed second with an RPI value of 1.2.
- One route, 110 (Dallas), had an RPI value of 1.0, three routes had RPI values of 0.9, four routes posted an RPI value of 0.8 and another eleven routes had 0.7 RPIs.
- Routes 21, 35, 51, 111, 185 (RPI values of 0.5), 60 (RPI of 0.4) and 8 and 184 (RPI value of 0.3) were the poorest performers. Route 184 continues to perform well below the standard as its ridership has decreased compared to last year.

#### **Site-specific Shuttles**

- Four of eight Site-specific Shuttles performed at or above the 0.6 level.
- The UT Dallas (RPI 4.5) and SMU (RPI 1.3), shuttles were the top performers.
- The Medical City shuttle performed at the 0.5 level.
- The Palisades E-shuttle (from Galatyn Park station) performed at the 0.3 level but is expected to improve as its ridership grows because of new office and residential development around the Galatyn Park station. The TI Spring Creek shuttle also performed at the 0.3 level.

## **DART-on-Call**

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

### **FLEX Routes**

- Four of the six FLEX routes exceeded the 0.6 Service Performance Index level.
- The Garland/Rowlett route was the best performing route with an SPI of 1.1.
- The East Plano route performed at the 0.9 level.
- The South Irving Flex and Lake June routes were the poorest performers with SPIs of 0.5 and 0.4 respectively. The Lake June route will be modified when the Green Line opens to the Buckner station.



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## **Evaluation of Routes Ranked by Performance Metrics**

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

Cro	sstown	<b>Express</b>		Rail	<u>Feeders</u>	<u>T C </u>	<b>Feeders</b>	<u>Local</u>	
<u>RPI</u>	Ranking	<u>RPI</u>	Ranking	<u>RPI</u>	Ranking	<u>RPI</u>	Ranking	<u>RPI</u>	Ranking
404	404	234	234	513	507	305	305	8	8
410	410	247	247	538	513	307	306	21	21
444	444			539	539	310	307	35	35
452	452			542	542	333	310	42	42
	475			550	560	344	333	60	60
				560	566	347	347	111	184
				566	567			155	185
				567				184	
				568				185	

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

	LINE	Avg Weekday Pass 2Q10	Avg Weekday Pass 2Q09	% Change	Sub/ Pass	Index	Pass/ Trip	Index	Pass/ Rev Hour	Index	1Q10 Route Performance Index	2Q10 Route Performance Index	RPI Point Change
					\$3.50		34.00		24.0				
C	466	4,697	5,812	-19.2%	\$3.66	1.0	51.0	1.5	25.0	1.0	1.2	1.2	0.0
C	488	1,716	1,869	-8.2%	\$3.50	1.0	30.5	0.9	26.0	1.1	1.0	1.0	0.0
C	409	2,280	2,693	-15.3%	\$3.54	1.0	25.6	0.8	21.8	0.9	1.0	0.9	-0.1
C	463	1,635	1,859	-12.1%	\$3.76	0.9	26.6	0.8	25.0	1.0	0.9	0.9	0.0
C	486	2,329	2,606	-10.6%	\$4.11	0.9	34.1	1.0	22.2	0.9	1.0	0.9	-0.1
C	428	2,603	2,932	-11.2%	\$5.11	0.7	27.7	0.8	19.6	0.8	0.8	0.8	0.0
C	400	1,878	2,164	-13.2%	\$6.71	0.5	31.2	0.9	16.3	0.7	0.7	0.7	0.0
C	405	1,748	2,025	-13.7%	\$5.17	0.7	23.6	0.7	16.9	0.7	0.7	0.7	0.0
C	408	1,593	1,702	-6.4%	\$5.51	0.6	23.6	0.7	16.6	0.7	0.7	0.7	0.0
C	451	1,047	1,736	-39.7%	\$4.97	0.7	14.3	0.4	20.4	0.9	0.7	0.7	0.0
C	453	1,972	2,310	-14.6%	\$5.01	0.7	23.5	0.7	18.2	0.8	0.7	0.7	0.0
C	415	992	1,212	-18.2%	\$5.70	0.6	18.8	0.6	17.0	0.7	0.6	0.6	0.0
C	445	945	1,011	-6.6%	\$4.64	0.8	11.9	0.3	18.0	0.8	0.6	0.6	0.0
C	475	1,270	1,394	-8.8%	\$7.46	0.5	19.8	0.6	14.4	0.6	0.6	0.6	0.0
C	404	633	599	5.6%	\$5.67	0.6	12.9	0.4	14.1	0.6	0.5	0.5	0.0
C	410	842	991	-15.1%	\$7.10	0.5	14.8	0.4	15.3	0.6	0.5	0.5	0.0
C	444	900	986	-8.7%	\$6.23	0.6	13.5	0.4	14.3	0.6	0.5	0.5	0.0
C	452	799	814	-1.8%	\$9.89	0.4	14.2	0.4	11.2	0.5	0.4	0.4	0.0

## **Express Routes**

Express

		Avg Weekday Pass	Avg Weekday Pass	%	Sub/		Pass/		Pass/		1Q10 Route Performance	2Q10 Route Performance	RPI Point
	LINE	2Q10	2Q09	Change	Pass	Index	Trip	Index	Hour	Index	Index	Index	Change
					\$5.50		18.00		31.0				
Е	205	669	752	-11.1%	\$6.97	0.8	23.1	1.3	32.8	1.1	1.0	1.0	0.0
E E	206 278	1,009 611	1,088 707	-7.3% -13.6%	\$7.03 \$5.88	0.8 0.9	16.8 12.0	0.9 0.7	26.1 26.7	0.8 0.9	0.8 0.8	0.9 0.8	0.1
E	202	795	880	-9.7%	\$6.20	0.9	10.2	0.6	19.5	0.6	0.7	0.7	0.0
E	207	175	236	-25.8%	\$10.87	0.5	13.5	0.7	23.1	0.7	0.6	0.7	0.1
E	283	1,079	1,207	-10.6%	\$7.64	0.7	13.2	0.7	21.0	0.7	0.7	0.7	0.0
E	204	1,069	1,109	-3.5%	\$10.22	0.5	12.4	0.7	16.7	0.5	0.6	0.6	0.0
E	210	594	602	-1.4%	\$10.86	0.5	12.9	0.7	15.6	0.5	0.5	0.6	0.1
E	234	78	98	-20.6%	\$14.55	0.4	13.0	0.7	16.0	0.5	0.6	0.5	-0.1
Е	247	54	61	-11.8%	\$16.82	0.3	6.7	0.4	11.2	0.4	0.3	0.4	0.1



## **Rail Feeder Routes**

## Rail Station Feeder

		Avg Weekday Pass	Avg Weekday Pass	%	Sub/		Pass/		Pass/ Rev		1Q10 Route Performance	2Q10 Route Performance	RPI Point
	LINE	2Q10	2Q09	Change	Pass	Index	Trip	Index	Hour	Index	Index	Index	Change
		-			\$4.00		13.00		22.0				
F1	702	777	684	13.5%	\$0.76	5.2	9.7	0.7	57.0	2.6	3.3	2.9	-0.4
F1	583	2,478	2,893	-14.3%	\$2.57	1.6	26.6	2.0	30.8	1.4	1.8	1.7	-0.1
F1	506	1,268	1,505	-15.7%	\$2.82	1.4	12.5	1.0	25.6	1.2	1.2	1.2	0.0
F1	553	623	796	-21.8%	\$3.97	1.0	14.4	1.1	24.3	1.1	1.2	1.1	-0.1
F1	522	889	803	10.8%	\$4.35	0.9	10.7	0.8	19.4	0.9	0.9	0.9	0.0
F1	548	1,020	1,116	-8.6%	\$5.38	0.7	12.7	1.0	21.3	1.0	0.9	0.9	0.0
F1	554	1,138	1,427	-20.2%	\$3.95	1.0	9.5	0.7	20.8	0.9	0.9	0.9	0.0
F1	502	1,028	1,076	-4.4%	\$4.95	0.8	10.7	0.8	17.1	0.8	0.8	0.8	0.0
F1	519	803	900	-10.7%	\$6.31	0.6	13.9	1.1	14.8	0.7	0.8	0.8	0.0
F1	571	737	633	16.4%	\$6.11	0.7	12.7	1.0	18.2	0.8	0.8	0.8	0.0
F1	541	705	1,034	-31.9%	\$5.61	0.7	10.5	0.8	15.5	0.7	0.8	0.7	-0.1
F1	549	758	727	4.2%	\$7.24	0.6	12.7	1.0	13.8	0.6	0.8	0.7	-0.1
F1	582	805	989	-18.6%	\$5.80	0.7	10.5	0.8	16.2	0.7	0.8	0.7	-0.1
F1	510	694	866	-19.9%	\$6.51	0.6	8.4	0.6	14.3	0.7	0.6	0.6	0.0
F1	515	749	921	-18.7%	\$6.92	0.6	8.8	0.7	13.6	0.6	0.6	0.6	0.0
F1	547	509	569	-10.5%	\$5.89	0.7	7.4	0.6	13.1	0.6	0.6	0.6	0.0
F1	551	320	351	-8.9%	\$8.06	0.5	7.0	0.5	13.8	0.6	0.5	0.6	0.1
F1	574	340	399	-14.7%	\$8.97	0.4	7.4	0.6	15.5	0.7	0.6	0.6	0.0
F1	513	234	266	-12.0%	\$8.13	0.5	4.8	0.4	12.8	0.6	0.5	0.5	0.0
F1	538	814	981	-17.1%	\$6.47	0.6	4.7	0.4	14.3	0.7	0.6	0.5	-0.1
F1	542	314	512	-38.6%	\$7.75	0.5	5.2	0.4	12.1	0.6	0.5	0.5	0.0
F1	550	481	595	-19.1%	\$7.18	0.6	6.4	0.5	13.1	0.6	0.5	0.5	0.0
F1	568	781	867	-9.9%	\$7.88	0.5	7.4	0.6	12.5	0.6	0.6	0.5	-0.1
F1	507	165	213	-22.5%	\$9.55	0.4	4.4	0.3	10.6	0.5	0.4	0.4	0.0
F1	539	291	347	-16.3%	\$10.59	0.4	6.1	0.5	9.8	0.4	0.5	0.4	-0.1
F1	560	366	397	-7.9%	\$12.03	0.3	6.4	0.5	8.9	0.4	0.4	0.4	0.0
F1	567	191	313	-38.9%	\$8.70	0.5	3.0	0.2	10.4	0.5	0.4	0.4	0.0
F1	566	177	232	-23.6%	\$10.83	0.4	3.7	0.3	8.5	0.4	0.3	0.3	0.0



## **Transit Center Feeder Routes**

## Transit Center Feeder

		Avg	Avg								1Q10	2Q10	
		Weekday	Weekday						Pass/		Route	Route	RPI
		Pass	Pass	%	Sub/		Pass/		Rev		Performance	Performance	Point
_	LINE	2Q10	2Q09	Change	Pass	Index	Trip	Index	Hour	Index	Index	Index	Change
					\$5.00		13.00		18.0				
F2	301	1,223	1,360	-10.1%	\$5.92	0.8	22.6	1.7	16.7	0.9	1.2	1.2	0.0
F2	341	789	876	-10.0%	\$3.45	1.4	12.4	1.0	21.7	1.2	1.1	1.2	0.1
F2	378	938	1,032	-9.2%	\$4.85	1.0	13.0	1.0	22.8	1.3	1.1	1.1	0.0
F2	361	531	573	-7.4%	\$5.48	0.9	9.6	0.7	19.2	1.1	0.9	0.9	0.0
F2	374	654	740	-11.7%	\$5.95	0.8	12.2	0.9	15.3	0.9	0.9	0.9	0.0
F2	350	728	916	-20.6%	\$8.00	0.6	13.5	1.0	14.3	0.8	0.9	0.8	-0.1
F2	360	824	987	-16.5%	\$7.06	0.7	9.8	0.8	15.0	0.8	0.8	0.8	0.0
F2	377	385	528	-27.2%	\$6.09	0.8	8.5	0.7	17.1	0.9	0.8	0.8	0.0
F2	303	355	365	-2.8%	\$6.75	0.7	7.4	0.6	14.3	0.8	0.7	0.7	0.0
F2	331	444	552	-19.5%	\$7.87	0.6	9.2	0.7	14.6	0.8	0.7	0.7	0.0
F2	362	528	543	-2.7%	\$8.85	0.6	9.4	0.7	12.2	0.7	0.7	0.7	0.0
F2	380	383	437	-12.4%	\$6.85	0.7	7.7	0.6	15.3	0.9	0.7	0.7	0.0
F2	385	588	705	-16.6%	\$7.90	0.6	9.4	0.7	12.9	0.7	0.7	0.7	0.0
F2	302	390	352	10.9%	\$9.10	0.5	7.8	0.6	13.9	0.8	0.7	0.6	-0.1
F2	308	389	376	3.7%	\$8.16	0.6	7.3	0.6	13.0	0.7	0.7	0.6	-0.1
F2	333	350	522	-33.1%	\$8.67	0.6	7.1	0.5	9.5	0.5	0.5	0.6	0.1
F2	372	513	710	-27.8%	\$8.95	0.6	9.4	0.7	11.8	0.7	0.7	0.6	-0.1
F2	305	258	300	-14.0%	\$11.35	0.4	5.7	0.4	9.4	0.5	0.4	0.5	0.1
F2	306	268	285	-5.9%	\$8.01	0.6	5.8	0.4	10.3	0.6	0.5	0.5	0.0
F2	307	382	411	-7.0%	\$12.55	0.4	8.3	0.6	8.6	0.5	0.5	0.5	0.0
F3	310	473	579	-18.3%	\$14.39	0.3	8.8	0.7	8.3	0.5	0.6	0.5	-0.1
F2	344	218	480	-54.6%	\$15.32	0.3	7.0	0.7	9.7	0.5	0.5	0.5	0.0
F2	347	385	137	181.2%	\$11.27	0.3	7.0	0.5	9.9	0.5	0.5	0.5	0.0
12	347	303	137	101.2/0	ψ11.2/	0.4	/.1	0.5	).)	0.5	0.5	0.5	0.0



## **Local Routes**

## Local

		Avg	Avg								1Q10	2Q10	
		Weekday	Weekday						Pass/		Route	Route	RPI
		Pass	Pass	%	Sub/		Pass/		Rev		Performance	Performance	Point
	LINE	2Q10	2Q09	Change	Pass	Index	Trip	Index	Hour	Index	Index	Index	Change
					\$3.25		24.50		23.5				
L	44	5,788	6,976	-17.0%	\$3.03	1.1	40.1	1.6	26.7	1.1	1.3	1.3	0.0
L	26	3,846	4,417	-12.9%	\$2.63	1.2	28.0	1.1	28.6	1.2	1.2	1.2	0.0
L	110	1,548	1,637	-5.4%	\$3.51	0.9	21.2	0.9	26.9	1.1	1.0	1.0	0.0
L	19	2,886	3,164	-8.8%	\$3.53	0.9	20.8	0.8	22.8	1.0	0.9	0.9	0.0
L	76	1,755	1,824	-3.8%	\$4.11	0.8	26.5	1.1	20.2	0.9	0.9	0.9	0.0
L	165	3,469	4,016	-13.6%	\$3.83	0.8	18.7	0.8	28.6	1.2	1.0	0.9	-0.1
L	2	1,331	1,638	-18.8%	\$3.51	0.9	16.4	0.7	22.1	0.9	0.9	0.8	-0.1
L	24	1,524	1,817	-16.1%	\$3.20	1.0	13.0	0.5	23.1	1.0	0.9	0.8	-0.1
L	29	1,451	1,485	-2.3%	\$3.68	0.9	16.5	0.7	20.5	0.9	0.8	0.8	0.0
L	164	2,937	3,325	-11.7%	\$4.42	0.7	20.1	0.8	23.0	1.0	0.9	0.8	-0.1
L	1	2,094	2,347	-10.8%	\$4.48	0.7	17.2	0.7	18.6	0.8	0.7	0.7	0.0
L	11	1,014	1,374	-26.2%	\$4.66	0.7	12.8	0.5	18.3	0.8	0.7	0.7	0.0
L	36	1,566	1,694	-7.6%	\$5.55	0.6	21.7	0.9	17.2	0.7	0.8	0.7	-0.1
L	39	926	1,059	-12.5%	\$4.44	0.7	11.9	0.5	17.4	0.7	0.7	0.7	0.0
L	49	1,209	1,271	-4.9%	\$4.52	0.7	13.7	0.6	22.0	0.9	0.8	0.7	-0.1
L	50	1,793	1,856	-3.4%	\$5.37	0.6	18.5	0.8	17.6	0.7	0.7	0.7	0.0
L	52	948	1,049	-9.6%	\$4.16	0.8	10.7	0.4	18.5	0.8	0.7	0.7	0.0
L	59	1,027	1,024	0.3%	\$5.36	0.6	16.3	0.7	17.4	0.7	0.7	0.7	0.0
L	63	936	881	6.2%	\$4.98	0.7	13.6	0.6	20.6	0.9	0.7	0.7	0.0
L	161	1,925	2,200	-12.5%	\$5.61	0.6	13.4	0.5	19.4	0.8	0.7	0.7	0.0
L	183	1,132	1,231	-8.0%	\$4.67	0.7	13.0	0.5	18.8	0.8	0.7	0.7	0.0
L	12	801	1,115	-28.2%	\$5.33	0.6	9.9	0.4	15.1	0.6	0.6	0.6	0.0
L	31	1,224	1,327	-7.7%	\$6.79	0.5	19.0	0.8	14.9	0.6	0.7	0.6	-0.1
L	37	1,646	1,791	-8.1%	\$6.87	0.5	13.6	0.6	15.0	0.6	0.6	0.6	0.0
L	42	1,538	1,766	-12.9%	\$7.29	0.4	18.1	0.7	14.1	0.6	0.6	0.6	0.0
L	155	227	220	3.2%	\$7.00	0.5	10.3	0.4	20.1	0.9	0.7	0.6	-0.1
L	21	1,223	1,351	-9.5%	\$7.87	0.4	15.7	0.6	11.8	0.5	0.5	0.5	0.0
L	35	750	1,156	-35.2%	\$7.55	0.4	11.8	0.5	12.0	0.5	0.5	0.5	0.0
L	51	951	1,071	-11.2%	\$6.83	0.5	12.1	0.5	13.7	0.6	0.6	0.5	-0.1
L	111	774	733	5.5%	\$5.73	0.6	9.2	0.4	14.5	0.6	0.5	0.5	0.0
L	185	1,029	1,179	-12.8%	\$7.73	0.4	12.1	0.5	14.2	0.6	0.5	0.5	0.0
L	60	869	1,078	-19.4%	\$9.19	0.4	11.3	0.5	11.6	0.5	0.5	0.4	-0.1
L	8	141	198	-28.6%	\$8.12	0.4	2.6	0.1	8.6	0.4	0.3	0.3	0.0
L	184	86	98	-11.6%	\$22.47	0.1	8.6	0.4	9.6	0.4	0.3	0.3	0.0



## **Site-Specific Shuttles**

## Site-Specific Shuttles

#### **Dallas Area Rapid Transit** Service Standards Monitoring Report Second Quarter FY 2010

	LINE	Avg Weekday Pass 2Q10	Avg Weekday Pass 2Q09	% Change	Sub/ Pass	Index	Pass/ Trip	Index	Pass/ Rev Hour	Index	1Q10 Route Performance Index	2Q10 Route Performance Index	RPI Point Change
					\$0.90		7.50		21.0				
SS	UTD	1,106	1,096	0.9%	\$0.09	9.6	17.2	2.3	34.7	1.7	4.6	4.5	-0.1
SS	SMU	931	863	7.9%	\$1.27	0.7	11.6	1.6	34.8	1.7	1.4	1.3	-0.1
SS	DFW	398	467	-14.8%	\$1.68	0.5	5.1	0.7	10.2	0.5	0.6	0.6	0.0
SS	TI	673	740	-9.0%	\$1.44	0.6	4.4	0.6	13.5	0.6	0.6	0.6	
SS	MCE	110	128	-13.8%	\$1.00	0.9	1.3	0.2	9.8	0.5	0.6	0.5	-0.1
SS	UTSW	223	0	All	\$1.68	0.5	2.5	0.3	9.2	0.4	0.5	0.4	-0.1
SS	PE	62	70	-11.9%	\$3.84	0.2	1.5	0.2	8.8	0.4	0.4	0.3	-0.1
SS	TIS	64	135	-52.4%	\$1.71	0.5	1.3	0.2	5.3	0.3	0.4	0.3	-0.1

## **DART-on-Call**

## DART-on-Call

	Avg	Avg						1Q10	2Q10	
	Weekday	Weekday				Pass/		Service	Service	SPI
	Pass	Pass	%	Sub/		Rev		Performance	Performance	Point
LINE	2Q10	2Q09	Change	Pass	Index	Hour	Index	Index	Index	Change
				\$8.40		6.50				
D NCPoC	154	152	1.4%	\$5.47	1.5	7.01	1.1	1.3	1.3	0.0
D GH	50	53	-6.5%	\$8.85	0.9	6.45	1.0	1.0	1.0	0.0
D RoC	71	69	3.7%	\$9.34	0.9	4.76	0.7	0.8	0.8	0.0
D FBoC	69	46	48.5%	\$10.19	0.8	4.31	0.7	0.8	0.7	-0.1
D Rich	49	63	-23.0%	\$11.82	0.7	4.25	0.7	0.7	0.7	0.0
D LHoC	50	40	25.0%	\$14.06	0.6	3.33	0.5	0.5	0.6	0.1
D LoC	45	44	0.6%	\$15.44	0.5	3.07	0.5	0.5	0.5	0.0
D NDoC	40	42	-2.7%	\$16.22	0.5	3.00	0.5	0.5	0.5	0.0

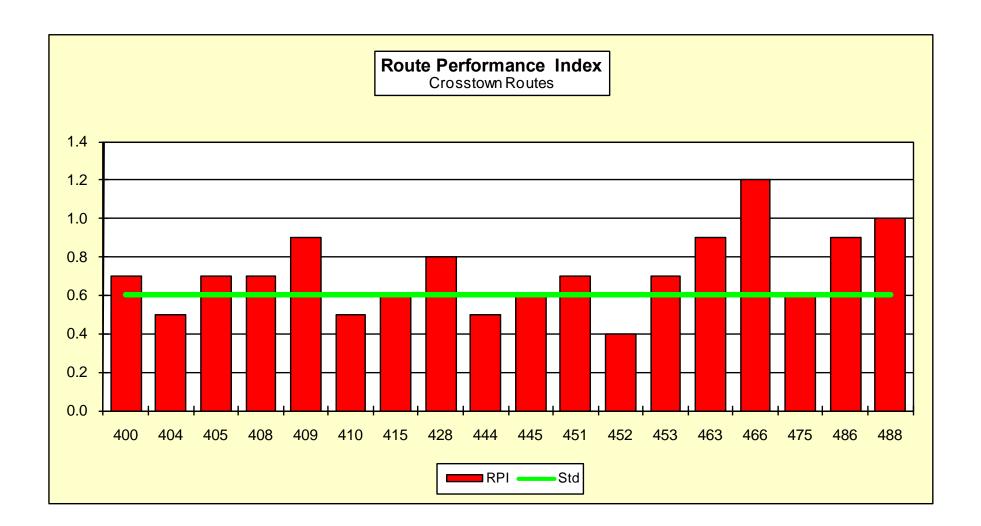


## **FLEX Routes**

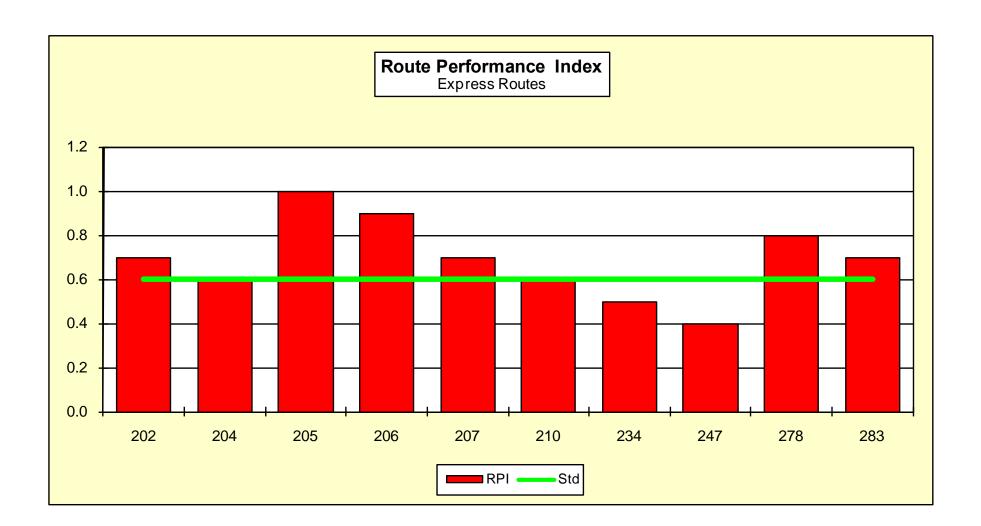
## Flex Routes

	LINE	Avg Weekday Pass 2Q10	Avg Weekday Pass 2Q09	% Change	Sub/ Pass	Index	Pass/ Rev Hour	Index	1Q10 Service Performance Index	2Q10 Service Performance Index	SPI Point Change
					\$4.00		10.50				
Fl	887	170	0	All	\$3.64	1.1	11.58	1.1	1.1	1.1	0.0
Fl	870	263	0	All	\$4.01	1.0	9.03	0.9	1.0	0.9	-0.1
Fl	843	76	0	All	\$5.74	0.7	10.39	1.0	0.8	0.8	0.0
Fl	841	111	91	22.2%	\$5.83	0.7	7.81	0.7	0.8	0.7	-0.1
Fl	840	129	132	-2.0%	\$7.08	0.6	5.36	0.5	0.5	0.5	0.0
Fl	842	81	0	All	\$9.30	0.4	4.54	0.4	0.5	0.4	-0.1

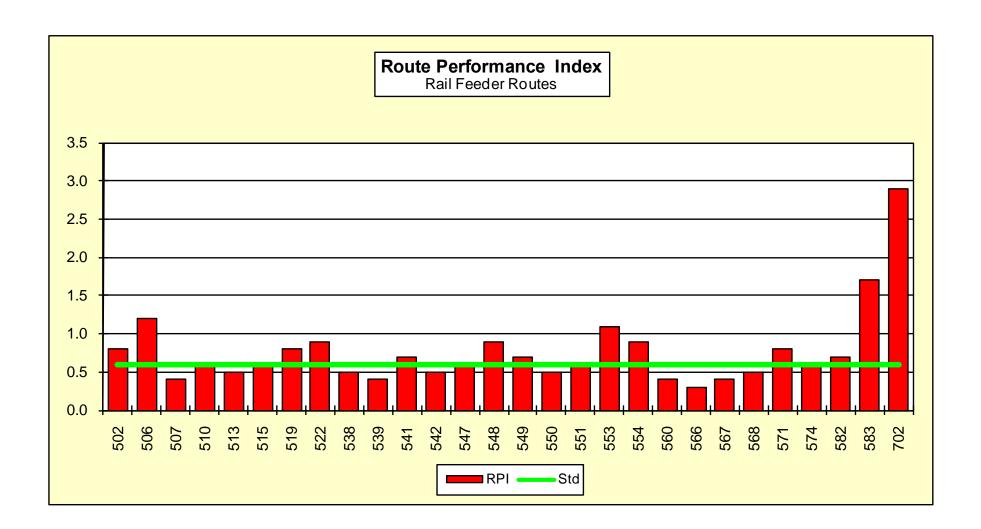




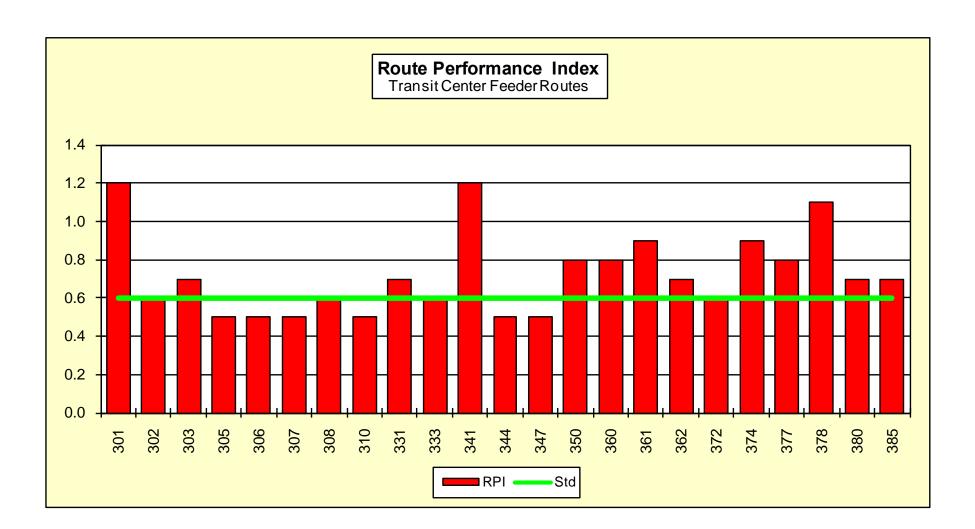




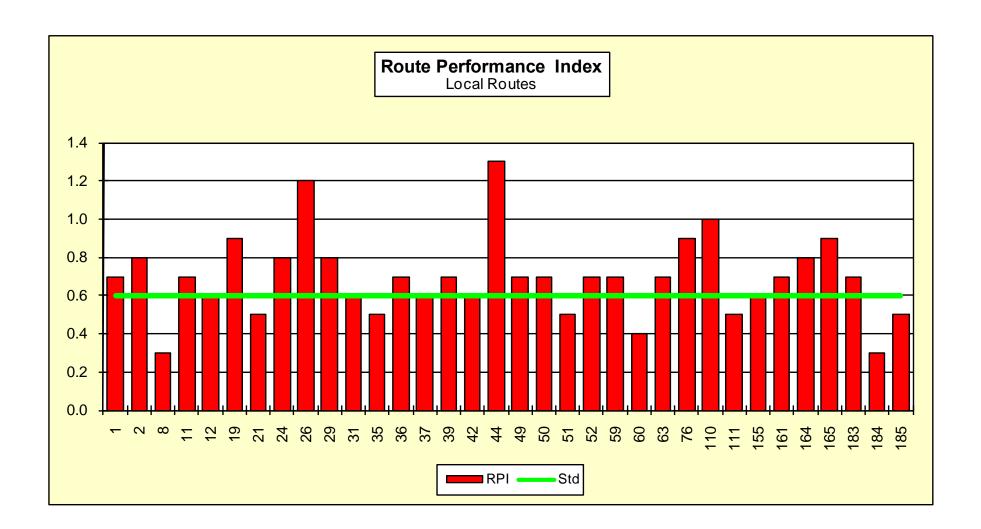














## Planning & Development Department Second Quarter FY 2010 Quarterly

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



## **Planning and Development Department**

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

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

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

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

#### **Highlights This Quarter**

- The I-30 West Managed/HOV successfully opened for special event traffic including NBA All-Star game.
- The seven DART operated HOV lanes (84 HOV miles) carried approximately 148,467 weekday daily commuters in 2Q10. Travel time savings ranged from 7 minutes to 17 minutes on the various HOV lanes.
- The LRT portion, a 1.6 mile section of the Orange Line east of Loop 12 along SH114 is ongoing and expected to be completed late 2010. Due to an environmental clearance, the project is delayed. On March 11, 2010, Regional Transportation Council (RTC), approved \$10M in Regional Toll Revenue (RTR), funds to "expedite" TxDOT contractor to permit early entry by DART's contractor and deliver the entire LRT portion to DART by August 2012.
- Staff is continuing to seek public sector partnerships and match. A meeting was held in Farmers Branch with area employers exploring shuttle service options. Lack of budget by private sector is hindering growth opportunities for shuttle service.
- An extensive public outreach process was conducted during February and March for the Green Line Bus Feeder Plan. Over 300 comment cards were received from customers via mail and electronically.
- Continue installation of shelters, approximately 40 single shelters were installed 2Q10. Work continues on ADA projects to facilitate passenger displacement from Paratransit (e.g. Garapan and Illinois on an obstructed sidewalk).
- The Vanpool ridership is up 12% from previous year. (Up 9 Vanpool groups from previous year).
- Green Line ridership was averaging about 3,300 riders per weekday with its highest ridership levels at the Fair Park, MLK and Victory stations.



## I-30 Old Turnpike Managed/HOV Lanes Project

**Mobility Programs Development** 

## Strategic Plan Consideration

C2.3 Open/Integrate new transit services.

## **Description**

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

Phase I design includes two reversible lanes from TCL to Mountain Creek and a single reversible lane to Chalk Hill. During the afternoon peak, the single lane will extend from Chalk Hill to Sylvan. The first phase was opened in two sections: the first section from TCL to Loop 12 opened July 31, 2007, and the remaining section of phase I opened on July 6, 2009. Interim Phase II includes construction of tolling plaza which is currently on hold subject to funding availability.

## Accomplishments

- 2Q10: Successfully opened for special event traffic including NBA All-Star game.
- 1Q10: Issues with operation of electronic equipment resolved.
- 4Q9: Phase 1.5, or the tolling phase, of this project has been placed on hold pending availability of construction funding.
- 3Q9: Remainder of Phase 1 opened to traffic on July 6, 2009.

#### **Issues**

- Proposed SH 161 construction by NTTA will result in two lanes to be reduced to one lane in the construction area and may involve night/weekend closures.
- Testing of electronic signs was completed prior to opening of Phase I extension.
- Existing toll tag limitation that will not allow to turn-on and off by drivers.
- Potential funding delay for I-30 Trinity River (Signature) bridge (designed and constructed by others).
- TxDOT is reviewing the structural report for shifting center support for three bridges to allow two lanes Managed HOV into downtown.

#### Schedule

- Summer 2010: Two managed lanes reduced to one lane for SH 161 construction.
- Summer 2010: Buffer separated concurrent flow HOV lane in Tarrant County between Legends Way and Dallas/Tarrant County lane expected to be completed.



## I-30 Old Turnpike Managed/HOV Lanes Project

Mobility Programs Development

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

Project Manager(s) Koorosh Olyai/Ravi Gundimeda



## **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 \$0.21 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 12 million commuters during 1Q FY 10.

DART currently operates 84 miles of HOV Transitways along I-30 East, I-35E, I-635 East, I-635 West, I-30 West, US 75 and I-35E/US 67. The HOV lane on I-30 East is a Contraflow lane which is created by borrowing the inside lane of the non-peak direction and assigned to peak direction of travel. The HOV lanes on Stemmons, US 75, and LBJ are buffer separated concurrent flow lanes, constructed using the inside shoulders of the freeways. The HOV lanes on I-35E/US 67 are a combination of concurrent flow and reversible sections. The HOV lanes on I-30 West are a two-lane reversible facility.

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

## **Accomplishments**

The following is HOV ridership information for 2Q 2010:

- The seven DART operated HOV lanes carried approximately 148,467 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 18,754, 24,997, 25,153, 38,597, 3,644, 14,580 and 22,743 weekday passengers respectively.
- HOV users saved 13 minutes on I-30 East, 11 minutes on I-35E, 7 minutes on I-635 East, 10 minutes on I-635W, 17 minutes on US 75, and 7 minutes on I-35E/US 67 on the round trip commute.
- Occupancy rates along I-30 East, I-35E, I-635 East, I-635 West, I-30 West, US75, and I-35E/US67 were 2.5, 2.3, 2.1, 2.2, 2.0, 2.0 and 2.4
- Violation rates along I-30 East, I-35E, I-635 East, I-635 West, I-30 West, US75, and I-35E/US67 were 9.1%, 8.0%, 4.8%, 7.5%, 6.1%, 9.6% and 8.7%
- On-time opening performance for the East R. L. Thornton HOV lane was 100% during the last quarter.



## **HOV Lanes Operation**

# **Mobility Programs Development**

• I-30 West HOV lane was opened for 6 special events including Dallas Cowboy games, College football games and concerts at the new Cowboy's stadium.

**Issues** 

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

**Schedule** 

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

Project Manager(s) Koorosh Olyai / Ravi Gundimeda



## North Central (US 75) Concurrent HOV Lanes

**Mobility Programs Development** 

## Strategic Plan Consideration

C2.3 Open/Integrate new transit services

## **Description**

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

## **Accomplishments**

- The TTI (Texas Transportation Institute) report was completed and concluded that an access in Richardson is not operationally feasible and will impact operations negatively on the HOV lane.
- Access/egress locations at Campbell Road have been eliminated due to operational concerns.

#### **Issues**

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

Schedule

Ongoing.

**Project Manager(s)** 

Ravi Gundimeda/Koorosh Olyai



# SH 114 Freeway Widening Including Managed/HOV Lanes

**Mobility Programs Development** 

# Strategic Plan Consideration

C2.3 Open/Integrate new transit services

## **Description**

The SH 114 project limit is from SH 183 to SH 121/Tarrant County line for a total length of 13 miles. The project is comprised of two segments:

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

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

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

Total estimated construction cost for entire 13 miles including Managed HOV lanes is over \$750M.

## **Accomplishments**

- 2Q10: EA document (FONSI) and schematics design for 3 miles section of SH 114 from SH 183 to Tarrant County Line including 4 Manages HOV Lanes were approved by TxDOT/FHWA in July 2009 for further project development.
- Construction of the "Diamond Interchange" at SH 114/Loop 12. The new completion date for Irving-1 Project is August 2012.
- 1Q10: Construction of the \$225M SH 114/Loop 12 Interchange including Managed HOV lanes on both freeways and a 1.6 mile section of the Orange Line under Loop 12 and along SH 114 toward DFW Airport and station at Tom Braniff Drive is ongoing and estimated to be 33% complete. Civil/Structural works for the entire LRT portion of the project is expected to be delivered to DART by late 2010. Completion of total project is anticipated by late 2012.
- 4Q09: Environmental Assessment was approved by FHWA on July 24, 2009 based on Finding of No Significant Impact (FONSI) document dated April 2009 including input from the public involvement process. Preliminary engineering and schematic design were completed and approved by TxDOT/FHWA in June 2007.
- 3Q09: A joint DART/TxDOT Public Hearing was held on

P&D5



# SH 114 Freeway Widening Including Managed/HOV Lanes

## **Mobility Programs Development**

- June 9, 2009 for the 13 miles SH 114 project. Upon completion of final environmental process and issuance of FONSI, final project development and engineering work will commence.
- 2Q09: Construction work started on February 3, 2009 for total reconstruction of SH 114 / Loop 12 Interchange (Diamond Project) to include Managed HOV lanes and 1.6 miles of the Orange Line under Loop 12 and along SH 114 toward DFW Airport including the station at Tom Braniff Drive.
- 1Q08: Construction contract for SH 114 / Loop 12 Interchange (Diamond Project) including 1.6 miles of the Orange Line under Loop 12 and along SH 114 toward DFW Airport including the station at Tom Braniff Drive was awarded on December 23, 2008. Total project cost is \$224.2M and expected to be complete by late 2012. DART LRT portion of project is expected to be complete late 2010.
- 4Q08: Procurement process to receive competitive bids for reconstruction of SH 114/Loop 12 Interchange (Diamond Project) including 1.6 miles of the Orange Line under Loop 12 and along SH 114 towards DFW Airport including the station at Tom Braniff Drive was underway by TxDOT during this period.
- 1Q09: TxDOT and FHWA in Austin approved Construction plans for letting.
- 1Q07: Design schematics for reconstruction of SH 114 were approved in June 2007.

## **Issues**

- 2Q10: TxDOT Contractor has modified Traffic Control Plans by closing more frontage road to expedite construction of the northern segment of the project. Civil/Structural works for the entire LRT portion of the project is expected to be delivered to DART by early 2011. The new completion date for Irving 1 project is August 2012.
- Completion of total Diamond Interchange project is anticipated by late 2013.
- 1Q10: Advancement of PE/PS&E for the remainder of 13 miles SH 114 corridor is on hold pending availability of funds from TxDOT/DART.
- No NCTCOG/TIP funding has been approved for this Project for the next five years.



# SH 114 Freeway Widening Including Managed/HOV Lanes

Mobility Programs Development

## **Schedule**

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

## Project Manager(s) 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 Galatyn Station Shuttle, McKinney Avenue Streetcar and UTD.

## **Accomplishments**

- Staff submitted several JARC (Job Access Reverse Commute) grants to NCTCOG in order to create seed money for site-specific shuttles to serve areas along the Green and Orange LRT Lines.
- Grant applications were a joint effort with City of Irving and Farmers Branch. COG approved three of the five grant applications: Irving, Farmers Branch/Carrollton & Northpark.
- Staff continues to seek public sector partnerships and match. A meeting was held in Farmers Branch with area employers to explore shuttle services and funding. Lack of budget by private sector hinders opportunities. Contacted employer in Irving that are interested in starting service.
- Baylor continues to show interest in a shuttle program; however, DART's budget constraint remains an obstacle to forming a partnership.
- Staff is working with Children's Hospital planning circulation for the Medical Center area.
- Assisting SMU with RFP for 768 Pony Express service.
- Met with management of Park Lane to discuss possible service or improving pedestrian access to their building.
- Ridership on shuttle services continues to grow, outpacing other fixed route services.
- Assisted in writing grant application for MATA rail extension.

#### **Issues**

- Budget constraints are severely limiting growth.
- Economy has slowed, yet service is more in demand.
- Many new employment opportunities are beyond DART's service area boundaries, while new job creation is with smaller service companies.



## **Employer Service Program Development**

Service Planning and Scheduling

Schedule • Ongoing

Project Manager(s) John Quinn



## **Green Line Bus Feeder Plan**

**Service Planning** and **Scheduling** 

## **Strategic Plan Consideration**

C1 Improve quality.

C2 Improve/add services.

C3 Improve efficiency.

## **Description**

A Green Line Bus Feeder Plan will be developed and bus recommendations implemented in conjunction with the Green Line Rail opening in December 2010. This plan will include a comprehensive review and analysis of bus services in the vicinity of fifteen (15) green line stations, as well as, two (2) additional bus corridors: Jefferson Corridor and Northeast Dallas. Approximately 50 bus routes will be reviewed and evaluated. In developing this plan, the key focus will be to optimize bus and rail service, realize cost savings, and encourage stakeholder participation.

## **Accomplishments**

- 2Q10: The Board approved a Call for Public Hearing on Feb. 9, 2010 and the Public Hearing was conducted on March 23, 2010. An extensive public outreach process (26 meetings) was conducted during February and March which included 15 community meetings, 6 open houses, and 6 Parkland Hospital meetings. Over 300 comment cards were received from customers via mail and electronically. The 2010 Service Change route proposals and maps were accessible on the DART website where customers viewed 101 pages a total of 4,142 times. Staff is in the process of reviewing customer feedback prior to developing the recommended plan.
- 1Q10: Status briefing to the Planning Committee and Service Planning Committee.
- 4Q9: Route alternative briefings were conducted at the Managers' Forum in August and September; the Service Planning Committee and the Route Monitoring Task Force were briefed in September.
- 3Q9: A SP&S Dept. Managers' Forum was held June 8<sup>th</sup> to review the draft alternatives and solicit input.
- 2Q9: The scope and project schedule was developed.

#### **Issues**

• Awaiting start-up date for 2010 bus service change implementation and Green Line opening of the remaining stations.

#### **Schedule**

- Jan. 26, 2010: Planning Committee request for Public Hearing
- Feb. 9, 2010: Board Call for Public Hearing
- Feb March, 2010: Public Meetings and Open Houses
- March 23, 2010: Conducted Public Hearing
- April 27, 2010: Planning Committee approval.



## **Green Line Bus Feeder Plan**

Service Planning and Scheduling

- May 2010: DART Board Approval
- TBD/2010: Bus Feeder Plan Implementation

**Project Manager(s)** Ro

Rob Smith/Angie Gamez



# Construction & Installation of Standard Shelters

**Service Planning** and **Scheduling** 

## Strategic Plan Consideration

**Accomplishments** 

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.

- 2Q10: Installed 40 new shelters
- 1Q10: Installed 59 new shelters
- 4Q9: Installed 75 new shelters
- 3Q9: Installed 48 new shelters
- 2Q9: Installed 31 new shelters
- 1Q9: First shelter installations under new contract began: 18 shelters installed.
- Addressed issues in maintenance slippage through bi-monthly summit meeting. New maintenance contracts in place.
- Developed bi-monthly summit meeting to improve efficiency in communication between Passenger Support Facilities and Facilities Maintenance.

#### Issues

- Crime prevention issues being addressed through environmental design such as solar lighting on all new shelters. Solar lights are being installed separately to ensure that all lights function properly before payment is remitted; however, this has resulted in additional time-consuming paperwork.
- Work continues on ADA projects to facilitate passenger displacement from Paratransit (e.g. Garapan and Illinois on an obstructed sidewalk).
- Joint development work continues with private non-profits and corporations to build in accessibility to fixed-route service.
- Talks continue with City of Dallas on sidewalk projects, with Lighthouse for the Blind on a boarding area re-design, and on a reconstruction of Bishop Ave. to include bikeways and shelters—the first such project in Dallas.
- Requirement that new blue shelter replace old brown shelter within 24 hours is not being observed by contractor. Intendant passenger confusion is being handled by temporary signage.

## **Schedule**

• FY 2010: Continue installation of shelters under federalized contract. Approximately 44 single shelter units per quarter will be installed (new and replaced).



# **Construction & Installation** of Standard Shelters

Service Planning and Scheduling

**Project Manager(s)** 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 8, and 15 passenger commuter vans. DART will continue to benchmark best practices for a successful program.

## Accomplishments

- 2Q10: Vanpool ridership up 12% from previous year (Up 9 Vanpool groups from previous year).
- 2Q10: Successfully awarded 4-year contract with 1-year option with current vendor EAN Holdings (AKA Enterprise).
- 1Q10: Vanpool ridership up 10.8% from previous year (Up 28 Vanpool groups from previous year).
- 4Q9: NCTCOG has approved vanpool program funding at 45% for FY10.
- 4Q9: Vanpool fleet up 18% from previous year (30 more than previous year.
- 3Q9: NCTCOG has approved/increased program funding to 50% (up from 40%) through FY09.
- 3Q9: Vanpool fleet up 31% from previous year (26 more than previous year).
- 2Q9: Vanpool fleet increased to 172 vanpools (27 more from previous year).

#### **Issues**

- 2Q10: An open records request was made by VPSI Inc. on the vanpool contract bidding documents. Coordination handled via Contracting and Legal.
- 1Q10: Vanpool Contract bids/proposals reviewed and scored. Procurement coordinating vendor Q&A portion with Legal before formal Board award recommendation (slated for January 2010). A two-month contract extension was initiated to insure a smooth transfer of the new vanpool fleet. There are enough funds in the current contract to execute the extension.
- 1Q10: Hosted the Vanpool Contract Pre-proposal meeting with vendors. At the conclusion it was determined to amend the Statement of Work and Specs. Proposal submittal date pushed from October 8, 2009 to October 22, 2009. This, in combination with delays in legal review may require asking



- for a contract extension on the current vanpool contract with Enterprise.
- 3Q9: Vanpool Contracts "Evaluation" process is going through a re-write in Procurement. This in conjunction with delays in Legal has pushed our solicitation for the new contract one month.

#### Schedule

- 3Q10: Transition of new vanpool fleet projected to be completed by 31 May 2010.
- 2Q10: Executing new vanpool contract and deliverables.
- 2Q10: Vanpool Contract award recommendation will be presented to the Board during the Planning Committee meeting January 26, 2010.
- 1Q10: NCTCOG/DART Vanpool ILA for Vanpool funding to be presented to the Board Planning Committee October 27, 2009.
- 3Q9: Vanpool Focus Group met for July 14<sup>th</sup> and 15<sup>th</sup> 09.
   The Vanpool Captains will discuss operations and address issues.
- FY 09: Continue development of longer-term pricing and marketing strategies.
- FY 09: Conduct best practices benchmarking activities to measure benefits, incentives and program structure of other vanpool program providers

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



## FY 2010 Score Card Five-Year Action Plan

# Service Planning and Scheduling

Objectives	Services	Activities
INCREASE RIDERSHIP		
Expand Services	Green Line	Green Line ridership in the Second quarter settled into normal levels after being very high during the first quarter because of the State Fair. Second quarter Green Line ridership averaged about 3,300 weekday riders. The Fair Park station (1,000 daily riders) is the most heavily used station. Overall system ridership is trending downward because of the economic downturn, the September 2009 fare increase and more adverse weather conditions. Through six months of the fiscal year, fixed-route ridership is down 11.5% from last year and total ridership is down 8.3%.
	Feeders to Transit Centers and Stations	Work on the Green Line Feeder Plan was completed during Q1, including development of initial proposals for direct feeder bus service to all Green Line stations. The program will be implemented in late calendar year 2010.
Improve Customer Waiting Conditions	Improved Passenger Support Facilities	The Standard Shelter Program will include the installation of approximately 44 single shelter units (new and replaced) per quarter in FY 2010. 172 shelters have been installed under the new contract in FY09 and FY10. All new shelters will be installed with solar lighting. Rosa Parks Plaza complete and opened in Q4 of FY09. 63 i-Stops were placed Q1-Q3 in FY09.
IMPROVE COST		
EFFECTIVENESS		
Implement Efficiencies	DART On-Call Non- Traditional service	On Call services in East Plano were replaced by new FLEX service in February 2009. Ridership on the new Flex service in Plano is about the same as the fixed route and On Call services that it replaces, a very positive result given the general downturn in ridership.
	New DART On Call programs: flexible routes and late night/weekend services Site-specific Shuttles	Several Plano services were converted to FLEX operation in February 2009. Additional FLEX service began in the Lake June and Rylie/Kleberg areas at the same time.  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. Ridership on the SMU and UTD shuttles is above last year's levels.
	Non-Traditional Vanpool Service (E- Shuttle) Service Changes	Employer outreach in rail expansion corridors is identifying new E-Shuttle opportunities.  Service changes for FY2010 went into effect on
	Corrido Changoo	September 14, 2009: Requesting authorization for



## FY 2010 Score Card Five-Year Action Plan

Service Planning and Scheduling

Service Changes Cont'd	public hearing regarding bus service changes to go into effect when the Green Line is extended to
	Carrollton and Pleasant Grove.



**DATE:** April 2010

**TO:** Distribution

SUBJECT: PROJECT DEVELOPMENT PROGRESS REPORT

This document is the 2nd Quarter FY 2010 issue of the DART Project Development Progress Report. This report addresses status of LRT Buildout activities and other Capital Development projects. Status reflects activities through March 31, 2010, 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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## **ACRONYMS**

AC/DC - Alternating Current/Direct Current

ADA - Americans with Disabilities Act

AWP - Annual Work Plan/Program

BNSF - Burlington Northern Santa Fe Railway

CBD - Central Business District

CCB - Change Control Board

CM/GC - Construction Manager/General Contractor

CMU - Concrete Masonry Unit (concrete block)

CPM - Critical Path Method

CRI - Cost Reduction Idea

D&A - DART & Agency

D2 - Dallas Central Business District Second Alignment

DART - Dallas Area Rapid Transit

DFW - Dallas/Fort Worth

DGNO - Dallas, Garland & Northeastern Railroad Company

FAA - Federal Aviation Administration

FDR - Final Design Review

FEIS - Final Environmental Impact Statement

FEMA - Federal Emergency Management Agency

FFGA - Full Funding Grant Agreement

FHWA – Federal Highway Administration

FTA - Federal Transit Administration

FWTA - Fort Worth Transportation Authority

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

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

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

GMP - Guaranteed Maximum Price

HVAC - Heating/Ventilation/Air Conditioning

IFB - Invitation for Bid

ILA - Interlocal Agreement

I-1 - Irving/DFW Corridor Line Section 1

I-2 - Irving/DFW Corridor Line Section 2

I-3 - Irving/DFW Corridor Line Section 3

IIH – Intermediate Instrument House

KCS - Kansas City Southern Railway

LNG - Liquefied Natural Gas

LRT - Light Rail Transit

LRVs - Light Rail Vehicles

MEP - Mechanical/Electrical/Plumbing

MHz – Megahertz

MKT - Missouri-Kansas & Texas Railroad Company

MIS - Major Investment Study

MSE - Mechanically Stabilized Earth

N/A - Not Applicable

NC-3 - North Central Corridor Line Section 3

NC-4 - North Central Corridor Line Section 4

NC-5 - North Central Corridor Line Section 5

NCTCOG - North Central Texas Council of Governments



rpd-i 2Q FY 2010

NTP - Notice to Proceed

NW-1 - Northwest Corridor Line Section 1

NW-2 - Northwest Corridor Line Section 2

NW-3 - Northwest Corridor Line Section 3

NW-4 - Northwest Corridor Line Section 4

NWROF - Northwest Rail Operating Facility

OC-1 - Oak Cliff Corridor Line Section 1 (LRT Starter System)

OCIP - Owner Controlled Insurance Program

OCS - Overhead Catenary System

P&Z - Planning & Zoning

PA - Public Announcement

PA/VMB - Public Announcement/Visual Message Board

PE/EIS - Preliminary Engineering/Environmental Impact Statement

QA - Quality Assurance

QC - Quality Control

R-1 - Rowlett Extension

RDC - Rail Diesel Car

RFI - Request for Information

RFP - Request for Proposal

ROW - Right-of-Way

RPD - Rail Program Development

RTU - Remote Telemetry Unit

S&I Facility - Service & Inspection Facility

SA - Supplemental Agreement

SCADA - Supervisory Control and Data Acquisition

SCS - Supervisory Control System

SDC - Systems Design Consultant

SE-1 - Southeast Corridor Line Section 1

SE-2 - Southeast Corridor Line Section 2

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

SMR - Senior Management Review

SOC-2 - Line Section South Oak Cliff-2

SOCBOF - South Oak Cliff Bus Operating Facility

SP - Southern Pacific Railroad Company

SWPPP - Stormwater Pollution Prevention Plan

The T - Fort Worth Transportation Authority

TBD - To Be Determined

TC - Transit Center

TDLR - Texas Department of Licensing and Regulations

**TPSS** - Traction Power Substation

TRE - Trinity Railway Express

TVM - Ticket Vending Machine

TxDOT - Texas Department of Transportation

TXU - TXU Lone Star Pipeline

**UPS** - Uninterruptible Power Supply

VAF - Vehicle Acceptance Facility

VBS - Vehicle Business System

WSA - Ways, Structures, & Amenities



rpd-ii 2Q FY 2010

## **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.



RPD1 2Q FY 2010

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

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

### **NW-2 Additional Betterments and Love Field West Area Improvement**

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

## **Level Boarding Modifications for Outlying Stations**

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

## LIGHT RAIL TRANSIT (LRT) BUILDOUT PHASE III

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

## **COMMUTER RAIL**

## **Belt Line Road Grade Separation**

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

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

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

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

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

## Valley View to West Irving Double Tracking

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



RPD2 2Q FY 2010

## Track Materials Procurement for TRE Valley View Project

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

## ADDITIONAL CAPITAL DEVELOPMENT

## **NW-1A/Victory Station Project**

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

## **Unity Plaza**

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

## North Central Tunnel Delamination Repair & Monitoring Test Section

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

## **Bryan/Hawkins Junction**

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

#### **Thanks-Giving Square Rail Replacement**

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

## **Lake Highlands Station**

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

#### **Valencia Development**

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



RPD3 2Q FY 2010

#### **DART Police Facilities**

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

## **Frankford Station Additional Parking**

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

#### **6th Street Crossing**

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

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

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

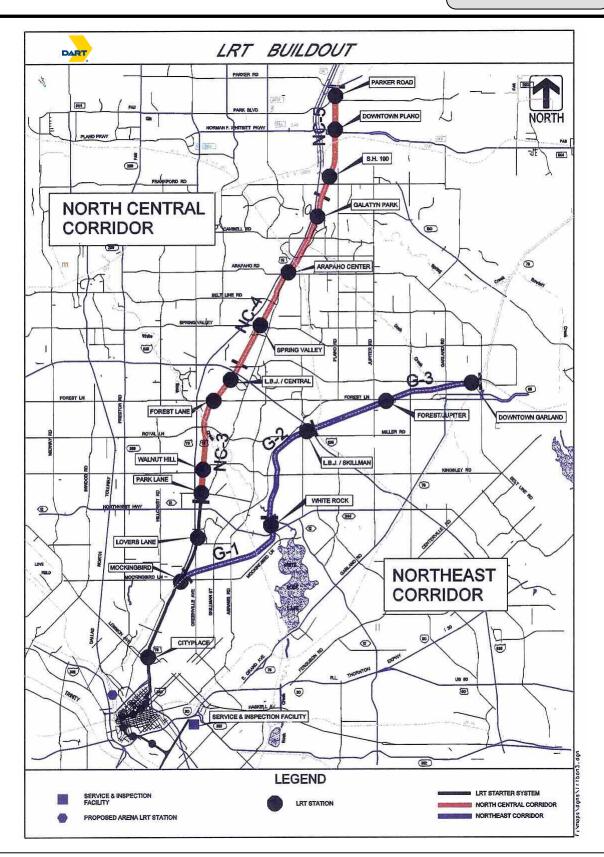
## Agency-wide Radio & Related Communications Systems Replacement

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



RPD4 2Q FY 2010

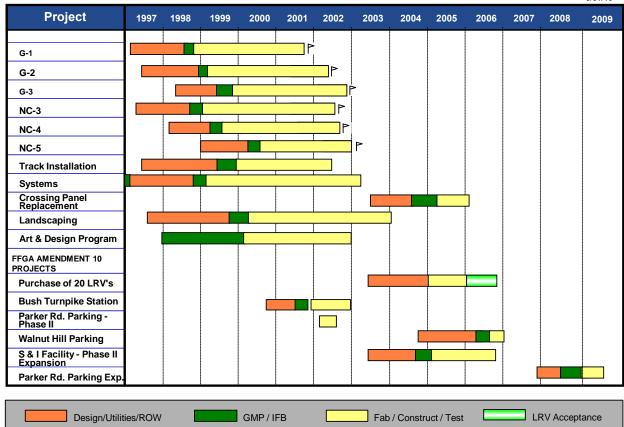


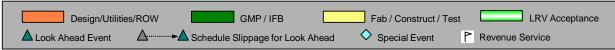




## **LRT Buildout Phase I Summary Control Schedule**

3/31/10







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

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.



<sup>2)</sup> Expended to date values reflect activity through 1/31/10, per DART's General Ledger.

<sup>3)</sup> 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 Current Expended $Commitment^{(1)}$ to Date (2) **Budget** \$ 12.5 \$ 12.9 **Bush Turnpike Station** \$ 12.9 Parker Road Station Phase II Parking 2.6 1.6 1.6 1.3 1.4 1.4 Walnut Hill Parking 29.8 29.2 29.1 S&I Facility - Phase II Expansion 63.0 61.7 60.3 Purchase of 20 LRVs Parker Road Station Parking Expansion (3) 2.3 2.1 2.0 \$108.9 \$107.3 **Total** \$111.5

- 1) Committed values reflect activity through 02/28/10.
- 2) Expended to date values reflect activity through 1/31/10, as reported on DART's General Ledger.
   3) Control budget value reflects DART's FY2009 approved Financial Plan value for this project.



RPD8 2Q FY 2010

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

- Expended to date values reflect activity through 2/28/10, per DART's General Ledger.
   Purchase of C-unit progress can be found on the "Vehicles-SLRV Retrofit" page of the LRT Buildout Phase IIA section of this progress report.
- 3) A budget revision was approved in September 2009 to add approximately \$.8M (total \$), \$.6M (federal \$) to the Grant Budget. This amount represents reimbursement to the FTA from the Marta Settlement, sale of surplus property, and final budget adjustments.

## SCHEDULE SUMMARY

C

LE SUMMANT		
	Contract Completion Dates	Revenue Service Dates
T: G : G1		0/2001 (0 1 )
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)



RPD9 2Q FY 2010

## Strategic Plan Consideration Description

C2.3 Integrate new transit services

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

#### **Status**

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

## **Issues**

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

The matters are proceeding together as one appeal in DART's administrative disputes process, under the direction of DART's Legal Department. Hearing was conducted week of April 23-27, 2007.

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

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



RPD10 2Q FY 2010

## 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.



RPD11 2Q FY 2010

**Strategic Plan Consideration** 

C2.3 Integrate new transit services

**Description** 

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

**Status** 

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

**Issues** 

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



RPD12 2Q FY 2010

## **Parker Road Station Parking Expansion**

**LRT Buildout** Phase I

Strategic Plan Consideration C1 Improve Customer Satisfaction

C2 Manage System Growth

C3 Improve Efficiency

S1 Build and Maintain Relationships with Stakeholders

**Description** 

This project completed parking lot renovations including construction of 585 additional parking spaces at Parker Road Station. The improvements are in the City of Plano and the project involved construction of paving, drainage, signing, striping, illumination, signalization, maintenance building, and aesthetic features.

DART completed construction of parking expansion at Parker Road Station **Status** 

in October 2009. The project was completed on time and under budget.

Contract closeout is in progress.

None **Issues** 



RPD13 2Q FY 2010

## LRT Buildout Phase I Six Month Look Ahead

3/31/10

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





RPD14 2Q FY 2010

# **Change Control Summary**

## LRT Buildout Phase I

Light Rail Transit Buildout Phase I - Change Control Summary

C	Rail Section/ Contract Package	Consultant/ Contractor	Approved Contract Amount (A)	Approved Contingency/ Allowance (B)	Total Approved Amount (C=A+B)	(note e) Executed Changes (D)	Current Contract Value (E=A+D)	Remaining Contingency/ Allowance (F=B-D)	Percent Contingency Used (G=D/B)	Percent Contract Comp. Note d	Summary of Activity This Period & Comments (March 2010)
Professional Services	LRV Management C-97000131	LTK	\$6,379,825	\$531,142	\$6,910,967	\$181,855	\$6,561,680	\$349,287	34%	(Note a)	Through SA #14, AWP05 Accounting Closeout is Pending
North Central Corridor	NC-3 Civil/Struct/Sta C-98000080	GLF Constr. Corp.	\$49,903,009	\$4,990,301	\$54,893,310	\$1,158,261	\$51,061,270	\$3,832,040	23%	100%	Accounting Closeout is Pending Litigation
North Central Corridor	Parker Rd. Parking Expansion C-1015568-01	Omega Contracting, Inc.	\$1,778,830	\$88,941	\$1,867,771	\$88,933	\$1,867,763	\$8	100.0%	100%	Closed
Northeast Corridor	G-2 Civil/Struct/Sta C-98000089	GLF Constr. Corp.	\$35,181,916	\$3,518,192	\$38,700,108	\$843,889	\$36,025,805	\$2,674,303	24%	100%	Accounting Closeout is Pending Litigation
LRV Procurement	20 Additional C-98000071-02	Kinkisharyo/Itochu	\$58,666,378	\$1,333,622	\$60,000,000	\$249,072	\$58,915,450	\$1,084,550	19%	99%	Through \$A-018
		TOTALS:	\$151,909,958	\$10,462,198	\$162,372,156	\$2,522,009	\$154,431,967	\$7,940,188			

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 accutately reflect the change activity as it relates to contingency.

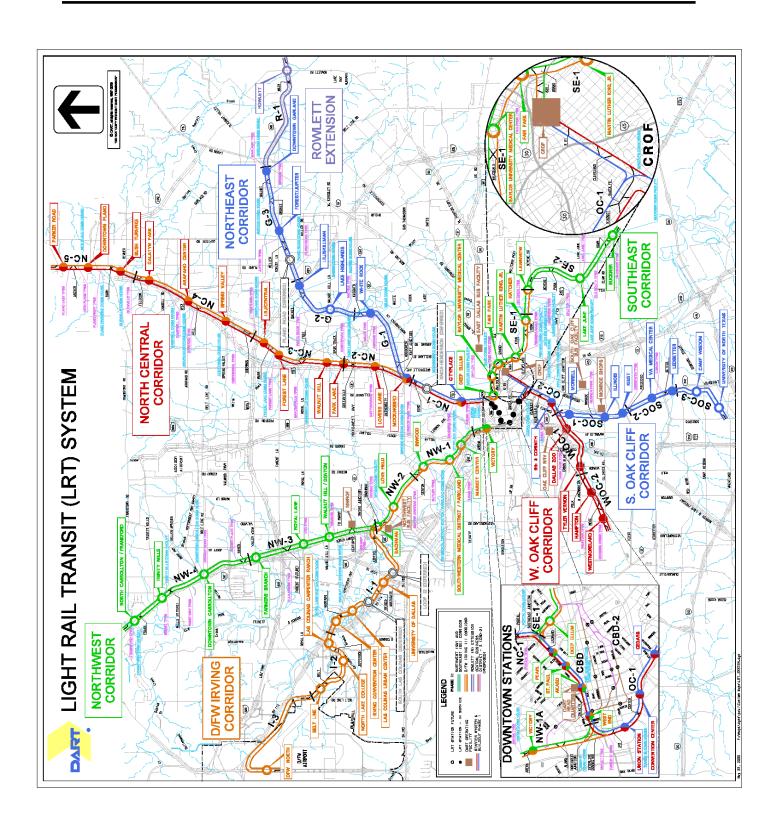
  c) The totals shown on this report for "Remaining Contingency/Allowance" does not include funding that came from DART Board approved increases in contract NTE.

  d) Percent contract complete based on invoices paid divided by contract value.
- e) The dollars shown in executed contract modifications are based on project controls physical possession of a copy of the executed document.



RPD15 2Q FY 2010





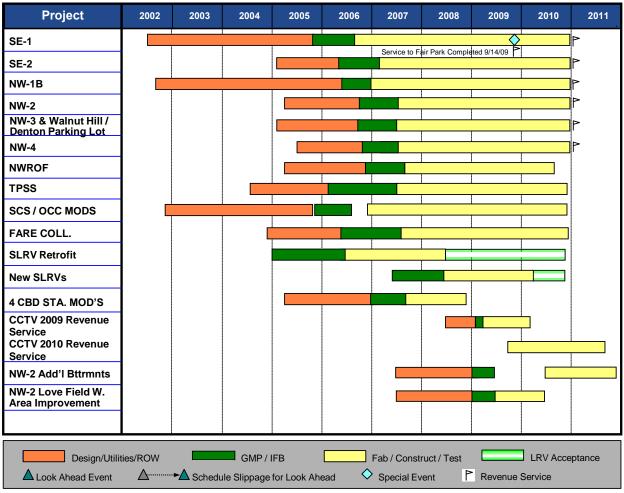




LRT Buildout Phase IIA

## LRT Buildout Phase IIA Summary Control Schedule

3/31/10





LRT BUILDOUT PHASE IIA  Cost Summary  (in millions of dollars)						
	Control Budget	Current Commitment (1)	Expended to Date (2)			
General Phase IIA	\$ 106.6	\$ 116.2	\$ 103.4			
Southeast-1	214.2	213.7	205.6			
Southeast-2	171.7	169.9	156.0			
Northwest-1B	165.3	164.3	146.8			
Northwest-2	186.1	181.0	145.2			
Northwest-3	247.3	246.3	214.5			
Northwest-4	258.1	257.1	211.0			
NWROF	66.6	64.5	60.6			
Systems	84.1	80.2	58.1			
Vehicles	239.1	238.6	196.9			
Raise & Extend 4 CBD Stations	6.7	6.5	6.5			
Phase IIA – CCTVs	8.9	3.9	0.5			
NW-2 Additional Betterments	1.0	0.5	0.1			
Love Field West Area Improvement	3.4	2.3	0.5			
LRT Buildout Phase IIA Total	\$1,759.1	\$1,745.0	\$1,505.7			



Committed values reflect activity through 02/28/10.
 Expended to date values reflect activity through 1/31/10, 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	



RPD19 2Q FY 2010

**Strategic Plan** C1 Improve Customer Satisfaction

**Consideration** C2 Manage System Growth

C3 Improve Efficiency

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

**Status** Northwest Corridor

Real estate acquisition for this corridor is complete.

**Southeast Corridor** 

Real estate acquisition for this corridor is complete.

Northwest Rail Operating Facility (NWROF)

Real estate acquisition for this facility is complete.

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



RPD20 2Q FY 2010

## Strategic Plan Consideration

C2.3 Integrate new transit services

## **Description**

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

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

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

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

#### Status

## **Line Section SE-1**

Revenue service began on September 14, 2009, from Victory Station to MLK Station. Punch list work is nearing completion, to less than 20 items.

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

At Hatcher Station, painting, installation of light poles, and paver installation continue. Column cladding and installation of column tile continue.



RPD21 2Q FY 2010

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

## LRT Buildout Phase IIA

## **Status (continued)**

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

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

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

At Scyene Road and Dixon, construction of sidewalks continues.

At Lawnview Station, the contractor is continuing with windscreen artwork. Work continues on column cladding, station pavers, and landscaping. Painting of canopies continues. Installation of trackwork is nearing completion.

At the Lawnview parking/bus lane, pad construction for bus shelters are is complete.

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

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

At Lake June Station, MSE wall work is complete. Concrete slab and fire protection work are complete. Base for column cladding is complete. Lake June overpass parapet walls are in progress. The contractor is working on irrigation and landscaping. Artist is working on faux finish colors on column cladding.

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

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

From Elam Creek to Elam Road, at MSE Wall 18, contractor has completed fence installation. Sub-ballast and under-drains are complete.

At Buckner Station, bus lane and parking lot liming and paving, sidewalks, inlet, and planters continue. Mechanically stabilized wall construction continues. Canopy columns, painting, and ramps are ongoing. Electrical work for crew room, planter wall caps, and permanent traffic signals are in progress.



RPD22 2Q FY 2010

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

## LRT Buildout Phase IIA

## **Status (continued)**

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

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

Installation of OCS poles continues. Construction of communication troughs and handrails continues along the guideway. Direct fixation track construction is in progress with plinth layout, rebar placement, and concrete placement of plinths from Span 12 to 50. Painting of caps, columns, and beams on the guideway is in progress.

At Market Center Station, canopy, elevator tower, and pedestrian bridge are complete. 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, the contractor completed erecting the station platform canopies. Installation of station conduits and concourse work continues. Installation of the bus canopy continues. Installation of communications equipment is in progress. Installation of pavers on concourse has begun.

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

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

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

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

#### **Issues**

## **Line Section SE-1A**

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

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

Erosion control around water line and manhole in No Name Creek has been redesigned.



RPD23 2Q FY 2010

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

LRT Buildout Phase IIA

## **Issues (Continued)**

## **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 has been deleted from the contract.

Proposed changes by Market Center to the Market Center pedestrian bridge are under review by Market Center, and DART's portion has been completed.



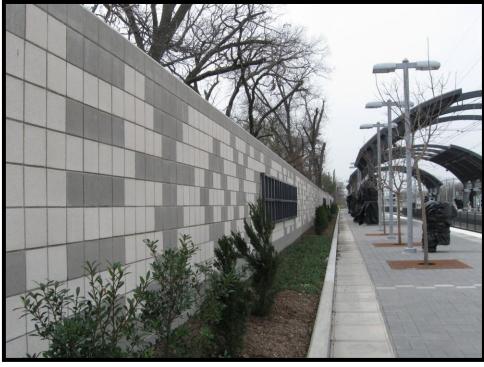
RPD24 2Q FY 2010



**SE-1: Hatcher Station Looking West** 



**SE-1: Hatcher Station Sound Wall** 







SE-2: Lawnview Station Ornamental Fencing (above) and Column Cladding (right)





SE-2: Lake June Station Column Cladding Mockup



**NW-1B:** Catenary Clearance Testing



NW-1B: Market Center Station Pedestrian Bridge



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



RPD27 2Q FY 2010

# 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 <u>Line Sections SE-1, SE-2, and NW-1B</u>

Additional concrete ties needed to complete the alignment have been delivered. Contracts for concrete ties and special trackwork remain open only until track-to-earth resistance concerns have been resolved.

#### **Issues**

Track-to-earth testing of special trackwork has received failing results on three SE-1 crossings. Non-conforming bolts have been replaced with coated bolts on one prototypical section, which has now passed. Additional bolts have been requested to replace remaining failed sections.



RPD28 2Q FY 2010

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**

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

At the Mockingbird underpass, the track slabs are complete, and the contractor continues to pull rail into the depressed guideway section from the south.

At Love Field Station, installation of the canopy roofing and light conduits is in progress. The contractor has begun painting canopy steel, structural steel, and decking.



RPD29 2Q FY 2010

#### LRT Buildout Phase IIA

#### **Status (Continued)**

At Bachman Station, underground utility installation continues. Placement of coping on MSE walls continues. Installation of tree grates, setting of floor drains in crew room, and installation of grounds on steel columns continue. The contractor is welding canopy steel. Installation of drain lines on canopy columns continues. Installation of station roofing continues.

#### **Line Section NW-3**

DGNO is progressing on freight track removal. The contractor is nearing completion on installing underground storm sewer and water lines in many areas along the guideway.

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

At Royal Lane Station, installation of fire protection continues. Installation of ductbanks at station and conduits to service building continues. Painting of the structure continues. The contractor continues installation of windscreens, bench anchors, and trash cans. Parking lot irrigation system work continues.

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

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

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

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

At Downtown Carrollton Station, the contractor is in the process of placing concrete for bus lane paving. Construction of pedestrian bridge stairway continues.



RPD30 2Q FY 2010

LRT Buildout Phase IIA

#### Issues <u>Line Section NW-2</u>

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

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

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

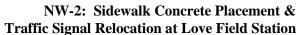
It was discovered that the electrical conduit placed at Royal Lane Station does not meet Buy America requirements. The conduit is being removed and replaced.



RPD31 2Q FY 2010



NW-2: Rail Installed through Depressed Guideway at Mockingbird Lane









**NW-2:** Connection to the Orange Line



LRT Buildout Phase IIA

NW-3: Farmers Branch Column Cladding





**NW-3: Royal Lane Station** 



RPD34 2Q FY 2010



**NW-4: Downtown Carrollton Station Parking Lot** 



NW-4: Trinity Mills Station Parking Lot – Limed Subgrade with Seal Coat



RPD35 2Q FY 2010

C1 Improve Customer Satisfaction

C2 Manage System Growth

C3 Improve Efficiency

#### **Description**

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

#### Status

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

#### **Lot 1 – Base Contract**

At the S&I building, the closeout process continues and punch list work is in progress (98% complete). Electronic as-builts are under review.

At the SLRV Wash building, installation of car wash equipment is complete, including final testing. Punch list work is complete. Training sessions for DART Operations are complete. The contractor re-keyed Lot 1 building and turned keys over to DART.

At the cleaning platform, final elevator inspection is complete. Punch list work is in progress.

#### Lot 2 - Trackwork

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

#### Lot 3 – Systems

The contractor has completed installation of switch machines. Installation of track bed conduits and bonding cables is complete. Cantilever and head span installation is complete. Installation of signs and marking of ties in the Yard are complete.



RPD36 2Q FY 2010

### Northwest Rail Operating Facility

### LRT Buildout Phase IIA

#### **Status (Continued)**

The contractor has completed signal tests, 3mph live wire tests, TWC loop tests, cable reel tests, emergency stop button tests, and interlock tests on the monorail crane. Punch list work is continuing. Closeout activities have begun.

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

Construction is nearing completion and turnover to follow-on contractor.

#### Lot 9 - Car Hoist

Car hoist assemblies have been installed in the pits. Final testing is pending.

**Issues** Coordination with follow-on contractors is ongoing.

Providing an SLRV to the contractors for testing was a concern. After coordination with adjacent freight traffic, an SLRV was push-pulled from the S&I to NWROF for testing use.

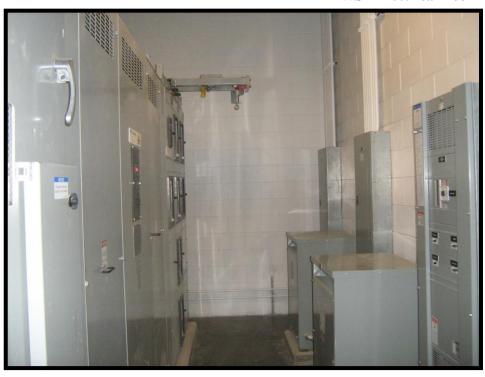


RPD37 2Q FY 2010



Yard Switch Testing Looking from 2nd Floor of S&I Building

#### **WSA Electrical Room**







**SLRV Car Wash Testing** 

# Track Materials Procurement for Northwest Corridor & NWROF

LRT Buildout Phase IIA

**Strategic Plan Consideration** 

C2.3 Integrate new transit services

**Description** 

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

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

Contract closeout is nearing completion.

Issues None



RPD40 2Q FY 2010

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.

Twenty-four (24) of the substations required for Line Sections SE-1A/B, SE-2, NWROF, NW-1, 2, 3, & 4 have been delivered to the sites. All are in various states of the field acceptance tests.

SE-1A: TPSS/SCADA communication integration from OCC to Baylor-Portal-Tower 17 TPSSs is in the process of testing.

SE-1B: Hatcher TPSS is ready to provide power to catenary.

SE-2: Lawnview, Bruton, Lake June, Old South, and Buckner TPSSs are ready to provide power to catenary.

NW-1B: Lucas and Butler TPSSs are ready to provide power to catenary.

NW-2/3/4: Reward, Empire Central, Wyman, Northwest Highway, Leo, Villa Creek, Squire Place, Crosby, Westway, Ismaili, and Frankford TPSSs have been energized.

NWROF: Substantial Completion certificates have been issued for Yard and Shop TPSSs.

#### **Issues**

There has been discussion concerning a propulsion issue during SLRV testing. Data was collected at TPSS and SLRV. All 24 TPSS filtering systems have been installed/tested for Green Line. Monitoring of TPSS vs. SLRV continues.



RPD41 2Q FY 2010

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 2010, 572 submittals have been received, with 571 returned to the contractor. No RFIs have been received from the contractor for this period.

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

#### **Issues**

Based on the schedule, the contract is 80% complete and trending late for required submittals projected.

A change request for swapping access milestones between NW-1B and SE-1B/SE-2 is in progress. Supplemental Agreement is with the contractor for signatures.

The SCS/OCC contractor was given access to SE-1B and SE-2 on March 14, 2010.

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



RPD42 2Q FY 2010

C2.3 Integrate new transit services

**Description** 

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

**Status** 

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

Replacement of Starter System TVMs started in February 2010, with Akard, West End, Pearl, and St. Paul stations being completed.

Parker Road, Downtown Garland, Bush Turnpike, Park Lane, Westmoreland, and Ledbetter TVM replacement is underway.

**Issues** 

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



RPD43 2Q FY 2010

C2.6 Improve passenger amenities and facilities

**Description** 

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

**Status** 

All Green Line PECs have been transferred to the CM/GC-I and CM/GC-III contractors. CM/GC-I PECs are currently scheduled to be installed in May 2010.

**Issues** 

The manufacturer notified DART of a potential electrical issue with the PEC units that have been delivered. The Maintenance Department is in the process of shipping all units back to the manufacturer for retrofit at no cost to DART. Seventy-two of the one hundred units were shipped to the manufacturer in late September 2009 and returned to DART in October 2009.



RPD44 2Q FY 2010

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 2010, 86 SLRVs are in revenue service. Kinkisharyo has consistently been delivering one completed SLRV per week.

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

#### **Issues** None



RPD45 2Q FY 2010

C2.3 Integrate new transit services

#### **Description**

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

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

#### Status

Work at DART's Northwest Rail Operating Facility (NWROF) has been completed ahead of schedule, so Kinkisharyo has agreed to use this facility, in conjunction with the existing C-unit FA-1 facility, to accommodate SLRV final assembly. Facility modifications have been completed to accommodate Kinkisharyo's assembly requirements. The first two sets of completed car units have been delivered to NWROF.

Manufacturing of the base order for 25 SLRVs is underway. The first completed SLRV is scheduled for delivery to DART for conditional acceptance testing by mid-April 2010.

Issues None



RPD46 2Q FY 2010

C2.3 Integrate new transit services

**Description** 

Integrate systems operation for LRT Buildout Phase IIA.

Status

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

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

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

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

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

Start-up Task Force meetings have been initiated for the Green Line (Phase IIA) to coordinate testing, interface, and start-up activities among all project stakeholders.

Issues None



RPD47 2Q FY 2010

### Raise & Extend Four CBD Stations

LRT Buildout Phase IIA

Strategic Plan C1 Improve Customer Satisfaction

**Consideration** 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 complete. Final payment has been submitted.

**Issues** None



RPD48 2Q FY 2010

C2.3 Integrate new transit services

#### **Description**

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

#### **Status**

#### Part 1

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

#### Part 2

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

#### **Issues**

Twelve stations have been installed to date. Coverage and video quality issues have been identified with all installed stations. Staff is working with the contractor for resolution so that the contractor can resume station installation work. Akard Station is not operational because of equipment failure. Water has been found in at least 42 of 227 total installed (18.5%) cameras — a remediation plan has been created and is awaiting implementation with other station retrofit/optimization work.

The contractor claims that the use of fiber optic cable, ground level equipment pedestals, Pan-Tilt-Zoom (PTZ) and High-Definition (HD) cameras, and CCTV poles are all outside of or excluded from their scope of work and the use of any of this equipment would be subject to a contract change.

The contractor's CML hardware and software design is not adequate to support video display on the required five wall-mounted monitors plus an additional monitor added in Supplemental Agreement No. 4 and will need to be redesigned. Technical issues with the CCTV management software



RPD49 2Q FY 2010

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

LRT Buildout Phase IIA

**Issues (Continued)** 

(VSOM) have been identified (loss of archives, client connection failures, clip download issues).

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



RPD50 2Q FY 2010

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

LRT Buildout Phase IIA

**Strategic Plan Consideration** 

C2.3 Integrate new transit services

**Description** 

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

Status N

NTP was issued on July 9, 2009.

From Empire Central to Anson Road, utility work, manhole, and waste water line M are complete. Demolition and grading are complete. Final pavement section is anticipated to be completed by April 2010.

**Issues** 

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



RPD51 2Q FY 2010

### LRT Buildout Phase IIA Six Month Look Ahead

3/31/10

5			20	10		
Project	April	May	June	July	August	September
	Construction, Systems In	stallation Continues		I .	I .	<u> </u>
SE-1	Sys Instl & Test Comp	SE-1B Facility, Trk & S Guideway Const. Com	ystem Constr. Comp			
	Construction Continues					
SE-2	OCS Install Comp	Comp Sta. Comp  Start System Testing	Sys Instl & Test Comp Sta	t Integrated Testing		
NII 45	Construction Continues					•
NW-1B	Bridge Complete MS "I	3-2" Comp. System Inst TPSS Install Cor	1 & Test Comp Start S	s Test Start Integrated	Test Roadway Complet	e
NIM/ 2	Construction Continues					
NW-2	Track Install Comp.  Bridge Comp	M G	S "J" Comp <b>≜</b> Pa µideway Const Comp	rking Lot & Bus Ln Cons MS "F-a"	Signal Instl. Comp	OCS Comp. TPSS Comp.
NW-3 & WALNUT HILL /	Construction Continues					
DENTON PARKING LOT	OCS Comp Bridge Comp. Signal Comp Bids Due-Wa	■Walnut Hill F Inut Hill Parking M	arking NTP MS "J" Comp "F-a" Comp	Sta Comp_Comm Comp Start Sys	Sys Instl & Test Comp Test Start Integrated Test	ting
NINA/ 4	Construction Continues					
NW-4	Parking Lot & Bus Ln Con OCS Install	TPSS Instal	Comp MS "J" Comp Bridge Comp.	Signals Install Comp Guideway Comp.	MS "F-b" Comp	rt Integrating Test
	Construction Continues					
NWROF	Lot # 4 MS "O" Comp	de Contract ▲Lot 9 Comp & MS "T" C	MS "N2" Complete	ng Testing & NW Rail Op	er Facility In-Service	
	TestingTPSS Equipment		,	19	,	
TPSS	All TPSS Delivery was cor	pleted in December 2009				
SCS / OCC MODS	Manufacturing Station Co					
3C37 OCC MOD3	Start NW-1A/B Test	Start Test NV Start Test NV	/-3/NWROFA /-2 & NW-3	▲Start Tes NW-1A/B Test C	NW-4 ANW-2Test C	bmp t Comp NW-4 Test Comp
FARE COLL.	Manufacturing Fare Equ					
SLRV Retrofit (115)	Deliver/Assemble/Test SI	RVs Continues				
SERV Retrollt (115)	▲Conditional Accept. – 8	rd C-Car Retrofit Project	is 77% Complete	DART Delivery of 115	h LRV to FMB 🛕	
25 New SLRVs	Acquisition of 25 SLRV V	ehicles Continues				
	Delivery of 1st Vehicle Begin Acceptance Test	1 <sup>st</sup> Vehicle				
CCTV Part 2 - SE-1A &	Construction Continues SE-1A / Phase I Con	dulate A OC 4	Canat Cadara Camp	A Ctart NC 2 Ca	hat Malaut Hill A	Start NC-4 Conet Aranaho
Remaining Stations	CBD Construction C	omplete Const Tyler Vernon Const Hampton	Const Cedars Comp Start NC-2 Const Lovers Start NC-2 Const Park I	Lane Start NC-3 Co	nst Walnut Hill nst Forest Lane nst LBJ/Central	tart NC-4 Const Arapaho Start NC-4 Const Galaytn Start NC-5 Const Bush
	Start WOC-1 Start WOC-1	Const Hampton	- Start NC-2 Const Park I	arie Start NC-3 CC	ist LBJ/Ceritiai	Start NC-5 Const Bush
NW-2 Add'l Betterments		I			1	I
NRW O.L First DW	Construction Continues					
NW-2 Love Field West Area Improvement	MS "A" Construction C	Complete A				
Design/Utilities/l	ROW	GMP / IFB	Fal	o / Construct / Test	LR'	/ Acceptance
		la Oliana and family I			_	·
Look Ahead Event	△	ile Silppage for Look	Anead $\diamondsuit$ S	pecial Event	Revenue Service	e



RPD52 February 2010

## **Change Control Summary**

### **LRT Buildout Phase IIA**

Light Rail Transit Buildout Phase IIA - Change Control Summary

			Approved	Approved	Total	(note e)	Current	Remaining	Percent	Percent	Summary of Activity
Rail S	ection/	Consultant/	Contract	Contingency/	Approved	Executed	Contract	Contingency/	Contingency	Contract	This Period & Comments
Contract	Package	Contractor	Amount	Allowance	Amount	Changes	Value	Allowance	Used	Comp.	(March 2010)
			(A)	(B)	(C=A+B)	(D)	(E=A+D)	(F=B-D)	(G=D/B)	Note c	
	GEC	ACT-21	\$225,294,707	\$724,613	\$226,019,320	\$0	\$225,294,707	\$724,613	0%	(Note a)	Through FY-10 AWP
	C-1002450-01						onal overhead payments				
Professional Services	SDC C-1002803-01	Dallas System Consultants	\$80,864,157	\$212,550	\$81,076,707	\$0	\$80,864,157	\$212,550	0%	(Note a)	Through FY-10 AWP
Professional Services	Systems Integration (SIC) C-1004187-02	DMJM + HARRIS	\$63,081,761	\$386,954	\$63,468,715	\$0	\$63,081,761	\$386,954	0%	(Note a)	Through FY-10 AWP
	LRV Engineering C-1008146-01	LTK	\$12,548,029	\$78,118	\$12,626,147	\$0	\$12,548,029	\$78,118	0%	(Note a)	Through FY-10 AWP
Construction SE1, 2, NW1B	CMGC-1 C-1007571-01	Archer Western/Brunson Caron	\$372,865,538 Increase base for	\$18,219,058 BR080029,080030.0	\$391,084,596 80058,080061,09008	\$14,458,749 86	\$387,324,287	\$3,760,309	79%	84% (Note b)	Includes Pre construction & construction
Construction	CMGC-3	Archer Western/Herzog	\$476,122,907	\$23,476,522	\$499,599,429	\$7,105,986	\$483,228,893	\$16,370,536	30%	77%	
NW-2, 3, 4	C-1009666-01	-					TxDot ILA \$1,125,936.24			(Note b)	Includes Board authorized
			Audited contract	values through BR 09	0036 March 2010	l .					increases to base contract
CBD	CBD Level Boarding	Phillips-May	\$5,370,333	\$268,516	\$5,638,849	-\$259,025	\$5,111,308	\$527,541	-96%	99%	
Raise/Extend	C-1012813-01			·							
	Lot 1 C1012392-01	Archer Western	\$65,238,407 Increase contin	\$2,614,517 igency 2/10 by \$438,	\$67,414,120 804 BR 100009	\$1,136,850	\$66,375,257	\$1,477,667	43%	99%	
NWROF	Lots 2 C1012392-02	Herzog	\$7,337,506	\$311,777	\$7,649,283	\$33,765	\$7,371,271	\$278,012	11%	100%	
Construction	Lot 3 C1012392-03	Mass Electric	\$11,289,300	\$479,692	\$11,768,992	\$44,313	\$11,333,613	\$435,380	9%	75%	
	Lot 4 C-1012392-04	Journeyman	\$8,944,333	\$380,053	\$9,324,386	\$17,107	\$8,961,440	\$362,946	5%	73%	
	Lot 9 C-1012392-05	Macton	\$1,996,500	\$99,825	\$2,096,325	\$0	\$1,996,500	\$99,825	0%	91%	
			A11 774 017	****	********	4117101	A11 407 404	2442.744	2221	000/	
Track Material	Lots 3 & 6 C-1009684-02	Progressive Rail Spl Trkwrk/CWR	\$11,754,817	\$352,645	\$12,107,462	-\$117,121	\$11,637,696	\$469,766	-33%	99%	
Procurement	Lot 5	L.B. Foster	\$4,999,349	\$149,981	\$5,149,330	\$891	\$5,000,240	\$149,090	1%	100%	
Trocurement	C-1009684-03	Fasteners	01,555,515	\$145,501	05,245,550	0031	\$5,000,240	0145,050	170	10070	
CMGC-1	Lot 4 C-1009684-04	Rocla Concrete Tie Concrete Ties	\$3,145,765	\$96,089	\$3,241,854	\$64,195	\$3,209,960	\$31,894	67%	100%	
	Lots 1 & 3	VAE Nortrak	\$9,459,512	\$472,976	\$9,932,488	-\$293,849	\$9,165,663	\$766,825	-62%	100%	
	C-1012000-01 Lot 2	NW2/3/4 & NWROF/Spl Trkwrk L.B. Foster	\$5,982,978	\$299,149	\$6,282,127	\$13,715	\$5,996,693	\$285,434	5%	100%	
Track Material Procurement	C-1012000-02 Lot 4	NW-2/3/4 CWR Rocla Concrete Tie	\$3,361,624	\$168,081	\$3,529,705	\$70,715	\$3,432,339	\$97,366	42%	100%	
CMGC-3	C-1012000-04 Lot 5	Concrete Ties  Advanced Track Products	\$5,722,502	\$286,125	\$6,008,627	\$0	\$5,722,502	\$286,125	0%	100%	
Systems	C-101200-03 TPSS DFI	CMGC-3 Fasteners Siemens Transportation	\$30,792,441	\$2,463,395	\$33,255,836	-\$61,319	\$30,731,122	\$2,524,714	-2%	57%	
Зумень	C-1012105-01 Fare II	Systems, Inc. GFI Genfare	\$7,083,459	\$231,205	\$7,314,664	\$68,700	\$7,152,159	\$162,505	30%	0%	
	C-1011621-01	Systems, Inc.	Included Starter S	ystem Replacements							
Vehicle Procurement	115 C-Unit Mods W/ATP C-1011711-01	Kinkisharyo/Itochu	\$190,395,824	\$5,989,416 et& contingency amo	\$196,385,240	\$937,870	\$191,333,694	\$5,051,546	16%	82%	
Vehicle	SLRV Procurement (25)	Kinkisharyo International	\$164,374,396	\$4,931,232	\$169,305,628	\$0	\$164,374,396	\$4,931,232	0%	25%	
NW-2 Little Denton	C-1013706-01		L		*****	<u> </u>				<b>—</b>	
NW-2 Little Denton Drive Betterments & Improvements	LDDIB C-1016241-01	Phillips/May Corporation	\$2,039,333	\$163,147	\$2,202,480	\$0	\$2,039,333	\$163,147	0%	25%	
NW-3Walnut/Denton Parking	Pending	Pending	\$0	\$0	\$0	\$0	\$0	\$0	0%	0%	
Systems	SCS/OCC	GE Advanced Comm. Systems	\$19,268,337	\$1,541,467	\$20,809,804	\$34,761	\$19,303,098	\$1,506,706	2%	27%	
Modifications	C-1009337-01				-	L		-			
CCTV	CCTV	Calence, LLC	\$5,759,107	\$592,525	\$6,351,632	\$0	\$5,759,107	\$592,525	0%	27%	ĺ
Equipment - Fixed	C-1016547-02		ļ								
Deep Ellum Gateway Art Project	DEGA C-1013454-02	Brad Oldham	\$1,365,000	\$45,045	\$1,410,045	\$39,846	\$1,404,846	\$5,199	88%	99%	
		TOTALS:	\$1,796,457,922	\$65,034,673	\$1,861,053,791	\$23,296,148	\$1,819,754,070	\$41,738,525		•	•
Legend:	% Contingency >= 70%	]	,,,,		.,,,	,,		,,	1		

RPD53 February 2010



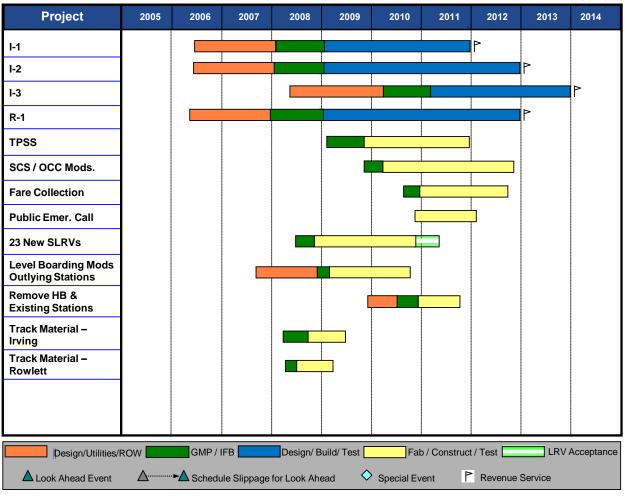
a) The professional services contracts are negotiated through annual workplans (AWP); amounts reflected on this report represent Total Board Authorized Not-to-Exceed values. AWP Contingency is for current year only.
b) CMGC-1 & 3 contracts were modified to include construction services.
c) Percent contract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



LRT Buildout Phase IIB

# LRT Buildout Phase IIB Summary Control Schedule

3/31/10





LRT BUILDOUT PHASE IIB  Cost Summary (in millions of dollars)						
	Control Budget	Current Commitment (1)	Expended to Date (2)			
General Phase IIB	\$ 137.8	\$ 37.3	\$ 23.9			
Irving-1	365.9	346.3	102.2			
Irving-2	233.6	186.6	79.7			
Irving-3	272.5	4.9	4.4			
Rowlett-1	213.4	213.1	41.2			
Level Boarding – Outlying Stations	13.2	7.0	3.0			
NWROF	53.0	59.1	54.6			
Systems	42.2	42.4	15.6			
Vehicles	206.5	194.2	61.9			
LRT Buildout Phase IIB Total	\$1,538.1	\$1,090.9	\$386.5			

#### SCHEDULE SUMMARY

	Contract Completion Dates	Revenue Service Dates
Line Section I-1	12/2011	12/2011
Line Section I-2	12/2012	12/2012
Line Section I-3	12/2013	12/2013
Line Section R-1	12/2012	12/2012



RPD55 2Q FY 2010

Committed values reflect activity through 02/28/10.
 Expended to date values reflect activity through 1/31/10, as reported on DART's General Ledger.

C2.3 Integrate new transit services

#### **Description**

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

#### Status

The design-builder has completed the majority of the design. Drilled shafts, columns, pier caps, bridge beams, and bridge deck are being installed along the limits of the Trinity River Bridge structure. Station construction is underway.

#### **Issues**

The design-builder has gained the needed final approval from the Irving Flood Control District, as well as the release of the Construction Authorization Letter from the U.S. Army Corps of Engineers. As a result, construction on the bridge structure in the vicinity of the Trinity River levee began in February 2010.

The City of Irving is acquiring most of the ROW. The fulfillment of Irving's contribution (\$60M) identified in the ILA with DART is under evaluation by DART and the City. The DART Board of Directors will consider closure of this ILA at the April 13, 2010, Rail Program Committee.

TxDOT provided notification to DART that it is no longer able to meet its commitment to provide access to the SH 114/Loop 12 area by the dates previously committed. Without mitigation, this delay in access to the SH 114/Loop 12 area will cause a delay in revenue service of Irving-1 and Irving-2. DART is working with TxDOT to identify opportunities to mitigate the impacts of late access. DART's design-builder has been evaluating the delay and is anticipated to provide their impact analysis by early April 2010.

DFW Airport and DART have not finalized an agreement, but the design-builder has access for clearing and grubbing on DFW property. Negotiations between DFW and DART continue on the Construction Right-of-Entry (CROE) document. Negotiations for the permanent easement will begin once the CROE is executed.

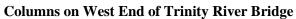
Construction access for a few remaining parcels has not yet been obtained. Temporary access is being negotiated to allow construction to begin before property transfer is final.



RPD56 2Q FY 2010



Piers on East Side of Trinity River Levee









**SH 114 Aerial Structure** 

### Lake Carolyn Parkway





# Track Materials Procurement for Irving Corridor

LRT Buildout Phase IIB

**Strategic Plan Consideration** 

C2.3 Integrate new transit services

**Description** 

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

**Status** 

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

Issues None



RPD59 2Q FY 2010

C2.3 Integrate new transit services

**Description** 

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

Status

The DFW Corridor is in the planning and development phase. DART has initiated discussions with DFW Airport regarding the implementation of this final extension of the Irving Corridor (I-3). On June 23, 2009, a regional consensus was achieved when the DART Board of Directors approved the Phased Approach. The first phase extends light rail directly into Terminal A. A future phase extends the alignment to interface with the Cotton Belt before turning into Terminal A.

DART has initiated Preliminary Engineering for the project and is coordinating the design with DFW and TxDOT. The 5% design for Phase I was submitted on September 15, 2009. All comments have been received and dispositioned. The 5% design for Phase II was submitted on December 1. 2009. All comments have been received and dispositioned. The 10% design for Phase I was submitted on December 23, 2009. All comments on the 10% design were dispositioned March 29, 2010. Finalizing the 10% design is pending completion of Subsurface Utility Engineering (SUE), which is about 80% complete. A draft of the Environmental Assessment (EA) Document is being reviewed. DART is working with an aviation consultant to identify issues associated with implementing LRT at airports. DART has initiated environmental documentation. An Agency Scoping Meeting was held on October 19, 2009. A Public Scoping Meeting was held on October 20, 2009. DART is having ongoing coordination meetings with DFW Airport, FAA, and FHWA. A separate task force of DFW and DART representatives is meeting to determine the roles and responsibilities for the DFW station design. Planning has coordinated with Systems to preliminarily place TPSSs, system elements, and storage tracks.

**Issues** 

DFW has identified a potential pinch point along SH 114.

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

DART funding limitations may impact delivery of services for the I-3 line section.



RPD60 2Q FY 2010

C2.3 Integrate new transit services

#### **Description**

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

#### **Status**

The design-builder is advancing the design and has completed clearing and grubbing activities throughout the project limits. Design focus is on the bridge structures, utilities, and guideway grading.

Substructure construction on the Rowlett Creek bridge continues and utility relocations are underway.

#### **Issues**

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

Design progression had advanced more slowly than anticipated. The design-builder reorganized its project leadership structure in order to more closely manage the progress of its design consultants. The reorganization has been beneficial and the design progress has begun to advance at a faster pace.



RPD61 2Q FY 2010



Rowlett Creek Column Placement

### **Drilled Shaft Installation**





## **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.

R-1 project.

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

Texas. Contract closeout is in progress.

**Issues** None



RPD63 2Q FY 2010

C2.3 Integrate new transit services

**Description** 

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

**Status** 

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

The first four (4) substations required for Line Sections I-1 and I-2 are in production and in various states of the fabrication.

Issues None



RPD64 2Q FY 2010

C2.3 Integrate new transit services

### **Description**

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

**Status** 

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

**Issues** 

A change agreement resolving the Irving 1 and 2 dates for access, testing, and completion has been crafted after negotiation with the SCS/OCC contractor. Change is being held pending final confirmation of access dates.



RPD65 2Q FY 2010

C2.3 Integrate new transit services

**Description** 

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

Phase IIB stations.

**Status** 

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

Discussions are on hold until other deployment dates are settled.

**Issues** None



RPD66 2Q FY 2010

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 are being stored until required by the design-builder.

Current Blue Line (Rowlett Corridor) schedule shows pickup of PEC units from DART in May 2010 and installation starting in June 2011.

Current Orange Line (I-1/I-2 Corridor) schedule shows installation of PEC units from April 2011 through December 2011.

**Issues** 

The manufacturer notified DART of a potential electrical issue with the PEC units that have been delivered. The Maintenance Department is in the process of shipping all units back to the manufacturer for retrofit at no cost to DART. Seventy-two of the one hundred units were shipped to the manufacturer in late September 2009 and returned to DART in October 2009.



RPD67 2Q FY 2010

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

LRT Buildout Phase IIB

**Strategic Plan Consideration** 

C2.3 Integrate new transit services

**Description** 

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

**Status** 

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

Issues None



RPD68 2Q FY 2010

C2.3 Integrate new transit services

**Description** 

Integrate systems operation for LRT Buildout Phase IIB.

Status

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

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

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

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

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

Issues None



RPD69 2Q FY 2010

# **Level Boarding Modifications For Outlying Stations**

LRT Buildout Phase IIB

Strategic Plan C1 Consideration C2

C1 Improve Customer Satisfaction

n C2 Manage System Growth

**Description** 

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

**Status** 

NTP was issued March 20, 2009. All stations are complete except for Union, Walnut Hill, Park Lane, Lovers Lane, and Mockingbird stations. Union Station is scheduled for April 12 – May 26, 2010. Lovers Lane Station is postponed until July 2010.

**Issues** 

The Lovers Lane Station has experienced some settlement since originally installed. The area of settlement will be filled in prior to proceeding with the mini-hump construction.



RPD70 2Q FY 2010

## LRT Buildout Phase IIB Six Month Look Ahead

3/31/10

Bustant	2010								
Project	April	May	June	July	August	September			
	Design / Build Continues								
I-1	▲ Utility Cons ▲ General R Utility Const Complete	▲Special Cond Const Complete I-1.2 equirements Const Starts 6(f) Process (Dallas RC	I-1.2 W Parcel #5) Complete	PM	ignals Design Complete  I-1 Design Complete  Deliver TPSS #3  Mtg TXDOT MOU  Crossing Const Starts				
I-2	Design / Build Continues				<u>,                                      </u>				
1-2	▲ NTT/ ▲ Guideway Co TPSS Design Comp	· ·	ROW/CROE Comp  DFW Board Approv	Cros	ork Const Starts I-2.1 sings Const Starts I-2.1 sagreement/Easement				
	Planning/Environmental	Procurement							
1-3	▲ Notification of DFW Station Design Starts  Draft Supp Annex Starts	or EA Public Hearing  EA Public Hearing	PE/Preliminary Utility Inv D-B Firms Submit Quali DFW Board DFW S ROW (TXDOT) Acqui	ications ation MOA sition Begins					
	Design / Build Continues								
R-1	▲ Track Elect ▲ Station/Par Track Design Comp▲	Const Starts AStati k & Ride Const Starts ADGNO Improven	on Design Complete ROW/CROE Complete ents Starts Tracky	PM Mto vork Const Starts▲	TXDOT Min Order A Draft TXDOT Min Order DART Board TXDO1	Complete Min Order 🛆			
TPSS	Manufacturing Continues								
	4			Delive	ry TPSS #3 🛕				
FARE			Prepare Exer	cise Options Documents	Procurement				
200/200	Procurement Continues		Manufacturing						
SCS/OCC	Pricing & Delivery Verif	cation Comp <u></u> ▲ ▲۱	TP Manufacturing						
23 New SLRVs	Vehicle Fabrication Conti	nues	l .	1	1				
	Construction Continues	l	<u>I</u>	1	i .	<u>I</u>			
Level Boarding Mods			Union Sta	ation Lot 3 Clo	seout				
Outlying Stations	Lot 1 Closeout	Walnut Hill Station Lot 2 Closeou		Park Lane Station	Lovers Lane Station	▲Const Comp			
J , G		2012 0103600		Faik Lane Station	Mockingbird Station				
	Design Continues			Procur	rement				
Remove HB & Existing Stations		С	esign Complete 🛕	SMR Comp▲ Submit EPR▲		Issue IFB 🛕			
Design/Utilities/RO	W GMP/I	FB Desig	n/ Build/ Test	Fab / Constru	act / Test	LRV Acceptance			
Look Ahead Event	△Schedul	e Slippage for Look	Ahead $\diamondsuit$ S	pecial Event	Revenue Service	e			



RPD71 2Q FY 2010

### Change **Control Summary**

### LRT Buildout **Phase IIB**

Light Rail Transit Buildout Phase IIB - Change Control Summary

	Rail Section/ ontract Package	Consultant/ Contractor	Approved Contract Amount	Approved Contingency/ Allowance	Total Approved Amount	(note c) Executed Changes	Current Contract Value	Remaining Contingency/ Allowance	Percent Contingency Used	Percent Contract Comp.	Summary of Activity This Period & Comments (March 2010)
Design/CM	Track 3	Track 3 Joint Venture	(A) \$27.664.439	(B) \$386,377	(C=A+B) \$28.050.816	(D) \$0	(E=A+D) \$27.664.439	(F=B-D) \$386,377	(G=D/B)	Note a	Note b
Design C.i.	C-1013219-01	Various + I1&2+Rowlett		Deob \$1,502,678 from base and \$180,666 from contingency from FY08 AWP						Ť	
Irving 1 & 2	Irving 1-2 DB	KSVRP JV	\$430,164,910	\$17,207,000	\$447,371,910	\$2,140,818	\$432,305,728	\$15,066,182	12%	12%	Design-Build
	C-1014614-01	Irving 1 & 2									
Rowlett	Rowlett DB	Austin Road & Bridge	\$193,019,007	\$7,514,000	\$200,533,007	\$0	\$193,019,007	\$7,514,000	0%	3%	Design-Build
	C-1014614-02	Rowlett									
	Irving Rail Procurement	L.B. Foster	\$8,920,527	\$89,205	\$9,009,732	\$22,133	\$8,942,660	\$67,073	25%	100%	
Track Material	C-1014938-02	Irving 1, 2 & 3									
Procurement	Rowlett Rail Procurement	Progeessive Rail Services	\$3,394,300	\$33,943	\$3,428,243	\$0	\$3,394,300	\$33,943	0%	100%	
CWR	C-1014938-01	Rowlett									
Systems	TPSS DFI	Siemens Transportation	\$17,096,095	\$170,961	\$17,267,056	\$0	\$17,096,095	\$170,961	0%	0%	
-,	C-1012105-01	Systems, Inc.									
Systems	Fare II	GFI Genfare	\$1,542,448	\$0	\$1,542,448	\$0	\$1,542,448	\$0	0%	0%	
Systems	C-1011621-01	Systems, Inc.									
Systems	SCS/OCC	GE Advanced Comm. Systems	\$0	\$0	\$0	\$0	\$0	\$0	0%	0%	
Systems	C-1009337-01	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%	
venicie	C-1013706-01										
Level	Level Boarding Outlying Sta.	Phillips May Corporation	\$4,043,333	\$323,467	\$4,366,800	\$0	\$4,043,333	\$323,467	0%	0%	
Boarding Outlying	C-1016053-01										
		TOTALS:	\$812,575,386	\$28,568,834	\$841,144,220	\$2,162,950	\$814,738,336	\$26,405,884			
	A. A	1							i		

Legend: % Contingency >= 70%

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



RPD72 2Q FY 2010



# Dallas Central Business District (CBD) D2 Alignment

LRT Buildout Phase III

**Strategic Plan Consideration** 

C2 Manage System Growth

**Description** 

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

**Status** 

The Draft Environmental Impact Statement (EIS) will be published in the Federal Register on April 2, 2010. The final Public Hearings/Meetings are scheduled for May 6, 2010, which will be followed by the DART Board selection of a Locally Preferred Alternative (LPA), anticipated in June 2010. Two community meetings will be scheduled in late April to complement the public hearing meetings. A final round of advisory committee meeting(s) will also be held.

**Issues** 

Because the FTA-approved travel demand model for final forecasts and SUMMIT results has been unavailable, an alternative forecasting approach is being proposed to FTA for use in preparation of the New Starts Submittal.



RPD73 2Q FY 2010



## **Summary Working Schedule**

Commuter Rail

## Commuter Rail Summary Working Schedule

3/31/10 Project 2003 2004 2002 2005 2006 2007 2008 2009 2010 2011 TRE Double Tracking (L. Perkins – Market Ctr) Civil Structures TRE RR Grade Sep. (Beltline - Story Road) TRE Track Installation (Beltline - L. Perkins) TRE Valley View





RPD74 2Q FY 2010

COMMUTER RAIL Cost Summary (in millions of dollars)								
	Control Current Expended to Date <sup>(1)</sup>							
Belt Line Road Grade Separation	\$ 70.5	\$ 68.5	\$ 63.1					
Lisa-Perkins Double Tracking	6.4	6.5	6.5					
Valley View (3)	14.4	3.0	0.7					

- Expended to date values reflect activity through 1/31/10, as reported on DART's General Ledger. Control Budget and Current Commitment reflect activity through 02/28/10. Control budget value reflects DART's FY2009 approved Financial Plan value for this project.
- 1) 2) 3)



RPD75 2Q FY 2010

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

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

Status

The paving for southbound lanes of Belt Line Road is complete, and median work continues on the north and south side of Belt Line.

**Issues** 

Cracking is visible on certain portions of the bridge. Both the designer and construction contractor have been notified.



RPD76 2Q FY 2010

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

**Commuter** Rail

Strategic Plan C1 Imp

C1 Improve Customer Satisfaction

Consideration

C2 Manage System GrowthC3 Improve Efficiency

**Description** 

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

**Status** Closeout paperwork is complete and contract is closed.

Issues None



RPD77 2Q FY 2010

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

Commuter Rail

Strategic Plan C1 Improve Customer Satisfaction

**Consideration** C2 Manage System Growth

C3 Improve Efficiency

**Description** This contract includes the procurement and installation of track for the Lisa-

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

existing signal system in the Belt Line Road grade separation project.

**Status** Remaining work continues for the Belt Line Road project.

Issues None



RPD78 2Q FY 2010

# Valley View to West Irving Double Tracking

Commuter Rail

**Strategic Plan Consideration** 

C1 Improve Customer Satisfaction

C2 Manage System Growth

C3 Improve Efficiency

**Description** 

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

**Status** 

Final design of the civil and structural elements was submitted in December 2009. The Senior Management Review (SMR) was held and final adjustments are being made to the design. The systems/signal 50% design work was submitted on January 20, 2010. IFB was issued on March 19, 2010. Bid opening is scheduled for April 29, 2010.

**Issues** None



RPD79 2Q FY 2010

# Track Materials Procurement for TRE Valley View Project

**Commuter** Rail

**Strategic Plan Consideration** 

C2.3 Integrate new transit services

**Description** 

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

**Status** 

NTP was issued to the contractor in August 2009. Material delivery has been completed.

Issues None



RPD80 2Q FY 2010

Commuter Rail

### Commuter Rail Six Month Look Ahead

3/31/10

Droject	2010							
Project	April	May	June	July	August	September		
TRE Double Tracking (L. Perkins – Market Ctr) Civil Structures	All Construction Comple	eted 4/9/09						
	Construction Continues							
TRE RR Grade Sep.		F Complete						
(Beltline – Story Road)		Co	nst MS A Complete 🔷					
	Installation Continues							
TRE Track Installation (Beltline – L. Perkins)								
	Procurement – Civil/Str	l uctural/Systems Continue	es Cor	struction Continues				
TRE Valley View	Ssue Bid Amen	dments  Bids Received						
		Awa	rd Recommendation					
		<b>♦</b> P	M Committee Meeting					
			DART Board Mee	ting				
			♦ NTF	Construction				
			I	i .				
	_							
Design/Utilities	/ROW	GMP / IFB	F	ab / Construct / Tes	t LF	RV Acceptance		
Look Ahead Event	△Sched	dule Slippage for Lo	ok Ahead	Special Event	P Revenue Serv	ice		



RPD81 2Q FY 2010

### **Change Control** Summary

Commuter Rail

#### Commuter Rail - Change Control Summary

Facility/ Contract Package		Consultant/ Contractor	Approved Contract Amount	Approved Contingency Allowance	Total Approved Amount	(note b) Executed Changes	Current Contract Value	Remaining Contingency Allowance	Percent Contingency Used	Percent Contract Comp.	Summary of Activity This Period & Comments (March 2010)
			(A)	(B)	(C=A+B)	(D)	(E=A+D)	(F=B-D)	(G=D/B)	Note a	
TRE	Belt Line-Story Grade Separation	McCarthey Building	\$43,006,362	\$3,685,753	\$46,692,115	\$3,343,301	\$46,349,663	\$342,452	91%	93%	
	C-1012696-01	Companies	Increased contingency	by \$245,244 per	Board Resolution	on 080164					
TRE	TRE Lisa-Perkins Construction	Austin Road	\$2,910,060	\$87,302	\$2,997,362	\$51,019	\$2,961,079	\$36,283	58%	96%	
	C-1012966-01	and Bridge									
TRE	TRE LP/BL-S Trk Mtl Procure/Install	Herzog	\$11,494,170	\$344,822	\$11,838,992	-\$237,936	\$11,256,234	\$582,758	-69%	88%	
	C-1012577-01										
TRE	TRE Valley View Bridge & Double Tracking Construction Pending	Pending	\$0	\$0	\$0	\$0	\$0	\$0	0%	0%	
TRE	TRE Valley View Bridge & Double Tracking Track Material C-1016855-01	Progress Rail Services	\$1,261,356	\$37,841	\$1,299,197	\$0	\$1,261,356	\$37,841	0%	0%	
		TOTALS:	\$58,671,948	\$4,155,718	\$62,827,666	\$3,156,384	\$61,828,332	\$999,334			
I arond:	V Contingenous - 70°V	1									



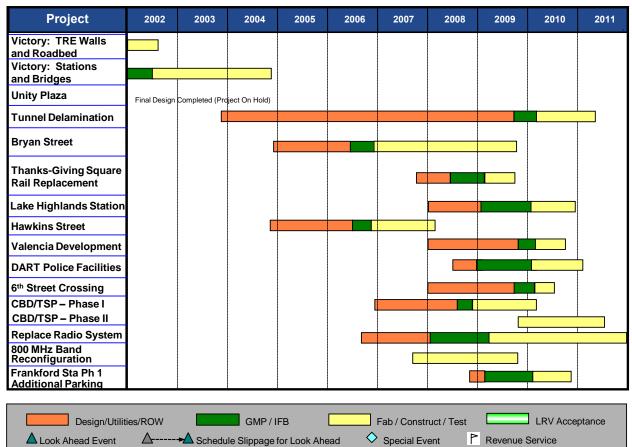
RPD82 2Q FY 2010

a) Percent contract complete based on invoices paid divided by contract value.
 b) The dollars shown in executed contract modifications are based on project controls physical possession of a copy of the executed document.



## Additional Capital Development Summary Working Schedule

3/31/10





RPD83 2Q FY 2010

## ADDITIONAL CAPITAL DEVELOPMENT Cost Summary (in millions of dollars)

**Control** Current **Expended** Commitment (4) Budget (4) to Date (1) Victory Station Project (2) \$79.0 \$ 84.7 \$84.4 Unity Plaza 0.0 0.9 0.9 **Tunnel Delamination** 4.5 2.7 2.5 Bryan Street (3) 30.8 27.9 22.3 Hawkins Street 23.2 23.7 22.0 Thanks-Giving Square Rail Replacement 1.9 1.7 1.6 Lake Highlands Station 13.4 10.4 2.2 DART Police Facilities (5) 35.0 21.2 3.6 Monroe Shops – Pre-Development (5) 1.7 1.7 0.4 Frankford Road Additional Parking 7.1 3.7 2.3 6th Street Crossing (5) 1.6 0.1 0.0



RPD84 2Q FY 2010

<sup>1)</sup> Expended to date values reflect activity through 1/31/10, as reported on DART's General Ledger.

<sup>2)</sup> Current commitment and expenditures do not reflect anticipated \$2.0 mm Anland credit.

<sup>3)</sup> Expended to date value includes reimbursements of \$4.8 MM from funding partners.

<sup>4)</sup> Control Budget and Current Commitment values are reflected as of 02/28/10.

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

C2.3 Integrate new transit services

### **Description**

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

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

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

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

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

Eby sued DART's general engineering consultant, LAN/STV, in State Court. The Texas Supreme Court denied review of the appeal, and the matter was sent back to District Court. DART is not a party to this litigation. District hearing was held in May 2009. Judge issued a Decision after Hearings to clarify liability. Appeals have been filed by both parties and the matter is now at the Court of Appeals.



RPD85 2Q FY 2010

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.



RPD86 2Q FY 2010

### North Central Tunnel Delamination Repair & Monitoring

## Additional Capital Development

### **Strategic Plan Consideration**

C3.4 Maintain assets and improve asset management

### **Description**

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

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

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

#### **Status**

Bids were received in February 2010. The construction contract was presented to the Rail Program Committee on February 23, 2010, and was approved by the Board in March 2010.

The contractor has been given NTP and has commenced early submittal activities.

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

#### Issues

None



RPD87 2Q FY 2010

C2.3 Integrate new transit services

**Description** 

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

**Status** Punch list work for civil construction is nearing completion.

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



RPD88 2Q FY 2010

# Track Materials Procurement - Bryan/Hawkins Junction

Additional Capital Development

**Strategic Plan Consideration** 

C2.3 Integrate new transit services

**Description** 

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

**Status** Contract closeout is nearing completion.

**Issues** None



RPD89 2Q FY 2010

# **Thanks-Giving Square Rail Replacement**

## Additional Capital Development

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

Consideration

**Description** This project will replace the rail and girder rail along the curve adjacent

to Thanks-Giving Square in the CBD.

**Status** Closeout is nearing completion.

**Issues** None



RPD90 2Q FY 2010

C2.3 Integrate new transit services

**Description** 

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

**Status** 

The Lake Highlands project is being designed and constructed in two parts.

#### **Contract 1**

NTP was issued to Journeyman Construction on January 14, 2010. Contractor has started early activities and mobilized on site to start dirt work in early March 2010. Demolition of existing ballast wall has begun on the west and east sides of tracks. The contractor has installed temporary fencing.

### **Contract 2**

Walnut Hill Lane access design was completed in January 2010 and the contract solicitation is in progress.

Issues None



RPD91 2Q FY 2010

S1 Build and Maintain Relationships with Stakeholders

### **Description**

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

### Status F

Funding 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 had been submitted, but now has been cancelled by the Procurement Department.

#### **Issues**

DART cannot move forward to establish a contract for the on-site work until the agreements for funding of construction and design support during construction are finalized.



RPD92 2Q FY 2010

### **DART Police Facilities**

## Additional Capital Development

### **Strategic Plan Consideration**

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

### **Description**

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

#### **Status**

#### **Monroe Shops**

The DART Police Headquarters at Monroe Shops is being designed and constructed in three parts.

### Contract 1 – Demolition and Major Structures

NTP for construction was issued to Phillips May, Inc., on July 10, 2009. Contract was substantially completed on March 17, 2010. The contractor is working on the punch list and is beginning the closeout process.

#### Contract 2 – General Construction

A partial NTP for building components was issued January 5, 2010. The contractor is preparing early submittals and started construction activities in March 2010.

#### Contract 3 – Finish-Out

IFB was issued on March 11, 2010. Bids are scheduled to be received on April 2, 2010.

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

The IFB was issued on January 20, 2010. Bids were received on March 12, 2010. Presentation to the Rail Program Committee is scheduled for April 27, 2010, with presentation for Board approval scheduled for May 11, 2010.

### **Northwest Police Substation**

A 100% design submittal was submitted on March 26, 2010, and an SMR was conducted on March 31, 2010. This project will be re-scoped with new 95% drawings scheduled for review on April 21, 2010.

#### Issues

Structural design for stabilization of window openings is completed and has been issued to the contractor for implementation.

DART is proceeding to obtain minor amendments to the existing Planned Development District (zoning) plan for both the Monroe Shops General Construction project and the Northeast Substation project. A modification is also being sought to include the K-9 Facility adjacent to the Northeast Substation. DART is managing these processes to deflect any possible impacts to the projects' schedules.

DART is coordinating with ONCOR for a development plan for Monroe Shops on ONCOR's land and easements.



RPD93 2Q FY 2010



**High Bay Area Floor Construction** 

### **Utility Yard Access Tunnel**





## Frankford Station Additional Parking

# Additional Capital Development

**Strategic Plan Consideration** 

C1 Improve Customer Satisfaction

C2 Manage System Growth

C3 Improve Efficiency

S1 Build and Maintain Relationships with Stakeholders

**Description** 

Frankford Station additional parking is located adjacent to the North Carrollton/Frankford DART LRT station at the northeast corner of Trade Center Drive and Frankford Road in Carrollton, Texas.

The additional parking is a requirement placed on the transit-oriented development (TOD) site approval for the Northwest Corridor Line Section NW-4 during the permitting process by the City of Carrollton. The additional parking requirement is set for 920 parking spaces. However, it is only required that 450 spaces be available within six months of opening day for the North Carrollton/Frankford Station in December 2010. The remainder of the spaces will be developed on an as-needed basis in accordance with the established ordinance.

Status

NTP was given to Omega Construction Company on January 5, 2010. The contractor has started demolition and earthwork activities.

**Issues** 

DART has received an administrative change by NCTCOG, to the ILA with TxDOT/NCTCOG, modifying the language to include up to 920 parking spaces. This resolves the funding issue.

Lighting under the ONCOR easement has been reviewed and modified with ONCOR's input.



RPD95 2Q FY 2010

# **Strategic Plan Consideration**

S1 Build and Maintain Relationships with Stakeholders

#### **Description**

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

#### **Status**

The City of Garland has decided to solicit and administer the entire LRT scope of this project. DART's role in this project will be as the approval authority for improvements to be installed by the City's contractor on the existing DART LRT system.

#### **LRT Crossing**

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

#### **DGNO Crossing**

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

#### **Issues**

DART will continue to work with the City to support its efforts.

DART will begin to address the administrative process to close out this project.



RPD96 2Q FY 2010

# **Strategic Plan Consideration**

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

#### **Description**

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

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

#### **Status**

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

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

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

Location of IR detectors was identified at Pearl and St. Paul stations for detecting two- and three-car SLRVs.



RPD97 2Q FY 2010

**Issues** 

DART team marked the final location of the TWC for future operation for the contractor (Mass Electric – MEC) to install at St. Paul, Akard, and West End stations. All TWC loops have been installed by MEC and tested by DART staff for 2010 phase II use. DART is awaiting COD interface to the traffic signal controller. DART Rail Program Development (RPD) will work with Maintenance to adjust Pearl Station TWC locations for future operations. City of Dallas requested that the installed TWC get activated after the December 2010 Green Line opening.

Changes are being implemented to assist in the improvement of Pearl Station dwell time. Issues with Olive Street caused City of Dallas to scale back to 18 seconds of green phase at Pearl southbound. Once traffic controller issues are resolved, DART will request a maximum green band of 34 seconds for two-car SLRV operation and 8 seconds for three-car SLRV operation.

ioint meetings took place with **DART** Information Technology/Information Technology Systems (IT/ITS) group, RPD and Operations to create scope of work and functional requirements to integrate Northwest Junction and TSP system together to improve system efficiency. IT/TSP group made proposals to improve the Southeast Junction geometric operation and provide seamless integrations of both TSP and junctions. The team proposed geometric improvement (Crockett Pocket solution) that is being evaluated for testing. The geometric improvement is being tested in real time and the results are being shared with DART management. The Crockett Pocket solution advantages were presented and the solution was advanced from testing to design phase by the technical committee.



RPD98 2Q FY 2010

# **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

Detailed vehicle surveys were conducted in February 2010, culminating with draft installation concept drawings for all bus types. The overall approach has been reviewed and tentatively approved by DART.

Six hundred eighty-two (682) additional portable and 165 mobile radios and associated equipment have been delivered to the contractor's facility in Rowlett, Texas.

First eleven (11) non-revenue vehicle installations were completed week of March 26, 2010. Users are evaluating radio performance, installation quality, and human factors on these "first article" units. Feedback is being given to the contractor to improve installations prior to mass deployment.

#### Issues

There are two items being tracked having to do with technical issues discovered in early deployment of new radios and working with the existing DART radio system:

- Some users reported unacceptably low audio volume levels on some channels of 800MHz radios. DART Maintenance and the contractor (Harris) have investigated and made slight changes to audio input levels to older Motorola base station equipment, alleviating this compatibility issue. This issue is resolved.
- New 900 MHz radios and existing DART EDACS (Enhanced Digital Access Communication System) have a handshaking issue due to legacy revision of software being operated at DART. The contractor reports firmware update is in the final QA stages prior to expected release in April 2010.

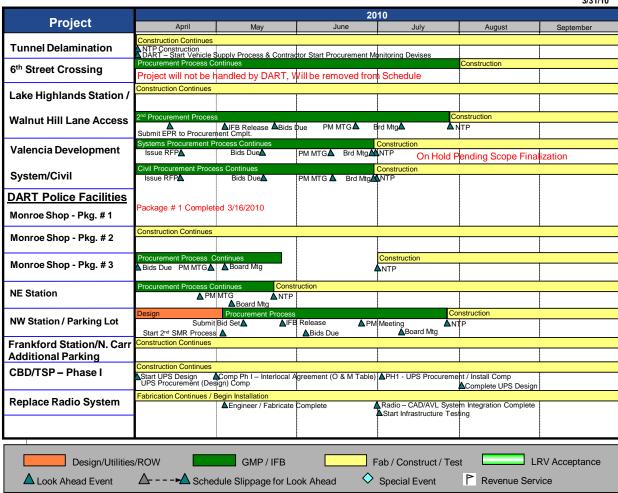
NOTE: Neither of these are issues in the final configuration of the radio system. They only effect interim/cut-over phase.



RPD99 2Q FY 2010

# Additional Capital Development Six Month Look Ahead

3/31/10





RPD100 2Q FY 2010

## **Change Control** Summary

### **Additional Capital Development**

#### Additional Capital Development - Change Control Summary

	Facility/ tract Package	Consultant/ Contractor	Approved Contract Amount	Approved Contingency Allowance	Total Approved Amount	(note c) Executed Changes	Current Contract Value	Remaining Contingency Allowance	Percent Contingency Used	Percent Contract Comp.	Summary of Activity This Period & Comments (March 2010)
			(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 C-1017790-01	Gibson & Associates	\$728,850	\$109,328	\$838,178	\$0	\$728,850	\$109,328	0%	0%	
	Design C-1003727-01	RTKL Assoc.	\$1,053,766	\$105,377	\$1,159,142	\$0	\$1,053,766	\$105,377	0%	100%	Design complete
Unity Plaza	Construction TBD	TBD	\$0	\$0	\$0	\$0	\$0	\$0	0%		IFB deferred
Thanksgiving Square Rail Mtl.	Rail Procurement C-1015411-01	Progress Rail Services	\$289,254	\$14,463	\$303,717	\$8,800	\$298,054	\$5,663	61%	100%	
Thanksgiving Square Const.	Rail Replacement C-1015926-01	Herzog	\$1,074,882	\$85,991	\$1,160,873	\$0	\$1,074,882	\$85,991	0%	99%	
Bryan/Hawkins Construction	Construction C-1007571-01	Archer/Western Brunson/Carcon	\$35,893,496	\$1,823,750	\$37,717,246	\$1,210,554	\$37,104,050	\$613,196	66%	Note a	
Bryan/Hawkins Track Material	Lots 1 & 2 C-1009684-01	Progressive Rail	\$2,761,480	\$110,460	\$2,871,940	-\$78,359	\$2,683,121	\$188,819	0%	97%	
DART Police Facilities Package 1	C-1017045-01	Phillips/May Corporation	\$3,797,333	\$493,653	\$4,290,986	\$489,092	\$4,286,425	\$4,561	99%	65%	added 07/09
DART Police Facilities Package 2	C-1017779-01	Phillips/May Corporation	\$13,074,333	\$1,699,663	\$14,773,996	\$0	\$13,074,333	\$1,699,663	0%	3%	
DART Police Facilities Package 3	TBD	Pending	\$0	\$0	\$0	\$0	\$0	\$0	0%	0%	
Lake Highlands Station	Construction Pending	Journeyman	\$6,926,292	\$554,103	\$7,480,395	\$0	\$6,926,292	\$554,103	0%	0%	
Frankford Sta Addl Parking	TBD	Omega Contracting Base plus Option	\$2,884,703	\$128,948	\$3,013,651	\$0	\$2,884,703	\$128,948	0%	0%	
Legend:	% Contingency >= 70%	TOTALS:	\$93,471,372	\$7,624,434	\$101,095,806	\$3,937,702	\$97,409,075	\$3,686,732			

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



**RPD101** 2Q FY 2010



### **DALLAS AREA RAPID TRANSIT**

### **QUARTERLY INVESTMENT REPORT**

As Of

March 31, 2010

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

David Leininger, Chief Financial Officer

Mollan Hallett, Treasurer

Nathan Hallett, Treasurer

Beverly Adler, Assistant Treasurer

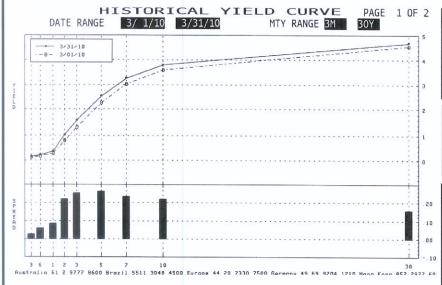
John Nichols, Treasury Operations Manager

### **Quarterly Investment Report**





#### Prepared by Treasury Reporting



Rate Tracker	游戲業		
Short-Term	$\uparrow$	3	bp
Intermediate	$\downarrow$	12	bp
Long-Term	$\uparrow$	3	bp

#### **Portfolio Performance**

Aggregate Yield  $\downarrow$  0.18% to 0.67% Benchmark  $\downarrow$  0.08% to 0.57%

#### **DART Commercial Paper**

Change During Quarter		\$0	M
Current Outstanding		\$150	M
Rate Change in Qtr.	$\downarrow$	0.17	%
Average Rate		0.31	%
Avg. Issue Days to Mat.		110	

#### **Market Overview**

The slope of the yield curve remained essentially unchanged. Intermediate and long-term rates edged slightly higher over continued soverign debt problems (Greece) and anticipation that rising U.S. debt levels will move rates higher no matter what steps the Federal Open Market Committee may take in implementing U.S. monetary policy.

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

#### **Investment Strategies**

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

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

RTR Funds: 100% money market investment

Debt Service Fund: seek investment maturities tied to required semi-annual payments; 100% in money market

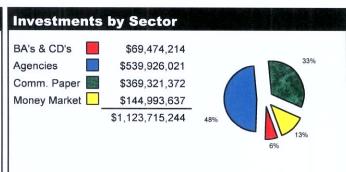
funds until the spread widens between these funds and shorter-term agency.

Bond SEAF: laddered maturities through December 2010, supplemented by money-market funds

#### **DART Commercial Paper & Bond Programs**

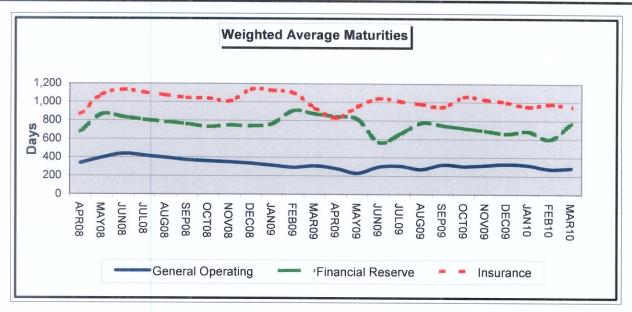
Current forecasting does not project a need for additional commercial paper issuance until January 2011.

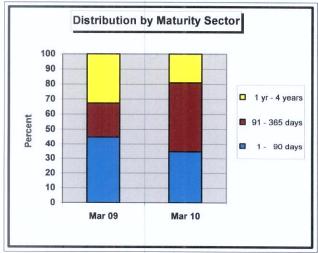
Investment P	ort	folios	(complia	ance)
General Operating	\$	513,744,576	46%	Yes
Financial Reserve	\$	22,645,247	2%	Yes
Master Insurance	\$	13,729,598	1%	Yes
Debt Service	\$	52,956,715	5%	Yes
CP SEAF	\$	-	0%	Yes
Bond Fund	\$	507,437,391	<u>45%</u>	Yes
	\$	1,110,513,526	99%	
RTR Funds	\$	13,201,718	1%	N/A
TOTAL	\$	1,123,715,244	100%	

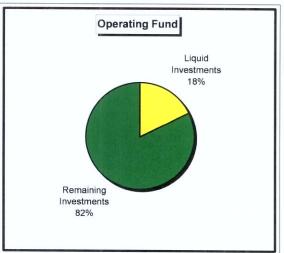


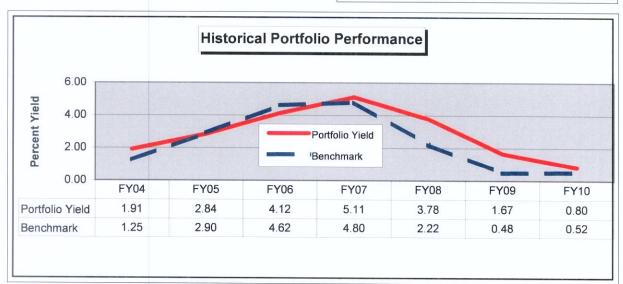
### **Quarterly Investment Report**











## **Security Transactions - Purchases by Fund**

2n	d	Qtr	F	Y1	0
The state of the s				100	

Purchase Date	CUSIP	Security Description	Ending Par Value	Maturity Date	Call Date	Yield to Call	Una	Ending amor Val/Cost	Invest Number
PERAT	ING FUND								
3/22/2010	2521E1DN2	Dexia CP (n/a) 0.00 04/22/10 \$	10,000,000	04/22/10		0.2535	\$	9,997,847	10-0073
2/23/2010	3137EABH1	FHLMC (n/a) 2.375 05/28/10 \$	10,000,000	05/28/10		0.1789	\$	10,057,900	10-0064
3/29/2010	2521E1EU5	Dexia CP 0.00 05/28/10 \$	10,000,000	05/28/10		0.2739	\$	9,995,500	10-0082
2/18/2010	06422THG1	Bankers Acceptance (n/a) 0.00 08/16/1 \$	7,117,000	08/16/10		0.3223	\$	7,105,676	10-0061
2/19/2010	06422THH9	Bankers Acceptance (n/a) 0.00 08/17/1 \$	1,242,000	08/17/10		0.3223	\$	1,240,024	10-0062
3/26/2010	17307SHP0	Citi CP 0.00 08/23/10 \$	10,000,000	08/23/10		0.3350	\$	9,986,250	10-0080
3/9/2010	06422THQ9	Bankers Acceptance (n/a) 0.00 08/24/1 \$	3,824,000	08/24/10		0.3425	\$	3,817,933	10-0068
2/22/2010	59157UJD3	Met Life CP 0.00 09/13/10 \$	10,000,000	09/13/10		0.4268	\$	9,976,317	10-0063
3/23/2010	7443M3JL9	Met Life CP (n/a) 0.00 09/20/10 \$	10,000,000	09/20/10		0.4369	\$	9,978,381	10-0074
1/22/2010	00077FKF0	ABN Financial CP 0.00 10/15/10 \$	25,000,000	10/15/10		0.5084	\$	24,907,639	10-0058
3/25/2010	36959JKM4	GE Capital Corp CP 0.00 10/21/10 \$	10,000,000	10/21/10		0.3555	\$	9,979,583	10-0079
2/9/2010	3133XWN96	FHLB Callable (3/9/10-5) 0.45 02/09/11 \$	5,000,000	02/09/11		0.4500	\$	5,000,000	10-0059
1/7/2010		FFCB {n/a} 4.875 02/18/11 \$	3,800,000	02/18/11		0.4662	\$	3,985,896	10-0048
3/24/2010		FHLB Callable (qtrly-5) 0.50 04/06/11 \$	5,000,000	04/06/11	06/23/10	0.6256	\$	4,998,450	10-0078
/13/2010		FFCB Callable (anytime-7) 0.73 06/01/ \$	5,000,000	06/01/11		0.7300	\$	5,000,000	10-0054
/13/2010		FFCB Callable (any>4/6/10-7) 0.75 07/ \$	10,000,000	07/07/11	04/07/10	0.7500	\$	10,000,000	10-0051
2/24/2010	3133XWSW0	FHLB Step Callable (qtrly-5) 0.50 08/11 \$	5,000,000	08/11/11	05/11/10	0.4999	\$	5,000,000	10-0065
8/15/2010		FHLMC Callable (9/15/10-5) 0.75 09/15 \$	5,000,000	09/15/11	09/15/10	0.7500	\$	5,000,000	10-0070
/13/2010		FFCB (n/a) 1.10 01/12/12 \$	10,000,000	01/12/12		1.0103	\$	10,017,700	10-0053
/20/2010	31398AC91	FNMA Callable (qtrly-10) 1.50 01/20/12 \$	10,000,000	01/20/12	07/20/10	1.1902	\$	10,015,400	10-0056
/24/2010		FHLB Step Callable (semi-5) 0.65 02/1 \$	10,000,000	02/16/12		0.6496	\$	10,000,000	10-0077
/15/2010		FHLMC Callable (qtrly-5) 1.20 03/15/12 \$	10,000,000	03/15/12	06/15/10	1.2000	\$	10,000,000	10-0071
3/22/2010		FHLMC Step Callable (qtrly-5) 0.50 03/ \$	5,000,000	03/22/12	09/22/10	0.5000	\$	5,000,000	10-0072
3/23/2010		FHLB Step Callable (qtrly-5) 0.75 03/23 \$	5,000,000	03/23/12	06/23/10	0.7500	\$	5,000,000	10-0075
3/29/2010		FHLB Step Callable (qtrly-5) 0.50 03/25 \$	5,000,000	03/29/12	06/29/10	0.5801	\$	4,999,000	10-0081
/13/2010	3133XV5Q0	FHLB Callable (4/16/10-5) 1.65 04/16/1 \$	3,000,000	04/16/12	04/16/10	0.8012	\$	3,006,540	10-0052
1/19/2010	31331JCA9	FFCB Callable (any>4/18/10-7) 1.35 04 \$	10,000,000	04/19/12	04/19/10	1.3500	\$	10,000,000	10-0055
1/13/2010	31331G6G9	FFCB (n/a) 1.125 06/11/12 \$	4,800,000	06/11/12		1.1852	\$	4,793,136	10-0050
3/24/2010	3133XXHM2	FHLB Step Callable (qtrly-5) 0.50 09/24 \$	5,000,000	09/24/12	06/24/10	0.5000	\$	5,000,000	10-0076
		TOTAL \$	223,783,000			1.0674	\$	223,859,171	
		P	LUS: Accrued In	terest Purcl	nased:		\$	158,013	
							\$	224,017,184	
1/6/2010	3128X9PW4	FHLMC Callable (qtrly-5) 1.125 12/30/1 \$	3,500,000	12/30/11		1.3851	\$	3,495,625	10-004
2/17/2010	3128X9VT4	FHLMC Step Callable (qtrly-5) 0.50 01/ \$	4,000,000	01/27/12	07/27/10	0.5000	\$	4,000,000	10-0060
2/26/2010	3136FJ6A4	FNMA Step Callable (qtrly-10) 1.125 02 \$	4,800,000	02/26/13	08/26/10	1.1250	\$	4,800,000	10-0067
3/10/2010	3136FMBD5	FNMA Callable (9/10/10-10) 2.00 06/10 \$	30 <b>€</b> y 3503 / 100 <b>€</b> 757 300 900	06/10/13	09/10/10	2.0000	\$	4,000,000	10-0069
		TOTAL \$	16,300,000			1.1812	\$	16,295,625	
		P	LUS: Accrued In	terest Purc	nased:		\$	1,767	
							-	.,	

### **Security Transactions - Purchases by Fund**

		2nd	Qtr	FY10
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Purchase Date	CUSIP	Security L	Description		Ending Par Value	Maturity Date	Call Date	Yield to Call	Una	Ending amor Val/Cost	Invest Number
BOND FU	ND										
1/5/2010	Asia de la companya del companya de la companya del companya de la	DEXIA CP 0.00	06/08/10	\$	25,000,000	06/08/10		0.3554	\$	24,962,569	10-0043
1/8/2010	25153KK14	Deutsche Bank C	P 0.00 10/01/10	\$	15,000,000	10/01/10		0.3876	\$	14,957,725	10-0049
		FNMA (n/a) 2.875		\$	4,975,000	10/12/10		0.3233	\$	5,072,112	10-0047
		FNMA (n/a) 6.625		\$	6,514,000	11/15/10		0.3645	\$	6,864,258	10-0044
1/6/2010	31331YGP9	FFCB (n/a) 3.75 1	2/06/10	\$	19,800,000	12/06/10		0.3764	\$	20,410,632	10-0045
			TOTAL	\$	71,289,000			0.3650	\$	72,267,296	
				PLU	JS: Accrued In	terest Purci	hased:		\$	155,187	
									\$	72,422,483	
1/22/2010			nthly - 5) 1.00 07/22 le (qtrly-10) 1.125 02 TOTAL	\$ <b>\$</b>	1,330,000 1,330,000 <b>2,660,000</b> US: Accrued In	07/22/11 02/26/13	08/26/10	1.0000 1.2005 1.0674	\$ \$ \$	1,330,000 1,329,501 <b>2,659,501</b>	10-0057 10-0066
				,	oo. Accided in	terest Purch	naseu.		\$	2,659,501	
			GRAND TOTAL	\$	311,372,000			0.6113	\$	315,396,561	

Sale Date		Maturity Date	Security Description	Par Value	Yield to Maturity	Yield to Call	Ending Unamor Val/Cost	Invest Number
PERATI	NG FUI	ND						
3/8/2010	MAT	03/08/10	Bankers Acceptance 0.00 03/08/10 \$	774,000	0.5040	0.5040	\$ 772,076	09-0157-0
3/9/2010	MAT	03/09/10	Bankers Acceptance (n/a) 0.00 03/09/ \$	1,983,000	0.4838	0.4838	\$ 1,978,267	09-0158-0
3/3/2010	MAT	03/03/10	Bankers Acceptance (n/a) 0.00 03/03/ \$	446,000	0.4838	0.4838	\$ 444,989	09-0160-0
3/10/2010	MAT	03/10/10	Bankers Acceptance (n/a) 0.00 03/10/ \$	337,000	0.4535	0.4535	\$ 336,263	09-0162-0
3/8/2010	MAT	03/08/10	Bankers Acceptance 0.00 03/08/10 \$	718,000	0.4535	0.4535	\$ 716,447	09-0163-0
2/22/2010	MAT	02/22/10	Bankers Acceptance (n/a) 0.00 02/22/ \$	767,000	0.4405	0.4405	\$ 765,553	09-0166-0
/15/2010	MAT	03/15/10	Bankers Acceptance (n/a) 0.00 03/15/ \$	2,440,000	0.4333	0.4333	\$ 2,434,900	09-0167-0
1/8/2010	CAL	07/08/10	FAMCA Callable (1/8/10 only-5) 0.71 ( \$	5,000,000	0.7100	0.7100	\$ 5,000,000	09-0120-0
/15/2010	CAL	09/15/10	FFCB Callable (any>3/14/10-7) 0.54 0 \$	5,000,000	0.5400	0.5400	\$ 5,000,000	09-0161-0
2/17/2010	CAL	05/12/11	FFCB Callable (any>2/11/10-7) 0.82 0 \$	5,000,000	0.8200	0.8200	\$ 5,000,000	10-0005-0
/26/2010	CAL	01/26/11	FHLB Callable (1/26/10-5) 1.15 01/26/ \$	10,000,000	1.1659	1.1659	\$ 9,996,875	09-0035-0
/22/2010	CAL	09/22/10	FHLB Step Callable (3/22/10-5) 0.50 0 \$	5,000,000	0.9086	0.9086	\$ 4,999,500	09-0088-0
/24/2010	CAL	02/24/11	FHLB Step Callable (2/24/10-5) 0.50 0 \$	10,000,000	1.4963	1.4963	\$ 10,000,000	09-0139-0
3/9/2010	CAL	12/09/11	FHLB Step Callable (qtrly-5) 1.00 12/0 \$	1,666,667	1.8254	1.0837	\$ 1,666,667	09-0153-0
/15/2010	MAT	01/15/10	FHLB (n/a) 1.12 01/15/10 \$	10,000,000	1.0132	1.0132	\$ 10,010,000	09-0170-0
/25/2010	CAL	05/25/11	FHLB Step Callable (qtrly-5) 0.50 05/2 \$	5,000,000	0.7485	0.5000	\$ 5,000,000	10-0014-0
3/8/2010	CAL	09/08/11	FHLB Callable (qtrly-5) 1.00 09/08/11 \$	5,000,000	1.0000	1.0000	\$ 5,000,000	10-0028-0
3/30/2010	CAL	12/30/10	FHLB Callable (qtrly-5) 0.45 12/30/10 \$	5,000,000	0.4500	0.4500	\$ 5,000,000	10-0041-0
3/9/2010	CAL	02/09/11	FHLB Callable (3/9/10-5) 0.45 02/09/1 \$	5,000,000	0.4500	0.4500	\$ 5,000,000	10-0059-0
2/9/2010	CAL	02/09/11	FHLMC Callable (2/9/10-5) 1.75 02/09 \$	10,000,000	1.7500	1.7500	\$ 10,000,000	09-0048-0
2/18/2010	CAL	02/18/11	FHLMC Callable (2/18/10-5) 2.00 02/1 \$	10,000,000	2.0000	2.0000	\$ 10,000,000	09-0052-0
3/5/2010	MAT	03/05/10	FNMA (n/a) 3.05 03/05/10 \$	2,700,000	3.0500	3.0500	\$ 2,700,000	08-0087-0
1/28/2010	CAL	01/28/11	FNMA Step Callable (1/28/10-10) 1.25 \$	5,000,000	1.2500	1.2500	\$ 5,000,000	09-0037-0
			TOTAL \$	106,831,667	1.1249	1.0943	\$ 106,821,536	
INANCI	AL RES	ERVE FUN	<u>ID</u>					
1/6/2010	CAL	01/06/11	FHLB Step Callable (qtrly-5) 0.65 01/0 \$	3,500,000	1.7100	0.9333	\$ 3,500,000	09-0113-0
2/17/2010	CAL	02/17/11	FHLMC Callable (2/17/10-5) 1.875 02/ \$	4,000,000	1.9006	1.9257	\$ 3,998,000	09-0051-0
3/5/2010 2/18/2010	MAT	03/05/10 08/18/14	FNMA (n/a) 3.05 03/05/10 \$ FNMA Callable (semi-10) 3.50 08/18/1 \$	4,000,000 4,800,000	3.0500 3.5044	3.0500 3.5205	\$ 4,000,000 \$ 4,799,040	08-0077-0 09-0130-0
., 10, 20 10	0/12	00/10/11	TOTAL \$	16,300,000	2.8561	2.8483	\$ 16,297,040	
						2.0403		
NSURAN								
1/12/2010	CAL	01/12/12	FHLB Step Callable (1/12/10-5) 1.375 \$	330,000	2.1199	2.1199	\$ 330,000	09-0032-0
1/12/2010 2/22/2010	CAL	01/12/12 07/22/11	FHLB Step Callable (1/12/10-5) 1.375 \$ FHLB Callable (monthly - 5) 1.00 07/2; \$	1,005,000 1,330,000	2.1627 1.0000	2.1627 1.0000	\$ 1,004,058 \$ 1,330,000	09-0041-0 10-0057-0
LIZZIZU IU	UAL	01122/11	The Gallable (Hollully - 3) 1.00 0/12, \$	1,000,000	1.0000	1.0000	Ψ 1,550,000	10-0037-0
			TOTAL \$	2,665,000	1.3100	1.3100	\$ 2,664,058	

### Maturities & Calle

2nd	Qtr	FY10

Sale Date		Maturity Date	Security Description		Par Value	Yield to Maturity	Yield to Call	Un	Ending namor Val/Cost	Invest Number
BOND FU	IND									
2/8/2010	MAT	02/08/10	Bankers Acceptance (n/a) 0.00 02/08/	\$	505,000	0.4096	0.4096	\$	504,198	09-0165-01
3/26/2010	MAT	03/26/10	ABN Finance CP 0.00 03/26/10	\$	25,000,000	1.3591	1.3591	\$	24,750,625	09-0100-01
1/5/2010	MAT	01/05/10	ING America Ins CP 0.00 01/05/10	\$	25,000,000	1.2241	1.2241	\$	24,842,500	09-0101-01
1/8/2010	MAT	01/08/10	Dexia Delaware CP 0.00 01/08/10	\$	25,000,000	1.1215	1.1215	\$	24,854,097	09-0107-01
3/26/2010	MAT	03/26/10	Fortis Funding CP 0.00 03/26/10	\$	25,000,000	1.2252	1.2252	\$	24,776,667	09-0108-01
2/19/2010	MAT	02/19/10	HSBC CP 0.00 02/19/10	\$	25,000,000	1.1219	1.1219	\$	24,822,778	09-0109-01
1/22/2010	SOLD	03/01/10	ABN AMRO CP 0.00 03/01/10	\$	25,000,000	1.2042	1.2042	\$	24,801,694	09-0110-01
1/22/2010	MAT	01/22/10	HSBC CP 0.00 01/22/10	\$	25,000,000	1.1421	1.1421	\$	24,841,333	09-0111-01
1/22/2010	MAT	01/22/10	Met Life CP 0.00 01/22/10	\$	25,000,000	1.3063	1.3063	\$	24,823,111	09-0119-01
1/19/2010	MAT	01/19/10	ABN Amro CP 0.00 01/19/10	\$	20,000,000	0.9576	0.9576	\$	19,902,867	09-0122-01
1/15/2010	MAT	01/15/10	ING CP 0.00 01/15/10	\$	25,000,000	1.2236	1.2236	\$	24,859,167	09-0128-01
2/25/2010	MAT	02/25/10	Citicorp CP 0.00 02/25/10	\$	25,000,000	0.2232	0.2232	\$	24,988,389	10-0032-01
3/22/2010	CAL	09/22/10	FHLB Step Callable (3/22/10-5) 0.50 0	\$	25,000,000	0.9023	0.9023	\$	25,000,000	09-0089-01
3/22/2010	CAL	09/22/10	FHLB Step Callable (3/22/10-5) 0.50 0		25,000,000	0.9023	0.9023	\$	25,000,000	09-0090-01
			TOTAL	•	320,505,000	1.0259	1.0259	\$	318,767,425	
			GRAND TOTAL	\$	446,301,667	1.1178	1.1096	\$	444,550,059	

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
Barclays USA CP 0.00 04/01/10	C 06737JD10	25,000,000	0.000	04/01/10	1.1636		1.1636	\$ 25,000,000	\$ 24,999,860	07/06/09	09-0115
HSBC CP 0.00 04/01/10	4042F1D14	\$ 25,000,000	0.000	04/01/10	1.2252		1.2252	\$ 25,000,000	\$ 24,999,819	07/07/09	09-0118
Bankers Acceptance (n/a) 0.00 0	4 06422TDG5	321,000	0.000	04/16/10	0.2936		0.2936	\$ 320,961	\$ 320,968	11/30/09	10-0018
Bankers Acceptance (n/a) 0.00 0			0.000	04/21/10	0.2936		0.2936	\$ 463,925	\$ 463,954	11/30/09	10-0017
Dexia CP (n/a) 0.00 04/22/10	2521E1DN2	10,000,000	0.000	04/22/10	0.2535		0.2535	\$ 9,998,542	\$ 9,998,656	03/22/10	10-0073
Barclay's CP 0.00 04/23/10	06737JDP7	25,000,000	0.000	04/23/10	1.0096		1.0096	\$ 24,984,875	\$ 24,995,200	07/29/09	09-0127
Bankers Acceptance (n/a) 0.00 0	4 06422TDT7	853,000	0.000	04/27/10	0.3342		0.3342	\$ 852,795	\$ 852,829	11/16/09	10-0007
Bankers Acceptance (n/a) 0.00 0			0.000	04/28/10	0.3342		0.3342	\$ 645,839	\$ 645,871	11/16/09	10-0009
Bankers Acceptance (n/a) 0.00 0			0.000	04/29/10	0.3342		0.3342	\$ 900,767	\$ 900,820	11/16/09	10-0008
Bankers Acceptance (n/a) 0.00 0			0.000	05/05/10	0.3122		0.3122	\$ 332,902	\$ 332,933	11/30/09	10-0016
Certificate of Deposit 0.73 05/10/		25,000,000	0.730	05/10/10	0.7300		0.7300	\$ 25,000,000	\$ 25,000,000	08/11/09	09-0129
Bankers Acceptance (n/a) 0.00 0			0.000	05/12/10	0.3526		0.3526	\$ 1,914,232	\$ 1,914,426	11/17/09	10-0010
Bankers Acceptance (n/a) 0.00 0			0.000	05/14/10	0.3122		0.3122	\$ 566,789	\$ 566,830	11/30/09	10-0015
Bankers Acceptance (n/a) 0.00 0			0.000	05/17/10	0.3828		0.3828	\$ 833,593	\$ 833,750	11/17/09	10-0011
Bankers Acceptance (n/a) 0.00 0			0.000	05/24/10	0.3324		0.3324	\$ 474,768	\$ 474,810	12/07/09	10-0027
FHLMC (n/a) 2.375 05/28/10	3137EABH1		2.375	05/28/10	0.1789		0.1789	\$ 10,034,740	\$ 10,034,500	02/23/10	10-0064
Dexia CP 0.00 05/28/10	2521E1EU5		0.000	05/28/10	0.2739		0.2739	\$ 9,995,725	\$ 9,995,972	03/29/10	10-0082
DEXIA CP 0.00 06/08/10	2521E1F83		0.000	06/08/10	0.3554		0.3554	\$ 24,983,472	\$ 24,988,020	01/05/10	10-0043
FHLB (n/a) 4.25 06/11/10	3133XBTH8		4.250	06/11/10	0.4059		0.4059	\$ 5,037,268	\$ 5,039,150	08/24/09	09-0140
FHLB (n/a) 2.75 06/18/10	3133XQU26		2.750	06/18/10	0.3935		0.3935	\$ 10,050,265	\$ 10,054,400	09/02/09	09-0148
FHLB (n/a) 2.75 06/18/10	3133XQU26		2.750	06/18/10	0.4488		0.4488	\$ 15,073,601	\$ 15,081,600	08/28/09	09-0143
FHLB (n/a) 1.12 06/30/10	3133XSYB8		1.120	06/30/10			0.3333	\$ 10,019,403	\$ 10,020,700	09/14/09	09-0159
FHLB (n/a) 1.12 06/30/10	3133XSYB8		1.120	06/30/10			0.3846	\$ 20,036,261	\$ 20,041,400	09/04/09	09-0151
FHLB (n/a) 1.12 06/30/10	3133XSYB8		1.120	06/30/10			0.4409	\$ 10,016,734	\$ 10,020,700	08/21/09	09-0138
FHLB (n/a) 1.12 06/30/10	3133XSYB8		1.120	06/30/10	1.1200		1.1200	\$ 10,000,000	\$ 10,020,700	01/29/09	09-0038
Certificate of Deposit 1.00 07/01/		\$ 25,000,000	1.000	07/01/10	1.0000		1.0000	\$ 25,000,000	\$ 25,000,000	07/01/09	09-0106
FHLMC (n/a) 4.125 07/12/10	3134A4VB7		4.125	07/12/10	0.2729		0.2729	\$ 4,694,102	\$ 4,694,387	11/10/09	10-0002
Prudential CP 0.00 07/16/10	7443M3GG3		0.000	07/16/10	1.5902		1.5902	\$ 9,954,361	\$ 9,988,706	07/17/09	09-0123
Prudential CP 0.00 07/23/10	7443M3GP3		0.000	07/23/10			1.5900	\$ 14,927,021	\$ 14,981,951	07/28/09	09-0126
FHLB (n/a) 0.60 07/26/10	3133XU2V4		0.600	07/26/10			0.6562	\$ 24,995,543	\$ 25,024,500	06/29/09	09-0099
Bankers Acceptance (n/a) 0.00 0		A STATE OF THE PARTY OF T	0.000	08/16/10			0.3223	\$ 7,108,412	\$ 7,107,036	02/18/10	10-0061
	1 36959JHH9		0.000	08/17/10			0.2843	\$ 9,989,267	\$ 9,989,961	12/16/09	10-0037
Bankers Acceptance (n/a) 0.00 0			0.000	08/17/10	0.3223		0.3223	\$ 1,240,490	\$ 1,240,261	02/19/10	10-0062
UBS CP 0.00 08/20/10	90262DHL2		0.000	08/20/10	0.6615		0.6615	\$ 24,936,354	\$ 24,965,486	12/01/09	10-0020
FHLMC (n/a) 5.125 08/23/10	3137EAAX7		5.125	08/23/10			0.3237	\$ 1,090,219	\$ 1,090,437	11/10/09	10-0003
Citi CP 0.00 08/23/10	17307SHP0		0.000	08/23/10			0.3350	\$ 9,986,800	\$ 9,986,708	03/26/10	10-0080
FHLMC (n/a) 5.125 08/23/10	3137EAAX7		5.125	08/23/10			0.4047	\$ 5,092,817	\$ 5,095,500	09/10/09	09-0155
Bankers Acceptance (n/a) 0.00 0			0.000	08/24/10			0.3425	\$ 3,818,742	\$ 3,817,882	03/09/10	10-0068
UBS CP 0.00 08/24/10	90262DHQ1		0.000	08/24/10			0.6513	\$ 24,935,556	\$ 24,964,514	12/02/09	10-0021
Philip Morris Intl CP 0.00 08/27			0.000	08/27/10			0.3047	\$ 9,987,667	\$ 9,985,514	12/15/09	10-0035
UBS CP 0.00 08/27/10	90262DHT5		0.000	08/27/10			0.6615	\$ 24,933,194	\$ 24,963,785	12/13/09	10-0033
FHLB (n/a) 1.40 09/02/10	3133XTA71		1.400	09/02/10			1.4000	\$ 7,800,000	\$ 7,835,412	03/02/09	09-0059
FHLB (n/a) 0.70 09/08/10	3133XTTQ9		0.700	09/08/10			0.5069	\$ 10,008,390	\$ 10,016,600	08/20/09	09-0039
FHLB (n/a) 0.70 09/08/10	3133XTTQ9	and the second second second second	0.700	09/08/10			0.7000	\$ 5,000,000	\$ 5,008,300	06/08/09	09-0132
FHLMC (n/a) 1.45 09/10/10	3128X8QT2		1.450	09/10/10			0.7109	\$ 5,016,214	\$ 5,008,300	06/04/09	09-0082
Met Life CP 0.00 09/13/10	59157UJD3		0.000	09/13/10			0.4268	\$ 9,980,750	\$ 9,983,400	02/22/10	10-0063
FFCB (n/a) 5.25 09/13/10	31331XE40		5.250	09/13/10			1.3071	\$ 9,960,750	\$ 9,963,400	02/23/09	09-0054
FHLMC (n/a) 6.875 09/15/10	3134A35H5		6.875	09/15/10			0.3357	\$ 4,024,231	\$ 10,298,600	12/29/09	10-0038
Met Life CP (n/a) 0.00 09/20/			0.000	09/13/10			0.4369	\$ 9,979,456	\$ 9,975,011	03/23/10	10-0038
WISE LITE OF (11/a) 0,00 09/20/	II / TTOIVIOULS	Ψ 10,000,000	0.000	03/20/10	0.7308	1575	0,4008	φ σ,σ/σ,430	φ 9,970,011	03/23/10	10-0074

								W. S. PERSON NO.	No. of Concession,		30-136		NO WATER	SEASO HEADERS
Security Description	CUSIP		Ending Par Value	Rate	Mat Date	Yield Matur	Call Date	Yield Call	A	Ending mor Val/Cost		Ending Market Val	Purchase Date	Invest Number
Prudential CP (n/a) 0.00 09/24/	7443M3JQ8	\$	50,000,000	0.000	09/24/10	0.5594		0.5594	\$	49,865,556	\$	49,864,792	12/30/09	10-0042
FHLB (n/a) 0.75 09/30/10	3133XU3C5	\$	10,000,000	0.750	09/30/10	0.5367		0.5367	\$	10,010,561	\$	10,013,300	08/21/09	09-0134
Deutsche Bank CP 0.00 10/01/	25153KK14	\$	15,000,000	0.000	10/01/10	0.3876		0.3876	\$	14,970,916	\$	14,970,101	01/08/10	10-0049
FNMA (n/a) 2.875 10/12/10	31398ATZ5	\$	16,966,000	2.875	10/12/10	0.3035		0.3035	\$	17,196,982	\$	17,191,478	12/15/09	10-0033
FNMA (n/a) 2.875 10/12/10	31398ATZ5		4,975,000	2.875	10/12/10	0.3233		0.3233	\$	5,042,204	\$	5,041,118	01/06/10	10-0047
ABN Financial CP 0.00 10/15/1			25,000,000	0.000	10/15/10	0.5084		0.5084	\$	24,931,597	\$	24,938,112	01/22/10	10-0058
FHLMC (n/a) 4.125 10/18/10	3134A4VE1		2,582,000	4.125	10/18/10	0.3157		0.3157	\$	2,635,702	\$	2,635,525	12/15/09	10-0034
FHLMC (n/a) 4.125 10/18/10	3134A4VE1		10,000,000	4.125	10/18/10			0.3551	\$	10,205,793	\$	10,207,300	12/29/09	10-0039
FHLMC (n/a) 5.00 10/18/10	3128X4QK0		5,000,000	5.000	10/18/10			0.5264	\$	5,121,858	\$	5,127,150	08/26/09	09-0141
FHLB (n/a) 3.375 10/20/10	3133XSCT3		5,000,000	3.375	10/20/10	0.5055		0.5055	\$	5,078,978	\$	5,083,950	09/10/09	09-0156
GE Capital Corp CP 0.00 10/21/		7/4	10,000,000	0.000	10/21/10			0.3555	\$	9,980,264	\$	9,980,733	03/25/10	10-0079
FHLB (n/a) 4.375 10/22/10	3133XMES6		6,390,000	4.375	10/22/10	0.6095		0.6095	\$	6,523,641	\$	6,532,625	08/21/09	09-0136
FHLB (n/a) 0.50 10/29/10	3133XUXL2		15,320,000	0.500	10/29/10	0.5371		0.5371	\$	15,316,732	\$	15,318,468	09/29/09	09-0169
FNMA (n/a) 6.625 11/15/10	31359MGJ6		6,514,000	6.625	11/15/10	0.3645		0.3645	\$	6,767,089	\$	6,767,720	01/05/10	10-0044
FNMA (n/a) 6.625 11/15/10	31359MGJ6		10,000,000	6.625	11/15/10	0.6121		0.6121	\$	10,372,129	\$	10,389,500	08/31/09	09-0144
FHLB (n/a) 1.05 11/15/10	3133XTM37		5,000,000	1.050	11/15/10	1.0517		1.0517	\$	4,999,944	\$	5,020,400	06/19/09	09-0087
FHLMC (n/a) 2.875 11/23/10	3137EABV0		10,000,000	2.875	11/23/10	0.6090		0.6090	\$	10,145,226	\$	10,160,600	08/21/09	09-0087
FFCB (n/a) 3.75 12/06/10	31331YGP9		19,800,000	3.750	12/06/10	0.3764		0.3764	\$	20,253,348	\$	20,249,064	01/06/10	10-0045
FFCB (n/a) 3.75 12/06/10	31331YGP9		10,000,000	3.750	12/06/10	0.6743		0.6743	\$	10,208,023	\$	10,226,800	08/21/09	09-0135
FFCB (n/a) 4.875 02/18/11	31331VSK3		3,800,000	4.875	02/18/11	0.4662		0.4662	\$	3,946,955	\$	3,947,630	01/07/10	10-0048
Tandria and an arrangement of the second		111		4.875	03/11/11	2.8842		2.8842	\$	3,053,532	\$	AND	01/07/10	08-0055
FHLB (n/a) 4.875 03/11/11	3133XENX3		3,000,000	5.500		0.4345		0.4345	\$		\$	3,117,960		
FNMA (n/a) 5.50 03/15/11	31359MHK2		5,000,000		03/15/11			0.4545	\$	5,241,064		5,238,500	12/09/09	10-0031
FNMA (n/a) 1.75 03/23/11	31398AVQ2		5,000,000	1.750	03/23/11	0.5548		0.6256		5,058,129	\$	5,060,150	12/04/09	10-0024
FHLB Callable (qtrly-5) 0.50 04/0			5,000,000	0.500	04/06/11	0.5301	06/23/10		\$	4,998,572	\$	4,997,150	03/24/10	10-0078
FHLB Callable (4/8/10-5) 0.75 04		200	3,000,000	0.750	04/08/11	0.7156	04/08/10	0.6597	\$	3,000,053	\$	3,000,300	08/28/09	09-0142
FNMA Callable (4/8/10-10) 1.875			5,000,000	1.875 3.250	04/08/11	1.4996 3.4523	04/08/10	1.0908 3.4523	\$	5,000,756	\$	5,001,500	05/14/09 05/22/08	09-0066 08-0130
FHLMC (n/a) 3.25 04/14/11	3128X7JK1		5,000,000	0.500	04/14/11 05/10/11		05/10/10	0.5000	\$	5,000,000	\$	5,130,800	11/10/09	10-0004
FHLB Step Callable (5/10/10-5) 0.			5,000,000	1.375	05/10/11	1.2988	05/18/10	1.2236	\$	5,000,000		5,001,550	05/18/09	
FFCB Callable (any>5/17/10-7) 1.			5,000,000	0.730	06/01/11	0.7300	anytime	0.7300	\$	5,000,979 5,000,000	\$	5,008,250 4,999,800	12/08/09	09-0070 10-0029
FFCB Callable (anytime-7) 0.73 (			5,000,000 5,000,000	0.730	06/01/11	0.7300	anytime	0.7300	\$	5,000,000	\$	4,999,800	01/13/10	10-0029
FFCB Callable (anytime-7) 0.73 0 FFCB Callable (anytime-7) 0.60 0			5,000,000	0.600	06/09/11	0.6105	anytime	0.6626	\$	5,000,000	\$	4,996,950	12/09/09	10-0034
FHLB Step Callable (6/15/10-5) 0.			5,000,000	0.875	06/15/11	1.3041	06/15/10	0.8085	\$	5,000,677	\$	5,006,750	09/01/09	09-0146
FFCB Callable (any>4/6/10-7) 0.7		1000	10,000,000	0.750	07/07/11	0.7500	04/07/10	0.7500	\$	10,000,000	\$	9,993,000	01/13/10	10-0051
FHLB Step Callable (qtrly-5) 0.50			5,000,000	0.500	08/11/11			0.4999	\$	5,000,000	\$	4,997,600	02/24/10	10-0051
FFCB (n/a) 3.875 08/25/11	31331YZ86		10,000,000	3.875	08/25/11			0.8461	\$	10,419,921	\$	10,428,300	11/16/09	10-0006
FFCB Callable (any>9/8/10-5) 1.2			5,000,000	1.250	09/09/11		09/09/10	1.2500	\$	5,000,000	\$	5,016,400	09/09/09	09-0154
FHLMC Callable (9/15/10-5) 0.75			5,000,000	0.750	09/15/11		09/15/10	0.7500	\$	5,000,000	\$	4,999,000	03/15/10	10-0070
FNMA (n/a) 1.00 11/23/11	31398AZN5		5,000,000	1.000	11/23/11			0.8714	\$	5,010,457	\$	5,004,300	11/24/09	10-0013
FHLB Step Callable (6/2/10-5) 0.5			5,000,000	0.500			06/02/10	0.5000	\$	5,000,000	\$	5,002,300	12/02/09	10-0013
FHLB Callable (qtrly-5) 1.25 12/0			5,000,000	1.250			06/09/10	1.2500	\$	5,000,000	\$	5,002,300	12/02/09	10-0022
FNMA Step Callable (6/16/10-10)		1000	5,000,000	1.100			06/16/10	0.4510	\$	5,006,743	\$	5,008,350	11/18/09	10-0023
FHLMC Callable (6/29/10-5) 2.03			3,500,000	2.030			06/29/10	2.0300	\$	3,500,000	\$	3,514,980	06/29/09	09-0097
FHLMC Callable (qtrly-5) 1.125 1			1,500,000	1.125			06/30/10	1.1564	\$	1,500,000	\$	1,499,835	12/30/09	10-0040
FHLMC Callable (qtrly-5) 1.125 1			3,500,000	1.125			06/30/10	1.3851	\$	3,500,000	\$	3,499,615	01/06/10	10-0046
FFCB (n/a) 1.10 01/12/12	31331JBL6		10,000,000	1.123	01/12/12			1.0103	\$	10,015,780	\$	10,013,400	01/08/10	10-0048
FNMA Callable (qtrly-10) 1.50 01			10,000,000	1.500			07/20/10	1.1902	\$	10,015,780	\$	10,013,400	01/13/10	10-0056
FHLMC Step Callable (qtrly-5) 0.5			4,000,000	0.500			07/20/10	0.5000	\$	4,000,000	\$	3,998,720	02/17/10	10-0050
FNMA (n/a) 3.625 02/14/12	3136F84J1		1,000,000	3.625	02/14/12			3.6250	\$	1,000,000	\$	1,043,310	02/17/10	08-0066
FHLB Step Callable (semi-5) 0.65			10,000,000	0.650			08/16/10	0.6496	\$	10,000,000	\$	9,999,300	03/24/10	10-0077
	5100,000	Ψ	,0,000,000	0,000	02/10/12	1.4470	55/10/10	0.0400	Ψ	10,000,000	Ψ	5,555,550	33/24/10	10-0011

## **Current Portfolio - Total**

2nd Qtr FY10

Security Description	CUSIP		Ending Par Value	Rate	Mat Date	Yield Matur	Call Date	Yield Call	Δ.	Ending mor Val/Cost	Ending Market Val	Purchase Date	Invest
FHLMC Callable (gtrly-5) 1.20 03/ 3	128X9S92	8	10,000,000	1.200	03/15/12	1.2000	06/15/10	1.2000	\$	10.000.000	\$ 10,001,200	03/15/10	Number 10-0071
FFCB Callable (anytime-7) 1.20 0 3			475,000	1.200	03/15/12	1.2710	anvtime	1.8364	\$	475,000	\$ 474,497	12/17/09	
FHLMC Step Callable (gtrly-5) 0.5( 3			5.000,000	0.500	03/13/12	1.4895	09/22/10	0.5000	\$	5.000.000	\$ 4,999,050		10-0036
FHLB Step Callable (qtrly-5) 0.75 3			5,000,000	0.750	03/23/12	1.5496	06/23/10	0.7500	\$	5,000,000	\$ 4,998,300	03/22/10	10-0072
FHLB Step Callable (qtrly-5) 0.50 3		\$	5.000,000	0.500	03/29/12	1.6245	06/29/10	0.5801	\$	4,999,022	\$ 		10-0075
FHLB Callable (4/16/10-5) 1.65 04 3			3,000,000	1.650	04/16/12	1.5510	04/16/10	0.8012	\$	3,001,055	4,998,100	03/29/10	10-0081
FFCB Callable (any>4/18/10-7) 1.3 3			10,000,000	1.350	04/19/12	1.3500	04/19/10	1.3500	\$	10,000,000	\$ 3,001,710	01/13/10	10-0052
	1331G6G9		4.800.000	1.125		1.1852		1.1852	\$	4,793,753	\$ 9,994,300	01/19/10	10-0055
FHLB Step Callable (qtrly-5) 0.50 3			5.000,000	0.500	09/24/12	1.6142	06/24/10	0.5000	\$	5.000.000	\$ 4,780,128	01/13/10	10-0050
FHLB Step Callable (10/15/10-5) 1 3			3,000,000	1.250	10/15/12	2.1568	10/15/10	1.2500	200		\$ 4,995,450	03/24/10	10-0076
FNMA Step Callable (qtrly-10) 1.12 3			4,800,000	1.125	02/26/13	2.1073			\$	3,000,000	\$ 3,010,830	10/15/09	10-0001
FNMA Step Callable (qtrly-10) 1.12 3 FNMA Step Callable (qtrly-10) 1.12 3				1.125			08/26/10	1.1250	\$	4,800,000	\$ 4,783,522	02/26/10	10-0067
			1,330,000		02/26/13	2.1202	08/26/10	1.2005	\$	1,329,598	\$ 1,325,434	02/26/10	10-0066
FFCB Callable (any>5/19/10-7) 2.5 3		ě.	5,900,000	2.500	05/20/13	2.5000	05/20/10	2.5000	\$	5,900,000	\$ 5,914,514	05/22/09	09-0072
FNMA Callable (9/10/10-10) 2.00 3			4,000,000	2.000	06/10/13	2.0000	09/10/10	2.0000	\$	4,000,000	\$ 3,991,080	03/10/10	10-0069
	137EABX6		200,000	2.500	01/07/14	2.5850		2.5850	\$	199,399	\$ 202,152	03/06/09	09-0060
AIM MMF	MMF	\$	514,360	0.097		0.0972		0.0972	\$	514,360	\$ 514,360	04/16/03	AR-0008
Blackrock - Op	MMF	\$	1,452,018	0.103		0.1026		0.1026	\$	1,452,018	\$ 1,452,018	10/31/01	AR-0001
Blackrock Fin Reserve	MMF	\$	316,715	0.103		0.1026		0.1026	\$	316,715	\$ 316,715	09/30/01	AR-0006
Deutsche MMF - 2100	MMF	\$	52,956,715	0.024		0.0244		0.0244	\$	52,956,715	\$ 52,956,715	09/30/01	AR-0002
Premium Op - B of A	MMF	\$	76,552,112	0.600		0.6000		0.6000	\$	76,552,112	\$ 76,552,112	08/31/09	AR-0016
RTR N. Carrollton	MMF	\$	4,701,572	0.103		0.1026		0.1026	\$	4,701,572	\$ 4,701,572	02/17/10	AR-0021
RTR PGWB Parking	MMF	\$	46	0.132		0.1315		0.1315	\$	46	\$ 46	02/17/10	AR-0020
RTR Plano Park & Ride	MMF	\$	8,500,100	0.010		0.0099		0.0099	\$	8,500,100	\$ 8,500,100	02/16/10	AR-0019

GRAND TOTALS \$1,120,306,637 1.1160 0.7254 0.6719 \$1,123,715,244 \$1,124,425,117

## **Portfolio Analysis by Fund**

## 2nd Qtr FY10

( \$ = 000's )	Gen Oper	Fin Res	Insurance	RTR	Debt Srv	Bond	TOTAL
Par Value	\$511,669	\$22,592	\$13,730	\$13,202	\$52,957	\$506	\$614,656
Market Value	\$514,102	\$22,725	\$13,766	\$13,202	\$52,957	\$507,674	\$1,124,425
Unrealized Gain (Loss)	<u>\$358</u>	<u>\$80</u>	<u>\$36</u>	<u>\$0</u>	<u>\$0</u>	<u>\$236</u>	<u>\$710</u>
Book Value	\$513,745	\$22,645	\$13,730	\$13,202	\$52,957	\$507,437	\$1,123,715
Accrued Interest	<u>\$1,463</u>	<u>\$39</u>	<u>\$91</u>	<u>\$0</u>	<u>\$0</u>	\$1,227	<u>\$2,820</u>
Total Book Value	\$515,207	\$22,684	\$13,820	\$13,202	\$52,957	\$508,665	\$1,126,535
Cash Balance TOTAL FUND VALUE	<u>\$567</u> <u>\$515,774</u>	<u>\$0</u> <u>\$22,684</u>	<u>\$0</u> <u>\$13,820</u>	<u>\$0</u> \$13,202	<u>\$0</u> \$52,957	<u>\$0</u> \$508,665	<u>\$567</u> <u>\$1,127,102</u>
Liquid Securities (Mkt. value)	\$91,702						\$91,702
Yield to Call Wgt. Average Maturity (days)	0.68% 284	1.56% 771	1.98% 947	0.0 <b>4</b> % 1	0.02% 1	0.67% 1	0.67% 1
Minimum Requirement 1 Maximum Average Maturity Is Fund in Compliance ?	-\$40,508 18 Months Yes	\$22,000 30 Months Yes	\$13,002 48 Months Yes	90 Days	3 Years	30 Months	
INVESTMENT COMPARISON 6-Month T-Bill Wgt Average Fund Variance	0.22% 0.46%	0.22% 1.3 <b>4</b> %	0.22% 1.76%	0.22% -0.18%	0.22% -0.20%	0.22% 0.45%	0.22% 0.45%

#### Notes:

<sup>1</sup> Insurance = GL liability for the current month plus Officers & Directors Liability

## **Change in Market Value of Investments**

2nd	Qtr	<b>FY10</b>

		STATE OF THE PARTY				AD DO	THE COURSE WHEN THE PARTY OF				
		Dete		0-11 0-4-	D	\$	40,086	\$	40,178		nange from
Fund	Security Type	Rate	Maturity	Call Date	Par Value	I	Market Value	N	larket Value	Pr	ior Quarter
Bond	Barclays USA CP 0.00 04/01/	0.000	04/01/10		\$ 25,000,000	\$	24,981,043	\$	24,999,860	\$	18,818
Bond	HSBC CP 0.00 04/01/10	0.000	04/01/10		\$ 25,000,000	\$	24,977,872	\$	24,999,819	\$	V.
5-200	Bankers Acceptance (n/a) 0.00	0.000	04/16/10		\$ 321,000	\$	320,775	\$	320,968	\$	21,948 193
Operating		0.000	04/21/10		\$ 464,000	\$					
Operating	Bankers Acceptance (n/a) 0.00 Barclay's CP 0.00 04/23/10	0.000	04/21/10		\$ 25,000,000	\$	463,675	\$	463,954	\$	278
Operating		0.000			and the second second second second		24,972,500	\$	24,995,200	\$	22,700
Bond	Bankers Acceptance (n/a) 0.00		04/27/10	-	\$ 853,000	\$	852,318	\$	852,829	\$	512
Operating	Bankers Acceptance (n/a) 0.00	0.000	04/28/10		\$ 646,000	\$	645,483	\$	645,871	\$	388
Operating	Bankers Acceptance (n/a) 0.00	0.000	04/29/10		\$ 901,000	\$	900,279	\$	900,820	\$	541
Operating	Bankers Acceptance (n/a) 0.00	0.000	05/05/10		\$ 333,000	\$	332,700	\$	332,933	\$	233
Bond	Certificate of Deposit 0.73 05/10		05/10/10		\$ 25,000,000	\$	25,000,000	\$	25,000,000	\$	-
Operating	Bankers Acceptance (n/a) 0.00	0.000	05/12/10		\$ 1,915,000	\$	1,913,085	\$	1,914,426	\$	1,341
Operating	Bankers Acceptance (n/a) 0.00	0.000	05/14/10		\$ 567,000	\$	566,433	\$	566,830	\$	397
Operating	Bankers Acceptance (n/a) 0.00	0.000	05/17/10		\$ 834,000	\$	833,083	\$	833,750	\$	667
Operating	Bankers Acceptance (n/a) 0.00	0.000	05/24/10		\$ 475,000	\$	474,478	\$	474,810	\$	333
Operating	FHLB (n/a) 4.25 06/11/10	4.250	06/11/10		\$ 5,000,000	\$	5,086,800	\$	5,039,150	\$	(47,650)
Bond	FHLB (n/a) 2.75 06/18/10	2.750	06/18/10		\$ 15,000,000	\$	15,163,050	\$	15,081,600	\$	(81,450)
Bond	FHLB (n/a) 2.75 06/18/10	2.750	06/18/10		\$ 10,000,000	\$	10,108,700	\$	10,054,400	\$	(54,300)
Operating	FHLB (n/a) 1.12 06/30/10	1.120	06/30/10		\$ 10,000,000	\$	10,040,700	\$	10,020,700	\$	(20,000)
Operating	FHLB (n/a) 1.12 06/30/10	1.120	06/30/10		\$ 10,000,000	\$	10,040,700	\$	10,020,700	\$	(20,000)
Bond	FHLB (n/a) 1.12 06/30/10	1.120	06/30/10		\$ 20,000,000	\$	20,081,400	\$	20,041,400	\$	(40,000)
Bond	FHLB (n/a) 1.12 06/30/10	1.120	06/30/10		\$ 10,000,000	\$	10,040,700	\$	10,020,700	\$	(20,000)
Bond	Certificate of Deposit 1.00 07/01	1.000	07/01/10		\$ 25,000,000	\$	25,000,000	\$	25,000,000	\$	-
Operating	FHLMC (n/a) 4.125 07/12/10	4.125	07/12/10		\$ 4,644,000	\$	4,737,112	\$	4,694,387	\$	(42,725)
Bond	Prudential CP 0.00 07/16/10	0.000	07/16/10	1	\$ 10,000,000	\$	9,975,922	\$	9,988,706	\$	12,784
Bond	Prudential CP 0.00 07/23/10	0.000	07/23/10		\$ 15,000,000	\$	14,962,601	\$	14,981,951	\$	19,350
Bond	FHLB (n/a) 0.60 07/26/10	0.600	07/26/10		\$ 25,000,000	\$	25,034,750	\$	25,024,500	\$	(10,250)
Bond	Philip Morris Intl CP 0.00 08	0.000	08/17/10		\$ 10,000,000	\$	9,975,828	\$	9,989,961	\$	14,133
Bond	UBS CP 0.00 08/20/10	0.000	08/20/10		\$ 25,000,000	\$	24,911,389	\$	24,965,486	\$	54,097
Operating	FHLMC (n/a) 5.125 08/23/10	5.125	08/23/10		\$ 5,000,000	\$		\$	5,095,500	\$	(57,450)
Operating	FHLMC (n/a) 5.125 08/23/10	5.125	08/23/10		\$ 1,070,000	\$		\$	1,090,437	\$	(12,294)
Bond	UBS CP 0.00 08/24/10	0.000	08/24/10		\$ 25,000,000	\$	24,909,861	\$	24,964,514	\$	54,653
Bond	UBS CP 0.00 08/27/10	0.000	08/27/10		\$ 25,000,000	\$	24,908,715	\$	24,963,785	\$	55,070
Bond	Philip Morris Intl CP 0.00 08/2	0.000	08/27/10		\$ 10,000,000	\$	9,974,722		9,985,514		10,792
Operating	FHLB (n/a) 1.40 09/02/10	1.400	09/02/10		\$ 7,800,000	\$	7,850,232		7,835,412		(14,820)
Operating	FHLB (n/a) 0.70 09/08/10	0.700	09/08/10		\$ 5,000,000	\$	5,009,000		5,008,300		(700)
Operating	FHLB (n/a) 0.70 09/08/10	0.700	09/08/10		\$ 10,000,000	\$	10,018,000		10,016,600	\$	(1,400)
Operating	FHLMC (n/a) 1.45 09/10/10	1.450	09/10/10		\$ 5,000,000		5,035,500		5,025,700		(9,800)
Operating	FFCB (n/a) 5.25 09/13/10	5.250	09/13/10		\$ 3,955,000		4,086,820		4,042,761		(44,059)
Bond	FHLMC (n/a) 6.875 09/15/10	6.875	09/15/10		\$ 10,000,000	\$	10,451,500		10,298,600		
										\$	(152,900)
Bond	Prudential CP (n/a) 0.00 09/2	0.000	09/24/10		\$ 50,000,000		49,740,417		49,864,792		124,375
Operating	FHLB (n/a) 0.75 09/30/10	0.750	09/30/10		\$ 10,000,000	\$	10,022,200		10,013,300		(8,900)
Bond	FNMA (n/a) 2.875 10/12/10	2.875	10/12/10		\$ 16,966,000		17,286,827		17,191,478	\$	(95,349)
Operating	FHLMC (n/a) 5.00 10/18/10	5.000	10/18/10		\$ 5,000,000		5,181,300		5,127,150		(54,150)
Bond	FHLMC (n/a) 4.125 10/18/10	4.125	10/18/10		\$ 2,582,000		2,657,059		2,635,525	\$	(21,534)
Bond	FHLMC (n/a) 4.125 10/18/10	4.125	10/18/10		\$ 10,000,000		10,290,700		10,207,300	\$	(83,400)
Bond	FHLB (n/a) 3.375 10/20/10	3.375	10/20/10		\$ 5,000,000	\$	5,116,500	\$	5,083,950	\$	(32,550)

## **Change in Market Value of Investments**



							\$	40,086	\$	40,178	C	hange from
Fund	Security Type	Rate	Maturity	Call Date	١	Par Value	N	larket Value	N	larket Value	P	rior Quarter
Operating	FHLB (n/a) 4.375 10/22/10	4.375	10/22/10		\$	6,390,000	\$	6,591,093	\$	6,532,625	\$	(58,469)
Bond	FHLB (n/a) 0.50 10/29/10	0.500	10/29/10		\$	15,320,000	\$	15,320,766	\$	15,318,468	\$	(2,298)
Operating	FHLB (n/a) 1.05 11/15/10	1.050	11/15/10		\$	5,000,000	\$	5,020,500	\$	5,020,400	\$	(100
Bond	FNMA (n/a) 6.625 11/15/10	6.625	11/15/10		\$	10,000,000	\$	10,530,700	\$	10,389,500	\$	(141,200
Operating	FHLMC (n/a) 2.875 11/23/10	2.875	11/23/10		\$	10,000,000	\$	10,212,300	\$	10,160,600	\$	(51,700
Operating	FFCB (n/a) 3.75 12/06/10	3.750	12/06/10		\$	10,000,000	\$	10,298,100	\$	10,226,800	\$	(71,300
Fin. Reserve	FHLB (n/a) 4.875 03/11/11	4.875	03/11/11		\$	3,000,000	\$	3,138,390	\$	3,117,960	\$	(20,430
Operating	FNMA ( n/a) 5.50 03/15/11	5.500	03/15/11		\$	5,000,000	\$	5,283,850	\$	5,238,500	\$	(45,350
Operating	FNMA (n/a) 1.75 03/23/11	1.750	03/23/11		\$	5,000,000	\$	5,061,150	\$	5,060,150	\$	(1,000
Operating	FNMA Callable (4/8/10-10) 1.875	1.875	04/08/11	04/08/10	\$	5,000,000	\$	5,022,800	\$	5,001,500	\$	(21,300
Operating	FHLB Callable (4/8/10-5) 0.75 0	0.750	04/08/11	04/08/10	\$	3,000,000	\$	3,003,690	\$	3,000,300	\$	(3,390
Operating	FHLMC (n/a) 3.25 04/14/11	3.250	04/14/11		\$	5,000,000	\$	5,145,600	\$	5,130,800	\$	(14,800)
Operating	FHLB Step Callable (5/10/10-5) (	0.500	05/10/11	05/10/10	\$	5,000,000	\$	5,000,900	\$	5,001,550	\$	650
Operating	FFCB Callable (any>5/17/10-7) 1	1.375	05/18/11	05/18/10	\$	5,000,000	\$	5,013,750	\$	5,008,250	\$	(5,500
Operating	FFCB Callable (anytime-7) 0.73	0.730	06/01/11	anytime	\$	5,000,000	\$	4,984,200	\$	4,999,800	\$	15,600
Operating	FFCB Callable (anytime-7) 0.60	0.600	06/09/11	anytime	\$	5,000,000	\$	4,976,100	\$	4,996,950	\$	20,850
Operating	FHLB Step Callable (6/15/10-5) (	0.875	06/15/11	06/15/10	\$	5,000,000	\$	5,008,800	\$	5,006,750	\$	(2,050
Operating	FFCB (n/a) 3.875 08/25/11	3.875	08/25/11		\$	10,000,000	\$	10,452,400	\$	10,428,300	\$	(24,100
Operating	FFCB Callable (any>9/8/10-5) 1.	1.250	09/09/11	09/09/10	\$	5,000,000	\$	5,003,250	\$	5,016,400	\$	13,150
Operating	FNMA (n/a) 1.00 11/23/11	1.000	11/23/11		\$	5,000,000	\$	4,983,850	\$	5,004,300	\$	20,450
Operating	FHLB Step Callable (6/2/10-5) 0.	0.500	12/02/11	06/02/10	\$	5,000,000	\$	4,995,800	\$	5,002,300	\$	6,500
Operating	FHLB Callable (qtrly-5) 1.25 12/	1.250	12/09/11	06/09/10	\$	5,000,000	\$	4,988,300	\$	5,005,100	\$	16,800
Operating	FNMA Step Callable (6/16/10-10)	1.100	12/16/11	06/16/10	\$	5,000,000	\$	5,009,650	\$	5,008,350	\$	(1,300
Insurance	FHLMC Callable (6/29/10-5) 2.03	2.030	12/29/11	06/29/10	\$	3,500,000	\$	3,521,735	\$	3,514,980	\$	(6,755
Fin. Reserve	FHLMC Callable (qtrly-5) 1.125	1.125	12/30/11	06/30/10	\$	1,500,000	\$	1,498,320	\$	1,499,835	\$	1,515
Fin. Reserve	FNMA (n/a) 3.625 02/14/12	3.625	02/14/12		\$	1,000,000	\$	1,043,350	\$	1,043,310	\$	(40
Fin. Reserve	FFCB Callable (anytime-7) 1.20	1.200	03/15/12	anytime	\$	475,000	\$	472,141	\$	474,497	\$	2,356
Insurance	FHLB Step Callable (10/15/10-5)	1.250	10/15/12	10/15/10	\$	3,000,000	\$	3,000,960	\$	3,010,830	\$	9,870
Insurance	FFCB Callable (any>5/19/10-7) 2	2.500	05/20/13	05/20/10	\$	5,900,000	\$	5,896,224	\$	5,914,514	\$	18,290
Operating	FHLMC (n/a) 2.50 01/07/14	2.500	01/07/14		\$	200,000	\$	200,458	\$	202,152	\$	1,694
Sub-total for	r Securities held at the end of both	periods					\$	671.867.536	\$	671,012,098	\$	(855,438
	as a result of market movement											-0.139
70 Onlange							BH SEE		1000000			
	40/04/00	0					•	260 627 825			6	260 627 926
	12/31/09 maturing during Q2, FY1	U					\$	269,627,835				269,627,835
Holdings at	12/31/09 called during Q2, FY10						\$	145,365,689			\$ (	145,365,689
Holdings at	12/31/09 sold during Q2, FY10						\$	24,985,417			\$	(24,985,417
Values of Money Market Mutual Funds (All)							\$	112,802,307	\$	144,993,637	\$	32,191,330
Holdings at	3/31/09 purchased during Q2, FY1	0							\$	308,419,382	\$	308,419,382
TOTAL PO	RTFOLIO VALUE						\$	1,224,648,784	\$	1,124,425,117	\$ (	(100,223,667

## **Callable Securities Analysis**



Invest#	Fund	Maturity	Security Description	CUSIP	Next Call	Notice	Par Value	Coupon Rate	Treasury Curve	Call Probability
10-0078	Operating	04/06/11	FHLB Callable (qtrly-5) 0.50 04/06/11	3133XXKZ9	06/23/10	5	\$ 5,000,000	0.500	0.400	Low
09-0142	Operating	04/08/11	FHLB Callable (4/8/10-5) 0.75 04/08/11	3133XU2P7	04/08/10	5	\$ 3,000,000	0.750	0.400	Moderate
09-0066	Operating	04/08/11	FNMA Callable (4/8/10-10) 1.875 04/08/11	31398AWJ7	04/08/10	10	\$ 5,000,000	1.875	0.400	Extreme
10-0004	Operating	05/10/11	FHLB Step Callable (5/10/10-5) 0.50 05/10/	3133XVGS4	05/10/10	5	\$ 5,000,000	0.500	0.400	Extreme
09-0070	Operating	05/18/11	FFCB Callable (any>5/17/10-7) 1.375 05/18	31331GVN6	05/18/10	7	\$ 5,000,000	1.375	0.400	Extreme
10-0054	Operating	06/01/11	FFCB Callable (anytime-7) 0.73 06/01/11	31331G4F3	anytime	7	\$ 5,000,000	0.730	0.450	Moderate
10-0029	Operating	06/01/11	FFCB Callable (anytime-7) 0.73 06/01/11	31331G4F3	anytime	7	\$ 5,000,000	0.730	0.450	Moderate
10-0030	Operating	06/09/11	FFCB Callable (anytime-7) 0.60 06/09/11	31331G5N5	anytime	7	\$ 5,000,000	0.600	0.550	Low
09-0146	Operating	06/15/11	FHLB Step Callable (6/15/10-5) 0.875 06/15	3133XTTH9	06/15/10	5	\$ 5,000,000	0.875	0.550	Extreme
10-0051	Operating	07/07/11	FFCB Callable (any>4/6/10-7) 0.75 07/07/11	31331JAH6	04/07/10	7	\$10,000,000	0.750	0.600	Low
10-0065	Operating	08/11/11	FHLB Step Callable (qtrly-5) 0.50 08/11/11	3133XWSW0	05/11/10	5	\$ 5,000,000	0.500	0.650	Low
09-0154	Operating	09/09/11	FFCB Callable (any>9/8/10-5) 1.25 09/09/11	3133XUPJ6	09/09/10	5	\$ 5,000,000	1.250	0.700	High
10-0070	Operating	09/15/11	FHLMC Callable (9/15/10-5) 0.75 09/15/11	3128X9N89	09/15/10	5	\$ 5,000,000	0.750	0.700	Low
10-0022	Operating	12/02/11	FHLB Step Callable (6/2/10-5) 0.50 12/02/1	3133XVS93	06/02/10	5	\$ 5,000,000	0.500	0.800	Extreme
10-0023	Operating	12/09/11	FHLB Callable (qtrly-5) 1.25 12/09/11	3133XTQ82	06/09/10	5	\$ 5,000,000	1.250	0.800	High
10-0012	Operating	12/16/11	FNMA Step Callable (6/16/10-10) 1.10 12/16	3136FHZJ7	06/16/10	10	\$ 5,000,000	1.100	0.850	Extreme
09-0097	Insurance	12/29/11	FHLMC Callable (6/29/10-5) 2.03 12/29/11	3128X8R61	06/29/10	5	\$ 3,500,000	2.030	0.850	Extreme
10-0040	Fin. Reserve	12/30/11	FHLMC Callable (qtrly-5) 1.125 12/30/11	3128X9PW4	06/30/10	5	\$ 1,500,000	1.125	0.850	Moderate
10-0046	Fin. Reserve	12/30/11	FHLMC Callable (qtrly-5) 1.125 12/30/11	3128X9PW4	06/30/10	5	\$ 3,500,000	1.125	0.850	Moderate
10-0056	Operating	01/20/12	FNMA Callable (qtrly-10) 1.50 01/20/12	31398AC91	07/20/10	10	\$10,000,000	1.500	0.900	High
10-0060	Fin. Reserve	01/27/12	FHLMC Step Callable (qtrly-5) 0.50 01/27/12	3128X9VT4	07/27/10	5	\$ 4,000,000	0.500	0.900	Low
10-0077	Operating	02/16/12	FHLB Step Callable (semi-5) 0.65 02/16/12	3133XWU49	08/16/10	5	\$10,000,000	0.650	0.950	Low
10-0036	Fin. Reserve	03/15/12	FFCB Callable (anytime-7) 1.20 03/15/12	31331G5Q8	anytime	7	\$ 475,000	1.200	1.000	Low
10-0071	Operating	03/15/12	FHLMC Callable (qtrly-5) 1.20 03/15/12	3128X9S92	06/15/10	5	\$10,000,000	1.200	1.000	Low
10-0072	Operating	03/22/12	FHLMC Step Callable (qtrly-5) 0.50 03/22/12	3128X9M31	09/22/10	5	\$ 5,000,000	0.500	1.000	Low
10-0075	Operating	03/23/12	FHLB Step Callable (qtrly-5) 0.75 03/23/12	3133XXEG8	06/23/10	5	\$ 5,000,000	0.750	1.000	Low
10-0081	Operating	03/29/12	FHLB Step Callable (qtrly-5) 0.50 03/29/12	3133XXJQ1	06/29/10	5	\$ 5,000,000	0.500	1.000	Low
10-0052	Operating	04/16/12	FHLB Callable (4/16/10-5) 1.65 04/16/12	3133XV5Q0	04/16/10	5	\$ 3,000,000	1.650	1.000	High
10-0055	Operating	04/19/12	FFCB Callable (any>4/18/10-7) 1.35 04/19/1	31331JCA9	04/19/10	7	\$10,000,000	1.350	1.000	Moderate
10-0076	Operating	09/24/12	FHLB Step Callable (qtrly-5) 0.50 09/24/12	3133XXHM2	06/24/10	5	\$ 5,000,000	0.500	1.250	Low
10-0001	Insurance	10/15/12	FHLB Step Callable (10/15/10-5) 1.25 10/15	3133XV5K3	10/15/10	5	\$ 3,000,000	1.250	1.400	Extreme
10-0066	Insurance	02/26/13	FNMA Step Callable (qtrly-10) 1.125 02/26/1	3136FJ6A4	08/26/10	10	\$ 1,330,000	1.125	1.600	Low
10-0067	Fin. Reserve	02/26/13	FNMA Step Callable (qtrly-10) 1.125 02/26/1	3136FJ6A4	08/26/10	10	\$ 4,800,000	1.125	1.600	Low
09-0072	Insurance	05/20/13	FFCB Callable (any>5/19/10-7) 2.50 05/20/1	31331GWL9	05/20/10	7	\$ 5,900,000	2.500	1.650	Extreme
10-0069	Fin. Reserve	06/10/13	FNMA Callable (9/10/10-10) 2.00 06/10/13	3136FMBD5	09/10/10	10	\$ 4,000,000	2.000	1.700	Moderate

## **Defined Benefit Plan Summary**

2nd Qtr FY10

Value   31-Dec-09	40,539 5,467 (2,899)	Benefit Payments 0 0	<u>Transfers</u>	Gain/ (loss)	Gain/ (loss)	Contrib Employer	utions <u>Employee</u>	Other	Value <u>31-Mar-10</u>
Equity Managers           Large Cap:         Washington Mutual         6,659,266           Goldman         7,957,997           SSGA Wilshire 5000         13,298,695           Small Cap:           Friess         7,043,136           Earnest Partners         8,735,692           International:           Dodge & Cox         8,448,057           Capital Resources         10,325,387           SSGA Internat. Index         8,713,687           Fixed Income Managers           Primco         20,033,416           SSGA Index         10,239,811           PIMCO IG Corp         6,328,283           Real Estate	40,539 5,467	0	0	5 <del></del>	(loss)	Employer	Employee	Other	31-Mar-10
Large Cap:           Washington Mutual         6,659,266           Goldman         7,957,997           SSGA Wilshire 5000         13,298,695           Small Cap:           Friess         7,043,136           Earnest Partners         8,735,692           International:           Dodge & Cox         8,448,057           Capital Resources         10,325,387           SSGA Internat. Index         8,713,687           Fixed Income Managers           Primco         20,033,416           SSGA Index         10,239,811           PIMCO IG Corp         6,328,283           Real Estate	5,467	0		0					
Washington Mutual       6,659,266         Goldman       7,957,997         SSGA Wilshire 5000       13,298,695         Small Cap:         Friess       7,043,136         Earnest Partners       8,735,692         International:         Dodge & Cox       8,448,057         Capital Resources       10,325,387         SSGA Internat. Index       8,713,687         Fixed Income Managers         Primco       20,033,416         SSGA Index       10,239,811         PIMCO IG Corp       6,328,283	5,467	0		0					
Goldman         7,957,997           SSGA Wilshire 5000         13,298,695           Small Cap:           Friess         7,043,136           Earnest Partners         8,735,692           International:           Dodge & Cox         8,448,057           Capital Resources         10,325,387           SSGA Internat. Index         8,713,687           Fixed Income Managers           Primco         20,033,416           SSGA Index         10,239,811           PIMCO IG Corp         6,328,283           Real Estate	5,467	0		0					
SSGA Wilshire 5000         13,298,695           Small Cap:         7,043,136           Earnest Partners         8,735,692           International:           Dodge & Cox         8,448,057           Capital Resources         10,325,387           SSGA Internat. Index         8,713,687           Fixed Income Managers           Primco         20,033,416           SSGA Index         10,239,811           PIMCO IG Corp         6,328,283           Real Estate		_			221,776	0	0	(1)	\$6,921,580
Small Cap:           Friess         7,043,136           Earnest Partners         8,735,692           International:           Dodge & Cox         8,448,057           Capital Resources         10,325,387           SSGA Internat. Index         8,713,687           Fixed Income Managers           Primco         20,033,416           SSGA Index         10,239,811           PIMCO IG Corp         6,328,283           Real Estate	(2,899)		(2,000,000)	257,109	(168,812)	0	0	(1)	\$6,051,760
Friess         7,043,136           Earnest Partners         8,735,692           International:            Dodge & Cox         8,448,057           Capital Resources         10,325,387           SSGA Internat. Index         8,713,687           Fixed Income Managers           Primco         20,033,416           SSGA Index         10,239,811           PIMCO IG Corp         6,328,283           Real Estate		0	2,899	0	834,580	0	0	(1)	\$14,133,274
International:         8,735,692           Dodge & Cox         8,448,057           Capital Resources         10,325,387           SSGA Internat. Index         8,713,687           Fixed Income Managers           Primco         20,033,416           SSGA Index         10,239,811           PIMCO IG Corp         6,328,283           Real Estate									
International:   Dodge & Cox	0	0	0	0	387,135	0	0	(1)	\$7,430,270
Dodge & Cox         8,448,057           Capital Resources         10,325,387           SSGA Internat. Index         8,713,687           Fixed Income Managers           Primco         20,033,416           SSGA Index         10,239,811           PIMCO IG Corp         6,328,283           Real Estate	4,708	0	0	(39,446)	752,497	0	0	0	\$9,453,451
Capital Resources         10,325,387           SSGA Internat. Index         8,713,687           Fixed Income Managers           Primco         20,033,416           SSGA Index         10,239,811           PIMCO IG Corp         6,328,283           Real Estate									
SSGA Internat. Index         8,713,687           Fixed Income Managers           Primco         20,033,416           SSGA Index         10,239,811           PIMCO IG Corp         6,328,283           Real Estate	0	0	0	0	312,989	0	0	0	\$8,761,046
Fixed Income Managers           Primco         20,033,416           SSGA Index         10,239,811           PIMCO IG Corp         6,328,283    Real Estate	0	0	0	0	83,617	0	0	1	\$10,409,005
Primco         20,033,416           SSGA Index         10,239,811           PIMCO IG Corp         6,328,283             Real Estate	0	0	(1,000,000)	263,657	(244,864)	0	0	(1)	\$7,732,479
SSGA Index         10,239,811           PIMCO IG Corp         6,328,283           Real Estate									
PIMCO IG Corp 6,328,283  Real Estate	148,924	0	0	0	445,767	0	0	1	\$20,628,108
Real Estate	0	0	0	0	177,710	0	0	0	\$10,417,521
	61,639	0	1,000,000	35,309	161,526	0	0	0	\$7,586,757
UBS 10,821,840									
	(267,481)	0	(92,533)	0	0	0	0	(1)	\$10,461,825
<u>Cash</u> 876,870	(48,862)	(2,523,076)	2,089,634	0	0	0	471	1	\$395,038
Total \$119,482,137		(\$2,523,076)	\$0	\$516,629	\$2,963,921	\$0	\$471	(\$3)	\$120,382,114



# 2nd Qtr FY10

Maturity Date	Issue Date	ar Value	Coupon %	Issue Term (Days)	Dealer
6/2/2010	3/3/2010	\$ 30,000,000	0.28%	91	JPMorgan
6/9/2010	2/24/2010	\$ 20,000,000	0.29%	105	JPMorgar
6/10/2010	3/10/2010	\$ 15,000,000	0.29%	92	Loop
6/10/2010	2/10/2010	\$ 30,000,000	0.34%	120	Loop
6/16/2010	2/25/2010	\$ 40,000,000	0.30%	111	Loop
6/16/2010	1/21/2010	\$ 15,000,000	0.34%	146	Loop
	Total:	\$ 150,000,000	0.31%	110	

Bonds				
	Series	Rates	Principal	
	2001	5.180%	\$ 82,315,000	
	2002	4.902%	\$ 28,410,000	
	2007	4.492%	\$ 756,210,000	
	2008	4.973%	\$ 728,435,000	
	2009	4.017%	\$ 1,000,000,000	
			\$ 2,595,370,000	

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
01007571	Archerwestern Brunson	NW SE LRT Build-out
01009666	Archerwestern Herzog	NW SE LRT Build-out
01012392	Archerwestern	NW SE LRT Build-out
N/A	AT&T	LRT Build-Out Utility Relocation
01012966	Austin Bridge	Lisa/Perkins Double Track
01015482	Austin Ribbon & Computer	Police MDC's
01011656	Barrier Systems	LBJ HOV East/West
01012081	Benchmark Environmental	Build-Out
01008589	Bombardier	Commuter Rail Vehicles
01016302	Bombardier	Commuter Rail Vehicles
01013454	Brad Oldham	Artwork
01004732	Bridgefarmer/Farradyne	HOV Projects
01016425	Caldwell County Chevrolet	Non-Revenue Vehicles
01016547	Calence Physical Sec.	Security
01011527	Carcon	Walnut Hill Parking exp.
N/A	Chicago Title	Rowlett Extension
01016829	Compucom Systems	Police MDC's
01017370	Compucom Systems	Police MDC's
01017669	Compucom Systems	Disaster Recovery
01017671	Compucom Systems	Disaster Recovery
01017707	Compucom Systems	Disaster Recovery
01008633	CONNEX/ATC	Paratransit Service
01015311	Dallas Harley-Davidson	HOV Vehicles
01012758	DGNO	Freight Track Relocation
01014811	DMI Corp / Decker Mech	S&I HVAC Replacement
01004187	DMJM+Harris / AECOM	NW SE LRT Build-out
01006471	F Hall Mowing	NW SE LRT Build-out
01009337	GE Transportation	NW SE LRT Build-out
01010224	GE Security	Bus Surveillance System Pilot
01008612	Gilbert May 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
01016053	Gilbert May Inc.	CBD Level Boarding
01016434	Gilbert May Inc.	Glenn Hgts Parking Exp.
01017045	Gilbert May Inc.	Monroe Shops
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

# Major Contracts Funded by CP / Debt 2nd Qtr FY10

01010371	Herzog	Railroad Signalization
01012392	Herzog	NWROF
01012577	Herzog	Lisa/Perkins & Beltline
98000071	Itochu International	LRV's
01012392	Journeyman Construction	NWROF
01015235	Journeyman Construction	Shelters / Amenities
01014614	Kiewit, Stacy, Witback	Irving 1 & 2 LRT Build-out
01011711	Kinkisharyo	C-Cars, Cab-signals, VBS
01013706	Kinkisharyo	SLRV's
01012000	LB Foster	Track Materials
01014938	LB Foster	Track Materials
01002078	LOPEZGARCIA Group	NW SE LRT Build-out
01008975	LOPEZGARCIA Group	Build-Out
01008146	LTK Engineering	LRV's
01014813	M/A-COM Inc.	Integrated Radio System
01012392	MACTON	NWROF
01003569	Malcolm Pirnie	NW SE LRT Build-out
01012392	Mass Electric	NWROF
01003568	Maxim Technologies	NW SE LRT Build-out
01012696	McCarthy	Beltline Grade Separation
01012448	McKinney Dodge	NRV's
01015378	McKinney Dodge	NRV's
01011418	Messaging Architects	Email Archive/Retrieve
01011941	Mitchell	Misc. Construction
N/A	National Union Fire Insurance	Build Out Projects
01004832	Neon Electric	Bus Passenger Amenities
01013062	Nextel Communications	NW SE LRT Build-out
01008230	Northstar Abatement	NW SE LRT Build-out
01012908	Nouveau Tech.	Network
01015627	Omega Contracting	LRT Parking Expansion
01015568	Omega Contracting	LRT Parking Expansion
N/A	Oncor Electric	LRT Build-Out
01002803	Parsons Transport Group	LRT Build-Out
00937775	Parsons Transport. Group	NW SE LRT Build-out
01009306	PB America's	CBD Study
01011831	Penaco	Tunnel Delamination
01008681	Philpott Motors	Purchase NRV's
01010787	Philpott Motors	Non-Revenue Vehicles
01012444	Philpott Motors	NRV's
01013147	Philpott Motors	NRV's
01014490	Philpott Motors	NRV's
01017277	Philpott Motors	NRV's
01012441	Planet Ford 6	NRV's
01008230	Ponce/Ice/North Star	Asbestos Abatement
01013342	Priority Public Safety Equip	Operating Vehicles for HOV
01009684	Progress Rail	NW SE LRT Build-out
01014938	Progress Rail	Rail Materials Build-out
01011171	Proofrock	1401 Pacific Exterior

## Major Contracts Funded by CP / Debt

2nd Qtr FY10

01011114	RAK Main Place	NW SE LRT Build-out
01015530	RAK Main Place	Irving/Rowlett LRT Build-Out
01011044	RAM COMM Inc	Build-Out
01007671	Reliant / Texas Gen Land	LRT Utility Relo
01009684	ROCLA	NW SE LRT Build-out
01016425	Sam Packs Five Star Ford	NRV's
01016696	Sam Packs Five Star Ford	NRV's
01017015	Sam Packs Five Star Ford	NRV's
01010224	SECURENET INC	Facility Surveillance Pilot
01012105	Siemens	NW SE LRT Build-out
01014066	Solid IT Network	Agency WAN/LAN Upgrade
01012440	Southwest Intl Trucks	High Rail Equipment
01014833	Stromberg's	Passenger Amenities
01002450	Sunland/ACT 21	NW SE LRT Build-out
01014197	Telco Solutions	Telephone System Upgrade
01004732	Telvent Farradyne	TSP LRT Project
01013585	Texas Transportation Institute	LRT Signal Prioritization
01012819	Tolar Manufacturing	Bus Shelters
01013219	Track 3	LRT Build-Out
01015617	Trapeze Software	Paratransit CERT module
01016551	Trapeze Software	Trapeze Modifications
N/A	TxDOT	HOV Projects
01012000	VAE Nortrak	NW SE LRT Build-out
01011941	Vestal Builders	Misc. Construction
01010179	Willis of Texas	LRT Build-Out
01012443	Windham Motors	NRV's