

Quarterly Operating & Financial Performance Report

Third Quarter FY 2007
April – June 2007



DALLAS AREA RAPID TRANSIT

RAIL



BUS



COMMUTER
RAIL



HOV



PARATRANSIT



working HARDER going FARTHER



DALLAS AREA RAPID TRANSIT

**QUARTERLY OPERATING & FINANCIAL PERFORMANCE
REPORT**

THIRD QUARTER FY 2007
APRIL – JUNE 2007

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FY 2007 Third Quarter Highlights

This report is for the third quarter of FY 2007 ending June 30, 2007. The good news is sales tax revenues and ridership are higher than last year, and operating expenses are trending under budget. The following outlines the information in comparison to last year and our targets:

Sales tax receipts for the third quarter were \$99.1 million, \$2.6 million (2.7%) over the budgeted \$96.5 million.

Total agency passenger trips for the rolling four quarters ending June 2007 were 103.8 million, an increase of 1.7 million (1.7%) over the same period last year, but approximately 500,000 (0.5%) under the target. **Fixed route ridership** for the same period was 65.2 million, an increase of 800,000 (1.2%) over the same period last year, but approximately 1.8 million (2.7%) less than target for FY 2007. The lower than budgeted ridership has also resulted in lower Passenger Revenue.

Fixed route on-time performance was 95.3% for the rolling four quarters, exactly on target.

Total system subsidy per passenger for the rolling four quarters was \$2.55, \$0.22 (7.9%) better than budget. This is primarily due to operating expenses trending under budget.

Administrative ratio for the rolling four quarters was 8.0%, 0.4% better than the target of 8.4%.

The third quarter ended with a **sales taxes for operating expense** ratio of 67.8%, 1.1% better than the target of 68.9%.

General Information

Reporting Period – DART's fiscal year begins on October 1. The FY 2007 third quarter is April through June 2007.

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 a year earlier. Amounts represent four-quarter rolling totals (or averages, in a few cases). In order to remove seasonality from financial and operating information, annual amounts are used. Operating Speed Ratio for HOV is not a four-quarter rolling number, but a quarterly number, and is marked by an asterisk.

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

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

Green – It is probable that the FY 2007 target will be met. Indicative of performance within established parameters.

Yellow – Close monitoring of performance is needed.

Red – It is probable that the FY 2007 target will not be achieved.

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

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

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

Agency-Wide Operating Performance

Exhibit 1					
Agency Scorecard - Key Performance Indicators					
Indicators	Q 3/06	Q 3/07	Qtrly	FY07 Target	Status
Customer/Quality Indicators					
Total Agency Ridership (M)	102.1	103.8	26.3	104.3	Yellow
Fixed Route Ridership (M)	64.4	65.2	16.2	67.1	Yellow
Total System Subsidy Per Passenger	\$2.70	\$2.55	\$2.58	\$2.77	Green
Fixed Route Subsidy Per Passenger	\$3.73	\$3.53	\$3.65	\$3.76	Green
On-Time Performance (Fixed Route)	95.5%	95.3%	94.9%	95.3%	Green
Fixed Route Complaints Per 100,000 Passengers	42.2	42.7	38.0	39.6	Yellow
Fixed Route Accidents Per 100,000 Miles	1.55	1.42	1.54	1.69	Green
Sales Taxes for Operating Expense	72.4%	67.8%	62.8%	68.9%	Green
Administrative Ratio	8.5%	8.0%	7.4%	8.4%	Green

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

Ridership

Exhibit 2 is DART's Ridership Scorecard and provides the FY 2007 KPI targets and historical quarterly KPIs. See modal explanations for variance explanations.

Exhibit 2		Q 3/06	Q 3/07	Qtrly	FY07 Target	Status
	RIDERSHIP					
	Total Agency (M)	102.1	103.8	26.3	104.3	Yellow
	Fixed Route (M)	64.4	65.2	16.2	67.1	Yellow
	Bus (M)	43.9	44.6	11.1	45.7	Yellow
	LRT (M)	18.1	18.1	4.4	19.0	Yellow
	Commuter Rail (M)	2.4	2.5	0.6	2.4	Green
	Paratransit (000s)	657.0	679.4	175.3	650.1	Yellow
	HOV (M)	36.6	37.4	9.8	36.0	Green
	Vanpool (000s)	423.0	471.0	123.7	575.5	Yellow

Subsidy Per Passenger

Exhibit 3 is DART's Subsidy Per Passenger scorecard and provides the FY 2007 KPI targets and historical quarterly KPIs. See modal sections for variance explanations.

Exhibit 3		Q 3/06	Q 3/07	Qtrly	FY07 Target	Status
	Efficiency Indicator - Subsidy Per Passenger					
	Total System	\$2.70	\$2.55	\$2.58	\$2.77	Green
	Fixed Route	\$3.73	\$3.53	\$3.65	\$3.76	Green
	Bus	\$3.85	\$3.55	\$3.67	\$3.85	Green
	LRT	\$3.19	\$3.08	\$3.13	\$3.18	Green
	Commuter Rail	\$6.31	\$6.54	\$7.05	\$6.71	Green
	Paratransit	\$43.41	\$43.13	\$42.31	\$47.07	Green
	HOV	\$0.14	\$0.14	\$0.14	\$0.19	Green
	Vanpool	\$0.59	\$0.52	\$0.49	\$0.47	Yellow

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). 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 bus service out of three DART-owned facilities: East Dallas, Northwest, and South Oak Cliff. DART operates a total of 673 buses and maintains a contingency fleet of 69 buses. In addition to buses, DART maintains an extensive bus and rail passenger amenity and facility infrastructure including: 11,961 bus stops, 742 bus shelters, 1,369 benches, 15 transit centers, 2 passenger transfer locations, 22 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 Veolia Transportation, Inc. under the direction of the Paratransit Services staff. Two additional zones are operated through agreements with rural transit providers for Collin and Hunt counties.

Exhibit 4 is DART's Bus Scorecard and provides the FY 2007 KPI targets and historical quarterly KPIs. A discussion of variances follows.

Exhibit 4	Bus Scorecard - Key Performance Indicators					
	Indicators	Q 3/06	Q 3/07	Qtrly	FY07 Target	Status
	Customer/Quality Indicators					
	Bus Ridership (including Charter) (M)	43.9	44.6	11.1	45.7	Yellow
	On-Time Performance	91.4%	90.6%	90.0%	92.0%	Green
	Complaints Per 100k Passengers	55.3	56.5	49.9	52.0	Yellow
	Mean Distance Between Service Calls	5,060	4,711	4,430	4,400	Green
	Vehicle Accidents Per 100k Miles	1.83	1.69	1.86	2.00	Green
	Financial/Efficiency Indicators					
	Subsidy Per Passenger	\$3.85	\$3.55	\$3.67	\$3.85	Green

Bus ridership for the 3rd Quarter of FY 2007 was up 1.6% from the 3rd Quarter of FY 2006, but was below the targeted ridership levels for FY 2007. In part, the lower ridership levels were attributable to the unusually high number of rainy days that we experienced during the 3rd Quarter. In addition to the weather impacts, gasoline prices have seen significant fluctuations and have tended to track below comparable time periods in FY 2006.

Although the rolling four-quarter result exceeded the target level of Complaints per 100k Passengers, the third quarter was better than the target, improving on the prior quarter by 10%. Management attributes the decrease in complaints to recent focus on increased operator awareness regarding discourtesy and unacceptable conduct complaints. A customer service refresher training course has been developed by Transit Operations to assist bus and rail operators who have been identified as having excessive discourtesy-type complaints. In addition to the customer service refresher course, a new two-day training course for existing operators and supervisors was introduced and includes a major focus on customer service skills training.

In addition to discourtesy complaints, Management has also targeted bus timeliness complaints, which represent 58% of all of DART's complaint activity. Increased bus ridership has negatively impacted on-time performance, particularly on some of DART's heavier ridership routes. Schedule adjustments were implemented for several of these routes during the first quarter, leading to significant improvement in the level of complaints. Additional routes have been identified for adjustment and new schedules will be implemented with the October 2007 or February 2008 service changes. A cross-departmental On-Time Performance Task Force has been chartered to develop operational and communication strategies to reduce bus timeliness complaints.

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).

Two additional rail extensions (together designated the Green Line) are now under construction: the Northwest Corridor (from Downtown Dallas to Farmers Branch and Carrollton) and the Southeast Corridor (from Downtown Dallas to Pleasant Grove). Planning is also underway for 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 115 revenue vehicles. The Service & Inspection Facility (S&I) located near Fair Park has recently been expanded to support and operate the additional fleet, and a similar facility will be built on the Northwest Corridor to service the Green Line.

Exhibit 5 is DART's Light Rail Scorecard and provides the FY 2007 KPI targets and historical quarterly KPIs. A discussion of variances follows.

Exhibit 5	Light Rail Scorecard - Key Performance Indicators					
	Indicators	Q 3/06	Q 3/07	Qtrly	FY07 Target	Status
	Customer/Quality Indicators					
	LRT Ridership (M)	18.1	18.1	4.4	19.0	Yellow
	On-Time Performance	97.1%	97.4%	96.6%	97.0%	Green
	Complaints Per 100k Passengers	15.1	13.8	12.7	13.6	Green
	Mean Distance Between Service Calls (000s)	43.6	36.1	33.6	42.0	Yellow
	Accidents per 100k Miles	0.31	0.22	0.07	0.35	Green
	Financial/Efficiency Indicators					
	Subsidy Per Passenger	\$3.19	\$3.08	\$3.13	\$3.18	Green
	Subsidy Per Passenger Mile	\$0.40	\$0.38	\$0.39	\$0.40	Green

Light rail ridership totaled 4.4 million riders in the third quarter, a net decrease of 8% from Q3 2006. We believe the most significant factor is variation in fuel prices. As the majority of light rail ridership is discretionary riders, fuel prices have a significant impact on ridership. Fuel price increases led to significant increases in LRT ridership levels during 2006, and these trends influenced 2007 ridership projections. Fuel prices began to decline significantly in August 2006, and 2007 fuel prices remain below levels for comparable periods in the previous year. While DART retained most of the riders gained during 2006, further growth in overall LRT ridership has not occurred during the current fiscal year.

Regarding the results for Distance Between Service Calls, Maintenance continues to work with the LRV manufacturer and their sub-component suppliers to resolve the reliability issues that have negatively affected the reliability of the propulsion systems on the new fleet of 20 LRVs. As part of the analysis recently completed, we have also discovered a component modification that will improve the reliability of the balance of the fleet as well. This campaign is currently under way.

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 2007 KPI targets and historical KPIs.

Exhibit 6	Commuter Rail - TRE Scorecard - Key Performance Indicators					
	Indicators	Q 3/06	Q 3/07	Qtrly	FY07 Target	Status
	Customer/Quality Indicators					
	TRE Ridership (M)	2.4	2.5	0.6	2.4	Green
	On-Time Performance	98.1%	97.8%	98.0%	97.0%	Green
	Complaints Per 100k Passengers	7.28	6.01	5.22	8.00	Green
	Accidents Per 100k Miles	0.17	0.29	0.47	0.30	Green
	Financial/Efficiency Indicators					
	Subsidy Per Passenger	\$6.31	\$6.54	\$7.05	\$6.71	Green
	Subsidy Per Passenger Mile	\$0.36	\$0.37	\$0.40	\$0.39	Green

Paratransit Services

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

Exhibit 7	Paratransit Scorecard - Key Performance Indicators					
	Indicators	Q 3/06	Q 3/07		Qtrly	FY07 Target
	Customer/Quality Indicators					
	Paratransit Ridership (000s)	657.0	679.4	175.3	650.1	Yellow
	Revenue Hours (000s)	431.0	441.0	110.9	448.8	Green
	Paratransit Passengers per Hour	1.52	1.54	1.58	1.45	Green
	On-Time Performance	89.0%	85.8%	84.8%	86.0%	Green
	Accidents per 100K miles	2.03	2.07	2.36	2.50	Green
	Complaints per 1k Passengers	3.58	4.03	4.16	6.00	Green
	Financial/Efficiency Indicators					
	Subsidy Per Passenger	\$43.41	\$43.13	\$42.31	\$47.07	Green

The continuing level of higher-than-targeted Paratransit ridership can be attributed to things such as “dumping” from programs like Parkland’s Mom Mobile, the City of Dallas, Medicaid, etc. “Dumping” refers to operators of these programs telling their clients/applicants to apply for Paratransit services because the programs through the other entities have either ceased to exist or are not set up to carry people with disabilities. Another factor is the ADA regulation on ambulation distance for ambulatory applicants. Paratransit cannot make the distance shorter than what the ADA requires. Both these items and other similar factors have resulted in more people being certified, which leads to higher than anticipated ridership. Despite this increase in ridership, revenue hours have remained constant.

High Occupancy Vehicle Transitway Services

DART currently operates 31 miles of Interim or Immediate Action HOV lanes, with a major expansion anticipated by the end of the fiscal year. 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 I-35E/US 67 HOV lanes are a combination of concurrent flow buffer-separated and reversible facilities. The concurrent flow section is open 24-hours a day and the reversible part operates weekdays from 6:00 a.m. to 10:00 a.m. in the northbound direction, and from 2:30 p.m. to 7:00 p.m. in the southbound direction.

Exhibit 8 is DART's HOV Scorecard and provides the FY 2007 KPI targets and historical quarterly KPIs.

Exhibit 8	HOV Scorecard - Key Performance Indicators					
	Indicators	Q 3/06	Q 3/07	Qtrly	FY07 Target	Status
	Customer/Quality Indicators					
	Ridership (M)	36.6	37.4	9.8	36.0	Green
	Avg. Weekday Ridership (000s)	111.2	114.7	119.9	110.5	Green
	Operating Speed Ratio (Qtrly)*	1.52	1.69	1.69	1.50	Green
	Lane Availability	99.9%	99.0%	98.7%	99.9%	Red
	Complaints per 100K Passengers	NA**	0.05	0.00	0.20	Green
	Financial/Efficiency Indicators					
Subsidy Per Passenger	\$0.14	\$0.14	\$0.14	\$0.19	Green	

*Number stated is a quarterly number

**KPI being computed for the first time in FY 2007

Lane availability year-to-date is significantly better than the 98% target used in prior years, but short of the very ambitious "stretch goal" of 99.9% for FY 2007.

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. DART and the NCTCOG have reached agreement on a new funding formula for the vanpool program that will result in NCTCOG contributing 50% of the cost of each vanpool, with riders paying 40%. With the increased NCTCOG contribution, in May the monthly rate charged per van (covering the vehicle, maintenance, and insurance) decreased from \$500 to either \$200 or \$185, depending upon van size. We anticipate that the lower prices will result in increased demand for new vanpools and a better opportunity to retain vanpools that lose one or more participants due to normal changes in use/travel patterns. DART administers the Vanpool Program and incurs the remainder of the total program costs.

Exhibit 9 is DART's Vanpool Scorecard and provides the FY 2007 KPI targets and historical quarterly KPIs.

Exhibit 9	General Mobility (Vanpool) - Key Performance Indicators					
	Indicators	Q 3/06	Q 3/07		FY07 Target	Status
	Customer/Quality Indicators					
	Ridership (000s)	423.0	471.0	123.7	575.5	Yellow
	Number Of Vanpools (current)	83	94	94	133	Yellow
	Financial/Efficiency Indicators					
	Subsidy Per Passenger	\$0.59	\$0.52	\$0.49	\$0.47	Yellow

Ridership during the third quarter remained below the fiscal year target. DART has worked aggressively with NCTCOG to expand the vanpool program for FY 2007 to address regional air quality targets, and 2007 KPIs reflect this expansion. Fuel prices played a significant role in growth of interest and participation in vanpools during 2006; however, after maintaining high levels during most of the year, prices began to decline in August 2006, and fell below levels from the previous year – only to recover in the latter part of Q3.

Since pricing changes went into effect in May, interest in vanpools has grown. After six months of little variation in vanpool counts, two new vanpools were formed in May 2007 and four more in June. At least ten additional vanpools should be formed during July and August based upon requests received by DART staff. The subsidy per passenger for the quarter was significantly better than earlier periods due to the revised contribution agreement with the NCTCOG, although still missing the target by \$.02 (4%). Over time, we expect that the extra NCTCOG subsidy for the program will increase its attractiveness and use.

Capital and Non-Operating Budget Summary

Exhibit 10 provides a summary of the capital and non-operating costs for the third quarter of FY 2007.

Exhibit 10	Actuals vs. Budget Capital and Non-Operating Costs Through the Third Quarter, FY 2007 (In Thousands)			
	Mode	FY07 Actuals	FY07 Budget	Unspent Balance
	Agency-Wide	\$1,625	\$15,576	\$13,951
	Bus	5,014	14,398	9,384
	LRT	203,029	490,847	287,819
	Commuter Rail	14,709	59,378	44,670
	Paratransit	11,603	21,416	9,813
	HOV	4,295	10,918	6,623
	Total Projects	\$240,273	\$612,533	\$372,260
	P&D/Startup/Non-Ops	\$13,788	\$26,219	\$12,431
	Road Improvements/ITS	650	5,000	4,350
	Total Capital	\$254,711	\$643,752	\$389,040

For FY 2007, it is anticipated that a high percentage of budgeted capital expenditures will occur toward the end of the fiscal year.

APPENDIX

Revenues, Operating Expenses and Net Financing Costs

Exhibit 11 - Actuals vs. Budget

Third Quarter, FY 2007

Dollars in Thousands

Revenues:	YTD Actuals	YTD Budget	YTD Better (Worse)	% Better (Worse) Budget	Total Budget
Passenger Revenues (Fixed Route)	\$28,443	\$29,856	(1,414)	(4.7)%	\$39,808
Special Events Passenger Revenue	532	441	91	20.6%	549
Vanpool Passenger Revenues	370	442	(71)	(16.1)%	624
Paratransit Passenger Revenues	1,293	1,157	137	11.8%	1,542
Passenger Revenues	\$30,639	\$31,896	(\$1,257)	(3.9)%	\$42,523
Advertising and Other	\$6,981	\$6,605	\$376	5.7%	\$8,984
Operating Grant Revenues	545	1,154	(609)	(52.8)%	1,702
Total Other Revenues	\$7,527	\$7,759	(\$233)	(3.0)%	\$10,686
Total Operating Revenues	\$38,165	\$39,655	(\$1,490)	(3.8)%	\$53,209
Sales Tax Revenues	\$292,278	\$289,166	\$3,112	1.1%	\$384,454
Other Non-Operating Revenues	7,496	5,693	1,803	31.7%	7,591
Total Revenues	\$337,939	\$334,514	\$3,426	1.0%	\$445,253
Operating Expenses:	YTD Actuals	YTD Budget	YTD (Better)/Worse	% Over / (Under) Budget	Total Budget
Salaries & Wages *2	\$117,570	\$119,356	(1,786)	(1.5)%	\$160,498
Benefits *2	41,878	44,741	(2,864)	(6.8)%	67,531
Services *2	15,018	17,264	(2,246)	(15.0)%	25,990
Materials & Supplies *2	32,147	31,980	168	0.5%	43,162
Utilities	7,758	8,040	(282)	(3.6)%	10,814
Casualty and liability *2	2,441	2,599	(158)	(6.5)%	3,690
Purchased Transportation *2	31,889	31,616	273	0.9%	42,504
Taxes, Leases, and Other *2	3,364	3,661	(296)	(8.8)%	5,069
Management & Fuel Reserves	-	-	-	0.0%	4,312
Total Operating Expenses	\$252,066	\$259,256	(\$7,190)	(2.9)%	\$363,571
Capital Allocation	(\$13,146)	(\$13,192)	\$47	(0.4)%	(\$21,456)
Total Ops Expense after Allocations	\$238,920	\$246,064	(\$7,144)	-3.0%	\$342,114
Net Financing Costs	YTD Actuals	YTD Budget	YTD {Better}/Worse	% Over / (Under) Budget	Total Budget
Financing Costs	\$37,841	\$41,768	(\$3,927)	(10.4)%	\$55,261
Principal Repayments	10,820	10,820	0	0.0%	10,820
DTL Costs	16,818	16,818	0	0.0%	23,138
Less: DTL Income	(16,818)	(16,818)	0	0.0%	(23,138)
Less: Interest Income	(16,569)	(18,155)	1,586	(9.6)%	(24,207)
Total Net Financing Costs	\$32,092	\$34,433	(\$2,341)	-7.3%	\$41,874

*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) 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, 2007 AND 2006		
	(In thousands)	
	For the nine months ended	
	06/30/2007	06/30/2006
	Unaudited	Unaudited
OPERATING REVENUES:		
Passenger	\$30,684	\$30,266
Advertising, rent and other	6,988	6,601
Total Operating Revenues	\$37,672	\$36,867
OPERATING EXPENSES:		
Labor	\$118,083	\$113,488
Benefits	41,877	47,219
Services	18,536	16,229
Materials and Supplies	33,147	33,575
Purchased Transportation	31,889	30,140
Depreciation and amortization	80,037	78,081
Utilities	7,758	7,676
Taxes, Leases, and Other	3,521	3,063
Casualty and liability	2,441	2,556
TOTAL OPERATING EXPENSES	\$337,289	\$332,027
NET OPERATING LOSS	(\$299,617)	(\$295,160)
NON-OPERATING REVENUES (EXPENSES):		
Sales tax revenue	\$292,278	\$275,966
Investment Income	17,417	11,373
Interest Income from investments held to pay capital lease	16,818	18,275
Interest expense on capital leases	(16,818)	(18,275)
Local Assistance Program and Street improvements	(650)	(1,350)
Interest and financing expenses	(19,569)	(17,869)
Other non-operating revenues	7,577	6,687
Other non-operating expenses	(2,595)	(576)
TOTAL NET NON-OPERATING REVENUES	\$294,458	\$274,231
INCOME BEFORE CAPITAL CONTRIBUTIONS, GRANTS AND REIMBURSEMENTS	(\$5,159)	(\$20,929)
CAPITAL CONTRIBUTIONS, GRANTS AND REIMBURSEMENTS:		
Federal capital contributions	\$13,337	\$15,917
Local capital contributions		2,000
Total capital contributions	\$13,337	\$17,917
Federal grants and reimbursements	\$834	\$38,892
Total grants and reimbursements	\$834	\$38,892
TOTAL CAPITAL CONTRIBUTIONS, GRANTS AND REIMBURSEMENTS	\$14,171	\$56,809
CHANGE IN NET ASSETS	\$9,012	\$35,880
TOTAL NET ASSETS - Beginning of the year	1,976,722	1,958,508
TOTAL NET ASSETS - End of the nine months period	<u>\$1,985,734</u>	<u>\$1,994,388</u>

DALLAS AREA RAPID TRANSIT
STATEMENTS OF NET ASSETS
AS OF JUNE 30, 2007 AND SEPTEMBER 30, 2006

	(In thousands)	
	06/30/2007 Unaudited	9/30/2006
ASSETS		
CURRENT ASSETS		
Cash & Cash Equivalents	\$69,693	\$77,249
Investments	330,268	347,526
Current portion of restricted assets	12,506	19,344
Current portion of investment held to pay capital lease liability	49,411	36,525
Sales tax receivable	67,600	64,768
Transit Revenue Rec., Net	1,498	2,070
Due from Other Governments	2,057	1,956
Materials and supplies inventory	23,518	22,773
Prepaid transit expenses and other	5,664	4,354
TOTAL CURRENT ASSETS	562,215	576,565
NONCURRENT ASSETS		
Note Receivable	3,184	3,112
Restricted assets	29,049	29,460
Investments in joint venture	9,288	9,654
Capital assets		
Land and rights of way	388,000	387,009
Depreciable capital assets, net of depreciation	1,589,350	1,599,253
Projects in progress	652,545	469,652
Long-term investments held to pay capital lease/lease back liabilities	378,006	410,600
Net pension asset	3,976	3,716
Unamortized long-term debt issuance costs	8,593	3,811
TOTAL NONCURRENT ASSETS	3,061,991	2,916,267
TOTAL ASSETS	\$3,624,206	\$3,492,832

DALLAS AREA RAPID TRANSIT
STATEMENTS OF NET ASSETS - CONT'D
AS OF JUNE 30, 2007 AND SEPTEMBER 30, 2006

	(In thousands)	
	06/30/2007 Unaudited	9/30/2006
LIABILITIES		
CURRENT LIABILITIES		
Accounts payable and accrued liabilities	\$114,794	\$107,089
Commercial paper notes payable	90,000	415,645
Current portion of Capital lease/leaseback liabilities	49,411	36,525
Current portion of amount due to the State Comptroller	824	824
Local Assistance Program Payable	19,412	21,684
Retainage Payable	16,046	15,773
Other Current Liabilities	9,757	10,213
Payable from restricted assets		
Interest payable	4,230	9,678
Current portion of senior lien sales tax revenue bonds payable	13,680	10,820
TOTAL CURRENT LIABILITIES	318,154	628,251
NON-CURRENT LIABILITIES		
Repayment due to State Comptroller	11,742	12,360
Senior lien sales tax revenue bonds payable	930,570	464,899
Capital lease/leaseback liabilities	378,006	410,600
TOTAL NON-CURRENT LIABILITIES	1,320,318	887,859
TOTAL LIABILITIES	1,638,472	1,516,110
NET ASSETS		
Invested in capital assets, net of related debt	1,618,532	1,582,230
Restricted for		
Debt Service	-	9,666
Unrestricted	367,202	384,826
TOTAL NET ASSETS	\$1,985,734	\$1,976,722

Glossary of Terms/Definitions

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Glossary of Terms/Definitions (Cont.)

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

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

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

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

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

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

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

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

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

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

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

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

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

Passenger Trips - See Ridership.

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

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

Glossary of Terms/Definitions (Cont.)

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Glossary of Terms/Definitions (Cont.)

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

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

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

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

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

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

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

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

Ridership Highlights

Introduction

This section of the Quarterly Report focuses 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.

<u>Page</u>	<u>Reference</u>	<u>Description</u>
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

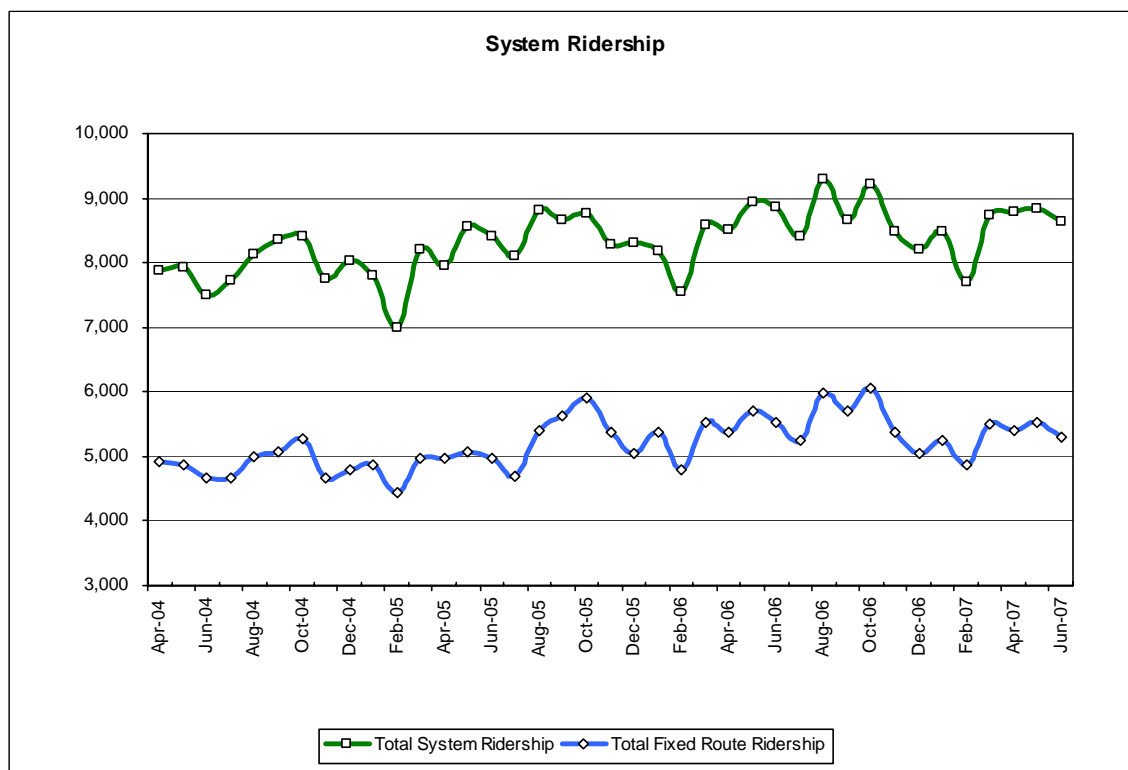
Ridership statistics can be examined in several different ways: as totals, as averages and as ratios related to service levels. Each reporting technique has its value in analyzing ridership and each presents data from a different perspective. While total ridership is an important measure, it can vary 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.

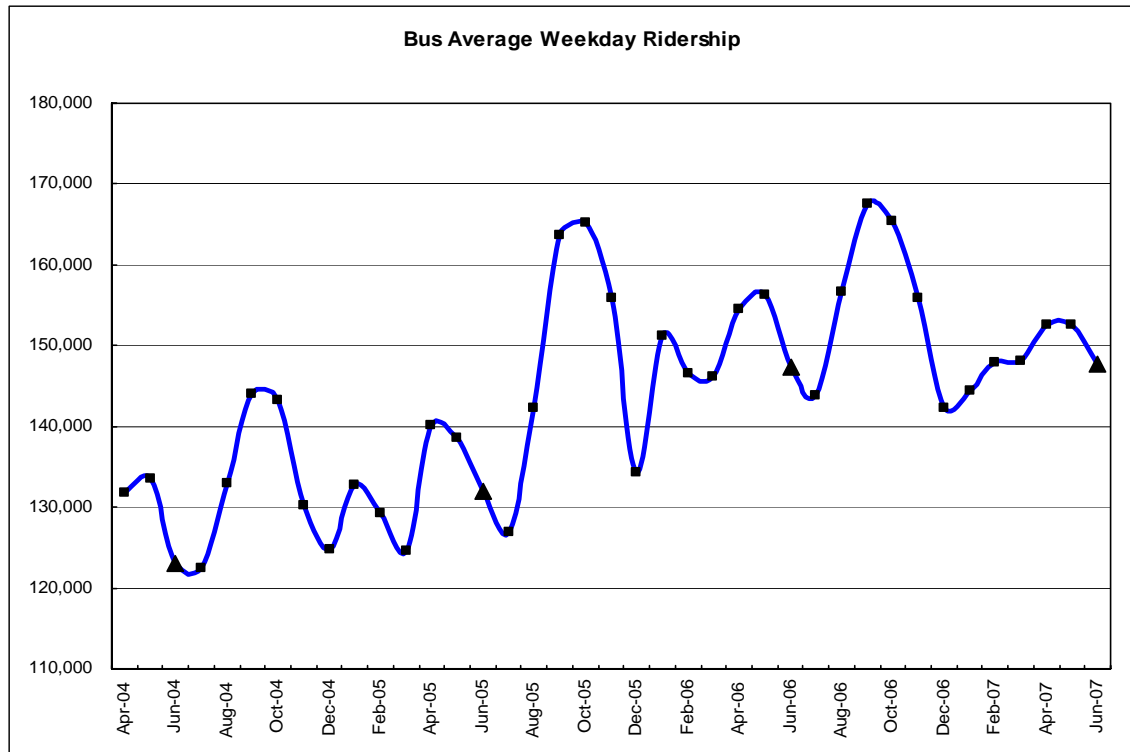
The Service Standards Monitoring Report included in this section of the Quarterly Report includes the modifications to policy made in 2003.

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 2007 was 26.4 million riders, a decrease of 0.5 percent from the third quarter of FY 2006.
- Fixed route ridership totaled 16.3 million passengers in the third quarter of FY 2007, a decrease of 2.8 percent from the third quarter of FY 2006. Much of this decrease is attributable to inclement weather conditions including numerous days of significant rainstorms.
- Trinity Railway Express ridership was over 612,500 passengers in the third quarter, an increase of 2.1 percent from last year. This increase is the result of rebounding ridership to special events at American Airlines Center at Victory Station and continued growth within the corridor.
- Light rail ridership was 4.43 million riders in the third quarter. This 7.1 percent decrease is attributed to adverse weather conditions and desensitization to higher gasoline prices among choice riders.
- Paratransit ridership increased to 175,271 trips in the third quarter of FY 2007, an increase of 4.8 percent from FY 2006 levels.
- Total HOV usage in the third quarter of FY 2007 was 9.8 million persons, up 3.3 percent from the third quarter of FY 2006. Increases in fuel prices appear to have stimulated increased carpooling.

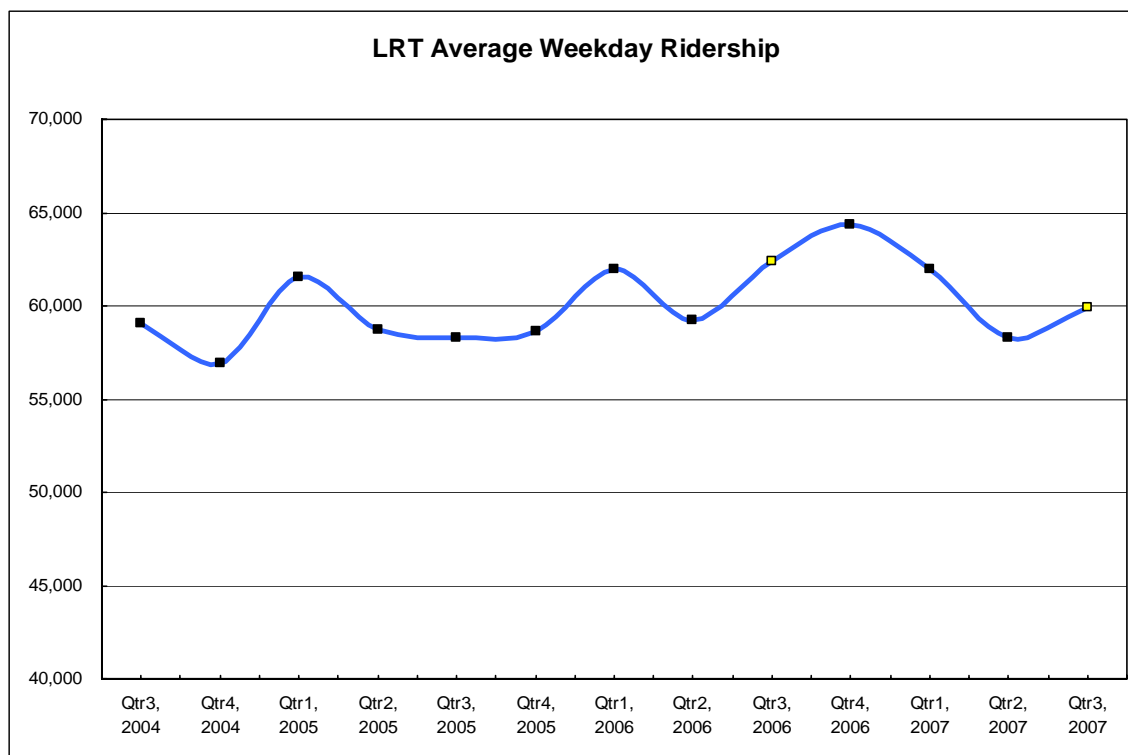
Bus System Ridership



- Total bus ridership in the third quarter of FY 2007 was 11.1 million riders, a 1.0 percent decrease from the third quarter of FY 2006.
- Average weekday ridership in the third quarter was 150,998 riders, a 1.1 percent decrease from last year's average.
- Ridership on Rail Station Feeder and Transit Center Feeder routes increased over the third quarter last year.
- Transit Center Feeder routes increased by 8.6 percent, Rail Station Feeder routes increased by 2.2 percent.
- The most heavily patronized routes in the second quarter, by route classification, were:

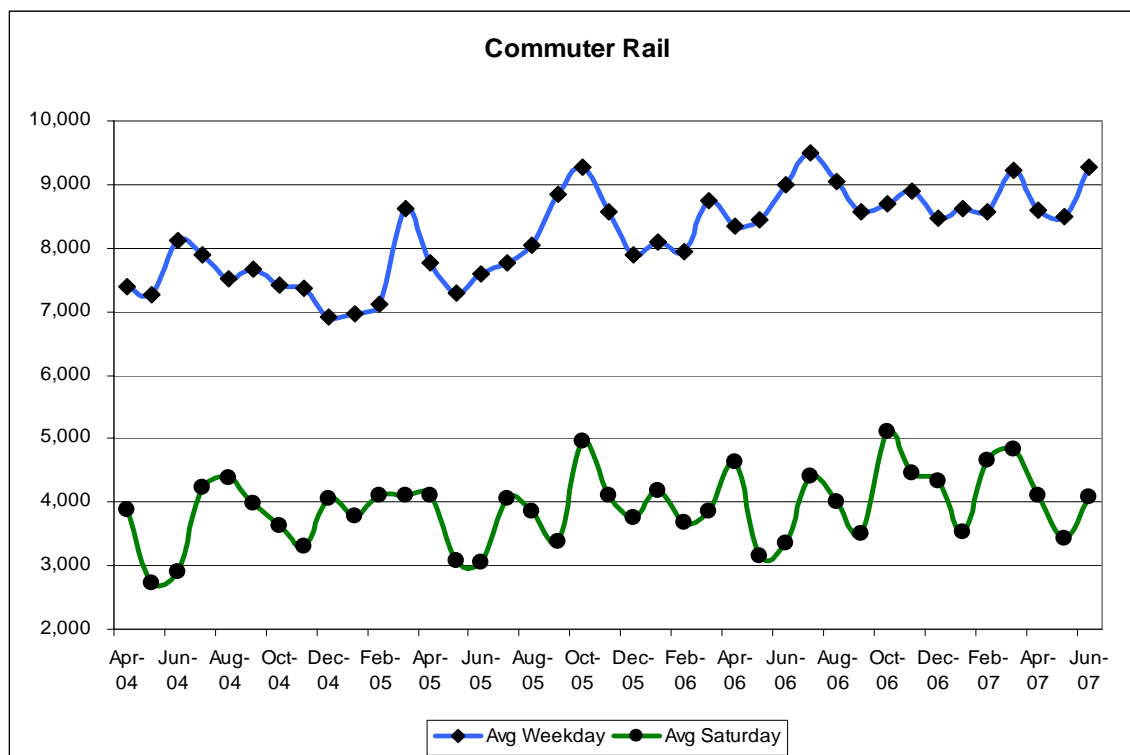
<u>Route Type</u>	<u>Route</u>	<u>Weekday Average</u>
Crosstown	466	5,819
Express	204	1,230
Rail Feeder	583	3,510
TC Feeder	378	1,470
Local	44	7,854

LRT Ridership



- LRT ridership in the third quarter totaled 4.43 million riders, a decrease of 7.1 percent from the third quarter of FY 2006.
- Weekday ridership in the third quarter averaged 59,923 passengers, a decrease of 4.0 percent from the third quarter of FY 2006.
- Saturday ridership in the third quarter averaged about 26,550 passengers, a decrease of 13.0 percent from the FY 2006 level.
- Sunday ridership in the third quarter averaged 18,145 passengers, a decrease of 32.5 percent from the FY 2006 level. Third quarter 2006 Sunday ridership was significantly boosted by the tens of thousands of riders who attended the Megs-March in April.
- Ridership in the third quarter was lower than that experienced in the third quarter last year. The retention of riders gained during the surge in fuel prices FY 2006 is a positive result. Reductions in fuel prices, calendar differences and weather conditions have combined to reduce ridership. It should be noted that ridership in the third quarter of FY 2006 was at some of the highest levels experienced by the Light Rail system since its inception.
- The terminal light rail stations in Garland (Downtown Garland), Plano (Parker Road) and Dallas (Ledbetter and Westmoreland) have combined to contribute about 9,800 average weekday riders to the system in the third quarter, a decrease of 4.6 percent. These four stations served 16.4 percent of the system's average weekday ridership in the quarter.

Commuter Rail – Trinity Railway Express



- Trinity Railway Express ridership increased in the third quarter. The TRE served a total of 612,560 passengers, an increase of 2.1 percent over the third quarter of FY 2006.
- Weekday ridership on the TRE averaged 8,786 daily riders (a 2.2 percent increase over last year) in the third quarter.
- Saturday ridership in the third quarter averaged 3,874 daily riders, an increase of 4.2 percent over the third quarter of FY 2006.
- Events at the American Airlines Center, served by the Victory station, attract significant levels of TRE ridership. During the third quarter, 19,813 passengers were counted boarding and alighting TRE trains at the Victory station. This level represents a decrease of 21.2 percent from the third quarter last year. The early exit from the playoffs by both the Mavericks and the Stars resulted in fewer games being played this year.
- 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.

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

Year	Month	Bus Monthly	LRT Monthly	Commuter Rail Monthly	Fixed Route Total
2005	May	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
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
	May	3,909	1,604	199	5,712
	June	3,674	1,633	211	5,518
	July	3,437	1,571	212	5,220
	August	4,052	1,705	224	5,981
	September	3,937	1,562	189	5,688
2007	October	4,141	1,643	212	5,996
	November	3,663	1,495	200	5,358
	December	3,405	1,450	191	5,046
	January	3,585	1,452	204	5,241
	February	3,384	1,297	190	4,871
	March	3,770	1,513	227	5,510
	April	3,658	1,458	197	5,313
	May	3,840	1,489	200	5,529
	June	3,609	1,486	215	5,310

All figures in thousands (000).

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

Year	Month	Bus Weekday	LRT Weekday	Commuter Rail Weekday	Fixed Route Total
2005	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
2006	October	165.2	62.6	9.3	237.1
	November	156.0	62.9	8.6	227.5
	December	134.0	60.3	7.9	202.2
	January	151.3	60.3	8.1	219.7
	February	146.6	57.8	7.9	212.3
	March	146.1	59.6	8.7	214.4
	April	154.4	60.7	8.3	223.4
	May	156.2	62.7	8.5	227.4
	June	147.3	63.9	9.0	220.2
	July	143.8	63.8	9.6	217.2
	August	156.7	64.6	9.0	230.3
	September	167.5	64.6	8.5	240.6
2007	October	165.3	64.2	8.7	238.2
	November	155.9	61.9	8.9	226.7
	December	142.2	59.9	8.5	210.6
	January	144.4	57.8	8.6	210.8
	February	147.9	56.8	8.6	213.3
	March	148.2	60.1	9.2	217.5
	April	152.6	59.8	8.6	221.0
	May	152.6	58.8	8.5	219.9
	June	147.7	61.2	9.3	218.2

All figures in thousands (000).

Table 3 – Passenger Boardings by Member City

Dallas Area Rapid Transit
Estimated Passenger Boardings By Member City
For the Third Quarter Fiscal Year 2007, Period Ending June 30, 2007
 In Thousands

Description	Qtr 3 2007	Qtr 3 2006	%%% (2) Change	YTD 2007	YTD 2006	%%% Change
Bus Ridership (1)						
Addison	97	93	4.7%	287	258	11.1%
Carrollton	200	194	2.9%	583	575	1.3%
Farmers Branch	55	58	-5.1%	164	167	-2.3%
Garland	680	676	0.6%	1,999	1,927	3.7%
Glenn Heights	70	70	-0.1%	204	193	5.5%
Irving	618	611	1.3%	1,835	1,779	3.2%
Plano	202	210	-3.9%	601	609	-1.2%
Richardson	242	250	-3.2%	727	706	3.1%
Rowlett	17	18	-2.7%	54	63	-14.8%
Suburban Total	2,181	2,179	0.1%	6,452	6,276	2.8%
Dallas Total (3)	8,926	9,041	-1.3%	26,603	26,687	-0.3%
Bus Total	11,108	11,220	-1.0%	33,055	32,963	0.3%
Light Rail	4,433	4,773	-7.1%	13,284	13,744	-3.3%
Commuter Rail	613	600	2.1%	1,837	1,785	2.9%
Total Passenger Boardings	16,153	16,592	-2.6%	48,176	48,491	-0.6%

Type of Day	Qtr 3 2007	Qtr 3 2006	Inc (Dec)	YTD 2007	YTD 2006	Inc (Dec)
Weekdays	64	64	0	190	190	0
Saturdays/Holiday	13	13	0	40	41	-1
Sundays/Holiday	14	14	0	43	42	1
Total	91	91	0	273	273	0

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

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

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

Service Standards Monitoring Report

Purpose and Approach

DART's Service Standards Policy directs that a quarterly Service Standards Monitoring Report that describes the performance of the DART bus system be provided to the Board of Directors. Bus route performance is measured using a Route Performance Index (RPI). The RPI is calculated for each DART bus route. The RPI is based on comparisons of each individual route's performance against the Board's adopted standard in each of three performance measures. Those measures are passengers per mile, passengers per trip and subsidy per passenger. The standards for each of these measures are defined for each of six route types, Crosstown, Express, Rail Feeder, Transit Center Feeder, Local and Site-specific Shuttle. In addition, a Service Performance Index (SPI) is calculated for the DART-on-Call service. This latter index measures performance against standards for subsidy per passenger and passengers per hour. The standards adopted for FY 2007 were used in compiling this report.

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

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

Third Quarter Report

Crosstown Routes

- Two Crosstown routes failed to achieve an RPI value of 0.6.
- Route 404 (Westmoreland Station/South Irving Station) performed at a 0.3 level. A proposal to restructure and reorient this route is being developed for implementation in FY 2008.
- Route 438 operates only on Saturdays connecting South Oak Cliff and West Oak Cliff areas to employment centers in North Irving. Its market is primarily call center workers. Ridership varies significantly depending upon employment levels of those call centers. A review of employment in the North Irving area will be undertaken to assess the appropriate course of action for this route.
- The remaining Crosstown routes performed at or above the 0.6 level during the third quarter.
- Six Crosstown routes performed at an RPI level of 1.0 or better.
- Route 466 (Loop 12) was the strongest performing Crosstown route with an RPI of 1.5.
- Two routes, 409 (Illinois Station/Medical Center) and 486 (Farmers Branch/Downtown Garland) performed at the 1.2 RPI level.
- Eight Crosstown routes had RPI values between 0.6 and 0.8. These routes will be carefully monitored for opportunities to improve performance.

Express Routes

- Seven of DART's ten Express routes had an RPI value of 0.7 or greater.
- Routes 205 (Addison), 278 (Red Bird), 206 (Glenn Heights) and 283 (Lake Ray Hubbard) had the highest RPI values among Express routes with RPIs of 1.3, 1.0, 0.9 and 0.9 respectively.
- One route had an RPI value of less than 0.6.
- Route 247 (Farmers Branch) was at 0.4 level.
- Route 247 will be reviewed to identify opportunities to increase ridership and to decrease operating costs.

Rail Feeder Routes

- Nine of the 30 Rail Feeder routes performed at the 1.0 level or better. A total of 26 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 2.5. Route 702 (NorthPark Shuttle) was second with an RPI of 2.3. Route 554 (Ledbetter Station/ Bonnieview) was third with an RPI of 1.7.
- Three routes had RPI values of 1.2; two routes had RPI values of 1.1 and one route posted an RPI of 1.0..
- Three routes recorded an RPI value of 0.5 during the third quarter. Route 501 (Walnut Hill Station) has experienced ridership decreases because of population shifts. A revised route structure is being developed for October 2007 implementation
- Routes 560 (LBJ/Skillman/Kingsley) and 566 (Downtown Garland) were restructured in February 2006 to improve performance. These routes will be reevaluated to determine appropriate additional action.
- Route 536 (Forest Lane Station/Hamilton Park) with an RPI of 0.1 will be eliminated in October 2007.

Transit Center Feeder Routes

- Five Transit Center Feeder routes fell below the 0.6 RPI level. These routes include route 302 in Irving (0.5), route 315 in Irving (0.5), route 342 in southeast Dallas (0.5), route 316 in Plano (0.4) and route 347 in north Dallas and Plano (0.3). Routes 315, 342 and 347 are new routes in their development period. New development and service adjustments are planned for route 316, resulting in increased ridership. A proposal is being developed to modify route 302 in FY 2008.
- Twenty-four of the 29 Transit Center Feeder routes achieved RPI values of 0.6 or greater. Ten of those routes had RPI values of 1.0 or greater.
- Route 378 (South Garland/Lake Ray Hubbard/Garland Central), Route 301 (North Irving/South Irving) and Route 341 (Addison/Rosemeade) were the top performing Transit Center Feeder routes with RPI values of 1.6, 1.4 and 1.2 respectively.
- Route 374 (South Garland/LBJ/Skillman) was next with an RPI value of 1.1.
- Six T C Feeder routes posted an RPI value of 1.0, including routes 308 (Irving), 331.(Carrollton), 350 (Addison/Plano), 361 (Addison/Richardson), 372 (Richardson/Garland and 376 (Dallas/Garland).

Local Routes

- Twenty-nine of the 32 Local routes posted RPI values of 0.6 or greater in the third quarter of FY 2007.
- 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 (Ann Arbor/Lakewood) and 24 (Mockingbird Station) performed at the 1.2 level.
- One route had an RPI value of 1.1, five routes had an RPI value of 1.0, four routes had RPI values of 0.9, three routes posted RPI values of 0.8 and another seven routes had 0.7 RPIs.
- Route 185 (0.5 RPI) was restructured in February 2007.
- Route 8 (Oak Lawn/Preston Center) with an RPI of 0.4 and route 184 (Frankford) with an RPI of 0.3 are being reviewed for March 2008 modifications to address their poor performance.

Site-specific Shuttles

- All seven Site-specific Shuttles, including E-shuttles, performed at or above the 0.6 level.
- The Medical City Shuttle and the Mustang Express were the top performers with RPIs of 1.6 and 1.5 respectively.
- The UT Southwestern, DFW and TI shuttles were second with RPI values of 1.4.
- The Campbell Center E-shuttle performed at a 0.9 level.
- The Palisades E-shuttle (from Galatyn Park station) performed at the 0.8 level.

DART-on-Call

- Six of the nine DART-on-Call zones exceeded the 0.6 Service Performance Index level.
- The Lakewood on Call zone performed at a 1.1 level.
- The relatively new Glenn Heights zone performed at a 0.8 level as did the East Plano zone.
- The North Central Plano and Rowlett zones performed at the 0.7 level.
- The Richardson zone performed at the 0.6 level.
- The Farmers Branch zone, with an RPI of 0.4, saw a drop in performance in the third quarter and will be examined for opportunities to increase ridership.
- The Lake Highlands and North Dallas zones performed at the 0.4 and 0.3 levels respectively.
- The Lake Highlands 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.

Crosstown		<u>Express</u>		<u>Rail Feeders</u>		<u>T C Feeders</u>		<u>Local</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>	<u>RPI</u>	<u>Ranking</u>
404	404	247	210	501	501	302	302	8	8
438	415		234	536	536	315	311	184	21
	438		247	560	549	316	315	185	35
	444			566	551	342	316		42
	475				560	347	342		155
					566		347		183
					760				184
									185

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

Crosstown Routes

Crosstown

Dallas Area Rapid Transit Service Standards Monitoring Report Third Quarter FY 2007

LINE		Avg Weekday Pass 3Q07	Avg Weekday Pass 3Q06	% Change	Sub/ Pass 3Q07	Index	Pass/ Trip 3Q07	Index	Pass/ Rev 3Q07	Index	2Q07 Route Performance Index	3Q07 Route Performance Index	RPI Point Change
					\$2.60		33.00		1.80				
C 466		6,118	6,268	-2.4%	\$2.08	1.3	67.5	2.0	2.2	1.2	1.5	1.5	0.0
C 409		2,958	3,122	-5.2%	\$2.06	1.3	34.5	1.0	2.5	1.4	1.2	1.2	0.1
C 486		2,846	2,639	7.9%	\$2.28	1.1	43.2	1.3	2.1	1.2	1.2	1.2	0.0
C 463		1,903	1,911	-0.4%	\$2.38	1.1	30.7	0.9	2.1	1.2	1.0	1.1	0.1
C 428		3,600	3,726	-3.4%	\$2.95	0.9	38.0	1.2	1.8	1.0	1.0	1.0	0.0
C 453		2,745	2,604	5.4%	\$2.82	0.9	32.1	1.0	1.9	1.1	1.0	1.0	0.0
C 488		1,647	1,505	9.4%	\$3.10	0.8	28.7	0.9	1.8	1.0	0.9	0.9	0.0
C 408		2,093	2,244	-6.7%	\$2.96	0.9	31.1	0.9	1.6	0.9	0.9	0.9	0.0
C 405		2,223	2,512	-11.5%	\$3.10	0.8	30.3	0.9	1.6	0.9	0.9	0.9	0.0
C 400		2,315	2,306	0.4%	\$4.01	0.6	38.7	1.2	1.2	0.7	0.8	0.8	0.0
C 445		1,105	1,071	3.1%	\$3.22	0.8	13.9	0.4	2.0	1.1	0.8	0.8	0.0
C 410		1,289	1,197	7.7%	\$3.46	0.8	22.1	0.7	1.5	0.8	0.7	0.7	0.1
C 451		2,039	2,238	-8.9%	\$3.97	0.7	22.6	0.7	1.4	0.8	0.7	0.7	0.0
C 415		1,137	839	35.6%	\$4.07	0.6	20.9	0.6	1.4	0.8	0.7	0.7	-0.1
C 444		1,087	943	15.3%	\$4.29	0.6	15.9	0.5	1.3	0.7	0.6	0.6	0.0
C 475		1,330	819	62.5%	\$5.49	0.5	20.9	0.6	1.1	0.6	0.5	0.6	0.0
C 404		482	572	-15.8%	\$6.63	0.4	9.5	0.3	0.6	0.3	0.4	0.3	0.0
C 438		19		All	\$20.81	0.1	3.2	0.1	0.1	0.1	0.2	0.1	-0.1

Express Routes

Express

Dallas Area Rapid Transit Service Standards Monitoring Report Third Quarter FY 2007

LINE		Avg Weekday Pass 3Q07	Avg Weekday Pass 3Q06	% Change	Sub/ Pass 3Q07	Index	Pass/ Trip 3Q07	Index	Pass/ Rev 3Q07	Index	2Q07 Route Performance Index	3Q07 Route Performance Index	RPI Point Change
					\$4.30		17.50		1.10				
E 205		687	819	-16.1%	\$5.18	0.8	24.5	1.4	1.7	1.5	1.3	1.3	0.0
E 278		738	770	-4.1%	\$4.23	1.0	14.5	0.8	1.4	1.3	1.0	1.0	0.0
E 206		1,046	1,049	-0.2%	\$5.61	0.8	18.7	1.1	1.0	0.9	0.9	0.9	0.0
E 283		1,219	1,229	-0.9%	\$5.52	0.8	15.6	0.9	1.0	0.9	0.9	0.9	0.0
E 207		186	203	-8.4%	\$5.16	0.8	14.3	0.8	0.7	0.7	0.8	0.8	0.0
E 204		1,225	1,304	-6.0%	\$7.06	0.6	14.3	0.8	0.7	0.6	0.6	0.7	0.0
E 202		732	893	-18.0%	\$5.49	0.8	9.3	0.5	0.7	0.6	0.7	0.7	0.0
E 210		643	685	-6.2%	\$8.89	0.5	14.3	0.8	0.7	0.6	0.6	0.6	0.0
E 234		65	80	-18.5%	\$18.01	0.2	16.3	0.9	0.6	0.5	0.6	0.6	-0.1
E 247		66	60	10.2%	\$15.63	0.3	8.2	0.5	0.6	0.5	0.4	0.4	0.0

Rail Feeder Routes

Rail Station Feeder

Dallas Area Rapid Transit Service Standards Monitoring Report Third Quarter FY 2007

LINE	Avg Weekday Pass 3Q07	Avg Weekday Pass 3Q06	% Change	Sub/ Pass 3Q07	Index	Pass/ Trip 3Q07	Index	Pass/ Rev 3Q07	Index	2Q07 Route Performance Index	3Q07 Route Performance Index	RPI Point Change
				\$3.45		13.00		1.90				
F1 583	3,634	3,370	7.8%	\$1.27	2.7	36.9	2.8	3.5	1.8	2.5	2.5	0.0
F1 702	638	569	12.2%	\$1.34	2.6	8.0	0.6	7.3	3.8	2.4	2.3	0.0
F1 554	1,151	1,062	8.4%	\$1.46	2.4	13.7	1.1	2.9	1.5	1.7	1.7	0.0
F1 519	1,598	1,593	0.3%	\$3.68	0.9	25.9	2.0	1.5	0.8	1.2	1.2	0.1
F1 506	1,056	1,215	-13.1%	\$2.66	1.3	10.4	0.8	2.7	1.4	1.2	1.2	0.0
F1 548	1,383	1,375	0.5%	\$3.02	1.1	16.8	1.3	2.1	1.1	1.2	1.2	0.0
F1 541	1,065	All		\$2.92	1.2	14.9	1.1	1.7	0.9	1.3	1.1	-0.2
F1 582	1,243	1,162	7.0%	\$3.17	1.1	15.3	1.2	1.7	0.9	1.0	1.1	0.0
F1 555	751	743	1.1%	\$2.50	1.4	9.3	0.7	2.0	1.0	1.0	1.0	0.0
F1 571	854	615	38.9%	\$4.42	0.8	14.8	1.1	1.3	0.7	0.8	0.9	0.1
F1 510	845	847	-0.2%	\$4.02	0.9	10.4	0.8	1.6	0.8	0.8	0.8	0.0
F1 568	1,031	1,177	-12.3%	\$4.21	0.8	12.1	0.9	1.2	0.6	0.8	0.8	0.0
F1 522	834	808	3.2%	\$4.07	0.8	9.6	0.7	1.4	0.7	0.8	0.8	0.0
F1 505	523	451	16.1%	\$3.12	1.1	5.1	0.4	1.4	0.7	0.6	0.7	0.1
F1 515	983	1,013	-3.0%	\$4.82	0.7	10.7	0.8	1.2	0.6	0.7	0.7	0.0
F1 542	624	All		\$4.89	0.7	9.9	0.8	1.2	0.7	0.8	0.7	-0.1
F1 549	878	897	-2.1%	\$5.78	0.6	12.1	0.9	1.0	0.5	0.7	0.7	0.0
F1 574	480	489	-1.8%	\$4.60	0.7	10.4	0.8	1.0	0.5	0.8	0.7	-0.1
F1 547	558	469	19.1%	\$4.08	0.8	8.2	0.6	1.0	0.5	0.7	0.7	0.0
F1 538	999	1,165	-14.3%	\$4.06	0.9	5.8	0.4	1.4	0.7	0.7	0.7	0.0
F1 553	394	379	3.9%	\$4.94	0.7	8.5	0.7	1.2	0.6	0.7	0.7	0.0
F1 567	390	407	-4.0%	\$5.01	0.7	8.0	0.6	1.2	0.6	0.7	0.6	-0.1
F1 507	260	267	-2.8%	\$5.00	0.7	6.4	0.5	1.2	0.6	0.6	0.6	0.0
F1 513	322	303	6.0%	\$4.75	0.7	5.9	0.5	1.1	0.6	0.6	0.6	0.0
F1 760	188	All		\$6.04	0.6	3.2	0.2	1.8	0.9	1.1	0.6	-0.5
F1 551	350	380	-7.8%	\$5.87	0.6	7.6	0.6	1.0	0.5	0.5	0.6	0.1
F1 501	506	664	-23.8%	\$6.37	0.5	6.3	0.5	1.1	0.6	0.5	0.5	0.0
F1 560	448	479	-6.6%	\$7.81	0.4	7.9	0.6	0.8	0.4	0.5	0.5	0.0
F1 566	315	306	3.0%	\$8.77	0.4	7.9	0.6	0.8	0.4	0.4	0.5	0.0
F1 536	11	All		\$23.70	0.1	0.3	0.0	0.2	0.1	0.1	0.1	0.0

Transit Center Feeder Routes

Transit Center Feeder

Dallas Area Rapid Transit Service Standards Monitoring Report Third Quarter FY 2007

LINE		Avg Weekday Pass 3Q07	Avg Weekday Pass 3Q06	% Change	Sub/ Pass 3Q07	Index	Pass/ Trip 3Q07	Index	Pass/ Rev 3Q07	Index	2Q07 Route Performance Index	3Q07 Route Performance Index	RPI Point Change
					\$4.15		12.50		1.20				
F2 378		1,697	1,670	1.7%	\$3.23	1.3	23.7	1.9	1.8	1.5	1.6	1.6	0.0
F2 301		1,367	1,291	5.9%	\$5.25	0.8	27.3	2.2	1.4	1.2	1.3	1.4	0.1
F2 341		820	489	67.8%	\$3.20	1.3	12.5	1.0	1.6	1.4	1.3	1.2	0.0
F2 374		548	575	-4.8%	\$3.53	1.2	10.0	0.8	1.7	1.4	1.1	1.1	0.1
F2 376		38		All	\$3.28	1.3	5.5	0.4	1.6	1.4	1.0	1.0	0.0
F2 361		581	565	2.9%	\$4.97	0.8	11.1	0.9	1.6	1.4	0.9	1.0	0.1
F2 308		541	385	40.4%	\$4.68	0.9	11.8	0.9	1.4	1.1	0.9	1.0	0.1
F2 350		901	873	3.2%	\$5.09	0.8	15.3	1.2	1.1	0.9	0.9	1.0	0.0
F2 372		795	787	1.0%	\$4.52	0.9	13.4	1.1	1.1	0.9	0.9	1.0	0.1
F2 331		554	512	8.1%	\$4.74	0.9	11.4	0.9	1.3	1.1	0.9	1.0	0.0
F2 360		1,012	975	3.7%	\$5.44	0.8	11.3	0.9	1.2	1.0	0.8	0.9	0.1
F2 362		688		All	\$5.32	0.8	11.8	0.9	1.1	0.9	0.9	0.9	0.0
F2 310		644	574	12.2%	\$5.14	0.8	10.0	0.8	1.1	0.9	0.8	0.8	0.0
F2 333		554	688	-19.5%	\$4.58	0.9	10.4	0.8	0.9	0.7	0.8	0.8	0.0
F2 314		515	726	-29.1%	\$7.13	0.6	15.7	1.3	0.7	0.6	0.7	0.8	0.1
F2 303		383	378	1.2%	\$4.92	0.8	8.0	0.6	1.1	0.9	0.7	0.8	0.1
F2 385		213	211	0.5%	\$5.08	0.8	6.6	0.5	1.2	1.0	0.9	0.8	-0.1
F2 380		361	482	-25.0%	\$5.80	0.7	7.2	0.6	1.1	0.9	0.8	0.7	0.0
F2 306		558	513	8.8%	\$6.69	0.6	11.2	0.9	0.9	0.7	0.7	0.7	0.1
F2 307		476	415	14.7%	\$7.85	0.5	10.3	0.8	0.8	0.7	0.6	0.7	0.1
F2 377		652	761	-14.4%	\$11.27	0.4	7.4	0.6	1.2	1.0	0.6	0.6	0.0
F2 305		329	269	22.5%	\$6.18	0.7	6.9	0.5	0.9	0.7	0.7	0.6	0.0
F2 311		89	80	10.6%	\$10.96	0.4	11.1	0.9	0.7	0.6	0.6	0.6	0.0
F2 344		272		All	\$9.75	0.4	8.8	0.7	0.9	0.7	0.6	0.6	0.0
F2 302		368	450	-18.2%	\$10.39	0.4	7.2	0.6	0.7	0.5	0.6	0.5	0.0
F2 315		191		All	\$10.02	0.4	7.3	0.6	0.6	0.5	0.5	0.5	0.0
F2 342		118		All	\$13.57	0.3	6.6	0.5	0.6	0.5	0.4	0.5	0.0
F2 316		200	197	1.3%	\$11.34	0.4	4.8	0.4	0.5	0.5	0.4	0.4	0.0
F2 347		68		All	\$15.72	0.3	2.9	0.2	0.3	0.3	0.2	0.3	0.1

Local Routes

Local

Dallas Area Rapid Transit Service Standards Monitoring Report Third Quarter FY 2007

		Avg	Avg								2Q07	3Q07	
		Weekday	Weekday								Route	Route	RPI
		Pass	Pass	%	Sub/	Pass/		Pass/			Performance	Performance	Point
LINE		3Q07	3Q06	Change	Pass	Index	Trip	Index	Rev	Index	Index	Index	Change
					\$2.70		24.50		2.00				
L 44	7,913	7,693	2.9%	\$1.75	1.5	54.7	2.2	2.8	1.4	1.7	1.7	0.1	
L 26	4,706	4,683	0.5%	\$1.84	1.5	33.4	1.4	2.9	1.5	1.4	1.4	0.0	
L 24	2,115	2,176	-2.8%	\$2.03	1.3	17.8	0.7	3.3	1.6	1.2	1.2	0.0	
L 19	3,652	3,676	-0.6%	\$2.23	1.2	27.6	1.1	2.6	1.3	1.2	1.2	0.0	
L 165	4,189	4,144	1.1%	\$2.25	1.2	27.6	1.1	2.0	1.0	1.0	1.1	0.1	
L 29	1,419	1,599	-11.3%	\$2.47	1.1	17.0	0.7	2.6	1.3	1.0	1.0	0.1	
L 76	1,908	1,971	-3.2%	\$2.90	0.9	29.2	1.2	1.8	0.9	1.0	1.0	0.0	
L 49	1,513	1,356	11.6%	\$2.92	0.9	19.1	0.8	2.4	1.2	0.9	1.0	0.1	
L 12	1,209	1,188	1.7%	\$2.64	1.0	16.0	0.7	2.5	1.2	0.9	1.0	0.0	
L 1	2,644	2,776	-4.8%	\$2.89	0.9	21.8	0.9	2.1	1.0	1.0	1.0	0.0	
L 11	3,643	3,703	-1.6%	\$3.02	0.9	26.0	1.1	1.8	0.9	0.9	0.9	0.0	
L 39	1,238	1,337	-7.4%	\$2.81	1.0	15.3	0.6	2.2	1.1	0.9	0.9	0.0	
L 36	1,880	1,787	5.2%	\$3.60	0.8	26.4	1.1	1.7	0.8	0.9	0.9	0.0	
L 52	1,129	1,117	1.1%	\$2.76	1.0	13.1	0.5	2.2	1.1	0.8	0.9	0.0	
L 164	3,498	3,580	-2.3%	\$3.31	0.8	22.3	0.9	1.6	0.8	0.8	0.8	0.0	
L 2	1,257	1,343	-6.4%	\$2.95	0.9	16.1	0.7	1.9	1.0	0.9	0.8	0.0	
L 50	2,003	2,129	-5.9%	\$3.61	0.7	21.9	0.9	1.5	0.7	0.8	0.8	0.0	
L 59	1,174	1,151	2.0%	\$3.82	0.7	19.4	0.8	1.5	0.7	0.7	0.7	0.0	
L 21	1,911	1,989	-3.9%	\$5.06	0.5	25.6	1.0	1.2	0.6	0.7	0.7	0.0	
L 63	882	969	-8.9%	\$3.79	0.7	13.0	0.5	1.7	0.8	0.7	0.7	0.0	
L 42	1,857	2,041	-9.0%	\$4.63	0.6	23.4	1.0	1.1	0.5	0.7	0.7	0.0	
L 161	2,216	2,577	-14.0%	\$3.67	0.7	15.8	0.6	1.3	0.7	0.7	0.7	0.0	
L 31	1,342	1,586	-15.4%	\$4.50	0.6	20.5	0.8	1.2	0.6	0.7	0.7	0.0	
L 183	1,304	1,322	-1.3%	\$3.34	0.8	15.1	0.6	1.1	0.5	0.6	0.7	0.0	
L 37	2,038	1,941	5.0%	\$4.25	0.6	16.8	0.7	1.2	0.6	0.6	0.6	0.0	
L 60	1,263	1,311	-3.6%	\$4.79	0.6	16.6	0.7	1.3	0.6	0.6	0.6	0.0	
L 51	1,093	1,337	-18.2%	\$4.58	0.6	14.0	0.6	1.2	0.6	0.6	0.6	0.0	
L 35	1,128	1,086	3.8%	\$5.66	0.5	17.6	0.7	1.0	0.5	0.5	0.6	0.0	
L 155	252	256	-1.4%	\$4.73	0.6	11.5	0.5	1.3	0.6	0.6	0.6	0.0	
L 185	1,161	1,399	-17.0%	\$5.97	0.5	13.5	0.6	1.0	0.5	0.5	0.5	0.0	
L 8	511	574	-10.9%	\$6.68	0.4	6.1	0.2	1.2	0.6	0.4	0.4	0.0	
L 184	110	111	-0.6%	\$11.18	0.2	11.0	0.5	0.7	0.3	0.4	0.3	0.0	

Site-specific Shuttles

Site-Specific Shuttles

Dallas Area Rapid Transit Service Standards Monitoring Report Third Quarter FY 2007

LINE	Avg Weekday Pass	Avg Weekday Pass	% Change	Sub/ Pass	Index	Pass/ Trip	Index	Pass/ Rev Mile	Index	2Q07 Route Performance Index	3Q07 Route Performance Index	RPI Point Change
				\$3.45		13.00		1.90				
SS MCE	119	130	-8.2%	\$0.91	3.8	1.3	0.1	1.5	0.8	1.6	1.6	0.0
SS SMU	653	553	18.2%	\$1.35	2.6	8.0	0.6	2.3	1.2	1.6	1.5	-0.2
SS UTSW	326	319	2.1%	\$1.11	3.1	3.5	0.3	1.6	0.8	1.4	1.4	0.0
SS DFW	487	399	22.1%	\$1.09	3.2	3.4	0.3	1.4	0.7	1.3	1.4	0.0
SS TI	1,010	1,188	-15.0%	\$1.16	3.0	2.8	0.2	1.7	0.9	1.4	1.4	0.0
SS CCE	61	72	-15.7%	\$1.78	1.9	1.1	0.1	1.0	0.5	0.9	0.9	0.0
SS PE	59	83	-28.9%	\$1.83	1.9	1.4	0.1	0.7	0.4	0.8	0.8	0.0

DART-on-Call

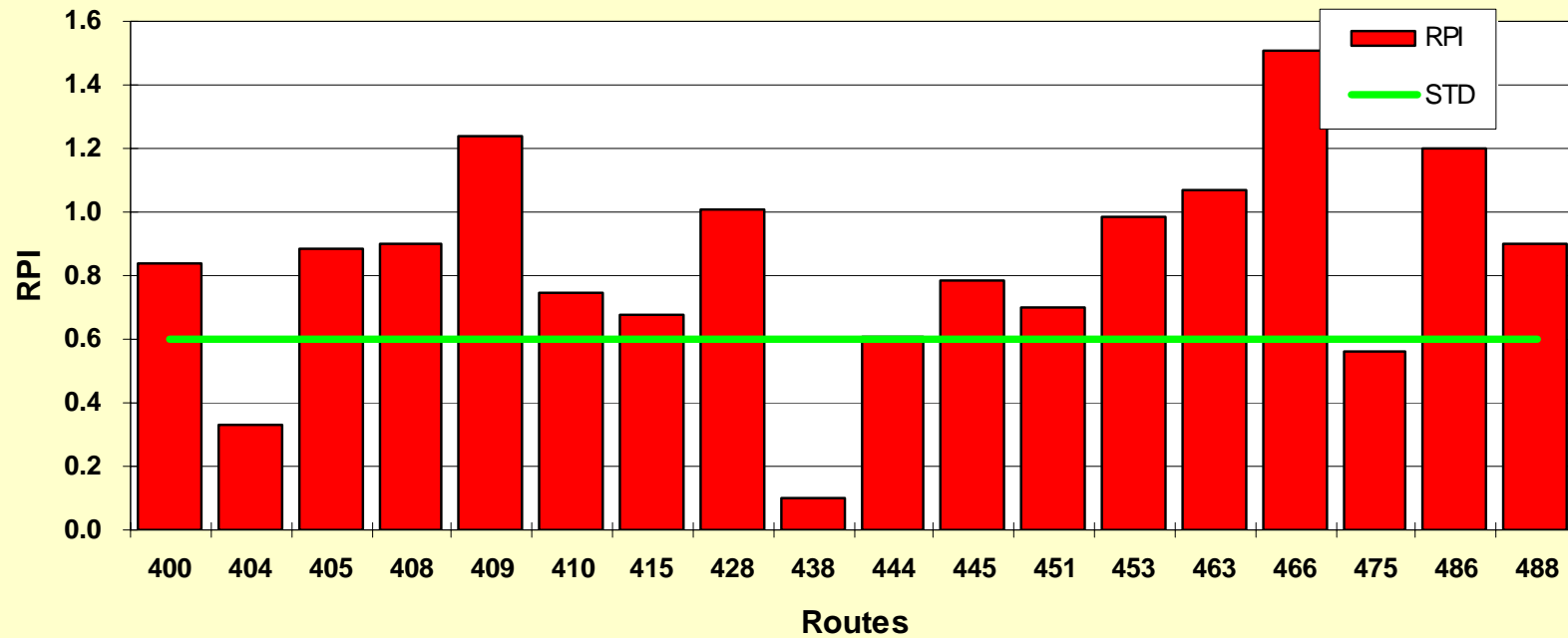
DART-on-Call

Dallas Area Rapid Transit Service Standards Monitoring Report Third Quarter FY 2007

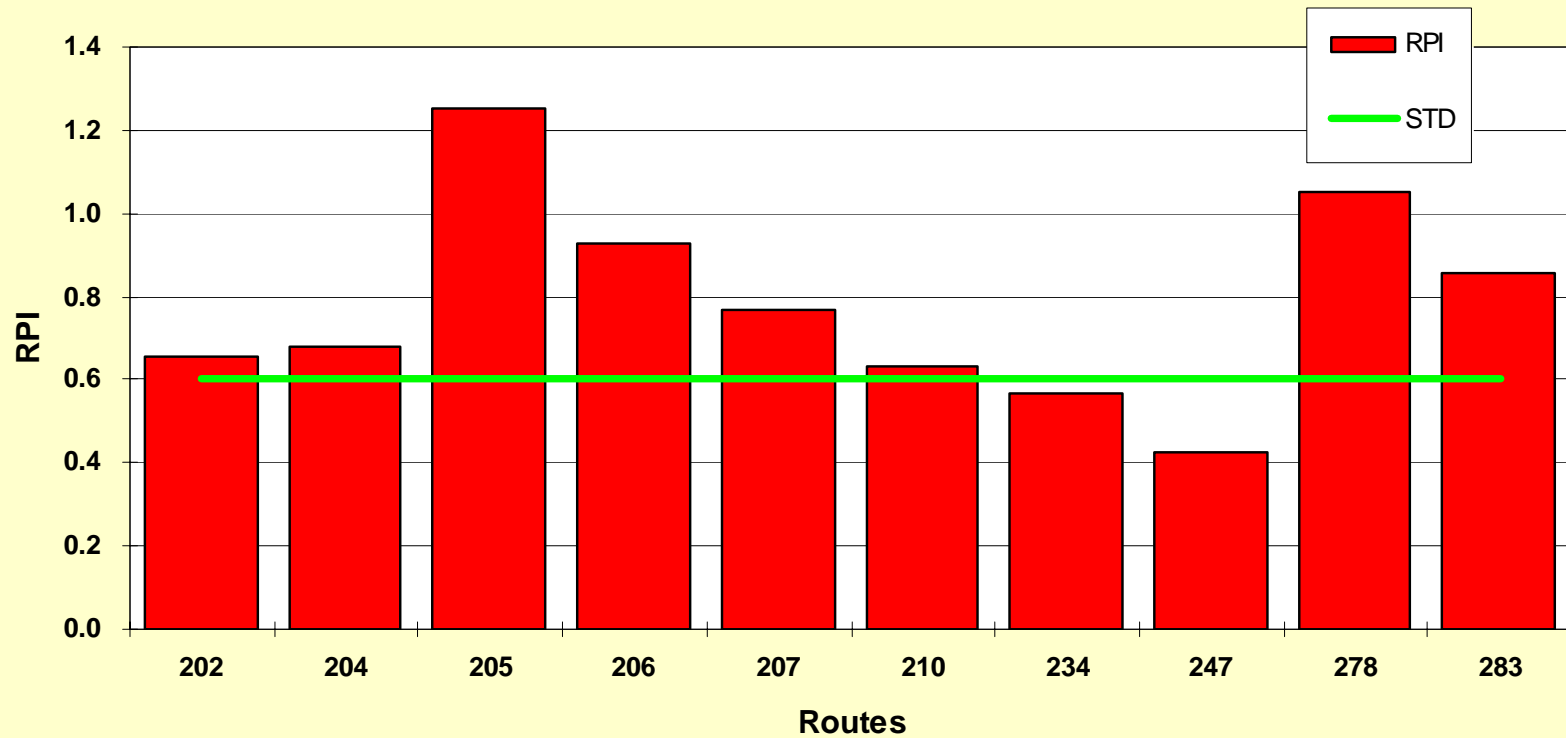
LINE	Avg Weekday Pass	Avg Weekday Pass	% Change	Sub/ Pass	Index	Pass/ Trip	Index	Pass/ Rev Hour	Index	2Q07 Service Performance Index	3Q07 Service Performance Index	SPI Point Change
				\$4.15				6.00				
D LoC	118	123	-4.3%	\$4.68	0.9			7.8	1.3	1.1	1.1	0.0
D EPoC	86	76	12.4%	\$6.37	0.7			5.7	1.0	0.9	0.8	-0.1
D GH	43	41	5.0%	\$7.87	0.5			6.1	1.0	0.9	0.8	-0.1
D NCPoC	118	113	4.4%	\$7.13	0.6			5.4	0.9	0.7	0.7	0.0
D RoC	67	67	1.3%	\$7.43	0.6			4.5	0.7	0.6	0.7	0.0
D Rich	45	38	18.2%	\$8.76	0.5			4.5	0.7	0.7	0.6	-0.1
D FBoC	48	36	35.4%	\$12.13	0.3			3.0	0.5	0.5	0.4	-0.1
D ND0C	39	41	-5.2%	\$13.44	0.3			2.7	0.5	0.4	0.4	0.0
D LHoC	37	41	-8.2%	\$15.34	0.3			2.5	0.4	0.4	0.3	-0.1

ROUTE PERFORMANCE INDEX

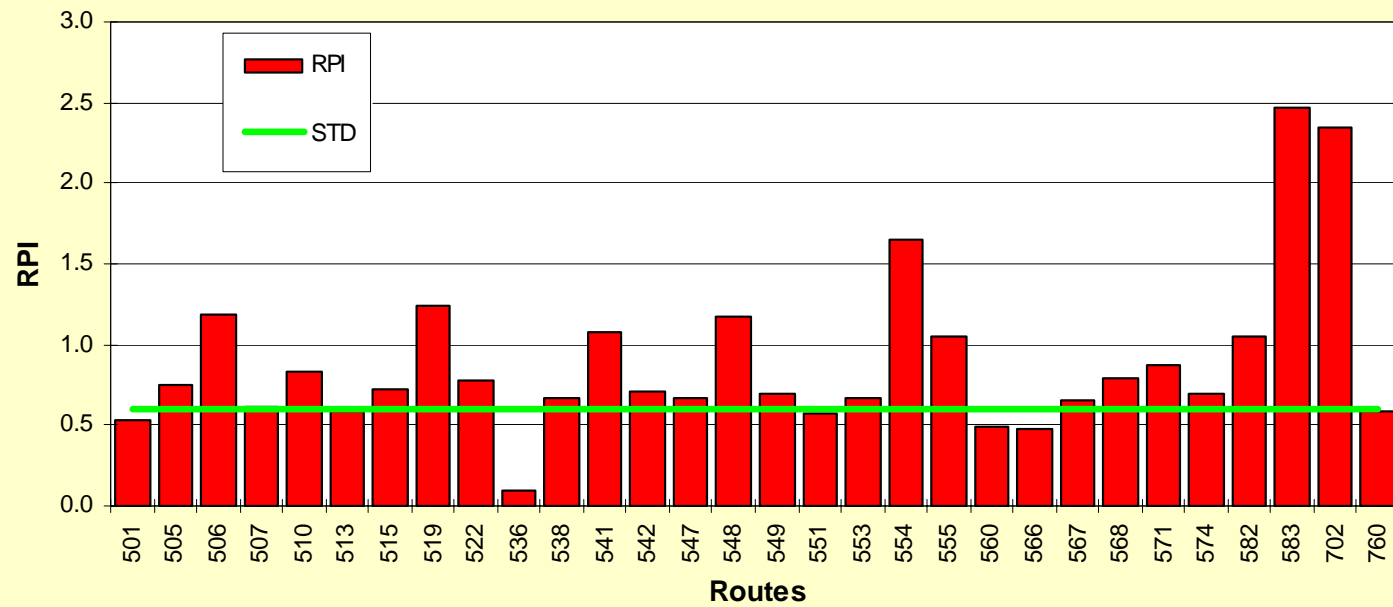
Crosstown Routes



ROUTE PERFORMANCE INDEX Express Routes

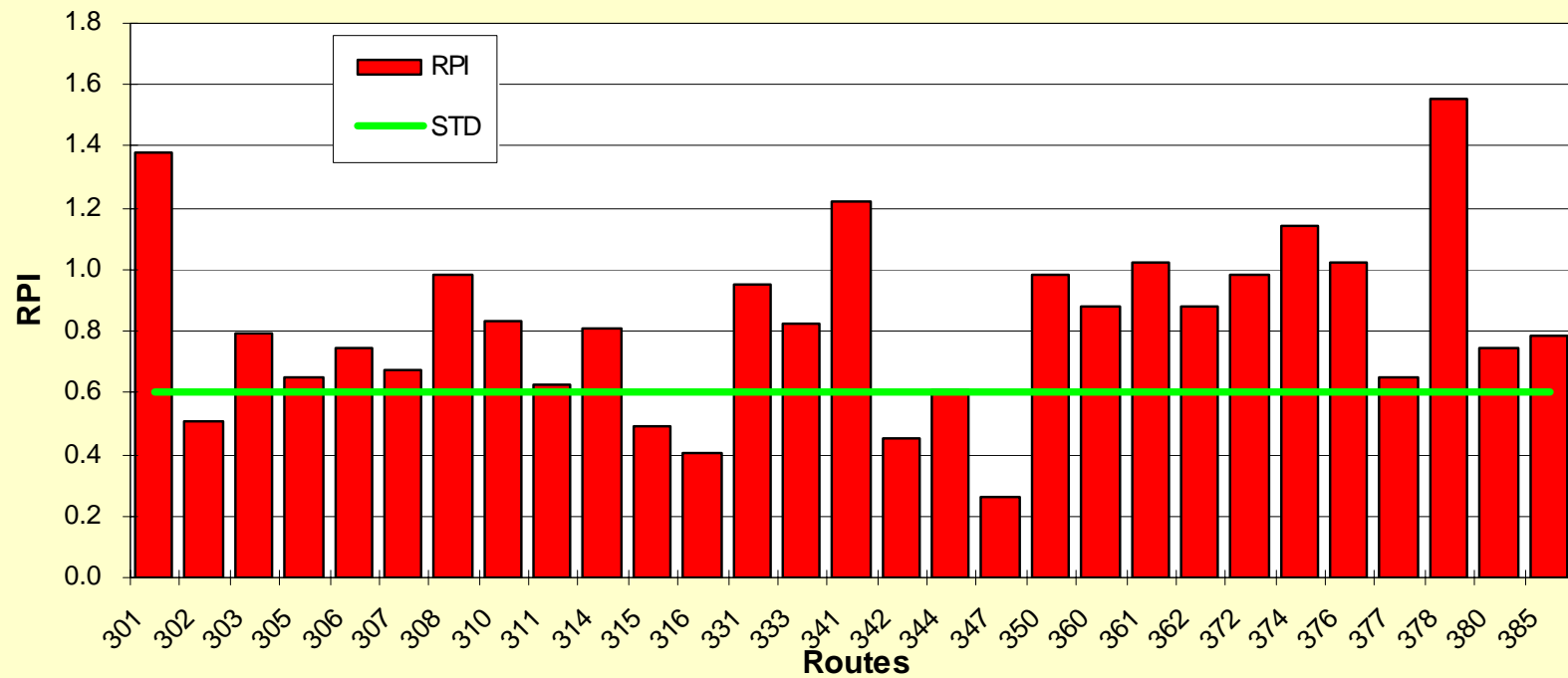


ROUTE PERFORMANCE INDEX **Rail Feeder Routes**



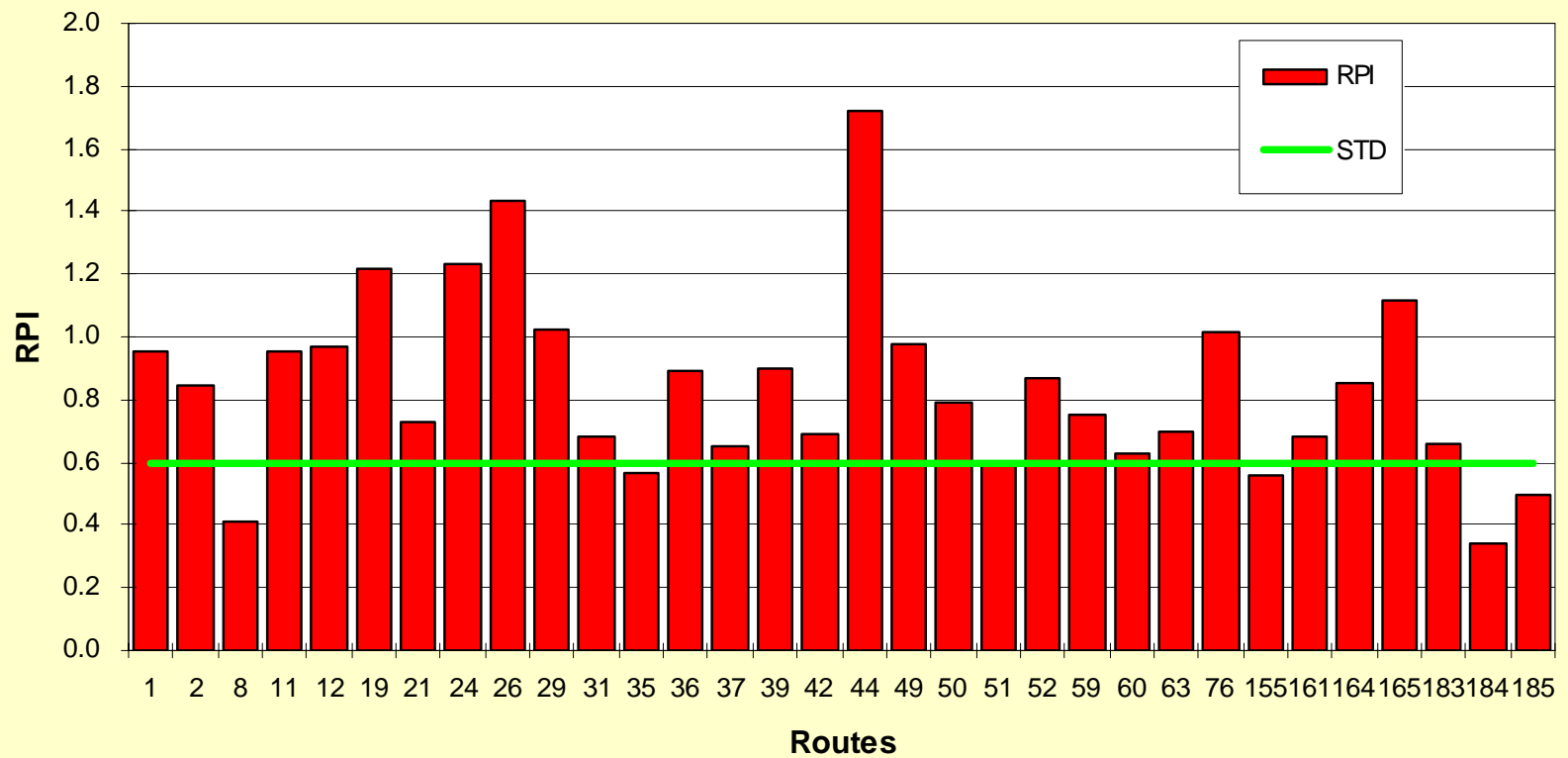
ROUTE PERFORMANCE INDEX

Transit Center Feeder Routes



ROUTE PERFORMANCE INDEX

Local Routes



PLANNING & DEVELOPMENT DEPARTMENT

Third Quarter FY 2007 Quarterly Reports

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P&D3	Northwest Corridor (Dallas CBD to Carrollton) Support
P&D4	Northwest Corridor (NW HWY to Irving/DFW) FEIS
P&D5	Rowlett Corridor Support
P&D6	Dallas CBD Alternatives Analysis/Draft EIS Statement
P&D7	Economic Development
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P&D25	Vanpool Program

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

- Key accomplishments for the Northwest Corridor (Dallas CBD to Carrollton) include: approval of Love Field station zoning by City Council; submittal of draft report for Downtown Carrollton Station archaeological survey to Texas Historical Commission; and, continued development of revised Environmental Study to FTA for modifications in NW-2.
- The DEIS for the Northwest Corridor (NW Hwy. to Irving/DFW) is undergoing revisions to include the Airspace Study results.
- The 10% Preliminary Engineering and Final Local Environmental Analysis for the Rowlett Corridor was finalized and project handed off to Project Management to begin Final Design and Engineering.
- Public meetings were conducted for the Dallas CBD Alternatives Analysis/DEIS. Meetings of the Technical and Stakeholder Advisory Committees were also held during June 2007.
- Construction is in progress for Phase I of the Managed/HOV lane facility on I-30.
- A Regional Data Video Communication System (RDVCS) standard committee was formed to evaluate video exchange MPEG-4 standard and create a step process for regional video sharing needs.
- The Final PS&E package for SH 114 is in Austin awaiting Final Environmental Clearance (FONSI) and Letter of Authorization to begin the letting process.
- The four DART operated HOV lanes carried approximately 120,500 weekday daily commuters.
- Construction is underway for the North Central (US 75) Concurrent HOV Lanes project.
- The Project Management Committee unanimously approved contracts for construction of the TRE Belt Line Grade Separation project in June 2007.
- SMU expanded the Route 768 shuttle service in May, which provides improved service to the new buildings acquired east of 75.
- Vanpool program pricing changes took effect in May 2007. Six (6) new vanpools were introduced during third quarter, with a new total of 94 in operation.



Strategic Plan Consideration	C2.3 Open/Integrate new transit service.
Description	<p>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.</p> <p>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. Received approval from FTA to enter Final Design on June 6, 2005.</p> <p>Project Management completed Final Design in 2006 and initiated construction in September 2006. Planning staff continues to support the Southeast Corridor project through construction.</p>
Accomplishment	<ul style="list-style-type: none">• 3rdQ07 activities<ul style="list-style-type: none">◦ Goodyear Building owner initiated approved sound proofing construction.• 2ndQ07 activities:<ul style="list-style-type: none">◦ March 2007: Met with Real Estate to discuss access to landlocked properties at Lawnview Station◦ City will place Santa Fe Trail as an overpass, to be incorporated into SE-1 Plans
Issues	<ul style="list-style-type: none">• Final sign-off of Goodyear Building. Soundproofing only outstanding SHPO issue
Schedule	<ul style="list-style-type: none">• Fair Park: 2009• SE-1: 2010• SE-2: 2011
Project Manager(s)	John Hoppie

Strategic Plan Consideration

C2.3 Open/Integrate new transit services.

Description

The FTA issued a Record of Decision for the Final Environmental Impact Statement (EIS) in February 2004. Final design was initiated in June 2005. Planning staff continues to support Project Management in project refinement activities to support construction. Efforts include service plan amendments, environmental studies and coordination with local governments and other entities. Specific projects include: Coordination with Parkland and Southwestern Medical District; coordination with City of Dallas, Williamson Printing and Love Field West community; coordination with FAA; and impacts associated with potential DCTA commuter rail service.

Accomplishments

- May 2007: Held four pre-construction meetings within corridor
- May 2007: Held meeting with Love Field West community members to discuss remaining issues
- June 2007: Completed additional work for Love Field West community, including traffic sensitivity test, description and justification for medians, and other issues.
- June 27, 2007: City Council approved Love Field station zoning
- Continued development and distribution of construction activity/traffic changes as needed
- Federal Aviation Administration (FAA) completed review of potential bridge structures at Mockingbird/Hawes – none were feasible
- Resolved traffic signal height issues with FAA and City of Dallas aviation staff. Submitted form 7460-1's per FAA direction.
- Continued development of revised Environmental Study to FTA for modifications in NW-2, including Love Field West street crossing closures, shorter underpass at Mockingbird, and real estate needs from Dallas Love Field.
- June 2007: Submitted draft report for Downtown Carrollton Station archaeological survey to Texas Historical Commission (THC)

Issues

- Requested by Parkland to postpone portion of Parkland Boulevard construction until January 2008.
- Timely review of FTA and FAA of NW-2 Environmental Study and action by FAA to provide necessary real estate to DART.

Northwest Corridor Support (Dallas CBD to Carrollton)

Capital Planning
and Development

Schedule Provide ongoing support during final design and construction.

Project Manager(s) Kay Shelton

Strategic Plan Consideration	C2.3 Open/Integrate new transit services.
Description	<p>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 2007.</p>
Accomplishments	<ul style="list-style-type: none">• June 2007: DEIS revisions to include Airspace Study results in progress• June 28, 2007: Met with NW Corridor property owners• June 26, Received Airspace Study results from FAA• June 14, 2007: Met with NW Corridor property owners• June 8, 2007: Met with NW Corridor property owners• June 5, 2007: Met with NW Corridor property owners• May 29, 2007: Informed by DFW staff that Airspace Study modeling indicates that alignment meets FAA requirements• April 30, 2007: Fire/Life Safety Committee• April 27, 2007: Presented corridor at GEC-III Pre-proposal Meeting• April 25, 2007: Met with North Las Colinas developer• April 18, 2007: Met with major employer (TXU) in corridor• April 18, 2007: Design review with Irving Fire Department• April 9, 2007: 10% Design handoff to Project Management
Issues	<ul style="list-style-type: none">• FAA requested an Airspace Study, which has delayed the DEIS by several months.• Letters of support from DFW are the only outstanding component of the DEIS
Schedule	<ul style="list-style-type: none">• June 2007: Complete Airspace Study• July 2007: Print/Distribute DEIS• Fall 2007: Complete PE/FEIS
Project Manager(s)	John Hoppie

Strategic Plan Consideration	C2.3 Open/Integrate new transit service.
Description	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. This work was initiated in March 2005 and completed during 2007. Planning staff will continue to support Project Management with final design, currently in progress.
Accomplishments	<ul style="list-style-type: none">• Completed options for mitigation for structures identified by SHPO as being impacted by the rail build-out.• May 2007: Project was handed off to Project Management to begin Final Design and Engineering• April 2007: Finalized the 10% Preliminary Engineering and the Final Local Environmental Analysis. All documentation was turned over to Document Control. A kick-off meeting was held in May.• April 2007: Met with Document Control and held an SMR to verify all engineering/CADD issues. All issues were resolved.
Issues	<ul style="list-style-type: none">• Due to the Texas Historic Commission's findings, DART is required to enter into a Memorandum of Agreement to show how DART will mitigate impact to these structures. This will not prevent DART from entering into final design and engineering.
Schedule	<ul style="list-style-type: none">• 2007-2009: Final Design and Engineering• 2009-2012: Construction• December 2012: Revenue Service
Project Manager(s)	Cheri Bush

Strategic Plan Consideration

C2.3 Open/Integrate new transit services.

Description

An Alternatives Analysis (AA) and Draft Environmental Impact Statement (DEIS) will be conducted to address some major transit issues centered around the Dallas Central Business District (CBD), including: (1) LRT system capacity through the CBD, (2) LRT system operational flexibility and efficiency through the CBD, (3) transit access between the LRT mainlines and adjacent un-served activity centers, and (4) Circulation between those activity centers and within the CBD. Transportation modes to be considered and coordinated with include: commuter rail, light rail, modern streetcar, HOV lanes, bus service, single occupant vehicle (SOV) travel, as well as walking and bicycling. The effort will follow the traditional transportation planning process, and adhere to requirements of the National Environmental Policy Act (NEPA). The Public Involvement effort will include a series of public meetings, accommodate four (4) advisory committees, and include the development of a study website, newsletters and information kiosk/ headquarters within the Study Area. The Dallas CBD AA/Draft EIS Statement is scheduled for completion during 2008.

Accomplishments

- Conducted public meetings (2 scoping, 1 agency coordination), closed scoping process and prepared draft of Public Scoping summary
- Held initial meetings of the Technical (June 18th) and Stakeholder (June 20th) Advisory Committees
- Briefed the DART Board on the selection of organizations, institutions, etc. to be represented on Stakeholder Advisory Committee
- Launched public involvement study website, and incorporated a public comment feature (Comment Sense) that allows for easy review, analysis and response to comments
- Made standard study presentations to the Dallas Tower Club, an informal Victory Park business association and DART's CAC
- Prepared Draft Study Style Manual

Issues

- None

Schedule

- May 2007: Scoping Meetings
- Summer 2007: Scoping and Alternatives Screening
- Fall 2007: Alternatives Development and Assessment

- Winter 2008: Alternatives Evaluation and Preliminary DEIS.
- Spring 2008: Draft EIS & LPA.
- Summer 2008: Public Hearing and Refined LPA
- Fall 2008: LPA report submitted to FTA.

Project Manager(s) Ernie Martinez

Strategic Plan Consideration	S1.5 Identify and develop strategic partnerships. S1.6 Advocate transit-oriented development. S1.9 Pursue joint development opportunities.
Description	The DART Mission statement specifies that the implementation of the Service Plan should “stimulate economic development.”
Accomplishments	<ul style="list-style-type: none">• Staff is working with member cities within the Northwest/Southeast Corridor to assist with expediting zoning requests, zoning changes, abandonments, eminent domain and street closures.• Staff is working with the City of Dallas and their selected master developer, Cherokee/PB Placemaking regarding development around transit stations.• Staff is working with NCTCOG to secure funding and develop the Interlocal Agreement for the proposed Lake Highlands Station.• Stainback Public Private Real Estate group has been added to the GPC contract. They will review the current proposals, the RFP process and the RFPs for staff.
Issues	<ul style="list-style-type: none">• Reviewing RFPs and RFP continuous improvement process in preparation for next round of proposals in 2007.• The developers: Harvest Partners (Park Lane LRT Station) and Valencia (Walnut Hill LRT Station) to sign the appropriate agreements and begin design.
Schedule	<ul style="list-style-type: none">• April 2007: Utah Transit Authority TOD tour.• 4thQ07: Staff will be preparing service plan amendments for the dedication of right-of-way from University of North Texas for the South Oak Cliff (SOC) extension and the proposed Lake Highlands LRT station.• Oct. 2007: Rail-Volution National Steering Committee meetings, Miami.• North Dallas Urban Land Institute (ULI) District Council Program Committee.• Oct. 2007: TX APA State Conference, Dallas.
Project Manager(s)	Jack Wierzenski/Cheri Bush

Northwest Corridor Mitigation Monitoring Program

Capital Planning and Development

Strategic Plan Consideration	C2.3 Open/Integrate new transit services 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	<ul style="list-style-type: none">• Ongoing support
Issues	<ul style="list-style-type: none">• Relocation of the Depot (downtown Carrollton) is an ongoing part of the station layout• Additional street closures along the corridor• Real Estate is working out amount to be offered to owner of Crosby Road Apartments for visual mitigation
Schedule	<ul style="list-style-type: none">• 3rdQ07: Conduct additional archaeological review of Downtown Carrollton• The Northwest Monitoring Mitigation Program will be ongoing until service begins in the corridor.
Project Manager(s)	Victor Ibewuike

Southeast Corridor Mitigation Monitoring Program

Capital Planning and Development

Strategic Plan Consideration	C2.3 Open/Integrate new transit services C2.6 Add needed passenger amenities/facilities 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 style="list-style-type: none">• Ongoing support
Issues	<ul style="list-style-type: none">• The Good Year Building will not be completed until October, due to rainy season.• Gaston Yard mitigations• Purchase of Noise and Vibration easement along the corridor
Schedule	<ul style="list-style-type: none">• 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

Mobility Programs Development

Strategic Plan Consideration	C2.3 Open/Integrate new transit services.
Description	<p>The I-30 W. Managed/ HOV Tom Landry Freeway (Old Turnpike) project includes development of the first Managed/HOV Lane project in Dallas. The Managed/HOV lanes facility will be designed in the median of I-30 starting from the Dallas/Tarrant County line to downtown Dallas. This facility will operate 20-hours a day.</p> <p>Phase I design includes two reversible lanes from TCL to Mountain Creek and a single reversible lane to Chalk Hill. During the afternoon peak, the single lane will extend from Chalk Hill to Sylvan. The first phase will open in two sections: the first section from TCL to Loop 12 is scheduled for July 31, 2007 opening, and the remaining section of phase I will open at the end of 2007. . Interim Phase II includes construction of tolling plaza and scheduled for completion July 2009.</p>
Accomplishments	<ul style="list-style-type: none">• 2ndQ07: Construction started February 2007. Phase II design initiated in April 2007.• 4thQ06: 100% PS&E plans were submitted to TxDOT for review and comment for the first phase of the project• 3rdQ06: 30% PS&E plans were submitted to TxDOT for review and comments for the first phase of the project.
Issues	<ul style="list-style-type: none">• 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	<ul style="list-style-type: none">• July 2007: Complete Phase I construction of the Managed/HOV lane facility on I-30.• 2009: Completion of phase II
Project Manager(s)	Abed Abukar

Regional Comprehensive ITS Program for the Dallas/Fort Worth Region

Mobility Programs Development

Strategic Plan Consideration

C4.2 Integrate information technology systems

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, Software, and Data Warehouse 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

- 3rdQ07: RDVCS standard committee was formed to evaluate video exchange MPEG 4 standard and create step process for regional video sharing needs.
- 2ndQ07: Data warehouse design is in progress.
- 2ndQ07: The region has evaluated various design approaches for the center-to-center communication network.
- 1stQ07: NCTCOG funding became available for implementation of center-to-center communication network.
- 4thQ06: 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 were completed for data exchange for Dallas/Ft. Worth Center-to-Center communications network.

Regional Comprehensive ITS Program for the Dallas/Fort Worth Region

Mobility Programs Development

- (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.
- (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: Start of detail (final) design for regional network to exchange video data (pending state approved contract).

Project Manager(s)

Abd Abukar

SH 114 Freeway Widening Including Managed/HOV Lanes

Mobility Programs Development

Strategic Plan Consideration

C2.3 Open/Integrate new transit services

Description

The SH 114 project is comprised of two segments: The section between SH 183 and Loop 12 will be widened from 4 to 6 general purpose lanes (3 in each direction) and have four Managed HOV lanes added within the median. The section from Loop 12 to SH 121/County Line will be widened from four lanes to eight lanes with an addition of four Managed HOV lanes. Project limits are from SH 183 to SH 121/Tarrant County line for a total length of 13 miles. Total estimated cost is \$750M.

The corridor is expected to include two Park and Ride lots, located at or near International Parkway and Spur 348. Access and egress will be provided by using slip-ramps and wishbone ramps.

Accomplishments

- April - June 2007: The Final PS&E package is in Austin awaiting Final Environmental Clearance (FONSI) and Letter of Authorization to begin letting process. Letting is scheduled for 11-07.
- Jan.-March 2007: Revised schematics for reconstruction of SH 114 from SH 183 to *Tarrant County line* including 4 concurrent Managed HOV lanes are being submitted to FHWA/TxDOT with updated environmental document this month. In anticipation of the approved schematics and EA, a public hearing has been scheduled for July 2007. Final environmental clearance (FONSI) is expected in September 2007. Total estimated cost of the 13-mile project is \$750M. Final PS&E package for reconstruction of the *Loop 12/SH 114 Interchange* (early project) to accommodate LRT under Loop 12 and along SH 114 in support of the future LRT extension to DFW Airport is due to TxDOT in Austin this month for July letting. An ILA with TxDOT for funding DART share of LRT and Managed HOV lanes in amount of \$46.3M will be considered by the DART Board next month. Project limits are from Texas Stadium to west of the BNSF RR including LRT station at Tom Braniff Drive. Estimated cost of the 40-month construction project is \$160M.
- Oct.-Dec. 2006: Design schematics for *reconstruction of SH 114* were approved in June 2006. Revised environmental document was submitted last November. Following approval of the EA, a public hearing will be scheduled and final environmental clearance (FONSI) is

SH 114 Freeway Widening Including Managed/HOV Lanes

Mobility Programs Development

expected in April 2007. Disposition of 90% review comments for *Loop 12/SH 114 Interchange* (early project) is underway and on schedule. Draft ILA/AFA has been prepared for review and approval.

Issues

Schedule

- July 2007: Formal public hearing anticipated in advance of EA approval.
- Sept. 2007: Final environmental clearance (FONSI).
- FY 05-07: PS&E for Loop 12/SH 114 Interchange for early LRT project implementation.
- FY 08-2010: Construction phase for Loop 12/SH 114 Interchange for early LRT project implementation.
- FY 07-10: PE/PS&E for remainder of SH 114 corridor.
- FY 09-11: Utilities relocation/coordination and R-O-W.
- FY 12-15: Construction phase, pending funding availability.

Project Manager(s) Ali Rabiee

Strategic Plan Consideration	C1.1 Improve on-time performance C1.4 Provide friendly courteous service
Description	<p>HOV lane system is DART's most cost efficient service with \$0.19 subsidy per passenger and carrying about 38% of the total DART system ridership.</p> <p>I-30, I-35E, I-635 and I-35E/US 67 HOV lanes carried over 36 million commuters during FY 06.</p> <p>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.</p> <p>Another 50 miles of HOV lanes are scheduled to open in FY 07.</p>
Accomplishments	<p>The following is HOV ridership information for June 2007:</p> <ul style="list-style-type: none">• The four DART operated HOV lanes carried approximately 120,500 weekday daily commuters.• The HOV lanes along I-635, I-35E, I-30 and I-35E/US 67 carried 47,950, 27,840, 18,880 and 25,820 weekday passengers respectively.• HOV users saved 18.2 minutes, 14.0 minutes, 9.2 minutes, and 21.4 minutes on East R.L. Thornton, Stemmons, LBJ, and South R.L. Thornton/Marvin D. Love HOV lanes respectively, on the round trip commute.• On-time opening performance for the East R. L. Thornton HOV lane was 98.67% during the last quarter.• 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 the construction stage.
Issues	Additional public education and marketing efforts are necessary.
Schedule	Ongoing.
Project Manager(s)	Mahesh Kuimil

North Central (US 75) Concurrent HOV Lanes

Mobility Programs Development

Strategic Plan Consideration	C2.3 Open/Integrate new transit services
Description	<p>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.</p>
Accomplishments	<ul style="list-style-type: none">• 3rdQ07: Construction is ongoing with a few weather related delays.• 1stQ07-2ndQ07: Construction is underway.• 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.• 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	<ul style="list-style-type: none">• The NCTCOG's Mobility Plan identifies the need for two lanes inbound and one lane outbound in the morning and the reverse for the afternoon operating periods.• An MIS is needed to address the additional HOV needs within the corridor.• Access/egress locations at Campbell Road have been eliminated due to operational concerns.• Various options are being evaluated for the type of delineator post to be used on this facility.
Schedule	<ul style="list-style-type: none">• Early Fall 2007: Complete construction of the HOV lane facility on US 75.• Early Fall 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 ¼ miles. The portions of Belt Line Road, Briery Road and Story Road within the vicinity of the TRE Line and Rock Island Road will be reconstructed as part of this project. The project also includes an 8,236-foot long bridge and a 1,000-foot long retaining wall that is 33 feet wide carrying Class 4 double track. The tracks are 15 ft. apart between MP 631.80 and MP 633.36. The improvements are in the City of Irving (COI) and the project involves construction of bridges, tracks, paving, drainage, signing, striping, illumination, signalization and aesthetic features. Additional ROW will be acquired by the COI. Total estimated cost including ROW, engineering, and construction is approximately \$51million. 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 2007: The Project Management Committee unanimously approved contracts for construction of the TRE Belt Line Grade Separation Project on June 26, 2007. The financial plan amendment to fund additional costs for the TRE Belt Line Grade Separation Project was also presented and referred to next COW for approval on July 10, 2007. Final contract award is scheduled for Board approval on August 14, 2007 contingent upon availability of funds from the City and COG.
- May 2007: Developed a detailed budget estimate based on the bids received and was presented to the City of Irving. The total project cost is approximately \$71M including hard & soft costs with a shortfall of \$29M. Bid acceptance period is for 120 Days to August 10, 2007 contingent to the availability of funds.
- April 2007: The apparent low bid for Belt Line civil/structure package was 26% over the engineer's estimate in amount of \$43,006,363; however, the combined Belt Line & Lisa-Perkins

Track and Signal work package came 11% under engineer's estimate at \$11,494,170.

- March 2007: A solicitation (IFB) package for Belt Line civil/structure package was issued on February 23, 2007 and bid opening is scheduled for April 13, 2007.
- Also, a separate solicitation (IFB) for combined Belt Line & Lisa-Perkins Track and Signal work package including quad gates at Gilbert, Irby, Rogers and Macarthur was issued on March 28, 2007 and bid opening is scheduled for April 18, 2007.
- February 23, 2007: Solicitation IFB-1012696 for Civil/Structure package was issued.
- January 2007: Procurement process completed and awaiting Legal's final approval for issuance of Solicitation next month.

Issues

- Updated probable project cost estimate based on the actual construction costs is approximately \$29M higher than current funding commitments.
- The franchise utilities status as of June 2007:
 - Atmos Gas lines - completed
 - TXU electric - ongoing
 - MCI - ongoing
 - Verizon field work - ongoing
 - AT&T - completed

Schedule

- 2/23/07: Issue Solicitation
- 3/7/07: Pre-bid Conference
- 3/26/07: Bid Due Date/Bid Opening
- 8/10/07: Bid Acceptance Period (120 Days)
- August 2007: Board approval
- August 2007: Award/Notice to Proceed (NTP)
- November 2007: Begin construction.
- November 2010: Project completion.

Project Manager(s)

Ali Rabiee

Strategic Plan Consideration	C1 Improve quality. C2 Improve/add services. C3 Improve efficiency.
Description	<p>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.</p> <p>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.</p>
Accomplishments	<ul style="list-style-type: none">• 3rdQ07: Incorporated management revisions to document.• 2ndQ07: Final draft presented to management for review.• 1stQ07: Management review and internal presentations on draft document recommendations.
Issues	<ul style="list-style-type: none">• Instability in service levels based on ridership changes, sluggish sales tax receipts, and volatile fuel prices.
Schedule	<ul style="list-style-type: none">• 4thQ07: Incorporate five-year projects from other departments, as reviewed by Ridership Development committee.• 4thQ07: Present final plan to Planning Committee.
Project Manager(s)	Katharine Eagan

FY 2007 Score Card Five-Year Action Plan

Service Planning and Scheduling

Objectives	Services	Activities
INCREASE RIDERSHIP		
<ul style="list-style-type: none"> Expand Services 		The subtotal fixed route ridership decreased 2.2% in 3rdQ07 compared to 3rdQ06. Bus ridership decreased by 0.2%, Light Rail ridership decreased by 7.2% and TRE ridership increased by 2.1%.
	Feeders to Transit Centers and Stations	First redesigned feeder routes implemented in February 2007. Wrap up planning for additional feeder modifications to be implemented October 2007.
<ul style="list-style-type: none"> 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		
<ul style="list-style-type: none"> Implement Efficiencies 		
	DART On-Call Non-Traditional service	Farmers Branch On-Call midday service expanded in February 2007. Study of Lake Highlands ridership concluded in 2ndQ07. Minor adjustment to Farmers Branch planned for October 2007. Adjustments planned to Lake Highlands and North Dallas On Call in March 2008. Planning begun for new On Call services in Richardson/Plano for March 2008.
	New DART On Call programs: flexible routes and late night/weekend services	Planning begun for flex route in south Irving and late night/weekend replacement service in Richardson; March 08 implementation planned.
	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, TI and SMU 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 2007.
	Address low-performing routes	February 2007 service change continued to target routes consistently below 0.6 RPI; almost all DART fixed routes currently operating at or above standard. Recommendations to address poorly performing segments and blocks evaluated for FY08 service changes.

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 style="list-style-type: none">• 3rdQ07: Completed Richardson draft review plan and held second community meeting.• 2ndQ07: East Dallas review finalized; recommendations included in proposals for October 2007 service change. First community meeting held for Richardson service review.• 1stQ07: Transfer study and community meetings completed for East Dallas Review; draft document completed. North Tollway, Richardson, and West Dallas reviews commenced.• 4thQ06: The final draft was finalized for the Northwest Dallas Service Review. Final community meetings were held for the Northwest Dallas and East Dallas Service Reviews• 3rdQ06: Completed the Northwest Dallas and East Dallas service review drafts.• 2ndQ06: Initiated Northwest Dallas and East Dallas/Pleasant Grove Service reviews.
Issues	<ul style="list-style-type: none">• None
Schedule	<ul style="list-style-type: none">• 4thQ07: Final community meeting. Finalize service reviews; incorporate recommendations into February 2008 service change planning process.
Project Manager(s)	Katharine Eagan/assigned staff

Strategic Plan Consideration	C1 Improve quality. C2 Improve/add services. C3 Improve efficiency.
Description	<p>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.</p> <p>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.</p>
Accomplishments	<ul style="list-style-type: none">• 2ndQ07: Staff developed timetables for project implementation and identified work items for consultant.• 1stQ07: Board adopted the 2030 TSP, which included final corridor recommendations.• 4thQ06: no activity during this quarter.• 3rdQ06: System Planning staff presented final corridors to Board for consideration.• 2ndQ06: Working with System Planning to identify potential corridors; finalizing plans for consultant to visit DART and review plans and projects.• 1stQ06: Prepared documents for BRT consultant; completed data review.
Issues	<ul style="list-style-type: none">• Integration of DART's bus corridor development concepts with City of Dallas corridor overlay zoning concepts.• Incorporation of bus corridors in the 2030 Transit System Plan.
Schedule	<ul style="list-style-type: none">• 4thQ07: Plan for consultant involvement and review plans and projects.• FY 2008: Finalize operating plans; receive final recommendations from consultant.
Project Manager(s)	Katharine Eagan

Strategic Plan Consideration	C1 Improve service quality and effectiveness. C2 Improve service efficiency. C3 Increase ridership by opening new services.
Description	The Employer Services Program incorporates services targeted at employers: Employer Shuttles (E-Shuttles), Site Specific Shuttles, Airport and other services in which DART partners with employers to provide innovative transit connections between the DART system and potential trip generators. 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	<ul style="list-style-type: none">• 3rdQ07: SMU expanded the 768-shuttle service in May, which provides improved service to the new buildings acquired east of 75.• 3rdQ07: Work is in progress regarding the site-specific shuttle to UTD campus from Bush Station. DART staff and UTD staff are in process of developing an RFP. Service to begin January 2008.• Staff is fielding calls in regard to shuttle service for various locations throughout service area. There is current interest for service due to higher gasoline costs.• 3rdQ07 Staff continues to meet with real estate managers in the US 75 corridor to explore options to expand the 702 and Campbell Center e-shuttle.
Issues	<ul style="list-style-type: none">• Fuel costs remain high and creating more interest in programs• Budget constraints• Economy continues to improve, however 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	<ul style="list-style-type: none">• Ongoing
Project Manager(s)	John Quinn

Strategic Plan Consideration	C1 Improve service quality and effectiveness. 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	<ul style="list-style-type: none">• 2ndQ07: Continue transition planning.• 1stQ07: Begin transition plan with Paratransit staff.• 4thQ06: Awarded solicitation for comprehensive operation and management and operation of On Call and new van-based flexible services. Began operating plans for new services.• 3rdQ06: Completed preliminary source evaluation for Paratransit/van-based services.
Issues	<ul style="list-style-type: none">• Begin consolidation of daily management under ATC.• Future financial considerations for Late Night/Weekend Demand Response services will be incorporated in next fiscal year.
Schedule	<ul style="list-style-type: none">• 4thQ07 through 1Q08: Transition to new contract (October 1, 2007) with service provider. Transfer North Central Plano and Rowlett operations under new contractor.• FY 2007: Complete operating plans for new services. Consolidate operations into one contractor.• FY 08: Introduce late night/weekend and flexible route services.
Project Manager(s)	Katharine Eagan

Strategic Plan Consideration	C1 Improve quality of service. C2 Improve efficiency of service.
Description	LRT service disruptions can occur as a result of track blockage, construction, track maintenance or any other event that may disrupt rail services. The Customer Response Team (CRT) will be deployed to impacted downtown Dallas stations when an LRT service disruption occurs. CRT provides bus bridge, rail service delay and rail bridge information to customers. CRT is composed of staff from Community Affairs, Customer Service, Scheduling, Service Planning and Transit Center Operations.
Accomplishments	<ul style="list-style-type: none">• May 2007: CRT drill was conducted. If a disruption occurs between the Pearl and West End Stations in downtown Dallas, the CRT will be deployed to provide information to passengers.• Oct. 2006: CRT implemented.• 4thQ06: no activity during this quarter.• 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	<ul style="list-style-type: none">• None
Schedule	<ul style="list-style-type: none">• Project completed.
Project Manager(s)	Jennifer Jones

Strategic Plan Consideration	C1 Improve quality of service. C2 Improve efficiency of service.
Description	<p>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.</p> <p>The 6-month pilot test at Arapaho Station was completed in November 2006. The follow-up evaluation recommended a second pilot test using an alternative technology.</p>
Accomplishments	<ul style="list-style-type: none">• June - July: An outside source has been identified to develop the technology for the second pilot.• May - June 2007: Scope of work approved.• March - April 2007: Scope of work for second pilot and approach was completed.• Feb. 2007: Pilot evaluation and recommendation completed.
Issues	<ul style="list-style-type: none">• A different technology was recommended per the evaluation; therefore, a second pilot will be conducted.
Schedule	<ul style="list-style-type: none">• July 2007 - August 2007: Complete work task order• September 2007 - January 2008: Develop new technology alternatives
Project Manager	Jennifer Jones

Construction & Installation of Standard Shelters

Service Planning and Scheduling

Strategic Plan Consideration	C1.2 Provide clean, safe, secure environment. C2.6 Add needed passenger amenities/facilities.
Description	<p>The Standard DART Bus Shelter program is intended to provide additional amenities and a cleaner, safer, more comfortable place to wait, where daily boarding activity is greater than 50 passengers or where a sensitive use is present.</p> <p>A new shelter contract was signed with NEC and Notice to Proceed issued in May 2003. The FY 07 program is in progress.</p>
Accomplishments	<p>3rdQ07 activities:</p> <ul style="list-style-type: none">• Addressed issues in maintenance slippage through bi-monthly summit meeting Maintenance contract being renegotiated.• Developed bi-monthly summit meeting to improve efficiency in communication between Facilities Planning and Project management.• April 2007: The federalized contract went out for bid and held pre-bid conference.• Responses received on federalized contract solicitation; evaluation in process.• Installed 5 new shelter equivalents.• Final phase field test of new style i-Stop is completed. Mainstream i-Stop solicitation in progress.
Issues	<ul style="list-style-type: none">• Crime prevention issues being addressed through environmental design such as lighting.• An opportunity exists for improved system efficiency if coordination with Para-transit would address some issues through accessibility improvements.• Graffiti, vandalism, and shelter loss are ongoing costs.• Severe problems with graffiti, trash, and unemptied receptacles are a grave concern for the future of this program.
Schedule	<ul style="list-style-type: none">• August 2007: Notice of award• FY 2007: Begin installation of shelters under federalized contract.
Project Manager(s)	Rob Parks

Strategic Plan Consideration	C1 Improve service quality and effectiveness. C2 Improve service efficiency. C3 Increase ridership by opening new services.
Description	Ongoing support will be provided for DART's vanpool program. The Vanpool program is designed to mitigate traffic congestion by providing 7, 8, 12, 14 and 15 passenger commuter vans. DART will continue to benchmark best practices for a successful program.
Accomplishments	<ul style="list-style-type: none">• 3rdQ07: Vanpool program pricing changes took effect in May. DART staff met with vanpool captains to discuss new rate structure and progress of program. 6 new vanpools were introduced during Q3, with a new total of 94 in operation.• 2ndQ07: Negotiated vanpool program funding changes with NCTCOG that will allow for a reduction in user rates starting in Q3.• 1stQ07 Vanpool came within 1 vanpool of our targeted 90• 1stQ06: Ridership increased 3.5% over last year• 1stQ07: The target number of vanpools for FY 2007 was increased from 83 to 134 based on strong demand.
Issues	<ul style="list-style-type: none">• Incentives for FY 07 have been established to maintain and attract new vanpool ridership and the FY 07 budget will allow the creation of new vanpools.• Increased fuel costs have created a stronger market for Rideshare services.
Schedule	<ul style="list-style-type: none">• Continue promotion of new pricing; add new vanpools to operating fleet.• Continue development of longer-term pricing and marketing strategies.• Conduct best practices benchmarking activities to measure benefits, incentives and program structure of other vanpool program providers• Identify overall budget savings to add more vans to service levels in an effort to address the demand for vans.
Project Manager(s)	Rob Smith/ Jennifer Hall

DATE: July 2007

TO: Distribution

SUBJECT: PROJECT DEVELOPMENT PROGRESS REPORT

This document is the 3rd Quarter FY 2007 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, 2007, including Change Control Summaries, Systems Integration, and Real Estate.



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

THM/ta

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ACRONYMS

AC/DC - Alternating Current/Direct Current
ADA - Americans with Disabilities Act
AWP - Annual Work Plan/Program
BNSF - Burlington Northern Santa Fe Railway
CBD - Central Business District
CCB - Change Control Board
CM/GC - Construction Manager/General Contractor
CPM - Critical Path Method
CRI - Cost Reduction Idea
D&A - DART & Agency
DART - Dallas Area Rapid Transit
DFW - Dallas/Fort Worth
DGNO - Dallas, Garland & Northeastern Railroad Company
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
SWPPP - Stormwater Pollution Prevention Plan
The T - Fort Worth Transportation Authority
TBD - To Be Determined
TC - Transit Center
TDLR - Texas Department of Licensing and Regulations
TPSS - Traction Power Substation
TRE - Trinity Railway Express
TVM - Ticket Vending Machine
TxDOT - Texas Department of Transportation
TXU - TXU Lone Star Pipeline
UPS - Uninterruptible Power Supply
VAF - Vehicle Acceptance Facility

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 adds 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 increased 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 four 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.

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

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

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

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

ADDITIONAL CAPITAL DEVELOPMENT

NW-1A/Victory Station Project

The NW-1A line section begins at the OC-1 line section near Houston Street and ends at Turtle Creek, and 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.

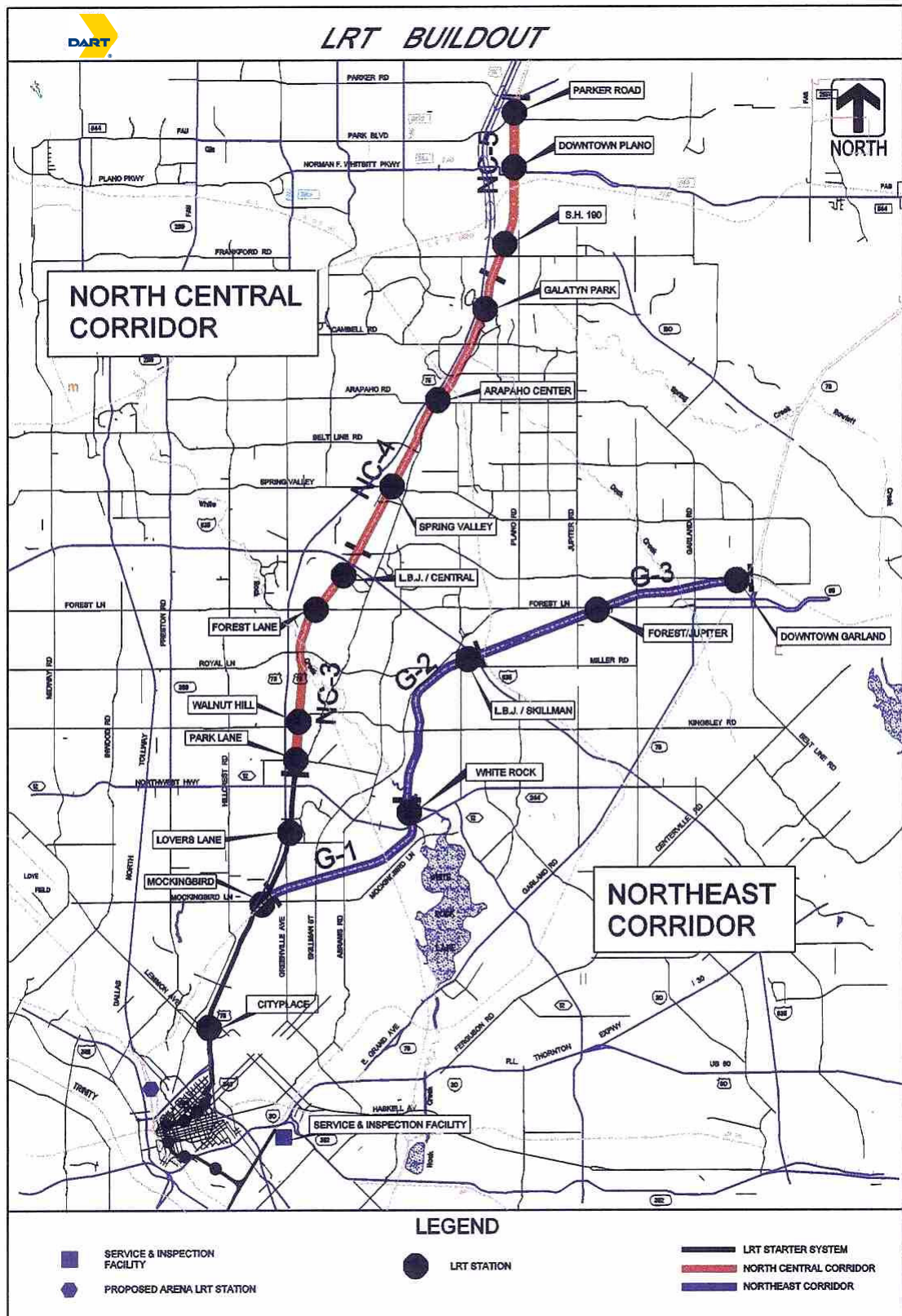
Bryan/Hawkins Junction

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

Level Boarding Modifications for Outlying Stations

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

**LRT BUILDOUT
PHASE I**



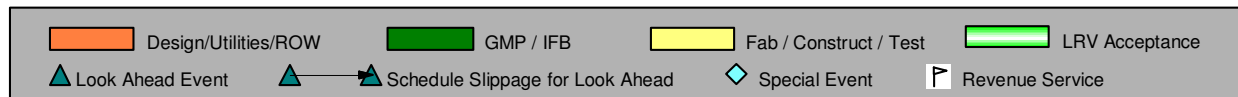
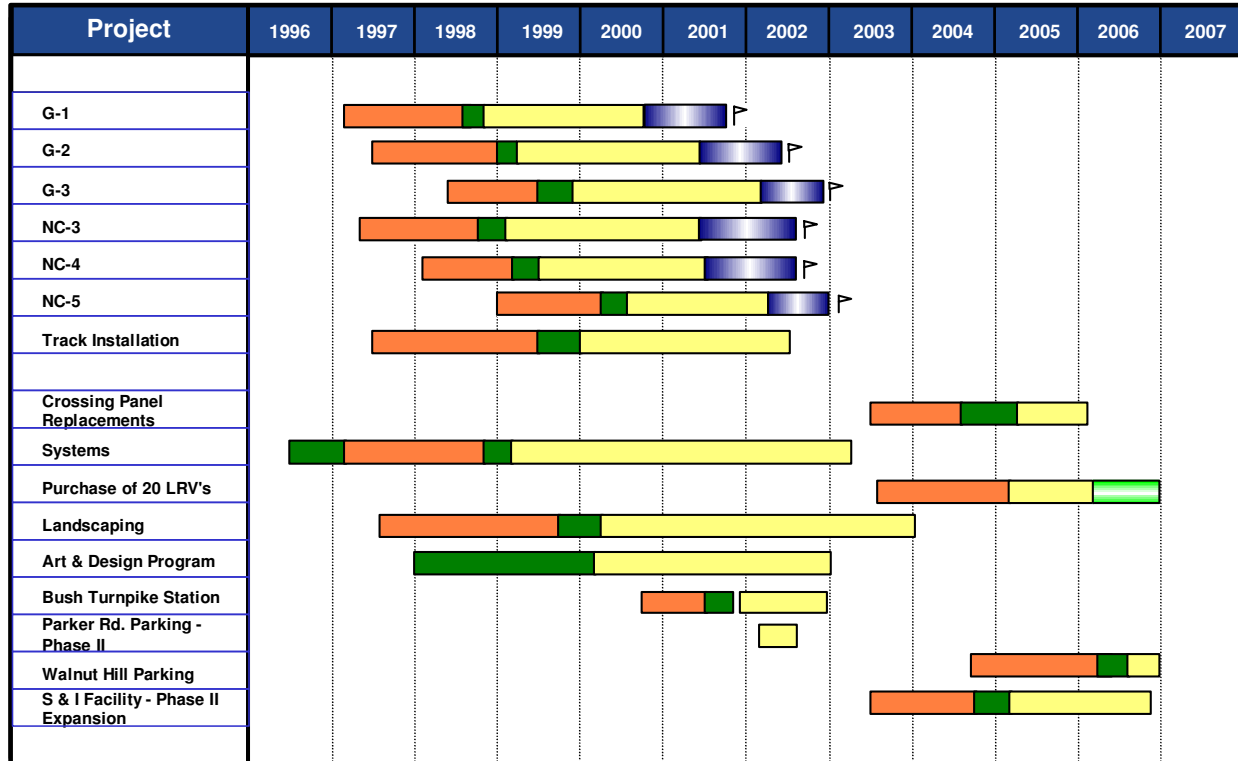
Summary Control Schedule

LRT Buildout Phase I

LRT Buildout Phase I Summary Control Schedule

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Cost/Schedule Summary

LRT Buildout Phase I

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

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 6/30/07, 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 ⁽¹⁾
Bush Turnpike Station	\$ 12.5	\$ 12.9	\$12.9
Parker Road Station Phase II Parking	2.6	1.6	1.6
Walnut Hill Parking	1.3	1.4	1.3
S&I Facility - Phase II Expansion	29.8	29.4	26.4
Purchase of 20 LRVs	63.0	62.0	58.3
Total	\$ 109.2	\$107.3	\$100.5

- 1) Expended to date values reflect activity through 4/30/07, per DART's General Ledger.

Cost/Schedule Summary

LRT Buildout Phase I

SCHEDULE SUMMARY

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

Northeast Corridor Facilities

Line Section G-2

LRT Buildout Phase I

Strategic Plan Consideration	C2.3 Integrate new transit services
Description	Line Section G-2 extends northeasterly from the south end of White Rock Lake Park to the KCS Railway Overpass on the former MKT Railroad Company alignment. This section makes up 3.5 miles of the 11.2 miles of the entire Northeast Corridor. There is one station in this line section, LBJ/Skillman Station, located north of LBJ Freeway and Miller Road. Provision for a future station is also included in this line section.
Status	Revenue service for Line Section G-2 began on schedule on May 3, 2002. Final closeout of this construction contract is complete.
Issues	<p>The contractor, GLF, appealed the contracting officer's final decisions on both its original schedule-related Request for Equitable Adjustment (REA) and on its additional REAs.</p> <p>The matters are proceeding together as one appeal in DART's administrative disputes process, under the direction of DART's Legal Department. Hearing was conducted week of April 23-27, 2007.</p>

North Central Corridor Facilities

Line Section NC-3

LRT Buildout Phase I

Strategic Plan Consideration C2.3 Integrate new transit services

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

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

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

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 was litigated in DART's administrative disputes process by DART Legal Department. 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. Decision on the first portion was issued March 14, 2006, and Reconsideration Decision was issued on August 8, 2006. Decision on the second portion was issued August 24, 2006. All decisions were favorable to DART.

Marta filed an Appeal of the Decision on the first portion in Federal Court. Marta's appeal was dismissed.

Crossing panels installed by Marta did not perform properly and the track was not properly distressed. DART reprocured the crossing panels and the required distressing. The Judge's Decision requires Marta to reimburse DART for the cost of this work.

DART and Marta settled all outstanding matters. DART Board approved the settlement on January 23, 2007, and final settlement agreement was signed. Payment was received from Marta on April 13, 2007.

All outstanding appeals and court actions were withdrawn and dismissed.

DART has finalized coordination of the federal share of liquidated damages with the FTA. This matter is closed.

Strategic Plan Consideration C2.3 Integrate new transit services

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

Status All 20 LRVs have arrived in Dallas and final assembly has been completed. All 20 of the LRVs have been delivered and accepted and open punch list items are being addressed. Warranty issues are being addressed. Final acceptance has not yet been given.

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 and safety certification for open items on Walnut Hill Parking and S&I Facility - Phase II Expansion.

Issues None.

Walnut Hill Parking

LRT Buildout Phase I

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 for construction on the adjacent Oncor property.

Status Contract closeout is nearly complete.

Issues None.

Facilities - Six-Month Look Ahead









LRT Buildout Phase I

LRT Buildout Phase I Six Month Look Ahead

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Project	2007					
	July	August	September	October	November	December
G-1	Revenue Service Began - 9/24/01					
G-2	Revenue Service Began - 5/6/02					
G-3	Revenue Service Began - 11/18/02					
NC-3	Revenue Service Began - 7/1/02					
NC-4	Revenue Service Began - 7/1/02					
NC-5	Revenue Service Began - 12/9/02					
Track Installation	Installation Complete					
Crossing Panel Replacements	Construction Complete - 2/1/02					
Systems	All Deliveries Complete					
Purchase of 20 LRV's	All Deliveries Complete					
Landscaping	Landscaping Complete					
Art & Design Program	Program Complete					
Bush Turnpike Station	Revenue Service Began - 12/9/02					
Parker Rd. Parking - Phase II	Construction Complete					
Walnut Hill Parking	Construction Complete					
S & I Facility - Phase II Expansion	Construction Complete					

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

Change Control Summary

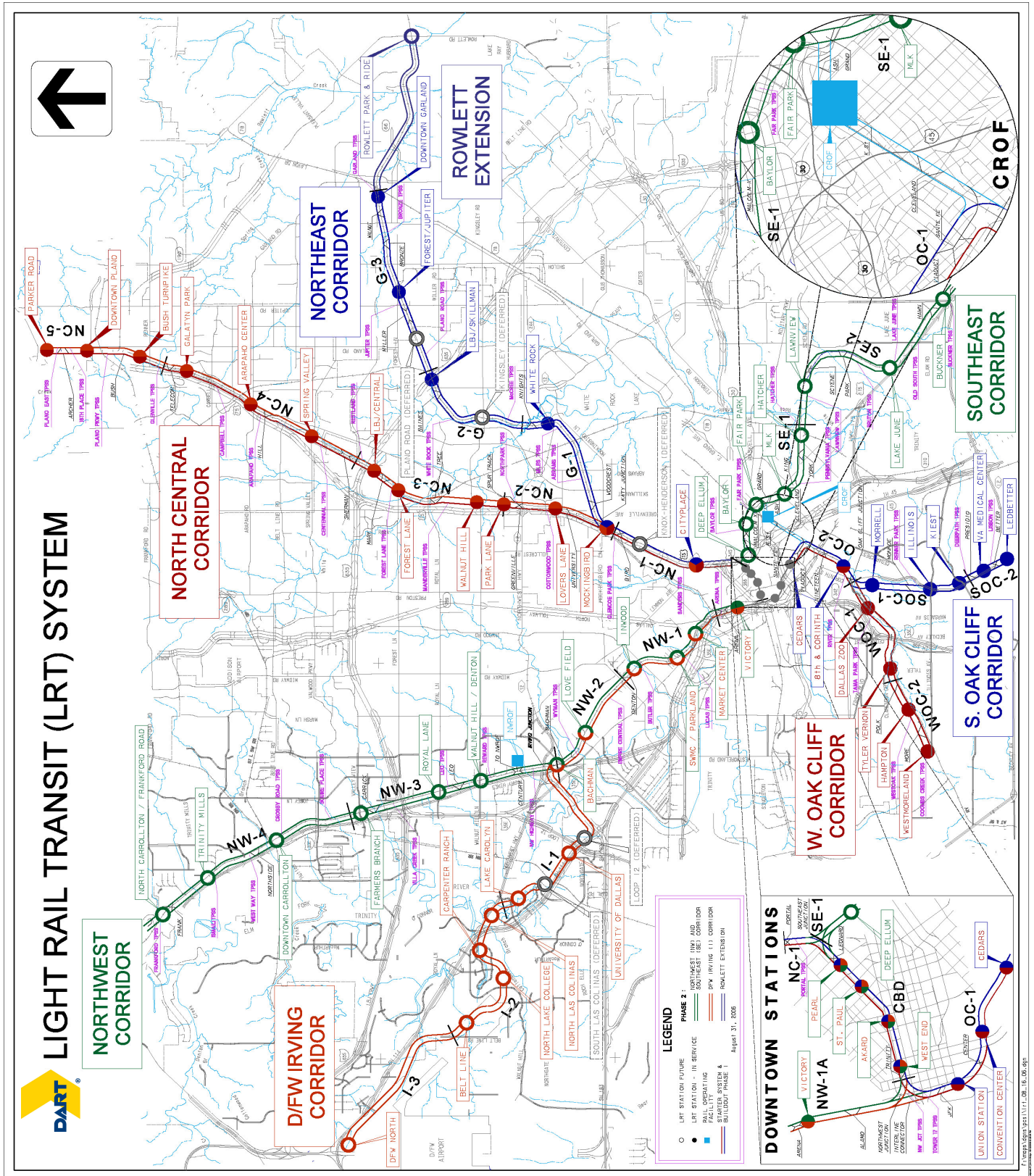
LRT Buildout Phase I

Light Rail Transit Buildout Phase I - Change Control Summary											
Rail Section/ Contract Package		Consultant/ Contractor	Approved Contract Amount	Approved Contingency/ Allowance	Total Approved Amount	Executed Changes	Current Contract Value	Remaining Contingency/ Allowance	Percent Contingency Used	Percent Contract Comp.	Summary of Activity This Period & Comments (June 2007)
			(A)	(B)	(C=A+B)	(D)	(E=A+D)	(F=B-D)	(G=D/B)		
North Central Corridor	NC-3 CivilStruct/Sta C-98000080	GLF Constr. Corp.	\$49,903,009	\$4,990,301	\$54,893,310	\$1,158,261	\$51,061,270	\$3,832,040	23%	100%	Accounting Closeout is Pending Litigation
	Walnut Hill Sta Parking Lot	Carcon	\$1,077,715	\$53,886	\$1,131,601	\$0	\$0	\$53,886	0%		
Northeast Corridor	G-2 CivilStruct/Sta C-98000089	GLF Constr. Corp.	\$35,181,916	\$3,518,192	\$38,700,108	\$843,889	\$36,025,805	\$2,674,303	24%	100%	Accounting Closeout is Pending Litigation
LRV Procurement	20 Additional C-98000071-02	Kinkisharyo/Itosha	\$58,666,378	\$1,333,622	\$60,000,000	\$693,583	\$59,359,961	\$640,039	52%	92%	Through SA-017 No changes in June
TOTALS:			\$361,912,784	\$37,702,383	\$399,615,167	\$29,303,896	\$384,409,101	\$8,398,487			
Legend:	% Contingency >= 80%										
Notes:	a) The professional services contracts are negotiated through annual workplans (AWP) ; amounts reflected on this report represent Total Board Authorized Not-to-Exceed values. b) The authorized board increases are captured in column B along with approved contingency increases to more accurately reflect the change activity as it relates to contingency. c) The totals shown on this report include balances from active contracts, shown here, and closed contracts that are in hidden cells within the sheet.										

**LRT BUILDOUT
PHASE II**

Map

LRT Buildout Phase II



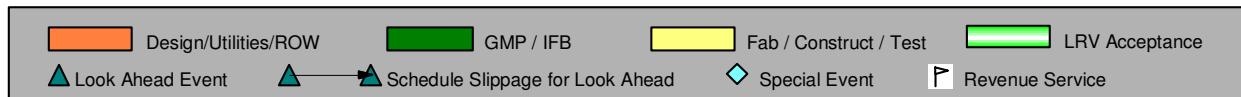
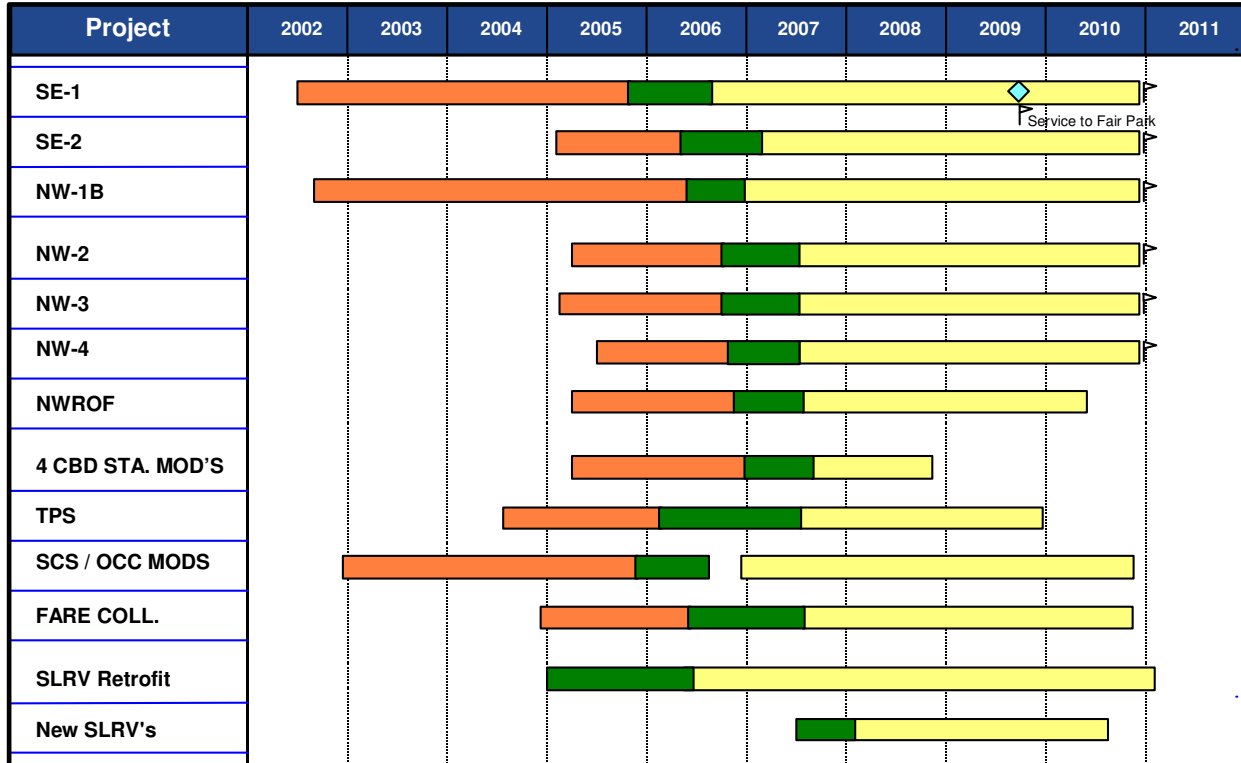
Summary Control Schedule

**LRT Buildout
Phase IIA**

LRT Buildout Phase IIA Summary Control Schedule

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06/30/07



Cost/Schedule Summary

LRT Buildout Phase IIA

LRT BUILDOUT PHASE IIA Cost Summary (in millions of dollars)			
	Control Budget	Current Commitment	Expended to Date ⁽¹⁾
General Buildout	\$ 165.2	\$ 86.6	\$ 72.5
Southeast-1	205.4	192.6	69.1
Southeast-2	164.0	156.6	34.7
Northwest-1B	166.0	151.6	40.1
Northwest-2	171.1	153.8	31.6
Northwest-3	248.2	222.1	34.7
Northwest-4	256.7	225.5	28.3
NWROF	45.2	22.5	18.3
Systems	100.9	73.2	19.0
Vehicles	186.7	72.9	16.3
Raise & Extend 4 CBD Stations	11.8	1.0	0.6
LRT Buildout Phase IIA Total	\$1,721.2	\$1,358.4	\$ 365.2

Notes:

1) Expended to date values reflect activity through 4/30/07, per DART's General Ledger.

Cost/Schedule Summary

**LRT Buildout
Phase IIA**

SCHEDULE SUMMARY

	<u>Contract Completion Dates</u>	<u>Revenue Service Dates</u>
Line Section SE-1A (to Fair Park)		09/2009
Line Section SE-1B (to Hatcher)		12/2010
Line Section SE-2		12/2010
Line Section NW-1B		12/2010
Line Section NW-2		12/2010
Line Section NW-3		12/2010
Line Section NW-4		12/2010
NWROF	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. <u>Southeast Corridor</u> Real estate acquisition for this corridor is currently in progress. <u>Northwest Rail Operating Facility (NWROF)</u> Real estate acquisition for this facility is currently in progress.
Issues	Real estate issues are addressed in individual line section reports.

Strategic Plan Consideration C2.3 Integrate new transit services

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

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

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

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

Status **General**
Final negotiations for final design construction documents are actively progressing.

Line Section SE-1

Contractor continues installing underground utilities, box culverts, ballast walls, and underdrains throughout the line section. Street reconstruction continues on several streets with the inclusion of track headers and sidewalks. Track slab construction continues in several sections.

Contractor opened the new southbound Good Latimer roadway to traffic in April 2007. Demolition of the second half of the Good Latimer tunnel has been completed and backfilling is nearly complete. Installation of street light foundations and sidewalks continue in the area.

Status (continued) At Deep Ellum Station, drilled shafts for station canopies are in progress.

At Baylor Station, the contractor has completed canopy and lighting shafts and base foundations are in progress. Grade beams for the platform are complete, and placement in platform and track slabs are in progress. Installation of ducts, conduits, and junction boxes continue.

At Fair Park Station, construction of bridging slabs and street work continues. At MLK Station, installation of underground drainage systems is complete. Grade beams for the platform are progressing and grounding has been completed. At Hatcher Station, underground utility construction is complete. Paving of Hatcher Street and approaches are in progress. Peak's Branch bridging slab construction continues.

John Burnes, contractor for DWU, has completed their work at Trunk Avenue and has demobilized.

At the yard lead area, installation of communication duct banks and manholes is in progress.

Line Section SE-2

Real estate acquisition and demolition are nearly complete.

Utility relocation of the TXU towers is in progress.

Underground plumbing for Lake June Station has been completed.

At Lawnview Station, excavation is being performed for storage pond and parking and bus lane areas are being filled in. Contractor is installing underground utilities, including plumbing at the station and irrigation sleeves. Ballast wall construction has commenced. DWU has mobilized and commenced construction of the 48" wastewater line.

Storm water line and box culvert installation continues along the guideway. MSE wall construction is complete for future DGNO relocation, and ballast and rail for DGNO siding is complete. Construction of H-pile walls on the guideway continues. Drilled shaft work for White Rock Creek LRT bridge continues.

On the south side of Keeton Road, five 60" reinforced concrete pipes are in place and the wing wall and apron are being placed. Crash wall construction continues at Bruton Road, with one complete.

At No-name Creek, the pedestrian crossing has been formed in the creek bottom and is ready to be placed.

Status (continued) At Lake June Station, electrical conduit installation is in progress.

At Buckner Station, the contractor is removing the existing DGNO siding and continues to spread flex base for the storage area. Underground utility work is scheduled to begin in the near future.

Line Section NW-1B

The contractor continues underground utility work. Crash wall construction at the Dallas North Tollway is complete.

Construction of the drainage culvert continues south of Market Center Station.

At Market Center Station, the contractor is installing underground storm lines and has started the installation of four 10' x 10' box culverts at Cedar Springs. Installation of retaining walls at the parking lot has commenced.

At Parkland Station, installation of box culverts is nearly complete. Drilled shafts and column construction continues. Installation of the platform foundations is nearing completion. Work has started at the bus lanes and streets around Parkland Hospital.

At Inwood Station, the contractor has completed drilling guideway bridge shafts, constructing bridge columns, and installing ducts, drainage, and grounding at columns. Stair foundation construction is nearly complete. The first station catenary column has been placed.

The Knight's Branch culvert extension at the end of this line section is complete. The final tie-in to the DWU 24" line was delayed due to heavy rains.

Issues Line Section SE-1

City of Dallas Fair Park link project is designed and contractor is pricing.

There have been construction delays due to wet weather.

Line Section SE-2

Coordination with DWU of waterline work at Lawnview Station may potentially delay LRT construction. Work is scheduled for completion by July 31, 2007.

There have been construction delays due to wet weather.

Line Section NW-1B

Coordination with delayed TxDOT, NTTA, Dallas Water Utilities, and underground utility work by others may potentially delay LRT construction.

There have been construction delays due to wet weather.

Issues (Continued) Coordination of future plans at Parkland Hospital may potentially impact construction at this station. Parkland has requested delay in certain portions of the DART project and DART is complying.



NW-1B: Retaining Wall at Market Center Station



SE-1: Good Latimer Tunnel Backfill

SE-1: Bridging Slab





SE-1: Baylor Station

SE-2: Ballast Wall



Track Materials Procurement for CM/GC-I Construction

**LRT Buildout
Phase IIA**

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

Description The track materials procurement involves four contracts to fabricate, deliver, unload, and place into DART's storage facilities varying amounts of welded rail, concrete crossties, direct fixation fasteners, and special trackwork for use on Line Sections SE-1, SE-2, NW-1B, and Bryan/Hawkins Junction. (*See Additional Capital Development section for Bryan/Hawkins report.*) The four contracts include: 1) Progress Rail Services (Lots 1 & 2); 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 **Line Section SE-1**
Special trackwork delivery started in June 2007.

Delivery of continuous welded rail for Storage Site #2 is anticipated in August 2007.

Line Section SE-2
Deliveries are scheduled to start in August 2007.

Line Section NW-1B
Deliveries of concrete ties are complete. Other materials will follow in the late summer.

Issues None.

Northwest Corridor Facilities

Line Section NW-2

LRT Buildout Phase IIA

Strategic Plan Consideration C2.3 Integrate new transit services

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

Status DART has been granted the City of Dallas Council's final approval regarding street closures.

Negotiations with the construction manager/general contractor contract (CM/GC-III) are complete. Partial NTP was issued on June 8, 2007, and full NTP was issued June 28, 2007. The next report will report Line Sections NW-2, NW-3 and NW-4 under the CM/GC-III contract.

NTP was issued on March 1, 2007, for relocation of the 48" diameter long-lead time water main at Mockingbird Lane. Tie-in was successful on May 10, 2007.

Issues DART representatives and the City of Dallas officials have conducted several community meetings per the request of the City of Dallas. DART and the City of Dallas have agreed on street closure issues, and the street closure recommendation was approved by the City Council on March 28, 2007. DART and the City of Dallas agreed to rebuild Little Denton Drive to coincide with LRT construction to minimize disruption to surrounding areas.

On May 30, 2007, DART staff members met with Williamson Printing Company to discuss various attributes related to the Hawes Avenue at-grade crossing option. This at-grade option will go through final design engineering phase. Williamson Printing Company has agreed to negotiate with DART for real estate take from their parking lot to accommodate re-aligned fence line and rail gate.

Zoning action for Love Field (Brookhollow) station has been approved by the City Planning Commission. City Council has approved the planning and zoning.

Northwest Corridor Facilities

Line Section NW-3

LRT Buildout Phase IIA

Strategic Plan Consideration C2.3 Integrate new transit services

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 Negotiations with the construction manager/general contractor contract (CM/GC-III) are complete. Partial NTP was issued on June 8, 2007, and full NTP was issued June 28, 2007. The next report will report Line Sections NW-2, NW-3 and NW-4 under the CM/GC-III contract.

NTP was issued on March 1, 2007, for relocation of the 48" diameter long-lead time water main at the Irving LRT junction, and successful tie-in was made on April 24, 2007.

Cost Reduction Initiatives are being implemented, including revising the alignment at Farmers Branch Station and the area adjacent to NWROF. These initiatives are expected to reduce the overall cost of the project.

Issues None.

Northwest Corridor Facilities

Line Section NW-4

LRT Buildout Phase IIA

Strategic Plan Consideration C2.3 Integrate new transit services

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: Downtown Carrollton Station, located at Belt Line Road along the former railroad alignment; Trinity Mills Station, located at Trinity Mills along the former railroad alignment; and North Carrollton/Frankford Road Station, located at Frankford Road on the former railroad alignment.

Status Redesign for the approximately 2,000-foot Carrollton bridge structure south of Crosby Road is being completed as a cost reduction measure. The redesign is scheduled for submittal in late July 2007 to the contractor.

Negotiations with the construction manager/general contractor contract (CM/GC-III) are complete. Partial NTP was issued on June 8, 2007, and full NTP was issued June 28, 2007. The next report will report Line Sections NW-2, NW-3 and NW-4 under the CM/GC-III contract.

Issues Preparations for additional parking at Frankford Station are under way. Property has been acquired for overflow parking.

ILAs with the City of Farmers Branch and the City of Carrollton regarding real estate issues have been developed and forwarded to the various cities for their review.

Coordination with Denton County Transportation Authority (DCTA) for potential connection of both transit systems is ongoing. Cost estimates have been developed; Senior Management will review upon completion. ILA for design effort has been developed and is scheduled for submittal to the DART Board for approval on July 10, 2007.

Approval of the U.S. Army Corps of Engineers (USACE) Nationwide 404 permit for access to wetlands is needed from the Corps of Engineers.

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

Northwest Rail Operating Facility

LRT Buildout Phase IIA

Strategic Plan Consideration

C1 Improve Customer Satisfaction
C2 Manage System Growth
C3 Improve Efficiency

Description

The Northwest Rail Operating Facility (NWROF) will provide storage, running maintenance, and administrative functions to meet DART's long-term operational and maintenance needs for Buildout Phase II. The site is bounded by Lombardy, 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

Systems Safety Design Certification comments have been fully addressed. Bids were received in mid-April 2007. Construction contract will be submitted to the DART Board for approval in July 2007, with NTP anticipated for July 2007.

Rail delivery in the area is on going.

Issues

Closure of Century Drive is being coordinated so as to minimize the impacts on the property owners, i.e., Hollander, and others.

Bids exceeded DART's engineer estimates and budget. Construction contract has been approved by the Project Management Committee and is scheduled for submittal to the Board in July 2007.

Track Materials Procurement for Northwest Corridor & NWROF

**LRT Buildout
Phase IIA**

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

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

Status **General**
Continuous welded rail delivery was completed for NWROF, NW-3 and NW-4. All other lots are scheduled for late summer deliveries.

Issues None.

Systems - Traction Power Substations

LRT Buildout Phase IIA

Strategic Plan Consideration C2.3 Integrate new transit services

Description Traction Power Substations (TPSS) are required to provide power for the light rail systems. A TPSS is normally installed approximately every 1 to 1.5 miles along the LRT right-of-way. Phase IIA, IIB, and the Northwest Rail Operating Facility (NWROF) will require 38 TPSSs.

Status A solicitation was issued in January 2007 to purchase 24 TPSSs for Phase IIA and NWROF construction. The solicitation also included options for 14 additional units for Phase IIB.

Technical and price evaluations were completed and Siemens Transportation Systems, Inc., was recommended as the contractor based on lowest price and technical qualifications. This recommendation was presented to and approved by the Project Management Committee on April 24, 2007. The Board approved award of the contract to Siemens on May 8, 2007. The contract has been issued to Siemens. NTP is expected in mid-July 2007.

Issues A protest was filed by Powell Power on May 7, 2007. The Contracting Officer has denied the protest; Powell Power has appealed. The Board approved award of the contract to Siemens. Protest is in DART's Administrative Disputes process. DART filed a Motion to Dismiss, or in the alternative, Motion for Summary Judgment.

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

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

Status The contractor met the first contract milestone early and was sent a Certificate of Substantial Completion for the tunnel ventilation software implementation. The contractor met the second contract milestone early and was sent a Certificate of Substantial Completion for the S&I Yard modification software implementation. This is Item 8 of Exhibit V, Table 1.

Issues Notice of Non-Conformance to the Contract Requirements was given to the contractor on January 29, 2007. The Notice of Non-Conformance issue was closed by DART Contracting Officer Letter Change Order No. 0006, dated May 1, 2007.

Systems – Fare Collection Equipment

LRT Buildout Phase IIA

Strategic Plan Consideration

C2.3 Integrate new transit services

Description

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

Status

The solicitation was issued in January 2007 to purchase TVMs and an associated data collection system.

Bids have been opened. The recommendation was approved at the June 26, 2007, Project Management Committee and is scheduled to be presented for approval at the July 10, 2007, Committee of the Whole and Board.

Issues

None.

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

Description The existing fleet of 115 LRVs (each composed of an A-unit and a B-unit) will be modified by adding a 31-foot long, low-floor center section (C-unit) to each A/B vehicle, creating a fleet of 115 Super LRVs (SLRVs). This modified fleet will provide for direct, level boarding, from 15½" high platforms, into each vehicle. 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 **SLRV Retrofit**
Design work for all systems continues on schedule. Critical Design Reviews and First Article Inspections are in progress, with others planned through the remainder of the year.

Issues None.

Strategic Plan Consideration

C2.3 Integrate new transit services

Description

Integrate systems operation for LRT Buildout Phase II.

Status

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

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

The draft Integrated Test Plan has been submitted for Phase II and is being updated based on Design Review comments. An updated Rail Fleet Management Plan incorporating Project Management Oversight Consultant (PMOC) comments has been completed. Additional updates to these plans continue as the Phase II operating plan is finalized.

Monthly coordination meetings with Operations (including Transportation, Maintenance, Technical Services, and Safety) ensure operational issues are adequately addressed in final design documents/plans and that contract special provisions for track allocation are incorporated. A hiring plan for the Transportation and Maintenance departments has been submitted as part of the Operations and Maintenance Cost Model. Meetings with various operating groups are ongoing and will further refine both the Hiring Plan and Cost Model. An Operations and Maintenance Plan has been submitted for Phase II, having been updated based on Design Review comments.

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

Operational analysis and simulations are being conducted for the Northwest Corridor, including the integration of Denton County Transportation Authority (DCTA) operations. Analysis and recommendations on preliminary special trackwork locations for Irving and Rowlett corridors have been submitted.

Issues

None.

Raise & Extend Four CBD Stations

LRT Buildout Phase IIA

**Strategic Plan
Consideration** C1 Improve Customer Satisfaction
C2 Manage System Growth

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

Status The pre-bid meeting was held May 17, 2007. Bids were opened on June 7, 2007. Construction is anticipated to begin in September 2007 and be complete for Line Section SE-1 revenue service.

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. The status of the design and construction sequencing was presented to DART Operations on August 25, 2006.

Coordination of the proposed improvement at the West End Station with the proposed JPI development at Lamar Street continues.

Facilities - Six-Month Look Ahead

LRT Buildout Phase IIA

LRT Buildout Phase IIA Six Month Look Ahead

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Project	2007					
	July	August	September	October	November	December
SE-1	Construction Continues					
SE-2	Construction Continues					
NW-1B	Construction Continues					
NW-2	NTP - Construction Continues					
NW-3	NTP - Construction Continues					
NW-4	NTP - Construction Continues					
NWROF	▲ NTP - Construction					
4 CBD STA. MOD'S	→▲ NTP - Construction					
TPS	▲ NTP - Manufacturing					
SCS / OCC MODS	Mfg Activities in Process					
FARE COLL.	▲ NTP - Manufacturing					
SLRV Retrofit	Mfg Activities in Process					
New SLRV's	▲ Release IFB ▲ Receive Bids					

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

Change Control Summary

LRT Buildout Phase IIA

Light Rail Transit Buildout Phase IIA - Change Control Summary										
Rail Section/ Contract Package	Consultant/ Contractor	Approved Contract Amount (A)	Approved Contingency/ Allowance (B)	Total Approved Amount (C=A+B)	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 2007)
Professional Services	GEC	ACT-21	\$161,800,541	\$923,177	\$162,723,718	\$876,705	\$162,677,246	\$46,472	95%	(Note a)
	C-1002450-01									Through FY-07 AWP
	SDC	Dallas System Consultants	\$48,207,143	\$827,431	\$49,034,574	\$0	\$48,207,143	\$827,431	0%	(Note a)
	C-1002803-01									SA-72 & 73 & 75 Executed, SA-74 Pending
	Systems Integration (SIC)	DMJM + HARRIS	\$22,793,032	\$193,161	\$22,986,193	\$0	\$22,793,032	\$193,161	0%	(Note a)
	C-1004187-01									Through FY-07 AWP
	Project Controls (PCC)	Sundland Engineering	\$13,176,787	\$113,409	\$13,290,196	\$0	\$13,176,787	\$113,409	0%	(Note a)
Construction SEI, 2, NW1B	C-1002450-02									Through FY-07 AWP
	LRV Engineering	LTK	\$3,063,295	\$95,800	\$3,159,095	\$0	\$3,063,295	\$95,800	0%	(Note a)
Construction NW 1, 2, 3	C-1008146-01									Through FY-07 AWP
	CMGC-1	Archer Western/Brunson Caron SE-1, 2, NW-1B	\$369,991,783	\$18,219,058	\$388,210,841	\$3,837,940	\$373,829,722	\$14,381,118	21%	(Note a)
Track Material Procurement	C-1007571-01									Nine SA's in June
	CMGC-3	Archer Western/Hernog Pre Const. NW-2, 3, 4	\$456,375,780	\$22,813,198	\$479,188,978	\$0	\$456,375,780	\$22,813,198	0%	(Note c)
CMCC-1	C-1009666-01									SA-1 3-30-07
	Lots 3 & 6	Progressive Rail	\$11,754,817	\$352,645	\$12,107,462	\$0	\$11,709,482	\$352,645	0%	
	C-1009684-02	Spl Trkwrk/CWR	\$4,999,349	\$149,981	\$5,149,330	\$891	\$5,000,240	\$149,090	1%	
	Lot 5	L.B. Foster Fasteners	\$3,145,765	\$96,089	\$3,241,854	\$57,195	\$3,202,960	\$38,894	60%	
Track Material Procurement	C-1009684-03									
	Lot 4	Roca Concrete Tie Concrete Ties	\$3,145,765	\$96,089	\$3,241,854	\$57,195	\$3,202,960	\$38,894	60%	
	C-1009684-04									
	Lots 1 & 3	VAE Nortrak	\$8,987,703	\$472,976	\$9,460,679	\$0	\$8,987,703	\$472,976	0%	
CMCC-3	C-1012000-01	NW2/3/4 & NWROF/Spl Trkwrk	\$5,982,978	\$299,149	\$6,282,127	\$0	\$5,982,978	\$299,149	0%	NTP 1/18/07
	Lots 2	L.B. Foster	\$3,361,624	\$168,081	\$3,529,705	\$0	\$3,361,624	\$168,081	0%	NTP 1/10/07
	C-1012000-02	NW-2/3/4 CWR	\$3,361,624	\$168,081	\$3,529,705	\$0	\$3,361,624	\$168,081	0%	NTP 1/10/07
	Lot 4	Roca Concrete Tie Concrete Ties	\$3,361,624	\$168,081	\$3,529,705	\$0	\$3,361,624	\$168,081	0%	NTP 1/10/07
Systems	C-1012000-03									
	Lot 5	Advanced Track Products CMGC-3 Fasteners	\$5,722,502	\$286,125	\$6,008,627	\$0	\$5,722,502	\$286,125	0%	NTP 1/10/07
Vehicle	C-101200-04									
	TPSS DFI	Siemens Transportation Systems, Inc.	\$30,792,441	\$2,463,395	\$33,255,836	\$0	\$30,792,441	\$2,463,395	0%	4% NTP Pending
Systems Modifications	C-1012105-01									
	115 C-Unit Mod W/ATP	Kinkisharyo/Itochu	\$190,395,824	\$5,395,494	\$195,791,318	\$15,000	\$190,410,824	\$5,380,494	0%	4% NTP 6/29/06
Systems Modifications	C-1011711-01									
	SCS/OCC	GE Advanced Comm. Systems	\$19,268,337	\$1,541,467	\$20,809,804	\$0	\$19,268,337	\$1,541,467	0%	0%
Systems Modifications	C-1009337-01									
	TOTALS:		\$1,359,819,701	\$54,410,636	\$1,414,230,337	\$4,786,840	\$1,364,562,096	\$49,623,797		
Legend:	% Contingency >= 80%									
Notes:	a) The professional services contracts are negotiated through annual workplans (AWP) ; amounts reflected on this report represent Total Board Authorized Not-to-Exceed values.									
	b) The authorized board increases are captured in column B along with approved contingency increases to more accurately reflect the change activity as it relates to contingency.									
	c) CMGC-1 contract was modified to include construction services. CMGC-3 contract is for pre-construction services only and does not include a contingency.									
	d) The totals shown on this report include balances from active contracts, shown here, and closed contracts that are in hidden cells within the sheet.									

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 Fall 2007. The preliminary engineering plans were turned over to the Project Management Department on April 9, 2007.

Coordination meetings were held in April 2007 with Irving Fire Department, TXU (as a major employer in the area), and North Las Colinas developer. On April 27, 2007, the Irving/DFW Corridor was presented at the General Engineering Consultant-III (GEC-III) pre-proposal meeting. The Fire/Life Safety Committee met on April 30, 2007.

Several coordination meetings were held in June 2007 with the Northwest Corridor property owners.

DART staff was informed by the DFW staff that the Airspace Study modeling indicates that the alignment meets FAA requirements. Airspace Study results were received in June 2007 from the FAA and are being incorporated into the Draft EIS.

Issues The FAA requested an Airspace Study, which has delayed the Draft EIS by several months. Letters of support from DFW are outstanding for completion of the Draft EIS.

Strategic Plan Consideration C2.3 Integrate new transit services

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.

SMR was held in April 2007 to verify all engineering/CADD issues, and all issues were resolved. Final local environmental analysis and preliminary engineering have been finalized and turned over to the Project Management Department to begin final design and engineering.

Mitigation options have been developed for structures identified by Texas Historic Commission as being impacted by the LRT Buildout.

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

Issues Texas Historic Commission determined that the entire project has an adverse affect on historic structures along this corridor. DART is required to enter into a Memorandum of Agreement to show how DART will mitigate impact to these structures. This will not prevent DART from entering into final design and engineering.

**COMMUTER
RAIL**

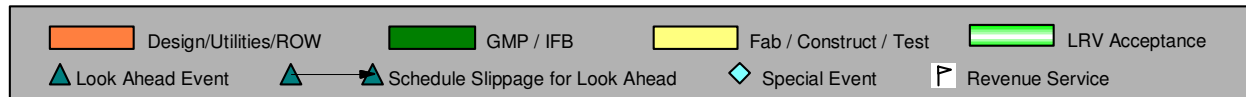
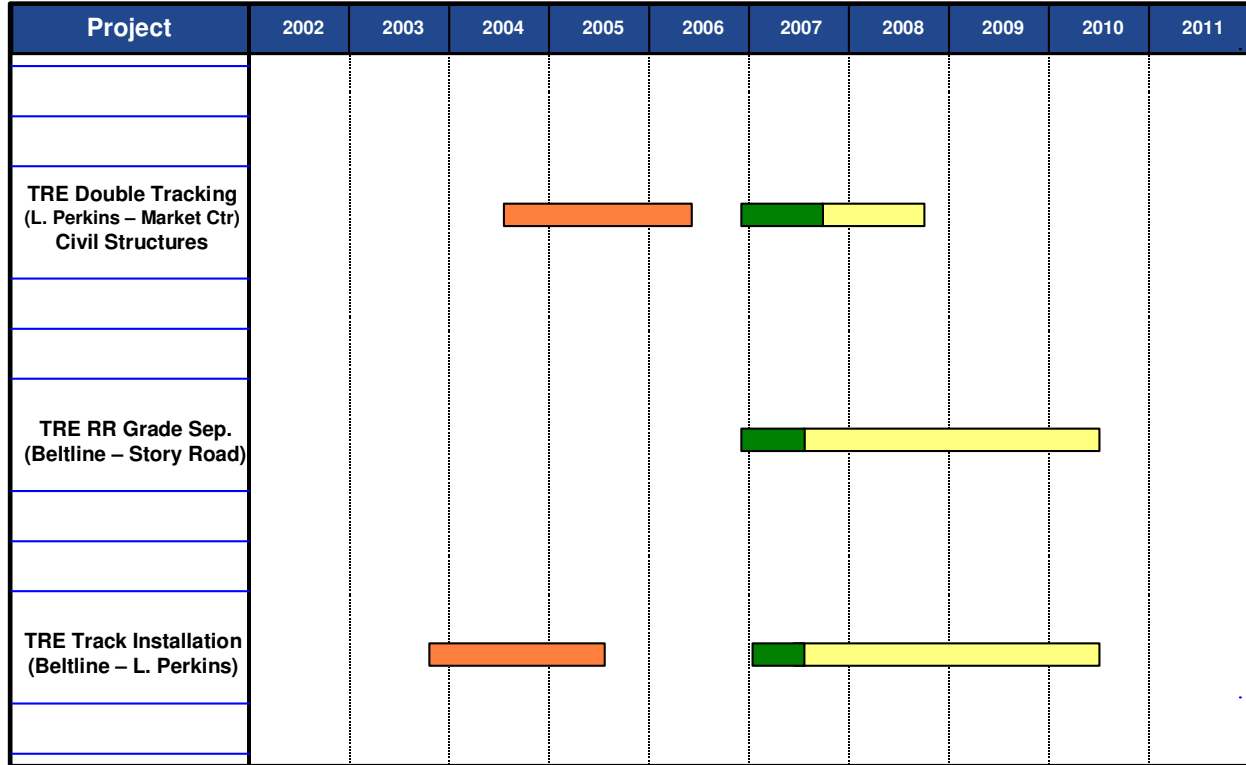
Summary Working Schedule

**Commuter
Rail**

Commuter Rail Summary Working Schedule

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Cost Summary

**Commuter
Rail**

COMMUTER RAIL Cost Summary (in millions of dollars)			
	Control Budget	Current Commitment	Expended to Date⁽¹⁾
Belt Line Road Grade Separation ⁽²⁾	\$ 42.0	\$ 2.0	\$1.2
Lisa-Perkins Double Tracking	5.5	0.6	0.3

Notes:

- 1) Expended to date values reflect activity through 4/30/07, per DART's General Ledger.
- 2) Control Budget value is from the current DART financial plan.

Belt Line Road Grade Separation

Commuter
Rail

Strategic Plan Consideration

C1 Improve Customer Satisfaction
C2 Manage System Growth
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 ¼ miles. The portions of Belt Line Road, Briery Road and Story Road within the vicinity of the TRE Line and Rock Island Road will be reconstructed as part of this project. The project also includes an 8,236-foot long bridge and a 1,000-foot long retaining wall that is 33 feet wide carrying Class 4 double track. The tracks are 15 ft. apart between MP 631.80 and MP 633.36. The improvements are in the City of Irving (COI) and the project involves construction of bridges, tracks, paving, drainage, signing, striping, illumination, signalization and aesthetic features. Additional ROW will be acquired by the City of Irving. Total estimated cost, including ROW, engineering, and construction, is approximately \$51 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

The bid package for the Belt Line civil/structural work was issued on February 23, 2007. Bids have been received and the apparent low bid was 26% over the engineer's estimate in the amount of \$43,006,363. A detailed budget estimate based on the bids received was developed and presented to the City of Irving. The total project cost is approximately \$71 million, including hard and soft costs, with a shortfall of \$29 million. Bid acceptance period is for 120 days to August 10, 2007, contingent on the availability of funds. On June 26, 2007, the Project Management Committee approved the contract for construction of the Belt Line Road Grade Separation project. The contract will be presented for Board approval on July 10, 2007. A Financial Plan Amendment to fund additional costs for this project was also presented to the Project Management Committee and deferred to the July 10, 2007, Committee-of-the-Whole.

Belt Line Road Grade Separation

Commuter
Rail

Status (Continued) The combined bid package for Belt Line and Lisa-Perkins track and signal work, including quad gates at Gilbert, Irby, Rogers, and MacArthur, was issued on March 28, 2007. Bids have been received and the apparent low bid was 11% under the engineer's estimate. This contract was approved by the June 26, 2007, Project Management Committee and will be presented for Board approval on July 10, 2007.

Utility work is progressing.

Issues Updated probable project cost estimate based on actual construction costs is approximately \$29 million higher than current funding commitments.

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

Commuter
Rail

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

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

Status The TRE Lisa-Perkins civil/structural project and the TRE track procurement and installation project are in the DART procurement process.

Issues None.

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

**Commuter
Rail**

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

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

Status The contract was approved by the Project Management Committee on June 26, 2007, and will be submitted for approval by the DART Board on July 10, 2007. Anticipated construction NTP is August 2007.

Issues None.

Six-Month Look Ahead



Commuter Rail Six Month Look Ahead

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06/30/07

Project	2007					
	July	August	September	October	November	December
TRE Double Tracking (L. Perkins – Market Ctr) Civil Structures	▲ Receive Bids			▲ NTP - Construction		
TRE RR Grade Sep. (Beltline – Story Road)		▲ → ▲ NTP - Construction				
TRE Track Installation (Beltline – L. Perkins)		▲ → ▲ NTP - Construction				

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

Change Control Summary

**Commuter
Rail**

Commuter Rail - Change Control Summary											
Facility/ Contract Package		Consultant/ Contractor	Approved Contract Amount	Approved Contingency Allowance	Total Approved Amount	Executed Changes	Current Contract Value	Remaining Contingency Allowance	Percent Contingency Used	Percent Contract Comp.	Summary of Activity This Period & Comments (June 2007)
			(A)	(B)	(C=A+B)	(D)	(E=A+D)	(F=B-D)	(G=D/B)		
Currently, no active contracts	Belt Line-Story Grade Separation	TBD	\$0	\$0	\$0	\$0	\$0	\$0	0%	0%	
Currently, no active contracts	TRE Lisa-Perkins Construction	TBD	\$0	\$0	\$0	\$0	\$0	\$0	0%	0%	
Currently, no active contracts	TRE LP/BL-S Trk Mtl Procure/Install	TBD	\$0	\$0	\$0	\$0	\$0	\$0	0%	0%	
TOTALS:			\$0	\$0	\$0	\$0	\$0	\$0			
Legend:	% Contingency >= 80%										
Notes:											

**ADDITIONAL
CAPITAL
DEVELOPMENT**

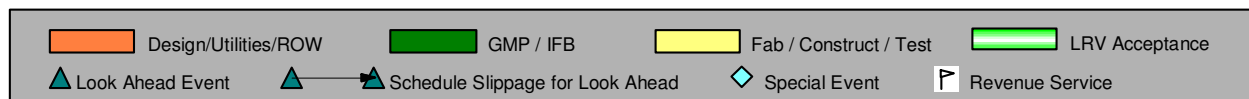
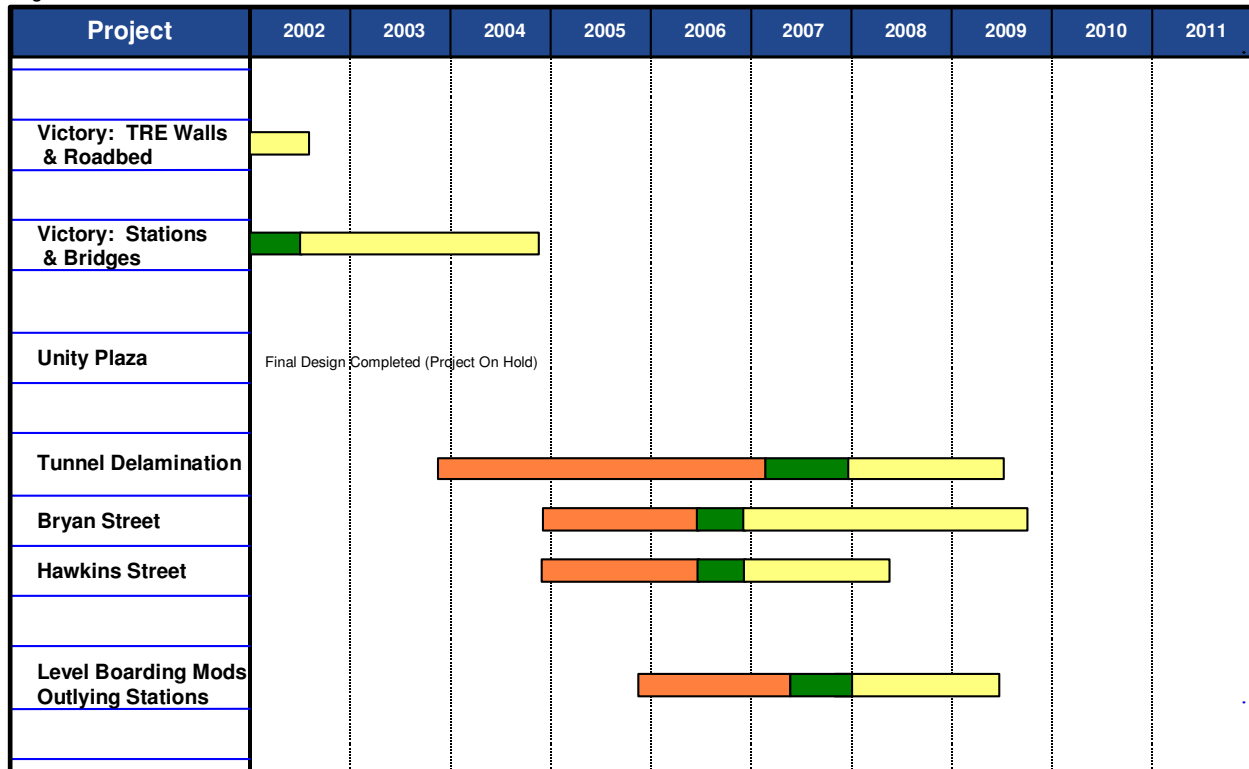
Summary Working Schedule

Additional Capital Development

Additional Capital Development Summary Working Schedule

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06/30/07



Cost Summary

Additional Capital Development

ADDITIONAL CAPITAL DEVELOPMENT Cost Summary (in millions of dollars)			
	Control Budget	Current Commitment	Expended to Date ⁽¹⁾
Victory Station Project ⁽²⁾	\$79.0	\$83.0	\$80.6
Unity Plaza	3.5	0.9	0.9
Tunnel Delamination	4.2	2.3	1.6
Bryan Street	30.8	24.0	3.6
Hawkins Street	23.2	22.7	3.5
Level Boarding Modifications – Outlying Stations	13.2	0.7	0.6

Notes:

- 1) Expended to date values reflect activity through 4/30/07, per DART's General Ledger.
2) 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:

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

Status

Line Section NW-1A Facilities Construction Contract

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

Line Section NW-1A Systems Construction Contract

Victory Station opened for revenue service on November 15, 2004. Software issues are being worked. The source code license agreement is being reviewed by DART Legal. Contract closeout is in process.

Issues

Line Section NW-1A Facilities Construction Contract

The contracting officer rendered his final decision regarding the six REAs for claimed impacts and delays to the project.

Eby appealed the decision and the matter is proceeding in DART's administrative disputes process, under the direction of DART's Legal Department. Hearing has been scheduled for March and April 2008.

Eby sued DART's general engineering consultant, LAN/STV, in State Court. The matter is now pending at the Texas Supreme Court.

Line Section NW-1A Systems Construction Contract

Software issues and source code delivery are the open issues. The Supervisory Control System (SCS) software license agreement remains the point of contention. An updated SCS software license document was received in April and, after review, was returned to the contractor with legal sufficiency issues.

**Strategic Plan
Consideration** C2.5 Improve passenger amenities and facilities

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

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

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

Issues The coordination with the other stakeholders is ongoing.

North Central Tunnel Delamination Repair & Monitoring

Additional Capital
Development

Strategic Plan Consideration C2.5 Improve passenger amenities and facilities

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

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

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

Status Drilling monitoring holes is complete. Surface drainage holes are complete for surface drainage piping installation. All monitoring equipment has been delivered. The contractor, Penaco, is preparing to start the next phase – eleven 10-foot deep sample holes.

Issues None.

Bryan/Hawkins Junction (CM/GC-I)

Additional Capital Development

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

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

Status Underground utility installation continues. Northbound frontage road construction continues.

The utility boxes under existing tracks have been completed.

The contractor continues working at the LRT tunnel entrance. Leveling pad for new MSE wall is in preparation. Drilling for new OCS foundations at Pearl Station continues.

Issues The property needed from the City Lights development has been acquired. This property was needed by June 1, 2007, as this property is critical to meeting project completion dates. This issue is resolved.

A fiber optic cable installed by TxDOT conflicts with future grading of access roads. Discussions are ongoing with TxDOT to resolve. A change order was issued to the contractor for relocation of the cable. The schedule may be impacted depending on actual location of the cable and extent of the relocation work.



Portal Wall Removal



Track Materials Procurement - Bryan/Hawkins Junction

**Additional Capital
Development**

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

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

Status The contractor continues delivery of track materials.

Issues Several of the concrete switch ties were damaged during the unloading process; they will be repaired or replaced as required by the contract.

Level Boarding Modifications For Outlying Stations

**Additional Capital
Development**

Strategic Plan Consideration	C1 Improve Customer Satisfaction C2 Manage System Growth
Description	This project will modify Starter System and Buildout Phase I LRT station platforms to accommodate the level boarding mode of operation.
Status	The pre-final design was submitted on January 3, 2007. Contract documents were submitted on May 25, 2007. The SMR was held on June 18, 2007.
Issues	Construction will be sequenced to provide the least amount of service interruption.

Six-Month Look Ahead









Additional Capital Development

Additional Capital Development Six Month Look Ahead

Page 1 of 1

06/30/07

Project	2007					
	July	August	September	October	November	December
Victory: TRE Walls & Roadbed	Construction Completed					
Victory: Stations & Bridges	Revenue Service Began – 11/15/04					
Unity Plaza	Final Design Completed (Project On Hold)					
Tunnel Delamination	▲ Repair Complete - Test / Monitoring Section					
Bryan Street	Construction Continues					
Hawkins Street	Construction Continues					
Level Boarding Mods Outlying Stations	<div>▲ Release IFB</div> <div>▲ Receive Bids</div> <div>Cut Over In Service</div> <div>NTP Construction ▲</div>					

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

Change Control Summary

Additional Capital Development

Additional Capital Development - Change Control Summary										
Facility/ Contract Package	Consultant/ Contractor	Approved Contract Amount	Approved Contingency Allowance	Total Approved Amount	Executed Changes	Current Contract Value	Remaining Contingency Allowance	Percent Contingency Used	Percent Contract Comp.	Summary of Activity This Period & Comments (June 2007)
		(A)	(B)	(C=A+B)	(D)	(E=A+D)	(F=B-D)	(G=D/B)		
NW-1A Facilities	Construction	\$24,986,984	\$2,498,698	\$27,485,682	\$2,467,766	\$27,294,599	\$30,932	99%	100%	Includes Unilateral Mods
	C-1003853-01									Closeout Pending Litigation
	Comm, OCS & Signals	\$15,890,713	\$1,589,071	\$17,479,784	\$37,415	\$15,546,492	\$1,551,656	2%	100%	Through SA-030
Misc Facilities	C-1005139-01									Closeout Pending
	NC-1 Tunnel Delamination	\$655,999	\$39,242	\$695,241	\$0	\$655,999	\$39,242	0%	0%	
Unity Plaza	Design	\$1,053,766	\$105,377	\$1,159,142	\$0	\$1,053,766	\$105,377	0%	100%	Design complete
	C-1003727-01									
	Construction									IFB deferred
Bryan/Hawkins Construction	TBD									
	Construction	\$35,893,496	\$1,823,750	\$37,717,246	\$0	\$35,893,496	\$1,823,750	0%	0%	
Bryan/Hawkins Track Material	C-1007571-01									
	Lots 1 & 2	\$2,761,480	\$110,460	\$2,871,940	\$7,150	\$2,682,191	\$103,310	0%	0%	SA-2 executed 3-07
Bryan/Hawkins Track Material	C-1009684-01									
TOTALS:		\$84,588,844	\$6,469,347	\$91,058,191	\$2,696,831	\$86,657,448	\$3,772,516			
Legend:	% Contingency >= 80%									
Notes:	a) Totals may reflect totals of active contracts and closed contracts that are contained within hidden cells on this sheet.									



DALLAS AREA RAPID TRANSIT

QUARTERLY INVESTMENT REPORT

As Of

June 30, 2007

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

Sharon Leary, Chief Financial Officer

Nathan Hallett, Treasurer

Beverly LaBenske, Asst. Treasurer

***Prepared by Treasury Reporting
August 2, 2007***



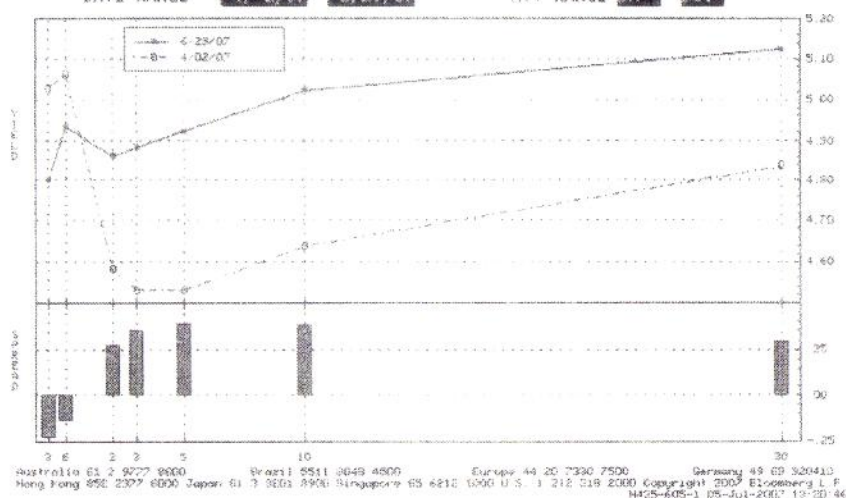
Prepared by Treasury Reporting

HISTORICAL YIELD CURVE

PAGE 1 OF 2

DATE RANGE 4/2/07 6/29/07

MTY RANGE 3M 30Y



Rate Tracker

Short Term	↓ 18 bp
Intermediate	↑ 34 bp
Long Term	↑ 34 bp

Portfolio Performance

Aggregate Yield	↑ 0.11% to 5.22%
Benchmark	↓ 0.18% to 4.80%

DART Commercial Paper

Change During Quarter	↑ \$60.0 M
Current Outstanding	\$90.0 M
Last Rate Change	↑ 0.02 %
Average Rate	3.72 %
Avg. Issue Days to Mat.	172

Market Overview

The Federal Reserve continued its neutral position on interest rates, and as a result, market forces continued to move the yield curve towards a traditional shape with a small inversion in the 2 to 3 year segment. The current slope of the yield curve dictates that DART will look for buying opportunities in the 6 month segment and the intermediate maturities.

Investment Strategies

The investment strategy will be to monitor the yield curve shape. This could lead to a change in investment strategy.

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

DART Commercial Paper Program

DART's commercial paper costs continue to be below money market investment rates. As a result, DART will continue to issue large amounts of CP to take advantage of this positive arbitrage situation.

An additional \$60,000,000 was issued during the 3rd Quarter in support of the various build-out projects.

Investment Portfolios

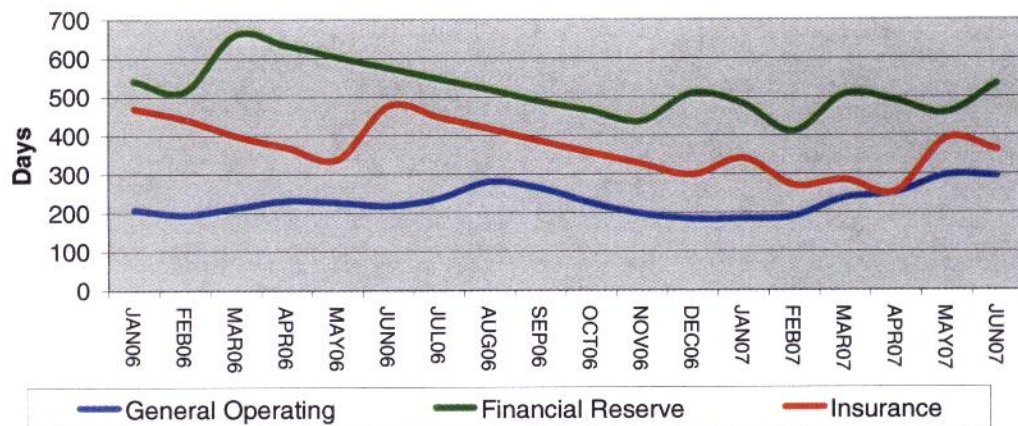
General Operating	\$ 338,061,875	77%	Yes
Financial Reserve	\$ 48,526,967	11%	Yes
Master Insurance	\$ 12,900,000	3%	Yes
SEAF	\$ 29,048,937	7%	Yes
Debt Service	\$ 12,505,575	3%	Yes
TOTAL	\$ 441,043,354	100%	

Investments by Sector

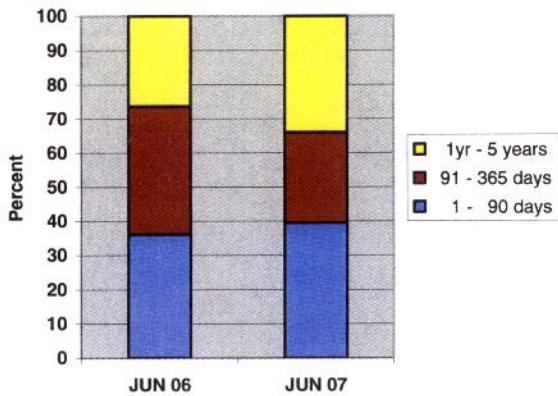
Treasuries	\$0
Agencies	\$285,492,345
Comm. Paper	\$79,283,647
Money Market	\$76,267,362
TOTAL	\$441,043,354



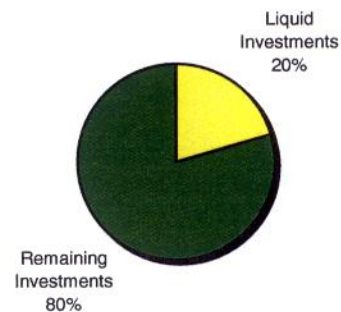
Weighted Average Maturities



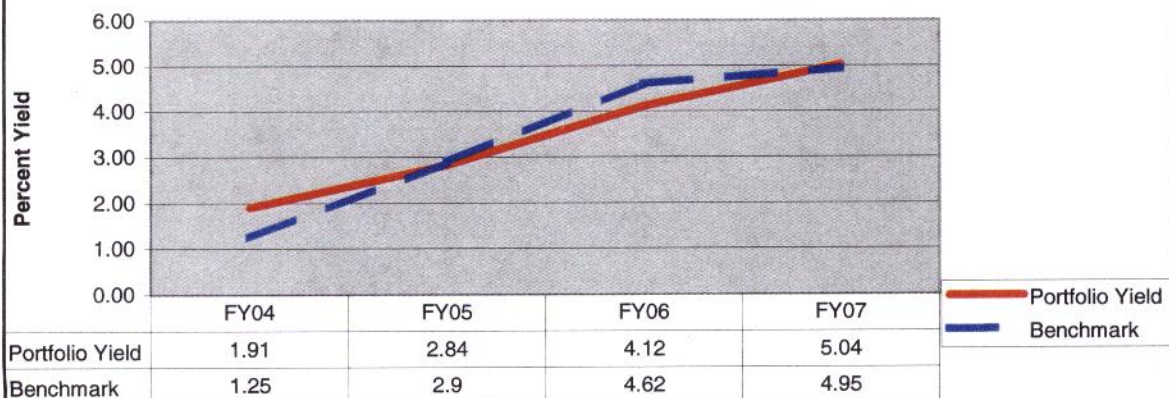
Distribution by Maturity Sector



Operating Fund



Historical YTD Portfolio Performance



Security Transactions - Total Purchases

3rd Qtr FY07

Purchase Date	CUSIP	Security Description	Ending Par Value	Maturity Date	Yield to Call	Call Date	Ending Unamor Val/Cost	Invest Number
5/3/2007	0660P1T84	Bank of America CP 0.00 06/08/07	\$ 5,000,000	06/08/07	5.3100	Open	\$ 4,973,950	07-0094
4/11/2007	90262DTR6	UBS CP 0.00 06/25/07	\$ 5,000,000	06/25/07	5.3507	Open	\$ 4,945,625	07-0089
4/10/2007	90262DUG8	UBS CP 0.00 07/16/07	\$ 5,000,000	07/16/07	5.3471	Open	\$ 4,929,944	07-0088
4/17/2007	98719DUG0	Yorkshire Bldg Soc CP 0.00 07/16/07	\$ 5,000,000	07/16/07	5.3625	Open	\$ 4,934,750	07-0092
6/8/2007	0660P1UT6	Bank of America CP 0.00 07/27/07	\$ 10,000,000	07/27/07	5.3407	Open	\$ 9,928,814	07-0111
5/7/2007	02665KUW5	American Honda Fin CP 0.00 07/30/07	\$ 5,000,000	07/30/07	5.3370	Open	\$ 4,939,333	07-0095
5/11/2007	90262DV93	UBS Finance CP 0.00 08/09/07	\$ 5,000,000	08/09/07	5.3729	Open	\$ 4,934,625	07-0100
6/11/2007	2521E1W68	Dexia Del CP 0.00 09/06/07	\$ 10,000,000	09/06/07	5.3705	Open	\$ 9,873,608	07-0112
5/11/2007	02581SW72	AMEX Credit CP 0.00 09/07/07	\$ 5,000,000	09/07/07	5.3329	Open	\$ 4,914,551	07-0101
5/10/2007	9612C1WA1	WestPac CP 0.00 09/10/07	\$ 5,000,000	09/10/07	5.3466	Open	\$ 4,911,508	07-0098
6/29/2007	9046P1WA8	Unicard CP 0.00 09/10/07	\$ 5,000,000	09/10/07	5.3802	Open	\$ 4,946,771	07-0115
5/8/2007	2363F7XC7	Danske CP 0.00 10/12/07	\$ 5,000,000	10/12/07	5.3521	Open	\$ 4,887,483	07-0096
5/15/2007	98719DXJ1	Yorkshire Bldg CP 0.00 10/18/07	\$ 5,000,000	10/18/07	5.3513	Open	\$ 4,888,200	07-0104
5/14/2007	2363F7XW3	Danske CP 0.00 10/30/07	\$ 10,000,000	10/30/07	5.3509	Open	\$ 9,758,236	07-0103
4/12/2007	3128X52J6	FHLMC Callable 5.40 10/09/08	\$ 5,000,000	10/09/08	5.4000	07/09/07	\$ 5,000,000	07-0090
5/11/2007	3128X52J6	FHLMC Callable 5.40 10/09/08	\$ 5,000,000	10/09/08	5.4000	07/09/07	\$ 5,000,000	07-0099
4/19/2007	3133XKEY7	FHLB Callable 5.50 04/17/09	\$ 5,000,000	04/17/09	5.5000	05/17/07	\$ 5,000,000	07-0093
5/14/2007	3128X56G8	FHLMC Callable 5.30 05/14/09	\$ 5,000,000	05/14/09	5.3000	11/14/07	\$ 5,000,000	07-0102
5/21/2007	3133XKS30	FHLB Callable 5.45 05/21/09	\$ 3,000,000	05/21/09	5.4500	08/21/07	\$ 3,000,000	07-0105
5/21/2007	3133XKVD4	FHLB Callable 5.50 05/21/09	\$ 5,000,000	05/21/09	5.5000	06/21/07	\$ 5,000,000	07-0106
6/4/2007	3136F8NR2	FNMA Callable 5.43 06/04/09	\$ 5,000,000	06/04/09	5.4300	09/04/07	\$ 5,000,000	07-0109
4/5/2007	3133XKE35	FHLB Callable 5.50 10/05/09	\$ 750,000	10/05/09	5.5000	07/05/07	\$ 750,000	07-0087
4/16/2007	3133XKHQ1	FHLB Callable 5.50 10/16/09	\$ 5,000,000	10/16/09	5.5000	07/16/07	\$ 5,000,000	07-0091
6/8/2007	3136F8BP9	FNMA Callable 5.50 12/21/09	\$ 5,000,000	12/21/09	5.5347	06/21/07	\$ 4,999,850	07-0110
6/21/2007	3136F8PD1	FNMA Callable 5.50 12/21/09	\$ 5,000,000	12/21/09	5.5000	12/21/07	\$ 5,000,000	07-0114
5/23/2007	3128X57D4	FHLMC Callable 5.375 12/23/09	\$ 5,000,000	12/23/09	5.3750	11/23/07	\$ 5,000,000	07-0108
5/9/2007	3128X5U55	FHLMC Callable 5.30 03/29/10	\$ 5,000,000	03/29/10	5.7740	06/29/07	\$ 4,996,500	07-0097
5/22/2007	3128X55Z7	FHLMC Callable 5.50 05/21/10	\$ 5,000,000	05/21/10	5.5612	11/21/07	\$ 4,998,500	07-0107
6/14/2007	3133XKX83	FHLB Callable 5.50 06/14/10	\$ 4,000,000	06/14/10	5.5000	12/14/07	\$ 4,000,000	07-0113
SUB-TOTAL			\$ 152,750,000		5.4070		\$ 151,512,250	
							PLUS: Accrued Interest Purchased	\$ 127,569
GRAND TOTAL			\$ 152,750,000		5.4070		\$ 151,639,819	

Security Transactions - Maturities & Calls

3rd Qtr FY07

Date	CUSIP	Security Description	Par Value	Yield to Maturity	Yield to Call	Ending Unamor Val/Cost	Invest Number
04/02/07	MAT	04/02/07 Societe Generale CP 0.00 04/02/07	\$ 5,000,000	5.3539	5.3539	\$ 4,914,221	07-0025-01
04/03/07	MAT	04/03/07 FFCB Callable 5.08 04/03/07	\$ 5,000,000	5.0603	5.0030	\$ 5,000,950	06-0069-01
04/04/07	MAT	04/04/07 Paccar CP 0.00 04/04/07	\$ 5,000,000	5.3489	5.3489	\$ 4,937,769	07-0041-01
04/05/07	MAT	04/05/07 Mitsubishi CP 0.00 04/05/07	\$ 5,000,000	5.3767	5.3767	\$ 4,921,700	07-0036-01
04/05/07	MAT	04/05/07 UBS CP 0.00 04/05/07	\$ 5,000,000	5.3625	5.3625	\$ 4,934,750	07-0040-01
04/10/07	MAT	04/10/07 PEFC CP 0.00 04/10/07	\$ 5,000,000	5.3768	5.3768	\$ 4,893,317	07-0016-01
04/13/07	MAT	04/13/07 FHLMC Callable 5.15 04/13/07	\$ 400,000	5.6342	7.0566	\$ 398,600	06-0108-01
04/16/07	MAT	04/16/07 ING CP 0.00 04/16/07	\$ 10,000,000	5.3708	5.3708	\$ 9,863,569	07-0046-01
04/17/07	MAT	04/17/07 Societe General CP 0.00 04/17/07	\$ 5,000,000	5.3617	5.3617	\$ 4,935,475	07-0049-01
04/25/07	MAT	04/25/07 FFCB 5.05 04/25/07	\$ 5,000,000	5.0500	5.0500	\$ 5,000,000	06-0078-01
04/27/07	MAT	04/27/07 FHLB Callable 2.75 04/27/07	\$ 5,000,000	2.7746	3.0339	\$ 4,996,469	04-0037-01
04/30/07	MAT	04/30/07 FNMA Callable 3.00 04/30/07	\$ 5,000,000	3.2911	6.6892	\$ 4,962,500	04-0059-01
05/08/07	MAT	05/08/07 PEFCO CP 0.00 05/08/07	\$ 10,000,000	5.3516	5.3516	\$ 9,832,767	07-0045-01
05/08/07	MAT	05/08/07 ING Funding CP 0.00 05/08/07	\$ 5,000,000	5.3505	5.3505	\$ 4,936,322	07-0060-01
05/09/07	MAT	05/09/07 UBS Finance CP 0.00 05/09/07	\$ 5,000,000	5.3645	5.3645	\$ 4,937,590	07-0062-01
05/10/07	MAT	05/10/07 Societe General CP 0.00 05/10/07	\$ 5,000,000	5.3710	5.3710	\$ 4,917,508	07-0047-01
05/14/07	MAT	05/14/07 AMEX CP 0.00 05/14/07	\$ 10,000,000	5.3216	5.3216	\$ 9,869,061	07-0061-01
05/15/07	MAT	05/15/07 FNMA 3.875 05/15/07	\$ 1,803,000	5.2503	5.2503	\$ 1,779,146	06-0083-01
05/15/07	MAT	05/15/07 RaboBank CP 0.00 05/15/07	\$ 5,000,000	5.3625	5.3625	\$ 4,934,750	07-0065-01
05/16/07	MAT	05/16/07 FNMA 3.125 05/16/07	\$ 3,490,000	5.2502	5.2502	\$ 3,418,455	06-0082-01
05/17/07	MAT	05/17/07 FNMA Callable 3.75 05/17/07	\$ 4,000,000	3.7607	3.7809	\$ 3,998,800	04-0043-01
05/21/07	MAT	05/21/07 FHLMC S/U Callable 2.00 05/21/07	\$ 3,000,000	2.7662	2.7662	\$ 3,000,000	03-0060-01
05/29/07	MAT	05/29/07 DEPFA Bank Plc CP 0.00 05/29/07	\$ 5,000,000	5.3529	5.3529	\$ 4,934,151	07-0072-01
06/05/07	MAT	06/05/07 FHLB Callable 3.00 06/05/07	\$ 4,000,000	3.0000	3.0000	\$ 4,000,000	03-0056-01
06/08/07	MAT	06/08/07 FHLB 3.875 06/08/07	\$ 5,000,000	3.8975	3.8975	\$ 4,997,500	05-0025-01
06/08/07	MAT	06/08/07 Bank of America CP 0.00 06/08/07	\$ 10,000,000	5.3644	5.3644	\$ 9,828,111	07-0058-01
06/08/07	MAT	06/08/07 Bank of America CP 0.00 06/08/07	\$ 5,000,000	5.3100	5.3100	\$ 4,973,950	07-0094-01
06/11/07	MAT	06/11/07 General Electric Cap Corp CP 0.00 06/11/07	\$ 10,000,000	5.3458	5.3458	\$ 9,824,456	07-0059-01
06/13/07	MAT	06/13/07 WestPac CP 0.00 06/13/07	\$ 5,000,000	5.3636	5.3636	\$ 4,914,778	07-0070-01
06/18/07	MAT	06/18/07 Intesa Funding CP 0.00 06/18/07	\$ 5,000,000	5.3240	5.3240	\$ 4,932,372	07-0080-01
06/25/07	MAT	06/25/07 UBS CP 0.00 06/25/07	\$ 5,000,000	5.3507	5.3507	\$ 4,945,625	07-0089-01
06/13/07	CAL	06/13/08 FHLMC Callable 5.50 06/13/08	\$ 5,000,000	5.5807	5.6645	\$ 4,992,500	06-0106-01
06/29/07	CAL	09/29/08 FNMA Callable 5.50 09/29/08	\$ 5,200,000	5.4555	2.9218	\$ 5,203,250	07-0083-01
05/24/07	CAL	11/24/08 FHLMC Callable 5.30 11/24/08	\$ 5,000,000	5.3000	5.3000	\$ 5,000,000	07-0030-01
06/01/07	CAL	12/01/08 FNMA Callable 5.30 12/01/08	\$ 5,000,000	5.3000	5.3000	\$ 5,000,000	07-0024-01
05/09/07	CAL	02/09/09 FNMA Callable 5.50 02/09/09	\$ 5,000,000	5.5000	5.5000	\$ 5,000,000	07-0057-01
GRAND TOTAL			\$ 191,893,000	5.0593	4.9853	\$ 189,930,413	

Current Portfolio - Total

3rd Qtr FY07

Security Description	CUSIP	Ending Par Value	Rate	Mat Date	Yield Matur	Call Date	Yield Call	Ending Amor Val/Cost	Ending Market Val	Purchase Date	Invest Number
FNMA Callable 3.80 07/06/07	3136F5X89	\$3,000,000	3.800	07/06/07	3.6411	07/06/05	3.1000	\$3,000,000	\$2,999,400	12/15/04	04-0074
FHLMC Callable 4.00 07/13/07	3128X4DY4	\$2,000,000	4.000	07/13/07	4.3301	Open	5.5333	\$2,000,000	\$1,999,200	08/22/05	05-0028
UBS CP 0.00 07/16/07	90262DUG8	\$5,000,000	0.000	07/16/07	5.3471	Open	5.3471	\$4,989,167	\$4,987,700	04/10/07	07-0088
Yorkshire Bldng Soc CP 0.00 07/16/07	98719DUG0	\$5,000,000	0.000	07/16/07	5.3625	Open	5.3625	\$4,989,125	\$4,987,675	04/17/07	07-0092
FNMA Callable 3.50 07/20/07	3136F52L4	\$5,000,000	3.500	07/20/07	3.3517	07/20/05	2.9639	\$5,000,000	\$4,995,000	10/28/04	04-0071
Bank of America CP 0.00 07/27/07	0660P1UT6	\$10,000,000	0.000	07/27/07	5.3407	Open	5.3407	\$9,962,228	\$9,959,300	06/08/07	07-0111
American Honda Fin CP 0.00 07/27/07	02665KUW5	\$5,000,000	0.000	07/30/07	5.3370	Open	5.3370	\$4,979,056	\$4,977,600	05/07/07	07-0095
FNMA 4.25 08/08/07	3136F7GT8	\$5,000,000	4.250	08/08/07	4.3506	08/08/06	4.4534	\$5,000,000	\$4,994,000	08/30/05	05-0031
UBS Finance CP 0.00 08/09/07	90262DV93	\$5,000,000	0.000	08/09/07	5.3729	Open	5.3729	\$4,971,671	\$4,970,100	05/11/07	07-0100
GECC CP 0.00 08/17/07	36959JVH3	\$5,000,000	0.000	08/17/07	5.3537	Open	5.3537	\$4,966,447	\$4,964,250	01/19/07	07-0050
FHLMC Callable 5.02 08/24/07	3128X4J44	\$5,000,000	5.020	08/24/07	5.2089	Open	5.7056	\$5,000,000	\$4,996,500	04/18/06	06-0075
FHLB Callable 3.46 08/27/07	3133X3TV5	\$1,600,000	3.460	08/27/07	3.4600	Open	3.4600	\$1,600,000	\$1,595,200	02/27/04	04-0010
Dexia Del CP 0.00 09/06/07	2521E1W68	\$10,000,000	0.000	09/06/07	5.3705	Open	5.3705	\$9,902,664	\$9,898,800	06/11/07	07-0112
American Express Credit CP 0.00 02581SW72		\$5,000,000	0.000	09/07/07	5.3329	Open	5.3329	\$4,951,172	\$4,948,950	05/11/07	07-0101
WestPac CP 0.00 09/10/07	9612C1WA1	\$5,000,000	0.000	09/10/07	5.3466	Open	5.3466	\$4,948,919	\$4,947,450	05/10/07	07-0098
Unicard CP 0.00 09/10/07	9046P1WA8	\$5,000,000	0.000	09/10/07	5.3802	Open	5.3802	\$4,948,229	\$4,946,771	06/29/07	07-0115
FNMA Callable 4.25 09/12/07	3136F7KM8	\$5,000,000	4.250	09/12/07	4.2500	Open	4.2500	\$5,000,000	\$4,988,500	09/12/05	05-0041
FNMA Callable 5.15 09/21/07	31359MJ46	\$5,000,000	5.150	09/21/07	5.1851	Open	5.3527	\$5,000,000	\$4,996,500	03/21/06	06-0060
FFCB 4.20 09/24/07	31331SSV6	\$1,845,000	4.200	09/24/07	4.2000	06/24/05	4.2000	\$1,845,000	\$1,839,650	03/24/05	05-0009
FHLMC Callable 4.00 09/27/07	3128X4KE0	\$5,000,000	4.750	09/27/07	4.3682	Open	4.3682	\$5,000,000	\$4,991,500	09/27/05	05-0033
Danske CP 0.00 10/12/07	2363F7XC7	\$5,000,000	0.000	10/12/07	5.3521	Open	5.3521	\$4,926,183	\$4,924,500	05/08/07	07-0096
FHLB Callable 4.50 10/17/07	3133XDDZ1	\$5,000,000	4.500	10/17/07	5.2502	07/17/07	9.2672	\$5,000,000	\$4,986,500	04/26/06	06-0079
Yorkshire Bldg CP 0.00 10/18/07	98719DXJ1	\$5,000,000	0.000	10/18/07	5.3513	Open	5.3513	\$4,921,883	\$4,920,450	05/15/07	07-0104
Danske CP 0.00 10/30/07	2363F7XW3	\$10,000,000	0.000	10/30/07	5.3509	Open	5.3509	\$9,826,903	\$9,824,000	05/14/07	07-0103
FHLB Callable 3.93 11/09/07	3133XAEF8	\$1,000,000	3.930	11/09/07	3.9300	08/09/07	3.9300	\$1,000,000	\$994,900	02/09/05	05-0004
FFCB Callable 3.70 11/09/07	31331SMN0	\$5,470,000	3.700	11/09/07	3.8398	11/09/05	4.2177	\$5,470,000	\$5,437,727	02/25/05	05-0005
FHLB Callable 5.20 12/05/07	3133XHZY1	\$5,000,000	5.200	12/05/07	5.2000	09/05/07	5.2000	\$5,000,000	\$4,995,500	12/05/06	07-0026
FNMA Step Up Callable 3.00 12/14/07	3136F6PG8	\$5,000,000	4.500	12/14/07	4.1946	Open	4.1946	\$5,000,000	\$4,980,500	02/28/05	05-0008
FHLB Callable 3.35 12/18/07	3133X4FQ9	\$3,000,000	3.350	12/18/07	3.3500	09/18/07	3.3500	\$3,000,000	\$2,972,700	03/18/04	04-0018
FFCB 4.09 12/20/07	31331SA60	\$4,000,000	4.090	12/20/07	5.2007	09/20/05	5.2007	\$3,980,186	\$3,976,000	05/10/06	06-0081
FHLB Callable 5.15 12/21/07	3133XEWK1	\$5,000,000	5.150	12/21/07	5.3002	09/21/07	5.5167	\$5,000,000	\$4,994,000	04/21/06	06-0076
FHLB Callable 3.175 12/24/07	3133X4RT0	\$2,000,000	3.175	12/24/07	3.1750	09/24/07	3.1750	\$2,000,000	\$1,979,400	03/24/04	04-0023
FHLB Callable 5.25 12/27/07	3133XJD70	\$5,000,000	5.250	12/27/07	5.2500	09/27/07	5.2500	\$5,000,000	\$4,996,000	12/27/06	07-0038
FHLB Callable 3.05 12/28/07	3133X5DU9	\$1,000,000	3.050	12/28/07	3.0500	09/28/07	3.0500	\$1,000,000	\$988,900	03/29/04	04-0027
FNMA Callable 5.30 01/08/08	31359M2N2	\$5,000,000	5.300	01/08/08	5.3000	09/14/07	5.3000	\$5,000,000	\$4,996,000	12/14/06	07-0034
FHLB Callable 5.32 01/11/08	3133XJLK2	\$5,000,000	5.320	01/11/08	5.3200	07/11/07	5.3200	\$5,000,000	\$4,993,500	01/11/07	07-0043
FNMA Discount Note 0.00 01/18/08	313588RY3	\$5,000,000	0.000	01/18/08	5.2562	Open	5.2562	\$4,860,417	\$4,857,000	02/13/07	07-0063
FFCB Callable 3.94 01/25/08	31331SMF7	\$4,100,000	3.940	01/25/08	3.9070	04/25/05	3.5809	\$4,100,000	\$4,068,020	01/26/05	05-0003
FFCB Callable 3.94 01/25/08	31331SMF7	\$5,000,000	3.940	01/25/08	4.0307	04/25/05	5.4118	\$5,000,000	\$4,961,000	02/24/05	05-0006
FHLB Callable 5.375 02/12/08	3133XJNF1	\$3,000,000	5.375	02/12/08	5.3750	07/19/07	5.3750	\$3,000,000	\$2,996,400	01/22/07	07-0052
FNMA Callable 5.00 02/27/08	31359MG49	\$5,000,000	5.000	02/27/08	5.3520	02/27/07	5.9689	\$5,000,000	\$4,985,900	08/09/06	06-0119
FNMA Step Up Callable 3.0 03/03/08	3136F6AK5	\$1,000,000	4.750	03/03/08	4.6673	09/03/07	4.6673	\$1,000,000	\$996,200	08/05/05	05-0022
FHLMC Callable 5.30 03/19/08	3128X5P28	\$10,000,000	5.300	03/19/08	5.3000	06/19/07	5.3000	\$10,000,000	\$9,988,000	03/19/07	07-0081
FHLMC Callable 5.35 03/26/08	3128X5W38	\$5,000,000	5.350	03/26/08	5.3500	09/26/07	5.3500	\$5,000,000	\$4,995,000	03/26/07	07-0085
FHLB Callable 5.375 06/18/08	3133XJ6E3	\$5,000,000	5.375	06/18/08	5.3750	07/18/07	5.3750	\$5,000,000	\$4,994,500	12/18/06	07-0035
FHLMC Callable 5.30 06/20/08	3128X5TL2	\$3,000,000	5.300	06/20/08	5.3000	09/20/07	5.3000	\$3,000,000	\$2,995,500	12/20/06	07-0037
FHLB Callable 5.30 07/17/08	3133XJM96	\$2,000,000	5.300	07/17/08	5.3017	07/17/07	5.2823	\$1,999,973	\$1,998,600	03/20/07	07-0082
FHLB Callable 5.30 07/17/08	3133XJM96	\$4,000,000	5.300	07/17/08	5.3019	07/17/07	5.2844	\$3,999,947	\$3,997,200	03/16/07	07-0078
FNMA Callable 3.91 08/14/08	3136F34U7	\$1,000,000	3.910	08/14/08	3.9100	08/14/07	3.9100	\$1,000,000	\$985,700	08/14/03	03-0072
FHLB Callable 5.30 08/15/08	3133XJQU5	\$5,000,000	5.300	08/15/08	5.3000	08/15/07	5.3000	\$5,000,000	\$4,991,500	02/15/07	07-0066
FHLB Callable 5.30 08/15/08	3133XJQU5	\$5,000,000	5.300	08/15/08	5.3220	08/15/07	5.4267	\$5,000,000	\$4,991,500	02/15/07	07-0068

Current Portfolio - Total

3rd Qtr FY07

Security Description	CUSIP	Ending Par Value	Rate	Mat Date	Yield Matur	Call Date	Yield Call	Ending Amor Val/Cost	Ending Market Val	Purchase Date	Invest Number
FNMA Callable 4.02 08/18/08	3136F35V4	\$1,500,000	4.020	08/18/08	4.0200	08/18/07	4.0200	\$1,500,000	\$1,480,050	08/18/03	03-0073
FHLMC Callable 5.30 08/22/08	3128X5F86	\$5,000,000	5.300	08/22/08	5.3000	08/22/07	5.3000	\$5,000,000	\$4,994,500	02/22/07	07-0071
FHLB 4.69 4.69 09/09/08	3133XCXK3	\$1,000,000	4.690	09/09/08	4.6900	Open	4.6900	\$1,000,000	\$993,300	09/09/05	05-0029
FHLB Callable 4.00 09/15/08	3133X8DL3	\$2,000,000	4.000	09/15/08	4.0000	09/15/05	4.0000	\$2,000,000	\$1,971,400	09/15/04	04-0067
FHLMC Callable 5.40 10/09/08	3128X52J6	\$5,000,000	5.400	10/09/08	5.4000	07/09/07	5.4000	\$5,000,000	\$4,999,250	04/12/07	07-0090
FHLMC Callable 5.40 10/09/08	3128X52J6	\$5,000,000	5.400	10/09/08	5.4000	07/09/07	5.4000	\$5,000,000	\$4,999,250	05/11/07	07-0099
FHLMC Callable 3.875 11/10/08	3128X16N2	\$2,988,000	3.875	11/10/08	3.8750	05/10/05	3.8709	\$2,988,000	\$2,935,501	12/01/04	04-0075
FHLB Callable 5.30 12/12/08	3133XK2T1	\$5,000,000	5.300	12/12/08	5.3000	09/12/07	5.3000	\$5,000,000	\$4,993,000	03/12/07	07-0077
FHLB Callable 5.30 01/16/09	3133XJK87	\$5,000,000	5.300	01/16/09	5.3240	07/16/07	5.3940	\$4,999,760	\$4,992,450	02/16/07	07-0069
FNMA Callable 5.40 01/26/09	31359M4F7	\$3,000,000	5.400	01/26/09	5.4214	07/26/07	5.5622	\$3,000,000	\$2,994,900	01/26/07	07-0054
FHLMC Callable 4.00 01/28/09	3128X2LJ2	\$1,000,000	4.000	01/28/09	4.7898	07/28/07	11.4836	\$1,000,000	\$997,400	02/27/06	06-0051
FHLB Callable 5.35 02/02/09	3128X5B49	\$2,500,000	5.350	02/02/09	5.3500	08/02/07	5.3500	\$2,500,000	\$2,498,250	02/14/07	07-0064
FHLB Callable 5.35 02/05/09	3133XJT99	\$3,000,000	5.350	02/05/09	5.3500	02/05/08	5.3500	\$3,000,000	\$2,996,400	02/05/07	07-0056
FHLMC Callable 5.50 03/05/09	3128X5J90	\$1,300,000	5.500	03/05/09	5.5000	09/05/07	5.5000	\$1,300,000	\$1,298,050	03/05/07	07-0076
FNMA Callable 5.375 03/27/09	3136F8HL2	\$1,100,000	5.375	03/27/09	5.3750	09/27/07	5.3750	\$1,100,000	\$1,097,690	03/27/07	07-0086
FHLB Callable 5.50 04/17/09	3133XKEY7	\$5,000,000	5.500	04/17/09	5.5000	07/17/07	5.5000	\$5,000,000	\$4,996,000	04/19/07	07-0093
FHLMC Callable 5.30 05/14/09	3128X56G8	\$5,000,000	5.300	05/14/09	5.3000	11/14/07	5.3000	\$5,000,000	\$4,989,500	05/14/07	07-0102
FHLB Callable 5.45 05/21/09	3133XKS30	\$3,000,000	5.450	05/21/09	5.4500	08/21/07	5.4500	\$3,000,000	\$2,994,600	05/21/07	07-0105
FHLB Callable 5.50 05/21/09	3133XKVD4	\$5,000,000	5.500	05/21/09	5.5000	07/21/07	5.5000	\$5,000,000	\$4,998,450	05/21/07	07-0106
FNMA Callable 5.43 06/04/09	3136F8NR2	\$5,000,000	5.430	06/04/09	5.4300	09/04/07	5.4300	\$5,000,000	\$4,990,000	06/04/07	07-0109
FHLB Callable 5.75 08/03/09	3133XGCA0	\$5,000,000	5.750	08/03/09	5.7500	08/03/07	5.7500	\$5,000,000	\$5,001,000	08/03/06	06-0115
FHLB Callable 5.37 08/28/09	3133XJXN3	\$5,000,000	5.370	08/28/09	5.3700	08/28/07	5.3700	\$5,000,000	\$4,986,000	03/16/07	07-0079
FHLB Callable 5.50 08/28/09	3133XGUC6	\$2,000,000	5.500	08/28/09	5.5000	09/07/07	5.5000	\$2,000,000	\$1,996,600	09/08/06	06-0132
FHLB Callable 5.50 09/04/09	3133XJYC6	\$3,000,000	5.500	09/04/09	5.4898	09/04/07	5.4384	\$3,000,235	\$2,994,300	03/23/07	07-0084
FHLB Callable 5.50 09/04/09	3133XJYC6	\$3,000,000	5.500	09/04/09	5.5000	09/04/07	5.5000	\$3,000,000	\$2,994,300	03/05/07	07-0073
FHLB Callable 5.50 10/05/09	3133XKE35	\$750,000	5.500	10/05/09	5.5000	07/05/07	5.5000	\$750,000	\$748,500	04/05/07	07-0087
FHLB Callable 5.50 10/16/09	3133XKHQ1	\$5,000,000	5.500	10/16/09	5.5000	07/16/07	5.5000	\$5,000,000	\$4,989,500	04/16/07	07-0091
FNMA Callable 5.50 12/21/09	3136F8PD1	\$5,000,000	5.500	12/21/09	5.5000	12/21/07	5.5000	\$5,000,000	\$4,996,500	06/21/07	07-0114
FNMA Callable 5.50 12/21/09	3136F8BP9	\$5,000,000	0.000	12/21/09	5.5002	09/21/07	5.5347	\$5,000,000	\$4,989,000	06/08/07	07-0110
FHLMC Callable 5.375 12/23/09	3128X57D4	\$5,000,000	5.375	12/23/09	5.3750	11/23/07	5.3750	\$5,000,000	\$4,981,500	05/23/07	07-0108
FHLMC Callable 5.375 02/08/10	3128X5C48	\$2,500,000	5.375	02/08/10	5.3750	02/08/08	5.3750	\$2,500,000	\$2,491,700	02/15/07	07-0067
FHLMC Callable 5.55 03/05/10	3128X5H92	\$5,000,000	5.550	03/05/10	5.5500	09/05/07	5.5500	\$5,000,000	\$4,986,000	03/05/07	07-0074
FHLMC Callable 5.55 03/05/10	3128X5H92	\$5,000,000	5.550	03/05/10	5.5500	09/05/07	5.5500	\$5,000,000	\$4,986,000	03/05/07	07-0075
FHLMC Callable 5.30 03/29/10	3128X5U55	\$5,000,000	5.300	03/29/10	5.4160	09/29/07	5.7740	\$5,000,000	\$4,975,500	05/09/07	07-0097
FHLMC Callable 5.50 05/21/10	3128X55Z7	\$5,000,000	5.500	05/21/10	5.5109	11/21/07	5.5612	\$4,998,827	\$4,982,500	05/22/07	07-0107
FHLB Callable 5.50 06/14/10	3133XKX83	\$4,000,000	5.500	06/14/10	5.5000	12/14/07	5.5000	\$4,000,000	\$3,988,000	06/14/07	07-0113
Deutsche MMF - 2100	MMF	\$12,505,575	4.830	Open	4.8300	Open	4.8300	\$12,505,575	\$12,505,575	09/30/01	AR-0002
Provident Fin. Op Fund-1000	MMF	\$17,456,122	5.190	Open	5.1900	Open	5.1900	\$17,456,122	\$17,456,122	10/31/01	AR-0001
Provident Fin Res. Fund-2000	MMF	\$588,759	5.190	Open	5.1900	Open	5.1900	\$588,759	\$588,759	09/30/01	AR-0006
Fidelity SEAF- 690	MMF	\$29,048,937	5.200	Open	5.2000	Open	5.2000	\$29,048,937	\$29,048,937	08/03/04	AR-0009
AIM/ LAP Opt. Fund- 1900	MMF	\$16,667,969	5.210	Open	5.2100	Open	5.2100	\$16,667,969	\$16,667,969	04/16/03	AR-0008

GRAND TOTALS

\$441,920,362

5.1213

5.2224

\$441,043,354

\$440,310,846

PORTFOLIO ANALYSIS BY FUND

3rd Qtr FY07

(\$ = 000's)	Gen Oper	Fin Res	Insurance	SEAF	Debt Srv	TOTAL
Par Value	\$338,939	\$48,527	\$12,900	\$29,049	\$12,506	\$441,920
Market Value	\$337,606	\$48,305	\$12,845	\$29,049	\$12,506	\$440,311
Unrealized Gain (Loss)	<u>(\$456)</u>	<u>(\$222)</u>	<u>(\$55)</u>	<u>\$0</u>	<u>\$0</u>	<u>(\$733)</u>
Book Value	\$338,062	\$48,527	\$12,900	\$29,049	\$12,506	\$441,043
Accrued Interest	<u>\$2,774</u>	<u>\$503</u>	<u>\$102</u>	<u>\$0</u>	<u>\$0</u>	<u>\$3,379</u>
Total Book Value	\$340,836	\$49,030	\$13,002	\$29,049	\$12,506	\$444,422
Cash Balance	<u>\$168</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$168</u>
TOTAL FUND VALUE	<u>\$341,004</u>	<u>\$49,030</u>	<u>\$13,002</u>	<u>\$29,049</u>	<u>\$12,506</u>	<u>\$444,590</u>
Liquid Securities (Mkt. value)	\$69,030					\$69,030
Yield to Maturity (Adj for calls)	5.30%	4.96%	4.50%	5.20%	4.83%	5.22%
Wgt. Average Maturity (days)	295	534	361	1	1	0
KEY COMPLIANCE TARGETS						
Minimum Requirement (1)	\$14,144	\$28,000	\$12,833			
Maximum Average Maturity	18 Months	30 Months	48 Months	90 Days	3 Years	
Is Fund in Compliance ?	Yes	Yes	Yes	Yes	Yes	
INVESTMENT COMPARISON						
6-Month T-Bill	4.95%	4.95%	4.95%	4.95%	4.95%	4.95%
Wgt Average Fund Variance	0.36%	0.01%	-0.45%	0.25%	-0.12%	0.28%

Notes:

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

Change in Market Value of Investments

3rd Qtr FY07

Fund	Security Type	Rate	Maturity	Call Date	Par Value	03/31/07 Market Value	06/30/07 Market Value	Change from Prior Quarter
Operating	FNMA Callable 3.80 07/06/07	3.800	07/06/07	07/06/05	\$3,000,000	\$2,988,600	\$2,999,400	\$10,800
Operating	FHLMC Callable 4.00 07/13/07	4.000	07/13/07	Open	\$2,000,000	\$1,992,800	\$1,999,200	\$6,400
Operating	FNMA Callable 3.50 07/20/07	3.500	07/20/07	07/20/05	\$5,000,000	\$4,973,500	\$4,995,000	\$21,500
Operating	FNMA 4.25 08/08/07 4.25 08/08/07	4.250	08/08/07	08/08/06	\$5,000,000	\$4,982,000	\$4,994,000	\$12,000
Operating	GECC CP 0.00 08/17/07	0.000	08/17/07	Open	\$5,000,000	\$4,899,850	\$4,964,250	\$64,400
Operating	FHLMC Callable 5.02 08/24/07	5.020	08/24/07	05/24/07	\$5,000,000	\$4,994,500	\$4,996,500	\$2,000
Insurance	FHLB Callable 3.46 08/27/07	3.460	08/27/07	05/27/07	\$1,600,000	\$1,588,480	\$1,595,200	\$6,720
Operating	FNMA Callable 4.25 4.25 09/12/07	4.250	09/12/07	06/12/07	\$5,000,000	\$4,977,500	\$4,988,500	\$11,000
Operating	FNMA Callable 5.15 09/21/07	5.150	09/21/07	06/21/07	\$5,000,000	\$4,996,000	\$4,996,500	\$500
Operating	FFCB 4.20 09/24/07	4.200	09/24/07	06/24/05	\$1,845,000	\$1,835,591	\$1,839,650	\$4,059
Operating	FHLMC Callable 4.00 09/27/07	4.750	09/27/07	Open	\$5,000,000	\$4,988,000	\$4,991,500	\$3,500
Operating	FHLB Callable 4.50 10/17/07	4.500	10/17/07	04/17/07	\$5,000,000	\$4,979,500	\$4,986,500	\$7,000
Fin Reserve	FHLB Callable 3.93 11/09/07	3.930	11/09/07	05/09/07	\$1,000,000	\$992,300	\$994,900	\$2,600
Operating	FFCB Callable 3.70 11/09/07	3.700	11/09/07	11/09/05	\$5,470,000	\$5,420,223	\$5,437,727	\$17,504
Fin Reserve	FHLB Callable 5.20 12/05/07	5.200	12/05/07	06/05/07	\$5,000,000	\$4,995,000	\$4,995,500	\$500
Operating	FNMA Step Up Callable 3.00 12/14/07	4.500	12/14/07	Open	\$5,000,000	\$4,975,500	\$4,980,500	\$5,000
Insurance	FHLB Callable 3.35 12/18/07	3.350	12/18/07	06/18/07	\$3,000,000	\$2,961,600	\$2,972,700	\$11,100
Operating	FFCB 4.09 12/20/07	4.090	12/20/07	09/20/05	\$4,000,000	\$3,970,000	\$3,976,000	\$6,000
Operating	FHLB Callable 5.15 12/21/07	5.150	12/21/07	06/21/07	\$5,000,000	\$4,994,000	\$4,994,000	\$0
Operating	FHLB Callable 3.175 12/24/07	3.175	12/24/07	09/24/07	\$2,000,000	\$1,971,400	\$1,979,400	\$8,000
Operating	FHLB Callable 5.25 12/27/07	5.250	12/27/07	06/27/07	\$5,000,000	\$4,996,000	\$4,996,000	\$0
Insurance	FHLB Callable 3.05 12/28/07	3.050	12/28/07	06/28/07	\$1,000,000	\$984,700	\$988,900	\$4,200
Operating	FNMA Callable 5.30 01/08/08	5.300	01/08/08	06/14/07	\$5,000,000	\$4,997,000	\$4,996,000	-\$1,000
Operating	FHLB Callable 5.32 01/11/08	5.320	01/11/08	04/11/07	\$5,000,000	\$4,996,000	\$4,993,500	-\$2,500
Operating	FNMA Discount Note 0.00 01/18/08	0.000	01/18/08	Open	\$5,000,000	\$4,798,690	\$4,857,000	\$58,310
Fin Reserve	FFCB Callable 3.94 01/25/08	3.940	01/25/08	04/25/05	\$4,100,000	\$4,060,230	\$4,068,020	\$7,790
Operating	FFCB Callable 3.94 01/25/08	3.940	01/25/08	04/25/05	\$5,000,000	\$4,951,500	\$4,961,000	\$9,500
Operating	FHLB Callable 5.375 02/12/08	5.375	02/12/08	04/19/07	\$3,000,000	\$2,998,500	\$2,996,400	-\$2,100
Operating	FNMA Callable 5.00 02/27/08	5.000	02/27/08	02/27/07	\$5,000,000	\$4,989,750	\$4,985,900	-\$3,850
Fin Reserve	FNMA Step Up Callable 3.0 3.00 03/03/08	4.750	03/03/08	06/03/07	\$1,000,000	\$996,600	\$996,200	-\$400
Operating	FHLMC Callable 5.30 03/19/08	5.300	03/19/08	06/19/07	\$10,000,000	\$9,992,000	\$9,988,000	-\$4,000
Operating	FHLMC Callable 5.35 03/26/08	5.350	03/26/08	06/26/07	\$5,000,000	\$4,997,000	\$4,995,000	-\$2,000
Fin Reserve	FHLB Callable 5.375 06/18/08	5.375	06/18/08	04/18/07	\$5,000,000	\$4,999,360	\$4,994,500	-\$4,860
Insurance	FHLMC Callable 5.30 06/20/08	5.300	06/20/08	06/20/07	\$5,000,000	\$2,996,700	\$2,995,500	-\$1,200
Operating	FHLB Callable 5.30 07/17/08	5.300	07/17/08	07/17/07	\$4,000,000	\$3,998,800	\$3,997,200	-\$1,600
Fin Reserve	FHLB Callable 5.30 07/17/08	5.300	07/17/08	07/17/07	\$2,000,000	\$1,999,400	\$1,998,600	-\$800
Fin Reserve	FNMA Callable 3.91 08/14/08	3.910	08/14/08	05/14/07	\$1,000,000	\$985,600	\$985,700	\$100
Operating	FHLB Callable 5.30 08/15/08	5.300	08/15/08	05/15/07	\$5,000,000	\$4,994,500	\$4,991,500	-\$3,000
Operating	FHLB Callable 5.30 08/15/08	5.300	08/15/08	05/15/07	\$5,000,000	\$4,994,500	\$4,991,500	-\$3,000
Fin Reserve	FNMA Callable 4.02 08/18/08	4.020	08/18/08	08/18/07	\$1,500,000	\$1,480,500	\$1,480,050	-\$450
Operating	FHLMC Callable 5.30 08/22/08	5.300	08/22/08	08/22/07	\$5,000,000	\$4,997,500	\$4,994,500	-\$3,000
Fin Reserve	FHLB 4.69 09/09/08	4.690	09/09/08	Open	\$1,000,000	\$994,300	\$993,300	-\$1,000
Fin Reserve	FHLB Callable 4.00 09/15/08	4.000	09/15/08	09/15/05	\$2,000,000	\$1,972,600	\$1,971,400	-\$1,200
Fin Reserve	FHLMC Callable 3.875 11/10/08	3.875	11/10/08	05/10/05	\$2,988,000	\$2,939,893	\$2,935,501	-\$4,392
Operating	FHLB Callable 5.30 12/12/08	5.300	12/12/08	09/12/07	\$5,000,000	\$4,998,000	\$4,993,000	-\$5,000
Operating	FHLB Callable 5.30 01/16/09	5.300	01/16/09	07/16/07	\$5,000,000	\$4,998,500	\$4,992,450	-\$6,050
Operating	FNMA Callable 5.40 01/26/09	5.400	01/26/09	04/26/07	\$3,000,000	\$2,997,600	\$2,994,900	-\$2,700
Operating	FHLMC Callable 4.00 01/28/09	4.000	01/28/09	04/28/07	\$1,000,000	\$997,600	\$997,400	-\$200
Fin Reserve	FHLB Callable 5.35 02/02/09	5.350	02/02/09	08/02/07	\$2,500,000	\$2,499,750	\$2,498,250	-\$1,500
Operating	FHLB Callable 5.35 02/05/09	5.350	02/05/09	02/05/08	\$3,000,000	\$3,003,300	\$2,996,400	-\$6,900
Insurance	FHLMC Callable 5.50 03/05/09	5.500	03/05/09	06/05/07	\$1,300,000	\$1,299,350	\$1,298,050	-\$1,300
Fin Reserve	FNMA Callable 5.375 03/27/09	5.375	03/27/09	06/27/07	\$1,100,000	\$1,099,230	\$1,097,690	-\$1,540
Operating	FHLB Callable 5.75 08/03/09	5.750	08/03/09	08/03/07	\$5,000,000	\$5,007,500	\$5,001,000	-\$6,500
Operating	FHLB Callable 5.50 08/28/09	5.500	08/28/09	09/07/07	\$2,000,000	\$2,000,200	\$1,996,600	-\$3,600
Operating	FHLB Callable 5.37 08/28/09	5.370	08/28/09	08/28/07	\$5,000,000	\$4,995,500	\$4,986,000	-\$9,500
Operating	FHLB Callable 5.50 09/04/09	5.500	09/04/09	09/04/07	\$3,000,000	\$3,000,000	\$2,994,300	-\$5,700
Fin Reserve	FHLB Callable 5.50 09/04/09	5.500	09/04/09	09/04/07	\$3,000,000	\$3,000,000	\$2,994,300	-\$5,700
Operating	FHLMC Callable 5.375 02/08/10	5.375	02/08/10	02/08/08	\$2,500,000	\$2,500,375	\$2,491,700	-\$8,675
Operating	FHLMC Callable 5.55 03/05/10	5.550	03/05/10	06/05/07	\$5,000,000	\$4,995,000	\$4,986,000	-\$9,000
Fin Reserve	FHLMC Callable 5.55 03/05/10	5.550	03/05/10	06/05/07	\$5,000,000	\$4,995,000	\$4,986,000	-\$9,000
Sub-total for Securities held as of 06/30/07						\$221,974,872	\$222,132,137	\$157,266
% Change as result of market movement								0.07%
Holdings at 03/31/07 maturing during Q3, FY07						\$155,952,329		-\$155,952,329
Holdings at 03/31/07 called during Q3, FY07						\$25,198,000		-\$25,198,000
Value of Money Market Mutual Funds (All)						\$49,067,786	\$76,267,362	\$27,199,576
Holdings at 6/30/07 purchased during Q3, FY07							\$141,911,346	\$141,911,346
TOTAL PORTFOLIO VALUE						\$452,192,987	\$440,310,845	-\$11,882,141

Callable Securities Analysis

3rd Qtr FY07

Portfolio	Maturity	Next Call Date	Call	Days Notice	Issuer	CUSIP	Par (000)	Coupon	Treasury Curve	Probability of Call
Operating	09/24/07		Anytime	7	FFCB	31331SSV6	1,845	4.200	4.80	Low
Operating	10/17/07	07/17/07	Quarterly	5	FHLB	3133XDDZ1	5,000	4.500	4.85	Low
Financial Reserve	11/09/07	08/09/07	Quarterly	5	FHLB	3133XAEF8	1,000	3.930	4.85	Low
Financial Reserve	12/05/07	09/05/07	Quarterly	5	FHLB	3133XHZY1	5,000	5.200	4.90	Moderate
Master Insurance	12/18/07	09/18/07	Quarterly	5	FHLB	3133X4FQ9	3,000	3.350	4.90	Low
Operating	12/20/07		Anytime	7	FFCB	31331SA60	4,000	4.090	4.90	Low
Operating	12/21/07	09/21/07	Quarterly	5	FHLB	3133XEWK1	5,000	5.150	4.90	Moderate
Operating	12/24/07	09/24/07	Semi-Annual	5	FHLB	3133X4RT0	2,000	3.175	4.90	Low
Operating	12/27/07	09/27/07	Quarterly	5	FHLB	3133XJD70	5,000	5.250	4.95	Moderate
Master Insurance	12/28/07	09/28/07	Quarterly	5	FHLB	3133X5DU9	1,000	3.050	4.95	Low
Operating	01/18/08	09/14/07	Quarterly	10	FNMA	31359M2N2	5,000	5.300	4.95	Moderate
Operating	01/11/08	07/11/07	Quarterly	5	FHLB	3133XJLK2	5,000	5.320	4.95	Moderate
Operating	01/25/08		Anytime	7	FFCB	31331SMF7	5,000	3.940	4.95	Low
Financial Reserve	01/25/08		Anytime	7	FFCB	31331SMF7	4,100	3.940	4.95	Low
Operating	02/12/08	07/19/07	Quarterly	5	FHLB	3133XJNF1	3,000	5.375	4.95	Moderate
Operating	03/19/08	09/19/07	Quarterly	5	FHLMC	3128X5P28	10,000	5.300	4.95	Moderate
Operating	03/26/08	09/26/07	Quarterly	5	FHLMC	3128X5W38	5,000	5.350	4.90	Moderate
Financial Reserve	06/18/08	07/17/07	Monthly	5	FHLB	3133XJ6E3	5,000	5.375	4.90	Moderate
Master Insurance	06/20/08	09/20/07	Quarterly	5	FHLMC	3128X5TL2	3,000	5.300	4.90	Moderate
Operating	07/17/08	07/17/07	One-time	5	FHLB	3133XJM96	2,000	5.300	4.90	Moderate
Financial Reserve	07/17/08	07/17/07	One-time	5	FHLB	3133XJM96	4,000	5.300	4.90	Moderate
Financial Reserve	08/14/08	08/14/07	Quarterly	10	FNMA	3136F34U7	1,000	3.910	4.90	Low
Operating	08/15/08	08/15/07	Quarterly	5	FHLB	3133XJQU5	5,000	5.300	4.90	Moderate
Operating	08/15/08	08/15/07	Quarterly	5	FHLB	3133XJQU5	5,000	5.300	4.90	Moderate
Financial Reserve	08/18/08	08/18/07	Semi-Annual	10	FNMA	3136F35V4	1,500	4.020	4.90	Low
Operating	08/22/08	08/22/07	Onetime	5	FHLMC	3128X5F86	5,000	5.300	4.90	Moderate
Financial Reserve	09/09/08		Anytime	5	FHLB	3133XCYK3	1,000	4.690	4.90	Low
Financial Reserve	09/15/08		Anytime	5	FHLB	3133X8DL3	2,000	4.000	4.90	Low
Operating	10/09/08	07/15/07	Monthly	5	FHLMC	3128X52J6	5,000	5.400	4.90	High
Operating	12/12/08	09/12/07	One-time	5	FHLB	3133XK2T1	5,000	5.300	4.90	Moderate
Operating	01/16/09	07/16/07	One-time	5	FHLB	3133XJK80	5,000	5.300	4.85	Moderate
Operating	01/26/09	07/26/07	Quarterly	10	FNMA	31359M4F7	3,000	5.400	4.85	High
Operating	01/28/09	07/28/07	Quarterly	5	FHLMC	3128X2LJ2	1,000	5.000	4.85	Low
Financial Reserve	02/02/09	08/02/07	One-time	5	FHLMC	3128X5B49	2,500	5.350	4.85	High
Operating	02/05/09	02/05/08	One-time	5	FHLB	3133XJT99	3,000	5.350	4.85	High
Master Insurance	03/05/09	09/05/07	Quarterly	5	FHLMC	3128X5J90	1,300	5.500	4.85	High
Financial Reserve	03/27/09	09/27/07	Quarterly	10	FNMA	3136F8HL2	1,100	5.375	4.85	High
Operating	04/17/09	07/15/07	Monthly	5	FHLB	3133XKEY7	5,000	5.500	4.85	High
Operating	05/14/09	11/14/07	One-time	5	FHLMC	3128X56G8	5,000	5.300	4.85	Moderate
Master Insurance	05/21/09	08/21/07	Quarterly	5	FHLB	3133XKS30	3,000	5.450	4.85	High
Operating	05/21/09	07/15/07	Monthly	5	FHLB	3133XKVD4	5,000	5.500	4.85	High
Financial Reserve	06/04/09	09/04/07	Quarterly	10	FNMA	3136F8NR2	5,000	5.430	4.85	High
Operating	08/03/09	08/03/07	One-time	5	FHLB	3133XGCA0	5,000	5.750	4.85	High
Operating	08/28/09	08/28/07	Anytime	5	FHLB	3133XJXN3	5,000	5.375	4.90	Moderate
Operating	08/28/09	09/07/07	Quarterly	5	FHLB	3133XGUC6	2,000	5.500	4.90	High
Financial Reserve	09/04/09	09/04/07	Quarterly	5	FHLB	3133XJYC6	3,000	5.500	4.90	High
Operating	09/04/09	09/04/07	Quarterly	5	FHLB	3133XJYC6	3,000	5.500	4.90	High
Financial Reserve	10/05/09	10/05/07	Quarterly	5	FHLB	3133XKE35	750	5.500	4.90	High
Operating	10/16/09	07/16/07	Quarterly	5	FHLB	3133XKHQ1	5,000	5.500	4.90	High
Operating	12/21/09	09/21/07	Quarterly	10	FNMA	3136F8BP9	5,000	5.444	4.90	High
Operating	12/21/09	12/21/07	One-time	10	FNMA	3136F8PD1	5,000	5.500	4.90	High
Operating	12/23/09	11/23/07	Quarterly	5	FHLMC	3128X57D4	5,000	5.375	4.90	Moderate
Operating	02/08/10	02/08/08	One-time	5	FHLMC	3128X5C48	2,500	5.375	4.90	Moderate
Operating	03/05/10	09/05/07	Quarterly	5	FHLMC	3128X5H92	5,000	5.550	4.90	High
Financial Reserve	03/05/10	09/05/07	Quarterly	5	FHLMC	3128X5H92	5,000	5.550	4.90	High
Operating	03/29/10	09/29/07	Quarterly	5	FHLMC	3128X5U55	5,000	5.300	4.90	Moderate
Operating	05/21/10	11/21/07	Quarterly	5	FHLMC	3128X55Z7	5,000	5.500	4.90	High
Financial Reserve	06/14/10	12/14/07	Quarterly	5	FHLB	3133XKX83	4,000	5.500	4.90	High

\$219,595

Defined Benefit Plan Summary

3rd Qtr FY07

	Market Value 31-Mar-07	Income	Benefit Payments	Transfers	Realized Gain/ (loss)	Unrealized Gain/ (loss)	Contributions Employer Employee		Other	Market Value 30-Jun-07
Equity Managers										
Large Cap:										
Washington Mutual	\$9,209,246	47,335	0	0	0	570,762	0	0	(1)	\$9,827,342
Capital Guardian	\$10,211,856	0	0	0	0	768,634	0	0	1	\$10,980,491
Goldman	\$13,606,892	(12,921)	0	0	520,607	665,829	0	0	0	\$14,780,407
SSGA Wilshire 5000	\$14,994,830	0	0	0	0	910,135	0	0	3	\$15,904,968
Small Cap:										
Friess	\$9,639,432	0	0	0	0	928,254	0	0	(1)	\$10,567,685
Earnest Partners	\$14,144,005	5,481	0	0	616,944	148,096	0	0	(1)	\$14,914,525
International:										
Morgan Stanley	\$8,703,294	(19,956)	0	0	13,763	494,078	0	0	1	\$9,191,180
Capital Resources	\$7,614,869	0	0	0	0	646,351	0	0	0	\$8,261,220
SSGA Internat. Inde	\$4,970,437	0	0	0	0	325,656	0	0	0	\$5,296,093
Fixed Income Managers										
Primco	\$16,133,982	219,926	0	1,300,000	0	(444,826)	0	0	1	\$17,209,083
Aberdeen	\$16,171,054	200	0	1,300,000	0	(73,331)	0	0	0	\$17,397,923
Real Estate										
	\$0	0	0	0	0	0	0	0	0	\$0
UBS	\$13,844,214	718,738	0	0	0	0	0	0	(1)	\$14,562,951
Cash										
	\$6,305,598	(49,110)	(2,275,658)	(2,600,000)	0	0	217	506	(1)	\$1,381,552
Total	\$145,549,709	909,693	(2,275,658)	0	1,151,314	4,939,638	217	506	1	\$150,275,420



Obligations

3rd Qtr FY07

Commercial Paper

Maturity Date	Issue Date	Par Value	Coupon %	Term in Days	Dealer
9/10/2007	3/14/2007	\$ 10,000,000	3.65%	180	Ramirez
9/10/2007	5/15/2007	\$ 10,000,000	3.73%	118	Bear
10/9/2007	6/26/2007	\$ 10,000,000	3.75%	105	Bear
10/11/2007	6/26/2007	\$ 7,000,000	3.75%	107	Ramirez
11/5/2007	3/14/2007	\$ 10,000,000	3.63%	236	Bear
11/5/2007	5/15/2007	\$ 10,000,000	3.73%	174	Ramirez
11/29/2007	3/14/2007	\$ 10,000,000	3.73%	260	Loop
11/29/2007	5/15/2007	\$ 10,000,000	3.73%	198	Loop
11/29/2007	6/26/2007	\$ 10,000,000	3.75%	156	Loop
12/6/2007	6/26/2007	\$ 3,000,000	3.75%	163	Ramirez
		Total:	\$ 90,000,000	3.72%	172

Bonds

Series	Pay-Downs	Rates	Principal
2001	2007 - 2024	4.561% - 5.359%	\$ 106,665,000
2002	2007 - 2024	3.000% - 5.375%	\$ 32,930,000
2007	2007 - 2036	3.676% - 5.172%	\$ 770,270,000
			\$ 909,865,000

Major Contracts Funded by CP**3rd Qtr FY07**

<u>Contract#</u>	<u>Vendor Name</u>	<u>Project/s</u>
01011780	American Intl	OCIP, GL WC Insurance
01007571	Archerwestern Brunson	NW SE LRT Build-out
01009666	Archerwestern Herzog	NW SE LRT Build-out
01004732	Bridgefarmer/Farradyne	HOV Projects
01011527	Carcon	Walnut Hill Parking exp.
01012758	DGNO	Freight Track Relocation
01004187	DMJM+Harris	NW SE LRT Build-out
01006471	F Hall Mowing	NW SE LRT Build-out
01002608	Gilbert May Inc.	Misc. Construction – Various
01008612	Gilbert May Inc.	Demo NW SE LRT Build-out
01006362	Halff Associates	NW SE LRT Build-out
01008130	Hensel Phelps	S & I Facility Expansion
01008316	Herzog	TRE Rail Operating
01010371	Herzog	Railroad Signalization
98000071	Itochu International	LRV's
01011711	Kinkisharyo	C-Cars, Cab-signals, VBS
01012000	LB Foster	NRV's
01002078	LOPEZGARCIA Group	NW SE LRT Build-out
01008146	LTK Engineering	LRV's
01003569	Malcolm Pirnie	NW SE LRT Build-out
01003568	Maxim Technologies	NW SE LRT Build-out
01011941	Mitchell/Vestal	Misc. Construction
00937775	Parsons Transport. Group	NW SE LRT Build-out
01002803	Parsons Transport Group	LRT Build-Out
01009306	Parsons/Brinckerhoff	CBD AA/EIS
01011831	Penaco	Tunnel Delamination
01008681	Philpott Motors	Non-Revenue Vehicles
01008681	Philpott Motors	Purchase NRV's
01010787	Philpott Motors	Non-Revenue Vehicles
01008230	Ponce/Ice/North Star	Asbestos Abatement
01002450	Sunland/ACT 21	NW SE LRT Build-out
01010179	Willis of Texas	LRT Build-Out

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.

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.