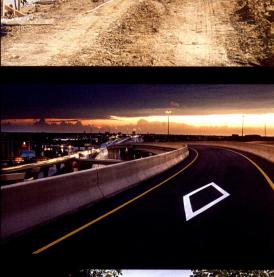
Quarterly Operating & Financial Performance Report

Third Quarter FY 2008













come watch us grow





DALLAS AREA RAPID TRANSIT

QUARTERLY OPERATING & FINANCIAL PERFORMANCE REPORT

THIRD QUARTER FY 2008 APRIL – JUNE 2008

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Third Quarter FY 2008

FY 2008 Third Quarter Highlights

This report is for the quarter ending June 30, 2008, the third quarter of the fiscal year. Sales tax revenues were higher than budget; total agency ridership figures have seen significant increases and are likely to reach FY 2008 targets although fixed route totals are still short of targets; and operating expenses continue to trend significantly under budget. The following summary highlights key results in comparison to the previous fiscal year and our targets:

Sales tax revenues for the quarter were \$105.8 million, \$2.8 million (2.7%) higher than the budgeted \$103.0 million. Please note that with the approval of the FY 2008 Twenty-year Financial Plan, the sales tax budget was increased based on FY 2007 actual tax receipts and the projected growth on the increase.

Total agency passenger trips for the rolling four quarters ending June 2008 were 111.1 million, 7.2 million over the corresponding period last year; third quarter results were approximately 3.5 million (12.5%) over the budget target. **Fixed route ridership** for the same period was 65.9 million, an increase of 600,000 (0.9%) over last year; third quarter results were approximately 300,000 (1.8%) over the target.

Fixed route on-time performance was 95.8% for the quarter and 95.3% for the four-quarter period, equal to what was achieved in FY 2007 but 1.4% under the target for FY 2008 (which represented a significant increase over the FY 2007 target).

Total system subsidy per passenger for the four-quarter period was \$2.57, \$0.12 (4.5%) better than budget. **Fixed route subsidy per passenger** was \$3.75, \$0.07 (1.8%) better than budget. This is primarily due to operating expenses being under budget, despite the impact of rising fuel costs.

Administrative ratio for the four-quarter period was 8.3%, 0.2% better than the target of 8.5%.

The period ended with a sales taxes for operating expense ratio of 63.1%, 2.0% better than the target of 65.1%.



General Information

Reporting Period – DART's fiscal year begins on October 1. The third quarter of the current fiscal year is April through June 2008.

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

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

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

 $\underline{\text{Green}}$ – It is probable that the FY 2008 target will be met. Indicative of performance within established parameters.

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

Red – It is probable that the FY 2008 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								
				FY08				
Indicators	Q 3/07	Q 3/08	Qtrly	Target	Status			
Customer/Quality Indicators								
Total Agency Ridership (M)	103.9	111.1	31.1	109.3	Green			
Fixed Route Ridership (M)	65.3	65.9	17.1	66.8	Yellow			
Total System Subsidy Per Passenger	\$2.61	\$2.57	\$2.32	\$2.69	Green			
Fixed Route Subsidy Per Passenger	\$3.61	\$3.75	\$3.64	\$3.82	Green			
On-Time Performance (Fixed Route)	95.3%	95.3%	95.8%	96.7%	Yellow			
Fixed Route Complaints Per 100,000 Passengers	42.6	37.8	41.3	38.3	Green			
Fixed Route Accidents Per 100,000 Miles	1.42	1.52	1.31	1.69	Green			
Sales Taxes for Operating Expense	67.2%	63.1%	63.9%	65.1%	Green			
Fixed Route Farebox Recovery Ratio	*	18.4%	18.4%	**				
Administrative Ratio	8.0%	8.3%	8.1%	8.5%	Green			

^{*}New KPI; data from prior periods not available

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

Ridership

Exhibit 2 is DART's Ridership Scorecard and provides the FY 2008 KPI targets and historical quarterly KPIs. See modal discussions for variance explanations.

		Q 3/07	Q 3/08	Qtrly	FY08 Target	Status				
	RIDERSHIP									
	Total Agency (M)	103.9	111.1	31.1	109.3	Green				
2	Fixed Route (M)	65.3	65.9	17.1	66.8	Yellow				
Exhibit	Bus (M)	44.7	44.5	11.5	45.9	Yellow				
Exh	LRT (M)	18.1	18.7	4.9	18.3	Green				
	Commuter Rail (M)	2.5	2.6	0.7	2.5	Green				
	Paratransit (000s)	679.4	711.9	188.6	701.7	Red				
	HOV (M)	37.4	43.9	13.7	41.2	Green				
	Vanpool (000s)	471.0	627.4	189.0	726.6	Red				



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^{**}No FY08 target has been established

Subsidy Per Passenger

Exhibit 3 is DART's Subsidy Per Passenger scorecard and provides the FY 2008 KPI targets and historical quarterly KPIs. See modal sections for variance explanations.

		Q 3/07	Q 3/08	Qtrly	FY08 Target	Status				
П	Efficiency Indicator - Subsidy Per Passenger									
П	Total System	\$2.61	\$2.57	\$2.32	\$2.69	Green				
8	Fixed Route	\$3.61	\$3.75	\$3.64	\$3.82	Green				
Exhibit	Bus	\$3.63	\$3.90	\$3.82	\$3.82	Yellow				
Exl	LRT	\$3.15	\$3.04	\$2.82	\$3.40	Green				
П	Commuter Rail	\$6.69	\$6.27	\$6.31	\$6.67	Green				
	Paratransit	\$44.01	\$42.54	\$41.40	\$44.20	Green				
	HOV	\$0.14	\$0.18	\$0.16	\$0.21	Green				
	Vanpool	\$0.70	\$0.37	\$0.15	\$0.41	Green				

Modal Update

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

Bus and Innovative Service



DART operates all fixed-route bus service out of three DART-owned facilities: East Dallas, Northwest, and South Oak Cliff, with a total of 673 buses and a contingency fleet of 69 buses. In addition to buses, DART maintains an extensive bus and rail passenger amenity and facility infrastructure including: 12,322 bus stops, 763 bus shelters, 1,420 benches, 15 transit centers, 2 passenger transfer locations, 22 enhanced shelters, 35 rail platforms (including two joint LRT/commuter rail stations), 3 additional 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. In March 2008, DART introduced a new type of service that combines characteristics of On-Call and fixed-route:



Flex Service. The two new Flex routes serve South Irving and the Telecom Corridor in parts of Richardson and Plano.

Exhibit 4 is DART's Bus Scorecard and provides the FY 2008 KPI targets and historical quarterly KPIs. A discussion of variances follows.

	Bus Scorecard - Key Performance Indicators								
	Indicators	Q 3/07	Q 3/08	Qtrly	FY08 Target	Status			
	Customer/Quality Indicators								
it 4	Bus Ridership (including Charter) (M)	44.7	44.5	11.5	45.9	Yellow			
Exhibit 4	On-Time Performance	90.6%	91.5%	93.0%	95.0%	Red			
	Complaints Per 100k Passengers	56.4	49.5	53.5	50.0	Green			
	Mean Distance Between Service Calls	4,711	5,747	7,374	5,051	Green			
	Vehicle Accidents Per 100k Miles	1.69	1.85	1.59	2.00	Green			
	Financial/Efficiency Indicators								
	Subsidy Per Passenger	\$3.63	\$3.90	\$3.82	\$3.82	Yellow			

Bus **ridership** for the rolling four quarters was slightly below FY 2007 levels and also below targeted FY 2008 ridership levels, although results for the third quarter met the targeted level, and the fourth quarter is expected to produce the same result. The target for increased ridership for FY 2008 (3% overall for Fixed Route Services) was disproportionately allocated to Bus (with a lesser percent increase allocated to LRT and TRE) based upon recent ridership trends and the expected impact of bus service improvements that were implemented on March 3, 2008. Additionally, we have identified demographic changes associated with apartment tear-downs in a number of communities that have historically produced significant bus ridership. Another consideration relative to FY 2008 bus ridership is the impact of the fare increase that went into effect in October 2007, as well as the impact of contrasting economic changes. One significant economic change is the dramatic increase in gasoline prices, which has induced some people to switch from personal automobiles to transit. At the same time, we expect that if we see hiring slowdowns or layoffs locally, we would experience a disproportionately negative impact on our bus ridership. This reflects the fact that a higher percentage of our bus riders are employed in industries that are significantly affected by these types of business cycles.

Bus **On-time Performance** for the third quarter reflected significant improvement from the previous year and exceeded prior year targets, but has been below the "stretch goal" for FY 2008 of 95%. Factors contributing to the below-target performance included an increase in construction-related detours and general increases in the level of traffic congestion. In addition, fuel price increases in recent years have led to higher ridership levels, without a corresponding investment in improving bus schedules. As a result, DART currently has a group of routes that have tight recovery time and/or runtimes, offering little margin for error in meeting schedules. The Service Planning and Scheduling Division has been identifying routes with insufficient recovery or runtime and has been addressing these whenever possible through the service change process.

Management has in place an On-Time Performance Task Force, which is a cross-departmental team focused on strategies to improve schedule adherence and reduce the number of on-time performance-related complaints. This team has made significant progress in implementing new programs and procedures to improve overall on-



time performance. Recent results from the Customer Satisfaction Survey conducted in November 2007 indicate improvements in bus on-time performance, the timeliness of bus connections, and a reduction in bus pass-bys.

The **Subsidy per Passenger** is on target for the quarter but slightly over the target for the four-quarter period, due primarily to the shortfall in ridership earlier in the year. Operating expenses do not drop proportionally to a drop in ridership, although revenues do. Increases in ridership during the remainder of the fiscal year should bring the subsidy back to the target level, even though operating expenses are also affected by the high fuel prices.

Light Rail Transit (LRT)

DART's twenty-mile Light Rail Starter System was opened in three phases from September 1996 through May 1997. The build-out of the Starter System was completed 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 extensions to Irving and Rowlett and to the South Oak Cliff (SOC) line, and for an additional line through the Central Business District (CBD).

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

Exhibit 5 is DART's Light Rail Scorecard and provides the FY 2008 KPI targets and historical quarterly KPIs. A discussion of variances follows.

Light Rail Scorecard - Key Performance Indicators							
Indicators Customer/Quelity Indicators	Q 3/07	Q 3/08	Qtrly	FY08 Target	Status		
Customer/Quality Indicators							
LRT Ridership (M)	18.1	18.7	4.9	18.3	Green		
On-Time Performance	97.4%	96.7%	96.7%	98.0%	Red		
Complaints Per 100k Passengers	13.8	14.6	17.4	13.5	Yellow		
Mean Distance Between Service Calls (000s)	36.1	28.9	32.3	40.7	Red		
Accidents per 100k Miles	0.22	0.05	0.07	0.31	Green		
Financial/Efficiency Indicators							
Subsidy Per Passenger	\$3.15	\$3.04	\$2.82	\$3.40	Green		
Subsidy Per Passenger Mile	\$0.39	\$0.39	\$0.37	\$0.42	Green		

On-time Performance has been comparable to prior periods, but is short of the "stretch goal" for FY 2008.



The number of **Complaints** has grown as ridership has increased due to fuel prices. Many new passengers are riding for the first time, and are unfamiliar with TVMs and schedules. In addition, parking has become an issue at a number of stations. Planning for measures to relieve parking capacity problems is in process, and we are offering advice to passengers (through our Web sites and windshield flyers) on the availability of alternative parking locations.

Regarding **Miles Between Service Calls,** management continues to evaluate repetitive failures and is attempting to work on the issues systematically within the resources available. Currently resources are stretched to the limit in support of the Super Light Rail Vehicle (SLRV) retrofit, which is requiring an additional 8 LRVs to be out of service for this modification. While we anticipate making further improvements toward achieving the FY 2008 goal, it is unlikely the goal will be met by September.



Trinity Railway Express (TRE)

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

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

Exhibit 6 is DART's Commuter Rail Scorecard and provides the FY 2008 KPI targets and historical KPIs.

	Commuter Rail - TRE Scorecard - Key Performance Indicators									
	Indicators	Q 3/07	Q 3/08	Qtrly	FY08 Target	Status				
	Customer/Quality Indicators	Customer/Quality Indicators								
\.	TRE Ridership (M)	2.5	2.6	0.7	2.5	Green				
Exhibit 6	On-Time Performance	97.8%	97.6%	97.7%	97.0%	Green				
Exh	Complaints Per 100k Passengers	6.01	5.67	7.37	6.01	Green				
	Accidents Per 100k Miles	0.29	0.17	0.00	0.29	Green				
	Financial/Efficiency Indicators									
	Subsidy Per Passenger	\$6.69	\$6.27	\$6.31	\$6.67	Green				
	Subsidy Per Passenger Mile	\$0.38	\$0.36	\$0.36	\$0.38	Green				

TRE ridership increased 15.24% during the third quarter over the actual ridership for the same period in FY 2007. This increase has over-taxed the capacity of parking lots in the corridor, particularly those in Tarrant County, which will be a limiting factor for future growth until more parking is added. The ridership increase has also resulted in overcrowding on some segments of AM and PM rush hour service.



Paratransit Services

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

Exhibit 7 is DART's Paratransit Scorecard and provides the FY 2008 KPI targets and historical quarterly KPIs.

	Paratransit Scorecard	e Indicato	rs			
	Indicators	Q 3/07	Q 3/08	Qtrly	FY08 Target	Status
	Customer/Quality Indicators					
	Paratransit Ridership (000s)	679.4	711.9	188.6	701.7	Red
t 7	Revenue Hours (000s)	441.0	439.3	110.0	460.4	Green
Exhibit 7	Paratransit Passengers per Hour	1.54	1.62	1.71	1.52	Green
丑	On-Time Performance	85.8%	90.8%	91.1%	87.0%	Green
	Accidents per 100K miles	2.07	1.95	1.54	2.5	Green
	Complaints per 1k Passengers	4.34	3.15	3.35	5.5	Green
	Financial/Efficiency Indicators					
	Subsidy Per Passenger	\$44.01	\$42.54	\$41.40	\$44.20	Green

The higher-than-targeted Paratransit **ridership** can be attributed to factors such as the increasing populations of our member cities, the aging of the service area population, and "dumping" from programs like Parkland's Mom Mobile, Medicaid, etc. These factors have resulted in more people being certified, which leads to higher than anticipated ridership.



High Occupancy Vehicle Transitway Services

DART currently operates 84 miles of Interim or Immediate Action HOV lanes. The East R.L. Thornton (I-30) contraflow HOV lane utilizes movable barriers and operates weekdays from 6:00 a.m. to 10:00 a.m. in the westbound direction and from 3:30 p.m. to 7:00 p.m. in the eastbound direction. The concurrent flow HOV lanes on I-35E and the I-635 HOV lanes are 24-hour facilities with the I-35E Interchange Bypass (S-ramp) under I-635 operating from 6 a.m. to 9 a.m. and 3:30 a.m. to 7 p.m. The I-35E/US 67 HOV lanes are a combination of concurrent flow buffer-separated and reversible facilities. The concurrent flow section is open 24-hours a day and the reversible part operates weekdays from 6:00 a.m. to 11:00 a.m. in the northbound direction, and from 2:30 p.m. to 7:00 p.m. in the southbound direction. The US 75 concurrent flow HOV lanes are operational 24 hours.

Exhibit 8 is DART's HOV Scorecard and provides the FY 2008 KPI targets and historical quarterly KPIs.

	HOV Scorecard -	Key Perf	ormance	Indicator	rs	
	Indicators	Q 3/07	Q 3/08	Qtrly	FY08 Target	Status
	Customer/Quality Indicators					
∞	Ridership (M)	37.4	43.9	13.7	41.2	Green
Exhibit 8	Avg. Weekday Ridership (000s)	114.7	132.9	163.5	123.5	Green
Exh	Operating Speed Ratio (Qtrly)*	1.69	1.65	1.65	1.45	Green
	Lane Availability	99.0%	99.8%	100.0%	99.0%	Green
	Complaints per 100K Passengers	0.13	0.51	0.66	0.20	Red
	Financial/Efficiency Indicators					
	Subsidy Per Passenger	\$0.14	\$0.18	\$0.16	\$0.21	Green

^{*}Number stated is a quarterly number

As with any new facility, the extensions/new lanes generated concerns and complaints and DART is working with TxDOT to address these issues.



General Mobility Programs

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

Vanpool Program – DART currently offers 8- to 15-person vans through a contractor. This program is partially funded by the North Central Texas Council of Governments (NCTCOG) through a Congestion Mitigation/Air Quality grant. DART and the NCTCOG reached agreement in mid-2007 on a new funding formula for the vanpool program that results in NCTCOG contributing 50% of the cost of each vanpool, with riders paying 40%. The current monthly rate charged per van to the riders (covering the vehicle, maintenance, and insurance) is either \$215 or \$200, depending upon van size, a reduction from earlier periods. 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 2008 KPI targets and historical quarterly KPIs.

	General Mobility (Van	pool) - K	ey Perfor	mance Ir	ndicators			
	Indicators	Q 3/07	Q 3/08	Qtrly	FY08 Target	Status		
it 9								
Exhibit	Ridership (000s)	471.0	627.4	189.0	726.6	Red		
豆	Number Of Vanpools (current)	94	144	144	145	Green		
Financial/Efficiency Indicators								
	Subsidy Per Passenger	\$0.70	\$0.37	\$0.15	\$0.41	Green		

In addition to lower vanpool prices to riders, recent gasoline price increases have stimulated a high level of demand, with rapid growth beginning during the second quarter. The full FY 2008 quota of 145 vanpools was filled within a few days after the quarter ended, and a wait list has been established. The **ridership** for the remainder of the fiscal year will exceed target levels, although shortfalls in earlier months will likely mean that the overall total for the full year will not achieve the fiscal year target.



Capital and Non-Operating Budget Summary

Exhibit 10 provides a summary of the capital and non-operating costs for the third quarter of FY 2008.

	Actuals vs. Budget Capital and Non-Operating Costs Through the Third Quarter, FY 2008 (In Thousands)					
	Mode	FY08 Actuals	FY08 Budget	Unspent Balance		
	Agency-Wide	\$4,293	\$33,719	\$29,426		
	Bus	8,087	15,840	7,753		
10	LRT	259,717	571,375	311,659		
Exhibit 10	Commuter Rail	22,164	56,320	34,156		
E	Paratransit	(562)	2,256	2,819		
	HOV	2,297	31,408	29,112		
	Total Projects	\$295,996	\$710,918	\$414,923		
	P&D/Startup/Non-Ops	\$18,165	\$28,673	\$10,508		
	Road Improvements/ITS	664	17,432	16,768		
	Total Capital	\$314,825	\$757,023	\$442,199		

The credit amount shown for Paratransit represents the correction of an amount previously charged to Paratransit for van purchases that were actually for Bus Innovative Services vans.

As in prior years, a high percentage of budgeted capital expenditures in FY 2008 are expected to occur toward the end of the fiscal year. Even with that assumption, a significant amount of capital dollars will remain unspent and will be rolled forward into the FY 2009 Capital Budget.



APPENDIX



Revenues, Operating Expenses and Net Financing Costs Exhibit 11 - Actuals vs. Budget Third Quarter, FY 2008 Dollars in Thousands

Revenues:	YTD Actuals	YTD Budget	YTD Better (Worse)	% Better (Worse) Budget	Total Budget
Passenger Revenues (Fixed Route)	\$34,181	\$35,177	(\$996)	(2.8)%	\$47,413
Special Events Passenger Revenue	502	294	208	71.0%	391
Vanpool Passenger Revenues	227	597	(370)	(61.9)%	813
Paratransit Passenger Revenues	1,360	1,333	26	2.0%	1,759
Passenger Revenues	\$36,270	\$37,401	(\$1,131)	(3.0)%	\$50,376
Advertising and Other	\$7,711	\$7,323	\$388	5.3%	\$10,196
Grants/ILA Program Revenues	954	1,702	(747)	(43.9)%	2,941
Total Other Revenues	\$8,665	\$9,025	(\$360)	(4.0)%	\$13,136
Total Operating Revenues	\$44,935	\$46,426	(\$1,491)	(3.2)%	\$63,512
Sales Tax Revenues	\$312,445	\$307,193	\$5,252	1.7%	\$403,716
Other Non-Operating Revenues	6,072	6,107	(35)	(0.6)%	8,143
Total Revenues	\$363,453	\$359,726	\$3,726	1.0%	\$475,371
	1				
Operating Expenses:	YTD Actuals	YTD Budget	YTD (Better)/Worse	% Over / (Under) Budget	Total Budget
Operating Expenses: Salaries & Wages *1	YTD Actuals \$124,771	YTD Budget \$128,229			Total Budget \$172,636
			(Better)/Worse	Budget	
Salaries & Wages *1	\$124,771	\$128,229	(Better)/Worse	Budget (2.8)%	\$172,636
Salaries & Wages *1 Benefits *1	\$124,771 47,197	\$128,229 49,537	(3,458) (2,340)	(2.8)% (5.0)%	\$172,636 71,011
Salaries & Wages *1 Benefits *1 Services *1	\$124,771 47,197 16,007	\$128,229 49,537 18,899	(3,458) (2,340) (2,891)	(2.8)% (5.0)% (18.1)%	\$172,636 71,011 27,163
Salaries & Wages *1 Benefits *1 Services *1 Materials & Supplies *1, *2	\$124,771 47,197 16,007 35,194	\$128,229 49,537 18,899 33,547	(3,458) (2,340) (2,891) 1,647	(2.8)% (5.0)% (18.1)% 4.7%	\$172,636 71,011 27,163 44,429
Salaries & Wages *1 Benefits *1 Services *1 Materials & Supplies *1, *2 Utilities*1	\$124,771 47,197 16,007 35,194 7,725	\$128,229 49,537 18,899 33,547 7,856	(3,458) (2,340) (2,891) 1,647 (131)	(2.8)% (5.0)% (18.1)% 4.7% (1.7)%	\$172,636 71,011 27,163 44,429 10,677
Salaries & Wages *1 Benefits *1 Services *1 Materials & Supplies *1, *2 Utilities*1 Casualty and liability *1	\$124,771 47,197 16,007 35,194 7,725 2,057	\$128,229 49,537 18,899 33,547 7,856 2,655	(3,458) (2,340) (2,891) 1,647 (131) (597)	(2.8)% (5.0)% (18.1)% 4.7% (1.7)% (29.0)%	\$172,636 71,011 27,163 44,429 10,677 3,962
Salaries & Wages *1 Benefits *1 Services *1 Materials & Supplies *1, *2 Utilities*1 Casualty and liability *1 Purchased Transportation *1	\$124,771 47,197 16,007 35,194 7,725 2,057 34,226	\$128,229 49,537 18,899 33,547 7,856 2,655 33,465	(3,458) (2,340) (2,891) 1,647 (131) (597) 761	(2.8)% (5.0)% (18.1)% 4.7% (1.7)% (29.0)% 2.2%	\$172,636 71,011 27,163 44,429 10,677 3,962 44,961
Salaries & Wages *1 Benefits *1 Services *1 Materials & Supplies *1, *2 Utilities*1 Casualty and liability *1 Purchased Transportation *1 Taxes, Leases, and Other *1	\$124,771 47,197 16,007 35,194 7,725 2,057 34,226	\$128,229 49,537 18,899 33,547 7,856 2,655 33,465	(3,458) (2,340) (2,891) 1,647 (131) (597) 761 (425)	(2.8)% (5.0)% (18.1)% 4.7% (1.7)% (29.0)% 2.2% (12.0)%	\$172,636 71,011 27,163 44,429 10,677 3,962 44,961 6,441
Salaries & Wages *1 Benefits *1 Services *1 Materials & Supplies *1, *2 Utilities*1 Casualty and liability *1 Purchased Transportation *1 Taxes, Leases, and Other *1 Management & Fuel Reserves	\$124,771 47,197 16,007 35,194 7,725 2,057 34,226 3,543	\$128,229 49,537 18,899 33,547 7,856 2,655 33,465 3,968	(3,458) (2,340) (2,891) 1,647 (131) (597) 761 (425)	(2.8)% (5.0)% (18.1)% 4.7% (1.7)% (29.0)% 2.2% (12.0)% 0.0%	\$172,636 71,011 27,163 44,429 10,677 3,962 44,961 6,441 1,316

^{*1)} Expenditures do not include items that were budgeted for Board-approved capital and non-operating projects, but for financial reporting purposes, cannot be capitalized.



^{*2)} Includes \$3.7m credit for Fuel Incentive Tax Credits received

DALLAS AREA RAPID TRANSIT STATEMENTS OF REVENUES, EXPENSES AND CHANGES IN NET ASSETS FOR THE NINE MONTHS ENDED JUNE 30, 2008 AND 2007

	(In thous For the nine m	
	6/30/2008	6/30/2007
OPERATING REVENUES:	<u> </u>	
Passenger	\$36,270	\$30,684
Advertising, rent and other	7,948	6,988
Total Operating Revenues	44,218	37,672
OPERATING EXPENSES:		
Labor	125,180	118,083
Benefits	47,197	41,877
Services	20,954	18,536
Materials and Supplies	40,372	33,147
Purchased Transportation	34,226	31,889
Depreciation and amortization	87,063	80,037
Utilities	7,725	7,758
Taxes, Leases, and Other	3,578	3,521
Casualty and liability	2,057	2,441
TOTAL OPERATING EXPENSES	368,352	337,289
	• •	
NET OPERATING LOSS	(324,134)	(299,617)
NON-OPERATING REVENUES (EXPENSES):		
Sales tax revenue	313,063	292,278
Investment Income	16,892	17,417
Interest Income from investments held to pay capital lease	16,422	16,818
Interest expense on capital leases	(16,422)	(16,818)
Local Assistance Program and Street improvements	(664)	(650)
Interest and financing expenses	(25,889)	(19,569)
Other non-operating revenues	13,238	7,577
Other non-operating expenses	(3,182)	(2,595)
TOTAL NET NON-OPERATING REVENUES	313,458	294,458
INCOME BEFORE CAPITAL CONTRIBUTIONS, GRANTS AND		
REIMBURSEMENTS	(10,676)	(5,159)
CAPITAL CONTRIBUTIONS, GRANTS AND REIMBURSEMENTS:		
Federal capital contributions	118,677	13,337
Federal grants and reimbursements	41,178	834
TOTAL CAPITAL CONTRIBUTIONS, GRANTS AND REIMBURSEMEN	159,855	14,171
	149,179	9,012
CHANGE IN NET ASSETS	,	
CHANGE IN NET ASSETS TOTAL NET ASSETS - Beginning of the year TOTAL NET ASSETS - End of the nine months period	2,093,675 \$2,242,854	1,976,722 \$1,985,734



DALLAS AREA RAPID TRANSIT

STATEMENTS OF NET ASSETS

AS OF JUNE 30, 2008 AND SEPTEMBER 30, 2007

AS OF JUNE 30, 2008 AND SEPTEMBI	 	1 \
		usands)
	6/30/2008 (Unaudited)	9/30/2007
ASSETS		
CURRENT ASSETS		
Cash & Cash Equivalents	\$85,414	\$122,858
Investments	474,636	386,981
Current portion of restricted assets	14,654	28,145
Current portion of investment held to pay capital lease liability	45,739	49,411
Sales tax receivable	73,872	67,020
Transit Revenue Rec., Net	2,051	2,367
Due from Other Governments	4,150	6,448
Materials and supplies inventory	24,979	23,562
Prepaid transit expenses and other	5,946	3,424
TOTAL CURRENT ASSETS	731,441	690,216
NONCURRENT ASSETS		
Note Receivable	3,280	3,208
Restricted assets	414,561	40,979
Investments in joint venture	8,769	9,158
Capital assets		
Land and rights of way	387,934	388,00
Depreciable capital assets, net of depreciation	1,551,713	1,589,374
Projects in progress	1,078,427	745,17
Long-term investments held to pay capital lease/lease back liabilities	356,142	384,320
Net pension asset	4,294	4,063
Unamortized debt issuance costs and other	13,104	8,43
TOTAL NONCURRENT ASSETS	3,818,224	3,172,712
OTAL ASSETS	\$4,549,665	\$3,862,928



DALLAS AREA RAPID TRANSIT

STATEMENTS OF NET ASSETS - CONT'D

AS OF JUNE 30, 2008 AND SEPTEMBER 30, 2007

	(In tho	ousands)
	6/30/2008 (Unaudited)	9/30/2007
LIABILITIES		
CURRENT LIABILITIES		
Accounts payable and accrued liabilities	\$134,783	\$133,928
Commercial paper notes payable	10,000	180,000
Current portion of Capital lease/leaseback liabilities	45,739	49,411
Current portion of amount due to the State Comptroller	824	824
Local Assistance Program Payable	19,213	19,213
Retainage Payable	29,551	20,507
Other Current Liabilities	10,815	9,329
Payable from restricted assets		
Interest payable	4,531	16,318
Current portion of senior lien sales tax revenue bonds payable	14,295	13,680
TOTAL CURRENT LIABILITIES	269,751	443,210
NON-CURRENT LIABILITIES		
Repayment due to State Comptroller	10,918	11,536
Senior lien sales tax revenue bonds payable	1,670,000	930,181
Capital lease/leaseback liabilities	356,142	384,326
TOTAL NON-CURRENT LIABILITIES	2,037,060	1,326,043
TOTAL LIABILITIES	2,306,811	1,769,253
NET ASSETS		
Invested in capital assets, net of related debt	1,721,859	1,627,343
Restricted for		
Debt Service	10,123	11,827
Unrestricted	510,872	454,505
TOTAL NET ASSETS	\$2,242,854	\$2,093,675



Glossary of Terms/Definitions

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

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

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

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

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

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

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

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

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

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

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

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

Calculation = [Total Operating Expenses / Revenue Miles]

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

Calculation = [Crimes Against Persons/Total Incidents]

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

Calculation = [Crimes Against Property/Total Incidents]

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

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

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



Glossary of Terms/Definitions (Cont.)

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Calculation = [Actual Passenger Boardings/Revenue Car Miles]

Passenger Trips - See Ridership.

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

Calculation = [Actual Passenger Boardings / Revenue Hours]



Glossary of Terms/Definitions (Cont.)

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

Calculation = [Scheduled Passenger Boardings / Revenue Hours]

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

Calculation = [Passenger Boardings / Revenue Miles]

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

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

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

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

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

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

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

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

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

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

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

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

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



Glossary of Terms/Definitions (Cont.)

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

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

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

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

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

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

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

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



Page 21 O&F

Ridership Highlights

Introduction

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

-			
Pag	<u>ge</u>	<u>Reference</u>	<u>Description</u>
R2	2	Chart 1	System Total Ridership
R3-	-5	Charts 2-4	Average Daily Ridership (Bus, LRT, TRE)
Re	5	Table 1	Monthly Trending Report
R7	7	Table 2	Weekday Trending Report
R	3	Table 3	Passengers Boarding by Member City
R9-	12	N/A	Service Standards Monitoring Report
R1	3	Table 4 & 5	Crosstown and Express Routes Performance
R1	4	Table 6	Rail Feeder Route Performance
R1	5	Table 7	Transit Center Feeder Route Performance
R1	6	Table 8	Local Route Performance
R1	7	Tables 9 & 10	Site-Specific Shuttles and DART-on-Call Performance
Follov	wing	Charts 5-9	Route Performance Index Charts

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

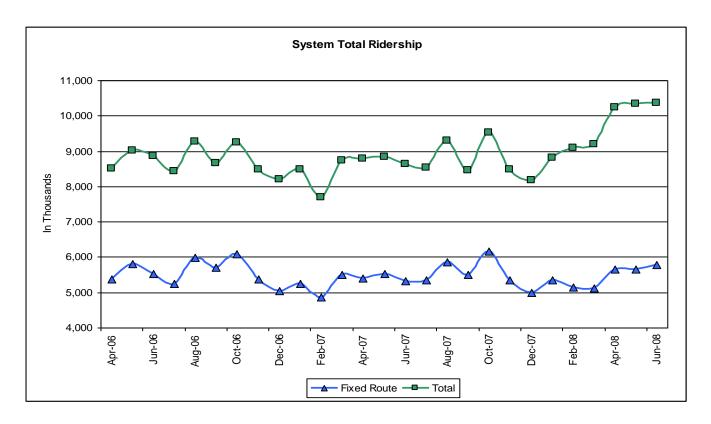
Bus ridership is derived daily from automated fareboxes. Light Rail (LRT) ridership is determined through statistical sampling on a monthly basis. Trinity Railway Express (TRE) ridership is manually counted on a daily basis. HOV ridership is determined monthly on a sampling basis. Paratransit ridership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

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

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



Total System Ridership

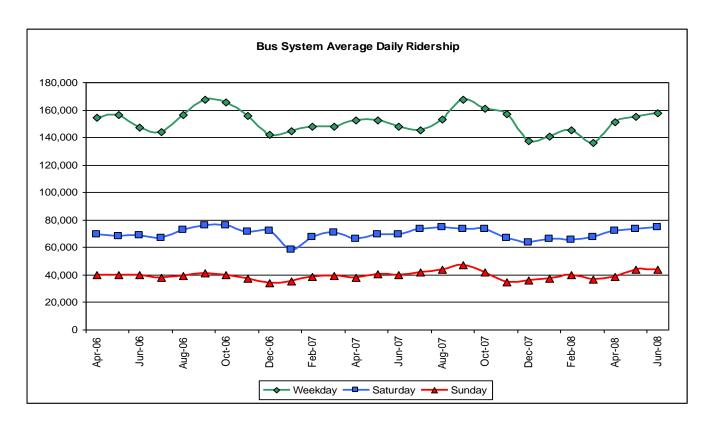


- Total fixed route ridership includes bus, light rail and commuter rail riders. Total system ridership includes fixed route, HOV and paratransit services. Riders of both scheduled and special event services are reported.
- Total system ridership in the third quarter of FY 2008 was 31.13 million riders, an increase of 18.0 percent over the third quarter of FY 2007.
- Fixed route ridership totaled 17.09 million passengers in the third quarter of FY 2008, an increase of 5.1 percent over the third quarter of FY 2007. Ridership for all modes, bus, light rail and commuter rail increased during the quarter.
- Trinity Railway Express ridership was 705,888 passengers in the third quarter, an increase of 15.2 percent over last year. This increase is the result of strong weekday ridership responding to high fuel prices.
- Light rail ridership was 4.87 million riders in the third quarter. This 9.8 percent increase is attributed to consistently high gasoline prices.
- Paratransit ridership increased to over 188,600 trips in the third quarter of FY 2008, an increase of 7.6 percent from FY 2007 levels.
- Total HOV usage in the third quarter of FY 2008 was 13.67 million persons, up 39.0 percent from the third quarter of FY 2007. The new HOV lanes and the extensions of other facilities, combined with increased interest in ridesharing because of high gasoline prices are expected to continue to yield high usage for the remainder of FY 2008.

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Bus System Ridership



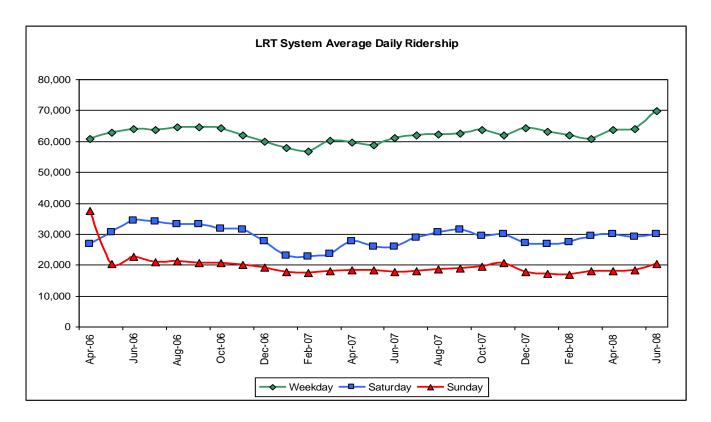
- Total bus ridership in the third quarter of FY 2008 was 11.5 million riders, a 3.0 percent increase over the third quarter of FY 2007.
- Average weekday ridership in the third quarter was 154,668 riders, a 2.4 percent increase from last year's average.
- Saturday bus system ridership averaged 73,315 daily riders, an increase of 7.1 percent over
- Sunday bus system ridership averaged 42,059 daily riders, an increase of 6.8 percent from last year.
- The most heavily patronized routes in the third quarter, by route classification, were:

Route Type	Route	Weekday <u>Average</u>
Crosstown	466	5,932
Express	283	1,409
Rail Feeder	583	3,135
TC Feeder	301	1,606
Local	44	8,009

R



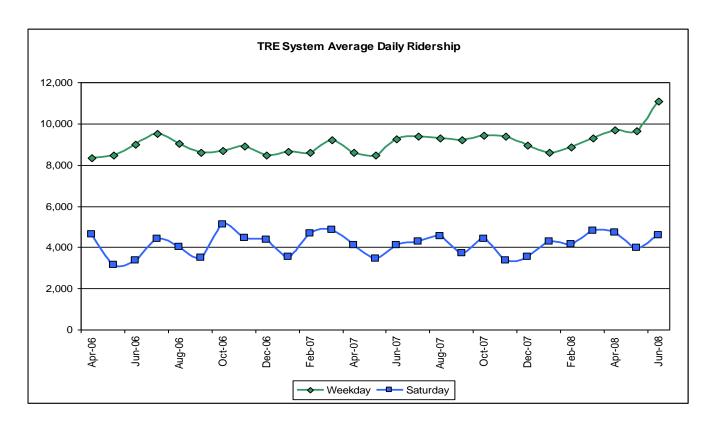
LRT Ridership



- LRT ridership in the third quarter totaled 4.87 million riders, an increase of 9.8 percent above the third quarter of FY 2007.
- Weekday ridership in the third quarter averaged 65,898 passengers, an increase of 10.0 percent from the third quarter of FY 2007.
- Saturday ridership in the third quarter averaged 29,701 passengers, an increase of 11.9 percent from the FY 2007 level.
- Sunday ridership in the third quarter averaged 18,905 passengers, an increase of 4.2 percent over the FY 2007 level.
- Ridership in the third quarter was significantly higher than that experienced in the third quarter last year. The ridership increase included much higher weekday ridership. Record high fuel prices served as a catalyst for this increase. Weekend ridership also increased, continuing a generally upward trend.
- Average weekday ridership in June 2008 was the highest recorded by DART Rail since its inception, eclipsing the second highest average weekday level (recorded in September 2006) by more than 5,200 daily riders.
- Weekday ridership, in June, on the Blue Line increased by almost 2,900 daily riders while Red Line ridership surged ahead by 5,800 average weekday riders compared to June last year.
- These ridership increases are resulting in increased crowding, particularly on peak period trains and the ridership demand is translating into overflow conditions at parking lots at several rail stations.



Commuter Rail - Trinity Railway Express



- Trinity Railway Express ridership continued to increase in the third quarter. The TRE served a total of 705,888 passengers, an increase of 15.2 percent over the third quarter of FY 2007.
- Weekday ridership on the TRE averaged 10,147 daily riders (a 15.5 percent increase over last year) in the third quarter.
- Saturday ridership in the third quarter averaged 4,416 daily riders, an increase of 14.0 percent over the third quarter of FY 2007.
- During the third quarter, the Trinity Railway Express experienced the three highest weekday ridership averages in the line's history. The April average was 9,679 daily riders, the May average was 9,657 daily riders and the June average was 11,105 daily riders.
- Events at the American Airlines Center, served by the Victory station, attract significant levels of TRE ridership. During the third quarter, 29,071 passengers were counted boarding and alighting TRE trains at the Victory station.
- The significant increases in ridership in the third quarter and particularly the unprecedented weekday ridership levels in June have resulted in some trains having passenger loads that exceed their seating capacity on days of particularly high usage.



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

Year	Month	Bus Monthly	LRT Monthly	Commuter Rail Monthly	Fixed Route Total
2006	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
	July	3,589	1,524	214	5,327
	August	3,992	1,626	232	5,850
	September	3,830	1,458	194	5,482
2008	October	4,170	1,663	234	6,067
	November	3,648	1,494	204	5,346
	December	3,285	1,530	186	5,001
	January	3,548	1,583	206	5,337
	February	3,475	1,476	203	5,154
	March	3,376	1,516	219	5,111
	April	3,772	1,594	232	5,598
	May	3,836	1,584	223	5,643
	June	3,833	1,688	252	5,773

All figures are thousands (000) of riders.



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

Year	Month	Bus Monthly	LRT Monthly	Commuter Rail Monthly	Fixed Route Total
	-				
2006	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
	July	145.0	61.9	9.3	216.2
	August	153.0	62.2	9.3	224.5
	September	167.3	62.5	9.2	239.0
2008	October	161.3	63.8	9.4	234.5
	November	157.0	62.1	9.4	228.5
	December	137.5	64.4	8.5	210.4
	January	140.7	63.2	8.6	212.5
	February	145.5	61.9	8.9	216.3
	March	136.0	60.9	9.3	206.2
	April	151.4	63.7	9.7	224.8
	May	154.9	64.1	9.7	228.7
	June	157.8	69.9	11.1	238.8

All figures are thousands (000) of riders.



Dallas Area Rapid Transit

Estimated Passenger Boardings By Member City For the Third Quarter Fiscal Year 2008, Period Ending June 30, 2008 In Thousands

	Qtr 3	Qtr 3	%%% (2)
Description	2008	2007	Change
Bus Ridership (1)			
Addison	104	97	6.6%
Carrollton	211	200	5.4%
Farmers Branch	60	55	9.3%
Garland	695	680	2.3%
Glenn Heights	85	70	21.8%
Irving	638	618	3.3%
Plano	245	202	21.2%
Richardson	269	242	10.9%
Rowlett	18	17	7.0%
Suburban Total	2,326	2,181	6.6%
Dallas Total (3)	9,115	8,926	2.1%
Bus Total	11,441	11,108	3.0%
Light Rail	4,866	4,433	9.8%
Commuter Rail	706	613	15.2%
Total Passenger Boardings	17,013	16,153	5.3%

YTD	YTD	%%%
2008	2007	Change
294	287	2.5%
588	583	0.9%
170	164	4.1%
1,989	1,999	-0.5%
238	204	17.2%
1,848	1,835	0.7%
653	601	8.7%
764	727	5.0%
57	54	6.9%
6,601	6,452	2.3%
26,341	26,603	-1.0%
32,942	33,055	-0.3%
14,128	13,284	6.4%
1,988	1,837	8.2%
49,057	48,176	1.8%

	Qtr 3	Qtr 3	Inc
Type of Day	2008	2007	(Dec)
Weekdays	64	64	0
Saturdays/Holiday	13	13	0
Sundays/Holiday	14	14	0
Total	91	91	0

YTD	YTD	Inc
2008	2007	(Dec)
191	190	1
40	40	0
43	43	0
274	273	1

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



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

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

Service Standards Monitoring Report

Purpose and Approach

DART's Service Standards Policy directs that a quarterly Service Standards Monitoring Report that describes the performance of the DART bus system be provided to the Board of Directors. Bus route performance is measured using a Route Performance Index (RPI). The RPI is calculated for each DART bus route. The RPI is based on comparisons of each individual route's performance against the Board's adopted standard in each of three performance measures. Those measures are passengers per mile, passengers per trip and subsidy per passenger. The standards for each of these measures are defined for each of six route types, Crosstown, Express, Rail Feeder, Transit Center Feeder, Local and Site-specific Shuttle. In addition, a Service Performance Index (SPI) is calculated for the DART-on-Call service. This latter index measures performance against standards for subsidy per passenger and passengers per hour. The standards recommended for adoption for FY 2008 were used in compiling this report.

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

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

Third Quarter Report

Crosstown Routes

- One Crosstown route, 404 failed to achieve an RPI value of 0.6.
- Route 404 (Westmoreland Station/Medical Center) performed at a 0.4 level. A significant restructuring of route 404 occurred in March 2008. Its ridership has increased significantly.
- The remaining Crosstown routes performed at or above the 0.6 level during the third quarter.
- Four Crosstown routes performed at an RPI level of 1.0 or better.
- Route 466 (Loop 12) was the strongest performing Crosstown route with an RPI of 1.4.
- Three routes, 409 (Illinois Station/Medical Center), 463 (Addison/Downtown Garland) and 486 (Farmers Branch/Downtown Garland) performed at the 1.0 RPI level or better.
- Three Routes, 428 (North Irving/South Garland), 453 (Southwest Center Mall/Medical Center) and 488 (Addison/LBJ/Skillman Station) performed at the 0.9 level.
- Nine 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 0.8 or greater.
- Routes 205 (Addison), 278 (Red Bird) and 206 (Glenn Heights) had the highest RPI values among Express routes with RPIs of 1.3, 1.1 and 1.0 respectively.
- One route had an RPI value of less than 0.6.
- Route 247 (Farmers Branch) performed at the 0.5 level. Service modifications and ridership growth are anticipated to strengthen its performance.
- Strong ridership increases on many Express routes are the result of high gasoline prices. These increases are improving performance and stretching resources.

Rail Feeder Routes

- Eight of the 30 Rail Feeder routes performed at the 1.0 level or better. A total of 24 Rail Feeder routes performed at or above the 0.6 target.
- The top performing Rail Feeder route was route 583 (Lovers Lane/LBJ/Skillman/Richland College) with an RPI value of 2.0.
- Route 702 (NorthPark Shuttle) was second with an RPI of 1.8.
- Routes 554 (Ledbetter Station/ Bonnieview) and 506 (Park Lane and Walnut Hill stations) were third and fourth with RPI values of 1.7 and 1.6 respectively. Each of these routes were restructured to better serve their respective communities, resulting in average weekday ridership increases of 44.8 percent and 58.9 percent respectively.
- Routes 553 (Ledbetter Sta./Cedar Valley College) and 548 (Old Hickory/Westmoreland Sta.) performed with RPI values of 1.3 and 1.2 respectively.
- Two routes had RPI values of 1.0.
- Four routes recorded an RPI value of 0.5 during the third quarter, including routes 513, 539, 566 and 567.
- Route 560 performed at the 0.4 RPI level. Route 560 was modified in March 2008. Route 570 performed at the 0.3 level. Route 570 is proposed for replacement with a Flex route.

Transit Center Feeder Routes

- Five Transit Center Feeder routes fell below the 0.6 RPI level. These routes include 305, 306, 307, 316 and 342.
- The March 2008 service modifications addressed routes 306, 307, and 316. Route 342 is being considered for replacement with a Flex route.
- Nineteen of the 24 Transit Center Feeder routes achieved RPI values of 0.6 or greater. Nine of those routes had RPI values of 1.0 or greater.
- Routes 301 (North Irving/South Irving), 377(South Garland/Downtown Garland), 378 (Lake Ray Hubbard/Downtown Garland), and Route 341 (Addison/Rosemeade) were the top performing Transit Center Feeder routes with RPI values of 1.5, 1.5, 1.4 and 1.3 respectively.



Third Quarter FY 2008

Local Routes

- Thirty-one of the 34 Local routes posted RPI values of 0.6 or greater in the third quarter of FY 2008.
- Route 44 (South Dallas/Medical Center/Northwest Dallas) was both the best performing Local route with a 1.6 RPI as well as the most heavily patronized route.
- Route 26 (Harry Hines Corridor/South Dallas) placed second with an RPI value of 1.4.
- Routes 2 (Culver), 19 (Ann Arbor/Lakewood), 24 (Mockingbird Station) and 165 (Pleasant Grove) performed at the 1.1 level.
- Two routes had RPI values of 1.0, six routes had RPI values of 0.9, four routes posted RPI values of 0.8 and another five routes had 0.7 RPIs.
- Routes 8, 155, and 184 were the poorest performers. Route 8 was modified in March 2008. Route 184 was retained after being considered for elimination.

Site-specific Shuttles

- Seven of eight Site-specific Shuttles performed at or above the 0.6 level.
- The UT Dallas, T I Spring Creek Shuttle, the Medical City Shuttle and the T I Dallas Shuttle were the top performers with RPIs of 5.9, 2.1, 1.9 and 1.7 respectively.
- The U T Southwestern, Mustang Express and DFW shuttles followed with RPI values of 1.5, 1.4 and 1.3 respectively.
- The Palisades E-shuttle (from Galatyn Park station) performed at the 0.5 level and is expected to continue to improve.

DART-on-Call

- The new Flex Routes in Irving and the Telecom area were included in this category for the first time in the second quarter. These services first and third with SPI values of 2.1 (Telecom) and 1.0 (Irving).
- Five of the nine DART-on-Call zones exceeded the 0.6 Service Performance Index level.
- The North Central Plano zone was the best performing and the most heavily used zone with an SPI value of 1.1.
- The Richardson zone performed at a 0.9 level while the East Plano and Glenn Heights zones were at the 0.8 level. The Richardson and Glenn heights zones operate during peak hours only.
- The Farmers Branch, Lake Highlands, Lakewood and North Dallas zones, with SPI values of 0.5 and lower, will be examined for opportunities to increase ridership or modify service levels.



Evaluation of Routes Ranked by Performance Metrics

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

Crosstown		Express		Rail	<u>Feeders</u>	<u>T C :</u>	<u>Feeders</u>	Local	
<u>RPI</u>	Ranking	<u>RPI</u>	Ranking	<u>RPI</u>	Ranking	<u>RPI</u>	Ranking	<u>RPI</u>	Ranking
404	400	247	204	513	513	305	302	8	8
	404		210	539	539	306	305	155	21
	415		247	560	560	307	306	184	31
	444			566	566	316	307		35
	475			567	570	342	310		42
				570	571		316		60
					574		342		155
					760				183
									184
									185

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



Crosstown Routes

Crosstown

Dallas Area Rapid Transit Service Standards Monitoring Report Third Quarter FY 2008

	LINE	Avg Weekday Pass 3Q08	Avg Weekday Pass 3Q07	% Change	Sub/ Pass	Index	Pass/ Trip	Index	Pass/ Rev Mile	Index	2Q08 Route Performance Index	3Q08 Route Performance Index	RPI Point Change
					\$2.75		34.00		1.85				
	466 409 486 463 488 428 453 408 405 400 451 445 410 415 475	6,067 2,931 2,741 1,979 1,769 3,492 2,644 2,056 2,238 2,502 2,379 1,068 1,253 1,187 1,550	6,118 2,958 2,846 1,903 1,647 3,600 2,745 2,093 2,223 2,315 2,039 1,105 1,289 1,137 1,330	-0.8% -0.9% -3.7% 4.0% 7.4% -3.0% -3.7% -1.8% 0.7% 8.1% 16.7% -3.4% -2.8% 4.3%	\$2.53 \$2.48 \$3.11 \$2.76 \$3.29 \$3.61 \$3.45 \$3.74 \$3.68 \$4.77 \$3.97 \$3.91 \$4.28 \$4.56 \$5.57	1.1 1.1 0.9 1.0 0.8 0.8 0.7 0.7 0.6 0.7 0.6 0.6 0.5	67.1 34.4 41.9 32.2 31.5 37.0 31.7 31.1 30.6 40.3 26.6 13.6 21.9 22.3 24.5	2.0 1.0 1.2 0.9 0.9 1.1 0.9 0.9 1.2 0.8 0.4 0.6 0.7 0.7	2.2 2.5 2.0 2.2 2.0 1.8 1.9 1.6 1.6 1.4 1.4 1.5 1.4	1.2 1.4 1.1 1.2 1.1 1.0 1.0 0.9 0.9 0.7 0.9 1.1 0.8 0.8	1.4 1.1 1.0 1.0 0.9 0.8 0.9 0.8 0.7 0.7 0.7	1.4 1.2 1.1 1.1 0.9 0.9 0.9 0.8 0.8 0.8 0.7 0.7	0.0 0.1 0.1 0.0 0.1 0.1 0.0 0.0
C C	444 404	1,090 621	1,087 482	0.3% 28.9%	\$5.00 \$7.32	0.6 0.4	16.2 11.8	0.7 0.5 0.3	1.4 1.2	0.7 0.7 0.6	0.5 0.3	0.6 0.4	0.0 0.1

Express Routes

Express

Dallas Area Rapid Transit Service Standards Monitoring Report Third Quarter FY 2008

		Avg	Avg								2Q08	3Q08	
		Weekday	Weekday						Pass/		Route	Route	RPI
		Pass	Pass	%	Sub/		Pass/		Rev		Performance	Performance	Point
	LINE	3Q08	3Q07	Change	Pass	Index	Trip	Index	Mile	Index	Index	Index	Change
					\$4.50		17.50		1.10				
Е	205	780	687	13.5%	\$6.29	0.7	26.0	1.5	1.8	1.6	1.2	1.3	0.1
E	278	821	738	11.3%	\$4.48	1.0	16.1	0.9	1.6	1.5	1.0	1.1	0.2
E	206	1,278	1,046	22.2%	\$5.45	0.8	22.8	1.3	1.3	1.2	1.0	1.1	0.0
E	283	1,337	1,219	9.7%	\$6.05	0.7	16.9	1.0	1.1	1.0	0.8	0.9	0.1
E	202	991	732	35.3%	\$5.01	0.9	12.7	0.7	1.0	0.9	0.8	0.8	0.0
E	234	106	65	62.7%	\$10.79	0.4	17.7	1.0	0.9	0.8	0.5	0.8	0.2
E	207	219	186	18.1%	\$8.56	0.5	16.9	1.0	0.8	0.8	0.9	0.8	-0.1
E	210	678	643	5.4%	\$9.77	0.5	15.1	0.9	0.7	0.6	0.6	0.7	0.1
E	204	1,187	1,225	-3.1%	\$9.11	0.5	13.8	0.8	0.7	0.6	0.6	0.6	0.1
E	247	79	66	19.4%	\$15.84	0.3	9.9	0.6	0.7	0.6	0.5	0.5	0.0



Third Quarter

FY 2008

Rail Feeder Routes

Rail Station Feeder

		Avg Weekday Pass	Avg Weekday Pass	%	Sub/		Pass/		Pass/ Rev		2Q08 Route Performance	3Q08 Route Performance	RPI Point
	LINE	3Q08	3Q07	Change	Pass	Index	Trip	Index	Mile	Index	Index	Index	Change
					\$3.45		13.00		2.00				
F1	583	3,167	3,634	-12.8%	\$1.76	2.0	32.4	2.5	3.2	1.6	1.9	2.0	0.1
F1	702	409	638	-35.9%	\$1.87	1.8	6.6	0.5	6.0	3.0	2.1	1.8	-0.3
F1	554	1,668	1,151	44.8%	\$1.60	2.2	18.2	1.4	3.2	1.6	1.4	1.7	0.3
F1	506	1,678	1,056	58.9%	\$1.79	1.9	16.7	1.3	3.3	1.6	1.6	1.6	0.0
F1	553	827	394	110.0%	\$2.66	1.3	20.3	1.6	2.3	1.1	0.9	1.3	0.5
F1	548	1,385	1,383	0.2%	\$3.29	1.0	18.8	1.4	2.3	1.1	1.1	1.2	0.1
F1	502	1,426	-	All	\$3.38	1.0	14.5	1.1	2.0	1.0	0.9	1.0	0.1
F1	541	960	1,065	-9.8%	\$3.30	1.0	15.4	1.2	1.8	0.9	1.0	1.0	0.1
F1	519	957	1,534	-37.6%	\$5.05	0.7	16.8	1.3	1.4	0.7	0.8	0.9	0.1
F1	568	962	1,031	-6.8%	\$4.40	0.8	14.6	1.1	1.4	0.7	0.7	0.9	0.1
F1	510	893	845	5.6%	\$4.68	0.7	10.8	0.8	1.6	0.8	0.7	0.8	0.1
F1	582	892	1,243	-28.2%	\$5.43	0.6	10.9	0.8	1.4	0.7	0.7	0.7	0.0
F1	538	1,019	999	2.0%	\$4.14	0.8	6.7	0.5	1.6	0.8	0.6	0.7	0.1
F1	542	558	624	-10.5%	\$5.48	0.6	10.6	0.8	1.3	0.7	0.5	0.7	0.2
F1	522	815	834	-2.2%	\$5.01	0.7	9.3	0.7	1.4	0.7	0.8	0.7	-0.1
F1	515	1,008	983	2.6%	\$5.58	0.6	11.1	0.9	1.2	0.6	0.6	0.7	0.1
F1	549	694	878	-20.9%	\$6.82	0.5	13.0	1.0	1.1	0.6	0.6	0.7	0.1
F1	550	555	-	All	\$5.31	0.7	8.0	0.6	1.4	0.7	0.6	0.6	0.1
F1	571	635	854	-25.6%	\$6.84	0.5	11.3	0.9	1.0	0.5	0.6	0.6	0.0
F1	547	547	558	-2.0%	\$4.93	0.7	8.2	0.6	1.0	0.5	0.6	0.6	0.0
F1	551	410	350	17.0%	\$5.98	0.6	8.9	0.7	1.2	0.6	0.5	0.6	0.1
F1	507	277	260	6.8%	\$5.43	0.6	7.0	0.5	1.3	0.6	0.5	0.6	0.1
F1	574	442	480	-8.0%	\$6.35	0.5	9.6	0.7	0.9	0.5	0.6	0.6	0.0
F1	760	201	188	7.0%	\$7.00	0.5	3.3	0.3	1.8	0.9	0.5	0.6	0.0
F1	513	281	322	-12.5%	\$6.25	0.6	5.7	0.4	1.0	0.5	0.5	0.5	0.0
F1	567	360	390	-7.8%	\$6.33	0.5	5.5	0.4	1.1	0.5	0.5	0.5	0.0
F1	566	282	315	-10.4%	\$6.36	0.5	5.9	0.5	1.0	0.5	0.4	0.5	0.0
F1	539	352	-	All	\$8.87	0.4	6.9	0.5	0.9	0.5	0.4	0.5	0.1
F1	560	418	448	-6.6%	\$10.09	0.3	7.3	0.6	0.8	0.4	0.4	0.4	0.0
F1	570	47	40	16.2%	\$9.86	0.3	1.8	0.1	0.7	0.3	0.2	0.3	0.0
													<u> </u>



Transit Center Feeder Routes

Transit Center Feeder

	LINE	Avg Weekday Pass 3Q08	Avg Weekday Pass 3Q07	% Change	Sub/ Pass	Index	Pass/ Trip	Index	Pass/ Rev Mile	Index	2Q08 Route Performance Index	3Q08 Route Performance Index	RPI Point Change
				_	\$4.15		12.50		1.25				
F2	301	1,529	1,367	11.9%	\$4.26	1.0	28.1	2.2	1.5	1.2	1.4	1.5	0.1
F2	377	816	334	144.3%	\$4.70	0.9	16.9	1.3	2.7	2.1	1.2	1.5	0.3
F2	378	1,126	1,697	-33.7%	\$3.79	1.1	16.0	1.3	2.2	1.8	1.4	1.4	0.0
F2	341	892	820	8.8%	\$2.81	1.5	13.3	1.1	1.8	1.4	1.2	1.3	0.1
F2	374	733	548	33.9%	\$5.01	0.8	13.5	1.1	1.5	1.2	1.0	1.0	0.0
F2	361	609	581	4.9%	\$5.64	0.7	11.8	0.9	1.7	1.4	1.0	1.0	0.0
F2	350	982	901	8.9%	\$5.68	0.7	16.6	1.3	1.2	1.0	1.0	1.0	0.1
F2	360	1,053	1,012	4.1%	\$4.92	0.8	11.8	0.9	1.4	1.2	0.9	1.0	0.1
F2	331	599	554	8.2%	\$5.13	0.8	12.5	1.0	1.4	1.1	0.9	1.0	0.1
F2	385	796	213	274.6%	\$5.36	0.8	12.6	1.0	1.3	1.0	0.8	0.9	0.2
F2	372	803	795	1.0%	\$5.39	0.8	13.1	1.1	1.1	0.9	0.8	0.9	0.1
F2	380	445	361	23.1%	\$5.60	0.7	8.9	0.7	1.4	1.1	0.7	0.9	0.1
F2	303	435	383	13.6%	\$5.07	0.8	9.1	0.7	1.2	1.0	0.8	0.8	0.1
F2	344	361	272	32.9%	\$8.52	0.5	11.6	0.9	1.2	1.0	0.6	0.8	0.2
F2	333	478	554	-13.7%	\$5.15	0.8	9.5	0.8	0.8	0.7	0.7	0.7	0.1
F2	308	393	541	-27.3%	\$5.67	0.7	8.2	0.7	1.0	0.8	0.6	0.7	0.1
F2	362	581	688	-15.6%	\$7.65	0.5	9.8	0.8	1.0	0.8	0.9	0.7	-0.2
F2	310	624	644	-3.1%	\$10.57	0.4	11.6	0.9	0.7	0.5	0.7	0.6	-0.1
F2	302	360	368	-2.3%	\$9.46	0.4	7.1	0.6	0.9	0.7	0.5	0.6	0.0
F2	306	297	558	-46.8%	\$7.26	0.6	6.0	0.5	0.7	0.6	0.5	0.5	0.0
F2	307	417	476	-12.3%	\$10.84	0.4	9.1	0.7	0.7	0.5	0.5	0.5	0.0
F2	305	311	329	-5.6%	\$10.36	0.4	6.9	0.6	0.8	0.6	0.6	0.5	0.0
F2	342	139	118	All	\$13.65	0.3	7.7	0.6	0.7	0.6	0.5	0.5	0.1
F2	316	267	200	33.7%	\$12.73	0.3	6.4	0.5	0.7	0.6	0.4	0.5	0.1



Local Routes

Local

	LINE	Avg Weekday Pass 3Q08	Avg Weekday Pass 3Q07	% Change	Sub/ Pass	Index	Pass/ Trip	Index	Pass/ Rev Mile	Index	2Q08 Route Performance Index	3Q08 Route Performance Index	RPI Point Change
	LINE	3Q00	3Q07	Change	\$2.85	Hucz	24.50	Inucx	2.10	Inucx	Hucz	Huca	Change
					Ф2.03		24.30		2.10				
	4.4	5.505	5 012	1.50/	#2.12	1.0	540	2.2	2.7	1.0	1.0	1.0	0.1
L	44	7,797	7,913	-1.5%	\$2.12	1.3	54.2	2.2	2.7	1.3	1.6	1.6	0.1
L	26	4,932	4,706	4.8%	\$2.05	1.4	35.6	1.5	3.1	1.5	1.4	1.4	0.1
L	19	3,510	3,652	-3.9%	\$2.66	1.1	26.7	1.1	2.6	1.2	1.0	1.1	0.1
L L	165 2	4,440 1,663	4,189 1,257	6.0% 32.3%	\$2.59 \$2.54	1.1 1.1	29.3 21.2	1.2 0.9	2.2 2.6	1.0 1.2	1.0 0.8	1.1 1.1	0.1 0.2
L	24	1,860	2,115	-12.1%	\$2.54 \$2.60	1.1	16.1	0.9	2.0	1.4	0.8 1.0	1.1	0.2
	24 76	2,047			\$2.00	0.9	31.6			0.9	0.9		0.0
L L		1,809	1,908	7.3% All	\$3.17	0.9		1.3	2.0		0.9	1.0	0.1
L	110 12	1,211	1,209	0.1%	\$3.24	0.9	24.2 15.5	1.0 0.6	2.3 2.4	1.1 1.1	0.8	1.0 0.9	0.2
L	29	1,211	1,419	10.5%	\$3.11	0.9	18.6	0.8	2.4	1.1	0.9	0.9	0.0
L	39	1,202	1,419	-2.9%	\$3.23	0.9	15.2	0.6	2.2	1.0	0.9	0.9	0.0
L	1	2,508	2,644	-2.9% -5.1%	\$3.60	0.9	20.7	0.8	1.9	0.9	0.8	0.9	0.0
L	49	1,417	1,513	-5.1% -6.4%	\$3.74	0.8	17.8	0.8	2.3	1.1	0.8	0.9	0.0
L	36	1,417	1,880	-1.4%	\$4.29	0.7	26.6	1.1	1.7	0.8	0.8	0.9	0.0
L	11	1,834	3,643	-1.4% -64.5%	\$3.42	0.7	16.4	0.7	2.0	1.0	0.8	0.9	0.0
L	52	1,139	1,129	0.9%	\$3.42	0.8	13.2	0.7	2.0	1.0	0.8	0.8	0.0
L	50	2,055	2,003	2.6%	\$4.20	0.7	22.6	0.9	1.5	0.7	0.7	0.8	0.0
L	164	3,305	3,498	-5.5%	\$4.20	0.7	21.5	0.9	1.6	0.7	0.7	0.8	0.0
L	59	1,195	1,174	1.8%	\$4.35	0.7	19.5	0.9	1.6	0.8	0.7	0.7	0.0
L	42	1,193	1,857	7.5%	\$5.22	0.5	23.6	1.0	1.0	0.6	0.6	0.7	0.0
L	31	1,401	1,342	4.4%	\$5.20	0.5	21.6	0.9	1.3	0.6	0.6	0.7	0.1
L	63	1,024	882	16.1%	\$4.44	0.6	15.1	0.6	1.6	0.7	0.6	0.7	0.0
L	35	1,347	1,128	19.4%	\$5.64	0.5	21.0	0.9	1.2	0.6	0.6	0.7	0.0
L	161	2,220	2,216	0.2%	\$4.47	0.6	15.9	0.6	1.3	0.6	0.6	0.6	0.0
L	111	897	-	All	\$3.69	0.8	10.6	0.4	1.3	0.6	0.6	0.6	0.0
L	21	1,493	1,911	-21.9%	\$6.15	0.5	19.4	0.8	1.2	0.6	0.6	0.6	0.0
L	183	1,300	1,304	-0.3%	\$4.11	0.7	14.9	0.6	1.1	0.5	0.6	0.6	0.0
L	37	1,987	2,038	-2.5%	\$5.17	0.6	16.8	0.7	1.2	0.6	0.6	0.6	0.0
L	60	1,263	1,263	0.0%	\$5.79	0.5	16.5	0.7	1.3	0.6	0.5	0.6	0.1
L	51	1,148	1,093	5.0%	\$5.19	0.5	14.7	0.6	1.3	0.6	0.5	0.6	0.1
L	185	1,433	1,161	23.4%	\$5.72	0.5	16.9	0.7	1.2	0.6	0.5	0.6	0.1
L	155	260	252	3.3%	\$5.30	0.5	11.8	0.5	1.3	0.6	0.5	0.5	0.0
L	8	224	511	-56.1%	\$5.73	0.5	3.6	0.1	1.8	0.8	0.4	0.5	0.1
L	184	106	110	-4.3%	\$14.60	0.2	10.6	0.4	0.6	0.3	0.3	0.3	0.0
_		100	***		J100	·. -	10.0	···	0.0	0.0	•••		



Site-Specific Shuttles

Site-Specific Shuttles

Dallas Area Rapid Transit Service Standards Monitoring Report Third Quarter FY 2008

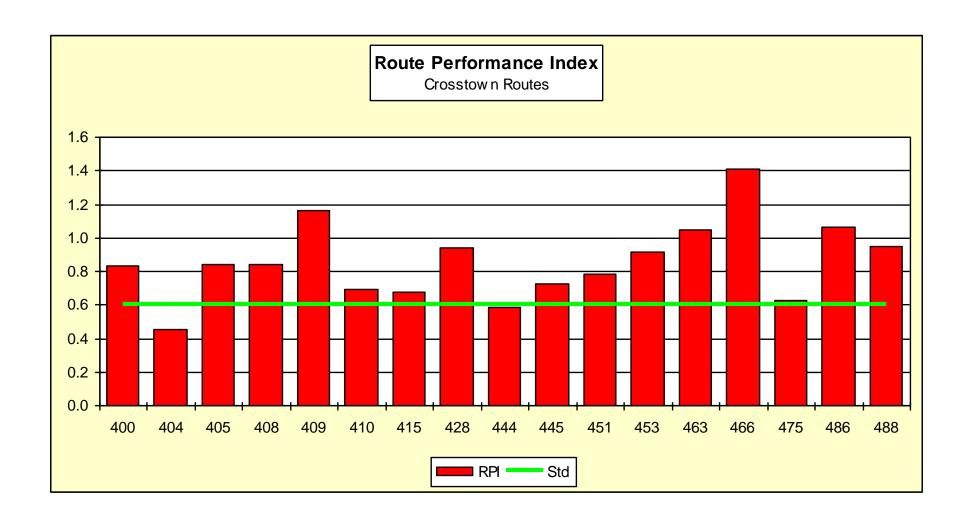
LINE	Avg Weekday Pass 3Q08	Avg Weekday Pass 3Q07	% Change	Sub/ Pass	Index	Pass/ Trip	Index	Pass/ Rev Mile	Index	2Q08 Route Performance Index	3Q08 Route Performance Index	RPI Point Change
				\$3.45		13.00		2.00				
SS UTD	488	-	All	\$0.21	16.5	7.7	0.6	1.1	0.5	1.2	5.9	4.7
SS TIS	170	155	9.9%	\$0.63	5.4	3.5	0.3	1.2	0.6	1.9	2.1	0.2
SS MCE	149	119	25.1%	\$0.73	4.8	1.8	0.1	1.7	0.8	1.6	1.9	0.4
SS TI	991	856	15.8%	\$0.96	3.6	6.5	0.5	2.1	1.1	1.4	1.7	0.3
SS UTSW	347	326	6.5%	\$1.06	3.2	4.0	0.3	1.8	0.9	1.3	1.5	0.2
SS SMU	733	653	12.4%	\$1.59	2.2	9.3	0.7	2.4	1.2	1.5	1.4	-0.2
SS DFW	548	487	12.5%	\$1.20	2.9	7.1	0.5	0.8	0.4	1.1	1.3	0.2
SS PE	68	59	14.5%	\$3.47	1.0	1.6	0.1	0.8	0.4	0.5	0.5	0.0

DART-on-Call

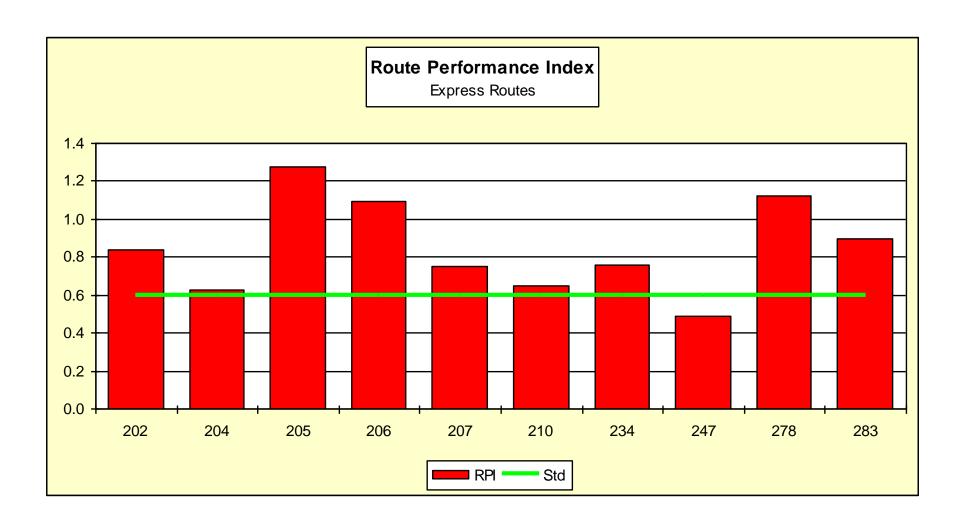
DART-on-Call

	Avg Weekday Pass	Avg Weekday Pass	%	Sub/		Pass/ Rev		2Q08 Service Performance	3Q08 Service Performance	SPI Point
LINE	3Q08	3Q07	Change	Pass	Index	Hour	Index	Index	Index	Change
				\$4.50		6.00				
F TCFlx	120	-		\$3.30	1.4	17.13	2.9	1.6	2.1	0.5
D NCPoC	165	118	39.0%	\$4.70	1.0	7.49	1.2	1.0	1.1	0.1
F SIFlx	137	-		\$6.14	0.7	7.77	1.3	1.3	1.0	-0.3
D Rich	68	45	52.2%	\$7.79	0.6	7.18	1.2	0.8	0.9	0.0
D EPoC	91	86	6.1%	\$6.90	0.7	6.07	1.0	0.8	0.8	0.1
D GH	49	43	13.2%	\$8.40	0.5	6.28	1.0	0.8	0.8	-0.1
D RoC	69	67	2.7%	\$8.86	0.5	4.62	0.8	0.6	0.6	0.0
D NDoC	47	39	19.3%	\$12.96	0.3	3.47	0.6	0.4	0.5	0.1
D LoC	49	117	-58.6%	\$12.90	0.3	3.35	0.6	0.4	0.5	0.0
D FBoC	48	48	-0.1%	\$13.99	0.3	3.01	0.5	0.4	0.4	0.0
D LHoC	37	37	-0.3%	\$17.77	0.3	2.48	0.4	0.4	0.3	0.0

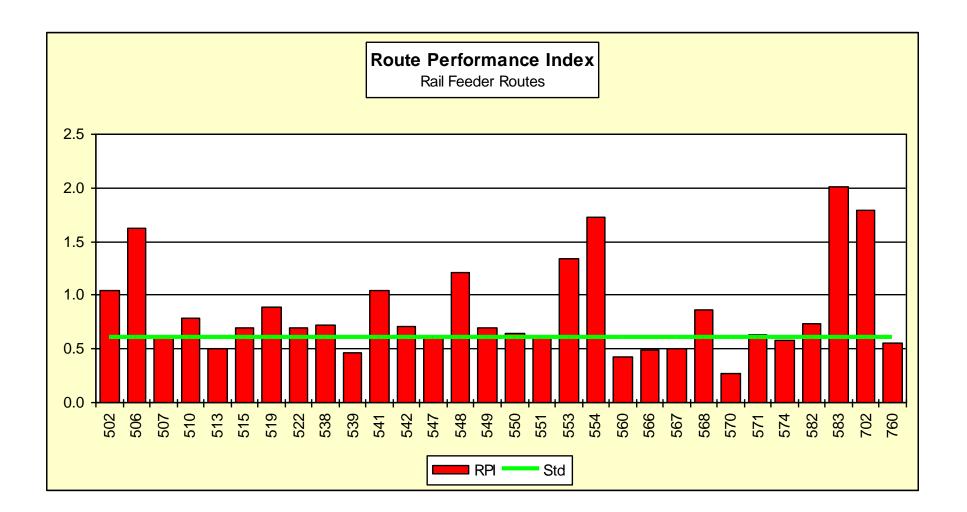




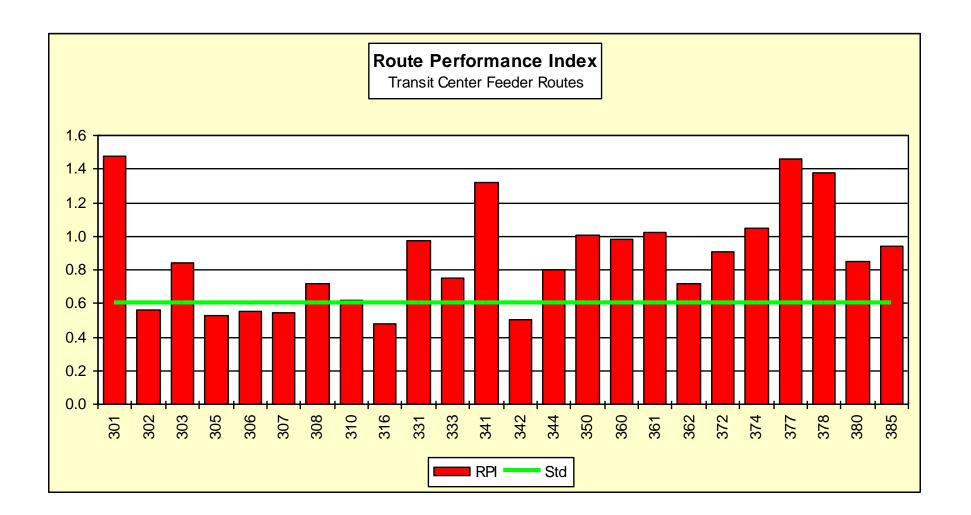




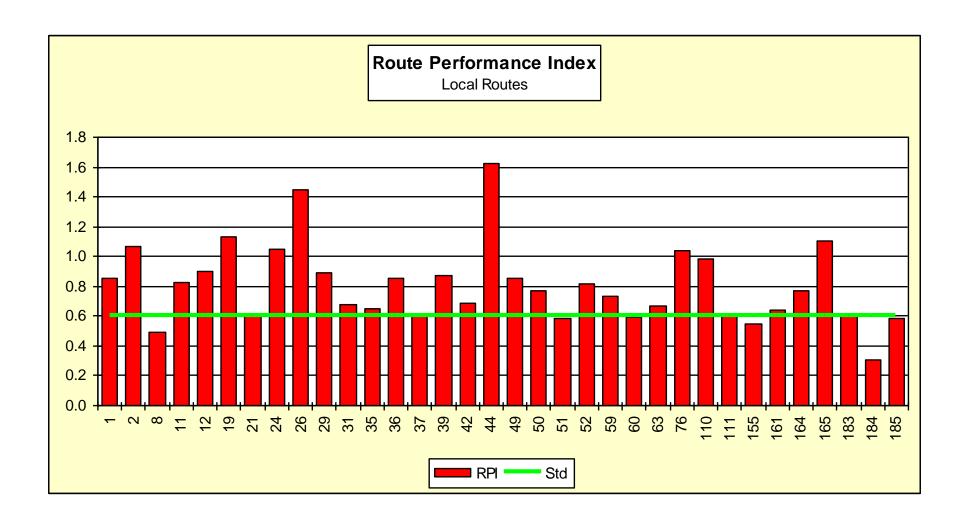














PLANNING & DEVELOPMENT DEPARTMENT Third Quarter FY 2008 Quarterly Reports

P&D1	Highlights
P&D2	Mobility Programs Development
P&D2	I-30 Old Turnpike Managed/HOV Lanes Project
P&D3	HOV Lanes Operation
P&D4	North Central (US 75) Concurrent HOV Lanes
P&D5	SH 114 Freeway Widening Including Managed/HOV Lanes
P&D6	Regional Comprehensive ITS Program for the Dallas/Fort Worth Region
P&D7	Service Planning & Scheduling
P&D7	Bus Corridor Concept Development
P&D8	Employer Service Program Development
P&D9	Public Announcement and Visual Message Board (PA/VMB) System
P&D10	Connection Protection
P&D11	Construction and Installation of Standard Shelters
P&D12	Vanpool Program
P&D13	Customer Response Team (CRT)
P&D14	Five-Year Action Plan
P&D15	Five-Year Action Plan Score Card
P&D16	Service Reviews

Planning and Development Department

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

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

Highlights This Quarter

- Work continues on the remaining segment of Phase I construction of the I-30 West HOV lane; completion is scheduled for summer 2008.
- The seven DART operated HOV lanes (75 HOV miles) carried approximately 165,000 weekday daily commuters in 3rdQ08, which is an all time high.
- Route 883 started serving UTD in January 2008; this route connects the UTD campus with Bush Station. Although service was cut for summer break, ridership increased to more than 600 passengers per day.
- The DART Board approved the new federalized contract for the installation of shelters in April 2008.
- The FY 2008 target of 145 vanpools was reached in 2ndQ08. Forty-one (41) groups are currently waiting to start a DART vanpool.
- A successful vanpool workshop was conducted May 26, 2008, which resulted in 25 new vanpool groups; of these, ten groups formed immediately and fifteen (15) are in the process of forming.
- Fixed-route ridership increased 1.75% YTD for 3rdQ08 compared to 3rdQ07. Bus ridership decreased by 0.3%, light rail ridership increased by 6.4% and TRE ridership increased by 8.2%.



I-30 Old Turnpike Managed/HOV Lanes Project

Mobility Programs Development

Strategic Plan Consideration

C2.3 Open/Integrate new transit services.

Description

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

Phase I design includes two reversible lanes from TCL to Mountain Creek and a single reversible lane to Chalk Hill. During the afternoon peak, the single lane will extend from Chalk Hill to Sylvan. The first phase will open in two sections: the first section from TCL to Loop 12 opened July 31, 2007, and the remaining section of phase I will open in 2008. Interim Phase II includes construction of tolling plaza and scheduled for completion July 2009.

Accomplishments

- 3rdQ08: Work continues on the remaining segment of Phase I, scheduled to open in Summer 2008.
- 4thQ07: The first 6-mile segment of Phase I was opened in July 2007.
- April 2007: Phase II design initiated in April 2007.

Issues

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

Schedule

- Summer 2008: Complete remaining segment of Phase I construction of the Managed/HOV lane facility on I-30 West.
- 2009: Completion of phase II

Project Manager(s)

Koorosh Olyai/Mahesh Kuimil



Mobility Programs Development

Strategic Plan Consideration

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

Description

HOV lane system is DART's most cost efficient service with \$0.19 subsidy per passenger and carrying about 38% of the total DART system ridership.

I-30, I-35E, I-635 and I-35E/US 67 HOV lanes carried over 37.5 million commuters during FY 07.

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

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

Accomplishments

The following is HOV ridership information for June 2008:

- The seven DART operated HOV lanes carried approximately 165,000 weekday daily commuters, which is an all time high.
- The HOV lanes along I-30 East, I-35E, I-635 East, I-635 West, I-30 West, US75, and I-35E/US67 carried 19,740, 26,980, 26,680, 47,620, 3,200, 16,230 and 24,720 weekday passengers respectively.
- On-time opening performance for the East R. L. Thornton HOV lane was 99.9% during the last quarter.
- A six-mile segment of Phase I of the I-30 West HOV lane opened to traffic in July 2007; the remainder of Phase I will open in Summer 2008.
- The I-30 East extension and the US 75 HOV lane opened to traffic in December 2007. The I-635 East extension opened in Jan. 2008.

Issues

Additional public education and marketing efforts are necessary.



HOV Lanes Operation

Mobility Programs Development

Schedule Ongoing.

Project Manager(s) Mahesh Kuimil / Ravi Gundimeda



Strategic Plan Consideration

C2.3 Open/Integrate new transit services

Description

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

Accomplishments

- 3rdQ08: The draft report by TTI addressing signing and additional access/egress locations is in progress and due by August 2008.
- 2ndQ08: DART conducted a preliminary study on facility operations and will conduct another study in the summer. Changes to the project will be made as warranted.
- 1stQ08: Construction was completed and the HOV lane facility on US 75 was opened to traffic in December 2007.
- 3rdQ06: Project has been let.
- The T-ramp from TI Boulevard to the LBJ HOV opened to traffic last month as part of the High Five construction.

Issues

- The NCTCOG's Mobility Plan identifies the need for two lanes inbound and one lane outbound in the morning and the reverse for the afternoon operating periods.
- An MIS is needed to address the additional HOV needs within the corridor.
- Access/egress locations at Campbell Road have been eliminated due to operational concerns.

Schedule

- Summer 2008: Conduct 2nd preliminary study on facility operations and make changes as warranted.
- Dec. 2007: Completed ramp connections from US 75 HOV lane to I-635 HOV lane. Completed construction of the HOV lane facility on US 75.

Project Manager(s)

Mahesh Kuimil



SH 114 Freeway Widening Including Managed/HOV Lanes

Mobility Programs Development

Strategic Plan Consideration

C2.3 Open/Integrate new transit services

Description

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

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

Accomplishments

- April June 2008: TxDOT/FHWA approved Schematics & preliminary plans for SH 114 from SH 183 to TCL last summer. The SH 114/Loop 12 (*Early Project*) including 1.6 miles of the Irving LRT line under Loop 12 and along SH 114 to DFW Airport and a station at Tom Braniff Drive is now scheduled for letting in early Fall 2008 by TxDOT. Total estimated cost is \$207M and completion is late 2010. DART share is \$62M for the LRT/TRE/Managed HOV lanes.
- Jan.-March 2008: Updated environmental document was submitted to TxDOT last year. Several environmental issues are still pending resolution by ENV Division in Austin. Public Hearing will be scheduled this spring upon receipt of final approval from TxDOT/FHWA. Final environmental clearance (FONSI) is expected this summer.
- Oct.–Dec. 2007: TxDOT and FHWA in Austin have approved Construction plans for letting and mylars were sent to Austin for procurement purposes. Letting is scheduled for September 2008 based on the new funding strategy by DART/TxDOT/NCTCOG.
- July–Sept. 2007: 100% PS&E package was delivered to TxDOT for review and final processing.
- April June 2007: The Final PS&E package is in Austin awaiting Final Environmental Clearance (FONSI) and Letter of Authorization to begin letting process.
- Oct.–Dec. 2006: Design schematics for *reconstruction of SH 114* were approved in June 2006.



SH 114 Freeway Widening Including Managed/HOV Lanes

Mobility Programs Development

Issues

• Several environmental issues are still pending resolution by ENV Division in Austin. Public Hearing will be scheduled this summer upon receipt of final approval from TxDOT/FHWA. Final environmental clearance (FONSI) is expected Fall 2008.

Schedule

- Summer 2008: Formal public hearing anticipated in advance of EA approval.
- Fall 2008: Final environmental clearance (FONSI).
- FY 05-08: PS&E for Loop 12/SH 114 Interchange for early LRT project implementation.
- FY 09-2011: Construction phase for Loop 12/SH 114 Interchange for early LRT project implementation.
- FY 09-12: PE/PS&E for remainder of SH 114 corridor.
- FY 10-12: Utilities relocation/coordination and R-O-W.
- FY 13-16: Construction phase, pending funding availability.

Project Manager(s) Ali Rabiee



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 (1998) 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

- 3rdQ08: Work is in progress to have the center-to-center plugin and data installed to the data warehouse.
- 1stQ08: The RDVCS standard committee met in December 2007; the group is still working toward optional formats of video to test in a controlled environment. Data warehouse design was completed in December.
- 3rdQ07: A Regional Data Video Communication System (RDVCS) standard committee was formed to evaluate video exchange MPEG (Moving Picture Experts Group) 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.



Regional Comprehensive ITS Program for the Dallas/Fort Worth Region

Mobility Programs Development

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

Issues

None

Schedule

• 2008: NCTCOG will have the center-to-center plug-in and data installed to the data warehouse.

Project Manager(s) Koorosh Olyai



Bus Corridor Concept Development

Service Planning and **Scheduling**

Strategic Plan Consideration

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

Description

The Five Year Action Plan included a strategy of identifying principle bus corridors and targeting improvements in bus travel times, frequency, passenger amenities and security to achieve a service level similar to that provided by light rail, but without the grade separated right-of-way.

The 1998-2002 and 2002-2006 Five Year Plans identify potential bus corridors: Harry Hines. Malcolm X, and Ferguson Road. The Northwest Corridor MIS planned light rail within the Harry Hines corridor, removing it from consideration as a bus corridor.

Accomplishments

- 3rdQ08: No activity during this quarter.
- 2ndQ08: Staff reviewed the program as originally defined and has prepared a draft of a revised proposal for enhanced bus services. A new type of enhanced bus service is identified in the proposal, and additional corridors are proposed for review. This proposal will be forwarded for internal review during Q3.
- 1stQ08: No activity during this quarter.
- 4thQ07: Staff continued work on final scope for consultant study.
- 2ndQ07: Staff developed timetables for project implementation and identified work items for consultant.
- 1stQ07: Board adopted the 2030 TSP, which included final corridor recommendations.

Issues

- 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

• FY 2008: Commence consultant study; receive final recommendations from consultant.

Project Manager(s)

Boris Palchik / Rob Smith



Employer Service Program Development

Service Planning and **Scheduling**

Strategic Plan Consideration

C1 Improve service quality and effectiveness.

C2 Improve service efficiency.

C3 Increase ridership by opening new services.

Description

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

Accomplishments

- UTD began Route 883 on January 3, 2008. This service connects UTD Campus with Bush Station. Although service was cut for summer break, ridership increased to more than 600 passengers a day.
- Staff is fielding calls in regard to shuttle service for various locations throughout service area due to higher gasoline costs and greater interest in transit services.
- Staff continues to work with the City of Richardson to promote the new site-specific shuttle in the Galatyn area.
- Staff is working with SMU to promote the new expanded service (frequency from 20 to 15 minutes).
- Staff met with Parkland Hospital to discuss initiating shuttling opportunities
- Staff met with Market Hall (Stemmons) to discuss transit service and shuttle opportunities.
- Staff met with North Park to discuss starting Route 702 earlier from 9 AM to 7 AM due to customer requests.

Issues

- Demand for service due to increase in fuel costs.
- Budget constraints
- Economy seems to be slowing, yet service is more in demand.
- New job creation is with smaller service companies where interest in this program is not significant.
- Many new employment opportunities are beyond DART service area boundaries.

Schedule

Ongoing

Project Manager(s)

John Quinn



Public Announcement and Visual Message Board System (PA/VMB)

Service Planning and **Scheduling**

Strategic Plan Consideration Description

C1 Improve quality of service.

C2 Improve efficiency of service.

A Public Announcement and Visual Message Board (PA/VMB) system was installed during 2001-2003 at all Phase I light rail stations (Park Lane to Parker on the Red Line and Mockingbird to Downtown Garland on the Blue Line). PA/VMBs are used to announce service disruptions, safety and security messages and emergency preparedness information.

Thirty percent (30%) of DART's light rail riders board and alight at a station located within the CBD (part of the starter system). Therefore, in an effort to expand and enhance the capability to communicate with riders, a PA/VMB system will be installed during 2008-2010 at all CBD starter system stations--Pearl, St. Paul, Akard and the West End.

Accomplishments

- May 2008: Procurement request in progress.
- April 2008: Project was presented to DART Board.
- February 2008: Met with Project Management to confirm project cost.
- October 2007 November 2007: Developed timeline, and identified stakeholders and outside sources.
- October 2007: Funding was approved to install PA/VMB at all CBD-Starter System stations.
- August 2007 September 2007: A capital request was submitted for the PA/VMB project.

Issues

• Project handoff and scope expansion issues will need to be resolved prior to completing procurement process.

Schedule

• 2008-2010: Installation of PA/VMB system for Downtown Dallas light rail stations.

Project Manager

Jennifer Jones



Connection Protection

Service Planning and **Scheduling**

Strategic Plan Consideration

C1 Improve quality of service.

C2 Improve efficiency of service.

Description

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

The 6-month pilot test at Arapaho Station was completed in November 2006. The follow-up evaluation recommended a second pilot test using an alternative technology. Rail Planning has issued a work order for Stantec to implement a 3-month pilot at Arapaho Station using a different technology.

Accomplishments

- June 2008: Prototype assembly and shelf test approved.
- May 2008: Final report approved.
- Apr. 2008: Bill of materials and prototype plan approved.
- Feb. 2008: Equipment recommendations report approved by Planning.
- Dec. 2007: AC power outlet issue was resolved by moving pilot from Arapaho Station to Walnut Hill Station.
- Nov. 2007: Station assessment analysis completed and approved. Second pilot timeline completed and approved.
- Oct. 2007: Second pilot project was kicked off and timeline completed.
- Sept. 2007: Work order to develop the technology for the second pilot was issued to Stantec.
- May June 2007: Scope of work for second pilot approved.

Issues

• A different technology was recommended per the evaluation; therefore, a second pilot will be conducted.

Schedule

- September 2007 January 2008: Develop new technology alternatives
- Feb. 2008: Complete technology recommendations for second pilot.
- Mar. 2008: Review and approve technology to be used in second pilot.



Connection Protection

Service Planning and **Scheduling**

- April 2008: Prepare bill of materials and develop prototype implementation plan
- May 2008: Submit final report.
- June 2008: Conduct prototype assembly and shelf test
- July 2008: Conduct a 90-day test at Walnut Hill Station.
- Sept. 2008: Submit Final Results Report.

Project Manager

Jennifer Jones



Construction & Installation of Standard Shelters

Service Planning and **Scheduling**

Strategic Plan Consideration

C1.2 Provide clean, safe, secure environment.

C2.6 Add needed passenger amenities/facilities.

Description

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

The FY 08 program is in progress.

Accomplishments

- Addressed issues in maintenance slippage through bi-monthly summit meeting. New maintenance contracts in place.
- Developed bi-monthly summit meeting to improve efficiency in communication between Facilities Planning and Facilities Maintenance.
- April 2008: New federalized contract passed by DART Board and signed by DART and Tolar Mfg.
- Installed 13 new shelter equivalents.
- Developed corridor recommendations for placement of 80 i-Stops. These locations include Malcolm X/Bexar St., Gaston Ave., and Jefferson Blvd. I-stops light the area around bus stop signs, provide schedule information, and an operator beacon.

Issues

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

Schedule

- April 2008: New federalized contract passed by DART Board and signed by DART and Tolar Mfg.
- FY 2008: Begin installation of shelters under federalized contract.

Project Manager(s)

Rob Parks / Ruth Cooper



Vanpool Program

Service Planning and **Scheduling**

Strategic Plan Consideration

C1 Improve service quality and effectiveness.

C2 Improve service efficiency.

C3 Increase ridership by opening new services.

Description

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

Accomplishments

- 3rdQ08: A very successful Vanpool Workshop was conducted May 26, which resulted in 25 new vanpool groups of which ten (10) were immediately formed and fifteen (15) are in the process of forming.
- 3rdQ08: A vanpool program update was provided to the Planning Committee in April. Forty-one (41) groups are currently waiting to start a DART vanpool.
- 2ndQ08: Thirty-five (35) new vanpools were introduced since 1Q8; as a result, the FY 08 target of 145 Vanpools has been reached.
- 1stQ08: Four (4) new vanpools were introduced during Q1, with a new total of 110.

Issues

- Increase in fuel prices has sparked an unprecedented demand for vanpools. Waiting lists were established pending availability and/or new funding. Forty-one (41) groups are currently waiting to start a DART vanpool.
- Teaming with North Texas Clean Air Coalition in Community Outreach projects.
- NCTCOG announced a funding delay in procuring a Regional Rideshare Matching database (pending).

Schedule

- FY 08: Continue development of longer-term pricing and marketing strategies.
- 4thQ08: Initiate initial groundwork for a new vanpool contract, which will expire in 4thQ09.
- July-Aug. 2008: Identify overall budget savings to add more vans to service levels in an effort to address the demand for vans.
- 4thQ08: Contract modification will be required to offset the program growth and budget cap. Present to Planning Committee in September.
- FY 08 FY 09: Conduct best practices benchmarking



Vanpool Program

Service Planning and Scheduling

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

Project Manager(s) Rob Smith/ Dan Dickerson



Customer Response Team (CRT)

Service Planning and Scheduling

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

- June 2008: DART employees briefed on new team assignments.
- June 2008: CRT staffing assignments were revised due to agency wide reorganization.
- Dec. 2008: CRT implemented due to an emergency rail shutdown
- Nov. 2007: Agency wide CRT implemented.
- Nov. 2007: CRT procedures finalized and teams identified for all rail stations /transit centers.
- Nov. 2007: Briefed DART employees on new CRT procedures.
- Oct. 2007: Reviewed draft of agency-wide CRT procedures with Executive Leadership Team.

Issues

- Sept. 2007: A planned rail service disruption occurred between Mockingbird and West End Stations to allow for the completion the second construction phase of the Bryan/Hawkins project. Unplanned circumstances occurred during the construction, which caused the project to not be completed on time. DART received numerous complaints regarding the lack of notification during the unplanned rail service disruption.
- It was requested by executive management to expand the customer response team to include all departments.

Schedule

Ongoing as needed.

Project Manager(s)

Jennifer Jones



Five-Year Action Plan

Service Planning and Scheduling

Strategic Plan Consideration

C1 Improve quality.

C2 Improve/add services.

C3 Improve efficiency.

Description

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

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

Accomplishments

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

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

Schedule

• 3rdQ08: Work toward completion of expanded draft document and service assumptions.

Project Manager(s)

Rob Smith



FY 2008 Score Card Five-Year Action Plan

Service Planning and Scheduling

Objectives	Services	Activities
INCREASE RIDERSHIP		
Expand Services		Fixed-route ridership increased 1.75% YTD for 3rdQ08 compared to 3rdQ07. Bus ridership decreased by 0.3%, Light Rail ridership increased by 6.4% and TRE ridership increased by 8.2%.
	Feeders to Transit Centers and Stations	First redesigned feeder routes implemented in February 2007. Significant changes to feeder routes in North Central Dallas were included in adopted October 2007 service changes. Additional changes to feeder routes and introduction of two new Flex services were implemented during March 2008 service changes.
Improve Customer Waiting Conditions	Improved Bus Stop Amenities	The 2003-2008 new Standard Shelter Program will include a total of 430 standard shelters and 90 double/modular shelters.
IMPROVE COST EFFECTIVENESS		
• Implement Efficiencies		
	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 for Lake Highlands and North Dallas On Call services occurred in March 2008.
	New DART On Call programs: flexible routes and late night/weekend services	Two new Flex services (South Irving and Telecom Corridor) began operation in March 2008.
	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. UTD service agreement approved by Board of Directors, and began operation January 2008. Palisades Shuttle replaced by City of Richardson service, with new agreement approved by the Board of Directors.
	Non-Traditional Vanpool Service (E- Shuttle)	Employer outreach in rail expansion corridors is identifying new E-Shuttle opportunities. Two additional E-Shuttles pending.
	Address low- performing routes	February 2007, October 2007, and March 2008 service changes continued to target routes consistently below 0.6 RPI; almost all DART fixed routes currently operating at or above standard. March 2008 service change proposals included a number of additional service adjustments for low-performing routes, with resources re-allocated to other fixed-route service improvements.



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

- 3rdQ08: Preliminary plan for Plano presented, and recommendations were incorporated into February 2009 service change proposals.
- 2ndQ08: North Tollway work postponed due to staff shortages. Completion of West Dallas review now rescheduled for 4Q08. Additional review work initiated for Plano in response to requests from the City of Plano; this work is scheduled for completion 3Q08.
- 1stQ08: Richardson review work was completed; several recommendations were ultimately included in service changes that will occur in March 2008.
- 4thQ07: Conducted final community meeting for Richardson review and first meeting for West Dallas review. Some recommendations incorporated into proposals for March 2008 service changes.
- 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.

Issues

• None

Schedule

• 4thQ08: Finalize West Dallas review. Continue work on North Tollway review.

Project Manager(s)

Rob Smith/assigned staff



DATE:

July 2008

TO:

Distribution

SUBJECT:

PROJECT DEVELOPMENT PROGRESS REPORT

This document is the 3rd Quarter FY 2008 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, 2008, including Change Control Summaries, Systems Integration, and Real Estate.

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

THM/ta

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ACRONYMS

AC/DC - Alternating Current/Direct Current

ADA - Americans with Disabilities Act

AWP - Annual Work Plan/Program

BNSF - Burlington Northern Santa Fe Railway

CBD - Central Business District

CCB - Change Control Board

CM/GC - Construction Manager/General Contractor

CPM - Critical Path Method

CRI - Cost Reduction Idea

D&A - DART & Agency

DART - Dallas Area Rapid Transit

DFW - Dallas/Fort Worth

DGNO - Dallas, Garland & Northeastern Railroad Company

FAA - Federal Aviation Administration

FDR - Final Design Review

FEIS - Final Environmental Impact Statement

FEMA - Federal Emergency Management Agency

FFGA - Full Funding Grant Agreement

FTA - Federal Transit Administration

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)



rpd-i 3Q FY 2008

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

RPD - Rail Program Development

S&I Facility - Service & Inspection Facility

SA - Supplemental Agreement

SCADA - Supervisory Control and Data Acquisition

SCS - Supervisory Control System

SDC - Systems Design Consultant

SE-1 - Southeast Corridor Line Section 1

SE-2 - Southeast Corridor Line Section 2

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

SMR - Senior Management Review

SOC-2 - Line Section South Oak Cliff-2

SOCBOF - South Oak Cliff Bus Operating Facility

SP - Southern Pacific Railroad Company

SWPPP - Stormwater Pollution Prevention Plan

The T - Fort Worth Transportation Authority

TBD - To Be Determined

TC - Transit Center

TDLR - Texas Department of Licensing and Regulations

TPSS - Traction Power Substation

TRE - Trinity Railway Express

TVM - Ticket Vending Machine

TxDOT - Texas Department of Transportation

TXU - TXU Lone Star Pipeline

UPS - Uninterruptible Power Supply

VAF - Vehicle Acceptance Facility



rpd-ii 3Q FY 2008

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 added 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.

Closed-Circuit Television (CCTV) System

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

NW-2 Additional Betterments (Love Field West Betterments)

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



RPD1 3Q FY 2008

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

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

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.



RPD2 3Q FY 2008

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.

Paratransit Parking

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

Thanks-Giving Square Rail Replacement

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

Lake Highlands Station

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

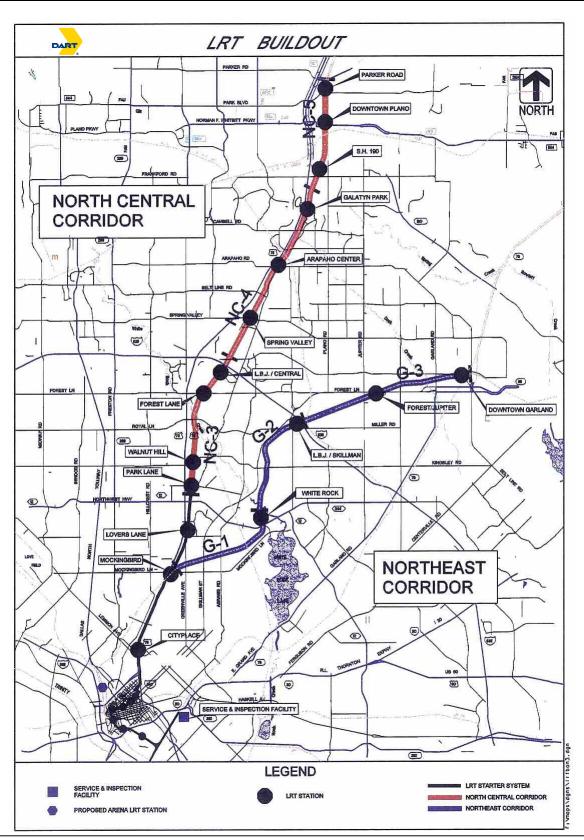
Valencia Development

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



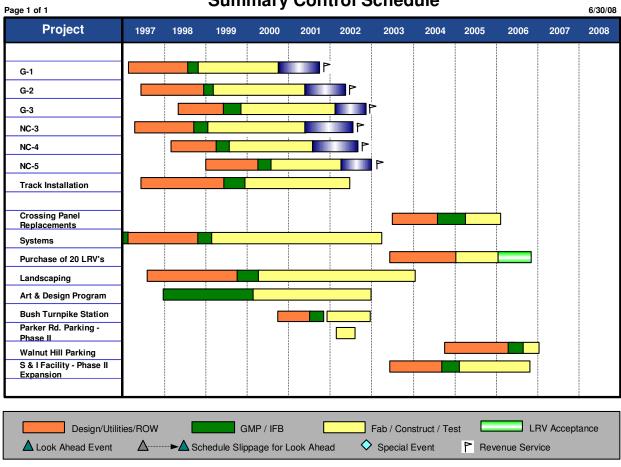
RPD3 3Q FY 2008







LRT Buildout Phase I Summary Control Schedule





LRT BUILDOUT PHASE I Cost Summary (in millions of dollars)						
Control Current Expended Budget Commitment 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:

- 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 04/30/08, per DART's General Ledger.
- 3) At the direction of the DART Board, Cityplace Station Finishout was combined with the LRT Buildout.

LRT BUILDOUT PHASE I RELATED PROJECTS (FFGA Amendment 10) Cost Summary (in millions of dollars)

	Control Budget	Current Commitment ⁽¹	Expended to Date (2)
Bush Turnpike Station	\$ 12.5	\$ 12.9	\$12.9
Parker Road Station Phase II Parking	2.6	1.6	1.6
Walnut Hill Parking	1.3	1.4	1.4
S&I Facility - Phase II Expansion	29.8	29.2	26.8
Purchase of 20 LRVs	63.0	61.8	59.5
Total	\$109.2	\$106.9	\$102.2

- 1) Committed values reflect activity through 05/31/08.
- 2) Expended to date values reflect activity through 04/30/08, as reported on DART's General Ledger.



RPD6 3Q FY 2008

LRT BUILDOUT PHASE I RELATED PROJECTS (FFGA Amendment 13) Cost Summary (in millions of dollars)						
ControlCurrentExpendedBudgetCommitmentto Date (1)						
Purchase of C-units 39-46 (2)	\$11.6 ⁽³⁾	\$11.6	0.0			
Total \$11.6 \$11.6 \$0.0						

- 1) Expended to date values reflect activity through 02/29/08, per DART's General Ledger.
- Purchase of C-unit progress can be found on the "Systems-Vehicles" page of the LRT Buildout Phase IIA section of this progress report.
- 3) A budget revision is pending in TEAM to add approximately \$1.9M (total \$), \$1.5M (federal \$) to the Control Budget. This amount represents reimbursement to the FTA from the Marta Settlement, sale of surplus property and final budget adjustments.

SCHEDULE SUMMARY

ULE SUMMAKY		
	Contract Completion Dates	Revenue Service Dates
Line Section C.1		0/2001 (Commission)
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)



RPD7 3Q FY 2008

Strategic Plan Consideration Description

C2.3 Integrate new transit services

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

Status

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

Issues

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

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



RPD8 3Q FY 2008

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.



RPD9 3Q FY 2008

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

Description Twenty additional vehicles have been purchased under the option clause of

the current contract, bringing the total purchased to date to 115.

Status All 20 LRVs are in revenue service. Kinkisharyo continues to install field

modifications and support the warranty program.

Issues None



RPD10 3Q FY 2008

Systems Integration

LRT Buildout Phase I

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.

Issues None



RPD11 3Q FY 2008

Facilities -Six-Month Look Ahead

LRT Buildout Phase I

6/30/08

LRT Buildout Phase I Six Month Look Ahead

Page 1 of 1 Six Month Look Ahead

B 1 1	2008					
Project	April	May	June	July	August	September
G-1	Revenue Service Beg	an - 9/24/01				
G-2	Revenue Service Beg	an - 5/6/02				
G-3	Revenue Service Beg	an - 11/18/02				
NC-3	Revenue Service Beg	an - 7/1/02				
NC-4	Revenue Service Beg	an - 7/1/02				
NC-5	Revenue Service Beg	an - 12/9/02				
Track Installation	Installation Complete					
Crossing Panel Replacements	Construction Complete	e - 2/1/02				
Systems	All Deliveries Complet	е				
Purchase of 20 LRV's	All Deliveries Complet	е				
Landscaping	Landscaping Complet	Э				
Art & Design Program	Program Complete					
Bush Turnpike Station	Revenue Service Beg	an - 12/9/02				
Parker Rd. Parking - Phase II	Construction Complete	e				
Walnut Hill Parking	Construction Complete	•				
S & I Facility - Phase II Expansion	Construction Complete	e				





RPD12 3Q FY 2008

Change Control Summary

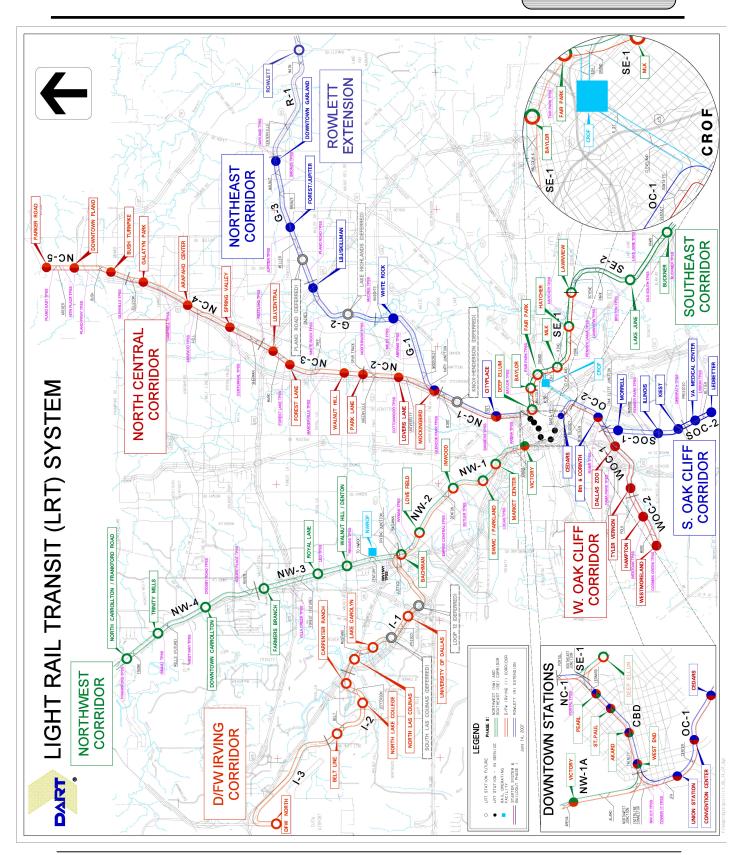
LRT Buildout Phase I

			Approved	Approved	Total		Current	Remaining	Percent	Percent	Summary of Activity
	ail Section/	Consultant/	Contract	Contingency/	Approved	Executed	Contract	Contingency			This Period & Comment (June 2008)
COI	ntract Package	Contractor	Amount	Allowance	Amount	Changes	Value	Allowance	Used	Comp.	(3006 2006)
			(A)	(B)	(C=A+B)	(D)	(E=A+D)	(F=B-D)	(G=D/B)	Note d	
North Central	NC-3 Civil/Struct/Sta	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
Corridor	C-98000080			30-A-3						5002.90002	Pending Litigation
Northeast	G-2 Civil/Struct/Sta	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
Corridor	C-98000089	-									Pending Litigation
LRV	20 Additional	Kinkisharyo/Itochu	\$58,666,378	\$1,333,622	\$60,000,000	\$737,946	\$59,404,324	\$595,676	55%	94%	Through SA-018
Procurement	C-98000071-02	20 20		Reduced contract value due to SA-15 for deletion of bid work (\$,874)		25
		TOTALS:	\$361,912,784	\$37,702,383	\$399,615,167	\$29,385,827	\$385,568,747	\$8,316,556			
Legend:	% Contingency >= 70%						10				
Notes:	The professional services or	contracts are negotiated thro	ugh annual workpla	ıns (AWP) ; amoun	ts reflected on th	is report represent	Total Board Authorized Not-	o-Exceed values.			
	b) The authorized board incre	ases are captured in column	B along with appro	ved contingency in	creases to more	accurately reflect t	he change activity as it relate:	to contingency.			
	c) The totals shown on this n							,			
	d) Percent contract complete b	- nasad on imminas naid divida	d by contract value								



RPD13 3Q FY 2008

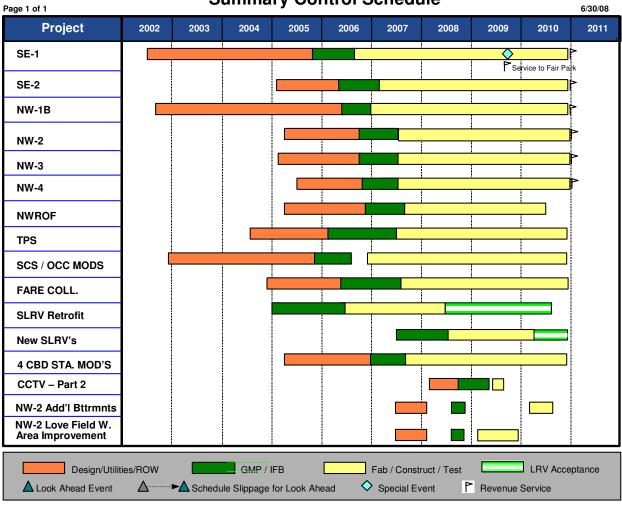






LRT Buildout Phase IIA

LRT Buildout Phase IIA Summary Control Schedule





LRT BUILDOUT PHASE IIA Cost Summary (in millions of dollars)					
Control Current Expended Budget Commitment (1) to Date (2)					
General Phase IIA (3)	\$ 174.4	\$ 98.9	\$ 86.4		
Southeast-1	204.7	203.5	131.5		
Southeast-2	165.3	161.9	91.1		
Northwest-1B	160.7	156.0	81.3		
Northwest-2	170.8	162.0	63.6		
Northwest-3	250.1	233.8	87.3		
Northwest-4	259.0	241.4	80.6		
NWROF	65.2	68.8	25.9		
Systems	98.7	78.1	23.7		
Vehicles	245.0	74.0	23.3		
Raise & Extend 4 CBD Stations	11.9	6.9	1.6		
Phase IIA – CCTVs (3)	8.9	1.1	0.1		
NW-2 Additional Betterments (3)	3.5	0.0	0.0		
Love Field West Area Improvement (3)	0.9	0.1	0.2		
LRT Buildout Phase IIA Total	\$1,819.1	\$1,486.5	\$696.6		

Notes:

- 1) Committed values reflect activity through 05/31/08.
- 2) Expended to date values reflect activity through 04/30/08, as reported on DART's General Ledger. Expended to date values do not reflect the FTA SCC restatement robot journal entries.
- 3) Control Budget values reflect pending financial plan amendments and transfers from other financial plan reserves.



RPD16 3Q FY 2008

Cost/Schedule Summary

LRT Buildout Phase IIA

SCHEDULE SUMMARY

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



RPD17 3Q FY 2008

Strategic Plan C1 Improve Customer Satisfaction

Consideration C2 Manage System Growth

C3 Improve Efficiency

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

Status Northwest Corridor

Real estate acquisition for this corridor is currently in progress.

Southeast Corridor

Real estate acquisition for this corridor is currently in progress.

Northwest Rail Operating Facility (NWROF)

Real estate acquisition for this facility is complete.

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



RPD18 3Q FY 2008

Strategic Plan Consideration

C2.3 Integrate new transit services

Description

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

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

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

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

Status

Line Section SE-1

Installation of underground utilities, ballast walls, and underdrains throughout the line section is nearing completion. Street reconstruction continues on several streets with the inclusion of track headers and sidewalks. Track slab construction is nearing completion.

Work on street headers at Live Oak and Gaston Avenue continues. OCS foundations and ballast walls are being constructed from Live Oak to Swiss Avenue.

At Deep Ellum Station, work on platform continues. Roofing of Deep Ellum Station began in June 2008.



RPD19 3Q FY 2008

LRT Buildout Phase IIA

Status (continued)

At Baylor Station, painting, work on plinths, and plaza lighting continues. Roofing, cladding, and installation of windscreens continue. Grading, liming, forming, rebar, and pouring of the Kiss & Ride continue. Work on plaza lighting commenced in June 2008.

Between Main Street and Eastside Rail Storage, work on direct fixation slab plinth test section continues. Work on rail crossing at Canton Street continues. Distribution of rail is on hold due to plinth removal and replacement.

At Parry Avenue, placement of paving at Parry and Haskell Avenue continues. Traffic switches and demolition of southbound Parry continues.

At Fair Park Station, installation of stainless soffit and lighting work continues.

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

At Trunk Avenue and Grand Avenue, installation of banks were completed in June 2008 and paving is in progress.

At MLK Station, paving of the bus lane between J.B. Jackson Transit Center and MLK Station was completed in May 2008. Roofing, station electrical boxes, and station ramp extension continue. Station painting continues. Column cladding work continues. Work on windscreens continues.

At Pennsylvania, paving continues, as well as work on flume and slope protection.

Near Hatcher Station, Phase 2 paving at Scyene continues. At Hatcher Station, drilled shafts for CMU art deco wall continue and grading and placement of select fill continues. Work on grade beams and platform slabs is nearing completion.

Work on ductbank and manholes for S&I Yard tie-in continues. Erection of permanent fence continues. Installation of sub-ballast and work on OCS foundations continue.

Line Section SE-2

From Hatcher to Dixon, mechanically stabilized wall construction continues. Underdrains in guideway, columns, and bent caps are ongoing. The Union Pacific Railroad (UPRR) cast-in-place coping walls 1 and 2 work continues.



RPD20 3Q FY 2008

LRT Buildout Phase IIA

Status (continued)

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

At Lawnview Station, the contractor continues to install underground utilities. Ballast wall construction continues. Canopy shafts continue.

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

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

DGNO freight track relocation was completed in June 2008.

No-name Creek freight bridge abutment construction continues.

At Lake June Station, MSE wall work continues and storm line reinforced concrete pipe encasement boring continues. Concrete slab, fire protection work, and fine grading for northbound side are ongoing.

At Jim Miller Road, paving commenced in June 2008 and construction of MSE wall continues at Elam Creek.

At Buckner Station, parking area excavation continues and mechanically stabilized wall construction continues. Detention pond gabion structure construction continues. Grade beam construction is ongoing.

Line Section NW-1B

The contractor continues underground utility work throughout the line section.

Construction of the drainage culvert continues south of Market Center Station. At Turtle Creek, construction of columns for Piers 2 and 3 for Turtle Creek Bridge structure were completed in May 2008; the erection of the Turtle Creek Bridge structure continues. Concrete pavement reconstruction of southbound lanes of Harry Hines Blvd. to Market Center Blvd. continues.

At Market Center Station, drilled shafts for canopy and formwork for Abutment #12 continue. Excavation for bus bay retaining walls continues. Installation of four 10' x 10' box culverts at Cedar Springs and Harry Hines continues; work is complete on the southwest wing wall, except for drain lines and backfill. Preparation of subgrade for the guideways and west lanes of Harry Hines continues. Installation of OCS poles is in progress.



RPD21 3Q FY 2008

LRT Buildout Phase IIA

Status (continued)

At Parkland Station, installation of diaphragms and sheer blocks for the guideway beams continue. Construction of the platform continues. Guideway foundations and columns are in progress from Parkland Station to Inwood Station. Formwork and concrete placement of guideway decks are in progress north and south of Parkland Station. Re-paving continues on streets around Parkland Hospital.

At Inwood Station, installation of platform stairs, canopy steel, and water separator commenced in June 2008, as did underground work for irrigation sleeves and drains. The contractor is preparing to place deck slabs.

The Knight's Branch box culvert construction is nearing completion.

Issues

General

The addition of closed circuit TV (CCTV) conduits to all stations was negotiated with the contractor and approved by the DART Board on May 13, 2008.

Line Section SE-1

Southwestern Bell Company tie-in delays at Live Oak impacted Live Oak construction; mitigation of the situation is progressing.

Trunk Avenue was reopened for the U.S. Post Office, after resolution of gas line conflict. Grand Avenue construction continues.

Plinth stirrups were not drilled and epoxied correctly. Exposed stirrups were tested and re-installed. All plinths have been removed and are being replaced.

Peak's Branch bridging slab has an alignment issue between Metropolitan and Second Avenue. The contractor submitted a non-conformance report (NCR) proposing realignment. It was determined that the alignment is acceptable as is.

Line Section SE-2

Redesign on three wall sections was completed. One wall requires environmental mitigation approval, scheduled for August City Council meeting. There may be an impact on construction.

City of Dallas Parks Department was concerned about erosion, drainage, and tree removal at Keeton Golf Course. A meeting was held in June 2008 and all concerns were resolved.

Line Section NW-1B

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



RPD22 3Q FY 2008

LRT Buildout Phase IIA

Issues (Continued)

Delays in TXU Distribution relocations, which had potential to cause delay in construction, have been mitigated.

Coordination of future plans at Parkland Hospital may potentially impact construction at this station. Parkland requested delay in certain portions of the DART project.



RPD23 3Q FY 2008



SE-1: Column Cladding at Baylor Station

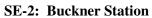








SE-2: Lake June Station









NW-1B: Parkland Station Catenary Poles



NW-1B: Coping Installation at Market Center Station



Track Materials Procurement for CM/GC-I Construction

LRT Buildout Phase IIA

Strategic Plan Consideration C2.3 Integrate new transit services

Description

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

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

All deliveries are complete. Contract closeout is under way.

Issues None



RPD27 3Q FY 2008

LRT Buildout Phase IIA

Strategic Plan Consideration

C2.3 Integrate new transit services

Description

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

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

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

Status

Line Section NW-2

DGNO is installing new freight track.

Freight ballast was installed near Bomar Street.

Between Hawes Avenue and Burbank Street, construction of ballast walls and installation of freight track headers at Gilford Street commenced in May 2008. Casing and pipe for the water line was installed in June 2008.

At Wyman Street and Oak Downs Drive, lime and flex base were installed, ductbanks were backfilled and compacted, and temporary asphalt for freight header at Wyman was installed in May 2008. Earthwork activities continue.

Between Shorecrest Drive and Webb Chapel Extension, work on underground utilities continues.

At Bachman Station, earthwork activities continue.



RPD28 3Q FY 2008

LRT Buildout Phase IIA

Status (Continued)

Line Section NW-3

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

At Walnut Hill Station, concrete pier placement commenced in June 2008.

North of Royal Lane, metal decking installation commenced in June 2008. Drilled shafts continue to be installed along the guideway to LBJ Freeway.

At Farmers Branch Station, installation of underground electrical and irrigation on the west side commenced in June 2008.

Line Section NW-4

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

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

At Furneaux Creek Bridge, metal decking for LRT and freight bridges are being installed.

At Trade Center Bridge, retaining wall construction was completed in April 2008.

Issues

Line Section NW-2

Slurry wall design was needed from the contractor, with expedited review by DART. This issue is resolved.

Franchise utility relocations are progressing and the contractor continues to work around them.

Access is needed to City of Dallas Love Field Airport property, via approval from FAA.

Line Section NW-3

Stop Work Notice was issued for storm drain culvert E to facilitate proposed TxDOT culverts at northbound I-635. Revised design from TxDOT was received in early June 2008. Contractor has priced and pricing was forwarded to TxDOT for review and comment.

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



RPD29 3Q FY 2008

Issues (Continued)

Line Section NW-4

ILA with the City of Carrollton regarding real estate issues has been developed and will be submitted for Board approval in August 2008. Goal is to finalize this ILA to avoid delays in obtaining street and station permits. ILA with the City of Farmers Branch has been executed.

Coordination with Denton County Transportation Authority (DCTA) for potential connection of both transit systems is ongoing. ILA for design effort has been executed. Construction plans were prepared and submitted to the contractor for pricing.

Construction of MSE walls RW-11 and RW-12 is being delayed due to water seepage into leveling pad.

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

Signal relocations are progressing slower than anticipated. DGNO flagging and signal agreement was finalized and presented to the Project Management Committee for approval in June 2008. Board approval is anticipated July 8, 2008



NW-3: Concrete Flume Construction



RPD30 3Q FY 2008



NW-4: Carrollton Depot Relocation



NW-4: Sub-ballast Installation South of Main Street



Northwest Rail Operating Facility

LRT Buildout Phase IIA

Strategic Plan Consideration

C1 Improve Customer Satisfaction

C2 Manage System Growth

C3 Improve Efficiency

Description

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

Status

NTP for Lot 1 was given on August 30, 2007. NTP for Lot 3 was given October 1, 2007. Lot 9 partial NTP was given on January 25, 2008. Lot 2 NTP was given on March 4, 2008, and Lot 4 NTP is anticipated in Fall 2008.

Lot 1 – Base Contract

Installation of the fire line/water line loop and storm lines around the site continues.

At the S&I building, fine grading of the track areas north of the S&I building was completed. Grade beam construction commenced in June 2008. Underground plumbing installation continues. The contractor continues drilling shafts for the building foundation.

At the cleaning platform, underground electrical installation started. The contractor continues installation of subballast east of the cleaning platform.

New pavement installation at Doric Drive cul-de-sac is 75% complete. Excavation and grading continues for the first phase of new street pavement near Hollander.

At the SLRV Wash building, pit walls were placed and the area was backfilled. Underground electrical and plumbing work was completed. Grade beam construction commenced.

MSE wall and retaining wall construction, including the installation of wall coping, is nearing completion.



RPD32 3Q FY 2008

Northwest Rail Operating Facility

LRT Buildout Phase IIA

Status (Continued)

The contractor installed systems and power ductbanks, manholes, and high mast lighting foundations and conduit. Drilled pier construction continues for the OCS foundations.

Lot 2 - Trackwork

Installation of ballast by MSE wall was completed. Eleven turnouts were partially installed. Eighty-five percent (85%) of continuous welded rail was moved from NW-3. Track installation for Tracks 18 and 19 commenced.

Lot 3 – Systems

Baseline schedule was approved.

Lot 9 - Car Hoist

Lot 9 contractor delivered the hoist materials to the Lot 1 contractor for embedding in the concrete pits. No further activity is anticipated until December 2008.

Issues

CM/GC-III wants to use west side of project for box culvert installation, which will affect preparation of storage areas for track and materials and for moving rail out of CM/GC-III right-of-way. DART has received a formal letter from the CM/GC-III contractor and has changed the milestone on the Lot 1 contract.

The Lot 1 contractor is three weeks behind on having track storage areas ready. Agreements between the Lots 1, 2, and 3 contractors were developed to prevent any long-term effect of a late finish.



RPD33 3Q FY 2008



Installation of Tracks 18 & 19







Track Materials Procurement for Northwest Corridor & NWROF

LRT Buildout Phase IIA

Strategic Plan Consideration

C2.3 Integrate new transit services

Description

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

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

Deliveries of Lot 1 (special trackwork and concrete ties) and Lot 5 (direct fixation rail fasteners) continue.

Issues None



RPD35 3Q FY 2008

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

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

Base frame manufacturing began in February 2008 and is proceeding.

Issues None



RPD36 3Q FY 2008

C2.3 Integrate new transit services

Description

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

Status

As of the end of June 2008, 184 submittals have been received, with 178 returned to the contractor. Sixteen RFI's have been received, with 16 returned to the contractor.

Rail Operations department has chosen a graphic scheme for large screen display and Rail Operations Controller (ROC) consoles. Final determination of screen displays will be as a result of the user interface meeting scheduled for July 7-8, 2008.

Milestones 2.0a (Hawkins Interconnection Ready for Testing) and 2.1a (Hawkins Interconnection Ready for Revenue Service) were completed prior to the milestone dates of April 4, 2008, and April 11, 2008, respectively.

Milestone 2.2 (PA/VMB First Article Testing Report SE-1) has received substantial completion as of June 23, 2008.

Issues

The CM/GC-I and CM/GC-III contractors delayed submittal of final bitmap data. The SCS/OCC contractor was given typical bitmaps to allow commencement of software development. SE-1 final bitmap data was received in March 2008. NW-2, NW-3, and NW-4 bitmap data was received in April 2008. SE-2 and NW-1B bitmap data was received May 21, 2008. All bitmap data was approved and forwarded to the contractor.

The contractor notified DART via letter dated June 26, 2008, of a business unit name change. This name change was reviewed by the DART contract administrator and is acceptable to DART.



RPD37 3Q FY 2008

Systems – Fare Collection Equipment

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

Description Ticket vending machines (TVMs) are being purchased for Phase IIA

stations. The solicitation includes options to purchase additional TVMs for

the Phase IIB stations and to replace the Starter System units.

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

Issues None



RPD38 3Q FY 2008

C2.3 Integrate new transit services

Description

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

Also, a total of 48 new SLRVs will be procured, of which 25 will be for Buildout Phase IIA and 23 will be for Phase IIB. 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

The first retrofitted SLRV is undergoing qualifications testing, with an anticipated revenue service date at the end of July 2008. The second SLRV completed acceptance testing, which is four weeks shorter than qualifications testing, and is currently operating in revenue service.

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

Issues

As shipments continue from Japan, requirements for the use of U.S. Flagship vessels could result in increased costs to the project.



RPD39 3Q FY 2008

C2.3 Integrate new transit services

Description

Integrate systems operation for LRT Buildout Phase II.

Status

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

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

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

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

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

Issues None



RPD40 3Q FY 2008

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

Work at Pearl Station began in March 2008, with the station shutdown beginning March 7, 2008. The station reopened April 12, 2008. Punch list work is almost complete.

Akard Station construction began April 21, 2008, and shutdown began May 30, 2008. The station reopened June 30, 2008, awaiting permanent warning strips.

West End Station work is scheduled to start the end of July 2008.

Issues

Station platform warning strips have deformed. The contractor is in the process of anchoring some strips and replacing others. A permanent solution is being sought.



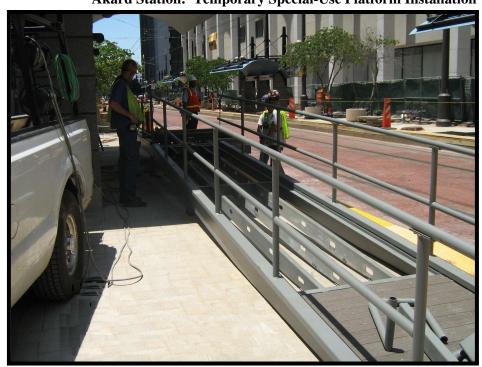
Pearl Station After Modifications



RPD41 3Q FY 2008



Akard Station: Warning Strip Placement



Akard Station: Temporary Special-Use Platform Installation



C2.3 Integrate new transit services

Description

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

Status Part 1

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

Part 2

System requirements and procurement schedules continue to be developed.

Issues

A two-part approach was used because CM/GC-I and CM/GC-III contractors required information so that conduit may be installed before placement of concrete slab-on-grade, concrete paving, and column enclosures.



RPD43 3Q FY 2008

NW-2 Additional Betterments (Love Field West Betterments)

LRT Buildout Phase IIA

Strategic Plan Consideration

C2.3 Integrate new transit services

Description

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

neighborhood.

Status Final design is complete.

Issues Delivery method alternatives are under evaluation.



RPD44 3Q FY 2008

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

LRT Buildout Phase IIA

Strategic Plan Consideration

C2.3 Integrate new transit services

Description

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

Field West neighborhood.

Status Final design is complete.

Issues Delivery method alternatives are under evaluation.



RPD45 3Q FY 2008

LRT Buildout Phase IIA

LRT Buildout Phase IIA Six Month Look Ahead

Page 1 of 1 6/30/08 **Project** November Construction Continues SE-1 ► (SE-1A) Track Complete Systems Installation Construction Continues SE-2 Construction Continues NW-1B Start Track Install Systems Installation Construction Continues NW-2 △ Deliver Track Mat'l △ Start System.Install △ △ ✓ ✓ Start Track Install Construction Continues NW-3 ► DGNO Freight Track Complete Start Track Install Start Systems Installation Construction Continues NW-4 Deliver Track Material

→ Start Systems Installation

Track Install A Parking Lot Construction Construction Continues **NWROF** ▲ Milestone C-2 yard area ready for track installation Manufacturing Continues **TPS** Fab/Deliver/Test TPSS Equipment Continues Manufacturing Continues SCS / OCC MODS Provide Station Controllers Continues Manufacturing Continues FARE COLL. Deliver/Assemble/Test SLRVs Continues **SLRV Retrofit** Begin Acquisition of 25 SLRV Vehicles New SLRV's ► ▲ NTP 4 CBD STA. MODS West End Ph1 Start West End Station ▲ 30 day Shutdown ▲ West End Restore Street & Sidewalk CCTV Part 2 - SE-1A & **Remaining Stations** NW-2 Add'l Bttrmnts ► **∆** Issue RFP ► A Bids Due **NW-2 Love Field West** ► Alssue RFP Area Improvement ► Bids Due 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

Contract Purkage				Approved	Approved	Total		Current	Remaining	Percent	Percent	Summary of Activity
ATT-21 S. 1921,065.55 S. 1918,099 S. 1921,055.55 S. 1921,099											Contract	This Period & Commen
CEC ACT 2 \$192,165.55 \$192,065.55 \$192,079.84 \$10 \$192,166.535 \$191,099 \$0 \ \text{Construction} \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	Co	ntract Package	Contractor									(June 2008)
Coloration Col					- ' '				_			
Professional Systems Sample Sampl			ACT-21	\$192,166,855	\$910,989	\$193,077,844	\$0	\$192,166,855	\$910,989	0%	(Note a)	
Comparison of Services Confidence Conf												
Productions Color Double RASPE S1,26561 S16,679 S13,26561 S16,679 S13,26561 S16,679 Or Or Drough PT-68 AVP Project Control (PCO) Subset Engineering 153,176,77 S13,140 S12,260,166 S0 S13,176,77 S13,140 Or Or Or Or Or Or Or O			Dallas System Consultants	\$59,066,616	\$217,189	\$59,283,805	\$0	\$59,066,616	\$217,189	0%	(Note a)	Through FY-08 AWP
Caption Capt	n		DANTE - HADDIC	#21 224 041	#1 co cao	#01 005 c40	to.	#01 00c 0c1	#1 co cao	007	OT 1 N	TEL 1 ETT OO ATTED
Popular Control (PCC) Solution Engineering 113,116,787 \$113,409 \$113,209,196 \$9 \$13,116,787 \$113,409 \$10,000,4500 \$15,001,218 \$168,599 \$0 \$15,001,218 \$168,599 \$0 \$15,001,218 \$168,599 \$0 \$15,001,218 \$168,599 \$0 \$15,001,218 \$168,599 \$0 \$15,001,218 \$168,599 \$0 \$15,001,218 \$168,599 \$0 \$15,001,218 \$168,599 \$0 \$15,001,218 \$168,599			DMJM + HARRIS	\$31,220,901	\$108,079	\$31,393,640	\$0	\$31,220,961	\$108,079	0%	(Note a)	
C1002450 0 C1002450 0 C1002450 0 C100246 0 C100247 0 C100246 0 C100247 0 C	*********		Sunland Engineering	\$13 176 797	\$113.400	\$13.290.196	¢n	\$13.176.787	\$113,409	0%	(Note a)	
Left Speciment Left Speciment Left Speciment Specime			Paramet Digutering	\$15,110,101	¥115,105	\$15,E50,150	**	\$15,110,101	4115,105	0,0	(Irote a)	
C-100814-6-1 Annie Vesterschouse-Caroo \$39,991,78 \$18,219,058 \$38,210,841 \$8,224,107 \$370,062,224 \$9,984,951 45% 46%			LTK	\$5,361,218	\$68,938	\$5,430,156	\$0	\$5,361,218	\$68,938	0%	(Note a)	
SEA_2, NUID C-1007571-01 SE-1_2, IW-18 Melecal countries Value for SA-0.5, 376, 376, 376, 376, 376, 376, 376, 376				,-,,	,,	.,,,		,-,,	,,			
Control Cont	Construction	CMGC-1	Archer Western/Brunson Caron	\$369,991,783	\$18,219,058	\$388,210,841	\$8,234,107	\$378,062,294	\$9,984,951	45%	48%	
Control Cont	SE1, 2, NW1B	C-1007571-01	SE-1, 2, NW-1B				, (\$68,488.97),((Note c)	
Control Cont	Construction	CMGC-3	Archer Western/Herzog	\$473,875,780	\$23,688,198	\$497,563,978	\$585,015	\$474,232,441	\$23,103,183	2%	26%	
Ratio Charles Charle	NW 1, 2, 3	C-1009666-01									(Note c)	
Ratio Control Contro	CBD	CBD Level Boarding	Phillips-May	\$5,370,333	\$537,033	\$5,907,366	\$69,423	\$5,439,756	\$467,610	13%	12%	
Construction	Raise/Extend	C-1012813-01										
Lot 2		Lot l	Archer Western	\$65,238,407	\$2,175,713	\$67,414,120	\$0	\$65,238,407	\$2,175,713	0%	28%	
Construction Cons		C1012392-01					,				0.0000000000000000000000000000000000000	
Construction Construction Construction Color2992-03 TED \$8,944,333 \$380,053 \$39,234,386 \$0 \$8,944,333 \$380,033 0% 0% Color2992-03 Color2992-0		Lots 2	Herzog	\$7,337,506	\$311,777	\$7,649,283	\$0	\$7,337,506	\$311,777	0%	4%	
C1012392-03	NWROF	C1012392-02	V-							¢.		
Let 4	Construction	Lot 3	Mass Electric	\$11,289,300	\$479,692	\$11,768,992	\$0	\$11,289,300	\$479,692	0%	0%	
C-1012392-04		C1012392-03										
Lot 9 Macton \$1,996,500 \$99,825 \$2,096,325 \$0 \$1,996,500 \$99,825 \$0% \$1%			TBD	\$8,944,333	\$380,053	\$9,324,386	\$0	\$8,944,333	\$380,053	0%	0%	
C-1012392-05		C-1012392-04		. 67 54	100	70. (11						
Lot 3 & 6 Progressive Rail \$11,754,817 \$352,645 \$12,107,462 \$80 \$11,637,696 \$352,645 0% 86%		Lot 9	Macton	\$1,996,500	\$99,825	\$2,096,325	\$0	\$1,996,500	\$99,825	0%	1%	
Cologo C		C-1012392-05										
Description		Lots 3 & 6	Progressive Rail							0%	86%	
C-1009684-03 Fasteness \$3,145,765 \$96,089 \$3,241,834 \$57,195 \$3,202,960 \$38,894 60% 97%	rack Material	C-1009684-02	Spl Trkwrk/CWR	Reduced contract	value for SA-001 (\$	45,335)	Reduced contract	value for SA-003 & 4 (\$117,1	.21.00)			
Lot 4 Rocla Concrete Tise \$3,145,765 \$96,089 \$3,241,834 \$57,195 \$3,202,960 \$38,894 60% 97%	Procurement		L.B. Foster	\$4,999,349	\$149,981	\$5,149,330	\$891	\$5,000,240	\$149,090	1%	77%	
C-1009684-04 Concrete Ties S.981,703 \$472,976 \$9,460,679 \$0 \$8,987,703 \$472,976 0% 25%												
Lots 1 & 3	CMGC-1			\$3,145,765	\$96,089	\$3,241,854	\$57,195	\$3,202,960	\$38,894	60%	97%	
C-1012000-01 NV2/3/4 & NVFDOF/Spl Trkvik Lots 2 L.B. Foster \$5,982,978 \$299,149 \$6,282,127 \$0 \$5,982,978 \$299,149 0% 100%												
Lot 2 L.B. Foster \$5,982,978 \$299,149 \$6,282,127 \$0 \$5,982,978 \$299,149 0% 100%				\$8,987,703	\$472,976	\$9,460,679	\$0	\$8,987,703	\$472,976	0%	25%	
Precurement												
Cold				\$5,982,978	\$299,149	\$6,282,127	\$0	\$5,982,978	\$299,149	0%	100%	
C.1012000-03												
Color Colo	Procurement			\$3,361,624	\$168,081	\$3,529,705	\$0	\$3,361,624	\$168,081	0%	19%	
C-101200-04 CMGC-3 Farteners C-101200-04 CMGC-3 Farteners Summer Transportation \$30,792,441 \$2,463,395 \$33,255,836 \$0 \$30,792,441 \$2,463,395 0% 1% NTP 6/29/07												
TPSS DFI Siemens Transportation \$30,792,441 \$2,463,995 \$33,255,836 \$0 \$30,792,441 \$2,463,395 0% 1% NTP 6/29/07	CMGC-3			\$5,722,502	\$286,125	\$6,008,627	\$0	\$5,722,502	\$286,125	0%	42%	
C-1012105-01 Systems, Inc.										6	802	
Fare II GFI Genfare \$4,624,103 \$231,205 \$4,855,308 \$0 \$4,624,103 \$231,205 0% 0% NTP 08-07	Systems			\$30,792,441	\$2,463,395	\$33,255,836	\$0	\$30,792,441	\$2,463,395	0%	1%	NTP 6/29/07
C-1011621-01 Systems, Inc.												
Vehicle 115 C-Unit Mods W/ATP C-1011711-01 Kinkisharyo/Itochn \$190,395,824 \$5,395,494 \$195,791,318 \$40,876 \$190,436,700 \$5,354,618 0% 30% NTP 6/29/06 Systems SCS/OCC GE Advanced Comm. Systems \$19,268,337 \$1,541,467 \$20,809,804 \$19,800 \$19,288,137 \$1,521,667 0% 11% Modifications C-1009337-01 TOTALS: \$1,534,077,822 \$58,827,160 \$1,592,904,982 \$9,007,307 \$1,542,576,058 \$49,819,854 Legend: % Contingency >= 70% Notes: a) The professional services contracts are negotiated through annual workplans (AWP); amounts reflected on this report represent Total Board Authorized Not-to-Exceed values. AWP Contingency is for current year only.				\$4,624,103	\$231,205	\$4,855,308	\$0	\$4,624,103	\$231,205	0%	0%	NTP 08-07
C-1011711-01 Increased contract amount for SA-001 \$10,546,007					20000000							
Systems SCS/OCC GE Advanced Comm. Systems \$19,268,337 \$1,541,467 \$20,809,804 \$19,800 \$19,288,137 \$1,521,667 0% 11%	Vehicle		Kinkisharyo/Itochu		The state of the s		\$40,876	\$190,436,700	\$5,354,618	0%	30%	N TP 6/29/ 06
Modifications C-1009337-01 TOTALS: \$1,534,077,822 \$58,827,160 \$1,592,904,982 \$9,007,307 \$1,542,576,058 \$49,819,854 Legend: % Contingency >= 70% \$1,592,904,982 \$9,007,307 \$1,542,576,058 \$49,819,854 Notes: a) The professional services contracts are negotiated through annual workplans (AWP); amounts reflected on this report represent Total Board Authorized Not-to-Exceed values. AWP Contingency is for current year only.							412.22		41			
TOTALS: \$1,534,077,822 \$58,827,160 \$1,592,904,982 \$9,007,307 \$1,542,576,058 \$49,819,854 Legend: %Contingency >= 70% Notes: a) The professional services contracts are negotiated through annual workplans (AWP); amounts reflected on this report represent Total Board Authorized Not-to-Exceed values. AWP Contingency is for current year only.			GE Advanced Comm. Systems	\$19,268,337	\$1,541,467	\$20,809,804	\$19,800	\$19,288,137	\$1,521,667	0%	11%	
Legend: % Contingency >= 70% Notes: a) The professional services contracts are negotiated through annual workplans (AWP); amounts reflected on this report represent Total Board Authorized Not-to-Exceed values. AWP Contingency is for current year only.	Modifications	C-1009337-01										
Notes: a) The professional services contracts are negotiated through annual workplans (AWP); amounts reflected on this report represent Total Board Authorized Not-to-Exceed values. AWP Contingency is for current year only.			TOTALS:	\$1,534,077,822	\$58,827,160	\$1,592,904,982	\$9,007,307	\$1,542,576,058	\$49,819,854			
	Legend:	% Contingency >= 70%										
	Notes:	a) The professional services	contracts are negotiated throug	h anmal workplar	ıs (AWP) ; amounts	reflected on this rep	ort represent Tot	al Board Authorized Not-to-Er	ceed values. AWP	Contingency is fo	or current y	ear only.
c) CMGC-1 & 3 contract was modified to include consulction services.							,	hange activity as it relates to o				



RPD47 3Q FY 2008

C2.3 Integrate new transit services

Description

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

Status

The Irving Corridor is in the planning and development phase, with the final environmental impact statement (FEIS) phase scheduled for completion in July 2008. The Record of Decision (ROD) from both FAA and FTA are expected in early September 2008.

Response to draft EIS comments was prepared and preparation of Final EIS began in March 2008. A review draft of the Final EIS was submitted to FTA/FAA on May 19, 2008. FTA provided comments on May 28, 2008. FAA comments are anticipated by early July 2008. DART staff is working to address comments. Anticipated date for publishing the Final EIS is July 2008.

A meeting with property owners was held on March 27, 2008. Service Plan Amendment was approved by the Board on April 8, 2008. Meetings were held on April 10, 2008, with City of Dallas Parks Department and National Park Service regarding Section 4(f) evaluation. Public comments were reviewed with FTA on April 24, 2008. A meeting was held on April 24, 2008, with Dallas County Community College District (DCCCD) regarding North Lake College Station. Meetings to discuss access and Residential Betterments with adjacent property owners were held on June 12 and 13, 2008. Coordination with DFW Airport staff is ongoing.

The Request for Proposals have been issued to offerors on the design-build projects for Irving (I-1 & I-2), with a proposal due date of October 6, 2008. Notice to Proceed is anticipated in December 2008 or January 2009.

Issues

Per ILA, City of Irving is acquiring most of the ROW.

Park land issues to be resolved include archeological testing and Section 6(f) Conversion of Federally Funded Park Land.

FAA review of Administrative Draft of FEIS will likely result in a September 8, 2008, ROD.

Irving contribution (\$60M) identified in ILA requires resolution.



RPD48 3Q FY 2008

C2.3 Integrate new transit services

Description

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

Status

The DFW Corridor is in the planning and development phase. DART has initiated discussions with DFW Airport regarding the implementation of this final extension of the Irving Corridor (I-3). DFW has identified three alternative routes for this alignment (one primary with two variations). DFW is conducting air space modeling of the three alternatives. Meeting with DFW Staff every two weeks has been established to coordinate project development.

Issues

FTA has indicated that work on this corridor cannot officially commence until work on I-2 is "substantially complete". DART can initiate data gathering with the official study beginning in the fall of 2008. DFW has identified a potential pinch point along SH 114.

Funding and work program need to be coordinated to a higher degree as project advances. Key issues include both FAA and FTA participation and to what extent.



RPD49 3Q FY 2008

Rowlett Extension Facilities

LRT Buildout Phase IIB

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 30% design for the Rowlett Extension has been completed. The Request for Proposals has been issued to offerors on the design-build projects for Rowlett (R-1), with a proposal due date of October 6, 2008. Notice to Proceed is anticipated in December 2008 or January 2009.

Issues None



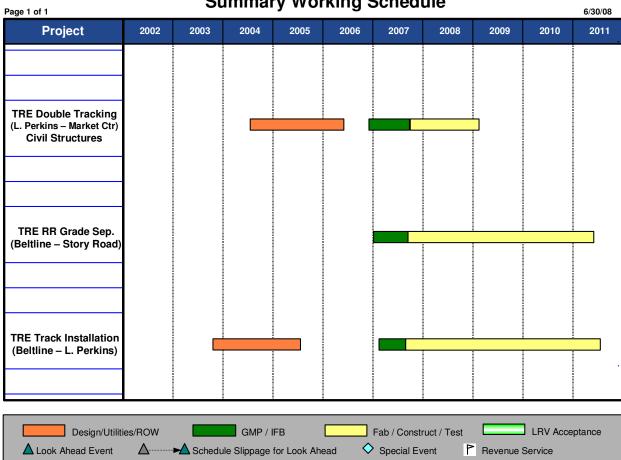
RPD50 3Q FY 2008



Summary Working Schedule



Commuter Rail Summary Working Schedule





RPD51 3Q FY 2008

COMMUTER RAIL Cost Summary (in millions of dollars)								
	Control Budget	Current Commitment	Expended to Date ⁽¹⁾					
Belt Line Road Grade Separation ⁽²⁾	\$ 70.5	\$ 59.8	\$12.6					
Lisa-Perkins Double Tracking	6.4	6.0	1.6					

Notes:

- 1) Expended to date values reflect activity through 04/30/08, as reported on DART's General Ledger. Control Budget value is from the current DART financial plan.



RPD52 3Q FY 2008

Belt Line Road Grade Separation

Strategic Plan Consideration

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

Description

The project involves the grade separation of the Trinity Railway Express (TRE) over the intersections of Belt Line Road, Briery Road, and Story Road; and replacement bridges over Dry Branch Creek and West Irving Creek. The TRE tracks will be elevated and double tracked from Gilbert to Rogers Road, for a length of 2 ½ miles. The portions of Belt Line Road, Briery Road and Story Road within the vicinity of the TRE Line and Rock Island Road will be reconstructed as part of this project. The project also includes an 8,236-foot long bridge and a 1,000-foot long retaining wall that is 33 feet wide carrying Class 4 double track. The tracks are 15 ft. apart between MP 631.80 and MP 633.36. The improvements are in the City of Irving (COI) and the project involves construction of bridges, tracks, paving, drainage, signing, striping, illumination, signalization and aesthetic features. Additional ROW was acquired by the City of Irving. Total estimated cost, including ROW, engineering and construction, is approximately \$70 million. In addition, COI has committed \$5 million for aesthetics as part of Quiet Zone.

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

Status

Concrete pours were completed on the permanent retaining wall in April 2008. Permanent wall footing construction at Abutment No. 123 continues. The abutment cap and wing walls for Abutments No. 1 and 15 are in progress, as well as the building of the temporary shotcrete shoring wall.

Private utility relocation work is ongoing.

Issues

TXU/Oncor and Verizon are proceeding slowly in relocating their lines as soon as possible and may impact construction.

Contractor has raised issues related to drilled pier requirements and has provided notice of alleged Authority-caused delays to their schedule and additional costs. Contractor allegations are under review and discussion with the contractor.



RPD53 3Q FY 2008

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

Commuter Rail

Strategic Plan Consideration

C1 Improve Customer Satisfaction

C2 Manage System Growth

C3 Improve Efficiency

Description

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

Status

NTP was issued January 7, 2008. The contractor completed early action submittals. A revised Quality Control plan is being prepared.

Installation of silt fence was completed in April 2008.

Market Center Blvd. Phase I grade crossing work is in place.

The contractor has begun four-beam piling operation.

Issues

The contractor was experiencing difficulty with City of Dallas in obtaining permits for Market Street area traffic control plans. Approvals were obtained and street crossing work was completed in June 2008.

Contractor has notified DART of two potential delay issues: 1) MCI fiber optic cable relocation, which is in process and scheduled to be completed in early August 2008; and 2) TRE railroad signal wire relocation, which is in progress and should be completed shortly.



RPD54 3Q FY 2008

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 Track submittals are in progress.

Issues None



RPD55 3Q FY 2008

Six-Month Look Ahead



Commuter Rail Six Month Look Ahead

Page 1 of 1 6/30/08 **Project** TRE Double Tracking Construction Continues (L. Perkins – Market Ctr) **Civil Structures** Construction Milestone B complete – available for track installation Construction Continues TRE RR Grade Sep. (Beltline - Story Road) Construction Milestone B complete available for track installation Installation Continues TRE Track Installation Lisa Perkins – Install Milestone B complete (Beltline - L. Perkins) Lisa Perkins - Install Milestone C complete LRV Acceptance Design/Utilities/ROW GMP / IFB Fab / Construct / Test Special Event Revenue Service △ Look Ahead Event Schedule Slippage for Look Ahead



RPD56 3Q FY 2008

Change Control Summary



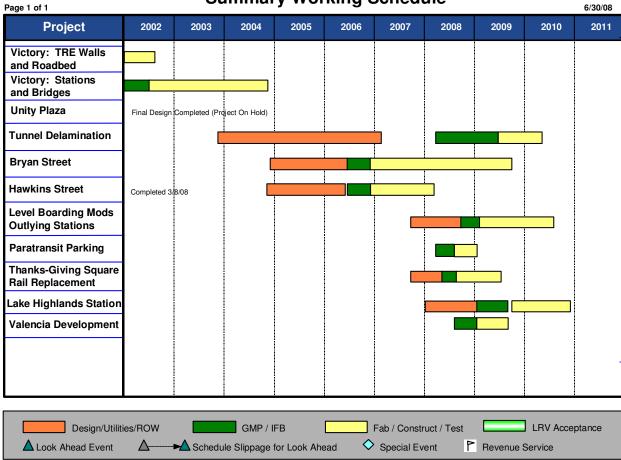
			Approved	Approved	Total		Current	Remaining	Percent	Percent	Summary of Activity
Facility/		Consultant/	Contract	Contingency	Approved	Executed	Contract	Contingency	Contingency	Contract	This Period & Comments
Contract Package		Contractor	Amount	Allowance	Amount	Changes	Value	Allowance	Used	Comp.	(June 2008)
			(A)	(B)	(C=A+B)	(D)	(E=A+D)	(F=B-D)	(G=D/B)	Note a	
TRE	Belt Line-Story Grade Separation	McCarthey Building	\$43,006,362	\$3,440,509	\$46,446,871	\$92,494	\$43,098,856	\$3,348,015	3%	31%	NTP 9-18-07
	C-1012696-01	Companies	24 12		70 10		27 27	100			
TRE	TRE Lisa-Perkins Construction	Austin Road	\$2,910,060	\$87,302	\$2,997,362	\$0	\$2,910,060	\$87,302	0%	23%	NTP 01/07/08
	C-1012966-01	and Bridge								p.	
TRE	TRE LP/BL-S Trk Mtl Procure/Install	Herzog	\$11,494,170	\$344,822	\$11,838,992	\$0	\$11,494,170	\$344,822	0%	26%	NTP 8/14/07
	C-1012577-01			6							
TRE	TRE LP/Brookhollow Trk Mtl										
	Procure/Install	Herzog	\$3,332,700	\$99,981	\$3,432,681	\$60,000	\$3,392,700	\$39,981	60%	89%	
	C-1010371-01										
		TOTALS:	\$60,743,292	\$3,972,614	\$64,715,906	\$152,494	\$60,895,786	\$3,820,120			
Legend:	% Contingency>= 70%					7	× 2				



RPD57 3Q FY 2008



Additional Capital Development Summary Working Schedule





ADDITIONAL CAPITAL DEVELOPMENT Cost Summary (in millions of dollars)								
	Control Budget	Current Commitment	Expended to Date (1)					
Victory Station Project (2)	\$79.0	\$81.5	\$80.9					
Unity Plaza	3.5	0.9	0.9					
Tunnel Delamination	4.2	2.5	2.3					
Bryan Street (3)	30.8	23.0	14.1					
Hawkins Street	23.2	23.3	17.6					
Level Boarding Modifications – Outlying Stations	13.2	1.2	0.9					

Notes:

- Expended to date values reflect activity through 04/30/08, as reported on DART's General Ledger. Current commitment reflects anticipated Anland credit.
- Current expended to date value reflects funding partners reimbursement.



RPD59 3Q FY 2008

C2.3 Integrate new transit services

Description

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

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

Status Line Section NW-1A Facilities Construction Contract

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

Line Section NW-1A Systems Construction Contract

Victory Station opened for revenue service on November 15, 2004. Contract is closed.

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 to begin in September 2008.

Eby sued DART's general engineering consultant, LAN/STV, in State Court. The Texas Supreme Court denied review of the appeal, and the matter is back in District Court.

Line Section NW-1A Systems Construction Contract

None



RPD60 3Q FY 2008

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.



RPD61 3Q FY 2008

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

The contract for the pilot project at the north portal, which included delamination repair, repair of a crack in the liner, and installation of the monitoring equipment, is complete.

Revised scope of work for the full tunnel delamination program and long-term monitoring will commence in July 2008.

Issues None



RPD62 3Q FY 2008

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

Forming and pouring of ballast walls is in progress. Work on sidewalks at southbound track between Routh Street and Leonard Street continues. Forming, rebar, and pouring of sidewalks along Bryan Street continues; tie—in to ramp and access road continues.

Installation of high mast lighting and conduit is in progress.

Work on inlets for southbound Central Expressway (US 75) was completed. Lime placement for northbound Good Latimer was completed. Paving of Routh Street, northbound Good Latimer, Ramp N, and southbound Central Expressway continues. Placing of crossing panels at Routh Street crossing was completed in May 2008. Routh Street crossing is expected to open to traffic in late Summer 2008.

Installation of sub-ballast and work on protection slab continues along Bryan guideway. Work on the 18-way ductbank in this area continues.

Issues

A fiber optic cable installed by TxDOT conflicts with future grading of access roads. A change order was issued to the contractor for relocation of the cable, and relocation work is complete. The contractor's claimed impacts are under review.

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

Contractor needs to know new location from TxDOT for relocating TxDOT/Oncor power pole for high mast lighting.

A kink in the track occurred; track needs to be destressed as soon as possible.

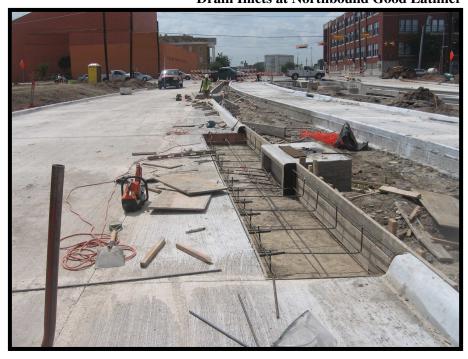


RPD63 3Q FY 2008



Connector Rail Guideway







Track Materials Procurement - Bryan/Hawkins Junction

Additional Capital Development

Strategic Plan Consideration

C2.3 Integrate new transit services

Description

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

Status Contract closeout continues.

Issues None



RPD65 3Q FY 2008

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

Anticipated completion of the pilot project at Morrell Station was extended to July 2008 due to weather and material availability. Lessons learned from the pilot project will be incorporated prior to procurement for the remaining stations. Plan modifications are anticipated to be completed by August 2008.

Updated schedule and budget for the remaining stations is being routed for approval.

Issues

Construction will be sequenced to provide the least amount of service interruption.

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



RPD66 3Q FY 2008

Paratransit Parking

Additional Capital Development

Strategic Plan Consideration

C3 Improve Efficiency

Description

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

Status

Final designs for both the Dilido Street and the Senate Street projects have been completed. The Senate Street and Dilido Street projects were combined into one package and solicitation was released in June 2008, with bids anticipated to be received July 15, 2008.

Issues None



RPD67 3Q FY 2008

Thanks-Giving Square Rail Replacement

Additional Capital Development

Strategic Plan Consideration

C1 Improve Customer Satisfaction

Description

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

Status

Design is complete. Documents for the procurement of rail materials are anticipated to be out for bids in July 2008, with bids anticipated to be received in August 2008.

Issues There is a long lead time for procurement of 115RE/118GR transition rail.



RPD68 3Q FY 2008

Strategic Plan Consideration

C2 Manage System Growth

Description

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

Status

The preliminary engineering design is complete. The Notice to Proceed to begin Final Design is anticipated July 7, 2008. DART is continuing regular coordination meetings with partner agencies and the developer and is addressing specific pre-construction and construction issues such as station area grading, the location of DART construction materials and construction trailer, access to station site, timing of adjacent development, and other related issues.

Issues

DART has conducted an internal risk assessment to address risks to the project scope, budget and schedule, and to identify specific mitigation strategies to manage those risks. Risks to the project schedule, budget and scope include: the schedule of adjacent development, particularly timing of the completion of streets that provide access to the Lake Highlands Station site; and construction of the station in a corridor that is operational, as construction methods for this station are unique and have not been used before.



RPD69 3Q FY 2008

Strategic Plan Consideration

S1 Build and Maintain Relationships with Stakeholders

Description

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

Status

Right-Of-Entry agreement has been drafted by DART and forwarded to the developer for review. Final revisions are in progress.

The developer has completed 65% level of Systems design and 90% level of Civil design. DART completed review of both design packages, and awaits disposition of comments and response to questions posed by Operations.

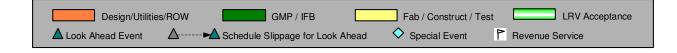
Issues None



RPD70 3Q FY 2008

Additional Capital Development Six Month Look Ahead

6/30/08 Page 1 of 1 2008 **Project Unity Plaza** Final Design Completed (Project on hold) Victory: TRE Walls Construction Completed and Roadbed Victory: Stations and Bridges Revenue Service Began 11/15/04 **Tunnel Delamination** ► Start Identify Critical Areas Δ Perform Field Walk Down to ► ▲ Complete Identify Critical Areas **Bryan Street** ▲ Complete Roadway & Bridge Construction ▲ System Installation ▲ Complete Track Installation **Hawkins Street** Construction Substantially Completed **Level Boarding Mods** ▲ Design Mod Packages (¢D's) **Outlying Stations** Demonstration Project: Morrell Station - Construction Ongoing **Paratransit Parking Thanksgiving Square** NTP - Track Mfg / Rail Replacement ▲ Bids Due Delivery. Lake Highlands Station Start Final Design Valencia Development ▲ Issue RFP - Systems System/Civil ▲90 % Design Complete - Civil ▲ 100% Design Complete - Civil Issue RFP▲





RPD71 3Q FY 2008

Change Control Summary

Additional Capital Development

	Facility/	Consultant/	Approved Contract	Approved Contingency	Total Approved	Executed	Current Contract	Remaining Contingency	Percent Contingency	Percent Contract	Summary of Activity This Period & Comments
Co	ntract Package	Contractor	Amount	Allowance	Amount	Changes	Value	Allowance	Used	Comp.	(June 2008)
			(A)	(B)	(C=A+B)	(D)	(E=A+D)	(F=B-D)	(G=D/B)	Note c	
NW-1A Facilities	Construction	Martin K. Eby	\$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		V-			Reduced Contrac (UM167/171)	t value for final quar	ntities in place & insura	nce reduction		Closeout Pending Litigation
Systems	Comm, OCS & Signals	Mass Electric	\$15,890,713	\$1,589,071	\$17,479,784	\$37,415	\$15,546,492	\$1,551,656	2%	100%	Through SA-030
10,000,000,000,000	C-1005139-01				9		* Reduced contrac	t value due to SAs-7, :	9, 10, 29, 30 for delet	ion of bid wor	Closeout Pending
Misc	NC-1 Tunnel Delamination	Penaco Industries	\$655,999	\$39,242	\$695,241	\$0	\$655,999	\$39,242	0%	100%	Closeout Pending
Facilities	C-1011831-01		10			7	70			7	
	Design	RTKL Assoc.	\$1,053,766	\$105,377	\$1,159,142	\$0	\$1,053,766	\$105,377	0%	100%	Design complete
	C-1003727-01		100	787	100 100 120 1		. 900 000 0	0.00			322
Unity Plaza	Construction	TBD									IFB deferred
2000	TBD	0211092		,							
Bryan/Hawkins	Construction	Archer/Western	\$35,893,496	\$1,823,750	\$37,717,246	\$247,244	\$36,140,740	\$1,576,506	14%	Note b	
Construction	C-1007571-01	Brunson/Carcon	v.								
Bryan/Hawkins	Lots 1 & 2	Progressive Rail	\$2,761,480	\$110,460	\$2,871,940	\$7,150	\$2,682,191	\$103,310	0%	67%	SA-2 executed 3-07
Track Material	C-1009684-01		* Reduced cont	ract value due to	SA-1 for deleti	on of bid work	(\$86,439.27)				
		TOTALS:	\$84,588,844	\$6,469,347	\$91,058,191	\$2,944,075	\$86,904,692	\$3,525,272			
Legend:	% Contingency>= 70%										
Notes:	a) Totals may reflect totals of activ	re contracts and closed c	ontracts that are	contained within	hidden cells on	this sheet.					
	b) Included in CMGC-1 contract.										
	c) Percent contract complete based	on invoices paid divided	by contract value								



RPD72 3Q FY 2008



DALLAS AREA RAPID TRANSIT

QUARTERLY INVESTMENT REPORT

As Of

June 30, 2008

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

Sharon Leary, Interim Chief Financial Officer

Nathan Hallett, Treasurer

Beverly Adler, Assistant Treasurer

Prepared by Treasury Reporting July 31, 2008

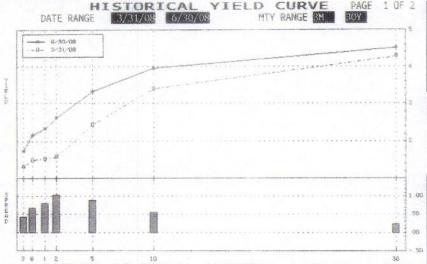
Investment Report Summary





Prepared by Treasury Reporting

1YR POINT IS INTERPOLATED TILL 06/04/2008



Rate Tracker	un in a last	N. Sark
Short Term	1	54 bp
Intermediate	1	96 bp
Long Term	1	40 bp

Portfolio Performance Aggregate Yield ↓ 0.72% to 2.94% Benchmark ↑ 0.68% to 1.96%

DART Commercial Pap	er
Change During Quarter	-\$335 M
Current Outstanding	\$10 M
Last Rate Change ↓	0.42 %
Average Rate	1.75 %
Avg. Issue Days to Mat.	169

Market Overview

The yield curve slope moved upward across the time horizon after the Fed announced that there would likely not be any additional Fed decreases in the near term, and that their focus is on inflation: not economic stimulation.

The strategy for the Operating Fund will change slightly as investment opportunities will be targeted that have maturities less than 2 years in order to shorten the overall portfolio and reinvest sooner at higher rates.

Investment Strategies

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

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

SEA Fund: 100% money market investment

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

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

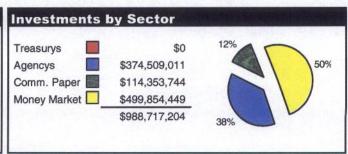
Bond SEAF: laddered maturities over 18 months, supplemented by money-market funds

DART Commercial Paper Program

\$350,000,000 was refunded as part of the bond closing on June 23^{rd} . A final \$10 million will be issued in July. The total out-standing amount of \$20 million will be rolled-over as needed for the next 18-24 months in order to keep the DART name in the marketplace. There will be no new issuances during this period.

1

Investment Por	tfoli	os	(compliance			
General Operating	\$	491,307,139	50%	Yes		
Financial Reserve	\$	49,990,115	5%	Yes		
Capital Reserve	\$	5,321,912	1%	Yes		
Master Insurance	\$	12,883,168	1%	Yes		
SEAF	\$	14,332,565	1%	Yes		
Debt Service	\$	14,332,565	1%	Yes		
Bond SEAF	\$	400,228,329	40%	Yes		
TOTAL	\$	988,717,204	100%			

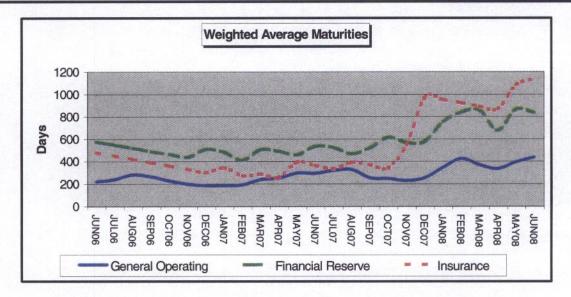


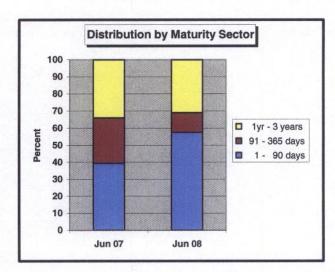
Investment Report Summary

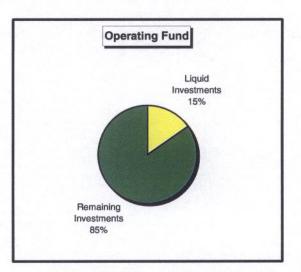


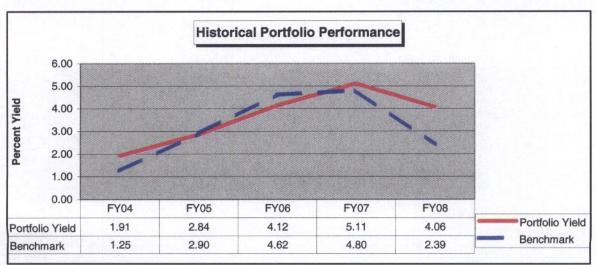












Security Transactions - Purchases

121/12009 8428EZEMT Southern Co. CP 0.00 06/21/08 \$1,960.000 06/1008 24,8484 \$9,981.500 08,970.000 06/2008 06/1008 06/2008 0	Purchase Date	CUSIP	Security Description		Ending Par Value	Maturity Date	Yield to Call	Call Date	Una	Ending amor Val/Cost	Invest Number
19/2006 2363FERA3 Danske CP 0.00 08/2008 \$11,980,000 08/2008 24175 \$ 9,955,025 08-58/2008 60683,FLS Mitsul USA CP 0.00 08/2008 \$10,000,000 08/2008 25175 \$ 9,955,025 08-58/2008 60683,FLS Mitsul USA CP 0.00 08/2008 \$10,000,000 08/2008 25175 \$ 9,957,0497 08-58/2008 60683,FLS Mitsul USA CP 0.00 08/2008 \$10,000,000 08/2008 25176 \$ 9,970,497 08-58/2008 60693,FLS Mitsul USA CP 0.00 08/2708 \$10,000,000 08/2708 21,999 \$ 9,958,693 08-58/2008 74,9200 08/2008 74,941,FT9 Fockwell Collins CP 0.00 08/2708 \$10,000,000 08/2708 24,979 \$ 9,958,689 08-58/2008 96,920,000 08-59/208 96,920,207 08-59,922,207 08-59,922,207 08-59/2009 96,920,000 08-59/208	1/15/2008	91411SE71	Univ of Cal CP 0.00 05/07/08	\$	3,600,000	05/07/08	2.3047		\$	3,595,006	08-0093
	1/21/2008	8426E2EM7	Southern Co. CP 0.00 05/21/08	\$	10,000,000	05/21/08	2.2550		\$	9,981,500	08-0097
58/2008 60883,FLS Mitsul USA CP 0.00 06/2008 10,000,000 06/2008 2,5117	5/9/2008	2363F6FA3	Danske CP 0.00 06/10/08	\$	11,950,000	06/10/08	2.4894		\$	11,923,976	08-0118
	1/18/2008	0660P0FL2	B of A CP 0.00 06/20/08	\$	10,000,000	06/20/08	2.6175		\$	9,955,025	08-0094
1/14/2006 7/43/LETP Rockwell Collins CP 0.00 09/27/06 \$ 10,000,000 06/27/08 2.1899 \$ 9,956,014 40/22006 60/2009 06/200	5/8/2008	60683JFL5		3.00	10,000,000	06/20/08	2.5117			9,970,497	08-0115
	1/25/2008				15,000,000	06/26/08				14,929,733	08-0104
WITTOON								-			08-0092
\$\frac{1}{2000}\$ 0660POHE3 B and A CP 0.00 08/16/08 \$ 10,000.000 08/20/08 2.6946 \tops \$ 9,982.287 \text{ 0.984} \	AND DESCRIPTION OF THE PERSON NAMED IN										08-0086
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\$17,22008 4497W0,QI2E ING CP 0.00 0904708 \$2,000,000 0906708 2,6526 \$ 9,387,889 08-2022008 09282CKEB UBS CP 0.00 10/14/08 \$10,000,000 10/14/08 2,8164 \$ 9,881,813 08-2022008 09282CKEB UBS CP 0.00 10/14/08 \$10,000,000 10/14/08 2,8164 \$ 9,881,813 08-2022008 09282CKEB UBS CP 0.00 10/16/08 \$10,000,000 11/05/08 2,7441 \$ 24,709,667 08-2022008 09282CKEB UBS CP 0.00 11/16/08 \$10,000,000 11/05/08 2,8577 \$ 9,883,317 08-2022008 09282CKEB 09282CKE		THE RESERVE OF THE PERSON NAMED IN COLUMN TWO IS NOT THE OWNER, THE PERSON NAMED IN COLUMN TWO IS NOT THE OWNER.		TO YOU ALL	12 PART STATE OF THE PART OF T	THE RESERVE OF THE PARTY OF THE		NUMBER OF THE PERSON NAMED AND POST OF		THE RESERVE OF THE PERSON NAMED IN	08-0106
\$\frac{1}{17272008} 0422RJHI \$\frac{1}{17272008} 07282CKEE UBS CP 0.00 101/1408 \$\frac{1}{17272008} 07282CKEE UBS CP 0.00 101/14080 \$\frac{1}{17272008} 07282CKEE UBS CP 0.00 1000 0728											08-0142
\$\frac{12}{2008}\$ 90282CKEB UBS CP 0.00 10/14/08 \$ 10,000.000 10/15/08 \$ 2,7491 \cdots \$ 9,983,181 08-14/12/2008 8398FKFF 1 Soc 6an NA CP 0.00 10/15/08 \$ 2,000 00 10/15/08 2,7491 \cdots \$ 9,993,750 08-14/12/2008 3133XRB03 init Lease Fin CP 0.00 11/06/08 \$ 10,000.000 11/06/08 2,8577 \cdots \$ 9,983,181 08-14/12/2008 3133XRB03 init Lease Fin CP 0.00 11/06/08 \$ 10,000.000 14/13/08 2,8577 \cdots \$ 9,993,750 08-12/20/2008 3133XGVA6 FHLB Callable (once-6) 2,14 04/02/09 \$ 10,000.000 04/21/09 2,8501 07/21/08 \$ 9,998,800 08-12/22/2008 3133XGV06 FHLB Callable (once-5) 2,625 06/12/0 \$ 10,000.000 04/21/09 2,8501 07/21/08 \$ 9,998,800 08-12/22/2008 3133XGV06 FHLB Callable (once-5) 2,625 06/12/0 \$ 10,000.000 04/21/09 2,8500 10/21/08 \$ 10,000.000 08-17/22/08 3133XGV06 FHLB Callable (once-5) 2,625 06/12/0 \$ 5,000.000 04/21/09 2,8500 10/21/08 \$ 10,000.000 08-17/22/08 3133XGV06 FHLB Callable (once-5) 2,625 06/12/0 \$ 5,000.000 06/27/09 2,7500 06/07/09 \$ 10,000.000 08-17/22/08 3133XGV06 FHLB Callable (once-5) 4,25 12/11/0 \$ 10,000.000 01/21/20/20 3133XGV06 FHLB Callable (once-5) 4,25 12/11/0 \$ 10,000.000 12/21/09 2,4857 11/16/08 \$ 10,000.000 08-17/12/08 3133XGV06 FHLB Callable (once-5) 4,25 12/11/0 \$ 10,000.000 12/21/09 2,4857 11/16/08 \$ 10,000.000 08-17/12/09 3133XGV06 FHLB Callable (once-5) 4,25 12/11/0 \$ 10,000.000 12/21/09 2,4857 11/16/08 \$ 10,115/700 08-18/22/2008 3133XGV06 FHLB Callable (once-5) 4,25 12/11/0 \$ 10,000.000 12/23/09 3,0000 12/23/09 \$ 10,000.000 06-18/23/09 3,0000 12/23/09 \$ 10,000.000 06-18/23/09 3,0000 12/23/09 \$ 10,000.000 06-18/23/09 3,0000 06/23/09 \$ 10,000.000 06/23/09 \$ 10,00											08-0122
\$\frac{1}{2}\text{2}\text{2}\text{2}\text{8} & 25,000,000 & 10/15/08 & 25,000,000 & 10/15/08 & 2.7491 & \therefore \$ 24,709,667 & 98,683,173 & 08-16/32008 & 3133XR9M7 FHLB Callable (once-5) 2.50 11/13/08 & 10,000,000 & 11/13/08 & 2.6299 & 11/13/08 & 9,983,750 & 08-12/26/2008 & 3133XR9M7 FHLB Callable (once-5) 2.14 04/02/09 & 10,000,000 & 11/13/08 & 2.6299 & 11/13/08 & 9,993,750 & 08-12/26/2008 & 3133XR9M7 FHLB Callable (once-5) 2.14 04/02/09 & 10,000,000 & 04/12/09 & 2.6301 & 0772/108 & 9,993,750 & 08-12/26/2008 & 3133XR9M7 FHLB Callable (once-10/21/08-5) 2.55 & 10,000,000 & 04/21/09 & 2.6301 & 10/21/08 & 10,000,000 & 08-12/2008 & 3133XR9M2 FHLB Callable (once-5) 2.75 & 05/70/09 & 15,000,000 & 04/21/09 & 2.6301 & 10/21/08 & 10,000,000 & 08-12/2008 & 3128X7TV6 FHLMC Callable (once-5) 2.75 & 05/70/09 & 5,000,000 & 06/12/09 & 2.6250 & 11/16/08 & 5,000,000 & 08-12/2008 & 3128X37W4 FHLMC Callable (once-5) 2.25 & 12/11/08 & 5,000,000 & 06/12/09 & 2.6250 & 11/16/08 & 5,000,000 & 08-12/2008 & 3128X6UW4 FHLMC Callable (once-5) 4.25 & 12/11/08 & 10,000,000 & 12/11/09 & 2.4857 & 12/11/08 & 10,116/500 & 08-12/23/2008 & 3133XR3GD6 FHLB Callable (once-5) 3.00 12/23/09 & 10,000,000 & 12/23/09 & 3.0000 & 12/23/08 & 10,116/500 & 12/23/08 & 10,116/500 & 12/23/09 & 10,000,000 & 02/22/10 & 3.0000 & 02/22/09 & 10,000,000 & 08-12/23/09 & 10,000,000 & 02/22/10 & 3.0000 & 02/22/09 & 10,000,000 & 08-12/23/08 & 3133XR3FAF FHLB Callable (once-5) 3.00 02/26/10 & 10,000,000 & 02/22/10 & 3.0000 & 02/22/09 & 10,000,000 & 08-12/23/09 & 3138XR3FAF FHLB Callable (once-10) 3.05 03/06/11 & 10,000,000 & 02/22/10 & 3.0000 & 02/22/09 & 10,000,000 & 08-12/23/09 & 3138AR3FAF FHLB Callable (once-10) 3.05 03/06/11 & 10,000,000 & 02/22/10 & 3.0000 & 08/22/08 & 10,000,000 & 08-12/23/09 & 3138AR3FAF FHLB Callable (once-10) 3.05 03/06/11 & 10,000,000 & 02/22/10 & 3.0000 & 08/22/08 & 3198AP3FS FNMA Callable (once-10) 3.05 03/06/11 & 10,000,000 & 04/21/10 & 3.4847 & 01/16/09 & 9.950,000 & 08-12/23/2008 & 3138AR3F4FS FHLM Callable (once-10) 3.05 03/06/11 & 10,											08-0139
\$1843/2008 45974ML83 intit Lease Fin. CP 0.00 11/06/08 \$ 10,000,000 11/06/08 2.65777 \$ \$ 9,883.317 08-61/2028 3133XR6M7 FHLB Callable (once-5) 2.50 11/13/08 \$ 10,000,000 11/13/08 2.6299 11/13/08 \$ 9,993.750 08-61/2028/2008 3133XR6M7 FHLB Callable (once-5) 2.14 04/02/09 \$ 10,000,000 04/27/09 2.7574 11/13/08 \$ 9,993.750 08-61/2028/2008 3123XGV06 FHLB Callable (once-5) 2.75 05/07/09 \$ 10,000,000 04/27/09 2.8301 07/27/08 \$ 9,998.600 08-67/2008 3133XR2H2 FHLB Callable (once-5) 2.75 05/07/09 \$ 10,000,000 04/27/09 2.8301 07/27/08 \$ 10,000,000 06-67/2008 3133XR3H2 FHLB Callable (once-5) 2.75 05/07/09 \$ 10,000,000 05/07/09 2.7500 08/07/08 \$ 10,000,000 08-7/2008 3133XR3H2 FHLB (once) 2.80 06/17/09 \$ 10,000,000 06/17/09 2.5488 \$ 10,000,000 08-7/17/09 3.128X6W1W FHLMC Callable (once-5) 4.25 12/11/0 \$ 10,000,000 06/17/09 2.5488 \$ 10,000,000 08-7/20/2008 3123XR3W1W FHLMC Callable (once-5) 4.25 12/11/0 \$ 10,000,000 12/21/09 2.4849 12/11/08 \$ 10,116.700 08-7/20/2008 3133XR3W1W FHLMC Callable (once-5) 3.00 20/26/10 \$ 10,000,000 12/23/09 3.0000 12/23/08 \$ 10,100,000 08-7/20/2008 3133XR3W1W FHLM Callable (once-5) 3.00 20/26/10 \$ 10,000,000 02/26/10 \$ 3,0000 02/26/08 \$ 10,000,000 08-7/20/2008 3133XR3W1W FHLM Callable (once-5) 3.00 20/26/10 \$ 10,000,000 02/26/10 \$ 3,0000 02/26/08 \$ 10,000,000 08-7/26/2008 3133XR4GDF FHLB Callable (once-5) 3.00 20/26/10 \$ 10,000,000 02/26/10 \$ 3,0000 02/26/08 \$ 10,000,000 08-7/26/2008 3133XR4GDF FHLB Callable (once-10) 3.05 03/05/11 \$ 10,000,000 02/26/10 \$ 3,0000 02/26/08 \$ 10,000,000 08-7/26/2008 31398APGF FNMA Callable (once-10) 3.05 03/05/11 \$ 1,000,000 02/26/10 \$ 3,0000 02/26/08 \$ 10,000,000 02/26/08 \$ 10,000,000 03/26/20/20 31398APGF FNMA Callable (once-10) 3.05 03/05/11 \$ 1,000,000 03/26/20 3 31398APGF FNMA Callable (once-10) 3.05 03/05/11 \$ 1,000,000 03/26/20 3 31398APGF FNMA Callable (once-10) 3.05 03/05/11 \$ 1,000,000 03/26/20 3 31398APGF FNMA Callable (once-10) 3.05 03/05/11 \$ 1,000,000 03/26/20 3 31398APGF FNMA Callable (once-10) 3.05 03/05/11 \$ 1,000,000 03/26/20 3 31398APGF FNMA Callabl											08-0120
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125/2008 3133XR9242 FHLB Callable (once-5) 2.75 05/07/09 \$ 10,000,000 04/21/09 2.7500 08/07/08 \$ 10,000,000 08-07/09 03/07/09 3128X7TV6 FHLMC Callable (once-5) 2.625 06/12 \$ 5,000,000 06/17/09 2.5250 11/16/08 \$ 5,000,000 08-07/09 03/07/09 3128X7TV6 FHLMC Callable (once-5) 2.625 06/12 \$ 5,000,000 06/17/09 2.5488 \$ 10,004,780 08-07/09/09 3128X7H37 FHLMC Callable (once-5) 2.625 06/12 \$ 5,000,000 06/17/09 2.5488 \$ 10,004,780 08-07/09/09 3128X6UW4 FHLMC Callable (once-5) 4.25 12/11/0 \$ 10,000,000 12/11/09 2.4887 12/11/08 \$ 10,115,700 08-07/09/09 3128X6UW4 FHLMC Callable (once-5) 4.25 12/11/0 \$ 10,000,000 12/11/09 2.4849 12/11/08 \$ 10,115,700 08-07/09/09 3133X7HQ56 FHLB Callable (once-5) 3.00 12/23/09 \$ 10,000,000 12/23/09 3.0000 12/23/09 \$ 10,000,000 02/05/10 3.0000 02/05/09 \$ 10,000,000 08-05/02/2008 3133X7HQ56 FHLB Callable (once-5) 3.00 02/05/10 \$ 10,000,000 02/05/10 3.0000 02/05/09 \$ 10,000,000 08-05/02/2008 3133X7HQ57 FHLB Callable (once-5) 3.00 02/05/10 \$ 10,000,000 02/05/10 3.0000 02/05/09 \$ 10,000,000 08-05/02/2008 3133X7HQ57 FHLB Callable (once-5) 3.00 02/05/10 \$ 10,000,000 02/05/10 3.0000 03/05/10											08-0105
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\$1616/2008 3128X/TUY6 FHLMC Callable (once-5) 2.625 06/12/ \$ \$1,000,000 06/17/09 2.5488 \$ \$1,000,000 06/17/09 2.5488 \$ \$1,000,000 06/17/09 2.5488 \$ \$1,000,000 06/17/09 2.5487 12/11/08 \$ \$10,010,000 08-10/17/09 2.5487 12/11/08 \$ \$10,010,000 01 12/11/09 2.4887 12/11/08 \$ \$10,116,600 08-10/17/2008 3128X6UVM4 FHLMC Callable (once-5) 4.25 12/11/0 \$ \$10,000,000 12/11/09 2.4887 12/11/08 \$ \$10,115,700 08-10/17/2008 3128X6UVM4 FHLMC Callable (once-6) 3.00 12/23/09 \$ \$10,000,000 12/23/09 3.0000 12/23/08 \$ \$10,000,000 08-10/23/2008 3133XGD4B FHLB Callable (once-6) 3.00 12/23/09 \$ \$10,000,000 02/25/10 3.0000 08/25/28 \$ \$10,000,000 08-10/25/2008 3133XGD4B FHLB Callable (once-6) 3.00 12/25/10 \$ \$10,000,000 02/25/10 3.0000 08/25/89 \$ \$10,000,000 08-10/25/2008 3133XGP4B FHLB Callable (once-10) 3.125 05 \$ \$10,000,000 02/25/10 3.0000 08/25/89 \$ \$10,000,000 08-10/25/2008 31398AP4F FNMA Step Callable (once-10) 3.05 03/05/11 \$ \$2,700,000 03/05/10 3.0500 09/05/08 \$ \$2,700,000 08-10/25/2008 31398AP4F FNMA Callable (once-10) 2.75 04/ \$ \$5,000,000 04/21/10 3.1532 07/21/08 \$ \$4,995,000 08-10/25/2008 31398AP4F FNMA Callable (once-10) 2.75 04/ \$ \$5,000,000 04/25/10 3.0500 09/05/08 \$ \$9,998,000 08-10/25/2008 31398AP4F FNMA Callable (once-10) 2.75 04/ \$ \$5,000,000 04/25/10 3.1532 07/21/08 \$ \$9,998,000 08-10/25/2008 31398AP4F FNMA Callable (once-10) 3.05 05/02/10 \$ \$10,000,000 04/25/10 3.1532 07/21/08 \$ \$9,998,000 08-10/25/2008 31398AP4F FNMA Callable (once-10) 3.25 05/06/10 \$ \$5,000,000 06/25/10 3.0843 10/25/08 \$ \$9,998,000 08-10/25/2008 31398AP4F FNMA Callable (once-10) 3.25 05/06/10 \$ \$5,000,000 06/25/10 3.3933 11/25/08 \$ \$9,998,000 08-10/25/2008 31398AP4F FNMA Callable (once-10) 3.25 05/06/10 \$ \$0,000,000 06/12/10 3.3933 11/25/08 \$ \$0,000,000 08/12/10 3.3998 (0.000,000 08/12/10 3.3998 (0.000,000 08/12/10 3.3998 (0.000,000 08/12/10 3.3998 (0.000,000 08/12/10 3.3998 (0.000,000 08/12/10 3.3998 (0.000,000 08/12/10 3.3998 (0.000,000 08/12/10 3.3998 (0.000,000 08/12/10 3.3998 (0.000,000 08/12/10 3.3998 (0.000,000 08/12/10 3.3998 (0		CHARLES SHARE THE REAL PROPERTY.				THE RESIDENCE OF THE PARTY OF T		CONTRACTOR CONTRACTOR NAME	THE PERSON NAMED IN		08-0102
\$17/2008 3133XRBX7 FHLB (none) 2.80 06/17/09 \$ 10,000,000 06/17/09 2.4848 \$ 10,004,780 08- 4/4/9/2008 3128XBUW4 FHLMC Callable (ence-5) 4.25 12/11/0 \$ 10,000,000 12/11/09 2.4857 12/11/08 \$ 10,116,600 08- 4/4/11/2008 3128XBUW4 FHLMC Callable (ence-5) 3.00 12/23/09 \$ 10,000,000 12/11/09 2.4849 12/11/08 \$ 10,115,700 08- 3/25/2008 3133XG2HB FHLB Callable (ence-5) 3.00 12/23/09 \$ 10,000,000 12/23/09 \$ 10,000,000 02/25/10 3.000 02/25/09 \$ 10,000,000 08- 3/25/2008 3133XG4E7 FHLB Callable (entry-5) 3.00 02/22/10 \$ 10,000,000 02/25/10 3.0000 02/25/09 \$ 10,000,000 08- 3/25/2008 3133XG4E7 FHLB Callable (entry-5) 3.00 02/22/10 \$ 10,000,000 02/22/10 3.0000 08/22/08 \$ 10,000,000 08- 3/25/2008 31398APS FHLB Callable (entry-10) 3.125 0 \$ 10,000,000 02/22/10 3.0000 08/22/08 \$ 9,998,000 08- 3/25/2008 31398APS FNMA Callable (entry-10) 2.75 04/16/10 \$ 10,000,000 03/05/10 3.0500 09/65/08 \$ 9,998,000 08- 3/25/2008 31398APS FNMA Callable (entry-10) 2.75 04/16/10 \$ 10,000,000 03/05/10 3.0500 09/65/08 \$ 9,998,000 08- 3/25/2008 31398APS FNMA Callable (entry-10) 2.75 04/16/10 \$ 10,000,000 04/21/10 3.1532 07/21/08 \$ 9,950,000 08- 3/25/2008 31398APS FNMA Callable (entry-10) 3.05 05/05/10 \$ 10,000,000 04/21/10 3.1532 07/21/08 \$ 9,994,800 08- 3/25/2008 31398APS FNMA Callable (entry-10) 3.05 05/05/10 \$ 5,000,000 04/21/10 3.2535 07/21/08 \$ 9,994,800 08- 3/25/2008 31398APS FNMA Callable (entry-10) 3.05 05/05/10 \$ 5,000,000 05/06/10 3.0543 10/23/08 \$ 4,993,000 08- 3/25/2008 3139XNS9 FHLMC Callable (entry-5) 3.35 05/21/1 \$ 10,000,000 05/06/10 3.3530 08/12/08 \$ 10,000,000 08- 3/25/2008 3128X7NS9 FHLMC Callable (entry-5) 3.25 05/12/10 \$ 5,000,000 05/06/10 3.3530 08/12/08 \$ 10,000,000 08- 3/25/2008 3128X7NT9 FHLMC Callable (entry-5) 3.50 06/11/10 \$ 3,000,000 06/12/10 3.3500 08/12/08 \$ 10,000,000 08- 3/25/2008 3139X7M3 FHLMC Callable (entry-5) 3.50 06/11/10 \$ 3,000,000 06/12/10 3.3500 08/12/08 \$ 9,995,000 08- 3/25/2008 3133XNA98 FHLMC Callable (entry-5) 3.50 06/11/10 \$ 3,000,000 06/11/10 \$ 4,000,000 08- 3/25/2008 3133XNA98 FHLMC Callable (entry-5			나는 가는 사람들은 아니는						100		08-0113
4/4/2008 3128X6UW4 FHLMC Callable (once-5) 4.25 12/11/0 \$ 10,000,000 12/11/09 2.4857 12/11/08 \$ 10,115,700 08-1/11/2008 3128X6UW4 FHLMC Callable (once-5) 3.05 12/23/09 \$ 10,000,000 12/21/09 2.4849 12/11/08 \$ 10,115,700 08-1/23/2008 3133XGG06 FHLB Callable (once-5) 3.00 12/23/09 \$ 10,000,000 12/23/09 \$ 10,000,000 08-1											08-0125 08-0134
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\$123/2008 3133XQE36 FHLB Callable (once-5) 3.00 12/23/09 \$ 10,000,000 12/23/09 \$ 10,000,000 08-5/2/20208 3133XQE4F7 FHLB Callable (once-5) 3.00 02/25/10 \$ 10,000,000 02/25/10 3.0000 02/25/10 3.0000 08/25/208 \$ 10,000,000 08-5/2/20208 3133XQE4F7 FHLB Callable (once-10) 3.05 02/25/10 \$ 10,000,000 02/22/10 3.0000 08/22/08 \$ 10,000,000 08-5/25/20208 31398APK2 FNMA Callable (once-10) 3.05 03/05/11 \$ 2,700,000 03/26/10 3.1689 08/26/08 \$ 9,998,000 08-5/5/20208 31398APK2 FNMA Callable (once-10) 3.05 03/05/11 \$ 2,700,000 03/26/10 3.0500 09/05/08 \$ 2,700,000 08-5/5/2008 31398APK2 FNMA Callable (once-10) 2.75 04/16/11 \$ 10,000,000 04/16/10 3.4847 01/16/09 \$ 9,950,000 08-5/5/2008 31398APK2 FNMA Callable (once-10) 2.75 04/16/11 \$ 10,000,000 04/21/10 3.4532 07/21/08 \$ 4,995,000 08-5/22/2008 31398APK2 FNMA Callable (qrthy-10) 3.05 04/21/10 \$ 10,000,000 04/21/10 3.2532 07/21/08 \$ 4,995,000 08-5/22/2008 31398ACB5 FNMA Callable (qrthy-10) 3.05 04/21/10 \$ 10,000,000 04/21/10 3.0543 10/23/08 \$ 4,993,000 08-5/22/2008 31398ACM7 FNMA Callable (qrthy-10) 3.25 05/61/10 \$ 5,000,000 04/21/10 3.0843 10/23/08 \$ 4,993,000 08-5/21/2008 31398ACM7 FNMA Callable (qrthy-5) 3.35 05/12/10 \$ 10,000,000 05/02/10 3.0843 10/23/08 \$ 4,994,000 08-5/12/2008 3128X7NDF FHLMC Callable (qrthy-5) 3.25 05/12/10 \$ 10,000,000 05/02/10 3.3933 11/12/08 \$ 4,996,500 08-5/14/2008 3128X7NDF FHLMC Callable (qrthy-5) 3.25 05/12/10 \$ 10,000,000 05/12/10 3.3933 11/12/08 \$ 4,996,500 08-5/14/2008 3128X7NDF FHLMC Callable (qrthy-5) 3.50 08/11/10 \$ 3,000,000 06/18/10 3.5000 06/18/09 \$ 10,000,000 08-5/14/2008 3128X7NDF FHLMC Callable (qrthy-5) 3.50 08/11/10 \$ 3,000,000 06/18/10 3.5000 06/18/09 \$ 10,000,000 08-5/14/2008 3138AFAW4 FNMA Callable (qrthy-5) 3.50 08/11/10 \$ 3,000,000 06/18/10 \$ 3,000,000 08-5/14/2008 3138AFAW4 FNMA Callable (qrthy-5) 3.50 08/11/10 \$ 3,000,000 06/18/10 \$ 3,000,000 08-5/14/2008 3133XYD4P FFDCB Callable (qrthy-5) 3.50 08/11/10 \$ 3,000 00 06/18/10 \$ 5,000,000 08-5/22/2008 3128X7NDF FNMA Callable (qrthy-5) 3.75 04/25/11 \$ 5,000,000 06/30/11 \$ 3,000 01/20											08-0091
5/5/2008 3133XQZH8 FHLB Callable (once-5) 3.00 02/05/10 \$ 10,000,000 02/05/10 3.0000 02/05/09 \$ 10,000,000 08/02/208 3133XAP4F7 FHLB Callable (qtrly-5) 3.00 02/02/10 3 10,000,000 02/05/08 \$ 10,000,000 08/05/08 \$ 10,000,000 08/05/08 \$ 10,000,000 02/05/08 \$ 1338AP4F7 FNMA Callable (once-10) 3.05 03/05/11 \$ 2,700,000 03/05/10 3.0500 09/05/08 \$ 2,700,000 08-05/05/2008 31398APK2 FNMA Callable (once-10) 2.75 04/16/11 \$ 10,000,000 04/16/10 3.4847 01/16/09 \$ 9,950,000 08-05/05/2008 31398APS5 FNMA Callable (once-10) 2.75 04/16/11 \$ 10,000,000 04/16/10 3.1632 07/21/08 \$ 4,995,000 08-05/05/2008 31398APC5 FNMA Callable (once-10) 3.00 04/21/10 \$ 10,000,000 04/21/10 3.1532 07/21/08 \$ 4,995,000 08-05/05/2008 31398AQE5 FNMA Callable (once-10) 3.05 06/07 (0.000,000 04/21/10 3.2535 07/21/08 \$ 9,994,800 08-05/05/2008 31398AQE5 FNMA Callable (once-10) 3.25 05/06/10 \$ 5,000,000 04/23/10 3.0843 10/23/08 \$ 4,993,000 08-05/05/2008 31398AQMF FNMA Callable (once-10) 3.25 05/06/10 \$ 5,000,000 05/06/10 3.4942 11/06/08 \$ 4,994,000 08-05/14/2008 3128X7NS9 FHLMC Callable (once-10) 3.25 05/12/10 \$ 10,000,000 05/12/10 3.3500 08/12/08 \$ 10,000,000 05/14/200 3128X7NS9 FHLMC Callable (once-10) 3.50 06/18/11 \$ 10,000,000 05/12/10 3.3500 08/12/08 \$ 10,000,000 08/05/19/2008 3128X7WT7 FHLMC Callable (once-10) 3.50 06/18/11 \$ 10,000,000 05/12/10 3.3500 08/19/08 \$ 10,000,000 08/05/19/2008 31398ARW4 FNMA Callable (once-10) 3.50 06/18/11 \$ 10,000,000 06/18/10 \$ 5,000,000 06/18/09 \$ 10,000,000 08-05/19/2008 31398/ABW4 FNMA Callable (once-10) 3.50 06/18/11 \$ 10,000,000 06/18/10 \$ 5,000,000 06/18/09 \$ 10,000,000 06/18/09 \$ 10,000,000 08-05/19/2008 31398/ABW4 FNMA Callable (once-10) 3.50 06/18/11 \$ 10,000,000 06/18/10 \$ 3,000 07/12/08 \$ 10,000,000 08-05/18/202/2008 31398/ABW4 FNMA Callable (once-10) 3.50 06/18/11 \$ 10,000,000 06/18/10 \$ 3,000 07/12/08 \$ 10,000,000 08-05/18/202/2008 31398/ABW4 FNMA Callable (once-10) 3.50 06/18/11 \$ 10,000,000 06/18/10 \$ 3,000 07/11/08 \$ 10,000,000 08-05/18/202/2008 31398/ABW4 FNMA Callable (once-10) 4.00 05/05/11 \$ 5,000,000	A COLUMN TO A COLU	THE RESERVE AND ADDRESS OF THE PARTY OF THE		Name and	Company Colored State of Colored State o	THE PERSON NAMED IN COLUMN TWO IS NOT THE OWNER.	-	THE RESERVE AND ADDRESS OF THE PARTY OF THE	_	A THE SAME OF	08-0091
5/22/2008 3133XR4E7 FHLB Callable (qtrly-5) 3.00 02/22/10 \$ 10,000,000 02/22/10 3.0000 08/22/08 \$ 10,000,000 08/25/2008 3139BFBBG7 FNMA Callable (qtrly-10) 3.126 02 \$ 10,000,000 02/26/10 3.1689 08/26/08 \$ 9,998,000 08-4/9/2008 3139BAPNE FNMA Callable (qtrly-10) 2.75 04/16/11 \$ 10,000,000 04/16/10 3.4847 01/16/09 \$ 9,950,000 08-6/5/2008 3139BAPNE FNMA Callable (qtrly-10) 2.75 04/16/11 \$ 10,000,000 04/21/10 3.1532 07/21/08 \$ 4,995,000 08-6/5/2008 3139BAPNE FNMA Callable (qtrly-10) 2.75 04/ \$ 5,000,000 04/21/10 3.2535 07/21/08 \$ 4,994,800 08-6/5/2008 3139BAPNE FNMA Callable (qtrly-10) 3.25 05/06/10 \$ 5,000,000 04/21/10 3.2535 07/21/08 \$ 9,994,800 08-6/5/2008 3139BAQNE FNMA Callable (qtrly-10) 3.25 05/06/10 \$ 5,000,000 04/23/10 3.0843 10/23/08 \$ 4,993,000 08-6/5/22008 3139BAQMT FNMA Callable (qtrly-10) 3.25 05/06/10 \$ 5,000,000 05/06/10 3.4942 11/06/08 \$ 4,994,000 08-6/5/22008 3128X7NS9 FHLMC Callable (qtrly-5) 3.35 05/12/10 \$ 10,000,000 05/12/10 3.3500 08/12/08 \$ 10,000,000 08-6/5/14/2008 3128X7NTS9 FHLMC Callable (qtrly-5) 3.25 05/12/10 \$ 10,000,000 05/12/10 3.3500 08/12/08 \$ 10,000,000 08-6/14/2008 3128X7NTSP FHLMC Callable (qtrly-5) 3.25 05/12/10 \$ 10,000,000 05/12/10 3.2500 08/12/08 \$ 10,000,000 08-6/14/2008 3128X7NTSP FHLMC Callable (qtrly-5) 3.00 06/18/10 \$ 3,000,000 06/18/10 \$ 3,2500 08/19/08 \$ 10,000,000 08-6/18/2008 31398ARW4 FNMA Callable (qtrly-5) 3.00 06/18/11 \$ 10,000,000 06/18/10 \$ 2,997,610 08-6/18/2008 31398ARW4 FNMA Callable (qtrly-5) 3.50 06/18/11 \$ 10,000,000 06/18/10 \$ 3,000 000 06/18/10 \$ 2,997,610 08-6/18/2008 31398ARW4 FNMA Callable (qtrly-5) 3.75 04/01/11 \$ 1,000,000 06/18/10 \$ 3,000 000 06/18/10 \$ 2,997,610 08-6/18/2008 31398ARW4 FNMA Callable (qtrly-5) 3.75 04/01/11 \$ 1,000,000 06/18/10 \$ 3,000 000 06/18/08 \$ 1,000,000 08-6/18/2008 3128X7WTS FHLMC Callable (qtrly-5) 3.75 04/25/11 \$ 1,000,000 06/18/10 \$ 3,000 000 06/18/08											08-0107
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4/9/2008 31398APK2 FNMA Callable (once-10) 3.05 03/05/11 \$ 2,700,000 03/05/10 3.0500 09/05/08 \$ 2,700,000 08-5/5/2008 31398APS5 FNMA Callable (qtrly-10) 2.75 04/16/11 \$ 10,000,000 04/16/10 3.4847 01/16/09 \$ 9,950,000 08-5/6/2008 31398AQE5 FNMA Callable (qtrly-10) 3.70 04/5 5,000,000 04/21/10 3.1532 07/21/08 \$ 9,994,800 08-5/8/2008 31398AQE5 FNMA Callable (qtrly-10) 3.00 04/21/10 \$ 10,000,000 04/21/10 3.2535 07/21/08 \$ 9,994,800 08-6/6/2008 31398AQM7 FNMA Callable (qtrly-10) 3.25 05/06/10 \$ 5,000,000 04/23/10 3.0843 10/23/08 \$ 4,993,000 08-6/6/2008 3128X7NS9 FHLMC Callable (qtrly-5) 3.25 05/06/10 \$ 5,000,000 05/16/10 3.4942 11/06/08 \$ 4,994,000 08-6/12/2008 3128X7NS9 FHLMC Callable (qtrly-5) 3.25 05/12/10 \$ 10,000,000 05/12/10 3.3500 08/12/08 \$ 10,000,000 08-6/12/2008 3128X7NF9 FHLMC Callable (qtrly-5) 3.25 05/19/10 \$ 5,000,000 05/12/10 3.3933 11/12/08 \$ 4,996,500 08-6/14/2008 3128X7NF9 FHLMC Callable (qtrly-5) 3.25 05/19/10 \$ 10,000,000 05/12/10 3.3933 11/12/08 \$ 4,996,500 08-6/14/2008 3128X7NF9 FHLMC Callable (qtrly-5) 3.05 06/11/10 \$ 3,000,000 06/11/10 \$ 3.2500 08/19/08 \$ 10,000,000 08-6/12/2008 3128X7NF9 FHLMC Callable (qtrly-5) 3.05 06/18/11 \$ 10,000,000 06/11/10 \$ 4.222 09/11/08 \$ 2,987,610 08-6/12/2008 31331YG63 FFCB Callable (once-10) 3.50 06/18/11 \$ 10,000,000 06/18/10 3.5000 06/18/09 \$ 10,000,000 08-6/12/2008 31331YG63 FFCB Callable (once-10) 3.50 02/09/11 \$ 10,000,000 03/24/11 \$ 10,000,000 06/18/10 3.5000 06/18/09 \$ 10,000,000 08-6/12/2008 3133YA0493 FNMA Callable (once-10) 3.50 02/09/11 \$ 10,000,000 03/24/11 \$ 10,000,000 06/18/10 3.5000 06/18/09 \$ 10,000,000 08-6/12/2008 3133XQA93 FNMA Callable (once-10) 3.50 02/09/11 \$ 10,000,000 03/24/11 \$ 10,000,000 03/24/11 \$ 10,000,000 03/24/11 \$ 10,000,000 03/24/11 \$ 10,000,000 03/24/11 \$ 10,000,000 03/24/11 \$ 10,000,000 03/24/11 \$ 10,000,000 03/24/11 \$ 10,000,000 03/24/11 \$ 10,000,000 03/24/11 \$ 10,000,000 03/24/11 \$ 10,000,000 03/24/11 \$ 10,000,000 03/24/11 \$ 10,000,000 03/24/11 \$ 10,000,000 03/24/11 \$ 10,000,000 03/24/11 \$ 10,000,000 03/24/11 \$ 10,000,000 03				-							08-0129
5/5/2008 31398APS5 FNMA Callable (once-10) 2.75 04/16/11 \$ 10,000,000 04/16/10 3.4847 01/16/09 \$ 9,950,000 08- 1/21/2008 31398AQE5 FNMA Callable (qtriy-10) 3.00 04/21/10 \$ 5,000,000 04/21/10 3.1532 07/21/08 \$ 4,995,000 08- 1/23/2008 31398AQE5 FNMA Callable (qtriy-10) 3.00 04/21/10 \$ 5,000,000 04/21/10 3.2555 07/21/08 \$ 4,995,000 08- 1/23/2008 3133XQS60 FHLB Callable (qtry-10) 3.25 05/06/10 \$ 5,000,000 04/23/10 3.0843 10/23/08 \$ 4,993,000 08- 1/23/2008 31398AQM7 FNMA Callable (qtry-5) 3.25 05/06/10 \$ 5,000,000 05/06/10 3.4942 11/06/08 \$ 4,994,000 08- 1/23/2008 3128X7NS9 FHLMC Callable (qtry-5) 3.25 05/12/10 \$ 5,000,000 05/06/10 3.3950 08/12/08 \$ 10,000,000 08- 1/23/2008 3128X7RH9 FHLMC Callable (qtry-5) 3.25 05/12/10 \$ 5,000,000 05/12/10 3.3933 11/12/08 \$ 4,996,500 08- 1/23/2008 3128X7RH9 FHLMC Callable (qtry-5) 3.25 05/12/10 \$ 5,000,000 05/12/10 3.3933 11/12/08 \$ 4,996,500 08- 1/23/2008 3128X7RH9 FHLMC Callable (qtry-5) 3.25 06/12/10 \$ 3,000,000 05/12/10 3.2500 08/19/08 \$ 10,000,000 08- 1/23/2008 31398ARIW4 FNMA Callable (once-10) 3.50 06/18/11 \$ 10,000,000 06/18/10 3.5000 06/18/09 \$ 10,000,000 08- 1/22/2008 3138F9F2F FNMA Callable (once-10) 3.50 06/18/11 \$ 10,000,000 06/18/10 3.5000 06/18/09 \$ 10,000,000 08- 1/22/2008 3138F9F2F FNMA Callable (once-10) 3.50 02/09/11 \$ 3,400,000 02/29/11 3.5000 06/18/09 \$ 10,000,000 08- 1/22/2008 3128X7MF1 FHLMC Callable (qtry-5) 3.00 02/09/11 \$ 5,000,000 04/01/11 3.3750 10/01/08 \$ 5,000,000 08- 1/22/2008 3133YQ49 FFCB Callable (qtry-5) 3.00 04/01/11 \$ 5,000,000 04/01/11 3.3750 10/01/08 \$ 5,000,000 08- 1/22/2008 3138F9F4F FNMA Callable (qtry-5) 3.375 04/01/11 \$ 5,000,000 04/01/11 3.4500 07/11/08 \$ 5,000,000 08- 1/22/2008 3138F9F4F FHLMC Callable (qtry-5) 3.375 04/01/11 \$ 5,000,000 04/01/11 3.4500 07/11/08 \$ 5,000,000 08- 1/22/2008 3138F9MM2 FNMA Callable (qtry-5) 3.375 04/01/11 \$ 5,000,000 04/01/11 3.4500 07/11/08 \$ 5,000,000 08- 1/22/2008 3138F9MM2 FNMA Callable (qtry-5) 3.375 04/01/11 \$ 5,000,000 06/05/11 4.0000 07/25/08 \$ 4,996,500 08- 1/22/2008 3138F9MM2 FNMA Callable (qtry-											08-0087
#21/2008 3138F9HY2 FNMA Step Callable (qtrly-10) 2.75 04/ \$ 5,000,000 04/21/10 3.1532 07/21/08 \$ 4,995,000 08-5/8/2008 31398AQE5 FNMA Callable (qtrly-10) 3.00 04/21/10 \$ 10,000,000 04/21/10 3.2535 07/21/08 \$ 9,994,800 08-5/8/2008 31398AQM7 FNMA Callable (qtrly-5) 3.25 05/06/10 \$ 5,000,000 04/23/10 3.0843 10/23/08 \$ 4,993,000 08-5/6/2008 31398AQM7 FNMA Callable (qtrly-5) 3.25 05/06/10 \$ 5,000,000 05/06/10 3.4942 11/06/08 \$ 4,994,000 08-5/14/2008 3128X7NS9 FHLMC Callable (qtrly-5) 3.35 05/12/1C \$ 5,000,000 05/02/10 3.3950 08/12/08 \$ 10,000,000 08-5/14/2008 3128X7NS9 FHLMC Callable (qtrly-5) 3.25 05/12/1C \$ 5,000,000 05/12/10 3.3950 08/12/08 \$ 10,000,000 08-5/12/2008 3128X7NT7 FHLMC Callable (qtrly-5) 3.25 05/19/10 \$ 10,000,000 05/12/10 3.3933 11/12/08 \$ 4,996,500 08-5/12/2008 3128X7WT7 FHLMC Callable (qtrly-5) 3.25 06/19/10 \$ 3,000,000 06/18/10 3.2500 08/19/08 \$ 10,000,000 08-5/12/2008 31398ABMW4 FNMA Callable (once-10) 3.50 06/18/11 \$ 10,000,000 06/18/10 3.5000 08/19/09 \$ 10,000,000 08-5/12/2008 31398ABW4 FNMA Callable (once-10) 3.50 06/18/11 \$ 10,000,000 06/18/10 3.5000 06/18/09 \$ 10,000,000 08-5/12/2008 31398/ABW4 FNMA Callable (once-10) 3.50 06/19/11 \$ 10,000,000 02/09/11 3.5000 06/18/09 \$ 10,000,000 08-5/12/2008 31398/ABW4 FNMA Callable (once-10) 3.50 02/09/11 \$ 10,000,000 02/09/11 3.5000 02/09/09 \$ 3,400,000 08-5/12/2008 3133XQA93 FNMA Callable (qtrly-5) 3.375 04/01/11 \$ 10,000,000 02/09/11 3.5000 02/09/09 \$ 3,400,000 08-5/12/2008 3133XQA93 FNMA Callable (qtrly-5) 3.375 04/01/11 \$ 10,000,000 04/01/11 3.5000 02/09/09 \$ 3,400,000 08-5/12/2008 3133XQA93 FNMA Callable (qtrly-5) 3.375 04/01/11 \$ 5,000,000 04/01/11 3.4500 07/11/08 \$ 1,005,000 08-5/12/2008 3138F9MFF FCB Callable (qtrly-5) 3.375 04/01/11 \$ 5,000,000 04/01/11 3.6500 07/11/08 \$ 1,005,000 08-5/12/2008 3138F9MM2 FNMA Callable (qtrly-5) 3.75 04/01/11 \$ 5,000,000 04/01/11 3.6500 07/11/08 \$ 1,005,000 08-5/11/2008 3138F9MM2 FNMA Callable (qtrly-5) 3.75 04/01/11 \$ 5,000,000 06/23/11 4.0000 07/11/08 \$ 5,000,000 08-5/11/2008 3128X7MF8 FHLMC Callable (qtrly-5)	OCCUPATION OF THE PERSON OF TH	THE RESERVE THE PROPERTY OF THE PERSON NAMED IN		-	Committee of the Commit	THE STREET, SHIPS STREET, STRE	The second secon		-		08-0109
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5/23/2008 3133XR6P0 FHLB Callable (once-5) 3.85 05/21/12 \$ 5,900,000 05/21/12 4.0603 05/21/09 \$ 5,888,016 08-											08-0133
TOTAL \$ 474,055,000 \$ 472,823,114			어떻게 보다 레트워스 생물을 내용한 경험을 보면 하는데 없었다면 하는데 하는데 하는데 이번 하는데							A CONTROL A STREET OF THE	08-0131
			TOTAL	\$	474,055,000				\$	472,823,114	
PLUS: Accrued Interest Purchased: \$ 432,505				PLU	JS: Accrued In	terest Purch	ased:		\$	432,505	

Security Transactions - Mat. & Calls

Date		CUSIP	Security Description		Par Value	Yield to Maturity	Yield to Call	Un	Ending amor Val/Cost	Invest Number
04/01/08	MAT	0660P0D18	B of A CP 0.00 04/01/08	\$	10,000,000	4.3957	4.3957	\$	9,895,133	08-0047-0
04/03/08	MAT	83365RD36	Soc Gen NA CP 0.00 04/03/08	\$	10,000,000	4.4573	4.4573	\$	9,894,875	08-0048-0
04/11/08	MAT	2495E0DB7	DEPFA Bank CP 0.00 04/11/08	\$	10,000,000	3.1060	3.1060	\$	9,955,944	08-0067-0
04/14/08	MAT	90262CDE4	UBS CP 0.00 04/14/08	\$	10,000,000	4.7674	4.7674	\$	9,804,075	08-0018-0
04/18/08	MAT	0660P0DJ9	Bank of America CP 0.00 04/18/08	\$	10,000,000	4.7581	4.7581	\$	9,801,944	08-0020-0
04/21/08	MAT	03948GDM2	Archer Dan Mid CP 0.00 04/21/08	\$	10,000,000	2.9853	2.9853	\$	9,951,167	08-0020-
04/21/08	MAT	2363F6DM9	Danske CP 0.00 04/21/08	\$	15,000,000	2.6638	2.6638	\$	14,958,517	08-0089-
04/25/08	MAT	01854VDR4	AllianceBern CP 0.00 04/25/08	\$	10,000,000	2.7643	2.7643	\$	9,976,578	08-0080-
05/01/08	MAT	46271JE17	Irish Life CP 0.00 05/01/08	\$	14,100,000	5.0533	5.0533	\$	13,833,780	08-0034-0
05/01/08	MAT	0660P0E17	Bank of America CP 0.00 05/01/08	\$	15,000,000	3.0070	3.0070			
05/07/08	MAT	91411SE71	Univ of Cal CP 0.00 05/07/08	\$	The state of the s	2.3047	2.3047	\$	14,920,104	08-0072-0
05/07/08	MAT		WestPac Sec CP 0.00 05/07/08		3,600,000				3,595,006	08-0093-0
		96122GE84		\$	10,000,000	3.0405	3.0405	\$	9,937,089	08-0071-0
05/08/08	MAT	96122GE84	WestPac Sec CP 0.00 05/08/08	\$	10,000,000	3.0393	3.0393	\$	9,941,228	08-0073-0
05/12/08	MAT	46271JEC3	Irish Life CP 0.00 05/12/08	\$	10,000,000	3.1427	3.1427	\$	9,936,689	08-0074-0
05/21/08	MAT	8426E2EM7	Southern Co. CP 0.00 05/21/08	\$	10,000,000	2.2550	2.2550	\$	9,981,500	08-0097-0
06/10/08	MAT	2363F6FA3	Danske CP 0.00 06/10/08	\$	11,950,000	2.4894	2.4894	\$	11,923,976	08-0118-0
06/12/08	MAT	36959HFC6	GECC CP 0.00 06/12/08	\$	15,000,000	2.5815	2.5815	\$	14,905,125	08-0079-0
06/20/08	MAT	0660P0FL2	B of A CP 0.00 06/20/08	\$	10,000,000	2.6175	2.6175	\$	9,955,025	08-0094-0
06/20/08	MAT	60683JFL5	Mitsui USA CP 0.00 06/20/08	\$	10,000,000	2.5117	2.5117	\$	9,970,497	08-0115-0
06/25/08	MAT	46271JFR9	Irish Life CP 0.00 06/25/08	\$	15,000,000	2.9344	2.9344	\$	14,874,438	08-0078-0
06/26/08	MAT	86561AFS1	Sumitomo CP 0.00 06/26/08	\$	15,000,000	2.7708	2.7708	\$	14,929,733	08-0104-0
06/27/08	MAT	77434LFT9	Rockwell Collins CP 0.00 06/27/08	\$	10,000,000	2.1899	2.1899	\$	9,954,014	08-0092-0
06/30/08	MAT	0660P0FW8	Bank of America CP 0.00 06/30/08	\$	10,000,000	2.6427	2.6427	\$	9,936,689	08-0086-0
06/04/08	CAL	3133XPXC3	FHLB Callable (qtrly-5) 3.02 03/04/09	\$	5,000,000	3.0200	3.0200	\$	5,000,000	08-0075-0
04/16/08	CAL	3133XMKQ3	FHLB Callable (once-5) 4.80 10/16/09	\$	800,000	4.8265	4.9025	\$	799,600	08-0008-0
04/16/08	CAL	3133XMKQ3	FHLB Callable (once-5) 4.80 10/16/09	\$	5,000,000	4.7670	4.6700	\$	5,003,080	08-0009-0
05/02/08	CAL	3133XMSZ5	FHLB Callable (qtrly-5) 4.54 11/02/09	\$	10,000,000	4.5400	4.5400	\$	10,000,000	08-0015-0
05/20/08	CAL	31359M2A0	FNMA Callable (once-10) 5.20 11/20/0	\$	5,000,000	4.9563	2.6002	\$	5,018,715	08-0084-0
06/24/08	CAL	3128X6WU6	FHLMC Callable (qtrly-5) 4.40 12/24/0	\$	5,000,000	4.4000	4.4000	\$	5,000,000	08-0038-0
06/24/08	CAL	3128X6WU6	FHLMC Callable (qtrly-5) 4.40 12/24/0	\$	3,000,000	4.4000	4.4000	\$	3,000,000	08-0040-0
04/04/08	CAL	3136F8B46	FNMA Callable (qtrly-10) 4.45 01/04/10	\$	10,000,000	4.4500	4.4500	\$	10,000,000	08-0046-0
04/08/08	CAL	3136F8C37	FNMA Callable (qtrly-10) 4.375 01/08/	\$	5,000,000	4.3750	4.3750	\$	5,000,000	08-0049-0
05/08/08	CAL	31398AMY5	FNMA Callable (once 05/08/08-10 3.25	\$	10,000,000	3.2500	3.2500	\$	10,000,000	08-0065-0
04/02/08	CAL	31331YLG3	FFCB Callable (any>4/2/08 - 7) 4.50 0	\$	10,000,000	4.5128	4.6214	\$	9,997,000	08-0044-0
04/02/08	CAL	31331YLG3	FFCB Callable (any>4/2/08 - 7) 4.50 0	\$	10,000,000	4.5000	4.5000	\$	10,000,000	08-0045-0
04/15/08	CAL	31331X7L0	FFCB Callable (once-7) 4.80 10/15/10	\$	5,000,000	4.7497	4.4580	\$	5,006,575	08-0022-0
05/23/08	CAL	3133XNF38	FHLB Callable (qtrly-5) 4.65 11/23/10	\$	5,900,000	4.6500	4.6500	\$	5,900,000	08-0027-0
06/13/08	CAL	3128X6VG8	FHLMC Callable (qtrly-5) 4.65 12/13/1	\$	5,000,000	4.6500	4.6500	\$	5,000,000	08-0036-0
06/20/08	CAL	3128X6WA0	FHLMC Callable (qtrly-5) 4.70 12/20/1	\$	3,000,000	4.7000	4.7000	\$	3,000,000	08-0037-0
04/10/08	CAL	3128X6XW1	FHLMC Callable (qtrly-5) 4.50 01/10/1	\$	1,000,000	4.5000	4.5000	\$	1,000,000	08-0050-0
04/10/08	CAL		FHLMC Callable (qtrly-5) 4.50 01/10/1		5,000,000	4.5000	4.5000	\$	5,000,000	08-0051-0
04/25/08	CAL		FFCB Callable (any>4/24/08-7) 3.97 0	3827	5,000,000	3.9586	3.8343	\$	5,001,563	08-0058-0
05/08/08	CAL		FHLMC Callable (qtrly-5) 3.875 02/08/		10,000,000	3.8750	3.8750	\$	10,000,000	08-0062-0
05/08/08	CAL		FHLMC Callable (qtrly-5) 3.75 02/08/1		5,000,000	3.7500	3.7500	\$	5,000,000	08-0063-0
04/25/08	CAL		FNMA Callable (qtrly-10) 4.10 07/25/1		4,000,000	4.1000	4.1000	\$	4,000,000	08-0056-0
04/17/08	CAL		FFCB Callable (any>4/17/08-7) 4.40 1		10,000,000	4.4000	4.4000	\$	10,000,000	08-0053-0
04/24/08	CAL		FHLB Callable (once-5) 5.125 10/24/1		5,000,000	5.0731	5.0731	\$	5,009,267	08-0011-0

Current Portfolio - Total

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
UBS CP 0.00 07/25/08	90262CGR2	\$10,000,000	0.000	07/25/08	2.5873		2.5873	\$9,983,133	\$9,982,900	03/25/08	08-0081
UBS CP 0.00 08/11/08	90262CHB6	\$10,000,000	0.000	08/11/08	2.7886		2.7886	\$9,968,965	\$9,970,400	04/11/08	08-0089
B of A CP 0.00 08/15/08	0660P0HF3	\$10,000,000	0.000	08/15/08	2.6976		2.6976	\$9,967,000	\$9,968,694	05/01/08	08-0106
Bank of America CP 0.00 08/20/0	0660P0HL0	\$10,000,000	0.000	08/20/08	2.5846		2.5846	\$9,964,722	\$9,964,017	06/30/08	08-0142
ING CP 0.00 09/08/08	4497W0J82	\$20,000,000	0.000	09/08/08	2.6022		2.6022	\$19,902,442	\$19,892,260	05/12/08	08-0122
B of A CP 0.00 09/17/08	06422RJH1	\$10,000,000	0.000	09/17/08	2.6526		2.6526	\$9,943,667	\$9,944,042	06/23/08	08-0139
UBS CP 0.00 10/14/08	90262CKE6	\$10,000,000	0.000	10/14/08	2.8164		2.8164	\$9,919,938	\$9,916,100	05/12/08	08-0120
Soc Gen NA CP 0.00 10/15/08	83365RKF1	\$25,000,000	0.000	10/15/08	2.7491		2.7491	\$24,802,722	\$24,773,350	05/12/08	08-0121
Intl Lease Fin CP 0.00 11/06/08	45974ML63	\$10,000,000	0.000	11/06/08	2.8577		2.8577	\$9,901,156	\$9,885,330	05/13/08	08-0123
FHLMC (past) 3.875 11/10/08	3128X16N2	\$2,988,000	3.875	11/10/08	3.8750	05/10/05	3.8709	\$2,988,000	\$3,001,147	12/01/04	04-0075
FHLB Callable (once-5) 2.50 11/1	DANS CORPORATION CONTRACTOR	\$10,000,000	2.500	11/13/08	THE RESERVE OF THE PERSON NAMED IN	11/13/08	2.6299	\$9,995,259	\$9,951,000	05/19/08	08-0127
FHLB Callable (once-5) 2.14 04/0		\$10,000,000	2.140	04/02/09	2.4349	10/02/08	2.7744	\$9,984,045	\$9,948,000	04/28/08	08-0105
FHLB Callable (once 10/21/08-5) 2		\$10,000,000	2.520	04/21/09	2.5200	10/21/08	2.5200	\$10,000,000	\$9,974,000	04/25/08	08-0102
FHLMC Callable (qtrly-5) 2.50 04/		\$10,000,000	2.500	04/21/09	2.5327	07/21/08	2.6301	\$9,999,281	\$9,976,000	04/22/08	08-0099
FHLB Callable (once-5) 2.75 05/0		\$10,000,000	2.750	05/07/09	2.7500	08/07/08	2.7500	\$10,000,000	\$9,990,000	05/07/08	08-0113
FHLMC Callable (once-5) 2.625 0	EXPENSE OF STREET	\$5,000,000	2.625	06/12/09	2.6250	11/16/08	2.6250	\$5,000,000	\$4,988,500	05/16/08	08-0125
FHLB (none) 2.60 06/17/09	3133XRBX7	\$10,000,000	2.600	06/17/09	2.5488		2.5488	\$10,004,594	\$9,972,000	06/17/08	08-0134
FHLMC Callable (final-5) 5.40 07/		\$10,000,000	5.400	07/16/09		07/16/08	4.7050	\$10,002,769	\$10,012,000	10/12/07	08-0006
FHLMC (n/a) 5.125 08/05/09	3133XLUM3	\$5,000,000	5.125	08/05/09	4.6620		4.6620	\$5,023,796	\$5,117,000	10/15/07	08-0007
FHLMC Callable (once-5) 4.25 12		\$10,000,000	4.250	12/11/09		12/11/08	2.4849	\$10,077,133	\$10,071,000	04/11/08	08-0091
FHLMC Callable (once-5) 4.25 12		\$10,000,000	4.250	12/11/09		12/11/08	2.4857	\$10,077,091	\$10,071,000	04/09/08	08-0088
FHLB Callable (once-5) 3.00 12/2		\$10,000,000	3.000	12/11/09		12/23/08	3.0000	\$10,000,000	\$9,985,000	06/23/08	08-0136
FHLB Callable (once-5) 3.00 12/2 FHLB Callable (once-5) 3.00 02/0			3.000	02/05/10	3.0000	02/05/09	3.0000	\$10,000,000	\$9,978,000	05/05/08	08-0107
		\$10,000,000	3.000	02/05/10	3.0000	02/19/09	3.0000	\$1,500,000	\$1,496,400	02/20/08	08-0068
FNMA Callable (once - 10) 3.00 0		\$1,500,000	3.000	02/19/10	3.0000	08/22/08	3.0000	\$10,000,000	\$9,974,000	05/22/08	08-0129
FHLB Callable (qtrly-5) 3.00 02/22		\$10,000,000	NAME OF STREET	ATTENDED FOR THE PARTY OF THE P	SECRETARIA DE LA COMPONIONI DE LA COMPON	08/26/08	3.1689		CONTRACTOR DE LA COMPANSIONE DEL COMPANSIONE DE LA COMPANSIONE DE	04/25/08	08-0103
FNMA Step Callable (qtrly-10) 3.12		\$10,000,000	3.125	02/26/10 03/05/10	3.1349	09/05/08	3.0500	\$9,999,091 \$4,000,000	\$9,987,000	03/10/08	08-0103
FNMA Callable (once-10) 3.05 03		\$4,000,000	3.050	03/05/10	3.0500	09/05/08	3.0500	\$2,700,000	\$2,694,600	04/09/08	08-0077
FNMA Callable (once-10) 3.05 03		\$2,700,000	3.000	03/26/10	3.0000	06/26/08	3.0000		\$4,486,500	03/26/08	08-0083
FHLMC Callable (qtrly-5) 3.00 03/		\$4,500,000				01/16/09	3.4847	\$4,500,000		05/05/08	08-0109
FNMA Callable (once-10) 2.75 04		\$10,000,000	2.750	04/16/10	MINISTRATION OF THE PROPERTY O		3.1532	\$9,961,155	\$9,923,000 \$4,960,500	04/21/08	08-0096
FNMA Step Callable (qtrly-10) 2.75		\$5,000,000	2.750	04/21/10	3.1721	07/21/08		\$4,998,889		05/08/08	08-0114
FNMA Callable (qtrly-10) 3.00 04/		\$10,000,000	3.000	04/21/10	3.0271	07/21/08	3.2535	\$9,998,575	\$9,962,000		
FHLB Callable (any>10/22/08-5) 2		\$5,000,000	2.800	04/23/10	2.8725	10/23/08		\$4,995,644	\$4,964,500	04/23/08	08-0100
FNMA Callable (qtrly-10) 3.25 05/		\$5,000,000	3.250	05/06/10		11/06/08	3.4942	\$4,995,833	\$4,995,000	05/06/08	08-0111
FHLMC Callable (qtrly-5) 3.35 05/		\$10,000,000	3.350	05/12/10	3.3500	08/12/08	3.3500	\$10,000,000	\$10,001,000	05/12/08	08-0119
FHLMC Callable (qtrly-5) 3.25 05/		\$5,000,000	3.250	Control State of the Control of the		11/12/08	3.3933	\$4,997,424	\$4,998,000	05/14/08	08-0124
FHLMC Callable (qtrly-5) 3.25 05/		\$10,000,000	3.250	05/19/10		08/19/08	3.2500	\$10,000,000	\$9,992,000	05/19/08	08-0126
FHLMC Callable (qtrly-5) 3.50 06/		\$3,000,000	3.500			09/11/08	5.4222	\$2,988,881	\$3,003,900	06/23/08	08-0138
FNMA Callable (once-10) 3.50 06		\$10,000,000	3.500			06/18/09	3.5000	\$10,000,000	\$10,032,000	06/18/08	08-0135
FHLB Callable (once-5) 5.55 08/0	The Manual Control	\$1,300,000	5.550		A STATE OF THE STA	08/06/08	5.1950	\$1,300,426	\$1,303,770		07-0136
FFCB Callable (any>7/21/08-7) 3.0		\$10,000,000	3.300	10/22/10		07/22/08	3.3000	\$10,000,000	\$9,970,000	04/22/08	08-0098
FHLMC Callable (any>10/28/08-5)		\$5,000,000	5.060	10/29/10		10/29/08	4.4525	\$5,009,605	\$5,041,000		08-0019
FHLB Callable (once-5) 5.00 10/2		\$5,950,000	5.000	10/29/10		10/29/08	5.1038	\$5,948,050	\$5,995,815	10/29/07	08-0013
FHLB Callable (qtrly-5) 3.75 01/28	3133XP3G7	\$10,000,000	3.750	01/28/11		01/28/09	2.9000	\$10,047,762	\$10,026,000	03/05/08	08-0076
FHLMC Callable (qtrly - 5) 3.64 02		\$1,500,000	3.640	02/04/11	THE RESERVE TO SHAPE THE PARTY OF THE PARTY	08/04/08	3.6400	\$1,500,000	\$1,499,100	02/04/08	08-0059
FHLMC Callable (qtrly-5) 3.50 02/	3128X6R40	\$5,000,000	3.500	02/07/11		05/07/08	3.5000	\$5,000,000	\$5,003,000	02/07/08	08-0061
FHLB Callable (anytime-5) 3.625	3133XPAL8	\$10,000,000	3.625	02/08/11	3.6960	05/08/08	4.4339	\$10,000,000	\$9,991,000		08-0064
FNMA Callable (once-10) 3.50 02	3136F9PE7	\$3,400,000	3.500	02/09/11		02/09/09	3.5000	\$3,400,000	\$3,395,920	05/09/08	08-0117
FHLMC Callable (qtrly-5) 3.25 02/	3128X63L8	\$10,000,000	3.250	02/22/11	3.2500	05/22/08	3.2500	\$10,000,000	\$9,925,000	02/22/08	08-0070
FHLB (n/a) 4.875 03/11/11	3133XENX3	\$3,000,000	4.875	03/11/11	2.8842		2.8842	\$3,152,723	\$3,104,400	01/23/08	08-0055

Current Portfolio - Total

3rd Qtr FY08

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
FHLMC Callable (qtrly-5) 4.00 03	/ 3128X7YQ1	\$10,000,000	4.000	03/24/11	4.0213	09/24/08	4.1605	\$9,995,389	\$10,029,000	06/24/08	08-0140
FNMA Callable (qtrly-5) 3.375 04	3133XQA93	\$5,000,000	3.375	04/01/11	3.3750	10/01/08	3.3750	\$5,000,000	\$4,973,000	04/01/08	08-0085
FFCB Callable (once-7) 3.45 04/	1 31331YD49	\$1,005,000	3.450	04/11/11	3.4500	07/11/08	3.4500	\$1,005,000	\$1,000,779	04/11/08	08-0090
FHLMC Callable (once-5) 3.25 04	3128X7JK1	\$5,000,000	3.250	04/14/11	3.4523	10/14/08	4.6669	\$4,979,871	\$4,954,500	05/22/08	08-0130
FHLMC Callable (qtrly-5) 3.75 04	/ 3128X7MF8	\$5,000,000	3.750	04/25/11	3.7749	07/25/08	4.0328	\$4,999,067	\$4,997,500	04/25/08	08-0101
FHLB Callable (anytime-5) 4.00 0	3133XP6G4	\$3,000,000	4.000	04/28/11	4.0000	04/28/08	4.0000	\$3,000,000	\$3,000,600	01/28/08	08-0057
FNMA Callable (qtrly-10) 4.00 05	/ 3136F9MM2	\$5,500,000	4.000	05/05/11	4.0000	11/05/08	4.0000	\$5,500,000	\$5,506,050	05/05/08	08-0108
FHLMC Step Callable (qtrly-5) 3.0	3128X7SC9	\$5,000,000	3.000	05/20/11	4.0108	11/20/08	3.0000	\$5,000,000	\$4,913,000	05/20/08	08-0128
FHLMC Callable (qtrly-5) 3.875 0	£ 3128X7TK0	\$5,000,000	3.875	05/27/11	3.8750	08/27/08	3.8750	\$5,000,000	\$5,004,000	05/27/08	08-0132
FNMA Callable (qtrly-10) 4.25 06	3136F9SY0	\$5,000,000	4.250	06/23/11	4.2500	09/23/08	4.2500	\$5,000,000	\$5,018,000	06/23/08	08-0137
FNMA Callable (once-10) 4.375 (3136F9XM0	\$3,000,000	4.375	06/30/11	4.3750	12/30/08	4.3750	\$3,000,000	\$3,022,800	06/30/08	08-0141
FHLMC Callable (qtrly-5) 4.00 11	/ 3128X7NT7	\$4,000,000	4.000	11/02/11	4.0000	08/07/08	4.0000	\$4,000,000	\$3,998,000	05/07/08	08-0112
FHLB Callable (qtrly-5) 3.70 11/0	4 3133XPGH1	\$2,000,000	3.700	11/04/11	3.7000	11/04/08	3.7000	\$2,000,000	\$1,992,000	02/04/08	08-0060
FHLB Callable (any>11/06/08-5)	3 3133XQUL4	\$10,000,000	3.750	11/07/11	3.7746	11/07/08	3.9136	\$9,994,369	\$9,968,000	05/08/08	08-0110
FHLMC Step Callable (qtrly-5) 3.5	3128X7WQ3	\$5,000,000	3.500	12/05/11	4.2279	09/05/08	3.5000	\$5,000,000	\$4,941,500	06/05/08	08-013
FNMA Callable (once 11/14/08-10	3136F84J1	\$1,000,000	3.625	02/14/12	3.6250	11/14/08	3.6250	\$1,000,000	\$991,900	02/14/08	08-006
FHLB Callable (once-5) 3.85 05/2	2 3133XR6P0	\$5,900,000	3.850	05/21/12	3.9054	05/21/09	4.0603	\$5,889,288	\$5,869,910	05/23/08	08-013
Deutsche MMF - 2100	MMF	\$14,653,975	1.950		1.9500	_	1.9500	\$14,653,975	\$14,653,975	09/30/01	AR-000
Fidelity SEAF- 690	MMF	\$14,332,565	2.520		2.5200		2.5200	\$14,332,565	\$14,332,565	08/03/04	AR-000
AIM/ LAP Opt. Fund- 1900	MMF	\$32,937,440	2.540		2.5400		2.5400	\$32,937,440	\$32,937,440	04/16/03	AR-000
Provident Fin. Op Fund-1000	MMF	\$31,877,912	2.580		2.5800		2.5800	\$31,877,912	\$31,877,912	10/31/01	AR-000
Provident Fin Res. Fund-2000	MMF	\$502,315	2.580		2.5800		2.5800	\$502,315	\$502,315	09/30/01	AR-000
Bond SEAF - Provident	MMF	\$100,130,395	2.580		2.5800		2.5800	\$100,130,395	\$100,130,395	06/23/08	AR-001
Cap Reserve - Am Beacon	MMF	\$5,321,912	2.610		2.6100		2.6100	\$5,321,912	\$5,321,912	12/17/07	AR-001
Bond SEAF - Am Beacon	MMF	\$150,086,415	2.630		2.6300		2.6300	\$150,086,415	\$150,086,415	06/23/08	AR-001
Bond SEAF - Wells Fargo	MMF	\$150,011,519	2.800		2.8000		2.8000	\$150,011,519	\$150,011,519	06/30/08	AR-001

GRAND TOTALS

\$989,097,449 2.6320

2.9408

2.9352

\$988,717,204

\$988,084,133

PORTFOLIO ANALYSIS BY FUND

3rd Qtr FY08

(\$ = 000's)	Gen Oper	Fin Res	Cap Res	Insur.	SEAF	Debt Srv	BOND	TOTAL
Par Value	\$491,865	\$49,790	\$5,322	\$12,905	\$14,333	\$14,654	\$400,228	\$989,097
Market Value	\$490,789	\$49,861	\$5,322	\$12,897	\$14,333	\$14,654	\$400,228	\$988,084
Unrealized Gain (Loss)	<u>(\$518)</u>	(\$129)	<u>\$0</u>	<u>\$14</u>	\$0	\$0	<u>\$0</u>	<u>-\$633</u>
Book Value	\$491,307	\$49,990	\$5,322	\$12,883	\$14,333	\$14,654	\$400,228	\$988,717
Accrued Interest	\$1,760	<u>\$503</u>	<u>\$0</u>	\$34	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	\$2,297
Total Book Value	\$493,067	\$50,493	\$5,322	\$12,918	\$14,333	\$14,654	\$400,228	\$991,015
Cash Balance TOTAL FUND VALUE	<u>\$294</u> \$ <u>493,361</u>	<u>\$0</u> \$ <u>50,493</u>	<u>\$0</u> \$ <u>5,322</u>	<u>\$0</u> \$ <u>12,918</u>	<u>\$0</u> \$ <u>14,333</u>	<u>\$0</u> \$ <u>14,654</u>	<u>\$0</u> \$ <u>400,228</u>	<u>\$294</u> \$991,309
Liquid Securities (Mkt. value)	\$74,798			0.5				\$74,798
Yield to Maturity (Adj for calls) Wgt. Average Maturity (days)	3.10% 438	3.41% 835	2.61%	4.40% 1,133	2.52% 1	1.95% 1	2.68%	2.94%
KEY COMPLIANCE TARGETS Minimum Requirement (1)	\$49,418	\$28,000		\$13,249				
Maximum Average Maturity Is Fund in Compliance?	18 Months Yes	30 Months Yes	30 Months Yes	48 Months Yes	90 Days Yes	3 Years Yes		
INVESTMENT COMPARISON								
6-Month T-Bill	2.18%	2.18%	2.18%	2.18%	2.18%	2.18%	2.18%	2.18%
Wgt Average Fund Variance	0.92%	1.23%	0.43%	2.22%	0.34%	-0.23%	0.50%	0.76%

Notes:

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

Treasury Reporting

Change in Market Value of Investments



Fund	Security Type	Rate	Maturity	Call Date	Par Value	М	03/31/08 arket Value	M	06/30/08 arket Value	nange from ior Quarter
Fin Reserve	FHLMC (past) 3.875 11/10/08	3.875	11/10/08	05/10/05	\$ 2,988,000	\$	3,016,386	\$	3,001,147	\$ (15,239)
Fin Reserve	FHLB Callable (once-5) 5.55 08/06/10	5.550	08/06/10	08/06/08	\$ 1,300,000	\$	1,314,040	\$	1,303,770	\$ (10,270)
Operating	FHLMC Callable (final-5) 5.40 07/16/0	5.400	07/16/09	07/16/08	\$ 10,000,000	\$	10,085,000	\$	10,012,000	\$ (73,000)
Operating	FHLMC (n/a) 5.125 08/05/09	5.125	08/05/09		\$ 5,000,000	\$	5,189,500	\$	5,117,000	\$ (72,500)
Operating	FHLB Callable (once-5) 5.00 10/29/10	5.000	10/29/10	10/29/08	\$ 5,950,000	\$	6,041,630	\$	5,995,815	\$ (45,815)
Operating	FHLMC Callable (any-5) 5.06 10/29/1	5.060	10/29/10	10/29/08	\$ 5,000,000	\$	5,076,500	\$	5,041,000	\$ (35,500)
Fin Reserve	FHLB (n/a) 4.875 03/11/11	4.875	03/11/11		\$ 3,000,000	\$	3,191,700	\$	3,104,400	\$ (87,300)
Fin Reserve	FHLB Callable (any>4/27/08-5) 4.00 (4.000	04/28/11	04/28/08	\$ 3,000,000	\$	3,003,600	\$	3,000,600	\$ (3,000)
Fin Reserve	FHLMC Callable (qtrly - 5) 3.64 02/04	3.640	02/04/11	08/04/08	\$ 1,500,000	\$	1,505,850	\$	1,499,100	\$ (6,750)
Fin Reserve	FHLB Callable (qtrly-5) 3.70 11/04/11	3.700	11/04/11	11/04/08	\$ 2,000,000	\$	2,016,000	\$	1,992,000	\$ (24,000)
Operating	FHLMC Callable (qtrly-5) 3.50 02/07/-	3.500	02/07/11	05/07/08	\$ 5,000,000	\$	5,005,000	\$	5,003,000	\$ (2,000)
Operating	FHLB Callable (Any>05/07/08-5) 3.62!	3.625	02/08/11	05/08/08	\$ 10,000,000	\$	10,012,000	\$	9,991,000	\$ (21,000)
Fin Reserve	FNMA Callable (once 11/14/08-10 3.6	3.625	02/14/12	11/14/08	\$ 1,000,000	\$	1,007,700	\$	991,900	\$ (15,800)
Fin Reserve	FNMA Callable (once - 10) 3.00 02/19	3.000	02/19/10	02/19/09	\$ 1,500,000	\$	1,509,900	\$	1,496,400	\$ (13,500)
Operating	FHLMC Callable (qtrly-5) 3.25 02/22/	3.250	02/22/11	05/22/08	\$ 10,000,000	\$	10,010,000	\$	9,925,000	\$ (85,000)
Fin Reserve	FHLB Callable (qtrly-5) 3.75 01/28/11	3.750	01/28/11	01/28/09	\$ 10,000,000	\$	10,121,000	\$	10,026,000	\$ (95,000)
Fin Reserve	FNMA Callable (once-10) 3.05 03/05/	3.050	03/05/10	09/05/08	\$ 4,000,000	\$	4,011,600	\$	3,992,000	\$ (19,600)
Operating	UBS CP 0.00 07/25/08	0.000	07/25/08		\$ 10,000,000	\$	9,925,400	\$	9,982,900	\$ 57,500
Fin Reserve	FHLMC Callable (qtrly-5) 3.00 03/26/-	3.000	03/26/10	06/26/08	\$ 4,500,000	\$	4,504,950	\$	4,486,500	\$ (18,450)

Sub-total for Securities held as of 06/30/08 % Change as result of market movement	\$ 96,547,756 \$ 95,96	51,532 \$ (586,224) -0.61%
Holdings at 3/31/08 maturing during Q3, FY08	\$ 173,680,124	\$ (173,680,124)
Holdings at 3/31/07 called during Q3, FY08	\$142,903,690	\$ (142,903,690)
Value of Money Market Mutual Funds (All)	\$150,623,897 \$499,85	4,449 \$ 349,230,552
Holdings at 6/30/08 purchased during Q3, FY08	\$392,26	8,152 \$ 392,268,152
TOTAL PORTFOLIO VALUE	\$563,755,467 \$988,08	4,133 \$ 424,328,666

Callable Securities Analysis

Invest #	Fund	Maturity	Secuirty Description	CUSIP	Next Call	Notice	Par Value	Coupon Rate	Treasury Curve	Call Prob
08-0127	Operating	11/13/08	FHLB Callable (once-5) 2.50 11/13/08	3133XR6M7	11/13/08	5	\$10,000,000	2.500	2.15	Low
08-0105	Operating	04/02/09	FHLB Callable (once-5) 2.14 04/02/09	3133XQGA4	10/02/08	5	\$10,000,000	2.140	2.20	Low
08-0099	Operating	04/21/09	FHLMC Callable (qtrly-5) 2.50 04/21/09	3128X7LH5	07/21/08	5	\$10,000,000	2.500	2.20	Low
08-0102	Operating	04/21/09	FHLB Callable (once 10/21/08-5) 2.52 04/2	3133XQV66	10/21/08	10	\$10,000,000	2.520	2.20	Low
08-0113	Operating	05/07/09	FHLB Callable (once-5) 2.75 05/07/09	3133XR2H2	08/07/08	5	\$10,000,000	2.750	2.25	Moderate
08-0125	Operating	06/12/09	FHLMC Callable (once-5) 2.625 06/12/09	3128X7TV6	11/16/08	5	\$5,000,000	2.625	2.25	Low
08-0006	Operating	07/16/09	FHLMC Callable (final-5) 5.40 07/16/09	3128X6GW0	07/16/08	5	\$10,000,000	5.400	2.30	High
08-0091	Operating	12/11/09	FHLMC Callable (once-5) 4.25 12/11/09	3128X6UW4	12/11/08	5	\$10,000,000	4.250	2.30	High
08-0088	Operating	12/11/09	FHLMC Callable (once-5) 4.25 12/11/09	3128X6UW4	12/11/08	5	\$10,000,000	4.250	2.30	High
08-0136	Operating	12/23/09	FHLB Callable (once-5) 3.00 12/23/09	3133XRGD6	12/23/08	5	\$10,000,000	3.000	2.30	Moderate
08-0107	Operating	02/05/10	FHLB Callable (once-5) 3.00 02/05/10	3133XQZH8	02/05/09	5	\$10,000,000	3.000	2.35	Moderate
08-0068	Fin Reserve	02/19/10	FNMA Callable (once - 10) 3.00 02/19/10	31398AMX7	02/19/09	10	\$1,500,000	3.000	2.35	Moderate
08-0129		02/19/10	FHLB Callable (qtrly-5) 3.00 02/22/10	3133XR4E7	08/22/08	5	\$10,000,000	3.000	2.35	Moderate
	Operating				08/26/08	10	\$10,000,000	3.125	2.40	Moderate
08-0103	Operating	02/26/10	FNMA Step Callable (qtrly-10) 3.125 02/26			10		3.050	2.40	Moderate
08-0087	Operating	03/05/10	FNMA Callable (once-10) 3.05 03/05/10	31398APK2	09/05/08		\$2,700,000		2.40	
08-0077	Fin Reserve	03/05/10	FNMA Callable (once-10) 3.05 03/05/10	31398APK2	09/05/08	10	\$4,000,000	3.050		Moderate
08-0083	Fin Reserve	03/26/10	FHLMC Callable (qtrly-5) 3.00 03/26/10	3128X7BY9	12/26/08	5	\$4,500,000	3.000	2.45	Moderate
08-0109	Operating	04/16/10	FNMA Callable (once-10) 2.75 04/16/10	31398APS5	01/16/09	10	\$10,000,000	2.750	2.45	Low
08-0096	Fin Reserve	04/21/10	FNMA Step Callable (qtrly-10) 2.75 04/21/	3136F9HY2	07/21/08	10	\$5,000,000	2.750	2.50	Low
08-0114	Operating	04/21/10	FNMA Callable (qtrly-10) 3.00 04/21/10	31398AQE5	07/21/08	10	\$10,000,000	3.000	2.45	Moderate
08-0100	Operating	04/23/10	FHLB Callable (any>10/22/08-5) 2.80 04/2	3133XQS60	10/23/08	10	\$5,000,000	2.800	2.50	Low
08-0111	Operating	05/06/10	FNMA Callable (qtrly-10) 3.25 05/06/10	31398AQM7	11/06/08	10	\$5,000,000	3.250	2.50	High
08-0119	Operating	05/12/10	FHLMC Callable (qtrly-5) 3.35 05/12/10	3128X7NS9	08/12/08	5	\$10,000,000	3.350	2.55	High
08-0124	Operating	05/12/10	FHLMC Callable (qtrly-5) 3.25 05/12/10	3128X7QT4	11/12/08	5	\$5,000,000	3.250	2.55	Moderate
08-0126	Operating	05/19/10	FHLMC Callable (qtrly-5) 3.25 05/19/10	3128X7RH9	08/19/08	5	\$10,000,000	3.250	2.55	Moderate
08-0138	Insurance	06/11/10	FHLMC Callable (qtrly-5) 3.50 06/11/10	3128X7WT7	09/11/08	5	\$3,000,000	3.500	2.60	High
08-0135	Operating	06/18/10	FNMA Callable (once-10) 3.50 06/18/10	31398ARW4	06/18/09	10	\$10,000,000	3.500	2.60	High
07-0136	Fin Reserve	08/06/10	FHLB Callable (once-5) 5.55 08/06/10	3133XLRS4	08/06/08	5	\$1,300,000	5.550	2.60	High
08-0098	Operating	10/22/10	FFCB Callable (any>7/21/08-7) 3.30 10/22	31331YG53	07/22/08	7	\$10,000,000	3.300	2.65	Moderate
08-0013	Operating	10/29/10	FHLB Callable (once-5) 5.00 10/29/10	3133XMMT5	10/29/08	5	\$5,950,000	5.000	2.65	High
08-0019	Operating	10/29/10	FHLMC Callable (any>10/28/08-5) 5.06 10	3128X6PX8	10/29/08	10	\$5,000,000	5.060	2.65	High
08-0076	Fin Reserve	01/28/11	FHLB Callable (qtrly-5) 3.75 01/28/11	3133XP3G7	01/28/09	5	\$10,000,000	3.750	2.70	High
08-0059	Fin Reserve	02/04/11	FHLMC Callable (qtrly - 5) 3.64 02/04/11	3128X6P83	08/04/08	5	\$1,500,000	3.640	2.70	High
08-0061	Operating	02/07/11	FHLMC Callable (qtrly-5) 3.50 02/07/11	3128X6R40	08/07/08	5	\$5,000,000	3.500	2.70	High
08-0064	Operating	02/08/11	FHLB Callable (anytime-5) 3.625 02/08/11	3133XPAL8	anytime	5	\$10,000,000	3.625	2.70	High
08-0117		02/09/11	FNMA Callable (once-10) 3.50 02/09/11	3136F9PE7	02/09/09	10	\$3,400,000	3.500	2.70	High
08-0070	Operating	02/22/11	FHLMC Callable (gtrly-5) 3.25 02/22/11	3128X63L8	11/22/08	5	\$10,000,000	3.250	2.70	Moderate
08-0140	Operating	03/24/11	FHLMC Callable (qtrly-5) 4.00 03/24/11	3128X7YQ1	09/24/08	5	\$10,000,000	4.000	2.75	High
08-0085	Operating	04/01/11	FNMA Callable (gtrly-5) 3.375 04/01/11	3133XQA93	10/01/08	5	\$5,000,000	3.375	2.75	Moderate
08-0090	Insurance	04/11/11	FFCB Callable (anytime-7) 3.45 04/11/11	31331YD49	anytime	7	\$1,005,000	3.450	2.75	Moderate
08-0130	Operating	04/14/11	FHLMC Callable (once-5) 3.25 04/14/11	3128X7JK1	10/14/08	5	\$5,000,000	3.250	2.75	Moderate
08-0101	Operating	04/25/11	FHLMC Callable (qtrly-5) 3.75 04/25/11	3128X7MF8	07/25/08	5	\$5,000,000	3.750	2.75	High
08-0057	Fin Reserve	04/28/11	FHLB Callable (anytime-5) 4.00 04/28/11	3133XP6G4	anytime	5	\$3,000,000	4.000	2.75	High
				3136F9MM2	11/05/08	10	\$5,500,000	4.000	2.75	High
08-0108	Fin Reserve	05/05/11	FNMA Callable (qtrly-10) 4.00 05/05/11 FHLMC Step Callable (qtrly-5) 3.00 05/20/	3128X7SC9	11/20/08	5	\$5,000,000		2.75	Low
08-0128	Operating	05/20/11	FHLMC Callable (qtrly-5) 3.875 05/27/11	3128X7TK0	08/27/08	5	\$5,000,000		2.75	High
08-0132	Operating	05/27/11		3136F9SY0	09/23/08	10	\$5,000,000	4.250	2.75	High
08-0137	Operating	06/23/11	FNMA Callable (qtrly-10) 4.25 06/23/11						2.75	High
08-0141	Insurance	06/30/11	FNMA Callable (once-10) 4.375 06/30/11	3136F9XM0	12/30/08	10	\$3,000,000			
08-0112	Fin Reserve	11/02/11	FHLMC Callable (qtrly-5) 4.00 11/02/11	3128X7NT7	08/07/08	5	\$4,000,000		2.85	High
08-0060	Fin Reserve	11/04/11	FHLB Callable (qtrly-5) 3.70 11/04/11	3133XPGH1	11/04/08	5	\$2,000,000		2.85	High
08-0116	Operating	11/07/11	FHLB Callable (any>11/06/08-5) 3.75 11/0		11/07/08	5	\$10,000,000		2.85	High
08-0133	Operating	12/05/11	FHLMC Step Callable (qtrly-5) 3.50 12/05/		09/05/08	5	\$5,000,000	3.500	2.85	Moderate
08-0066	Fin Reserve	02/14/12	FNMA Callable (once 11/14/08-10 3.625 0		11/14/08	10	\$1,000,000	3.625	2.85	High
08-0131	Insurance	05/21/12	FHLB Callable (once-5) 3.85 05/21/12	3133XR6P0	05/21/09	5	\$5,900,000	3.850	2.85	High

Defined Benefit Plan Summary

	Market Value		Benefit		Realized Gain/	Unrealized Gain/	Contrib	utions		Market Value
	31-Mar-08	Income	Payments	Transfers	(loss)	(loss)	Employer	Employee	Other	30-Jun-08
Equity Managers										
Large Cap:										
Washington Mutual	\$8,729,144	51,064	0	0	0	(452,463)	0	0	0	\$8,327,74
Capital Guardian	\$8,662,413	(26)	0	0	0	(772,700)	0	0	(1)	\$7,889,68
Aeltus / Goldman	\$12,709,103	4,223	0	0	146,719	621,728	0	0	0	\$13,481,77
SSGA Wilshire 5000	\$12,268,371	(2,872)	0	0	0	(202,065)	0	0	1	\$12,063,43
Small Cap:										
Friess	\$9,260,524	0	0	0	0	1,097,779	0	0	0	\$10,358,30
Earnest Partners	\$13,040,212	3,905	0	0	611,328	(193,355)	0	0	1	\$13,462,09
International:										
Morgan Stanley	\$7,498,543	0	0	0	0	(63,919)	0	0	0	\$7,434,62
Capital Resources	\$8,120,557	0	0	0	0	(183,691)	0	0	(1)	\$7,936,86
SSGA Internat. Index	\$4,850,508	0	0	0	0	(96,820)	0	0	0	\$4,753,68
Fixed Income Manag	gers			£5						
Primco	\$17,826,239	227,085	0	0	0	(460,425)	0	0	0	\$17,592,89
Aberdeen	\$17,940,254	(28,533)	0	(473,435)	0	20,806	0	0	0	\$17,459,09
Real Estate										
	\$0	0	0	0	0	0	0	0	0	\$
UBS	\$15,097,808	163,934	0	0	0	0	0	0	0	\$15,261,74
Cash	\$290,626	(106,028)	(2,391,791)	473,435	0	0	4,655,474	507	0	\$2,922,22
Total	\$136,294,302	312,752	(2,391,791)	0	758,047	(685,125)	4,655,474	507	0	\$138,944,16



Commercial Paper



Maturity Date	Issue Date	Par Value	Coupon %	Issue Term (Days)	Deale

12/2/2008 6/16/2008 \$ 10,000,000 1.75% 169 Bear

Total: \$ 10,000,000 1.75% 169

Series	Pay-Downs	Rates	Principal
2001	2008 - 2024	4.561% - 5.359%	\$ 98,925,000
2002	2008 - 2024	3.000% - 5.375%	\$ 31,430,000
2007	2008 - 2036	3.676% - 5.172%	\$ 765,830,000
2008	2008 - 2044	4.750% - 5.250%	\$ 731,415,000
			\$ 1,627,600,000

Contract#	Vendor Name	Project/s
01010950	3I Construction	WSA Yard Paving
01014604	Abacus	Mobile Data Computers
01012000	Advanced Track	NW SE LRT Build-out
01011780	American Intl	OCIP, GL WC Insurance
01012392	Archerwestern	NW SE LRT Build-out
01007571	Archerwestern Brunson	NW SE LRT Build-out
01009666	Archerwestern Herzog	NW SE LRT Build-out
01012966	Austin Bridge	Lisa/Perkins Double Track
01011656	Barrier Systems	LBJ HOV East/West
01012081	Benchmark Environmental	Build-Out
01008589	Bombardier	Commuter Rail Vehicles
01004732	Bridgefarmer/Farradyne	HOV Projects
01011527	Carcon	Walnut Hill Parking exp.
01008633	CONNEX/ATC	Paratransit Service
01012758	DGNO	Freight Track Relocation
01004187	DMJM+Harris	NW SE LRT Build-out
01006471	F Hall Mowing	NW SE LRT Build-out
01009337	GE Transportation	NW SE LRT Build-out
01008612	Gilbert May Inc.	Demo NW SE LRT Build-out
01010399	Gilbert May Inc.	WSA Annexes Upgrade
01002608	Gilbert May Inc.	Misc. Construction – Various
01011941	Gilbert May Inc.	Misc. Construction-Various
01012813	Gilbert May Inc.	CBD Level Boarding
01011028	Greyhawk Tech.	Paratransit VBS Equipment
01006362	Halff Associates	NW SE LRT Build-out
01012080	Halff Associates	Environmental
01008130	Hensel Phelps	S & I Facility Expansion
01008316	Herzog	TRE Rail Operating
01010371	Herzog	Railroad Signalization Lisa/Perkins & Beltline
01012577	Herzog Itochu International	LRV's
98000071		
01011711	Kinkisharyo LB Foster	C-Cars, Cab-signals, VBS NRV's
01012000 01002078	LOPEZGARCIA Group	NW SE LRT Build-out
01002078	LOPEZGARCIA Group	Build-Out
01008975	LTK Engineering	LRV's
01003148	Malcolm Pirnie	NW SE LRT Build-out
01003568	Maxim Technologies	NW SE LRT Build-out
01003568	McCarthy	Beltline Grade Separation
01012448	McKinney Dodge	NRV's
01012440	McKinney Dodge	NRV's
01014430	Messaging Architects	Email Archive/Retrieve
01011941	Mitchell	Misc. Construction
01004832	Neon Electric	Bus Passenger Amenities
01013062	Nextel Communications	NW SE LRT Build-out
01008230	Northstar Abatement	NW SE LRT Build-out
01012908	Nouveau Tech.	Network
01009306	Parsons/Brinckerhoff	CBD AA/EIS
01002803	Parsons Transport Group	LRT Build-Out
00937775	Parsons Transport. Group	NW SE LRT Build-out
01009306	Parsons/Brinkerhoff	CBD Study AA/EIS

Major Contracts Funded by CP

01009306	PB America's	CBD Study
01011831	Penaco	Tunnel Delamination
01008681	Philpott Motors	Purchase NRV's
01010787	Philpott Motors	Non-Revenue Vehicles
01012444	Philpott Motors	NRV's
01013147	Philpott Motors	NRV's
01012441	Planet Ford 6	NRV's
01008230	Ponce/Ice/North Star	Asbestos Abatement
01013342	Priority Public Safety Equip	Operating Vehicles for HOV
01009684	Progress Rail	NW SE LRT Build-out
01011171	Proofrock	1401 Pacific Exterior
0101114	RAK Main Place	NW SE LRT Build-out
01011044	RAM COMM Inc	Build-Out
01009684	ROCLA	NW SE LRT Build-out
01010224	SECURENET INC	Facility Surveillance Pilot
01012005	Siemens	NW SE LRT Build-out
01012440	Southwest Intl Trucks	High Rail Equipment
01002450	Sunland/ACT 21	NW SE LRT Build-out
01014197	Telco Solutions	Telephone System Upgrade
01012000	VAE Nortrak	NW SE LRT Build-out
01011941	Vestal Builders	Misc. Construction
01010179	Willis of Texas	LRT Build-Out
01012443	Windham Motors	NRV's