Quarterly Operating & Financial Performance Report

Third Quarter FY 2009 April – June 2009



CONNECTING COMMUNITIES



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Section 5 – Quarterly Investment Report – June 2009





DALLAS AREA RAPID TRANSIT

QUARTERLY OPERATING & FINANCIAL PERFORMANCE REPORT

THIRD QUARTER FY 2009 APRIL – JUNE 2009

FY 2009 Third Quarter Highlights

This report is for the quarter ending June 30, 2009, the third quarter of fiscal year 2009. Sales tax revenues were lower than budget; total agency ridership figures increased and is currently on target; and operating expenses were trending under budget more than approximately 14.6 thousand. The following summary highlights key results in comparison to the previous fiscal year and our targets:

Sales tax revenues continued to be adversely affected by a weakened economy. Third quarter receipts were down 11% compared with the same timeframe in 2008. Our actual receipts were \$96.6 million compared with the budget of \$110.1 million. This quarter's sales tax receipts have fallen below the assumptions in the revised sales tax receipt forecast for FY 2009. If the remaining monthly sales tax receipts return to revised estimates for the remaining months in FY 2009, annual collections for FY 2009 will be approximately \$383.8 million, which is about \$47 million below the original budget, and \$1.2 million below the revised estimate. If recent sales tax receipt experience continues, our year-end total estimate could be reduced by an additional \$1 to \$2 million.

Total agency passenger trips for the rolling four quarters ending June 2009 were 120.4 million, 9.2 million over the corresponding period last year; third quarter results were approximately 1.5 million (1.2%) over the budget target. **Fixed-route ridership** for the same period was 67.1 million, an increase of 1 million (1.5%) over last year; third quarter results were approximately 1.7 million (2.4%) below the target. The current rolling four quarter numbers include strong ridership through the end of the calendar year of 2008. The current quarter has shown significant weakness based on lower gas prices and increasing unemployment.

Fixed-route on-time performance was 95.6% for the period, exceeding the target of 95.5% for FY 2009.

Total system subsidy per passenger for the period was \$2.49, \$0.16 (6%) better than target because of higher than budgeted ridership and overall operating expenses being below budget.

Fixed-route subsidy per passenger was \$3.84, \$0.12 (3%) better than budget for the same reasons discussed above.

Administrative ratio for the period was 8.4%, above the target of 8.3%.

The period ended with sales taxes for operating expense ratio of 73%, which is 6.9% above target. Due to the fact that sales taxes were further below budget than operating expenses.



General Information

Reporting Period – DART's fiscal year begins on October 1. The third quarter of the current fiscal year was April through June 2009.

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. In order to remove seasonality from financial and operating information amounts represent four-quarter rolling totals (one full year) or averages, in some cases. 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. Changes in methodology are noted below the affected data.

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

Green - It is probable that the FY 2009 target will be met. Indicative of performance within established parameters.

Yellow - Performance is either below the established target or is trending in a negative direction such that achieving the annual target is in jeopardy. Close monitoring of performance is needed.

Red – Based on fiscal year performance to date, it is probable the FY 2009 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.



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Third Ouarter

FY 2009

Agency-Wide Operating Performance

Exhibit 1									
Agency Scorecard - Ke	Agency Scorecard - Key Performance Indicators								
				FY09	_				
Indicators	Q 3/08	Q 3/09	Qtrly	Target	Status				
Customer/Quality Indicators									
Total Agency Ridership (M)	111.2	120.4	29.1	118.9	Green				
Fixed-Route Ridership (M)	66.1	67.1	15.9	68.8	Yellow				
Total System Subsidy Per Passenger	\$2.53	\$2.49	\$2.56	\$2.65	Green				
Fixed-Route Subsidy Per Passenger	\$3.68	\$3.84	\$4.03	\$3.96	Yellow				
On-Time Performance (Fixed-Route)	95.3%	95.6%	96.3%	95.5%	Green				
Fixed-Route Complaints Per 100,000 Passengers	37.7	45.7	49.5	37.1	Red				
Fixed-Route Accidents Per 100,000 Miles	1.52	1.44	1.60	1.48	Green				
Sales Taxes for Operating Expense	62.6%	73.0%	74.8%	66.1%	Red				
Fixed-Route Farebox Recovery Ratio	*	14.2%	13.5%	14.8%	Red				
Administrative Ratio	8.2%	8.4%	7.8%	8.3%	Yellow				

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

Fixed Route Ridership and Complaint information can be found in the modal sections on the following pages.

Ridership

Exhibit 2 is DART's Ridership Scorecard and provides the FY 2009 KPI targets and historical quarterly KPIs. See modal discussions for variance explanations.

	·	Q 3/08	Q 3/09	Qtrly	FY09 Target	Status			
	RIDERSHIP								
	Total Agency (M)	111.2	120.4	29.1	118.9	Green			
7	Fixed-Route (M)	66.1	67.1	15.9	68.8	Yellow			
Exhibit	Bus (M)	44.7	44.8	10.6	45.4	Yellow			
Exh	LRT (M)	18.7	19.5	4.7	20.5	Yellow			
	Commuter Rail (M)	2.6	2.8	0.6	2.9	Green			
	Paratransit (000s)	711.9	748.7	190.9	757.8	Green			
	HOV (M)	43.9	51.7	12.8	48.5	Green			
	Vanpool (000s)	627.4	850.1	228.5	849.8	Green			



Subsidy Per Passenger

Exhibit 3 is DART's Subsidy Per Passenger scorecard and provides the FY 2009 KPI targets and historical quarterly KPIs. See modal sections for variance explanations.

		Q 3/08	Q 3/09	Qtrly	FY09 Target	Status				
ш	Efficiency Indicator	Efficiency Indicator - Subsidy Per Passenger								
Н	Total System	\$2.53	\$2.49	\$2.56	\$2.65	Green				
3	Fixed-Route	\$3.68	\$3.84	\$4.03	\$3.96	Green				
Exhibit	Bus	\$3.80	\$3.98	\$4.16	\$4.13	Green				
Exh	LRT	\$3.04	\$3.10	\$3.30	\$3.11	Yellow				
Н	Commuter Rail	\$6.27	\$6.81	\$7.22	\$7.49	Green				
Н	Paratransit	\$42.54	\$42.40	\$41.59	\$42.51	Green				
Н	HOV	\$0.18	\$0.18	\$0.18	\$0.19	Green				
	Vanpool	\$0.37	\$0.83	\$0.66	\$0.74	Yellow				

Modal Update

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

Bus



DART's fixed-route bus service operates a total of 674 buses from three DART-owned facilities: East Dallas, Northwest, and South Oak Cliff. In addition to buses, DART maintains extensive passenger amenity and facility infrastructure including approximately: 12,500 bus stops, 765 bus shelters, 1,500 benches, 15 transit centers, 2 passenger transfer locations, 22 enhanced shelters, 35 rail platforms, 5 commuter rail stations, 100 information pylons, and all operating divisions and corporate offices, for a total of approximately 35 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 operating in the Service Area. DART also operates Flex Service, which combines the characteristics of On-Call and Fixed route service. Flex service is now available in Dallas, Garland, Irving, Richardson, Rowlett and Plano. Exhibit 4 is DART's Bus Scorecard and provides the FY 2009 KPI targets and historical quarterly KPIs. A discussion of variances follows the chart.

	Bus Scorecard - Key	Bus Scorecard - Key Performance Indicators							
		0.2400	0.2400	0.1	FY09	G			
	Indicators	Q 3/08	Q 3/09	Qtrly	Target	Status			
	Customer/Quality Indicators								
it 4	Bus Ridership (including Charter) (M)	44.7	44.8	10.6	45.4	Yellow			
Exhibit 4	On-Time Performance	91.5%	92.9%	94.0%	92.0%	Green			
	Complaints Per 100k Passengers	49.3	60.0	66.8	50.0	Red			
	Mean Distance Between Service Calls	5,747	7,549	7,541	6,773	Green			
	Vehicle Accidents Per 100k Miles	1.85	1.73	1.93	1.76	Green			
	Financial/Efficiency Indicators	Financial/Efficiency Indicators							
	Subsidy Per Passenger	\$3.80	\$3.98	\$4.16	\$4.13	Green			

Bus Ridership during the Third Quarter fell below budgetary targets due to the impact of falling gasoline prices and increased unemployment within the DART Service Area. Despite the impact of these external factors Third Quarter Ridership was up slightly in comparison to the Third Quarter of last year.

Complaints per 100,000 Passengers reflected negative trending in the 3rd Quarter and fell below target. Late and No Show complaints comprised the majority of the increase in complaints. The increase in late and no-show complaints is tied to bus schedules with insufficient runtime and recovery time, based on current traffic and ridership patterns. Some adjustments to bus service schedules were made as part of the February 16, 2009 Service Improvements and additional adjustments are scheduled for implementation as part of the September 2009 Service Change. Management has initiated a cross-departmental On-Time Performance Task Force, which focuses on developing and implementing strategies to reduce on-time performance related complaints.



Light Rail Transit (LRT)

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

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

DART currently operates and maintains 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 revenue vehicles. 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 2009 KPI targets and historical quarterly KPIs. A discussion of variances follows.

	Light Rail Scorecard - K	ey Perfor	mance Ind	licators		
	Indicators	Q 3/08	Q 3/09	Qtrly	FY09 Target	Status
	Customer/Quality Indicators					
	LRT Ridership (M)	18.7	19.5	4.7	20.5	Yellow
t 5	On-Time Performance	96.7%	95.6%	95.9%	97.5%	Yellow
Exhibit	Complaints Per 100k Passengers	14.6	18.9	16.8	13.5	Red
H	Mean Distance Between Service Calls (000s)	28.9	22.8	16.2	32.1	Red
	Accidents per 100k Miles	0.05	0.18	0.23	0.25	Green
	Financial/Efficiency Indicators					
	Subsidy Per Passenger	\$3.04	\$3.10	\$3.30	\$3.11	Yellow
	Subsidy Per Passenger Mile	\$0.39	\$0.39	\$0.42	\$0.38	Yellow

LRT ridership increased for the quarter, but was below original expectations. Dramatic reductions in gasoline prices and increasing unemployment appear to have had an impact on ridership growth. Below-target ridership also has a negative impact on **subsidy per passenger**.

On-time performance (OTP) has declined over the past several months in part due to the negative trend in Miles Between Service Calls (as noted on the next page) and an increase in delays caused by factors outside DART's immediate control such as: TXU power failures; automobiles stuck on tracks; disorderly passengers; medical emergencies on-board trains; and adverse weather conditions. The Rail Operation's "Summary of Operations" report tracks rail service delays on a monthly basis and is used by management to identify and address undesirable trends.



Complaints per 100K Passengers is closely connected with OTP and Mean Distance Between Service Calls. As service reliability decreases, customer complaints rise. Complaints concerning quality and/or lack of announcements are on the rise. This issue is being addressed with operators and supervisors at bi-monthly staff meetings and through the introduction of the automated announcement system included as part of the Super Light Rail Vehicle (SLRV) retrofit program.

Management continues to address **Mean Distance Between Service Calls** 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 SLRV retrofit, which requires an additional eight LRVs to be out of service for this modification. Vehicle operating history since the last preventive maintenance inspection is being reviewed by both management and technicians to determine specific focuses of the work effort on each car. This effort will be reviewed by the senior department management on a bi-weekly basis to look for trends that warrant additional resources from both inside and outside the agency.



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. to maintain and operate the commuter rail vehicles and the corridor. The TRE corridor is 34 miles long and operates between downtown Dallas and downtown Fort Worth with a total of 10 stations, 5 of which are maintained by DART and 5 by the T. The vehicle fleet is composed of 13 rail diesel cars, 6 locomotives, 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. 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 2009 KPI targets and historical KPIs.

	Commuter Rail - TRE Scorecard - Key Performance Indicators							
	Indicators	Q 3/08	Q 3/09	Qtrly	FY09 Target	Status		
	Customer/Quality Indicators							
	TRE Ridership (M)	2.6	2.8	0.6	2.9	Green		
Exhibit 6	On-Time Performance	97.6%	98.4%	99.1%	97.0%	Green		
Exh	Complaints Per 100k Passengers	5.67	4.98	5.28	5.51	Green		
	Accidents Per 100k Miles	0.17	0.21	0.00	0.24	Green		
	Financial/Efficiency Indicators							
	Subsidy Per Passenger	\$6.27	\$6.81	\$7.22	\$7.49	Green		
	Subsidy Per Passenger Mile	\$0.36	\$0.40	\$0.43	\$0.43	Green		



Paratransit Services

Paratransit Services provides accessible, curb-to-curb public transportation in accordance with the Board-approved Accessible Services Policy No. III.14, which complies with the Americans with Disabilities Act of 1990 (ADA). Paratransit Services is responsible for planning/scheduling, dispatching, field supervision, 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 yans.

Exhibit 7 is DART's Paratransit Scorecard and provides the FY 2009 KPI targets and historical quarterly KPIs.

	Paratransit Scorecard	- Key Per	rformanc	e Indicato	rs			
	Indicators	Q 3/08	Q 3/09	Qtrly	FY09 Target	Status		
	Customer/Quality Indicators							
	Paratransit Ridership (000s)	711.9	748.7	190.9	757.8	Green		
t 7	Revenue Hours (000s)	439.3	449.0	114.4	462.5	Green		
Exhibit	Paratransit Passengers per Hour	1.62	1.67	1.67	1.64	Green		
A	On-Time Performance	90.8%	88.3%	88.8%	87.0%	Green		
	Accidents per 100K miles	1.95	1.10	1.00	2.50	Green		
	Complaints per 1k Passengers	3.15	3.35	3.79	4.50	Green		
	Financial/Efficiency Indicators							
	Subsidy Per Passenger	\$42.54	\$42.40	\$41.59	\$42.51	Green		



High Occupancy Vehicle Transitways

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

Exhibit 8 is DART's HOV Scorecard and provides the FY 2009 KPI targets and historical quarterly KPIs. A discussion of variances follows.

	HOV Scorecard - Key Performance Indicators									
	Indicators	Q 3/08	Q 3/09	Qtrly	FY09 Target	Status				
	Customer/Quality Indicators									
∞	Ridership (M)	43.9	51.7	12.8	48.5	Green				
	Avg. Weekday Ridership (000s)	132.9	155.4	153.7	144.5	Green				
Exhibit	Operating Speed Ratio (Qtrly)*	1.65	1.56	1.56	1.53	Green				
	Lane Availability	99.8%	99.9%	100.0%	99.0%	Green				
	Complaints per 100K Passengers	0.51	0.27	0.30	0.30	Green				
	Financial/Efficiency Indicators	Financial/Efficiency Indicators								
	Subsidy Per Passenger	\$0.00	\$0.18	\$0.18	\$0.19	Green				

^{*}Number stated is a quarterly number



General Mobility Programs

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

Vanpool Program – DART currently offers 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 \$270 or \$290, depending upon van size. 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 2009 KPI targets and historical quarterly KPIs. A discussion of variances follows.

	General Mobility (Vanpool) - Key Performance Indicators							
	Indicators	Q 3/08	Q 3/09	Qtrly	FY09 Target	Status		
it 9	Customer/Quality Indicators							
Exhibit	Ridership (000s)	627.4	850.1	228.5	849.8	Green		
<u> </u>	Number Of Vanpools (current)	144	170	170	198	Green		
	Financial/Efficiency Indicators							
	Subsidy Per Passenger	\$0.37	\$0.83	\$0.66	\$0.74	Yellow		

DART receives 40% of total program funding from Federal grants provided by NCTCOG. The NCTCOG subsidy calculations include fuel costs paid by passengers. Dramatic reductions in fuel prices over the past year, has unexpectedly and significantly reduced the amount of Federal subsidy DART receives from NCTCOG. During the Third Quarter of FY08, fuel costs were \$3.38 per gallon; however, during FY09 fuel prices have dropped below projected budget. To offset the loss of federal revenue, DART increased monthly fees per vanpool effective February 2009. DART also requested a federal funding increase from 40% to 50% of program costs, which was approved by NCTCOG effective April 2009. The increase will be in effect for the remainder of FY09.



Capital and Non-Operating Budget Summary

Exhibit 10 provides a summary of the capital and non-operating expenditures for the third quarter of FY 2009.

	•	Actuals vs. Budget Capital and Non-Operating Costs Through the Third Quarter, FY 2009 (In Thousands)				
	26.3	FY09	FY09	Unspent		
	Mode	Actuals	Budget	Balance		
	Agency-Wide	\$7,466	\$61,047	\$53,581		
t 10	Bus	4,965	13,358	8,393		
Exhibit 10	LRT	459,059	945,957	486,898		
Ext	Commuter Rail	27,044	56,583	29,540		
	Paratransit	1,165	1,906	741		
	HOV	12,915	39,544	26,629		
	Total Projects	\$512,614	\$1,118,395	\$605,781		
	P&D/Startup/Non-Ops	\$21,953	\$42,088	\$20,135		
	Road Improvements/ITS	66	20,553	20,487		
	Total Capital	\$534,632	\$1,181,036	\$646,404		

As the Light Rail programs for Irving and Rowlett ramp up during the latter part of the year, it is expected that expenditures for that mode will accelerate in the 4th quarter. Even with that acceleration, it is expected that over \$100 million of the FY 2009 Capital Budget will not be spent during the current fiscal year. These project dollars will be rolled forward in to 2010 or beyond until the projects are completed.



APPENDIX



DALLAS AREA RAPID TRANSIT THIRD QUARTER, FY 2009 - REVENUES, OPERATING EXPENSES EXHIBIT 11 - ACTUALS VS. BUDGET (DOLLARS IN THOUSANDS)

Revenues	YTD Actuals	YTD Budget	YTD Better (Worse)	% Better (Worse) Budget	Total Budget
Passenger Revenues (Fixed Route)	\$32,957	\$36,179	(\$3,223)	(8.9)%	\$49,020
Special Events Passenger Revenue	277	293	(15)	(5.3)%	391
Vanpool Passenger Revenues	385	404	(19)	(4.7)%	575
Paratransit Passenger Revenues	1,792	1,497	295	19.7%	1,994
Passenger Revenues	<u>\$35,411</u>	<u>\$38,373</u>	<u>(\$2,962)</u>	<u>(7.7)%</u>	<u>\$51,978</u>
Advertising and Other	\$7,655	\$8,196	(\$541)	(6.6)%	\$10,947
Grants/ILA Program Revenues	1,008	1,002	6	0.6%	2,899
Total Other Revenues	\$ <u>8,663</u>	\$ <u>9,198</u>	(<u>\$535</u>)	(<u>5.8</u>)%	\$ <u>13,846</u>
Total Operating Revenues	\$ <u>44,074</u>	\$ <u>47,571</u>	(<u>\$3,497</u>)	(<u>7.4</u>)%	\$ <u>65,824</u>
Sales Tax Revenues	\$288,494	\$324,382	(\$35,888)	(11.1)%	\$431,170
Other Non-Operating Revenues	6,163	7,161	(998)	(13.9)%	9,548
Total Revenues	\$338,730	\$379,114	(<u>\$40,383</u>)	(<u>10.7</u>)%	\$ <u>506,542</u>
Operating Expenses:	YTD Actuals	YTD Budget	YTD (Better)/Worse	% Over / (Under) Budget	Total Budget
Salaries & Wages	\$131,790	\$136,259	(4,469)	(3.4)%	\$185,500
Benefits	49,517	56,433	(6,917)	(14.0)%	77,626
Services	16,713	18,460	(1,748)	(10.5)%	26,440
Materials & Supplies	34,536	35,291	(755)	(2.2)%	49,633
Utilities	8,738	8,986	(249)	(2.8)%	12,458
Casualty and liability	2,593	2,915	(322)	(12.4)%	3,895
Purchased Transportation	35,197	36,737	(1,540)	(4.4)%	49,416
Taxes, Leases, and Other	3,766	4,105	(339)	(9.0)%	6,458
Management & Fuel Reserves	(1,813)	(3,537)	1,725	0.0%	(315)
Total Operating Expenses	<u>\$281,036</u>	\$295,650	(<u>\$14,614</u>)	(<u>5.2</u>)%	\$ <u>411,109</u>
Capital Allocation and Startup	(\$21,322)	(\$23,634)	\$2,313	(10.8)%	(\$34,090)
Total Ops Expense after Allocations	\$ <u>259,715</u>	\$ <u>272,016</u>	(\$ <u>12,301</u>)	(<u>4.7</u>)%	\$ <u>377,019</u>

O&F



FY 2009

DALLAS AREA RAPID TRANSIT STATEMENTS OF REVENUES, EXPENSES AND CHANGES IN NET ASSETS FOR THE NINE MONTHS ENDED JUNE 30, 2009 AND 2008

	(In thousands)	
	For the nine mo	,
	6/30/2009	6/30/2008
OPERATING REVENUES:	ф25.22 <i>с</i>	#2 <i>C</i> 270
Passenger	\$35,336	\$36,270
Advertising, rent and other	7,858	7,948
Total Operating Revenues	<u>43,194</u>	44,218
OPERATING EXPENSES:		
Labor	132,644	125,180
Benefits	49,516	47,197
Services	18,370	20,954
Materials and Supplies	37,099	40,372
Purchased Transportation	35,197	34,226
Depreciation and amortization	90,459	87,063
Utilities	8,738	7,725
Taxes, Leases, and Other	3,758	3,578
Casualty and liability	2,593	2,057
TOTAL OPERATING EXPENSES	<u>378,374</u>	368,352
NET OPERATING LOSS	(335,180)	(324,134)
NON-OPERATING REVENUES (EXPENSES):		
Sales tax revenue	289,112	313,063
Investment Income	12,269	16,892
Interest Income from investments held to pay capital lease	13,458	16,422
Interest expense on capital leases	(13,458)	(16,422)
Street improvements for member cities	(23)	(664)
Interest and financing expenses	(31,794)	(25,889)
Other non-operating revenues	9,183	13,238
Other non-operating expenses	(1,285)	(3,182)
TOTAL NET NON-OPERATING REVENUES	<u>277,462</u>	313,458
LOSS BEFORE CAPITAL CONTRIBUTIONS, GRANTS AND		
REIMBURSEMENTS	(<u>57,718</u>)	(<u>10,676</u>)
CAPITAL CONTRIBUTIONS, GRANTS AND REIMBURSEMENTS:		
Federal capital contributions	94,436	118,677
Local capital contributions	1,268	
Federal grants and reimbursements	1,172	41,178
TOTAL CAPITAL CONTRIBUTIONS, GRANTS AND REIMBURSEMENTS	96,876	159,855
CHANGE IN NET ASSETS	20 150	149,179
	39,158	•
TOTAL NET ASSETS - Beginning of the year	2,225,832	2,093,675
TOTAL NET ASSETS - End of the nine months period	\$ <u>2,264,990</u>	\$ <u>2,242,854</u>



DALLAS AREA RAPID TRANSIT

STATEMENTS OF NET ASSETS

AS OF JUNE 30, 2009 AND SETPEMBER 30, 2008

	(In thousands)	
	6/30/2009	9/30/2008
ASSETS		
CURRENT ASSETS		
Cash & Cash Equivalents	\$56,671	\$120,883
Investments	314,405	403,309
Current portion of restricted assets	18,112	37,646
Current portion of investment held to pay capital lease liability	42,977	44,606
Sales tax receivable	67,698	68,853
Transit Revenue Rec., Net	2,785	1,455
Due from Other Governments	7,818	6,422
Materials and supplies inventory	26,657	26,026
Prepaid transit expenses and other	4,877	5,181
TOTAL CURRENT ASSETS	<u>542,000</u>	<u>714,381</u>
NONCURRENT ASSETS		
Note Receivable	3,227	3,305
Investments Restricted for SEA	1,080,752	321,346
Investments in joint venture	17,084	17,658
Capital assets		
Land and rights of way	388,172	387,934
Depreciable capital assets, net of depreciation	1,611,096	1,585,659
Projects in progress	1,720,037	1,210,357
Long-term investments held to pay capital lease/lease back liabilities	241,341	361,438
Net pension asset	4,701	4,371
Net other post employment benefit asset	605	605
Unamortized debt issuance costs and other	21,295	12,863
TOTAL NONCURRENT ASSETS	5,088,310	3,905,536
TOTAL ASSETS	\$ <u>5,630,310</u>	\$ <u>4,619,917</u>



DALLAS AREA RAPID TRANSIT

STATEMENTS OF NET ASSETS - CONT'D

AS OF JUNE 30, 2009 AND SETPEMBER 30, 2008

	(In thousands)	
	6/30/2009	9/30/2008
LIABILITIES		
CURRENT LIABILITIES		
Accounts payable and accrued liabilities	\$145,188	\$163,901
Commercial paper notes payable	150,000	20,000
Current portion of Capital lease/leaseback liabilities	42,977	44,606
Current portion of amount due to the State Comptroller	824	824
Local Assistance Program Payable	15,829	19,213
Retainage Payable	38,402	34,995
Other Current Liabilities	11,412	10,164
Interest payable	7,837	25,033
Current portion of senior lien sales tax revenue bonds payable	17,935	14,295
TOTAL CURRENT LIABILITIES	430,404	333,031
NON-CURRENT LIABILITIES		
Paid absence liability	16,325	15,890
Repayment due to State Comptroller	13,725	14,343
Senior lien sales tax revenue bonds payable	2,663,725	1,669,383
Capital lease/leaseback liabilities	241,141	361,438
TOTAL NON-CURRENT LIABILITIES	2,934,916	2,061,054
TOTAL LIABILITIES	3,365,320	2,394,085
NET ASSETS		
Invested in capital assets, net of related debt	1,942,296	1,779,450
Restricted for		
Debt Service	10,276	12,612
Unrestricted	<u>312,418</u>	433,770
TOTAL NET ASSETS	\$ <u>2,264,990</u>	\$ <u>2,225,832</u>



Glossary of Terms/Definitions

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

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

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

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

<u>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.

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

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

<u>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.

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

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



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]

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

<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.

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

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

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



Glossary of Terms/Definitions (Cont.)

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

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

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

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

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

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

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

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



Ridership Highlights

Introduction

This section of the Quarterly Report focuses primarily on fixed route ridership, although the first chart and table include summaries of total system ridership. Ridership reporting is based on the number of unlinked passenger trips (*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.

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

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

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

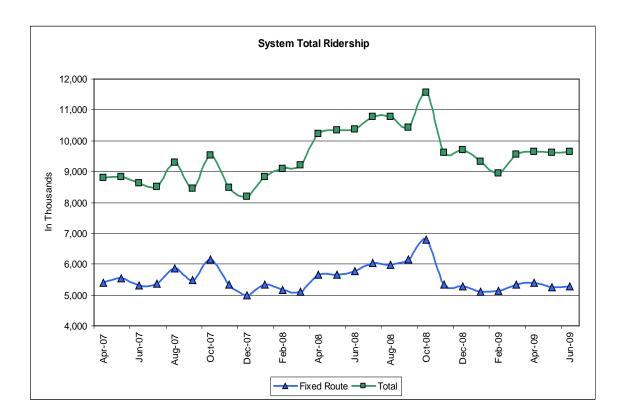
The productivity of DART services relative to the resources used to supply those services is reported by ratios that measure performance. Service Standards were adopted in 1995 and are updated annually to define the measures of performance and to establish benchmarks against which to measure individual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



Page 1 Third Quarter R FY 2009

Total System Ridership



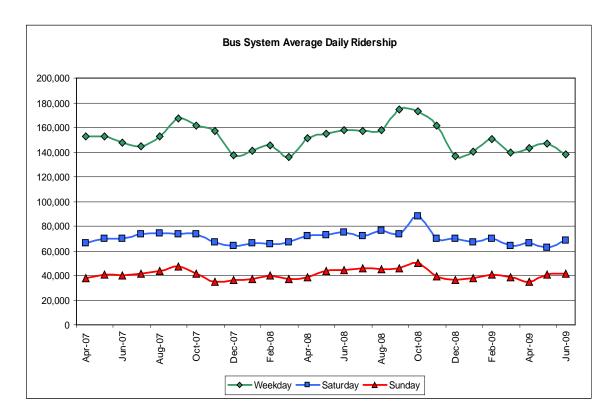
- Total fixed route ridership includes bus, light rail and commuter rail riders. Total system ridership includes fixed route, HOV and paratransit services. Riders of both scheduled and special event services are reported.
- Total system ridership in the third quarter of FY 2009 was 29.1 million riders, a decrease of 6.5 percent from the third quarter of FY 2008.
- Fixed route ridership totaled 15.9 million passengers in the third quarter of FY 2009, a decrease of 6.8 percent from the third quarter of FY 2008. Decreases are the result of lower gasoline prices, higher unemployment and the general economic slowdown.
- Trinity Railway Express ridership was 644,407 passengers in the third quarter, a decrease of 8.7 percent from last year. This decrease is the result of weaker weekday ridership as gasoline prices have fallen about 40 percent from last year's levels.
- Light rail ridership was 4.7 million riders in the third quarter. This 3.4 percent decrease is the result of declining gasoline prices and increasing unemployment.
- Paratransit ridership increased to 190,883 trips in the third quarter of FY 2009, an increase of 1.2 percent over the FY 2008 levels.
- Total HOV usage in the third quarter of FY 2009 was 12.8 million persons, down 6.6 percent from the third quarter of FY 2008. Rapidly falling gasoline prices coupled with higher unemployment in the Service Area and the closure of some HOV segments for construction are the contributing factors to this decrease.

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Page 2 Third Quarter FY 2009

Bus System Ridership



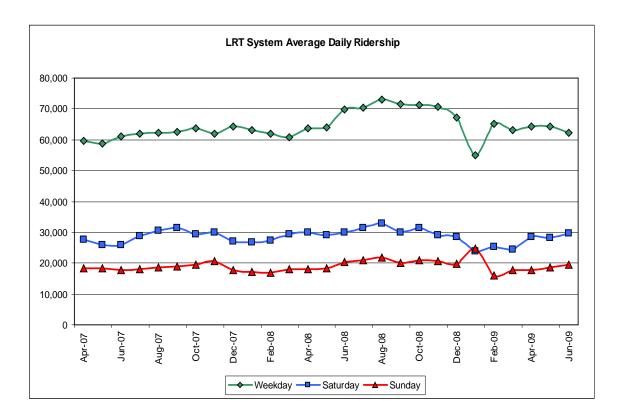
- Total bus ridership in the third quarter of FY 2009 was 10.54 million riders, a 7.8percent decrease from the third quarter of FY 2008.
- Average weekday ridership in the third quarter was 142,944 riders, a 7.6 percent decrease from last year's average.
- Saturday bus system ridership averaged 65,979 daily riders, a decrease of 10.0 percent from last year.
- Sunday bus system ridership averaged 38,998 daily riders, a decrease of 7.3 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	5,547
Express	204	1,131
Rail Feeder	583	3,167
TC Feeder	301	1,293
Local	44	6,953
Shuttle	UTD	892
Flex	870	295

Page 3 R



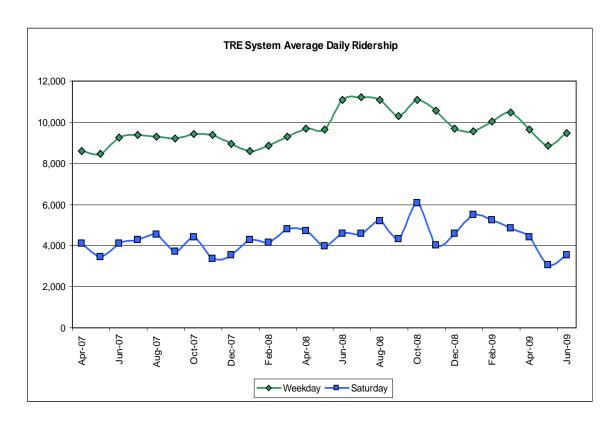
LRT Ridership



- LRT ridership in the third quarter totaled 4.7 million riders, a decrease of 3.4 percent from the third quarter of FY 2008.
- Weekday ridership in the third quarter averaged 63,617 passengers, a decrease of 3.5 percent from the third quarter of FY 2008.
- Saturday ridership in the third quarter averaged 28,786 passengers, a decrease of 3.1 percent from the FY 2008 level.
- Sunday ridership in the third quarter averaged 18,509 passengers, a decrease of 2.1 percent from the FY 2008 level.
- Ridership in the third quarter was impacted by significantly lower fuel prices, increasing unemployment and the general economic downturn that is affecting travel in general.



Commuter Rail – Trinity Railway Express



- Trinity Railway Express ridership began to decrease in the third quarter. The TRE served a total of 644,407 passengers, a decrease of 8.7 percent from the third quarter of FY 2008.
- Weekday ridership on the TRE averaged 9.317 daily riders (an 8.2 percent decrease from last year) in the third quarter.
- Saturday ridership in the third quarter averaged 3,675 daily riders, a decrease of 16.8 percent from the third quarter of FY 2008.
- During the third quarter, the TRE service began to experience ridership decreases relative to FY 2008. These decreases were expected because of the sharp decreases in gasoline prices relative to last year's levels. The ridership levels currently being experienced are above those experienced in FY 2007 but are simply not attaining the unprecedented highs that were experienced in the last half of FY 2008.
- Ridership is decreasing in greater proportion at the Tarrant County stations. This decrease is reflective of the longer "cross-corridor" trips decreasing more rapidly than are the shorter trips. This latter phenomenon is also confirmed by a slight decrease in the average trip length when compared to the same period last year.

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

Year	Month	Bus Monthly	LRT Monthly	Commuter Rail Monthly	Fixed Route Total
2007	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	264	6,097
	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
	July	3,977	1,781	265	6,023
	August	3,924	1,807	259	5,990
	September	4,191	1,722	235	6,148
2009	October	4,533	1,851	327	6,711
	November	3,559	1,571	214	5,344
	December	3,395	1,653	216	5,264
	January	3,466	1,400	224	5,090
	February	3,451	1,466	222	5,139
	March	3,515	1,577	250	5,342
	April	3,560	1,599	230	5,389
	May	3,498	1,540	193	5,231
	June	3,486	1,563	222	5,271

All figures in thousands (000) of riders.



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

Year	Month	Bus Weekday	LRT Weekday	Commuter Rail Weekday	Fixed Route Total
2007	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
	July	157.2	70.5	11.2	238.9
	August	158.0	73.1	11.1	242.2
	September	174.6	71.5	10.3	256.4
2009	October	173.0	71.4	11.1	255.5
	November	161.3	70.7	10.6	242.6
	December	136.5	67.3	9.7	213.5
	January	140.1	55.1	9.6	204.8
	February	150.5	65.0	10.0	225.5
	March	139.4	63.2	10.5	213.1
	April	143.3	64.3	9.6	217.2
	May	147.0	64.4	8.9	220.3
	June	138.5	62.1	9.4	210.0

All figures in thousands (000) of riders.



Dallas Area Rapid Transit

Estimated Passenger Boardings By Member City For the Third Quarter Fiscal Year 2009, Period Ending June 30, 2009 In Thousands

	Qtr 3	Qtr 3	%%% (2)
Description	2009	2008	Change
Bus Ridership (1)			
Addison	108	104	4.0%
Carrollton	189	211	-10.1%
Farmers Branch	55	60	-9.3%
Garland	606	695	-12.8%
Glenn Heights	71	85	-16.4%
Irving	567	638	-11.3%
Plano	249	245	1.8%
Richardson	268	269	-0.4%
Rowlett	25	18	33.0%
Suburban Total	2,137	2,326	-8.1%
Dallas Total (3)	8,407	9,115	-7.8%
Bus Total	10,544	11,441	-7.8%
Light Rail	4,703	4,866	-3.4%
Commuter Rail	644	706	-8.7%
Total Passenger Boardings	15,891	17,013	-6.6%

YTD	YTD	%%%
2009	2008	Change
		•9•
317	294	7.9%
582	588	-0.9%
165	170	-2.8%
1,880	1,989	-5.5%
215	238	-9.8%
1,780	1,848	-3.6%
724	653	10.8%
843	764	10.4%
71	57	24.2%
6,579	6,601	-0.3%
25,886	26,341	-1.7%
32,464	32,942	-1.4%
14,221	14,128	0.7%
2,098	1,988	5.6%
48,783	49,057	-0.6%

	Qtr 3	Qtr 3	Inc
Type of Day	2009	2008	(Dec)
Weekdays	64	64	0
Saturdays/Holiday	13	13	0
Sundays/Holiday	14	14	0
Total	91	91	0

YTD	YTD	Inc
2009	2008	(Dec)
189	191	-2
41	40	1
43	43	0
273	274	-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 2009 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

- Two crosstown routes, 404 and 452 failed to achieve an RPI value of 0.6.
- Route 404 (Westmoreland Station/Medical Center) performed at a 0.5 level. A significant restructuring of route 404 occurred in March 2008. Its ridership is increasing significantly. Route 452 (Parker Road/Legacy/West Plano) was created from the 451 route in February 2009. It is in its development period.
- The remaining crosstown routes performed at or above the 0.6 level during the third quarter.
- Three 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 1.3.
- Route 409 (Illinois Station/Medical Center) performed at a 1.1 level as did route 488 (Addison/LBJ/Skillman Station).
- Thirteen crosstown routes had RPI values between 0.6 and 0.8. These routes will be carefully monitored for opportunities to improve performance.
- The three crosstown routes performing at the 0.6 level will be closely monitored to assure that their performance remains at acceptable levels.



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Express Routes

- Nine of DART's ten Express routes had an RPI value of 0.6 or greater.
- Routes 205 (Addison), 278 (Red Bird), 206 (Glenn Heights) and 207 (Rowlett) had the highest RPI values among Express routes with RPIs of 1.3, 1.1, 0.9 and 0.9 respectively.
- One route had an RPI value of less than 0.6.
- Route 247 (Farmers Branch) performed at the 0.4 level. Service modifications and ridership growth are anticipated to strengthen its performance.
- Ridership decreases were experienced on many Express routes as the result of falling gasoline prices. These lower ridership levels continue to remain productive on most routes.

Rail Feeder Routes

- Five of the 28 Rail Feeder routes performed at the 1.0 level or better. A total of 212 Rail Feeder routes performed at or above the 0.6 target.
- The top performing Rail Feeder route was route 702 (NorthPark Shuttle) with an RPI value of 3.1.
- Route 583 (Lovers Lane/LBJ/Skillman/Richland College) was second with an RPI of 1.9.
- Routes 506 (Park Lane and Walnut Hill stations) and 553 (Ledbetter Sta./Cedar Valley College) were third and fourth with RPI values of 1.4 and 1.2 respectively.
- Routes 554 (Ledbetter Station/ Bonnieview) performed with an RPI value of 1.0.
- Four routes, had an RPI value of 0.9.
- Six routes recorded an RPI value of 0.5 during the third quarter, including routes 507, 513, 539, 551, 566 and 574.
- Route 560 performed at the 0.4 level. Route 560 will be examined for opportunities to increase ridership or reduce resources.

Transit Center Feeder Routes

- Five Transit Center Feeder routes fell below the 0.6 RPI level. These routes include 302, 305, 310, 344 and 347.
- Route 347 was restructured and began to provide weekday service in addition to Saturday service in February 2009. It is in its development period.
- Eighteen of the 23 Transit Center Feeder routes achieved RPI values of 0.6 or greater. Eight of those routes had RPI values of 1.0 or greater.
- Routes 301 (North Irving/South Irving), 341 (Addison/Rosemeade), 378 (Downtown Garland/Lake Ray Hubbard) and 374(LBJ/Skillman/Woodmeadow) were the top performing Transit Center Feeder routes with RPI values of 1.3, 1.3, 1.2 and 1.1 respectively.



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Local Routes

- Twenty-eight of the 34 Local routes posted RPI values of 0.6 or greater in the third quarter of FY 2009.
- Route 44 (South Dallas/Medical Center/Northwest Dallas) was both the best performing Local route with a 1.5 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.
- Route 24 (Mockingbird Station) performed at the 1.1 level.
- Seven routes had RPI values of 1.0, two routes had RPI values of 0.9, five routes posted an RPI value of 0.8 and another three routes had 0.7 RPIs.
- Routes 8, 60, 111, 155, 185 (RPI of 0.5) and 184 (RPI of 0.4) were the poorest performers. Route 184 continues to perform well below standard as its ridership has not improved significantly.

Site-specific Shuttles

- Six of eight Site-specific Shuttles performed at or above the 0.6 level.
- The UT Dallas (RPI 4.0), SMU (RPI 1.1), shuttles were the top performers.
- The U T Southwestern shuttle performed at the 0.5 level.
- The Palisades E-shuttle (from Galatyn Park station) performed at the 0.4 level but is expected to improve as new development occurs around the Galatyn Park station.

DART-on-Call

- Five of the eight DART-on-Call zones exceeded the 0.6 Service Performance Index level.
- The North Central Plano zone was the best performing and the most heavily used zone with an SPI value of 1.4.
- The Richardson zone performed at a 1.0 level while the Glenn Heights zone was at the 0.8 level. The Richardson and Glenn Heights zones operate during peak hours only.
- The Lake Highlands and Lakewood zones, with SPI values of 0.4, are being examined for opportunities to increase ridership or modify service levels.



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FLEX Routes

- Five of the six FLEX routes exceeded the 0.6 Service Performance Index level.
- The Garland/Rowlett route was the best performing route with an SPI of 1.2.
- The East Plano and South Plano routes performed at the 1.0 and 0.9 SPI levels respectively.
- The Lake June Flex was the poorest performer with an SPI of 0.5.

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	Feeders	<u>T C</u>	Feeders	Local		
<u>RPI</u>	Ranking	<u>RPI</u>	Ranking	<u>RPI</u>	Ranking	<u>RPI</u>	Ranking	<u>RPI</u>	Ranking	
404	400	247	210	507	507	302	302	8	8	
452	404		247	513	513	305	305	60	21	
	410			539	539	310	306	111	37	
	452			560	551	344	307	155	42	
	475			566	560	347	310	184	60	
				570	566		344	185	111	
					571		347		155	
					574				184	
									185	

The ranking process identifies three more Crosstown routes and two more Express routes as poorly performing. One less Rail Feeder route, 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 in 2003.



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Crosstown Routes

Crosstown

Dallas Area Rapid Transit Service Standards Monitoring Report Third Quarter FY 2009

	LINE	Avg Weekday Pass 3Q09	Avg Weekday Pass 3Q08	% Change	Sub/ Pass	Index	Pass/ Trip	Index	Pass/ Rev Mile	Index	2Q09 Route Performance Index	3Q09 Route Performance Index	RPI Point Change
					\$3.25		34.00		2.00				
С	466	5,547	6,067	-8.6%	\$2.87	1.1	59.6	1.8	2.0	1.0	1.4	1.3	-0.1
C	409	2,734	2,931	-6.7%	\$2.56	1.3	32.1	0.9	2.4	1.2	1.1	1.1	0.0
C	488	1,896	1,769	7.2%	\$2.98	1.1	33.6	1.0	2.2	1.1	1.1	1.1	0.0
C	463	1,823	1,979	-7.9%	\$3.22	1.0	29.5	0.9	2.0	1.0	1.0	1.0	0.0
C	486	2,666	2,741	-2.8%	\$3.27	1.0	40.3	1.2	1.9	1.0	1.1	1.0	-0.1
C	405	2,034	2,238	-9.1%	\$4.11	0.8	27.7	0.8	1.5	0.7	0.8	0.8	0.0
C	428	3,036	3,492	-13.0%	\$4.06	0.8	32.4	1.0	1.6	0.8	0.8	0.8	0.0
C	451	1,266	2,379	-46.8%	\$3.85	0.8	16.8	0.5	1.9	0.9	0.8	0.8	0.0
C	453	2,305	2,644	-12.8%	\$4.00	0.8	27.2	0.8	1.6	0.8	0.8	0.8	0.0
C	400	2,118	2,502	-15.3%	\$5.61	0.6	35.0	1.0	1.2	0.6	0.8	0.7	-0.1
C	408	1,743	2,056	-15.2%	\$4.61	0.7	26.5	0.8	1.4	0.7	0.7	0.7	0.0
C	415	1,148	1,187	-3.3%	\$4.74	0.7	21.3	0.6	1.4	0.7	0.7	0.7	0.0
C	445	1,019	1,068	-4.5%	\$4.12	0.8	12.8	0.4	1.9	0.9	0.7	0.7	0.0
C	410	1,042	1,253	-16.9%	\$5.42	0.6	18.0	0.5	1.2	0.6	0.6	0.6	0.0
C	444	1,046	1,090	-4.0%	\$5.07	0.6	15.7	0.5	1.3	0.7	0.6	0.6	0.0
C	475	1,420	1,550	-8.4%	\$6.23	0.5	22.2	0.7	1.1	0.6	0.6	0.6	0.0
C	404	558	621	-10.2%	\$6.69	0.5	10.9	0.3	1.1	0.5	0.5	0.4	-0.1
C	452	848	0	All	\$9.19	0.4	14.6	0.4	0.8	0.4	0.4	0.4	0.0

Express Routes

Express

		Avg	Avg								2Q09	3Q09	
		Weekday	Weekday						Pass/		Route	Route	RPI
		Pass	Pass	%	Sub/		Pass/		Rev		Performance	Performance	Point
	LINE	3Q09	3Q08	Change	Pass	Index	Trip	Index	Mile	Index	Index	Index	Change
					\$5.50		18.00		1.10				
E	205	732	780	-6.0%	\$5.88	0.9	25.3	1.4	1.8	1.6	1.4	1.3	-0.1
E	278	699	821	-14.9%	\$4.71	1.2	13.7	0.8	1.4	1.2	1.1	1.1	0.0
E	206	1,068	1,278	-16.5%	\$6.12	0.9	17.8	1.0	1.0	0.9	1.0	0.9	-0.1
E	207	233	219	6.3%	\$7.00	0.8	17.9	1.0	0.9	0.8	0.9	0.9	0.0
E	234	103	106	-2.9%	\$11.60	0.5	17.2	1.0	0.9	0.8	0.7	0.8	0.1
E	283	1,098	1,337	-17.9%	\$6.96	0.8	13.4	0.7	0.8	0.8	0.9	0.8	-0.1
E	202	792	991	-20.0%	\$5.86	0.9	10.2	0.6	0.8	0.7	0.8	0.7	-0.1
E	204	1,131	1,187	-4.7%	\$8.98	0.6	13.2	0.7	0.6	0.6	0.6	0.6	0.0
E	210	576	678	-15.0%	\$10.45	0.5	12.5	0.7	0.6	0.5	0.6	0.6	0.0
E	247	58	79	-26.5%	\$14.74	0.4	7.2	0.4	0.5	0.5	0.4	0.4	0.0



Rail Feeder Routes

Rail Station Feeder

		Avg	Avg								2Q09	3Q09	
		Weekday	Weekday		~				Pass/		Route	Route	RPI
	T TAILE	Pass	Pass	%	Sub/		Pass/		Rev		Performance	Performance	Point
_	LINE	3Q09	3Q08	Change	Pass	Index	Trip	Index	Mile	Index	Index	Index	Change
					\$3.95		13.00		2.00				
F1	702	743	409	81.6%	\$0.83	4.8	9.3	0.7	7.9	3.9	3.3	3.1	-0.2
F1	583	2,742	3,167	-13.4%	\$2.13	1.9	29.4	2.3	2.9	1.4	2.0	1.9	-0.1
F1	506	1,466	1,678	-12.6%	\$2.24	1.8	14.5	1.1	2.8	1.4	1.5	1.4	-0.1
F1	553	728	827	-12.0%	\$3.11	1.3	16.9	1.3	1.9	1.0	1.3	1.2	-0.1
F1	554	1,336	1,668	-19.9%	\$3.22	1.2	10.9	0.8	1.9	1.0	1.1	1.0	-0.1
F1	502	1,103	1,426	-22.7%	\$4.29	0.9	11.7	0.9	1.6	0.8	0.9	0.9	0.0
F1	519	947	957	-1.0%	\$4.94	0.8	16.7	1.3	1.4	0.7	0.9	0.9	0.0
F1	541	945	960	-1.6%	\$3.89	1.0	13.3	1.0	1.6	0.8	1.1	0.9	-0.2
F1	548	1,121	1,385	-19.1%	\$4.54	0.9	14.2	1.1	1.7	0.8	1.0	0.9	-0.1
F1	510	868	893	-2.8%	\$4.79	0.8	10.4	0.8	1.6	0.8	0.8	0.8	0.0
F1	582	954	892	6.9%	\$5.03	0.8	11.5	0.9	1.5	0.8	0.9	0.8	-0.1
F1	515	916	1,008	-9.2%	\$5.63	0.7	10.4	0.8	1.1	0.6	0.7	0.7	0.0
F1	522	764	815	-6.3%	\$5.27	0.8	8.7	0.7	1.3	0.7	0.7	0.7	0.0
F1	547	602	547	10.2%	\$4.62	0.9	8.8	0.7	1.1	0.6	0.7	0.7	0.0
F1	549	819	694	18.0%	\$6.42	0.6	13.5	1.0	1.2	0.6	0.7	0.7	0.0
F1	567	366	360	1.6%	\$4.25	0.9	5.4	0.4	1.4	0.7	0.5	0.7	0.2
F1	538	956	1,019	-6.2%	\$5.12	0.8	5.5	0.4	1.3	0.7	0.7	0.6	-0.1
F1	542	532	558	-4.7%	\$6.98	0.6	8.5	0.7	1.1	0.5	0.6	0.6	0.0
F1	550	555	555	0.0%	\$5.88	0.7	7.4	0.6	1.2	0.6	0.7	0.6	-0.1
F1	568	921	962	-4.3%	\$6.25	0.6	8.7	0.7	1.0	0.5	0.6	0.6	0.0
F1	571	619	635	-2.5%	\$7.15	0.6	10.7	0.8	1.0	0.5	0.6	0.6	0.0
F1	507	208	277	-25.1%	\$7.27	0.5	5.5	0.4	1.0	0.5	0.5	0.5	0.0
F1	513	276	281	-2.0%	\$6.73	0.6	5.4	0.4	0.9	0.5	0.5	0.5	0.0
F1	539	335	352	-4.9%	\$8.63	0.5	6.6	0.5	0.9	0.4	0.5	0.5	0.0
F1	551	328	410	-19.8%	\$7.53	0.5	7.1	0.5	0.9	0.5	0.6	0.5	-0.1
F1	566	261	282	-7.7%	\$6.99	0.6	5.4	0.4	0.9	0.4	0.4	0.5	0.1
F1	574	393	442	-11.0%	\$7.24	0.5	8.5	0.7	0.8	0.4	0.6	0.5	-0.1
F1	560	383	418	-8.4%	\$11.03	0.4	6.7	0.5	0.7	0.3	0.4	0.4	0.0



Transit Center Feeder Routes

Transit Center Feeder

		Avg Weekday Pass	Avg Weekday Pass	%	Sub/		Pass/		Pass/ Rev		2Q09 Route Performance	3Q09 Route Performance	RPI Point
	LINE	3Q09	3008	Change	Pass	Index	Trip	Index	Mile	Index	Index	Index	Change
					\$5.00		13.00		1.30				
F2	301	1,293	1,529	-15.4%	\$5.26	1.0	24.1	1.9	1.3	1.0	1.4	1.3	-0.1
F2	341	832	892	-6.8%	\$3.11	1.6	13.1	1.0	1.7	1.3	1.3	1.3	0.0
F2	378	1,014	1,126	-9.9%	\$4.28	1.2	14.0	1.1	1.9	1.5	1.3	1.2	-0.1
F2	374	732	733	-0.2%	\$5.06	1.0	13.6	1.0	1.5	1.2	1.1	1.1	0.0
F2	350	914	982	-6.9%	\$6.12	0.8	15.5	1.2	1.1	0.9	1.0	1.0	0.0
F2	360	1,014	1,053	-3.7%	\$5.42	0.9	12.0	0.9	1.5	1.1	1.0	1.0	0.0
F2	361	584	609	-4.2%	\$5.67	0.9	11.5	0.9	1.7	1.3	1.0	1.0	0.0
F2	377	484	816	-40.6%	\$4.65	1.1	10.4	0.8	1.6	1.2	1.2	1.0	-0.2
F2	331	552	599	-7.8%	\$5.91	0.8	11.4	0.9	1.3	1.0	0.9	0.9	0.0
F2	380	439	445	-1.3%	\$5.63	0.9	8.8	0.7	1.3	1.0	0.9	0.9	0.0
F2	303	381	435	-12.4%	\$5.98	0.8	7.9	0.6	1.1	0.8	0.7	0.8	0.1
F2	308	414	393	5.3%	\$5.53	0.9	8.5	0.7	1.0	0.8	0.7	0.8	0.1
F2	333	511	478	6.9%	\$5.08	1.0	9.7	0.7	0.9	0.7	0.8	0.8	0.0
F2	372	722	803	-10.0%	\$5.92	0.8	11.8	0.9	1.0	0.8	0.8	0.8	0.0
F2	385	675	796	-15.3%	\$6.60	0.8	11.1	0.9	1.1	0.9	0.9	0.8	-0.1
F2	362	552	581	-4.9%	\$8.19	0.6	9.3	0.7	1.0	0.7	0.7	0.7	0.0
F2	306	320	297	7.5%	\$6.73	0.7	6.5	0.5	0.8	0.6	0.6	0.6	0.0
F2	307	448	417	7.4%	\$10.16	0.5	9.7	0.7	0.7	0.5	0.6	0.6	0.0
F2	302	343	360	-4.6%	\$10.05	0.5	6.7	0.5	0.8	0.6	0.6	0.5	-0.1
F2	305	278	311	-10.5%	\$11.73	0.4	6.2	0.5	0.7	0.5	0.5	0.5	0.0
F3	310	530	624	-15.2%	\$12.18	0.4	9.5	0.7	0.6	0.4	0.6	0.5	-0.1
F2	344	239	361	-33.9%	\$13.31	0.4	7.7	0.6	0.8	0.6	0.6	0.5	-0.1
F2	347	339	0	All	\$10.95	0.5	7.0	0.5	0.6	0.5	0.4	0.5	0.1



Local Routes

Local

	LINE	Avg Weekday Pass 3Q09	Avg Weekday Pass 3Q08	% Change	Sub/ Pass \$3.25	Index	Pass/ Trip 24.50	Index	Pass/ Rev Mile 2.10	Index	2Q09 Route Performance Index	3Q09 Route Performance Index	RPI Point Change
L	44	6,953	7,797	-10.8%	\$2.34	1.4	48.2	2.0	2.5	1.2	1.6	1.5	-0.1
L	26	4,428	4,932	-10.2%	\$2.10	1.5	31.7	1.3	2.8	1.3	1.4	1.4	0.0
L	24	1,748	1,860	-6.0%	\$2.59	1.3	15.1	0.6	2.7	1.3	1.1	1.1	0.0
L	2	1,538	1,663	-7.5%	\$2.75	1.2	18.9	0.8	2.3	1.1	1.2	1.0	-0.2
L	11	1,480	1,294	14.4%	\$2.99	1.1	17.8	0.7	2.2	1.0	0.9	1.0	0.1
L	19	3,099	3,510	-11.7%	\$3.00	1.1	23.6	1.0	2.3	1.1	1.1	1.0	-0.1
L	29	1,594	1,568	1.7%	\$3.08	1.1	18.8	0.8	2.2	1.0	0.9	1.0	0.1
L	76	1,907	2,047	-6.8%	\$3.50	0.9	29.2	1.2	1.8	0.9	1.0	1.0	0.0
L	110	1,690	1,809	-6.6%	\$3.04	1.1	23.0	0.9	2.1	1.0	1.0	1.0	0.0
L	165	4,103	4,440	-7.6%	\$2.85	1.1	22.3	0.9	2.0	1.0	1.1	1.0	-0.1
L	12	1,127	1,211	-6.9%	\$3.25	1.0	14.7	0.6	2.3	1.1	0.9	0.9	0.0
L	164	3,317	3,305	0.4%	\$3.60	0.9	22.9	0.9	1.7	0.8	0.9	0.9	0.0
L	1	2,366	2,508	-5.7%	\$3.72	0.9	19.6	0.8	1.8	0.9	0.9	0.8	-0.1
L	36	1,750	1,854	-5.6%	\$4.59	0.7	24.4	1.0	1.6	0.7	0.8	0.8	0.0
L	39	1,068	1,202	-11.2%	\$3.63	0.9	13.7	0.6	2.1	1.0	0.8	0.8	0.0
L	49	1,322	1,417	-6.7%	\$3.81	0.9	16.2	0.7	2.1	1.0	0.8	0.8	0.0
L	52	1,069	1,139	-6.2%	\$3.47	0.9	12.2	0.5	2.0	1.0	0.8	0.8	0.0
L	31	1,354	1,401	-3.4%	\$5.34	0.6	20.7	0.8	1.2	0.6	0.7	0.7	0.0
L	50	1,880	2,055	-8.5%	\$4.58	0.7	20.7	0.8	1.4	0.7	0.7	0.7	0.0
L	161	2,214	2,220	-0.3%	\$4.49	0.7	15.5	0.6	1.3	0.6	0.7	0.7	0.0
L	21	1,358	1,493	-9.0%	\$6.72	0.5	17.6	0.7	1.1	0.5	0.6	0.6	0.0
L	35	1,252	1,347	-7.0%	\$5.91	0.5	19.6	0.8	1.2	0.6	0.6	0.6	0.0
L	37	1,793	1,987	-9.8%	\$5.90	0.6	15.0	0.6	1.1	0.5	0.6	0.6	0.0
L	42	1,737	1,996	-13.0%	\$6.00	0.5	20.5	0.8	1.0	0.5	0.6	0.6	0.0
L	51	1,092	1,148	-4.8%	\$5.45	0.6	13.9	0.6	1.2	0.6	0.6	0.6	0.0
L	59	990	1,195	-17.1%	\$5.35	0.6	16.0	0.7	1.3	0.6	0.7	0.6	-0.1
L	63	899	1,024	-12.2%	\$4.90	0.7	13.2	0.5	1.4	0.7	0.6	0.6	0.0
L	183	1,241	1,300	-4.5%	\$3.96	0.8	14.2	0.6	1.0	0.5	0.6	0.6	0.0
L	8	185	224	-17.3%	\$5.98	0.5	3.3	0.1	1.6	0.8	0.5	0.5	0.0
L	60	1,049	1,263	-16.9%	\$7.30	0.4	13.5	0.6	1.0	0.5	0.5	0.5	0.0
L	111	769	897	-14.2%	\$5.48	0.6	9.3	0.4	1.1	0.5	0.5	0.5	0.0
L	155	222	260	-14.7%	\$6.92	0.5	10.1	0.4	1.1	0.5	0.5	0.5	0.0
L	185	1,191	1,433	-16.9%	\$6.75	0.5	14.0	0.6	1.0	0.5	0.5	0.5	0.0
L	184	117	106	10.5%	\$13.11	0.2	11.7	0.5	0.7	0.3	0.3	0.4	0.1



Site-Specific Shuttles

Site-Specific Shuttles

Dallas Area Rapid Transit Service Standards Monitoring Report Third Quarter FY 2009

	LINE	Avg Weekday Pass 3Q09	Avg Weekday Pass 3Q08	% Change	Sub/ Pass	Index	Pass/ Trip	Index	Pass/ Rev Mile	Index	2Q09 Route Performance Index	3Q09 Route Performance Index	RPI Point Change
					\$1.00		6.50		2.00				
SS	UTD	892	488	82.9%	\$0.11	8.8	14.1	2.2	2.0	1.0	4.8	4.0	-0.8
SS	SMU	717	733	-2.2%	\$1.63	0.6	9.1	1.4	2.3	1.2	1.3	1.1	-0.2
SS	MCE	141	149	-5.1%	\$0.76	1.3	1.7	0.3	1.6	0.8	0.7	0.8	0.1
SS	TI	761	991	-23.2%	\$1.24	0.8	5.1	0.8	1.7	0.8	0.8	0.8	0.0
SS	DFW	469	548	-14.4%	\$1.41	0.7	6.0	0.9	0.7	0.3	0.6	0.7	0.1
SS	TIS	105	170	-38.1%	\$1.02	1.0	2.1	0.3	0.8	0.4	0.7	0.6	-0.1
SS	UTSW	233	347	-32.8%	\$1.58	0.6	2.7	0.4	1.2	0.6	0.6	0.5	-0.1
SS	PE	78	68	15.9%	\$2.99	0.3	1.9	0.3	0.9	0.4	0.3	0.4	0.1

DART-on-Call

DART-on-Call

LIN	Avg Weekday Pass E 3Q09	Avg Weekday Pass 3Q08	% Change	Sub/ Pass	Index	Pass/ Rev Hour	Index	2Q09 Service Performance Index	3Q09 Service Performance Index	SPI Point Change
				\$8.40		6.50				
D NCP D Ric	h 70	165 68 49	-4.5% 2.3% -15.3%	\$5.00 \$7.80 \$10.14	1.7 1.1 0.8	7.15 6.06 5.32	1.1 0.9 0.8	1.3 1.0 0.8	1.4 1.0 0.8	0.1 0.0 0.0
D Ro		69	-12.8%	\$10.14	0.8	4.03	0.6	0.7	0.7	0.0
D FBo	C 57	48	19.1%	\$11.75	0.7	3.58	0.6	0.5	0.6	0.1
D NDo	C 45	47	-4.2%	\$13.71	0.6	3.33	0.5	0.5	0.6	0.1
D LH ₀	C 36	37	-4.1%	\$18.81	0.4	2.37	0.4	0.4	0.4	0.0
D Lo	36	49	-25.1%	\$17.76	0.5	2.51	0.4	0.4	0.4	0.0

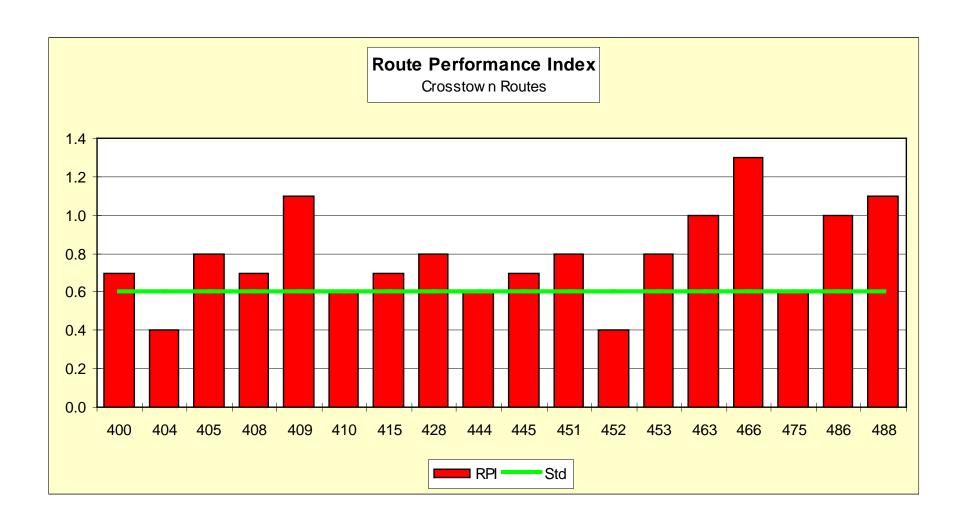


FLEX Routes

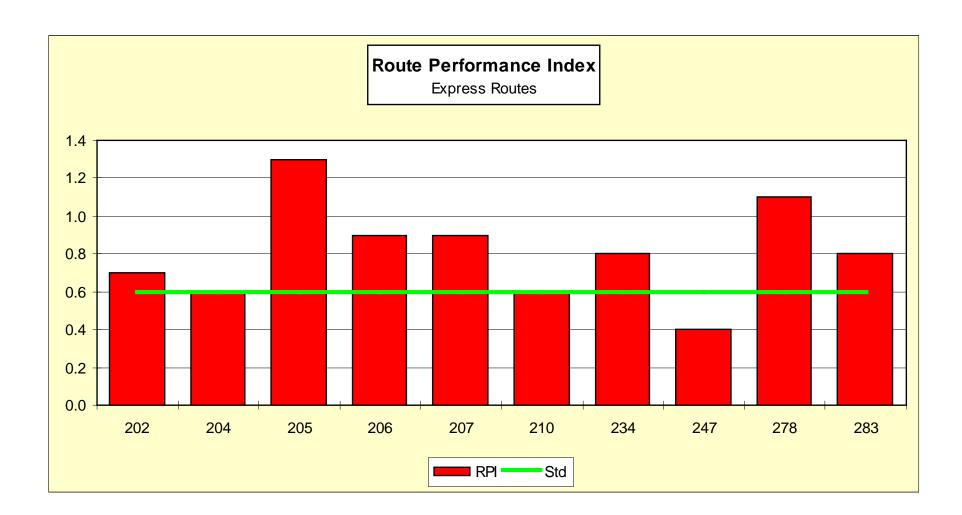
Flex Routes

	LINE	Avg Weekday Pass 3Q09	Avg Weekday Pass 3Q08	% Change	Sub/ Pass	Index	Pass/ Rev Hour	Index	2Q09 Service Performance Index	3Q09 Service Performance Index	SPI Point Change
					\$4.00		10.50				
Fl	887	179	0	All	\$3.26	1.2	12.25	1.2	0.6	1.2	0.6
Fl	870	295	0	All	\$3.55	1.1	9.95	0.9	0.8	1.0	0.2
Fl	871	78	0	All	\$5.29	0.8	10.75	1.0	0.8	0.9	0.1
Fl	841	112	120	-6.8%	\$5.73	0.7	8.51	0.8	0.9	0.8	-0.1
Fl	840	151	137	10.9%	\$5.57	0.7	5.99	0.6	0.6	0.6	0.0
Fl	842	86	0	All	\$8.42	0.5	4.78	0.5	0.4	0.5	0.1

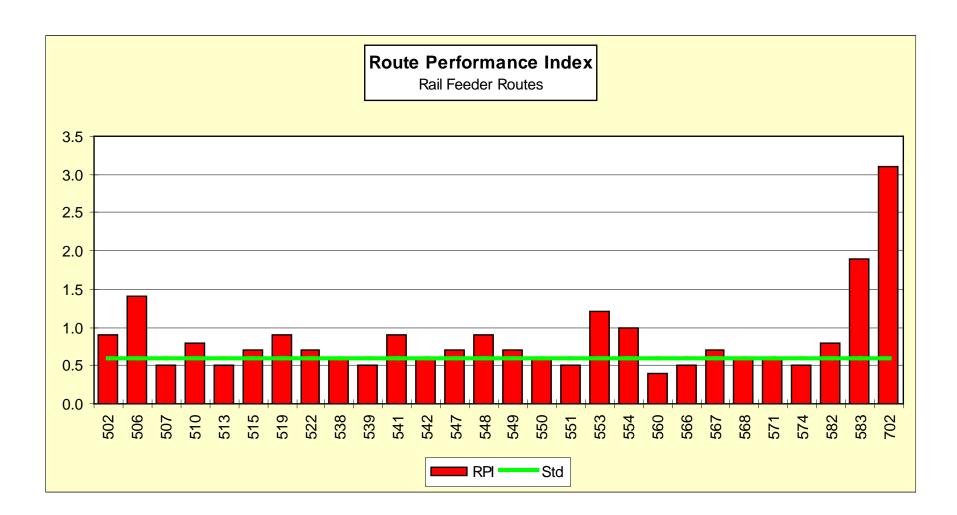




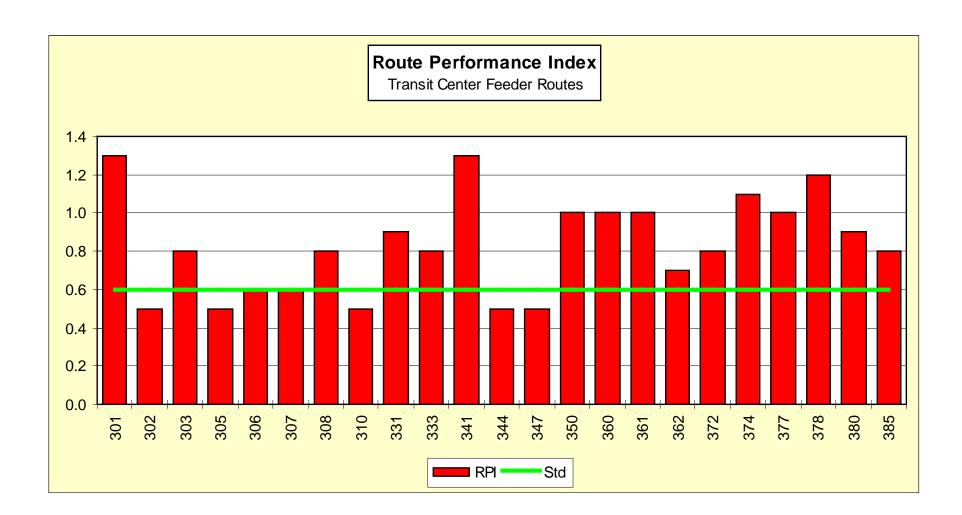




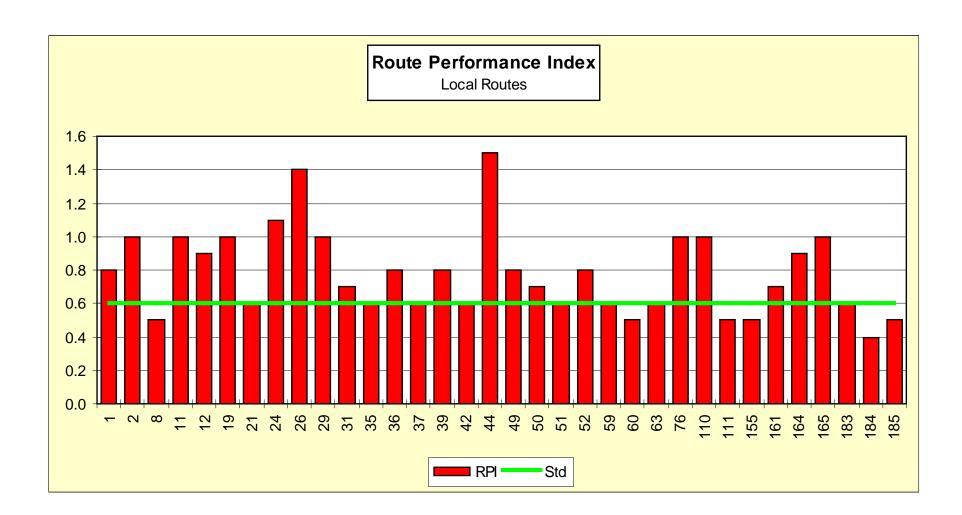














PLANNING & DEVELOPMENT DEPARTMENT Third Quarter FY 2009 Quarterly Reports

P&D1	Highlights
P&D2	Mobility Programs Development
P&D2	I-30 Old Turnpike Managed/HOV Lanes Project
P&D3	HOV Lanes Operation
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P&D5	SH 114 Freeway Widening Including Managed/HOV Lanes
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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 two divisions, which report directly to the Vice President, including: Mobility Programs Development and Service Planning and Scheduling. This department is responsible for a broad range of planning and development activities, from ongoing refinement of the current bus system, to conceptualizing future services and projects and advancing them through various levels of development. 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

Highlights This Quarter

- The remaining segment of Phase I of I-30 West HOV lanes, opened July 6, 2009.
- The seven DART operated HOV lanes (75 HOV miles) carried approximately 155,200 weekday daily commuters in 3Q9. Travel time savings ranged from 6.8 minutes to 13.1 minutes on the various HOV lanes.
- A joint DART/TxDOT public hearing for the SH 114 / Loop 12 interchange was held in June 9, 2009, for the 12-mile section of 4 managed HOV Lanes. Staff submitted several JARC (Job Access Reverse Commute) grants to NCTCOG in order to create seed money for site-specific shuttles to serve areas along the Green and Orange LRT lines.
- The scope and schedule for the Green Line Bus Feeder Plan was developed. A SP&S Dept. Managers' Forum was held June 8th to review the draft alternatives and solicit input.
- Forty eight (48) new bus shelters were installed during 3Q9.
- The Vanpool fleet increased to 31% from previous year. The Vanpool focus group met in July for Vanpool Captains to discuss program operations and address issues.
- Fixed-route ridership for 2Q9 increased 2.8% for FY09 compared to FY08. Bus ridership increased by 1.9%, Light Rail ridership increased by 2.8% and TRE ridership increased by 13.4%.
- September 2009 changes covering the initial phase of Green Line implementation were proposed formally, with pre-Public Hearing community meetings held in March April.
- September 2009 service changes were finalized and approved in May by the Board of Directors.



Third Quarter

FY 2009

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 on July 6, 2009. Interim Phase II includes construction of tolling plaza and scheduled for completion in 2010.

Accomplishments

- 3Q9: Phase 1 opened to traffic on July 6, 2009.
- 2Q9: Remaining segment of Phase I (extension to Sylvan Ave.) is scheduled to open by June 2009.

Issues

- Testing of electronic signs was completed prior to opening of Phase I extension.
- Existing toll tag limitation that will not allow to turn-on and off by drivers.
- Potential funding delay for I-30 Trinity River (Signature) bridge (designed and constructed by others).
- TxDOT is reviewing the structural report for shifting center support for three bridges to allow two lanes Managed HOV into downtown.

Schedule

- Summer 2009: Complete remaining segment of Phase I construction of the Managed/HOV lane facility on I-30 West.
- 2010: Completion of phase II

Project Manager(s)

Koorosh Olyai/Mahesh Kuimil



HOV Lanes Operation

Mobility Programs Development

Strategic Plan Consideration

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

Description

HOV lane system is DART's most cost efficient service with \$0.19 subsidy per passenger and carrying about 44% of the total DART system ridership.

I-30 East, I-30 West, US 75, I-35E, I-635 and I-35E/US 67 HOV lanes carried over 48 million commuters during FY 08.

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, US 75, and LBJ are buffer separated concurrent flow lanes, constructed using the inside shoulders of the freeways. The HOV lanes on I-35E/US 67 are a combination of concurrent flow and reversible sections. The HOV lanes on I-30 West are a two-lane reversible facility.

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

Accomplishments

The following is HOV ridership information for June 2009:

- The seven DART operated HOV lanes carried approximately 155,200 weekday daily commuters.
- The HOV lanes along I-30 East, I-35E, I-635 East, I-635 West, I-30 West, US75, and I-35E/US67 carried 18,950, 26,910, 25,140, 42,740, 2,930, 15,350 and 23,180 weekday passengers respectively.
- HOV users saved 10 minutes on I-30 East, 9.2 minutes on I-35E, 6.8 minutes on I-635 East, 8.5 minutes on I-635W, 13.1 minutes on US 75, and 7.9 minutes on I-35E/US 67 on the round trip commute.
- On-time opening performance for the East R. L. Thornton HOV lane was 100% 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 opened in July 2009.
- 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.

P&D3



HOV Lanes Operation

Mobility Programs Development

Issues Additional public education and marketing efforts are necessary.

Schedule Ongoing.

Project Manager(s) Mahesh Kuimil / Ravi Gundimeda



Mobility Programs Development

Strategic Plan Consideration

C2.3 Open/Integrate new transit services

Description

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

Accomplishments

- 1Q9: The TTI (Texas Transportation Institute) report was completed and concluded that an access in Richardson is not operationally feasible and will impact operations negatively on the HOV lane.
- 1Q8: The HOV lane facility on US 75 opened to traffic in December 2007.

Issues

- TxDOT is currently doing maintenance on the delineator post system as part of a project jointly funded by DART & TxDOT. Details of a contract are being worked out by both agencies.
- TxDOT's contractor is still working on the ITS element of this project.
- 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

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

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

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

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

Total estimated construction cost for entire 13 miles is over \$750M.

Accomplishments

- April June 2009: A joint DART/TxDOT Public Hearing was held on June 9, 2009 for the 13 miles SH 114 project. Upon completion of final environmental process and issuance of FONSI, final project development and engineering work will commence.
- Jan.-March 2009: Construction work started on February 3, 2009 for total reconstruction of SH 114 / Loop 12 Interchange (Diamond Project) to include Managed HOV lanes and a 1.6 miles of the Orange Line under Loop 12 and along SH 114 toward DFW Airport including the station at Tom Braniff Drive.
- Oct.–Dec. 2008: Construction contract for SH 114 / Loop 12
 Interchange (Diamond *Project*) including 1.6 miles of the Orange Line under Loop 12 and along SH 114 toward DFW Airport including the station at Tom Braniff Drive was awarded on December 23, 2008. Total project cost is \$224.2M and expected to be complete by late 2012. DART LRT portion of project is expected to be complete late 2010.
- July Sept. 2008: Procurement process to receive competitive bids for reconstruction of SH 114/Loop 12 Interchange (*Diamond Project*) including 1.6 miles of the Orange Line under Loop 12 and along SH 114 towards DFW Airport including the station at Tom Braniff Drive was underway by



SH 114 Freeway Widening Including Managed/HOV Lanes

Mobility Programs Development

TxDOT during this period.

- Oct.—Dec. 2007: TxDOT and FHWA in Austin approved Construction plans for letting.
- Oct.–Dec. 2006: Design schematics for *reconstruction of SH* 114 were approved in June 2007.

Issues

• None.

Schedule

- FY 05-08: PS&E completed for Loop 12/SH 114 Interchange for early LRT project implementation.
- FY 09-2012: Construction phase underway for Loop 12/SH 114 Interchange for early LRT project implementation.
- FY 09: Formal public hearing was held on June 9, 2009, in advance of EA approval.
- Summer 2009: Final environmental clearance (FONSI).
- FY 10-13: PE/PS&E for remainder of SH 114 corridor.
- FY 11-13: Utilities relocation/coordination and R-O-W.
- FY 13-16: Construction phase, pending funding availability.

Project Manager(s) Ali Rabiee



Employer Service Program Development

Service Planning and **Scheduling**

Strategic Plan Consideration

- C1 Improve service quality and effectiveness.
- C2 Improve service efficiency.
- C3 Increase ridership by opening new services.

Description

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

Accomplishments

- Staff submitted several JARC (Job Access Reverse Commute) grants to NCTCOG in order to create seed money for site-specific shuttles to serve areas along the Green and Orange LRT Lines. Service provision will be dependant upon receiving grants and securing paying partners in targeted areas in Carrollton, Farmers Branch, and Irving. Grant applications were a joint effort with City of Irving and Farmers Branch.
- Staff is fielding calls in regard to shuttle service for various locations throughout service area due to greater interest in transit services. Baylor Hospital's main campus is interested in a shuttle program; however, DART's budget constraint remains an obstacle to forming a partnership.

Issues

- Demand for service continues to increase due to favorable recognition of the program by potential partners.
- Budget constraints are severely limiting growth.
- Economy has slowed, 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



Green Line Bus Feeder Plan

Service Planning and Scheduling

Strategic Plan Consideration

C1 Improve quality.

C2 Improve/add services.

C3 Improve efficiency.

Description

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

Accomplishments

- 3Q9: The service planners (project team) conducted field work, analyzed ridership data, reviewed land use and employment/population densities, and developed preliminary cost estimates for the draft route alternatives. A SP&S Dept. Managers' Forum was held June 8th to review the draft alternatives and solicit input. A second meeting will follow in July.
- 2Q9: The scope and project schedule for the Green Line Bus Feeder Plan was developed and reviewed by the project team. Project status and progress will be discussed weekly throughout the project life cycle.

Issues

None

Schedule

- Fall 2009: Open House Meetings
- February 2010: Request for Public Hearing
- March-April 2010: Public Meetings
- May 2010: Public Hearings
- May-June 2010: DART Board Approval
- Dec. 2010: Bus Feeder Plan Implementation

Project Manager(s)

Rob Smith/Angie Gamez



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.

Accomplishments

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

Issues

- Crime prevention issues being addressed through environmental design such as solar lighting on all new shelters.
- An opportunity exists for improved system efficiency if Paratransit would get more Paratransit passengers into fixed route service. Joint development 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.

Schedule

• FY 2009: Begin installation of shelters under federalized contract. Approximately 50 single shelter units per quarter will be installed (new and replaced).

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

- 3Q9: NCTCOG has approved/increased program funding to 50% (up from 40%) through FY09.
- 3Q9: Vanpool fleet up 31% from previous year (26 more than previous year).
- 2Q9: Vanpool fleet increased to 172 vanpools (27 more from previous year).
- 1Q9: FY 09 Budget modified to increase the fleet to 198 vanpools. Fee increase approved by the Board Planning Committee. Large van \$215 to \$290, small van \$200 to \$270. Pending full Board approval.

Issues

- 3Q9: Vanpool Contracts "Evaluation" process is going through a re-write in Procurement. This in conjunction with delays in Legal has pushed our solicitation for the new contract one month.
- 2Q9: NCTCOG funding is based on total operating costs. Fuel has dropped significantly, representing a loss in NCTCOG revenue. DART will slow it's vanpool distribution at a slower pace to stay within FY09 budget parameters.
- Issues between NCTCOG and TXDOT have delayed vanpool funding. A schedule was created calling for fewer vanpools during 1 Q9.

Schedule

- 3Q9: Vanpool Focus Group met for July 14th and 15th 09. The Vanpool Captains will discuss operations and address issues.
- 2Q9: Vanpool contract SOW completed. Vanpool contract selection and evaluation committee being formed.
- Vanpool contract expires 12/09. 2Q9: Fare increase implemented.
- FY 09: Continue development of longer-term pricing and marketing strategies.



Vanpool Program

Service Planning and **Scheduling**

• FY 09: Conduct best practices benchmarking activities to measure benefits, incentives and program structure of other vanpool program providers

Project Manager(s) Rob Smith/ Dan Dickerson



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

- 3Q9: September 2009 service changes were finalized and approved by the Board of Directors. Intensive work on December 2010 plans initiated, including Green Line Feeder Plans and additional changes in the Jefferson and NE Dallas corridors.
- 2Q9: February service changes were implemented. September 2009 changes covering the initial phase of Green Line implementation were proposed formally, with pre-Public Hearing community meetings initiated late in the Quarter.
- 1Q9: Staff conducted work to implement February 2009 changes and prepared preliminary proposals for September 2009 changes.
- 4Q8: Recommended changes for Plano were adopted for February 2009. West Dallas review completion delayed pending staff availability.

Issues

None

Schedule

• 4Q9: Finalize West Dallas review.

Project Manager(s)

Rob Smith/assigned staff



FY 2009 Score Card Five-Year Action Plan

Service Planning and Scheduling

Objectives	Services	Activities
INCREASE RIDERSHIP		
Expand Services		Q2 fixed-route ridership increased 2.8% for FY09 compared to FY08. Bus ridership increased by 1.9%, Light Rail ridership increased by 2.8% and TRE ridership increased by 13.4%.
	Feeders to Transit Centers and Stations	Significant route and schedule changes were implemented in Plano, effective in February 2009. Changes included new FLEX service, expanded Weekday service on Route 347, and other adjustments.
Improve Customer Waiting Conditions	Improved Passenger Support Facilities	The Standard Shelter Program will include the installation of approximately 50 single shelter units (new and replaced) per quarter. During Q2 new shelter installations and replacements continued. Construction of Rosa Parks Plaza now underway, and scheduled for completion and opening in Q4. Shelter placement began with 32 shelters placed in Q2 and 48 in Q3. 63 i-Stops were placed Q1-Q3. All new shelters have solar lights. 23 benches were ordered in Q3. Placement will await the new bench contract in Q4.
IMPROVE COST		
EFFECTIVENESS		
Implement Efficiencies		
	DART On-Call Non- Traditional service New DART On Call programs: flexible routes and late	On Call services in East Plano were replaced by new FLEX service in February 2009. Several Plano services were converted to FLEX operation in February 2009. Additional FLEX service began in the Lake June and Rylie/Kleberg
	night/weekend services Site-specific Shuttles	areas at the same time. On-going service partnerships with North Park, SMU, DFW, U.T. Southwestern Medical Center; American Airlines Center, Texas Instruments (TI), the McKinney Avenue Trolley, Medical City, Palisades and Campbell Center. 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) Address low-	Employer outreach in rail expansion corridors is identifying new E-Shuttle opportunities. Two additional E-Shuttles pending. February 2009 service changes continued to
	performing routes	target routes consistently below 0.6 RPI; almost all DART fixed routes currently operating at or above standard. September 2009 service change proposals include a series of proposed reductions for low-performing routes, with a net overall reduction in service levels.



DATE:

July 2009

TO:

Distribution

SUBJECT:

PROJECT DEVELOPMENT PROGRESS REPORT

This document is the 3rd Quarter FY 2009 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, 2009, 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

FWTA - Fort Worth Transportation Authority

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

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

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

GMP - Guaranteed Maximum Price

HVAC - Heating/Ventilation/Air Conditioning

IFB - Invitation for Bid

ILA - Interlocal Agreement

I-1 - Irving/DFW Corridor Line Section 1

I-2 - Irving/DFW Corridor Line Section 2

I-3 - Irving/DFW Corridor Line Section 3

KCS - Kansas City Southern Railway

LNG - Liquefied Natural Gas

LRT - Light Rail Transit

LRVs - Light Rail Vehicles

MEP - Mechanical/Electrical/Plumbing

MHz – Megahertz

MKT - Missouri-Kansas & Texas Railroad Company

MIS - Major Investment Study

MSE - Mechanically Stabilized Earth

N/A - Not Applicable

NC-3 - North Central Corridor Line Section 3

NC-4 - North Central Corridor Line Section 4

NC-5 - North Central Corridor Line Section 5

NCTCOG - North Central Texas Council of Governments

NTP - Notice to Proceed

NW-1 - Northwest Corridor Line Section 1

NW-2 - Northwest Corridor Line Section 2

NW-3 - Northwest Corridor Line Section 3



rpd-i 3Q FY 2009

NW-4 - Northwest Corridor Line Section 4

NWROF - Northwest Rail Operating Facility

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

OCIP - Owner Controlled Insurance Program

OCS - Overhead Catenary System

P&Z - Planning & Zoning

PA - Public Announcement

PA/VMB - Public Announcement/Visual Message Board

PE/EIS - Preliminary Engineering/Environmental Impact Statement

QA - Quality Assurance

QC - Quality Control

R-1 - Rowlett Extension

RDC - Rail Diesel Car

RFI - Request for Information

RFP - Request for Proposal

ROW - Right-of-Way

RPD - Rail Program Development

S&I Facility - Service & Inspection Facility

SA - Supplemental Agreement

SCADA - Supervisory Control and Data Acquisition

SCS - Supervisory Control System

SDC - Systems Design Consultant

SE-1 - Southeast Corridor Line Section 1

SE-2 - Southeast Corridor Line Section 2

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

SMR - Senior Management Review

SOC-2 - Line Section South Oak Cliff-2

SOCBOF - South Oak Cliff Bus Operating Facility

SP - Southern Pacific Railroad Company

SWPPP - Stormwater Pollution Prevention Plan

The T - Fort Worth Transportation Authority

TBD - To Be Determined

TC - Transit Center

TDLR - Texas Department of Licensing and Regulations

TPSS - Traction Power Substation

TRE - Trinity Railway Express

TVM - Ticket Vending Machine

TxDOT - Texas Department of Transportation

TXU - TXU Lone Star Pipeline

UPS - Uninterruptible Power Supply

VAF - Vehicle Acceptance Facility

VBS - Vehicle Business System



rpd-ii 3Q FY 2009

SCOPE OF PROJECTS

LIGHT RAIL TRANSIT (LRT) BUILDOUT PHASE I

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

Current LRT Buildout Phase I Related Projects:

Purchase of 20 LRVs

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

Parker Road Parking Expansion

This project will complete parking lot renovations including construction of 570 additional parking spaces at Parker Road Station.

LIGHT RAIL TRANSIT (LRT) BUILDOUT PHASE II

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

Current LRT Buildout Phase II Related Projects:

Raise & Extend Four CBD Stations

This project extended the existing CBD LRT station platforms and modified the height of the platforms to accommodate the level boarding mode of operation.



RPD1 3Q FY 2009

Closed-Circuit Television (CCTV) System

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

NW-2 Additional Betterments and Love Field West Area Improvement

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

Level Boarding Modifications for Outlying Stations

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

COMMUTER RAIL

Belt Line Road Grade Separation

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

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

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

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

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

Valley View to West Irving Double Tracking

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



RPD2 3Q FY 2009

ADDITIONAL CAPITAL DEVELOPMENT

NW-1A/Victory Station Project

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

Unity Plaza

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

North Central Tunnel Delamination Repair & Monitoring Test Section

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

Bryan/Hawkins Junction

The Bryan/Hawkins project consists of two separate projects: the Hawkins track re-alignment project and the Bryan Street project. Together these projects 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.

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 Northeast Corridor, between White Rock Station and LBJ/Skillman Station.

Valencia Development

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



RPD3 3Q FY 2009

DART Police Facilities

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

Frankford Station Additional Parking

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

6th Street Crossing

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

CBD/Traffic Signal Priority (TSP) System

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

Agency-wide Radio & Related Communications Systems Replacement

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

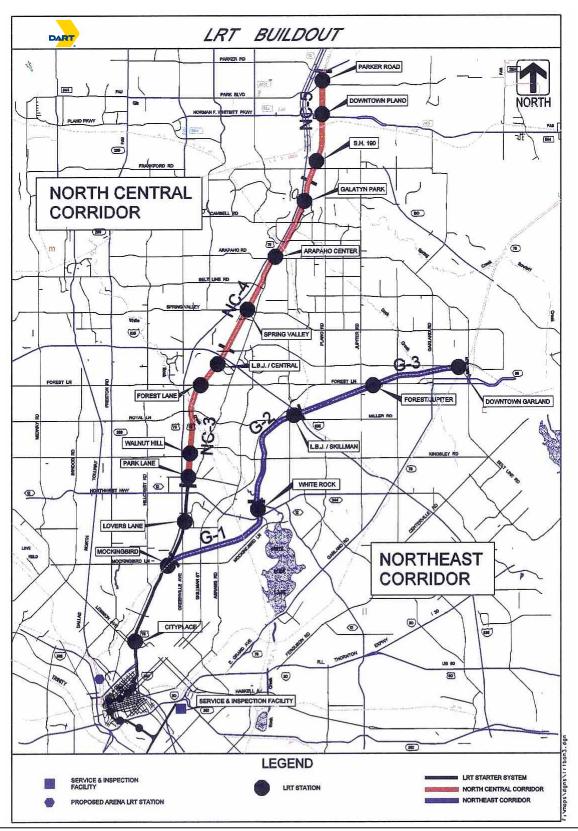
800 MHz Band Reconfiguration

The 800MHz band reconfiguration project will bring DART into compliance with Federal Communications Commission's ordered reconfiguration of the 800 MHz band.



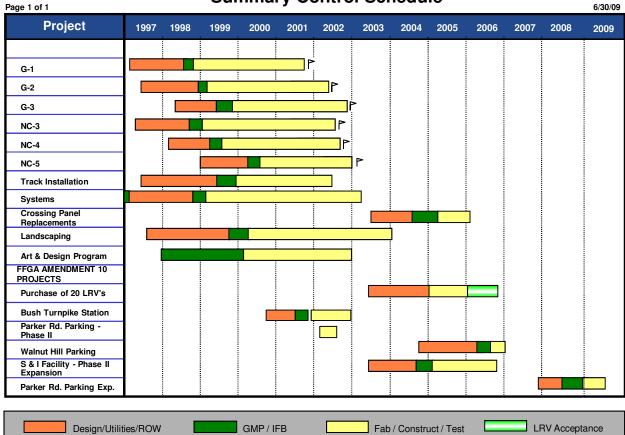
RPD4 3Q FY 2009







LRT Buildout Phase I Summary Control Schedule







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

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



²⁾ Expended to date values reflect activity through 05/31/09, 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	29.1		
Purchase of 20 LRVs	63.0	61.8	59.8		
Parker Road Station Parking Expansion (3)	2.3	2.0	1.1		
Total	\$111.5	\$108.9	\$105.9		

- 1) Committed values reflect activity through 05/31/09.
- 2) Expended to date values reflect activity through 05/31/09, as reported on DART's General Ledger.
- 3) Control budget value reflects DART's FY2009 approved Financial Plan value for this project.

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

- 1) Expended to date values reflect activity through 6/30/09, per DART's General Ledger.
- 2) Purchase of C-unit progress can be found on the "Vehicles-SLRV Retrofit" page of the LRT Buildout Phase IIA section of this progress report.
- 3) A budget revision is pending in TEAM to add approximately \$.8M (total \$), \$.6M (federal \$) to the Grant Budget. This amount represents reimbursement to the FTA from the Marta Settlement, sale of surplus property, and final budget adjustments.



RPD8 3Q FY 2009

Cost/Schedule Summary

LRT Buildout Phase I

SCHEDULE SUMMARY

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



RPD9 3Q FY 2009

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.



RPD10 3Q FY 2009

North Central Corridor Facilities Line Section NC-3

LRT Buildout Phase I

Strategic Plan Consideration

C2.3 Integrate new transit services

Description

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

Status

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

Issues

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



RPD11 3Q FY 2009

Strategic Plan Consideration

C2.3 Integrate new transit services

Description

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

Status

All 20 LRVs are in revenue service. Kinkisharyo continues to install field modifications and support the warranty program. All of the 20 LRVs are currently out of warranty; however, required modifications for electrical enclosures and wear plates are being applied to the entire fleet of 20 LRVs, regardless of warranty status.

Issues

Partial retainage is now being released as field modifications for the electrical enclosures are completed on each vehicle. To date, 12 of 20 vehicles have been successfully modified. Partial retainage will continue to be held on each vehicle for the wear plate deficiency that has not yet been resolved. The recently-tested prototype wear plates were removed from the vehicles and Kinkisharyo has been investigating other possible solutions. Kinkisharyo has made improvement to the wear plate material connection and is preparing to re-install the wear plate prototype on a test vehicle. When a successful material is found, it will be installed on all 20 SLRVs and will be used during the manufacturing of the order of 48 new SLRVs from Kinkisharyo.



RPD12 3Q FY 2009

Parker Road Station Parking Expansion

LRT Buildout Phase I

Strategic Plan Consideration

C1 Improve Customer Satisfaction

C2 Manage System Growth

C3 Improve Efficiency

S1 Build and Maintain Relationships with Stakeholders

Description

This project will complete parking lot renovations including construction of 570 additional parking spaces at Parker Road Station. The improvements are in the City of Plano and the project involves construction of paving, drainage, signing, striping, illumination, signalization, maintenance building and parthetic features.

building, and aesthetic features.

Status Phase I is currently under way and 80% complete. Phase II will begin next

month, weather conditions permitting. Total project cost is \$1.9M.

Issues None



RPD13 3Q FY 2009

LRT Buildout Phase I Six Month Look Ahead

Page 1 of 1 6/30/09

Destruct	2009					
Project	June	July	August	September	October	November
G-1	Revenue Service Beg	an - 9/24/01				
G-2	Revenue Service Beg	an - 5/6/02				
G-3	Revenue Service Beg	an - 11/18/02				
NC-3	Revenue Service Beg	an - 7/1/02				
NC-4	Revenue Service Beg	an - 7/1/02				
NC-5	Revenue Service Beg	an - 12/9/02				
Track Installation	Installation Complete					
Crossing Panel Replacements	Construction Complet	e - 2/1/06				
Systems	All Deliveries Comple	e				
Landscaping	Landscaping Complet	e				
Art & Design Program	Program Complete					
FFGA AMENDMENT 10 PROJECTS						
Purchase of 20 LRV's	All Deliveries Comple	te				
Bush Turnpike Station	Revenue Service Beg	an - 12/9/02				
Parker Rd. Parking - Phase II	Construction Complet	e				
Walnut Hill Parking	Construction Complete	9				
S & I Facility - Phase II Expansion	Construction Complet	1				
Parker Rd. Parking Exp.	Construction Continue		Construction Complet	e		





RPD14 3Q FY 2009

Change Control Summary

LRT Buildout Phase I

Light Rail Transit Buildout Phase I - Change Control Summary

	Rail Section/ ontract Package	Consultant/ Contractor	Approved Contract Amount (A)	Approved Contingency/ Allowance (B)	Total Approved Amount (C=A+B)	Executed Changes (D)	Current Contract Value (E=A+D)	Remaining Contingency/ Allowance (F=B-D)	Percent Contingency Used (G=D/B)	Percent Contract Comp. Note d	Summary of Activity This Period & Comments (June 2009)
North Central Corridor	NC-3 Civil/Struct/Sta C-98000080	GLF Constr. Corp.	\$49,903,009	\$4,990,301	\$54,893,310	\$1,158,261	\$51,061,270	\$3,832,040	23%	100%	Accounting Closeout is Pending Litigation
	Parker Rd. Parking Expansion C-1015568-01	Omega Contracting, Inc.	\$1,778,830	\$88,951	\$1,867,781	\$16,252	\$1,795,082	\$72,699	18%	22%	Added 3/09
Northeast Corridor	G-2 Civil/Struct/Sta C-98000089	GLF Constr. Corp.	\$35,181,916	\$3,518,192	\$38,700,108	\$843,889	\$36,025,805	\$2,674,303	24%	100%	Accounting Closeout is Pending Litigation
LRV Procurement	20 Additional C-98000071-02	Kinkisharyo/Itochu	\$58,666,378	\$1,333,622	\$60,000,000	\$249,072	\$58,915,450	\$1,084,550	19%	99%	Through \$A-018
Legend:	% Contingency >= 70%	TOTALS:	\$363,691,614	\$37,374,734	\$401,066,348	\$29,329,805	\$392,456,563	\$8,044,929			

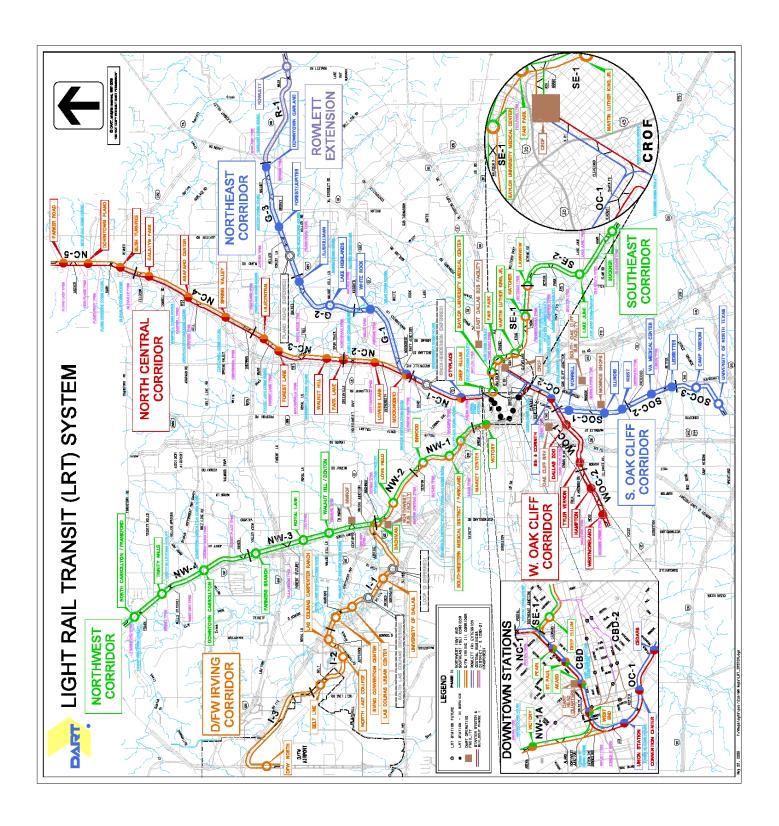
Notes:

- a) The professional services contracts are negotiated through annual workplans (AWP); amounts reflected on this report represent Total Board Authorized Not-to-Exceed values.
 b) The authorized board increases are captured in column B along with approved contingency increases to more accurately reflect the change activity as it relates to contingency.
 c) The totals shown on this report for "Remaining Contingency/Allowance" does not include funding that came from DART Board approved increases in contract NTE.
 c.l) The totals shown on this report include balances from active contracts, shown here, and closed contracts that are in hidden cells within the sheet.
 d) Percent contract complete based on invoices paid divided by contract value.



RPD15 3Q FY 2009



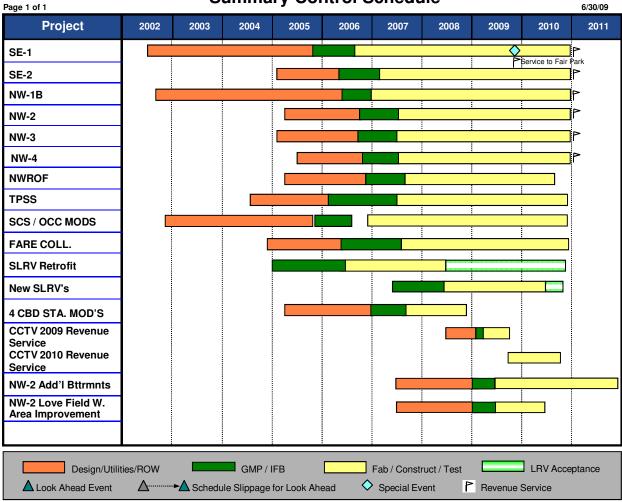






LRT Buildout Phase IIA

LRT Buildout Phase IIA Summary Control Schedule





LRT BUILDOUT PHASE IIA Cost Summary (in millions of dollars)						
Control Current Expende Budget Commitment (1) to Date						
General Phase IIA	\$ 105.9	\$ 107.2	\$ 97.4			
Southeast-1	214.1	209.0	185.7			
Southeast-2	171.7	167.1	128.5			
Northwest-1B	165.5	160.8	125.8			
Northwest-2	186.1	172.5	109.7			
Northwest-3	247.3	240.9	177.7			
Northwest-4	258.1	249.5	169.2			
NWROF	66.8	64.6	45.5			
Systems	84.1	78.2	43.3			
Vehicles	239.4	236.8	135.4			
Raise & Extend 4 CBD Stations	6.8	6.6	6.4			
Phase IIA – CCTVs	8.9	4.6	0.3			
NW-2 Additional Betterments	1.0	0.2	0.2			
Love Field West Area Improvement	3.4	0.0	0.0			
LRT Buildout Phase IIA Total \$1,759.1 \$1,698.0 \$1,225.1						



Committed values reflect activity through 05/31/09.
 Expended to date values reflect activity through 05/31/09, as reported on DART's General Ledger.

Cost/Schedule Summary

LRT Buildout Phase IIA

SCHEDULE SUMMARY

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



RPD19 3Q FY 2009

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.

 $\underline{Northwest\ Rail\ Operating\ Facility\ (NWROF)}$

Real estate acquisition for this facility is complete.

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



RPD20 3Q FY 2009

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 1

Line Section SE-1

Successful turnover of SE-1A occurred for Systems Integration testing.

At Deep Ellum Station, work on platform continues. Sandblasting and station lighting work continue.

At Baylor Station, roofing and installation of windscreens are complete. Forming, rebar, and pouring of the Kiss & Ride are complete. Installation of pavers and sandblasting for concrete bands, installation of warning strips, plaza irrigation, painting, and plaza lighting continue.

At Fair Park Station, installation of granite brick and irrigation work continue. Landscaping, lighting installation, and work on column cladding continue.



RPD21 3Q FY 2009

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

LRT Buildout Phase IIA

Status (continued)

At MLK Station, roofing and the wood screen fence installation are complete. Painting and work on windscreens are nearing completion. Irrigation and landscaping work continues.

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

At Peak's Branch, from Metropolitan to Hatcher, work on plinths is complete.

At Second Avenue, installation of gate arm and cantilever foundations continues.

At Pine, work on permanent signals continues.

Along the guideway from Pine to Hatcher, work on plinths for York interlocking continues and trackwork continues.

At Hatcher Station, painting and installation of light poles continue.

At the Hatcher Kiss & Ride, work on irrigation and electrical sleeves continues, as well as lime, form, rebar and pour of Kiss & Ride.

Line Section SE-2

From Hatcher to Dixon, the Union Pacific Railroad (UPRR) cast-in-place coping walls 1 and 2 work is complete. At UPRR, fine grading, approach slab, diaphragms, metal decking, overhangs, edge forms, and deck placement are complete. Mechanically stabilized wall construction continues. Ballast and trackwork is continuing. UPRR bridge rail installation and bridge and drain work is in progress.

At Scyene Road and Dixon, construction of sidewalks continues.

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

At Lawnview Station, ballast wall construction is complete. The contractor continues to install underground utilities. Platform concrete placement is ongoing. Painting of canopies continues. Installation of trackwork is ongoing.

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

On the guideway between Lawnview Station and Keeton Road, ballast installation and trackwork are in progress.



RPD22 3Q FY 2009

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

LRT Buildout Phase IIA

Status (continued)

At TPSS #7 & #8, preparation work is complete.

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

No Name Creek freight bridge abutment construction continues. Deck slab placement and forming, rebar, and pouring parapet wall continue.

At Lake June Station, MSE wall work continues. Concrete slab and fire protection work are ongoing. Base for column cladding continues. Lake June overpass parapet walls are in progress.

On the guideway between Lake June and Jim Miller, ballast ties and rail are being placed.

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

At Elam Creek bridge, parapet wall work is complete.

From Elam Creek to Elam Road, at MSE Wall 18, contractor is installing fence. Sub-ballast and under-drains continue.

At Buckner Station, detention pond gabion structure construction is complete. Bus lane and parking lot liming and paving, sidewalks, inlet, and planters continue. Mechanically stabilized wall construction continues. Canopy columns, painting, and ramps are ongoing. Ballast placement has begun.

Line Section NW-1B

Installation of fencing along guideway from Turtle Creek to Market Center is in progress. Gradework for the guideway through the station continues. Excavation and grading of stormwater flood storage area and construction of related runnels between Market Center Station and Cedar Springs Branch continues.

Installation of four 10' x 10' box culverts at Cedar Springs and Harry Hines continues with the building of the northwest wing wall. Reconstruction of Harry Hines continues. Preparation of subgrade for the guideways and west lanes of Harry Hines is nearing completion. Installation of OCS poles continues. Construction of diaphragms, shear blocks, guideway decks, communication troughs, and handrails continues along the guideway.

At Market Center Station, stairs, ramps, and elevator pit construction are nearing completion. Excavation for bus bay retaining walls continues.



RPD23 3Q FY 2009

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

LRT Buildout Phase IIA

Status (continued)

Installation of water lines for fire protection continues. Contractor continues placing pavement for parking lot and constructing landscaped parking lot island.

At Southwestern Medical District/Parkland Station, installation of diaphragms and sheer blocks for the guideway beams is complete. Installation of station conduits and placement of select fill and formwork for the concourse is in progress. Construction of the platform continues. Installation of the bus canopy continues.

Guideway foundations and columns are complete 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 continue, as well as underground work for irrigation sleeves and drains. The contractor is placing deck slabs. Installation of electrical conduits and water service piping continues. Construction of parking lot and access road is in progress, as well as station electrical conduits and concrete bases for light poles.

The Knight's Branch box culvert construction is being reconstructed due to settlement concerns. MSE walls will be reconstructed. Removal of overhead communication lines is complete.

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

Issues Line Section NW-1B

Parkland requested that the new Parkland Boulevard not be constructed beyond the Motor Street (Medical District) connector due to their master planning efforts. This work is being deleted from the contract.

Proposed changes by Market Center to the Market Center pedestrian bridge are under review.



RPD24 3Q FY 2009



SE-1: Deep Ellum Station









SE-1: MLK Station Connection Walkway to J.B. Jackson Transit Center









NW-1B: Inwood Station

NW-1B: Plinth Forms







NW-1B: Knights Branch Box Culvert



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 Line Sections SE-1, SE-2, and NW-1B

Additional concrete ties needed to complete the alignment are en route.

Issues None



RPD29 3Q FY 2009

Construction Manager/ General Contractor-III (CM/GC-III)

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 relocating its freight track.

Between Hawes Avenue and Burbank Street, placement of temporary asphalt at Hawes Avenue is complete. Construction of ballast walls continues.

At the Mockingbird underpass, excavation and placement of concrete on wall panels continues.

Between Shorecrest Drive and Webb Chapel Extension, the contractor continued grading and compacting subgrade, installing subballast, and fine grading subballast.

At Bachman Station, underground utility installation continues. The contractor is continuing to install select fill. Placement of coping on MSE walls continues.



RPD30 3Q FY 2009

Construction Manager/ General Contractor-III (CM/GC-III)

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 column construction continues. Installation of select fill continues. Installation of power conduits and columns continues. Installation of ground grid at north end of platform continues.

At Royal Lane Station, installation of column downspouts and ground grid continues. Installation of fire protection continues. Installation of ductbanks at station and conduits to service building continues.

North of Royal Lane, drilled shaft construction continues along the guideway to LBJ Freeway.

At Farmers Branch Station, installation of underground storm, electrical, and irrigation lines on the west side continues. Excavation for parking lot continues. Placement of concrete for grade beams continues. Placement of concrete sidewalk and special-use ramp at Pike Street is nearing completion. Removal of existing parking lot continues. Contractor continues welding up canopy steel.

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 continue to be installed.

Issues

Line Section NW-2

Recovery plans have been developed to mitigate delays. Negotiations are in progress.

Line Section NW-3

DGNO track/signal relocation between Lombardy and Merrill Road is complete.

Line Section NW-4

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



RPD31 3Q FY 2009



NW-2: Mockingbird Depression Permanent Concrete Struts



NW-2: Love Field Station Platform Construction



3Q FY 2009



NW-2: Bridge North of Bachman Station

NW-3: Ballasted Track Construction at Irving & Northwest Corridor Tie-in







NW-3: Walnut Hill/Denton Station









NW-4: Squire Place TPSS



NW-4: Downtown Carrollton Station Elevator Installation





NW-4: North Carrollton/Frankford Station Canopy Steel



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 was given on August 18, 2008. Lot 9 full NTP was issued October 16, 2008.

Lot 1 – Base Contract

Installation of the fire line/water line loop, storm lines, and irrigation piping around the site is nearing completion. The contractor is in the process of installing the permanent fence around the site.

At the S&I building, installation of tilt-up walls and structural steel is complete, and roof joists on the western side of the building is complete. Insulation on the warehouse ceiling is complete. Installation of truing machines is complete. Site signs on the building have been installed. Construction of interior CMU walls continues. The contractor has poured the mezzanine floor concrete and is painting exterior walls and installing exterior glass. Work on drywall, windows, and doors continues. Utility installation and fall protection in the service bay area continue. Track installation inside the building and on the exterior embedded track continues. Elevator contractor is in the process of elevator installation. The contractor is in the process of painting and installing ceiling grid and lighting in office areas.

At the SLRV Wash building, rail has been installed. The contractor is pouring plinths and installing dowel for track plinths. Installation of steel framing continues. Installation of car wash equipment plumbing continues.

At the cleaning platform, the contractor has installed roofing, lighting, and fire sprinkler piping.



RPD37 3Q FY 2009

Status (Continued)

Paving near Hollander is nearing completion.

Lot 2 - Trackwork

Project substantial completion was issued January 3, 2009. Installation of cable trough is complete. Work on punch list continues (95% complete). OCS foundation repair continues. Connection between ballasted track and embedded track at the S&I Building is being completed.

Lot 3 – Systems

The contractor continues to install switch machines, Intermediate Instrument House (IIH) building conduit for junction boxes, etc. Installation of track bed conduits and bonding cables continues. Cantilever and head span installation has begun.

Lot 4 – WSA Building & Parking Area

Underslab plumbing and electrical utilities are complete. Last section of slab-on-grade for WSA Building is complete. Site underground utilities installation continues, such as water lines. Installation of structural steel for the building has begun.

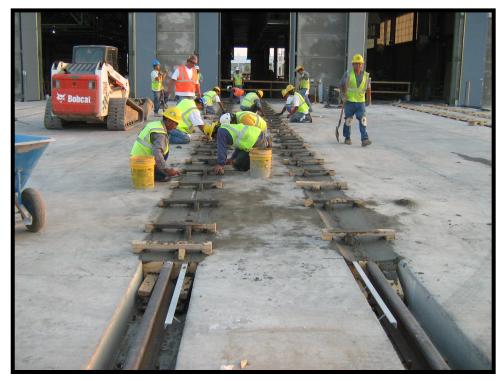
Lot 9 - Car Hoist

Hoists continue to be fabricated.

Issues Coordination with follow-on contractors is ongoing.



RPD38 3Q FY 2009



Embedded Track Work on South Side of S&I Building

Wheel Truing Pit







OCS Hardware Installation

Southeast Corner of WSA Building





Track Materials Procurement for Northwest Corridor & NWROF

LRT Buildout Phase IIA

Strategic Plan Consideration

C2.3 Integrate new transit services

Description

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

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

Contract closeout continues.

Issues None



RPD41 3Q FY 2009

C2.3 Integrate new transit services

Description

Traction Power Substations (TPSS) are required to provide power for the light rail systems. A TPSS is normally installed approximately every 1 to 1.5 miles along the LRT right-of-way. Phase IIA and the Northwest Rail Operating Facility (NWROF) will require 24 TPSSs.

Status

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

Manufacturing is proceeding. Twelve of the substations required for Line Sections SE-1A, SE-1B, NW-1B, NW-3, and NW-4 have been delivered to the sites. Pre-energization testing has been completed for SE-1A/1B only. SE-1A substations have completed 100% of the Manufacturing Conformance, Pre-Energization, Field Acceptance tests, and are ready for CMGC-1 Dynamic tests.

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

NW-1B: Lucas and Butler Substations are on-site. Field Acceptance tests are on-going.

NW-3/NW-4: Leo, Villa Creek, Squire Place, Frankford, and NWROF Yard and Shop substations are on-site.

An additional seven (7) substations are in fabrication. The Ismaili, West Way, and Northwest Highway substations have been rescheduled for delivery in July and August 2009.

Contractor is submitting the final design drawings and final vendor sheets.

O & M Manual, Spare Parts list, and training plan were re-submitted on May 18, 2009, and are in review. Training dates have been established (four weeks in August 2009).

Issues

Manufacturing and testing schedule is being watched carefully, as all required submittals have not been approved. Field Acceptance testing is scheduled after the substation is set and prior to being connected to the wayside.

Re-submittal of final design documents is slow. Appropriate amounts are being withheld from the invoice in accordance with contract terms.



RPD42 3Q FY 2009

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 2009, 449 submittals have been received, with 436 returned to the contractor. No RFIs have been received from the contractor for this period.

Access to SE-1A was granted March 10, 2009.

Contract milestone for SE-1A was May 19, 2009. Substantial completion has been granted for items 9.0 and 12.0. Substantial completion for item 2.0b is pending, due to field delays. As of June 29, 2009, 98% of Communications, Signals, and TPSS have been tested.

Testing of communication house RTUs and TPSS RTUs for SE-1A with software version 18.0 occurred this quarter. Testing on a local basis of the Vehicle Business System (VBS) and Public Announcement/Visual Message Board (PA/VMB) server and workstation also took place.

Issues

Based on the schedule, the contract is 62% complete and trending late for required submittals projected.



RPD43 3Q FY 2009

C2.3 Integrate new transit services

Description

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

Status

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

Implementation plan is being developed to provide a steady flow of work in the replacement of Starter System units.

Staff is currently in discussions with the vendor regarding accepting credit/debit cards for payment. Decisions from Revenue were made and a change to the contract is in process.

First Article Inspection and testing was held May 18-21, 2009. Retesting will be held the week of July 6-9, 2009.

Issues

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

First Article Inspection continues to slip.



RPD44 3Q FY 2009

C2.3 Integrate new transit services

Description

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

Status

As of the end of May 2009, 43 SLRVs are in revenue service. Kinkisharyo has consistently been delivering one completed SLRV per week.

Manufacturing continues for the C-units associated with Amendment 13 (C-units 39-46). To date, five of the eight vehicles have been conditionally accepted.

Issues

To date, approximately half of all C-unit shipments from Japan have been aboard U.S. flagged vessels. A contract modification has been executed to cover shipping costs incurred in 2008, in accordance with contract terms. An additional request will be submitted at the end of the calendar year for all U.S. shipping costs for 2009.



RPD45 3Q FY 2009

C2.3 Integrate new transit services

Description

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

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

Status

Manufacturing of the base order for 25 SLRVs is underway. The first car underframe was manufactured in early April 2009, with the first SLRV scheduled to leave from Japan for the United States in early November 2009. The first completed SLRV should be conditionally accepted by DART in May 2010.

Issues None



RPD46 3Q FY 2009

C2.3 Integrate new transit services

Description

Integrate systems operation for LRT Buildout Phase IIA.

Status

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

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

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

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

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

Start-up Task Force meetings have been initiated for the Green Line (Phase IIA), with primary focus on Line Section SE-1A and revenue service to Fair Park in 2009.

Issues None



RPD47 3Q FY 2009

Raise & Extend Four CBD Stations

LRT Buildout Phase IIA

Strategic Plan C1 Improve Customer Satisfaction

Consideration C2 Manage System Growth

Description This project will extend the existing CBD LRT station platforms and

modify the height of the platforms to accommodate the level boarding

mode of operation.

Status Project closeout is nearing completion.

Issues None



RPD48 3Q FY 2009

C2.3 Integrate new transit services

Description

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

Status

Part 1

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

Part 2

Site surveys are in process. Twenty-two task orders have been released to date. Parallel scheduling of cable, optical network, and central monitoring location will be required to meet the schedule through September 2009.

The two first articles (Akard and Morrell stations) are in process in accordance with the preliminary design documents. Cable was installed at Akard and Morrell stations. Light pole brackets were installed at Akard Station. Canopy brackets are in the installation process at Morrell Station. The effort at Kiest and VA Medical Center stations started the second week of June 2009. The Operations Control Center work started the first week of June 2009. Additionally, the following stations started cable installations: Illinois and West End. The work plan for July 2009 includes Pearl, St. Paul, Baylor, Deep Ellum, Fair Park, MLK, and Mockingbird stations.

Issues

The contractor has had a slow start; however, they have committed to complete the first sixteen stations by September 2009.



RPD49 3Q FY 2009

NW-2 Additional Betterments & Love Field West Area Improvement

LRT Buildout Phase IIA

Strategic Plan Consideration

C2.3 Integrate new transit services

Description

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

Status

Bids were received May 6, 2009. The contract for these projects was presented to the Rail Program Committee for approval on May 26, 2009, and was approved unanimously to be forwarded for DART Board consideration. DART Board approval was obtained on June 9, 2009. It is anticipated that NTP will be issued on July 9, 2009.

Issues None



RPD50 3Q FY 2009

LRT Buildout Phase IIA Six Month Look Ahead

Page 1 of 1 6/30/09 **Project** Construction , Systems Installation Continues
SE-1B) Track Comp.

ASE-1A Integ &Test
Baylor Sta Complete
Di Ellum Sta Comp SE-1 Hatcher Sta Comp▲ SE-2 Ready TPS Equip. Lawnylew ATrack Comp.

Ready TPS Lake June AReady TPS Equip Buckne ▲Lake June Sta Complete Construction Continues NW-1B Track Install Complete Construction Continues
Freight Track Comp NW-2 Construction Continues NW-3 AReady TPS Equip Reward ▲Ready TPS Ėquip NW Hwy Construction Continues NW-4 DGNO Freight Trk Comp Ready TPS Site Ismail ▲Rdy TPS Site Crosby Rd Construction Continues ack Install Comp **NWROF** ▲MS B Complete NW-4 - Deliver/install/Test MS "0"Complete MS K Comp Fab/Deliver/Test TPSS Equipment Continues **TPSS** Deliver Villa Creek Deliver Westway
Delver Ishmaili Delver Ishmaili ▲Deliver Old South Manufacturing Station Controllers Continues SCS / OCC MODS NW-1A/B Provide PA/VMB Ctrl A FARE COLL. Manufacturing Fare Equip Continues Deliver/Assemble/Test SLRVs Continues **SLRV Retrofit** Acquisition of 25 SLRV Vehicles Continues 25 New SLRVs 4 CBD STA. MODS Construction Substantially Completed Construction Continues CCTV Part 2 - SE-1A & 3 Sys & Video

ASE-1A Stations Comp.

AC-2 Const(Cedars) Comp.

ANC-3 Const (Walnut Hill)

ANC-3 Const (Forest Lane) Instl OC48 Sys & Video **Remaining Stations** Construction Commences in June 2010 after NW-2 Love Field West Area Improvements **NW-2 Add'l Bttrmnts** NW-2 Love Field West Construction **Area Improvement ▲**NTP LRV Acceptance Design/Utilities/ROW GMP / IFB Fab / Construct / Test Look Ahead Event Schedule Slippage for Look Ahead Special Event Revenue Service



Change Control Summary

LRT Buildout **Phase IIA**

Light Rail Transit Buildout Phase IIA - Change Control Summary

				A	Total		Current	Powerlant.	D	D	Commence of And 11
	Rail Section/	Consultant/	Approved Contract	Approved Contingency/	Total Approved	Executed	Current	Remaining Contingency/	Percent Contingency	Percent Contract	Summary of Activity This Period & Comments
Contract Package Contractor			Amount	Allowance	Approved	Changes	Value	Allowance	Used	Comp.	(June 2009)
Con	ntract rackage	Contractor	(A)	(B)	(C=A+B)	(D)	(E=A+D)	(F=B-D)	(G=D/B)	Note d	(Suite 2005)
	GEC	ACT-21	\$207,484,175	\$943,418	\$208,427,593	\$0	\$207,484,175	\$943,418	0%		Through FY-09 AWP
	C-1002450-01	AC1-21					isional overhead payments	3545,410		(ITOLE 2)	Throught I -05 AWI
	SDC	Dallas System Consultants	\$70,236,654	\$225,905	\$70,462,559	\$0	\$70,236,654	\$225,905	0%	(Note a)	Through FY-09 AWP
Professional	C-1002803-01	, i								, ,	_
Services	Systems Integration (SIC)	DMJM + HARRIS	\$43,734,072	\$241,889	\$43,975,961	\$0	\$43,734,072	\$241,889	0%	(Note a)	Through FY-09 AWP
	C-1004187-02										
	LRV Engineering	LTK	\$8,044,643	\$80,503	\$8,125,146	\$0	\$8,044,643	\$80,503	0%	(Note a)	Through FY-09 AWP
	C-1008146-01										
Construction	CMGC-1	Archer Western/Brunson Caron	\$372,479,797	\$18,320,580	\$390,800,377	\$15,690,306	\$388,170,103	\$2,630,274	86%	75%	Includes Pre construction &
SE1, 2, NW1B	C-1007571-01	SE-1, 2, NW-1B								(Note c)	construction
Construction	CMGC-3	Archer Western/Herzog	\$476,134,387	\$23,789,720	\$499,924,107	\$1,644,058	\$477,778,445	\$22,145,662	7%	58%	Includes Board authorized
NW 1, 2, 3	C-1009666-01	NW-2, 3, 4	Increased CMGC	-3 Contingency by \$1	101,522 per BR 080	141, SA-24 paid v	ia TxDot ILA \$1,125,936.24			(Note c)	increases to base contract
CBD	CBD Level Boarding	Phillips-May	\$5,370,333	\$268,516	\$5,638,849	-\$6,756	\$5,363,577	\$275,272	-3%	68%	
Raise/Extend	C-1012813-01									<u> </u>	ļ
	Lot 1	Archer Western	\$65,238,407	\$2,175,713	\$67,414,120	\$42,288	\$65,280,695	\$2,133,425	2%	71%	I
	C1012392-01									L	
	Lots 2	Herzog	\$7,337,506	\$311,777	\$7,649,283	\$0	\$7,337,506	\$311,777	0%	98%	
NWROF	C1012392-02 Lot 3	Mass Electric	\$11,289,300	\$479,692	\$11,768,992	\$0	\$11,289,300	\$479,692	0%	35%	
Construction	C1012392-03	Mass Electric	\$11,289,300	\$479,092	\$11,768,992	30	\$11,289,500	\$479,092	0%	33%	
	Lot 4	Journeyman	\$8,944,333	\$380,053	\$9,324,386	\$0	\$8,944,333	\$380,053	0%	16%	
	C-1012392-04	Journeyman	Q 0,5 11,555	4300,033	\$5,521,500		40,711,233	\$300,033		1070	
	Lot 9	Macton	\$1,996,500	\$99,825	\$2,096,325	\$0	\$1,996,500	\$99,825	0%	46%	
	C-1012392-05			*							
	Lots 3 & 6	Progressive Rail	\$11,754,817	\$352,645	\$12,107,462	-\$117,121	\$11,637,696	\$469,766	-33%	99%	
Track Material	C-1009684-02	Spl Trkwrk/CWR									
Procurement	Lot 5	L.B. Foster	\$4,999,349	\$149,981	\$5,149,330	\$891	\$5,000,240	\$149,090	1%	100%	
	C-1009684-03	Fasteners									
CMGC-1	Lot 4	Rocla Concrete Tie	\$3,145,765	\$96,089	\$3,241,854	\$57,195	\$3,202,960	\$38,894	60%	100%	
	C-1009684-04	Concrete Ties			40.000.000			4			
	Lots 1 & 3	VAE Nortrak	\$8,987,703	\$472,976	\$9,460,679	-\$293,849	\$8,693,854	\$766,825	-62%	100%	
	C-1012000-01 Lots 2	NW2/3/4 & NWROF/Spl Trkwrk L.B. Foster	\$5,982,978	\$299,149	\$6,282,127	\$0	\$5,982,978	\$299,149	0%	100%	
Track Material	C-1012000-02	NW-2/3/4 CWR	\$3,982,978	\$299,149	\$0,282,127	30	\$3,982,978	\$299,149	076	100%	
Procurement	Lot 4	Rocla Concrete Tie	\$3,361,624	\$168,081	\$3,529,705	02	\$3,361,624	\$168,081	0%	100%	
1.ocurement	C-1012000-03	Concrete Ties	VJ,JV1,V27	\$100,001	\$2,225,705	30	\$5,551,027	\$100,001	279	20070	l
CMGC-3	Lot 5	Advanced Track Products	\$5,722,502	\$286,125	\$6,008,627	\$891	\$5,723,393	\$285,234	0%	100%	
	C-101200-04	CMGC-3 Fasteners									<u> </u>
Suntanna	TPSS DFI	Siemens Transportation	\$30,792,441	\$2,463,395	\$33,255,836	-\$61,289	\$30,731,152	\$2,524,684	-2%	61%	
Systems	C-1012105-01	Systems, Inc.									
	Fare II	GFI Genfare	\$8,456,407	\$400,705	\$8,857,112	\$0	\$8,456,407	\$400,705	0%	0%	
	C-1011621-01	Systems, Inc.									
Vehicle	115 C-Unit Mods W/ATP	Kinkisharyo/Itochu	\$190,395,824	\$5,959,416	\$196,355,240	\$825,257	\$191,221,081	\$5,134,159	14%	82%	l
Procurement	C-1011711-01			et amount for \$A-001							l
Vehicle	SLRV Procurement (25)	Kinkisharyo International	\$164,374,396	\$4,931,232	\$169,305,628	\$0	\$164,374,396	\$4,931,232	0%	25%	
	C-1013706-01	DUNCAL OF THE	62.020.22	6160.147	62 202 402		62.020.020	6162.145	00/	250/	
NW-2 Little	Procurement C-1016241-01	Phillips/May Corporation	\$2,039,333	\$163,147	\$2,202,480	\$0	\$2,039,333	\$163,147	0%	25%	I
Denton Drive Betterments &	0-1010241-01										I
Improvements											I
			*** *** ***	** ***	*** *** ***	****					
Systems	SCS/OCC	GE Advanced Comm. Systems	\$19,268,337	\$1,541,467	\$20,809,804	\$34,761	\$19,303,098	\$1,506,706	2%	27%	I
Modifications	C-1009337-01	TOTALS:	\$1.750.740.070	\$64.715.402	\$1.015.462.530	617.016.602	61 769 565 002	646,000,776			I
	N 0 1 5 7001	TOTALS:	\$1,750,748,370	\$64,715,408	\$1,815,463,778	\$17,816,632	\$1,768,565,002	\$46,898,776			
Legend:	% Contingency >= 70%	<u>I</u>							ı		



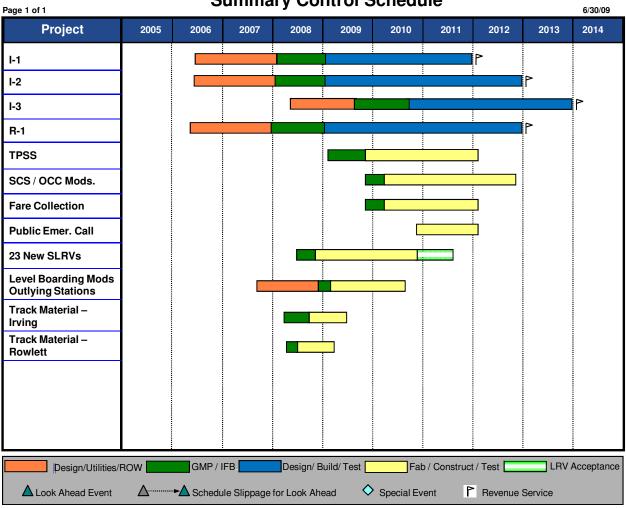
RPD52 3Q FY 2009

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.
c) CMGC-1 & 3 contract was modified to include construction services.
d) The totals shown on this report include balances from active contracts, shown here, and closed contracts that are in hidden cells within the sheet.
d) Percent contract complete based on invoices paid divided by contract value.

e) The totals shown on this report include balances from active contracts, shown here, and closed contracts that are in hidden cells within the sheet.



LRT Buildout Phase IIB Summary Control Schedule





3Q FY 2009

LRT BUILDOUT PHASE IIB Cost Summary (in millions of dollars)								
	Control Budget	Current Commitment (1)	Expended to Date (2)					
General Phase IIB	\$ 94.5	\$ 25.6	\$ 18.8					
Irving-1	363.9	338.0	37.7					
Irving-2	275.7	178.7	30.8					
Irving-3	272.5	3.4	3.2					
Rowlett-1	203.5	211.2	19.6					
Level Boarding – Outlying Stations	13.2	6.8	1.3					
NWROF	53.0	58.6	41.7					
Systems	42.2	24.2	14.0					
Vehicles	219.6	193.2	52.2					
LRT Buildout Phase IIB Total	\$1,538.1	\$1,039.7	\$219.3					

SCHEDULE SUMMARY

	Contract Completion Dates	Revenue Service Dates			
I' Q ' I1	12/2011	12/2011			
Line Section I-1	12/2011	12/2011			
Line Section I-2	12/2012	12/2012			
Line Section I-3	12/2013	12/2013			
Line Section R-1	12/2012	12/2012			



RPD54 3Q FY 2009

Committed values reflect activity through 05/31/09.
 Expended to date values reflect activity through 05/31/09, as reported on DART's General Ledger.

C2.3 Integrate new transit services

Description

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

Status

The design-build contract for the I-1/I-2 project was awarded to Kiewit, Stacy and Witbeck, Reyes, Parsons (KSWRP) on December 12, 2008, and Notice to Proceed was issued on January 5, 2009. Design is progressing. The KSWRP team has processed the first "Released for Construction" drawings, and construction activities are under way.

The baseline schedule has been submitted, disapproved, and resubmitted. Comments on the second submittal have been returned.

Issues

City of Irving is acquiring most of the ROW. Irving contribution (\$60M) identified in ILA with DART is reaching resolution.

TXDOT's commitments to DART regarding of their SH 114/Loop 12 project progress are of concern to the project.



RPD55 3Q FY 2009

Track Materials Procurement for Irving Corridor

LRT Buildout Phase IIB

Strategic Plan Consideration

C2.3 Integrate new transit services

Description

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

Status

To date, all of I-1 and half of I-2 rail have been delivered to the project site. The remainder of the rail is in storage in Midlothian, Texas, pending preparation of the final storage site. Efforts are under way to prepare a storage site for all I-3 rail at a TRE facility in southern Irving. The existing rail storage site at Central Freight has been expanded to accommodate the remaining I-2 rail.

Issues

Final delivery of the I-2 and I-3 rail is scheduled to begin around June 15, 2009.



RPD56 3Q FY 2009

C2.3 Integrate new transit services

Description

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

Status

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

Multi-agency (DART, FWTA, DFW and NCTCOG) meetings to discuss the project have been held on December 17, 2008; April 7, 2009; April 21, 2009; and June 11, 2009. DART also met individually with FTA and FAA staff on February 3, 2009, and March 2, 2009, respectively. On April 17, 2009, DART, FWTA, and DFW staff met with both federal agencies (FTA and FAA). The DART Planning Committee has been briefed on April 28, 2009, and May 26, 2009. The Committee-of-the-Whole was briefed on June 9, 2009, and June 23, 2009, with Board action occurring on June 23, 2009.

DART has initiated data gathering and has requested DFW's support in providing any pertinent documentation available. Information could include: Hazardous Site inventory, inventory of all streams, traffic information, geotechnical information, list of historic structures, etc.

Issues

DFW has identified a potential pinch point along SH 114.

FTA has indicated that it may be willing to reconsider the opinion that DART's pre-purchase of rail and LRVs will preclude FTA funding of the project. 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.

Providing there are no significant impacts or federal funding, the project could be advanced with simple Environmental Assessment (EA) with FAA as the lead agency.



RPD57 3Q FY 2009

C2.3 Integrate new transit services

Description

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

Status

Board approval of the design-build contract for the R-1 project was received on January 27, 2009. The design-build contract was awarded to the Austin Bridge & Road team on January 4, 2009. NTP was granted on February 25, 2009.

The Austin team has moved out to their field offices and the design progression continues. The first design submittals are anticipated for early June 2009.

Issues None



RPD58 3Q FY 2009

Track Materials Procurement for Rowlett Extension

LRT Buildout Phase IIB

Strategic Plan Consideration

C2.3 Integrate new transit services

Description

DART awarded a contract to Progress Rail Services on June 24, 2008, to supply 2,213 tons of 115RE continuously welded rail (CWR) for the R-1 project. The Authority is not providing any additional track material for the

R-1 project.

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

Texas.

None **Issues**



RPD59 3Q FY 2009

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 IIB (Irving and Rowlett Extension Lines) will require 14 TPSSs.

Status

Notice to Proceed (NTP) is ongoing.

The following TPSS delivery dates are recommended by the contractor:

Line	TPSS No.	Recommended	Contract Delivery
Section		Delivery Date	Date
Irving	TPSS #1	10/16/2010	December 2010
I-1	TPSS #2	04/13/2011	January 2011
	TPSS #3	08/15/2010	February 2011
Irving	TPSS #4	12/16/2010	December 2011
I-2	TPSS #5	06/08/2011	January 2012
	TPSS #6	11/05/2011	February 2012
Rowlett	TPSS #7	-	August 2011
R-1	TPSS #8	-	Sept. 1, 2011
	TPSS #9	-	October 2011
	TPSS #10	-	November 2011
Irving	TPSS #11	-	TBD
I-3	TPSS #12	-	TBD
	TPSS #13	-	TBD
	TPSS #14	-	TBD

Issues TBD



RPD60 3Q FY 2009

C2.3 Integrate new transit services

Description

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

Status

Coordination between the Authority and the design-builder are taking place to determine the required schedule to release this effort.

Issues

Schedule is required from the design-builder that allows adequate time for the SCS/OCC contractor to perform.



RPD61 3Q FY 2009

C2.3 Integrate new transit services

Description

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

the Phase IIB stations.

Status

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

Discussions are on hold until other deployment dates are settled.

Issues

None



RPD62 3Q FY 2009

Passenger Emergency Calls (PECs)

LRT Buildout Phase IIB

Strategic Plan C2.6 Improve passenger amenities and facilities

Consideration

Description PEC units allow customers to contact either 911 directly for emergencies or

DART Customer Service for route/schedule information.

Status All required units were delivered to DART on October 14, 2008, and have

been stored until required by the design-builder.

Issues None



RPD63 3Q FY 2009

Vehicles – 23 Option Vehicles (New SLRV Procurement)

LRT Buildout Phase IIB

Strategic Plan Consideration

C2.3 Integrate new transit services

Description

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

Status

Manufacturing of the option order of 23 SLRVs is underway. Delivery of the 26th completed SLRV (first option vehicle) will begin in November 2010. Delivery of 23 option vehicles will continue through early spring of 2011.

Issues None



RPD64 3Q FY 2009

C2.3 Integrate new transit services

Description

Integrate systems operation for LRT Buildout Phase IIB.

Status

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

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

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

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

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

Issues None



RPD65 3Q FY 2009

Level Boarding Modifications For Outlying Stations

LRT Buildout Phase IIB

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

NTP was issued March 20, 2009. Construction was performed at White Rock Station over the weekends of June 13-15 and June 20-22, 2009. Construction at 8th & Corinth Station began on June 27, 2009, and is scheduled to complete the weekend of July 4, 2009. Skillman/LBJ is scheduled to begin July 4, 2009, and Tyler/Vernon is scheduled to begin July 18, 2009.

Issues None



RPD66 3Q FY 2009

LRT Buildout Phase IIB Six Month Look Ahead

Page 1 of 1 6/30/09 **Project I-1** ROW Complete Jamison St Permit Complete A Track Design Complete▲ ▲ TPSS Design Complete ▲ COMM Design Complete ▲ OCS Design Complete 1-2 Approval – 404 Permit MS-4 Complete ROW/CROE Complete ▲ Track Design Complete Planning/Environmental Continues **I-3** NTP 10% Design – Gen Plnng Cnsltnt ▲ Straight Rail Delivery Complete Preliminary Engineering Complete R-1 A Rights of Entry / Purchase / ED Complete KCS Agreement Complete ▲MS-1 Complete **TPSS** ▲ Contractor Pricing and Delivery Verification Vehicle Fabrication Continues 23 New SLRVs Construction Start **Level Boarding Mods** Construction Dallas Zoo Station

Construction Forest-Jupiter Station

Construction Downtown Plano Station

Construction Edbetter Station

Construction Parker Rd Station

Construction Relation

Construction Relat Station

Construction Keist Station

Construction VA Medical Center Station

Construction VA Medical Center Station ▲Comp Construction 8th & Corinth Station ▲ Construction Tyler Vernon Station **Outlying Stations** Comp Construction LBJ Skillman Station
Construction LBJ Central Station
Const Hampton Station ▲ Const Bush Turnpike Station
▲ Construction Cedars Station
▲ Construction Arapaho Station Fab/Delivery Continues Track Material - Irving Last CW Rail Delivery Fab / Construct / Test GMP / IFB Design/Utilities/ROW Design/ Build/ Test LRV Acceptance Revenue Service Look Ahead Event Schedule Slippage for Look Ahead ♦ Special Event



Change **Control Summary**

LRT Buildout **Phase IIB**

Light Rail Transit Buildout Phase IIB - Change Control Summary

_	Rail Section/ ntract Package	Consultant/ Contractor	Approved Contract Amount (A)	Approved Contingency/ Allowance (B)	Total Approved Amount (C=A+B)	Executed Changes (D)	Current Contract Value (E=A+D)	Remaining Contingency/ Allowance (F=B-D)	Percent Contingency Used (G=D/B)	Percent Contract Comp.	Summary of Activity This Period & Comments (June 2009)
Design/CM	Track 3 C-1013219-01	Track 3 Joint Venture Various + I1&2+Rowlett	\$14,785,213.00 Deob \$1,502,678	\$370,811.00 from base and \$180,	\$15,156,024.00 666 from continger		\$14,785,213.00 AWP	\$370,811.00	0	0	Note b
Irving 1 & 2	Irving 1-2 DB C-1014614-01	Kiewit JV Irving 1 & 2	\$430,164,910	\$17,207,000	\$447,371,910	\$0	\$430,164,910	\$17,207,000	0%	12%	Design-Build
Rowlett	Rowlett DB C-1014614-02	Austin Road & Bridge Rowlett	\$193,019,007	\$7,514,000	\$200,533,007	\$0	\$193,019,007	\$7,514,000	0%	3%	Design-Build BR-090008 Pink Sheeted
Track Material	Irving Rail Procurement C-1014938-02	L.B. Foster Irving 1, 2 & 3	\$8,920,527	\$89,205	\$9,009,732	\$0	\$8,920,527	\$89,205	0%	100%	
Procurement CWR	Rowlett Rail Procurement C-1014938-01	Progeessive Rail Services Rowlett	\$3,394,300	\$33,943	\$3,428,243	\$0	\$3,394,300	\$33,943	0%	100%	
Systems	TPSS, TVM, SCS/OCC See PH IIA		\$0	\$0	\$0	\$0	\$0	\$0	0%	0%	
Vehicle	SLRV Procurement (23) C-1013706-01	Kinkisharyo International	\$126,730,327	\$2,843,881	\$129,574,208	\$0	\$126,730,327	\$2,843,881	0%	0%	
Level Boarding Outlying	C-1016053-01	Phillips May Corporation	\$4,043,333	\$323,467	\$4,366,800	\$0	\$4,043,333	\$323,467	0%	0%	
Legend:	% Contingency >= 70%	TOTALS:	\$781,057,617	\$28,382,307	\$809,439,924	\$0	\$781,057,617	\$28,382,307			

a) Percent contract complete based on invoices paid divided by contract value.

c) Not used
d) The totals shown on this report include balances from active contracts, shown here, and closed contracts that are in hidden cells within the sheet.



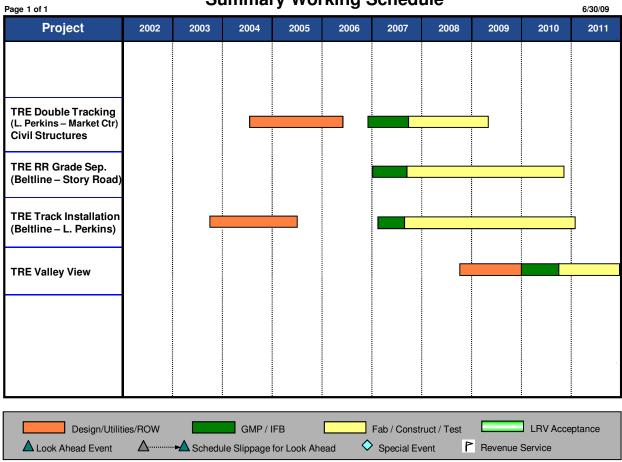
RPD68 3Q FY 2009



Summary Working Schedule

Commuter Rail

Commuter Rail Summary Working Schedule





Cos	MUTER RAIL at Summary lions of dollars)		
	Control Budget ⁽²⁾	Current Commitment (2)	Expended to Date ⁽¹⁾
Belt Line Road Grade Separation	\$ 70.5	\$64.8	\$46.7
Lisa-Perkins Double Tracking	6.4	6.4	6.1
Valley View (3)	14.4	1.0	0.1

- Expended to date values reflect activity through 05/31/09, as reported on DART's General Ledger. Control Budget and Current Commitment reflect activity through 05/31/09. Control budget value reflects DART's FY2009 approved Financial Plan value for this project. 1) 2) 3)



RPD70 3Q FY 2009

Belt Line Road Grade Separation

Commuter Rail

Strategic Plan Consideration

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

Description

The project involves the grade separation of the Trinity Railway Express (TRE) over the intersections of Belt Line Road, Briery Road, and Story Road; and replacement bridges over Dry Branch Creek and West Irving Creek. The TRE tracks will be elevated and double tracked from Gilbert to Rogers Road, for a length of 2 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

Phase I superstructure is complete; substantial completion has been issued for this milestone.

Concrete (2,005 cubic yards) was placed on the north and south sides of Belt Line to East Rock Island Road. Northbound Belt Line Road pavement has been placed from the old track crossing to the tie-in to the existing pavement.

Issues

None



RPD71 3Q FY 2009

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

Commuter Rail

Strategic Plan C1 Improve Customer Satisfaction

Consideration C2 Manage System Growth

C3 Improve Efficiency

Description This double tracking project is located in the City of Dallas. The project

consists of a new Class 4 track adjacent to and 16 feet apart from the existing track. The existing track 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 Closeout is nearing completion.

Issues None



RPD72 3Q FY 2009

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

Commuter Rail

C1 Improve Customer Satisfaction Strategic Plan

C2 Manage System Growth Consideration

C3 Improve Efficiency

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

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.

Submittals are nearing completion. **Status**

None **Issues**



RPD73 3Q FY 2009

Valley View to West Irving Double Tracking

Commuter Rail

Strategic Plan Consideration

C1 Improve Customer Satisfaction

C2 Manage System Growth

C3 Improve Efficiency

Description

This proposed double tracking project is located in the City of Irving. The project involves construction of approximately 1.5 miles of new Class 4 double track between the Dallas/Tarrant County Line and the West Irving Station. The project also includes a new bridge structure over Bear Creek and conversion of the existing #24 turnout to a #24 crossover.

Status

Design work for 30% submittal was completed on May 13, 2009. Value engineering and independent contractor's estimate work commenced on May 20, 2009. All value engineering comments are being evaluated to be incorporated in the post 30% design process. Independent contractor's estimate is being validated. All reports are due in July 2009.

Issues None



RPD74 3Q FY 2009

Six-Month Look Ahead



Commuter Rail Six Month Look Ahead

Page 1 of 1 6/30/09 **Project** November TRE Double Tracking (L. Perkins – Market Ctr) All Construction Completed 4/9/09 **Civil Structures** Construction Continues TRE RR Grade Sep. Const MS F Complete (Beltline - Story Road) Installation Continues TRE Track Installation LP – MS A Complete All Work (Beltline - L. Perkins) BL - Install MS C Complete Design Continues Procurement - NTP **TRE Valley View** ♦ 65% Submittal Complete 95% Submittal Complete 00% Submittal Complete 🔷 Design/Utilities/ROW GMP / IFB Fab / Construct / Test LRV Acceptance Special Event Revenue Service △ Look Ahead Event Δ..... Schedule Slippage for Look Ahead



Change Control Summary



Commuter Rail - Change Control Summary

Facility/ Contract Package		Consultant/ Contractor	Approved Contract Amount	Approved Contingency Allowance	Total Approved Amount	Executed Changes	Current Contract Value	Remaining Contingency Allowance	Percent Contingency Used	Percent Contract Comp.	Summary of Activity This Period & Comments (June 2009)
			(A)	(B)	(C=A+B)	(D)	(E=A+D)	(F=B-D)	(G=D/B)	Note a	
TRE	Master Operational Contract C-1008316-01	Herzog	\$105,859,703	\$4,000,000	\$109,859,703	\$4,000,000	\$109,859,703	\$0	100%	76%	
TRE	Belt Line-Story Grade Separation	McCarthey Building	\$43,006,362	\$3,685,753	\$46,692,115	\$3,250,703	\$46,257,065	\$435,050	88%	62%	
	C-1012696-01	Companies	Increased contin	ngency by \$245,	244 per Board R	esolution 0801	64				
TRE	TRE Lisa-Perkins Construction	Austin Road	\$2,910,060	\$87,302	\$2,997,362	\$0	\$2,910,060	\$87,302	0%	96%	
	C-1012966-01	and Bridge									
TRE	TRE LP/BL-S Trk Mtl Procure/Install	Herzog	\$11,494,170	\$344,822	\$11,838,992	\$73,077	\$11,567,247	\$271,745	21%	82%	
	C-1012577-01										
TRE	TRE Valley View Bridge & Double Tracking Construction Pending	Pending	\$0	\$0	\$0	\$0	\$0	\$0	0%	0%	
TRE	TRE Valley View Bridge & Double Tracking Track Material Pending	Progress Rail Services	\$0	\$0	\$0	\$0	\$0	\$0	0%	0%	
Legend:	% Contingency >= 70%	TOTALS:	\$163,270,295	\$8,117,877	\$171,388,172	\$7,323,780	\$170,594,075	\$794,097			

Notes: a) Percent contract complete based on invoices paid divided by contract value.



RPD76 3Q FY 2009



Additional Capital Development Summary Working Schedule

6/30/09 Page 1 of 1 **Project** 2002 2003 2004 2005 2006 2007 2008 2009 2010 2011 Victory: TRE Walls and Roadbed Victory: Stations and Bridges **Unity Plaza** Final Design Completed (Project On Hold) **Tunnel Delamination Bryan Street Hawkins Street Paratransit Parking** Completed 5/8/2009 Thanks-Giving Square Rail Replacement Lake Highlands Station Valencia Development **DART Police Facilities** 6th Street Crossing CBD/TSP Replace Radio System 800 MHz Band Reconfiguration Frankford Sta Ph 1 Additional Parking GMP / IFB Fab / Construct / Test LRV Acceptance Design/Utilities/ROW

△----- Schedule Slippage for Look Ahead



Look Ahead Event

Special Event

Revenue Service

ADDITIONAL CAPITAL DEVELOPMENT **Cost Summary** (in millions of dollars) **Control Expended** Current Commitment (4) Budget (4) to Date (1) Victory Station Project (2) \$79.0 \$84.8 \$84.4 Unity Plaza 0.9 0.9 3.5 **Tunnel Delamination** 4.2 2.5 2.4 Bryan Street (3) 30.8 27.7 20.7 Hawkins Street 23.2 23.7 21.6 Thanks-Giving Square Rail Replacement 2.0 1.6 .1 DART Police Facilities (5) 35.0 2.2 .8 Frankford Road Additional Parking (5) 7.1 0.0 .1 6th Street Crossing (6) 1.6 0.1 0.0

- 1) Expended to date values reflect activity through 05/31/09, as reported on DART's General Ledger.
- 2) Current commitment and expenditures do not reflect anticipated \$2.0 mm Anland credit.
- 3) Expended to date value includes reimbursements of \$4.8 MM from funding partners.
- 4) Control Budget and Current Commitment values are reflected as of 05/31/09.
- 5) Control budget value reflects DART's FY2009 approved Financial Plan value for this project.
- 6) Control budget value reflects DART's FY2009 approved Financial Plan value for this project. The approved Financial Plan amount is \$25,000. Currently, a CPRF is being routed for approval for an additional \$1.6 MM.



RPD78 3Q FY 2009

C2.3 Integrate new transit services

Description

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

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

Status Line Section NW-1A Facilities Construction Contract

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

Issues Line Section NW-1A Facilities Construction Contract

Eby sued DART's general engineering consultant, LAN/STV, in State Court. The Texas Supreme Court denied review of the appeal, and the matter is back in District Court. DART is not a party to this litigation. Trial was held in May 2009, and hearings regarding jury verdict are being scheduled.



RPD79 3Q FY 2009

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.



RPD80 3Q FY 2009

North Central Tunnel Delamination Repair & Monitoring

Additional Capital Development

Strategic Plan Consideration

C3.4 Maintain assets and improve asset management

Description

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

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

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

Status

The 95% design submittal was submitted to DART on May 5, 2009. Construction document submittal is scheduled for July 2009. Long-term monitoring plan work is in progress.

Issues None



RPD81 3Q FY 2009

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

Successful turnover occurred for Systems Integration testing.

Routh Street crossing is expected to open to traffic, pending final coordination of traffic control equipment. Routh Street landscaping work continues.

Installation of signal gates is complete on the southbound Central Expressway service road.

Work on underpass lighting on Live Oak is complete.

Work on concrete header at berm is complete on northbound and southbound Good Latimer.

Weld repair, plinth repair, and destressing continue along the Bryan/Hawkins alignment.

Along Bryan guideway, work on the 18-way ductbank is complete. Framing OCS poles and installation of OCS cantilevers are complete. Trackwork finishing continues.

Punch list work for civil construction is in progress

Systems dynamic testing is in progress.

Issues

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



RPD82 3Q FY 2009

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



RPD83 3Q FY 2009

Paratransit Parking

Additional Capital Development

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

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.

will be constructed on adjacent DAKT property located on Dilido Str

Status Project is complete.

Issues None



RPD84 3Q FY 2009

C3.4 Maintain assets and improve asset management

Description

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

Status

Contract for rail materials was awarded on September 10, 2008, with NTP on September 22, 2008. Rail materials were delivered on schedule in May 2009.

NTP for construction was given to Herzog Contracting on April 8, 2009. Construction work was scheduled over the second two weekends in June 2009, with the third weekend available in case of weather impacts. Work was performed over the weekends of June 12-15 and June 19-22, 2009. Contractor is in the process of finishing minor touch-up work. Closeout is anticipated to begin soon.

Issues

DART staff has obtained positive cooperation and understanding from the community in the area regarding the work on weekends and at night. A nighttime work permit was obtained from the City of Dallas.











Lake Highlands Station

Additional Capital Development

Strategic Plan Consideration

C2.3 Integrate new transit services

Description

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

Status

The Notice to Proceed to begin final design was issued on July 7, 2008. DART is continuing regular coordination meetings with partner agencies and the developer. The 60%, 95%, and 100% design submittals were completed on schedule.

Design of Option 8 for an east side access between the north end of the platform and White Rock Trail is complete and may be incorporated into the plans for the IFB issuance.

Follow-up community meetings were held on April 21 and June 11, 2009.

A technical agreement with Prescott has been executed.

.

The next follow-up meeting with the community is set for August 2009.

West side phased parking design is in progress.

Issues

Access to DART construction site is dependent on timely execution of paving project by Prescott Development.

The community is divided on the east side access proposed by the City and DART.

The community is more interested in a secondary access from Walnut Hill Lane.

The community wants parking facilities. Discussions continue between DART, City of Dallas, the developer, and the community.



RPD87 3Q FY 2009

S1 Build and Maintain Relationships with Stakeholders

Description

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

Status

Right-of-entry agreement is in progress.

An updated 95% civil and systems package with proposed construction sequencing has been reviewed. Comment disposition has been completed.

Final contract packaging discussions are continuing with the developer and designers. Procurement requisition for construction has been submitted.

Issues

DART cannot move forward to establish a contract for the on-site work until the right-of-entry agreement is finalized.



RPD88 3Q FY 2009

- E1.5 Promote a healthy and safe work environment and practices for all employees
- C3.4 Maintain assets and improve asset management

Description

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

Status Monroe Shops

The DART Police Headquarters at Monroe Shops will be designed and constructed in three parts.

Construction Contract 1 includes the demolition of the exterior bollards and non-historic interior structures, and the construction of new structures and mechanical pit to accommodate the police headquarters. Construction Contract 1 100% documents were received on May 15, 2009. On May 26, 2009, the 100% documents were presented to SHPO in Austin and received a favorable review. The new window details and below-grade mechanical pit were presented and also received endorsement from SHPO. In addition, the adaptive re-use design of the Monroe Shops to house the DART Police Headquarters was explained and accepted by SHPO. Bids for Construction Contract 1 were received on June 12, 2009. Notice to Proceed is anticipated to be issued to Phillips May, Inc., on July 10, 2009.

The 95% Construction Contract 2 documents are scheduled to be submitted for DART review on July 2, 2009. SHPO is scheduled to participate with DART and Preservation Dallas on July 9, 2009, to demonstrate sustainable design and construction for an adaptive re-use of a building listed on the National Register of Historic Places. A workshop review at DART is planned to present the Construction Contract 2 plans and specifications to SHPO on July 10, 2009. SHPO is planned to be a participant in the pre-construction meeting with Phillips May, Inc., on the same day.

The Revenue Committee was briefed on May 12 and June 9, 2009, regarding progress and project oversight was transferred to the Rail Program Committee in June 2009.

Issues None



RPD89 3Q FY 2009

Frankford Station Additional Parking

Additional Capital Development

Strategic Plan Consideration

C1 Improve Customer Satisfaction

C2 Manage System Growth

C3 Improve Efficiency

S1 Build and Maintain Relationships with Stakeholders

Description

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

The additional parking is a requirement placed on the transit-oriented development (TOD) site approval for the Northwest Corridor Line Section NW-4 during the permitting process by the City of Carrollton. The additional parking requirement is set for 900 parking spaces. However, it is only required that 450 spaces be available on opening day for the North Carrollton/Frankford Station in December 2010. The remainder of the spaces will be developed on an as-needed basis in accordance with the established ordinance.

Status

The SMR was performed on April 28, 2009. The IFB package is under review by DART Procurement, Legal, and Risk Management.

Issues

Funding for this project is a major concern. It will be funded from Regional Toll Road (RTR) funds. The money has been approved, but DART does not have an ILA with TxDOT/NCTCOG for the project.



RPD90 3Q FY 2009

S1 Build and Maintain Relationships with Stakeholders

Description

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

Status

A crossing license agreement was prepared by DART and submitted to the City of Garland for execution in July 2008.

LRT Crossing

The 100% design and SMR package was submitted on April 29, 2009. The SMR was completed and City is currently preparing IFB plans for submittal to DART.

DGNO Crossing

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

Issues

The City has yet to execute the crossing license agreement.

The project is currently eight months behind the proposed baseline schedule.

DART is awaiting the City's approval of the proposed budget.

A baseline budget and schedule is under review for approval.

An update to the design schedule is needed from the City of Garland.



RPD91 3Q FY 2009

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

Description

The CBD/TSP System project will provide traffic signaling priority to trains in the central business district, to ensure schedule achievement. It is being developed jointly with the City of Dallas (COD) and comprises communication between trains, detection equipment, and traffic signals. As a train is ready to leave a station, the traffic signals are changed to clear the way, and the signals for any following trains in stations or junctions are also changed to allow those trains to leave immediately.

There are four time points for Service Plans:

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

Status

Infrared (IR) detector design and specifications will be done by the COD.

IR and housings were purchased by DART in early April 2009. ModBus, a serial communications protocol published by Modicon in 1979 for use with its programmable logic controllers (PLCs), is now being purchased by the DART contractor (Mass Electric - MEC), along with Ethernet power transmitters and receivers (which allows Ethernet data transmission over electrical power connections). City of Dallas (COD) is working with DART track allocation group to gain safe access to the LRT mall to install all mid-block IR devices. At DART's request, COD took advantage of DART maintenance work scheduled for the weekends of June 13 and June 20, 2009, to install all missing IR devices. All IRs and countdown timers are installed and working as planned.



RPD92 3Q FY 2009

Status (Continued)

DART and COD agreed on a concept of operations (roll-up in 2009 and TWC in 2010 and beyond).

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

COD agreed to have single Uninterruptible Power Supply (UPS), which backs up traffic signals, wireless network, and the peer-to-peer (P2P) communications between traffic signals.

MEC completed the installation of the fiber optic cable, including cabinets.

Completed first and second TSP system integration testing. A third test is planned for late July 2009 to simulate headway of 2.5 minutes for train arrival into the CBD area from Southeast Junction.

Aerial cables are installed and ready for Southeast Junction connection to exchange train presence information.

Issues

DART has requested the City of Dallas revisit the concept for 2010 operation. A meeting with the COD and DART Rail Program Development was held in mid-April 2009 to discuss. It was agreed that a Southeast Junction change will incorporate the junction lock position for northbound movement for 2009 Operation and adjustment to the platform stop for 2010 to avoid conflict with the pedestrian crossing at Crockett, and additional signals are needed between COD and the junction (such as 30-second warning of train arriving at the junction to clear pedestrian signal at Crockett and a confirmation from the City that the signal at Crockett is locked for DART use).

Other TWC adjustments were requested by DART Operations. Issues discussed include: TWC adjustment of locations and the data exchange between Southeast Junction and Crockett pedestrian signal and the junction lock for the northbound track.

A contract extension to provide for future installation of six TWC loops for 2010 operation (to be installed late 2009) was approved by the Board on April 28, 2009.



RPD93 3Q FY 2009

Agency-Wide Radio & Related Communications Systems Replacement

Additional Capital Development

Strategic Plan Consideration

C3.4 Maintain assets and improve asset management

Description

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

Status DART Procurement issued project Notice to Proceed on April 14, 2009.

The contractor has begun initial project startup requirements as defined by contract specifications.

Issues None



RPD94 3Q FY 2009

C3.4 Maintain assets and improve asset management

Description

The 800MHz band reconfiguration project will bring DART into compliance with Federal Communications Commission's ordered reconfiguration of the 800 MHz band. This reconfiguration was designed to migrate incompatible technologies to separate segments of the 800 MHz.

MHz band.

Status Infrastructure changes have been completed. Expected project

completion date is August 21, 2009.

Issues Awaiting final documentation and updated plans/drawings.



RPD95 3Q FY 2009

Additional Capital Development Six Month Look Ahead

Page 1 of 1 6/30/09 **Project** July Victory: TRE Walls Construction Completed and Roadbed Victory: Stations Revenue Service Began 11/15/04 and Bridges **Unity Plaza** Final Design Completed (Project on hold) Construction Procurement Process Continues **Tunnel Delamination** ▲Bids Due ▲ IFB Released ANTP Const ▲ Board Mtg Construction Continues **Bryan Street** Start Contractor Testing MS SE-1C Complete **Hawkins Street** Construction Substantially Completed Construction Substantially Completed 5/8/09 **Paratransit Parking Thanks-Giving Square** M/S "A" Track Install Complete Rail Replacement Lake Highlands Station Assue IFB - Sys & Civil ▲Bids Due NTPA PM MTG▲ Valencia Development lssue RFP▲ ANTP System/Civil Const ▲ SMR Complete Issue RFPA ▲Bids Due 6th Street Crossing ▲Bids Due (NOA)Notice of Agreement▲ CBD/TSP LRT Car:Pla'mnt Device▲ SE-1 Ready for Oper Ph 1 Replace Radio System 800 MHz Band Reconfiguration Project Support and Implementation Frankford Station/N. Carr Construction PM Meeting A Board Mtg A **▲**NTP Additional Parking Assue REP ▲Bids Due GMP / IFB LRV Acceptance Design/Utilities/ROW Fab / Construct / Test Special Event Look Ahead Event - Schedule Slippage for Look Ahead Revenue Service



RPD96 3Q FY 2009

Additional Capital Development - Change Control Summary

Con	Facility/ atract Package	Consultant/ Contractor	Approved Contract Amount (A)	Approved Contingency Allowance (B)	Total Approved Amount (C=A+B)	Executed Changes	Current Contract Value (E=A+D)	Remaining Contingency Allowance (F=B-D)	Percent Contingency Used (G=D/B)	Percent Contract Comp. Note b	Summary of Activity This Period & Comments (June 2009)
NW-1A Facilities	Construction C-1003853-01	Martin K. Eby	\$24,986,984	\$2,498,698	\$27,485,682	\$2,307,615	\$27,294,599	\$191,083	92%	100%	Includes Unilateral Mods Closeout Pending Litigation Settled
Misc Facilities	NC-1 Tunnel Delamination PH 1 C-1011831-01	Penaco Industries	\$655,999	\$39,242	\$695,241	\$0	\$655,999	\$39,242	0%	100%	Closeout Pending
	Design C-1003727-01	RTKL Assoc.	\$1,053,766	\$105,377	\$1,159,142	\$0	\$1,053,766	\$105,377	0%	100%	Design complete
Unity Plaza	Construction TBD	TBD	\$0	\$0	\$0	\$0	\$0	\$0	0%		IFB deferred
Thanksgiving Square Rail Mtl.	Rail Procurement C-1015411-01	Progress Rail Services	\$289,254	\$14,463	\$303,717	\$0	\$289,254	\$14,463	0%	0%	
Thanksgiving Square Const.	Rail Replacement C-1015926-01	Herzog	\$1,074,882	\$85,991	\$1,160,873	\$0	\$1,074,882	\$85,991	0%	0%	
Bryan/Hawkins Construction	Construction C-1007571-01	Archer/Western Brunson/Carcon	\$35,893,496	\$1,823,750	\$37,717,246	\$1,021,104	\$36,914,600	\$802,646	56%	Note a	
Bryan/Hawkins Track Material	Lots 1 & 2 C-1009684-01	Progressive Rail	\$2,761,480	\$110,460	\$2,871,940	-\$79,289	\$2,682,191	\$189,749	0%	97%	
DART Police Facilities	C-1017045-01	Phillips/May Corporation	\$3,797,333	\$493,653	\$4,290,986	\$0	\$3,797,333	\$493,653	0%	0%	
6th Street Crossing	Pending	Pending	\$0	\$0	\$0	\$0	\$0	\$0	0%	0%	
Frankford Sta Addl Parking	Pending	Pending	\$0	\$0	\$0	\$0	\$0	\$0	0%	0%	
		TOTALS:	\$70,513,193	\$5,171,634	\$75,684,827	\$3,249,429	\$73,762,623	\$1,922,204			

Legend: % Contingency>= 70%

a) Included in CMGC-1 contract.
 b) Percent contract complete based on invoices paid divided by contract value.



RPD97 3Q FY 2009



DALLAS AREA RAPID TRANSIT

QUARTERLY INVESTMENT REPORT

As Of

June 30, 2009

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

David Leininger, Chief Financial Officer

Nathan Hallett, Treasurer

Beverly Adler, Assistant Treasurer

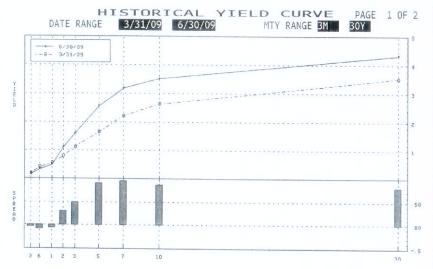
Prepared by Treasury Reporting July 21, 2009

Quarterly Investment Report



3rd Qtr FY09

Prepared by Treasury Reporting



Rate Tracker			
Short-Term	\downarrow	5	bp
Intermediate	\uparrow	67	bp
Long-Term	\uparrow	83	bp

Portfolio Performance Aggregate Yield ↓ 0.83% to 0.76% Benchmark ↓ 0.04% to 0.35%

er
\$80 M
\$150 M
0.15 %
0.77 %
77

Market Overview

While rates up to 1 year remained essentially unchanged during the quarter, intermediate and long term rates increased by an average of 67 and 83 basis points respectively. This reflects the consensus that, barring an unexpected deflationary period, longer-term rates will rise in anticipation of a future economy where U.S. debt is monetized and significant inflation returns. The Operating Fund investment strategy will be to maintain a short portfolio maturity which provides for an opportunity to reinvest sooner as rates continue to rise slowly.

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:

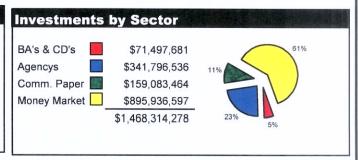
laddered maturities through calendar 2009, supplemented by money-market funds

DART Commercial Paper & Bond Programs

\$80 million of additional commercial paper was issued during the 3rd quarter. DART will issue commercial paper as needed for the foreseeable future. Additionally, on June 25th, DART successfully issued a total of \$1,004,735,000 of Build America Bonds and tax-exempt bonds.

1

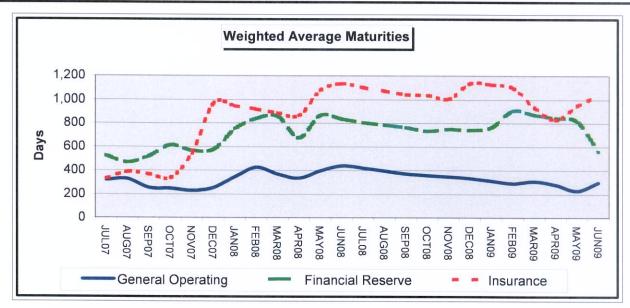
Investment Por	tfolios	(com	pliance)	
General Operating	\$	332,220,283	23%	Yes
Financial Reserve	\$	23,599,822	2%	Yes
Master Insurance	\$	13,864,472	1%	Yes
Debt Service	\$	18,112,390	1%	Yes
CP SEAF	\$	57,394,384	4%	Yes
09 Bond Fund	\$	1,004,816,897	68%	Yes
08 Bond Fund	\$	18,306,031	1%	Yes
TOTAL	\$	1,468,314,278	100%	

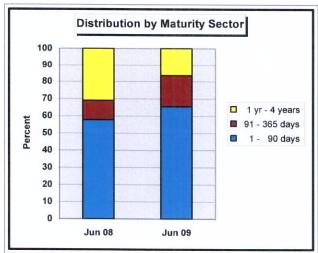


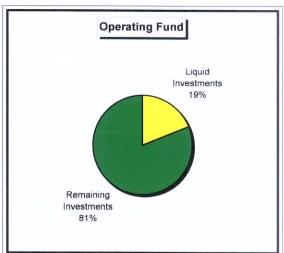
Quarterly Investment Report

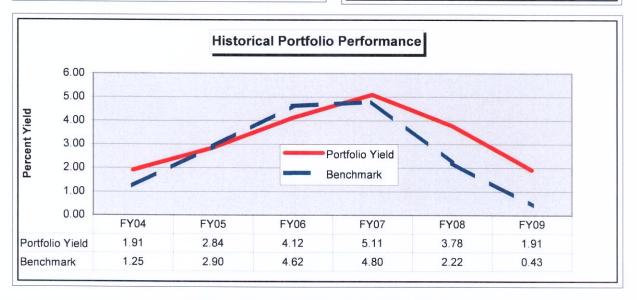












Security Transactions - Purch	ases by Fund 3	rd Qtr FY0
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SPERATING FUND SPERATING FUND SPERATING FUND		Ending amor Val/Cost	Una	Yield to Call	Call Date	Maturity Date	Value		USIP Security Description		Purchase Date
\$14/2009 96122GWE1 WestPac Sec CP 0.00 09/14/09 \$ 10,000,000 09/14/09 0.5485 \$ 9,981.550/26/2009 96122GWE1 WestPac Sec CP 0.00 09/14/09 \$ 5,000,000 09/14/09 0.5077 \$ 4,992.292 5/14/2009 0027A0XV9 Abbey National CP 0.00 10/23/09 \$ 10,000,000 10/23/09 0.4572 \$ 9,979,750 5/26/2009 0027A0XV9 Abbey National CP 0.00 10/23/09 \$ 10,000,000 10/29/09 0.3961 \$ 4,991,550 5/13/2009 36959RY23 GE Capital CP 0.00 11/12/09 \$ 10,000,000 11/12/09 0.7020 \$ 9,964,925 5/13/2009 36959RY23 GE Capital CP 0.00 11/12/09 \$ 10,000,000 12/04/09 0.5286 \$ 9,972,267 5/12/2009 3133XTV37 FHLMC Step Callable (qtfy-5) 0.50 05/ \$ 10,000,000 05/05/10 11/05/09 0.5000 \$ 9,964,925 5/12/2009 3133XTW37 FHLB Step Callable (qtfy-5) 0.50 05/ \$ 5,000,000 05/05/10 11/20/09 0.5000 \$ 5,000,000 6/14/2009 3133XTS84 FHLB Callable (12/4/09-5) 0.525 06/04. \$ 5,000,000 06/15/10 09/15/09 0.6550 \$ 5,000,000 6/15/2009 3133XTS84 FHLB Callable (12/4/09-5) 0.525 06/04. \$ 5,000,000 06/15/10 09/15/09 0.5000 \$ 5,000,000 6/12/2009 3133XTTQ9 FHLB (n/a) 0.70 09/08/10 \$ 5,000,000 06/15/10 09/15/09 0.500 \$ 5,000,000 6/12/2009 3133XTTQ9 FHLB (n/a) 0.70 09/08/10 \$ 5,000,000 09/10/10 0.7000 \$ 5,000,000 6/12/2009 3133XTTQ9 FHLB (n/a) 0.70 09/08/10 \$ 5,000,000 09/10/10 0.7000 \$ 5,000,000 6/12/2009 3133XTTQ9 FHLB (n/a) 0.70 09/08/10 \$ 5,000,000 09/10/10 0.7000 \$ 5,000,000 6/12/2009 3133XTTQ5 FHLB Step Callable (3/22/10-5) 0.50 0/5 \$ 5,000,000 09/10/10 0.7000 \$ 5,000,000 6/12/2009 3133XTM37 FHLB (n/a) 1.05 11/15/10 \$ 5,000,000 09/10/10 0.7109 \$ 5,000,000 6/12/2009 3133XTM37 FHLB Step Callable (11/18/09-5) 0.50 15 \$ 5,000,000 09/10/10 0.7109 \$ 5,000,000 6/12/2009 3133XTM37 FHLB Step Callable (11/18/09-5) 0.50 15 \$ 5,000,000 09/10/10 0.7109 \$ 5,000,000 6/12/2009 3133XTM37 FHLB Step Callable (11/18/09-5) 0.50 15 \$ 5,000,000 09/10/10 0.7109 \$ 5,000,000 6/12/2009 3133XTR35 FHLB Step Callable (11/18/09-5) 0.50 15 \$ 5,000,000 09/10/10 0.7109 \$ 5,000,000 09/10/10 0.7109 \$ 5,000,000 09/10/10 0.7109 \$ 5,000,000 09/10/10 0.7109									FUND	TING	PERAT
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5/14/2009 0027A0XP1 Abbey National CP 0.00 10/23/09 \$ 10,000,000 10/23/09 0.4572 \$ 9,979,750 5/26/2009 027A0XV8 Abbey National CP 0.00 10/28/09 \$ 5,000,000 10/28/09 0.3961 \$ 4,991,550 5/26/2009 36959RY24 GE Capital CP 0.00 11/12/09 \$ 10,000,000 11/12/09 0.7020 \$ 9,964,925 5/26/2009 36959RY24 GE Capital Service CP 0.00 12/04/09 \$ 10,000,000 11/12/09 0.5286 \$ 9,972,287 5/12/2009 3133XTM37 FHLB Step Callable (q11/26/09-5) 0.50 0/5 \$ 10,000,000 12/04/09 0.5286 \$ 9,972,287 5/12/2009 3133XTM97 FHLB Step Callable (11/20/09-5) 0.50 0/5 \$ 10,000,000 05/05/10 11/05/09 0.5000 \$ 10,000,000 6/4/2009 3133XTS44 FHLB Callable (12/4/09-5) 0.525 08/04. \$ 5,000,000 05/05/10 11/05/09 0.6250 \$ 5,000,000 6/4/2009 3133XTG9W FFCB Callable (any>9/14/09-7) 0.59 0€ \$ 5,000,000 06/05/10 09/15/09 0.5900 \$ 5,000,000 6/1/2009 3133XTT09 FHLB (n/a) 0.70 09/08/10 \$ 5,000,000 08/26/10 08/26/09 0.7600 \$ 10,000,000 6/4/2009 3133XTT09 FHLB (n/a) 0.70 09/08/10 \$ 5,000,000 08/26/10 08/26/09 0.7600 \$ 10,000,000 6/4/2009 3133XTT09 FHLB (n/a) 0.70 09/08/10 \$ 5,000,000 09/08/10 0.7000 \$ 5,000,000 6/4/2009 3133XTT09 FHLB (n/a) 0.71 09/08/10 \$ 5,000,000 09/08/10 0.7109 \$ 5,046,500 6/4/2009 3133XTT09 FHLB (n/a) 0.71 09/08/10 \$ 5,000,000 09/08/10 0.7109 \$ 5,046,500 6/4/2009 3133XTT09 FHLB (n/a) 1.45 09/10/10 \$ 5,000,000 09/22/10 03/22/10 0.5136 \$ 4,999,505 6/4/2009 3133XTM89 FHLB Step Callable (12/309-5) 0.50 1 \$ 5,000,000 09/22/10 03/22/10 0.5136 \$ 4,999,805 6/4/2009 3133XTM89 FHLB Step Callable (12/309-5) 0.50 1 \$ 5,000,000 09/22/10 03/22/10 0.5136 \$ 4,999,805 6/4/2009 3133XTM89 FHLB Step Callable (12/309-5) 0.50 1 \$ 5,000,000 11/18/10 11/18/09 0.5000 \$ 5,000,000 6/3/2009 3133XTM89 FHLB Step Callable (12/309-5) 0.50 1 \$ 5,000,000 11/18/10 11/18/09 0.5000 \$ 5,000,000 6/3/2009 3133XTM89 FHLB Step Callable (12/309-5) 0.50 1 \$ 5,000,000 11/18/10 11/18/09 0.5000 \$ 5,000,000 6/3/2009 3133XTM89 FHLB Step Callable (12/309-5) 0.50 1 \$ 5,000,000 11/18/10 12/03/09 0.5010 \$ 5,000,000 6/3/2009 3133XTM99 FHLB Step Callable (12/309-5) 0.5	09-006	9,981,550	\$	0.5485		09/14/09	10,000,000	\$	22GWE1 WestPac Sec CP 0.00 09/14/09	961	5/14/2009
5/28/2009 0027A0XV8 Abbey National CP 0.00 10/29/09 \$ 5,000,000 10/29/09 0.3961 \$ 4,991,550 5/13/2009 36959RY20 GE Capital CP 0.00 11/12/09 \$ 10,000,000 11/12/09 0.7020 \$ 9,964,925 5/26/2009 36959RY20 GE Capital Service CP 0.00 12/04/09 \$ 10,000,000 12/04/09 0.7020 \$ 9,964,925 5/26/2009 3133XTJV3 FHLMC Step Callable (qtfly-5) 0.50 05/ \$ 10,000,000 05/05/10 11/05/09 0.5000 \$ 10,000,000 6/11/2009 3133XTJV3 FHLMC Step Callable (qtfly-5) 0.50 05/ \$ 10,000,000 05/05/10 11/05/09 0.5000 \$ 10,000,000 6/14/2009 3133XTS45 FHLB Callable (11/120/09-5) 0.625 05/04 \$ 5,000,000 06/04/10 12/04/09 0.6250 \$ 5,000,000 6/14/2009 31331GXV6 FFCB Callable (any>81/25/09-7) 0.59 0€ \$ 5,000,000 06/04/10 12/04/09 0.6250 \$ 5,000,000 6/14/2009 31331GXV6 FFCB Callable (any>81/25/09-7) 0.59 0€ \$ 5,000,000 06/04/10 12/04/09 0.6250 \$ 5,000,000 6/14/2009 31331GWR6 FFCB Callable (any>81/25/09-7) 0.59 0€ \$ 5,000,000 06/04/10 09/15/09 0.5900 \$ 5,000,000 6/14/2009 3133XTT25 FHLB (n/a) 0.70 09/08/10 \$ 5,000,000 08/26/10 08/26/09 0.7660 \$ 10,000,000 6/14/2009 3133XTT25 FHLB (n/a) 0.70 09/08/10 \$ 5,000,000 09/08/10 0.7000 \$ 5,000,000 6/14/2009 3133XTZ55 FHLB Step Callable (3/22/10-5) 0.50 0€ \$ 5,000,000 09/22/10 03/22/10 0.5136 \$ 4,999.505 6/19/2009 3133XTR65 FHLB Step Callable (11/18/09-5) 0.50 0€ \$ 5,000,000 11/16/10 1.0517 \$ 4,999.505 6/19/2009 3133XTR65 FHLB Step Callable (12/3/09-5) 0.50 1£ \$ 5,000,000 11/16/10 11/18/09 0.5000 \$ 5,000,000 6/19/2009 3133XTR65 FHLB Step Callable (12/3/09-5) 0.50 1£ \$ 5,000,000 04/08/11 04/08/10 1.0908 \$ 5,035,000 6/19/2009 3133XTR65 FHLB Step Callable (11/18/09-5) 0.50 1£ \$ 5,000,000 04/08/11 04/08/10 1.0908 \$ 5,035,000 06/19/2009 3133XTR65 FHLB Step Callable (11/18/09-5) 0.50 1£ \$ 5,000,000 04/08/11 04/08/10 1.0908 \$ 5,035,000 06/19/2009 3133XTR65 FHLB Step Callable (11/18/09-5) 0.75 0.06 08 5,000,000 04/08/11 04/08/10 1.0908 \$ 5,035,000 06/19/2009 3133XTR65 FHLB Step Callable (3/27/05) 0.75 0.06 08 5,000,000 04/08/11 04/08/10 1.0908 \$ 5,000,000 06/19/2009 3133XTR65 FHLB Step Callable (3/27/05	09-007	4,992,292	\$	0.5077		09/14/09	5,000,000	\$	22GWE1 WestPac Sec CP 0.00 09/14/09	961	5/26/2009
\$19,13/2009 36959RYC3 GE Capital CP 0.00 11/12/09 \$ 10,000,000 11/12/09 \$ 0,7020 \$ 9,964,925 \$ 9,972,267 \$ \$19,12/2009 59598FZ40 GE Capital Service CP 0.00 12/04/09 \$ 10,000,000 12/04/09 0,5286 \$ 9,972,267 \$ \$19,12/2009 3133XTMJ7 FHLB C Step Callable (qtrly-5) 0.50 05/ \$ 10,000,000 05/05/10 11/05/09 0.5000 \$ 10,000,000 \$11/12/2009 3133XTMJ7 FHLB Step Callable (qtrly-5) 0.50 (\$ 5,000,000 05/05/10 11/05/09 0.5250 \$ 5,000,000 \$11/12/2009 3133XTS84 FHLB Callable (11/20/09-5) 0.50 (\$ 5,000,000 06/04/10 12/04/09 0.5250 \$ 5,000,000 \$10/12/2009 31331GWR6 FFCB Callable (any-9-1/409-7) 0.76 0.5 \$ 10,000,000 06/04/10 08/26/09 0.7600 \$ 5,000,000 \$10/12/2009 31331GWR6 FFCB Callable (any-9-1/409-7) 0.76 0.5 \$ 10,000,000 08/04/10 08/26/09 0.7600 \$ 5,000,000 \$10/12/2009 3133XTTQ9 FHLB (r/a) 0.70 09/08/10 \$ 5,000,000 09/08/10 0.7000 \$ 5,000,000 \$10/12/2009 3133XTTQ5 FHLB Step Callable (3/22/10-5) 0.50 0.5 \$ 5,000,000 09/08/10 0 0.7109 \$ 5,046,500 \$10/12/2009 3133XTM37 FHLB (r/a) 1.05 11/15/10 \$ 5,000,000 09/02/10 03/22/10 0.5136 \$ 4,999,805 \$10/12/2009 3133XTM39 FHLB Step Callable (11/18/09-5) 0.50 0.5 \$ 5,000,000 11/16/10 0.7109 \$ 5,046,500 \$10/12/2009 3133XTM39 FHLB Step Callable (11/18/09-5) 0.50 0.5 \$ 5,000,000 11/16/10 0.7109 \$ 5,046,500 \$10/12/2009 3133XTM39 FHLB Step Callable (11/18/09-5) 0.50 0.5 \$ 5,000,000 11/16/10 0.7109 \$ 5,046,500 \$10/12/2009 3133XTM39 FHLB Step Callable (11/18/09-5) 0.50 0.5 \$ 5,000,000 11/16/10 0.7109 \$ 5,000,000 \$10/12/2009 3133XTM39 FHLB Step Callable (11/18/09-5) 0.50 0.5 \$ 5,000,000 11/16/10 0.7109 \$ 5,000,000 \$10/12/2009 3133XTM39 FHLB Step Callable (11/18/09-5) 0.50 0.5 \$ 5,000,000 11/16/10 0.7109 \$ 5,000,000 \$10/12/2009 3133XTM39 FHLB Step Callable (11/18/09-5) 0.50 0.5 \$ 5,000,000 01/10/10 0.7109 \$ 5,000,000 \$10/12/2009 3133XTM39 FHLB Step Callable (11/18/09-5) 0.50 0.5 \$ 5,000,000 01/10/10 0.7109 \$ 5,000,000 \$10/12/2009 3133XTM39 FHLB Step Callable (31/12/10-10/10 \$ 5,000,000 01/10/10 0.7109 \$	09-0068	9,979,750	\$	0.4572		10/23/09	10,000,000	\$	7A0XP1 Abbey National CP 0.00 10/23/09	00:	5/14/2009
5/26/2009 36959RZ40 GE Capital Service CP 0.00 12/04/09 \$ 10,000,000 12/04/09 0.5286 \$ 9,972,267 5/12/2009 3133XT1V3 FHLIMC Step Callable (11/20/09-5) 0.50 0 \$ 10,000,000 05/05/10 11/05/09 0.5000 \$ 10,000,000 6/4/2009 3133XTS54 FHLB Callable (11/20/09-5) 0.50 0 \$ 5,000,000 05/20/10 11/20/09 0.6250 \$ 5,000,000 6/4/2009 3133XTS64 FFCB Callable (12/4/09-5) 0.625 08/04, \$ 5,000,000 06/04/10 12/04/09 0.6250 \$ 5,000,000 6/4/2009 3133XTS64 FFCB Callable (any-9/14/09-7) 0.59 0 \$ 5,000,000 06/04/10 12/04/09 0.6250 \$ 5,000,000 6/4/2009 3133XTG6 FFCB Callable (any-9/14/09-7) 0.59 0 \$ 5,000,000 06/04/10 09/15/09 0.5900 \$ 5,000,000 6/4/2009 3133XTG6 FFCB Callable (any-9/14/09-7) 0.70 0 \$ 5,000,000 08/26/10 08/26/09 0.7600 \$ 10,000,000 6/4/2009 3128XBQT2 FHLMC (n/a) 1.45 09/10/10 \$ 5,000,000 09/08/10 0.7000 \$ 5,000,000 6/4/2009 3128XBQT2 FHLMC (n/a) 1.45 09/10/10 \$ 5,000,000 09/08/10 0.7109 \$ 5,046,500 6/4/2009 3133XTM39 FHLB (n/a) 1.05 11/15/10 \$ 5,000,000 09/22/10 03/22/10 0.5136 \$ 4,999,500 6/4/2009 3133XTM39 FHLB (n/a) 1.05 11/15/10 \$ 5,000,000 09/22/10 03/22/10 0.5136 \$ 4,999,500 6/4/2009 3133XTM39 FHLB Step Callable (11/18/09-5) 0.50 1 \$ 5,000,000 11/18/10 11/18/10 1.0517 \$ 4,999,670 6/4/2009 3133XTM39 FHLB Step Callable (11/18/09-5) 0.50 1 \$ 5,000,000 11/18/10 11/18/10 11/18/09 0.5000 \$ 5,000,000 6/4/2009 3133XTR65 FHLB Step Callable (11/18/09-5) 0.50 1 \$ 5,000,000 12/03/10 12/03/09 0.5000 \$ 5,000,000 6/4/2009 3133XTR65 FHLB Step Callable (11/18/09-5) 0.50 1 \$ 5,000,000 12/03/10 12/03/09 0.5000 \$ 5,000,000 6/4/2009 3133XTR331 FHLB Step Callable (11/18/09-5) 0.50 1 \$ 5,000,000 06/09/11 09/09/09 0.5517 \$ 4,999,219 6/4/2009 3133XTS31 FHLB Step Callable (11/18/09-5) 0.75 06/0 \$ 5,000,000 06/09/11 09/09/09 0.7500 \$ 5,000,000 6/4/2009 3133XTS31 FHLB Step Callable (11/18/09-5) 0.75 06/0 \$ 5,000,000 06/09/11 09/09/09 0.7500 \$ 5,000,000 6/4/2009 3133XTS31 FHLB Step Callable (30/25/07/71/10-7) 1.375 (\$ 5,000,000 06/09/11 09/09/09 0.7500 \$ 5,000,000 6/4/2009 3133XTS31 FHLB CALLABBE (30/25/25/25/25/25/25/25/25/	09-007	4,991,550	\$	0.3961		10/29/09	5,000,000	\$	7A0XV8 Abbey National CP 0.00 10/29/09	00:	5/26/2009
S/12/2009 3133XTJY3 FHLMC Step Callable (qtrly-5) 0.50 05/ \$ 10,000,000 05/05/10 11/05/09 0.5000 \$ 10,000,000 06/11/2009 0.5411/2009 0.5411/2009 0.5411/2009 0.5411/2009 0.5411/2009 0.5411/2009 0.5411/2009 0.5411/2009 0.5411/2009 0.5411/2009 0.5411/2009 0.5411/2009 0.5500 0.5411/2009 0.5500 0.5411/2009 0.5500 0.55	09-006	9,964,925	\$	0.7020		11/12/09	10,000,000	\$	59RYC3 GE Capital CP 0.00 11/12/09	369	5/13/2009
8/11/2009 3133XTMU7 FHLB Step Callable (11/20/09-5) 0.50 (\$ 5,000,000 05/20/10 11/20/09 0.4999 \$ 5,000,000 06/4/2009 3133XTM554 FHLB Callable (12/4/09-5) 0.525 06/4 \$ 5,000,000 06/15/10 02/15/09 0.590 \$ 5,000,000 06/15/2009 31331GWR6 FFCB Callable (any>8/12/09-7) 0.59 0 6 \$ 5,000,000 06/15/10 08/12/09 0.690 \$ 5,000,000 06/15/2009 31331GWR6 FFCB Callable (any>8/12/09-7) 0.76 0 6 \$ 10,000,000 08/12/10 08/12/09 0.7600 \$ 10,000,000 06/12/09 3133XTTQ9 FHLB (n/a) 0.70 09/08/10 \$ 5,000,000 09/08/10 0.7000 \$ 5,000,000 06/4/2009 3133XTTQ9 FHLB (n/a) 0.70 09/08/10 \$ 5,000,000 09/10/10 0.7109 \$ 5,046,500 06/4/2009 3133XTTQ9 FHLB Step Callable (3/22/10-5) 0.50 (\$ 5,000,000 09/10/10 0.7109 \$ 5,046,500 06/4/2009 3133XTM37 FHLB Step Callable (3/22/10-5) 0.50 (\$ 5,000,000 09/22/10 03/22/10 0.5136 \$ 4,999,500 06/4/2009 3133XTM37 FHLB (n/a) 1.05 11/15/10 \$ 5,000,000 11/15/10 1.0517 \$ 4,999,500 06/3/2009 3133XTM39 FHLB Step Callable (11/18/09-5) 0.50 (\$ 5,000,000 11/18/10 11/18/09 0.5000 \$ 5,000,000 06/3/2009 3133XTM55 FHLB Step Callable (12/3/09-5) 0.50 (\$ 5,000,000 12/03/10 12/03/09 0.5000 \$ 5,000,000 06/3/2009 3133XTR65 FHLB Step Callable (12/3/09-5) 0.50 (\$ 5,000,000 12/03/10 12/03/09 0.5317 \$ 4,999,219 0.5014/2009 3133XTM56 FFCB Callable (12/3/09-5) 0.50 (\$ 5,000,000 12/03/10 12/03/09 0.5317 \$ 4,999,219 0.5014/2009 3133XTS31 FHLB Step Callable (19/3/09-5) 0.50 (\$ 5,000,000 06/09/11 09/09/09 0.5500 \$ 5,000,000 05/18/2009 3133XTS31 FHLB Step Callable (19/3/09-5) 0.75 06/0 \$ 5,000,000 06/09/11 09/09/09 0.7500 \$ 5,000,000 05/18/2009 3133XTS31 FHLB Step Callable (19/3/09-5) 0.75 06/0 \$ 5,000,000 06/09/11 09/09/09 0.7500 \$ 5,000,000 05/18/2009 3133XTS31 FHLB Step Callable (19/3/09-5) 0.75 06/0 \$ 5,000,000 06/09/11 09/09/09 0.7500 \$ 5,000,000 05/18/2009 3133XTS31 FHLB Step Callable (30/3-04/09/11 \$ 10,000 00 06/15/12 09/15/09 3.2539 \$ 1,495,740	09-007	9,972,267	\$	0.5286		12/04/09	10,000,000	\$	59RZ40 GE Capital Service CP 0.00 12/04/09	36	5/26/2009
Section Sect	09-006	10,000,000	\$	0.5000	11/05/09	05/05/10	10,000,000	\$	3XTJY3 FHLMC Step Callable (qtrly-5) 0.50 05/	31	5/12/2009
8/15/2009 31331GXV6 FFCB Callable (any>8/14/09-7) 0.59 0€ \$ 5,000,000 08/15/10 09/15/09 0.5900 \$ 5,000,000 06/12/09 31331GWR6 FFCB Callable (any>8/25/09-7) 0.76 0€ \$ 10,000,000 08/26/10 08/26/09 0.7600 \$ 10,000,000 68/2009 31331TQ9 FHLB (n/a) 0.70 09/08/10 \$ 5,000,000 09/08/10 0.7000 \$ 5,000,000 68/2009 3133XTTQ9 FHLB (n/a) 0.70 09/08/10 \$ 5,000,000 09/08/10 0.7109 \$ 5,046,500 68/24/2009 3133XTTQ5 FHLB Step Callable (3/22/10-5) 0.50 0€ \$ 5,000,000 09/08/10 0.7109 \$ 5,046,500 68/24/2009 3133XTM37 FHLB (n/a) 1.05 11/15/10 \$ 5,000,000 09/22/10 03/22/10 0.5136 \$ 4,999,500 68/19/2009 3133XTM37 FHLB Step Callable (11/18/09-5) 0.50 0€ \$ 5,000,000 11/16/10 1.0517 \$ 4,999,875 5/21/2009 3133XTM59 FHLB Step Callable (11/18/09-5) 0.50 0€ \$ 5,000,000 11/16/10 1.0517 \$ 4,999,875 5/21/2009 3133XTM55 FHLB Step Callable (12/3/09-5) 0.50 0€ \$ 5,000,000 12/03/10 12/03/09 0.5000 \$ 5,000,000 66/3/2009 3133XTR55 FHLB Step Callable (12/3/09-5) 0.50 0€ \$ 5,000,000 12/03/10 12/03/09 0.5000 \$ 5,000,000 66/3/2009 3133XTR55 FHLB Step Callable (12/3/09-5) 0.50 1½ \$ 5,000,000 12/03/10 12/03/09 0.5317 \$ 4,999,219 5/14/2009 31393XTS37 FHMA Callable (4/8/10-10) 1.875 04/0€ \$ 5,000,000 04/08/11 04/08/10 1.0908 \$ 5,035,000 69/2009 3133XTS31 FHLB Step Callable (4/9/9-5) 0.75 08/0 \$ 5,000,000 08/09/11 09/09/09 0.7500 \$ 5,000,000 69/2009 3133XTS31 FHLB Step Callable (4/9/9-5) 0.75 08/0 \$ 5,000,000 08/09/11 09/09/09 0.7500 \$ 5,000,000 08/09/11 09/09/09 0.7500 \$ 5,000,000 08/09/11 09/09/09 0.7500 \$ 5,000,000 08/09/11 09/09/09 0.7500 \$ 5,000,000 08/09/11 09/09/09 0.7500 \$ 154,995,816	09-008	5,000,000	\$	0.4999	11/20/09	05/20/10	5,000,000	\$	3XTMU7 FHLB Step Callable (11/20/09-5) 0.50 (313	6/11/2009
6/1/2009 31331GWR6 FFCB Callable (any>8/25/09-7) 0.76 0 € \$ 10,000,000 08/26/10 08/26/09 0.7600 \$ 10,000,000 68/2009 3133XTTQ9 FHLB (n/a) 0.70 09/08/10 \$ 5,000,000 09/08/10 0.7000 \$ 5,000,000 64/2009 3128XBQTZ FHLBM (n/a) 1.45 09/10/10 \$ 5,000,000 09/10/10 0.7109 \$ 5,046,500 64/2009 3133XTZ25 FHLB Step Callable (3/22/10-5) 0.50 0 € 5,000,000 09/22/10 03/22/10 05/136 \$ 4,999,500 64/9/2009 3133XTM37 FHLB (n/a) 1.05 11/15/10 \$ 5,000,000 11/16/10 1.0517 \$ 4,999,875 5/21/2009 3133XTM37 FHLB Step Callable (11/18/09-5) 0.50 0 € 5,000,000 11/16/10 1.0517 \$ 4,999,875 5/21/2009 3133XTR65 FHLB Step Callable (12/3/09-5) 0.50 0 € 5,000,000 11/16/10 11/18/09 0.5000 \$ 5,000,000 6/3/2009 3133XTR65 FHLB Step Callable (12/3/09-5) 0.50 1 € 5,000,000 12/03/10 12/03/09 0.5517 \$ 4,999,219 5/14/2009 31398AWJ7 FNMA Callable (4/8/10-10) 1.875 04/05 € 5,000,000 04/08/11 04/08/10 1.0908 \$ 5,035,000 6/9/2009 3133XTS31 FHLB Step Callable (18/10-10) 1.875 04/05 € 5,000,000 05/18/11 05/18/10 1.2236 \$ 5,007,500 6/9/2009 3133XTS31 FHLB Step Callable (9/9/9-5) 0.75 06/0 \$ 5,000,000 06/09/11 09/09/09 0.7500 \$ 5,000,000 6/9/18/2009 3133XTS31 FHLB Step Callable (9/9/9-5) 0.75 06/0 \$ 5,000,000 06/09/11 09/09/09 0.7500 \$ 5,000,000 F/18/2009 3133XTS31 FHLB Step Callable (11/18/09-5) 1.75 11/1 \$ 10,000,000 11/18/11 11/18/09 1.7500 \$ 10,000,000 F/18/2009 3133XTS31 FHLB Step Callable (11/18/09-5) 1.75 11/1 \$ 10,000,000 11/18/11 11/18/09 1.7500 \$ 10,000,000 F/18/2009 3133XTS37 FFCB Callable (any>9/14/09-7) 2.07 0€ \$ 1,500,000 06/15/12 09/15/09 3.2539 \$ 1,495,740 FULS: Accrued Interest Purchased: \$ 35,223 \$ 154,995,816 FULS: Accrued Interest Purchased: \$ 259 \$ 1,495,999 SINSURANCE FUND	09-0079	5,000,000	\$	0.6250	12/04/09	06/04/10	5,000,000	\$	3XTS64 FHLB Callable (12/4/09-5) 0.625 06/04.	31	6/4/2009
8/8/2009 3133XTTQ9 FHLB (n/a) 0.70 09/08/10 \$ 5,000,000 09/08/10 0.7000 \$ 5,000,000 64/2009 3128X8QT2 FHLMC (n/a) 1.45 09/10/10 \$ 5,000,000 09/10/10 0.7109 \$ 5,046,500 5/24/2009 3133XTZ25 FHLB Step Callable (3/22/10-5) 0.50 0\$ \$ 5,000,000 09/22/10 03/22/10 0.5136 \$ 4,999,500 5/19/2009 3133XTM37 FHLB (n/a) 1.05 11/15/10 \$ 5,000,000 11/15/10 1.0517 \$ 4,999,875 5/21/2009 3133XTM39 FHLB Step Callable (11/18/09-5) 0.50 \$ 5,000,000 11/15/10 1.0517 \$ 4,999,875 5/21/2009 3133XTM39 FHLB Step Callable (12/3/09-5) 0.50 1; \$ 5,000,000 11/18/10 11/18/09 0.5000 \$ 5,000,000 6/3/2009 3133XTR65 FHLB Step Callable (12/3/09-5) 0.50 1; \$ 5,000,000 12/03/10 12/03/09 0.5000 \$ 5,000,000 6/5/2009 3133XTR65 FHLB Step Callable (12/3/09-5) 0.50 1; \$ 5,000,000 12/03/10 12/03/09 0.5317 \$ 4,999,219 5/14/2009 3139XTR365 FFG Callable (4/8/10-10) 1.875 04/06 \$ 5,000,000 04/08/11 04/08/10 1.0908 \$ 5,035,000 6/5/18/2009 3133XTS31 FHLB Step Callable (any>5/17/10-7) 1.375 (\$ 5,000,000 05/18/11 05/18/10 1.2236 \$ 5,007,500 6/9/2009 3133XTS31 FHLB Step Callable (9/9/9-5) 0.75 06/0 \$ 5,000,000 06/09/11 09/09/09 0.7500 \$ 5,000,000 6/9/18/10 09/09/09 1.7500 \$ 5,000,000 06/09/11 09/09/09 1.7500 \$ 154,995,816	09-008	5,000,000	\$	0.5900	09/15/09	06/15/10	5,000,000	\$	31GXV6 FFCB Callable (any>9/14/09-7) 0.59 06	313	3/15/2009
6/4/2009 3128X8QT2 FHLMC (n/a) 1.45 09/10/10 \$ 5,000,000 09/10/10 0.7109 \$ 5,046,500 6/24/2009 3133XTZ25 FHLB Step Callable (3/22/10-5) 0.50 0(\$ 5,000,000 09/22/10 03/22/10 0.5136 \$ 4,999,500 6/24/2009 3133XTM37 FHLB (n/a) 1.05 11/15/10 \$ 5,000,000 11/15/10 1.0517 \$ 4,999,875 5/21/2009 3133XTM37 FHLB Step Callable (11/18/09-5) 0.50 \$ 5,000,000 11/16/10 1.0517 \$ 4,999,875 5/21/2009 3133XTM37 FHLB Step Callable (11/18/09-5) 0.50 \$ 5,000,000 11/16/10 1.0517 \$ 4,999,875 5/21/2009 3133XTR65 FHLB Step Callable (12/3/09-5) 0.50 1; \$ 5,000,000 12/03/10 12/03/09 0.5000 \$ 5,000,000 6/5/2009 3133XTR65 FHLB Step Callable (12/3/09-5) 0.50 1; \$ 5,000,000 12/03/10 12/03/09 0.5317 \$ 4,999,219 5/14/2009 3133XTR65 FHLB Step Callable (12/3/09-5) 0.50 1; \$ 5,000,000 12/03/10 12/03/09 0.5317 \$ 4,999,219 5/14/2009 3133XTR65 FHLB Step Callable (4/8/10-10) 1.875 04/0€ \$ 5,000,000 04/08/11 04/08/10 1.0908 \$ 5,035,000 5/18/2009 3133XTS31 FHLB Step Callable (9/9/9-5) 0.75 06/0 \$ 5,000,000 05/18/11 05/18/10 1.2236 \$ 5,007,500 6/9/2009 3133XTS31 FHLB Step Callable (9/9/9-5) 0.75 06/0 \$ 5,000,000 06/09/11 09/09/09 0.7500 \$ 5,000,000 5/18/2009 3128X8D90 FHLMC Callable (11/18/09-5) 1.75 11/1 \$ 10,000,000 11/18/11 11/18/09 1.7500 \$ 10,000,000 F/18/2009 3133XTS31 FHLB Step Callable (11/18/09-5) 1.75 11/1 \$ 10,000,000 11/18/11 11/18/09 1.7500 \$ 154,995,816 10 10 10 10 10 10 10 10 10 10 10 10 10	09-008	10,000,000	\$	0.7600	08/26/09	08/26/10	10,000,000	\$	31GWR6 FFCB Callable (any>8/25/09-7) 0.76 08	313	6/1/2009
8/24/2009 3133XTZ25 FHLB Step Callable (3/22/10-5) 0.50 0! \$ 5,000,000 09/22/10 03/22/10 0.5136 \$ 4,999,500 6/19/2009 3133XTM37 FHLB (n/a) 1.05 11/15/10 \$ 5,000,000 11/15/10 1.0517 \$ 4,999,875 5/21/2009 3133XTM89 FHLB Step Callable (11/18/09-5) 0.50 1! \$ 5,000,000 11/18/10 11/18/09 0.5000 \$ 5,000,000 6/3/2009 3133XTR65 FHLB Step Callable (12/3/09-5) 0.50 1! \$ 5,000,000 12/03/10 12/03/09 0.5000 \$ 5,000,000 6/3/2009 3133XTR65 FHLB Step Callable (12/3/09-5) 0.50 1! \$ 5,000,000 12/03/10 12/03/09 0.5010 \$ 5,000,000 6/3/2009 3133XTR65 FHLB Step Callable (12/3/09-5) 0.50 1! \$ 5,000,000 12/03/10 12/03/09 0.5017 \$ 4,999,219 5/14/2009 31398AWJ7 FNMA Callable (4/8/10-10) 1.875 04/08 \$ 5,000,000 05/18/11 04/08/10 1.0908 \$ 5,035,000 6/3/2009 3133TGVN6 FFCB Callable (any>5/17/10-7) 1.375 (\$ 5,000,000 05/18/11 05/18/10 1.2236 \$ 5,007,500 6/9/2009 3133XTS31 FHLB Step Callable (9/9/9-5) 0.75 08/0 \$ 5,000,000 06/09/11 09/09/09 0.7500 \$ 5,000,000 6/3/18/2009 3128XBD90 FHLMC Callable (11/18/09-5) 1.75 11/1 \$ 10,000,000 11/18/11 11/18/09 1.7500 \$ 10,000,000 TOTAL \$ 155,000,000 06/15/12 09/15/09 3.2539 \$ 1,495,740 TOTAL \$ 1,500,000 06/15/12 09/15/09 3.2539 \$ 1,495,740 PLUS: Accrued Interest Purchased: \$ 259 \$ 1,495,999 NSURANCE FUND	09-0082	5,000,000	\$	0.7000		09/08/10	5,000,000	\$	3XTTQ9 FHLB (n/a) 0.70 09/08/10	313	6/8/2009
3133XTM37 FHLB (n/a) 1.05 11/15/10 \$ 5,000,000 11/15/10 1.0517 \$ 4,999,875 5/21/2009 3133XTM37 FHLB Step Callable (11/18/09-5) 0.50 12 \$ 5,000,000 11/18/10 11/18/09 0.5000 \$ 5,000,000 6/3/2009 3133XTR65 FHLB Step Callable (12/3/09-5) 0.50 12 \$ 5,000,000 12/03/10 12/03/09 0.5000 \$ 5,000,000 6/5/2009 3133XTR65 FHLB Step Callable (12/3/09-5) 0.50 12 \$ 5,000,000 12/03/10 12/03/09 0.5317 \$ 4,999,219 5/14/2009 3133XTR65 FHLB Step Callable (12/3/09-5) 0.50 12 \$ 5,000,000 12/03/10 12/03/09 0.5317 \$ 4,999,219 5/14/2009 3133XTR65 FHLB Step Callable (18/17/10-7) 1.375 C \$ 5,000,000 04/08/11 04/08/10 1.0908 \$ 5,035,000 6/18/2009 3133XTS31 FHLB Step Callable (9/9/9-5) 0.75 08/0 \$ 5,000,000 05/18/11 05/18/10 1.2236 \$ 5,007,500 6/9/2009 3133XTS31 FHLB Step Callable (9/9/9-5) 0.75 08/0 \$ 5,000,000 06/09/11 09/09/09 0.7500 \$ 5,000,000 6/18/2009 3128X8D90 FHLMC Callable (11/18/09-5) 1.75 11/1 \$ 10,000,000 11/18/11 11/18/09 1.7500 \$ 10,000,000 TOTAL \$ 155,000,000 06/15/12 09/15/09 3.2539 \$ 154,995,816 11/18/2009 31331GXZ7 FFCB Callable (any>9/14/09-7) 2.07 0£ \$ 1,500,000 06/15/12 09/15/09 3.2539 \$ 1,495,740 FLUS: Accrued Interest Purchased: \$ 259 \$ 1,495,999 1.000 06/09/11 09/09	09-007	5,046,500	\$	0.7109		09/10/10	5,000,000	\$	8X8QT2 FHLMC (n/a) 1.45 09/10/10	313	6/4/2009
5/21/2009 3133XTMB9 FHLB Step Callable (11/18/09-5) 0.50 * \$ 5,000,000 11/18/10 11/18/09 0.5000 \$ 5,000,000 6/3/2009 3133XTR65 FHLB Step Callable (12/3/09-5) 0.50 * \$ 5,000,000 12/03/10 12/03/09 0.5000 \$ 5,000,000 6/5/2009 3133XTR65 FHLB Step Callable (12/3/09-5) 0.50 12 \$ 5,000,000 12/03/10 12/03/09 0.5317 \$ 4,999,219 5/14/2009 3133XTR65 FHLB Step Callable (12/3/09-5) 0.50 12 \$ 5,000,000 04/08/11 04/08/10 1.0908 \$ 5,035,000 5/18/2009 3133IGVN6 FFCB Callable (any>5/17/10-7) 1.375 C \$ 5,000,000 05/18/11 05/18/10 1.2236 \$ 5,007,500 6/9/2009 3133XTS31 FHLB Step Callable (9/9/9-5) 0.75 06/0 \$ 5,000,000 05/18/11 05/18/10 1.2236 \$ 5,000,000 6/18/2009 3128XBD90 FHLMC Callable (11/18/09-5) 1.75 11/1 \$ 10,000,000 11/18/11 11/18/09 1.7500 \$ 10,000,000 5/18/2009 3128XBD90 FHLMC Callable (11/18/09-5) 1.75 11/1 \$ 155,000,000 06/15/12 09/15/09 3.2539 \$ 154,995,816 TOTAL \$ 1,500,000 06/15/12 09/15/09 3.2539 \$ 1,495,740 FLUS: Accrued Interest Purchased: \$ 35,223 \$ 154,995,899 SLURANCE FUND	09-008	4,999,500	\$	0.5136	03/22/10	09/22/10	5,000,000	\$	3XTZ25 FHLB Step Callable (3/22/10-5) 0.50 09	31	6/24/2009
3133XTR65 FHLB Step Callable (12/3/09-5) 0.50 1/2 \$ 5,000,000 12/03/10 12/03/09 0.5000 \$ 5,000,000 6/5/2009 3133XTR65 FHLB Step Callable (12/3/09-5) 0.50 1/2 \$ 5,000,000 12/03/10 12/03/09 0.5317 \$ 4,999,219 5/14/2009 31398AWJ7 FNMA Callable (4/8/10-10) 1.875 04/08 \$ 5,000,000 04/08/11 04/08/10 1.0908 \$ 5,035,000 5/18/2009 31331GVN6 FFCB Callable (any>5/17/10-7) 1.375 (\$ 5,000,000 05/18/11 05/18/10 1.2236 \$ 5,007,500 6/9/2009 3133XTS31 FHLB Step Callable (9/9/9-5) 0.75 06/0 \$ 5,000,000 06/09/11 09/09/09 0.7500 \$ 5,000,000 5/18/2009 3128X8D90 FHLMC Callable (11/18/09-5) 1.75 11/1 \$ 10,000,000 11/18/11 11/18/09 1.7500 \$ 10,000,000 TOTAL \$ 155,000,000 11/18/11 11/18/09 1.7500 \$ 154,960,593 PLUS: Accrued Interest Purchased: \$ 35,223 \$ 154,995,816	09-008	4,999,875	\$	1.0517	222	11/15/10	5,000,000	\$	3XTM37 FHLB (n/a) 1.05 11/15/10	313	3/19/2009
3133XTR65 FHLB Step Callable (12/3/09-5) 0.50 1/2 \$ 5,000,000 12/03/10 12/03/09 0.5317 \$ 4,999,219 5/14/2009 31398AWJ7 FNMA Callable (4/8/10-10) 1.875 04/08 \$ 5,000,000 04/08/11 04/08/10 1.0908 \$ 5,035,000 5/18/2009 31331GVN6 FFCB Callable (any>5/17/10-7) 1.375 (\$ 5,000,000 05/18/11 05/18/10 1.2236 \$ 5,007,500 6/9/2009 3133XTS31 FHLB Step Callable (9/9/9-5) 0.75 06/0 \$ 5,000,000 06/09/11 09/09/09 0.7500 \$ 5,000,000 5/18/2009 3128X8D90 FHLMC Callable (11/18/09-5) 1.75 11/1 \$ 10,000,000 11/18/11 11/18/09 1.7500 \$ 10,000,000 TOTAL \$ 155,000,000	09-007	5,000,000	\$	0.5000	11/18/09	11/18/10	5,000,000	\$	3XTMB9 FHLB Step Callable (11/18/09-5) 0.50	313	5/21/2009
S/14/2009 31398AWJ7 FNMA Callable (4/8/10-10) 1.875 04/08 \$ 5,000,000 04/08/11 04/08/10 1.0908 \$ 5,035,000	09-007	5,000,000	\$	0.5000	12/03/09	12/03/10	5,000,000	\$	3XTR65 FHLB Step Callable (12/3/09-5) 0.50 12	313	6/3/2009
5/18/2009 31331GVN6 FFCB Callable (any>5/17/10-7) 1.375 (\$ 5,000,000 05/18/11 05/18/10 1.2236 \$ 5,007,500 6/9/2009 3133XTS31 FHLB Step Callable (9/9/9-5) 0.75 06/0 \$ 5,000,000 06/09/11 09/09/09 0.7500 \$ 5,000,000 5/18/2009 3128X8D90 FHLMC Callable (11/18/09-5) 1.75 11/1 \$ 10,000,000 11/18/11 11/18/09 1.7500 \$ 10,000,000 TOTAL \$ 155,000,000 06/18/11 01/18/11 11/18/09 1.7500 \$ 154,960,593 \$ 154,995,816	09-008	4,999,219	\$	0.5317	12/03/09	12/03/10	5,000,000	\$	3XTR65 FHLB Step Callable (12/3/09-5) 0.50 12	313	6/5/2009
6/9/2009 3133XTS31 FHLB Step Callable (9/9/9-5) 0.75 06/0 \$ 5,000,000 06/09/11 09/09/09 0.7500 \$ 5,000,000 5/18/2009 3128X8D90 FHLMC Callable (11/18/09-5) 1.75 11/1 \$ 10,000,000 11/18/11 11/18/09 1.7500 \$ 10,000,000 TOTAL \$ 155,000,000	09-006	5,035,000	\$	1.0908	04/08/10	04/08/11	5,000,000	\$	98AWJ7 FNMA Callable (4/8/10-10) 1.875 04/08	313	5/14/2009
TOTAL \$ 155,000,000	09-007	5,007,500	\$	1.2236	05/18/10	05/18/11	5,000,000	\$	31GVN6 FFCB Callable (any>5/17/10-7) 1.375 (313	5/18/2009
TOTAL \$ 155,000,000 0.7052 \$ 154,960,593 PLUS: Accrued Interest Purchased: \$ 35,223 \$ 154,995,816 FINANCIAL RESERVE FUND 6/18/2009 31331GXZ7 FFCB Callable (any>9/14/09-7) 2.07 0€ \$ 1,500,000 06/15/12 09/15/09 3.2539 \$ 1,495,740 TOTAL \$ 1,500,000 3.2539 \$ 1,495,740 PLUS: Accrued Interest Purchased: \$ 259 \$ 1,495,999	09-008	5,000,000	\$	0.7500	09/09/09	06/09/11	5,000,000	\$	3XTS31 FHLB Step Callable (9/9/9-5) 0.75 06/0	31	6/9/2009
PLUS: Accrued Interest Purchased: \$ 35,223 \$ 154,995,816 INANCIAL RESERVE FUND 3/18/2009 31331GXZ7 FFCB Callable (any>9/14/09-7) 2.07 0€ \$ 1,500,000 06/15/12 09/15/09 3.2539 \$ 1,495,740 TOTAL \$ 1,500,000 3.2539 \$ 1,495,740 PLUS: Accrued Interest Purchased: \$ 259 \$ 1,495,999	09-0069	10,000,000	\$	1.7500	11/18/09	11/18/11	10,000,000	\$	8X8D90 FHLMC Callable (11/18/09-5) 1.75 11/1	31:	5/18/2009
\$ 154,995,816 INANCIAL RESERVE FUND		154,960,593	\$	0.7052			155,000,000	\$	TOTAL		
\$ 154,995,816 FINANCIAL RESERVE FUND 6/18/2009 31331GXZ7 FFCB Callable (any>9/14/09-7) 2.07 0€ \$ 1,500,000 06/15/12 09/15/09 3.2539 \$ 1,495,740 TOTAL \$ 1,500,000 3.2539 \$ 1,495,740 PLUS: Accrued Interest Purchased: \$ 259 \$ 1,495,999		35.223	s		nased:	terest Purcl	US: Accrued In	PI			
6/18/2009 31331GXZ7 FFCB Callable (any>9/14/09-7) 2.07 0€ \$ 1,500,000 06/15/12 09/15/09 3.2539 \$ 1,495,740 TOTAL \$ 1,500,000 3.2539 \$ 1,495,740 PLUS: Accrued Interest Purchased: \$ 259 \$ 1,495,999 NSURANCE FUND		Annual Annual Control of Control									
6/18/2009 31331GXZ7 FFCB Callable (any>9/14/09-7) 2.07 0€ \$ 1,500,000 06/15/12 09/15/09 3.2539 \$ 1,495,740 TOTAL \$ 1,500,000 3.2539 \$ 1,495,740 PLUS: Accrued Interest Purchased: \$ 259 \$ 1,495,999 NSURANCE FUND									RESERVE FUND	IAL	INANCI
PLUS: Accrued Interest Purchased: \$ 259 \$ 1,495,999 NSURANCE FUND	09-0086	1,495,740	\$	3.2539	09/15/09	06/15/12	1,500,000	\$			nature occursions
\$ 1,495,999 NSURANCE FUND		1,495,740	\$	3.2539			1,500,000	\$	TOTAL		
NSURANCE FUND		259	\$		nased:	terest Purci	US: Accrued In	P			
		1,495,999	\$								
4/9/2009 3128X8UW0 FHLMC Step Callable (gtrly-5) 1 15 01/ \$ 3 000 000 01/07/11 07/07/09 1 1499 \$ 3 000 000									FUND	NCE	NSURAN
	09-0062	3,000,000	\$	1.1499	07/07/09	01/07/11	3,000,000	\$	BX8UW0 FHLMC Step Callable (qtrly-5) 1.15 01/		
6/29/2009 3128X8R61 FHLMC Callable (6/29/10-5) 2.03 12/2\$ \$ 3,500,000 12/29/11 06/29/10 2.0300 \$ 3,500,000	09-009										6/29/2009
4/15/2009 31331GSM2 FFCB Callable (any>7/8/09-7) 2.05 04/ \$ 130,000 04/09/12 07/09/09 2.1166 \$ 129,980	09-006								CONTROL CONTROL CONTROL OF CONTROL CON		4/15/2009
5/22/2009 31331GWL9 FFCB Callable (any>5/19/10-7) 2.50 05 \$ 5,900,000 05/20/13 05/20/10 2.5000 \$ 5,900,000	09-007										5/22/2009
TOTAL \$ 5,900,000 1.8119 \$ 12,529,980											
PLUS: Accrued Interest Purchased: \$ 1,055 \$ 12,531,035					nased:	terest Purcl	LUS: Accrued in	М			
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Security Transactions - Purchases by Fund 3rd Qtr FY09

Purchase Date	CUSIP	Security Description		Ending Par Value	Maturity Date	Call Date	Yield to Call	Una	Ending amor Val/Cost	Invest Number
09 BOND	FUND									
6/26/2009	06422RYQ4	Bankers Acceptance 0.00 11/24/09	\$	8,910,000	11/24/09		0.8414	\$	8,879,355	09-0095
6/26/2009	06422RYT8	Bankers Acceptance 0.00 11/27/09	\$	10,129,000	11/27/09		0.8415	\$	10,093,470	09-0094
6/26/2009	06422RZ91	Bankers Acceptance 0.00 12/09/09	\$	8,444,000	12/09/09		0.9190	\$	8,408,957	09-0093
6/30/2009	06422RZB6	Bankers Acceptance 0.00 12/11/09	\$	9,024,000	12/11/09		0.8985	\$	8,987,824	09-0103
6/26/2009	06422RZE0	Bankers Acceptance 0.00 12/14/09	\$	17,566,000	12/14/09		0.9191	\$	17,490,905	09-0096
6/30/2009	06422RZF7	Bankers Acceptance 0.00 12/15/09	\$	7,180,000	12/15/09		0.8985	\$	7,150,514	09-0104
6/26/2009	06422RZG5	Bankers Acceptance 0.00 12/16/09	\$	6,857,000	12/16/09		0.9191	\$	6,827,343	09-0092
6/30/2009	59157TZJ5	Met Life CP 0.00 12/18/09	\$	25,000,000	12/18/09		1.3262	\$	24,845,625	09-0102
6/26/2009	06422RZN0	Bankers Acceptance 0.00 12/22/09	\$	3,669,000	12/22/09		0.9499	\$	3,652,034	09-0091
6/30/2009	44977SA54	ING America Ins CP 0.00 01/05/10	\$	25,000,000	01/05/10		1.2241	\$	24,842,500	09-0101
6/29/2009	90262DCS2	UBS Finance CP 0.00 03/26/10	\$	25,000,000	03/26/10		1.4724	\$	24,730,000	09-0098
6/29/2009	00077FCS1	ABN Finance CP 0.00 03/26/10	\$	25,000,000	03/26/10		1.3591	\$	24,750,625	09-0100
6/29/2009	3133XU2V4	FHLB (n/a) 0.60 07/26/10	\$	25,000,000	07/26/10		0.6562	\$	24,985,000	09-0099
6/26/2009	3133XTZ25	FHLB Step Callable (3/22/10-5) 0.50 09	\$	25,000,000	09/22/10	03/22/10	0.5001	\$	25,000,000	09-0089
6/26/2009	3133XTZ25	FHLB Step Callable (3/22/10-5) 0.50 09	\$	25,000,000	09/22/10	03/22/10	0.5001	\$	25,000,000	09-0090
		TOTAL	\$	25,000,000			0.8406	\$	245,644,152	
			PLI	JS: Accrued In	terest Purch	nased:		\$	2,778 245,646,930	

GRAND TOTAL \$ 187,400,000

0.8093 \$ 414,669,780

	iicy	Halls	actions - Maturition	es & Ca	IIS		Brd Qtr	FYU
Sale Date		Maturity Date	Security Description	Par Value	Yield to Maturity	Yield to Call	Ending Unamor Val/Cost	Invest Number
DPERATI	NG FU	ND						
04/02/09	CAL	3133XQGA4	FHLB (n/a) 2.14 04/02/09	\$10,000,000	2.4349	2.7744	\$9,973,000	08-0105-0
04/07/09	MAT	42823JR72	Hewlitt - Packard CP 0.00 04/07/09	\$10,000,000	0.3550	0.3550	\$9,995,819	09-0053-0
04/15/09	MAT	0027A0RF0	Abbey CP (R) 0.00 04/15/09	\$5,000,000	0.3247	0.3247	\$4,995,867	09-0029-0
04/21/09	MAT	3133XQV66	FHLB (n/a) 2.52 04/21/09	\$10,000,000	2.5200	2.5200	\$10,000,000	08-0102-0
04/24/09	MAT	36161CRQ7	GECC CP (R) 0.00 04/24/09	\$10,000,000	0.2739	0.2739	\$9,993,025	09-0034-0
05/07/09	MAT	3133XR2H2	FHLB (n/a) 2.75 05/07/09	\$10,000,000	2.7500	2.7500	\$10,000,000	08-0113-0
05/11/09	MAT	06051HSB4	Commercial Paper 0.00 05/11/09	\$20,000,000	0.4059	0.4059	\$19,980,667	09-0050-0
05/19/09	MAT	0027A0SK8	Abbey Natl CP (R) 0.00 05/19/09	\$5,000,000	0.3553	0.3553	\$4,993,875	09-0031-0
06/17/09	MAT	3133XRBX7	FHLB (n/a) 2.60 06/17/09	\$10,000,000	2.5488	2.5488	\$10,004,780	08-0134-0
05/26/09	CAL	3128X8MN9	FHLMC Callable (qtrly-5) 1.15 02/26/1	\$10,000,000	1.1500	1.1500	\$10,000,000	09-0057-0
05/26/09	CAL	3128X8MN9	FHLMC Callable (qtrly-5) 1.15 02/26/1	\$10,000,000	1.1601	1.1701	\$9,999,000	09-0058-0
05/18/09	CAL	3128X8KP6	FHLMC Callable (qtrly-5) 1.25 03/12/1	\$10,000,000	1.2500	1.2500	\$10,000,000	09-0055-0
05/05/09	CAL	3128X8GU0	FHLMC Callable (qtrly-5) 1.25 05/05/1	\$5,000,000	1.2631	1.3154	\$4,999,219	09-0047-0
06/18/09	CAL	31398ARW4		\$10,000,000	3.5000	3.5000	\$10,000,000	08-0135-0
04/02/09	CAL	3136F9Z97	FNMA Callable (4/2/09-10) 2.10 07/02	\$5,000,000	1.9619	1.2614	\$5,010,100	09-0023-0
04/13/09	CAL	31331GJU4	FFCB Callable (any>4/12/09-7) 1.43 0	\$10,000,000	1.4300	1.4300	\$10,000,000	09-0030-0
05/04/09	CAL	3128X8GQ9	FHLMC Callable (qtrly-5) 1.50 08/04/1	\$10,000,000	1.5000	1.5000	\$10,000,000	09-0042-0
05/26/09	CAL	3128X8LP5	FHLMC Callable (qtrly-5) 1.60 08/26/1	\$10,000,000	1.6000	1.6000	\$10,000,000	09-0056-0
04/10/09	CAL	31331GHS1	(-,	\$5,000,000	2.0000	2.0000	\$5,000,000	09-0021-0
06/30/09	CAL	3128X8CF7	FHLMC Callable (qtrly-5) 1.50 12/30/1	\$5,000,000	1.5082	1.5225	\$4,999,200	09-0022-01
04/01/09	CAL	3128X/D18	FHLMC Callable (4/1/09-5) 3.00 04/01	\$1,150,000	2.7813	1.0239	\$1,155,394	09-0024-0
			TOTAL	\$181,150,000	1.6420	1.6450	\$181,099,945	
8 BOND	FUND							
04/15/09	MAT	31359MK69	FNMA (n/a) 4.875 04/15/09	\$10,000,000	2.7966	0.7000	640 400 000	00 0405 0
05/14/09	MAT	3133XR3B4	FHLB (n/a) 2.60 05/14/09	\$6,025,000	2.8212	2.7966	\$10,138,200	08-0165-01
06/23/09	MAT	3133XRP46	FHLB (n/a) 3.00 06/23/09	\$15,000,000	2.8486	2.8212	\$6,014,938	08-0166-01
04/30/09	CAL	3128X7U51	FHLMC Callable (qtrly-5) 3.25 10/30/0:	\$20,000,000	3.2500	2.8486 3.2500	\$15,019,650 \$20,000,000	08-0153-0°
			TOTAL	\$51,025,000	2.9475	2.9475	\$51,172,788	00-0100-0
				,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,			401,112,100	
		ERVE FUNI						
06/23/09	CAL	31331GGU7	FFCB Callable (any>6/22/09-7) 4.00 1	\$3,500,000	3.8275	1.9005	\$3,526,425	09-0049-01
			TOTAL	\$3,500,000	3.8275	1.9005	\$3,526,425	
NSURAN	CE FU	<u>ND</u>						
06/09/09	CAL	3128X8PU0	FHLMC Callable (qtrly-5) 1.65 09/09/1	\$3,500,000	1.6500	1.6500	\$3,500,000	09-0061-01
04/10/09	CAL		FFCB Callable (any>3/30/09-7) 2.375	\$3,000,000	2.3750	2.3750	\$3,000,000	09-0020-01
05/21/09	CAL	3133XR6P0	FHLB Callable (5/21/09-5) 3.85 05/21/	\$5,900,000	3.9054	4.0603	\$5,888,016	08-0131-01
			TOTAL	\$12,400,000	2.8729	2.9545	\$12,388,016	

Security	CUSIP		Ending			Viola	0-11	Wald					
Description	CUSIF		Par Value	Rate	Mat Date	Yield Matur	Call Date	Yield Call	A	Ending mor Val/Cost	Ending Market Val	Purchase Date	Invest Number
FHLB (n/a) 5.375 07/17/09	3133XFYK6	\$	7,175,000	5.375	07/17/09	0.5438		0.5438	\$	7,190,364	\$ 7,191,072	01/30/09	09-0039
FFCB (n/a) 2.95 08/03/09	31331Y5D8	\$	15,000,000	2.950	08/03/09	2.9500		2.9500	\$	15,000,000	\$ 15,034,050	08/01/08	08-0155
FHLB (n/a) 5.25 08/05/09	3133XGEQ3	\$	9,090,000	5.250	08/05/09	0.5776		0.5776	\$	9,129,994	\$ 9,131,541	01/30/09	09-0040
FHLMC (n/a) 5.125 08/05/09	3133XLUM3	\$	5,000,000	5.125	08/05/09	4.6620		4.6620	\$	5,002,053	\$ 5,022,650	10/15/07	08-0007
American Honda CP 0.00 08/19	02665JVK3	\$	10,000,000	0.000	08/19/09	0.4059		0.4059	\$	9,994,556	\$ 9,995,139	05/27/09	09-0076
FHLMC (n/a) 4.125 09/01/09	3128X3VA8	\$	3,300,000	4.125	09/01/09	3.0002		3.0002	\$	3,306,031	\$ 3,320,988	07/30/08	08-0151
WestPac Sec CP 0.00 09/14/09	96122GWE1	\$	5,000,000	0.000	09/14/09	0.5077		0.5077	\$	4,994,792	\$ 4,996,500	05/26/09	09-0074
WestPac Sec CP 0.00 09/14/09	96122GWE1	\$	10,000,000	0.000	09/14/09	0.5485		0.5485	\$	9,988,750	\$ 9,993,000	05/14/09	09-0067
Abbey National CP 0.00 10/23/	0027A0XP1	\$	10,000,000	0.000	10/23/09	0.4572		0.4572	\$	9,985,750	\$ 9,988,900	05/14/09	09-0068
Abbey National CP 0.00 10/29/09	0027A0XV8	\$	5,000,000	0.000	10/29/09	0.3961		0.3961	\$	4,993,500	\$ 4,993,300	05/26/09	09-0075
GE Capital CP 0.00 11/12/09	36959RYC3	\$	10,000,000	0.000	11/12/09	0.7020		0.7020	\$	9,974,317	\$ 9,985,000	05/13/09	09-0065
FHLB (n/a) 2.50 11/13/09	3133XR6M7	\$	10,000,000	2.500	11/13/09	2.5430		2.6299	\$	10,000,000	\$ 10,024,600	05/19/08	08-0127
Bankers Acceptance 0.00 11/24/0	06422RYQ4	\$	8,910,000	0.000	11/24/09	0.8414		0.8414	\$	8,880,390	\$ 8,877,924	06/26/09	09-0095
Bankers Acceptance 0.00 11/27/0	06422RYT8	\$	10,129,000	0.000	11/27/09	0.8415		0.8415	\$	10,094,646	\$ 10,092,536	06/26/09	09-0094
GE Capital Service CP 0.00 12/0	36959RZ40	\$	10,000,000	0.000	12/04/09	0.5286		0.5286	\$	9,977,467	\$ 9,979,625	05/26/09	09-0073
Bankers Acceptance 0.00 12/09/0	06422RZ91	\$	8,444,000	0.000	12/09/09	0.9190		0.9190	\$	8,410,032	\$ 8,407,691	06/26/09	09-0093
Bankers Acceptance 0.00 12/11/0	06422RZB6	\$	9,024,000	0.000	12/11/09	0.8985		0.8985	\$	8,988,048	\$ 8,987,824	06/30/09	09-0103
Bankers Acceptance 0.00 12/14/0	06422RZE0	\$	17,566,000	0.000	12/14/09	0.9191		0.9191	\$	17,493,140	\$ 17,488,710	06/26/09	09-0103
Bankers Acceptance 0.00 12/15/0	06422RZF7	\$	7,180,000	0.000	12/15/09	0.8985		0.8985	\$	7,150,693	\$ 7,150,514	06/30/09	09-0104
Bankers Acceptance 0.00 12/16/0		1000	6.857.000	0.000	12/16/09	0.9191		0.9191	\$	6,828,216	\$ 6,826,144	06/26/09	09-0104
Met Life CP 0.00 12/18/09	59157TZJ5		25,000,000	0.000	12/18/09	1.3262		1.3262	\$	24,846,528	\$ 24,845,625	06/30/09	09-0102
Bankers Acceptance 0.00 12/22/0			3,669,000	0.000	12/22/09	0.9499		0.9499	\$	3,652,516	\$ 3,651,022	06/36/09	09-0102
ING America Ins CP 0.00 01/05/			25,000,000	0.000	01/05/10	1.2241		1.2241	\$	24,843,333	\$ 24,842,500	06/30/09	09-0101
FHLB n/a 1.12 01/15/10	3133XSQN1		10,000,000	1.120	01/15/10	1.0132		1.0132	\$	10,005,706	\$ 10,048,200	02/05/09	09-0044
FNMA (n/a) 3.05 03/05/10	31398APK2		4,000,000	3.050	03/05/10	3.0500		3.0500	\$	4,000,000	\$ 4,066,920	03/10/08	08-0077
FNMA (n/a) 3.05 03/05/10	31398APK2		2,700,000	3.050	03/05/10	3.0500		3.0500	\$	2,700,000	\$ 2,745,171	04/09/08	08-0077
ABN Finance CP 0.00 03/26/10			25,000,000	0.000	03/26/10	1.3591		1.3591	\$	24,752,472	\$ 24,750,625	06/29/09	09-0100
UBS Finance CP 0.00 03/26/10			25,000,000	0.000	03/26/10	1.4724		1.4724	\$	24,732,000	\$ 24,730,023	06/29/09	09-0098
FHLMC Step Callable (qtrly-5) 0.50			10,000,000	0.500	05/05/10	1.0058	11/05/09	0.5000	\$	10,000,000	\$ 10,005,700	05/12/09	09-0098
FHLB Step Callable (11/20/09-5)			5,000,000	0.500	05/20/10	1.0297		0.4999	\$	5,000,000	\$		
FHLB Callable (12/4/09-5) 0.625 (5,000,000	0.625	06/04/10	0.6250		0.6250	\$	5,000,000	5,001,450	06/11/09	09-0084 09-0079
FFCB Callable (any>9/14/09-7) 0.5			5,000,000	0.590	06/15/10	0.5900		0.5900	\$		\$ 4,999,700	06/04/09	use same
FHLB (n/a) 1.12 06/30/10	3133XSYB8		10,000,000	1.120	06/30/10	1.1200		1.1200		5,000,000	\$ 4,997,850	06/15/09	09-0085
FHLB (n/a) 0.60 07/26/10	3133XU2V4		25,000,000	0.600	07/26/10	0.6562			\$	10,000,000	\$ 10,044,400	01/29/09	09-0038
FNMA Step Callable (qtrly-10) 1.00			10,000,000	1.000	07/28/10	1.2490	07/28/09	0.6562 1.0000	\$	24,985,078	\$ 25,000,500	06/29/09	09-0099
FFCB Callable (any>8/25/09-7) 0.7			10,000,000	0.760		0.7600			\$	10,000,000	\$ 10,004,900	01/28/09	09-0036
FHLB (n/a) 1.40 09/02/10	3133XTA71		7,800,000				08/26/09	0.7600	\$	10,000,000	\$ 9,988,600	06/01/09	09-0080
FHLB (n/a) 0.70 09/08/10	3133XTTQ9		5,000,000	1.400 0.700		1.4000		1.4000	\$	7,800,000	\$ 7,853,586	03/02/09	09-0059
FHLMC (n/a) 1.45 09/10/10	3128X8QT2		5,000,000		09/08/10	0.7000		0.7000	\$	5,000,000	\$ 4,993,000	06/08/09	09-0082
FFCB (n/a) 5.25 09/13/10	31331XE40			1.450	09/10/10	0.7109		0.7109	\$	5,043,747	\$ 5,040,150	06/04/09	09-0078
FHLB Step Callable (3/22/10-5) 0.			3,955,000	5.250		1.3071		1.3071	\$	4,139,616	\$ 4,169,875	02/23/09	09-0054
FHLB Step Callable (3/22/10-5) 0.			25,000,000	0.500	09/22/10		03/22/10	0.5001	\$	25,000,000	\$ 24,992,500	06/26/09	09-0089
FHLB Step Callable (3/22/10-5) 0.			25,000,000	0.500	09/22/10		03/22/10	0.5001	\$	25,000,000	\$ 24,992,500	06/26/09	09-0090
			5,000,000	0.500	09/22/10		03/22/10	0.5136	\$	4,999,513	\$ 4,998,500	06/24/09	09-0088
FHLB (n/a) 1.05 11/15/10	3133XTM37		5,000,000	1.050		1.0517		1.0517	\$	4,999,877	\$ 5,006,700	06/19/09	09-0087
FHLB Step Callable (11/18/09) 0.5			5,000,000	0.500			11/18/09	0.5000	\$	5,000,000	\$ 5,001,050	05/21/09	09-0071
FHLB Step Callable (12/3/09-5) 0.			5,000,000	0.500			12/03/09	0.5000	\$	5,000,000	\$ 4,986,800	06/03/09	09-0077
FHLB Step Callable (12/3/09-5) 0.			5,000,000	0.500	12/03/10	0.9266	12/03/09	0.5317	\$	4,999,333	\$ 4,986,800	06/05/09	09-0081
FHLMC Step Callable (qtrly-5) 1.15			3,000,000	1.150	01/07/11	1.4070	07/07/09	1.1499	\$	3,000,000	\$ 3,001,200	04/09/09	09-0062
FHLB Callable (1/26/10-5) 1.15 0			10,000,000	1.150	01/26/11	1.1659	01/26/10	1.1815	\$	9,998,220	\$ 10,029,500	01/26/09	09-0035
FNMA Step Callable (1/28/10-10)	3136F96C2	\$	5,000,000	1.250	01/28/11	1.7461	01/28/10	1.2504	\$	5,000,000	\$ 5,019,750	01/28/09	09-0037

Current Portfolio - Total



								and the same				THE REAL PROPERTY.
Security	CUSIP	Ending			Yield	Call	Yield		Ending	Ending	Purchase	Invest
Description		Par Value	Rate	Mat Date	Matur	Date	Call	1	mor Val/Cost	Market Val	Date	Number
FHLMC Callable (2/9/10-5) 1.75 (3128X8GS5	\$ 10,000,000	1.750	02/09/11	1.7500	02/09/10	1.7500	\$	10,000,000	\$ 10,058,000	02/09/09	09-0048
FHLMC Callable (2/17/10-5) 1.875	3128X8JD5	\$ 4,000,000	1.875	02/17/11	1.9006	02/17/10	1.9257	\$	3,998,744	\$ 4,027,280	02/17/09	09-0051
FHLMC Callable (2/18/10-5) 2.00	3128X8JU7	\$ 10,000,000	2.000	02/18/11	2.0000	02/18/10	2.0000	\$	10,000,000	\$ 10,069,600	02/18/09	09-0052
FHLB (n/a) 4.875 03/11/11	3133XENX3	\$ 3,000,000	4.875	03/11/11	2.8842		2.8842	\$	3,096,043	\$ 3,180,900	01/23/08	08-0055
FNMA Callable (4/8/10-10) 1.875	31398AWJ7	\$ 5,000,000	1.875	04/08/11	1.4996	04/08/10	1.0908	\$	5,029,923	\$ 5,026,300	05/14/09	09-0066
FHLMC (n/a) 3.25 04/14/11	3128X7JK1	\$ 5,000,000	3.250	04/14/11	3.4523		3.4523	\$	5,000,000	\$ 5,162,400	05/22/08	08-0130
FFCB Callable (any>5/17/10-7) 1.3	31331GVN6	\$ 5,000,000	1.375	05/18/11	1.2988	05/18/10	1.2236	\$	5,006,604	\$ 4,999,150	05/18/09	09-0070
FHLB Step Callable (9/9/9-5) 0.75	3133XTS31	\$ 5,000,000	0.750	06/09/11	1.6197	09/09/09	0.7500	\$	5,000,000	\$ 4,984,250	06/09/09	09-0083
FHLMC Callable (7/14/09-5) 4.125	3128X7P57	\$ 5,000,000	4.125	07/14/11	3.4103	07/14/09	1.0001	\$	5,005,611	\$ 5,006,550	12/23/08	09-0018
FNMA Callable (08/05/09-10) 4.00	3136F9YW7	\$ 1,300,000	4.000	08/05/11	4.0143	08/05/09	4.0412	\$	1,299,951	\$ 1.304.472	08/05/08	08-0158
FHLMC Callable (11/18/09-5) 1.75	3128X8D90	\$ 10,000,000	1.750	11/18/11	1.7500	11/18/09	1.7500	\$	10,000,000	\$ 9,980,500	05/18/09	09-0069
FHLMC Callable (6/29/10-5) 2.03	3128X8R61	\$ 3,500,000	2.030	12/29/11	2.0300	06/29/10	2.0300	\$	3,500,000	\$ 3,508,295	06/29/09	09-0097
FHLB Step Callable (1/12/10-5) 1.	3133XSUF3	\$ 330,000	1.375	01/12/12	2.1199	01/12/10	1.3749	\$	330,000	\$ 330,554	01/16/09	09-0032
FHLB Step Callable (1/12/10-5) 1.	3133XSUF3	\$ 1,005,000	1.375	01/12/12	2.1627	01/12/10	1.4745	\$	1,004,474	\$ 1,006,688	01/30/09	09-0041
FNMA (n/a) 3.625 02/14/12	3136F84J1	\$ 1,000,000	3.625	02/14/12	3.6250		3.6250	\$	1,000,000	\$ 1,044,960	02/14/08	08-0066
FFCB Callable (any>7/8/09-7) 2.0	31331GSM2	\$ 130,000	2.050	04/09/12	2.0554	07/09/09	2.1166	\$	129,998	\$ 129,232	04/15/09	09-0063
FFCB Callable (any>9/14/09-7) 2.1	31331GXZ7	\$ 1,500,000	2.070	06/15/12	2.1685	09/15/09	3.2539	\$	1,496,377	\$ 1,493,955	06/18/09	09-0086
FHLB Callable (qtrly-5) 3.00 02/04	3133XSZL5	\$ 3,500,000	3.000	02/04/13	3.0000	08/04/09	3.0000	\$	3,500,000	\$ 3,488,940	02/04/09	09-0043
FFCB Callable (any>5/19/10-7) 2.5	31331GWL9	\$ 5,900,000	2.500	05/20/13	2.5000	05/20/10	2.5000	\$	5,900,000	\$ 5,850,499	05/22/09	09-0072
FHLMC (n/a) 2.50 01/07/14	3137EABX6	\$ 200,000	2.500	01/07/14	2.5850		2.5850	\$	199,279	\$ 198,216	03/06/09	09-0060
AIM/ LAP Opt. Fund- 1900	MMF	\$ 29,609,541	0.527		0.5272		0.5272	\$	29,609,541	\$ 29,609,541	04/16/03	AR-0008
Blackrock Fin Res. Fund-2000	MMF	\$ 5,208,707	0.484		0.4836		0.4836	\$	5,208,707	\$ 5,208,707	09/30/01	AR-0006
Blackrock Fin. Op Fund-1000	MMF	\$ 26,451,770	0.484		0.4836		0.4836	\$	26,451,770	\$ 26,451,770	10/31/01	AR-0001
Bond SEAF - Fidelity	MMF	\$ 300,025,568	0.532		0.5318		0.5318	\$	300,025,568	\$ 300,025,568	07/31/08	AR-0014
Bond SEAF - Wells Fargo	MMF	\$ 250,335,236	0.480		0.4805		0.4805	\$	250,335,236	250,335,236	06/30/08	AR-0013
Bond SEAF - Western	MMF	\$ 208,799,000	0.463		0.4625		0.4625	\$	208,799,000	208,799,000	08/31/08	AR-0015
Deutsche MMF - 2100	MMF	\$ 18,112,390	0.114		0.1137		0.1137	\$	18,112,390	\$ 18,112,390	09/30/01	AR-0002
Fidelity SEAF- 690	MMF	\$ 57,394,384	0.532		0.5318		0.5318	\$	57,394,384	\$ 57,394,384	08/03/04	AR-0009

GRAND TOTALS

\$1,469,100,597 0.6900

0.8039

0.7610 \$1,468,314,278 \$1,469,070,119

Portfolio Analysis by Fund

3rd Qtr FY09

(\$ = 000's)	Gen Oper	Fin Res	Insurance	CP SEAF	Debt Srv	08 Bond	09 Bond	TOTAL
Par Value	\$331,981	\$23,509	\$13,865	\$57,394	\$18,112	\$18,300	\$1,005,939	\$1,469,101
Market Value	\$332,769	\$23,816	\$13,826	\$57,394	\$18,112	\$18,355	\$1,004,796	\$1,469,070
Unrealized Gain (Loss)	<u>\$549</u>	<u>\$216</u>	<u>-\$38</u>	<u>\$0</u>	<u>\$0</u>	<u>\$49</u>	<u>-\$20</u>	<u>\$756</u>
Book Value	\$332,220	\$23,600	\$13,864	\$57,394	\$18,112	\$18,306	\$1,004,817	\$1,468,314
Accrued Interest	<u>\$1,135</u>	<u>\$191</u>	\$33	<u>\$0</u>	<u>\$0</u>	\$227	<u>\$4</u>	<u>\$1,590</u>
Total Book Value	\$333,355	\$23,791	\$13,897	\$57,394	\$18,112	\$18,533	\$1,004,821	\$1,469,904
Cash Balance TOTAL FUND VALUE	<u>\$215</u> \$333,570	<u>\$0</u> \$23,791	<u>\$0</u> \$13,897	<u>\$0</u> \$57,394	<u>\$0</u> \$18,112	<u>\$0</u> \$18,533	<u>\$0</u> \$1,004,821	<u>\$215</u> \$1,470,119
Liquid Securities (Mkt. value)	\$63,252							\$63,252
Yield to Call Wgt. Average Maturity (days)	0.99% 297	2.36% 564	1.98% 1,038	0.53% 1	0.11% 1	2.96% 47	0.61% 266	0.76% 133
Minimum Requirement 1 Maximum Average Maturity Is Fund in Compliance?	\$86,545 18 Months Yes	\$22,000 30 Months Yes	\$12,819 48 Months Yes	90 Days	3 Years	30 Months	30 Months	
INVESTMENT COMPARISON 6-Month T-Bill Wgt Average Fund Variance	0.31% 0.68%	0.31% 2.05%	0.31% 1.67%	0.31% 0.22%	0.31% -0.20%	0.31% 2.65%	0.31% 0.30%	0.31% 0.45%

Notes:

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

Change in Market Value of Investments



				205 (411) (241)	SALES SALES AND	A 10 - 230 - 222 / 45 PW 114 - 5		
						3/31/09	6/30/09	Change from
Fund	Security Type	Rate	Maturity	Call Date	Par Value	Market Value	Market Value	Prior Quarter
Insurance	FHLB Step Callable (1/12/10-5) 1.375	5.125	08/05/09		\$5,000,000	\$5,072,950	\$5,022,650	(\$50,300)
Operating	GECC CP (R) 0.00 04/24/09	4.875	03/11/11		\$3,000,000	\$3,186,540	\$3,180,900	(\$5,640)
Operating	FHLB Callable (1/26/10-5) 1.15 01/26	3.625	02/14/12		\$1,000,000	\$1,047,590	\$1,044,960	(\$2,630)
Operating	FNMA Step Callable (qtrly-10) 1.00 07	3.050	03/05/10		\$4,000,000	\$4,073,720	\$4,066,920	(\$6,800)
Operating	FNMA Step Callable (1/28/10-10) 1.25	3.050	03/05/10		\$2,700,000	\$2,749,761	\$2,745,171	(\$4,590)
Operating	FHLB (n/a) 1.12 06/30/10	2.500	11/13/09		\$10,000,000	\$10,070,900	\$10,024,600	(\$46,300)
Operating	FHLB (n/a) 5.375 07/17/09	3.250	04/14/11		\$5,000,000	\$5,160,100	\$5,162,400	\$2,300
Operating	FHLB (n/a) 5.25 08/05/09	4.125	09/01/09		\$3,300,000	\$3,347,718	\$3,320,988	(\$26,730)
Insurance	FHLB Step Callable (1/12/10-5) 1.375	2.950	08/03/09		\$15,000,000	\$15,125,550	\$15,034,050	(\$91,500)
Operating	FHLMC Callable (qtrly-5) 1.50 08/04/1	4.000	08/05/11	08/05/09	\$1,300,000	\$1,315,457	\$1,304,472	(\$10,985)
Fin. Reserve	FHLB Callable (qtrly-5) 3.00 02/04/13	4.125	07/14/11	07/14/09	\$5,000,000	\$5,046,200	\$5,006,550	(\$39,650)
Operating	FHLB n/a 1.12 01/15/10	1.375	01/12/12	01/12/10	\$330,000	\$330,356	\$330,554	\$198
Operating	FHLMC Callable (qtrly-5) 1.25 05/05/1	1.150	01/26/11	01/26/10	\$10,000,000	\$10,006,100	\$10,029,500	\$23,400
Operating	FHLMC Callable (2/9/10-5) 1.75 02/09	1.000	07/28/10	04/28/09	\$10,000,000	\$9,996,800	\$10,004,900	\$8,100
Fin. Reserve	FFCB Callable (any>6/22/09-7) 4.00	1.250	01/28/11	01/28/10	\$5,000,000	\$5,010,250	\$5,019,750	\$9,500
Operating	Commercial Paper 0.00 05/11/09	1.120	06/30/10		\$10,000,000	\$9,989,500	\$10,044,400	\$54,900
Fin. Reserve	FHLMC Callable (2/17/10-5) 1.875 02	5.375	07/17/09		\$7,175,000	\$7,275,450	\$7,191,072	(\$84,378)
Operating	FHLMC Callable (2/18/10-5) 2.00 02/	5.250	08/05/09		\$9,090,000	\$9,225,168	\$9,131,541	(\$93,627)
Operating	Hewlitt - Packard CP 0.00 04/07/09	1.375	01/12/12	01/12/10	\$1,005,000	\$1,006,085	\$1,006,688	\$603
Operating	FFCB (n/a) 5.25 09/13/10	3.000	02/04/13	08/04/09	\$3,500,000	\$3,518,340	\$3,488,940	(\$29,400)
Operating	FHLMC Callable (qtrly-5) 1.25 03/12/1	1.120	01/15/10		\$10,000,000	\$10,009,700	\$10,048,200	\$38,500
Operating	FHLMC Callable (qtrly-5) 1.60 08/26/1	1.750	02/09/11	02/09/10	\$10,000,000	\$10,036,600	\$10,058,000	\$21,400
Operating	FHLMC Callable (qtrly-5) 1.15 02/26/1	1.875	02/17/11	02/17/10	\$4,000,000	\$4,020,480	\$4,027,280	\$6,800
Operating	FHLMC Callable (qtrly-5) 1.15 02/26/1	2.000	02/18/11	02/18/10	\$10,000,000	\$10,021,200	\$10,069,600	\$48,400
Operating	FHLB (n/a) 1.40 09/02/10	5.250	09/13/10		\$3,955,000	\$4,187,277	\$4,169,875	(\$17,402)
Operating	FHLMC (n/a) 2.50 01/07/14	1.400	09/02/10		\$7,800,000	\$7,810,998	\$7,853,586	\$42,588
Insurance	FHLMC Callable (qtrly-5) 1.65 09/09/1	2.500	01/07/14		\$200,000	\$200,508	\$198,216	(\$2,292)
511111111111111111111111111111111111111					,	+===,000	7.00,210	(42,202)

Sub-total for Securities held at the end of both periods % Change as a result of market movement	\$158,841,299	\$158,585,764	(\$255,535) -0.16%
Holdings at 3/31/09 maturing during Q3, FY09	\$111,216,243		(\$111,216,243)
Holdings at 3/31/09 called during Q3, FY09	\$137,241,736		(\$137,241,736)
Values of Money Market Mutual Funds (All)	\$110,213,557	\$895,936,597	\$785,723,040
Holdings at 6/30/09 purchased during Q3, FY09		\$414,547,758	\$414,547,758
TOTAL PORTFOLIO VALUE	\$517,512,835	\$1,469,070,119	\$951,557,284

Callable Securities Analysis



Invest#	Fund	Maturity	Secuirty Description	CUSIP	Next Call	Notice	Par Value	Coupon Rate	Treasury Curve	Call Prob
09-0064	Operating	05/05/10	FHLMC Step Callable (qtrly-5) 0.50 05/05/10	3133XTJY3	11/05/09	5	\$10,000,000	0.500	0.50	Low
09-0084	Operating	05/20/10	FHLB Step Callable (11/20/09-5) 0.50 05/20	3133XTMU7	11/20/09	5	\$ 5,000,000	0.500	0.50	Low
09-0079	Operating	06/04/10	FHLB Callable (12/4/09-5) 0.625 06/04/10	3133XTS64	12/04/09	5	\$ 5,000,000	0.625	0.50	Low
09-0085	Operating	06/15/10	FFCB Callable (any>9/14/09-7) 0.59 06/15/1	31331GXV6	09/15/09	7	\$ 5,000,000	0.590	0.50	Low
09-0036	Operating	07/28/10	FNMA Step Callable (qtrly-10) 1.00 07/28/10	3136F94T7	07/28/09	10	\$10,000,000	1.000	0.50	Moderate
09-0080	Operating	08/26/10	FFCB Callable (any>8/25/09-7) 0.76 08/26/1	31331GWR6	08/26/09	7	\$10,000,000	0.760	0.55	Low
09-0088	Operating	09/22/10	FHLB Step Callable (3/22/10-5) 0.50 09/22/	3133XTZ25	03/22/10	5	\$ 5,000,000	0.500	0.60	Low
09-0089	09 Bond	09/22/10	FHLB Step Callable (3/22/10-5) 0.50 09/22/	3133XTZ25	03/22/10	5	\$25,000,000	0.500	0.60	Low
09-0090	09 Bond	09/22/10	FHLB Step Callable (3/22/10-5) 0.50 09/22/	3133XTZ25	03/22/10	5	\$25,000,000	0.500	0.60	Low
09-0071	Operating	11/18/10	FHLB Step Callable (11/18/09-5) 0.50 11/18	3133XTMB9	11/18/09	5	\$ 5,000,000	0.500	0.70	Low
09-0077	Operating	12/03/10	FHLB Step Callable (12/3/09-5) 0.50 12/03/	3133XTR65	12/03/09	5	\$ 5,000,000	0.500	0.75	Low
09-0081	Operating	12/03/10	FHLB Step Callable (12/3/09-5) 0.50 12/03/	3133XTR65	12/03/09	5	\$ 5,000,000	0.500	0.75	Low
09-0062	Insurance	01/07/11	FHLMC Step Callable (qtrly-5) 1.15 01/07/11	3128X8UW0	07/07/09	5	\$ 3,000,000	1.150	0.80	Low
09-0035	Operating	01/26/11	FHLB Callable (1/26/10-5) 1.15 01/26/11	3133XSW95	01/26/10	5	\$10,000,000	1.150	0.80	Low
09-0037	Operating	01/28/11	FNMA Step Callable (1/28/10-10) 1.25 01/28	3136F96C2	01/28/10	10	\$ 5,000,000	1.250	0.80	Low
09-0048	Operating	02/09/11	FHLMC Callable (2/9/10-5) 1.75 02/09/11	3128X8GS5	02/09/10	5	\$10,000,000	1.750	0.85	High
09-0051	Fin. Reserve	02/17/11	FHLMC Callable (2/17/10-5) 1.875 02/17/11	3128X8JD5	02/17/10	5	\$ 4,000,000	1.875	0.85	High
09-0052	Operating	02/18/11	FHLMC Callable (2/18/10-5) 2.00 02/18/11	3128X8JU7	02/18/10	5	\$10,000,000	2.000	0.85	High
09-0066	Operating	04/08/11	FNMA Callable (4/8/10-10) 1.875 04/08/11	31398AWJ7	04/08/10	10	\$ 5,000,000	1.875	0.90	High
09-0070	Operating	05/18/11	FFCB Callable (any>5/17/10-7) 1.375 05/18	31331GVN6	05/18/10	7	\$ 5,000,000	1.375	0.95	Low
09-0083	Operating	06/09/11	FHLB Step Callable (9/9/9-5) 0.75 06/09/11	3133XTS31	09/09/09	5	\$ 5,000,000	0.750	1.00	Low
09-0018	Operating	07/14/11	FHLMC Callable (7/14/09-5) 4.125 07/14/11	3128X7P57	07/14/09	5	\$ 5,000,000	4.125	1.10	Extreme
08-0158	Fin. Reserve	08/05/11	FNMA Callable (08/05/09-10) 4.00 08/05/11	3136F9YW7	08/05/09	10	\$ 1,300,000	4.000	1.10	Extreme
09-0069	Operating	11/18/11	FHLMC Callable (11/18/09-5) 1.75 11/18/11	3128X8D90	11/18/09	5	\$10,000,000	1.750	1.20	Moderate
09-0097	Insurance	12/29/11	FHLMC Callable (6/29/10-5) 2.03 12/29/11	3128X8R61	06/29/10	5	\$ 3,500,000	2.030	1.25	Moderate
09-0032	Insurance	01/12/12	FHLB Step Callable (1/12/10-5) 1.375 01/12	3133XSUF3	01/12/10	5	\$ 330,000	1.375	1.30	Low
09-0041	Insurance	01/12/12	FHLB Step Callable (1/12/10-5) 1.375 01/12	3133XSUF3	01/12/10	5	\$ 1,005,000	1.375	1.30	Low
09-0063	Insurance	04/09/12	FFCB Callable (any>7/8/09-7) 2.05 04/09/12	31331GSM2	07/09/09	7	\$ 130,000	2.050	1.45	Moderate
09-0086	Fin. Reserve	06/15/12	FFCB Callable (any>9/14/09-7) 2.07 06/15/1	31331GXZ7	09/15/09	7	\$ 1,500,000	2.070	1.60	Low
09-0043	Fin. Reserve	02/04/13	FHLB Callable (qtrly-5) 3.00 02/04/13	3133XSZL5	08/04/09	5	\$ 3,500,000	3.000	1.95	High
09-0072	Insurance	05/20/13	FFCB Callable (any>5/19/10-7) 2.50 05/20/1	31331GWL9	05/20/10	7	\$ 5,900,000	2.500	2.00	Moderate

Defined Benefit Plan Summary

3rd Qtr FY09

	Market				Realized	Unrealized				Market
	Value		Benefit		Gain/	Gain/	Contrib	utions		Value
	31-Mar-09	Income	<u>Payments</u>	Transfers	(loss)	(loss)	Employer	Employee	Other	30-Jun-09
Equity Managers										
Large Cap:										
Washington Mutual	4,856,239	46,212	0	0	0	583,482	0	0	0	\$5,485,93
Capital Guardian	3,328,578	0	0	0	(1,877,462)	2,429,657	0	0	(1)	\$3,880,77
Goldman	7,015,704	14,228	0	0	(316,061)	1,640,851	0	0	(1)	\$8,354,72
SSGA Wilshire 5000	7,592,326	3,722	0	3,996,278	0	1,852,488	0	0	0	\$13,444,8
Small Cap:										
Friess	5,498,117	0	0	0	0	536,814	0	0	1	\$6,034,93
Earnest Partners	5,882,477	7,845	0	0	(71,132)	1,232,588	0	0	(1)	\$7,051,77
International:										
Dodge & Cox	4,986,051	0	0	0	0	1,663,761	0	0	0	\$6,649,8
Capital Resources	6,816,811	0	0	0	0	1,527,495	0	0	0	\$8,344,30
SSGA Internat. Index	3,818,858	0	0	2,000,000	0	1,315,711	0	0	0	\$7,134,50
Fixed Income Manag	ers									
Primco	17,861,320	278,581	0	0	0	566,502	0	0	0	\$18,706,40
Aberdeen	14,745,840	0	0	(3,000,000)	(112,650)	847,348	0	0	0	\$12,480,5
Real Estate										
UBS	13,815,254	(1,467,933)	0	(88,071)	0	0	0	0	0	\$12,259,2
<u>Cash</u>	11,257	(45,925)	(2,451,054)	(2,905,052)	0	0	5,036,244	145	1 ,	(\$354,38
Total	\$96,228,832	(1,163,270)	(2,451,054)	3,155	(2,377,305)	14,196,697	5,036,244	145	(1)	\$109,473,4



3rd Qtr FY09

Maturity Date	Issue Date	ar Value	Coupon %	Issue Term (Days)	Dealer
7/1/2009	5/06/2009	\$ 40,000,000	0.60%	56	Loop
8/3/2009	6/1/2009	\$ 20,000,000	0.85%	63	JPMorgan
8/7/2009	6/8/2009	\$ 30,000,000	0.80%	60	JPMorgan
9/2/2009	6/2/2009	\$ 5,000,000	0.80%	92	Loop
9/2/2009	6/2/2009	\$ 10,000,000	0.80%	92	Loop
9/23/2009	6/2/2009	\$ 15,000,000	0.85%	113	Loop
10/8/2009	6/24/2009	\$ 30,000,000	0.85%	106	Loop
	Total:	\$ 150,000,000	0.77%	77	

Bonds				
	Series	Pay-Downs	Rates	Principal
	2001	2008 - 2024	4.561% - 5.359%	\$ 90,805,000
	2002	2008 - 2024	3.000% - 5.375%	\$ 29,955,000
	2007	2008 - 2036	3.676% - 5.172%	\$ 761,130,000
	2008	2008 - 2044	4.750% - 5.250%	\$ 731,415,000
				\$ 1,613,305,000

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Contract#	Vendor Name	Projects
01014604	Abacus	Mobile Data Computers
01007732	ACT21	NW SE LRT Build-Out
01012000	Advanced Track	NW SE LRT Build-out
01010950	3I Construction	WSA Yard Paving
01011780	American Intl	OCIP, GL WC Insurance
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
01013454	Brad Oldham	Artwork
01004732	Bridgefarmer/Farradyne	HOV Projects
01011527	Carcon	Walnut Hill Parking exp.
N/A	Chicago Title	Rowlett Extension
01008633	CONNEX/ATC	Paratransit Service
01012758	DGNO	Freight Track Relocation
01004187	DMJM+Harris / AECOM	NW SE LRT Build-out
01006471	F Hall Mowing	NW SE LRT Build-out
01010224	GE Security	Bus Surveillance System Pilot
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
01006552	Greyhawk Tech.	VBS
01006362	Halff Associates	NW SE LRT Build-out
01012080	Halff Associates	Environmental
01008130	Hensel Phelps	S & I Facility Expansion
01008316	Herzog	TRE Rail Operating
01010371	Herzog	Railroad Signalization
01012392	Herzog	NWROF
01012577	Herzog	Lisa/Perkins & Beltline
98000071	Itochu International	LRV's
01012392	Journeyman Construction	NWROF
01014614	Kiewit, Stacy, Witback	Irving 1 & 2 LRT Build-out
01011711	Kinkisharyo	C-Cars, Cab-signals, VBS
01013706	Kinkisharyo	SLRV's
01012000	LB Foster	NRV's
01002078	LOPEZGARCIA Group	NW SE LRT Build-out
01008975	LOPEZGARCIA Group	Build-Out
01008146	LTK Engineering	LRV's
01014813	M/A-COM Inc.	Integrated Radio System
01012392	MACTON	NWROF
01003569	Malcolm Pirnie	NW SE LRT Build-out
01012392	Mass Electric	NWROF
01003568	Maxim Technologies	NW SE LRT Build-out

Major Contracts Funded by CP / Debt



01012696	McCarthy	Beltline Grade Separation
01015378	McKinney Dodge	NRV's
01012448	McKinney Dodge	NRV's
01011418	Messaging Architects	Email Archive/Retrieve
01011941	Mitchell	Misc. Construction
N/A	National Union Fire Insurance	Build Out Projects
01004832	Neon Electric	Bus Passenger Amenities
01013062	Nextel Communications	NW SE LRT Build-out
01008230	Northstar Abatement	NW SE LRT Build-out
01012908	Nouveau Tech.	Network
01015627	Omega Contracting	LST Parking Expansion
N/A	Oncor Electric	LRT Build-Out
01009306	Parsons/Brinckerhoff	CBD AA/EIS
01002803	Parsons Transport Group	LRT Build-Out
00937775	Parsons Transport. Group	NW SE LRT Build-out
01009306	PB America's	CBD Study
01011831	Penaco	Tunnel Delamination
01008681	Philpott Motors	Purchase NRV's
01010787	Philpott Motors	Non-Revenue Vehicles
01012444	Philpott Motors	NRV's
01013147	Philpott Motors	NRV's
01014490	Philpott Motors	NRV's
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
01015530	RAK Main Place	Irving/Rowlett LRT Build-Out
01011044	RAM COMM Inc	Build-Out
01009684	ROCLA	NW SE LRT Build-out
01010224	SECURENET INC	Facility Surveillance Pilot
01012105	Siemens	NW SE LRT Build-out
01014066	Solid IT Network	Agency WAN/LAN Upgrade
01012440	Southwest Intl Trucks	High Rail Equipment
01002450	Sunland/ACT 21	NW SE LRT Build-out
01014197	Telco Solutions	Telephone System Upgrade
01004732	Telvent Farradyne	TSP LRT Project
01013219	Track 3	LRT Build-Out
N/A	TxDOT	HOV Projects
01012000	VAE Nortrak	NW SE LRT Build-out
01011941	Vestal Builders	Misc. Construction
01010179	Willis of Texas	LRT Build-Out
01012443	Windham Motors	NRV's