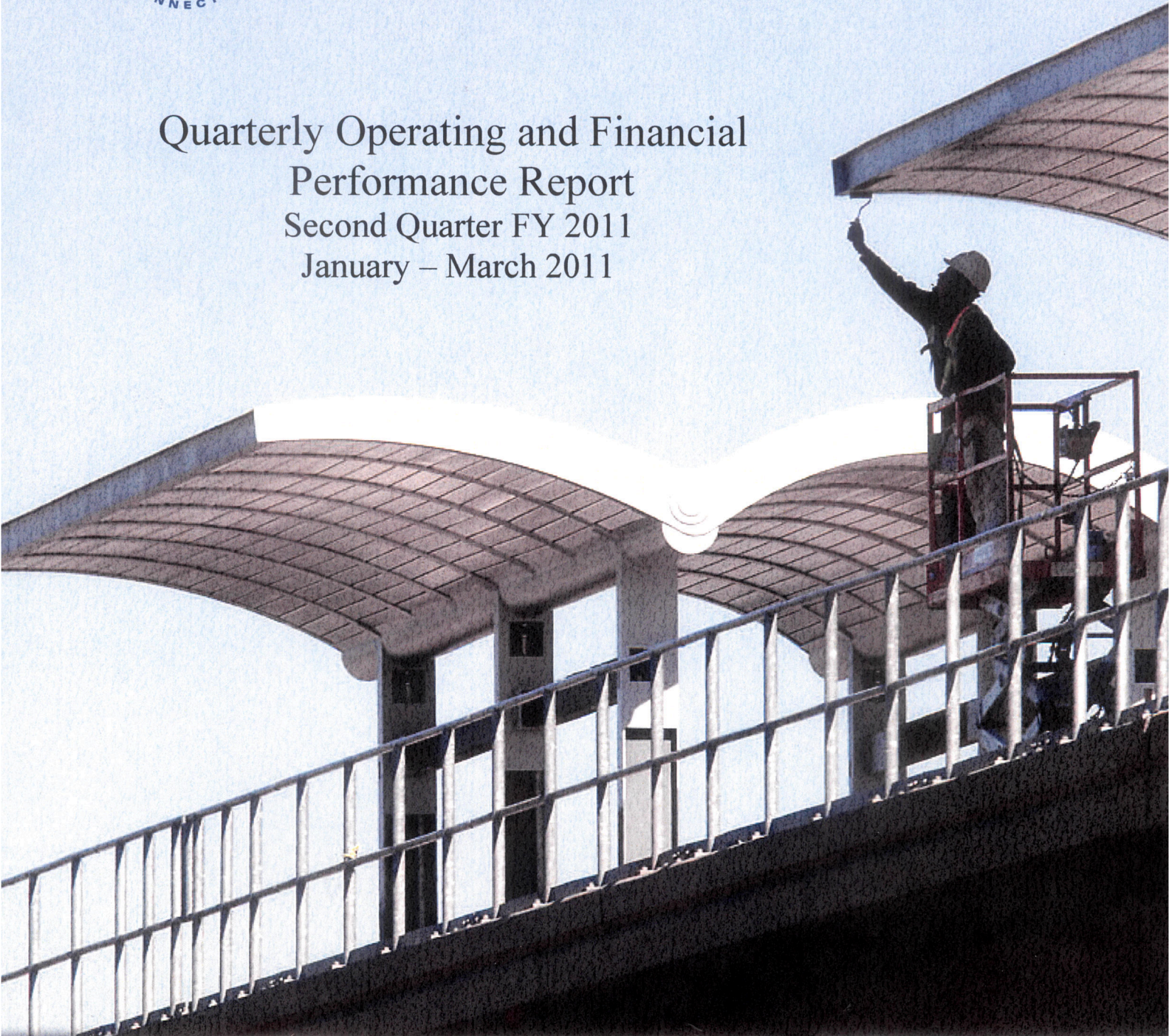




# Dallas Area Rapid Transit

## Quarterly Operating and Financial Performance Report Second Quarter FY 2011 January – March 2011





## DART Board of Directors



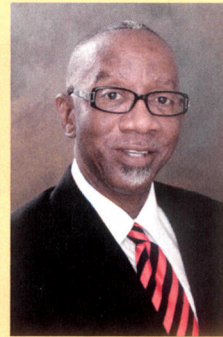
**Scott Carlson**  
Secretary  
City of Dallas



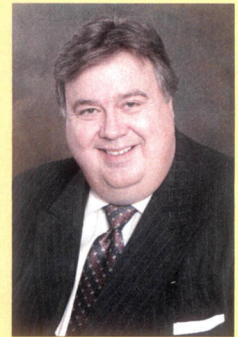
**Richard Carrizales**  
City of Dallas



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



**Jerry Christian**  
City of Dallas



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



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



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



**Pamela Dunlop Gates**  
City of Dallas



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



**Robert W. Strauss**  
City of Dallas



**William Tsao**  
City of Dallas



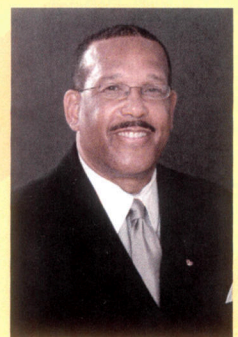
**William Velasco, II**  
Chairman  
City of Dallas



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



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



**Tracey M. Whitaker**  
City of Garland



## Table of Contents

### Section 1 – Operations & Financial

O&F1	Executive Summary
O&F2	General Information
O&F3	Agency Scorecard – Key Performance Indicators (KPIs)
O&F3	Ridership Scorecard – Key Performance Indicators (KPIs)
O&F4	Subsidy Per Passenger Scorecard
O&F4	Bus and Innovative Service Modal Update
O&F5	Bus Scorecard – Key Performance Indicators (KPIs)
O&F6	Light Rail Transit (LRT) Services
O&F6	LRT Scorecard – Key Performance Indicators (KPIs)
O&F8	Trinity Railway Express (TRE) Scorecard – Key Performance Indicators (KPIs)
O&F9	Paratransit Scorecard – Key Performance Indicators (KPIs)
O&F10	HOV Transitway Services and Scorecard – Key Performance Indicators (KPIs)
O&F11	General Mobility Programs
O&F11	Vanpool Scorecard – Key Performance Indicators (KPIs)
O&F12	Capital and Non Operating Budget Summary – Actuals vs. Budget
O&F13	Appendix
O&F14	Revenues and Operating Expenses
O&F15	Statement of Revenues, Expenses and Changes In Net Assets
O&F16	Statements of Net Assets (Balance Sheet)
O&F18	Glossary

### Section 2 – Ridership

R1	Introduction
R2	System Total Ridership
R3	Average Daily Ridership (Bus, LRT, TRE)
R6	Monthly Trending Report
R7	Weekday Trending Report
R8	Passenger Boardings by Member City
R9	Service Standards Monitoring Report
R12	Crosstown and Express Routes Performance
R13	Rail Feeder Route Performance

R14	Transit Center Feeder Route Performance
R15	Local Route Performance
R16	Site-Specific Shuttles and DART-on-Call Performance
R17	Flex Routes
Following	Route Performance Index Charts

### **Section 3 – Planning Progress**

P&D1	Highlights
P&D2	<b>Mobility Programs Development</b>
P&D2	I-30 West (Tom Landry Highway) Managed/HOV Lanes Project
P&D3	HOV Lanes Operation
P&D4	North Central (US 75) Concurrent HOV Lanes
P&D5	SH 114 Freeway Widening Including Managed/HOV Lanes
P&D6	<b>Service Planning and Scheduling</b>
P&D6	Employer Service Program Development
P&D7	Bicycle/Pedestrian Program Development
P&D8	Construction and Installation of Standard Shelters
P&D9	Paid Parking Demonstration Program
P&D10	Vanpool Program
P&D11	Bus Corridor Concept Development
P&D12	Five-Year Action Plan Score Card

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

rpd-i	Acronyms
RPD1	Scope of Projects
<b>LRT Buildout Phase 1</b>	
RPD5	Map
RPD6	Summary Control Schedule
RPD7	Cost/Schedule Summary
RPD10	Northeast Corridor Facilities – Line Section G-2
RPD11	North Central Corridor Facilities – Line Section NC-3
RPD12	Vehicles – 20 LRVs
RPD13	Facilities – Six-Month Look Ahead
RPD14	Change Control Summary

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

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



***LRT Buildout Phase IIA***

RPD16	Summary Control Schedule
RPD17	Cost/Schedule Summary
RPD19	Real Estate
RPD20	Construction Manager/General Contractor – I (CM/GC – I)
RPD22	Track Materials Procurement for CM/GC – I Construction
RPD23	Construction Manager/General Contractor – III (CM/GC – III)
RPD24	Northwest Rail Operating Facility
RPD25	Track Materials Procurement for Northwest Corridor & NWROF
RPD26	Systems – Traction Power Substations
RPD27	Systems – SCS/OCC Modifications
RPD28	Systems – Fare Collection Equipment
RPD29	Vehicles – SLRV Retrofit
RPD30	Vehicles – 25 New SLRV Procurement
RPD31	Systems Integration
RPD32	Closed-Circuit Television (CCTV) System
RPD34	NW-2 Additional Betterments & Love Field West Area Improvement
RPD35	Facilities – Six –Month Look Ahead
RPD36	Change Control Summary

***LRT Buildout Phase IIB***

RPD37	Summary Control Schedule
RPD38	Cost/Schedule Summary
RPD39	Irving Corridor Facilities
RPD42	Track Materials Procurement for Irving Corridor
RPD43	DFW Corridor Facilities
RPD44	Rowlett Extension Facilities
RPD47	Track Materials Procurement for Rowlett Extension
RPD48	Systems – Traction Power Substations
RPD49	Systems – SCS/OCC Modifications
RPD50	Systems – Fare Collection Equipment
RPD51	Systems – Passenger Emergency Calls (PECs)
RPD52	Vehicles – 23 Option Vehicles (New SLRV Procurement)
RPD53	Systems Integration
RPD54	Level Boarding Modifications for Outlying Stations



RPD55 Facilities – Six-Month Look Ahead

RPD56 Change Control Summary

**LRT Buildout Phase III**

RPD57 Dallas Central Business District (CBD) D2 Alignment

**Commuter Rail**

RPD58 Summary Working Schedule

RPD59 Cost Summary

RPD60 Belt Line Road Grade Separation

RPD61 Double Tracking at Market Center Blvd. (Lisa – Perkins)

RPD62 Track, Signals & Installation for Lisa-Perkins & Belt Line Road Projects

RPD63 Valley View to West Irving Double Tracking

RPD64 Track Materials Procurement for TRE Valley View Project

RPD65 Positive Train Control

RPD66 Six-Month Look Ahead

RPD67 Change Control Summary

**Additional Capital Development**

RPD68 Summary Working Schedule

RPD69 Cost Summary

RPD70 Unity Plaza

RPD71 North Central Tunnel Delamination Repair & Monitoring

RPD72 Bryan/Hawkins Junction (CM/GC-I)

RPD73 Track Materials Procurement-Bryan/Hawkins Junction (CM/GC-I)

RPD74 Lake Highlands Station

RPD75 Valencia Development (Midtown Blvd. Crossing)

RPD76 DART Police Facilities

RPD79 Frankford Station Additional Parking

RPD80 CBD/Traffic Signal Priority (TSP) System

RPD82 Agency-Wide Radio & Related Communications Systems Replacement

RPD84 Cotton Belt Corridor Facilities

RPD85 Six-Month Look Ahead

RPD86 Change Control Summary

**Section 5 – Quarterly Investment Report – March 2011**





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

**SECOND QUARTER FY 2011**  
**JANUARY – MARCH 2011**



## FY 2011 Second Quarter Highlights

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

**Sales tax revenues** for the six months ending March 2011 were \$196.3 million, \$1.08 million (0.5%) less than the budgeted \$197.4 million. Sales taxes are received on a monthly basis approximately six weeks after the end of the month. Therefore, the second quarter sales taxes in this report represent January actuals and accruals for February and March.

**Total agency passenger trips** for the rolling four quarters ending March 2011 were 112.9 million, 300,000 more than the corresponding period last year; second quarter results were approximately 2.2 million (4.8%) higher than target. **Fixed route ridership** for the rolling four quarters was 59.1 million, which is 1.9 million lower than same period last year; second quarter results were approximately 460,700 (1.9%) higher than the same period last year. Ridership is more fully discussed in the modal sections.

**Fixed-route on-time performance** was 95.6% for the rolling four quarters, above (better than) the target of 95.2% for FY 2011.

**Total system subsidy per passenger** for the rolling four quarters period was \$2.96, \$0.48 (15.8%) below (better than) target. However, **fixed-route subsidy per passenger** was \$4.91, \$0.14 (2.8%) over (worse than) target, primarily a result of lower than budgeted ridership levels.

**The Administrative Ratio** for the period was 7.8%, 0.8% better than the target of 8.6%.

The period ended with **sales taxes for operating expense** ratio of 85.8%, 0.2% less (better) than the target of 86.0%.

**Operating expenses** (after Capital P&D and Start-up allocations) were \$199.8 million, \$6.9 million (3.5%) under budget.



## General Information

**Reporting Period** – DART's fiscal year begins on October 1. The second quarter of the current fiscal year just ended was January through March 2011.

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

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

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

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

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

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

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

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

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

## Agency-Wide Operating Performance

Exhibit 1 is the Agency Scorecard for Key Performance Indicators.

Exhibit 1					
Agency Scorecard - Key Performance Indicators					
Indicators	Q 2/10	Q 2/11	Qtrly	FY11 Target	Status
<b>Customer/Quality Indicators</b>					
Total Agency Ridership (M)	112.6	112.9	27.9	102.4	Green
Fixed Route Ridership (M)	61.0	59.1	14.6	64.7	Yellow
Total System Subsidy Per Passenger	\$2.82	\$2.96	\$2.85	\$3.44	Green
Fixed Route Subsidy Per Passenger	\$4.50	\$4.91	\$4.71	\$4.77	Yellow
On-Time Performance (Fixed Route)	95.3%	95.6%	95.6%	95.2%	Green
Fixed Route Complaints Per 100,000 Passengers	52.2	55.8	57.6	49.0	Yellow
Fixed Route Accidents Per 100,000 Miles	1.36	1.47	1.97	1.80	Green
Sales Taxes for Operating Expense	82.4%	85.8%	82.4%	86.0%	Green
Fixed Route Farebox Recovery Ratio	13.6%	15.3%	15.7%	15.2%	Green
Administrative Ratio	8.2%	7.8%	7.1%	8.6%	Green

## Ridership

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

Exhibit 2		Q 2/10	Q 2/11	Qtrly	FY11 Target	Status
	<b>RIDERSHIP</b>					
	Total Agency (M)	112.6	112.9	27.9	102.4	Green
	Fixed Route (M)	61.0	59.1	14.6	64.7	Yellow
	Bus (M)	39.7	37.5	8.6	38.4	Yellow
	LRT (M)	18.6	19.2	5.4	23.9	Yellow
	Commuter Rail (M)	2.6	2.4	0.6	2.4	Green
	Paratransit (000s)	763.8	778.3	191.0	795.8	Green
	HOV (M)	50.0	52.1	12.9	35.9	Green
	Vanpool (000s)	924.8	939.2	233.7	1,024.5	Yellow



## Subsidy Per Passenger

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

Exhibit 3		Q 2/10	Q 2/11	Qtrly	FY11 Target	Status
	Efficiency Indicator - Subsidy Per Passenger					
	Total System	\$2.82	\$2.96	\$2.85	\$3.44	Green
	Fixed Route	\$4.50	\$4.91	\$4.71	\$4.77	Yellow
	Bus	\$4.69	\$4.94	\$4.76	\$5.03	Green
	LRT	\$3.80	\$4.72	\$4.59	\$4.21	Yellow
	Commuter Rail	\$6.48	\$5.85	\$5.22	\$6.31	Green
	Paratransit	\$42.93	\$43.08	\$43.00	\$42.77	Yellow
	HOV	\$0.20	\$0.21	\$0.19	\$0.27	Green
	Vanpool	\$0.54	\$0.52	\$0.46	\$0.28	Red

## Modal Update

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

### Bus



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

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

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

Exhibit 4	Bus Scorecard - Key Performance Indicators					
	Indicators	Q 2/10	Q 2/11	Qtrly	FY11 Target	Status
	Customer/Quality Indicators					
	Bus Ridership (including Charter) (M)	39.7	37.5	8.6	38.4	Yellow
	On-Time Performance	91.9%	93.7%	93.7%	92.0%	Green
	Complaints Per 100k Passengers	69.4	76.9	81.1	70.5	Yellow
	Mean Distance Between Service Calls	7,665	5,518	5,594	7,213	Yellow
	Vehicle Accidents Per 100k Miles	1.63	1.79	2.51	2.00	Green
	Financial/Efficiency Indicators					
	Subsidy Per Passenger	\$4.69	\$4.94	\$4.76	\$5.03	Green

**Ridership** trended slightly below target in the 2nd Quarter, largely due to severe weather experienced during the early part of February.

Total **complaints** year-to-date are trending above 2011 levels, due to the massive service change in December 2010 and the severe weather days in February. However, with the lower than projected ridership levels during the 2nd Quarter, the Complaints per 100,000 ratio exceeded the target levels.

**Mean distance between service calls** for bus performance was negatively impacted during operation in the severe weather experienced in early February. We have implemented a plan for a vehicle modification, which we believe will eliminate the freezing of the anti-lock brake valves during future icy weather events.

The majority (39%) of the mechanical related bus service calls for FY11 year-to-date are related to the engine, electrical, and fuel systems. Many of these failures are related to the fleet aging beyond the planned life of 12-years. Steps have been taken to monitor these failures as we strive to balance existing bus maintenance cost against reliability.



## Light Rail Transit (LRT)

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

The Agency currently is operating and maintaining 55 rail stations and a fleet of 146 vehicles. DART's Service & Inspection Facility has been expanded to support and operate the additional fleet required for the new line sections. A new rail operating facility, located along the Northwest alignment, was completed in 2010 and began revenue service operations along with the Green Line in December 2010.

After opening three miles in September 2009, the remainder of DART's Green Line opened for revenue service in December 2010. This line extends southeast from the Dallas Central Business District (CBD) through Deep Ellum and Fair Park to the Buckner Station; and northwest from Victory Station through the Market Center and Medical Center districts to Farmers Branch and Carrollton.

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

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

Exhibit 5	Light Rail Scorecard - Key Performance Indicators					
	Indicators	Q 2/10	Q 2/11	Qtrly	FY11 Target	Status
	Customer/Quality Indicators					
	LRT Ridership (M)	18.6	19.2	5.4	23.9	Yellow
	On-Time Performance	95.2%	95.5%	96.2%	95.5%	Green
	Complaints Per 100k Passengers	21.7	20.3	25.5	19.0	Yellow
	Mean Distance Between Service Calls (000s)	18.5	18.6	17.1	20.7	Yellow
	Accidents per 100k Miles	0.24	0.21	0.27	0.25	Green
	Financial/Efficiency Indicators					
	Subsidy Per Passenger	\$3.80	\$4.72	\$4.59	\$4.21	Yellow
	Subsidy Per Passenger Mile	\$0.51	\$0.61	\$0.55	\$0.52	Yellow

**Complaints per 100K passengers** are a function of different variables including vehicle and system reliability. Negative trends in those variables affect service reliability and as service reliability decreases, customer complaints rise. There has been a recent increase in Rude/Discourteous and Unacceptable Behavior type complaints. The large majority of those complaints deal with station stopping procedures and operators not waiting or reopening doors at stations for customers arriving late. Platform CCTV videos are becoming useful during the investigation of these type of complaints.

Higher than usual complaints were also impacted by challenges with the Green Line opening, reduction in peak-hour service levels, and inclement weather.

Several factors have contributed to the decline in **LRT ridership**, which includes continued high unemployment, and less discretionary travel due to the economic downturn. Reduced service frequencies, which was implemented on December 6 has also contributed to the decline. However, in April 2011 management added additional service to address over-crowding issues. Lower ridership increases **subsidy per passenger**.

**Mean distance between service calls** for light rail performance was negatively impacted during operation in the severe weather experienced in early February. However, there is a continual focus on the vehicle systems (propulsion, brake, and door systems) contributing to mechanical-related service delays. Work is being done with the vehicle manufacturer to address equipment design-related issues. The manufacturer provided diagnostic procedures, and internal compliance of those procedures are being validated through a vehicle quarantine process that isolates a specific vehicle when predefined vehicle system failures occur. This process is beginning to produce positive results.

The performance of the latest delivery of cars is being analyzed. Continual work is being done with the car manufacturer during the contractual warranty period to assure acceptable levels of performance of these similar systems.



## Trinity Railway Express (TRE)

Commuter Rail (CR) service, known as the Trinity Railway Express or TRE, is a joint service provided by DART and the Fort Worth Transportation Authority (The T) pursuant to the 2003 Restated Interlocal Agreement (ILA). The TRE is operated on a rail line that was owned by the Cities of Dallas and Fort Worth and transferred to DART and the T in December 1999. DART and the T, doing business as TRE, have jointly contracted with Herzog Transit Services, Inc. to maintain and operate the commuter rail vehicles and the corridor. The TRE corridor is 34 miles long and operates between downtown Dallas and downtown Fort Worth with a total of 10 stations, 5 of which are maintained by DART and 5 by the T. The vehicle fleet is composed of 13 rail diesel cars, 6 locomotives, 15 bi-level coaches, and 10 bi-level cab cars. TRE currently operates Monday through Saturday from Fort Worth's Texas & Pacific (T&P) Station to Dallas' Union Station with eight intermediate stops.

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

Exhibit 6	Commuter Rail - TRE Scorecard - Key Performance Indicators					
	Indicators	Q 2/10	Q 2/11	Qtrly	FY11 Target	Status
	Customer/Quality Indicators					
	TRE Ridership (M)	2.6	2.4	0.6	2.4	Green
	On-Time Performance	98.7%	97.6%	96.9%	98.0%	Green
	Complaints Per 100k Passengers	7.21	8.51	7.92	7.01	Yellow
	Accidents Per 100k Miles	0.16	0.27	0.45	0.25	Yellow
	Financial/Efficiency Indicators					
	Subsidy Per Passenger	\$6.48	\$5.85	\$5.22	\$6.31	Green
	Subsidy Per Passenger Mile	\$0.37	\$0.32	\$0.29	\$0.36	Green

TRE's highest complaint categories for Quarter 2 are Late and No-shows. All other categories had two or fewer complaints reported. Weather, incidents, and mechanical failures account for the majority of TRE late and no show categories. These two categories represent 98% of the total complaints and were due to bad weather in the first week of February, one fatality incident, and mechanical failures.

Commuter Rail had two accidents in the second quarter. One was a vehicle abandoned on the tracks at Mosier Valley Road and the other was a trespasser fatality incident at Judkins Street.

## Paratransit Services

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

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

Exhibit 7	Paratransit Scorecard - Key Performance Indicators					
	Indicators	Q 2/10	Q 2/11	Qtrly	FY11 Target	Status
	Customer/Quality Indicators					
	Paratransit Ridership (000s)	763.8	778.3	191.0	795.8	Green
	Revenue Hours (000s)	457.0	458.6	113.9	462.0	Green
	Paratransit Passengers per Hour	1.67	1.70	1.68	1.72	Yellow
	On-Time Performance	88.2%	88.6%	86.8%	87.0%	Green
	Accidents per 100K miles	0.51	0.24	0.17	2.50	Green
	Complaints per 1k Passengers	3.21	2.66	2.47	4.50	Green
	Financial/Efficiency Indicators					
	Subsidy Per Passenger	\$42.93	\$43.08	\$43.00	\$42.77	Yellow

Ridership was down due to the weather, which caused a decline in the actual number of **Paratransit passengers per hour**. **Subsidy per passenger** is higher due to actual ridership being lower than usual in February because of the inclement weather.



## High Occupancy Vehicle Transitways

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

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

Exhibit 8 is DART's HOV Scorecard and provides the FY 2011 KPI targets and historical quarterly KPIs. TxDOT will begin a five-year reconstruction of IH635 in 2011. The low ridership target for FY11 compared to past performance is due to the expected removal of the IH635 LBJ HOV lane from service early in May 2011.

Exhibit 8	HOV Scorecard - Key Performance Indicators					
	Indicators	Q 2/10	Q 2/11	Qtrly	FY11 Target	Status
	Customer/Quality Indicators					
	Ridership (M)	50.0	52.1	12.9	35.9	Green
	Avg. Weekday Ridership (000s)	150.8	155.4	157.0	107.2	Green
	Operating Speed Ratio (Qtrly)*	1.56	1.64	1.64	1.53	Green
	Lane Availability	100.0%	100.0%	100.0%	99.0%	Green
	Complaints per 100K Passengers	0.28	0.21	0.33	0.30	Green
	Financial/Efficiency Indicators					
	Subsidy Per Passenger	\$0.20	\$0.21	\$0.19	\$0.27	Green

\*Number stated is a quarterly number

The **ridership** and **subsidy per passengers**' targets reflected an expectation that TxDOT would remove the I-635 HOV lane (between Valley View to Park Central) from service in January 2011. The scheduled reconstruction will begin in May 2011, during the third quarter of this fiscal year.

## General Mobility Programs

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

**Vanpool Program** – DART currently offers 8- to 15-person vans through a contract with Enterprise Rent-A-Car. This program is partially funded by the North Central Texas Council of Governments (NCTCOG) through a Congestion Mitigation/Air Quality grant. DART and the NCTCOG reached agreement in 2010 on a new funding formula for the vanpool program that results in NCTCOG contributing 45% 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 \$330 or \$350, depending upon van size. DART administers the Vanpool Program and incurs less than 5% of total program costs primarily through in-kind staff services.

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

Exhibit 9	General Mobility (Vanpool) - Key Performance Indicators					
	Indicators	Q 2/10	Q 2/11	Qtrly	FY11 Target	Status
	Customer/Quality Indicators					
	Ridership (000s)	924.8	939.2	233.7	1,024.5	Yellow
	Number Of Vanpools (current)	177	185	185	198	Yellow
	Financial/Efficiency Indicators					
	Subsidy Per Passenger	\$0.54	\$0.52	\$0.46	\$0.28	Red

The **number of vanpools** will increase to its FY11 target of 198 by May 2011, which will be reflected on the next quarterly report. **Subsidy per passenger** is higher due to lower than expected ridership.

## Capital and Non-Operating Budget Summary

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

<b>Actuals vs. Budget</b> <b>Capital and Non-Operating Costs</b> <b>Through the Second Quarter, FY 2011</b> <b>(in thousands)</b>				
<b>Ref #</b>	<b>Mode</b>	<b>FY11 Annual Budget</b>	<b>FY 11 Actuals</b>	<b>Unspent Balance</b>
1	Agency-Wide	\$55,388	\$12,484	\$42,904
2	Bus	24,918	3,286	21,632
3	LRT	519,954	148,183	371,771
4	Commuter Rail	38,618	7,038	31,580
5	Paratransit	359	(13.5)	373
6	HOV	23,123	7,625	15,498
	<b>Total Projects</b>	<b>\$662,359</b>	<b>\$178,602</b>	<b>\$483,757</b>
7	P&D/Startup/Non-Ops	\$28,747	\$12,627	\$16,120
8	Road Improvements/ITS	16,000	\$252	15,748
	<b>Total Capital</b>	<b>\$707,106</b>	<b>\$191,481</b>	<b>\$515,625</b>

The revised estimate for FY 2011 Capital Expenditures is \$548 million. Based on prior years' experience, it is anticipated that a higher percentage of budgeted capital expenditures will occur later in the fiscal year.

## **APPENDIX**



<b>DALLAS AREA RAPID TRANSIT</b> <b>SECOND QUARTER, FY 2011 - REVENUES AND OPERATING EXPENSES</b> <b>ACTUALS VS. BUDGET (DOLLARS IN THOUSANDS)</b>				
<b>Revenues</b>	<b>FY 2011 YTD Actuals</b>	<b>FY 2011 YTD Budget</b>	<b>YTD Better (Worse)</b>	<b>% Better (Worse) Budget</b>
Passenger Revenues (Fixed Route)	\$26,214	\$27,833	(\$1,619)	(5.8)%
Special Events Passenger Revenue	312	55	257	464.7%
Vanpool Passenger Revenues	347	470	(123)	(26.3)%
Paratransit Passenger Revenues	1,132	1,055	77	7.3%
<b>Passenger Revenues</b>	<b><u>\$28,005</u></b>	<b><u>\$29,413</u></b>	<b><u>(\$1,409)</u></b>	<b><u>(4.8)%</u></b>
Advertising and Other	\$5,098	\$4,080	\$1,018	25.0%
Grants/ILA Program Revenues	766	776	(9)	(1.2)%
<b>Total Other Revenues</b>	<b><u>\$5,864</u></b>	<b><u>\$4,855</u></b>	<b><u>\$1,009</u></b>	<b><u>20.8%</u></b>
<b>Total Operating Revenues</b>	<b><u>\$33,869</u></b>	<b><u>\$34,269</u></b>	<b><u>(\$400)</u></b>	<b><u>(1.2)%</u></b>
Sales Tax Revenues	\$196,272	\$197,357	(\$1,085)	(0.5)%
Other Non-Operating Revenues	4,186	4,591	(405)	(8.8)%
Federal & Capital Grant Revenues	33,266	23,317	9,949	42.7%
<b>Total Revenues</b>	<b><u>\$267,594</u></b>	<b><u>\$259,534</u></b>	<b><u>\$8,060</u></b>	<b><u>3.1%</u></b>
<b>Operating Expenses:</b>	<b>Actuals</b>	<b>Budget</b>	<b>(Better)/Worse</b>	<b>% Over / (Under) Budget</b>
Salaries & Wages	\$98,920	\$98,765	\$154	0.2%
Benefits	44,025	44,819	(794)	(1.8)%
Services	11,673	13,655	(1,981)	(17.0)%
Materials & Supplies	22,028	24,216	(2,189)	(9.9)%
Utilities	7,748	8,269	(521)	(6.7)%
Casualty and liability	1,852	1,989	(137)	(7.4)%
Purchased Transportation	26,110	25,968	143	0.5%
Taxes, Leases, and Other	2,484	2,688	(204)	(8.2)%
Management Reserves & Fuel/Incentives	(2,955)	0	(2,955)	100.0%
<b>Total Operating Expenses</b>	<b><u>\$211,884</u></b>	<b><u>\$220,369</u></b>	<b><u>(\$8,485)</u></b>	<b><u>(4.0)%</u></b>
Capital Allocation and Startup	(\$12,088)	(\$13,631)	\$1,543	(12.8)%
<b>Total Ops Expense after Allocations</b>	<b><u>\$199,796</u></b>	<b><u>\$206,738</u></b>	<b><u>(\$6,942)</u></b>	<b><u>(3.5)%</u></b>

**DALLAS AREA RAPID TRANSIT**  
**STATEMENTS OF REVENUES, EXPENSES AND CHANGES IN NET ASSETS**  
**FOR THE SIX MONTHS ENDED MARCH 31, 2011 AND 2010**

	(In thousands)	
	For the six months ended	
	3/31/2011	3/31/2010
<b>OPERATING REVENUES:</b>		
Passenger	\$28,005	\$25,508
Advertising, rent and other	<u>5,662</u>	<u>5,798</u>
<b>Total Operating Revenues</b>	<b><u>33,667</u></b>	<b><u>31,306</u></b>
<b>OPERATING EXPENSES:</b>		
Labor	99,354	94,053
Benefits	44,025	39,279
Services	14,925	12,951
Materials and Supplies	23,572	28,462
Purchased Transportation	26,111	24,790
Depreciation and amortization	81,575	67,275
Utilities	7,748	6,588
Taxes, Leases, and Other	2,508	2,182
Casualty and liability	<u>1,852</u>	<u>1,520</u>
<b>TOTAL OPERATING EXPENSES</b>	<b><u>301,670</u></b>	<b><u>277,100</u></b>
<b>NET OPERATING LOSS</b>	<b><u>(268,003)</u></b>	<b><u>(245,794)</u></b>
<b>NON-OPERATING REVENUES (EXPENSES):</b>		
Sales tax revenue	196,684	187,201
Investment Income	1,755	3,769
Interest Income from investments held to pay capital lease	11,473	11,745
Interest expense on capital leases	(11,473)	(11,745)
Street improvements for member cities	(95)	(245)
Interest and financing expenses	(57,689)	(38,898)
Other non-operating revenues	22,587	15,710
Other non-operating expenses	<u>(3,260)</u>	<u>(1,292)</u>
<b>TOTAL NET NON-OPERATING REVENUES</b>	<b><u>159,982</u></b>	<b><u>166,245</u></b>
<b>LOSS BEFORE CAPITAL CONTRIBUTIONS, GRANTS AND REIMBURSEMENTS</b>	<b><u>(108,021)</u></b>	<b><u>(79,549)</u></b>
<b>CAPITAL CONTRIBUTIONS, GRANTS AND REIMBURSEMENTS:</b>		
Federal capital contributions	26,095	15,964
State capital contributions	503	415
Local capital contributions	927	923
Federal grants and reimbursements	1,186	822
<b>TOTAL CAPITAL CONTRIBUTIONS, GRANTS AND REIMBURSEMENTS</b>	<b><u>28,711</u></b>	<b><u>18,124</u></b>
<b>CHANGE IN NET ASSETS</b>	<b><u>(79,310)</u></b>	<b><u>(61,425)</u></b>
TOTAL NET ASSETS - Beginning of the year	<u>2,445,494</u>	<u>2,418,464</u>
TOTAL NET ASSETS - End of the six months period	<b><u>\$2,366,184</u></b>	<b><u>\$2,357,039</u></b>

**DALLAS AREA RAPID TRANSIT**  
**STATEMENTS OF NET ASSETS**  
**AS OF MARCH 31, 2011 AND SEPTEMBER 30, 2010**

	(In thousands)	
	3/31/2011	9/30/2010
<b>ASSETS</b>		
<b>CURRENT ASSETS</b>		
Cash & Cash Equivalents	\$121,807	\$141,419
Investments	618,636	609,784
Derivative instrument asset	1,471	1,660
Sales tax receivable	64,878	63,995
Transit Revenue Rec., Net	4,628	2,659
Due from Other Governments	19,395	17,092
Materials and supplies inventory	28,613	28,383
Prepaid transit expenses and other	4,933	3,172
Restricted investments held by trustee for debt service	59,857	62,379
Restricted investments held for advance funding agreements	13,409	11,040
Restricted investments held to pay capital lease/leaseback liabilities	<u>47,257</u>	<u>20,806</u>
<b>TOTAL CURRENT ASSETS</b>	<b><u>984,884</u></b>	<b><u>962,389</u></b>
<b>NONCURRENT ASSETS</b>		
Note Receivable	926	913
Investments Restricted for SEA	531,854	97,464
Investments in joint venture	21,342	20,821
Capital assets		
Land and rights of way	537,986	397,997
Depreciable capital assets, net of depreciation	3,271,667	1,817,349
Projects in progress	878,737	2,305,270
Restricted investments held to pay capital lease/leaseback liabilities	265,651	301,434
Net pension asset	6,036	5,585
Unamortized debt issuance costs and other	<u>23,386</u>	<u>19,872</u>
<b>TOTAL NONCURRENT ASSETS</b>	<b><u>5,537,585</u></b>	<b><u>4,966,705</u></b>
<b>TOTAL ASSETS</b>	<b><u>\$6,522,469</u></b>	<b><u>\$5,929,094</u></b>

**DALLAS AREA RAPID TRANSIT**  
**STATEMENTS OF NET ASSETS - CONT'D**  
**AS OF MARCH 31, 2011 AND SEPTEMBER 30, 2010**

	(In thousands)	
	3/31/2011	9/30/2010
<b>LIABILITIES</b>		
<b>CURRENT LIABILITIES</b>		
Accounts payable and accrued liabilities	\$109,127	\$152,195
Commercial paper notes payable	150,000	150,000
Current portion of Capital lease/leaseback liabilities	47,257	20,806
Current portion of amount due to the State Comptroller	824	824
Local Assistance Program Payable	13,370	13,370
Retainage Payable	63,327	67,531
Unearned revenue and other liabilities	38,324	29,252
Interest payable	58,034	46,615
Current portion of senior lien sales tax revenue bonds payable	8,370	18,790
Deferred inflows of resources	<u>1,471</u>	<u>1,660</u>
<b>TOTAL CURRENT LIABILITIES</b>	<b><u>490,104</u></b>	<b><u>501,043</u></b>
<b>NON-CURRENT LIABILITIES</b>		
Accrued liabilities	29,765	28,411
Repayment due to State Comptroller	12,282	12,695
Senior lien sales tax revenue bonds payable	3,358,483	2,640,017
Capital lease/leaseback liabilities	<u>265,651</u>	<u>301,434</u>
<b>TOTAL NON-CURRENT LIABILITIES</b>	<b><u>3,666,181</u></b>	<b><u>2,982,557</u></b>
<b>TOTAL LIABILITIES</b>	<b><u>4,156,285</u></b>	<b><u>3,483,600</u></b>
<b>NET ASSETS</b>		
Invested in capital assets, net of related debt	1,640,064	1,741,742
Restricted for debt Service		15,765
Unrestricted	<u>726,120</u>	<u>687,987</u>
<b>TOTAL NET ASSETS</b>	<b><u>\$2,366,184</u></b>	<b><u>\$2,445,494</u></b>



## Glossary of Terms/Definitions

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

## Glossary of Terms/Definitions (Cont.)

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

**Passenger Trips** - See Ridership.

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

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

## Glossary of Terms/Definitions (Cont.)

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

## Glossary of Terms/Definitions (Cont.)

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

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

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

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

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

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

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

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



# Ridership Highlights

## Introduction

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

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

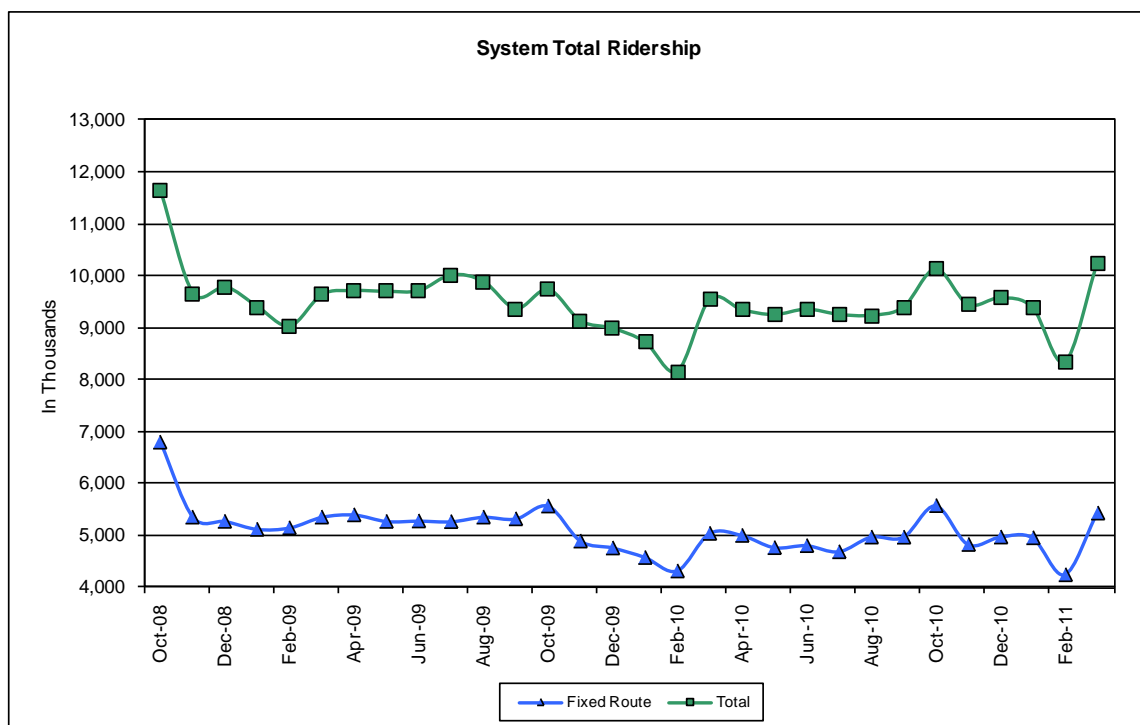
Ridership statistics can be examined in several different ways: as totals, as averages and as ratios related to service levels. Each reporting technique has its value in analyzing ridership and each presents data from a different perspective. While total ridership is an important measure, it can vary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

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

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

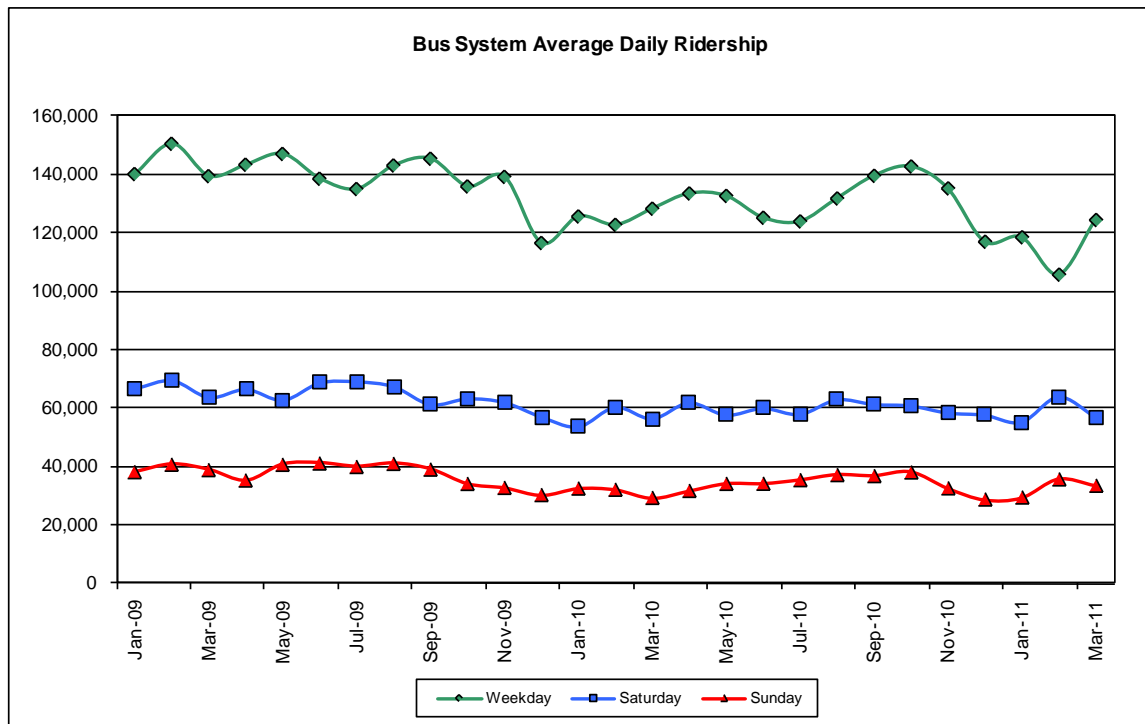
The Service Standards Monitoring Report included in this section of the Quarterly Report includes the modifications to policy made in 2003 and 2009. The standards employed in this report are those adopted for FY 2010.

## Total System Ridership



- Total fixed route ridership includes bus, light rail and commuter rail riders. Total system ridership includes fixed route, HOV, paratransit and vanpool services. Riders of both scheduled and special event services are reported.
- Total system ridership in the second quarter of FY 2011 was 27.9 million riders, an increase of 5.8 percent from the second quarter of FY 2010.
- Fixed route ridership totaled 14.6 million passengers in the second quarter of FY 2011, an increase of 5.0 percent from the second quarter of FY 2010. The increase is largely due to the extension of the Green Line light rail service.
- Trinity Railway Express ridership was 593,177 passengers in the second quarter, a decrease of 2.7 percent from last year. This decrease is the result of the second round of fare increases. Increasing gasoline prices are beginning to affect TRE ridership, reducing the decreases from last year.
- Light rail ridership was 5.4 million riders in the second quarter. This 28.2 percent increase is attributable to the opening of the Green Line extensions. Ridership on Blue and Red Lines continues to trend downward as a result of service quality issues, service reductions, and continued high unemployment.
- Paratransit ridership decreased to 190,969 trips in the second quarter of FY 2011, a decrease of 0.4 percent from the FY 2010 levels. Inclement weather in the quarter contributed to this decrease in ridership.
- Total HOV usage in the second quarter of FY 2011 was 12.9 million persons, up 6.9 percent from the second quarter of FY 2010. Increasing gasoline prices have contributed to this growth.

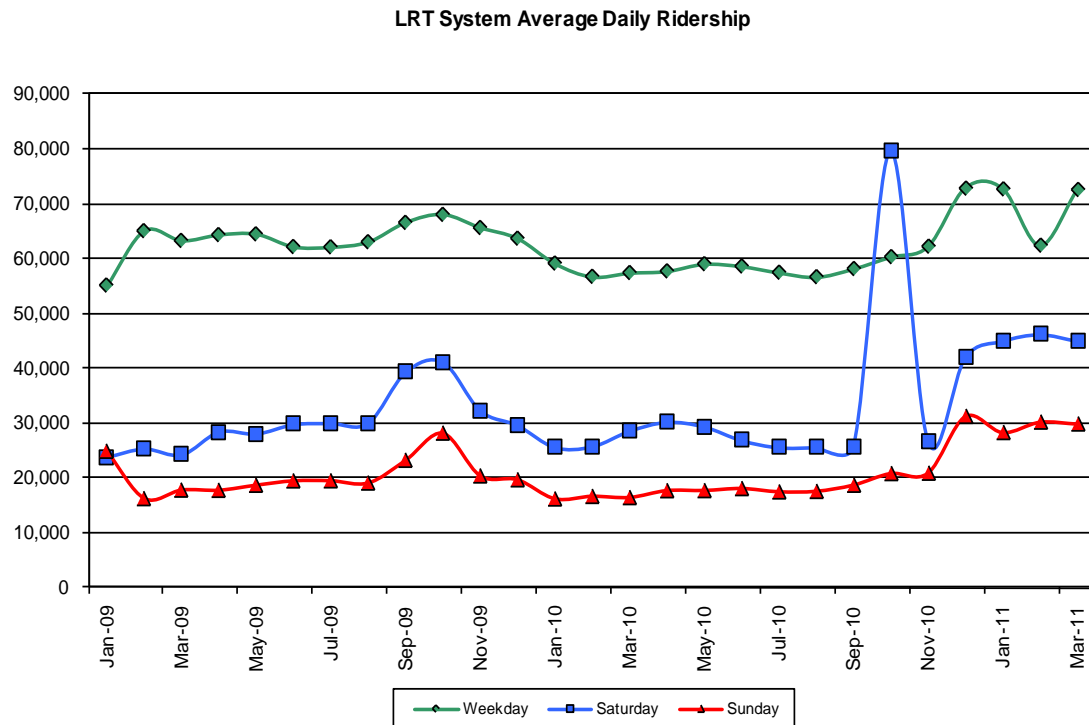
## Bus System Ridership



- Total bus ridership (including special events ridership) in the second quarter of FY 2011 was 8.6 million riders, a 5.2 percent decrease from the second quarter of FY 2010.
- Average weekday ridership in the second quarter was 116,145 riders, a 7.4 percent decrease from last year's average. Replacement of some bus routes by the Green Line light rail service contributed to this decrease as did inclement weather during the quarter.
- Saturday bus system ridership averaged 58,683 daily riders, an increase of 3.4 percent over last year.
- Sunday bus system ridership averaged 32,706 daily riders, an increase of 5.1 percent over last year.
- Increasing gasoline prices, substantial restructuring of many bus routes concurrent with the extension of the Green Line and some degree of economic stabilization appear to be the contributing factors in the upturn in weekend bus ridership.
- The most heavily patronized routes in the second quarter, by route classification, were:

<u>Route Type</u>	<u>Route</u>	<u>Weekday Average</u>
Crosstown	486	2,784
Express	206	984
Rail Feeder	583	2,478
TC Feeder	301	1,041
Local	11	3,720
Shuttle	UTD	1,262
Flex	870	270

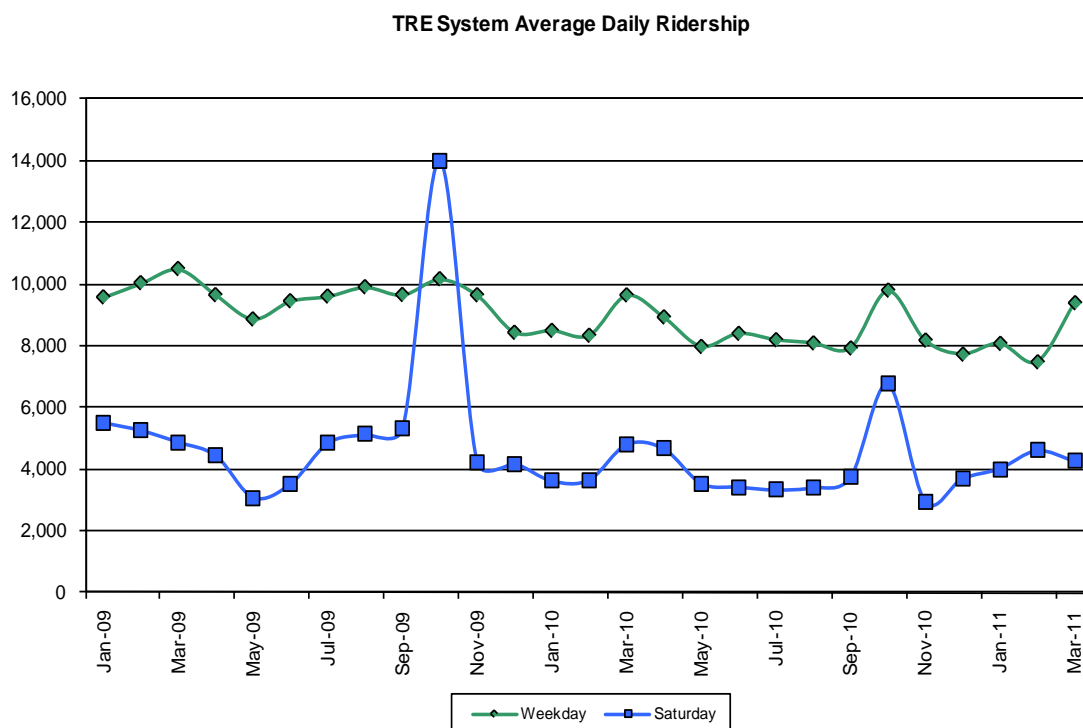
## LRT Ridership



- LRT ridership in the second quarter totaled 5.4 million riders, an increase of 28.2 percent over the second quarter of FY 2010.
- Weekday ridership in the second quarter averaged 69,198 passengers, an increase of 19.9 percent from the second quarter of FY 2010.
- Saturday ridership in the second quarter averaged 45,355 passengers, an increase of 70.1 percent from the FY 2010 level.
- Sunday ridership in the second quarter averaged 29,329 passengers, an increase of 80.4 percent from the FY 2010 level.
- The Extension of the Green Line to Carrollton and Pleasant Grove is the primary catalyst in the increases in ridership during the second quarter. Both the Blue and Red Line continue to post ridership decreases.
- The extraordinary increase in ridership on Saturdays and Sundays is attributable to synergy within the system as the better frequencies of service offered by the light rail system attract riders.
- Service reductions in December coupled with service reliability issues have resulted in increasing passenger dissatisfaction and have resulted in ridership decreases on the Blue and Red Lines.



## Commuter Rail – Trinity Railway Express



- Trinity Railway Express ridership continued to decrease in the second quarter. The TRE served a total of 593,177 passengers, a decrease of 2.7 percent from the second quarter of FY 2010.
- Weekday ridership on the TRE averaged 8,307 daily riders (a 5.8 percent decrease from last year) in the second quarter.
- Saturday ridership in the second quarter averaged 4,289 daily riders, an increase of 6.8 percent from the second quarter of FY 2009.
- During the second quarter, the TRE service experienced continuing decreases relative to FY 2010. These decreases were the result of yet another increase in fares implemented in October 2010.
- Ridership is decreasing in greater proportion among one-zone riders in both Dallas and Tarrant Counties. This decrease is reflective of the higher proportion of the fare increase for one-zone rides. It also reflects the relative competitiveness of the two-zone fares with the cost of making the longer trips by automobile at current gasoline price levels.
- Some modest improvement in ridership levels appeared to occur during March as Spring Break ridership surged ahead of the normal ridership levels.

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

Year	Month	Bus Monthly	LRT Monthly	Commuter Rail Monthly	Fixed Route Total
2009	March	3,515	1,577	250	5,342
	April	3,560	1,599	230	5,389
	May	3,498	1,540	193	5,231
	June	3,486	1,563	222	5,271
	July	3,445	1,582	231	5,258
	August	3,546	1,568	234	5,348
	September	3,493	1,594	227	5,314
2010	October	3,441	1,814	305	5,560
	November	3,149	1,530	204	4,883
	December	2,940	1,617	194	4,751
	January	2,973	1,406	188	4,567
	February	2,822	1,303	181	4,306
	March	3,291	1,499	241	5,031
	April	3,309	1,460	217	4,986
	May	3,144	1,432	177	4,753
	June	3,128	1,468	198	4,794
	July	3,067	1,421	189	4,677
	August	3,335	1,435	191	4,961
	September	3,358	1,416	185	4,959
2011	October	3,491	1,768	290	5,549
	November	3,157	1,481	178	4,816
	December	2,885	1,895	181	4,961
	January	2,885	1,875	188	4,948
	February	2,509	1,552	173	4,234
	March	3,221	1,968	233	5,422

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

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

Year	Month	Bus Weekday	LRT Weekday	Commuter Rail Weekday	Fixed Route Total
2009	March	139.4	63.2	10.5	213.1
	April	143.3	64.3	9.6	217.2
	May	147.0	64.4	8.9	220.3
	June	138.5	62.1	9.4	210.0
	July	135.0	62.1	9.6	206.7
	August	143.0	63.0	9.9	215.9
	September	145.4	66.5	9.7	221.6
2010	October	135.9	68.0	10.2	214.1
	November	139.1	65.6	9.6	214.3
	December	116.4	63.6	8.4	188.4
	January	125.5	59.1	8.5	193.1
	February	122.7	56.7	8.3	187.7
	March	128.2	57.4	9.6	195.2
	April	133.4	57.7	8.9	200.0
	May	132.6	59.0	8.0	199.6
	June	125.1	58.6	8.4	192.1
	July	123.8	57.4	8.2	189.4
	August	131.7	56.6	8.1	196.4
	September	139.5	58.1	7.9	205.5
2011	October	142.7	60.3	9.8	212.8
	November	135.2	62.2	8.2	205.6
	December	116.9	72.8	7.7	197.4
	January	118.5	72.7	8.1	199.3
	February	105.6	62.4	7.5	175.5
	March	124.3	72.6	9.4	206.3

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

Table 3 – Passenger Boardings by Member City

**Dallas Area Rapid Transit**  
**Estimated Passenger Boardings By Member City**  
**March 31, 2011**  
 In Thousands

Description	Mar 2011	Mar 2010	%/% (2) Change
<b>Bus Ridership (1)</b>			
Addison	51	36	41.4%
Carrollton	27	60	-55.4%
Farmers Branch	34	18	92.2%
Garland	222	193	15.4%
Glenn Heights	25	25	3.1%
Irving	214	184	16.6%
Plano	85	81	4.2%
Richardson	100	90	10.9%
Rowlett	8	8	4.7%
<b>Suburban Total</b>	<b>767</b>	<b>694</b>	<b>10.4%</b>
<b>Dallas Total (3)</b>	<b>2,454</b>	<b>2,597</b>	<b>-5.5%</b>
<b>Bus Total</b>	<b>3,221</b>	<b>3,291</b>	<b>-2.1%</b>
<b>Light Rail</b>	<b>1,968</b>	<b>1,499</b>	<b>31.3%</b>
<b>Commuter Rail</b>	<b>233</b>	<b>241</b>	<b>-3.3%</b>
<b>Total Passenger Boardings</b>	<b>5,422</b>	<b>5,031</b>	<b>7.8%</b>

YTD 2011	YTD 2010	%/% Change
253	190	32.9%
218	329	-33.7%
153	97	57.1%
1,175	1,078	8.9%
124	130	-4.6%
1,122	1,037	8.3%
450	445	1.1%
549	500	9.8%
42	41	2.7%
4,087	3,848	6.2%
14,062	14,767	-4.8%
18,148	18,616	-2.5%
10,539	9,168	15.0%
1,242	1,313	-5.4%
29,929	29,097	2.9%

Type of Day	Mar 2011	Mar 2010	Inc (Dec)
Weekdays	23	23	0
Saturdays/Holiday	4	4	0
Sundays/Holiday	4	4	0
<b>Total</b>	<b>31</b>	<b>31</b>	<b>0</b>

YTD 2011	YTD 2010	Inc (Dec)
126	126	0
27	27	0
29	29	0
182	182	0

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

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

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

## **Service Standards Monitoring Report**

### **Purpose and Approach**

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

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

Performance standards for FY 2011 have not been adopted. The following report has been prepared using the adopted FY 2010 standards. Significant bus system changes accompanied the extensions of the Green Line on December 6, 2010. The new routes will have a 24-month introductory period as their ridership develops to its full potential.

### **Second Quarter Report**

#### **Crosstown Routes**

- Three crosstown routes, 444, 452 and 475 failed to achieve an RPI value of 0.6.
- Route 444 (Dallas) and route 475 (Plano) performed at the 0.5 level. Routes 444 and 475 were modified in December 2010. Route 452 is being reviewed for corrective action.
- The remaining crosstown routes performed at or above the 0.6 level during the second quarter.
- Six crosstown routes performed at an RPI level of 1.0 or better.
- Routes 467 (Dallas, Garland), 486 (Dallas, Farmers Branch, Garland) and 488 (Addison, Dallas) performed at the 1.1 level or above. All three of these routes are connected to the Green Line.
- Three routes, 404 (Dallas), 463 (Addison, Dallas, Richardson, Garland) and 466 (Dallas) performed at the 1.0 level. Routes 409 and 466 are connected to the Green Line.
- Ten crosstown routes had RPI values between 0.6 and 0.9. These routes will be carefully monitored for opportunities to improve performance.
- Several crosstown routes were modified to better serve customers with connections to stations on the Green Line.



### **Express Routes**

- Six of DART's eight Express routes had an RPI value of 0.6 or greater.
- Routes 205 (Addison) and 206 (Glenn Heights) had the highest RPI values among Express routes with RPIs of 1.0.
- Two routes had an RPI value of less than 0.6.
- Route 210 (Plano) and Route 234 (Dallas/Irving) performed at a 0.5.
- Ridership decreases were experienced on some Express routes as the result of the October 2010 fare increase. Service interruptions during the ice and snow days of early February combined with a number of other inclement weather days contributed to lower ridership on many of these routes.
- Route 210 is somewhat limited in its ridership potential by the service from the Parker Road and Bush Turnpike stations on the Red Line. The relocation of this service to the new Northwest Plano Park and Ride is an opportunity to improve ridership levels.

### **Rail Feeder Routes**

- The reconfiguration of the bus network concurrent with the Green Line opening has resulted in many new Rail Station Feeder routes and the reconfiguration of others.
- The top performing Rail Feeder route was route 702 (NorthPark Shuttle) with an RPI value of 3.2.
- Route 583 (Lovers Lane/LBJ/Skillman/Richland College) was second with an RPI of 1.7.
- Route 506 (Park Lane and Walnut Hill stations) was third with an RPI of 1.3.
- Four routes, 528 (Dallas, Irving), 548 (Dallas), 554 (Dallas) and 592 (Dallas) had RPI values of 1.1 during the quarter.
- Seven routes recorded an RPI value of 0.5 during the second quarter, including routes 513, 515, 525, 532, 550, 571, and 594.
- Seven routes, three of which are new, posted RPIs of 0.4; two routes were at an RPI of 0.3 and one route, 512 (Dallas) had an RPI value of 0.1.

### **Transit Center Feeder Routes**

- Four Transit Center Feeder routes fell below the 0.6 RPI level. These routes include 305 (Irving), 307 (Irving), 311 (Irving) and 376 (Cockrell Hill, Dallas) with RPIs of 0.5.
- Route 378 (Garland) was the best performing route with an RPI of 1.2.
- Eighteen of the 22 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) and 374 (Dallas, Garland) posted RPI values of 1.1 and 1.0 respectively.
- It is anticipated that many Irving routes, including the poorly performing ones will be modified as the Orange Line opens in 2012.
- Route 376 is a new route created when significant route restructuring in Oak Cliff's Jefferson Corridor occurred in December 2010. It will be monitored to determine whether service modifications are necessary to improve its performance.

### **Local Routes**

- Eighteen of the 28 Local routes posted RPI values of 0.6 or greater in the second quarter of FY 2010.
- Route 11 (Dallas) was both the best performing Local route with a 1.1 RPI and the most heavily patronized route. This route was significantly restructured in December 2010.
- Route 110 (Dallas) placed second with an RPI value of 1.0.
- Routes 2 (Dallas), 19 (Dallas), 26 (Dallas) and 164 (Dallas), had RPI values of 0.9, four routes posted an RPI value of 0.8 and another three routes had 0.7 RPIs.
- Routes 21, 27, 31, 35, 39, 60, 111 (RPI values of 0.5) and 42, 51, 155 (RPI values of 0.4) were the poorest performers. These routes are being reviewed.

### **Site-Specific Shuttles**

- Five of eight Site-specific Shuttles performed at or above the 0.6 level.
- The UT Dallas (RPI 5.3) and SMU (RPI 1.3), shuttles were the top performers.
- The UT Southwestern shuttle performed at the 0.7 level while the DFW and TI Main Campus shuttles performed at the 0.6 level.
- The Medical City and Richardson (from Galatyn Park station) shuttles performed at the 0.5 level. The TI Spring Creek shuttle performed at the 0.3 level although its ridership has been growing.

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

- Four of the eight DART-on-Call zones exceeded the 0.6 Service Performance Index level.
- The North Central Plano zone was the best performing and the most heavily used zone with an SPI value of 1.2.
- The Glenn Heights and Rowlett zones performed at a 0.8 level. The Farmers Branch zone had an RPI value of 0.7.
- The North Dallas zone, with an SPI value of 0.4, will be modified later this year.

### **FLEX Routes**

- Five of the six FLEX routes exceeded the 0.6 Service Performance Index level.
- The Garland/Rowlett route was the best performing route with an SPI of 1.0.
- The East Plano route performed at the 0.9 level.
- The South Irving Flex was the poorest performer with an SPI of 0.5. Its service has been approved for modification in September 2011.

## Crosstown Routes

### Crosstown Routes

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

LINE	Avg Weekday Pass 2Q11	Avg Weekday Pass 2Q10	% Change	Sub/ Pass Pass	Index	Pass/ Trip Trip	Index	Pass/ Rev Hour	Index	1Q11 Route Performance Index	2Q11 Route Performance Index	RPI Point Change
				\$3.50		34.00		24.0				
486	2,728	2,329	17.1%	\$2.84	1.2	39.7	1.2	25.9	1.1	1.1	1.2	0.1
467	2,645	0	All	\$3.18	1.1	29.7	0.9	29.9	1.2	1.0	1.1	0.1
488	1,934	1,716	12.7%	\$3.02	1.2	38.0	1.1	25.5	1.1	1.1	1.1	0.0
404	1,078	633	70.4%	\$2.64	1.3	22.0	0.6	24.4	1.0	0.6	1.0	0.4
463	1,584	1,635	-3.1%	\$3.25	1.1	27.6	0.8	27.1	1.1	1.0	1.0	0.0
466	2,374	4,697	-49.5%	\$2.88	1.2	29.1	0.9	23.0	1.0	1.2	1.0	-0.2
408	1,772	1,593	11.2%	\$4.29	0.8	31.3	0.9	20.9	0.9	0.8	0.9	0.1
409	2,284	2,280	0.2%	\$3.16	1.1	25.9	0.8	21.9	0.9	0.9	0.9	0.0
453	2,288	1,972	16.0%	\$3.59	1.0	28.8	0.8	22.1	0.9	0.9	0.9	0.0
400	1,936	1,878	3.1%	\$5.86	0.6	31.7	0.9	17.3	0.7	0.8	0.8	0.0
405	1,793	1,748	2.6%	\$4.42	0.8	26.7	0.8	18.5	0.8	0.7	0.8	0.1
428	2,069	2,603	-20.5%	\$4.51	0.8	22.9	0.7	19.7	0.8	0.8	0.8	0.0
415	1,026	992	3.5%	\$5.14	0.7	19.8	0.6	17.9	0.7	0.7	0.7	0.0
451	1,090	1,047	4.2%	\$4.30	0.8	15.0	0.4	21.5	0.9	0.8	0.7	-0.1
410	902	842	7.1%	\$6.19	0.6	16.0	0.5	16.5	0.7	0.6	0.6	0.0
445	785	945	-16.9%	\$4.74	0.7	11.2	0.3	15.8	0.7	0.6	0.6	0.0
444	755	900	-16.2%	\$7.14	0.5	11.8	0.3	12.5	0.5	0.5	0.5	0.0
475	1,084	1,270	-14.7%	\$7.00	0.5	15.2	0.4	13.0	0.5	0.6	0.5	-0.1
452	813	799	1.8%	\$9.75	0.4	14.5	0.4	11.3	0.5	0.4	0.4	0.0

## Express Routes

### Express Routes

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

LINE	Avg Weekday Pass 2Q11	Avg Weekday Pass 2Q10	% Change	Sub/ Pass Pass	Index	Pass/ Trip Trip	Index	Pass/ Rev Hour	Index	1Q11 Route Performance Index	2Q11 Route Performance Index	RPI Point Change
				\$5.50		18.00		31.0				
205	556	669	-16.8%	\$7.25	0.8	20.6	1.1	29.4	0.9	1.1	1.0	-0.1
206	984	1,009	-2.4%	\$5.46	1.0	17.6	1.0	27.7	0.9	0.8	1.0	0.2
278	458	611	-25.0%	\$6.12	0.9	9.5	0.5	20.7	0.7	0.7	0.7	0.0
283	914	1,079	-15.3%	\$7.55	0.7	11.7	0.7	18.8	0.6	0.6	0.7	0.1
202	610	795	-23.2%	\$6.63	0.8	9.4	0.5	16.7	0.5	0.7	0.6	-0.1
207	184	175	5.1%	\$11.82	0.5	13.2	0.7	21.7	0.7	0.7	0.6	-0.1
210	489	594	-17.6%	\$12.17	0.5	10.9	0.6	13.2	0.4	0.5	0.5	0.0
234	72	78	-7.7%	\$16.05	0.3	12.0	0.7	15.5	0.5	0.5	0.5	0.0

## Rail Feeder Routes

### Rail Station Feeder Routes

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

LINE	Avg Weekday Pass 2Q11	Avg Weekday Pass 2Q10	% Change	Sub/ Pass \$4.00	Index	Pass/ Trip 13.00	Index	Pass/ Rev Hour 22.0	Index	1Q11 Route Performance Index	2Q11 Route Performance Index	RPI Point Change
702	653	777	-16.0%	\$0.58	6.9	7.9	0.6	46.8	2.1	2.7	3.2	0.5
583	2,442	2,478	-1.5%	\$2.23	1.8	26.9	2.1	29.8	1.4	1.9	1.7	-0.2
506	1,338	1,268	5.5%	\$2.30	1.7	13.0	1.0	26.6	1.2	1.3	1.3	0.0
528	804	0	All	\$3.08	1.3	11.9	0.9	24.2	1.1	1.1	1.1	0.0
548	1,296	1,020	27.0%	\$4.13	1.0	16.1	1.2	26.1	1.2	1.2	1.1	-0.1
554	1,164	1,138	2.2%	\$2.93	1.4	11.7	0.9	22.6	1.0	1.0	1.1	0.1
592	1,425	0	All	\$2.95	1.4	11.4	0.9	23.7	1.1	0.9	1.1	0.2
593	1,135	0	All	\$3.23	1.2	11.5	0.9	21.1	1.0	0.8	1.0	0.2
534	1,012	0	All	\$6.16	0.6	15.5	1.2	15.8	0.7	0.8	0.9	0.1
553	519	623	-16.6%	\$4.77	0.8	12.3	0.9	20.0	0.9	1.1	0.9	-0.2
502	881	1,028	-14.3%	\$4.56	0.9	10.8	0.8	16.9	0.8	0.9	0.8	-0.1
522	781	889	-12.1%	\$4.88	0.8	9.4	0.7	17.1	0.8	1.0	0.8	-0.2
527	587	0	All	\$4.38	0.9	7.6	0.6	19.5	0.9	0.6	0.8	0.2
549	845	758	11.5%	\$6.10	0.7	14.3	1.1	15.3	0.7	0.8	0.8	0.0
582	797	805	-1.0%	\$5.49	0.7	10.6	0.8	15.8	0.7	0.8	0.8	0.0
597	1,006	0	All	\$6.26	0.6	13.2	1.0	14.6	0.7	0.7	0.8	0.1
526	504	0	All	\$4.31	0.9	5.6	0.4	17.6	0.8	0.6	0.7	0.1
531	501	0	All	\$6.39	0.6	10.4	0.8	16.6	0.8	0.6	0.7	0.1
535	963	0	All	\$7.02	0.6	10.6	0.8	12.5	0.6	0.6	0.7	0.1
541	668	705	-5.2%	\$5.69	0.7	9.8	0.8	14.3	0.6	0.7	0.7	0.0
544	995	0	All	\$5.82	0.7	11.4	0.9	14.6	0.7	0.8	0.7	-0.1
551	388	320	21.2%	\$6.23	0.6	8.4	0.6	16.9	0.8	0.6	0.7	0.1
507	228	165	38.7%	\$6.72	0.6	5.8	0.4	14.1	0.6	0.6	0.6	0.0
538	774	814	-4.9%	\$6.09	0.7	4.9	0.4	14.6	0.7	0.6	0.6	0.0
547	415	509	-18.5%	\$5.72	0.7	6.4	0.5	11.2	0.5	0.5	0.6	0.1
568	774	781	-0.8%	\$7.53	0.5	7.5	0.6	12.7	0.6	0.5	0.6	0.1
574	357	340	5.0%	\$8.52	0.5	7.8	0.6	15.9	0.7	0.6	0.6	0.0
513	242	234	3.3%	\$7.46	0.5	5.0	0.4	13.4	0.6	0.5	0.5	0.0
515	645	749	-13.9%	\$7.95	0.5	7.6	0.6	11.8	0.5	0.6	0.5	-0.1
525	316	0	All	\$7.34	0.5	5.5	0.4	11.2	0.5	0.5	0.5	0.0
532	284	0	All	\$8.33	0.5	5.5	0.4	11.1	0.5	0.4	0.5	0.1
550	405	481	-15.8%	\$8.39	0.5	5.5	0.4	11.2	0.5	0.5	0.5	0.0
571	491	737	-33.4%	\$9.49	0.4	8.6	0.7	11.4	0.5	0.7	0.5	-0.2
594	671	0	All	\$7.92	0.5	7.0	0.5	12.0	0.5	0.5	0.5	0.0
536	201	0	All	\$14.56	0.3	6.3	0.5	8.6	0.4	0.3	0.4	0.1
542	395	314	25.7%	\$9.30	0.4	5.9	0.5	9.5	0.4	0.5	0.4	-0.1
560	380	366	3.9%	\$11.47	0.3	6.7	0.5	9.2	0.4	0.5	0.4	-0.1
566	222	177	25.4%	\$8.22	0.5	4.6	0.4	10.7	0.5	0.5	0.4	-0.1
567	167	191	-12.3%	\$10.62	0.4	3.3	0.3	9.5	0.4	0.4	0.4	0.0
591	387	0	All	\$7.97	0.5	4.0	0.3	10.8	0.5	0.4	0.4	0.0
595	520	0	All	\$12.05	0.3	7.8	0.6	8.0	0.4	0.4	0.4	0.0
521	113	0	All	\$9.19	0.4	2.3	0.2	8.6	0.4	0.3	0.3	0.0
533	73	0	All	\$14.73	0.3	1.9	0.1	7.7	0.4	0.2	0.3	0.1
512	15	0	All	\$23.69	0.2	0.2	0.0	1.4	0.1	0.2	0.1	-0.1

## Transit Center Feeder Routes

**Transit Center Feeder  
Routes**

**Service Standards Monitoring Report**  
**Dallas Area Rapid Transit**  
**Second Quarter 2011**

LINE	Avg Weekday Pass 2Q11	Avg Weekday Pass 2Q10	% Change	Sub/ Pass	Index	Pass/ Trip	Index	Pass/ Rev Hour	Index	1Q11 Route Performance Index	2Q11 Route Performance Index	RPI Point Change
				<b>\$5.00</b>		<b>13.00</b>		<b>18.0</b>				
378	973	938	3.7%	\$4.26	1.2	13.6	1.0	23.8	1.3	1.2	1.2	0.0
301	1,041	1,223	-14.9%	\$5.97	0.8	20.3	1.6	15.3	0.8	1.3	1.1	-0.2
374	830	654	27.0%	\$5.60	0.9	15.1	1.2	15.9	0.9	1.0	1.0	0.0
350	759	728	4.3%	\$7.25	0.7	14.2	1.1	15.1	0.8	0.9	0.9	0.0
360	863	824	4.6%	\$5.43	0.9	11.8	0.9	17.0	0.9	0.9	0.9	0.0
361	526	531	-0.9%	\$5.12	1.0	9.6	0.7	19.4	1.1	0.9	0.9	0.0
377	410	385	6.5%	\$5.24	1.0	9.2	0.7	18.5	1.0	0.9	0.9	0.0
372	635	513	23.9%	\$6.89	0.7	11.5	0.9	15.1	0.8	0.8	0.8	0.0
380	416	383	8.5%	\$6.05	0.8	8.2	0.6	16.2	0.9	0.8	0.8	0.0
308	459	389	17.9%	\$7.94	0.6	8.5	0.7	14.9	0.8	0.8	0.7	-0.1
362	569	528	7.8%	\$8.11	0.6	10.2	0.8	13.2	0.7	0.7	0.7	0.0
385	629	588	6.8%	\$7.12	0.7	10.0	0.8	13.7	0.8	0.8	0.7	-0.1
302	339	390	-12.9%	\$10.54	0.5	6.8	0.5	12.0	0.7	0.7	0.6	-0.1
303	285	355	-19.6%	\$8.61	0.6	5.9	0.5	11.2	0.6	0.6	0.6	0.0
306	280	268	4.2%	\$7.58	0.7	5.9	0.5	10.5	0.6	0.6	0.6	0.0
310	549	473	16.0%	\$12.17	0.4	10.2	0.8	9.6	0.5	0.6	0.6	0.0
333	290	350	-16.9%	\$9.27	0.5	5.8	0.4	12.0	0.7	0.6	0.6	0.0
347	388	385	0.6%	\$9.62	0.5	8.1	0.6	11.2	0.6	0.7	0.6	-0.1
305	284	258	10.0%	\$9.18	0.5	6.0	0.5	10.3	0.6	0.5	0.5	0.0
307	365	382	-4.4%	\$14.24	0.4	7.8	0.6	7.7	0.4	0.5	0.5	0.0
311	151	0	All	\$14.22	0.4	7.5	0.6	9.8	0.5	0.4	0.5	0.1
376	237	0	All	\$9.19	0.5	3.2	0.2	10.8	0.6	0.5	0.5	0.0



## Local Routes

### Local Routes

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

	Avg Weekday Pass	Avg Weekday Pass								1Q11 Route Performance	2Q11 Route Performance	RPI
LINE	2Q11	2Q10	% Change	Sub/ Pass	Index	Pass/ Trip	Index	Rev Hour	Index	Index	Index	Point Change
				\$3.25		24.50		23.5				
11	3,720	1,014	266.7%	\$2.99	1.1	27.5	1.1	22.5	1.0	0.9	1.1	0.2
110	1,583	1,548	2.2%	\$3.03	1.1	21.5	0.9	26.8	1.1	1.0	1.0	0.0
2	1,252	1,331	-6.0%	\$3.21	1.0	16.2	0.7	22.0	0.9	0.9	0.9	0.0
19	2,704	2,886	-6.3%	\$3.40	1.0	19.8	0.8	21.8	0.9	0.9	0.9	0.0
26	1,383	3,846	-64.0%	\$2.66	1.2	15.3	0.6	22.6	1.0	1.2	0.9	-0.3
164	2,968	2,937	1.0%	\$3.78	0.9	20.7	0.8	24.0	1.0	0.9	0.9	0.0
1	1,943	2,094	-7.2%	\$4.03	0.8	17.6	0.7	19.1	0.8	0.8	0.8	0.0
24	1,414	1,524	-7.2%	\$3.25	1.0	12.3	0.5	21.8	0.9	0.9	0.8	-0.1
63	1,063	936	13.6%	\$3.81	0.9	15.6	0.6	23.6	1.0	0.8	0.8	0.0
183	1,188	1,132	4.9%	\$3.73	0.9	14.1	0.6	20.8	0.9	0.7	0.8	0.1
12	1,453	801	81.4%	\$5.01	0.6	16.7	0.7	16.0	0.7	0.6	0.7	0.1
36	1,318	1,566	-15.8%	\$5.12	0.6	19.7	0.8	16.0	0.7	0.8	0.7	-0.1
52	946	948	-0.2%	\$3.69	0.9	11.1	0.5	19.1	0.8	0.8	0.7	-0.1
29	1,110	1,451	-23.5%	\$4.68	0.7	12.8	0.5	16.5	0.7	0.8	0.6	-0.2
49	592	1,209	-51.0%	\$4.66	0.7	7.4	0.3	16.9	0.7	0.8	0.6	-0.2
59	941	1,027	-8.4%	\$5.52	0.6	15.3	0.6	16.3	0.7	0.7	0.6	-0.1
76	815	1,755	-53.5%	\$4.75	0.7	11.7	0.5	15.9	0.7	0.9	0.6	-0.3
161	1,697	1,925	-11.8%	\$5.70	0.6	12.7	0.5	18.6	0.8	0.6	0.6	0.0
21	1,124	1,223	-8.1%	\$7.79	0.4	16.2	0.7	12.0	0.5	0.5	0.5	0.0
27	90	0	All	\$3.37	1.0	2.1	0.1	8.9	0.4	0.4	0.5	0.1
31	1,029	1,224	-15.9%	\$7.46	0.4	14.5	0.6	11.6	0.5	0.6	0.5	-0.1
35	780	750	4.0%	\$6.93	0.5	12.3	0.5	12.5	0.5	0.5	0.5	0.0
39	950	926	2.6%	\$5.13	0.6	7.7	0.3	14.4	0.6	0.6	0.5	-0.1
60	880	869	1.3%	\$7.12	0.5	13.0	0.5	13.9	0.6	0.5	0.5	0.0
111	733	774	-5.2%	\$5.68	0.6	8.9	0.4	14.1	0.6	0.5	0.5	0.0
42	563	1,538	-63.4%	\$8.85	0.4	8.2	0.3	13.6	0.6	0.6	0.4	-0.2
51	903	951	-5.0%	\$8.68	0.4	11.5	0.5	10.5	0.4	0.5	0.4	-0.1
155	174	227	-23.4%	\$9.99	0.3	7.0	0.3	14.6	0.6	0.5	0.4	-0.1

## Site-Specific Shuttle Routes

LINE	Avg	Avg	% Change	Sub/Pass	Index	Pass/Trip	Index	Pass/Rev	Index	1Q11	2Q11	RPI			
	Weekday	Weekday								Route	Route		Performance	Performance	Point
	Pass	Pass								Performance	Performance				
	2Q11	2Q10						Hour		Index	Index				
				\$0.90		7.50		21.0							
UTD	1,262	1,108	13.9%	\$0.08	11.2	20.1	2.7	40.4	1.9	7.3	5.3	-2.0			
SMU	888	930	-4.5%	\$1.32	0.7	11.3	1.5	33.7	1.6	1.4	1.3	-0.1			
UTSW	328	223	46.8%	\$1.12	0.8	3.8	0.5	13.7	0.7	0.5	0.7	0.2			
DFW	437	398	9.8%	\$1.53	0.6	5.6	0.7	11.2	0.5	0.6	0.6	0.0			
TI	621	673	-7.8%	\$1.52	0.6	4.2	0.6	12.8	0.6	0.5	0.6	0.1			
MCE	113	110	2.4%	\$0.96	0.9	1.3	0.2	10.2	0.5	0.5	0.5	0.0			
PE	102	61	65.1%	\$2.30	0.4	2.5	0.3	14.8	0.7	0.4	0.5	0.1			
TIS	68	64	5.6%	\$1.58	0.6	1.4	0.2	5.7	0.3	0.4	0.3	-0.1			

## DART-on-Call Zones

	Avg Weekday	Avg Weekday						1Q11	2Q11	
	Pass	Pass	%	Sub/ Pass	Index	Pass/ Rev		Service Performance	Service Performance	SPI Point
LINE	2Q11	2Q10	Change			Hour	Index	Index	Index	Change
				\$8.40		6.50				
NCPoC	143	154	-7.3%	\$6.11	1.4	6.50	1.0	1.2	1.2	0.0
GH	42	50	-14.4%	\$10.42	0.8	5.48	0.8	0.9	0.8	-0.1
RoC	69	71	-3.9%	\$10.24	0.8	4.57	0.7	0.7	0.8	0.1
FBoC	71	69	3.0%	\$10.38	0.8	4.44	0.7	0.7	0.7	0.0
LHoC	45	50	-9.8%	\$16.05	0.5	3.00	0.5	0.5	0.5	0.0
LoC	38	45	-13.7%	\$18.42	0.5	2.65	0.4	0.5	0.4	-0.1
NDoC	32	40	-21.7%	\$21.37	0.4	2.35	0.4	0.4	0.4	0.0
Rich	26	49	-47.1%	\$23.41	0.4	2.26	0.3	0.5	0.4	-0.1

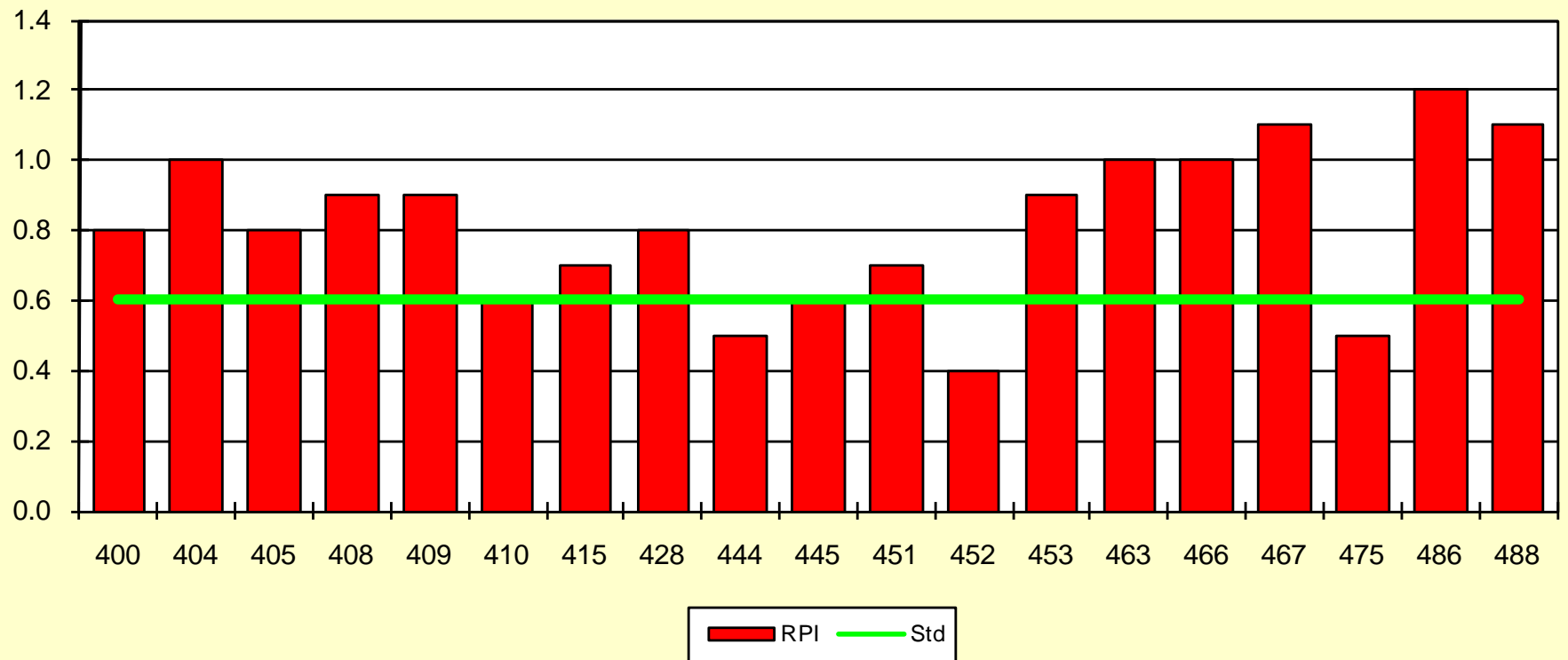
## FLEX Routes

### FLEX Routes

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

LINE	Avg Weekday Pass 2Q11	Avg Weekday Pass 2Q10	% Change	Sub/ Pass	Index	Pass/ Rev Hour	Index	1Q11 Service Performance Index	2Q11 Service Performance Index	SPI Point Change
				<b>\$4.00</b>		<b>10.50</b>				
887	163	170	-4.1%	\$4.00	1.0	11.10	1.1	<b>1.1</b>	<b>1.0</b>	<b>-0.1</b>
870	255	263	-3.1%	\$4.42	0.9	8.77	0.8	<b>1.0</b>	<b>0.9</b>	<b>-0.1</b>
843	70	76	-7.1%	\$6.46	0.6	9.66	0.9	<b>0.9</b>	<b>0.8</b>	<b>-0.1</b>
841	104	111	-6.7%	\$6.52	0.6	7.29	0.7	<b>0.8</b>	<b>0.7</b>	<b>-0.1</b>
842	79	81	-2.8%	\$7.44	0.5	6.60	0.6	<b>0.7</b>	<b>0.6</b>	<b>-0.1</b>
<b>840</b>	114	129	-11.8%	\$8.13	0.5	4.95	0.5	<b>0.5</b>	<b>0.5</b>	<b>0.0</b>

# Route Performance Index Crosstown Routes



# Planning & Development Department

## Second Quarter FY 2011Quarterly

<b>P&amp;D1</b>	<b>Highlights: Summary</b>
<b>P&amp;D2</b>	<b>Mobility Programs Development</b>
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
<b>P&amp;D6</b>	<b>Service Planning &amp; Scheduling</b>
P&D6	Employer Service Program Development
P&D7	Bicycle/Pedestrian Program Development
P&D8	Construction and Installation of Standard Shelters
P&D9	Paid Parking Demonstration Program
P&D10	Vanpool Program
P&D11	Bus Corridor Concept Development
P&D12	Five-Year Action Plan Score Card

# Planning and Development Department

---

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

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

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

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

## Highlights This Quarter

- I-30 West HOV lane was opened for 3 special events including the Cotton Bowl and Super Bowl football games at the new Cowboy's stadium in Arlington, Texas.
- The seven DART operated HOV lanes (84 HOV miles) carried approximately 154,805 weekday daily commuters in 2Q11. Travel time savings ranged from 9 minutes to 20 minutes on the various HOV lanes.
- I-30 East, I-30 West, US 75, I-35E, I-635 and I-35E/US 67 HOV lanes carried over 13 millions commuters during 2Q11. I-30 West is currently operating 22-hours daily.
- UTD added supplemental shuttle service at their cost. Created an internal campus shuttle extension and once a week service to Walmart.
- Staff has worked closely with the City of Dallas to produce the Dallas 2011 Bike Plan. The plan identified more than 1,000 miles of on and off street bike facilities that can connect into the DART transit system.
- The Paid Parking Program is a revenue-generating program that will be implemented to serve the North Carrollton/Frankford and Parker Road Rail Stations and the new addition of Glenn Heights is defined as a "DART NON Funded project." Solicitation scheduled will be put out to bid in April 2011.
- Complete final phase of Enhanced Bus Corridor rankings and complete Enhanced Bus report. Developed and conducted survey for member cities that have at least one enhanced bus corridor. Further evaluation of corridors selected to determine the most appropriate service level for the corridor.
- Continue installation of shelters under federalized contract. Approximately 44 single shelter units per quarter will be installed (new and replaced).
- The Vanpool Program currently has applications to fill 190 vanpools. This is 8 vans shy of our FY11 target of 198. With current fuel prices continuing to rise, we feel confident that this goal will be easily met.



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

## Mobility Programs Development

### Strategic Priorities

Priority I: Strive to Exceed Customer Expectations  
Priority II: Manage System Development and Maintain Infrastructure  
Priority III: Build and Maintain DART's Regional Transportation Leadership

### Description

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

Phase I design includes two reversible lanes from TCL to Mountain Creek and a single reversible lane to Chalk Hill Road that was extended to Sylvan Avenue in July 2009. 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. Buffer separated 24-hour Managed HOV lanes in both east and west directions were opened in October 2010 between TCL and Cooper Street in city of Arlington, Texas. Interim Phase II includes construction of tolling plaza which is currently being considered under a Pass Through Financing application advanced by Regional Transportation Commission for the required funding.

### Accomplishments

- 2Q11: Concrete traffic barrier installation is almost complete in eastbound direction separating HOV and general purpose lanes between Cooper Street and Ballpark Way Bridge.
- 1Q11: Additional Ingress/Egress points provided for commuters on both Eastbound and Westbound directions just west of Dallas/Tarrant County line.
- 1Q11: Remainder of the buffer-separated Managed HOV lane opened to regular traffic.

### Issues

- Additional and improved signage required for the newly opened T-Ramp serving direct access to both Rangers Baseball Stadium and Cowboys Stadium.
- Proposed SH 161 construction by NTTA has resulted in two lanes reduced to one lane in the construction area and may involve night/weekend closures.
- Existing toll tag limitation that will not allow to turn-on and off by drivers.
- Potential funding delay for I-30 Trinity River (Signature) bridge (designed and constructed by others).

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

---

## **Mobility Programs Development**

- TxDOT is reviewing the structural report for shifting center support for three bridges to allow two lanes Managed HOV into downtown.

### **Schedule**

- 2Q11: TxDOT currently working on final punch list items on the HOV lane extension in Tarrant County.
- 2Q11: TxDOT currently finishing up installation of a concrete traffic barrier separating HOV from eastbound general purpose lanes between Cooper Street and Ballpark Way bridge.
- 2Q11: Completion of phase II subject to availability of funds.

### **Project Manager(s)**

Koorosh Olyai/Ravi Gundimeda

### Strategic Priorities

Priority I: Strive to Exceed Customer Expectations  
Priority II: Manage System Development and Maintain Infrastructure  
Priority III: Build and Maintain DART's Regional Transportation Leadership

### Description

HOV lane system is DART's most cost efficient service with \$0.18 subsidy per passenger and carrying about 46% of the total DART system ridership.

I-30 East, I-30 West, US 75, I-35E, I-635 and I-35E/US 67 HOV lanes carried over 13 million commuters during 2Q 2011.

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

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 2011:

- The seven DART operated HOV lanes carried approximately 154,805 weekday daily commuters.
- The HOV lanes along I-30 East, I-35E, I-635 East, I-635 West, I-30 West, US75, and I-35E/US67 carried 17,033, 23,822, 25,959, 44,535, 6,411, 16,403 and 20,642 weekday passengers respectively.
- HOV users saved 9 minutes on I-30 East, 15 minutes on I-35E, 14 minutes on I-635 East, 15 minutes on I-635W, 20 minutes on US 75, and 13 minutes on I-35E/US 67 on the round trip commute.
- Occupancy rates along I-30 East, I-35E, I-635 East, I-635 West, I-30 West, US75, and I-35E/US67 were 2.48, 2.01, 2.03, 2.35, 2.00, 1.92 and 2.43. Violation rates along I-30

East, I-35E, I-635 East, I-635 West, I-30 West, US75, and I-35E/US67 were 14.2%, 12.8%, 8.6%, 9.9%, 12.2%, 13.5% and 10.8%.

- On-time opening performance for the East R. L. Thornton HOV lane was 100% during the last quarter.
- I-30 West HOV lane was opened for 3 special events including the Cotton Bowl and Super Bowl football games 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.

DART will take over the operation and maintenance of the pylon system along US75 in October 2011.

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

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

**Strategic Priorities**

Priority I: Strive to Exceed Customer Expectations  
Priority II: Manage System Development and Maintain Infrastructure  
Priority III: Build and Maintain DART's Regional Transportation Leadership

**Description**

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

**Accomplishments**

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

**Issues**

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

**Schedule**

- Ongoing.

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

# SH 114 Freeway Widening Including Managed/HOV Lanes

## Mobility Programs Development

---

<b>Strategic Priorities</b>	Priority I: Strive to Exceed Customer Expectations Priority II: Manage System Development and Maintain Infrastructure Priority III: Build and Maintain DART's Regional Transportation Leadership
<b>Description</b>	<p>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:</p> <p>The section between SH 183 and Loop 12 will be reconstructed from 4 to 6 general purpose lanes (3 in each direction).</p> <p>The section from Loop 12 to SH 121/County Line will be re-build from four lanes to eight lanes (4 in each direction).</p> <p>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.</p> <p>Total estimated construction cost for entire 13 miles including Managed HOV lanes is over \$750M.</p>
<b>Accomplishments</b>	<ul style="list-style-type: none"><li>• 2Q11: Construction of the \$238M Diamond Interchange at SH 114/Loop 12 is over 73% complete as of March 2011 for delivery of DART facilities by August 2012.</li><li>• 1Q11: Construction of the "Diamond Interchange" at SH 114/Loop 12 has reached the 70% milestone in December 2010.</li><li>• 4Q10: Construction of the "Diamond Interchange" at SH 114/Loop 12 reached the 50% milestone in September 2010.</li><li>• 3Q10: Staff recommended and Regional Transportation Council (RTC) approved and funded \$10M in Regional Toll Revenue to expedite early entry of Loop 12/SH 114 section of Orange Line with an arrangement with the TxDOT contractor to meet the completion date of August 2012.</li><li>• Due to environmental clearance delays, current construction schedules from TxDOT and DART will permit rail service openings to Las Colinas in May 2013.</li></ul>

---



# SH 114 Freeway Widening Including Managed/HOV Lanes

## Mobility Programs Development

- **Project History:** Environmental Assessment was approved by FHWA on July 24, 2009 based on Finding of No Significant Impact (FONSI) document dated April 2009 including input from the public involvement process. Preliminary engineering and schematic design were completed and approved by TxDOT/FHWA in June 2007.
- Construction contract for SH 114 / Loop 12 Interchange (Diamond Project) including 1.6 miles of the Orange Line under Loop 12 and along SH 114 toward DFW Airport including the station at Tom Braniff Drive was awarded on December 23, 2008. The initial work began February 3, 2009.

### Issues

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

### Schedule

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

**Project Manager(s)** Koorosh Olyai/Ali Rabiee

### Strategic Priorities

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

### 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

- Baylor continues to show interest in shuttle program; however, DART's budget constraint remains an obstacle to forming a partnership.
- Staff has met with Richland College to discuss possible shuttle agreement.
- MATA rail extension grant was awarded.
- Ridership on most shuttle services continues to grow, outpacing other fixed route services.
- UTD added supplemental shuttle service at their cost. Created an internal campus shuttle extension and once a week service to Walmart.

### Issues

- 2Q11: Budget constraints are severely limiting growth of the shuttle program.
- Economy is slowly improving, creating demand for more shuttle service.
- Many new employment opportunities are beyond DART's service area boundaries, while new job creation is with smaller service companies.

### Schedule

- Ongoing

### Project Manager(s)

Rob Smith/John Quinn

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

This document is the 2nd Quarter FY 2011 issue of the DART Project Development Progress Report. This report addresses status of LRT Buildout activities and other Capital Development projects. Status reflects activities through March 31, 2011, including Change Control Summaries, Systems Integration, and Real Estate.

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

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

THM/ta

# TABLE OF CONTENTS

Acronyms.....	RPD-i
Scope.....	RPD1
<b>LRT BUILDOUT - PHASE I</b>	
Map .....	RPD5
Summary Control Schedule .....	RPD6
Cost / Schedule Summary.....	RPD7
Northeast Corridor Facilities	
Line Section G-2 .....	RPD10
North Central Corridor Facilities	
Line Section NC-3 .....	RPD11
Vehicles – 20 LRVs .....	RPD12
Facilities - Six-Month Look Ahead .....	RPD13
Change Control Summary.....	RPD14
<b>LRT BUILDOUT - PHASES II &amp; III</b>	
Map .....	RPD15
<i>LRT Buildout - Phase IIA</i>	
Summary Control Schedule .....	RPD16
Cost / Schedule Summary.....	RPD17
Real Estate .....	RPD19
Construction Manager/General Contractor-I (CM/GC-I) .....	RPD20
Track Materials Procurement for CM/GC-I Construction .....	RPD22
Construction Manager/General Contractor-III (CM/GC-III) .....	RPD23
Northwest Rail Operating Facility .....	RPD24
Track Materials Procurement for Northwest Corridor & NWROF .....	RPD25
Systems - Traction Power Substations.....	RPD26
Systems - SCS/OCC Modifications .....	RPD27
Systems - Fare Collection Equipment.....	RPD28
Vehicles - SLRV Retrofit.....	RPD29
Vehicles – 25 New SLRV Procurement .....	RPD30
Systems Integration.....	RPD31
Closed-Circuit Television (CCTV) System .....	RPD32
NW-2 Additional Betterments & Love Field West Area Improvement .....	RPD34
Facilities - Six-Month Look Ahead .....	RPD35
Change Control Summary.....	RPD36
<i>LRT Buildout - Phase IIB</i>	
Summary Control Schedule .....	RPD37
Cost / Schedule Summary.....	RPD38
Irving Corridor Facilities .....	RPD39
Track Materials Procurement for Irving Corridor.....	RPD42
DFW Corridor Facilities .....	RPD43
Rowlett Extension Facilities .....	RPD44
Track Materials Procurement for Rowlett Extension.....	RPD47
Systems - Traction Power Substations.....	RPD48
Systems - SCS/OCC Modifications .....	RPD49

# TABLE OF CONTENTS

Systems - Fare Collection Equipment.....	RPD50
Systems - Passenger Emergency Calls (PECs).....	RPD51
Vehicles - 23 Option Vehicles (New SLRV Procurement) .....	RPD52
Systems Integration.....	RPD53
Level Boarding Modifications for Outlying Stations.....	RPD54
Facilities - Six-Month Look Ahead .....	RPD55
Change Control Summary.....	RPD56
<i>LRT Buildout - Phase III</i>	
Dallas Central Business District (CBD) D2 Alignment.....	RPD57
<b>COMMUTER RAIL</b>	
Summary Working Schedule .....	RPD58
Cost Summary.....	RPD59
Belt Line Road Grade Separation .....	RPD60
Double Tracking at Market Center Blvd. (Lisa-Perkins).....	RPD61
Track, Signals & Installation for Lisa-Perkins & Belt Line Road Projects .....	RPD62
Valley View to West Irving Double Tracking .....	RPD63
Track Materials Procurement for TRE Valley View Project.....	RPD64
Positive Train Control (PTC).....	RPD65
Six-Month Look Ahead .....	RPD66
Change Control Summary.....	RPD67
<b>ADDITIONAL CAPITAL DEVELOPMENT</b>	
Summary Working Schedule .....	RPD68
Cost Summary .....	RPD69
Unity Plaza.....	RPD70
North Central Tunnel Delamination Repair & Monitoring.....	RPD71
Bryan/Hawkins Junction (CM/GC-I).....	RPD72
Track Materials Procurement - Bryan/Hawkins Junction (CM/GC-I).....	RPD73
Lake Highlands Station.....	RPD74
Valencia Development (Midtown Blvd. Crossing).....	RPD75
DART Police Facilities .....	RPD76
Frankford Station Additional Parking.....	RPD79
CBD/Traffic Signal Priority (TSP) System .....	RPD80
Agency-Wide Radio & Related Communications Systems Replacement .....	RPD82
Cotton Belt Corridor Facilities.....	RPD84
Six-Month Look Ahead .....	RPD85
Change Control Summary.....	RPD86

# ACRONYMS

---

AC/DC - Alternating Current/Direct Current  
ADA - Americans with Disabilities Act  
AWP - Annual Work Plan/Program  
BNSF - Burlington Northern Santa Fe Railway  
CBD - Central Business District  
CCB - Change Control Board  
CM/GC - Construction Manager/General Contractor  
CMU - Concrete Masonry Unit (concrete block)  
CPM - Critical Path Method  
CRI - Cost Reduction Idea  
CROF – Central Rail Operating Facility  
D&A - DART & Agency  
D2 – Dallas Central Business District Second Alignment  
DART - Dallas Area Rapid Transit  
DFW - Dallas/Fort Worth  
DGNO - Dallas, Garland & Northeastern Railroad Company  
FAA - Federal Aviation Administration  
FDR - Final Design Review  
FEIS - Final Environmental Impact Statement  
FEMA - Federal Emergency Management Agency  
FFGA - Full Funding Grant Agreement  
FHWA – Federal Highway Administration  
FTA - Federal Transit Administration  
FWTA - Fort Worth Transportation Authority  
G-1 - Northeast Corridor (to Garland) Line Section 1  
G-2 - Northeast Corridor (to Garland) Line Section 2  
G-3 - Northeast Corridor (to Garland) Line Section 3  
GMP - Guaranteed Maximum Price  
HVAC - Heating/Ventilation/Air Conditioning  
IFB - Invitation for Bid  
ILA - Interlocal Agreement  
I-1 - Irving/DFW Corridor Line Section 1  
I-2 - Irving/DFW Corridor Line Section 2  
I-3 - Irving/DFW Corridor Line Section 3  
IIH – Intermediate Instrument House  
KCS - Kansas City Southern Railway  
LNG - Liquefied Natural Gas  
LRT - Light Rail Transit  
LRVs - Light Rail Vehicles  
MEP - Mechanical/Electrical/Plumbing  
MHz – Megahertz  
MKT - Missouri-Kansas & Texas Railroad Company  
MIS - Major Investment Study  
MSE - Mechanically Stabilized Earth  
N/A - Not Applicable  
NC-3 - North Central Corridor Line Section 3  
NC-4 - North Central Corridor Line Section 4  
NC-5 - North Central Corridor Line Section 5



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

# SCOPE OF PROJECTS

---

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

---

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

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

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

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

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

---

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

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

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

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

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

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

**Level Boarding Modifications for Outlying Stations**

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

---

**LIGHT RAIL TRANSIT (LRT) BUILDOUT PHASE III**

---

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

---

**COMMUTER RAIL**

---

**Belt Line Road Grade Separation**

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

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

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

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

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

**Valley View to West Irving Double Tracking**

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

**Track Materials Procurement for TRE Valley View Project**

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

**Positive Train Control (PTC)**

This project is a result of a Federal Railroad Administration (FRA) mandate to prevent train-to-train collisions, over-speed derailments, movement of a train through a switch left in the wrong position, and incursion into an established work zone, and must be implemented by December 2015.

---

**ADDITIONAL CAPITAL DEVELOPMENT**

---

**Unity Plaza**

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

**North Central Tunnel Delamination Repair & Monitoring Test Section**

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

**Bryan/Hawkins Junction**

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

**Lake Highlands Station**

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

**Valencia Development (Midtown Blvd. Crossing)**

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

**DART Police Facilities**

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

**Frankford Station Additional Parking**

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

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

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

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

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

**Cotton Belt Corridor Facilities**

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

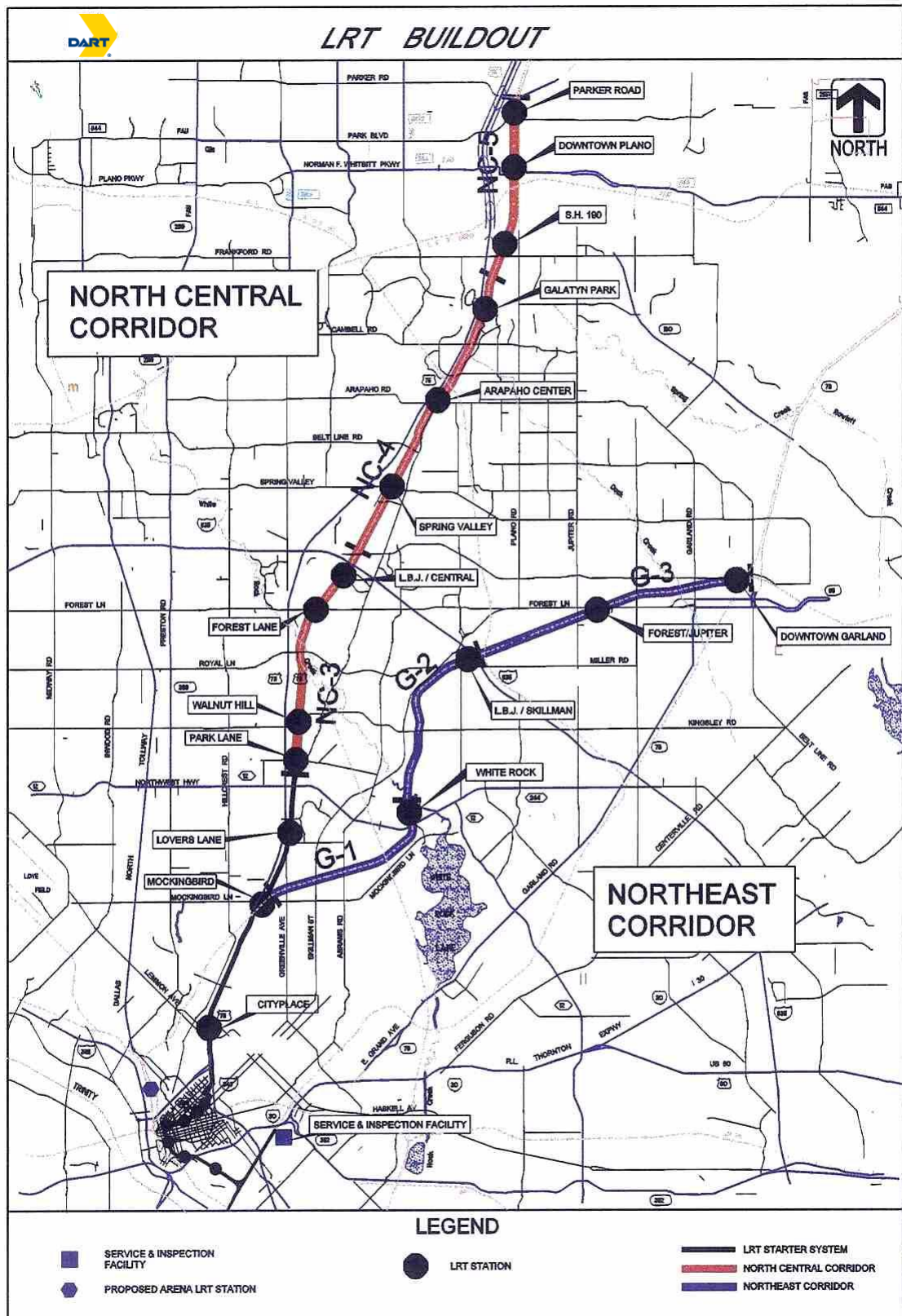


# LRT Buildout

## Phase I







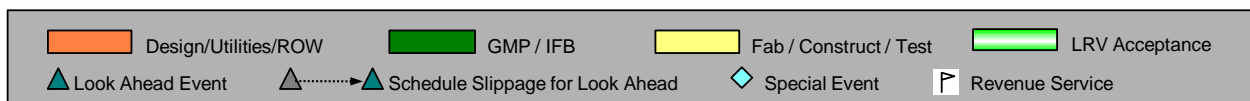
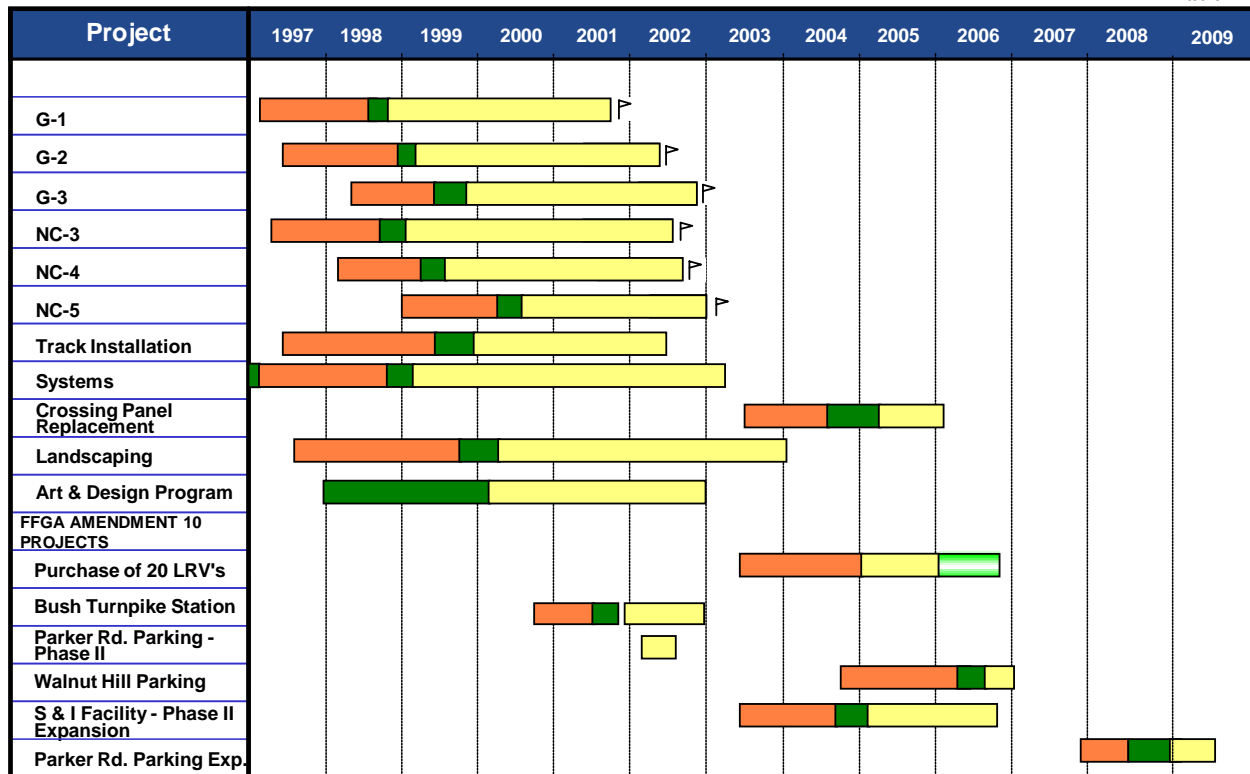


# Summary Control Schedule

## LRT Buildout Phase I

### LRT Buildout Phase I Summary Control Schedule

3/31/11



# Cost/Schedule Summary

## LRT Buildout Phase I

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

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

2) Expended to date values reflect activity through 02/28/11, per DART's General Ledger.

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

# Cost/Schedule Summary

## LRT Buildout Phase I

<b>LRT BUILDOUT PHASE I RELATED PROJECTS</b> <b>(FFGA Amendment 10)</b> <b>Cost Summary</b> <b>(in millions of dollars)</b>			
	<b>Control Budget</b>	<b>Current Commitment<sup>(1)</sup></b>	<b>Expended to Date <sup>(2)</sup></b>
Bush Turnpike Station	\$ 12.5	\$ 12.9	\$ 12.9
Parker Road Station Phase II Parking	2.6	1.6	1.6
Walnut Hill Parking	1.3	1.4	1.4
S&I Facility - Phase II Expansion	29.8	29.2	29.1
Purchase of 20 LRVs	63.0	60.6	60.3
Parker Road Station Parking Expansion <sup>(3)</sup>	2.3	2.0	2.0
<b>Total</b>	<b>\$111.5</b>	<b>\$107.7</b>	<b>\$107.3</b>

1) Committed values reflect activity through 03/31/11.

2) Expended to date values reflect activity through 02/28/11, as reported on DART's General Ledger.

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

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

1) Expended to date values reflect activity through 03/31/11, per DART's General Ledger.

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

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

4) On February 23, 2011, DART requested that funds due to FTA in the amount of \$36,801 from the sale of surplus real estate on Line Section NC-5 be applied to C-units.

# Cost/Schedule Summary

## LRT Buildout Phase I

### SCHEDULE SUMMARY

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

# Northeast Corridor Facilities

## Line Section G-2

### LRT Buildout Phase I

#### Board Strategic Priority

II: Manage System Development & Maintain Infrastructure

#### Description

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

#### Status

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

#### Issues

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

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

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

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

The matter has reached final disposition. The contractor filed an appeal of the decision in Federal Court. DART Motion to Dismiss is pending

# North Central Corridor Facilities

## Line Section NC-3

### LRT Buildout Phase I

#### Board Strategic Priority

II: Manage System Development & Maintain Infrastructure

#### Description

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

#### Status

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

#### Issues

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

---

<b>Board Strategic Priority</b>	II: Manage System Development & Maintain Infrastructure
<b>Description</b>	Twenty additional light rail vehicles (LRVs) have been purchased under the option clause of the current contract, bringing the total purchased to date to 115.
<b>Status</b>	All 20 LRVs are in revenue service. All 20 LRVs are out of warranty. All 20 LRVs have been converted to SLRVs under the 115 C-unit contract. The Electro Magnetic Interference (EMI) report was received and additional data collection was required. A revised report has been received by DART and has now been returned to Kinkisharyo with final comments.
<b>Issues</b>	None











# Facilities - Six-Month Look Ahead

## LRT Buildout Phase I

### LRT Buildout Phase I Six Month Look Ahead

3/31/11

Project	2011					
	April	May	June	July	August	September
G-1	Revenue Service Began - 9/24/01					
G-2	Revenue Service Began - 5/6/02					
G-3	Revenue Service Began - 11/18/02					
NC-3	Revenue Service Began - 7/1/02					
NC-4	Revenue Service Began - 7/1/02					
NC-5	Revenue Service Began - 12/9/02					
Track Installation	Installation Complete					
Crossing Panel Replacements	Construction Complete - 2/1/06					
Systems	All Deliveries Complete					
Landscaping	Landscaping Complete					
Art & Design Program	Program Complete					
FFGA AMENDMENT 10 PROJECTS						
Purchase of 20 LRV's	All Deliveries Complete					
Bush Turnpike Station	Revenue Service Began - 12/9/02					
Parker Rd. Parking - Phase II	Construction Complete					
Walnut Hill Parking	Construction Complete					
S & I Facility - Phase II Expansion	Construction Complete					
Parker Rd. Parking Exp.	Construction Complete					

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

# Change Control Summary

## LRT Buildout Phase I

Light Rail Transit Buildout Phase I - Change Control Summary

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

Legend: % Contingency >= 70%

Notes:

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

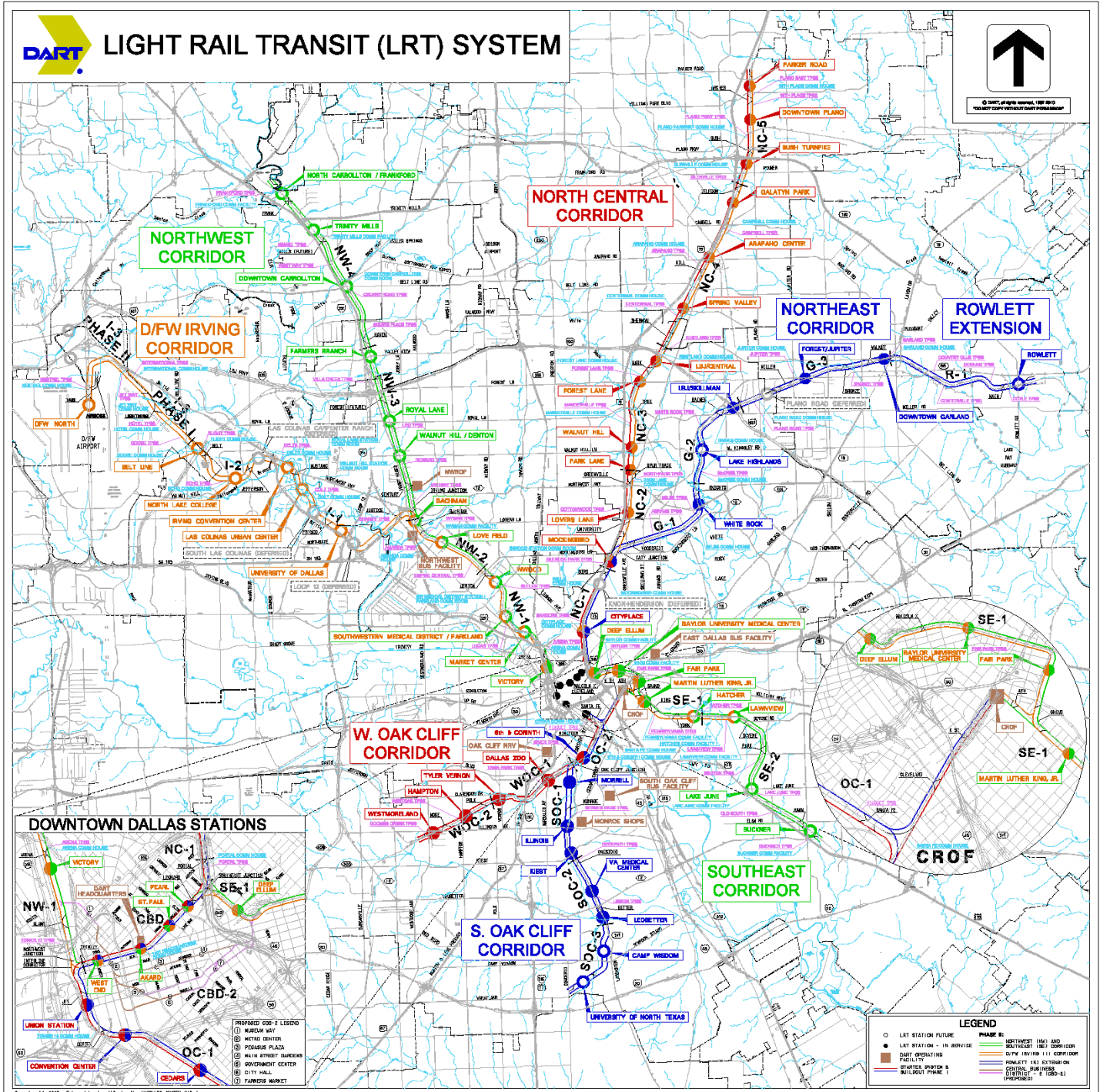
# LRT Buildout

## Phases II & III





## LRT Buildout Phases II & III





## Phase IIA

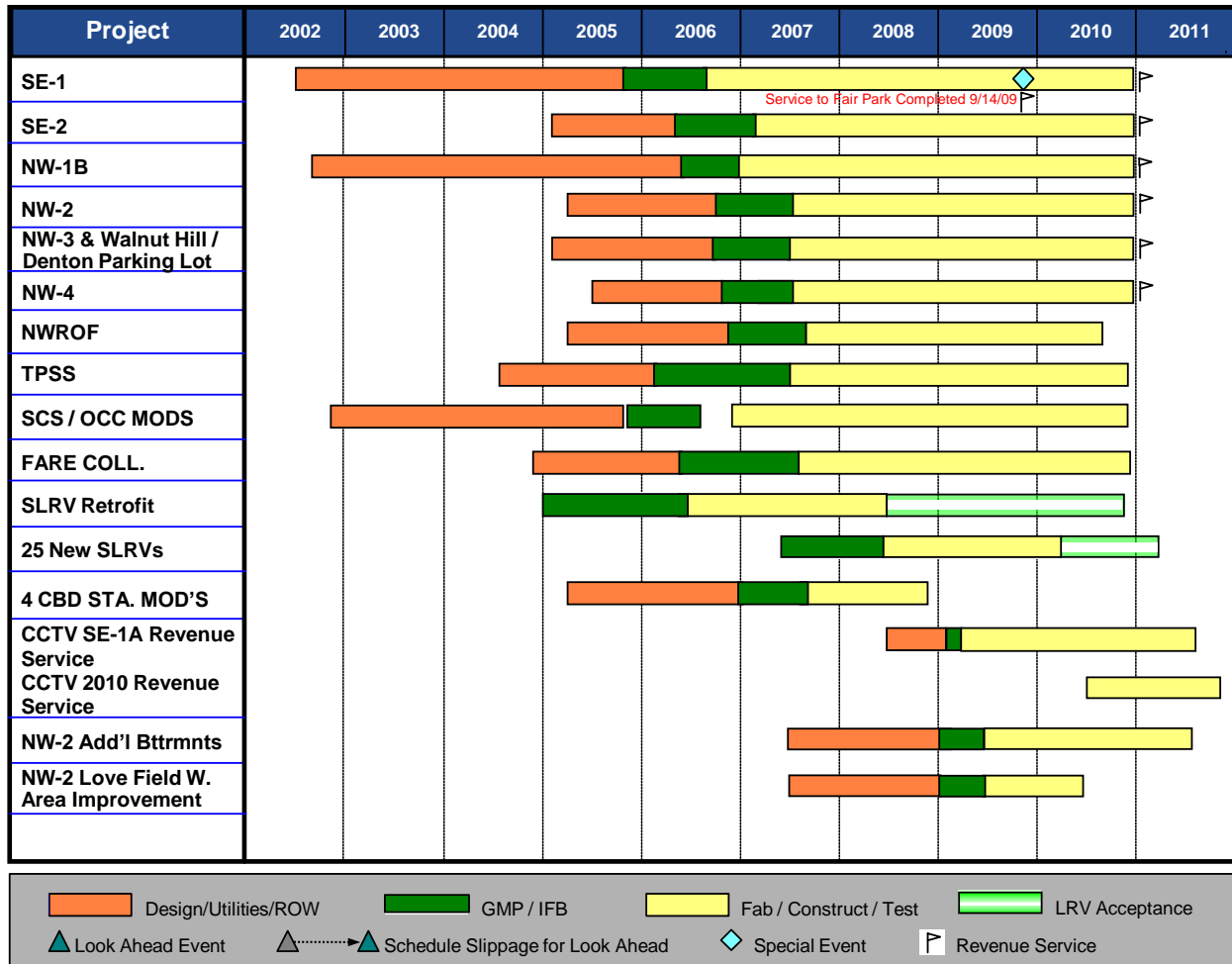


# Summary Control Schedule

## LRT Buildout Phase IIA

### LRT Buildout Phase IIA Summary Control Schedule

3/31/11



# Cost/Schedule Summary

## LRT Buildout Phase IIA

<b>LRT BUILDOUT PHASE IIA</b> <b>Cost Summary</b> <b>(in millions of dollars)</b>			
	<b>Control Budget</b>	<b>Current Commitment <sup>(1)</sup></b>	<b>Expended to Date <sup>(2)</sup></b>
General Phase IIA	\$ 132.8	\$ 115.7	\$ 111.3
Southeast-1	215.2	216.8	212.2
Southeast-2	171.7	171.0	170.0
Northwest-1B	165.3	165.1	165.2
Northwest-2	185.0	182.1	174.4
Northwest-3	247.8	249.6	238.2
Northwest-4	254.3	260.4	248.5
NWROF	66.6	65.2	65.1
Systems	84.1	81.2	72.6
Vehicles	239.1	239.1	220.4
Raise & Extend 4 CBD Stations	6.8	6.5	6.5
Phase IIA – CCTVs	8.9	4.3	2.0
NW-2 Additional Betterments	1.0	0.4	0.4
Love Field West Area Improvement	3.4	2.3	2.3
<b>LRT Buildout Phase IIA Total</b>	<b>\$1,782.0</b>	<b>\$ 1,759.7</b>	<b>\$1,689.1</b>

1) Committed values reflect activity through 03/31/11.

2) Expended to date values reflect activity through 02/28/11, as reported on DART's General Ledger.

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



# Cost/Schedule Summary

## LRT Buildout Phase IIA

### SCHEDULE SUMMARY

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

---

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

### Board Strategic Priority

II: Manage System Development & Maintain Infrastructure

### Description

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

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

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

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

### Status

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

Revenue service began on September 14, 2009, from Victory Station (NW-1A) to MLK Station (SE-1A) and December 6, 2010, to Buckner Station.

SE-1A punch list work is complete. SE-1B and SE-2 punch list work is ongoing; one item remains.

#### Line Section NW-1B

Revenue Service began on December 6, 2010. Punch list work continues; three items remain.

### Issues Line Section NW-1B

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

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

# Track Materials Procurement for CM/GC-I Construction

**LRT Buildout  
Phase IIA**

<b>Board Strategic Priority</b>	II: Manage System Development & Maintain Infrastructure
<b>Description</b>	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. ( <i>See Additional Capital Development section for Bryan/Hawkins report.</i> ) 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).
<b>Status</b>	<b><u>Line Sections SE-1, SE-2, and NW-1B</u></b> Contracts for Lots 4 and 5 are closed. Contracts for Lots 1, 2, 3 and 6 are open pending completion of bolt re-installation work.
<b>Issues</b>	None

### Board Strategic Priority

II: Manage System Development & Maintain Infrastructure

### Description

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

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

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

### Status

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

#### Line Section NW-2

A temporary certificate of occupancy has been received for Burbank Station, and the final is pending sign-offs. Punch list work is in progress; 25 items remain.

#### Line Section NW-3

Punch list is in progress; 21 items remain.

#### Line Section NW-4

Punch list work is in progress; 31 items remain.

### Issues

#### Line Section NW-2

Contractor delays due to weather and utilities are in negotiation.



### Board Strategic Priority

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

### Description

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

### Status

#### Lot 1 – Base Contract

All contract requirements have been completed. The closeout process is complete. Contract is closed.

#### Lot 2 – Trackwork

Contract closeout is pending electronic as-built drawing revisions.

#### Lot 3 – Systems

Punch list, Operations & Maintenance (O&M) manuals, and training were completed. Red-lined as-built drawings and OCS spare parts are anticipated to complete April 2011. Electronic as-builts are pending completion of Lot 2. The closeout process continues.

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

Punch list, O&M manuals, training, and red-lined as-built drawings were completed. Preparation of electronic as-builts is in progress. The closeout process continues.

#### Lot 9 – Car Hoist

Contract is closed.

### Issues

Vehicle contractor's trailers were removed and the final Certificate of Occupancy was received in January 2011.

# Track Materials Procurement for Northwest Corridor & NWROF

**LRT Buildout  
Phase IIA**

<b>Board Strategic Priority</b>	II: Manage System Development & Maintain Infrastructure
<b>Description</b>	The track materials procurement involves fabrication, delivery, unloading, and placing into DART's storage facilities varying amounts of welded rail, concrete crossties, direct fixation fasteners, and special trackwork for use on Line Sections NW-2, NW-3, NW-4, and NWROF. The procurement includes Lots 1-5: Lot 1 – all trackwork for NWROF; Lot 2 – NW-2/3/4 continuous welded rail; Lot 3 – NW-2/3/4 special trackwork; Lot 4 – NW-2/3/4 concrete crossties; and Lot 5 – NW-2/3/4 direct fixation rail fasteners.
<b>Status</b>	<u><b>Line Sections NW-2, NW-3, and NW-4</b></u> Contract closeout is nearing completion. Lots 2 , 4 and 5 are closed. Final supplemental agreement for Lots 1 and 3 has been signed; awaiting final bill.
<b>Issues</b>	None

# Systems - Traction Power Substations

## LRT Buildout Phase IIA

<b>Board Strategic Priority</b>	II: Manage System Development & Maintain Infrastructure
<b>Description</b>	<p>Traction Power Substations (TPSS) are required to provide power for the light rail systems. A TPSS is normally installed approximately every 1 to 1.5 miles along the LRT right-of-way. Phase IIA and the Northwest Rail Operating Facility (NWROF) will require 24 TPSSs.</p>
<b>Status</b>	<p>Notice to Proceed was issued to Siemens Transportation Systems, Inc., on June 29, 2007.</p> <p>Twenty-four (24) of the substations required for Line Sections SE-1A/B, SE-2, NWROF, NW-1, 2, 3, &amp; 4 have been delivered to the sites. Substantial completion certificates have been issued for 24 TPSSs.</p> <p>Electronic as-built drawings have been approved. Individual TPSS spare parts have been delivered to each TPSS; contractor is waiting on delivery instructions from DART on systemwide spare parts. Final Acceptance Walk-Through has been completed.</p> <p>Contract closeout continues.</p>
<b>Issues</b>	None

### Board Strategic Priority

II: Manage System Development & Maintain Infrastructure

### Description

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

### Status

As of the end of March 2011, 748 submittals have been received, with 742 returned to the contractor. No RFIs have been received from the contractor for this period.

Systems integration testing has been completed on Line Section SE-2. Systems integration testing also has been completed on Line Sections NW-2, NW-3, and NW-4.

The SCS/OCC contractor has completed 98% of the testing on NW-2, NW-3, and NW-4 for Signal and TPSS communications.

### Issues

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

SCS/OCC contractor is completing the reports for testing on Communications Houses for NW-2, NW-3, and NW-4.

SCS/OCC contractor is testing the communication between PA/VMB server and INIT (GPS provider) server.

SCS/OCC contractor has begun preliminary test for VBS system.

SCS/OCC contractor still has the system performance test to complete.

# Systems – Fare Collection Equipment

## LRT Buildout Phase IIA

<b>Board Strategic Priority</b>	II: Manage System Development & Maintain Infrastructure
<b>Description</b>	<p>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.</p>
<b>Status</b>	<p>Seventy-five (75) of the 85 replacement TVMs have been installed. All Green Line (Phase IIA) TVMs have been installed.</p> <p>New software was received, tested in the lab, and then installed systemwide. This has increased Staff's ability to see what is occurring at each TVM. Several events were not being logged previously.</p> <p>Installation of final 10 TVMs has been placed on hold until we are satisfied with the resolution of security issues.</p>
<b>Issues</b>	<p>Software issues are slow to be corrected.</p> <p>On February 19, 2011, an attempted break-in occurred at Bush Turnpike Station; the cabinet was damaged. On February 20, 2011, a successful break-in occurred at LBJ/Central Station. The door was pried open and the bill acceptance system was removed. On February 26, 2011, a successful break-in occurred at Forest Lane Station. This time the map on the back of the TVM was cut through, then the back of the TVM was cut through. All cabinets have been replaced and put back into service. DART Police, Revenue Systems, Rail Program Development, and the TVM contractor (GFI) are all working to prevent further occurrences. Upgraded lock bars are expected for review in April 2011 for testing. Upgraded software was immediately provided, with additional security provisions to be provided in the next software release planned for April 2011.</p>

---

<b>Board Strategic Priority</b>	II: Manage System Development & Maintain Infrastructure
<b>Description</b>	The existing fleet of 115 LRVs (each composed of an A-unit and a B-unit) will be modified by adding a 31-foot long, low-floor center section (C-unit) to each A/B vehicle, creating a fleet of 115 Super LRVs (SLRVs). This modified fleet will provide for direct, level boarding, from 15½” high platforms, into each vehicle. C-units 39-46 will be funded under Amendment 13 to the LRT Buildout Phase I FFGA.
<b>Status</b>	<p>At the end of October 2010, all 115 SLRVs were in revenue service.</p> <p>DART has identified all LRV spare parts needing to be converted for compatibility with SLRVs. The last group of parts has been turned in for conversion. All retrofitted SLRVs are under warranty.</p>
<b>Issues</b>	None

### Board Strategic Priority

II: Manage System Development & Maintain Infrastructure

### Description

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

Twenty-five (25) SLRVs fall under the base order for this contract, supporting the Green Line, and 23 SLRVs fall under a contract option, supporting the Orange and Blue lines. (Refer to the Phase IIB section of this report for status of the 23 option vehicles.) Based upon DART's LRT operational adjustments that were implemented in December 2010 with the Green Line opening, peak service headway modifications eliminated the need for the 25 new SLRVs to be completed to support the revenue operations. These 25 SLRVs will be used as spares to support revenue operations and will be needed to satisfy the daily pull-out car count should the Agency be able to reduce LRT headways again in the future.

### Status

Manufacturing of the base order for 25 SLRVs is complete. All vehicles have been conditionally accepted and are in operation.

### Issues

Kinkisharyo had been experiencing issues since late December 2010 regarding SLRV deceleration rates, which had caused conditional acceptance testing and burn-in to halt. The issue was resolved, and testing is complete.



---

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

# Closed-Circuit Television (CCTV) System

## LRT Buildout Phase IIA

### Board Strategic Priority

II: Manage System Development & Maintain Infrastructure

### Description

This project is defined in two parts. **Part 1** provided 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 recently completed Green Line (Phase IIA).

### Status

#### Part 1

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

#### Part 2

The following 18 stations have been installed and are providing operational video images: Akard, Morrell, Kiest, VA, Illinois, Pearl, St. Paul, West End, Deep Ellum, Baylor, Fair Park, MLK, White Rock, LBJ/Skillman, Forest/Jupiter, Convention Center, Union Station, and Cedars. Seven have been substantially completed and one (St. Paul) has been finally accepted. CBD and Green Line stations will require optimization rework to conform to video coverage requirements. Client PC hardware at the Central Monitoring Location (CML) at Police Dispatch has been upgraded to properly support three DART Police video workstations and six wall-mounted monitors.

### Issues

The contractor has expressed concern that they are significantly over budget and will not be able to complete the project with the remaining budget. Contractor’s executives are planning to present to DART explanations for potential claims in five areas of scope: 1) camera quantities, 2) conduit, 3) power, 4) cabinets/pedestals, and 5) archive server quantities, which have resulted in cost overruns.

The contractor had not been meeting scheduled start/completion dates nor had they been adequately updating and managing the schedule. Most recent schedule update provided by the contractor indicated project completion in late October 2011. A Letter of Concern was sent to the contractor in December 2010 requiring a formal recovery schedule and accurate monthly updates. The contractor responded with requested information in January 2011.

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

# Closed-Circuit Television (CCTV) System

## LRT Buildout Phase IIA

**Issues (continued)** DART Maintenance and flaggers may have difficulty supporting the contractor's four separate work crews simultaneously (i.e., opening CIC cabinets, performing flagger operations) during installation. DART Operations has committed to provide two flaggers to support installation work for the remainder of the project. The Communications Maintenance group appears to be able to support only one technician at a time and this resource may be limited to second or third shift only. Issue could impact overall installation schedule and has been raised to senior DART leadership.

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

Lake Highlands camera feeds (28 total – furnished, installed, and tested by the Lake Highlands contractor) are required to be networked and integrated into the existing archive and operations server infrastructure at OCC. A change to their existing contract will be required to perform this integration and a quote has been requested.

Current quantity of twenty (20) OCC network media (archive) servers appears to be inadequately sized for the currently estimated total number and types of project cameras. This appears to be the case even with a reduced 14-day archive loop, as currently configured per DART direction. The current statement of work calls for 30-day archive loops.

Integration of CCTV camera feeds from five CCTV pilot stations (Garland, Ledbetter, 8th & Corinth, Spring Valley, Zoo), Lake Highlands, Rowlett, and seven Orange Line stations into this project's video recording infrastructure may exceed the scaling limitations of server equipment and software.

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

**LRT Buildout  
Phase IIA**






<b>Board Strategic Priority</b>	II: Manage System Development & Maintain Infrastructure
<b>Description</b>	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.
<b>Status</b>	Contract closeout is pending completion of maintenance period (August 2011) and final payment.
<b>Issues</b>	None









# Facilities - Six-Month Look Ahead

## LRT Buildout Phase IIA

### LRT Buildout Phase IIA Six Month Look Ahead

3/31/11

Project	2011					
	April	May	June	July	August	September
SE-1	SE-1 Project Substantially Complete – Revenue Service began 12/6/10					
SE-2	SE-2 Project Substantially Complete – Revenue Service began 12/6/10					
NW-1B	NW-1B Project Substantially Complete – Revenue Service began 12/6/10					
NW-2	NW-2 Project Substantially Complete – Revenue Service began 12/6/10					
NW-3 & WALNUT HILL / DENTON PARKING LOT	NW-3 Project Substantially Complete – Revenue Service began 12/6/10 Walnut Hill / Denton Parking Lot (Project Substantially Complete 11/24/10)					
NW-4	NW-4 Project Substantially Complete – Revenue Service began 12/6/10					
NWROF	NWROF In-Service began 10/18/10					
TPSS	All TPSS Delivery was completed in December 2009 – Support during testing completed 12/4/10					
SCS / OCC MODS	CSCS Debug/Integrated Testing completed 12/4/10					
FARE COLL.	Fare Collection Equipment installation completed 12/4/10					
SLRV Retrofit (115)	Acceptance Testing on 115 <sup>th</sup> Vehicle began on 10/22/10					
25 New SLRVs	25 <sup>th</sup> Vehicle Delivery Complete 4/8/11					
CCTV – SE-1A & Remaining Stations	<div>Construction Continues</div> <div>  CBD Const. (West End)            Complete OC-1 Union Sta.            Complete NC-2 Mockingbird Sta.         </div> <div>  SE-1A Const Comp            Complete OC-1 Conv Ctr Sta         </div>					
NW-2 Add'l Betterments	<div>Landscape Maintenance / Warranty Continues</div> <div>Lot #1 MS "B" Construction Completed August 05, 2010 (Substantial Completion issued August 05, 2010)</div>					
NW-2 Love Field West Area Improvement	<div>Lot #2 MS "A" Construction Completed June 11, 2010 (Substantial Completion issued August 05, 2010)</div>					

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

# Change Control Summary

## LRT Buildout Phase IIA

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

Rail Section/ Contract Package		Consultant/ Contractor	Approved Contract Amount (A)	Approved Contingency/ Allowance (B)	Total Approved Amount (C=A+B)	(note e) Executed Changes (D)	Current Contract Value (E=A+D)	Remaining Contingency/ Allowance (F=B-D)	Percent Contingency Used (G=D/B)	Percent Contract Comp. Note c	Summary of Activity This Period & Comments (March 2011)
Professional Services	GEC C-1002450-01	ACT-21	\$230,975,944	\$347,831	\$231,323,775	\$0	\$230,975,944	\$347,831	0%	86%	
	SDC C-1002803-01	Dallas System Consultants	\$79,162,358	\$101,167	\$79,263,525	\$0	\$79,162,358	\$101,167	0%	91%	
	Systems Integration (SIC) C-1004187-03	AECOM Technical Services	\$70,844,955	\$285,726	\$71,130,681	\$0	\$70,844,955	\$285,726	0%	74%	
	Project Controls (PCC) C-1002450-02	Sunland Engineering	\$13,176,787	\$113,409	\$13,290,196	\$0	\$13,176,787	\$113,409	0%	(Note a) 80%	
	LRV Engineering C-1008146-01	LTK	\$14,572,817	\$74,800	\$14,647,617	\$0	\$14,572,817	\$74,800	0%	63%	
Construction SE1, 2, NW1B	CMGC-1 C-1007571-01	Archer Western/Brunson Caron	\$372,865,538	\$18,219,058	\$391,084,596	\$15,376,234	\$388,241,772	\$2,842,824	84%	99%	Includes Pre construction & construction
Construction NW-2, 3, 4	CMGC-3 C-1009666-01	Archer Western/Herzog	\$476,122,907	\$23,476,522	\$499,599,429	\$4,555,264	\$480,678,170	\$18,921,258	19%	96%	Includes Board authorized increases to base contract
CBD Raise/Extend	CBD Level Boarding C-1012813-01	Phillips-May	\$5,370,333	\$268,516	\$5,638,849	-\$259,025	\$5,111,308	\$527,541	-96%	100%	
NWROF Construction	Lot 1 C1012392-01	Archer Western	\$65,238,407	\$2,614,517	\$67,414,120	\$1,993,666	\$67,232,073	\$620,851	76%	99%	
	Lot 2 C1012392-02	Herzog	\$7,337,506	\$311,777	\$7,649,283	\$179,478	\$7,516,984	\$132,299	58%	97%	
	Lot 3 C1012392-03	Mass Electric	\$11,289,300	\$479,692	\$11,768,992	\$179,008	\$11,468,308	\$300,684	37%	100%	
	Lot 4 C-1012392-04	Journeymen	\$8,944,333	\$380,053	\$9,324,386	\$207,689	\$9,152,022	\$172,364	55%	97%	
	Lot 9 C-1012392-05	Macton	\$1,996,500	\$99,825	\$2,096,325	\$0	\$1,996,500	\$99,825	0%	100%	
Track Material Procurement	Lots 3 & 6 C-1009684-02	Progress Rail Spl Trkwrk/CWR	\$11,754,817	\$352,645	\$12,107,462	-\$103,573	\$11,651,244	\$456,218	-29%	100%	
	Lot 5 C-1009684-03	L.B. Foster Fasteners	\$4,999,349	\$149,981	\$5,149,330	\$891	\$5,000,240	\$149,090	1%	100%	
	Lot 4 C-1009684-04	Rocla Concrete Tie Concrete Ties	\$3,202,960	\$96,089	\$3,299,049	\$64,195	\$3,267,155	\$31,894	67%	100%	
Track Material Procurement	Lots 1 & 3 C-1012000-01	VAE Nortrak NW2/3/4 & NWROF/Spl Trkwrk	\$9,459,512	\$472,976	\$9,932,488	-\$293,849	\$9,165,663	\$766,825	-62%	100%	
	Lot 2 C-1012000-02	L.B. Foster NW-2/3/4 CWR	\$5,982,978	\$299,149	\$6,282,127	\$13,715	\$5,996,693	\$285,434	5%	100%	
	Lot 4 C-1012000-04	Rocla Concrete Tie Concrete Ties	\$3,361,624	\$168,081	\$3,529,705	\$70,715	\$3,432,339	\$97,366	42%	100%	
	Lot 5 C-101200-03	Advanced Track Products CMGC-3 Fasteners	\$5,722,502	\$286,125	\$6,008,627	\$0	\$5,722,502	\$286,125	0%	100%	
Systems	TPSS DFI C-1012105-01/02	Siemens Transportation Systems, Inc.	\$28,158,085	\$2,463,395	\$30,621,480	\$650,325	\$28,808,410	\$1,813,070	26%	99%	
	Fare II C-1011621-01	GFI Genfare Systems, Inc.	\$8,625,907	\$231,205	\$8,857,112	\$100,500	\$8,726,407	\$130,705	43%	51%	
Vehicle Procurement	115 C-Unit Mods W/ATP C-1011711-01	Kinkisharyo/Itchu	\$190,395,824	\$5,989,416	\$196,385,240	\$193,228	\$190,589,052	\$5,796,188	3%	99%	
Vehicle	SLRV Procurement (25) C-1013706-01	Kinkisharyo International	\$164,374,396	\$4,931,232	\$169,305,628	\$417,263	\$164,791,659	\$4,513,969	8%	91%	
NW-2 Little Denton Drive Betterments & Improvements	LDDIB C-1016241-01	Phillips/May Corporation	\$2,039,333	\$163,147	\$2,202,480	\$28,282	\$2,067,615	\$134,865	17%	99%	
NW-3 Walnut/Denton Parking	WHDSPC C-1018601-01	Phillips/May Corporation	\$1,293,333	\$194,000	\$1,487,333	\$45,200	\$1,338,533	\$148,800	23%	90%	
Systems Modifications	SCS/OCC C-1009337-01	GE Advanced Comm. Systems	\$14,003,452	\$1,120,276	\$15,123,728	\$81,438	\$14,084,890	\$1,038,838	7%	79%	
CCTV Equipment - Fixed	CCTV C-1016547-02	Calence, LLC	\$2,468,852	\$246,885	\$2,715,737	\$11,285	\$2,480,137	\$235,600	5%	26%	
Deep Illum Gateway Art Project	DEGA C-1013454-02	Brad Oldham	\$1,365,000	\$45,045	\$1,410,045	\$39,846	\$1,404,846	\$5,199	88%	100%	
TOTALS:			\$1,815,105,609	\$63,982,540	\$1,878,649,345	\$23,551,775	\$1,838,657,383	\$40,430,766			

Legend: % Contingency >= 70%

Notes:

- The professional services contracts are negotiated through annual workplans (AWP) ; amounts reflected on this report represent Total Board Authorized Not-to-Exceed values. AWP Contingency is for current year only.
- CMGC-1 & 3 contracts were modified to include construction services.
- Percent contract complete based on work in place value.
- The dollars shown in executed contract modifications are based on project controls physical possession of a copy of the executed document.
- Totals above reflect all contract contingency values for professional service contracts, NWROF construction and material procurement contracts and vehicle C-car unit procurement. Phase II Buildout allocations are not reflected above.



# LRT Buildout

## Phase IIB



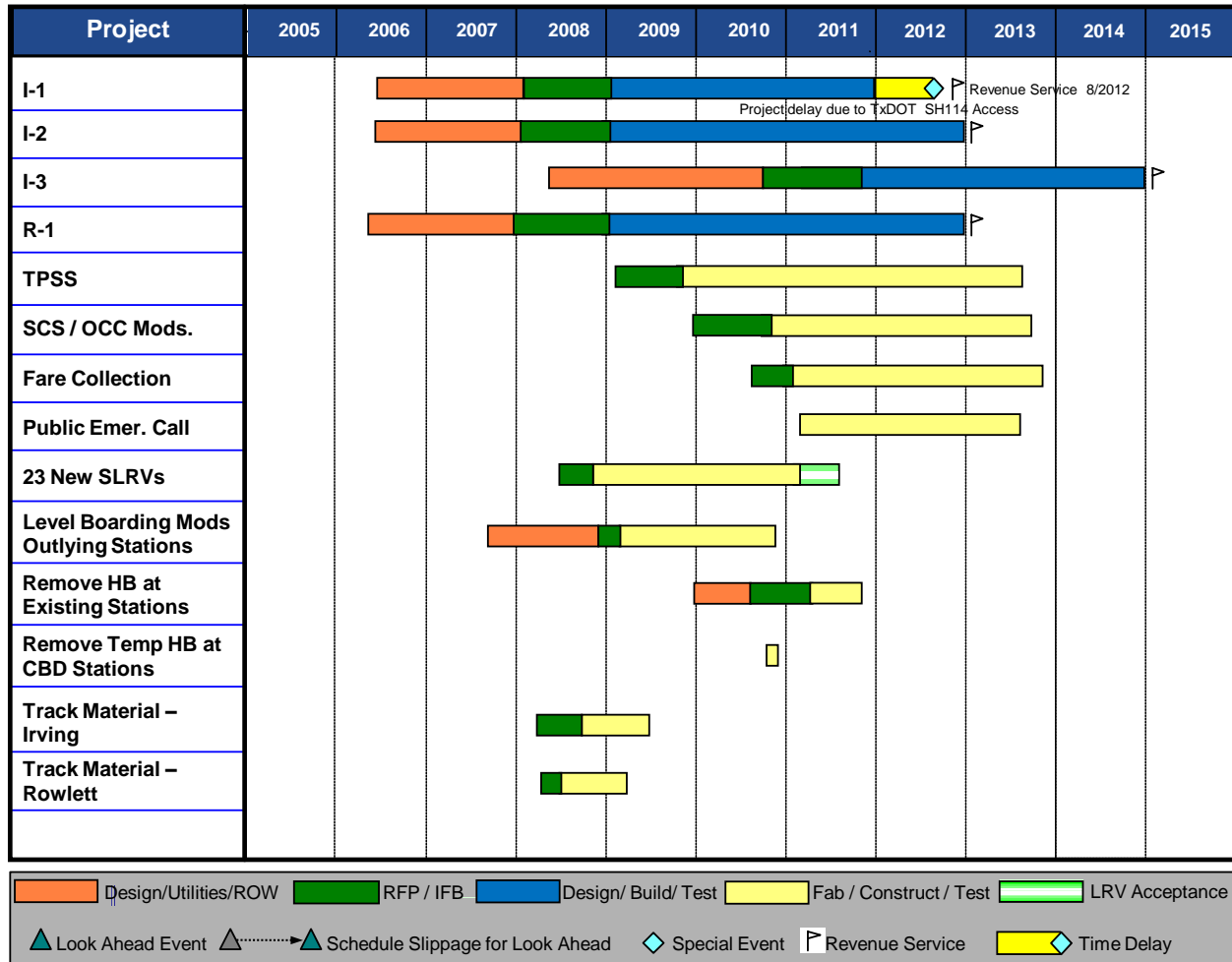


# Summary Control Schedule

## LRT Buildout Phase IIB

### LRT Buildout Phase IIB Summary Control Schedule

3/31/11



# Cost/Schedule Summary

## LRT Buildout Phase IIB

LRT BUILDOUT PHASE IIB Cost Summary (in millions of dollars)			
	Control Budget	Current Commitment <sup>(1)</sup>	Expended to Date <sup>(2)</sup>
General Phase IIB	\$ 136.6	\$ 46.7	\$ 34.0
Irving-1	361.0	347.1	232.1
Irving-2	229.9	187.3	134.4
Irving-3	276.5	5.8	5.8
Rowlett-1	211.8	214.5	97.7
Level Boarding – Outlying Stations	13.2	7.7	7.1
NWROF	53.1	59.2	58.5
Systems	55.4	43.0	27.8
Vehicles	206.5	194.7	163.7
<b>LRT Buildout Phase IIB Total</b>	<b>\$1,544.0</b>	<b>\$1,106.0</b>	<b>\$761.1</b>

1) Committed values reflect activity through 03/31/11.

2) Expended to date values reflect activity through 02/28/11, as reported on DART's General Ledger.

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

## SCHEDULE SUMMARY

### Contract Completion Dates

### Revenue Service Dates

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

**Board Strategic  
Priority**

II: Manage System Development & Maintain Infrastructure

**Description**

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

**Status**

The project is approximately 74% complete. The design-builder is completing trackwork on the Trinity River Bridge, and the installation of catenary poles and other systems elements is ongoing. The design-builder continues to focus heavily upon station construction, systems elements installation, ballasted track installation, and bridge finishout throughout the project limits.

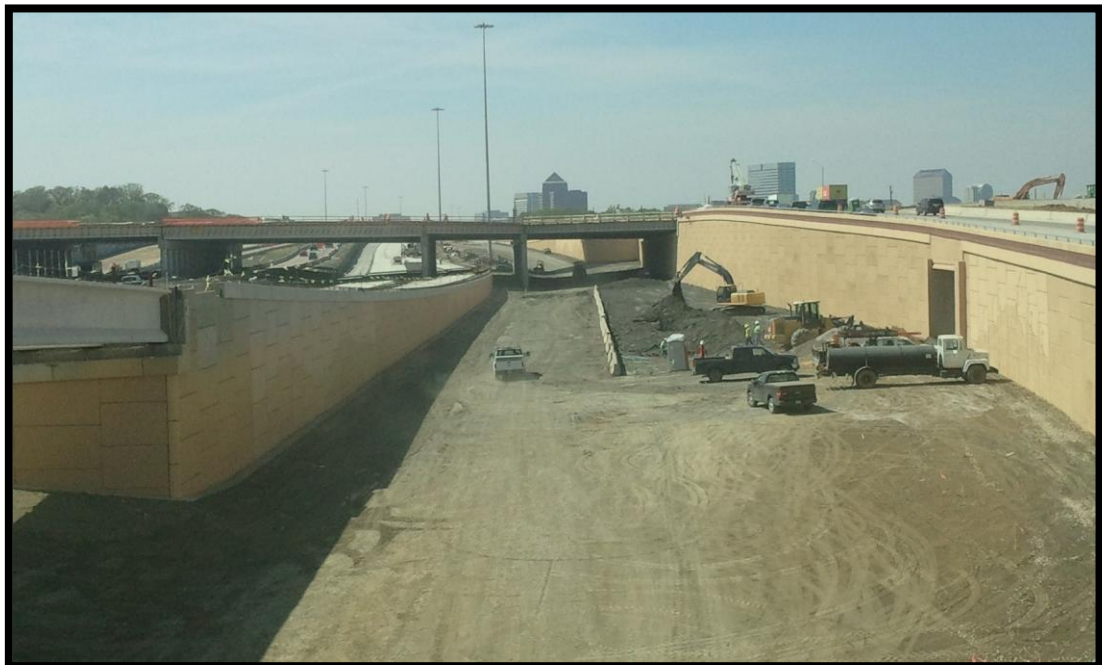
**Issues**

In mid-2010 DART received and evaluated the design-builder's analysis of acceleration opportunities that will mitigate impacts for late access being provided by TxDOT at SH 114. The DART Board was briefed on the proposed acceleration in June 2010 and DART had requested funding from the NCTCOG; however, no action was taken by NCTCOG at that time. The DART design-builder coordinated with TxDOT's contractor to pursue an opportunity to gain access toward the end of January 2011 to the University of Dallas Station platform area; that access date was moved to and achieved in late March 2011. DART brought a revised acceleration funding request to NCTCOG in March 2011 for consideration; however, NCTCOG has not yet taken action on the request.



Amanda TPSS

### University of Dallas Station Platform Area





**University of Dallas Station  
Vertical Circulation**



**Wall S**

**Belt Line Station Canopies**



# Track Materials Procurement for Irving Corridor

---

**LRT Buildout  
Phase IIB**

**Board Strategic  
Priority**

II: Manage System Development & Maintain Infrastructure

**Description**

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

**Status**

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

**Issues**

None

### Board Strategic Priority

II: Manage System Development & Maintain Infrastructure

### Description

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

### Status

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

DART has completed Preliminary Engineering for the project and has coordinated the concept with DFW and TxDOT. Preliminary utility investigation is complete. On April 29, 2010, an Administrative Draft of the Environmental Assessment (EA) Document was submitted to FAA, FTA and DFW for review. DFW, FTA, and FAA have provided extensive comments delaying the publication of the document. A Revised Administrative Draft EA was submitted to FTA and FAA on August 24, 2010. Comments were received from FAA on October 1, 2010. Comments were received from FTA on October 18, 2010. A revised document was provided to FAA on November 15, 2010. FTA requested that all FAA issues be resolved before FTA's final review. FAA provided comment on December 2, 2010. A revised document was provided to FAA in late January 2011. FAA approved the EA on March 1, 2011. FTA Environmental approved the EA on March 21, 2011. FTA legal approval is pending.

DART has worked with an aviation consultant to identify issues associated with implementing LRT at airports. The final Aeronautical Analysis Report was submitted September 30, 2010, and has been incorporated into the EA.

A public meeting was held on April 28, 2010. DART is having ongoing coordination meetings with DFW Airport, FAA, and FHWA. A separate task force of DFW and DART representatives is meeting to determine the roles and responsibilities for the DFW station design.

Planning has coordinated with Systems to preliminarily place TPSSs, system elements, and storage tracks.

### Issues

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



**Board Strategic  
Priority**

II: Manage System Development & Maintain Infrastructure

**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.

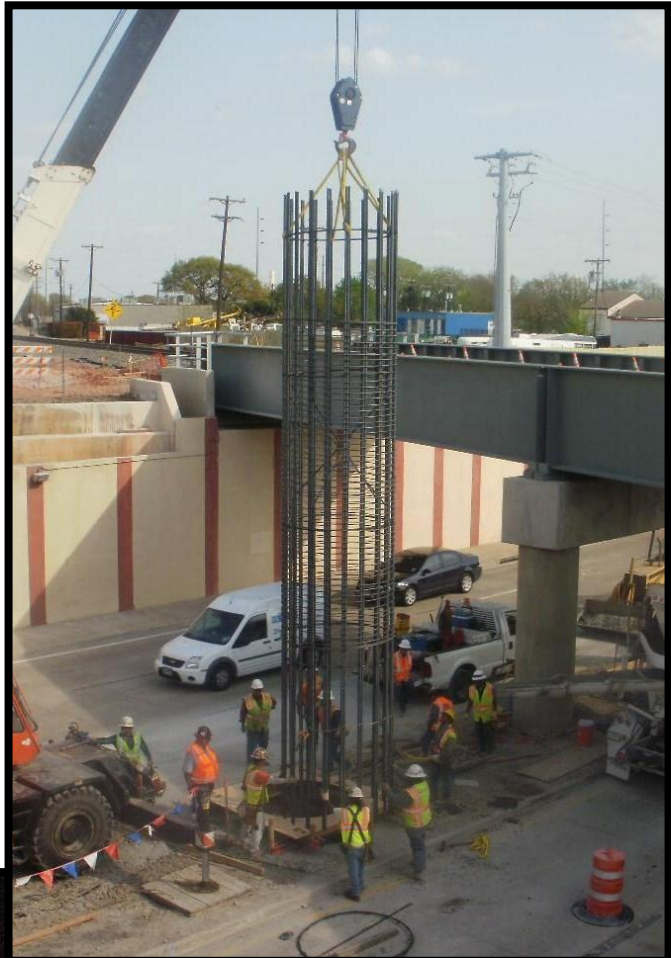
**Status**

The project is approximately 55% complete as the design-build team continues to focus heavily upon bridge structure construction at the KCS Crossing and SH 78 Freight Bridge, deck placement on the Rowlett Creek Bridge, freight track relocation, guideway drainage installation, guideway grading, and street modifications. Significant station site work is ongoing and platform work began in March 2011. The design-builder has ongoing lane closures throughout the project for work efforts at the at-grade and aerial crossings, which should be concluded within the next three months.

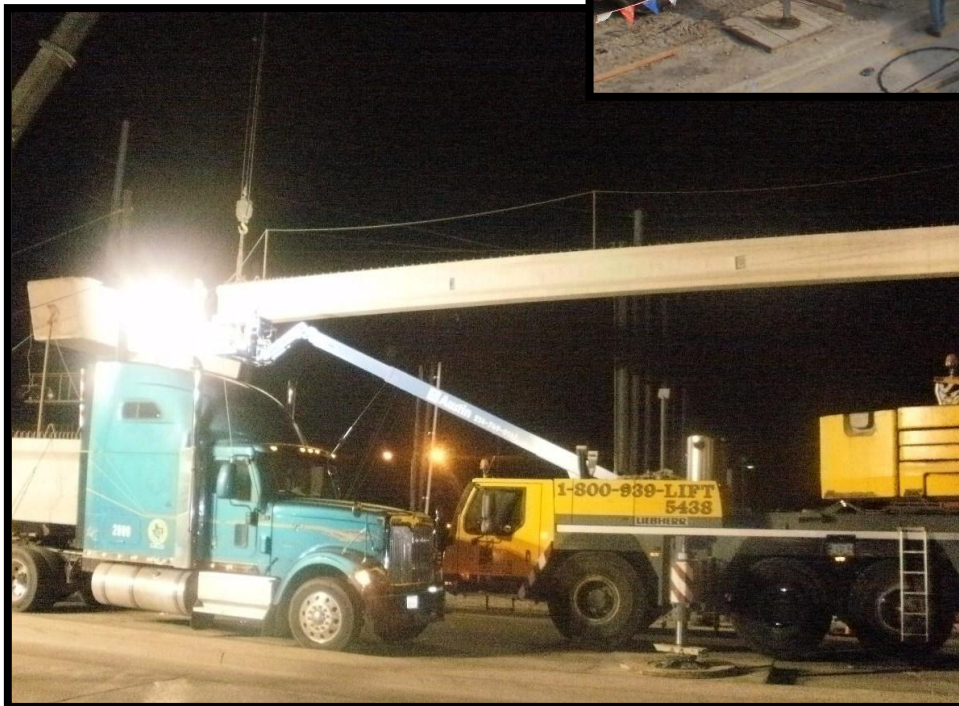
**Issues**

The design-builder's schedule has been impacted by a period of reduced progress on the project. The design-builder has developed an action plan to bring the project back on track. Progress is being made on improving the earned value.

**Rebar Placement for  
Column for SH78 Bridge**



**Beam Placement at KCS Bridge**





**Rainbow Estates Sound Wall**

**8-way Ductbank at Country Club TPSS Site**



# Track Materials Procurement for Rowlett Extension

**LRT Buildout  
Phase IIB**

<b>Board Strategic Priority</b>	II: Manage System Development & Maintain Infrastructure
<b>Description</b>	DART awarded a contract to Progress Rail Services on June 24, 2008, to supply 2,213 tons of 115RE continuously welded rail (CWR) for the R-1 project. The Authority is not providing any additional track material for the R-1 project.
<b>Status</b>	All of the rail has been delivered to the rail storage location in Rowlett, Texas. Contract closeout continues.
<b>Issues</b>	None



# Systems - Traction Power Substations

## LRT Buildout Phase IIB

<b>Board Strategic Priority</b>	II: Manage System Development & Maintain Infrastructure
<b>Description</b>	<p>This work effort is included in the Traction Power Substations (TPSS) Phase IIA contract as contract options. As in Phase IIA, TPSSs are required to provide power for the light rail systems. A TPSS is normally installed approximately every 1 to 1.5 miles along the LRT right-of-way. Phase IIB (Irving and Rowlett Extension Lines) will require 14 TPSSs.</p>
<b>Status</b>	<p>Notice to Proceed (NTP) was issued to Siemens Transportation Systems, Inc., on November 4, 2009.</p> <p>Three (3) TPSSs (I-1: Colt, Amanda, Delta) have been delivered to the site on schedule. Step-down transformer has already been installed and tested. All three (3) TPSSs have been energized.</p> <p>Seven (7) TPSSs are in production and in various states of fabrication. The next TPSS (I-1: Braniff) delivery is anticipated April 19, 2011.</p>
<b>Issues</b>	None

**Board Strategic  
Priority**

II: Manage System Development & Maintain Infrastructure

**Description**

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

**Status**

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

**Issues**

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

A cost reduction in the original scope of work is also in negotiation for all of Phase IIB. Negotiations are in progress, scheduled to be finalized at the end of April 2011.

# Systems – Fare Collection Equipment

**LRT Buildout  
Phase IIB**

<b>Board Strategic Priority</b>	II: Manage System Development & Maintain Infrastructure
<b>Description</b>	Ticket vending machines (TVMs) are being purchased for Phase IIA stations. The contract includes options to purchase additional TVMs for the Phase IIB stations.
<b>Status</b>	The options have not been exercised for Phase IIB at this time. Staff is preparing the change to exercise the options for Irving and Rowlett and will include cost reductions as appropriate.
<b>Issues</b>	None



# Systems - Passenger Emergency Calls (PECs)

**LRT Buildout  
Phase IIB**

<b>Board Strategic Priority</b>	I: Strive to Exceed Customer Expectations II: Manage System Development & Maintain Infrastructure
<b>Description</b>	PEC units allow customers to contact either 911 directly for emergencies or DART Customer Service for route/schedule information.
<b>Status</b>	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 installation starting in June 2011.  Current Orange Line (I-1/I-2 Corridor) schedule shows installation starting in April 2011.
<b>Issues</b>	None

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

**LRT Buildout  
Phase IIB**

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

**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. According to the project's baseline schedule, delivery of the first completed option vehicle was anticipated in November 2010, with delivery of the remaining 22 option vehicles continuing into 2011. Issues with brake actuators and deceleration rates delayed acceptance testing and burn-in. Issues have been resolved, and acceptance processing has resumed. The final vehicle is currently scheduled for acceptance in October 2011.

**Issues** None

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

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

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

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

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

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

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

**Issues** None

# Level Boarding Modifications For Outlying Stations

**LRT Buildout  
Phase IIB**

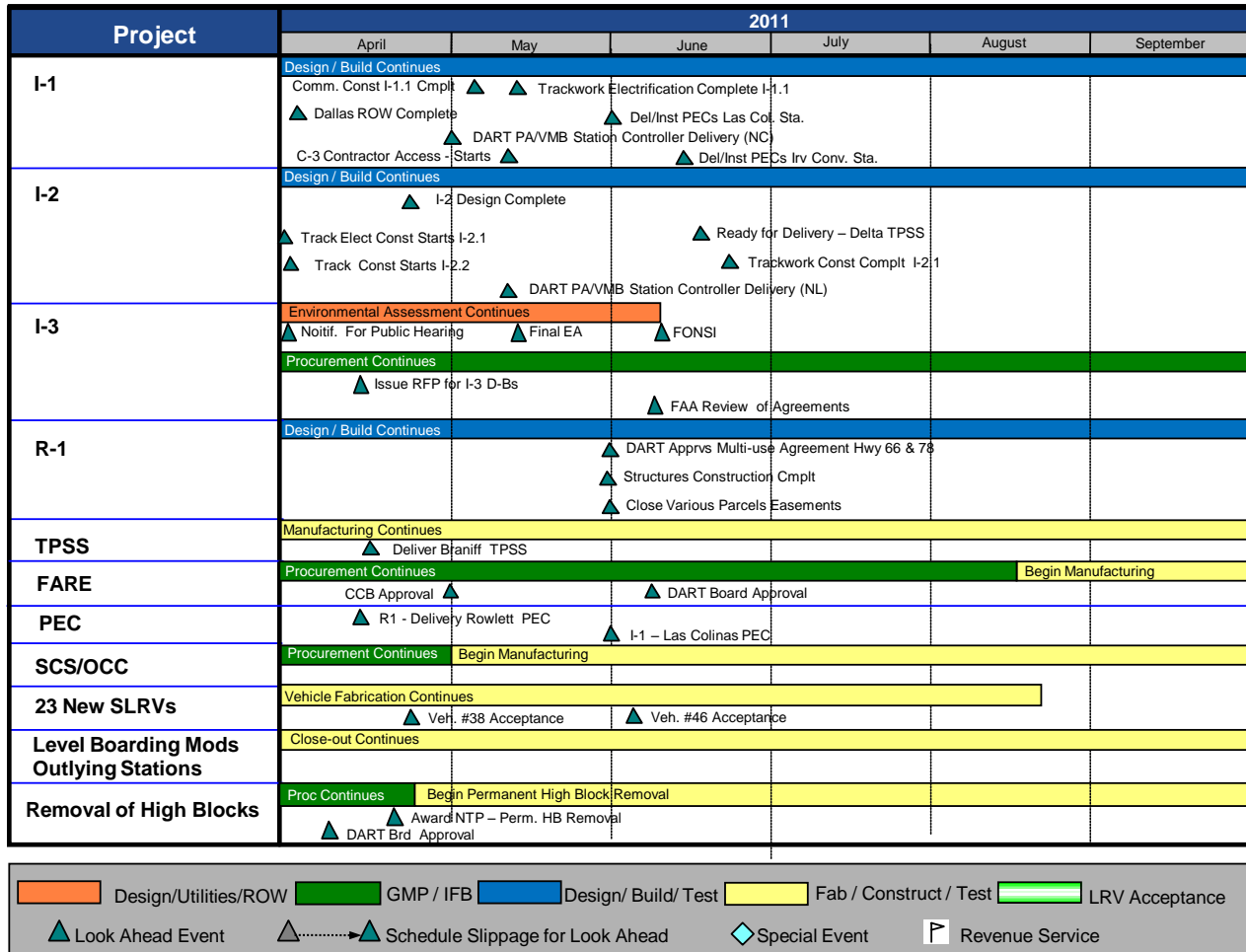
<b>Board Strategic Priority</b>	I: Strive to Exceed Customer Expectations II: Manage System Development & Maintain Infrastructure
<b>Description</b>	<p>This project will modify Starter System and Buildout Phase I LRT station platforms to accommodate the level boarding mode of operation.</p> <p>Removal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

# Facilities - Six-Month Look Ahead

## LRT Buildout Phase IIB

### LRT Buildout Phase IIB Six Month Look Ahead

3/31/11



# Change Control Summary

## LRT Buildout Phase IIB

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

Rail Section/ Contract Package		Consultant/ Contractor	Approved Contract Amount	Approved Contingency/ Allowance	Total Approved Amount	(note c) Executed Changes	Current Contract Value	Remaining Contingency/ Allowance	Percent Contingency Used	Percent Contract Comp.	Summary of Activity This Period & Comments (March 2011)
			(A)	(B)	(C=A+B)	(D)	(E=A+D)	(F=B-D)	(G=D/B)	Note a	
Design/CM	Track 3 C-1013219-01	Track 3 Joint Venture Various + 11&2+Rowlett	\$39,355,356	\$328,012	\$39,683,368	\$0	\$39,355,356	\$328,012	0	58%	Note b
Irving 1 & 2	Irving 1-2 DB C-1014614-01	KSWRP JV Irving 1 & 2	\$430,164,910	\$17,207,000	\$447,371,910	\$538,131	\$430,703,041	\$16,668,869	3%	66%	Design-Build
Rowlett	Rowlett DB C-1014614-02	Austin Road & Bridge Rowlett	\$193,019,007	\$7,514,000	\$200,533,007	\$2,280,777	\$195,299,784	\$5,233,223	30%	41%	Design-Build
Track Material Procurement CWR	Irving Rail Procurement C-1014938-02	L.B. Foster Irving 1, 2 & 3	\$8,920,527	\$89,205	\$9,009,732	\$22,133	\$8,942,660	\$67,073	25%	100%	
	Rowlett Rail Procurement C-1014938-01	Progress Rail Services Rowlett	\$3,394,300	\$33,943	\$3,428,243	\$0	\$3,394,300	\$33,943	0%	100%	
Systems	TPSS DFI C-1012105-01/02	Siemens Transportation Systems, Inc.	\$17,096,095	\$170,961	\$17,267,056	\$0	\$17,096,095	\$170,961	0%	58%	
Systems	Fare II Pending	GFI Genfare Systems, Inc.	\$0	\$0	\$0	\$0	\$0	\$0	0%	0%	
Systems	SCS/OCC C-1009337-01	GE Advanced Comm. Systems	\$5,264,885	\$421,191	\$5,686,076	\$0	\$5,264,885	\$421,191	0%	3%	
Vehicle	SLRV Procurement (23) C-1013706-01	Kinkisharyo International	\$126,730,327	\$2,843,881	\$129,574,208	-\$38,680	\$126,691,647	\$2,882,561	-1%	77%	
Level Boarding Outlying Stations	Level Boarding Outlying Sta. C-1016053-01	Phillips May Corporation	\$4,043,333	\$323,467	\$4,366,800	\$152,954	\$4,196,287	\$170,513	47%	97%	
Level Boarding Mini SUP Removal Lot 1	Level Boarding Outlying Sta. Pending	Phillips May Corporation	\$278,584	\$25,073	\$303,657	\$0	\$278,584	\$25,073	0%	0%	
Level Boarding Mini SUP Removal Lot 2	Level Boarding Outlying Sta. Pending	Mart Inc.	\$261,390	\$23,525	\$284,915	\$0	\$261,390	\$23,525	0%	0%	
TOTALS:			\$828,528,714	\$28,980,258	\$857,508,972	\$2,955,314	\$831,484,028	\$26,024,944			

Legend: % Contingency >= 70%

Notes:

- Percent contract complete based on work in place value.
- The professional services contracts are negotiated through annual workplans (AWP) ; amounts reflected on this report represent Total Board Authorized Not-to-Exceed
- The dollars shown in executed contract modifications are based on project controls physical possession of a copy of the executed document.
- Totals above reflect all contract contingency values on professional service contracts. Totals above do not include the allocations of Phase II NWROF construction and material procurement contracts, CMGC-3 Irving junction construction work or vehicle C-car unit retrofit procurement.



# LRT Buildout

## Phase III



# Dallas Central Business District (CBD) D2 Alignment

## LRT Buildout Phase III

### Board Strategic Priority

II: Manage System Development & Maintain Infrastructure

### Description

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

### Status

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

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

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

### Issues

An alternative to the regional travel demand forecasting approach is being developed to provide the DART Board with sound ridership forecasts.



# Commuter Rail





# DALLAS AREA RAPID TRANSIT

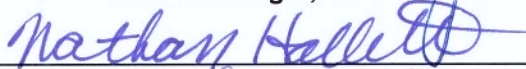
## QUARTERLY INVESTMENT REPORT

As Of  
March 31, 2011

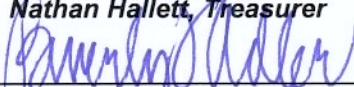
***Submitted by Authorized Investment Officers  
in Accordance with  
the Public Funds Investment Act***



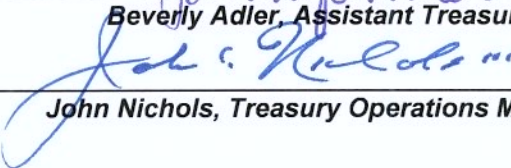
David Leininger, Chief Financial Officer



Nathan Hallett, Treasurer



Beverly Adler, Assistant Treasurer



John Nichols, Treasury Operations Manager

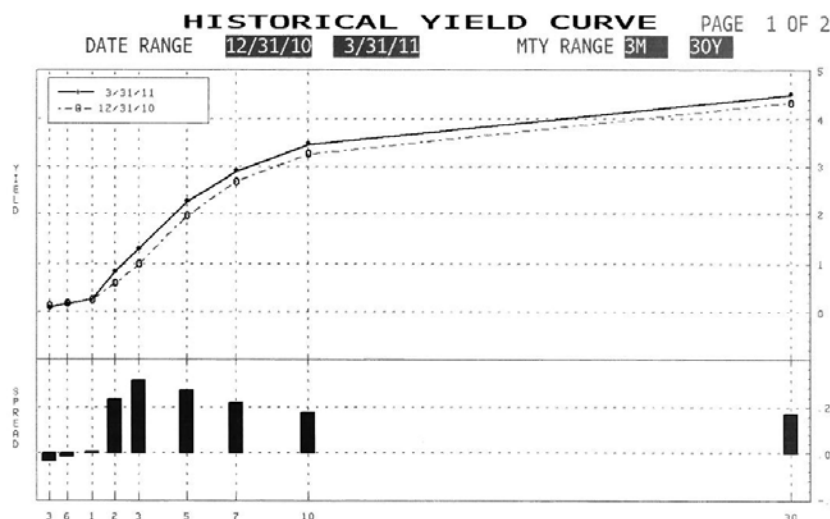
*Prepared by Treasury Reporting  
April 14, 2011*

## **Table of Contents - 2nd Qtr FY11**

<b>Summary</b>	<b>1</b>
<b>Security Transactions - Purchases (by Fund)</b>	<b>3</b>
<b>Security Transactions - Maturities &amp; Calls (by Fund)</b>	<b>4</b>
<b>Current Portfolio - Total</b>	<b>5</b>
<b>Portfolio Analysis by Fund</b>	<b>8</b>
<b>Change in Market Value of Investments</b>	<b>9</b>
<b>Callable Securities Analysis</b>	<b>11</b>
<b>Defined Benefit Plan</b>	<b>13</b>
<b>Obligations</b>	<b>14</b>
<b>Major Contracts Funded by CP / Debt</b>	<b>15</b>



Prepared by Treasury Reporting



### Rate Tracker

Short-Term	↑ 1 bp
Intermediate	↑ 26 bp
Long-Term	↑ 18 bp

### Portfolio Performance

Aggregate Yield	↑ 0.06% at 0.65%
Benchmark	↓ 0.03% at 0.19%

### DART Commercial Paper

Change During Quarter	\$0 M
Current Outstanding	\$150 M
Rate Change in Qtr.	↑ 0.05 %
Average Rate	0.37 %
Avg. Issue Days to Mat.	154

### Market Overview

Intermediate and long-term rates rose on the average 26bp and 18bp respectively. In the short-run, the FOMC continues to hold rates exceptionally low at 0.25 as no signs of inflation have appeared.

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

### Investment Strategies

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

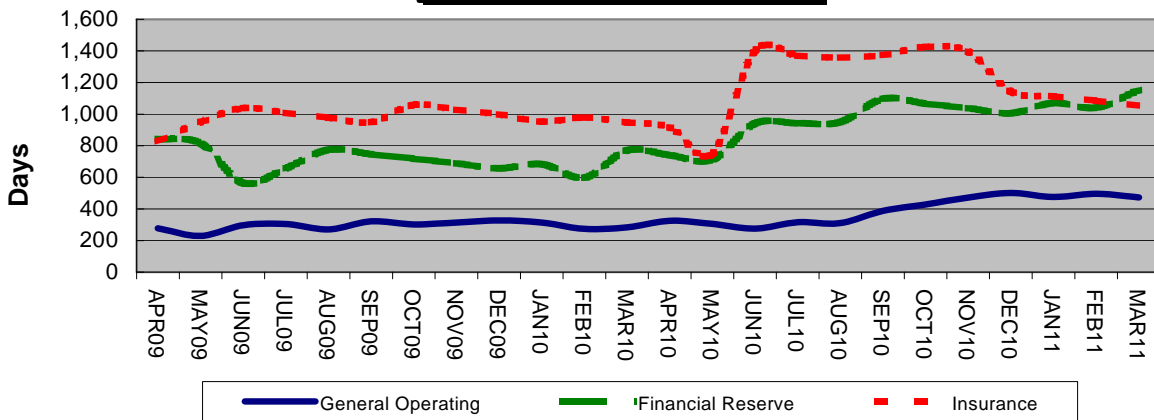
### DART Commercial Paper & Bond Programs

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

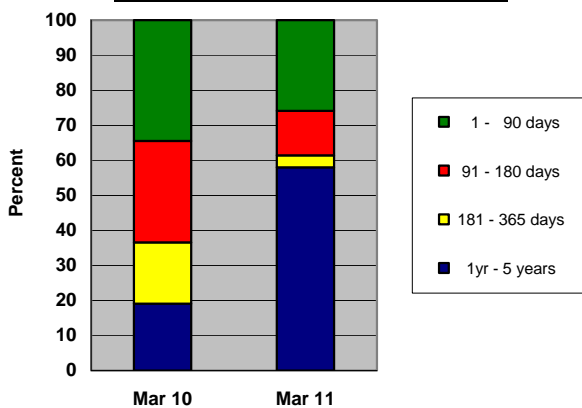
Investment Portfolios		(Ending Amortized Values)						
	Agencies	BA's & CD's	CP	MMF's	Fund Totals	%	Compliance	
General Operating	\$ 462,416,165	\$ 66,195,441	\$ 74,906,899	\$ 101,111,604	\$ 704,630,109	52%	Yes	
Financial Reserve	\$ 22,797,756	\$ -	\$ -	\$ 184,121	\$ 22,981,878	2%	Yes	
Master Insurance	\$ 13,730,000	\$ -	\$ -	\$ -	\$ 13,730,000	1%	Yes	
Debt Service	\$ -	\$ -	\$ -	\$ 59,856,918	\$ 59,856,918	4%	Yes	
Bond Fund	\$ 345,227,208	\$ -	\$ 149,813,050	\$ 36,304,176	\$ 531,344,434	39%	Yes	
					\$ 1,332,543,338	99%		
RTR	\$ -	\$ -	\$ -	\$ 10,408,963	\$ 10,408,963	1%	N/A	
Street Car	\$ -	\$ -	\$ -	\$ 3,000,090	\$ 3,000,090	0%	N/A	
<b>TOTALS</b>	<b>\$ 844,171,129</b>	<b>\$ 66,195,441</b>	<b>\$ 224,719,949</b>	<b>\$ 210,865,872</b>	<b>\$ 1,345,952,391</b>	<b>100%</b>		



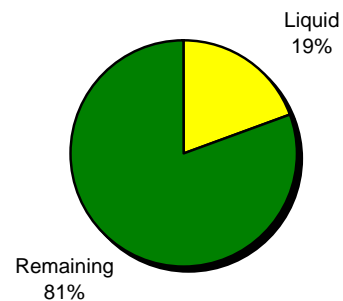
### Weighted Average Maturities



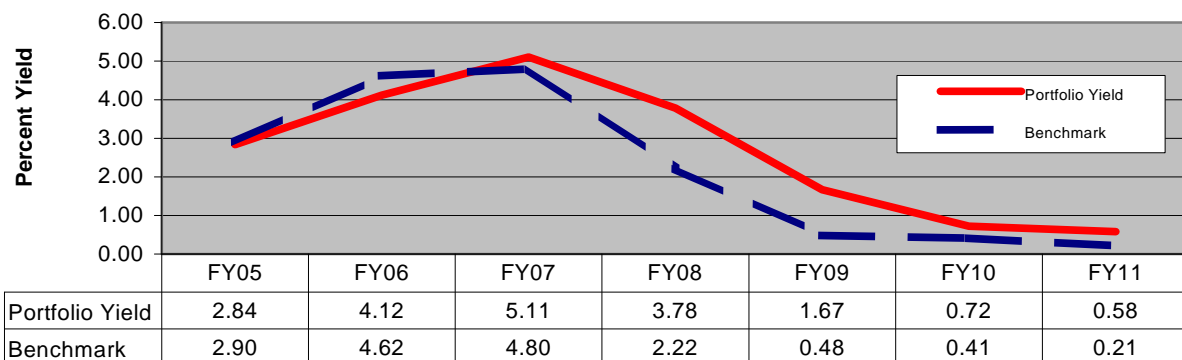
### Distribution by Maturity Sector



### Operating Fund



### Historical Portfolio Performance





# Security Transactions - Purchases by Fund

**2nd Qtr** FY11

Purchase Date	CUSIP	Security Description	Ending Par Value	Maturity Date	Call Date	Yield to Call	Ending Unamor Val/Cost	Invest Number
<b>OPERATING FUND</b>								
1/24/2011	06422TRS4	Bankers Acceptance (n/a) 0.00 04/26/1	\$ 10,746,000	04/26/11	---	0.3240	\$ 10,737,212	11-0078
3/31/2011	17307SSL7	Citigroup Funding CP 0.00 05/20/11	\$ 10,000,000	05/20/11	---	0.2130	\$ 9,997,083	11-0102
1/20/2011	06422TSP9	Bankers Acceptance (n/a) 0.00 05/23/1	\$ 8,274,000	05/23/11	---	0.3525	\$ 8,264,106	11-0076
3/31/2011	17307ST36	Citigroup Funding CP 0.00 06/03/11	\$ 10,000,000	06/03/11	---	0.2434	\$ 9,995,733	11-0103
1/18/2011	06422TTL7	Bankers Acceptance (n/a) 0.00 06/20/1	\$ 11,000,000	06/20/11	---	0.3951	\$ 10,981,768	11-0073
2/4/2011	06422TU50	Bankers Acceptance ( n/a ) 0.00 07/05/	\$ 10,000,000	07/05/11	---	0.3828	\$ 9,984,061	11-0080
1/19/2011	06422TU84	Bankers Acceptance (n/a) 0.00 07/08/1	\$ 7,980,000	07/08/11	---	0.4131	\$ 7,964,550	11-0074
3/28/2011	06422TVV2	Bankers Acceptance (n/a) 0.00 08/29/1	\$ 10,000,000	08/29/11	---	0.3849	\$ 9,983,744	11-0098
1/20/2011	7562E1W91	Reckitt Ben CP 0.00 09/09/11	\$ 10,000,000	09/09/11	---	0.4879	\$ 9,969,067	11-0075
3/31/2011	06422TWK5	Bankers Acceptance (n/a) 0.00 09/19/	\$ 8,262,000	09/19/11	---	0.4121	\$ 8,246,210	11-0104
3/28/2011	3134G2BD3	FHLMC Callable (qtrly-5) 0.52 09/28/11	\$ 5,000,000	09/28/11	09/28/11	0.5200	\$ 5,000,000	11-0097
3/25/2011	0027A1ZG7	Abbey National CP 0.00 12/16/11	\$ 5,000,000	12/16/11	---	0.8661	\$ 4,968,597	11-0095
2/9/2011	31331GNQ8	FFCB (n/a) 2.25 04/24/12	\$ 4,685,000	04/24/12	---	0.4143	\$ 4,788,539	11-0081
3/29/2011	31331JXY4	FFCB (n/a) 0.625 08/10/12	\$ 8,000,000	08/10/12	---	0.5402	\$ 8,009,200	11-0099
3/7/2011	313372MA9	FHLB Callable (monthly-5) 0.60 08/22/	\$ 7,650,000	08/22/12	03/22/11	0.6000	\$ 7,650,000	11-0092
3/3/2011	313372LC6	FHLB Callable (qtrly-5) 0.60 08/23/12	\$ 12,220,000	08/23/12	05/23/11	0.6000	\$ 12,220,000	11-0091
2/24/2011	313372MX9	FHLB Callable (qtrly-5) 0.625 08/24/12	\$ 10,000,000	08/24/12	05/24/11	0.6250	\$ 10,000,000	11-0086
2/25/2011	31331JT78	FFCB Callable (any>4/25/11-7) 0.49 1C	\$ 10,000,000	10/26/12	04/26/11	2.5485	\$ 9,965,200	11-0087
2/23/2011	3134G12U7	FHLMC Callable (qtrly-5) 0.75 11/23/12	\$ 10,000,000	11/23/12	08/23/11	0.8135	\$ 9,996,875	11-0085
1/21/2011	3136FP2S5	FNMA Step Callable (qtrly-10) 0.625 01	\$ 5,050,000	01/18/13	07/18/11	0.6250	\$ 5,050,000	11-0077
2/28/2011	3135G0AG8	FNMA Callable (qtrly-10) 1.00 01/28/13	\$ 2,100,000	01/28/13	07/28/11	0.6985	\$ 2,102,625	11-0089
2/25/2011	3134G13N2	FHLMC Callable (qtrly-5) 1.00 02/25/13	\$ 10,000,000	02/25/13	05/25/11	1.0802	\$ 9,998,000	11-0088
1/5/2011	3136FPS99	FNMA Callable (7/5/11-10) 1.00 04/05/	\$ 5,000,000	04/05/13	07/05/11	1.0000	\$ 5,000,000	11-0072
3/31/2011	3134G13K8	FHLMC Callable (8/24/11-5) 1.00 05/24	\$ 10,000,000	05/24/13	08/24/11	1.0000	\$ 10,000,000	11-0101
3/28/2011	3133736B3	FHLB Callable (qtrly-5) 1.00 06/28/13	\$ 10,000,000	06/28/13	06/28/11	1.1976	\$ 9,995,000	11-0096
1/5/2011	313372B45	FHLB Callable (any>4/4/11-5) 1.375 07	\$ 10,000,000	07/05/13	04/05/11	1.4954	\$ 9,997,000	11-0071
2/16/2011	3134G12B9	FHLMC Step Callable ( qtrly-5) 0.75 08	\$ 7,750,000	08/16/13	08/16/11	1.1523	\$ 7,734,500	11-0084
2/15/2011	31331KAP5	FFCB Callable (any>4/26/11-5) 1.375 C	\$ 5,395,000	01/27/14	04/27/11	3.6389	\$ 5,370,723	11-0083
<b>TOTAL</b>			<b>\$ 234,112,000</b>			<b>0.8320</b>	<b>\$ 233,969,793</b>	
<b>PLUS: Accrued Interest Purchased:</b>							<b>\$ 73,698</b>	
							<b>\$ 234,043,491</b>	
<b>BOND FUND</b>								
2/11/2011	31398A3Z3	FNMA Callable (9/27/11-10) 0.80 09/27	\$ 9,000,000	09/27/12	09/27/11	0.8158	\$ 8,999,100	11-0082
3/1/2011	31331JT78	FFCB Callable (any>4/25/11-7) 0.49 1C	\$ 15,000,000	10/26/12	04/26/11	2.6148	\$ 14,951,400	11-0090
3/14/2011	3134G16J8	FHLMC Callable (qtrly-5) 0.80 12/14/12	\$ 15,000,000	12/14/12	09/14/11	0.8000	\$ 15,000,000	11-0093
<b>TOTAL</b>			<b>\$ 39,000,000</b>			<b>1.5118</b>	<b>\$ 38,950,500</b>	
<b>PLUS: Accrued Interest Purchased:</b>							<b>\$ 44,409</b>	
							<b>\$ 38,994,909</b>	
<b>FINANCIAL RESERVE FUND</b>								
1/27/2011	3136FP3T2	FNMA Step Callable (1/27/12-10) 0.75	\$ 4,000,000	01/27/14	01/27/12	0.7500	\$ 4,000,000	11-0079
3/30/2011	31331KGD6	FFCB Callable (any>3/27/12-5) 1.375 C	\$ 1,500,000	03/28/14	03/28/12	1.5275	\$ 1,497,750	11-0100
3/23/2011	3134G15Z3	FHLMC Callable (monthly-5) 2.05 09/2/	\$ 3,000,000	09/23/14	06/23/11	2.0500	\$ 3,000,000	11-0094
<b>TOTAL</b>			<b>\$ 8,500,000</b>			<b>0.8650</b>	<b>\$ 8,497,750</b>	
<b>PLUS: Accrued Interest Purchased:</b>							<b>\$ 115</b>	
							<b>\$ 8,497,865</b>	
<b>GRAND TOTAL</b>			<b>\$ 281,612,000</b>			<b>0.9105</b>	<b>\$ 281,536,265</b>	

# Security Transactions - Maturities & Calls

2nd Qtr FY11

Sale Date	Maturity Date	Security Description	Par Value	Yield to Maturity	Yield to Call	Ending Unamor Val/Cost	Invest Number
<b>OPERATING FUND</b>							
1/5/2011	MAT	01/05/11 Abbey National CP 0.00 01/05/11	\$ 10,000,000	0.7429	0.7429	\$ 9,962,081	10-0117-01
1/12/2011	MAT	01/12/11 Citi CP 0.00 01/12/11	\$ 10,000,000	0.7429	0.7429	\$ 9,961,472	10-0119-01
1/14/2011	MAT	01/14/11 Abbey National CP 0.00 01/14/11	\$ 10,000,000	0.7123	0.7123	\$ 9,962,667	10-0121-01
1/28/2011	MAT	01/28/11 Dexia CP 0.00 01/28/11	\$ 10,000,000	0.5078	0.5078	\$ 9,983,194	10-0177-01
2/1/2011	MAT	02/01/11 ABN Amro CP 0.00 02/01/11	\$ 10,000,000	0.3553	0.3553	\$ 9,987,653	10-0171-01
2/4/2011	MAT	02/04/11 Dexia CP 0.00 02/04/11	\$ 10,000,000	0.4875	0.4875	\$ 9,983,600	11-0001-01
2/18/2011	MAT	02/18/11 FFCB {n/a} 4.875 02/18/11	\$ 3,800,000	0.4662	0.4662	\$ 3,985,896	10-0048-01
2/25/2011	MAT	02/25/11 Citigroup Funding CP 0.00 02/25/11	\$ 10,000,000	0.4086	0.4086	\$ 9,979,444	10-0140-01
3/2/2011	MAT	03/02/11 Prudential CP 0.00 03/02/11	\$ 10,000,000	0.5080	0.5080	\$ 9,978,750	10-0182-01
3/15/2011	MAT	03/15/11 FNMA (n/a) 5.50 03/15/11	\$ 5,000,000	0.4345	0.4345	\$ 5,319,550	10-0031-01
3/22/2011	MAT	03/22/11 Abbey National CP 0.00 03/22/11	\$ 10,000,000	0.6101	0.6101	\$ 9,971,167	10-0183-01
3/23/2011	MAT	03/23/11 FNMA (n/a) 1.75 03/23/11	\$ 5,000,000	0.5548	0.5548	\$ 5,077,450	10-0024-01
3/24/2011	MAT	03/24/11 Prudential CP 0.00 03/24/11	\$ 10,000,000	0.5183	0.5183	\$ 9,975,917	11-0002-01
2/23/2011	CAL	11/23/11 FHLB Callable (qtrly-5) 0.35 11/23/11	\$ 10,000,000	0.3901	0.4302	\$ 9,996,000	11-0059-01
1/27/2011	CAL	12/09/11 FFCB Callable (anytime-7) 0.42 12/09/11	\$ 5,000,000	0.4451	0.4451	\$ 4,998,438	10-0151-01
2/23/2011	CAL	02/23/12 FNMA Step Callable (2/23/11-10) 0.46 02/23/12	\$ 10,130,000	1.5576	1.5576	\$ 10,132,634	11-0009-01
3/1/2011	CAL	03/01/12 FHLB Callable (qtrly-5) 0.45 03/01/12	\$ 5,000,000	0.4500	0.4500	\$ 5,000,000	11-0062-01
1/6/2011	CAL	07/06/12 FHLMC Step Callable (qtrly-5) 0.75 07/06/12	\$ 5,000,000	1.3090	0.8335	\$ 5,000,000	10-0120-01
1/20/2011	CAL	07/20/12 FHLMC Callable (01/20/11-5) 1.00 07/20/12	\$ 5,000,000	0.9246	0.9246	\$ 5,007,450	10-0128-01
1/20/2011	CAL	07/20/12 FNMA Step Callable (qtrly-10) 0.50 07/20/12	\$ 5,000,000	1.2461	0.6667	\$ 5,000,000	10-0127-01
1/26/2011	CAL	07/26/12 FNMA Step Callable (qtrly-10) 0.50 07/26/12	\$ 5,000,000	1.0604	0.6667	\$ 5,000,000	10-0130-01
2/10/2011	CAL	08/10/12 FHLB Step Callable (2/10/11-5) 0.625 08/10/12	\$ 5,000,000	1.5709	1.5709	\$ 5,003,650	10-0123-01
3/22/2011	CAL	08/22/12 FHLB Callable (monthly-5) 0.60 08/22/12	\$ 7,650,000	0.6000	0.6000	\$ 7,650,000	11-0092-01
3/17/2011	CAL	09/17/12 FHLMC Callable (qtrly-5) 0.75 09/17/12	\$ 5,000,000	0.7500	0.7500	\$ 5,000,000	10-0158-01
3/28/2011	CAL	09/28/12 FHLMC Callable (qtrly-5) 0.70 09/28/12	\$ 5,000,000	0.7000	0.7000	\$ 5,000,000	10-0174-01
2/9/2011	CAL	11/09/12 FHLMC Callable (qtrly-5) 1.01 11/09/12	\$ 5,000,000	0.9529	0.8172	\$ 5,006,000	10-0168-01
3/28/2011	CAL	12/28/12 FHLMC Callable (qtrly-5) 1.00 12/28/12	\$ 10,000,000	1.0000	1.0000	\$ 10,000,000	11-0068-01
1/28/2011	CAL	01/28/13 FHLMC Step Callable (1/28/11-5) 0.50 01/28/13	\$ 5,000,000	1.2974	1.2974	\$ 5,000,000	10-0137-01
1/28/2011	CAL	01/28/13 FHLMC Step Callable (1/28/11-5) 0.50 01/28/13	\$ 5,000,000	1.2974	1.2974	\$ 5,000,000	10-0138-01
1/28/2011	CAL	01/28/13 FNMA Step Callable (qtrly-10) 0.625 01/28/13	\$ 15,000,000	1.3206	0.7501	\$ 15,000,000	10-0136-01
3/28/2011	CAL	03/28/13 FHLMC Step Callable (qtrly-5) 0.50 03/28/13	\$ 5,000,000	1.1454	0.5834	\$ 5,000,000	10-0175-01
3/30/2011	CAL	12/30/13 FHLMC Callable (qtrly-5) 1.50 12/30/13	\$ 10,000,000	1.5000	1.5000	\$ 10,000,000	11-0070-01
<b>TOTAL</b>			<b>\$ 241,580,000</b>	<b>0.8099</b>	<b>0.7553</b>	<b>\$ 241,923,012</b>	
<b>BOND FUND</b>							
1/7/2011	MAT	01/07/11 Citigroup Funding CP 0.00 01/07/11	\$ 15,000,000	0.2739	0.2739	\$ 14,992,913	11-0047-01
1/13/2011	MAT	01/13/11 Reckitt Ben TSY CP 0.00 01/13/11	\$ 25,000,000	0.2536	0.2536	\$ 24,986,806	11-0041-01
1/26/2011	MAT	01/26/11 Bankers Acceptance (n/a) 0.00 01/26/11	\$ 9,904,000	0.2558	0.2558	\$ 9,898,223	11-0044-01
2/2/2011	MAT	02/02/11 Citi CP 0.00 02/02/11	\$ 25,000,000	0.2943	0.2943	\$ 24,980,063	11-0029-01
2/4/2011	MAT	02/04/11 ABN Amro CP 0.00 02/04/11	\$ 25,000,000	0.2739	0.2739	\$ 24,982,375	11-0038-01
3/4/2011	MAT	03/04/11 Bankers Acceptance (n/a) 0.00 03/04/11	\$ 10,219,000	0.3222	0.3222	\$ 10,206,011	11-0011-01
3/17/2011	MAT	03/17/11 Bankers Acceptance (n/a) 0.00 03/17/11	\$ 5,000,000	0.3222	0.3222	\$ 4,993,733	11-0030-01
2/8/2011	CAL	11/28/11 FHLB Callable (monthly-5) 0.40 11/28/11	\$ 25,000,000	0.4000	0.4000	\$ 25,000,000	11-0048-01
3/1/2011	CAL	03/01/12 FHLB Callable (qtrly-5) 0.45 03/01/12	\$ 15,000,000	0.4500	0.4500	\$ 15,000,000	11-0061-01
3/28/2011	CAL	09/28/12 FHLB Callable (qtrly-5) 0.80 09/28/12	\$ 25,000,000	0.6931	0.4911	\$ 25,050,500	11-0039-01
<b>TOTAL</b>			<b>\$ 180,123,000</b>	<b>0.4439</b>	<b>0.3837</b>	<b>\$ 180,090,622</b>	
<b>FINANCIAL RESERVE FUND</b>							
3/11/2011	MAT	03/11/11 FHLB (n/a) 4.875 03/11/11	\$ 3,000,000	2.8842	2.8842	\$ 3,177,600	08-0055-01
1/27/2011	CAL	07/27/12 FHLMC Step Callable (qtrly-5) 0.50 07/27/12	\$ 4,000,000	1.2461	0.6667	\$ 4,000,000	10-0134-01
3/30/2011	CAL	12/30/14 FNMA Step Callable (qtrly-10) 1.00 12/30/14	\$ 1,500,000	2.7633	1.2018	\$ 1,497,000	10-0111-01
<b>TOTAL</b>			<b>\$ 8,500,000</b>	<b>2.4682</b>	<b>1.8687</b>	<b>\$ 8,674,600</b>	
<b>GRAND TOTAL</b>			<b>\$ 430,203,000</b>	<b>0.7065</b>	<b>0.6366</b>	<b>\$ 430,688,234</b>	

# Current Portfolio - Total

2nd Qtr FY11

Security Description	CUSIP	Ending Par Value	Coupon Rate	Mat Date	Yield Matur	Call Date	Yield Call	Ending Amor Val/Cost	Ending Market Val	Purchase Date	Invest Number
ABN Amro CP 0.00 04/12/11 00084CRC8	\$	30,000,000	0.000	04/12/11	0.4675	---	0.4675	\$ 29,995,783	\$ 29,997,000	10/07/10	11-0004
FHLMC (n/a) 3.25 04/14/11 3128X7JK1	\$	5,000,000	3.250	04/14/11	3.4523	---	3.4523	\$ 5,000,000	\$ 5,000,800	05/22/08	08-0130
Prudential CP 0.00 04/15 7443M3RF3	\$	30,000,000	0.000	04/15/11	0.6102	---	0.6102	\$ 29,993,000	\$ 29,997,000	10/13/10	11-0013
Prudential CP 0.00 04/15 7443M3RF3	\$	10,000,000	0.000	04/15/11	0.6102	---	0.6102	\$ 9,997,667	\$ 9,999,000	10/08/10	11-0006
ABN Amro CP 0.00 04/21 00084CRM6	\$	10,000,000	0.000	04/21/11	0.4573	---	0.4573	\$ 9,997,500	\$ 9,999,000	10/18/10	11-0016
Bankers Acceptance (n/a) 06422TRS4	\$	10,746,000	0.000	04/26/11	0.3240	---	0.3240	\$ 10,743,612	\$ 10,744,173	01/24/11	11-0078
Citigroup Funding CP 0.00 17307SSL7	\$	10,000,000	0.000	05/20/11	0.2130	---	0.2130	\$ 9,997,142	\$ 9,997,083	03/31/11	11-0102
Bankers Acceptance (n/a) 06422TSP9	\$	8,274,000	0.000	05/23/11	0.3525	---	0.3525	\$ 8,269,817	\$ 8,270,608	01/20/11	11-0076
Citigroup Funding CP 0.00 17307ST36	\$	10,000,000	0.000	06/03/11	0.2434	---	0.2434	\$ 9,995,800	\$ 9,995,733	03/31/11	11-0103
FHLB (n/a) 0.58 06/03/11 3133XYPB5	\$	2,000,000	0.580	06/03/11	0.4580	---	0.4580	\$ 2,000,419	\$ 2,001,440	07/13/10	10-0125
Bankers Acceptance (n/a) 06422TTL7	\$	11,000,000	0.000	06/20/11	0.3951	---	0.3951	\$ 10,990,524	\$ 10,992,410	01/18/11	11-0073
Abbey National CP 0.00 0027A1U15	\$	30,000,000	0.000	07/01/11	0.7331	---	0.7331	\$ 29,945,400	\$ 29,976,000	10/07/10	11-0005
Bankers Acceptance (n/a) 06422TU50	\$	10,000,000	0.000	07/05/11	0.3828	---	0.3828	\$ 9,990,078	\$ 9,991,300	02/04/11	11-0080
Bankers Acceptance (n/a) 06422TU84	\$	7,980,000	0.000	07/08/11	0.4131	---	0.4131	\$ 7,971,132	\$ 7,972,818	01/19/11	11-0074
Abbey National CP 0.00 0027A1U80	\$	30,000,000	0.000	07/08/11	0.7126	---	0.7126	\$ 29,942,833	\$ 29,976,000	10/12/10	11-0010
Prudential CP 0.00 07/11 7443M3UB8	\$	30,000,000	0.000	07/11/11	0.7740	---	0.7740	\$ 29,936,033	\$ 29,976,000	10/13/10	11-0012
UBS CP 0.00 07/15/11 90262DUF0	\$	10,000,000	0.000	07/15/11	0.5084	---	0.5084	\$ 9,985,417	\$ 9,989,000	10/19/10	11-0019
UBS CP 0.00 07/15/11 90262DUF0	\$	10,000,000	0.000	07/15/11	0.5084	---	0.5084	\$ 9,985,417	\$ 9,989,000	10/18/10	11-0017
FFCB (n/a) 3.875 08/25/11 31331YZ86	\$	10,000,000	3.875	08/25/11	0.8461	---	0.8461	\$ 10,119,977	\$ 10,147,100	11/16/09	10-0006
Bankers Acceptance (n/a) 06422TVV2	\$	10,000,000	0.000	08/29/11	0.3849	---	0.3849	\$ 9,984,067	\$ 9,983,200	03/28/11	11-0098
Reckitt Ben CP 0.00 09 7562E1W91	\$	10,000,000	0.000	09/09/11	0.4879	---	0.4879	\$ 9,978,533	\$ 9,981,000	01/20/11	11-0075
Bankers Acceptance (n/a) 06422TWK5	\$	8,262,000	0.000	09/19/11	0.4121	---	0.4121	\$ 8,246,210	\$ 8,246,210	03/31/11	11-0104
FHLMC Callable (qtrly-5) 0.3134G2BD3	\$	5,000,000	0.520	09/28/11	0.5200	09/28/11	0.5200	\$ 5,000,000	\$ 4,998,500	03/28/11	11-0097
FFCB Callable (anytime-5) 31331JZ63	\$	25,350,000	0.300	11/08/11	0.3000	anytime	0.3000	\$ 25,350,000	\$ 25,346,198	11/08/10	11-0049
FNMA (n/a) 1.00 11/23/11 31398AZN5	\$	5,000,000	1.000	11/23/11	0.8714	---	0.8714	\$ 5,004,098	\$ 5,024,250	11/24/09	10-0013
Abbey National CP 0.00 0027A1ZG7	\$	5,000,000	0.000	12/16/11	0.8661	---	0.8661	\$ 4,969,424	\$ 4,998,500	03/25/11	11-0095
FFCB (n/a) 1.10 01/12/12 31331JBL6	\$	10,000,000	1.100	01/12/12	1.0103	---	1.0103	\$ 10,006,918	\$ 10,061,100	01/13/10	10-0053
FNMA (n/a) 3.625 02/14/12 3136F84J1	\$	1,000,000	3.625	02/14/12	3.6250	---	3.6250	\$ 1,000,000	\$ 1,000,940	02/14/08	08-0066
FFCB (n/a) 2.25 04/24/12 31331GNQ8	\$	4,685,000	2.250	04/24/12	0.4143	---	0.4143	\$ 4,776,161	\$ 4,777,013	02/09/11	11-0081
FHLB Callable (qtrly-5) 0.45 313371JF4	\$	25,000,000	0.450	05/04/12	0.4500	05/04/11	0.4500	\$ 25,000,000	\$ 24,999,750	11/04/10	11-0045
FHLB Callable (qtrly-5) 0.45 313371JF4	\$	10,000,000	0.450	05/04/12	0.4600	05/04/11	0.4801	\$ 10,000,000	\$ 9,999,900	11/04/10	11-0046
FFCB (n/a) 1.125 06/11/12 31331G6G9	\$	4,800,000	1.125	06/11/12	1.1852	---	1.1852	\$ 4,796,600	\$ 4,837,200	01/13/10	10-0050
FFCB Callable (anytime-7) 31331JB44	\$	5,000,000	0.550	06/13/12	0.5500	anytime	0.5500	\$ 5,000,000	\$ 4,990,000	09/28/10	10-0173
FHLMC Callable (qtrly-7) 0.3134G1ZD9	\$	25,000,000	0.400	06/19/12	0.4000	05/19/11	0.4000	\$ 25,000,000	\$ 24,979,000	11/19/10	11-0057
FFCB Callable (anytime-7) 31331JU68	\$	20,900,000	0.420	07/26/12	0.4200	anytime	0.4200	\$ 20,900,000	\$ 20,858,827	10/26/10	11-0028
FFCB Callable (anytime-7) 31331JW74	\$	25,000,000	0.430	08/03/12	0.4300	anytime	0.4300	\$ 25,000,000	\$ 24,939,250	11/03/10	11-0042
FFCB (n/a) 0.625 08/10/12 31331JXY4	\$	8,000,000	0.625	08/10/12	0.5402	---	0.5402	\$ 8,009,163	\$ 8,005,840	03/29/11	11-0099
FHLB Callable (qtrly-5) 0.60 313372LC6	\$	12,220,000	0.600	08/23/12	0.6000	05/23/11	0.6000	\$ 12,220,000	\$ 12,219,756	03/03/11	11-0091
FHLB Callable (qtrly-5) 0.62 313372MX9	\$	10,000,000	0.625	08/24/12	0.6250	05/24/11	0.6250	\$ 10,000,000	\$ 10,001,600	02/24/11	11-0086
FNMA Callable (9/7/11-10) 3136FPDF1	\$	5,000,000	0.650	09/07/12	0.6500	09/07/11	0.6500	\$ 5,000,000	\$ 4,995,350	09/07/10	10-0147
FNMA Callable (9/7/11-10) 3136FPDF1	\$	5,000,000	0.650	09/07/12	0.6500	09/07/11	0.6500	\$ 5,000,000	\$ 4,995,350	09/07/10	10-0148
FNMA Callable (9/21/11-10) 31398A3U4	\$	5,000,000	0.700	09/21/12	0.7000	09/21/11	0.7000	\$ 5,000,000	\$ 5,000,150	09/21/10	10-0159
FNMA (n/a) 0.625 09/24/12 31398A3N0	\$	5,000,000	0.625	09/24/12	0.7002	---	0.7002	\$ 4,994,484	\$ 5,000,800	08/30/10	10-0144
FNMA Callable (9/27/11-10) 31398A3Z3	\$	9,000,000	0.800	09/27/12	0.8061	09/27/11	0.8158	\$ 8,999,299	\$ 9,002,880	02/11/11	11-0082
FFCB Callable (any-9/27/11) 31331JM91	\$	5,000,000	0.650	09/28/12	0.6500	09/28/11	0.6500	\$ 5,000,000	\$ 4,996,650	09/28/10	10-0176
FFCB Callable (any-10/11/1) 31331JQ71	\$	5,000,000	0.550	10/12/12	0.5500	10/12/11	0.5500	\$ 5,000,000	\$ 4,989,200	10/12/10	11-0008
FNMA Callable (semi 4/15/1) 3136FPND5	\$	5,000,000	0.650	10/15/12	0.6500	04/15/11	0.6500	\$ 5,000,000	\$ 4,998,650	10/15/10	11-0014
FHLB Callable (anytime-5) 313371BJ4	\$	13,790,000	0.625	10/18/12	0.6250	anytime	0.6250	\$ 13,790,000	\$ 13,772,763	10/18/10	11-0015
FHLB Callable (anytime-5) 313371DY9	\$	5,000,000	0.550	10/25/12	0.5500	anytime	0.5500	\$ 5,000,000	\$ 4,990,600	10/25/10	11-0024

# Current Portfolio - Total

2nd Qtr FY11

Security Description	CUSIP	Ending Par Value	Coupon Rate	Mat Date	Yield Matur	Call Date	Yield Call	Ending Amor Val/Cost	Ending Market Val	Purchase Date	Invest Number
FHLB Callable (anytime-5) (	313371DY9	\$ 20,000,000	0.550	10/25/12	0.5500	anytime	0.5500	\$ 20,000,000	\$ 19,962,400	10/25/10	11-0026
FFCB Callable (any>4/25/11	31331JT78	\$ 10,000,000	0.490	10/26/12	0.7000	04/26/11	2.5485	\$ 9,985,738	\$ 9,983,800	02/25/11	11-0087
FFCB Callable (any>4/25/11	31331JT78	\$ 15,000,000	0.490	10/26/12	0.6874	04/26/11	2.6148	\$ 14,977,909	\$ 14,975,700	03/01/11	11-0090
FNMA Callable (11/1/11-10)	31398A5B4	\$ 10,000,000	0.550	11/01/12	0.5500	11/01/11	0.5500	\$ 10,000,000	\$ 9,976,700	11/01/10	11-0037
FHLMC Callable (qtrly-5) 0.	3134G1XH2	\$ 20,000,000	0.600	11/02/12	0.6000	05/02/11	0.6000	\$ 20,000,000	\$ 19,976,400	11/02/10	11-0040
FHLMC Callable (qtrly-5) 0.	3134G1XQ2	\$ 11,000,000	0.625	11/09/12	0.6250	05/09/11	0.6250	\$ 11,000,000	\$ 10,983,500	11/09/10	11-0052
FHLMC Callable (qtrly-5) 0.	3134G12U7	\$ 10,000,000	0.750	11/23/12	0.7681	08/23/11	0.8135	\$ 9,997,535	\$ 10,001,200	02/23/11	11-0085
FHLMC Callable (qtrly-5) 0.	3134G16J8	\$ 15,000,000	0.800	12/14/12	0.8000	09/14/11	0.8000	\$ 15,000,000	\$ 15,012,000	03/14/11	11-0093
FFCB Callable (anytime-7) (	31331JF81	\$ 5,000,000	0.800	12/17/12	0.8000	anytime	0.8000	\$ 5,000,000	\$ 4,997,200	09/17/10	10-0156
FFCB Callable (anytime-7) (	31331JF81	\$ 5,000,000	0.800	12/17/12	0.8282	anytime	0.8282	\$ 5,000,000	\$ 4,997,200	09/17/10	10-0155
FHLB Callable (anytime-5) (	313370YA0	\$ 5,000,000	0.750	12/24/12	0.7500	anytime	0.7500	\$ 5,000,000	\$ 4,997,500	09/24/10	10-0165
FNMA Callable (6/27/11-10)	31398A6J6	\$ 5,000,000	0.550	12/27/12	0.7054	06/27/11	1.1073	\$ 4,993,385	\$ 4,985,700	11/29/10	11-0060
FHLMC Callable (4/15/11-5)	3128X93T5	\$ 5,000,000	1.750	01/15/13	1.4732	04/15/11	0.9008	\$ 5,001,643	\$ 5,002,850	06/18/10	10-0102
FNMA Step Callable (qtrly-1	3136FP2S5	\$ 5,050,000	0.625	01/18/13	0.8751	07/18/11	0.6250	\$ 5,050,000	\$ 5,040,506	01/21/11	11-0077
FHLB Callable (anytime-5) (	313371DN3	\$ 20,000,000	0.625	01/25/13	0.6250	anytime	0.6250	\$ 20,000,000	\$ 19,944,800	10/25/10	11-0022
FNMA Callable (qtrly-10) 1.	3135G0AG8	\$ 2,100,000	1.000	01/28/13	0.9340	07/28/11	0.6985	\$ 2,102,048	\$ 2,101,974	02/28/11	11-0089
FHLB Callable (anytime-5) (	313371EU6	\$ 20,000,000	0.550	01/28/13	0.5500	anytime	0.5500	\$ 20,000,000	\$ 19,955,400	10/28/10	11-0032
FHLMC Callable (qtrly-5) 1.	3134G13N2	\$ 10,000,000	1.000	02/25/13	1.0101	05/25/11	1.0802	\$ 9,998,800	\$ 10,006,300	02/25/11	11-0088
FNMA Callable (9/8/11-10)	3136FPFU6	\$ 5,000,000	0.840	03/08/13	0.8400	09/08/11	0.8400	\$ 5,000,000	\$ 4,988,650	09/08/10	10-0149
FNMA Callable (qtrly-10) 1.	3136FPR33	\$ 5,000,000	1.000	03/28/13	1.0000	06/28/11	1.0000	\$ 5,000,000	\$ 5,002,300	12/28/10	11-0067
FNMA Callable (7/5/11-10)	3136FPS99	\$ 5,000,000	1.000	04/05/13	1.0000	07/05/11	1.0000	\$ 5,000,000	\$ 4,996,450	01/05/11	11-0072
FHLMC Step Callable (qtrly-	3134G1VN1	\$ 5,000,000	0.500	04/19/13	1.0213	04/19/11	0.5000	\$ 5,000,000	\$ 4,996,950	10/19/10	11-0018
FNMA Step Callable (qtrly-1	3136FMW42	\$ 5,000,000	1.000	04/26/13	1.3372	04/26/11	0.8335	\$ 5,000,000	\$ 5,001,950	07/26/10	10-0131
FNMA Step Callable (qtrly-1	3136FMW42	\$ 15,000,000	1.000	04/26/13	1.3372	04/26/11	0.8335	\$ 15,000,000	\$ 15,005,850	07/26/10	10-0132
FHLMC Step Callable (qtrly-	3134G1WX8	\$ 15,000,000	0.375	04/29/13	0.8227	04/29/11	0.3750	\$ 15,000,000	\$ 14,964,150	10/29/10	11-0034
FNMA Callable (qtrly-10) 0.	3136FPSK4	\$ 15,000,000	0.675	04/29/13	0.6750	04/29/11	0.6750	\$ 15,000,000	\$ 14,911,500	10/29/10	11-0035
FNMA Callable (5/9/11-10)	3136FPWF0	\$ 15,000,000	0.650	05/09/13	0.6500	05/09/11	0.6500	\$ 15,000,000	\$ 14,894,850	11/09/10	11-0051
FHLMC Callable (8/24/11-5)	3134G13K8	\$ 10,000,000	1.000	05/24/13	1.0000	08/24/11	1.0000	\$ 10,000,000	\$ 9,996,600	03/31/11	11-0101
FHLB Callable (qtrly-5) 0.6	313371EM4	\$ 15,000,000	0.600	06/03/13	0.6000	05/03/11	0.6000	\$ 15,000,000	\$ 14,882,700	11/03/10	11-0043
FHLMC Step Callable (qtrly-	313370SY5	\$ 5,000,000	0.750	06/17/13	1.0875	06/17/11	0.5834	\$ 5,000,000	\$ 5,000,600	09/17/10	10-0154
FHLB Callable (qtrly-5) 1.0	3133736B3	\$ 10,000,000	1.000	06/28/13	1.0227	06/28/11	1.1976	\$ 9,995,167	\$ 9,985,500	03/28/11	11-0096
FHLB Callable (any>4/4/11-	313372B45	\$ 10,000,000	1.375	07/05/13	1.3873	04/05/11	1.4954	\$ 9,999,867	\$ 10,001,400	01/05/11	11-0071
FHLMC Callable (qtrly-5) 0.	3134G1WP5	\$ 15,000,000	0.750	07/25/13	0.7500	07/25/11	0.7500	\$ 15,000,000	\$ 14,877,300	10/25/10	11-0023
FHLB Callable (anytime-5) (	313371FC5	\$ 15,000,000	0.750	08/01/13	0.7500	anytime	0.7500	\$ 15,000,000	\$ 14,891,850	11/01/10	11-0036
FHLMC Step Callable ( qtrly	3134G12B9	\$ 7,750,000	0.750	08/16/13	1.3775	08/16/11	1.1523	\$ 7,738,375	\$ 7,743,413	02/16/11	11-0084
FHLB Step Callable (qtrly-5)	313370PB8	\$ 5,000,000	0.625	08/23/13	1.2437	05/23/11	0.6252	\$ 5,000,000	\$ 4,998,350	08/23/10	10-0139
FHLB Step Callable (qtrly-5)	313370P28	\$ 5,000,000	0.750	08/26/13	1.2060	05/26/11	0.5850	\$ 5,000,000	\$ 4,999,000	08/31/10	10-0146
FHLB Step Callable (qtrly-5)	313370P36	\$ 7,000,000	0.625	08/26/13	1.2056	05/26/11	0.6251	\$ 7,000,000	\$ 6,996,010	08/31/10	10-0145
FHLB Step Callable (qtrly-5)	313370P36	\$ 1,330,000	0.625	08/26/13	1.2028	05/26/11	0.6252	\$ 1,330,000	\$ 1,329,242	08/26/10	10-0141
FHLB Step Callable (qtrly-5)	313370SQ2	\$ 10,000,000	0.500	08/28/13	1.0799	05/28/11	0.5020	\$ 10,000,000	\$ 9,984,700	08/30/10	10-0143
FHLB Step Callable (semi-5	313370NA2	\$ 4,800,000	0.600	08/28/13	1.1134	08/28/11	0.6000	\$ 4,800,000	\$ 4,794,768	08/30/10	10-0142
FHLB Step Callable (qtrly-5)	313370X37	\$ 10,000,000	0.625	09/16/13	1.2028	06/16/11	0.6252	\$ 10,000,000	\$ 9,989,400	09/16/10	10-0153
FHLMC Step Callable (qtrly-	3134G1ST2	\$ 15,000,000	0.875	09/17/13	1.3901	06/17/11	0.5567	\$ 15,000,000	\$ 14,994,900	10/12/10	11-0007
FHLMC Step Callable (qtrly-	3134G1ST2	\$ 5,000,000	0.875	09/17/13	1.3878	06/17/11	0.6250	\$ 5,000,000	\$ 4,998,300	09/17/10	10-0157
FHLB Step Callable (qtrly-5)	313370WP9	\$ 5,000,000	0.750	09/24/13	0.9983	06/24/11	0.7502	\$ 5,000,000	\$ 4,985,050	09/24/10	10-0167
FHLMC Callable (qtrly-5) 1.	3134G1TP9	\$ 5,000,000	1.200	09/24/13	1.2102	06/24/11	1.2409	\$ 5,000,000	\$ 4,994,250	09/24/10	10-0164
FHLB Step Callable (qtrly-5)	3133713N4	\$ 4,000,000	0.750	10/07/13	1.2857	04/07/11	0.7500	\$ 4,000,000	\$ 3,950,480	10/07/10	11-0003
FNMA Step Calable (10/21/-	3136FPSE8	\$ 10,000,000	0.650	10/21/13	0.8823	10/21/11	0.6500	\$ 10,000,000	\$ 9,904,300	10/21/10	11-0021
FHLB Step Callable (qtrly-5)	313371BW5	\$ 7,450,000	0.750	10/25/13	1.0601	04/25/11	0.7500	\$ 7,450,000	\$ 7,424,447	10/25/10	11-0025

# Current Portfolio - Total

2nd Qtr FY11

Security Description	CUSIP	Ending Par Value	Coupon Rate	Mat Date	Yield Matur	Call Date	Yield Call	Ending Amor Val/Cost	Ending Market Val	Purchase Date	Invest Number
FHLMC Step Callable (qtrly- 3134G1WB6	\$	5,000,000	0.625	10/28/13	1.6322	04/28/11	0.5625	\$ 5,000,000	\$ 4,999,500	10/28/10	11-0033
FHLB Callable (anytime-5) 313371EF9	\$	3,000,000	0.750	10/28/13	0.7500	anytime	0.7500	\$ 3,000,000	\$ 2,965,110	10/28/10	11-0031
FNMA Callable (11/15/11-1C 31398A5S7	\$	5,000,000	0.900	11/15/13	0.9000	11/15/11	0.9000	\$ 5,000,000	\$ 4,949,350	11/15/10	11-0055
FNMA Step Callable (11/22/ 3136FPC62	\$	5,000,000	0.750	11/22/13	1.1477	11/22/11	0.7500	\$ 5,000,000	\$ 4,970,750	11/22/10	11-0058
FFCB Callable (any>12/15/1 31331J4T7	\$	2,500,000	1.350	12/16/13	1.3500	12/16/11	1.3500	\$ 2,500,000	\$ 2,495,650	12/16/10	11-0063
FHLB Step Callable (qtrly-5) 313371Y34	\$	5,900,000	1.000	12/23/13	1.2466	06/23/11	1.0000	\$ 5,900,000	\$ 5,881,356	12/23/10	11-0064
FNMA Callable (qtrly-10) 1: 3136FPK97	\$	3,300,000	1.300	12/23/13	1.3000	06/23/11	1.3000	\$ 3,300,000	\$ 3,291,552	12/23/10	11-0065
FHLB Callable (any>6/26/11 313372AB0	\$	10,000,000	1.500	12/27/13	1.5000	06/27/11	1.5000	\$ 10,000,000	\$ 10,003,600	12/27/10	11-0066
FHLB (n/a) 1.00 12/30/13 313370Z76	\$	5,000,000	1.000	12/30/13	1.0000	---	1.0000	\$ 5,000,000	\$ 4,955,300	09/30/10	10-0181
FHLMC (n/a) 2.50 01/07/14 3137EABX6	\$	200,000	2.500	01/07/14	2.5850	---	2.5850	\$ 199,558	\$ 206,562	03/06/09	09-0060
FFCB Callable (any>4/26/11 31331KAP5	\$	5,395,000	1.375	01/27/14	1.5315	04/27/11	3.6389	\$ 5,386,233	\$ 5,381,189	02/15/11	11-0083
FNMA Step Callable (1/27/1 3136FP3T2	\$	4,000,000	0.750	01/27/14	1.5768	01/27/12	0.7500	\$ 4,000,000	\$ 3,996,920	01/27/11	11-0079
FHLMC Step Callable (qtrly- 3134G1XS8	\$	10,000,000	0.500	02/18/14	1.3003	05/18/11	0.5000	\$ 10,000,000	\$ 9,936,800	11/18/10	11-0056
FHLB Step Callable (qtrly-5) 313370JA7	\$	6,000,000	0.875	02/24/14	1.4503	05/24/11	0.8752	\$ 6,000,000	\$ 5,986,800	09/21/10	10-0160
FFCB Callable (any>3/27/12 31331KGD6	\$	1,500,000	1.375	03/28/14	1.4263	03/28/12	1.5275	\$ 1,497,756	\$ 1,496,220	03/30/11	11-0100
FFCB Callable (anytime-7) 31331JS61	\$	10,000,000	0.980	04/21/14	0.9800	anytime	0.9800	\$ 10,000,000	\$ 9,821,500	10/21/10	11-0020
FNMA Callable (10/25/11-1C 3136FPSH1	\$	10,000,000	1.000	04/25/14	1.0000	10/25/11	1.0000	\$ 10,000,000	\$ 9,836,400	10/25/10	11-0027
FNMA Callable (6/30/11-10) 3136FPY43	\$	1,000,000	1.650	06/30/14	1.6500	06/30/11	1.6500	\$ 1,000,000	\$ 998,280	12/30/10	11-0069
FHLMC Callable (monthly-5) 3134G15Z3	\$	3,000,000	2.050	09/23/14	2.0500	06/23/11	2.0500	\$ 3,000,000	\$ 3,007,080	03/23/11	11-0094
FHLB Step Callable (qtrly-5) 3133714E3	\$	3,500,000	1.000	12/30/14	1.7486	06/30/11	1.0004	\$ 3,500,000	\$ 3,469,445	09/30/10	10-0178
FHLB Step Callable (qtrly-5) 313370VT2	\$	4,000,000	1.000	03/23/15	1.8396	06/23/11	1.1684	\$ 4,000,000	\$ 3,946,800	09/23/10	10-0161
FHLMC Step Callable (qtrly- 3134G1VB7	\$	3,500,000	1.000	09/30/15	2.2820	06/30/11	1.1011	\$ 3,500,000	\$ 3,462,235	09/30/10	10-0179
AIM MMF	MMF	\$ 20,220,734	0.137	---	0.1373	---	0.1373	\$ 20,220,734	\$ 20,220,734	04/16/03	AR-0008
Blackrock - Op	MMF	\$ 30,874,539	0.149	---	0.1487	---	0.1487	\$ 30,874,539	\$ 30,874,539	10/31/01	AR-0001
Blackrock Fin Reserve	MMF	\$ 184,121	0.149	---	0.1487	---	0.1487	\$ 184,121	\$ 184,121	09/30/01	AR-0006
Bond SEAF - Citi	MMF	\$ 11,680,365	0.210	---	0.2102	---	0.2102	\$ 11,680,365	\$ 11,680,365	08/31/08	AR-0015
Bond SEAF - Fidelity	MMF	\$ 13,091,807	0.212	---	0.2119	---	0.2119	\$ 13,091,807	\$ 13,091,807	07/31/08	AR-0014
Bond SEAF - Wells Fargo	MMF	\$ 10,859,526	0.182	---	0.1821	---	0.1821	\$ 10,859,526	\$ 10,859,526	06/30/08	AR-0013
Deutsche MMF - 2100	MMF	\$ 59,856,918	0.000	---	0.0000	---	0.0000	\$ 59,856,918	\$ 59,856,918	09/30/01	AR-0002
Premium Bond - B of A	MMF	\$ 672,478	0.400	---	0.4000	---	0.4000	\$ 672,478	\$ 672,478	08/26/09	AR-0018
Premium Op - B of A	MMF	\$ 50,016,330	0.400	---	0.4000	---	0.4000	\$ 50,016,330	\$ 50,016,330	08/31/09	AR-0016
RTR N. Carrollton	MMF	\$ 2,119,175	0.149	---	0.1487	---	0.1487	\$ 2,119,175	\$ 2,119,175	02/17/10	AR-0021
RTR Plano Park & Ride	MMF	\$ 8,289,788	0.010	---	0.0100	---	0.0100	\$ 8,289,788	\$ 8,289,788	02/16/10	AR-0019
Street Car Fund - Wells	MMF	\$ 3,000,090	0.010	---	0.0100	---	0.0100	\$ 3,000,090	\$ 3,000,090	12/10/10	AR-0022

## GRAND TOTALS

\$ 1,346,147,872 0.5130 0.6805 0.6467 \$ 1,345,952,391 \$ 1,344,312,501

# Portfolio Analysis by Fund

2nd Qtr FY11

( \$ = 000's )	Gen Oper	Fin Res	Insurance	RTR	Debt Srv	Bond	TOTAL
Par Value	\$704,614	\$22,984	\$13,730	\$13,409	\$59,857	\$531,554	\$1,346,148
Market Value	\$703,918	\$22,887	\$13,645	\$13,409	\$59,857	\$530,596	\$1,344,313
Unrealized Gain (Loss)	<u>-\$712</u>	<u>-\$95</u>	<u>-\$85</u>	<u>\$0</u>	<u>\$0</u>	<u>-\$748</u>	<u>-\$1,640</u>
Book Value	\$704,630	\$22,982	\$13,730	\$13,409	\$59,857	\$531,344	\$1,345,952
Accrued Interest	<u>\$896</u>	<u>\$19</u>	<u>\$27</u>	<u>\$0</u>	<u>\$0</u>	<u>\$494</u>	<u>\$1,437</u>
Total Book Value	\$705,527	\$23,001	\$13,757	\$13,409	\$59,857	\$531,838	\$1,347,389
Cash Balance	<u>\$1,670</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$1,670</u>
<b>TOTAL FUND VALUE</b>	<u>\$707,197</u>	<u>\$23,001</u>	<u>\$13,757</u>	<u>\$13,409</u>	<u>\$59,857</u>	<u>\$531,838</u>	<u>\$1,349,059</u>
<b>Liquid Securities (Mkt. value)</b>	\$136,855						\$136,855
Yield to Call	0.71%	1.22%	0.91%	0.03%	0.00%	0.61%	0.65%
Wgt. Average Maturity (days)	473	1,153	1,053	1	1	402	437
<b>KEY COMPLIANCE TARGETS</b>							
Minimum Requirement	\$0	\$22,000	\$13,445 <sup>1</sup>				
Maximum Average Maturity	18 Months	30 Months	48 Months	90 Days	3 Years	30 Months	
Is Fund in Compliance ?	Yes	Yes	Yes	Yes	Yes	Yes	
<b>INVESTMENT COMPARISON</b>							
6-Month T-Bill	0.16%	0.16%	0.16%	0.16%	0.16%	0.16%	0.16%
Wgt Average Fund Variance	0.55%	1.06%	0.75%	-0.13%	-0.16%	0.45%	0.49%

## Notes:

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



# Change in Market Value of Investments

2nd Qtr FY11

Fund	Security Type	Rate	Maturity	Call Date	Par Value	\$ 40,543 Market Value	\$ 40,633 Market Value	Change from Prior Quarter
Bond	ABN Amro CP 0.00 04/12/11	0.000	04/12/11	---	\$ 30,000,000	\$ 29,976,000	\$ 29,997,000	\$ 21,000
Operating	FHLMC (n/a) 3.25 04/14/11	3.250	04/14/11	---	\$ 5,000,000	\$ 5,042,600	\$ 5,000,800	\$ (41,800)
Operating	Prudential CP 0.00 04/15/11	0.000	04/15/11	---	\$ 10,000,000	\$ 9,989,000	\$ 9,999,000	\$ 10,000
Bond	Prudential CP 0.00 04/15/11	0.000	04/15/11	---	\$ 30,000,000	\$ 29,967,000	\$ 29,997,000	\$ 30,000
Operating	ABN Amro CP 0.00 04/21/11	0.000	04/21/11	---	\$ 10,000,000	\$ 9,988,000	\$ 9,999,000	\$ 11,000
Operating	FHLB (n/a) 0.58 06/03/11	0.580	06/03/11	---	\$ 2,000,000	\$ 2,003,280	\$ 2,001,440	\$ (1,840)
Bond	Abbey National CP 0.00 07/01/11	0.000	07/01/11	---	\$ 30,000,000	\$ 29,940,000	\$ 29,976,000	\$ 36,000
Bond	Abbey National CP 0.00 07/08/11	0.000	07/08/11	---	\$ 30,000,000	\$ 29,940,000	\$ 29,976,000	\$ 36,000
Bond	Prudential CP 0.00 07/11/11	0.000	07/11/11	---	\$ 30,000,000	\$ 29,922,000	\$ 29,976,000	\$ 54,000
Operating	UBS CP 0.00 07/15/11	0.000	07/15/11	---	\$ 10,000,000	\$ 9,973,000	\$ 9,989,000	\$ 16,000
Operating	UBS CP 0.00 07/15/11	0.000	07/15/11	---	\$ 10,000,000	\$ 9,973,000	\$ 9,989,000	\$ 16,000
Operating	FFCB (n/a) 3.875 08/25/11	3.875	08/25/11	---	\$ 10,000,000	\$ 10,234,900	\$ 10,147,100	\$ (87,800)
Bond	FFCB Callable (anytime-5) 0.30 11/08/11	0.300	11/08/11	02/08/11	\$ 25,350,000	\$ 25,350,507	\$ 25,346,198	\$ (4,310)
Operating	FNMA (n/a) 1.00 11/23/11	1.000	11/23/11	---	\$ 5,000,000	\$ 5,032,800	\$ 5,024,250	\$ (8,550)
Operating	FFCB (n/a) 1.10 01/12/12	1.100	01/12/12	---	\$ 10,000,000	\$ 10,076,100	\$ 10,061,100	\$ (15,000)
Fin. Reserve	FNMA (n/a) 3.625 02/14/12	3.625	02/14/12	---	\$ 1,000,000	\$ 1,033,720	\$ 1,000,940	\$ (32,780)
Bond	FHLB Callable (qtrly-5) 0.45 05/04/12	0.450	05/04/12	02/04/11	\$ 25,000,000	\$ 24,958,250	\$ 24,999,750	\$ 41,500
Operating	FHLB Callable (qtrly-5) 0.45 05/04/12	0.450	05/04/12	02/04/11	\$ 10,000,000	\$ 9,983,300	\$ 9,999,900	\$ 16,600
Operating	FFCB (n/a) 1.125 06/11/12	1.125	06/11/12	---	\$ 4,800,000	\$ 4,841,760	\$ 4,837,200	\$ (4,560)
Operating	FFCB Callable (anytime-7) 0.55 06/13/12	0.550	06/13/12	anytime	\$ 5,000,000	\$ 4,993,750	\$ 4,990,000	\$ (3,750)
Bond	FHLMC Callable (qtrly-7) 0.40 06/19/12	0.400	06/19/12	05/19/11	\$ 25,000,000	\$ 24,977,750	\$ 24,979,000	\$ 1,250
Bond	FFCB Callable (anytime-7) 0.42 07/26/12	0.420	07/26/12	01/26/11	\$ 20,900,000	\$ 20,865,097	\$ 20,858,827	\$ (6,270)
Bond	FFCB Callable (anytime-7) 0.43 08/03/12	0.430	08/03/12	02/03/11	\$ 25,000,000	\$ 24,957,000	\$ 24,939,250	\$ (17,750)
Operating	FNMA Callable (9/7/11-10) 0.65 09/07/12	0.650	09/07/12	09/07/11	\$ 5,000,000	\$ 4,993,600	\$ 4,995,350	\$ 1,750
Operating	FNMA Callable (9/7/11-10) 0.65 09/07/12	0.650	09/07/12	09/07/11	\$ 5,000,000	\$ 4,993,600	\$ 4,995,350	\$ 1,750
Operating	FNMA Callable (9/21/11-10) 0.70 09/21/12	0.700	09/21/12	09/21/11	\$ 5,000,000	\$ 4,994,800	\$ 5,000,150	\$ 5,350
Operating	FNMA (n/a) 0.625 09/24/12	0.625	09/24/12	---	\$ 5,000,000	\$ 5,001,350	\$ 5,000,800	\$ (550)
Operating	FFCB Callable (any>9/27/11-7) 0.65 09/28/12	0.650	09/28/12	09/28/11	\$ 5,000,000	\$ 5,005,200	\$ 4,996,650	\$ (8,550)
Operating	FFCB Callable (any>10/11/11-7) 0.55 10/12/12	0.550	10/12/12	10/12/11	\$ 5,000,000	\$ 4,998,850	\$ 4,989,200	\$ (9,650)
Operating	FNMA Callable (semi 4/15/11-10) 0.65 10/15/12	0.650	10/15/12	04/15/11	\$ 5,000,000	\$ 4,995,700	\$ 4,998,650	\$ 2,950
Operating	FHLB Callable (anytime-5) 0.625 10/18/12	0.625	10/18/12	01/18/11	\$ 13,790,000	\$ 13,728,772	\$ 13,772,763	\$ 43,990
Operating	FHLB Callable (anytime-5) 0.55 10/25/12	0.550	10/25/12	01/25/11	\$ 5,000,000	\$ 4,983,800	\$ 4,990,600	\$ 6,800
Bond	FHLB Callable (anytime-5) 0.55 10/25/12	0.550	10/25/12	01/25/11	\$ 20,000,000	\$ 19,935,200	\$ 19,962,400	\$ 27,200
Operating	FNMA Callable (11/1/11-10) 0.55 11/01/12	0.550	11/01/12	11/01/11	\$ 10,000,000	\$ 9,958,700	\$ 9,976,700	\$ 18,000
Bond	FHLMC Callable (qtrly-5) 0.60 11/02/12	0.600	11/02/12	02/02/11	\$ 20,000,000	\$ 19,958,200	\$ 19,976,400	\$ 18,200
Operating	FHLMC Callable (qtrly-5) 0.625 11/09/12	0.625	11/09/12	02/09/11	\$ 11,000,000	\$ 10,982,950	\$ 10,983,500	\$ 550
Operating	FFCB Callable (anytime-7) 0.80 12/17/12	0.800	12/17/12	anytime	\$ 5,000,000	\$ 4,994,350	\$ 4,997,200	\$ 2,850
Operating	FFCB Callable (anytime-7) 0.80 12/17/12	0.800	12/17/12	anytime	\$ 5,000,000	\$ 4,994,350	\$ 4,997,200	\$ 2,850
Operating	FHLB Callable (anytime-5) 0.75 12/24/12	0.750	12/24/12	03/24/11	\$ 5,000,000	\$ 4,987,850	\$ 4,997,500	\$ 9,650
Operating	FNMA Callable (6/27/11-10) 0.55 12/27/12	0.550	12/27/12	06/27/11	\$ 5,000,000	\$ 4,981,800	\$ 4,985,700	\$ 3,900
Operating	FHLMC Callable (4/15/11-5) 1.75 01/15/13	1.750	01/15/13	04/15/11	\$ 5,000,000	\$ 5,019,050	\$ 5,002,850	\$ (16,200)
Bond	FHLB Callable (anytime-5) 0.625 01/25/13	0.625	01/25/13	01/25/11	\$ 20,000,000	\$ 19,987,000	\$ 19,944,800	\$ (42,200)
Bond	FHLB Callable (anytime-5) 0.55 01/28/13	0.550	01/28/13	01/28/11	\$ 20,000,000	\$ 19,933,200	\$ 19,955,400	\$ 22,200
Operating	FNMA Callable (9/8/11-10) 0.84 03/08/13	0.840	03/08/13	09/08/11	\$ 5,000,000	\$ 4,988,600	\$ 4,988,650	\$ 50
Operating	FNMA Callable (qtrly-10) 1.00 03/28/13	1.000	03/28/13	06/28/11	\$ 5,000,000	\$ 5,000,600	\$ 5,002,300	\$ 1,700
Operating	FHLMC Step Callable (qtrly-5) 0.50 04/19/13	0.500	04/19/13	04/19/11	\$ 5,000,000	\$ 5,001,800	\$ 4,996,950	\$ (4,850)
Operating	FNMA Step Callable (qtrly-10) 0.75 04/26/13	0.750	04/26/13	01/26/11	\$ 5,000,000	\$ 4,994,250	\$ 5,001,950	\$ 7,700
Operating	FNMA Step Callable (qtrly-10) 0.75 04/26/13	0.750	04/26/13	01/26/11	\$ 15,000,000	\$ 14,982,750	\$ 15,005,850	\$ 23,100
Bond	FHLMC Step Callable (qtrly-5) 0.375 04/29/13	0.375	04/29/13	04/29/11	\$ 15,000,000	\$ 14,989,500	\$ 14,964,150	\$ (25,350)
Bond	FNMA Callable (qtrly-10) 0.675 04/29/13	0.675	04/29/13	04/29/11	\$ 15,000,000	\$ 14,929,200	\$ 14,911,500	\$ (17,700)
Bond	FNMA Callable (5/9/11-10) 0.65 05/09/13	0.650	05/09/13	05/09/11	\$ 15,000,000	\$ 14,885,400	\$ 14,894,850	\$ 9,450
Bond	FHLB Callable (qtrly-5) 0.60 06/03/13	0.600	06/03/13	05/03/11	\$ 15,000,000	\$ 14,924,100	\$ 14,882,700	\$ (41,400)
Operating	FHLMC Step Callable (qtrly-5) 0.50 06/17/13	0.500	06/17/13	03/17/11	\$ 5,000,000	\$ 5,002,250	\$ 5,000,600	\$ (1,650)

# Change in Market Value of Investments

2nd Qtr FY11

Fund	Security Type	Rate	Maturity	Call Date	Par Value	\$ 40,543 Market Value	\$ 40,633 Market Value	Change from Prior Quarter
Bond	FHLMC Callable (qtrly-5) 0.75 07/25/11	0.750	07/25/13	07/25/11	\$ 15,000,000	\$ 14,943,600	\$ 14,877,300	\$ (66,300)
Bond	FHLB Callable (anytime-5) 0.75 08/01/11	0.750	08/01/13	02/01/11	\$ 15,000,000	\$ 14,918,700	\$ 14,891,850	\$ (26,850)
Operating	FHLB Step Callable (qtrly-5) 0.625 08/23/13	0.625	08/23/13	02/23/11	\$ 5,000,000	\$ 4,998,900	\$ 4,998,350	\$ (550)
Insurance	FHLB Step Callable (qtrly-5) 0.625 08/26/13	0.625	08/26/13	02/26/11	\$ 1,330,000	\$ 1,329,628	\$ 1,329,242	\$ (386)
Operating	FHLB Step Callable (qtrly-5) 0.625 08/26/13	0.625	08/26/13	02/26/11	\$ 7,000,000	\$ 6,998,040	\$ 6,996,010	\$ (2,030)
Operating	FHLB Step Callable (qtrly-5) 0.50 08/26/13	0.500	08/26/13	02/26/11	\$ 5,000,000	\$ 4,993,200	\$ 4,999,000	\$ 5,800
Fin. Reserve	FHLB Step Callable (semi-5) 0.60 08/28/13	0.600	08/28/13	02/28/11	\$ 4,800,000	\$ 4,781,328	\$ 4,794,768	\$ 13,440
Operating	FHLB Step Callable (qtrly-5) 0.50 08/28/13	0.500	08/28/13	02/28/11	\$ 10,000,000	\$ 9,990,700	\$ 9,984,700	\$ (6,000)
Operating	FHLB Step Callable (qtrly-5) 0.625 09/16/13	0.625	09/16/13	03/16/11	\$ 10,000,000	\$ 9,997,600	\$ 9,989,400	\$ (8,200)
Operating	FHLMC Step Callable (qtrly-5) 0.50 09/17/13	0.500	09/17/13	03/17/11	\$ 5,000,000	\$ 4,983,800	\$ 4,998,300	\$ 14,500
Bond	FHLMC Step Callable (qtrly-5) 0.50 09/17/13	0.500	09/17/13	03/17/11	\$ 15,000,000	\$ 14,951,400	\$ 14,994,900	\$ 43,500
Operating	FHLMC Callable (qtrly-5) 1.20 09/24/13	1.200	09/24/13	03/24/11	\$ 5,000,000	\$ 4,973,950	\$ 4,994,250	\$ 20,300
Operating	FHLB Step Callable (qtrly-5) 0.75 09/24/13	0.750	09/24/13	03/24/11	\$ 5,000,000	\$ 4,998,100	\$ 4,985,050	\$ (13,050)
Operating	FHLB Step Callable (qtrly-5) 0.75 10/07/13	0.750	10/07/13	01/07/11	\$ 4,000,000	\$ 3,998,280	\$ 3,950,480	\$ (47,800)
Operating	FNMA Step Callable (10/21/11-10) 0.6 10/21/13	0.650	10/21/13	10/21/11	\$ 10,000,000	\$ 9,898,000	\$ 9,904,300	\$ 6,300
Operating	FHLB Step Callable (qtrly-5) 0.75 10/25/13	0.750	10/25/13	01/25/11	\$ 7,450,000	\$ 7,438,527	\$ 7,424,447	\$ (14,081)
Insurance	FHLB Callable (anytime-5) 0.75 10/28/13	0.750	10/28/13	01/28/11	\$ 3,000,000	\$ 2,973,510	\$ 2,965,110	\$ (8,400)
Operating	FHLMC Step Callable (qtrly-5) 0.50 10/28/13	0.500	10/28/13	01/28/11	\$ 5,000,000	\$ 4,994,500	\$ 4,999,500	\$ 5,000
Operating	FNMA Callable (11/15/11-10) 0.90 11/15/13	0.900	11/15/13	11/15/11	\$ 5,000,000	\$ 4,955,650	\$ 4,949,350	\$ (6,300)
Operating	FNMA Step Callable (11/22/11-10) 0.75 11/22/13	0.750	11/22/13	11/22/11	\$ 5,000,000	\$ 4,971,650	\$ 4,970,750	\$ (900)
Operating	FFCB Callable (anytime-12/15/11-5) 1.35 12/16/13	1.350	12/16/13	12/16/11	\$ 2,500,000	\$ 2,504,925	\$ 2,495,650	\$ (9,275)
Insurance	FHLB Step Callable (qtrly-5) 1.00 12/23/13	1.000	12/23/13	03/23/11	\$ 5,900,000	\$ 5,897,109	\$ 5,881,356	\$ (15,753)
Operating	FNMA Callable (qtrly-10) 1.30 12/23/13	1.300	12/23/13	06/23/11	\$ 3,300,000	\$ 3,293,961	\$ 3,291,552	\$ (2,409)
Operating	FHLB Callable (anytime-6/26/11-5) 1.50 12/27/13	1.500	12/27/13	06/27/11	\$ 10,000,000	\$ 10,005,800	\$ 10,003,600	\$ (2,200)
Operating	FHLB (n/a) 1.00 12/30/13	1.000	12/30/13	---	\$ 5,000,000	\$ 4,966,050	\$ 4,955,300	\$ (10,750)
Operating	FHLMC (n/a) 2.50 01/07/14	2.500	01/07/14	---	\$ 200,000	\$ 207,644	\$ 206,562	\$ (1,082)
Operating	FHLMC Step Callable (qtrly-5) 0.50 02/18/14	0.500	02/18/14	05/18/11	\$ 10,000,000	\$ 9,923,100	\$ 9,936,800	\$ 13,700
Operating	FHLB Step Callable (qtrly-5) 0.875 02/24/14	0.875	02/24/14	02/24/11	\$ 6,000,000	\$ 5,992,140	\$ 5,986,800	\$ (5,340)
Operating	FFCB Callable (anytime-7) 0.98 04/21/14	0.980	04/21/14	01/21/11	\$ 10,000,000	\$ 9,871,400	\$ 9,821,500	\$ (49,900)
Operating	FNMA Callable (10/25/11-10) 1.00 04/25/14	1.000	04/25/14	10/25/11	\$ 10,000,000	\$ 9,852,800	\$ 9,836,400	\$ (16,400)
Fin. Reserve	FNMA Callable (6/30/11-10) 1.65 06/30/14	1.650	06/30/14	06/30/11	\$ 1,000,000	\$ 999,310	\$ 998,280	\$ (1,030)
Insurance	FHLB Step Callable (qtrly-5) 1.00 12/30/14	1.000	12/30/14	03/30/11	\$ 3,500,000	\$ 3,484,460	\$ 3,469,445	\$ (15,015)
Fin. Reserve	FHLB Step Callable (qtrly-5) 1.00 03/23/15	1.000	03/23/15	03/23/11	\$ 4,000,000	\$ 3,974,800	\$ 3,946,800	\$ (28,000)
Fin. Reserve	FHLMC Step Callable (qtrly-5) 1.00 09/30/15	1.000	09/30/15	03/30/11	\$ 3,500,000	\$ 3,473,330	\$ 3,462,235	\$ (11,095)
Sub-total for Securities held at the end of both periods						\$ 859,681,478	\$ 859,541,753	\$ (139,725)
% Change as a result of market movement								\$ (0)
Holdings at 12/31/10 maturing during Q2, FY11						\$ 231,916,944		\$ (231,916,944)
Holdings at 12/31/10 called during Q2, FY11						\$ 190,618,635		\$ (190,618,635)
Holdings at 12/31/10 sold during Q2, FY11						\$ -		\$ -
Values of Money Market Mutual Funds (All)						\$ 129,768,307	\$ 210,865,872	\$ 81,097,566
Holdings at 3/31/11 purchased during Q2, FY11							\$ 273,904,876	\$ 273,904,876
<b>TOTAL PORTFOLIO VALUE</b>						\$ 1,411,985,363	\$ 1,344,312,501	\$ (67,672,862)

# Callable Securities Analysis

2nd Qtr FY11

Invest #	Fund	Maturity	Security Description	CUSIP	Next Call	Notice	Par Value	Coupon Rate	Treasury Curve	Call Probability
11-0097	Operating	09/28/11	FHLMC Callable (qtrly-5) 0.52 09/28/11	3134G2BD3	09/28/11	5	\$ 5,000,000	0.520	0.150	High
11-0049	Bond	11/08/11	FFCB Callable (anytime-5) 0.30 11/08/11	31331JZ63	anytime	5	\$ 25,350,000	0.300	0.150	Moderate
11-0045	Bond	05/04/12	FHLB Callable (qtrly-5) 0.45 05/04/12	313371JF4	05/04/11	5	\$ 25,000,000	0.450	0.300	Moderate
11-0046	Operating	05/04/12	FHLB Callable (qtrly-5) 0.45 05/04/12	313371JF4	05/04/11	5	\$ 10,000,000	0.450	0.300	Moderate
10-0173	Operating	06/13/12	FFCB Callable (anytime-7) 0.55 06/13/12	31331JB44	anytime	7	\$ 5,000,000	0.550	0.400	Moderate
11-0057	Bond	06/19/12	FHLMC Callable (qtrly-7) 0.40 06/19/12	3134G1ZD9	05/19/11	7	\$ 25,000,000	0.400	0.400	Low
11-0028	Bond	07/26/12	FFCB Callable (anytime-7) 0.42 07/26/12	31331JU68	anytime	7	\$ 20,900,000	0.420	0.500	Low
11-0042	Bond	08/03/12	FFCB Callable (anytime-7) 0.43 08/03/12	31331JW74	anytime	7	\$ 25,000,000	0.430	0.500	Low
11-0091	Operating	08/23/12	FHLB Callable (qtrly-5) 0.60 08/23/12	313372LC6	05/23/11	5	\$ 12,220,000	0.600	0.500	Low
11-0086	Operating	08/24/12	FHLB Callable (qtrly-5) 0.625 08/24/12	313372MX9	05/24/11	5	\$ 10,000,000	0.625	0.550	Low
10-0147	Operating	09/07/12	FNMA Callable (9/7/11-10) 0.65 09/07/12	3136FPDF1	09/07/11	10	\$ 5,000,000	0.650	0.550	Low
10-0148	Operating	09/07/12	FNMA Callable (9/7/11-10) 0.65 09/07/12	3136FPDF1	09/07/11	10	\$ 5,000,000	0.650	0.550	Low
10-0159	Operating	09/21/12	FNMA Callable (9/21/11-10) 0.70 09/21/12	31398A3U4	09/21/11	10	\$ 5,000,000	0.700	0.550	Moderate
11-0082	Bond	09/27/12	FNMA Callable (9/27/11-10) 0.80 09/27/12	31398A3Z3	09/27/11	10	\$ 9,000,000	0.800	0.550	High
10-0176	Operating	09/28/12	FFCB Callable (any>9/27/11-7) 0.65 09/28/12	31331JM91	09/28/11	7	\$ 5,000,000	0.650	0.550	Low
11-0008	Operating	10/12/12	FFCB Callable (any>10/11/11-7) 0.55 10/12/12	31331JQ71	10/12/11	7	\$ 5,000,000	0.550	0.600	Low
11-0014	Operating	10/15/12	FNMA Callable (semi 4/15/11-10) 0.65 10/15/12	3136FPND5	04/15/11	10	\$ 5,000,000	0.650	0.600	Low
11-0015	Operating	10/18/12	FHLB Callable (anytime-5) 0.625 10/18/12	313371BJ4	anytime	5	\$ 13,790,000	0.625	0.600	Low
11-0024	Operating	10/25/12	FHLB Callable (anytime-5) 0.55 10/25/12	313371DY9	anytime	5	\$ 5,000,000	0.550	0.600	Low
11-0026	Bond	10/25/12	FHLB Callable (anytime-5) 0.55 10/25/12	313371DY9	anytime	5	\$ 20,000,000	0.550	0.600	Low
11-0087	Operating	10/26/12	FFCB Callable (any>4/25/11-7) 0.49 10/26/12	31331JT78	04/26/11	7	\$ 10,000,000	0.490	0.600	Low
11-0090	Bond	10/26/12	FFCB Callable (any>4/25/11-7) 0.49 10/26/12	31331JT78	04/26/11	7	\$ 15,000,000	0.490	0.600	Low
11-0037	Operating	11/01/12	FNMA Callable (11/1/11-10) 0.55 11/01/12	31398A5B4	11/01/11	10	\$ 10,000,000	0.550	0.650	Low
11-0040	Bond	11/02/12	FHLMC Callable (qtrly-5) 0.60 11/02/12	3134G1XH2	05/02/11	5	\$ 20,000,000	0.600	0.650	Low
11-0052	Operating	11/09/12	FHLMC Callable (qtrly-5) 0.625 11/09/12	3134G1XQ2	05/09/11	5	\$ 11,000,000	0.625	0.650	Low
11-0085	Operating	11/23/12	FHLMC Callable (qtrly-5) 0.75 11/23/12	3134G12U7	08/23/11	5	\$ 10,000,000	0.750	0.650	Low
11-0093	Bond	12/14/12	FHLMC Callable (qtrly-5) 0.80 12/14/12	3134G16J8	09/14/11	5	\$ 15,000,000	0.800	0.700	Low
10-0155	Operating	12/17/12	FFCB Callable (anytime-7) 0.80 12/17/12	31331JF81	anytime	7	\$ 5,000,000	0.800	0.700	Low
10-0156	Operating	12/17/12	FFCB Callable (anytime-7) 0.80 12/17/12	31331JF81	anytime	7	\$ 5,000,000	0.800	0.700	Low
10-0165	Operating	12/24/12	FHLB Callable (anytime-5) 0.75 12/24/12	313370YA0	anytime	5	\$ 5,000,000	0.750	0.700	Low
11-0060	Operating	12/27/12	FNMA Callable (6/27/11-10) 0.55 12/27/12	31398A6J6	06/27/11	10	\$ 5,000,000	0.550	0.700	Low
10-0102	Operating	01/15/13	FHLMC Callable (4/15/11-5) 1.75 01/15/13	3128X93T5	04/15/11	5	\$ 5,000,000	1.750	0.750	Extreme
11-0077	Operating	01/18/13	FNMA Step Callable (qtrly-10) 0.625 01/18/13	3136FP2S5	07/18/11	10	\$ 5,050,000	0.625	0.750	Low
11-0022	Bond	01/25/13	FHLB Callable (anytime-5) 0.625 01/25/13	313371DN3	anytime	5	\$ 20,000,000	0.625	0.750	Low
11-0032	Bond	01/28/13	FHLB Callable (anytime-5) 0.55 01/28/13	313371EU6	anytime	5	\$ 20,000,000	0.550	0.750	Low
11-0089	Operating	01/28/13	FNMA Callable (qtrly-10) 1.00 01/28/13	3135G0AG8	07/28/11	10	\$ 2,100,000	1.000	0.750	High
11-0088	Operating	02/25/13	FHLMC Callable (qtrly-5) 1.00 02/25/13	3134G13N2	05/25/11	5	\$ 10,000,000	1.000	0.800	Moderate
10-0149	Operating	03/08/13	FNMA Callable (9/8/11-10) 0.84 03/08/13	3136FPFU6	09/08/11	10	\$ 5,000,000	0.840	0.850	Low
11-0067	Operating	03/28/13	FNMA Callable (qtrly-10) 1.00 03/28/13	3136FPR33	06/28/11	10	\$ 5,000,000	1.000	0.850	Moderate
11-0072	Operating	04/05/13	FNMA Callable (7/5/11-10) 1.00 04/05/13	3136FPS99	07/05/11	10	\$ 5,000,000	1.000	0.900	Low
11-0018	Operating	04/19/13	FHLMC Step Callable (qtrly-5) 0.50 04/19/13	3134G1VN1	04/19/11	5	\$ 5,000,000	0.500	0.900	Low
10-0131	Operating	04/26/13	FNMA Step Callable (qtrly-10) 0.75 04/26/13	3136FMW42	04/26/11	10	\$ 5,000,000	1.000	0.900	Low
10-0132	Operating	04/26/13	FNMA Step Callable (qtrly-10) 0.75 04/26/13	3136FMW42	04/26/11	10	\$ 15,000,000	1.000	0.900	Low
11-0034	Bond	04/29/13	FHLMC Step Callable (qtrly-5) 0.375 04/29/13	3134G1WX8	04/29/11	5	\$ 15,000,000	0.375	0.900	Low
11-0035	Bond	04/29/13	FNMA Callable (qtrly-10) 0.675 04/29/13	3136FPSK4	04/29/11	10	\$ 15,000,000	0.675	0.900	Low
11-0051	Bond	05/09/13	FNMA Callable (5/9/11-10) 0.65 05/09/13	3136FPWF0	05/09/11	10	\$ 15,000,000	0.650	0.950	Low
11-0101	Operating	05/24/13	FHLMC Callable (8/24/11-5) 1.00 05/24/13	3134G13K8	08/24/11	5	\$ 10,000,000	1.000	0.950	Low
11-0043	Bond	06/03/13	FHLB Callable (qtrly-5) 0.60 06/03/13	313371EM4	05/03/11	5	\$ 15,000,000	0.600	0.950	Low
10-0154	Operating	06/17/13	FHLMC Step Callable (qtrly-5) 0.50 06/17/13	313370SY5	06/17/11	5	\$ 5,000,000	0.750	0.950	Low
11-0096	Operating	06/28/13	FHLB Callable (qtrly-5) 1.00 06/28/13	3133736B3	06/28/11	5	\$ 10,000,000	1.000	0.950	Low
11-0071	Operating	07/05/13	FHLB Callable (any>4/4/11-5) 1.375 07/05/13	313372B45	04/05/11	5	\$ 10,000,000	1.375	1.000	High
11-0023	Bond	07/25/13	FHLMC Callable (qtrly-5) 0.75 07/25/13	3134G1WP5	07/25/11	5	\$ 15,000,000	0.750	1.000	Low

# Callable Securities Analysis

2nd Qtr FY11

Invest #	Fund	Maturity	Security Description	CUSIP	Next Call	Notice	Par Value	Coupon Rate	Treasury Curve	Call Probability
11-0036	Bond	08/01/13	FHLB Callable (anytime-5) 0.75 08/01/13	313371FC5	anytime	5	\$ 15,000,000	0.750	1.000	Low
11-0084	Operating	08/16/13	FHLMC Step Callable ( qtrly-5) 0.75 08/16/13	3134G12B9	08/16/11	5	\$ 7,750,000	0.750	1.050	Low
10-0139	Operating	08/23/13	FHLB Step Callable (qtrly-5) 0.625 08/23/13	313370PB8	05/23/11	5	\$ 5,000,000	0.625	1.050	Low
10-0141	Insurance	08/26/13	FHLB Step Callable (qtrly-5) 0.625 08/26/13	313370P36	05/26/11	5	\$ 1,330,000	0.625	1.050	Low
10-0145	Operating	08/26/13	FHLB Step Callable (qtrly-5) 0.625 08/26/13	313370P36	05/26/11	5	\$ 7,000,000	0.625	1.050	Low
10-0146	Operating	08/26/13	FHLB Step Callable (qtrly-5) 0.50 08/26/13	313370P28	05/26/11	5	\$ 5,000,000	0.750	1.050	Low
10-0142	Fin. Res	08/28/13	FHLB Step Callable (semi-5) 0.60 08/28/13	313370NA2	08/28/11	5	\$ 4,800,000	0.600	1.050	Low
10-0143	Operating	08/28/13	FHLB Step Callable (qtrly-5) 0.50 08/28/13	313370SQ2	05/28/11	5	\$ 10,000,000	0.500	1.050	Low
10-0153	Operating	09/16/13	FHLB Step Callable (qtrly-5) 0.625 09/16/13	313370X37	06/16/11	5	\$ 10,000,000	0.625	1.100	Low
10-0157	Operating	09/17/13	FHLMC Step Callable (qtrly-5) 0.50 09/17/13	3134G1ST2	06/17/11	5	\$ 5,000,000	0.875	1.100	Low
11-0007	Bond	09/17/13	FHLMC Step Callable (qtrly-5) 0.50 09/17/13	3134G1ST2	06/17/11	5	\$ 15,000,000	0.875	1.100	Low
10-0164	Operating	09/24/13	FHLMC Step Callable (qtrly-5) 1.20 09/24/13	3134G1TP9	06/24/11	5	\$ 5,000,000	1.200	1.100	Low
10-0167	Operating	09/24/13	FHLB Step Callable (qtrly-5) 0.75 09/24/13	313370WP9	06/24/11	5	\$ 5,000,000	0.750	1.100	Low
11-0003	Operating	10/07/13	FHLB Step Callable (qtrly-5) 0.75 10/07/13	3133713N4	04/07/11	5	\$ 4,000,000	0.750	1.150	Low
11-0021	Operating	10/21/13	FNMA Step Calable (10/21/11-10) 0.65 10/21/13	3136FPSE8	10/21/11	10	\$ 10,000,000	0.650	1.150	Low
11-0025	Operating	10/25/13	FHLB Step Callable (qtrly-5) 0.75 10/25/13	313371BW5	04/25/11	5	\$ 7,450,000	0.750	1.200	Low
11-0031	Insurance	10/28/13	FHLB Callable (anytime-5) 0.75 10/28/13	313371EF9	anytime	5	\$ 3,000,000	0.750	1.200	Low
11-0033	Operating	10/28/13	FHLMC Step Callable (qtrly-5) 0.50 10/28/13	3134G1WB6	04/28/11	5	\$ 5,000,000	0.625	1.200	Low
11-0055	Operating	11/15/13	FNMA Callable (11/15/11-10) 0.90 11/15/13	31398A5S7	11/15/11	10	\$ 5,000,000	0.900	1.250	Low
11-0058	Operating	11/22/13	FNMA Step Callable (11/22/11-10) 0.75 11/22/13	3136FPC62	11/22/11	10	\$ 5,000,000	0.750	1.250	Low
11-0063	Operating	12/16/13	FFCB Callable (any>12/15/11-5) 1.35 12/16/13	31331J4T7	12/16/11	5	\$ 2,500,000	1.350	1.250	Low
11-0064	Insurance	12/23/13	FHLB Step Callable (qtrly-5) 1.00 12/23/13	313371Y34	06/23/11	55	\$ 5,900,000	1.000	1.250	Low
11-0065	Operating	12/23/13	FNMA Callable (qtrly-10) 1.30 12/23/13	3136FPK97	06/23/11	10	\$ 3,300,000	1.300	1.250	Low
11-0066	Operating	12/27/13	FHLB Callable (any>6/26/11-5) 1.50 12/27/13	313372AB0	06/27/11	5	\$ 10,000,000	1.500	1.250	High
11-0079	Fin. Res	01/27/14	FNMA Step Callable (1/27/12-10) 0.75 01/27/14	3136FP3T2	01/27/12	10	\$ 4,000,000	0.750	1.300	Low
11-0083	Operating	01/27/14	FFCB Callable (any>4/26/11-5) 1.375 01/27/14	31331KAP5	04/27/11	5	\$ 5,395,000	1.375	1.300	Low
11-0056	Operating	02/18/14	FHLMC Step Callable (qtrly-5) 0.50 02/18/14	3134G1XS8	05/18/11	5	\$ 10,000,000	0.500	1.300	Low
10-0160	Operating	02/24/14	FHLB Step Callable (qtrly-5) 0.875 02/24/14	313370JA7	05/24/11	5	\$ 6,000,000	0.875	1.300	Low
11-0100	Fin. Res	03/28/14	FFCB Callable (any>3/27/12-5) 1.375 03/28/14	31331KGD6	03/28/12	5	\$ 1,500,000	1.375	1.300	Low
11-0020	Operating	04/21/14	FFCB Callable (anytime-7) 0.98 04/21/14	31331JS61	anytime	7	\$ 10,000,000	0.980	1.400	Low
11-0027	Operating	04/25/14	FNMA Callable (10/25/11-10) 1.00 04/25/14	3136FPSH1	10/25/11	10	\$ 10,000,000	1.000	1.450	Low
11-0069	Fin. Res	06/30/14	FNMA Callable (6/30/11-10) 1.65 06/30/14	3136FPY43	06/30/11	10	\$ 1,000,000	1.650	1.550	Low
11-0094	Fin. Res	09/23/14	FHLMC Callable (monthly-5) 2.05 09/23/14	3134G15Z3	06/23/11	5	\$ 3,000,000	2.050	1.750	High
10-0178	Insurance	12/30/14	FHLB Step Callable (qtrly-5) 1.00 12/30/14	3133714E3	06/30/11	5	\$ 3,500,000	1.000	1.950	Low
10-0161	Fin. Res	03/23/15	FHLB Step Callable (qtrly-5) 1.00 03/23/15	313370VT2	06/23/11	5	\$ 4,000,000	1.000	2.000	Low
10-0179	Fin. Res	09/30/15	FHLMC Step Callable (qtrly-5) 1.00 09/30/15	3134G1VB7	06/30/11	5	\$ 3,500,000	1.000	2.000	Low

# Defined Benefit Plan Summary

latest available

**FEB** FY11

	Market				Realized	Unrealized				Market
	Value		Benefit		Gain/	Gain/	Contributions			Value
	<u>31-Jan-11</u>	<u>Income</u>	<u>Payments</u>	<u>Transfers</u>	<u>(loss)</u>	<u>(loss)</u>	<u>Employer</u>	<u>Employee</u>	<u>Other</u>	<u>28-Feb-11</u>
<b><u>Equity Managers</u></b>										
<b>Large Cap:</b>										
Washington Mutual	7,686,536	0	0	0	0	249,653	0	0	0	<b>\$7,936,189</b>
Capital Guardian	0	0	0	0	0	0	0	0	0	<b>\$0</b>
Goldman	4,192,415	(7,316)	0	(4,185,101)	0	2	0	0	0	<b>\$0</b>
SSGA Wilshire 5000	18,999,009	168	0	4,206,264	0	780,532	0	0	0	<b>\$23,985,973</b>
<b>Small Cap:</b>										
Friess	415	0	0	0	0	0	0	0	0	<b>\$415</b>
Earnest Partners	10,821,492	(14,786)	0	0	68,350	351,346	0	0	1	<b>\$11,226,403</b>
<b>International:</b>										
Dodge & Cox	9,652,873	0	0	0	0	287,784	0	0	1	<b>\$9,940,658</b>
Capital Resources	11,383,501	0	0	0	0	293,432	0	0	(1)	<b>\$11,676,932</b>
SSGA Internat. Index	8,473,279	0	0	0	0	280,855	0	0	0	<b>\$8,754,134</b>
<b><u>Fixed Income Managers</u></b>										
PIMCO Total Return	21,860,145	60,089	0	0	0	60,443	0	0	0	<b>\$21,980,677</b>
SSGA Index	11,972,143	0	0	0	0	30,233	0	0	(1)	<b>\$12,002,375</b>
PIMCO IG Corp	10,400,568	43,835	0	0	0	59,375	0	0	0	<b>\$10,503,778</b>
<b><u>Real Estate</u></b>										
UBS	11,527,694	0	0	0	0	0	0	0	0	<b>\$11,527,694</b>
<b><u>Gold</u></b>										
	208,030	0	0	24,969	0	12,519	0	0	0	<b>\$245,518</b>
<b><u>Cash</u></b>										
	2,762,010	(35,075)	(780,018)	(46,132)	0	0	0	145	(1)	<b>\$1,900,929</b>
	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Total	<b>\$129,940,110</b>	<b>\$46,915</b>	<b>(\$780,018)</b>	<b>\$0</b>	<b>\$68,350</b>	<b>\$2,406,174</b>	<b>\$0</b>	<b>\$145</b>	<b>(\$1)</b>	<b>\$131,681,675</b>
	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----



## Obligations

2nd Qtr FY11

### Commercial Paper

Maturity Date	Issue Date	Par Value	Coupon %	Issue Term (Days)	Dealer
7/7/2011	1/20/2011	\$ 50,000,000	0.36%	168	JPMorgan
8/4/2011	3/24/2011	\$ 35,000,000	0.37%	133	Loop
8/25/2011	3/24/2011	\$ 15,000,000	0.38%	154	Loop
8/25/2011	3/24/2011	\$ 50,000,000	0.38%	154	Loop

Total:	\$	150,000,000	0.37%	154	
--------	----	-------------	-------	-----	--

### Bonds

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



## Major Contracts Funded by CP / Debt

2nd Qtr FY11

01014604	Abacus	Mobile Data Computers
01007732	ACT 21	NW SE LRT Build-out
01012000	Advanced Track	NW SE LRT Build-out
01010950	3I Construction	WSA Yard Paving
01011780	American Intl	OCIP, GL WC Insurance
01007571	Archerwestern Brunson	NW SE LRT Build-out
01009666	Archerwestern Herzog	NW SE LRT Build-out
01012392	Archerwestern	NW SE LRT Build-out
N/A	AT&T	LRT Build-out Utility Relo
01012966	Austin Bridge	Lisa/Perkins Double Track
01014614-2	Austin Bridge	Rowlett-1 Line Section
01015482	Austin Ribbon & Computer	Police MDC's
01011656	Barrier Systems	LBJ HOV East/West
01012081	Benchmark Environmental	Build-Out
01008589	Bombardier	Commuter Rail Vehicles
01016302	Bombardier	Commuter Rail Vehicles
01013454	Brad Oldham	Artwork
01004732	Bridgefarmer/Farradyne	HOV Projects
01016425	Caldwell Country Chev	Non-Revenue Vehicles
01016547	Calence Physical Sec.	Security
01011527	Carcon	Walnut Hill Parking exp.
01017401	Chavez Concrete	Misc. Construction On Call
N/A	Chicago Title Insurance	Rowlett Extension
01016829	Compucom Systems	Police MDC's
01017370	Compucom Systems	Police MDC's
01017669	Compucom Systems	Disaster Recovery
01017671	Compucom Systems	Disaster Recovery
01017707	Compucom Systems	Disaster Recovery
01008633	CONNEX/ATC	Paratransit Service
01015311	Dallas Harley-Davidson	HOV Vehicles
01012758	DGNO	Freight Track Relocation
01014811	DMI Corp/Decker Mech S&I	HVAC Replacement
01004187	DMJM+Harris /AECOM	NW SE LRT Build-out
01006471	F Hall Mowing	NW SE LRT Build-out
01009337	GE Transportation	NW SE LRT Build-out
01010224	GE Security	Bus Surveillance System Pilot
01008612	Gilbert May	Demo NW SE LRT Build-out
01010399	Gilbert May	WSA Annexes Upgrade
01002608	Gilbert May Inc.	Misc. Construction – Various
01011941	Gilbert May Inc.	Misc. Construction – Various
01012813	Gilbert May Inc.	CBD Level Boarding
01016053	Gilbert May Inc.	CBD Level Boarding
01016434	Gilbert May Inc.	Glenn Heights Parking Exp.
01017045	Gilbert May Inc.	Monroe Shops
01016241	Gilbert May Inc.	Love Field Improvements
01017779	Gilbert May Inc.	DART Police Facility
01018601	Gilbert May Inc.	Walnut Hill Parking
01011028	Greyhawk Tech.	Paratransit VBS Equipment
01006552	Greyhawk Tech	VBS
01006362	Halff Associates	NW SE LRT Build-out
01012080	Halff Associates	Environmental
01008130	Hensel Phelps	S & I Facility Expansion

# Major Contracts Funded by CP / Debt

2nd Qtr FY11

01008316	Herzog	TRE Rail Operating
01010371	Herzog	Railroad Signalization
01012392	Herzog	NWROF
01012577	Herzog	Lisa/Perkins & Beltline
01018043	ISH Inc.	Procurement Technology System
98000071	Itochu International	LRV's
01012392	Journeyman Construction	NWROF
01015235	Journeyman Construction	Shelters/Amenities
01016649	Journeyman Construction	Lake Highlands Station
01018394	Journeyman Construction	Monroe Shops
01014614	Kiewit, Stacy, Witback	Irving 1 & 2 LRT Build-out
01011711	Kinkisharyo	C-Cars, Cab-signals, VBS
01013706	Kinkisharyo	SLRV's
01012000	LB Foster	Track Materials
01014938	LB Foster	Track Materials
01002078	LOPEZGARCIA Group	NW SE LRT Build-out
01008975	LOPEZGARCIA Group	Build-Out
01008146	LTK Engineering	LRV's
01014813	M/A-COM Inc	Integrated Radio System
01012392	MACTON	NWROF
01003569	Malcolm Pirnie	NW SE LRT Build-out
01012392	Mass Electric	NWROF
01003568	Maxim Technologies	NW SE LRT Build-out
01012696	McCarthy	Beltline Grade Separation
01012448	McKinney Dodge	NRV's
01015378	McKinney Dodge	NRV's
01011418	Messaging Architects	Email Archive/Retrieve
01015379	Modern Track Machinery	Equipment
01011941	Mitchell	Misc. Construction
N/A	National Union Fire Ins.	Build-Out Projects
01004832	Neon Electric	Bus Passenger Amenities
01013062	Nextel Comms	NW SE LRT Build-ou
01008230	North Star Abatement	NW SE LRT Build-out
01012908	Nouveau Tech.	Network
01015627	Omega Contracting	LRT parking expansion
01015568	Omega Contracting	LRT parking expansion
01016965	Omega Contracting	Frankford Station Parking
N/A	ONCOR Electric	LRT Build-Out
01002803	Parsons Trans. Group	LRT Build-Out
00937775	Parsons Transport. Group	NW SE LRT Build-out
01009306	PB America's	CBD Study
01011831	Penaco	Tunnel Delamination
01008681	Philpott Motors	Purchase NRV's
01010787	Philpott Motors	Non-Revenue Vehicles
01012444	Philpott Motors	NRV's
01013147	Philpott Motors	NRV's
01014490	Philpott Motors	NRV's
01017277	Philpott Motors	NRV's
01012441	Planet Ford 6	NRV's
01008230	Ponce/Ice/North Star	Asbestos Abatement

# Major Contracts Funded by CP / Debt

2nd Qtr FY11

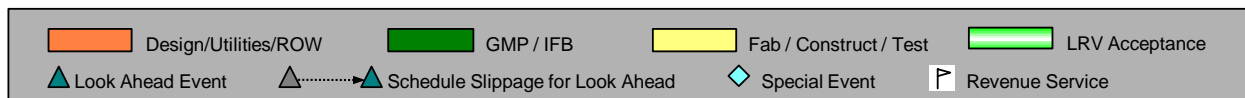
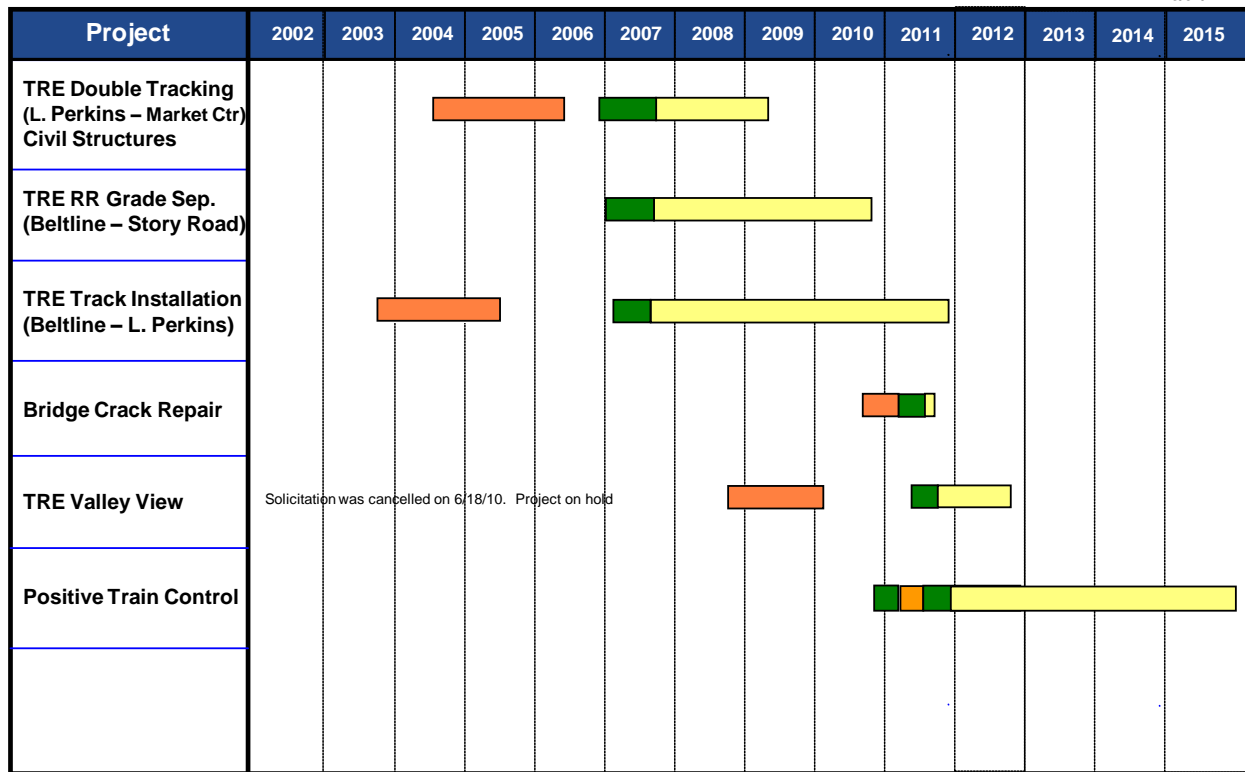
01013342	Priority Public Safety Eqp	Operating Vehicles for HOV
01009684	Progress Rail	NW SE LRT Build-out
01014938	Progress Rail	Rail Materials Build out
01016855	Progress Rail	Rail Materials Valley View
01011171	Proofrock	1401 Pacific exterior
01011114	RAK Main Place	NW SE LRT Build-out
01015530	RAK Main Place	Irv/Rowlett LRT Build-out
01011044	RAM COMM Inc	Build-Out
01015405	RELCO	TRE Vehicle Overhaul
01007671	Reliant/Texas Gen Land	LRT Utility Relo
01009684	ROCLA	NW SE LRT Build-out
01016425	Sam Packs Five Star Ford	NRV's
01016696	Sam Packs Five Star Ford	NRV's
01017015	Sam Packs Five Star Ford	NRV's
01010224	SECURENET INC	Facility Surveillance Pilot
01012105	Siemens	NW SE LRT Build-out
01014066	Solid IT Network	Agency WAN/LAN Upgrade
01012440	Southwest Intl Trucks	High Rail Equipment
01014833	Stromberg's	Passenger Amenities
01002450	Sunland/ACT 21	NW SE LRT Build-out
01014197	Telco Solutions	Telephone System Upgrade
01004732	Telvent Farradyne	TSP LRT Project
01013585	Texas Transportation Inst	LRT Signal Prioritization
01012819	Tolar Mfg	Bus shelters
01013219	Track 3	LRT Build-Out
01017103	Tranportation Technology	TRE Vehicle Overhaul
01015617	Trapeze Software	Para-trans CERT module
01016551	Trapeze Software	Trapeze Modifications
N/A	TxDOT	HOV Projects
01012000	VAE Nortrak	NW SE LRT Build-out
01011941	Vestal Builders	Misc Construction
01010179	Willis of Texas	LRT Build-Out
01012443	Windham Motors	NRV's

# Summary Working Schedule

Commuter Rail

## Commuter Rail Summary Working Schedule

3/31/11



# Cost Summary

## Commuter Rail

<b>COMMUTER RAIL Cost Summary (in millions of dollars)</b>			
	<b>Control Budget <sup>(2)</sup></b>	<b>Current Commitment <sup>(2)</sup></b>	<b>Expended to Date <sup>(1)</sup></b>
Belt Line Road Grade Separation	\$ 70.5	\$ 69.1	\$ 67.3
Lisa-Perkins Double Tracking	6.4	6.4	6.4
Valley View <sup>(3)</sup>	14.4	3.0	2.9

1) Expended to date values reflect activity through 02/28/11, as reported on DART's General Ledger.

2) Control Budget and Current Commitment reflect activity through 03/31/11.

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

# Belt Line Road Grade Separation

Commuter  
Rail

## Board Strategic Priority

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

## Description

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

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

## Status

Contract end date has been reached and punch list work is complete.

## Issues

Cracking is visible on certain portions of the bridge, creating efflorescence on the surface. Both the designer and construction contractor have been notified of the nonconformance. Painting of the remaining superstructure and removal of ballast wall work was removed from the contract. Investigation of cracking and potential mitigation options is ongoing.



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

Commuter  
Rail

**Board Strategic  
Priority**

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

**Description**

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

**Status**

Contract is closed.

**Issues**

None

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

---

**Commuter  
Rail**

<b>Board Strategic Priority</b>	I: Strive to Exceed Customer Expectations II: Manage System Development & Maintain Infrastructure
<b>Description</b>	This contract includes the procurement and installation of track for the Lisa-Perkins Double Tracking project and the Belt Line Road Grade Separation project. It also includes design, manufacture, installation, and testing of a complete signal system and modifications required to interface with the existing signal system in the Belt Line Road grade separation project.
<b>Status</b>	Remaining work continues for the Belt Line Road project only.
<b>Issues</b>	Contract has been extended due to resolution of bridge cracking and efflorescence concerns.

# Valley View to West Irving Double Tracking

Commuter  
Rail

## Board Strategic Priority

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

## Description

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

## Status

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

## Issues

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

# Track Materials Procurement for TRE Valley View Project

---

**Commuter  
Rail**

**Board Strategic  
Priority**

II: Manage System Development & Maintain Infrastructure

**Description**

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

**Status**

NTP was issued to the contractor in August 2009. Material delivery has been completed. Contract closeout is in process. Closeout is anticipated to complete in April 2011.

**Issues**

None

**Board Strategic  
Priority**

II: Manage System Development & Maintain Infrastructure

**Description**

Congress approved the Rail Safety Improvement Act of 2008 which resulted in a Federal Railroad Administration (FRA) mandate, CFR 49 Part 236 I, Positive Train Control (PTC). PTC is designed to prevent train-to-train collisions, over-speed derailments, movement of a train through a switch left in the wrong position, and incursion into an established work zone. PTC must be implemented by December 2015.

**Status**

Currently, Staff is in the final stages of negotiations with the second highest ranked proposer for a design and project management team. If agreement is not reached, a new solicitation will be considered.

Staff is working with outside legal counsel to evaluate available 220 MHz spectrum required for PTC.

LTK, DART's LRV engineering services consultant, delivered a revised cost estimate for PTC installation. A Capital Project Request Form (CPRF) was initiated to fund PTC to the level provided in the revised cost estimate.

DART received an unsolicited proposal from Railpros. The proposal is to develop an RFP document similar to the Metrolink RFP within 120 days of NTP and at a cost of \$200,000. Proposal includes assistance with technical support during procurement process and assistance with evaluation of proposals.

**Issues**

Interoperable Electronic Train Management System (I-ETMS) has not been type approved by FRA. The 220 MHz radios are not yet tested nor being manufactured. Interoperability Train Control (ITC) has not completed all interoperability standards. There is a limited vendor community. The 220 MHz spectrum will have a long lead time. There is potential for budget shortfall.









# Six-Month Look Ahead

**Commuter  
Rail**

## Commuter Rail Six Month Look Ahead

3/31/11

Project	2011					
	April	May	June	July	August	September
TRE Double Tracking (L. Perkins – Market Ctr) Civil Structures	All Construction Completed 4/9/09					
TRE RR Grade Sep. (Beltline – Story Road)						
TRE Track Installation (Beltline – L. Perkins)	Installation Continues					
Bridge Crack Repairs	Develop Specs		Procurement for Bridge Repair			
TRE Valley View	Solicitation was cancelled on 6/18/10. Project on Hold					
	Rail Manufacturing/Delivery Completed 3/31/10					
Positive Train Control	PTC Consultant Procurement Continues					

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



# Change Control Summary

## Commuter Rail

Commuter Rail - Change Control Summary

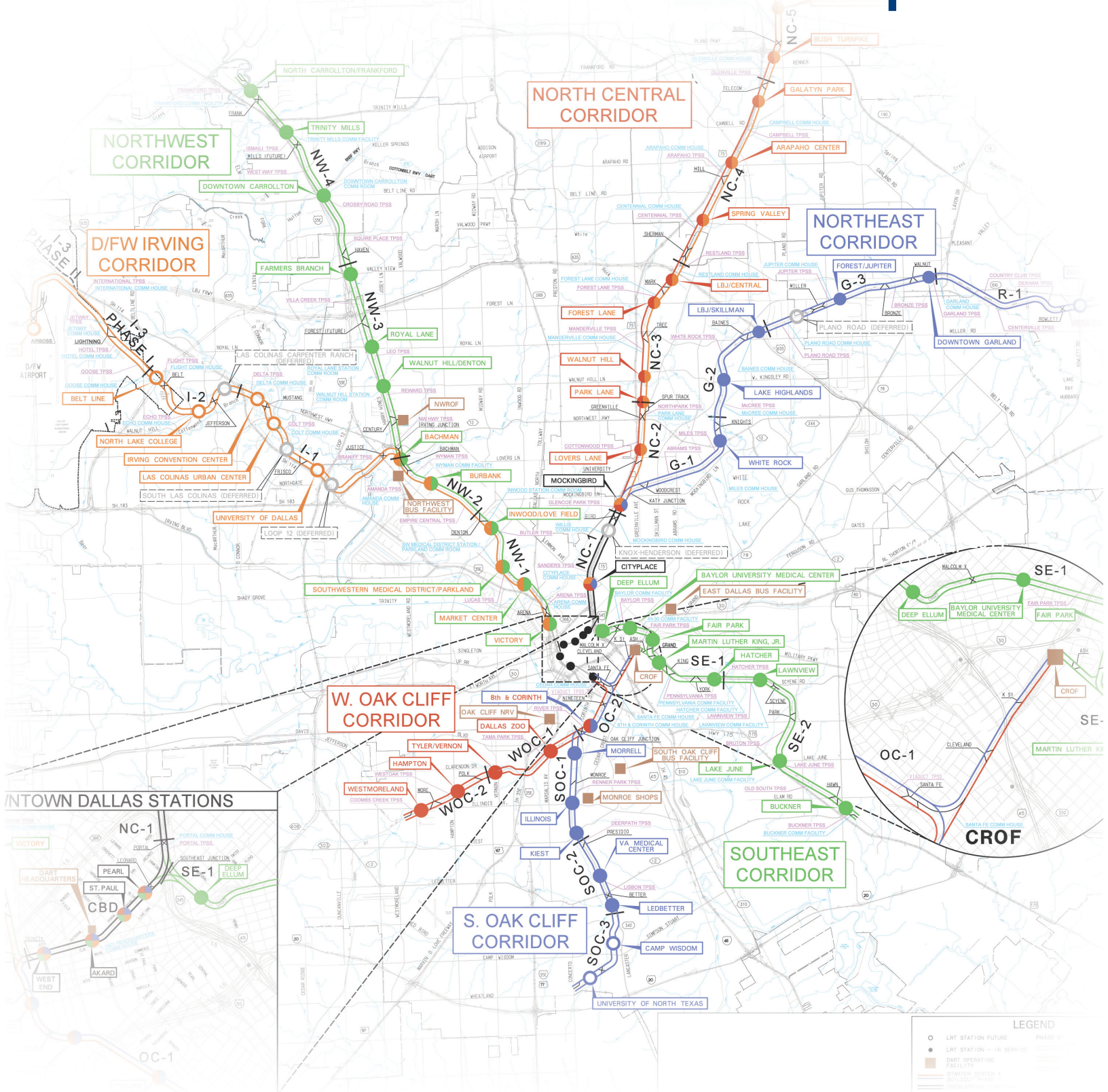
Facility/ Contract Package		Consultant/ Contractor	Approved Contract Amount (A)	Approved Contingency Allowance (B)	Total Approved Amount (C=A+B)	(note b) Executed Changes (D)	Current Contract Value (E=A+D)	Remaining Contingency Allowance (F=B-D)	Percent Contingency Used (G=D/B)	Percent Contract Comp. Note a	Summary of Activity This Period & Comments (March 2011)
TRE	Belt Line-Story Grade Separation C-1012696-01	McCarthy Building Companies	\$43,006,362	\$3,685,753	\$46,692,115	\$3,420,456	\$46,426,818	\$265,297	93%	99%	
TRE	TRE Lisa-Perkins Construction C-1012966-01	Austin Road and Bridge	\$2,910,060	\$87,302	\$2,997,362	\$51,019	\$2,961,079	\$36,283	58%	100%	
TRE	TRE LP/BL-S Trk Mtl Procure/Install C-1012577-01	Herzog	\$11,494,170	\$344,822	\$11,838,992	\$307,751	\$11,801,921	\$37,071	89%	91%	
TRE	TRE Valley View Bridge & Double Tracking Construction Pending	Pending	\$0	\$0	\$0	\$0	\$0	\$0	0%	0%	
TRE	TRE Valley View Bridge & Double Tracking Track Material C-1016855-01	Progress Rail Services	\$1,261,356	\$37,841	\$1,299,197	-\$46,032	\$1,215,324	\$83,873	-122%	100%	
TOTALS:			\$58,671,948	\$4,155,718	\$62,827,666	\$3,733,194	\$62,405,142	\$422,524			

Legend: % Contingency >= 70%

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

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

# Additional Capital Development

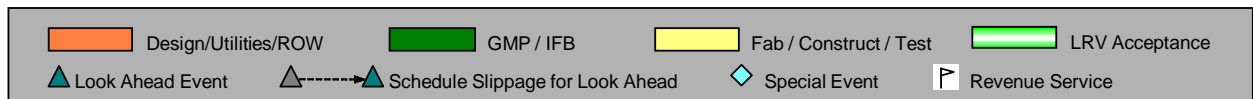
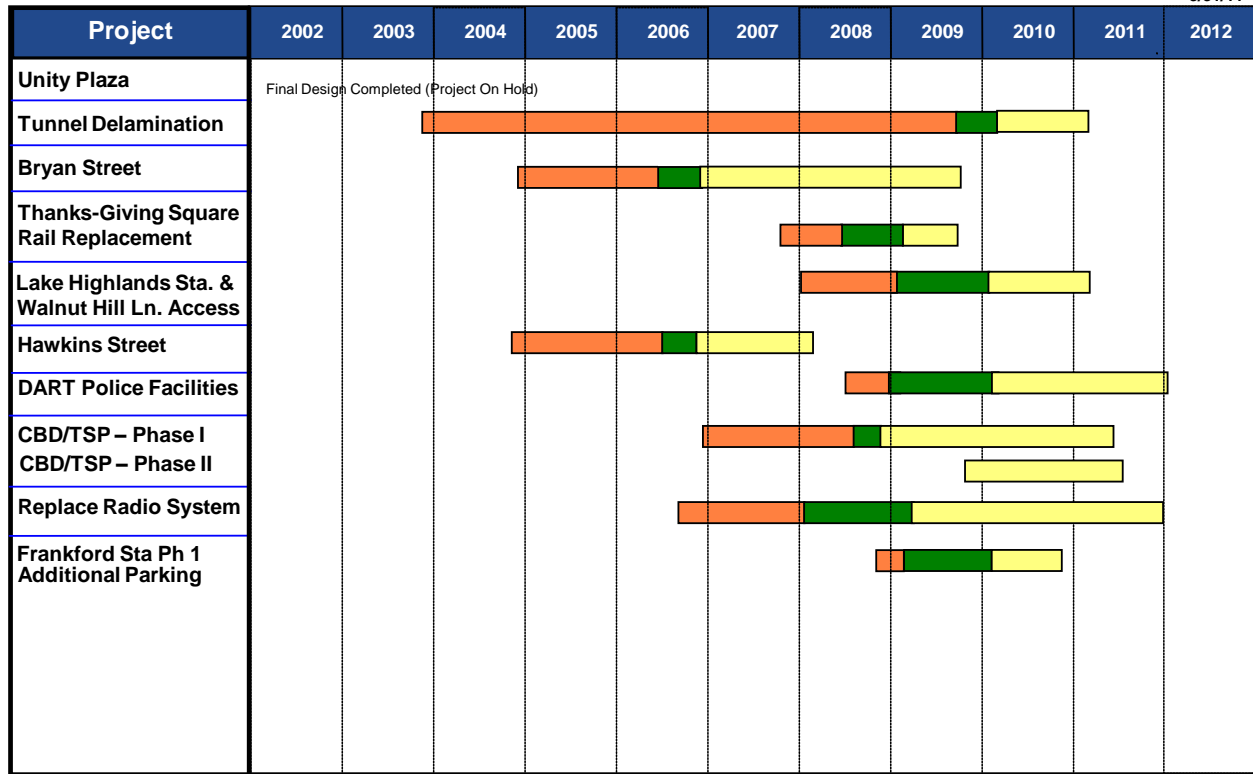


# Summary Working Schedule

## Additional Capital Development

### Additional Capital Development Summary Working Schedule

3/31/11



# Cost Summary

## Additional Capital Development

<b>ADDITIONAL CAPITAL DEVELOPMENT Cost Summary (in millions of dollars)</b>			
	<b>Control Budget <sup>(3)</sup></b>	<b>Current Commitment <sup>(3)</sup></b>	<b>Expended to Date <sup>(1)</sup></b>
Unity Plaza	\$ 0.0	\$ 0.9	\$ 0.9
Tunnel Delamination	4.5	3.5	3.0
Bryan Street <sup>(2)</sup>	30.8	28.2	23.1
Hawkins Street	23.2	23.9	22.0
Thanks-Giving Square Rail Replacement	2.0	1.7	1.7
Lake Highlands Station <sup>(4)</sup>	13.4	10.5	10.6
DART Police Facilities	35.0	24.9	20.2
Monroe Shops – Pre-Development	2.3	2.3	2.2
Frankford Road Additional Parking	7.1	5.7	5.4

1) Expended to Date values reflect activity through 02/28/11, as reported on DART's General Ledger.

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

3) Control Budget and Current Commitment values are reflected as of 03/31/11.

4) Expended to Date value includes Grant Payment to NCTCOG of \$1.03M that is not included in the scope of this project.

**Board Strategic  
Priority**

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

**Description**

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

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

**Status**

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

**Issues**

The coordination with the other stakeholders is ongoing.

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

# North Central Tunnel Delamination Repair & Monitoring

Additional Capital  
Development

## Board Strategic Priority

II: Manage System Development & Maintain Infrastructure

## Description

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

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

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

## Status

Contractor has completed installation of tunnel drains and shotcrete repair work. Additional drainage continues to be installed to minimize future maintenance.

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

## Issues

None



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

**Additional Capital  
Development**

## **Board Strategic Priority**

II: Manage System Development & Maintain Infrastructure

## **Description**

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

## **Status**

One issue for track construction remains. (See below.)

## **Issues**

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



# Track Materials Procurement - Bryan/Hawkins Junction

---

**Additional Capital  
Development**

**Board Strategic  
Priority**

II: Manage System Development & Maintain Infrastructure

**Description**

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

**Status**

Contract is closed.

**Issues**

None

---

<b>Board Strategic Priority</b>	II: Manage System Development & Maintain Infrastructure
<b>Description</b>	Lake Highlands Station will be located at the northwest corner of Walnut Hill and White Rock Trail along the existing Northeast Corridor, between White Rock Station and LBJ/Skillman Station.
<b>Status</b>	<p>The Lake Highlands project is being designed and constructed in two parts.</p> <p><b><u>Contract 1 – Station Construction</u></b> Station is substantially complete and opened for revenue service on December 6, 2010. Punch list work is nearing completion.</p> <p><b><u>Contract 2 – Walnut Hill Lane Access</u></b> NTP was issued in July 2010. Sidewalk installation is complete. Contract closeout is nearing completion.</p>
<b>Issues</b>	None

# Valencia Development (Midtown Blvd. Crossing)

**Additional Capital  
Development**

**Board Strategic  
Priority**

II: Manage System Development & Maintain Infrastructure

**Description**

The Valencia Development project will provide a new at-grade crossing on North Central Corridor Line Section NC-3 at Midtown Blvd., thus connecting the development planned for the property on both sides of the LRT right-of-way. The existing Oncor crossing will be closed prior to opening the new crossing at Midtown Blvd. Project funding will be from sources other than DART.

**Status**

Proposed contractor has been selected and information has been sent to the City of Dallas and the developer for their approval. Recently, the developer requested additional time to review and evaluate the proposed contract. As a result, a letter was sent to the developer on March 11, 2011, extending the deadline for their final decision.

**Issues**

Bids were submitted on February 1, 2011, for the Midtown Blvd. crossing solicitation. The Firm Offer Period is 120 calendar days, which ends June 1, 2011. Currently, DART is waiting for a decision from the developer no later than April 15, 2011.

### Board Strategic Priority

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

### Description

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

### Status

#### Monroe Shops

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

#### Contract 1 – Demolition and Major Structures

Contract was substantially completed on March 17, 2010. The contract closeout process is nearing completion.

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

Cast stone parapet caps have been installed. Installation of storefronts and corrugated metal openings is complete. Gas and permanent electrical power installation, with related heat and air conditioning, is complete. Electrical, raised floor, HVAC, dry wall frames, fire sprinklers, elevators, and plumbing work is complete. Masonry repair is complete on interior and exterior walls and the parapet. The grates around the trolley have been installed. Final flashing and caulking of exterior windows is complete. Punch list work is in progress

A temporary Certificate of Occupancy (TCO) was granted on March 17, 2011. Activities continue to obtain a Certificate of Occupancy (CO).

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

Finished sheetrock, painting and tile work are complete on the second and third floors. Punch list work is in progress. Completion of contract finishes continued through March 2011.

#### Move Furniture & Equipment

Moving, delivery and installation of existing and new furnishings and equipment was completed by the March 21, 2011, occupancy date. Minor “settling in” activity continued during March 2011.

#### IT/Telecom

Installation of IT/Telecom equipment and connections was done by March 21, 2011, move-in date. Minor activity continued during March 2011.

#### Real Estate

Real Estate met DART’s end of the lease requirements by March 31, 2011. The usable portion of the existing fence at 1333 Stemmons will be removed and installed at the Northeast Police Substation and K-9 holding area secured parking lot.

---

**Status (Continued)**    **Northeast Police Substation and K-9 Facility**

An RFP for a smaller, less expensive facility is scheduled to be received on April 5, 2011.

**Northwest Police Substation**

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

**Issues**    **Monroe Shops**

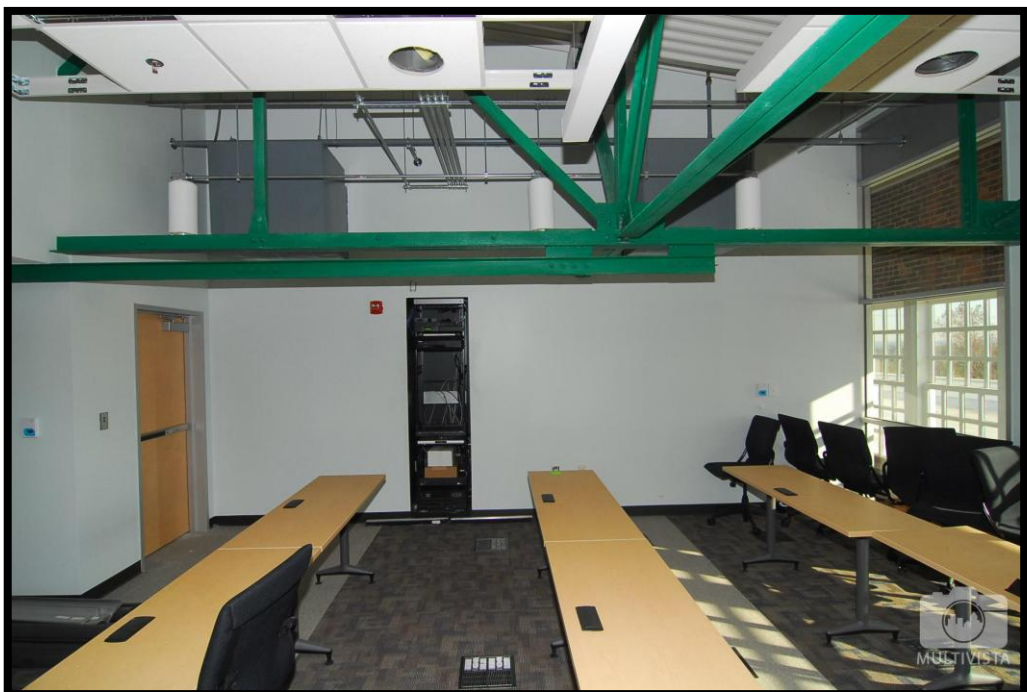
The storefront opening off the lobby at the Monroe Shops facility has been replaced with a roll-up door to facilitate any future trolley moves. This issue is resolved.

Challenges with meeting all building fire codes with a historic building have been ongoing.



Atrium

Training Room



# Frankford Station Additional Parking

## Additional Capital Development

<b>Board Strategic Priority</b>	I: Strive to Exceed Customer Expectations II: Manage System Development & Maintain Infrastructure
<b>Description</b>	<p>Frankford Station additional parking is located adjacent to the North Carrollton/Frankford DART LRT station at the northeast corner of Trade Center Drive and Frankford Road in Carrollton, Texas.</p> <p>The additional parking is a requirement placed on the transit-oriented development (TOD) site approval for the Northwest Corridor Line Section NW-4 during the permitting process by the City of Carrollton. The additional parking requirement is set for 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.</p>
<b>Status</b>	Punch list is complete. Closeout is in progress.
<b>Issues</b>	None



# CBD/ Traffic Signal Priority (TSP) System

**Additional Capital  
Development**

## **Board Strategic Priority**

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

## **Description**

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

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

## **Status**

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

COD agreed to have single Uninterruptible Power Supply (UPS), which backs up traffic signals, wireless network, and the peer-to-peer (P2P) communications between traffic signals. UPS bids have been received and are being evaluated by the team.

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

DART staff identified several time-saving ideas that, if implemented, will enhance SE Junction mobility. Rail Program Development (RPD) implemented the logic to allow 10S signal to release train toward Pearl once the train at Pearl is detected to move out of the Pearl Station.

COD started the development of the Concept of Operation for the advanced traffic signal controller for the CBD LRT corridor area.

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

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

# Agency-Wide Radio & Related Communications Systems Replacement

Additional Capital Development

## Strategic Plan Consideration

II: Manage System Development & Maintain Infrastructure

## Description

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

## Status

Detailed vehicle surveys were conducted in February 2010, culminating with draft installation concept drawings for all bus types. The overall approach has been reviewed and tentatively approved by DART. Pilot bus installations (12 vehicles) are expected to start April 4, 2011. In preparation for the pilot runs, The contractor (Trapeze) is travelling all test bus routes using a van outfitted with a complete CAD/AVL hardware suite. This is to prove out GPS data on stops, signage, announcements, etc.

CAD/AVL installations at Bus Dispatch, including furniture, workstations, and wall display, are substantially complete. Trapeze has a permanent on-site engineer at Bus Dispatch to begin configuration and on-the-job training.

As of January 2011, 20 control stations, 1,820 portables, 616 mobiles, and 50 vehicle tactical network (VTAC) radios and associated equipment have been delivered to the contractor's (Harris) facility in Rowlett, Texas.

Non-Review Vehicle (NRV) installations have been substantially completed (175). NRV installation facility has been closed and installation crews de-mobilized. A few NRV stragglers will be completed later when they become available.

DART Police (DPOL) vehicle installations (111) have been substantially completed, with the last four vehicles to be completed at a later date when they become available. DPOL installation facility has been closed and installation crews de-mobilized.

An LRV "first of kind" was performed at the NWROF. This successful dry-run was to prove installation procedures, equipment, and form-fit. The contractor began radio installations in the remaining ~114 vehicles at

# Agency-Wide Radio & Related Communications Systems Replacement

Additional Capital Development

**Status (continued)** the end of March 2011. First they will finalize Installation Work Plans (IWPs) by installing in one of each of the four different “lots” of LRVs. Then installations will start up in earnest.

Contractor-provided training began in late March 2011 for all RRP Subsystems. Most classes will be completed by the end of April 2011. The one major exception is CAD/AVL Dispatcher Advanced Training, which is scheduled to occur a few months after DART dispatchers become familiar with day-to-day use of new software.

A site survey of the tunnel and meetings with Bidirectional Amplifier (BDA) manufacturer ANDREW were held to finalize details of IWPs for tunnel work. This effort should begin in early May 2011.

About 95% of all IWPs for equipment installation and numerous DART facilities have been approved.

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

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

- The tower foundation for Buckner was constructed beginning September 21, 2010. Tower was stacked during the week of October 4, 2010. All work at Buckner is now substantially complete.
- The tower foundation for Arapaho was constructed beginning October 14, 2010. Tower was stacked during the week of October 25, 2010. All work at Arapaho is now substantially complete.
- The tower foundation for Trinity Mills Road was constructed October 12, 2010. Tower was stacked and a new Radio House was placed on site by the end of November 2010. All work at Trinity Mills Road is now substantially complete.

**Issues** None

### Board Strategic Priority

II: Manage System Development & Maintain Infrastructure

### Description

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

### Status

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

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

### Issues

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

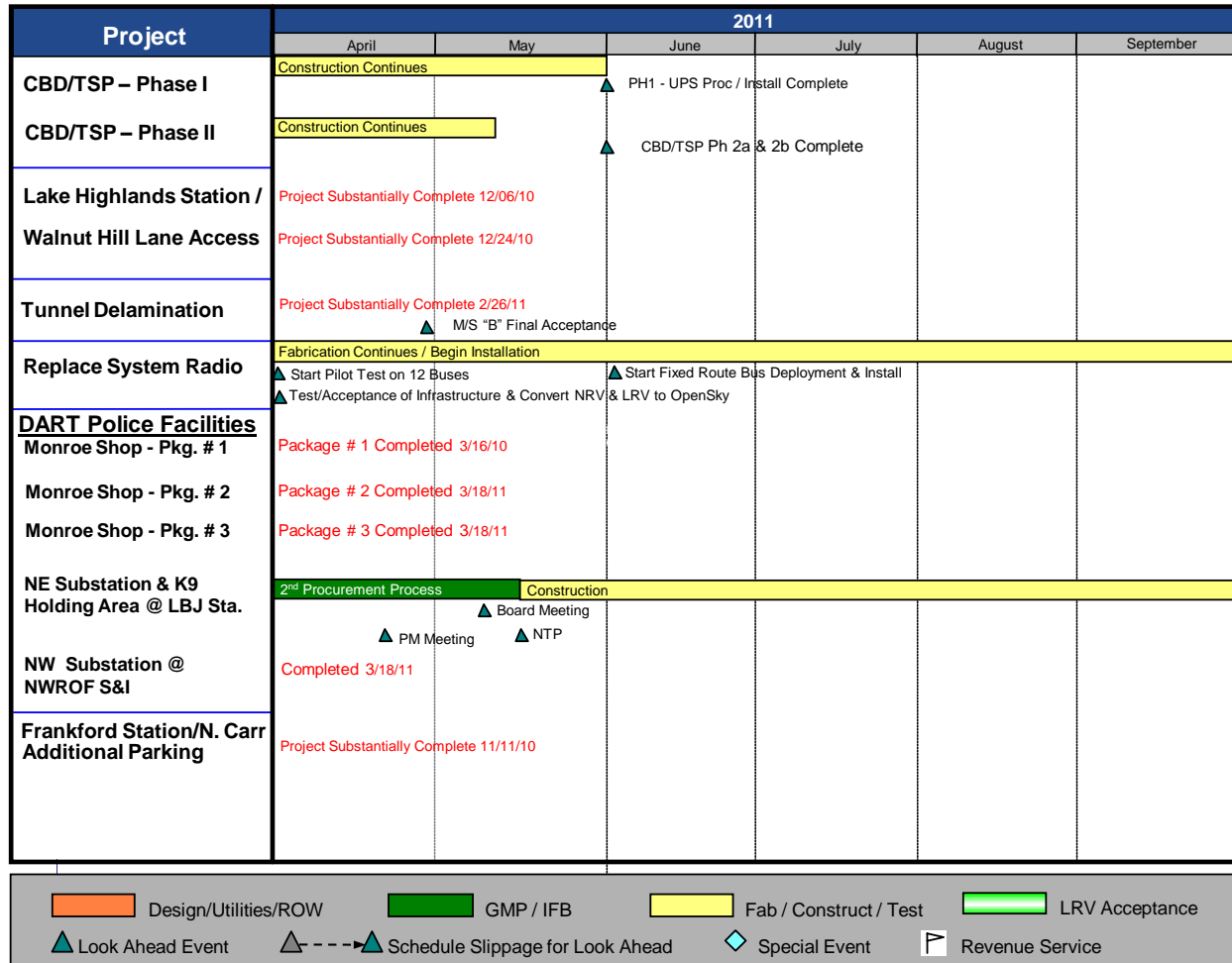
DART is taking the lead in developing a new technology rail vehicle that will be Federal Railroad Administration (FRA) compliant, yet have light rail characteristics and size.

# Six-Month Look Ahead

## Additional Capital Development

### Additional Capital Development Six Month Look Ahead

3/31/11



# Change Control Summary

## Additional Capital Development

### Additional Capital Development - Change Control Summary

Facility/ Contract Package		Consultant/ Contractor	Approved Contract Amount	Approved Contingency Allowance	Total Approved Amount	(note c) Executed Changes	Current Contract Value	Remaining Contingency Allowance	Percent Contingency Used	Percent Contract Comp.	Summary of Activity This Period & Comments (March 2011)
			(A)	(B)	(C=A+B)	(D)	(E=A+D)	(F=B-D)	(G=D/B)	Note b	
Misc Facilities	NC-1 Tunnel Delamination C-1017790-01	Gibson & Associates	\$728,850	\$109,328	\$838,178	\$0	\$728,850	\$109,328	0%	68%	
Unity Plaza	Design C-1003727-01	RTKL Assoc.	\$1,053,766	\$105,377	\$1,159,142	\$0	\$1,053,766	\$105,377	0%	100%	Design complete
	Construction TBD	TBD	\$0	\$0	\$0	\$0	\$0	\$0	0%		IFB deferred
Thanksgiving Square Rail Mtl.	Rail Procurement C-1015411-01	Progress Rail Services	\$289,254	\$14,463	\$303,717	\$8,800	\$298,054	\$5,663	61%	100%	
Thanksgiving Square Const.	Rail Replacement C-1015926-01	Herzog	\$1,074,882	\$85,991	\$1,160,873	\$72,818	\$1,147,700	\$13,173	85%	100%	
Bryan/Hawkins Construction	Construction C-1007571-01	Archer/Western Brunson/Carcon	\$35,893,496	\$1,823,750	\$37,717,246	\$1,290,054	\$37,183,550	\$533,696	71%	99%	Note a
Bryan/Hawkins Track Material	Lots 1 & 2 C-1009684-01	Progress Rail	\$2,761,480	\$110,460	\$2,871,940	-\$78,359	\$2,683,121	\$188,819	-71%	100%	
CCTV Equipment - Fixed	CCTV C-1016547-02	Calence, LLC	\$3,456,393	\$345,640	\$3,795,788	\$159,639	\$3,616,032	\$186,001	46%	44%	
DART Police Facilities Package 1	C-1017045-01	Phillips/May Corporation	\$3,797,333	\$493,653	\$4,290,986	\$489,092	\$4,286,425	\$4,561	99%	100%	
DART Police Facilities Package 2	C-1017779-01	Phillips/May Corporation	\$13,074,333	\$1,699,663	\$14,773,996	\$604,153	\$13,678,486	\$1,095,510	36%	88%	
DART Police Facilities Package 3	C-1018394-01	Journeyman	\$1,264,950	\$101,196	\$1,366,146	\$0	\$1,264,950	\$101,196	0%	35%	
DART Police Facilities FF&E Procurement	Procurement/Commodities C-1018842-01	BKM Total Office Texas BR-100138	\$603,608	\$0	\$603,608	\$0	\$603,608	\$0	0%	0%	
DART Police Facilities FF&E Procurement	Procurement/Commodities C-1018842-02	BKM Total Office Texas	\$38,524	\$0	\$38,524	\$0	\$38,524	\$0	0%	0%	
DART Police Facilities NE Facility	NE Facility Construction Pending	KCI/3i LLC	\$2,228,667	\$178,293	\$2,406,960	\$0	\$2,228,667	\$178,293	0%	0%	
Lake Highlands Station	Construction C-1016649-01	Journeyman	\$6,926,292	\$554,103	\$7,480,395	\$152,993	\$7,079,285	\$401,110	28%	94%	
Walnut Hill Lane Access to Lake Highlands	Construction C-1018841-01	CPS Civil LLC	\$382,050	\$38,205	\$420,255	\$0	\$382,050	\$38,205	0%	96%	
Frankford Sta Addl Parking	C-1016965-01	Omega Contracting Base plus Option 2	\$2,884,803	\$230,776	\$3,115,579	\$107,491	\$2,992,294	\$123,286	47%	96%	
TOTALS:			\$76,458,680	\$5,890,898	\$82,343,333	\$2,806,681	\$79,265,362	\$3,084,216			

Legend: % Contingency >= 70%

Notes:

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



### Strategic Priorities

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

### Description

The Bicycle / Pedestrian Program Development is an effort to create more awareness of using a bike or your feet paired with the DART transit system to make your daily commute or any other trip needed.

### Accomplishments

- Staff has worked closely with the City of Dallas to produce the Dallas 2011 Bike Plan. The plan identified more than 1,000 miles of on and off street bike facilities that can connect into the DART transit system.
- Staff has also worked with City of Plano in developing a bike route from Parker Rd. Station to the Live Green Expo.
- Participated in Tour Dallas.
- Contributed efforts to grants submissions for local non-profits like Groundwork Dallas for trail connectivity to DART system.
- Met with Friends of KATY Trail and Friends of Santa Fe Trail. Both facilities have access points to DART LRT that need to be enhanced.
- Working with Dallas County on a Northwest County needs assessment study that includes bike facilities.

### Issues

- Program has no budget therefore most DART effort has to be in kind with other entities and non-profits.
- As gas prices increase, may create more bike demand than current system can support.
- Waiting for installation of 142 new bike lids for storage at LRT Stations.

### Schedule

- Ongoing

### Project Manager(s)

John Quinn

# Construction & Installation of Standard Shelters

## Service Planning and Scheduling

### Strategic Priorities

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

### Description

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

### Accomplishments

- 2Q11: Installed 17 new shelters (see note below)
- 1Q11: Installed 25 new shelters (see note below).
- 4Q10: Installed 54 new shelters (Target Exceeded)
- 3Q10: Installed 51 new shelters (Target Exceeded)
- 2Q10: Installed 40 new shelters (Target Exceeded)
- 1Q10: Installed 59 new shelters (Target Exceeded)
- 4Q9: Installed 75 new shelters (Target Exceeded)
- 3Q9: Installed 48 new shelters (Target Exceeded)
- 2Q9: Installed 31 new shelters
- 1Q9: First shelter installations under new contract began: 18 shelters installed.
- Exercised first year option on Tolar bus shelter contract.
- Continued bi-monthly summit meeting to improve efficiency in communication between Passenger Support Facilities and Facilities Maintenance.

### Issues

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

# Construction & Installation of Standard Shelters

---

## Service Planning and Scheduling

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

**Project Manager(s)** Ruth Cooper

### Strategic Priorities

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

### Description

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

### Accomplishments

- 2Q11: Solicitation scheduled to go out April 5, 2011, with Glenn Heights added to solicitation as bid option.
- 1Q11: Prepared procurement plan. Solicitation scheduled to be put out to bid in January 2011. RFI responses received and comments and questions informed subsequent RFP process.
- 4Q10: Delivered final scope of work to Procurement and initiated RFI/RFP solicitation process
- 4Q10: Board Approved Maximum Rates
- 4Q10: Hearing Held on Maximum Rates
- 4Q10: Board Approved Demonstration Project and Calls for Public Hearings on Maximum Rates
- 3Q10: Staff briefs Planning Committee on Paid Parking Demonstration Project

### Issues

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

gas prices and lots of extra parking lot capacity may delay opportunity for optimal financial results.

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

### **Schedule**

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

### **Project Manager(s)**

Todd Plesko/Rob Parks

### Strategic Priorities

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

### 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

- 2Q11: The Vanpool Program currently has applications to fill 190 vanpools. This is 8 vans shy of our FY11 target of 198. With current fuel prices continuing to rise, we feel confident that this goal will be easily met.
- 1Q11: NCTCOG has approved program funding at 45%. The participant fee was increased from 45% to 55%.
- 4Q10: Vanpool ridership up 3.2% from previous year (Up 5 Vanpool groups from previous year).
- 3Q10: Vanpool ridership up 3.6% from previous year (Up 7 Vanpool groups from previous year).
- 2Q10: Vanpool ridership up 12% from previous year (Up 9 Vanpool groups from previous year).
- 2Q10: Successfully awarded 4-year contract with 1-year option with current vendor EAN Holdings (AKA Enterprise).
- 1Q10: Vanpool ridership up 10.8% from previous year (Up 28 Vanpool groups from previous year).

### Issues

- 2Q11: The NCTCOG is having difficulty with the FTA in securing funding for the vanpool program for FY12. The NCTCOG and FTA continue to negotiate an issue regarding the current funding formula on charged man-hours. Should the COG fail to get funds for vanpools, they will pull a percentage of the ETR (Employee Trip Reduction) money and use it to subsidize vans. But, this may not be at the 45% we've been accustomed to. This would result in an increase in the lease price per van.
- 4Q10: Currently working on funding scenarios with the NCTCOG. We are anticipating that the NCTCOG continues to fund the program at 45% (pending).
- 3Q10: Vanpool Contract: Enterprise has requested a 60 extension on deliverables (vans). No negative impact on service expected. 50% of the fleet has been delivered.

- 3Q10: Minor spec discrepancies noted on new vans delivered. Contracting is re-negotiating the spec changes. No negative impact on program expected.

### Schedule

- 2Q11: The vanpool staff will partner with Marketing and host several Earthday events in late April. This is a push to move the last 8 vans targeted for FY11.
- 2Q11: Marketing will be releasing a new vanpool campaign utilizing vanity license plates. Scheduled for May 2011.
- 1Q11: Marketing is developing a vanpool marketing campaign to push/attain vanpool goal in FY11.
- 4Q10: Vanpool program will increase the monthly lease price of vanpools in the first quarter of FY11 to comply with cost cutting goals. Date and amount dependent of the NCTCOG's contribution, pending further disposition.
- 3Q10: Transition of new vanpool fleet extended to July 2010.
- 3Q10: Transition of new vanpool fleet projected to be completed by 31 May 2010.
- 2Q10: Executing new vanpool contract and deliverables.
- 2Q10: Vanpool Contract award recommendation will be presented to the Board during the Planning Committee meeting January 26, 2010.
- 1Q10: NCTCOG/DART Vanpool ILA for Vanpool funding to be presented to the Board Planning Committee October 27, 2009.

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



---

<b>Strategic Priorities</b>	Priority I: Strive to Exceed Customer Expectations Priority II: Manage System Development and Maintain Infrastructure
<b>Description</b>	<p>DART is in the process of initiating better, enhanced, and rapid bus corridors in its non-rail areas or areas that will not be served by rail for the next 15-20 years. Implementing enhanced bus corridors will allow for increased bus ridership and reduce travel time by minimizing the following various forms of delay:</p> <ul style="list-style-type: none"><li>• General congestion</li><li>• Traffic signals</li><li>• Obstruction by other vehicles turning right</li><li>• Passenger stops</li></ul>
<b>Accomplishments</b>	<ul style="list-style-type: none"><li>• 2Q11: Completed Member City Survey</li><li>• 2Q11: Completed Corridor Congestion Analysis</li><li>• 1Q11: Completed Tier I Analysis.</li><li>• 1Q11: Begin Tier II Analysis.</li></ul>
<b>Issues</b>	<ul style="list-style-type: none"><li>• None at this time</li></ul>
<b>Schedule</b>	<ul style="list-style-type: none"><li>• 1Q11: Consultant will complete project schedule, complete corridor survey and analysis, and complete Phase I of Enhanced Bus Corridor rankings.</li><li>• 2Q11: Complete final phase of Enhanced Bus Corridor rankings and complete Enhanced Bus report.</li></ul>
<b>Project Manager(s)</b>	Jennifer Jones

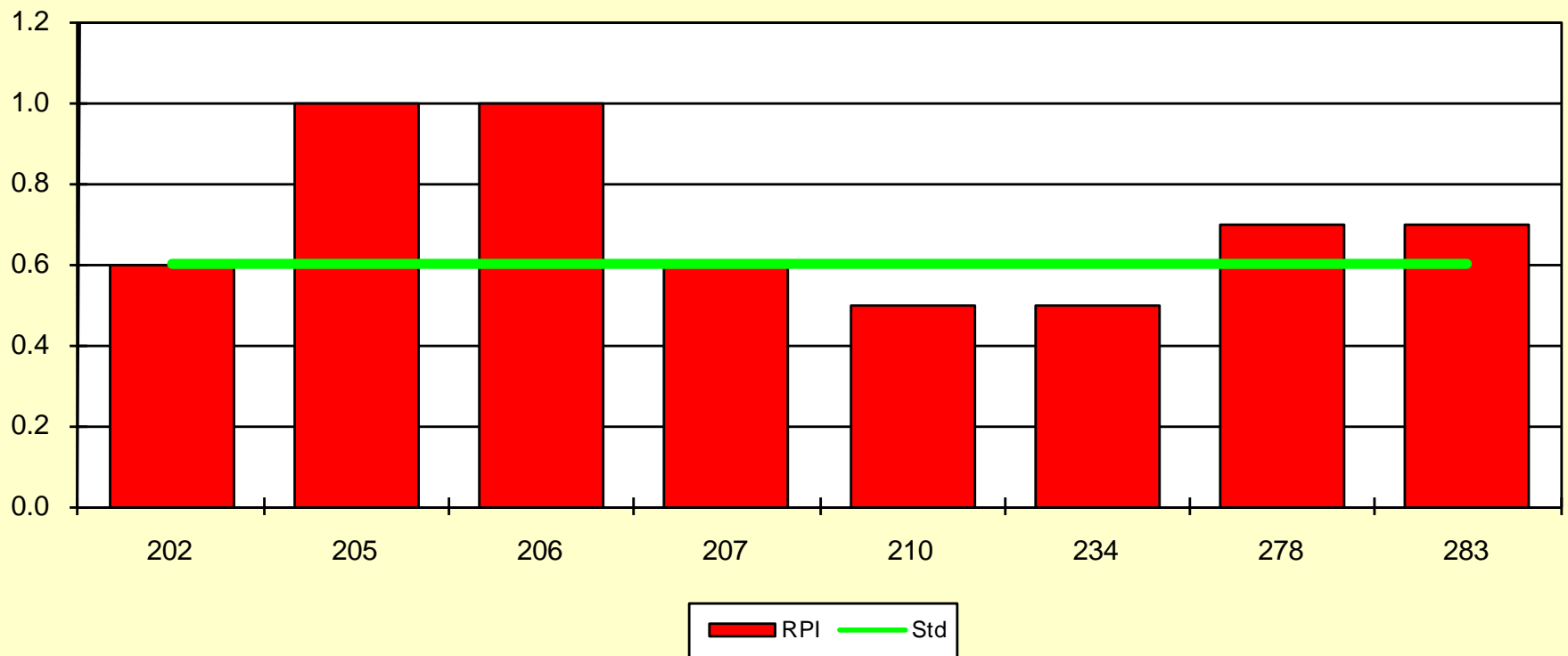
# FY 2011 Score Card

## Five-Year Action Plan

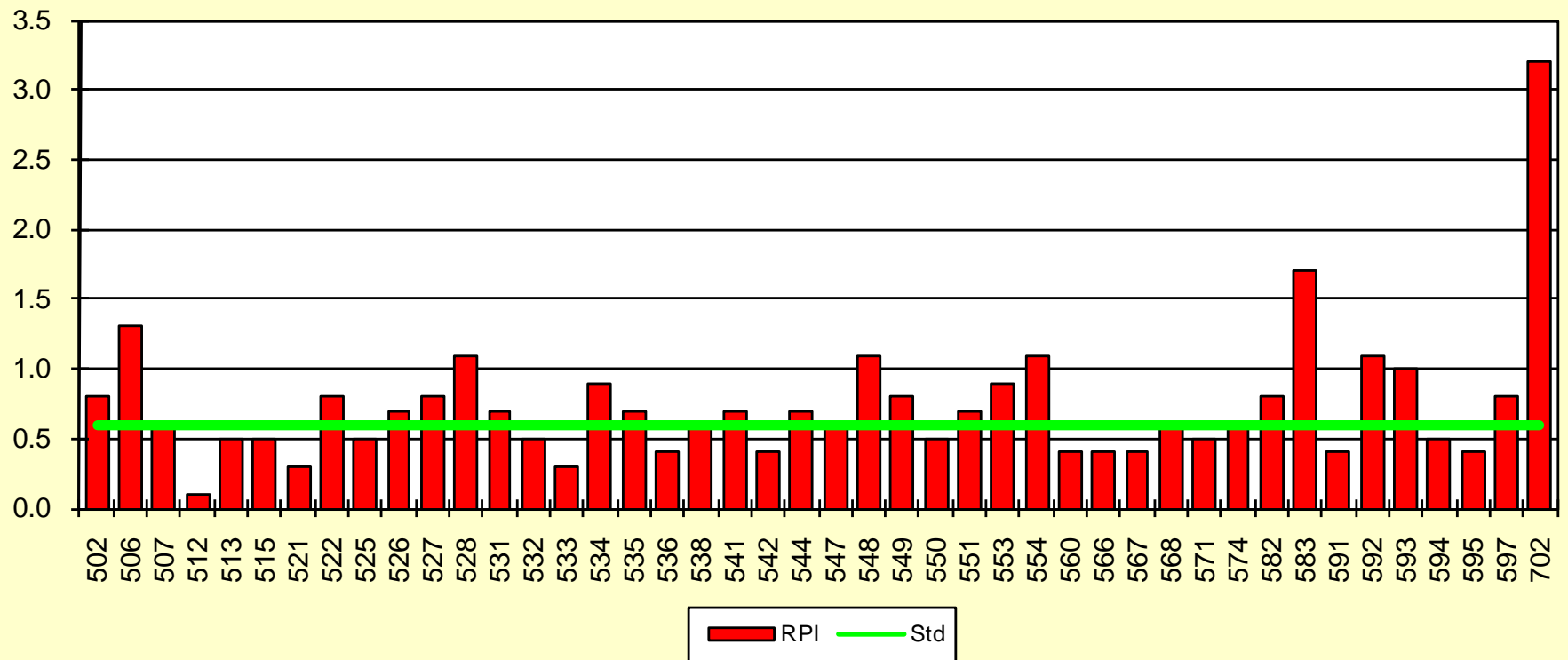
### Service Planning and Scheduling

Objectives	Services	Activities
<b>INCREASE RIDERSHIP</b>		
<ul style="list-style-type: none"> <li><b>Expand Services</b></li> </ul>	Green Line	Fixed-route ridership increased in the first quarter. Total Bus, Light Rail and TRE ridership grew by 5.0 percent on the strength of the Green Line expansion. Bus system ridership decreased by 5.2 percent, in large part because of extreme weather conditions, Light Rail ridership was up 28.2 percent for the quarter and TRE ridership remained weak, decreasing by 2.7 percent. The Green Line expansion's added 1.5 million riders in the quarter was offset somewhat by decreases in Blue and Red Line ridership, leaving a net increase of just under 1.2 million riders.
	Feeders to Transit Centers and Stations	The Green Line Bus Feeder Plan was implemented on December 6. Strong ridership was observed on many of the restructured routes. Rail Feeder route ridership increased by 43.1 percent in the quarter as a result of the shift of many former Local route riders and the attraction of new riders to the Green Line feeder routes. Work continued on development of the Orange Line Feeder Plan and other service changes that will be implemented in FY 12 and FY 13.
<ul style="list-style-type: none"> <li><b>Improve Customer Waiting Conditions</b></li> </ul>	Improved Passenger Support Facilities	The Standard Shelter Program included the installation of approximately 17 shelters in the 2nd quarter 2011. 42 shelters have been installed under the contract in FY 2011. Solar Panels were installed to 60 existing shelters.
<b>IMPROVE COST EFFECTIVENESS</b>		
<ul style="list-style-type: none"> <li><b>Implement Efficiencies</b></li> </ul>		
	DART On-Call Non-Traditional service	Ridership on Flex routes was down by 5.9 percent in the second quarter. Some minor modifications to the North Dallas On Call service are being considered for FY 2011.
	New DART On Call programs: flexible routes and late night/weekend services	FLEX services have been relatively constant in the past couple of years; planning work is under way for FLEX changes that would be implemented in FY 12 and FY 13.
	Site-specific Shuttles	DART will continue to partner with employers to provide innovative transit connections between the DART system and potential trip generators. No additional changes to report so far for FY 11.
	Non-Traditional Vanpool Service (E-Shuttle)	Vanpool requests are starting to increase, aided by improvements in the economy and slight gasoline price increases. As of the end of Q1 over 180 vans were in operation.
	Service Changes	Service changes for FY 2011 were implemented on December 6th, including extension of the Green Line LRT, significant rail schedule changes, and a major bus service restructuring. Staff worked on relatively minor changes planned for September 2011.

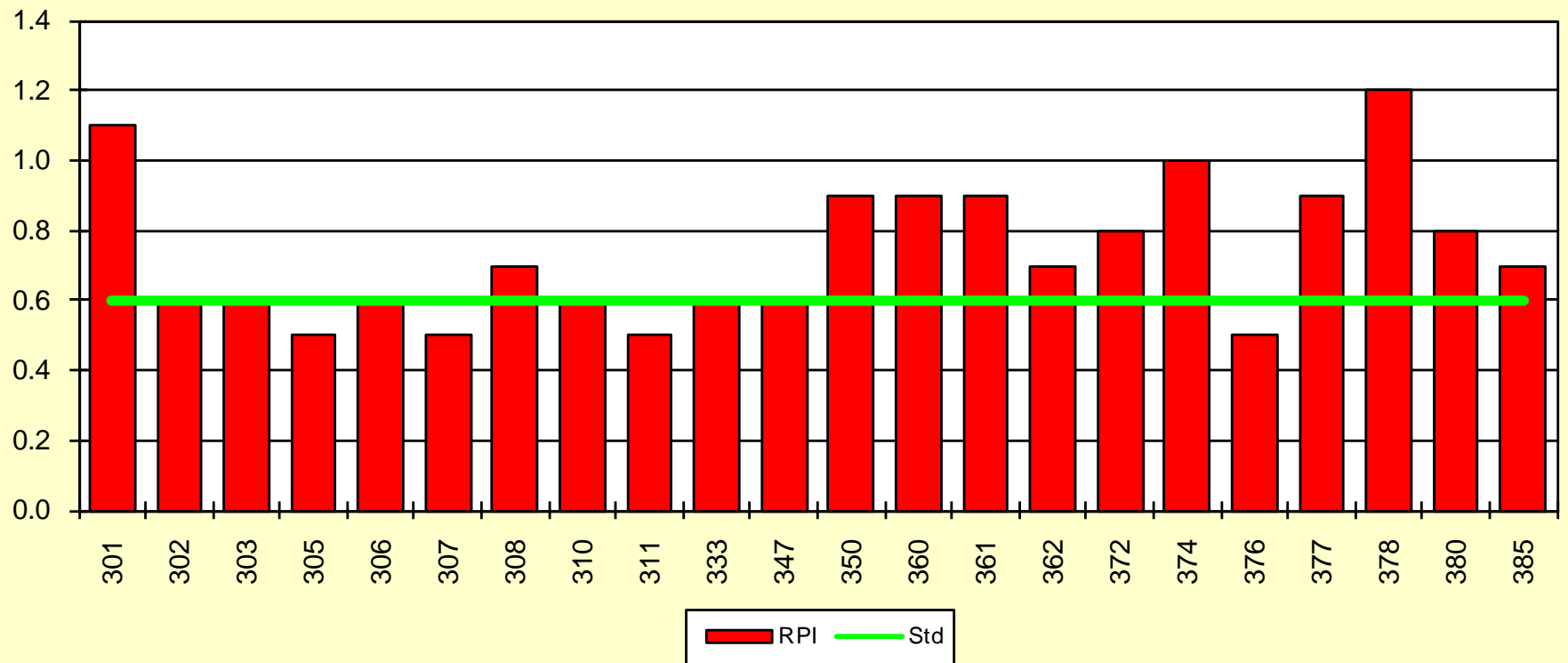
**Route Performance Index**  
Express Routes



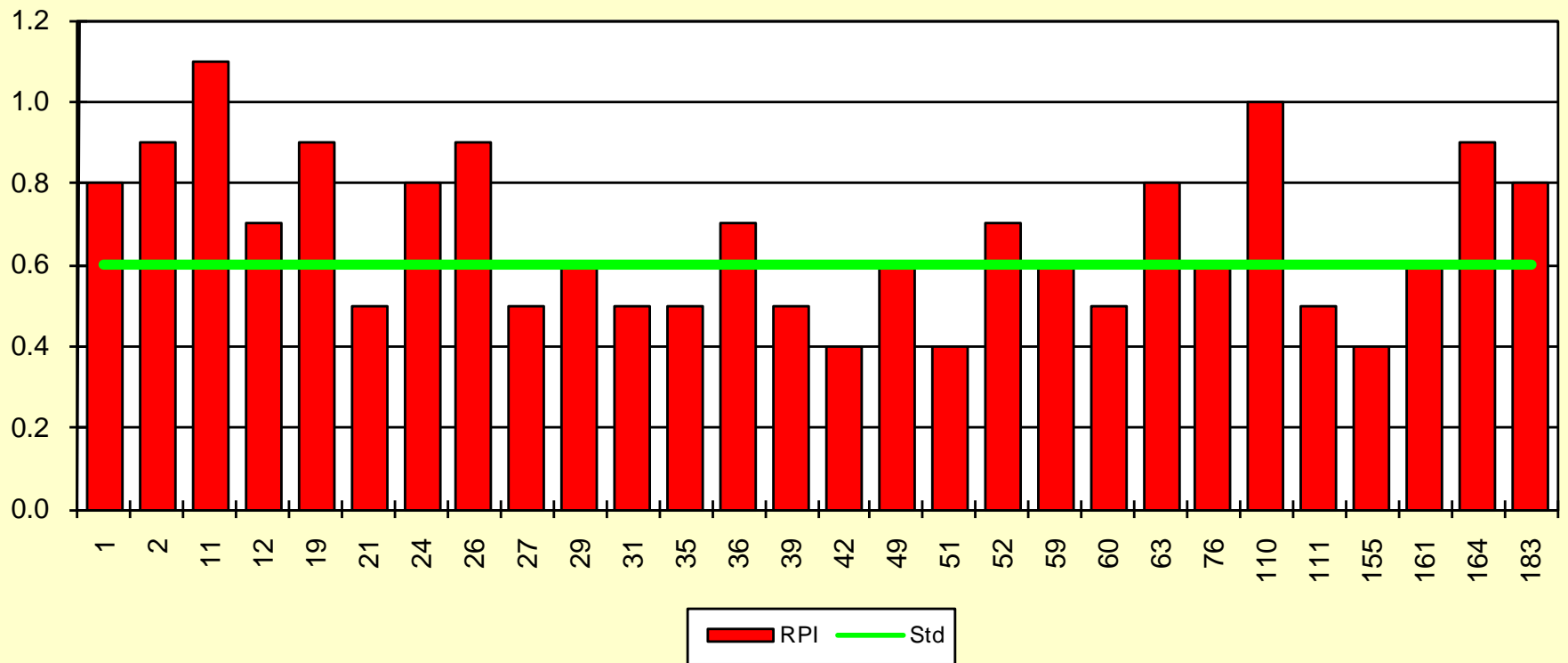
# Route Performance Index Rail Station Feeder Routes



# Route Performance Index Transit Center Feeder Routes



# Route Performance Index Local Routes



# DART MEMBER CITIES

