

#### DALLAS AREA RAPID TRANSIT

#### Quarterly Operating & Financial Performance Report

Third Quarter FY 2006 April - June 2006



commuter rail



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P&D26	Vanpool Program
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pmi	Acronyms
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#### Section 5 – Quarterly Investment Report – June 2006

# FY 2006 Third Quarter Highlights

This report is for the third quarter of FY 2006 ending June 30, 2006.

**Total agency passenger trips** for the four quarters ending June 2006 were 102.1 million, an increase of 5.5 million (5.7%) over the same period last year and 5.4 million better than budget.

**Fixed route ridership** for the four rolling quarters was 64.4 million, an increase of 5.7 million (9.7%) over the same period last year and 3.3 million better than budget for FY06.

**Sales Tax Receipts** for the third quarter of FY 2006 were \$94.3 million, \$5.7 million (6.4%) over the projected \$88.6 million. Receipts have exceeded budgeted amounts every month thus far in FY 2006; it is therefore anticipated that sales tax revenues will surpass projections for the fiscal year.

Total system subsidy per passenger ended the quarter at \$2.68, \$0.16 (6.0%) better than budget.

**Fixed Route On-Time Performance** was 95.9% for the four rolling quarters, 0.6% better than target.

Administrative ratio for the four rolling quarters was 8.5%, above the target of 8.2%. However, the last quarter's ratio of 8.1% surpassed the target, and it appears that when an earlier higher-cost quarter is dropped from the rolling average during the final quarter of FY 2006, the target can be reached.

The quarter ended with a **Sales Taxes for Operating Expense** ratio of 66.9%, 4.2% better than target.



# **General Information**

**Reporting Period** – DART's fiscal year begins on October 1. The FY 2006 third quarter is April through June 2006.

**Operating Performance** – Except where noted, the Quarterly Report includes four-quarter trending of strategic operating information by mode for the current quarter and the same period one year earlier. Amounts represent four-quarter rolling totals or averages. 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.

<u>Green</u> – It is probable that the FY 2006 target will be met. Indicative of performance within established parameters.

<u>Yellow</u> – Close monitoring of performance is needed.

<u>Red</u> – It is probable that the FY 2006 target will not be achieved.

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

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

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



Exhibit 1 Agency Scorecard - Key Performance Indicators						
Customer/Quality Indicators						
Total Agency Ridership (M)	96.6	102.1	26.5	96.7	Green	
Fixed Route (M)	58.7	64.4	16.7	60.1	Green	
Total System Subsidy Per Passenger	\$2.65	\$2.68	\$2.53	\$2.84	Green	
Fixed Route Subsidy Per Passenger	\$3.82	\$3.73	\$3.51	\$4.00	Green	
On-Time Performance (Fixed Route)	95.9%	95.5%	94.7%	95.3%	Green	
Fixed Route Complaints Per 100,000 Passengers	38.7	42.2	42.4	36.3	Red	
Fixed Route Accidents Per 100,000 Miles	1.56	1.55	1.53	1.70	Green	
Sales Taxes for Operating Expense	70.8%	66.9%	66.5%	73.1%	Green	
Administrative Ratio	8.2%	8.5%	8.1%	8.2%	Green	

# **Agency-Wide Operating Performance**

Complaints per 100k Passengers information can be found in the modal sections on the following pages.

# Ridership

		Q 3/05	Q 3/06	Q trly	FY06 Target	S tatu s				
		R ID E R S H IP								
Exhibit 2	Total Agency (M)	96.6	102.1	26.5	96.7	Green				
	Fixed Route (M)	58.7	64.4	16.7	60.1	Green				
	Bus (M)	39.2	43.9	11.3	39.7	Green				
	L R T (M)	17.4	18.1	4.8	18.1	Green				
	Commuter Rail (M)	1.6	2.4	0.6	2.3	Green				
	Paratransit (000s)	623.9	657.0	167.2	621.1	R e d				
	H O V (M)	36.9	36.6	9.5	35.5	Green				
	V anpool (000s)	349.8	423.0	109.8	482.1	R e d				

See modal sections for variance explanations.



# **Subsidy Per Passenger**

		Q 3/05	Q 3/06	Qtrly	FY06 Target	Status			
	Efficiency Indicat	Efficiency Indicator - Subsidy Per Passenger							
	Total System	\$2.65	\$2.68	\$2.53	\$2.84	Green			
3	Fixed Route	\$3.82	\$3.73	\$3.51	\$4.00	Green			
	Bus	\$4.11	\$3.85	\$3.64	\$4.18	Green			
Exhibit	LRT	\$3.13	\$3.19	\$2.77	\$3.11	Green			
	Commuter Rail	\$8.31	\$6.31	\$5.57	\$7.31	Green			
	Paratransit	\$41.78	\$43.41	\$42.40	\$47.46	Green			
	HOV	\$0.14	\$0.14	\$0.12	\$0.16	Green			
	Vanpool	\$0.80	\$0.59	\$0.35	\$0.20	Red			

Exhibit 3 is DART's Subsidy Per Passenger Scorecard and provides the FY 2006 KPI targets and historical quarterly KPIs. See modal sections for variance explanations.

# Modal Update

DART provides six modes of transportation: bus; light rail transit; 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, carpool services, and bicycle programs). DART has strategic initiatives in place to improve the quality, efficiency, and effectiveness of each of these modes.

## **Bus and On-Call Service**



DART continues to operate all fixed-route service out of four DART-owned facilities: East Dallas, Northwest, Oak Cliff, and South Oak Cliff. DART operates a total of 687 buses and maintains a contingency fleet of 57 buses. In addition to buses, DART maintains an extensive bus and rail passenger amenity and facility infrastructure including: 11,961 bus stops, 599 bus shelters, 1,042 benches, 15 transit centers, 2 passenger transfer locations, 19 enhanced shelters, 35 rail platforms, 5 commuter rail stations, 97 information pylons, and all operating divisions, for a total of approximately 29 million square feet.



DART On-Call service is provided in areas that do not meet ridership and efficiency standards for traditional fixed-route service. DART currently has nine On-Call zones in operation throughout the Service Area. Seven zones are operated by ATC under the direction of the Paratransit Services staff. Two additional zones are operated through agreements with rural transit providers for Collin County and Hunt County.

	Bus Scorecard - Key Performance Indicators							
	Indicators	Q 3/05	Q 3/06	Qtrly	FY06 Target	Status		
	Customer/Quality Indicators							
t 4	Bus Ridership (including Charter) (M)	39.2	43.9	11.3	39.7	Green		
Exhibit 4	On-Time Performance	92.5%	91.3%	92.7%	92.0%	Green		
E	Complaints Per 100k Passengers	52.5	55.3	56.3	49.7	Red		
	Mean Distance Between Service Calls	4,460	5,060	5,337	4,400	Green		
	Vehicle Accidents Per 100k Miles	1.84	1.83	1.83	2.00	Green		
	Financial/Efficiency Indicators							
	Subsidy Per Passenger	\$4.11	\$3.85	\$3.64	\$4.18	Green		

Exhibit 4 is DART's Bus Scorecard and provides the FY 2006 KPI targets and historical quarterly KPIs. A discussion of variances follows.

Trending is above budget targets for Complaints Per 100k Passengers. Several factors have contributed to this negative trending. A significant spike in bus timeliness and reliability complaints was experienced in February, reflecting the impact of the February 2006 Service Change. The Service Change resulted in changes to scheduled pick-up times for a significant number of routes, which is often perceived by customers as early or late arrivals if they are unaware of the changes. The Service Change also included reductions to a number of routes, which normally results in increased complaints. Transportation management is finalizing a complaint processing standard operating procedure that will address the investigation process as well as provide a method of tracking complaints by type, employee, location, and time.

Year-to-date ridership on the bus system is up by approximately 10% over last year's levels, due primarily to increases in fuel prices. The increased ridership has impacted on-time performance levels on some of our heavier ridership routes, resulting in increased customer complaints. Transportation and Service Planning management is addressing these issues. FY 2006 is also unusual in that we will implement three service changes/mark-ups; one in October 2005, one in February 2006 and the final one in August 2006. Each service change/mark-up tends to increase the number of customer complaints due to the introduction of changes in routing and pick-up times, as well as the change in operators.

As noted above, the increased ridership that DART has experienced due to fuel price increases has started to impact on-time performance levels on some of our heavier ridership routes. The reduced reliability of service has also contributed to increased customer complaints. These issues are being addressed by Transportation and Service Planning management.



# Light Rail Transit (LRT)

DART's twenty-mile Light Rail Starter System was opened in three phases from June 1996 through May 1997. DART completed the build-out of the Starter System in December 2002 with an additional 24 miles of light rail extending from Mockingbird Station to Downtown Garland (Northeast Corridor) and from Park Lane Station to Richardson and Plano (North Central Corridor). A 1.5-mile extension was completed in November 2004 to Victory Station at the American Airlines Center (AAC).

The Agency is currently designing two additional rail extensions – the Southeast Corridor (from Downtown Dallas to Pleasant Grove) and the Northwest Corridor (from Downtown Dallas to Farmers Branch and Carrollton). Planning is also underway for an additional line through the Central Business District (CBD), and extensions to Rowlett and Irving and to the South Oak Cliff (SOC) line.

DART currently operates and maintains 35 rail stations and a fleet of 95 revenue vehicles. An additional 20 cars will be received and integrated into the LRV fleet in FY 2006. The Service & Inspection Facility (S&I) located near Fair Park is currently undergoing expansion to support and operate the additional fleet.

Exhibit 5 is DART's Light Rail Scorecard and provides the FY 2006 KPI targets and historical quarterly KPIs. A discussion of variances follows.

	Light Rail Scorecard - Key Performance Indicators							
	Indicators	Q 3/05	Q 3/06	Qtrly	FY06 Target	Status		
	Customer/Quality Indicators							
	LRT Ridership (M)	17.4	18.1	4.8	18.1	Green		
oit 5	On-Time Performance	97.0%	97.1%	92.1%	97.0%	Green		
Exhibit 5	Complaints Per 100k Passengers	11.4	15.1	13.8	9.5	Red		
	Mean Distance Between Service Calls (000s)	36.0	43.6	32.9	42.0	Green		
	Accidents per 100k Miles	0.27	0.31	0.22	0.36	Green		
	Financial/Efficiency Indicators							
	Subsidy Per Passenger	\$3.13	\$3.19	\$2.77	\$3.11	Green		
	Subsidy Per Passenger Mile	\$0.39	\$0.40	\$0.35	\$0.47	Green		

Increased fuel prices in the fourth quarter of FY 2005 contributed to a significant number of new riders on the system toward the end of FY 2005 and the beginning of FY 2006. As ridership has increased, the number of reports of overcrowding on trains, lack of available parking at rail stations, and off-schedule trains has increased. Another factor contributing to complaint volume is the Service Change that occurred in February 2006; service changes always are catalysts for customer complaints. Transportation management is finalizing a complaint processing standard operating procedure that will address the investigation process as well as provide a method of tracking complaints by type, employee, location, and time.



# **Trinity Railway Express (TRE)**

TRE commuter rail is a joint service provided by DART and the Fort Worth Transportation Authority (The T) pursuant to the 2003 Restated Interlocal Agreement (ILA). The TRE is operated on a rail line that was owned by the Cities of Dallas and Fort Worth and transferred to DART and the T in December 1999. DART and the T, doing business as TRE, have jointly contracted with Herzog Transit Services, Inc. (Herzog) to maintain and operate the commuter rail vehicles and the corridor. The TRE is 34 miles and operates between downtown Dallas and downtown Fort Worth with a total of 10 stations, 5 of which are maintained by DART. The vehicle fleet is made up of 13 rail diesel cars, 6 locomotives, 10 bi-level coaches, and 7 bi-level cab cars.

TRE currently operates Monday through Saturday from Fort Worth's Texas & Pacific (T&P) Station to Dallas' Union Station with seven intermediate stops. TRE also serves Victory Station with DART's Light Rail at the American Airlines Center in Dallas that opened in November 2004. Service at this location is on event-days only, and results in ridership increases of approximately 1,000 passengers per day.

Exhibit 6 is DART's Commuter Rail Scorecard and provides the FY 2006 KPI targets and historical KPIs.

	Commuter Rail - TRE Scorecard - Key Performance Indicators								
	Indicators	Q 3/05	Q 3/06	Qtrly	FY06 Target	Status			
	Customer/Quality Indicators								
9	TRE Ridership (M)	1.6	2.4	0.6	2.3	Green			
Exhibit 6	On-Time Performance	98.0%	98.1%	99.3%	97.0%	Green			
Ex	Complaints Per 100k Passengers	7.49	7.28	5.34	8.02	Green			
	Accidents Per 100k Miles	0.25	0.17	0.00	0.31	Green			
	Financial/Efficiency Indicators								
	Subsidy Per Passenger	\$8.31	\$6.31	\$5.57	\$7.31	Green			
	Subsidy Per Passenger Mile	\$0.49	\$0.36	\$0.32	\$0.42	Green			



## **Paratransit Services**

Paratransit Services provides accessible, curb-to-curb public transportation in accordance with the Boardapproved Accessible Services Policy No. III.14, which complies with the Americans with Disabilities Act of 1990 (ADA). Paratransit Services is responsible for planning/scheduling, dispatching, field supervision, rider eligibility, outreach, and other administrative functions. X-Press Booking (XPB), an automated scheduling feature allows riders wishing to schedule trips when the Scheduling Center is closed to do so by using either XPB or an automated voice-mail system. Service is currently contracted with one vendor who operates and maintains a total of 99 vans and 76 sedans. DART staff performs the scheduling, dispatching, certification, and administrative functions.

Exhibit 7 is DART's Paratransit Scorecard and provides the FY 2006 KPI targets and historical quarterly KPIs. A discussion of variances follows.

	Paratransit Scorecar	dicators						
	Indicators	Q 3/05	Q 3/06	Qtrly	FY06 Target	Status		
	Customer/Quality Indicators							
	Paratransit Ridership (000s)	623.9	657.0	167.2	621.1	Red		
Exhibit 7	Revenue Hours (000s)	415.7	431.0	110.6	440.1	Green		
Exhi	Paratransit Passengers per Hour	1.50	1.52	1.51	1.41	Green		
	On-Time Performance	89.0%	89.0%	88.3%	86.0%	Green		
	Accidents per 100K miles	2.24	2.03	2.42	2.50	Green		
	Complaints per 1k Passengers	3.72	3.96	3.92	5.00	Green		
	Financial/Efficiency Indicators	-						
	Subsidy Per Passenger	\$41.78	\$43.41	\$42.40	\$47.46	Green		

The status of **Paratransit Scheduled Ridership** can be attributed to the quality and use of modern technology, reliable vehicles, and a general increase in the aging population as well as those customers now using mobility devices. The increase in ridership for the fiscal year-to-date continues to be affected by evacuees from Hurricanes Katrina and Rita as well as an increase in applicants and certifications.



# **High Occupancy Vehicle Transitway Services**

DART currently operates 31 miles on four Interim or Immediate Action HOV lanes. The East R.L. Thornton (I-30) contraflow HOV lane utilizes movable barriers and operates weekdays from 6:00 a.m. to 9:00 a.m. in the westbound direction and from 3:30 p.m. to 7:00 p.m. in the eastbound direction. The Stemmons (I-35E), LBJ (I-635), and US 67 concurrent flow HOV lanes are buffer-separated facilities that are open 24-hours a day in both directions. DART also operates a reversible HOV lane under the Stemmons/LBJ freeway interchange with operating hours similar to the I-30 facility.

Exhibit 8 is DART's HOV Scorecard and provides the FY 2006 KPI targets and historical quarterly KPIs.

	HOV Scorecard - Key Performance Indicators								
	Indicators	Q 3/05	Q 3/06	Qtrly	FY06 Target	Status			
	Customer/Quality Indicators								
bit 8	Ridership (M)	36.9	36.6	9.5	35.5	Green			
Exhibit	Avg. Weekday Ridership (000s)	112.7	111.2	113.0	110.0	Green			
	Operating Speed Ratio (Qtrly)*	1.52	1.52	1.52	1.50	Green			
	Lane Availability	100.0	99.9%	99.7%	98.0%	Green			
	Financial/Efficiency Indicators								
	Subsidy Per Passenger	\$0.14	\$0.14	\$0.12	\$0.16	Green			

\*number stated is a quarterly number



## **General Mobility Programs**

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

**Vanpool Program** – DART currently offers 7- to 15-person vans through a contractor. This program is partially funded by the North Central Texas Council of Governments (NCTCOG) through a Congestion Mitigation/Air Quality grant. Vanpool riders are responsible for 50% of cost, as well as fuel. NCTCOG pays 80% of the operating costs not paid by vanpool riders; DART administers the Vanpool Program and incurs the remainder of the total program costs.

	General Mobility (Vanpool) - Key Performance Indicators									
6	Indicators	Q 3/05	Q 3/06	Qtrly	FY06 Target	Status				
	Customer/Quality Indicators									
Exhibit	Ridership (000s)	349.8	423.0	109.8	482.1	Red				
	Number Of Vanpools (current)	65	82	82	83	Green				
	Financial/Efficiency Indicators									
	Subsidy Per Passenger	\$0.80	\$0.59	\$0.35	\$0.20	Red				

Exhibit 9 is DART's Vanpool Scorecard and provides the FY 2006 KPI targets and historical quarterly KPIs.

The number of vanpools has been short of the target of 83, leading to below-target ridership as well. The vanpool number is expected to reach the target level during the fourth quarter of FY2006, but the increased ridership will not be sufficient to meet the year's target. The subsidy has dropped, but remains well above the target. This appears to be due primarily to revenue projections higher than actual results to date, and even if revenue grows during the remainder of the year, the target is unlikely to be reached.



# **Capital and Non-Operating Budget Summary**

Exhibit 10 provides a summary of the capital and non-operating costs for FY 2006.

Capital	Actuals vs. Budget Capital and Non-Operating Costs Through the Third Quarter, FY 2006 (In Thousands)						
Mode	FY06 Actuals	FY06 Budget	Unspent Balance				
Agency-Wide	\$1,340	\$6,153	\$4,813				
Bus	7,433	14,834	7,402				
LRT	75,354	293,883	218,528				
Commuter Rail	2,328	35,263	32,934				
Paratransit	6	2,452	2,447				
HOV	2,270	18,226	15,956				
Total Projects	\$88,732	\$370,812	\$282,080				
P&D/Startup/Non-Ops	\$13,472	\$23,394	\$9,922				
Road Improvements/ITS	1,350	2,100	750				
Total Capital	\$103,554	\$396,306	\$292,752				

The low rate of expenditures for the first three quarters for Capital and Non-Operating is primarily due to timing differences. LRT Phase II expenditures will accelerate later in the year, after the approval of the FFGA. Because the procurement process takes 6-9 months, and the process for proposed projects cannot start until the capital list is approved (along with the Twenty-Year Financial Plan), capital expenditures for these projects generally come later in the year.



# APPENDIX



#### Revenues, Operating Expenses and Net Financing Costs Exhibit 11 - Actuals vs. Budget Third Quarter, FY 2006 Dollars in Thousands

Revenues:	YTD Actuals	YTD Budget	YTD Better (Worse)	% Better (Worse) Budget	Total Budget
Passenger Revenues (Fixed Route)	\$28,077	\$27,570	\$507	1.8%	\$36,759
Special Events Passenger Revenue	613	616	(3)	(0.5)%	791
Vanpool Passenger Revenues	275	374	(99)	(26.4)%	498
Paratransit Passenger Revenues	1,144	1,164	(20)	(1.7)%	1,552
Passenger Revenues	\$30,109	\$29,724	\$385	1.3%	\$39,600
Advertising and Other	\$6,730	\$6,438	\$292	4.5%	\$8,693
Operating Grant Revenues	595	768	(173)	(22.6)%	1,015
Total Other Revenues	\$7,325	\$7,207	\$118	1.6%	\$9,708
Total Operating Revenues	\$37,434	\$36,931	\$503	1.4%	\$49,308
Sales Tax Revenues	\$275,966	\$265,439	\$10,527	4.0%	\$352,909
Interest Income *1	11,431	12,010	(579)	(4.8)%	16,406
Other Non-Operating Revenues	6,687	6,670	17	0.3%	8,893
Total Revenues	\$331,518	\$321,049	\$10,469	3.3%	\$427,516
			YTD	% Over / (Under)	

Operating Expenses:	YTD Actuals	YTD Budget	YTD (Better)/Worse	% Over / (Under) Budget	Total Budget
Salaries & Wages *2	\$112,999	\$112,406	\$593	0.5%	\$150,705
Benefits	47,219	48,467	(1,248)	(2.6)%	64,763
Services *3	15,284	18,697	(3,413)	(22.3)%	25,337
Materials & Supplies *4	32,203	31,159	1,044	3.2%	41,348
Utilities	7,676	7,734	(58)	(0.8)%	10,330
Casualty and liability	2,556	2,689	(132)	(5.2)%	3,573
Purchased Transportation	30,140	30,459	(320)	(1.1)%	40,861
Taxes, Leases, and Other	3,062	3,430	(368)	(12.0)%	4,650
Management Reserves	-	25	(25)	0.0%	2,066
Total Operating Expenses	\$251,140	\$255,067	(\$3,927)	(1.6)%	\$343,633
Capital Allocation	(\$13,257)	(\$14,828)	\$1,571	(11.9)%	(\$19,771)
Total Ops Expense after Allocations	\$237,883	\$240,239	(\$2,355)	-1.0%	\$323,863
Net Financing Costs	YTD Actuals	YTD Budget	YTD	% Over / (Under)	Total Budget
Financing Costs	\$17,869	\$28,721	(\$10,852)	(60.7)%	\$39,477
Principal Repayments	10,470	10,470	0	0.0%	10,470
DTL Costs	18,275	12,322	5,953	32.6%	24,645
Less: DTL Income	(18,275)	(12,322)	(5,953)	32.6%	(24,645)
Less: Interest Income	(11,431)	(12,010)	579	(5.1)%	(16,406)
Total Net Financing Costs	\$16,908	\$27,181	(\$10,273)	-60.8%	\$33,541

\*1) Accounting rules require DART to value to market its investments as if sold in that month. However DART does not sell investments, they are allowed to mature. Therefore, the accounting for those amounts is not reflected in interest income. \*2-4) Expenditures do not include items that were budgeted for Board-approved capital and non-operating projects, but for financial reporting purposes, cannot be capitalized.



#### DALLAS AREA RAPID TRANSIT STATEMENTS OF REVENUES, EXPENSES AND CHANGES IN NET ASSETS FOR THE NINE MONTHS ENDED JUNE 30, 2006 AND 2005

FOR THE NINE MONTHS ENDED JUNE 30, 2006	AND 2005	
	(In thous	ands)
	Nine month	s ended
	06/30/2006	06/30/2005
	unaudited	unaudited
OPERATING REVENUES:		
Passenger	\$30,266	\$27,196
Advertising, rent and other	6,601	6,755
Total Operating Revenues	\$36,867	\$33,951
OPERATING EXPENSES:		
Labor	\$113,488	\$109,893
Benefits	47,219	45,735
Services	16,229	14,025
Materials and Supplies	33,575	27,592
Purchased Transportation	30,140	28,063
Depreciation and amortization	78,081	79,058
Utilities	7,676	6,845
Taxes, Leases, and Other	3,063	3,654
Casualty and liability	2,556	2,620
Transit system planning, development, and start-up costs	(13,257)	(14,469
TOTAL OPERATING EXPENSES	\$318,770	\$303,016
NET OPERATING LOSS	(\$281,903)	(\$269,065
NON-OPERATING REVENUES (EXPENSES):		
Sales tax revenue	\$275,966	\$257,547
Investment Income	11,185	5,057
Interest Income from investments held to pay capital lease	18,275	19,221
Interest expense on capital leases	(18,275)	(19,221
Local Assistance Program and Street improvements	(1,350)	(872
Transit system planning and other development	(13,257)	(14,469
Interest and financing expenses	(17,869)	(19,251
Other non-operating revenues and expenses, net	6,875	6,136
Other non-operating expenses	(576)	(390
TOTAL NET NON-OPERATING REVENUES	\$260,974	\$233,758
INCOME BEFORE CAPITAL CONTRIBUTIONS, GRANTS AND		
REIMBURSEMENTS	(\$20,929)	(\$35,307
CAPITAL CONTRIBUTIONS, GRANTS AND REIMBURSEMENTS:		
Federal capital contributions	\$15,917	\$26,651
Less: transfer of federally funded assets to other governments	<b>.</b>	
Net federal capital contributions	\$15,917	\$26,651
State capital contributions		
Local capital contributions	2,000	
Total capital contributions	\$17,917	\$26,651
Federal grants and reimbursements	\$38,892	\$28,815
State grants and reimbursements	· •	179
-	\$38,892	\$28,994
Total grants and reimbursements		\$55,645
	\$56,809	φ <b>3</b> 3,0 <b>4</b> .
TOTAL CAPITAL CONTRIBUTIONS, GRANTS AND REIMBURSEME		
TOTAL CAPITAL CONTRIBUTIONS, GRANTS AND REIMBURSEME CHANGE IN NET ASSETS	\$35,880	\$20,338
TOTAL CAPITAL CONTRIBUTIONS, GRANTS AND REIMBURSEME		\$20,338 1,949,795 \$1,970,133



DALLAS AREA RAPID TRANS	SIT						
STATEMENTS OF NET ASSET	ſS						
AS OF JUNE 30, 2006 AND SEPTEMBER 30, 2005							
	(In tho	usands)					
	06/30/2006 Unaudited	9/30/2005					
ASSETS	Chaudited	210012000					
CURRENT ASSETS							
Cash & Cash Equivalents	\$87,895	\$36,787					
Investments	321,416	331,990					
Current portion of restricted assets	10,026	18,880					
Current portion of investment held to pay capital lease liability	36,525	52,346					
Sales tax receivable	63,200	59,463					
Transit Revenue Rec., Net	1,734	1,729					
Due from Other Governments	4,311	1,612					
Materials and supplies inventory	23,741	22,652					
Prepaid transit expenses and other	5,552	2,175					
TOTAL CURRENT ASSETS	554,400	527,634					
NONCURRENT ASSETS							
Restricted assets	6,828	12,892					
Investments in joint venture	9,784	10,172					
Capital assets							
Land and rights of way	387,010	387,010					
Depreciable capital assets, net of depreciation	1,597,917	1,674,590					
Projects in progress	437,235	328,470					
Long-term investments held to pay capital lease/lease back liabilities	404,726	422,976					
Net pension asset	3,633	3,384					
Unamortized long-term debt issuance costs	3,768	3,883					
TOTAL NONCURRENT ASSETS	2,850,901	2,843,377					
TOTAL ASSETS	\$3,405,301	\$3,371,011					

#### DALLAS AREA RAPID TRANSIT

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

#### AS OF JUNE 30, 2006 AND SEPTEMBER 30, 2005

	(In tho	usands)
	06/30/2006	
LIABILITIES	Unaudited	9/30/2005
CURRENT LIABILITIES		
Accounts payable and accrued liabilities	\$84,200	\$89,412
Commercial paper notes payable	355,645	297,24
Current portion of Capital lease/leaseback liabilities	36,525	52,34
Current portion of amount due to the State Comptroller	228	91
Local Assistance Program Payable	24,006	26,86
Retainage Payable	15,654	20,19
Other Current Liabilities	10,713	7,28
Payable from restricted assets		
Interest payable	3,542	9,25
Current portion of senior lien sales tax revenue bonds payable	10,820	10,47
TOTAL CURRENT LIABILITIES	541,333	513,98
NON-CURRENT LIABILITIES		
Senior lien sales tax revenue bonds payable	464,854	475,53
Capital lease/leaseback liabilities	404,726	422,97
TOTAL NON-CURRENT LIABILITIES	869,580	898,51
FOTAL LIABILITIES	1,410,913	1,412,50
NET ASSETS		
Invested in capital assets, net of related debt	1,585,941	1,615,19
Restricted for		
Debt Service	6,484	9,62
Unrestricted	401,963	333,69
FOTAL NET ASSETS	\$1,994,388	\$1,958,50



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

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

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

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

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

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

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

Calculation = [(Fixed Route Passenger Revenues - Commissions and Discounts) / (# Of Fixed Route Passenger Boardings)]

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

<u>Certified Riders</u> – 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.

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

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

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

Calculation = [Total Operating Expenses / Revenue Miles]

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

Calculation = [Crimes Against Persons/Total Incidents]

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

Calculation = [Crimes Against Property/Total Incidents]

**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.



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

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

Calculation = [Total Miles Operated / Total # of Roadcalls]

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

<u>**On-Time Performance**</u> – 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 and commuter rail use 1 minute early and 3 minutes late. Management's objective is to increase this ratio.

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

**Operating Revenues** – Includes the revenues obtained from the farebox, special events service, advertising, signboard rentals, leases, and miscellaneous income. Operating revenues do not include sales tax revenue, interest income, or gain on sale of assets.

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

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

Calculation = [# of Canceled Trips / Paratransit Total # of Scheduled Trips]

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

Calculation = [# of No Shows / # of Total Scheduled Trips]

<u>Passengers per Car Mile</u> – 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 on those trains.

Calculation = [Actual Passenger Boardings/Revenue Car Miles]

Passenger Trips - See Ridership.

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

Calculation = [Actual Passenger Boardings / Revenue Hours]



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

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

Calculation = [Scheduled Passenger Boardings / Revenue Hours]

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

Calculation = [Passenger Boardings / Revenue Miles]

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

Calculation = [Total Operators Hours Paid / Operators Platform Hours Paid]

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

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

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

Calculation = [# of Revenue Miles operated \* # of cars within a train]

**<u>Revenue Miles or Hours</u>** – 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.

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

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

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

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

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

Calculation (for rail) = [Scheduled Train Miles / Scheduled Train Hours]



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

<u>Service Hours</u> – 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.

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

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

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

<u>Subscription Service</u> – 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.

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

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

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



## **Ridership Highlights**

#### **Introduction**

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

Page	Reference	Description
R2	Chart 1	System Ridership
R3-5	Charts 2-4	Average Weekday Ridership (Bus, LRT, Commuter Rail)
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
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 used in this report.

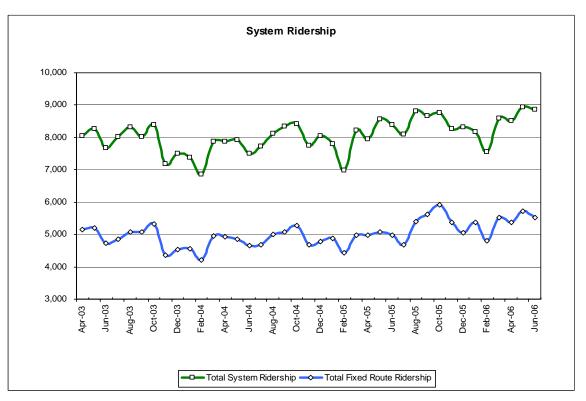
Bus ridership is derived daily from automated fareboxes. Light Rail ridership is determined through statistical sampling on a monthly basis. Commuter rail ridership is manually counted on a daily basis. HOV ridership is determined monthly on a sampling basis. Paratransit ridership compiled daily as actual trips are taken.

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 in the services monitored. The Board also asked that routes be ranked according to their performance in each metric and the results be reported along with the RPI ranking of routes.

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



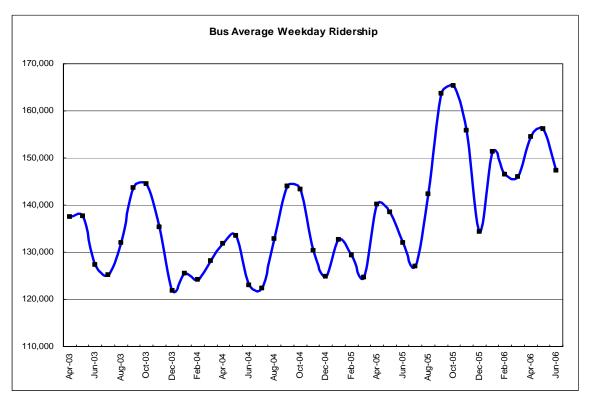
#### **Total System Ridership**



- Total fixed route passengers include bus, light rail and commuter rail riders. Total system passengers include fixed route, HOV and paratransit services. Riders of both scheduled and special event services are reported.
- Total system ridership in the third quarter of FY 2006 was 26.3 million riders, an increase of 5.6 percent over the third quarter of FY 2005.
- Fixed route ridership totaled 16.6 million passengers in the third quarter of FY 2006, an increase of 11.5 percent from the third quarter of FY 2005. Much of this increase is attributable to higher gasoline prices although some of the increase must be attributed to improving service quality and service improvements.
- Trinity Railway Express ridership was over 599,800 passengers in the third quarter, an increase of 13.1 percent from last year. This increase is the result, in part, of increases in gasoline prices.
- Light rail ridership increased to 4.8 million riders in the third quarter. This 10.8 percent increase was caused, in part, by continued high gasoline prices.
- Paratransit ridership increased to 167,247 trips in the third quarter of FY 2006, an increase of 4.1 percent from FY 2005 levels.
- Total HOV usage in the third quarter of FY 2006 was 9.5 million persons, down 2.2 percent from the third quarter of FY 2005. It appears that the gasoline price increases that have stimulated fixed-route ridership may have caused a reduction in use of the HOV lanes.



#### **Bus System Ridership**

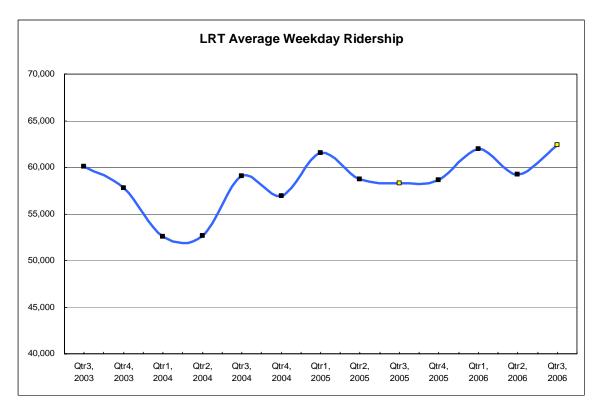


- Total bus ridership in the third quarter of FY 2006 was 11.2 million riders, a 11.8 percent increase from the third quarter of FY 2005.
- Average weekday ridership in the third quarter was 152,664 riders, an 11.8 percent increase from last year's average.
- Ridership on each of the bus route categories, Crosstown, Express, Local, Rail Station Feeder and Transit Center Feeder routes, increased over the second quarter last year.
- Crosstown Routes increased by 11.8 percent, Transit Center Feeder Routes increased by 29.7 percent, Rail Station Feeder Routes increased by 14.2 percent and Local routes increased by 7.6 percent in the second quarter.
- The most heavily patronized routes in the second quarter, by route classification, were:

<b>Route Type</b>	<b>Route</b>	Weekday <u>Average</u>
Crosstown	466	6,274
Express	204	1,303
Rail Feeder	583	3,371
TC Feeder	378	1,673
Local	44	7,696



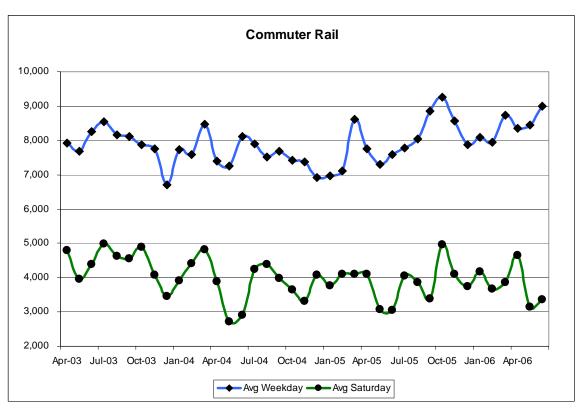
## LRT Ridership



- LRT ridership in the third quarter totaled 4.78 million riders, an increase of 10.8 percent over the 4.31 million riders transported in the third quarter of FY 2005.
- Weekday ridership in the third quarter averaged 62,432 passengers, an increase of 7.1 percent over the third quarter of FY 2005.
- Saturday ridership in the third quarter averaged about 30,500 passengers, an increase of 22.3 percent over the FY 2005 level.
- Sunday ridership in the third quarter averaged 26,870 passengers, an increase of 48.7 percent from the FY 2005 level. Mega-March ridership in April accounts for much of the increase.
- The increases are attributed, in part to the increases seen in fuel prices. The absence of surplus parking capacity at many stations and limited unused capacity on many weekday peak period trains has served to constrain system ridership growth.
- The terminal light rail stations in Garland (Downtown Garland), Plano (Parker Road) and Dallas (Ledbetter and Westmoreland) have combined to contribute about 10,300 average weekday riders to the system in the third quarter, an increase of 13.9 percent. These four stations served 16.5 percent of the system's average weekday ridership in the quarter.







- The Trinity Railway Express ridership increased in the third quarter in response to service improvements, increased gasoline prices and special event ridership.
- In the third quarter of 2006, the TRE served a total of 599,841 passengers, an increase of 13.1 percent over the third quarter of FY 2005.
- Weekday ridership on the TRE averaged 8,595 daily riders (a 16.2 percent increase over last year) in the third quarter.
- Saturday ridership in the third quarter averaged 4,105 daily riders, an increase of 4.0 percent over the third quarter of FY 2005.
- Events at the American Airlines Center, served by the Victory station, attract significant levels of TRE ridership. During the third quarter, 25,153 passengers were counted boarding and alighting TRE trains at the Victory station.
- Union Station in downtown Dallas is the alighting location for about 62 percent of the Eastbound TRE riders and the boarding location for about 62 percent of westbound passengers.
- Union Station averaged 2,843 daily weekday, boarding passengers in the third quarter. Centreport/DFW station was second in ridership, averaging 1,152 boarding passengers on weekdays. Medical/Market Center (867 daily boardings), South Irving (824 daily boardings), and the Intermodal Transit Center (744 daily boardings) in downtown Fort Worth were next in ranking.
- On Saturday, Union Station averaged 1,250 boarding passengers while the Intermodal Transportation Center was second with 907 average daily boardings.



Year	Month	Bus Monthly	LRT Monthly	Commuter Rail Monthly	Fixed Route Total
		Monthly Ridershi	o in Thousands ((		10101
2004	May	3,157	1,472	159	4,788
	June	3,068	1,400	182	4,650
	August	3,344	1,451	191	4,986
	September	3,447	1,430	175	5,052
2005	October	3,509	1,505	181	5,195
	November	3,042	1,451	168	4,661
	December	3,086	1,531	168	4,785
	January	3,206	1,486	160	4,852
	February	2,915	1,345	158	4,418
	March	3,288	1,473	206	4,967
	April	3,389	1,396	186	4,971
	Мау	3,351	1,425	166	4,942
	June	3,297	1,487	179	4,963
	July	3,081	1,409	176	4,666
	August	3,679	1,505	193	5,377
	September	3,924	1,474	199	5,597
2006	October	4,055	1,556	219	5,830
	November	3,649	1,514	197	5,360
	December	3,335	1,526	188	5,049
	January	3,663	1,509	191	5,363
	February	3,293	1,325	174	4,792
	March	3,747	1,542	216	5,505
	April	3,637	1,536	190	5,363
	Мау	3,909	1,604	199	5,712
	June	3,674	1,633	211	5,518

# Table 1 – Total Fixed-Route Ridership25-Month Trending



				Commuter Rail	Fixed Route Total				
Year	Month	Bus Weekday	Weekday	Weekday					
Average Weekday Ridership in Thousands (000)									
2004	Мау	133.9	61.5	7.3	202.7				
	June	123.5	55.9	7.8	187.2				
	August	133.3	56.8	7.9	198.0				
	September	137.5	58.6	7.5	203.6				
2005	October	142.9	60.9	7.8	211.6				
	November	130.1	61.3	7.1	198.5				
	December	122.9	62.4	7.1	192.4				
	January	132.3	60.7	7.0	200.0				
	February	128.4	58.7	7.1	194.2				
	March	124.2	56.7	8.6	189.5				
	April	139.7	57.3	7.6	204.6				
	May	138.2	58.2	7.0	203.4				
	June	131.8	59.4	7.6	198.8				
	July	126.9	58.1	7.8	192.8				
	August	142.4	57.6	8.1	208.1				
	September	163.5	60.1	8.8	232.4				
2006	October	165.2	62.6	9.3	237.1				
2000	November	156.0	62.9	8.6	237.1				
	December	134.0	60.3	7.9	202.2				
	January	151.3	60.3	8.1	202.2				
	February	146.6	57.8	7.9	213.7				
	March	146.1	59.6	8.7	212.3				
	April	140.1	60.7	8.3	214.4				
	May	154.4	62.7	8.5	223.4				
	June	147.3	63.9	9.0	227.4				
		147.3	03.9	9.0	220.2				

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



# Dallas Area Rapid Transit

Estimated Passenger Boardings By Member City

For the Third Quarter Fiscal Year 2006, Period Ending June 30, 2006

	Qtr 3	Qtr 3	%%% (2)		YTD	YTD YTD
Description	2006	2005	Change		2006	2006 2005
Bus Ridership (1)						
Addison	93	88	6.2%		258	258 221
Carrollton	194	172	13.1%		575	575 489
Farmers Branch	58	50	16.4%		167	167 141
Garland	676	556	21.5%		1,927	1,927 1,581
Glenn Heights	70	54	29.2%		193	193 145
Irving	611	506	20.6%		1,779	1,779 1,412
Plano	210	178	18.0%		609	609 508
Richardson	250	204	22.8%		706	706 566
Rowlett	18	20	-11.7%		63	63 62
Suburban Total	2,179	1,828	19.2%		6,276	6,276 5,126
Dallas Total (3)	9,041	8,211	10.1%		26,687	26,687 23,960
Bus Total	11,220	10,038	11.8%		32,963	32,963 29,086
Light Rail	4,773	4,308	10.8%		13,744	13,744 13,098
Commuter Rail	600	531	13.0%		1,785	1,785 1,572
Total Passenger Boardings	16,592	14,877	11.5%		48,491	48,491 43,756
	Qtr 3	Qtr 3	Inc		YTD	YTD YTD

In Thousands (000)

Qtr 3	Qtr 3	Inc	YTD	YTD
2006	2005	(Dec)	2006	2005
64	64	0	190	190
13	13	0	42	40
14	14	0	41	43
91	91	0	273	273

(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.



Type of Day

Saturdays/Holiday Sundays/Holiday

Weekdays

Total

(Dec)

0

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#### Service Standards Monitoring Report

#### Purpose and Approach

DART's Service Standards Policy requires the preparation of a quarterly Service Standards Monitoring Report that describes the performance of the DART bus system. 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 an adopted standard in each of three performance measures. Those measures are passengers per mile, passengers per trip and subsidy per passenger. The standards for each of these measures are defined for each of six route types, Crosstown, Express, Rail Feeder, Transit Center Feeder, Local and Site-specific Shuttle. In addition, a Service Performance Index (SPI) is calculated for the DART-on-Call service. This index measures performance against standards for subsidy per passenger and passengers per hour. The standards adopted for FY 2006 were used in compiling this report.

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

Beginning with FY 2004 the Board has directed that routes be ranked, by route type, according to each of the performance metrics used in compiling the RPI and that those routes falling into the lowest quartile in at least two performance metrics for their route type be identified. This ranking is performed for comparison purposes. Routes that fall into the lowest quartile in at least two of the performance metrics are identified separately from the RPI evaluation.

#### Second Quarter Report

#### **Crosstown Routes**

- Nine of the eighteen Crosstown routes had an RPI value of 1.0 or greater.
- Sixteen of the eighteen Crosstown routes perform at or above the 0.6 level.
- The two Crosstown routes that perform below the 0.6 level include routes 404 (0.4) and 475 (0.5).
- Route 475 serves the southeast Dallas area. It was modified in February 2005 with a goal of increasing ridership. Its ridership is trending upward. Additional modifications to the route are being considered.
- Route 404 was restructured in February 2006 and is anticipated to improve in performance.



## **Express Routes**

- Nine of DART's ten Express routes had an RPI value of 0.6 or greater.
- Routes 205 (Addison), 278 (Red Bird) and 206 (Glenn Heights) had the highest RPI values among Express routes with RPIs of 1.6, 1.2 and 1.0 respectively.
- One route had an RPI value of less than 0.6.
- Route 247 (Farmers Branch) was at 0.4 level, representing an improvement from the second quarter's 0.3 level.
- Route 247 was modified in February 2006. The modifications are anticipated to improve their performance to acceptable levels.

#### **Rail Feeder Routes**

- Nine of the 28 Rail Feeder routes performed at the 1.0 level or better. A total of 24 Rail Feeder routes performed at or above the 0.6 target.
- The top performing Rail Feeder route was route 583 (Lovers Lane/LBJ/Skillman/Richland College) with an RPI value of 2.6. Route 702 (Northpark Shuttle) was second with an RPI of 2.4. Route 554 (Ledbetter Station/ Bonnieview) was third with an RPI of 1.7.
- Routes 519 (Lakewood/Dallas Zoo station/Ann Arbor) and 506 (Park Lane Station/Walnut Hill Station) were next with an RPI value of 1.5.
- Two routes recorded RPI values of 0.5 during the third quarter. These routes include 566 (Bush Turnpike/Downtown Garland) and 760 (Collin Creek Mall).
- Route 566 was restructured in February 2006 to improve its performance.
- Route 760 has seen recent increases in ridership that is improving performance.

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

- All 24 of the Transit Center Feeder routes achieved RPI values of 0.6 or greater. Eleven of those routes had RPI values of 1.0 or greater.
- Route 378 (South Garland/Lake Ray Hubbard/Garland Central) and Route 301 (North Irving/South Irving) were the top performing Transit Center Feeder routes with RPI values of 1.8 and 1.6 respectively.
- Routes 374 (LBJ/Skillman/South Garland) was next with an RPI value of 1.4
- Five routes posted RPI values of 1.2, including routes 331 in Carrollton, Route 341 in North Dallas, route 361 in Richardson, 372 and 380 in Garland and route 308 in Irving.
- Routes 305 (West Irving/South Irving) and 316 (West Plano/Hebron) performed at the 0.6 level. Route 305 improved from a 0.4 RPI in the second quarter.



#### Local Routes

- Thirty of the 32 Local routes posted RPI values of 0.6 or greater in the third quarter of FY 2005.
- Route 44 (South Dallas/Medical Center/Northwest Dallas) was both the best performing Local route with a 1.7 RPI as well as the most heavily patronized route.
- Route 26 (Harry Hines Corridor/Cedars Station/Frazier Courts) placed second with an RPI value of 1.4.
- Routes 19 (South Garland/Park Lane Station) and 24 (Mockingbird Station) performed at the 1.3 level.
- Two routes had an RPI value of 1.1, three routes had RPI values of 1.0, seven routes posted RPI values of 0.9 and another five routes had 0.8 RPIs.
- Route 8 (Oak Lawn/Preston Center) was at the 0.5 level and route 184 (Frankford) performed at the 0.4 level.

## Site-specific Shuttles

- All seven Site-specific Shuttles, including E-shuttles, performed above the 0.6 level.
- The TI Shuttles were the top performer with an RPI of 1.9.
- The UT Southwestern shuttle was second with an RPI of 1.7.
- The Mustang Express, the SMU shuttle, was third with an RPI value of 1.5.
- The Medical City and DFW shuttles operated at a 1.3 RPI level.
- The Campbell Center E-shuttle performed at a 1.0 level.
- The Palisades E-shuttle (from Galatyn Park station) performed at the 0.9 level.

## **DART-on-Call**

- Five of the nine DART-on-Call zones exceeded the 0.6 Service Performance Index level.
- The Lakewood and North Central Plano on Call zones performed at a 1.2 level.
- The relatively new Glenn Heights zone and the East Plano zone performed at a 0.8 level.
- The East Plano zone performed at the 0.7 level.
- The Rowlett zone, which was modified in February 2006 improved to the 0.6 level.
- The DART-on-Call zone in Richardson (SPI of 0.5) performed reasonably well for a service that is continuing to develop ridership.
- The Farmers Branch, North Dallas and the new Lake Highlands zones performed at a 0.3 SPI level.
- The Lake Highlands zone is expected to improve in both ridership and performance as the service matures.
- The Farmers Branch and North Dallas zones are being examined to identify methods of increasing ridership, thereby improving performance.



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

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

<u>Cro</u>	<u>Crosstown</u> <u>Express</u>		Rail	<b>Feeders</b>	<u>T C </u>	<b>Feeders</b>	Local		
<u>RPI</u>	<u>Ranking</u>	<u>RPI</u>	<u>Ranking</u>	<u>RPI</u>	<u>Ranking</u>	<u>RPI</u>	<u>Ranking</u>	<u>RPI</u>	<u>Ranking</u>
404	400	247	210	566	513		305	8	8
475	404		234	760	547		307	184	21
	415		247		549		311		35
	444				560		314		37
	475				566		316		60
					571				155
					760				183
									184
									185

The ranking process identifies the three more Crosstown routes and two more Express routes as poorly performing. Five more Rail Feeder routes, five more Transit Center Feeder routes and seven more Local routes are identified as poorly performing by the ranking process.



#### **Crosstown Routes**

#### Dallas Area Rapid Transit Service Standards Monitoring Report Third Quarter FY 2006

		Cross	town		Serv		ndards M d Quart		•	ort			
L	LINE	Avg Weekday Pass 3Q06	Avg Weekday Pass 3Q05	% Change	Sub/ Pass	Index	Pass/ Trip	Index	Pass/ Rev Mile	Index	2Q06 Route Performance Index	3Q06 Route Performance Index	RPI Point Change
					\$2.85		29.00		1.60				
С	466	6,268	5,778	8.5%	\$2.09	1.4	66.0	2.3	2.2	1.3	1.6	1.7	0.1
С	409	3,122	2,876	8.5%	\$2.00	1.4	36.0	1.2	2.7	1.7	1.3	1.4	0.1
С	486	2,639	2,600	1.5%	\$2.35	1.2	40.8	1.4	2.0	1.2	1.2	1.3	0.1
С	463	1,911	1,684	13.5%	\$2.46	1.2	32.7	1.1	2.1	1.3	1.1	1.2	0.1
С	428	3,726	3,379	10.3%	\$2.82	1.0	39.2	1.4	1.9	1.2	1.1	1.2	0.1
С	405	2,512	2,101	19.6%	\$2.76	1.0	32.5	1.1	1.7	1.1	1.0	1.1	0.1
С	408	2,244	1,939	15.7%	\$2.85	1.0	33.0	1.1	1.7	1.0	0.9	1.1	0.1
С	453	2,604	2,292	13.6%	\$3.04	0.9	30.7	1.1	1.8	1.2	0.9	1.0	0.1
С	441	1,933	1,774	9.0%	\$3.07	0.9	27.8	1.0	1.7	1.0	1.0	1.0	0.0
С	400	2,306	1,933	19.3%	\$4.13	0.7	38.4	1.3	1.3	0.8	0.8	0.9	0.1
С	488	1,505	1,229	22.5%	\$3.53	0.8	26.3	0.9	1.6	1.0	0.7	0.9	0.2
С	445	1,071	1,119	-4.2%	\$3.41	0.8	13.7	0.5	2.0	1.3	0.8	0.9	0.0
С	451	2,238	1,906	17.4%	\$3.94	0.7	23.2	0.8	1.4	0.9	0.7	0.8	0.1
С	410	1,197	918	30.4%	\$3.80	0.7	20.8	0.7	1.4	0.9	0.6	0.8	0.1
С	415	839	717	17.0%	\$3.99	0.7	19.9	0.7	1.4	0.9	0.8	0.8	0.0
С	444	943	1,032	-8.6%	\$4.85	0.6	14.1	0.5	1.2	0.7	0.6	0.6	0.0
С	475	819	672	21.9%	\$5.67	0.5	13.8	0.5	0.9	0.6	0.5	0.5	0.0
С	404	572	910	-37.1%	\$5.51	0.5	11.3	0.4	0.7	0.4	0.4	0.4	0.1

#### **Express Routes**

#### Dallas Area Rapid Transit Service Standards Monitoring Report Third Ouarter FY 2006

		Express				Thir	d Quart	er FY 2	006				
	LINE	Avg Weekday Pass 3Q06	Avg Weekday Pass 3Q05	% Change	Sub/ Pass	Index	Pass/ Trip	Index	Pass/ Rev Mile	Index	2Q06 Route Performance Index	3Q06 Route Performance Index	RPI Point Change
					\$4.75		16.50		1.00				
Е	205	819	740	10.6%	\$4.33	1.1	29.3	1.8	2.0	2.0	1.4	1.6	0.2
Е	278	770	723	6.5%	\$4.03	1.2	15.1	0.9	1.5	1.5	1.1	1.2	0.1
Е	206	1,049	840	24.9%	\$5.47	0.9	18.7	1.1	1.0	1.0	0.9	1.0	0.1
Е	283	1,229	938	31.1%	\$5.87	0.8	16.2	1.0	1.0	1.0	0.8	0.9	0.1
Е	202	893	961	-7.1%	\$4.83	1.0	11.3	0.7	0.9	0.9	0.7	0.8	0.2
Е	207	203	221	-8.2%	\$6.52	0.7	15.6	0.9	0.8	0.8	0.6	0.8	0.2
Е	204	1,304	1,177	10.8%	\$7.06	0.7	15.2	0.9	0.7	0.7	0.7	0.8	0.0
Е	234	80	59	35.8%	\$14.81	0.3	20.1	1.2	0.7	0.7	0.7	0.8	0.1
Е	210	685	649	5.5%	\$8.02	0.6	15.2	0.9	0.7	0.7	0.7	0.7	0.0
Е	247	60	116	-48.3%	\$15.23	0.3	7.5	0.5	0.5	0.5	0.3	0.4	0.1



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## **Rail Feeder Routes**

	Rail Station Feeder			er	Serv		ndards M d Quart						
	LINE	Avg Weekday Pass 3Q06	Avg Weekday Pass 3Q05	% Change	Sub/ Pass	Index	Pass/ Trip	Index	Pass/ Rev Mile	Index	2Q06 Route Performance Index	3Q06 Route Performance Index	RPI Point Change
					\$3.80		11.00		1.80				
F1	583	3,370	2,620	28.6%	\$1.32	2.9	33.8	3.1	3.3	1.9	2.4	2.6	0.3
F1	702	569	269	111.1%	\$1.39	2.7	7.5	0.7	6.8	3.8	1.4	2.4	1.0
F1	554	1,062	810	31.1%	\$1.65	2.3	12.8	1.2	2.7	1.5	1.9	1.7	-0.2
F1	519	1,593	1,500	6.2%	\$3.45	1.1	27.9	2.5	1.6	0.9	1.3	1.5	0.2
F1	506	1,215	1,108	9.7%	\$2.28	1.7	12.0	1.1	3.2	1.8	1.3	1.5	0.2
F1	548	1,375	1,406	-2.2%	\$3.12	1.2	16.6	1.5	2.0	1.1	1.0	1.3	0.3
F1	582	1,162	1,053	10.3%	\$3.37	1.1	14.4	1.3	1.7	1.0	1.0	1.1	0.1
F1	555	743	665	11.8%	\$2.68	1.4	9.0	0.8	1.9	1.1	1.7	1.1	-0.6
F1	568	1,177	942	24.9%	\$3.81	1.0	13.6	1.2	1.4	0.8	0.9	1.0	0.1
F1	510	847	730	15.9%	\$3.82	1.0	10.5	1.0	1.6	0.9	0.9	0.9	0.1
F1	562	772	615	25.6%	\$4.87	0.8	13.2	1.2	1.2	0.7	0.8	0.9	0.1
F1	538	1,165	980	18.9%	\$3.45	1.1	6.7	0.6	1.6	0.9	0.8	0.9	0.1
F1	574	489		All	\$4.27	0.9	11.4	1.0	1.1	0.6	1.5	0.8	-0.6
F1	522	808	879	-8.1%	\$4.26	0.9	9.4	0.9	1.4	0.8	0.8	0.8	0.0
F1	515	1,013	937	8.1%	\$4.77	0.8	11.0	1.0	1.2	0.7	0.8	0.8	0.0
F1	549	897	851	5.3%	\$5.71	0.7	12.4	1.1	1.1	0.6	0.9	0.8	-0.1
F1	501	664	644	3.2%	\$4.76	0.8	8.2	0.7	1.4	0.8	0.8	0.8	0.0
F1	567	407	689	-41.0%	\$4.83	0.8	8.7	0.8	1.3	0.7	0.7	0.8	0.0
F1	507	267	270	-1.0%	\$4.56	0.8	6.9	0.6	1.3	0.7	0.7	0.7	0.0
F1	571	615	583	5.4%	\$6.21	0.6	11.0	1.0	1.0	0.6	0.7	0.7	0.0
F1	553	379	305	24.3%	\$5.30	0.7	8.1	0.7	1.2	0.7	0.7	0.7	0.0
F1	551	380	290	31.0%	\$5.40	0.7	8.4	0.8	1.1	0.6	1.0	0.7	-0.3
F1	505	451	541	-16.6%	\$3.75	1.0	4.4	0.4	1.2	0.7	0.7	0.7	0.0
F1	513	303		All	\$4.04	0.9	5.6	0.5	1.1	0.6	0.6	0.7	0.1
F1	547	469		All	\$4.99	0.8	7.0	0.6	0.9	0.5	0.7	0.6	-0.1
F1	560	479	494	-3.1%	\$7.40	0.5	8.4	0.8	0.8	0.5	0.5	0.6	0.1
F1	760	210	183	14.8%	\$7.40	0.5	2.8	0.3	1.5	0.8	0.5	0.5	0.1
F1	566	306	305	0.2%	\$8.93	0.4	7.7	0.7	0.8	0.5	0.5	0.5	0.1



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

Transit Center Feeder

		Avg Weekday	Avg Weekday						Pass/		2Q06 Route	3Q06 Route	RPI
		Pass	Pass	%	Sub/		Pass/		Rev		Performance	Performance	Point
	LINE	3Q06	3Q05	Change	Pass	Index	Trip	Index	Mile	Index	Index	Index	Change
					\$4.55		10.00		1.00				
F2	378	1,670	1,403	19.0%	\$3.38	1.3	23.3	2.3	1.8	1.8	1.7	1.8	0.1
F2	301	1,291	851	51.7%	\$5.66	0.8	25.8	2.6	1.3	1.3	1.5	1.6	0.1
F2	374	575	476	20.8%	\$3.39	1.3	10.6	1.1	1.8	1.8	1.3	1.4	0.1
F2	372	787	645	22.0%	\$4.24	1.1	13.5	1.3	1.2	1.2	1.2	1.2	0.0
F2	341	489	653	-25.2%	\$2.68	1.7	7.9	0.8	1.0	1.0	1.0	1.2	0.1
F2	331	512	392	30.7%	\$4.08	1.1	11.4	1.1	1.3	1.3	1.1	1.2	0.1
F2	380	482	382	26.2%	\$4.35	1.0	9.7	1.0	1.5	1.5	1.0	1.2	0.1
F2	361	565	380	48.6%	\$5.30	0.9	10.6	1.1	1.5	1.5	1.0	1.2	0.2
F2	350	873	757	15.4%	\$5.37	0.8	14.8	1.5	1.1	1.1	1.1	1.1	0.0
F2	377	761	696	9.4%	\$5.52	0.8	8.1	0.8	1.3	1.3	1.2	1.0	-0.2
F2	360	975	662	47.3%	\$6.22	0.7	10.5	1.1	1.1	1.1	1.0	1.0	0.0
F2	385	211		All	\$5.14	0.9	6.6	0.7	1.2	1.2	1.2	0.9	-0.2
F2	303	378	443	-14.6%	\$5.17	0.9	7.9	0.8	1.1	1.1	0.9	0.9	0.0
F2	308	385		All	\$6.56	0.7	9.2	0.9	1.0	1.0	1.2	0.9	-0.3
F2	310	574	495	16.0%	\$6.11	0.7	9.0	0.9	1.0	1.0	0.8	0.9	0.0
F2	306	513	194	164.3%	\$7.29	0.6	10.3	1.0	0.8	0.8	0.9	0.8	-0.1
F2	314	726	591	22.8%	\$8.15	0.6	11.4	1.1	0.7	0.7	0.6	0.8	0.2
F2	302	450	321	40.2%	\$8.39	0.5	8.8	0.9	0.8	0.8	0.8	0.7	0.0
F2	333	688	545	26.2%	\$7.51	0.6	8.4	0.8	0.7	0.7	0.9	0.7	-0.1
F2	307	415		All	\$8.81	0.5	9.4	0.9	0.7	0.7	0.9	0.7	-0.2
F2	384	339		All	\$6.95	0.7	6.3	0.6	0.8	0.8	0.8	0.7	-0.1
F2	311	80	54	47.5%	\$12.48	0.4	10.0	1.0	0.7	0.7	0.7	0.7	0.0
F2	305	269	675	-60.2%	\$7.81	0.6	5.7	0.6	0.7	0.7	0.4	0.6	0.2
F2	316	197		All	\$8.75	0.5	5.5	0.5	0.8	0.8	0.6	0.6	0.0



#### **Local Routes**

Local

		Avg	Avg								2Q06	3Q06	
		Weekday	Weekday						Pass/		Route	Route	RPI
		Pass	Pass	%	Sub/		Pass/		Rev		Performance	Performance	Point
_	LINE	3Q06	3Q05	Change	Pass	Index	Trip	Index	Mile	Index	Index	Index	Change
					\$2.95		24.50		2.00				
L	44	7,693	7,142	7.7%	\$1.77	1.7	53.3	2.2	2.8	1.4	1.6	1.7	0.1
L	26	4,683	4,308	8.7%	\$1.96	1.5	33.1	1.4	2.9	1.5	1.3	1.4	0.1
L	24	2,176	1,792	21.4%	\$2.12	1.4	18.5	0.8	3.4	1.7	1.2	1.3	0.1
L	19	3,676	3,447	6.7%	\$2.26	1.3	27.8	1.1	2.7	1.3	1.2	1.3	0.1
L	29	1,599	1,300	23.0%	\$2.20	1.3	19.0	0.8	2.9	1.4	1.1	1.2	0.1
L	165	4,144	3,735	11.0%	\$2.60	1.1	26.6	1.1	2.0	1.0	1.0	1.1	0.1
L	76	1,971	1,991	-1.0%	\$2.89	1.0	29.9	1.2	1.9	0.9	1.0	1.1	0.1
L	39	1,337	1,227	9.0%	\$2.56	1.2	16.6	0.7	2.5	1.3	1.0	1.0	0.1
L	11	3,703	3,461	7.0%	\$2.99	1.0	26.8	1.1	1.8	0.9	0.9	1.0	0.1
L	1	2,776	2,784	-0.3%	\$2.80	1.1	21.8	0.9	2.1	1.0	0.9	1.0	0.1
L	2	1,343	1,246	7.8%	\$2.80	1.1	17.2	0.7	2.1	1.0	0.9	0.9	0.0
L	12	1,188	1,052	12.9%	\$2.90	1.0	15.0	0.6	2.3	1.2	0.8	0.9	0.1
L	49	1,356	1,111	22.0%	\$3.06	1.0	17.3	0.7	2.2	1.1	0.9	0.9	0.0
L	164	3,580	3,161	13.3%	\$3.31	0.9	22.7	0.9	1.7	0.8	0.8	0.9	0.1
L	36	1,787	1,408	26.9%	\$3.76	0.8	25.8	1.1	1.6	0.8	0.8	0.9	0.1
L	50	2,129	1,894	12.4%	\$3.43	0.9	23.5	1.0	1.6	0.8	0.8	0.9	0.1
L	52	1,117	1,094	2.1%	\$2.92	1.0	12.9	0.5	2.1	1.1	0.8	0.9	0.0
L	31	1,586	1,434	10.6%	\$4.00	0.7	24.6	1.0	1.4	0.7	0.7	0.8	0.1
L	21	1,989	1,812	9.8%	\$4.90	0.6	26.7	1.1	1.3	0.6	0.7	0.8	0.1
L	63	969	911	6.3%	\$3.61	0.8	14.3	0.6	1.8	0.9	0.7	0.8	0.1
L	161	2,577	2,479	3.9%	\$3.45	0.9	18.5	0.8	1.4	0.7	0.7	0.8	0.0
L	59	1,151	1,137	1.2%	\$3.93	0.8	19.1	0.8	1.5	0.7	0.7	0.8	0.0
L	42	2,041	1,790	14.0%	\$4.48	0.7	24.2	1.0	1.2	0.6	0.7	0.7	0.1
L	51	1,337	1,312	1.8%	\$3.78	0.8	16.9	0.7	1.5	0.7	0.7	0.7	0.1
L	183	1,322	997	32.6%	\$3.28	0.9	15.6	0.6	1.1	0.6	0.6	0.7	0.1
L	37	1,941	1,690	14.8%	\$4.60	0.6	17.8	0.7	1.2	0.6	0.6	0.7	0.0
L	60	1,311	1,622	-19.2%	\$4.65	0.6	15.9	0.7	1.3	0.7	0.5	0.7	0.1
L	185	1,399	1,178	18.8%	\$4.89	0.6	18.2	0.7	1.1	0.6	0.6	0.6	0.1
L	155	256	295	-13.5%	\$4.84	0.6	11.6	0.5	1.3	0.6	0.5	0.6	0.0
L	35	1,086	982	10.7%	\$5.96	0.5	17.0	0.7	1.0	0.5	0.5	0.6	0.1
L	8	574	657	-12.6%	\$6.41	0.5	6.8	0.3	1.3	0.6	0.4	0.5	0.1
L	184	111	453	-75.5%	\$11.40	0.3	13.9	0.6	0.8	0.4	0.3	0.4	0.2

## Site-specific Shuttles

**Dallas Area Rapid Transit** 

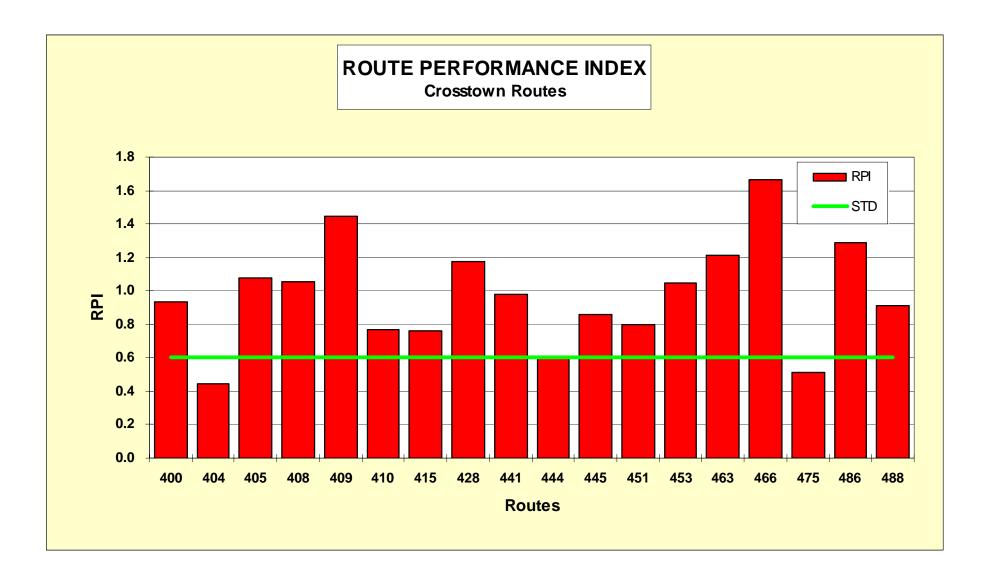
Avg     Avg     Avg     2Q06     3Q06       Weekday     Weekday     Pass     Pass/     Route     Route       Pass     Pass     %     Sub/     Pass/     Rev     Performance       LINE     3Q06     3Q05     Change     Pass     Index     Trip     Index     Mile     Index     Index       \$3.80     11.00     1.80	
\$3.80 11.00 1.80	RPI Point Change
SS TI 914 822 11.2% \$0.89 4.3 3.3 0.3 2.0 1.2 1.9 1.9	0.0
SS UTSW       298       257       15.8%       \$1.10       3.8       3.4       0.3       1.6       1.0       1.7       1.7         SS SMU       388       281       38.2%       \$1.60       2.6       6.7       0.7       1.9       1.2       1.5	0.0 0.0
SS SMC       388       281       38.2%       \$1.00       2.0       0.7       0.7       1.9       1.2       1.5         SS MCE       96       114       -16.5%       \$0.83       3.2       1.4       0.1       1.7       0.7       1.3       1.3	0.0
SS DFW 440 296 48.7% \$1.33 2.9 2.7 0.3 1.1 0.6 <b>1.3 1.3</b>	0.0
SS CCE 60 50 20.0% \$1.49 2.2 1.3 0.1 1.2 0.6 <b>1.0 1.0</b>	0.0
SS PE 43 25 70.9% \$1.29 2.1 2.0 0.1 0.9 0.4 <b>0.9 0.9</b>	0.0

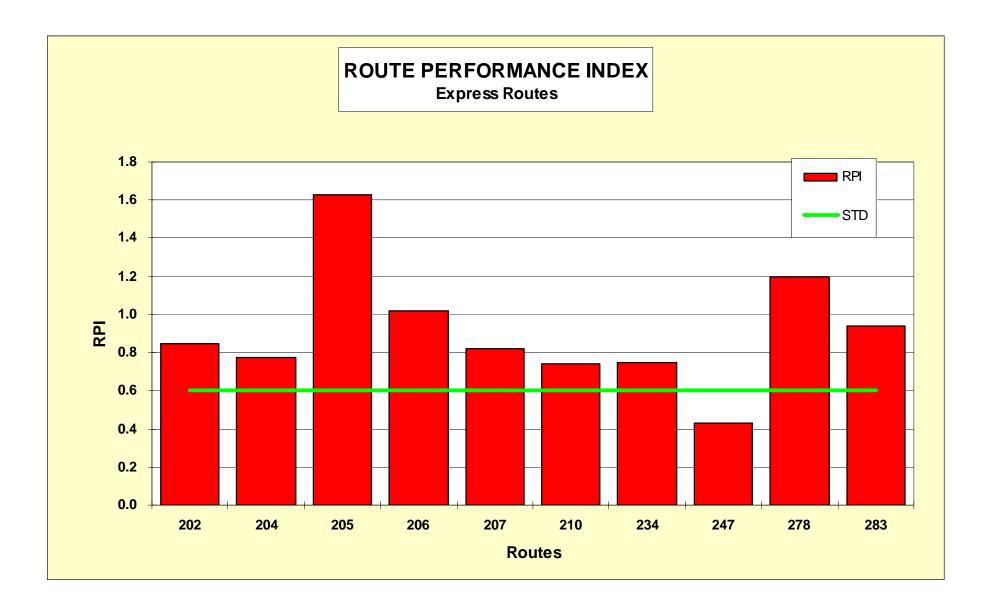
#### **DART-on-Call**

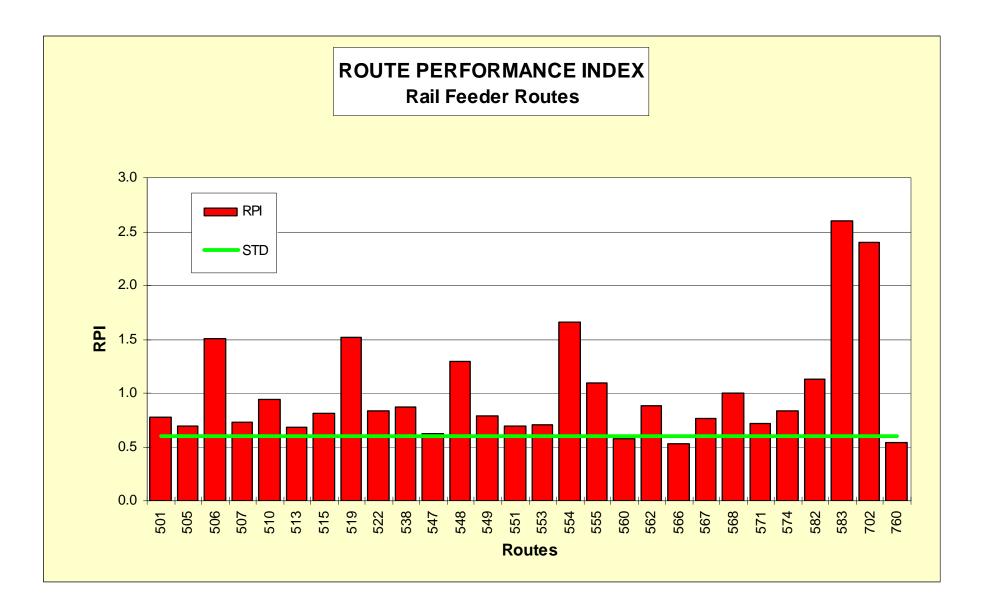
DART-on-Call

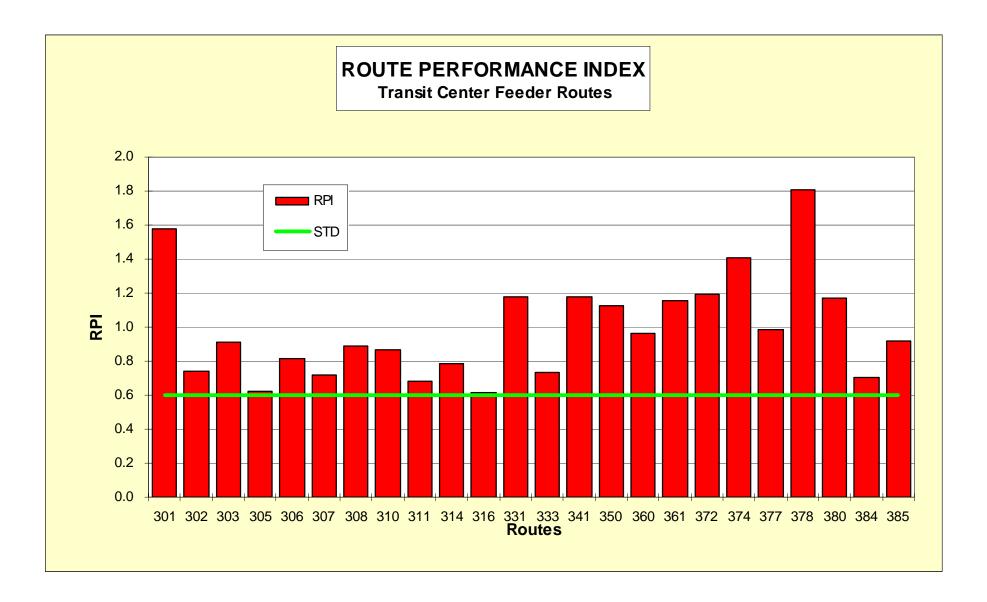
LINE	Avg Weekday Pass 3Q06	Avg Weekday Pass 3Q05	% Change	Sub/ Pass	Index	Pass/ Trip	Index	Pass/ Rev Hour	Index	2Q06 Service Performance Index	3Q06 Service Performance Index	SPI Point Change
				\$4.30				6.00				
D LoC D NCPoC	104 99	95 85	9.3% 16.6%	\$3.94 \$7.46	1.0 1.0			8.2 5.2	1.3 1.3	1.2 1.2	1.2 1.2	-0.1 -0.1
D EPoC	69	57	20.7%	\$6.44	0.7			5.1	0.8	0.7	0.8	0.1
D GH	39		All	\$7.02	0.6			5.8	0.9	0.8	0.8	-0.1
D RoC	48	41	19.1%	\$7.47	0.5			3.9	0.6	0.6	0.6	0.0
D Rich	29	19	51.6%	\$8.63	0.4			3.8	0.5	0.4	0.5	0.1
D FBoC	27	41	-33.8%	\$15.52	0.3			2.2	0.3	0.3	0.3	0.0
D LHoC	40		All	\$12.25	0.3			2.7	0.3	0.3	0.3	0.0
D ND0C	36	38	-4.3%	\$11.08	0.2			3.0	0.3	0.3	0.3	-0.1

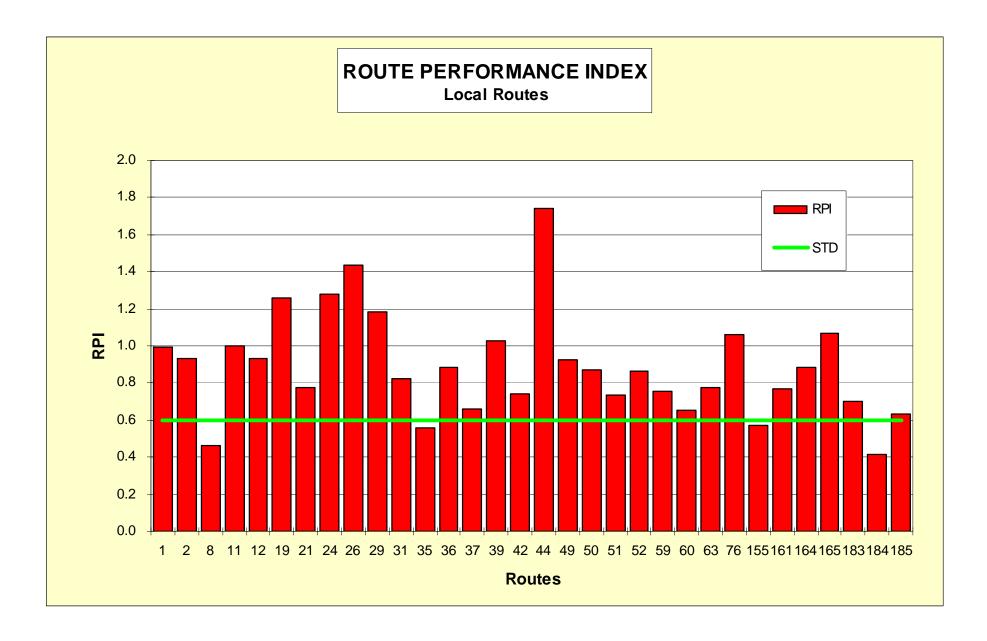












## PLANNING & DEVELOPMENT DEPARTMENT Third Quarter FY 2006 Quarterly Reports

P&D1	Highlights
P&D2	Capital Planning & Development
P&D2	Southeast Corridor
P&D3	Northwest Corridor (Dallas CBD to Carrollton)
P&D4	Northwest Corridor (NW HWY to Irving/DFW)
P&D5	Rowlett Corridor PE/EA
P&D6	2030 Transit System Plan
P&D7	Economic Development
P&D8	Northwest Corridor Mitigation Monitoring Program
P&D9	Southeast Corridor Mitigation Monitoring Program
P&D10	Mobility Programs Development
P&D10	I-30 Old Turnpike Managed/HOV Lanes Project
P&D11	Regional Comprehensive ITS Program for the Dallas/Fort Worth Region
P&D12	Construction and Installation of Standard Shelters
P&D13	SH 114 Freeway Widening Including Managed HOV Lanes
P&D14	HOV Lanes Operation
P&D15	North Central (US 75) Concurrent HOV Lanes
P&D16	TRE at Belt Line Road Transit PASS Project
P&D17	Service Planning & Scheduling
P&D17	Five-Year Action Plan
P&D18	Five-Year Action Plan Score Card
P&D19	Service Reviews
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P&D23	Ticket Vending Machines (TVM)
P&D24	Customer Response Team (CRT)
P&D25	Connection Protection
P&D26	Vanpool

# **Planning and Development Department**

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

The department directs a broad range of planning and development activities from ongoing refinement of DART's current bus system to conceptualizing future services and projects and advancing them through various levels of development. Specific functions include short range bus service planning and scheduling, long range system planning, and capital planning for rail and bus passenger facilities. Planning and Development is also responsible for planning and project definition of rail and bus passenger facilities from environmental impact analysis through preliminary engineering and for planning, design, development, and operation of the High Occupancy Vehicle (HOV) lane system. Finally, the Department is responsible for providing planning support by encouraging and promoting transit-oriented development surrounding or adjacent to DART properties.

#### **Highlights This Quarter**

- The Full Funding Grant Agreement (FFGA) was approved by FTA on July 3, 2006.
- The environmental documentation (SE Corridor) for the Santa Fe Trail Grades Separation was prepared and submitted to FTA.
- The environmental documentation for the Downtown Carrollton Master Plan was prepared and submitted to FTA.
- Staff held various meetings with stakeholders (TxDOT, DFW, American Airlines) to discuss stations and DFW access regarding the Northwest Corridor (NW Hwy. to Irving/DFW).
- Staff conducted a public meeting in Rowlett, briefed the DART Planning Committee, and conducted Technical Work Group meetings with city staffs from Garland, Rowlett, and Garland Power & Light.
- The Draft 2030 Transit System Plan (2030 TSP) was finalized.
- Two Sustainable Development Grants for infrastructure improvements around DART LRT Stations were approved by NCTCOG.
- Plans (30%) were submitted to TxDOT for review and comments for the I-30 Old Turnpike Managed/HOV Lanes project.
- High-level design for regional network was completed for the Regional Comprehensive ITS Program for the Dallas/Fort Worth Region.
- TxDOT/FHWA approved preliminary design schematics for the entire SH 114 corridor improvements. A major milestone in project development was reached by distribution of the 60% preliminary engineering plans for total reconstruction of the existing interchange at Loop 12/SH114 to accommodate the future LRT under Loop 12 and along a section of SH 114 for its extension to DFW Airport.
- The North Central (US 75) Concurrent HOV Lanes project has been let and construction will begin this summer.
- The four DART operated HOV lanes carried approximately 120,400 weekday daily commuters.



# **Planning and Development Department**

- The procurement schedule is underway for advertisement and instructions to bidders regarding the TRE at Belt Line Road Transit PASS project.
- Service review drafts were completed for Northwest Dallas and East Dallas.
- Staff completed preliminary source evaluation for Paratransit/van-based services.



Strategic Plan Consideration	C2.3 Open/Integrate new transit service.
Description	The Transit System Plan (Phase II) identifies a transit corridor extending from the CBD through Deep Ellum near Baylor Hospital, by South Dallas, Fair Park and to Pleasant Grove. The committed MLK and Lake June Transit Centers are both located in the vicinity of DART rail right-of-way, thus enhancing the opportunity to implement rail transit from the Dallas CBD to Buckner Blvd.
	FTA issued the Notice of Intent (NOI) to prepare an Environmental Impact Statement (EIS) in November 2000. DART received FTA approval to enter into Preliminary Engineering (PE) in July 2001. Draft EIS was published in February 2002. Final EIS was published in October 2004. FTA issued a Record of Decision (ROD) on February 5, 2004. Final design was initiated.
Accomplishment	<ul> <li>3rdQ06 activities:</li> <li>May/June: 2006: Prepared Environmental Documentation for Santa Fe Trail Grades Separation</li> <li>June 8, 2006: Submitted Santa Fe Documentation to FTA</li> <li>July 3, 2006: FFGA awarded by FTA.</li> </ul>
Issues	<ul><li>Trail interface</li><li>FTA approval of Santa Fe Trail documentation pending</li></ul>
Schedule	<ul> <li>July 2006: Final SHPO submittal</li> <li>July 25, 2006: SE-1 Construction meeting</li> <li>SE-1: 2010</li> <li>SE-2: 2011</li> </ul>
Project Manager(s)	John Hoppie



# **Strategic Plan** C2.3 Open/Integrate new transit services. **Consideration**

**Description** The DART Board approved the Northwest Corridor Locally Preferred Investment Strategy (LPIS) on February 22, 2000. The LPIS includes implementation of Light Rail Transit (LRT) in the Northwest Corridor. FTA issued the Notice of Intent to prepare the EIS in November 2000. DART received Federal Transit Administration (FTA) approval to enter into Preliminary Engineering in July 2001. The project completed the Preliminary Engineering/Environmental Impact Statement (PE/EIS) phase with an FTA Record of Decision issued on February 5, 2004.

# Accomplishments • Continued coordination with City of Carrollton and Denton County Transit Authority (DCTA) on project interaction and downtown Carrollton station planning.

- Received favorable reviews from SHPO on cultural resources subject to the Memorandum of Agreement (MOA) to date.
- Prepared Environmental Documentation for the Downtown Carrollton Master Plan
- May 24, 2006: Submitted Master Plan documentation to FTA
- July 3, 2006: Full Funding Grant Agreement (FFGA) approval

#### Issues

- FTA approval of Environmental Documentation for the Downtown Carrollton Master Plan is pending.
  - Awaiting comments from City of Dallas and NCTCOG regarding Love Field Service Options Report.

#### Schedule

#### **Project Manager(s)** Kay Shelton



**Strategic Plan** C2.3 Open/Integrate new transit services.

## Consideration

**Description** The Northwest Corridor MIS was completed in February 2000. In November 2002, DART began to reevaluate the identified alignment because newly identified airport access options and changing conditions within the corridor. A new southern alignment emerged from this analysis. In January 2005, upon consultation with airport staff, FAA, and FTA a decision was made to phase the project with Phase I extending to Beltline Road. Since the alignment will utilize airport property a Federal EIS is required. Target finish is FY 07.

## Accomplishments

- Received Administrative Draft EIS for review
- June 7, 2006: Met with TxDOT to discuss North Las Colinas Station
- June 9, 2006: Met with DFW staff to discuss Belt Line Station
- June 29, 2006: Met with DFW staff to discuss Belt Line Station
- June 30, 2006: Met with American Airlines to discuss DFW Access
- Continued coordination with City of Irving, TxDOT, USACOE, DCCCD/North Lake College, DFW Airport, University of Dallas, NTTA and individual property owners
- Environmental Evaluation ongoing
- **Issues** Decision to Phase Project: Phase I to Irving/Phase II to DFW
  - DFW Airport now considering transit terminating at Terminals A & B
  - North Las Colinas Station decision dependant on TxDOT design of Spur 348
  - Construction sequencing along SH 114

#### Schedule

- July 2006: Review Administrative Draft DEIS
- July 2006: Submit Draft DEIS to FTA
- Spring 2006: Draft EIS
- Spring 2007: Complete PE/EIS

Project Manager(s) John Hoppie



Strategic Plan Consideration	C2.3 Open/Integrate new transit service.
Description	<ul> <li>The Rowlett LRT Corridor Extension (PE/EA), which was identified in the Northeast Major Investment Study (1996), is a 4.8-mile corridor from the Downtown Garland LRT station to the proposed terminus in Rowlett. This project involves development of Preliminary Engineering (PE) plans (10%) and development of the draft and final EA. Work was initiated in March 2005 and is scheduled for completion during 2006.</li> <li>June 2006: Conducted Public Meeting in Rowlett</li> <li>June 2006: Briefed Planning Committee</li> <li>June 2006: Conducted Technical Work Group meetings with city staffs from Garland, Rowlett and Garland Power &amp; Light.</li> <li>The KCS Railroad has given DART permission for 22' clearance over the freight track.</li> </ul>
Issues	<ul> <li>Distribution lines, which cross the alignment at the KCS tracks have become a new issue. These lines will have to be raised; however, they are controlled by TMPA (Texas Municipal Power Agency) and are part of a larger grid serving Dallas. Permission from ERCOT (Electric Reliability Council of Texas) will also be needed before construction. Planning and Project Management staff is examining the records for license agreements; coordination with the appropriate agencies regarding raising these lines will follow.</li> <li>For Line Section G-3, an at-grade station in Downtown Garland has been built; however, due to increased traffic on the KCS line, alternatives for crossing the KCS track during PE will be examined.</li> <li>Rowlett Creek and associated wetlands</li> <li>Noise and vibration issues</li> </ul>
Schedule	<ul> <li>Residential impact</li> <li>Freight customers</li> <li>March 2005-Aug. 2006: PE/EA</li> <li>2006-2009: Final Engineering</li> <li>2009-2012: Construction</li> <li>December 2012: Revenue Service</li> </ul>

Project Manager(s) Cheri Bush



Strategic Plan Consideration	C2.3 Open/Integrate new transit services.
Description	The Board of Directors adopted DART's current Transit System Plan (TSP) in November 1995, which was an update to the 1989 Plan, both of which were oriented toward a horizon year of 2010. The 2030 Transit System Plan uses a horizon year of 2030. An assessment of DART's previous System Plan (1989, 1995) and the framework development for the 2030 Transit System Plan (Phase I) was completed during FY 01. Phase II is scheduled for completion in FY 06.
Accomplishments	<ul> <li>June 2006: Finalized Draft 2030 TSP for public and agency review period.</li> <li>June 2006: Begin development of 2030 TSP study report with various report documentation and back up information, including Conceptual Evaluation Methodology and Results and Capital Cost Methodology report.</li> <li>April/May 2006: Finalized detailed evaluation and financial/affordability analysis. Completed remaining non-rail elements.</li> <li>May 2006: Completed Draft 2030 TSP for board review.</li> <li>April 2006: Conducted North Crosstown Public Meeting</li> <li>April 2006: Conducted Member City Staff Briefing</li> <li>April 2006: Conducted DART Senior Staff Briefing</li> <li>June 2006: Planned for final round of Public Meetings.</li> </ul>
Issues	<ul><li>City of Dallas priorities.</li><li>Financial capacity.</li></ul>
Schedule	<ul> <li>Financial capacity.</li> <li>July 2006: DART Board approved circulation of Draft TSP.</li> <li>AugSept. 2006: General public meetings.</li> <li>AugSept. 2006: Member city and stakeholder briefings.</li> <li>Oct. 2006: Present TSP to DART Board for approval.</li> </ul>
Project Manager(s)	Project Manager: Kay Shelton; Deputy: Jerry Tikalsky



# **Economic Development**

Strategic Plan Consideration	<ul><li>S1.5 Identify and develop strategic partnerships.</li><li>S1.6 Advocate transit-oriented development.</li><li>S1.9 Pursue joint development opportunities.</li></ul>		
Description	The DART Mission statement specifies that the implementation of the Service Plan should "stimulate economic development."		
Accomplishments	<ul> <li>Staff briefed the Planning Committee regarding the two Sustainable Development Grant proposals that were awarded to private developers for infrastructure improvements around DART LRT Stations.</li> <li>Two Sustainable Development Grants for Infrastructure, Harvest Partners (Park Lane LRT Station) and Valencia (Walnut Hill LRT Station) were approved by NCTCOG.</li> <li>Negotiations are underway with selected proposer for Mockingbird Station.</li> <li>Worked with City of Dallas regarding the City's Request for Master Developer Proposal.</li> </ul>		
Issues	<ul> <li>Staff is continuing to work with internal staff regarding TOD development opportunities</li> <li>Staff will be taking the Monroe Shops contract to the Committee of the Whole for approval for sale of the building.</li> </ul>		
Schedule	<ul> <li>Staff is anticipating initiating a second RFP process in mid-2006.</li> <li>Staff is involved or working with the following:</li> <li>The Texas Transportation Summit will be held from August 8 to August 11, 2006.</li> <li>Rail-Volution National Steering Committee meetings. Next conference: November 2006 in Chicago.</li> <li>North Dallas Urban Land Institute (ULI) District Council Program Committee.</li> </ul>		
Project Manager(s)	Jack Wierzenski/Cheri Bush		



## Northwest Corridor Mitigation Monitoring Program

Strategic Plan	C2.3 Open/Integrate new transit services	
Consideration	C2.6 Add needed passenger amenities/facilities	
	S1.7 Operate environmentally friendly services	

**Description** DART is advancing the development of LRT extensions in the Northwest Corridor. The Northwest Final Environmental Impact Statement (FEIS, 2003) identified impact and mitigation measures. FTA requires preparation of mitigation monitoring program (MMP) updates for federally funded projects as design and construction progress. These updates review and document any changes to or completion of mitigation measures. This includes noise and vibration mitigation measures; status of commitments detailed in the Section 106 Memoranda of Agreement including continuing SHPO and Dallas Landmark Commission coordination and design submittal reviews; changes or additions to Section 404 permits; monitoring of Section 404 mitigation measures, and maintaining a sensitivity to adjacent parklands.

#### Accomplishments

- Noise mitigation measures finalized
- Visual mitigation measures in NW-4 finalized
- 95% design of NW-2 and NW-4 submitted to SHPO for review
- **Issues** Relocation of the Depot is an ongoing part of the station layout
  - Some traffic impact analysis and signal warrant are ongoing
- The Northwest Monitoring Mitigation Program will be ongoing until service begins in the corridor.

**Project Manager(s)** Victor Ibewuike



## Southeast Corridor Mitigation Monitoring Program

Strategic Plan	C2.3 Open/Integrate new transit services	
Consideration	C2.6 Add needed passenger amenities/facilities	
0 0	S1.7 Operate environmentally friendly services	

**Description** DART is advancing the development of LRT extensions in the Southeast Corridor. The Southeast Final Environmental Impact Statement (FEIS, 2003) identified impact and mitigation measures. FTA requires preparation of mitigation monitoring program (MMP) updates for federally funded projects as design and construction progress. These updates review and document any changes to or completion of mitigation measures. This includes noise and vibration mitigation measures; status of commitments detailed in the Section 106 Memoranda of Agreement including continuing SHPO and Dallas Landmark Commission coordination and design submittal reviews; changes or additions to Section 404 permits; monitoring of Section 404 mitigation measures, and maintaining a sensitivity to adjacent parklands.

Accomplishments	<ul><li>Fencing details for SE-2 resolved</li><li>Resolution of the mitigation of South Dallas Cafe</li></ul>	
Issues	Good Year Building and Gaston Yard mitigations	
Schedule	• The Southeast Monitoring Mitigation Program will be ongoing until service begins in the corridor.	
Project Manager(s)	Victor Ibewuike	



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

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

**Description** The I-30 W. Managed/ HOV Tom Landry Freeway (Old development Turnpike) project includes of the first Managed/HOV Lane project in Dallas. The Managed/HOV lanes facility will be designed in the median of I-30 starting from the Dallas/Tarrant County line to downtown Dallas. This facility will operate 20-hours a day. The facility will have two-lane Managed/HOV Lanes from Dallas/Tarrant County line to Westmoreland. This project will include four (4) phases. Phase I is in progress and will be completed in FY 2007.

- Accomplishments 3rdQ06: 30% plans were submitted to TxDOT for review and comments
  - 1stQ06: Revised schematic sent to TxDOT for review and approval.
  - 4rthQ05: Preparation of project schematics for implementation of a concurrent flow facility along the corridor will be sent to TxDOT in November 2005.
  - **Issues** The region stakeholders have requested no sorting of HOV/SOV vehicles on the main lanes.
    - Existing toll tag limitation that will not allow to turn-on and off by drivers.
    - Potential funding delay for I-30 Trinity River (Signature) bridge (designed and constructed by others).
    - TxDOT is reviewing the structural report for shifting center support for three bridges to allow two lanes Managed HOV into downtown.
  - Schedule June 2007: Complete Phase I construction of the Managed/HOV lane facility on I-30.
    - 2008: Completion of phase II

#### **Project Manager(s)** Abed Abukar



Strategic PlanC4.2 Integrate information technology systemsConsideration

**Description** A *Memorandum of Understanding* to develop a Regional Comprehensive ITS Program was executed to kick-off the Regional Comprehensive ITS Program for the Dallas/Fort Worth Region. This program will include the planning, design, construction, implementation and operation of real time traveler and transportation system information, from which partners are able to share and provide transit with traffic information. This needed exchange will aid the region in dealing with major incidents. This project will comprise of two phases: Video and Data Regional ITS Project, and Software Project.

> An Executive Committee will provide direction and oversight in the development of this program; a Steering Committee will develop the program; and, three task forces were formed to advance the program.

## Accomplishments

- 3rdQ06: Completed high-level design for regional network.
  - 1stQ06: Completed the Regional Data and Communication Agencies Assessment Summary.
- (2005) Completed the review of the Regional Data and Video Communication System agencies assessment summary report.
- (2005): High-level design for the Dallas/Fort Worth Center-to-Center Communication network has begun.
- (2005): Completed Regional ITS Architecture.
- (2003): High-level video and data design requirements has begun and an interlocal agreement was initiated for funding of the design work. A contract has been issued to SWRI to start the high-level design work.
- (2002): Final Concept of Operation and System Specification was completed for data exchange for Dallas/Ft. Worth Center-to-Center communications network.
- (2002): The Data and Software/Video Task Forces have completed the system requirements for each agency's needs.
- (2002): The Region was instrumental in defining the State data elements and requirements in order to develop the status and command/control interface control documents (version 3.0) using national standards for exchange of information among the agencies.
- (2002): A consultant, *Southwest Research Institute (S.W.R.I.)* was secured to finalize the Regional System requirements.



## **Regional Comprehensive ITS Program** for the Dallas/Fort Worth Region

- (2001): The Data Deployment Task Force for Centers, Software/Video Task Force for Centers, and Interagency Agreements Task Force were formed.
- (2001): The *Communications Analysis and recommendation Report* was approved by the Executive Committee.
- (2000): The *Executive Committee* was formed to provide direction and oversight in the development of this program. Committee members include: CEOs from DART, Texas Department of Transportation (TxDOT Dallas and Fort Worth Districts), Fort Worth Transportation Authority (the "T"), North Texas Tollway Authority (NTTA), North Central Texas Council of Governments (NCTCOG), D/FW International Airport, Dallas Regional Mobility Coalition (DRMC), and the City of Dallas.
- (2000): The Executive Committee authorized formation of a *Steering Committee* to develop the program. Members include representatives from DART, Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Federal Railroad Administration (FRA), area cities, TxDOT, NCTCOG, DRMC, NTTA, The "T", D/FW Airport, and others. The Steering Committee convenes monthly.
- (1998): *Memorandum of Understanding* developed.

#### Issues • None

#### Schedule

- 2007: Funding will become available for implementation of center-to-center communication network.
  - 2007: Start of detail (final) design for regional network to exchange video data.

Project Manager(s) Abed Abukar



# **Construction & Installation** of Standard Shelters

Strategic Plan Consideration	C1.2 Provide clean, safe, secure environment. C2.6 Add needed passenger amenities/facilities.	
Description	The Standard DART Bus Shelter program is intended to provide additional amenities and a more comfortable place to wait, where daily boarding activity is greater than 50 passengers or where a sensitive use is present. A new shelter contract was signed with NEC and Notice to Proceed issued in May 2003. The FY 05 Standard Shelter program was completed during 2005 and the FY 06 program is in progress.	
Accomplishments	<ul> <li>Work on federalized contract and purchase request continues.</li> <li>2ndQ06: Installed 45 new shelter equivalents.</li> </ul>	
	<ul> <li>Public/Private partnership with a South Dallas neighborhood association resulted in the installation of a needed on-street facility. A partnership with Baylor/Garland continued.</li> <li>Partnerships with other governmental units have resulted in the renovation or construction of additional standard shelters that cannot be constructed with DART funds alone. A partnership with UTSW resulted in the installation of facility and accessibility improvements at the St. Paul campus and the ongoing care facility for amputees. Design work for improvements at the stop located at Harry Hines and Butler has begun in anticipation of a public private partnership with Parkland Hospital.</li> </ul>	
Issues	• Para-transit issues being addressed through accessibility	
	<ul><li>improvements.</li><li>Graffiti, vandalism, and shelter loss are ongoing costs.</li></ul>	
Schedule	<ul> <li>4thQ06: Install 30 new shelter equivalents.</li> <li>4thQ06: Prepare new federalized shelter contract for bid.</li> <li>1stQ07: Begin installation of shelters under federalized contract.</li> </ul>	
Project Manager(s)	Rob Parks	



# SH 114 Freeway Widening Including Managed/HOV Lanes

Strategic Plan Consideration	C2.3 Open/Integrate new transit services		
Description	The SH 114 project is comprised of two segments: The section between SH 183 and Loop 12 will be widened from 4 to 6 general purpose lanes (3 in each direction) and have four Managed HOV lanes added within the median. The section from Loop 12 to SH 121/County Line will be widened from four lanes to eight lanes with an addition of four Managed HOV lanes. Project limits are from SH 183 to SH 121/Tarrant County line for a total length of 13 miles. The corridor is expected to include two Park and Ride lots, located at or near International Parkway and Spur 348. Access and egress will be provided by using slip-ramps and wishbone ramps.		
Accomplishments	<ul> <li>June 2006: TxDOT/FHWA approved preliminary design schematics for the entire <i>SH 114</i> corridor improvements. A major milestone in project development was reached by distribution of the 60% preliminary engineering plans for total reconstruction of the existing interchange at <i>Loop 12/SH 114</i> to accommodate the future LRT under Loop 12 and along a section of SH 114 for its extension to DFW Airport. Project limits are from Texas Stadium to west of the BNSF RR including the LRT station at Tom Braniff Dr.</li> <li>March 2006: DART/TxDOT working on 60% PS&amp;E submittal for Loop 12/SH 114 Interchange for early LRT project implementation.</li> <li>January 2006: Implemented FHWA/Austin Division review comments. Submitted final schematics/EA for approvals.</li> <li>December 2005: Schematics revised to show reversible operation from SH 183 to Rochelle with ROW needed for four Managed/HOV lanes.</li> </ul>		
Issues	<ul> <li>DART is awaiting final approval of EA report for the entire <i>SH 114</i> corridor improvements including four (4) Managed HOV lanes.</li> <li>The total project cost for early implementation of <i>Loop 12/SH 114 Interchange</i> to accommodate the future LRT corridor extension into Irving is estimated at \$200M. Finalization of Memorandum of Understanding (MOU) and development of necessary funding agreement between DART, TxDOT, NCTCOG, and City of Irving is ongoing.</li> </ul>		



# SH 114 Freeway Widening Including Managed/HOV Lanes

Schedule	<ul> <li>March 07: Final environmental clearance (FONSI).</li> <li>Oct. 06: Formal public hearing anticipated in advance of EA approval.</li> <li>FY 05-07: PS&amp;E for Loop 12/SH 114 Interchange for early LRT project implementation.</li> <li>FY 07-2010: Construction phase for Loop 12/SH 114 Interchange for early LRT project implementation.</li> <li>FY 07-09: PE/PS&amp;E for remainder of SH 114 corridor.</li> <li>FY 09-11: Utilities relocation/coordination and R-O-W.</li> <li>FY 12-15: Construction phase, pending funding availability.</li> </ul>
Project Manager(s)	Ali Rabiee



# **HOV Lanes Operation**

Strategic Plan Consideration	C1.1 Improve on-time performance C1.4 Provide friendly courteous service		
Description	HOV lane system is DART's most cost efficient service with \$0.14 subsidy per passenger and carrying about 38% of the total DART system ridership.		
	I-30, I-35E, I-635 and I-35E/US 67 HOV lanes carried over 37 million commuters during FY 05.		
	DART currently operates 31 miles of HOV Transitways along I- 30, I-35E, I-635 and I-35E/US 67 freeways. The HOV lane on I- 30 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 are buffer separated concurrent flow lanes, constructed using the inside shoulders of the freeways. The HOV lanes on I-35E/US 67 are a combination of concurrent flow and reversible sections.		
Accomplishments	The following is HOV ridership information for June 2006:		
	<ul> <li>The four DART operated HOV lanes carried approximately 120,400 weekday daily commuters.</li> <li>The HOV lanes along I-635, I-35E, I-30 and I-35E/US 67 carried 47,000, 29,780, 18,200 and 25,380 weekday passengers respectively.</li> <li>HOV users saved 8.8 minutes, 13.2 minutes, 8.6 minutes, and 14.1 minutes on East R.L. Thornton, Stemmons, LBJ, and South R.L. Thornton/Marvin D. Love HOV lanes respectively, on the round trip commute.</li> <li>On-time opening performance for the East R. L. Thornton HOV lane was 99.0% during the last quarter.</li> <li>Efforts to extend the operating limits of the I-30 and I-635 HOV lanes and to implement new facilities on US 75 and I-30 West are in various stages of implementation.</li> </ul>		
Issues	Additional public education and marketing efforts are necessary.		
Schedule	Ongoing.		
Project Manager(s)	Mahesh Kuimil		



Strategic Plan	C2.3 Open/Integrate new transit services
Consideration	

- **Description** Development of a concurrent flow HOV lane facility is underway in the median of US 75, north of LBJ freeway to north of Parker Road in Plano. The 24-hour two-lane facility will serve both northbound and southbound commuters. The facility will be connected to the existing and later, future HOV lanes on LBJ freeway, west of US 75, via a direct connector ramp through the reconstructed US 75/I-635 Interchange. Potential access/egress locations have been identified at Park Blvd. Previously; design of a reversible HOV lane was being advanced along this corridor. This project has been replaced with the concurrent flow facility.
- Accomplishments 3rdQ06: Project has been let and construction will begin this summer.
  - The T-ramp from TI Boulevard to the LBJ HOV opened to traffic last month as part of the High Five construction.1stQ06: Operational schematics have been prepared.
  - The issue regarding a system of physical barriers to separate HOV lane users from main lane traffic has been resolved. Delineator posts will be used for this purpose.
  - **Issues** The NCTCOG's Mobility Plan identifies the need for two lanes inbound and one lane outbound in the morning and the reverse for the afternoon operating periods.
    - An MIS is needed to address the additional HOV needs within the corridor.
    - Access/egress locations at Campbell Road may be eliminated due to operational concerns.

## Schedule

- 2007: Complete construction of the HOV lane facility on US 75.
  2007: Complete romp connections from US 75 HOV long to
- 2007: Complete ramp connections from US 75 HOV lane to I-635 HOV lane.

## Project Manager(s) Mahesh Kuimil



Strategic Plan Consideration	C1 Improve Quality C2 Improve/Add Services C3 Improve efficiency S1 Build Relationships with Stakeholders
Description	The project involves the grade separation of the Trinity Railway Express (TRE) over the intersections of Belt Line Road, Briery Road, and Story Road; and replacement bridges over Dry Branch Creek and West Irving Creek. The TRE tracks will be elevated and double tracked from Gilbert to Rogers Road, for a length of 2 <sup>1</sup> / <sub>4</sub> 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 will be acquired by the COI. Total estimated cost including ROW, engineering, and construction is approximately \$42 million. In addition, COI has committed \$5 million for aesthetics as part of Quiet Zone. The Regional Transportation Council of the North Central Texas Council of Governments 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).
Accomplishments:	• June 2006: The Senior Management Review (SMR) of the final PS&E package was held on June 2 & 5, 2006. Procurement schedule is underway for advertisement and instructions to Bidders (IFB).

- May 2006: Final PS&E package was distributed for the Senior Management Review (SMR), which is scheduled for June 2 & 5, 2006.
- April 2006: The scope of the project has changed and now includes additional rail crossing signals at Rogers and Macarthur.
- March 2006: Re-design of loading and modification of 36 structural plan sheets resulted a potential savings of approx. \$1 million.



• January 2006: NTCOG/RTC approved funding increase of \$4.6M

December 2005: Attended monthly utility relocation meeting. December 2005: NCTCOG/STTC approved funding increase of \$4.6M.

- November 2005: City of Irving utility relocations are completed.
- October2005: Irving City Council workshop approved funding increase.
- September 2005: A revised proposal was submitted to NCTCOG for an additional \$7.3M.
- June 2005: Final review comments for technical specifications were dispositioned and final costs were updated.
- March 2005: Last remaining real estate parcel has been acquired by the City of Irving.
- 1stQ05: PS&E package 100% complete.
- March 2005: PS&E package completed and budget revised based on the latest estimate.
- **Issues** The franchise utilities status as of June, 2006:
  - ✓ Atmos Gas lines completed
  - ✓ TXU electric ongoing
  - ✓ MCI ongoing
  - ✓ Verizon field work ongoing
  - ✓ AT&T completed
- **Schedule** June 2006: SMR review process.
  - July 2006: Advertise for bids.
  - October 2006: Letting (receive bids).
  - December 2006: Award/Notice to Proceed.
  - Jan. 2007: Begin construction.
  - Aug. 2009: Project completion.

Project Manager(s) Ali R





Strategic Plan Consideration	C1 Improve quality. C2 Improve/add services. C3 Improve efficiency.		
Description	The Action Plan provides guidance for development and implementation of service improvements for a five-year period. The Board-adopted goals for the Action Plan are to increase ridership and improve cost effectiveness.		
	An updated Five Year Action Plan was developed and presented to the Board in 2002. Significant changes have taken place since 2002 relative to the region's economic conditions and DART's fiscal projections. As a result, a new Five Year Action Plan update is currently underway.		
Accomplishments	<ul> <li>3rdQ06: Finalized new service designs. Delay recommendations of plan for approval of new Service Planning and Scheduling AVP.</li> <li>2ndQ06: Presented to Board on scope of project and key service strategies.</li> <li>1stQ06: Completed supporting tasks and data review.</li> <li>3rdQ05: Revised and expanded scope of project.</li> <li>2ndQ05: Data collection completed for plan update.</li> <li>2ndQ05: Staff completed review of Plan for update to financial information and project schedules.</li> <li>Innovative services and site-specific shuttles continue to be developed as described in the attached Score Card and individual progress reports.</li> </ul>		
Issues	<ul> <li>Instability in service levels based on rishership changes, sluggish sales tax receipts, and volatile fuel prices.</li> <li>Delays in progress on update due to shift in staff focus to FY 2006 service modifications.</li> </ul>		
Schedule	• 4thQ06: Draft document. Management review and internal presentations; incorporate revisions; finalize document.		
Project Manager(s)	Katharine Eagan		



## FY 2006 Third Quarter Score Card Five-Year Action Plan

Objectives	Services	Activities
INCREASE RIDERSHIP		
Expand Services	Feeders to Transit Centers	System ridership rose 12.2% from FY 2004; bus system ridership was up 14.9%. Crosstown routes increased 19.8%, TC Feeder Routes increased 22.3% and Rail Station Feeder routes increased 11.0%. February 2006 service change implemented
	and Stations	rail and bus schedule adjustments, based on service efficiencies.
Improve Customer     Waiting Conditions	Improved Bus Stop Amenities	The 2003-2008 new Standard Shelter Program will include a total of 430 standard shelters and 90 double/modular shelters.
IMPROVE COST		
EFFECTIVENESS		
Implement Efficiencies		Destructions and a starting for an excitation
	DART On-Call Non- Traditional service	Preliminary source evaluation for consolidated Paratransit/van-based services contract,
	Site-specific Shuttles	On-going service partnerships with North Park, SMU, DFW, U.T. Southwestern Medical Center; American Airlines Center, Texas Instruments (TI), the McKinney Avenue Trolley, Medical City, Palisades and Campbell Center. Continue to talk with UTD and TI about expanded shuttle service
	Non-Traditional Vanpool Service (E-Shuttle)	Employer outreach in rail expansion corridors is identifying new E-Shuttle opportunities. Two additional E-Shuttles pending. Potential TI expansion to UTD incubator in 2006 or 2007.
	Address low-performing routes	February 2006 service change targeted routes consistently below 0.6 RPI.



Strategic Plan Consideration	C1 Improve quality. C2 Improve/add services. C3 Improve efficiency.
Description	DART's on-going service planning process includes completion of periodic detailed needs assessments in each member city or sub-area. These detailed needs assessments help to identify improvement projects for inclusion in the Five Year Action Plan.
Accomplishments	<ul> <li>3rdQ06: Completed the Northwest Dallas and East Dallas service review drafts.</li> <li>2ndQ06: Initiated Northwest Dallas and East Dallas/Pleasant Grove Service reviews.</li> <li>4thQ05: Completed reviews for Garland, Irving, and Oak Cliff. Began North Tollway review.</li> <li>3rdQ05: Conducted community meetings for Irving review. Drafts for Garland and Oak Cliff reviewed internally. Final draft of Irving document submitted for management review.</li> <li>2ndQ05: final workshops for Irving review; first workshops for Garland review.</li> <li>1stQ05: Planning staff management held work sessions for the Irving service review.</li> </ul>
Issues	• None
Schedule	<ul> <li>4thQ06: Conduct community meetings for Northwest and East Dallas service reviews; incorporate comments into final drafts.</li> <li>FY07: Complete West Dallas, North Tollway, and Richardson service review plans.</li> </ul>

**Project Manager(s)** Katharine Eagan/assigned staff



Strategic Plan Consideration	C1 Improve quality. C2 Improve/add services. C3 Improve efficiency.
Description	The Five Year Action Plan included a strategy of identifying principle bus corridors and targeting improvements in bus travel times, frequency, passenger amenities and security to achieve a service level similar to that provided by light rail, but without the grade separated right-of-way. The 1998-2002 and 2002-2006 Five Year Plans identify potential bus corridors: Harry Hines. Malcolm X, and Ferguson Road. The
	Northwest Corridor MIS planned light rail within the Harry Hines corridor, removing it from consideration as a bus corridor.
Accomplishments	<ul> <li>3rdQ06: System Planning staff presented final corridors to Board for consideration.</li> <li>2ndQ06: Working with System Planning to identify potential corridors; finalizing plans for consultant to visit DART and review plans and projects.</li> <li>1stQ06: Prepared documents for BRT consultant; completed data review.</li> <li>4thQ05: Prepared scope for BRT consultant; visited other agencies for benchmarking.</li> <li>3rdQ05: Identified properties with similar enhanced service.</li> <li>2ndQ05: No activity during this quarter.</li> <li>Enhanced bus service, for use in targeted corridors, has been further refined in coordination with the 2030 Transit System (2030 TSP) Plan. Additional enhanced bus corridors to be modeled as part of 2030 TSP process.</li> </ul>
Issues	<ul> <li>Integration of DART's bus corridor development concepts with City of Dallas corridor overlay zoning concepts.</li> <li>Incorporation of bus corridors in the 2030 Transit System Plan.</li> </ul>
Schedule	<ul> <li>4thQ06: Board adopts final corridor recommendations. Plan for consultant to visit DART and review plans and projects.</li> <li>FY 2007: Finalize operating plans; receive final recommendations from consultant.</li> </ul>
<b>Project Manager(s)</b>	Katharine Eagan



Strategic Plan C	1 Improve ser	vice quality an	d effectiveness.
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**Consideration** C2 Improve service efficiency.

C3 Increase ridership by opening new services.

**Description** The Employer Services Program incorporates services targeted at employers: Employer Shuttles (E-Shuttles), Site Specific Shuttles, Airport and other services in which DART partners with employers to provide innovative transit connections between the DART system and potential trip generators. The first E-Shuttle (Campbell Centre E-Shuttle) was implemented February 1, 2000, a second was started on July 24, 2002. Site-specific shuttle or employer shuttle services are currently operating at D/FW Airport, The UTSW Medical Center, Texas Medical City, North Park Mall, Texas Instruments, SMU, Campbell Center, Palisades/Telecom and McKinney Avenue.

# Accomplishments • Staff is fielding calls in regard to shuttle service for various locations throughout service area. There is current interest for service due to higher gas cost.

- Staff met with North Park Management to discuss reroute of shuttle to use Park Lane due to new build-out at Mall. Still exploring options to expand the 702 and Campbell Center e-shuttle and create other potential e-shuttles in the Northwest Highway and 75/Market area.
- Work in progress regarding proposal for site-specific shuttle to UTD campus from Bush Station. Discussions held regarding integrating the shuttle with Texas Instruments.
- **Issues** Fuel cost creating high demand for this service
  - Budget constraints
  - Economy improving, yet large company hiring continues to be an issue.
  - Leasing of office space is picking up; will continue to follow leads, as they become known.
  - New job creation is with smaller service companies where interest in this program is not significant.
  - Many new employment opportunities are beyond DART service area boundaries.

#### Schedule

Ongoing

**Project Manager(s)** 

John Quinn

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### **Community Transit Service Development**

Strategic Plan	C1 Improve service quality and effectiveness.
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**Consideration** C2 Improve service efficiency.

C3 Increase ridership by opening new services.

**Description** The DART Community Transit Program includes On-Call Cellular Dispatch Services, Late Night/Weekend Demand Response services, and other innovative services designed to provide transit opportunities in areas where fixed-route service is unable to sustain ridership or meet DART Service Standards. DART On-Call Service was first implemented in Plano on June 7, 1999; currently there are six On-Call zones with plans for a seventh.

#### Accomplishments

- 3rdQ06: Completed preliminary source evaluation for Paratransit/van-based services.
- February 6, 2006: Implemented Lake Highlands On Call zone; modified East Rowlett On Call zone, and hours for North Dallas and Richardson zones, for service efficiency.
- Oct. 3, 2005: Implemented Glenn Heights On Call.
- 1stQ06: Planned for Lake Highlands On Call; examined other zones for possible service efficiencies.
- **Issues** Begin consolidation of daily management under ATC.
  - Future financial considerations for Late Night/Weekend Demand Response services will be incorporated in next fiscal year.
- FY 2006: Award solicitation for comprehensive operation of management and operation of On Call and new van-based innovative services. Draft operating plans for new innovative services.
  - FY 2007: Consolidate operations into one contractor.

**Project Manager(s)** Katharine Eagan



Strategic Plan Consideration	C1 Improve quality of service. C2 Improve efficiency of service. C3 To Increase ridership.	
Description	A new ticket vending machine (TVM) interface was developed in January 2005 to allow for easier purchase of multiple tickets. It reduces the number of screens required to purchase a ticket. The new interface has been installed on all of the TVM 6000s.	
	New TVMs will be ordered for the Phase II rail build out. Current DART standards require four TVM to be installed per station. TVM transaction analysis will allow staff to determine if the standard four TVMs per station can be reduced on Phase II of the light rail build out.	
Accomplishments	<ul> <li>April 2006: TVM 6000 decals installed.</li> <li>March 2006: Specifications for new TVM's at Phase II stations finalized.</li> </ul>	
Issues	• None	
Schedule	• Complete	
Project Manager(s)	Jennifer Jones	



Strategic Plan Consideration	C1 Improve quality of service. C2 Improve efficiency of service.	
Description	LRT service disruptions can occur as a result of track blockag construction, track maintenance or any other event that m disrupt rail services. The Customer Response Team (CRT) will deployed to impacted downtown Dallas stations when an LF service disruption occurs. CRT provides bus bridge, rail servi delay and rail bridge information to customers. CRT is compos of staff from Community Affairs, Customer Service, Schedulin Service Planning and Transit Center Operations.	
Accomplishments	• April 2006: All equipment liability issues were resolved. Equipment (cell phones/bull horns) will be stored in a locked file cabinet. A file cabinet is currently on order.	
Issues	• None	
Schedule	• August 2006: Implementation of CRT	
Project Manager(s)	Jennifer Jones	



Strategic Plan Consideration	C1 Improve quality of service. C2 Improve efficiency of service.	
Description	Bus operations have raised a concern that it is difficult to determine whether a train has pulled into an aerial station. This has caused operators to pull out from their bay prior to the arrival of customers making rail/bus connections. Rail Planning and Operations Technology have developed a notification device to address operations concerns. The notification device notifies operations when a train is approaching the station. Specifically, as trains approach the station, the notification device will trigger a light to come on in the bus bay area. The flashing light will let operations know that a train is approaching the station.	
Accomplishments	<ul> <li>April 2006: Training provided to bus operations.</li> <li>May 2006: Implemented pilot test at Arapaho Station.</li> <li>May 2006: Marketing plan developed and implemented.</li> </ul>	
Issues	• Bus operations had difficulty seeing the light during certain times of the day. A different type of light is on order.	
Schedule	• November 2006: Evaluate and make recommendation on pilot test.	
Project Manager(s)	Jennifer Jones/Alexander O'Leary	



# Vanpool Program

Strategic Plan Consideration	<ul><li>C1 Improve service quality and effectiveness.</li><li>C2 Improve service efficiency.</li><li>C3 Increase ridership by opening new services.</li></ul>		
Description	Ongoing support will be provided for DART's vanpool program. The Vanpool program is designed to mitigate traffic congestion by providing 7, 8, 12, 14 and 15 passenger commuter vans. DART will continue to benchmark best practices for a successful program.		
Accomplishments	<ul> <li>3rdQ06: The target number of vanpools is maintained and the demand continues as fuel prices continue to increase.</li> <li>2ndQ06: The target number of vanpools for FY 2006 was increased from 70 to 83 based on strong demand.</li> <li>1stQ06: Transition to new vendor vehicles completed on December 31, 2005</li> <li>4thQ05: A contract was awarded September 2005 to Enterprise Rent-A-Car (ERAC), Inc. Competitive solicitation resulted in a savings of over \$500,000 over 4 year contract base.</li> </ul>		
Issues	<ul> <li>Budget constraints are limiting the expansion of the Vanpool Program. Vanpools cannot be extended to employers requesting transportation alternatives for employees. Increased fuel costs have created a stronger market for Rideshare services.</li> <li>Twelve (12) additional vans were programmed in the FY 07 budget to meet the demand of the Vanpool program.</li> </ul>		
Schedule	<ul> <li>Continue development of longer-term pricing and marketing strategies.</li> <li>Conduct best practices benchmarking activities to measure benefits, incentives and program structure of other vanpool program providers</li> <li>Identify overall budget savings to add more vans to service levels in an effort to address the demand for vans. Raytheon is requesting 7 -15-passenger vans for their employees.</li> </ul>		
Project Manager(s)	Pat Vidaurri/ Jennifer Hall		



DATE: July 2006

TO: Distribution

SUBJECT: PROJECT DEVELOPMENT PROGRESS REPORT

This document is the 3<sup>rd</sup> Quarter FY 2006 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 June 30, 2006, including Change Control Summaries, Systems Integration, and Real Estate.

Timothy H. McKay, H.E. Senior Vice President Project Management

THM/ta

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AC/DC - Alternating Current/Direct Current ADA - Americans with Disabilities Act AWP - Annual Work Plan/Program BNSF - Burlington Northern Santa Fe Railway **CBD** - Central Business District CCB - Change Control Board CM/GC - Construction Manager/General Contractor CPM - Critical Path Method D&A - DART & Agency DART - Dallas Area Rapid Transit DFW - Dallas/Fort Worth DGNO - Dallas, Garland & Northeastern Railroad Company FDR - Final Design Review FEIS - Final Environmental Impact Statement FEMA - Federal Emergency Management Agency FFGA - Full Funding Grant Agreement FTA - Federal Transit Administration 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 IRV-1 - Irving/DFW Corridor Line Section 1 IRV-2 - Irving/DFW Corridor Line Section 2 IRV-3 - Irving/DFW Corridor Line Section 3 KCS - Kansas City Southern Railway LNG - Liquefied Natural Gas LRT - Light Rail Transit LRVs - Light Rail Vehicles MEP - Mechanical/Electrical/Plumbing 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 NTP - Notice to Proceed NW-1 - Northwest Corridor Line Section 1 NW-2 - Northwest Corridor Line Section 2 NW-3 - Northwest Corridor Line Section 3 NW-4 - Northwest Corridor Line Section 4 NWROF - Northwest Rail Operating Facility OC-1 - Oak Cliff Corridor Line Section 1 (LRT Starter System) **OCIP - Owner Controlled Insurance Program** OCS - Overhead Catenary System

P&Z - Planning & Zoning PA - Public Announcement PE/EIS - Preliminary Engineering/Environmental Impact Statement QA - Quality Assurance QC - Quality Control RDC - Rail Diesel Car **RFI** - Request for Information **RFP** - Request for Proposal ROW - Right of Way 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 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

# **SCOPE OF PROJECTS**

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

The LRT Buildout Phase I consists 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 includes contracts for: facilities construction for each line section (station and guideway construction); systemwide track installation; systemwide landscaping/amenities; systems installation (traction electrification, signals, communications, fare collection, and vehicles); and vehicle procurement. Phase I also includes 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).

#### Walnut Hill Parking

This project is scheduled to add parking on the Oncor property adjacent to the existing Walnut Hill Station on Line Section NC-3.

#### Service & Inspection (S&I) Facility - Phase II Expansion

Phase II Expansion of the S&I Facility will increase the maintenance capacity of the existing facility from 109 to 125 vehicles.

#### 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 will include five construction manager/general contractor (CM/GC) contracts inclusive of pre-construction services, facilities construction, trackwork, landscaping, and systems element installation; 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).

#### **Raise & Extend Four CBD Stations**

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

#### 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.



#### **PROGRESS REPORT**

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

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

#### ADDITIONAL CAPITAL DEVELOPMENT

#### J.B. Jackson, Jr. Transit Center at Martin Luther King, Jr. Station

(previously known as Martin Luther King, Jr. Transit Center)

The J.B. Jackson, Jr. Transit Center at Martin Luther King, Jr. Station is located near Fair Park in South Dallas and includes a bus platform with six bays, one paratransit bay, parking for 200 cars and a climate-controlled building for patron convenience.

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

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

#### **Unity Plaza**

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

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

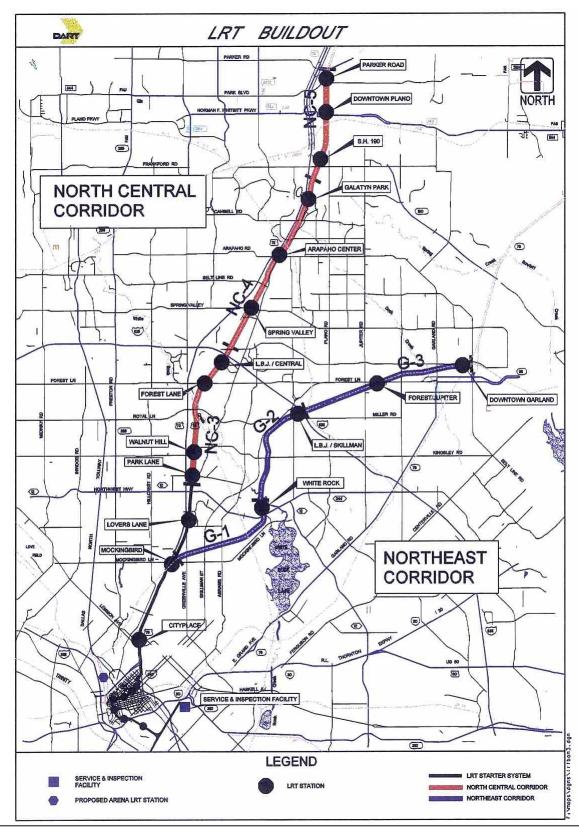
Water seepage and liner delamination was discovered at the North Central northbound and southbound tunnel liners. After investigation, a series of procedures has been developed to correct the problem. This project consists of: 1) delamination repair, which consists of two methods, Surface Drainage System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

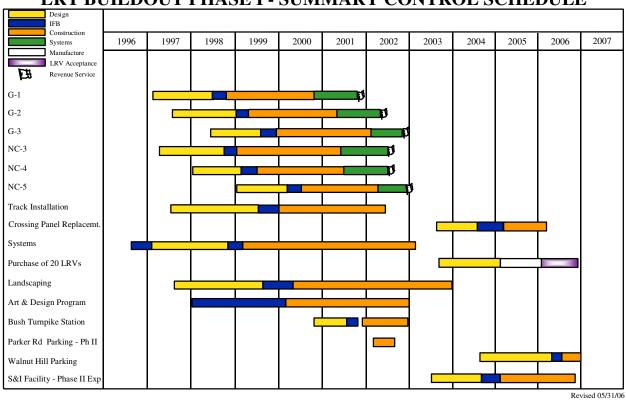
DART



Map

LRT Buildout Phase I





### Cost/Schedule Summary

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	\$ 55.6	\$ 55.4
Cityplace Station Finishout <sup>(3)</sup>	24.9	24.7	24.7
Garland-1	53.2	52.0	51.6
Garland-2	84.2	78.0	77.3
Garland-3	101.2	92.1	90.6
North Central-3	123.1	107.0	105.6
North Central-4	82.2	77.0	75.5
North Central-5	64.5	61.2	60.0
S&I Facility Expansion/VAF	31.9	31.9	31.9
Systems	160.1	155.3	155.1
Vehicles	151.2	151.0	150.5
Crossing Panel Replacement	4.7	3.3	3.2
LRT Buildout Total	\$948.2	\$889.1	\$881.4

Notes:

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 05/31/06, per DART's General Ledger.

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

LRT BUILDOUT PHASE I RELATED PROJECTS (FFGA Amendment 10) Cost Summary (in millions of dollars)			
	Control Budget	Current Commitment	Expended to Date <sup>(1)</sup>
Bush Turnpike Station	\$ 12.5	\$ 12.9	\$ 12.8
Parker Road Station Phase II Parking	2.6	1.6	1.6
Walnut Hill Parking	1.3	0.3	0.2
S&I Facility - Phase II Expansion	29.4	28.3	20.8
Purchase of 20 LRVs	63.0	61.8	52.6
Total	\$108.8	\$ 104.9	\$ 88.0

1) Expended to date values reflect activity through 5/31/06, per DART's General Ledger.

#### SCHEDULE SUMMARY

Line Section G-1

Line Section NC-3

Line Section NC-4

Line Section NC-5 S&I Facility Expansion

VAF **Cityplace Station Finishout**  Contract Completion Dates

12/2000 (Complete) 08/99 (Complete)

11/2000

**Revenue Service Dates** 

9/2001 (Complete) 05/2002 (Complete) 11/2002 (Complete) 07/2002 (Complete) 07/2002 (Complete) 12/2002 (Complete)

12/2000 (Complete)

Line Section G-2 Line Section G-3

Strategic Plan	C2.3 Integrate new transit services
Consideration 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 decision on its schedule-related Request for Equitable Adjustment (REA).
	The Contracting Officer received an additional REA from GLF in January and March 2005. The Contracting Officer issued a final decision on the additional REA on February 7, 2006, and GLF appealed the decision.
	Both matters will proceed in DART's administrative disputes process,

under the direction of DART's Legal Department.

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

- **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** Calculation of the cost of contract oversight is complete. The contractor submitted a Request for Equitable Adjustment (REA) requesting relief from liquidated damages and additional costs totaling over \$37 million. 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.

Strategic Plan Consideration	C2.3 Integrate new transit services
Description	The track installation contract involves the installation of DART-furnished welded rail, special trackwork, concrete ties, and direct fixation rail fasteners in the Northeast and North Central Corridors.
Status	All line sections are in revenue service. The contractor, Marta Track Constructors, Inc., abandoned work on the project prior to completion of the contract requirements.
Issues	Marta's bonding company was requested to complete the contract and refused. DART Legal Department filed suit against the bonding company in State Court to preserve DART's rights. Court ruled in DART's favor to stay proceeding until after DART's administrative process.
	Marta appealed the Contracting Officer's final decision on its Request for Equitable Adjustment and the matter is in DART's administrative disputes process. DART Legal Department is proceeding with the litigation. First portion of the trial was conducted January 31 through February 18, 2005. The second portion of the trial was conducted June 6-17, 2005. The judge issued a 220-page decision on the first portion on March 14, 2006.
	Crossing panels installed by Marta did not perform properly and the track was not properly destressed. DART reprocured the crossing panels and the required destressing. The cost of this work has been charged to Marta in the above-referenced litigation.

Strategic Plan Consideration	C2.5 Improve passenger amenities and facilities
Description	The track crossing panel replacement and rail destressing contract involves the replacement of grade crossing panels in 30 locations and destressing of approximately 15 miles of rail in 51 locations on the North Central and Northeast corridors.
Status	Herzog Contracting Corporation completed all contract milestones on time. All change work was completed in February. Punch list work was completed in March 2006. Closeout was completed in April 2006.
Issues	DART is seeking reimbursement for the cost of this contract in the litigation with Marta Track Constructors, Inc.

Strategic Plan Consideration	C2.3 Integrate new transit services
Description	The North Central and Northeast corridors that extend north to Plano and northeast to Garland from the existing North Central rail line consists of approximately 23 miles of light rail systems design and construction.
Status	Administrative contract closeout is continuing; awaiting final invoice. Contract is closed.
Issues	None.

Strategic Plan Consideration	C2.3 Integrate new transit services
Description	To date, 95 LRVs have been purchased. Twenty additional vehicles have been purchased under the option clause of the current contract.
Status	Design and manufacturing of the 20 additional vehicles continues. All 20 LRVs have arrived in Dallas and final assembly has been completed. All 20 of the LRVs have been delivered to the DART Maintenance Yard. Acceptance testing has been completed on six LRVs.
Issues	None.

Strategic Plan Consideration	C2.3 Integrate new transit services					
Description	Integrate systems operation for LRT Buildout.					
Status	Systems Integration staff continued coordination with Operations of turnover activities for all open items systemwide. Integrated test discrepancy follow-up efforts continued.					
	Systems Integration staff continues Safety Certification coordination for systems elements. The items remaining are non-critical and identified as such.					
Issues	None.					

Strategic Plan Consideration	C2.5 Improve passenger amenities and facilities
Description	The existing Walnut Hill Station on Line Section NC-3 is currently a kiss and ride facility. The addition of parking is proposed to be constructed on the adjacent Oncor property.
Status	One hundred percent (100%) design submittal was received in April 2006. Senior Management Review was completed in May 2006. Bids were received in June 2006. NTP is anticipated in July 2006.
Issues	None.

### Service & Inspection Facility - Phase II Expansion

Strategic Plan	C1 Improve Customer Satisfaction
Consideration	C2 Manage System Growth

- C3 Improve Efficiency
- **Description** Phase II Expansion of the Service & Inspection Facility will include expansion of the existing maintenance building, site drainage modifications, and additional yard track. Maintenance capacity of the facility will be expanded from 109 to 125 light rail vehicles.
  - **Status** The contractor, Hensel Phelps Construction Company, continued work in the various areas of the facility expansion.

At the Running Maintenance extension area, slabs between the existing and extension areas were completed. Rail, guardrail, and platforms were installed through the building for Tracks S3, S4, and S5. OCS was tested and accepted. Electrical and mechanical work continues. Installation of fabric air distribution duct support system was completed. Painting was completed, except punch list items. Motor Control Center was installed for the HVAC system. Fire alarm system was completed and tested. Temporary emergency auxiliary lighting was installed. The new Emergency Power Supply was installed. Punch list work is approximately 83% complete.

In the existing Running Maintenance area, OCS contact wire was replaced on Tracks S3, S4, and S5. Platform key interlock on Track S5 was completed and tested. Car/truck hoist installation on Track S6 was substantially completed. Electrical work for the ventilation system was completed and is being tested.

In the Overhaul Shop area, structural steel modifications were painted. Metal panels and window frames on the new exterior wall were installed. Remaining wall panels were installed. Tie-in between new and existing roof was completed. Equipment, wall and columns between existing and new areas, floor slab, and hoist pit concrete were removed.

At the Paint and Body Shop extension, roof/roof-mounted equipment, wall panels, window frames/windows, CMU partition wall, and rail and floor grate were installed. Structural steel installation was completed. Paint booth installation was completed. Mechanical and electrical work continues. OCS work was completed. Fire protection system was completed. Body Shop roll-up door installation was completed. Punch list work is approximately 88% complete.

In the Storage Track area, rail installation continues. Installation of OCS continues.

### Service & Inspection Facility - Phase II Expansion

**Issues** Design options are being considered to improve ceiling lighting levels in the Running Maintenance area.

The contractor is requesting reimbursement for additional costs due to delays in electrical and ballast work at the Storage Track area.



Signal Wire Truck Moving into New Storage Track Area





Paint & Body Shop Extension



**Overhaul Shop Demolition & Excavation** 

AUGUST S ce Began 9/24/01	EPTEMBER	OCTOBER	NOVEMBED	
ce Began 9/24/01		GETOBER	NOVEMBER	DECEMBER
ce Began 5/6/02				
ce Began 11/18/02				
ce Began 7/1/02				
ce Began 7/1/02				
ce Began 12/9/02				
red				
mpleted 2/1/06				
tance– 2 Cars	Final Acceptance	- 4 Cars Final Acceptance	e – 3 Cars Final Acceptance	– 2 Cars
ce Began 12/9/02				
Completed				
NTP - Construction			Construction	n Complete  🋱
Continues	1			
		Continues	Continues	Continues

#### **BUILDOUT PHASE I FACILITIES - SIX-MONTH LOOK AHEAD**

Revised 06/30/06

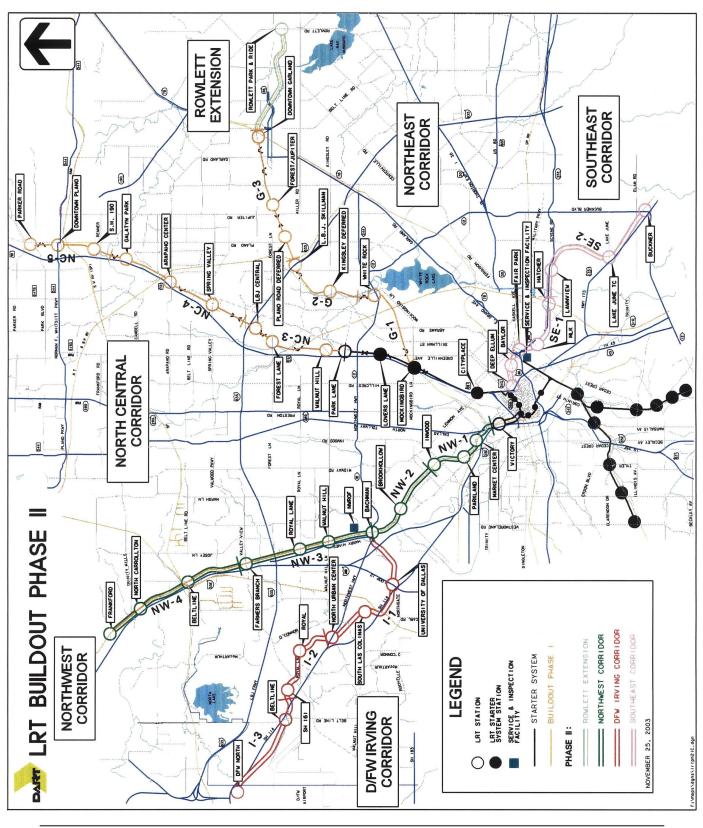
### Change Control Summary

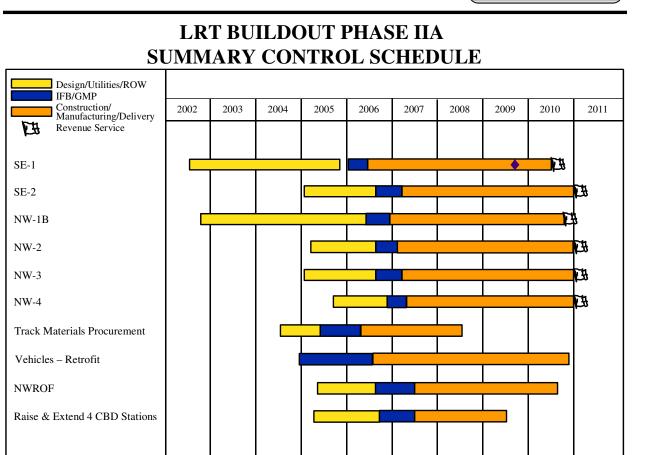
	Light Rail Transit Buildout Phase I - Change Control Summary										
-	Rail Section/ ntract Package	Consultant/ Contractor	Approved Contract Amount (Å)	Approved Contingency/ Allowance (B)	Total Approved Amount (C=A+B)	Executed Changes (D)	Current Contract Value (E=A+D)	Remaining Contingency/ Allowance (F=B-D)	Percent Contingency Used (G=D/B)	Percent Contract Comp.	Summary of Activity This Period & Comments (June 2006)
Professional Services	LRV Management C-97000131	LTK	\$6,379,825	\$531,142	\$6,910,967	\$181,855	\$6,561,680	\$349,287	34%	(Note a)	Through SA #14, AWP05 Accounting Closeout is Pending
North Central Corridor	NC-3 Civil/Struct/Sta C-98000080 Walnut Hill Sta Parking Lot	GLF Constr. Corp. Carcon	\$49,903,009 \$1,077,715	\$4,990,301 \$53,886	\$54,893,310 \$1,131,601	\$1,158,261 \$0	\$51,061,270 \$0	\$3,832,040 \$53,886	23% 0%	100%	Accounting Closeout is Pending Litigation Contract Awarded Pending NTP
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
S&I Facility Expansion	Civil/Structural Phase II C- 1007306-01	Hensel Phelps	\$19,998,410	\$904,847	\$20,903,257	\$306,298	\$20,304,708	\$598,549	34%	88%	Through SA-10
Systemwide	Track Installation C-99000077 Crossing Panel Replacement C-1007268-01	Marta Track Herzog	\$23,397,697 \$2,293,417	\$3,271,545 \$229,342	\$26,669,242 \$2,522,759	\$3,146,721 \$54,338 Reduced contract	\$26,544,418 \$2,320,666 value due to SA-004 for deletion	\$124,824 \$175,004 of bid work (\$81.	96% 24% 426.75)	100%	Accounting Closeout is Pending Litigation SA-4 Executed Accting Closeout Pending
Systems	Fare Collection C-98000040	Schlumberger	\$6,092,379	\$2,556,284	\$8,648,663	\$2,250,012 Includes Changes	\$8,342,391 from Board Increases	\$306,272	88%	100%	Accounting Closeout is Pending
LRV Procurement	21 Additional C-98000071-01 20 Additional C-98000071-02	Kinkisharyo/Itochu Kinkisharyo/Itochu	\$56,954,100 \$416,600 \$58,666,378	\$2,847,705 \$416,600 \$1,333,622	\$60,218,405 \$416,600 \$60,000,000	\$183,278 \$0 \$693,583 Reduced contract	\$57,065,114 \$0 \$59,359,961 value due to SA-15 for deletion o	\$2,664,427 \$0 \$640,039 f bid work (\$488,	6% 0% 52% 874)	100% 89%	Accounting Closeout is Pending Through SA-017 No changes in June
Legend:	% Contingency >= 80%	TOTALS:	\$361,912,784	\$37,702,383	\$399,615,167	\$28,293,878	\$384,092,666	\$9,408,505			
		ases are captured in column B	along with appro	ved contingency inc	reases to more	accurately reflect	t Total Board Authorized Not-to- the change activity as it relates to within the sheet.				



Map

LRT Buildout Phase II





• Interim service to Fair Park by September 2009

Revised 05/31/06

**LRT Buildout** 

Phase II

### Cost/Schedule Summary

LRT BUILDOUT PHASE IIA Cost Summary (in millions of dollars)								
	Control Budget	Current Commitment	Expended to Date <sup>(1)</sup>					
General Buildout	\$ 191.3	\$ 77.1	\$ 55.9					
Southeast-1	188.3	169.1	25.1					
Southeast-2	178.7	163.8	22.8					
Northwest-1B	167.1	149.7	28.2					
Northwest-2	148.8	26.6	20.0					
Northwest-3	213.4	26.6	19.2					
Northwest-4	220.5	21.7	13.4					
NWROF	46.3	11.8	15.5					
Systems	114.3	23.5	16.3					
Vehicles	191.8	78.1	0.2					
Raise & Extend 4 CBD Stations	11.8	.5	0.3					
LRT Buildout Phase IIA Total         \$1,672.3         \$ 748.5         \$ 216.9								

Notes:

1) Expended to date values reflect activity through 05/31/06, per DART's General Ledger.

12/2010

#### SCHEDULE SUMMARY

Line Section SE-1 Line Section NW-1B Line Section NW-2 Line Section NW-3 Line Section NW-4 NWROF Contract Completion DatesRevenue Service Dates05/201012/201010/201010/201012/201012/201012/201012/2010

06/2010

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

- **Description** Line Section SE-1 extends southeasterly from near Bryan Street to Hatcher Street on City of Dallas, TxDOT, and DART rights-of-way (ROWs). This section makes up 4.4 miles of the 10.5 miles of the entire Southeast Corridor. There are five stations in this line section: Deep Ellum Station, located on Good Latimer Ave. between Swiss Ave. and Gaston Ave; Baylor Station, located in front of Baylor Hospital; Fair Park Station, located in front of the main Fair Park entrance; Martin Luther King, Jr. Station, located at the existing J.B. Jackson, Jr. Transit Center; and Hatcher Station, located at Scyene and Hatcher crossing.
  - **Status** Congress completed the required 60-day project review on June 29, 2006. The FFGA was signed at a ceremony in Dallas on July 3, 2006.

Bryan/Hawkins (CBD/NC/SE) Junction and SE-1 final designs were completed in November 2005. Construction contract negotiation (CM/GC-I) is in progress and nearly complete. Construction will start in July 2006.

**Issues** Resolution is still needed on City of Dallas trail interface and TxDOT East Corridor project. These projects are in conceptual planning stages.

Strategic Plan	C2.3 Integrate new transit services
Consideration	

- **Description** 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.
  - **Status** Congress completed the required 60-day project review on June 29, 2006. The FFGA was signed at a ceremony in Dallas on July 3, 2006.

SE-2 construction documents are complete except for LRT station design. SMR is also complete. Station design is to be revised as a cost-cutting measure, which incorporates construction manager/general contractor (CM/GC-I) input. Station design is expected to be completed by the end of August 2006.

- **Description** 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; Southwest Medical District/Parkland Station, located near Motor Street; and Inwood Station, located at Inwood Road and Denton Drive.
  - **Status** Congress completed the required 60-day project review on June 29, 2006. The FFGA was signed at a ceremony in Dallas on July 3, 2006.

Coordination with Parkland Hospital regarding the Southwest Medical District/Parkland Station is ongoing. A property exchange agreement was approved by the DART Board on April 11, 2006. The agreement was approved by Dallas County Commissioner's Court on May 16, 2006. Formal approval by Parkland Hospital Board is anticipated in July 2006.

Pre-final design submittal was November 2, 2005. Design was completed in May 2006.

- **Description** Line Section NW-2 extends northwesterly from south of Mockingbird Lane at Bowen 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: Brookhollow Station, located opposite to Southwest Airlines headquarters building to the west side of Denton Drive, between Burbank Street and Wyman Street; and Bachman Station, located close to Bachman Lake and walking distance from DART's Northwest Bus Operating Center, between Webb Chapel Extension and Community Drive.
  - **Status** Congress completed the required 60-day project review on June 29, 2006. The FFGA was signed at a ceremony in Dallas on July 3, 2006.

Mockingbird underpass layout is finalized and property takes have been identified. DART is in the process of submitting final street closure report to the City of Dallas for City Council's final approval.

NW-2 pre-final design review is complete. Design is progressing toward completion by early September 2006. Coordination with the construction manager/general contractor contract (CM/GC-III) is under way.

- **Description** 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.
  - **Status** Congress completed the required 60-day project review on June 29, 2006. The FFGA was signed at a ceremony in Dallas on July 3, 2006.

Coordination with the City of Farmers Branch regarding station design is ongoing.

NW-3 pre-final design was submitted on December 22, 2005; review began on April 1, 2006, to coordinate with the construction manager/general contractor contract (CM/GC-III). Design is proceeding toward completion in August 2006.

- **Description** 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: Carrollton Square Station, located at Belt Line Road along the former railroad alignment; Trinity Mills Station, located at Trinity Mills along the former railroad on the former railroad alignment.
  - **Status** Pre-final design was submitted on May 26, 2006. Design is proceeding toward completion in late September 2006.
  - **Issues** The City of Carrollton, as part of their master plan for the Carrollton Square Station area, would like to relocate the Mercer Yard. The cost and operational impacts continue to be evaluated. Coordination with the City regarding station design is ongoing, and impacts to adjacent properties are under review.

Agreements have been developed and are being reviewed by Dallas Water Utilities (DWU)/City of Dallas and DART on the 66-inch waterline relocations between Belt Line Road and Crosby.

ILAs between Farmers Branch and City of Carrollton are being developed.

Coordination with Denton County Transportation Authority (DCTA) is ongoing. Proposed alignment discussion is set for the month of July 2006.

Drainage issues related to stations as well as detention ponds were discussed with the City of Carrollton staff. Issues have been resolved. No detention ponds will be required.

Coordination with BNSF and DGNO on related track realignments has been completed.

Strategic Plan Consideration	C2.3 Integrate new transit services
Description	The Irving/DFW Corridor branches from the Northwest Corridor north of Love Field, continues through to Las Colinas and then on to DFW Airport, for a total of 14.7 miles. This corridor includes seven stations.
Status	The Irving/DFW Corridor is in the planning and development phase, with the preliminary engineering/environmental impact statement (PE/EIS) phase scheduled for completion in FY 2007.
	Coordination continues with the City of Irving, TxDOT, U.S. Army Corps of Engineers, Dallas County Community College District/North Lake College, DFW Airport, University of Dallas, North Texas Tollway Authority (NTTA), and individual property owners.
	Environmental evaluation is ongoing.
Issues	A decision needs to be made on phasing the project. Proposed phasing is Phase I to Irving/Phase II to DFW.
	DFW Airport is now considering transit terminating at Terminals A and B.
	North Las Colinas Station decision is dependent on TxDOT design of Spur 348.
	Coordination of construction sequencing of TxDOT and DART projects along SH 114 is needed to effect as few disruptions as possible.

Strategic Plan	C2.3	Integrate new transit services
Consideration		

- **Description** The Rowlett Extension 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 Rowlett Extension (Line Section R-1) is in the planning and development phase, with the preliminary engineering/environmental assessment (PE/EA) phase of the FTA Project Development Process anticipated to complete during FY 2006.

Bi-weekly coordination meetings with the consultant team continue. The Rowlett Station concept was finalized in April 2006. Discussions have been held with Dallas, Garland & Northeastern Railroad (DGNO) regarding freight track issues. Technical Work Group meetings were held in June with the City of Garland, the City of Rowlett, and Garland Power & Light. A public meeting was held in Rowlett in June.

The design phase will begin after completion of the planning and development phase.

**Issues** Electric distribution lines that cross the alignment at the KCS tracks have become an issue. These lines will have to be raised; however, they are controlled by Texas Municipal Power Agency and are part of a larger grid serving Dallas. Permission from Electric Reliability Council of Texas will also be needed before construction. Planning and Project Management staff are examining records for license agreements; coordination with the appropriate agencies regarding raising these lines will follow.

In Line Section G-3, an at-grade station in Downtown Garland has been built; however, due to increased traffic on the KCS line, alternatives are being examined during preliminary engineering for crossing the KCS track. A tentative resolution has been reached resulting in KCS Railroad giving DART a 22-foot clearance over the freight track.

Other items being evaluated are: Rowlett Creek and associated wetlands; noise and vibration issues; and residential and freight customer impact.

- **Description** The track materials procurement involves four contracts to fabricate, deliver, unload, and place into DART's storage facilities varying amounts of welded rail, concrete crossties, direct fixation fasteners, and special trackwork for use on Line Sections SE-1, SE-2, NW-1B, and Bryan/Hawkins Junction. The four contracts include: 1) Progress Rail Services (Lots 1 & 2); 2) Progress Rail Services (Lots 3 & 6); 3) L.B. Foster Company (Lot 5); and 4) Rocla Concrete Tie, Inc. (Lot 4). Lots 1 & 2 are for Bryan/Hawkins Junction; Lots 3-6 are for Line Sections SE-1, SE-2, and NW-1B.
  - **Status** NTP for Lots 1 & 2 (Bryan/Hawkins) was issued February 3, 2006. NTPs for Lots 3 & 6 (special trackwork and continuously welded rail), Lot 4 (concrete crossties), and Lot 5 (direct fixation fasteners) were issued in April 2006.

The contractors are currently working on submittal of shop drawings and product information sheets, as well as, quality control manuals, safety manuals, and submittal lists. The contractors are also submitting samples and mock-ups for fastening systems, inserts, and isolation materials.

- **Description** The existing fleet of 115 LRVs (each composed of an A-unit and a B-unit) will be modified by adding a 31-foot long, low-floor center section (C-unit) to each A/B vehicle, creating a fleet of 115 Super LRVs (SLRVs). This modified fleet will provide for direct, level boarding, from 16" high platforms, into each vehicle. Also, a total of 48 new SLRVs will be procured. The procurement of the C-units for modifying the existing fleet and the procurement of the new SLRVs will be divided into phases.
  - **Status** The contract for 115 C-units and Automatic Train Protection systems was approved by the DART Board on June 13, 2006, and awarded on June 23, 2006. NTP was issued June 24, 2006.

Strategic Plan Consideration	C2.3 Integrate new transit services
Description	Integrate systems operation for LRT Buildout Phase II.
Status	Systems Integration continues to interface with final design issues for all line sections, systems elements, and the NWROF. Design submittals and CM/GC proposals were reviewed for interfaces, operations, maintenance, quality, and safety. Updates to the Safety and Security Management Plan (SSMP) based on Design Review Procedures and Project Management Oversight Consultant (PMOC) comments are in progress. Safety and Security Certification Checklists are prepared for certifiable elements. Fire/Life Safety Committee meetings continued and ongoing coordination with Buildout member cities was provided.
	Monthly coordination meetings are ongoing with Operations (including Transportation, Maintenance, Technical Services, and Safety) to ensure operations issues are adequately addressed in the final design and contract special provisions for track allocation are incorporated.
Issues	None.



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

- **Description** The Northwest Rail Operating Facility (NWROF) will provide storage, running maintenance, and administrative functions to meet DART's long-term operational and maintenance needs for Buildout Phase II. The site is bounded by Lombardy, Denton Drive, Century Drive, and Abernathy, and consists of approximately 34.3 acres. The storage tracks will be designed to accommodate approximately 75 SLRVs. The facility is intended to perform running maintenance of all vehicles, with no heavy overall maintenance at this site. The project consists of yard track layout; yard lighting; cleaning platform; non-revenue vehicle and SLRV car wash facility; service and inspection facility; ways, structures, and amenities facility; administrative offices; communications center; and yard control center.
  - **Status** Congress completed the required 60-day project review on June 29, 2006. The FFGA was signed at a ceremony in Dallas on July 3, 2006.

Design is progressing toward completion in early July 2006.

**Issues** Documentation for a flood fill permit was submitted to the City of Dallas. DART and the City held discussions on the flood fill permit and Letter of Map Revisions (LOMR)/Conditional Letter of Map Revisions (CLOMR). No CLOMR is required by the City of Dallas. However, an LOMR needs to be completed within six months of changes.

> Coordinated efforts are under way with all parties to re-evaluate the scope for the facility to bring in line with the budget. Options are being proposed and evaluated.

Strategic Plan Consideration	C1 Improve Customer Satisfaction C2 Manage System Growth
Description	This project will extend the existing CBD LRT station platforms and modify the height of the platforms to accommodate the level boarding mode of operation.
Status	The project design is underway. The D&A review was submitted on October 18, 2005. The pre-final design was submitted on March 21, 2006. Design is progressing toward completion in late September 2006. Construction is anticipated to begin in June 2007 and be complete for Line Section SE-1 revenue service.
	The progress of the level boarding efforts was reviewed with Michael Winter, Director, Office of Civil Rights for the FTA, on March 31, 2006.
Issues	Construction will be sequenced to provide the least amount of service interruption. Adjacent property owners are being notified and a strategy is being developed for communicating with customers regarding the pending station modifications. Coordination with the Elm/Lamar Plaza project is ongoing.
	Amenity needs for temporary platforms at the West End Station are being

Amenity needs for temporary platforms at the West End Station are being reviewed. The consensus recommendation is to provide benches, ticket validators, and TVMs only on the temporary platforms.

#### SIX-MONTH LOOK AHEAD 2006 JULY AUGUST SEPTEMBER OCTOBER NOVEMBER DECEMBER ▲ Negotiations for GMP Continues SE-1 🛃 Begin Construction 06/06 Megotiations for GMP Continues SE-2 ▲ Negotiations for GMP Continues NW-1B Contract Doc's NW-2 NW-3 🔺 Contract Doc's ▲ Contract Doc's NW-4 Track Procurement Þ Manufacturing Continues Vehicles - Retrofit 2 Manufacturing Continues NWROF Contract Doc's Raise & Extend $\triangle$ Contract Doc's 4 CBD Stations - Construction - Critical - Construction Complete - Change - Manufacture ▲ - Information Only \* Senior Management Review ⊗ - Trending toward Critical - Revenue Service

# **BUILDOUT PHASE IIA FACILITIES**

Revised 06/30/06

## Change Control Summary

	LRT Buildout
	Phase II
`	

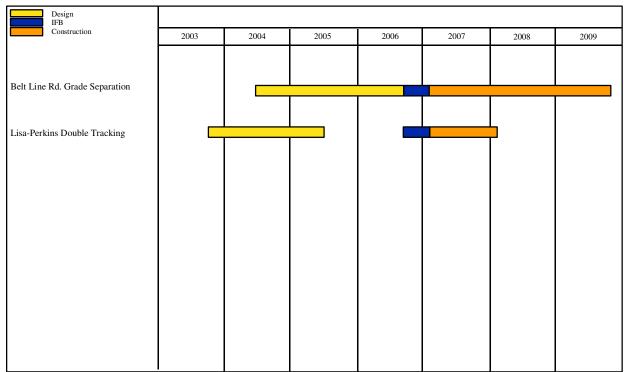
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	Rail Section/ ntract Package	Consultant/ Contractor	Approved Contract Amount (A)	Approved Contingency/ Allowance (B)	Total Approved Amount (C=A+B)	Executed Changes (D)	Current Contract Value (E=A+D)	Remaining Contingency/ Allowance (F=B-D)	Percent Contingency Used (G=D/B)	Percent Contract Comp.	Summary of Activity This Period & Commen (June 2006)
	GEC	ACT-21	\$135,424,065	\$1,388,533	\$136.812.598	\$24,981	\$135,449,046	\$1,363,552	2%	(Note a)	Through FY-06 AWP
	C-1002450-01		¥155, 12 1,005	\$1,500,555	¥150,012,570	421,501	4100,110,010	+1,505,552	270	(11010-0)	SA-67 executed 12-02-05
	SDC	Dallas System Consultants	\$37,564,492	\$827,431	\$38,391,923	\$0	\$37,564,492	\$827,431	0%	(Note a)	Through FY-06 AWP
	C-1002803-01			·		¥-	*= ',== ',=			(	No changes in June
	Systems Integration (SIC)	DMJM + HARRIS	\$16,862,081	\$193,161	\$17,055,242	\$0	\$16,862,081	\$193,161	0%	(Note a)	Through FY-06AWP
	C-1004187-01		****	*****	+1.,,		***,***			(	No changes in June
Professional	Project Controls (PCC)	Sunland Engineering	\$11,002,230	\$113,409	\$11,115,639	\$0	\$11,002,230	\$113,409	0%	(Note a)	Through FY-06 AWP
Services	C-1002450-02		•,,	,,.	,,		,			(	No chanzes in June
	LRV Engineering	LTK	\$1,816,680	\$95,800	\$1,912,480	\$0	\$1.816.680	\$95,800	0%	(Note a)	Through FY-06 AWP
	C-1008146-01			20K BASE + 50K TRE			*-,,	,		(	
	CMGC-I	Archer Western/Brunson Carcon	\$5,618,850	\$0	\$5,618,850	\$0	\$5,618,850	\$0	0%	(Note c)	Pre-construction Services
	C-1007571-01	SE-1, 2, NW-1B									No changes in June
	CMGC-III	Archer Western/Herzog	\$2,460,802	\$0	\$2,460,802	\$0	\$2,460,802	\$0	0%	(Note c)	Pre-construction Services
	C-1009666-01	NW-2, 3, 4									NTP 04-20-06
	Lots 1 & 2	Progressive Rail	\$2,761,480	\$110,460	\$2,871,940	\$0	\$2,761,480	\$110,460	0%	0%	NTP 02-03-06
	C-1009684-01	Bryan/Hawkins		. ,	.,,,						
rack Material	Lots 3 & 6	Progressive Rail	\$11,754,817	\$352,645	\$12,107,462	\$0	\$11,754,817	\$352,645	0%	0%	NTP 04-04-06
Procurement	C-1009684-02	Spl Trkwrk/CWR									
	Lot S	L.B. Foster	\$4,999,349	\$149,981	\$5,149,330	\$0	\$4,999,349	\$149,981	0%	0%	NTP 04-04-06
	C-1009684-03	Fasteners									
	Lot 4	Rocla Concrete Tie	\$3,202,960	\$96,089	\$3,299,049	\$0	\$3,202,960	\$96,089	0%	0%	NTP 04-04-06
	C-1009684-04	Concrete Ties									
	LRV "C" Car Retrofit	Kinkisharyo/Itochu	\$179,849,816	\$5,395,494	\$185,245,310	\$0	\$179,849,816	\$5,395,494	0%	0%	
Vehicle	C-101171-01										
Upgrades	Cab Signals - Retrofit	Kinkisharyo/Itochu	Incl Above	Incl Above	Incl Above	\$0	Incl Above	Incl Above	0%	0%	
	C-101171-01										
		TOTALS:	\$413,317,622	\$8,723,003	\$422,040,625	\$24,981	\$407,723,753	\$8,698,022			
Legend:	% Contingency >= 80%	]									
Ŭ,											
Notes:	a) The professional services	contracts are negotiated throug	h anmial workn	lans (AWP) : amounts	reflected on this	report represen	t Total Board Authorized Not-t	o-Exceed values			
		reases are captured in column B									



### Summary Working Schedule





#### COMMUTER RAIL SUMMARY WORKING SCHEDULE

Revised 06/30/06

### **Cost Summary**

COMMUTER RAIL Cost Summary (in millions of dollars)					
	Control Budget	Current Commitment	Expended to Date <sup>(1)</sup>		
Belt Line Road Grade Separation <sup>(2)</sup>	\$ 41.8	\$ 1.8	\$0.8		
Lisa-Perkins Double Tracking	5.5	0.5	0.3		

Notes:

Expended to date values reflect activity through 5/31/06, per DART's General Ledger. Control Budget value is from the current DART financial plan.

1) 2)



Strategic Plan Consideration	<ul> <li>C1 Improve Customer Satisfaction</li> <li>C2 Manage System Growth</li> <li>C3 Improve Efficiency</li> <li>S1 Build Relationships with Stakeholders</li> </ul>
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 <sup>1</sup> / <sub>4</sub> 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 will be acquired by the City of Irving. Total estimated cost including ROW, engineering, and construction is approximately \$42 million. In addition, COI has committed \$5 million for aesthetics as part of Quiet Zone.
	The Regional Transportation Council 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	DART/TRE SMR Committee's final review of the Plans, Specifications & Estimate (PS&E) package was held June 2 and 5, 2006. Procurement process is under way.
	Redesign of loading and modification of 36 structural plan sheets resulted in a potential savings of approximately \$1 million.
	The scope of the project now includes additional rail crossing signals at Rogers and MacArthur.
	Utility work is progressing.
Issues	Funding increase was approved by the Irving City Council on October 5, 2005. Approval from NCTCOG/Surface Transportation Technical Committee was received in December 2005 for a funding increase of \$4.6 million. Approval from the NCTCOG/Regional Transportation Council was received in January 2006 for a funding increase of \$4.6 million.

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

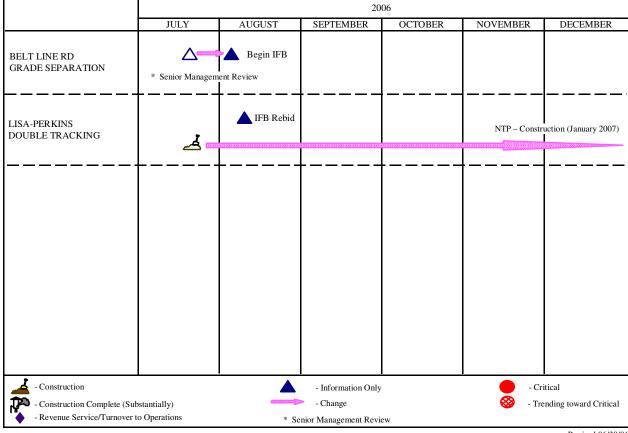


Strategic Plan	C1 Improve Customer Satisfaction
Consideration	C2 Manage System Growth
Constact attorn	C3 Improve Efficiency

- **Description** The proposed double tracking is located in the city of Dallas. The project consists of a new Class 4 track adjacent to and 16 feet apart from the existing track. The existing track will be upgraded to a Class 4 track between MP 641.63 and MP 642.67. The project also involves replacing the existing timber trestle bridge with two new 99-ft. long prestressed concrete double cell box girder bridges, two existing culvert extensions and improvements to the grade crossing at Market Center Blvd.
  - **Status** All engineering documents are complete. Procurement process is currently underway. Bid was received on June 2, 2006.
  - **Issues** Bid received was much higher than the budget allowed. Hence, specifications and general requirements are being revised for rebid.



### COMMUTER RAIL SIX-MONTH LOOK AHEAD

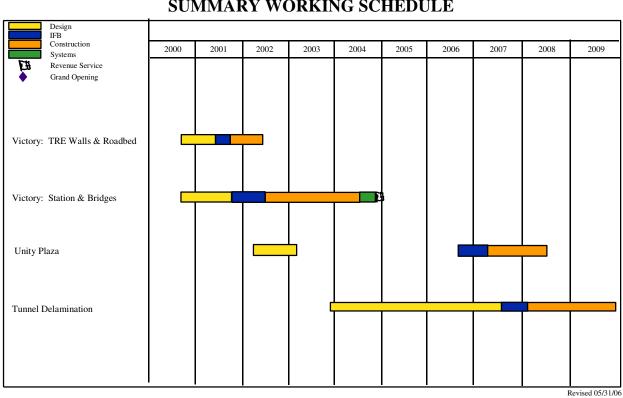


Revised 06/30/06

		Commute	r Rail - Cl	iange Co	ontrol Su	unmary				
		Approved	Approved	Total		Current	Remaining	Percent	Percent	Summary of Activity
	Consultant/	Contract	Contingency	Approved	Executed	Contract	Contingency	Contingency	Contract	This Period & Comments
	Contractor	Amount	Allowance	Amount	Changes	Value	Allowance	Used	Comp.	(June 2006)
		(A)	(B)	(C=A+B)	(D)	(E=A+D)	(F=B-D)	(G=D/B)		
Belt Line-Story Grade Separaton	TBD	\$0	\$0	\$0	\$0	\$0	\$0	0%	0%	
TRE Lisa-Perkins Construction	TBD	\$0	\$0	\$0	\$0	\$0	\$0	0%	0%	
	TOTALS:	\$0	\$0	\$0	\$0	\$0	\$0			
% Contingency >= 80%										
	TRE Lisa-Perkins Construction	Belt Line-Story Grade Separaton TED TRE Lisa-Perkins Construction TED TOTALS:	Approved       Consultant/     Approved       Contractor     Amount       Children     (Å)       Belt Line-Story Grade Separaton     TBD     \$0       TRE Lisa-Perkins Construction     TBD     \$0       TOTALS:     \$0	Approved     Approved       Consultant/     Contractor       Contractor     Amount       Allowance       (A)     (B)       Belt Line-Story Grade Separaton     TED       TRE Lisa-Perkins Construction     TED       TOTALS:     \$0	Approved         Approved         Total           Consultant/         Contract         Contract         Contractor           Contractor         Amount         Allowance         Amount           (Å)         (B)         (C=A+B)         (C=A+B)           TRE Lisa-Perkins Construction         TED         \$0         \$0         \$0           TOTALS:         \$0         \$0         \$0         \$0	Approved     Approved     Total       Consultant/     Contractor     Contingency     Approved     Executed       Contractor     Amount     Allowance     Amount     Changes       (A)     (B)     (C=A+B)     (D)       Belt Line-Story Grade Separaton     TED     \$0     \$0     \$0       TRE Lisa-Perkins Construction     TED     \$0     \$0     \$0       TOTALS:     \$0     \$0     \$0     \$0	Consultant/ Contractor     Contract Amount     Contingency Allowance     Approved Amount     Executed Changes     Contract Value       Contractor     Amount     Allowance     Amount     Changes     Value       (Å)     (B)     (C=A+B)     (D)     (E=A+D)       Belt Line-Story Grade Separation     TBD     \$0     \$0     \$0     \$0       TRE Lisa-Perkins Construction     TBD     \$0     \$0     \$0     \$0       TOTALS:     \$0     \$0     \$0     \$0     \$0	Approved     Approved     Total     Current     Remaining       Consultant/     Contractor     Contract     Contractor     Approved     Executed     Contractor     Contractor	Approved     Approved     Total     Current     Remaining     Percent       Consultant/     Contractor     Approved     Approved     Executed     Contractor     Contingency       Contractor     Amount     Allowance     Amount     Changes     Value     Allowance     Used       (A)     (B)     (C=A+B)     (D)     (E=A+D)     (F=B-D)     (3=D/B)       Eelt Line-Story Grade Separaton     TED     \$0     \$0     \$0     \$0     \$0     \$0       TRE Lisa-Perking Construction     TED     \$0     \$0     \$0     \$0     \$0     \$0       TOTALS:     \$0     \$0     \$0     \$0     \$0     \$0     \$0	Approved     Approved     Total     Current     Remaining     Percent       Consultant/     Contractor     Contingency     Approved     Approved     Contractor     Contingency     Nonunt     Contractor     Contractor



### Summary Working Schedule



#### ADDITIONAL CAPITAL DEVELOPMENT SUMMARY WORKING SCHEDULE

DART

ADDITIONAL CAPITAL DEVELOPMENT Cost Summary (in millions of dollars)											
	Control Budget	Current Commitment	Expended to Date <sup>(1)</sup>								
Victory Station Project <sup>(2)</sup>	\$79.0	\$ 81.3	\$ 80.5								
Unity Plaza	3.5	0.9	0.9								
Tunnel Delamination	4.2	1.5	1.4								

Notes:

Expended to date values reflect activity through 5/31/06, per DART's General Ledger.
 Current commitment reflects anticipated Anland credit.

Strategic Plan Consideration	C2.3 Integrate new transit services
Description	The NW-1A/Victory Station project was developed with four contracts:
	<ul> <li>TRE Walls and Roadbed Construction Contract – project is complete.</li> <li>Line Section NW-1A Construction Contract – project is in closeout.</li> <li>Line Section NW-1A Track Material Procurement – project is complete.</li> <li>Line Section NW-1A Systems Construction Contract – project is in closeout.</li> </ul>
Status	<u>Line Section NW-1A Facilities Construction Contract</u> The facilities contractor, Martin K. Eby Construction, Inc., has completed all work and contract closeout continues.
	<u>Line Section NW-1A Systems Construction Contract</u> Victory Station opened for revenue service on November 15, 2004. Software issues are being worked. Contract closeout is in process. A meeting on all remaining items was held in mid-June 2006. Software issues, source code delivery, and warranty dates are the open issues. Contractor is slow in providing final items.
Issues	<b>Line Section NW-1A Facilities Construction Contract</b> Eby has refused to sign approximately 100 supplemental agreements to the contract for mutually agreed upon costs for claims reasons. DART has issued unilateral modifications to the contract to pay for the work on the above-referenced change issues.
	Eby has submitted six Requests for Equitable Adjustment (REAs) for claimed impacts and delays to the project, consisting of: 1) the area of the project south of station 102+00 in the amount of $4,350,793.94$ ; 2) project-wide "shoring" system issues in the amount of $33,565,761.86$ , and time extension requests to Milestones A (124 days), E (15 days), and G (103 days); 3) station platforms issues in the amount of $33,069,031.99$ , and a time extension request to Milestone B of 141 days; 4) Lamar Street Extension issues in the amount of $8817,688.58$ , and a time extension request to Milestone A (56 days); 5) "Impacts to the Balance of the Project" in the amount of $55,643,074.82$ plus interest in the amount of $4505,554.50$ ; and 6) a time extension request to Milestone D of 61 days. At this time, it is believed this is the entirety of the contractor's requests. The above REAs are under review and DART continues to work with the

Eby sued DART's general engineering consultant, LAN/STV, in State Court. LAN/STV's Motion for Summary Judgment was granted on March 2, 2005. Eby appealed this decision on March 30, 2005; oral arguments were heard March 8, 2006.

contractor on prompt resolution of all contract matters.

Strategic Plan	C2.5 Improve passenger amenities and facilities
Consideration	

**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 of the schedule of the DART contract for construction with the construction contracts from the other stakeholders is ongoing.

### North Central Tunnel Delamination Repair & Monitoring

Strategic Plan Consideration	C2.5 Improve passenger amenities and facilities									
Description	This project consists of delamination repair, long-term monitoring/instrumentation program, and crack repair in the North Central 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.									
	The crack repair is a repair to the cast-in-place concrete liner.									
Status	Procurement process for the repair and monitoring of the test section is in progress.									
	Laser scanning work is complete. All deliverables including data have been delivered.									
	Ground Penetrating Radar (GPR) field scanning work in the tunnel is complete. Penetradar Inc. is processing field data to develop images of the tunnel liner.									
Issues	None.									

### ADDITIONAL CAPITAL DEVELOPMENT SIX-MONTH LOOK AHEAD

			20	06		
	JULY	AUGUST	SEPTEMBER	OCTOBER	NOVEMBER	DECEMBER
VICTORY STATION TRE Walls & Roadbed	Construction Comp	pleted				
VICTORY STATION Station & Bridges	Revenue Service B	egan - 11/15/04				
UNITY PLAZA	Final Design Comp	leted (Project On Ho	ld)			
TUNNEL DELAMINATION	Engineering (	Continues & Monitoring Test Se	ction) Continues	<b>A</b> NTI	P - Repair & Monitor	ing Test Section
- Construction - Construction Complete (Sul - Revenue Service/Turnover		* Se	- Information Only - Change nior Management Revi			itical ending toward Critical

Revised 06/30/06

#### Additional Capital Development - Change Control Summary

			-	<b>A</b>		0		•			
Facility/ Contract Package		Consultant/ Contractor	Approved Contract Amount	Approved Contingency Allowance	Total Approved Amount	Executed Changes	Current Contract Value	Remaining Contingency Allowance	Percent Contingency Used	Percent Contract Comp.	
			(A)	(B)	(C=A+B)	(D)	(E=A+D)	(F=B-D)	(G=D/B)		
NW-1A Facilities	Construction	Martin K. Eby	\$24,986,984	\$2,498,698	\$27,485,682	\$2,467,766	\$27,454,750	\$30,932	99%	100%	Includes Unilateral Mods
and	C-1003853-01										No changes in June
Systems	Comm, OCS & Signals	Mass Electric	\$15,890,713	\$1,589,071	\$17,479,784	\$37,415	\$15,556,242	\$1,551,656	2%	100%	Through SA-029
	C-1005139-01						* Reduced contract value due to SAs-7, 9, 10, 29 for deletion of bid work NO changes in June				No changes in June
	Design	RTKL Assoc.	\$1,053,766	\$105,377	\$1,159,142	\$0	\$1,053,766 \$105,377 0% 100% Design complete				Design complete
	C-1003727-01										
Unity Plaza	Construction	TBD									IFB deferred
	TBD										
		TOTALS:	\$45,277,869	\$4,495,895	\$49,773,764	\$2,689,681	\$47,595,664	\$1,806,214			
Legend:	% Contingency >= 80%										
Notes:	a) Totals may reflect totals of activ	re contracts and closed co	ontracts that are o	contained within 1	hidden cells on	this sheet.					

### DALLAS AREA RAPID TRANSIT

### QUARTERLY INVESTMENT REPORT

As Of

June 30, 2006

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

Leary, Chief Financial Officer haron Nathan Halleft,) Treasurer verly LaBeňske, Asst. Treasurer Be

Prepared by Treasury August 2, 2006

#### Executive Summary Key Guide

**Market Value** – The value of the securities if sold on the open market at month end.

**Book Value** – The cost to acquire the investments.

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**Net Unrealized Gain (Loss)** – The difference between Market Value and Book Value.

**Accrued Interest** – The amount of interest earned on the investments but not yet received.

**Average Maturity** – The average number of days between the purchase date of investments and their expected maturity or call date.

Average Yield – The current expected return of the investments.

**Portfolio Benchmark (Weighted Index)**– The calculated return of the portfolio if all the funds were invested in U. S. government treasury securities of matching maturities.

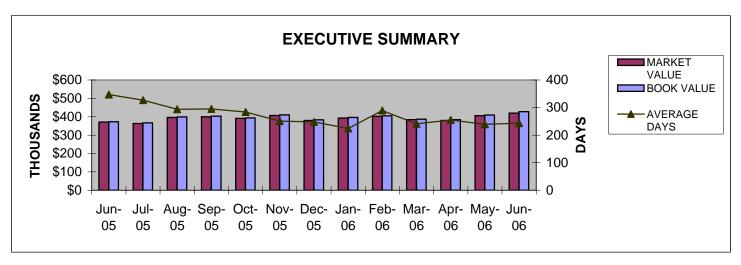
**Distribution By Market Sector** – Displays the amount of the portfolio invested in U. S. treasury securities, U. S. agency securities, commercial paper obligations and money market funds.

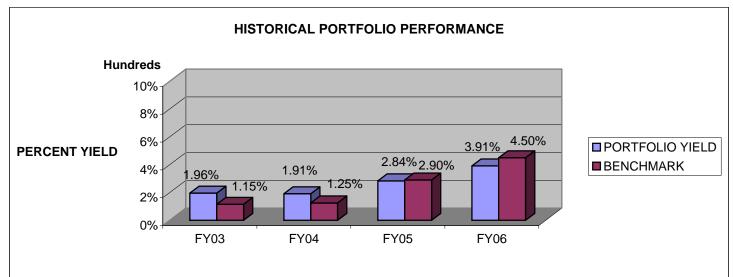
**U. S. Agency Securities** – Debt obligations of U. S. government agencies that have an implied guarantee of the U. S. government. This includes such organizations as Federal Home Loan Bank, Federal Home Loan Mortgage Corporation, Federal National Mortgage Association, Federal Farm Credit Board and Tennessee Valley Authority.

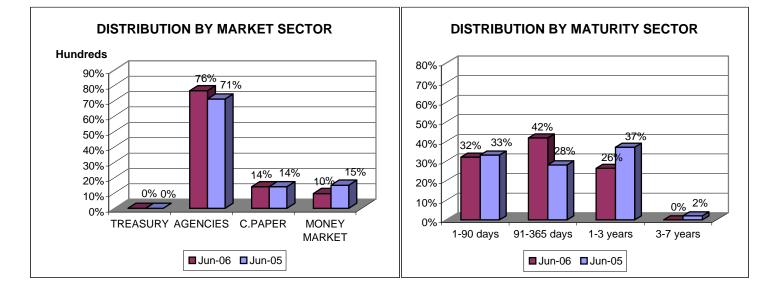
**Commercial Paper** – Short-term (less than 270 days) debt obligations of companies that are secured by either a bank line or an asset.

#### **INVESTMENT PORTFOLIO**

#### June-06







#### Notice of Security Transactions Investment Straight Line - Callable Life Receipts in Period 04/01/06 - 06/30/06

Ending Maturity Davs to Yield Call Yield Ending Fund Purchase Sale Order CUSIP Security Purchase Invest Unamor Val/Cost Number Date Date Type Description Par Val/Shares Date Maturity Matur Date Call Institution Number 04/07/06 01/30/06 04/07/06 MAT 00137FD74 AIGFUN 04/07/06 CP 0.00 04/07/06 5,000,000.00 6 4.5804 Open 4.5804 4,958,311.11 Total Bank of America 06-0033-01 04/17/06 16 UBS 04/17/06 MAT 90262DDH5 UBS FINANCE 0.00 04/17/06 5,000,000.00 4.6657 4.6657 4,960,056.25 Total 06-0034-01 02/13/06 Open 04/07/06 MAT 36959JD75 GECC CP 0.00 04/07/06 5,000,000.00 04/07/06 6 4.6102 Open 4.6102 4,959,284.72 Total UBS 06-0035-01 02/01/06 02/15/06 04/17/06 MAT 90262DDH5 UBS FINANCE 0.00 04/17/06 5,000,000.00 04/17/06 16 4.6748 Open 4.6748 4,961,239.58 Total UBS 06-0041-01 04/13/06 CNTRCA 0.00 04/13/06 5,000,000.00 12 4.6769 4.6769 4,964,377.78 Total Bank of America 06-0042-01 02/16/06 04/13/06 MAT 1563W3DD3 Open 5,000,000.00 04/18/06 17 4.6957 4.6957 4,966,138.89 Total Bank of America 06-0046-01 02/24/06 04/18/06 MAT 1563W3DJ0 CENTRICA PLC 0.00 04/18/06 Open 04/28/06 Walter Johnson Group 02/27/06 04/28/06 MAT 2223P1D07 COUNTRYWIDE FIN CP 0.00 04/28/06 5,000,000.00 27 4.7205 Open 4.7205 4,961,500.00 Total 06-0047-01 CITIGROUP FIN CP 0.00 04/28/06 5,000,000.00 04/28/06 27 4.6896 4.6896 4.961.750.00 Total UBS 06-0048-01 02/27/06 04/28/06 MAT 17307SDU3 Open Bank of America 03/20/06 05/19/06 MAT 45974NEK8 Intl Lease Fin CP 4.72 0.00 05/19/06 5,000,000.00 05/19/06 48 4.8235 Open 4.8235 4,960,666.67 Total 06-0057-01 06/13/06 4.9529 4.9529 4,943,650.00 Total Bank of America 03/21/06 06/13/06 MAT 65011KFD2 New York Times CP 4.83 0.00 06/13/06 5,000,000.00 73 Open 06-0059-01 Genworth Fin CP 4.71 0.00 05/04/06 05/04/06 33 4.8024 4.8024 4,971,870.83 Total Bank of America 05/04/06 MAT 5,000,000.00 Open 06-0063-01 03/22/06 3724P3E46 03/27/06 05/24/06 MAT 8426E3E06 Southern Company CP 4.74 0.00 05/24/06 5,000,000.00 05/24/06 53 4.8428 Open 4.8428 4,961,816.67 Total Bank of America 06-0066-01 Bank of America Franklin Resources CP 4.84 0.00 06/26/06 5,000,000.00 06/26/06 86 4.9673 4.9673 4,939,500.00 Total 06-0067-01 03/28/06 06/26/06 MAT 35461KFS7 Open 05/31/06 MAT 65011KEX9 NY Times CP 4.85 0.00 05/31/06 5,776,000.00 05/31/06 60 4.9635 Open 4.9635 5,722,307.27 Total Bank of America 06-0068-01 03/23/06 04/21/06 04/14/06 04/21/06 MAT Commercial Paper 0.00 04/21/06 19,050,000.00 - 7 4.7493 Open 4.7493 19,032,664.50 Total Bank of America 06-0071-01 5,000,000.00 05/11/06 4.8823 4.8823 4,984,000.00 Total JP Morgan 06-0072-01 05/11/06 MAT Hitachi Capital CP 4.80 0.00 05/11/06 24 Open 04/17/06 4335P3E84 06/26/06 MAT 35461KFS7 Pranklin Resources CP 4.84 0.00 06/26/06 5,000,000.00 06/26/06 70 5.0055 5.0055 4,952,458.33 Total Bank of America 06-0073-01 04/17/06 Open 06/08/06 2.5000 5,000,000.00 Total JP Morgan 04-0014-01 FHLB Callable 2.50 06/08/06 5,000,000.00 0 2.5000 0pen 03/08/04 06/08/06 MAT 3133X45W7 06/12/03 06/12/06 MAT 3128X1HW0 FHLMC Callable 2.125 06/12/06 3,000,000.00 06/12/06 0 2.1250 Open 2.1250 3,000,000.00 Total UBS 03-0058-01 06/16/04 2.9100 2,000,000.00 Total 12/16/03 06/16/06 MAT 3128X2FP5 FHLMC Callable 2.91 06/16/06 2,000,000.00 06/16/06 0 2.9100 JP Morgan 03-0110-01 02/19/04 05/30/06 MAT 3128X1FP7 FHIMC Callable 2.00 05/30/06 1,000,000.00 05/30/06 0 2.1254 05/27/05 2.2225 997,210.00 Total JP Morgan 04-0006-01 06/02/06 1.7518 1,001,000.00 Total JP Morgan 04-0020-01 03/22/04 06/02/06 MAT 3128X1FC6 FHLMC Callable 2.28 06/02/06 1,000,000.00 0 2.2323 Open FHLMC Callable 1.95 04/26/06 04/26/06 0 2.9005 2.9005 3,928,400.00 Total Citigroup Global 04-0042-01 04/26/06 MAT 4,000,000.00 Open 05/14/04 3128X26J9 05/19/04 05/19/06 MAT 3128X3EM1 FHLMC Callable 2.80 05/19/06 3,000,000.00 05/19/06 0 2.8000 Open 2.8000 3,000,000.00 Total UBS 04-0052-01 06/15/06 1.8715 4,446,087.50 Total UBS 04-0016-01 03/15/04 06/15/06 MAT 3136F5FF3 FNMA Callable 2.125 06/15/06 4,435,000.00 0 2.0114 03/15/05 JP Morgan 06/02/06 MAT 3136F3TZ9 FNMA Callable 2.15 06/02/06 1,000,000.00 06/02/06 0 2.1259 06/02/04 1.8796 1,000,500.00 Total 04-0019-01 03/22/04 FNMA Callable 2.50 04/28/06 04/28/06 2.5000 2,5000 5,000,000.00 Total UBS 04-0038-01 04/28/04 04/28/06 MAT 3136F5TT8 5,000,000.00 0 Open. 05/10/06 2.5000 2.5000 4,000,000.00 Total Citigroup Global 04-0041-01 05/10/04 05/10/06 MAT 3136F5SP7 FNMA Callable 2.50 05/10/06 4,000,000.00 \_0 0pen <u>32</u> 133,261,000.00 3.9691 3.9514 132,534,790.10 Investment Total

Run Date: 08/03/ Run Time: 10:18: Page 1 of

#### Notice of Security Transactions Investment Straight Line - Callable Life Receipts in Period 04/01/06 - 06/30/06

Sale Order CUSIP Security Ending Maturity Yield Call Yield Ending Fund Purchase Days to Invest Date Type Description Par Val/Shares Date Maturity Matur Date Call Unamor Val/Cost Number Institution Humber Open BUY Commercial Paper 0.00 04/21/06 19,050,000.00 04/21/06 4.7493 4.7493 19,032,664.50 Total 7 Open Bank of America 06-0071 Hitachi Capital CP 4.80 0.00 05/11/06 Open BUY 4335P3EB4 5,000,000.00 05/11/06 24 4.8823 4.8823 4,984,000.00 Total JP Morgan 06-0072 0pen 35461KFS7 Franklin Resources CP 4.84 0.00 06/26/06 06/26/06 Open BUY 5,000,000.00 70 5.0055 5.0055 Open 4,952,458.33 Total Bank of America 06-0073 Open BUY 17307SH08 Citigroup Funding CP 5.08 0.00 08/24/06 5.000,000.00 08/24/06 90 4,936,500.00 Total 5.2168 Open 5.2168 Walter Johnson Group 06-0086 Soc General NA CP 5.05 0.00 07/25/06 Open BUY 83365SGR8 5,000,000.00 07/25/06 56 5.1607 Open 5.1607 4,960,722.22 Total Walter Johnson Group 06-0087 Open BUY 1563W3H31 Centrica 08/03/06 0.00 08/03/06 5,000,000.00 08/03/06 64 5.1975 Open 5.1975 4,954,844.45 Total Bank of America 06-0088 Open BUY 90262DGH2 UBS Financial CP 5.04 0.00 07/17/06 5,000,000.00 07/17/06 41 5.6441 5.6441 4,968,500.00 Total Lehman Brothers Inc Open 06-0089 45974NGU4 Intl Lease Finance CP 5.07 0.00 07/28/06 5,000,000.00 07/28/06 49 Open BUY 5.1761 Open 5.1761 4,965,495.83 Total Bank of America 06-0093 Open BUY 05402MH23 Avon Cap Corp CP 5.13 0.00 08/02/06 5,000,000.00 08/02/06 54 5.2416 5.2416 4,961,525.00 Total Bank of America Open 06-0094 Open BUY 90262DHE8 UBS Finance CP 0.00 08/14/06 5,000,000.00 08/14/06 62 5.2579 Open 5.2579 4,955,738.89 Total Lehman Brothers Inc 06-0096 Southern Company CP 0.00 08/04/06 53 Open BUY 8426E3H42 5,000,000.00 08/04/06 5.2100 0pen 5.2100 4,962,458.33 Total Bank of America 06-0099 Open BUY 90262DH81 UBS Financial CP 0.00 08/08/06 5,000,000.00 08/08/06 57 5.2438 5.2438 Open 4,959,387.50 Total Walter Johnson Group 06-0100 4497W1H74 Open BUY ING Commercial Paper 0.00 08/07/06 5,000,000.00 08/07/06 56 5.2328 0pen 5.2328 4,960,177.78 Total Lehman Brothers Inc 06-0101 Open BUY 64105SHU5 Nestle CP 0.00 08/28/06 5,000,000.00 08/28/06 77 Lebman Brothers Inc. 5.2590 5.2590 4,945,137.50 Total 06-0102 Open Open BUY 02665KHB6 Honda Financial CP 0.00 08/11/06 5,000,000.00 08/11/06 60 5.2152 5.2152 4.957.500.00 Total Bank of America 0pen 06-0103 FFCB Callable 5.08 04/03/07 Open BUY 31331VUG9 5,000,000.00 04/03/07 90 5.0603 07/03/06 5.0030 5,000,950.00 Total JP Morgan 06-0069 FFCB 5.05 04/25/07 Open BUY 31331VXT8 5,000,000.00 04/25/07 360 5.0500 Open 5.0500 5,000,000.00 Total Bank of America 06-0078 Open BUY 31331SA60 FFCB 4.09 12/20/07 4,000,000.00 12/20/07 0 5.2007 09/20/05 5.2007 3,932,000.00 Total JP Morgan 06-0081 Open BUY 3133XEWK1 FHLB Callable 5.15 12/21/07 5,000,000.00 12/21/07 240 12/21/06 5.5167 5.3002 4,988,350.00 Total JP Morgan 06-0076 Open BUY 3133XCGS6 FHLB Callable 4.00 07/28/06 10,000,000.00 07/28/06 7 4.9983 04/28/06 4.9983 9,979,500.00 Total JP Morgan 06-0077 Open BUY 3133XDDZ1 FHLB Callable 4.50 10/17/07 5,000,000.00 10/17/07 81 07/17/06 9.2672 5.2502 4,947,350.00 Total JP Morgan 06-0079 3133XFN28 FHLB Callable 5.125 06/07/07 5,000,000.00 06/07/07 90 5.3094 09/07/06 5.1250 Open BUY 5,000,000.00 Total UBS 06-0090 FHLB Callable 5.25 06/13/08 06/13/08 90 Open BUY 3133XFNZ5 3,000,000.00 5.6153 09/13/06 5.2500 3,000,000.00 Total UBS 06-0097 3133XFSG2 FHLB Callable 5.40 03/28/08 03/28/08 12/28/06 UBS Open BUY 5,000,000.00 180 5.4000 5.4000 5,000,000.00 Total 06-0104 Open BUY 3134A4UB8 FHLMC 2.75 08/15/06 5,000,000.00 08/15/06 117 5.0023 0pen 5.0023 4,963,600.00 Total JP Morgan 06-0074 3128X4J44 FHLMC 5.02 08/24/07 5,000,000.00 08/24/07 Open BUY 126 5.2089 08/24/06 5.7056 4,987,500.00 Total UBS 06-0075 5.3750 Open BUY 3128X5AA6 FHLMC Callable 5.375 06/12/07 5,000,000.00 06/12/07 386 0pen 5.3750 5.000.000.00 Total UBS 06-0085 Open BUY 3128X5CV8 FHLMC Callable 5.45 06/29/07 5,000,000.00 06/29/07 87 5.4041 09/05/06 5.2381 5,002,500.00 Total JP Morgan 06-0092 31359MM42 FNMA 5.375 11/09/07 5,000,000.00 11/09/07 180 Open BUY 5.3750 11/09/06 5.3750 5,000,000.00 Total Bank of America 06-0080 3136F6KS7 FNMA 3.125 05/16/07 3,490,000.00 05/16/07 361 5.2502 5.2502 3,418,455.00 Total 06-0082 Open BUY Open JP Morgan Open BUY 31359MB44 FNMA 3.875 05/15/07 1,803,000.00 05/15/07 360 5.2503 Open 5.2503 1,779,146.31 Total JP Morgan 06-0083 02/28/07 Open BUY 31359MYS6 FNMA Callable 4.00 02/28/07 5,000,000.00 262 5.2659 Open 5.2659 4,954,208.04 Total JP Morgan 06-0091

5,000,000.00

5,000,000.00

5,000,000.00

5,000,000.00

191,343,000.00

05/30/08

09/22/06

07/28/06

01/02/07

78

164

74

203

<u>123</u>

5.5500

5.0073

5.0083

5.2563

5.1605

08/30/06

Open

Open

Cpen

5.5500

5.0073

5.0083

5.2563

5.3689

5,000,000.00 Total

4,889,983.33 Total

4,949,741.67 Total

4,857,618.06 Total

190,108,012.74

JP Morgan

JP Morgan

JP Morgan

JP Morgan

06/13/06 Investment Total

Purchase

04/14/06

04/17/06

04/17/06

05/26/06

05/30/06

05/31/06

06/06/06

06/09/06

06/09/06

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Open BUY

Open BUY

Open BUY

Open BUY

3136F7B89

313397G70

313589ZX4

313588AB1

FNMA Callable 5.55 05/30/08

FNMA Discount Note 0.00 09/22/06

FNMA Discount Note 4.89 0.00 07/28/06

FNMA Discount Note 5.05 0.00 01/02/07

Date

Run Date: 08/03/ Run Time: 10:17: Page 1 of

06-0098

06-0070

06-0084

06-0095

### **Current Portfolio Report** Investment Straight Line - Callable Life Receipts in Period 06/30/06

Run Date: 07/31/( Run Time: 13:06: Page 1 of

UBS Financial CP 5.04 0.00 07/17/06         90262DGH2           Soc General NA CP 5.05 0.00 07/25/06         83365SGR8           FFCB Callable 2.56 07/28/06         31331TFW5           FFLB Callable 3.25 07/28/06         3133XACP0           FHLB Callable 4.00 07/28/06         3133XACP0           FMLB Callable 4.00 07/28/06         3133XACP0           FMLB Callable 4.00 07/28/06         3133XACP0           FNMA Discount Note 4.89 0.00 07/28/06         313589ZX4           Intl Lease Finance CP 5.07 0.00 07/28/06         45974NGU4           Avon Cap Corp CP 5.13 0.00 08/02/06         05402MH23           Centrica 08/03/06 0.00 08/03/06         1653W3H31           Southern Company CP 0.00 08/07/06         4497W1H74           UBS Financial CP 0.00 08/07/06         4497W1H74           UBS Finance CP 0.00 08/11/06         02662DH81           Honda Pinancial CP 0.00 08/01/06         90262DH83           FHLKC 2.75 08/15/06         3133175W7           Citigroup Funding CP 5.08 0.00 08/24/06         13334AU28           PSWA Step Up Callable 2.56 09/08/06         313342B32           PNMA Step Up Callable 2.65 09/08/06         313355F1           PNMA Callable 2.30 10/19/06         31337F266           FHLMC Callable 2.30 10/19/06         31337F266           FHLMC Callable 2.00 11/23	5,000,000.00 5,000,000.00 3,000,000.00 5,000,000.00 10,000,000.00 5,000,000.00 5,000,000.00 5,000,000.00 5,000,000.00 5,000,000.00 5,000,000.00 5,000,000.00 5,000,000.00 5,000,000.00 5,000,000.00	0.000 0.000 2.560 3.250 4.250 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000	07/17/06 07/25/06 07/28/06 07/28/06 07/28/06 07/28/06 07/28/06 07/28/06 08/02/06 08/02/06 08/03/06 08/04/06 08/07/06	5.6441 5.1607 2.5600 3.2500 4.9983 5.0083 5.1761 5.2416 5.1975 5.2100	Open Open 01/28/05 07/28/05 Open Open Open Open Open Open	5.6441 5.1607 2.5600 3.2500 4.9983 5.0083 5.1761 5.2416	4,987,707.32 4,983,166.67 3,000,000.00 5,000,000.00 10,000,000.00 4,981,662.50 4,980,987.50	4,989,750.00 4,981,666.50 2,994,000.00 Agcy 4,992,500.00 Agcy 9,932,000.00 4,979,777.75 4,979,300.00	06/06/06 06-0089 05/30/06 06-0087 01/28/04 04-0001 01/28/05 05-0001 04/21/06 06-0077 05/15/06 06-0084 06/09/06 06-0093	gen op fund Call-01/28/05 Only gen op fund gen op fund	Operating Operating
FFCE Callable 2.56 07/28/06         31331TPM5           FHLB Callable 3.25 07/28/06         3133KACP0           FHLB Callable 4.00 07/28/06         3133KACP0           FNA Discount Note 4.89 0.00 07/28/06         313589ZX4           Intl Lease Finance CP 5.07 0.00 07/28/06         313589ZX4           Avon Cap Corp CP 5.13 0.00 08/02/06         05402MH23           Centrica 08/03/06 0.00 08/03/06         1563W3H31           Southern Company CP 0.00 08/07/06         4497W1H74           UBS Financial CP 0.00 08/07/06         90262DH81           Honda Financial CP 0.00 08/07/06         90262DH81           Honda Financial CP 0.00 08/11/06         02665KH86           UBS Finance CP 0.00 08/14/06         31331T5W7           Citigroup Funding CP 5.08 0.00 08/24/06         3133K4P02           PHLB Callable 2.72 08/24/06         3133K4P02           Nestle CP 0.00 08/28/06         64105SH05           FNA Step UP Callable 2.65 09/08/06         3133K4P3           FNA Discount Note 0.00 09/22/06         3133X4805           FNLC Callable 2.31 09/29/06         3133X55P1           FNMC Callable 2.30 10/19/06         31337656           FNLMC Callable 2.30 10/19/06         31337766           FNLMC Callable 2.30 10/19/06         31337766           FNLMC Callable 3.00 11/17/06	3,000,000.00 5,000,000.00 5,000,000.00 5,000,000.00 5,000,000.00 5,000,000.00 5,000,000.00 5,000,000.00 5,000,000.00 5,000,000.00 5,000,000.00 5,000,000.00 5,000,000.00 5,000,000.00 5,000,000.00	2.560 3.250 4.250 0.000 0.000 0.000 0.000 0.000 0.000 0.000	07/28/06 07/28/06 07/28/06 07/28/06 07/28/06 08/02/06 08/02/06 08/03/06 08/03/06	2.5600 3.2500 4.9983 5.0083 5.1761 5.2416 5.1975	01/28/05 07/28/05 Open Open Open Open	2.5600 3.2500 4.9983 5.0083 5.1761	3,000,000.00 5,000,000.00 10,000,000.00 4,981,662.50 4,980,987.50	2,994,000.00 Agcy 4,992,500.00 Agcy 9,992,000.00 4,979,777.75	01/28/04 04-0001 01/28/05 05-0001 04/21/06 06-0077 05/15/06 06-0084	Call-01/28/05 Only gen op fund	
FHLB Callable 3.25 07/28/06         3133XACP0           FHLB Callable 4.00 07/28/06         3133KGS6           FNA Discount Note 4.89 0.00 07/28/06         313589ZX4           Intl Lease Finance CP 5.07 0.00 07/28/06         313589ZX4           Intl Lease Finance CP 5.07 0.00 07/28/06         45974NGU4           Avon Cap Corp CP 5.13 0.00 08/02/06         05402MH23           Centrica 08/03/06 0.00 08/03/06         1563W3H31           Southern Company CP 0.00 08/04/06         8426B3H42           ING Commercial Paper 0.00 08/07/06         4497W1H74           UBS Financial CP 0.00 08/01/06         90262DH81           Honda Financial CP 0.00 08/11/06         02665KH86           UBS Finance CP 0.00 08/11/06         0262DH83           FHLK 2.75 08/15/06         3133X44058           FYCB Callable 2.72 08/24/06         3133X4EV2           Nestle CP 0.00 08/28/06         64105SH05           FNA Step UP Callable 2.65 09/08/06         3133X4EV3           FNA Discount Note 0.00 09/22/06         3133X4551           FNA Callable 2.31 09/29/06         3133X551           FNAC Callable 2.30 10/19/06         31337670           FHLK Callable 2.30 10/19/06         31337766           FHLK Callable 2.30 10/19/06         31337766           FHLK Callable 2.30 10/19/06         313377	5,000,000.00 10,000,000.00 5,000,000.00 5,000,000.00 5,000,000.00 5,000,000.00 5,000,000.00 5,000,000.00 5,000,000.00 5,000,000.00 5,000,000.00 5,000,000.00 5,000,000.00	3.250 4.250 0.000 0.000 0.000 0.000 0.000 0.000 0.000	07/28/06 07/28/06 07/28/06 07/28/06 08/02/06 08/02/06 08/03/06 08/03/06	3.2500 4.9983 5.0083 5.1761 5.2416 5.1975	07/28/05 Open Open Open Open	3.2500 4.9983 5.0083 5.1761	5,000,000.00 10,000,000.00 4,981,662.50 4,980,987.50	4,992,500.00 Agcy 9,992,000.00 4,979,777.75	01/28/05 05-0001 04/21/06 06-0077 05/15/06 06-0084	gen op fund	
FHLB Callable 4.00 07/28/06         3133XCS56           FNNA Discount Note 4.89 0.00 07/28/06         313589ZX4           Intl Lease Finance CP 5.07 0.00 07/28/06         155974NGU4           Avon Cap Corp CP 5.13 0.00 08/02/06         05402ME33           Centrica 08/03/06 0.00 08/03/06         1563W3H31           Southern Company CP 0.00 08/04/06         8426B3H42           ING Commercial Paper 0.00 08/07/06         4497W1H74           UBS Financial CP 0.00 08/07/06         90262DH81           Honda Financial CP 0.00 08/11/06         02665KH86           UBS Financial CP 0.00 08/11/06         02665KH86           UBS Financial CP 0.00 08/14/06         31334A0D8           FFLMC 2.75 08/15/06         3133440D8           FFLB Callable 2.72 08/24/06         3133X48V2           Nestle CP 0.00 08/28/06         64105SHU5           FNA Step Up Callable 2.65 09/08/06         3133X48V2           Nestle CP 0.00 08/28/06         3133X55F1           FNA Discount Note 0.00 09/22/06         3133X55F1           FNA Callable 2.31 09/29/06         3133X4805           FHLC Callable 2.30 10/19/06         31337566           FHLMC Callable 2.30 10/19/06         31337466           FHLMC Callable 2.30 10/19/06         31337156           FHLMC Callable 2.30 11/17/06         31337766 </td <td>10,000,000.00 5,000,000.00 5,000,000.00 5,000,000.00 5,000,000.00 5,000,000.00 5,000,000.00 5,000,000.00 5,000,000.00 5,000,000.00 5,000,000.00 5,000,000.00</td> <td>4.250 0.000 0.000 0.000 0.000 0.000 0.000 0.000</td> <td>07/28/06 07/28/06 07/28/06 08/02/06 08/03/06 08/03/06</td> <td>4.9983 5.0083 5.1761 5.2416 5.1975</td> <td>Open Open Open Open</td> <td>4.9983 5.0083 5.1761</td> <td>10,000,000.00 4,981,662.50 4,980,987.50</td> <td>9,992,000.00 4,979,777.75</td> <td>04/21/06 06-0077 05/15/06 06-0084</td> <td>• •</td> <td>Operating</td>	10,000,000.00 5,000,000.00 5,000,000.00 5,000,000.00 5,000,000.00 5,000,000.00 5,000,000.00 5,000,000.00 5,000,000.00 5,000,000.00 5,000,000.00 5,000,000.00	4.250 0.000 0.000 0.000 0.000 0.000 0.000 0.000	07/28/06 07/28/06 07/28/06 08/02/06 08/03/06 08/03/06	4.9983 5.0083 5.1761 5.2416 5.1975	Open Open Open Open	4.9983 5.0083 5.1761	10,000,000.00 4,981,662.50 4,980,987.50	9,992,000.00 4,979,777.75	04/21/06 06-0077 05/15/06 06-0084	• •	Operating
FNA Discount Note 4.89 0.00 07/28/06         3135892X4           Intl Lease Finance CP 5.07 0.00 07/28/06         45974N3U4           Avon Cap Corp CP 5.13 0.00 08/02/06         05402M423           Centrica 08/03/06 0.00 08/03/06         1563W3H31           Southern Company CP 0.00 08/07/06         4497W1H74           URS Commercial Paper 0.00 08/07/06         4497W1H74           URS Financial CP 0.00 08/07/06         90262DH81           Honda Financial CP 0.00 08/11/06         02665KH86           URS Financial CP 0.00 08/11/06         02665KH86           URS Financial CP 0.00 08/14/06         90262DH83           FHLMC 2.75 08/15/06         3133H4008           FFLB Callable 2.72 08/24/06         3133175W7           Citigroup Funding CP 5.08 0.00 08/24/06         71307SH08           FNA Step Up Callable 2.65 09/08/06         3133K4BV2           Nestle CP 0.00 08/28/06         3133X5F1           FNA Discount Note 0.00 09/22/06         3133X5F1           FNA Callable 2.31 09/29/06         3133X5F1           FNA Callable 2.30 10/19/06         31337760           FHLMC Callable 2.30 10/19/06         31337766           FHLMC Callable 2.30 10/19/06         31337766           FHLMC Callable 3.00 11/17/06         3128X4X7           FHLMC Callable 3.00 11/27/06	5,000,000.00 5,000,000.00 5,000,000.00 5,000,000.00 5,000,000.00 5,000,000.00 5,000,000.00 5,000,000.00 5,000,000.00 5,000,000.00 5,000,000.00	0.000 0.000 0.000 0.000 0.000 0.000 0.000	07/28/06 07/28/06 08/02/06 08/03/06 08/03/06	5.0083 5.1761 5.2416 5.1975	Open Open Open	5.0083 5.1761	4,981,662.50 4,980,987.50	4,979,777.75	05/15/06 06-0084	• •	
Intl Lease Finance CP 5.07 0.00 07/28/06         45974NGU4           Avon Cap Corp CP 5.13 0.00 08/02/06         05402ME23           Centrica 08/03/06 0.00 08/03/06         156303H31           Southern Company CP 0.00 08/07/06         4497WH74           URS Commercial Paper 0.00 08/07/06         4497WH74           URS Financial CP 0.00 08/07/06         90262DH81           Honda Financial CP 0.00 08/11/06         02665KH86           URS Finance CP 0.00 08/14/06         90262DH88           FHLMC 2.75 08/15/06         3134A4U88           FFCB Callable 2.72 08/24/06         3133175W7           Citigroup Funding CP 5.08 0.00 08/24/06         17307SH08           FHLB Callable 2.70 08/25/06         3133X4BV2           Nestle CP 0.00 08/28/06         64105SHU5           FNA Step Up Callable 2.65 09/08/06         313375F1           FNA Discount Note 0.00 09/22/06         3133X55F1           FNA Callable 2.31 09/29/06         313375F1           FHLC Callable 2.30 10/19/06         31337466           FHLMC Callable 2.30 10/19/06         31337566           FHLMC Callable 2.30 10/19/06         313397L66           FHLMC Callable 2.30 11/27/06         313371509           FHLC Callable 3.00 11/17/06         3128XA88           FFLMC Callable 3.00 11/27/06         31331TUN9 <td>5,000,000.00 5,000,000.00 5,000,000.00 5,000,000.00 5,000,000.00 5,000,000.00 5,000,000.00 5,000,000.00 5,000,000.00 5,000,000.00</td> <td>0.000 0.000 0.000 0.000 0.000 0.000</td> <td>07/28/06 08/02/06 08/03/06 08/04/06</td> <td>5.1761 5.2416 5.1975</td> <td>Open Open</td> <td>5.1761</td> <td>4,980,987.50</td> <td></td> <td></td> <td>gen op fund</td> <td></td>	5,000,000.00 5,000,000.00 5,000,000.00 5,000,000.00 5,000,000.00 5,000,000.00 5,000,000.00 5,000,000.00 5,000,000.00 5,000,000.00	0.000 0.000 0.000 0.000 0.000 0.000	07/28/06 08/02/06 08/03/06 08/04/06	5.1761 5.2416 5.1975	Open Open	5.1761	4,980,987.50			gen op fund	
Avon Cap Corp CP         5.13         0.00         08/02/06         05402MH23           Centrica         08/03/06         0.00         08/03/06         1563W3H31           Southern Company         CP         0.00         08/07/06         4497W1H74           URS Commercial Paper         0.00         08/07/06         4497W1H74           URS Financial CP         0.00         08/07/06         4497W1H74           URS Financial CP         0.00         08/07/06         90262DH81           Honda Financial CP         0.00         08/11/06         02665KH86           URS Finance CP         0.00         08/14/06         90262DH88           FHLMC         2.75         08/15/06         3133H40T8           FYEC Callable 2.72         08/24/06         31331T5W7         Citigroup Funding CP         5.08         0.00         08/24/06         17307SH08           FHLB Callable 2.70         08/28/06         64105SHU5         313344U29         Nestle CP         0.00         08/28/06         64105SHU5           FNA Step Up Callable 2.65         09/08/06         31334F5Y2         31334E35         13334E35           FNA Discount Note         0.00         09/22/06         3133X55F1         13344585           FHLB Callable 2.	5,000,000.00 5,000,000.00 5,000,000.00 5,000,000.00 5,000,000.00 5,000,000.00 5,000,000.00 5,000,000.00 5,000,000.00 5,000,000.00	0.000 0.000 0.000 0.000 0.000	08/02/06 08/03/06 08/04/06	5.2416 5.1975	Open			4,979,300.00	06/09/06 06-0093		
Centrica         08/03/06         0.00         08/03/06         1563W3H31           Southern Company         CP         0.00         08/07/06         8426B3H42           ING Commercial Paper         0.00         08/07/06         4497W1H74           UBS Financial         CP         0.00         08/07/06         4497W1H74           UBS Financial         CP         0.00         08/07/06         4497W1H74           UBS Financial         CP         0.00         08/11/06         02665KH66           UBS Finance CP         0.00         08/14/06         90262DH38           FHLMC         2.75         08/15/06         3133145W7           Citigroup Funding CP         5.08         0.00         08/24/06         17307SH28           FHLB Callable         2.50         08/25/06         3133145W7         031344U28           Nestle         CP         0.00         08/28/06         64105SHU5           FNM Step Up Callable         2.65         09/08/06         31334F572           FNM Discount Note         0.00         09/22/06         313375F1           FNA Callable         2.31         09/29/06         3133X4805           FHLB Callable         2.30         10/19/06         3128726K6 <td>5,000,000.00 5,000,000.00 5,000,000.00 5,000,000.00 5,000,000.00 5,000,000.00 5,000,000.00 5,000,000.00</td> <td>0.000 0.000 0.000 0.000</td> <td>08/03/06 08/04/06</td> <td>5.1975</td> <td>•</td> <td>5.2416</td> <td></td> <td></td> <td></td> <td></td> <td></td>	5,000,000.00 5,000,000.00 5,000,000.00 5,000,000.00 5,000,000.00 5,000,000.00 5,000,000.00 5,000,000.00	0.000 0.000 0.000 0.000	08/03/06 08/04/06	5.1975	•	5.2416					
Southern Company CP 0.00 08/04/06         8426B3H42           ING Commercial Paper 0.00 08/07/06         4497W1H74           URS Financial CP 0.00 08/07/06         409262DH81           Honda Financial CP 0.00 08/14/06         90262DH81           Honda Financial CP 0.00 08/14/06         90262DH81           Honda Financial CP 0.00 08/14/06         90262DH88           FHLMC 2.75 08/15/06         3134A4U88           FYCB Callable 2.72 08/24/06         31331TSW7           Citigroup Funding CP 5.08 0.00 08/24/06         17307SH28           FHLB Callable 2.50 08/25/06         3133X4BV2           Nestle CP 0.00 08/28/06         64105SHU5           FNA Step Up Callable 2.65 09/08/06         3133X4BJ3           FNA Discount Note 0.00 09/22/06         3133X5F1           FNA Discount Note 0.00 09/22/06         3133X5F1           FNA Callable 2.30 10/19/06         3128X26K6           FHLMC Callable 2.30 10/19/06         31337166           FHLMC Callable 2.30 10/19/06         313397166           FHLMC Callable 3.00 11/27/06         31331TJ3797166           FHLMC Callable 3.00 11/17/06         3128X2AXB           FHEMC Callable 3.00 11/27/06         31331TJ37159           FHLC Callable 3.00 11/27/06         31331TJ37597           FHLMC Callable 3.00 11/27/06         31331TJ	5,000,000.00 5,000,000.00 5,000,000.00 5,000,000.00 5,000,000.00 5,000,000.00 5,000,000.00	0.000 0.000 0.000	08/04/06		Open		4,977,200.00	4,975,600.00	06/09/06 06-0094		
ING Commercial Paper 0.00 08/07/06         4497W1H74           UBS Financial CP 0.00 08/07/06         90262DH81           Honda Financial CP 0.00 08/14/06         90262DH81           Honda Financial CP 0.00 08/14/06         90262DH88           FHLMC 2.75 08/15/06         3134A4UB8           FYCB Callable 2.72 08/24/06         3133175W7           Citigroup Funding CP 5.08 0.00 08/24/06         17307SH28           FHLB Callable 2.72 08/24/06         3133144UV2           Nestle CP 0.00 08/28/06         64105SHU5           FNMA Step Up Callable 2.65 09/08/06         313344U3           FNMA Discount Note 0.00 09/22/06         313375F1           FNMA Discount Note 0.00 09/22/06         3133X4805           FHLB Callable 2.30 10/19/06         3132K5E1           FHMC Callable 2.30 10/19/06         31337566           FHMC Callable 2.30 10/19/06         313397L66           FHMC Discount Note 0.00 10/23/06         313397L66           FHMC Callable 3.00 11/17/06         3128X2AK8           FHCC Callable 3.00 11/17/06         3128X2AK8           FYEC Callable 3.00 11/27/06         31331TUN9           FHLMC Step Up Callable 2.60 11/27/06         31331TUN9           FYEC Callable 2.60 11/27/06         31331TUN9	5,000,000.00 5,000,000.00 5,000,000.00 5,000,000.00 5,000,000.00 5,000,000.00	0.000		5.2100	•	5.1975	4,976,716.67	4,974,500.00	05/31/06 06-0088	gen op fund	
UES Financial CP 0.00 08/08/06         90262DH81           Honda Financial CP 0.00 08/11/06         02665KH86           UBS Finance CP 0.00 08/11/06         90262DH88           FHLMC 2.75 08/15/06         3134A4U88           FYCB Callable 2.72 09/24/06         3133175W7           Citigroup Funding CP 5.08 0.00 08/24/06         173075H08           FHLB Callable 2.50 08/25/06         3133X4BV2           Nestle CP 0.00 08/28/06         641055H05           FNA Step Up Callable 2.65 09/08/06         3133K4BJ9           FNA Discount Note 0.00 09/22/06         3133X5F1           FNMA Callable 2.31 09/29/06         3133X5F1           FNMA Callable 2.30 10/19/06         3128X26K6           FHLMC Callable 2.30 10/19/06         313397L66           FHLMC Callable 2.30 10/19/06         313397L66           FHLMC Callable 3.00 11/17/06         3128X2AK7           FHLMC Callable 3.00 11/17/06         3128X2AK8           FYEC Callable 3.00 11/27/06         31331TJS97           FHLMC Callable 3.00 11/17/06         3128X2AK8           FYEC Callable 3.00 11/27/06         31331TJF9           FYEC Callable 3.00 11/27/06         31331TJF9           FYEC Callable 2.60 11/27/06         31331TJF9	5,000,000.00 5,000,000.00 5,000,000.00 5,000,000.00	0.000	08/07/06		Open	5.2100	4,975,916.66	4,974,150.00	06/12/06 06-0099		
Honda Financial CP 0.00 08/11/06         02665KHB6           UBS Finance CP 0.00 08/14/06         90262DHB8           FHLMC 2.75 08/15/06         313444UB8           PFCB Callable 2.72 09/24/06         3133175W7           Citigroup Funding CP 5.08 0.00 08/24/06         173075HQ8           FHLB Callable 2.50 08/25/06         3133148U72           Nestle CP 0.00 08/28/06         641055HU5           FNA Step Up Callable 2.65 09/08/06         313344J3           FNMA Discount Note 0.00 09/22/06         313375F1           FNMA Callable 2.31 09/29/06         3133755F1           FHLB Callable 2.45 09/29/06         31334585           FHLMC Callable 2.30 10/19/06         31282826K6           FHLMC Callable 2.30 10/19/06         313397L66           FHLMC Callable 3.00 11/17/06         3128XARX7           FHLMC Callable 3.00 11/17/06         3128XARX7           FHLMC Callable 3.00 11/17/06         31331TJ59           FHLMC Callable 3.00 11/17/06         31331TJ59           FFCC Callable 3.00 11/27/06         31331TJ59           FFCE Callable 2.60 11/27/06         31331TJ59           FFCE Callable 2.60 11/27/06         31331TJ59           FFCE Callable 2.60 11/27/06         31331TJ59	5,000,000.00 5,000,000.00 5,000,000.00			5.2328	Open	5.2328	4,973,688.89	4,972,000.00	06/12/06 06-0101		
UBS         Finance         CP         0.00         08/14/06         90262DH38           FHLMC         2.75         08/15/06         3134A4UB8         31331T5W7           Citigroup Funding         CP         5.08         0.00         08/24/06         31331T5W7           Citigroup Funding         CP         5.08         0.00         08/24/06         31331X4BV2           Nestle         CP         0.00         08/28/06         3133X4BV2           Nestle         CP         0.00         08/28/06         313344BV2           Nestle         CP         0.00         08/28/06         313344BV2           Nestle         CP         0.00         08/28/06         313344BV2           PNA         Step Up Callable         2.65         09/08/06         313344BV2           FHLB         Callable         2.76         09/11/06         313344BJ3           FNA         Discount Note         0.00         09/22/06         3133455F1           FNA         Callable         2.30         10/19/06         31282626K6           FHLMC         Callable         2.30         10/19/06         31337166           FHLMC         Discount         Note         0.00         10/23/06 </td <td>5,000,000.00 5,000,000.00</td> <td>0.000</td> <td>08/08/06</td> <td>5.2438</td> <td>Open</td> <td>5.2438</td> <td>4,972,925.00</td> <td>4,971,237.50</td> <td>06/12/06 06-0100</td> <td></td> <td></td>	5,000,000.00 5,000,000.00	0.000	08/08/06	5.2438	Open	5.2438	4,972,925.00	4,971,237.50	06/12/06 06-0100		
FHLMC 2.75 08/15/06         3134A4UB8           FPCB Callable 2.72 08/24/06         3133175W7           Citigroup Funding CP 5.08 0.00 08/24/06         173075HQ8           FHLB Callable 2.50 08/25/06         313314BV2           Nestle CP 0.00 08/28/06         313344BV2           Nestle CP 0.00 08/28/06         31334F5V7           FHLB Callable 2.50 08/25/06         313344BV2           Nestle CP 0.00 08/28/06         3136F56Y2           FNA Step Up Callable 2.65 09/08/06         31334F5Y7           FNLB Callable 2.76 09/11/06         31334F5F1           FNA Discount Note 0.00 09/22/06         31337F60           FNA Callable 2.31 09/29/06         313374685           FHLC Callable 2.30 10/19/06         31282826K6           FHLC Callable 2.30 10/19/06         313397L66           FHLC Discount Note 0.00 10/23/06         313397L66           FHLC 3.75 11/15/06         3128282AB8           FFCE Callable 3.00 11/17/06         3128282AB8           FFCE Callable 3.00 11/27/06         31331TUN9           FHLB Step Up Callable 3.00 12/22/06         31331TUN9	5,000,000.00	0.000	08/11/06	5.2152	Open	5.2152	4,970,958.33	4,969,085.00	06/12/06 06-0103		
FFCB Callable 2.72 08/24/06         3133175W7           Citigroup Funding CP 5.08 0.00 08/24/06         173075HQ8           FHLB Callable 2.50 08/25/06         3133145W7           Nestle CP 0.00 08/28/06         641055HD5           FNMA Step Up Callable 2.65 09/08/06         3133475W7           FHLB Callable 2.76 09/11/06         3133484J9           FNMA Discount Note 0.00 09/22/06         31337570           FHLB Callable 2.31 09/29/06         3133455F1           FNMA Callable 2.45 09/29/06         31334585           FHLC Callable 2.30 10/19/06         3128226K6           FHLKC Callable 2.30 10/19/06         313397L66           FHLKC Discount Note 0.00 10/23/06         313397L66           FHLKC Lalable 3.00 11/17/06         31282X24K7           FHLKC Callable 3.00 11/17/06         3128X2A188           FFCE Callable 3.00 11/27/06         31331TUS9           FFCE Callable 2.60 11/27/06         31331TUS9           FFLB Step Up Callable 3.00 12/22/06         31331TUS9		0.000	08/14/06	5.2579	0pen	5.2579	4,968,588.89	4,966,800.00	06/13/06 06-0096		
Citigroup Funding CP         5.08         0.00         08/24/06         173075HQ8           FHLB Callable         2.50         08/25/06         3133X4BV2           Nestle         CP         0.00         08/28/06         64105SHU5           FNA Step Up Callable         2.65         09/08/06         3136F56Y2           FHLB Callable         2.76         09/11/06         3133X4BJ9           FNA Discount Note         0.00         09/22/06         3133Y5F1           FNA Callable         2.31         09/29/06         3133X485           FHLMC Callable         2.35         09/29/06         3133Y4805           FHLMC Callable         2.30         10/19/06         3128X26K6           FHLMC Discount Note         0.00         10/23/06         313397L66           FHLMC Discount Note         0.00         10/23/06         313397L66           FHLMC Callable         3.00         11/17/06         3128X2AK6           FYEC Callable         3.00         11/24/06         31331TUS9           FYEC Callable         3.00         11/27/06         31331TUN9           FYEC Callable         2.60         11/27/06         3133YSES1		2.750	08/15/06	5.0023	Open	5.0023	4,986,311.11	4,984,500.00	04/18/06 06-0074	gen op fund	
FHLB         Callable         2.50         08/25/06         3133X4EV2           Nestle         CP         0.00         08/28/06         641055HU5           FNA         Step Up         Callable         2.65         09/08/06         3136756Y2           FNLB         Callable         2.76         09/11/06         3133X4BV9           FNA         Discount         Note         0.00         09/22/06         31337670           FNLB         Callable         2.31         09/29/06         3133X55F1         FNA         Callable         2.45         09/29/06         3133X4805           FNLMC         Callable         2.35         09/29/06         3133X4805         FHLMC         Callable         2.30         10/19/06         3128X26K6           FNLMC         Callable         2.30         10/19/06         312397L66         513397L66           FHLMC         Discount         Note         0.00         10/23/06         313397L66         5128X2AK6           FHLMC         Discount         Note         0.00         10/23/06         313397L66           FHLMC         Callable         3.00         11/17/06         3128X2AH87           FYCE         Callable         3.00         1	4,000,000.00	2.720	08/24/06	2.7200	11/24/04	2.7200	4,000,000.00	3,984,400.00 Agcy	08/24/04 04-0062	NextCall-03/11/05	Operating
Nestle         CP         0.00         08/28/06         64105SHU5           FNA Step Up Callable         2.65         09/08/06         3136F56Y2           FNLB Callable         2.76         09/11/06         3133Y4BJ9           FNA Discount Note         0.00         09/22/06         3133Y5F1           FNMA Callable         2.31         09/29/06         3133Y5F1           FNMA Callable         2.45         09/29/06         3133X4805           FHLMC Callable         2.30         10/19/06         3128X26K6           FHLMC Discount Note         0.00         10/23/06         313397L66           FHLMC Discount Note         0.00         10/23/06         313397L66           FHLMC Allable         3.00         11/17/06         3128X2AK6           FYEC Callable         3.00         11/27/06         31331TJ69           FYEC Callable         3.00         11/27/06         31331TUN9           FYELB Step Up Callable         2.60         11/27/06         3133YSES1	5,000,000.00	0.000	08/24/06	5.2168	Open	5.2168	4,961,900.00	4,959,284.70	05/26/06 06-0086	gen op fund	
FNNA Step Up Callable 2.65 09/08/06         3136F56Y2           FHLB Callable 2.76 09/11/06         3133X4BJ9           FNNA Discount Note 0.00 09/22/06         3133Y5F1           FNMA Callable 2.31 09/29/06         3133X5F1           FNMA Callable 2.45 09/29/06         3133X4805           FHLMC Callable 2.545 09/29/06         3133X4805           FHLMC Callable 2.30 10/19/06         3128X26K6           FHLMC Discount Note 0.00 10/23/06         313397L66           FHLMC Discount Note 0.00 10/23/06         313397L66           FHLMC Callable 3.00 11/17/06         3128X2AH8           FFCB Callable 3.00 11/27/06         31331TJ69           FFCC Callable 2.60 11/27/06         31331TUN9           FHLB Step Up Callable 3.00 12/22/06         3133X5FS1	4,100,000.00	2.500	08/25/06	2.5000	Open	2.5000	4,100,000.00	4,082,780.00 Agcy	02/25/04 04-0008		Operating
FHLB Callable 2.76 09/11/06         3133X4BJ9           FNA Discount Note 0.00 09/22/06         31337670           FNLB Callable 2.31 09/29/06         3133X55F1           FNA Callable 2.45 09/29/06         3133K485           FNLC Callable 2.545 09/29/06         3133X4805           FHLMC Callable 2.30 10/19/06         3128X26K6           FHLMC Callable 2.30 10/19/06         313397L66           FHLMC Discount Note 0.00 10/23/06         313397L66           FHLMC Discount Note 0.00 10/23/06         313397L66           FHLMC Callable 3.00 11/17/06         3128X2AK7           FHLMC Callable 3.00 11/27/06         31331TJ69           FFCB Callable 2.60 11/27/06         31331TUN9           FMLB Step Up Callable 3.00 12/22/06         3133X9RS1	5,000,000.00	0.000	08/28/06	5.2590	Open	5.2590	4,958,675.00	4,956,700.00	06/12/06 06-0102		
FNNA Discount Note         0.00         09/22/06         313397670           FHLB Callable         2.31         09/29/06         3133X55F1           FNNA Callable         2.45         09/29/06         3133X4885           FHLB Callable         2.545         09/29/06         3133X4885           FHLMC Callable         2.545         09/29/06         3133X4885           FHLMC Callable         2.50         10/19/06         3128X26K6           FHLMC Discount Note         0.00         10/23/06         313397L66           FHLMC Discount Note         0.00         10/23/06         313397L66           FHLMC Callable         3.00         11/17/06         3128X2ABF           FFCB Callable         3.00         11/17/06         3128X2ABF           FFCB Callable         3.00         11/27/06         31331TUN9           FHLB Step Up Callable         3.00         12/22/06         3133X4855	4,000,000.00	3.750	09/08/06	2.6500	Open	2.6500	4,000,000.00	3,988,000.00 Agcy	09/08/04 04-0068		Operating
FHLB Callable 2.31 09/29/06         3133X55P1           FNA Callable 2.45 09/29/06         3136F5HT1           FNLB Callable 2.545 09/29/06         3133X4885           FHLMC Callable 2.30 10/19/06         3128X26K6           FHLMC Callable 2.30 10/19/06         313397L66           FHLMC Discount Note 0.00 10/23/06         313397L66           FHLMC 3.75 11/15/06         3128X2AK7           FHLMC Callable 3.00 11/17/06         3128X2AH8           FFCB Callable 3.02 11/24/06         31331TL69           FFCC Callable 2.60 11/27/06         31331TUN9           FHLB Step Up Callable 3.00 12/22/06         3133X9RS1	3,000,000.00	2.760	09/11/06	2.7600	Open	2.7600	3,000,000.00	2,985,000.00 Agcy	03/11/04 04-0017		Operating
FINA         Callable         2.45         09/29/06         3136F5HT1           FHLB         Callable         2.545         09/29/06         3133X4805           FHLB         Callable         2.30         10/19/06         3128X26K6           FHLMC         Callable         2.30         10/19/06         313397L66           FHLMC         Discount Note         0.00         10/23/06         313397L66           FHLMC         3.75         11/15/06         3128X2AH8           FFEMC         Callable         3.00         11/17/06         3128X2AH8           FFCB         Callable         3.02         11/24/06         31331TJ69           FFCB         Callable         2.60         11/27/06         31331TUN9           FNLB         Step Up Callable         3.00         12/22/06         3133X9RS1	5,000,000.00	0.000	09/22/06	5.0073	Open	5.0073	4,944,320.83	4,938,400.00	04/11/06 06-0070	GEN OP FUND	
FHLB Callable 2.545 09/29/06         3133X4885           FHLMC Callable 2.30 10/19/06         3128X26K6           FHLMC Callable 2.30 10/19/06         313397L66           FHLMC Discount Note 0.00 10/23/06         313397L66           FHLMC 3.75 11/15/06         3128X2AK8           FHLMC Callable 3.00 11/17/06         3128X2AH8           FFCB Callable 3.02 11/24/06         313317L69           FFCC Callable 2.60 11/27/06         313317UN9           FHLMS Step Up Callable 3.00 12/22/06         3133X9RS1	2,825,000.00	2.310	09/29/06	2.3100	Open	2.3100	2,825,000.00	2,804,095.00 Agcy	03/29/04 04-0028		
FHLMC Callable 2.30 10/19/06         3128X26K6           FHLMC Discount Note 0.00 10/23/06         313397L66           FHLMC Discount Note 0.00 10/23/06         313397L66           FHLMC 3.75 11/15/06         3128X4K7           FHLMC Callable 3.00 11/17/06         3128X2AH8           FFCB Callable 3.02 11/24/06         313317L69           FFCC Callable 3.02 11/27/06         313317UN9           FHLMS Step Up Callable 3.00 12/22/06         3133X9RS1	1,000,000.00	2.450	09/29/06	2.4500	06/29/04	2.4500	1,000,000.00	992,900.00 Agcy	03/29/04 04-0026	NextCall-03/14/05	Operating
FHLMC Discount Note         0.00         10/23/06         313397L66           FHLMC Discount Note         0.00         10/23/06         313397L66           FHLMC J.3.75         11/15/06         3128X4AK7           FHLMC Callable         3.00         11/17/06         3128X2AH8           FFCB Callable         3.02         11/24/06         31331TJ69           FFCB Callable         2.60         11/27/06         31331TUN9           FHLB Step Up Callable         3.00         12/22/06         3133X9RS1	2,500,000.00	2.545	09/29/06	2.9126	Open	2.9126	2,500,000.00	2,483,000.00 Agcy	08/18/04 04-0061		Operating
FHLMC Discount Note 0.00 10/23/06         313397L66           FHLMC 3.75 11/15/06         3128X4AK7           FHLMC Callable 3.00 11/17/06         3128X2AH8           FFCB Callable 3.02 11/24/06         31331TJ69           FFCB Callable 2.60 11/27/06         31331TJ09           FHLMS Step Up Callable 3.00 12/22/06         3133X9RS1	5,000,000.00	2.300	10/19/06	2.3000	Open	2.3000	5,000,000.00	4,955,000.00 Agcy	04/19/04 04-0036		Operating
FHLMC         3.75         11/15/06         3128X4AK7           FHLMC         Callable         3.00         11/17/06         3128X2AH8           FFCB         Callable         3.00         11/24/06         31331TJG9           FFCB         Callable         2.60         11/27/06         31331TJG9           FFCB         Callable         2.60         11/27/06         31331TUN9           FHLB         Step Up         Callable         3.00         12/22/06         3133X9RS1	5,000,000.00	0.000	10/23/06	4.9007	Open	4.9007	4,925,393.33	4,915,506.90	03/08/06 06-0056		
FHLMC Callable 3.00 11/17/06         3128X2AH8           FFCB Callable 3.02 11/24/06         31331TJ69           FFCB Callable 2.60 11/27/06         31331TUN9           FHLB Step Up Callable 3.00 12/22/06         3133X9RS1	5,000,000.00	0.000	10/23/06	4.9383	Open	4.9383	4,924,791.67	4,915,506.90	03/21/06 06-0061	GEN OP FUND	
FFCE Callable         3.02         11/24/06         31331TJ69           FFCE Callable         2.60         11/27/06         31331TUN9           FHLB Step Up Callable         3.00         12/22/06         3133XRS1	8,300,000.00	3.750	11/15/06	5.0000	Open	5.0000	8,262,232.53	8,246,880.00	03/20/06 06-0058	GEN OP FUND	
FFCE Callable 2.60         11/27/06         31331TUN9           FHLB Step Up Callable 3.00         12/22/06         3133X9RS1	1,000,000.00	3.000	11/17/06	2.6035	11/17/04	1.3999	1,000,000.00	990,800.00 Agcy	03/31/04 04-0032	Call-11/17/04 only	Operating
FFCE Callable 2.60         11/27/06         31331TUN9           FHLB Step Up Callable 3.00         12/22/06         3133387851	2,000,000.00	3.020	11/24/06	3.0200	11/24/04	3.0200	2,000,000.00	1,980,800.00 Agcy	05/24/04 04-0048	Call-11/24/04 only	Operating
• •	5,000,000.00	2.600	11/27/06	2.6000	05/27/04	2.6000	5,000,000.00	4,942,000.00 Agcy	02/27/04 04-0011	NextCall-03/11/05	Operating
• •	3,000,000.00	4.000	12/22/06	3.0000	Open	3.0000	3,000,000.00	2,978,400.00 Agcy	12/22/04 04-0079		Operating
	1,000,000.00	3.800	12/22/06	4.8004	Open	4.8004	995,413.23	991,950.00	12/20/05 06-0022		Operating
FHLMC 3.80 12/27/06 3128X4DS7	3,670,000.00	3.800	12/27/06	5.0005	Open	5.0005	3,649,018.74	3,639,722.50	03/07/06 06-0055		
FFCB Callable 2.54 12/29/06 31331TVS7	3,000,000.00	2.540	12/29/06	2.4084	09/29/04	1.8336	3,000,000.00	2,956,500.00 Aqcy	03/29/04 04-0025	Call-09/29/04 Only	Operating
FNMA Callable 3.00 12/29/06 3136F4J54	5,000,000.00	3.000	12/29/06	2.8525	06/29/04	1.8683	5,000,000.00	4,938,000.00 Aqcy	02/20/04 04-0007	NextCall-03/14/05	Operating
FNMA Discount Note 5.05 0.00 01/02/07 313589AB1	5,000,000.00	0.000	01/02/07	5.2563	Open	5.2563	4,870,243.06	4,863,341.65	06/13/06 06-0095		- •
FHLMC Callable 2.85 01/05/07 3128X2KN4	5,000,000.00	2.850	01/05/07	2.6978	01/05/05	2.3599	5,000,000.00	4,933,500.00 Agey	02/24/04 04-0004	Call-01/05/05 Only	Operating
FFCB Callable 3.27 01/12/07 313315KJ1	3,000,000.00	3.270	01/12/07	3.2700	07/12/05	3.2700	3,000,000.00	2,964,300.00 Agcy	01/12/05 05-0002		Operating
FNMA Callable         2.80         01/12/07         3136F5RM5	2,250,000.00	2.800	01/12/07	3.3900	07/12/06	3.3900	2,250,000.00	2,217,825.00 Agcy	05/24/04 04-0047		Operating
FHLB 3.75         3.75         01/16/07         3133XCFF5	2,470,000.00	3.750	01/16/07	4.9501	Open	4.9501	2,454,414.53	2,446,658.50	02/28/06 06-0050		
FNMA 4.78 0.00 01/25/07 313588BA2	2/1/0/000/00	0.000	01/25/07	5.0568	Open	5.0568	1,263,971.15	1,260,150.66	03/23/06 06-0062	Insurance Fund	
FNMA 3.31 01/26/07 3.31 01/26/07 3136F54B4	1,300,000,00	3.310	01/26/07	5.0433	Open	5.0433	2,971,325.63	2,963,850.00	03/06/06 06-0054		
FHLMC Callable 2.75 02/09/07 3128X2RP2	1,300,000.00	2.750	02/09/07	2.6276	08/09/04	1.8076	5,000,000.00	4,918,000.00 Agey	03/30/04 04-0029	Call-08/09/04 Only	Operating

### **Current Portfolio Report** Investment Straight Line - Callable Life Receipts in Period

Run Date: 07/31/0 Run Time: 13:06:5 Page 2 of

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Security Description	CUSIP	Ending Par Val/Shares	Coupon Rate	Maturity Date	Yield Matur	Call Date	Yield Call	Ending Amor Val/Cost	Ending Other Market Val Rating	Purchase Invest Date Number	Comments	Optional ID
FNMA Callable 3.42 02/09/07	3136F53R0	3,000,000.00	3.420	02/09/07	3.4200	08/09/06	3.4200	3,000,000.00	2,962,200.00 Agcy	08/09/04 04-0058		Operating
PFCB Callable 3.56 02/09/07	31331SNR0	2,000,000.00	3.560	02/09/07	3.5861	05/09/05	3.7965	2,000,000.00	1,976,400.00 Agcy	02/14/05 05-0007		Operating
FNMA Discount Note 4.71 0.00 02/23/07	313588CF0	5,000,000.00	0.000	02/23/07	4.9639	0pen	4.9639	4,844,528.22	4,825,466.65	03/03/06 06-0053		
FHLMC Callable 4.92 02/28/07	3128X4D81	5,000,000.00	4.920	02/28/07	5.0556	08/01/06	5.1189	4,999,126.58	4,974,000.00	02/23/06 06-0036		
FNMA Callable 4.00 02/28/07	31359MYS6	5,000,000.00	4.000	02/28/07	5.2659	0pen	5.2659	4,958,258.87	4,949,500.00	06/08/06 06-0091		
FNMA Callable 3.45 03/16/07	3136F6PK9	3,000,000.00	3.450	03/16/07	3.4080	03/16/05	3.0459	3,000,000.00	2,956,500.00 Agcy	12/16/04 04-0077		Operating
FNMA Callable 3.45 03/16/07	3136F6PK9	3,000,000.00	3.450	03/16/07	3.4750	03/16/05	3.6323	3,000,000.00	2,956,500.00 Agcy	12/16/04 04-0076		Operating
FHLB Callable 4.0 4.00 03/20/07	3133XD2L4	2,000,000.00	4.000	03/20/07	4.5000	09/20/06	4.5000	2,000,000.00	1,989,600.00	09/20/05 05-0040		Operating
FHLMC 3 03/21/07 3.00 03/21/07	3128X0Q44	1,100,000.00	3.000	03/21/07	4.7160	Open	4.7160	1,086,855.58	1,080,310.00	01/26/06 06-0030		Financial Reserve
FFCB Callable 2.35 03/26/07	31331Q2V8	2,000,000.00	2.350	03/26/07	2.3841	03/16/04	8.2697	2,000,000.00	1,954,600.00 Agcy	03/10/04 04-0015	NextCall-03/11/05	Operating
FFCB Callable 5.08 04/03/07	31331VUG9	5,000,000.00	5.080	04/03/07	5.0603	07/03/06	5.0030	5,000,021.11	4,980,000.00	04/03/06 06-0069	gen op fund	
FFCB 5.05 04/25/07	31331 <b>VXT8</b>	5,000,000.00	5.050	04/25/07	5.0500	Open	5.0500	5,000,000.00	4,980,000.00	04/25/06 06-0078	gen op fund	
FHLB Callable 2.75 04/27/07	3133X5VF2	5,000,000.00	2.750	04/27/07	2.7746	07/27/06	3.0339	5,000,000.00	4,885,000.00 Agcy	04/27/04 04-0037		Operating
FNMA Callable 3.00 04/30/07	3136F42R4	5,000,000.00	3.000	04/30/07	3.2911	07/30/06	6.6892	5,000,000.00	4,898,500.00 Agcy	08/17/04 04-0059		Operating
FNMA 3.875 05/15/07	31359MB44	1,803,000.00	3.875	05/15/07	5.2503	Open	5.2503	1,782,194.28	1,778,569.35	05/15/06 06-0083	gen op fund	
FNMA 3.125 05/16/07	3136F6KS7	3,490,000.00	3.125	05/16/07	5.2502	Open	5.2502	3,427,571.54	3,419,153.00	05/15/06 06-0082	gen op fund	
FNMA Callable 3.75 05/17/07	31359MVC4	4,000,000.00	3.750	05/17/07	3.7607	05/17/05	3.7809	4,000,000.00	3,938,000.00 Agcy	05/17/04 04-0043		Operating
FHLMC Step Up Callable 2.00 05/21/07	3128X1FA0	3,000,000.00	3.000	05/21/07	2.7662	05/21/04	2.7662	3,000,000.00	2,934,000.00 Agcy	07/09/03 03-0060	Call-5/21/04 only	Insurance
FHLB Callable 3.00 06/05/07	3133MYVA2	4,000,000.00	3.000	06/05/07	3.0000	09/05/06	3.0000	4,000,000.00	3,910,000.00 Agcy	06/05/03 03-0056		Fin.Reserve
FHLB Callable 5.125 06/07/07	3133XTN28	5,000,000.00	5.125	06/07/07	5.3094	09/07/06	5.1250	5,000,000.00	4,984,000.00	06/07/06 06-0090		
FHLB 3.875 06/08/07	3133XBSU0	5,000,000.00	3.875	06/08/07	3.8975	Open	3.8975	4,998,820.03	4,924,500.00	06/14/05 05-0025		Operating
FHLMC Callable 5.375 06/12/07	3128X5AA6	5,000,000.00	5.375	06/12/07	5.3750	Open	5.3750	5,000,000.00	4,987,000.00	05/16/06 06-0085	gen op fund	
FHLMC Callable 5.45 06/29/07	3128X5CV8	5,000,000.00	5.450	06/29/07	5.4041	09/05/06	5.2381	5,001,839.08	4,989,500.00	06/08/06 06-0092		
FNMA Callable 3.80 07/06/07	3136F5X89	3,000,000.00	3.800	07/06/07	3.6411	07/06/05	3.1000	3,000,000.00	2,948,790.00 Agcy	12/15/04 04-0074		Operating
FHLMC 4% 4.00 07/13/07	3128X4DY4	2,000,000.00	4.000	07/13/07	4.3301	07/13/06	5.5333	2,000,000.00	1,968,800.00	08/22/05 05-0028		Operating
FNMA Callable 3.50 07/20/07	3136F52L4	5,000,000.00	3.500	07/20/07	3,3517	07/20/05	2.9639	5,000,000.00	4,898,500.00	10/28/04 04-0071		Operating
FNMA 4.25 08/08/07 4.25 08/08/07	3136F7GT8	5,000,000.00	4.250	08/08/07	4.3506	08/08/06	4.4534	4,998,973.74	4,933,000.00	08/30/05 05-0031		Operating
PHLMC 5.02 08/24/07	3128X4J44	5,000,000.00	5.020	08/24/07	5.2089	08/24/06	5.7056	4,994,742.06	4,967,500.00	04/18/06 06-0075	gen op fund	
FHLB Callable 3.46 08/27/07	3133X3TV5	1,600,000.00	3.460	08/27/07	3.4600	08/27/06	3.4600	1,600,000.00	1,563,680.00 Agcy	02/27/04 04-0010		Insurance
FNMA Callable 4.25 4.25 09/12/07	3136F7KM8	5,000,000.00	4.250	09/12/07	4.2500	09/12/06	4.2500	5,000,000.00	4,927,000.00	09/12/05 05-0041		Operating
FNMA Callable 5.15 09/21/07	31359NJ46	5,000,000.00	5,150	09/21/07	5.1851	09/21/06	5.3527	5,000,000.00	4,971,000.00	03/21/06 06-0060	GEN OP FUND	
FFCB 4.20 09/24/07	31331SSV6	1,845,000.00	4.200	09/24/07	4.2000	06/24/05	4.2000	1,845,000.00	1,816,402.50	03/24/05 05-0009	NextCall-06/24/05	Operating
FHLMC 4.0 4.00 09/27/07	3128X4KE0	5,000,000.00	4.000	09/27/07	4.2500	09/27/06	4.2500	5,000,000.00	4,939,500.00	09/27/05 05-0033		Operating
FHLB Callable 4.50 10/17/07	3133XDDZ1	5,000,000.00	4.500	10/17/07	5.2502	07/17/06	9.2672	4,989,600.00	4,936,000.00	04/26/06 06-0079	gen op fund	
FHLB Callable 3.93 11/09/07	3133XABP8	1,000,000.00	3.930	11/09/07	3.9300	08/09/06	3,9300	1,000,000.00	979,600.00 Agcy	02/09/05 05-0004		Fin. Reserve
FFCB Callable 3.70 11/09/07	31331SMN0	5,470,000.00	3.700	11/09/07	3.8398	11/09/05	4.2177	5,470,000.00	5,343,096.00 Agcy	02/25/05 05-0005		Operating
FNMA 5.375 11/09/07	31359MM42	5,000,000.00	5.375	11/09/07	5.3750	11/09/06	5.3750	5,000,000.00	4,981,500.00	05/09/06 06-0080	gen op fund	
FNMA Step Up Callable 3.00 12/14/07	3136F6PG8	5,000,000.00	4.500	12/14/07	4.1946	Open	4.1946	5,000,000.00	4,931,000.00 Agcy	02/28/05 05-0008		Operating
FHLB Callable 3.35 12/18/07	3133X4FQ9	3,000,000.00	3.350	12/18/07	3.3500	09/18/06	3.3500	3,000,000.00	2,910,600.00 Agcy	03/18/04 04-0018		Insurance
FFCB 4.09 12/20/07	31331SA60	4,000,000.00	4.090	12/20/07	5.2007	09/20/05	5.2007	3,937,979.31	3,920,800.00	05/10/06 06-0081	GEN OP FUND	
FHLB Callable 5.15 12/21/07	3133XEWK1	5,000,000.00	5.150	12/21/07	5.3002	12/21/06	5.5167	4,991,747.92	4,965,000.00	04/21/06 06-0076	gen op fund	
FHL8 Callable 3.175 12/24/07	3133X4RT0	2,000,000.00	3.175	12/24/07	3.1750	09/24/06	3.1750	2,000,000.00	1,934,800.00 Agcy	03/24/04 04-0023		
FHLB Callable 3.05 12/28/07	3133X5DU9	1,000,000.00	3.050	12/28/07	3.0500	09/28/06	3.0500	1,000,000.00	965,500.00 Agcy	03/29/04 04-0027		Insurance
FFCB Callable 3.94 01/25/08	31331SMF7	4,100,000.00	3.940	01/25/08	3.9070	04/25/05	3.5809	4,100,000.00	4,004,880.00 Agcy	01/26/05 05-0003		Fin.Reserve
FFCB Callable 3.94 01/25/08	31331SMF7	5,000,000.00	3.940	01/25/08	4.0307	04/25/05	5.4118	5,000,000.00	4,884,000.00 Agcy	02/24/05 05-0006		Operating

# **Current Portfolio Report** Investment Straight Line - Callable Life Receipts in Period 06/30/06

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Security Description	CUSIP	Ending Par Val/Shares	Coupon Rate	Maturity Date	Yield Matur	Call Date	Yield Call	Ending λmor Val/Cost	Ending Other Market Val Rating	Purchase Invest Date Number	Comments	Optional ID
FNMA Step Up Callable 3.0 3.00 03/03/08	3136 <b>F6AK</b> 5	1,000,000.00	4.750	03/03/08	3.3216	09/03/06	3.3216	1,000,000.00	988,300.00	08/05/05 05-0022		Fin. Reserve
FHLB Callable 5.40 03/28/08	3133XFSG2	5,000,000.00	5.400	03/28/08	5.4000	12/28/06	5.4000	5,000,000.00	4,977,500.00	06/28/06 06-0104		
FNMA Callable 5.55 05/30/08	3136F7B89	5,000,000.00	5.550	05/30/08	5.5500	08/30/06	5.5500	5,000,000.00	4,976,500.00	06/12/06 06-0098		
FHLB Callable 5.25 06/13/08	3133XFNZ5	3,000,000.00	5.250	06/13/08	5.6153	09/13/06	5.2500	3,000,000.00	2,983,500.00	06/13/06 06-0097		
FNMA Callable 3.91 08/14/08	3136F34U7	1,000,000.00	3.910	08/14/08	3.9100	08/14/06	3.9100	1,000,000.00	968,800.00 Agcy	08/14/03 03-0072		Fin. Reserve
FNMA Callable 4.02 08/18/08	3136F35V4	1,500,000.00	4.020	08/18/08	4.0200	08/18/06	4.0200	1,500,000.00	1,456,200.00 Agcy	08/18/03 03-0073		Fin. Reserve
FHLB 4.69 4.69 09/09/08	3133XCYK3	1,000,000.00	4.690	09/09/08	4.6900	Open	4.6900	1,000,000.00	982,000.00	09/09/05 05-0029	Callable anytime after 03/09/06	Fin Reserve
FHLB Callable 4.00 09/15/08	3133X8DL3	2,000,000.00	4.000	09/15/08	4.0000	09/15/05	4.0000	2,000,000.00	1,938,800.00 Agcy	09/15/04 04-0067		
FHLMC Callable 3.875 11/10/08	3128X16N2	2,988,000.00	3.875	11/10/08	3.8750	05/10/05	3.8709	2,988,000.00	2,884,615.20 Agcy	12/01/04 04-0075		Fin. Reserve
FHLMC Callable 4.00 01/28/09	3128X2LJ2	1,000,000.00	4.000	01/28/09	4.7898	07/28/06	11.4836	1,000,000.00	984,100.00	02/27/06 06-0051		
FHLB 5.098735 03/20/09	3133XEUT4	2,000,000.00	5.099	03/20/09	5.3750	03/20/07	5.3750	2,000,000.36	1,980,000.00	03/27/06 06-0065	Fin Reserve Fund	
FHLB 4.999306 03/23/09	3133XEUC1	3,000,000.00	4.999	03/23/09	6.0000	09/23/06	6.0000	3,000,000.00	2,978,400.00	03/24/06 06-0064	Fin Reserve Fund	
Deutsche MMF - 2100	Debt Service - Deutsche	10,025,718.60	4.630	Open	4.6300	Open	4.6300	10,025,718.60	10,025,718.60	09/30/01 AR-0002	Debt Service - Deutsche	Debt Service - De
Provident Fin. Op Fund-1000	Master Op Acct - Provident	10,980,419.37	5.100	Open	5.1000	Open	5.1000	10,980,419.37	10,980,419.37	10/31/01 AR-0001	Master Op Acct - Provident	Master Op Acct -
Provident Fin Res. Fund-2000	Fin. Reserve - Provident	2,141,812.97	5.100	Open	5.1000	Орел	5,1000	2,141,812.97	2,141,812.97	09/30/01 AR-0006	Fin. Reserve - Provident	Fin. Reserve - Pr
AIM/ LAP Opt. Fund- 1900	Master Op Acct - AIM	11,305,294.11	5.100	Open	5.1000	Open	5.1000	11,305,294.11	11,305,294.11	04/16/03 AR-0008	Master Op Acct - AIM	Master Op Acct -
Fidelity SEAF- 690	SEAF- Fidelity	6,828,068.04	<u>5.100</u>	Open	5.1000	Open	5.1000	6,828,068.04	6,828,068.04	08/03/04 AR-0009	SEAF- Fidelity	SEAF- Fidelity
Investment Total		429,592,313.09	<u>3.153</u>		4.4107		4.5314	428,389,101.01	425,194,394.35			:

#### Dallas Area Rapid Transit Change in Market Value

#### Period Ended June 30, 2006

Fund	Security Type	Coupon	Maturity	Call Date	Par Amount (000)	March 2006 Market Value	June 2006 Market Value	Change from Prior Quarter
<b>o</b> "	550 0 41 4 1	0 5 0000	07/00/08	01/28/05	\$3,000	\$2,976,600.00	\$2,994,000.00	\$17,400.00
Operating Operating	FFC Callable FHLB Callable	2.560% 3.250%	07/28/06 07/28/06	07/28/05	\$3,000 \$5,000	\$2,978,800.00 \$4,971,500.00	\$4,992,500.00	\$21,000.00
Operating	FFC Callable	2.700%	08/24/06	04/24/05	\$4,000	\$3,963,600.00	\$3,984,400.00	\$20,800.00
Operating	FHLB Callable	2.500%	08/25/06	05/25/05	\$4,100	\$4,059,000.00	\$4,082,780.00	\$23,780.00
Operating	FNMA Callable	2.650%	09/08/06	06/08/05	\$4,000	\$3,977,200.00	\$3,988,000.00	\$10,800.00
Operating	FHLB Callable	2.760%	09/11/06	06/11/05	\$3,000	\$2,969,700.00	\$2,985,000.00	\$15,300.00
Operating	FHLB Callable	2.310%	09/29/06	04/29/05	\$2,825 \$2,825	\$2,787,145.00 \$987,200.00	\$2,804,095.00 \$992,900.00	\$16,950.00 \$5,700.00
Operating	FHLB Callable FNMA Callable	2.310% 2.450%	09/29/06 09/29/06	06/29/06 06/29/05	\$1,000	\$2,469,250.00	\$2,483,000.00	\$13,750.00
Operating Operating	FHLMC Callable	2,400%	10/19/06	04/19/05	\$5,000	\$4,924,000.00	\$4,955,000.00	\$31,000.00
Operating	FHLMC	NA	10/23/06	NA	\$5,000	\$4,950,000.00	\$4,915,506.90	(\$34,493.10)
Operating	FHLMC	NA	10/23/08	NA	\$5,000	\$4,950,000.00	\$4,915,506.90	(\$34,493.10)
Operating	FHLMC	NA	11/15/06	NA	\$8,300	\$8,231,940.00	\$8,246,880.00	\$14,940.00 \$3,700.00
Operating	FHLMC Callable	3.000% 3.020%	11/17/06	NA NA	\$1,000 \$2,000	\$987,100.00 \$1,973,600.00	\$990,800.00 \$1,980,800.00	\$3,700.00 \$7,200.00
Operating Operating	FFC Callable FFC Callable	2.600%	11/24/06 11/27/06	NA	\$5,000	\$4,920,000.00	\$4,942,000.00	\$22,000.00
Operating	FHLB Callable	3.000%	12/22/06	06/22/05	\$3,000	\$2,976,300.00	\$2,978,400.00	\$2,100.00
Operating	FHLB	3.800%	12/22/06	NA	\$1,000	<b>\$990,55</b> 0.00	\$991,950.00	\$1,400.00
Operating	FHLMC	NA	12/27/06	NA	\$3,670	\$3,636,052.50	\$3,639,722.50	\$3,670.00
Operating	FFC Callable	2.540%	12/29/06	04/29/05	\$3,000	\$2,944,500.00	\$2,956,500.00	\$12,000.00
Operating	FNMA Callable	3.000%	12/29/06	04/29/05	\$5,000 \$5,000	\$4,923,500.00 \$4,916,000.00	\$4,938,000.00 \$4,933,500.00	\$14,500.00 \$17,500.00
Operating	FHLMC Callable FNMA Callable	2.850% 2.800%	01/05/07 01/12/07	NA 04/12/05	\$2,250	\$2,210,625.00	\$2,217,825.00	\$7,200.00
Operating Operating	FFC Callable	2.000 %	01/12/07	07/12/05	\$3,000	\$2,958,000.00	\$2,964,300.00	\$6,300.00
Operating	FHLB	3.750%	01/16/07	NA	\$2,470	\$2,439,001.50	\$2,448,658.50	\$7,657.00
Insurance	FNMA	NA	01/25/07	NA	\$1,300	\$1,287,000.00	\$1,260,150.66	(\$26,849.34)
Operating	FNMA	3.310%	01/26/07	NA	\$3,000	\$2,956,800.00	\$2,963,850.00	\$7,050.00
Operating	FHLMC Callable	2.750%	02/09/07	05/09/05	\$5,000	\$4,902,000.00	\$4,918,000.00 \$2,962,200.00	\$16,000.00 \$4,200.00
Operating	FNMA Callable	3.420%	02/09/07	08/09/05 07/09/05	\$3,000 \$2,000	\$2,958,000.00 \$1,974,200.00	\$2,902,200.00 \$1,976,400.00	\$2,200.00
Operating Operating	FFC Callable FNMA	3,560% NA	02/09/07 02/23/07	NA	\$5,000	\$4,950,000.00	\$4,825,466.65	(\$124,533.35)
Operating	FHLMC Callable	4.920%	02/28/07	08/01/06	\$5,000	\$4,985,000.00	\$4,974,000.00	(\$11,000.00)
Operating	FNMA Callable	3.450%	03/16/07	04/16/05	\$3,000	\$2,953,800.00	\$2,956,500.00	\$2,700.00
Operating	FNMA Callable	3.450%	03/16/07	04/16/05	\$3,000	\$2,953,800.00	\$2,956,500.00	\$2,700.00
Operating	FHLB Callable	4.000%	03/20/07	12/20/05	\$2,000	\$1,991,200.00	\$1,989,600.00 \$1,080,310.00	(\$1,600.00) \$2,200.00
Fncl Res	FHLMC	3.000% 2.350%	03/21/07 03/26/07	NA 04/26/05	\$1,100 \$2,000	\$1,078,110.00 \$1,947,600.00	\$1,954,600.00	\$7,000.00
Operating Operating	FFC Callable FHLB Callable	2.350%	03/20/07	04/27/05	\$5,000	\$4,879,694.15	\$4,885,000.00	\$5,305.85
Operating	FNMA Callable	3.000%	04/30/07	04/30/05	\$5,000	\$4,890,500.00	\$4,898,500.00	\$8,000.00
Operating	FNMA Callable	3.750%	05/17/07	05/17/05	\$4,000	\$3,936,600.00	\$3,938,000.00	\$1,400.00
Insurance	FHLMC Callable	2.000%	05/21/07	NA	\$3,000	\$2,930,700.00	\$2,934,000.00	\$3,300.00
Fncl Res	FHLB Callable	3.000%	06/05/07	06/05/07	\$4,000	\$3,905,200.00	\$3,910,000.00	\$4,800.00
Operating	FHLB Discount	NA	06/08/07	NA 07/06/05	\$5,000 \$3,000	\$4,927,500.00 \$2,949,300.00	\$4,924,500.00 \$2,948,790.00	(\$3,000.00) (\$510.00)
Operating Operating	FNMA Callable FHLMC Callable	3.800% 4.000%	07/06/07 07/13/07	01/13/06	\$2,000	\$1,972,600.00	\$1,968,800.00	(\$3,800.00)
Operating	FNMA Callable	3.500%	07/20/07	07/20/05	\$5,000	\$4,900,500.00	\$4,898,500.00	(\$2,000.00)
Operating	FNMA Callable	4.250%	08/08/07	08/08/06	\$5,000	\$4,945,000.00	\$4,933,000.00	(\$12,000.00)
Insurance	FHLB Callable	3.460%	08/27/07	05/27/05	\$1,600	\$1,565,120.00	\$1,563,680.00	(\$1,440.00)
Operating	FNMA Callable	4.250%	09/12/07	12/12/05	\$5,000	\$4,940,500.00	\$4,927,000.00	(\$13,500.00)
Operating	FNMA Callable	5.150%	09/21/07	06/21/06	\$5,000 \$1,845	\$4,988,000.00 \$1,821,384.00	\$4,971,000.00 \$1,816,402.50	(\$17,000.00) (\$4,981.50)
Operating Operating	FFC Callable FHLMC Callable	4.200% 4.000%	09/24/07 09/27/07	07/24/05 03/27/05	\$5,000	\$4,953,500.00	\$4,939,500.00	(\$14,000.00)
Fncl Res	FHL8 Callable	3.930%	11/09/07	11/09/05	\$1,000	\$982,300.00	\$979,600.00	(\$2,700.00)
Operating	FHLB Callable	3.700%	11/09/07	08/09/05	\$5,470	\$5,355,130.00	\$5,343,096.00	(\$12,034.00)
Operating	FNMA Callable	3.000%	12/14/07	9/142005	\$5,000	\$4,953,500.00	\$4,931,000.00	(\$22,500.00)
Insurance	FHLB Callable	3.350%	12/18/07	06/18/05	\$3,000	\$2,916,600.00	\$2,910,600.00	(\$6,000.00)
Insurance	FHLB Callable	3.175%	12/24/07	09/24/05	\$2,000 \$1,000	\$1,938,200.00 \$966,900.00	\$1,934,800.00 \$965,500.00	(\$3,400.00) (\$1,400.00)
Insurance Fncl Res	FHLB Callable FFC Callable	3.050% 3.940%	12/28/07 01/25/08	06/28/05 09/25/05	\$4,100	\$4,019,640.00	\$4,004,880.00	(\$14,760.00)
Operating	FFC Callable	3.940%	01/25/08	09/25/05	\$5,000	\$4,902,000.00	\$4,884,000.00	(\$18,000.00)
Fncl Res	FNMA Callable	3.000%	03/03/08	12/03/05	\$1,000	\$994,400.00	\$988,300.00	(\$6,100.00)
Fncl Res	FNMA Callable	3.910%	08/14/08	05/14/05	\$1,000	\$973,800.00	\$968,800.00	(\$5,000.00)
Fncl Res	FNMA Callable	4.020%	08/18/08	08/18/05	\$1,500	\$1,463,850.00	\$1,456,200.00	(\$7,650.00)
Fncl Res	FHLB Callable	4.690%	09/09/08	03/09/06	\$1,000	\$988,000.00	\$982,000.00	(\$6,000.00) (\$10,400.00)
Operating Operating	FHLB Callable FHLMC Callable	4.000% 3.875%	09/15/08 11/10/08	09/15/05 05/10/05	\$2,000 \$2,989	\$1,949,200.00 \$2,899,854.00	\$1,938,800.00 \$2,884,615.20	(\$15,238.80)
Operating Operating	FHLMC Callable	3.875% 4.000%	01/28/09	07/28/06	\$1,000	\$987,000.00	\$984,100.00	(\$2,900.00)
Fncl Res	FHLB Callable	5.099%	03/20/09	03/20/07	\$2,000	\$1,991,400.00	\$1,980,000.00	(\$11,400.00)
Fncl Res	FHLB Callable	4.999%	03/23/09	09/23/09	\$3,000	\$2,989,800.00	\$2,978,400.00	(\$11,400.00)

\$222,708,965.81	(98,580.34) (0.00)
3 ) 3 \$41,281,313.09	(103,742,014.63) 0.00 (16,522,689,34)
\$161,204,115.45	161,204,115.45
5	

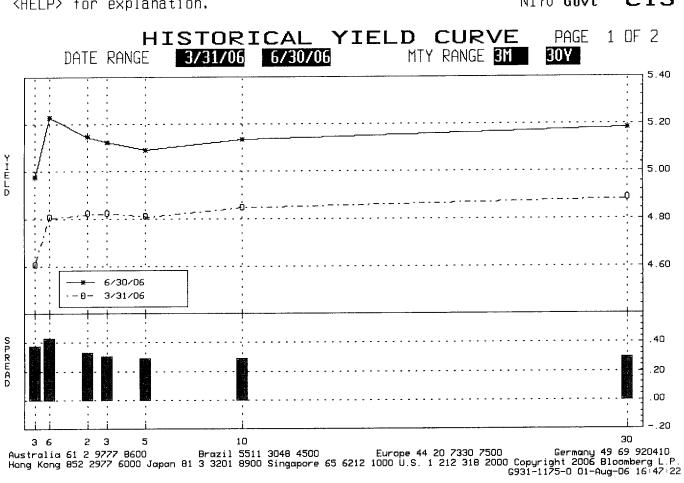
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PORTFOLIO ANALYSIS BY FUND As of June, 2006								
(in Thousands)								
	General Operating	Financial Reserve	Insurance Fund	DART SEAF	Debt Service Funds	TOTAL		
Par Value	\$370,184	\$29,655	\$12,900	\$6,828	\$10,026	\$429,593		
Market Value Unrealized Gain (Loss)	\$366,625 (\$2,405)	\$29,098 (\$544)	\$12,617 (\$247)	\$6,828 \$0	\$10,026 \$0	\$425,194 (\$3,196)		
Book Value Accrued Interest	\$369,030 \$2,043	\$29,642 \$284	\$12,864 \$74	\$6,828 \$0	\$10,026 \$0	\$428,390 \$2,401		
Total Book Value	\$371,073	\$29,926	\$12,938	\$6,828	\$10,026	\$430,791		
Cash Balance TOTAL FUND VALUE	\$199 \$371,272	\$0 \$29,926	\$0 \$12,938	\$0 \$6,828	\$0 \$10,026	\$199 \$430,990		
Liquid Securities (Mkt. value)	\$65,057							
Yield to Maturity (Adj for calls) Average Final Maturity		4.03% 18.9 Months	-	5.10% 1 Day				
KEY COMPLIANCE TARGETS Minimum Requirement (2) Maximum Average Maturity Is Fund in Compliance INVESTMENT COMPARISON 6-Month T-Bill (3)	\$13,227 18 Months Yes 5.16%	30 Months Yes	48 Months No	90 Days Yes 5.16%	Yes	N/A		

(1) Maturity adjusted for callable securities currently priced to call date.

(2) Insurance = GL liability for the current month plus Officers & Directors Liability

(3) The claims have exceeded the fund value. The situation will be monitored and the fund value increased if necessary



<HELP> for explanation.

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Bloomberg

International:           International:           Natingtion Mutual         8,071,698         40,296         0         0         15,722         0         0         0         58,127,716           Capital Guardian         9,048,738         0         0         0         0         15,722         0         0         0         58,127,716           Capital Guardian         9,048,738         0         0         0         0         61,002         0         0         15,123,4970           SGA Wilshire 5000         17,160,878         (2,668)         0         0         649         (334,931)         0         0         11         S16,823,929           Sind Capital Guardian         9,519,982         0         0         0         (442,747)         0         0         1         \$16,823,929           Sind Lapital Resources         9,519,982         0         0         0         213,085         (892,879)         0         0         1         \$51,623,398           Capital Resources         0         0         6,6400,000         244,440         (84,727)         0         0         (2)         \$51,610,673     <		Market Value <u>31-Mar-06</u>	Income	Benefit <u>Payments</u>	<u>Transfers</u>	Realized Gain/ <u>(loss)</u>	Unrealized Gain/ <u>(loss)</u>	Employer <u>Contributions</u>	Employee <u>Contributions</u>	<u>Other</u>	Market Value <u>30-Jun-06</u>
Washington Mutual         8,071,698         40,296         0         0         15,722         0         0         0         58,127,716           Capital Guardian         9,048,738         0         0         0         61,002         0         0         59,199,740           Goldman         15,009,054         3,883         0         40,898         (718,864)         0         0         1         \$516,823,929           SGA, Wilshire 5000         17,160,878         (2,668)         0         0         649         (334,931)         0         0         1         \$516,823,929           Small Cap:											
Capital Guardian         9,048,738         0         0         0         0         61,002         0         0         0         55,09,740           Goldman         13,009,054         3,883         0         0         40,898         (718,864)         0         0         (1)         \$12,2334,970           SSGA Wilshire 5000         17,160,878         (2,668)         0         0         649         (334,931)         0         0         1         \$16,823,929           Small Cap:          9,519,982         0         0         0         (442,747)         0         0         1         \$16,823,929           Small Cap:          9,519,982         0         0         0         (442,747)         0         0         1         \$16,823,929           International:             3,883         0         0         13,395         73,504         0         0         1         \$13,628,379           International:            0         0         13,395         73,504         0         0         1         \$6,473,648           SGA Internat Index         10,400,127         (619)         0	Large Cap:										
Goldman         13,009,054         3,883         0         0         40,898         (718,864)         0         0         (1)         \$12,334,970           SSGA Wilshir 5000         17,160,878         (2,668)         0         0         649         (334,931)         0         0         1         \$16,823,929           Small Cap:         9,519,982         0         0         0         (442,747)         0         0         (1)         \$9,077,234           Earnest Partners         14,297,202         10,970         0         0         213,085         (892,879)         0         0         1         \$13,628,379           International:	Washington Mutual	8,071,698	40,296	0	0	0	15,722	0	0	0	\$8,127,716
SSGA Wilshire 5000         17,160,878         (2,668)         0         649         (334,931)         0         0         1         \$16,823,929           Small Cap:         9,519,982         0         0         0         0         (442,747)         0         0         0         (1)         \$9,077,234           Earnest Partners         14,297,202         10,970         0         0         213,085         (892,879)         0         0         1         \$16,823,929           International:         Morgan Stanley         7,297,167         (21,669)         0         13,395         73,504         0         0         1         \$56,473,648           Morgan Stanley         7,297,167         (21,669)         0         0         73,504         0         0         1         \$56,473,648           SSGA Internat. Index         10,400,127         (619)         0         (6,400,000)         244,440         (84,727)         0         0         2         \$5,473,648           SSGA Internat. Index         16,147,951         189,178         0         0         0         (235,457)         0         0         1         \$16,101,673           Aberdeen         16,080,959         (14,317)         0 <td>Capital Guardian</td> <td>9,048,738</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>61,002</td> <td>0</td> <td>0</td> <td>0</td> <td>\$9,109,740</td>	Capital Guardian	9,048,738	0	0	0	0	61,002	0	0	0	\$9,109,740
Small Cap: Friess         9,519,982         0         0         0         0         (442,747)         0         0         (1)         \$9,077,234           Earnest Partners         14,297,202         10,970         0         0         213,085         (892,879)         0         0         1         \$13,628,379           International: Morgan Stanley         7,297,167         (21,669)         0         0         13,395         73,504         0         0         1         \$7,362,398           SSGA Internat Index         10,400,127         (619)         0         (6,400,000)         244,440         (84,727)         0         0         (2)         \$4,159,219           Fixed Income Managers         16,147,951         189,178         0         0         0         (23,5457)         0         0         1         \$16,01,673           Aberdeen         16,080,959         (14,317)         0         0         75         5,023         0         0         \$16,071,740           Real Estate L&B Counsel         6,621         0         0         0         0         0         0         \$15,232,24,926           Lend Lease         11,956,559         368,568         0         0         0	Goldman	13,009,054	3,883	0	0	40,898	(718,864)	0	0	(1)	\$12,334,970
Friess         9,519,982         0         0         0         (442,747)         0         0         (1)         \$9,077,334           Earnest Partners         14,297,202         10,970         0         0         213,085         (892,879)         0         0         1         \$13,628,379           International: Morgan Stanley Capital Resources         7,297,167         (21,669)         0         0         13,395         73,504         0         0         1         \$57,362,398           Morgan Stanley Capital Resources         7,297,167         (21,669)         0         6,400,000         0         73,647         0         0         1         \$57,362,398           Fixed Income Managers Princo         16,147,951         189,178         0         0         0         (235,457)         0         0         244,440         (84,727)         0         0         2         \$4,159,219           Fixed Income Managers Princo         16,080,959         (14,317)         0         0         0         (235,457)         0         0         0         \$16,071,740           Real Estate L&B Counsel         6,621         0         0         0         0         0         0         0         0         0	SSGA Wilshire 5000	17,160,878	(2,668)	0	0	649	(334,931)	0	0	1	\$16,823,929
Earnest Partners         14,297,202         10,970         0         213,085         (892,879)         0         0         1         \$13,628,379           International: Morgan Stanley Capital Resources SSGA Internat. Index Primeo         7,297,167         (21,669)         0         0         13,395         73,504         0         0         1         \$7,362,398           SSGA Internat. Index Primeo         10,400,127         (619)         0         6,400,000         244,440         (84,727)         0         0         1         \$5,473,648           Aberdeen         16,080,959         (14,317)         0         0         0         (23,5457)         0         0         1         \$16,071,740           Real Estate L&B Counsel         6,621         0         0         0         75         5,023         0         0         \$16,071,740           Lend Lease         11,956,359         368,568         0         0         0         0         1         \$12,324,926           Cash         10,038,651         (17,298)         (2,148,410)         0         0         0         0         0         10         \$12,324,926	Small Cap:										
International:         7,297,167         (21,669)         0         13,395         73,504         0         0         1         \$7,362,398           Capital Resources         0         0         0         6,400,000         0         73,647         0         0         1         \$56,473,648           SSGA Internat. Index         10,400,127         (619)         0         (6,400,000)         244,440         (84,727)         0         0         (2)         \$4,159,219           Fixed Income Managers         Primoo         16,147,951         189,178         0         0         0         (235,457)         0         0         1         \$16,101,673           Aberdeen         16,080,959         (14,317)         0         0         75         5,023         0         0         \$16,071,740           Real Estate         L&B Counsel         6,621         0         0         0         (1,229)         0         0         \$53,592           Lend Lease         11,956,359         368,568         0         0         0         0         0         0         \$12,2324,926           Cash         4,038,651         (17,298)         (2,148,410)         0         0         0         0 <td>Friess</td> <td>9,519,982</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>(442,747)</td> <td>0</td> <td>0</td> <td>(1)</td> <td>\$9,077,234</td>	Friess	9,519,982	0	0	0	0	(442,747)	0	0	(1)	\$9,077,234
Morgan Stanley Capital Resources         7,297,167 0         (21,669) 0         0         0         13,395 6,400,000         73,504 0         0         0         1         \$7,362,398 6,473,648           SSGA Internat. Index         10,400,127         (619)         0         (6,400,000)         244,440         (84,727)         0         0         (2)         \$4,159,219           Fixed Income Managers         16,147,951         189,178         0         0         75         5,023         0         0         0         \$16,01,673           Aberdeen         16,080,959         (14,317)         0         0         75         5,023         0         0         \$16,071,740           Keal Estate L&B Counsel         6,621         0         0         0         0         0         0         0         0         \$15,392           Lend Lease         11,956,359         368,568         0         0         0         0         0         0         0         73,294         0         10,317,400           Cash         10,956,359         368,568         0         0         0         0         0         0         0         0         724         0         \$18,873,667           Lend Le	Earnest Partners	14,297,202	10,970	0	0	213,085	(892,879)	0	0	1	\$13,628,379
Capital Resources       0       0       0       6,400,000       0       73,647       0       0       1       \$6,473,648         SSGA Internat. Index       10,400,127       (619)       0       (6,400,000)       244,440       (84,727)       0       0       (2)       \$4,159,219         Fixed Income Managers       Primco       16,147,951       189,178       0       0       0       (235,457)       0       0       1       \$16,101,673         Aberdeen       16,080,959       (14,317)       0       0       75       5,023       0       0       \$16,071,740         Real Estate       6,621       0       0       0       0       0       0       0       \$15,023       0       0       \$5,392         Lend Lease       11,956,359       368,568       0       0       0       0       0       0       1       \$16,173,492         Cash       4,038,651       (17,298)       (2,148,410)       0       0       0       0       0       0       1       \$18,73,667         Lend Lease       4,038,651       (17,298)       (2,148,410)       0       0       0       0       0       724       0       \$18	International:										
$\frac{SSGA Internat Index}{Primeo} = 10,400,127  (619) = 0  (6,400,000)  244,440  (84,727) = 0  0  (2)  84,159,219  0  0  0  0  0  0  0  0  0  $	Morgan Stanley	7,297,167	(21,669)	0	0	13,395	73,504	0	0	1	
Fixed Income Managers       Primeo       16,147,951       189,178       0       0       (235,457)       0       0       1       \$16,101,673         Aberdeen       16,080,959       (14,317)       0       0       75       5,023       0       0       \$16,071,740         Real Estate       6,621       0       0       0       0       (1,229)       0       0       0       \$5,392         Lend Lease       11,956,359       368,568       0       0       0       0       0       1       \$12,324,926         Cash       4,038,651       (17,298)       (2,148,410)       0       0       0       0       724       0       \$18,873,667	Capital Resources	0	0	0	6,400,000	0	73,647	0	0	-	\$6,473,648
Princo         16,147,951         189,178         0         0         (235,457)         0         0         1         \$16,101,673           Aberdeen         16,080,959         (14,317)         0         0         75         5,023         0         0         0         \$16,071,740           Real Estate L&B Counsel         6,621         0         0         0         0         (1,229)         0         0         0         \$5,392           Lend Lease         11,956,359         368,568         0         0         0         0         0         0         \$12,324,926           Cash         4,038,651         (17,298)         (2,148,410)         0         0         0         724         0         \$1,873,667	SSGA Internat. Index	10,400,127	(619)	0	(6,400,000)	244,440	(84,727)	0	0	(2)	\$4,159,219
Aberdeen       16,080,959       (14,317)       0       0       75       5,023       0       0       \$16,071,740         Real Estate L&B Counsel       6,621       0       0       0       0       (1,229)       0       0       0       \$5,392         Lend Lease       11,956,359       368,568       0       0       0       0       0       0       0       \$12,324,926         Cash       4,038,651       (17,298)       (2,148,410)       0       0       0       0       724       0       \$1,873,667	Fixed Income Managers										
Real Estate L&B Counsel       6,621       0       0       0       0       0       0       0       0       0       5,392         Lend Lease       11,956,359       368,568       0       0       0       0       0       0       11       \$12,324,926         Cash       4,038,651       (17,298)       (2,148,410)       0       0       0       724       0       \$1,873,667	Primco	16,147,951	189,178	0	0	0	(235,457)	0	0	1	\$16,101,673
L&B Counsel       6,621       0       0       0       0       (1,229)       0       0       0       \$5,392         Lend Lease       11,956,359       368,568       0       0       0       0       0       0       \$12,324,926         Cash       4,038,651       (17,298)       (2,148,410)       0       0       0       724       0       \$1,873,667	Aberdeen	16,080,959	(14,317)	0	0	75	5,023	0	0	0	\$16,071,740
Lend Lease       11,956,359       368,568       0       0       0       0       0       0       0       (1)       \$12,324,926         Cash       4,038,651       (17,298)       (2,148,410)       0       0       0       0       724       0       \$1,873,667	<u>Real Estate</u>										
<u>Cash</u> 4,038,651 (17,298) (2,148,410) 0 0 0 0 724 0 <b>\$1,873,667</b>	L&B Counsel	6,621	0	0	0	0	(1,229)	0	0	0	\$5,392
	Lend Lease	11,956,359	368,568	0	0	0	0	0	0	(1)	\$12,324,926
Total         \$137,035,387         556,324         (2,148,410)         0         512,542         (2,481,936)         0         724         0         \$133,474,631	<u>Cash</u>	4,038,651	(17,298)	(2,148,410)	0	0	0	0	724	0	\$1,873,667
	Total	\$137,035,387	556,324	(2,148,410)	0	512,542	(2,481,936)	0	724	0	\$133,474,631

### 3RD Quarter FY 2006 Defined Benefit Plan Summary