



# Quarterly Operating and Financial Performance Report

Third Quarter FY 2010

April – June 2010



## Dallas Area Rapid Transit Board of Directors

---



Seated: John Danish (Secretary), City of Irving; Randall Chrisman (Chair), Cities of Carrollton and Irving; Robert Strauss (Vice Chair), City of Dallas; and Pamela Gates (Assistant Secretary), City of Dallas. Standing: Scott Carlson, City of Dallas; Claude R. Williams, City of Dallas; Faye Wilkins, Cities of Dallas, Plano, Glenn Heights, and Cockrell Hill; William Velasco, City of Dallas; Angel Reyes, City of Dallas; Raymond Noah, Cities of Addison, Highland Park, Richardson, and University Park; Loretta Ellerbe, City of Plano; William Tsao, City of Dallas; Jerry Christian, City of Dallas; and Mark Enoch, Cities of Farmers Branch, Garland, and Rowlett. Not pictured: Tracey M. Whitaker, City of Garland.



## Table of Contents

### Section 1 – Operations & Financial

O&F1	Executive Summary
O&F2	General Information
O&F5	Agency – Wide Indicators
O&F6	Ridership Trends
O&F8	Subsidy Per Passenger
O&F9	On-Time Performance - Key Performance Indicators (KPIs)
O&F10	Complaints Per 100k/Passengers
O&F12	Mean Distance Between Service Calls
O&F13	Accidents
O&F14	Security Incidents
O&F15	Other Financial Indicators
O&F16	Revenue Summary
O&F17	Expenditures Summary
O&F18	Revenues and Operating Expenses
O&F19	Capital and Non-Operating Costs
O&F20	Statement of Revenues, Expenses and Changes In Net Assets
O&F21	Statements of Net Assets (Balance Sheet)
O&F23	Glossary

### Section 2 – Ridership

R1	Introduction
R2	System Ridership
R3	Bus System Ridership
R4	LRT Ridership
R5	Commuter Rail – Trinity Railway Express Ridership
R6	Total Fixed Route Ridership 25-Month Trending
R7	Average Weekday Fixed Route Ridership 25-Month Trending
R8	Passenger Boardings by Member City
R9	Service Standards Monitoring Report
R13	Crosstown and Express Routes Performance
R14	Rail Feeder Route Performance

R15	Transit Center Feeder Route Performance
R16	Local Route Performance
R17	Site-Specific Shuttles and DART-on-Call Performance
R18	Flex Routes
Following	Route Performance Index Charts

### **Section 3 – Planning Progress**

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

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

rpd-i	Acronyms
RPD1	Scope of Projects

#### **LRT Buildout Phase 1**

RPD5	Map
RPD6	Summary Control Schedule
RPD7	Cost/Schedule Summary
RPD10	Northeast Corridor Facilities – Line Section G-2
RPD11	North Central Corridor Facilities – Line Section NC-3
RPD12	Vehicles
RPD13	Parker Road Station Parking Expansion
RPD14	Facilities – Six-Month Look Ahead
RPD15	Change Control Summary

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

RPD16	Map
-------	-----



***LRT Buildout Phase IIA***

RPD17	Summary Control Schedule
RPD18	Cost/Schedule Summary
RPD20	Real Estate
RPD21	Construction Manager/General Contractor – I (CM/GC – I)
RPD27	Track Materials Procurement for CM/GC – I Construction
RPD28	Construction Manager/General Contractor – III (CM/GC – III)
RPD33	Northwest Rail Operating Facility
RPD35	Track Materials Procurement for Northwest Corridor & NWROF
RPD36	Systems – Traction Power Substations
RPD37	Systems – SCS/OCC Modifications
RPD38	Systems – Fare Collection Equipment
RPD39	Systems – Passenger Emergency Calls (PECs)
RPD40	Vehicles – SLRV Retrofit
RPD41	Vehicles – New SLRV Procurement
RPD42	Systems Integration
RPD43	Closed-Circuit Television (CCTV) System
RPD46	NW-2 Additional Betterments & Love Field West Area Improvement
RPD47	Facilities – Six –Month Look Ahead
RPD48	Change Control Summary

***LRT Buildout Phase IIB***

RPD49	Summary Control Schedule
RPD50	Cost/Schedule Summary
RPD51	Irving Corridor Facilities
RPD54	Track Materials Procurement for Irving Corridor
RPD55	DFW Corridor Facilities
RPD56	Rowlett Extension Facilities
RPD58	Track Materials Procurement for Rowlett Extension
RPD59	Systems – Traction Power Substations
RPD60	Systems – SCS/OCC Modifications
RPD61	Systems – Fare Collection Equipment
RPD62	Systems – Passenger Emergency Calls (PECs)
RPD63	Vehicles – 23 Option Vehicles (New SLRV Procurement)
RPD64	Systems Integration

RPD65	Level Boarding Modifications For Outlying Stations
RPD66	Facilities – Six-Month Look Ahead
RPD67	Change Control Summary

### **LRT Buildout Phase III**

RPD68	Dallas Central Business District (CBD) D2 Alignment
-------	---

### **Commuter Rail**

RPD69	Summary Working Schedule
RPD70	Cost Summary
RPD71	Belt Line Road Grade Separation
RPD72	Double Tracking at Market Center Blvd. (Lisa – Perkins)
RPD73	Track, Signals & Installation for Lisa-Perkins & Belt Line Road Projects
RPD74	Valley View to West Irving Double Tracking
RPD75	Track Materials Procurement for TRE Valley View Project
RPD76	Six-Month Look Ahead
RPD77	Change Control Summary

### **Additional Capital Development**

RPD78	Summary Working Schedule
RPD79	Cost Summary
RPD80	NW-1A/Victory Station Project
RPD81	Unity Plaza
RPD82	North Central Tunnel Delamination Repair & Monitoring
RPD83	Bryan/Hawkins Junction (CM/GC-I)
RPD84	Track Materials Procurement-Bryan/Hawkins Junction (CM/GC-I)
RPD85	Thanks-Giving Square Rail Replacement
RPD86	Lake Highlands Station
RPD88	Valencia Development
RPD89	DART Police Facilities
RPD91	Frankford Station Additional Parking
RPD93	CBD/Traffic Signal Priority (TSP) System
RPD95	Agency-Wide Radio & Related Communications Systems Replacement
RPD97	Six-Month Look Ahead
RPD98	Change Control Summary

## **Section 5 – Quarterly Investment Report – June 2010**



**DALLAS AREA RAPID TRANSIT**

**QUARTERLY OPERATING & FINANCIAL PERFORMANCE**  
**REPORT**

**THIRD QUARTER FY 2010**  
**APRIL – JUNE 2010**

## Third Quarter Highlights

This report is for the quarter ending June 30, 2010, the third quarter of Fiscal Year 2010. Sales tax revenues were lower than budget; total agency and fixed-route ridership declined and are below target; and operating expenses were under budget by \$10.9 million. The following summary highlights key results in comparison to the previous fiscal year and our targets for FY 2010.

**Sales tax revenues** continued to be adversely affected by a weakened economy. Year-to-date receipts through the third quarter were \$282.7 million, which is below the budgeted amount of \$291.6 million.

**Total Operating Expenses** are trending under budget by 3.6% (\$10.9 million) of which \$5.8 million is operating expense and \$5.1 million is Capital Planning and Development and startup expenses.

**Total system ridership** for the fiscal year through June 2010 is 82.2 million, which is 6.9% (6.1 million) lower than the same period last fiscal year, and 1.6% (1.3 million) lower than budgeted. **Fixed-Route ridership** was 43.7 million, which is 10.8% (5.3 million) lower than the same period last year, and 8.0% (3.8 million) lower than budgeted resulting in Passenger Revenue being 12.3% below budget. The significant weakness in ridership is primarily a result of high unemployment.

**Total system subsidy per passenger** for the period was \$2.93, \$0.03 (1.0%) below the target of \$2.96. **Fixed-route subsidy per passenger** was \$4.78, \$0.33 (7.4%) greater than the target of \$4.45, due to lower than projected ridership.

The **administrative ratio** is 7.9%, which is better than the target of 8.8%.

The period ended with a **sales tax for operating expense** ratio of 83.2%, which is 16.4% more than the same period last year, and is 2.1% above the target of 81.1%. The fact that the Agency has operating expense savings of \$10.9 million has not offset the impact to this ratio of lower sales tax receipts (\$8.9 million), and operating revenues (\$4.3 million).



## **Modal Update**

DART provides six modes of transportation: bus; light rail transit (LRT); commuter rail (CR) 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 an 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 shelter and 100 information pylons.

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

### **Light Rail Transit (LRT)**

DART currently operates 48 miles of light rail transit service including the first three miles of the Green Line. The Agency is in various stages of planning, design, and construction for the Phase II and Phase III Build-out, which include 45 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 the MLK Station 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 39 rail platforms 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 Light Rail expansion, and will start revenue service operations in December 2011.

FY 2010 Quarterly  
Third Quarter Ending June 30, 2010

DART is in the process of replacing 128 ticket vending machines (TVMs) throughout our system with new GFI TVMs that will allow our customers to purchase 7 day and 31 day passes. The new GFI machines also allow our customers to use their debit or credit cards in addition to cash. Eight new GFI Vendstar TVMs were installed on the Green line. Since the TVM replacement process began, 74 old TVMs have been replaced with the new GFI Vendstars. Eight of these have been placed on the TRE/LRT Line, at Union and Victory, and 66 have been placed on the LRT Red and Blue lines. It is anticipated that the remaining replacement schedule will be completed by June 2011.

All TVMS have been working at a higher performance level as the removal of older machines has provided DART with needed parts to maintain TVMs not replaced. The TVMs have been operating at over 95% up time for the past two weeks, and over 90% for the past month

### **Commuter Rail (Trinity Railway Express)**

Commuter Rail (CR) service known as the Trinity Railway Express or TRE, is a joint service provided by DART and the Fort Worth Transportation Authority (The T) pursuant to the 2003 Restated Interlocal Agreement (ILA). The TRE is operated on a rail line that was owned by the Cities of Dallas and Fort Worth and transferred to DART and the T in December 1999. DART and the T, doing business as TRE, have jointly contracted with Herzog Transit Services, Inc. to maintain and operate the commuter rail vehicles and the corridor. The TRE corridor is 34 miles long and operates between downtown Dallas and downtown Fort Worth with a total of 10 stations, 5 of which are maintained by DART and 5 by the T. The vehicle fleet is composed of 13 rail diesel cars, 6 locomotives, 15 bi-level coaches, and 10 bi-level cab cars.

TRE currently operates Monday through Saturday from Fort Worth's Texas & Pacific (T&P) Station to Dallas' Union Station with eight intermediate stops. On September 14, 2009, the TRE began serving Victory Station with DART's Light Rail at the American Airlines Center in Dallas with regular daily service.

### **Paratransit Services**

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

## High Occupancy Vehicle Transitways

DART currently operates 84 miles of Interim or Immediate Action HOV lanes. The East R.L. Thornton (I-30) contraflow HOV lane utilizes movable barriers and operates weekdays from 6:00 a.m. to 10:00 a.m. The reversible I-30 West lanes (Tom Landry Highway) are operational from 6:00 a.m. to 9:00 a.m. and from 3:00 to 7:00 p.m. weekdays. 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 p.m. to 7:00 p.m. weekdays. The I-35E/US 67 HOV lanes are a combination of concurrent flow buffer-separated and reversible facilities. The concurrent flow section is open 24-hours a day and the reversible part operates weekdays from 6:00 a.m. to 10:00 a.m. in the northbound direction weekdays, 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.

## 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 (Enterprise Rent-A-Car). This program is partially funded by the North Central Texas Council of Governments (NCTCOG) through a Congestion Mitigation/Air Quality grant. DART and the NCTCOG reached agreement in mid-2009 on a new funding formula for the vanpool program that results in NCTCOG contributing 40% of the cost of the overall program including fuel. The current monthly rate charged per van to the riders (covering the vehicle, maintenance, and insurance) is either \$270 or \$290, depending upon van size. DART administers the Vanpool Program and incurs approximately 10% of total program costs primarily through in-kind staff services.

FY 2010 Quarterly  
Third Quarter Ending June 30, 2010

**Agency - Wide Indicators**

<b>Quality Indicators</b>	<b>FY10</b>	<b>YTD Target</b>
Total Agency Ridership (M)	82.2	83.5
Fixed-Route Ridership (M)	43.7	47.5
On-Time Performance (Fixed Route)	95.8%	94.8%
Fixed Route Complaints Per 100,000 Passengers	52.7	38.6
Fixed Route Accidents Per 100,000 Miles	1.28	1.53
<b>Financial Indicators</b>		
Total System Subsidy Per Passenger	\$2.93	\$2.96
Fixed-Route Subsidy Per Passenger	\$4.78	\$4.45
Sales Taxes for Operating Expense	83.2%	81.1%
Fixed Route Farebox Recovery Ratio	14.3%	16.1%
Administrative Ratio	7.9%	8.8%

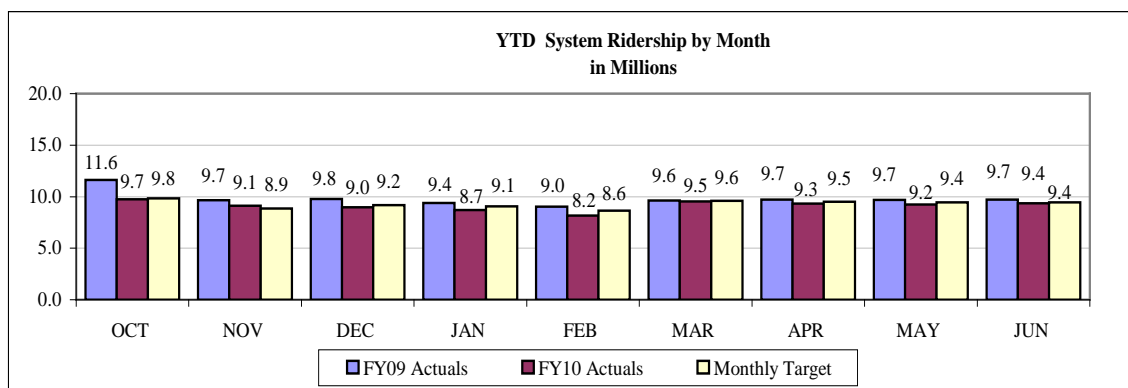
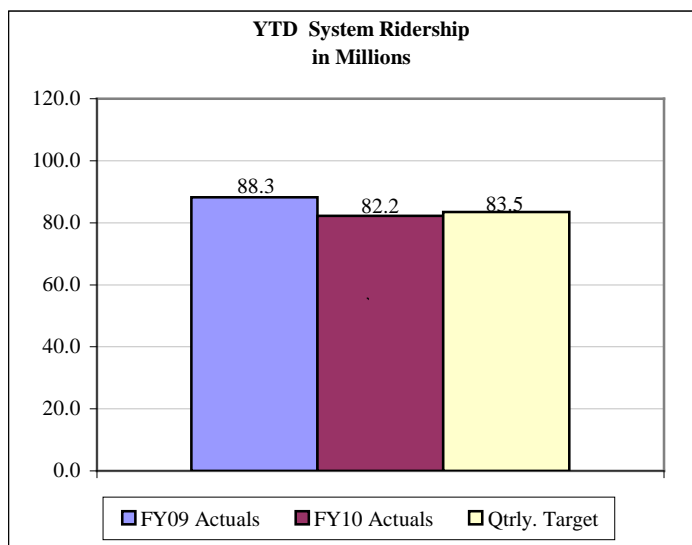
Discussion can be found on the following pages.



FY 2010 Quarterly  
Third Quarter Ending June 30, 2010

## Ridership Trends

### Total System Ridership & Fixed-Route Ridership



Ridership By Mode				
	<u>FY 2009 YTD</u>	<u>FY 2010 YTD</u>	<u>YTD Target</u>	<u>YTD Change</u>
Bus Ridership	32,464,213	28,197,529	31,088,840	-13.1%
Charter	152,281	28,415	53,195	-81.3%
LRT	14,220,984	13,527,366	14,391,960	-4.9%
TRE	2,098,285	1,904,811	1,940,890	-9.2%
<b>Fixed-Route</b>	<b>48,935,763</b>	<b>43,658,121</b>	<b>47,474,885</b>	<b>-10.8%</b>
Paratransit	557,617	575,283	580,210	3.2%
HOV	38,115,100	37,261,300	34,745,498	-2.2%
Vanpool	647,678	695,392	722,160	7.4%
<b>Total Ridership</b>	<b>88,256,158</b>	<b>82,190,096</b>	<b>83,522,753</b>	<b>-6.9%</b>

FY 2010 Quarterly  
Third Quarter Ending June 30, 2010

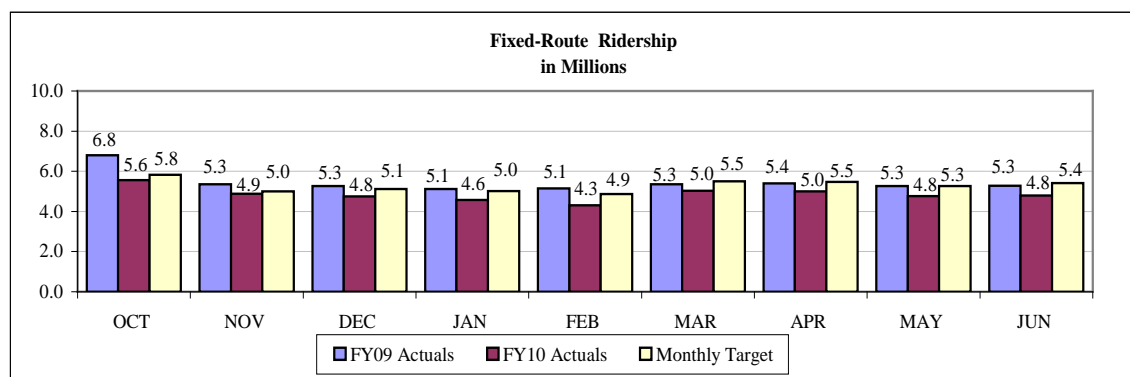
The total system ridership for the fiscal year through June 2010 is 82.2 million, which is 1.6% (1.3 million) lower than budget and 6.9% (6.1 million) lower than the same period last fiscal year.

Several factors have contributed to the decline in ridership. These include:

- Continued high unemployment in the region;
- Less discretionary travel due to the continued economic downturn

A decrease in ridership was anticipated as a result of the fare increase that was initiated in September 2009. It appears that the ridership decrease associated with the fare increase is within anticipated levels, with the additional ridership losses due to the economy and unemployment.

### Fixed-Route Ridership



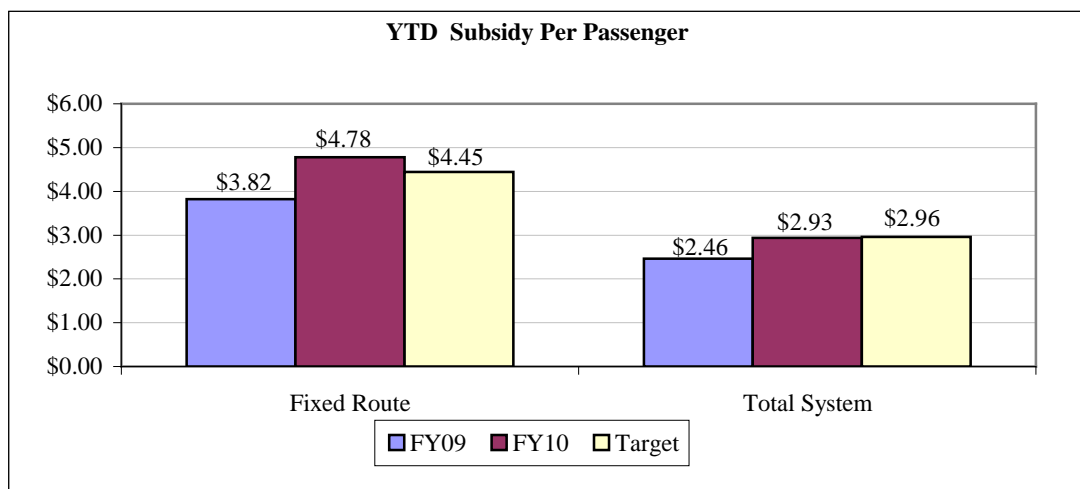
Fixed-Route Ridership				
	<u>FY2009 YTD</u>	<u>FY2010 YTD</u>	<u>YTD Target</u>	<u>YTD Change</u>
Fixed-Route	48,935,763	43,658,121	47,474,885	-10.8%

\* Fixed-route ridership includes bus, charter, light rail, and commuter rail.

Fixed-Route ridership is 43.7 million, which is 10.8% (5.3 million) lower than the same period last year, and 8.0% (3.8 million) lower than budgeted.

FY 2010 Quarterly  
Third Quarter Ending June 30, 2010

**Subsidy Per Passenger**



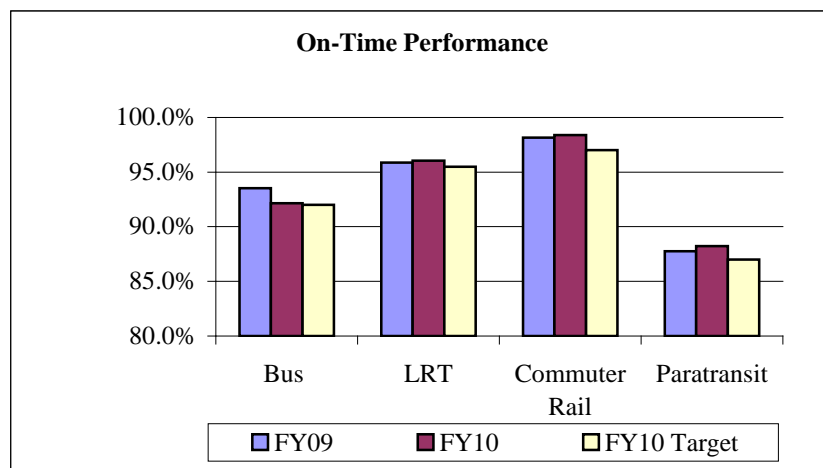
YTD Subsidy Per Passenger by Mode					
	<u>FY2009 YTD</u>	<u>FY2010 YTD</u>	<u>Variance</u>	<u>Target</u>	<u>Change</u>
Bus	\$3.91	\$5.00	\$1.08	\$4.56	27.7%
LRT	\$3.22	\$3.92	\$0.70	\$3.74	21.6%
Commuter Rail	\$6.70	\$7.76	\$1.07	\$7.87	16.0%
<b>Fixed-Route</b>	<b>\$3.82</b>	<b>\$4.78</b>	<b>\$0.96</b>	<b>\$4.45</b>	<b>25.1%</b>
Paratransit	\$41.67	\$42.84	\$1.17	\$43.93	2.8%
HOV	\$0.17	\$0.21	\$0.03	\$0.23	19.1%
Vanpool	\$0.94	\$0.61	(\$0.33)	\$0.69	-35.3%
<b>Total System</b>	<b>\$2.46</b>	<b>\$2.93</b>	<b>\$0.47</b>	<b>\$2.96</b>	<b>19.2%</b>

Fixed-Route Subsidy per Passenger missed the target for the 3rd Quarter, primarily because of lower than projected ridership levels. Significantly lower ridership and lower passenger revenues result in a higher subsidy per passenger despite operating savings during the period (see Expenditures Summary, page 17).

FY 2010 Quarterly  
Third Quarter Ending June 30, 2010

**Key Performance Indicators**

**On-Time Performance**



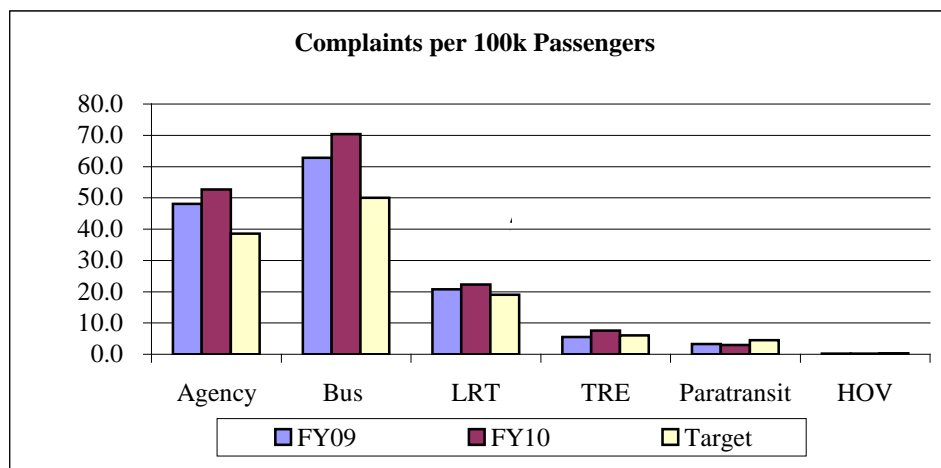
On-Time Performance				
	<u>FY 2009 YTD</u>	<u>FY 2010 YTD</u>	<u>Target</u>	<u>YTD Change</u>
Bus	93.5%	92.2%	92.0%	-1.5%
LRT	95.9%	96.0%	95.5%	0.2%
Commuter Rail	98.1%	98.4%	97.0%	0.2%
Paratransit	87.8%	88.2%	87.0%	0.5%

On-Time performance for all modes of transportation is above target.



FY 2010 Quarterly  
Third Quarter Ending June 30, 2010

**Complaints Per 100k Passengers**



Complaints per 100k Passengers				
	<u>FY2009 YTD</u>	<u>FY2010 YTD</u>	<u>Target</u>	<u>YTD Change</u>
Agency	48.1	52.7	38.6	9.6%
Bus	62.8	70.4	50.0	12.0%
LRT	20.7	22.3	19.0	7.4%
TRE	5.6	7.6	6.0	36.3%
Paratransit	3.3	2.9	4.5	-10.7%
HOV	0.2	0.2	0.3	-19.0%

Bus complaints declined for FY 2010 in comparison to the year before. However, due to additional training efforts, there have been decreases in complaints in the areas of Discourteous Service, Pass-bys, and Early buses.

The Complaints per 100K Passengers ratio is a function of different variables including vehicle and systems reliability for LRT. Negative trends in those variables affect service reliability and as service reliability decreases, customer complaints rise. There has been an increase in the categories of Rude/Discourteous and Unacceptable Behavior type complaints. The majority of those complaints deal with station stopping procedures and operators not waiting or reopening doors at stations for late arriving customers. Platform Closed Circuit TV (CCTV) videos are used to help investigate these types of complaints to determine whether there are actual operational issues or if the complaints are more related to customer perception.

FY 2010 Quarterly  
Third Quarter Ending June 30, 2010

The increase in complaints on the TRE can be generally attributed to three factors:

- The change in the operating schedule to decrease the transit time between Dallas and Fort Worth has placed greater operational emphasis on trains leaving on time and not dwelling at the stations beyond the scheduled departure time;
- Delays associated with equipment malfunctions; and
- Schedule and equipment interface issues associated with TRE and LRT service at Victory and Union Stations.

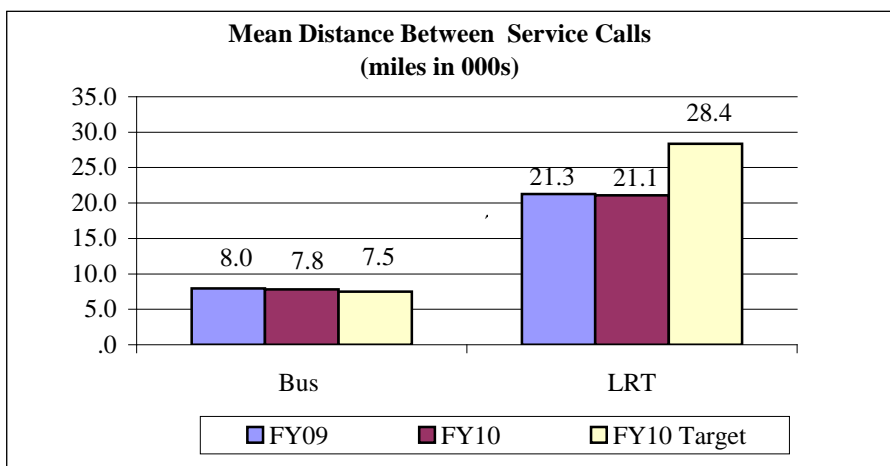
An inherent issue in all of these complaints is our inability to communicate with the passengers waiting for a train on a station platform to inform them of the reasons for the delay being experienced and when the next train should be arriving so they can make informed decisions about their commute. The implementation of the “Next Train” technology across the entire TRE Corridor in 2012 should help reduce or eliminate this source of complaints.

The programmed overhaul of TRE’s rolling stock was delayed and this has impacted train reliability, particularly during the hotter days of the year. We anticipate all major overhauls to be completed by the 3<sup>rd</sup> Quarter of FY 2011, which will improve service reliability.

Finally, for the service changes in FY 2011, TRE has continued to work with the DART’s LRT and Bus staff as well as the T’s Bus staff to improve the TRE schedule to more effectively and efficiently meet those modes to minimize customer service issues. Because of the infrastructure limitations of the TRE corridor (more than 50% of the corridor is single tracked), we will continue to have service interruptions that will potentially impact a number of trains that are operating on the tight TRE schedule.

FY 2010 Quarterly  
Third Quarter Ending June 30, 2010

**Mean Distance Between Service Calls**



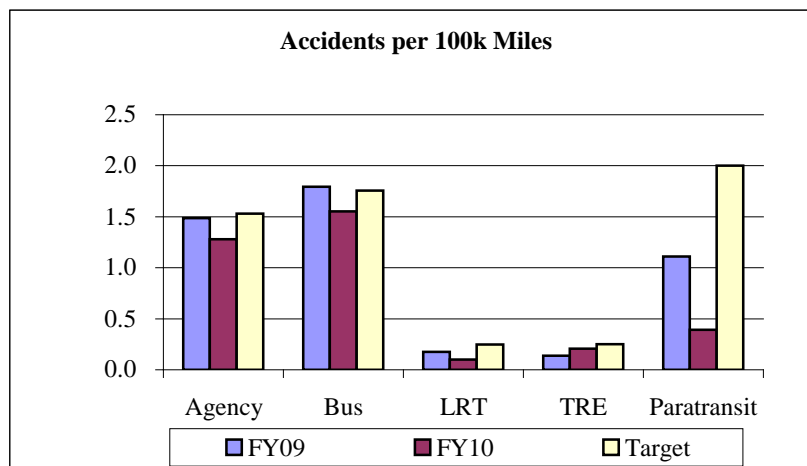
Mean Distance Between Service Calls (in miles)				
	<u>FY 2009 YTD</u>	<u>FY 2010 YTD</u>	<u>Target</u>	<u>YTD Change</u>
Bus	7,969	7,815	7,494	-1.9%
LRT	21,289	21,085	28,351	-1.0%

LRT mean distance between service calls continues to trend well below the goal. We have taken several steps to attempt to correct those deficiencies that are the major contributors to this unfavorable performance:

1. We have assembled a team of Operations staff to conduct a root cause analysis on the service calls;
2. We are working with the sub-assembly manufacturers of both the doors and the propulsion systems (the two largest causes of system service calls) to baseline our inspection and repair procedures to ensure current practices are consistent with the manufacturers' recommended maintenance practices;
3. We are continuing to evaluate the newer design of door and propulsion systems installed on the newest fleet of cars for consideration of future retrofits; and,
4. We recently completed an independent review by Internal Audit of our inspection procedures as compared to the OEM recommendations to ensure overall alignment of our current practices. The gaps identified by this review are being reconciled and addressed.

FY 2010 Quarterly  
Third Quarter Ending June 30, 2010

## Accidents



Accidents per 100k Miles				
	<u>FY 2009 YTD</u>	<u>FY 2010 YTD</u>	<u>Target</u>	<u>YTD Change</u>
Agency	1.5	1.3	1.5	-13.9%
Bus	1.8	1.6	1.8	-13.5%
LRT	0.2	0.1	0.2	-43.3%
TRE	0.1	0.2	0.3	49.0%
Paratransit	1.1	0.4	2.0	-64.6%

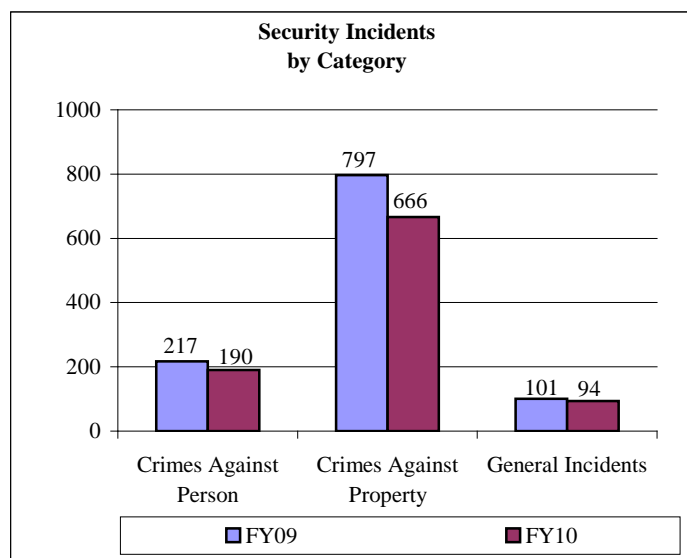
Year-to-date accidents per 100k miles declined from the previous year in all modes except TRE. The increased accident rate on TRE represents an increase of one accident; from two accidents in FY09 to three in FY10.



FY 2010 Quarterly  
Third Quarter Ending June 30, 2010

## Security Incidents

Security Incidents are reported according to the offense code under the Texas Penal Code. Offenses are categorized based on persons, property, and general offenses. They are also grouped by location of offense. The Non-rail category includes facilities that are not associated with a rail station such as the transit centers. The following is a breakdown of the number of offenses and where they occurred.



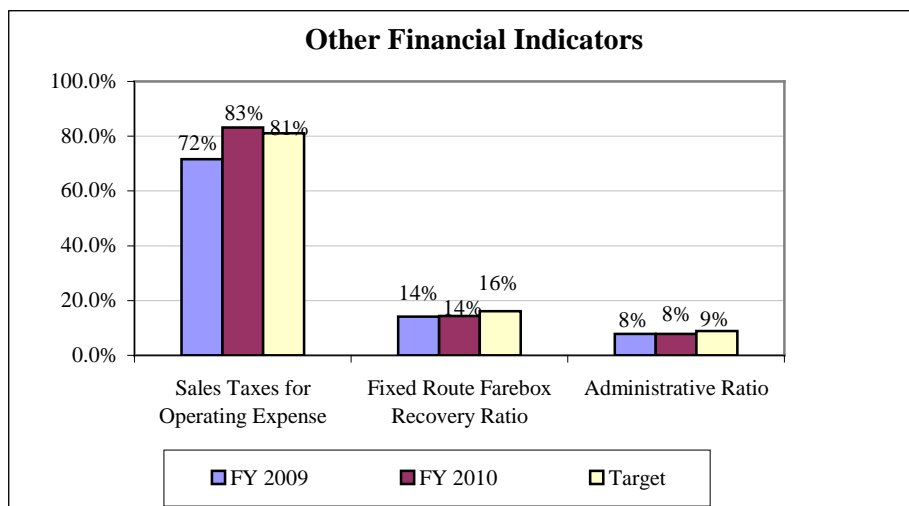
Security Incidents by Category			
	<u>FY 2009 YTD</u>	<u>FY 2010 YTD</u>	<u>YTD Change</u>
Crimes Against Person	217	190	-12.4%
Crimes Against Property	797	666	-16.4%
General Incidents	101	94	-6.9%
<b>Total</b>	<b>1115</b>	<b>950</b>	<b>-14.8%</b>

Security Incidents by Mode			
	<u>FY 2009 YTD</u>	<u>FY 2010 YTD</u>	<u>YTD Change</u>
Non-Rail	156	152	-2.6%
Rail	738	604	-18.2%
Buses / Bus Routes	221	194	-12.2%
<b>Total</b>	<b>1115</b>	<b>950</b>	<b>-14.8%</b>

Total Security Incidents for DART facilities decreased by 14.8% compared to the same period last year. The highest number of security incidents is occurring around Rail facilities, averaging about 67 incidents per month. Crimes against property showed the largest decrease (16.4%) compared to FY09. However, there was a slight decrease in incidents from FY 2009 to FY 2010 in all categories. Overall, there have been 1.2 Security Incidents per 100k Passengers year-to-date compared to 1.3 incidents in FY09.

FY 2010 Quarterly  
Third Quarter Ending June 30, 2010

**Other Financial Indicators**



Other Financial Indicators				
	<u>FY 2009</u>	<u>FY 2010</u>	<u>Target</u>	<u>YTD Change</u>
Sales Taxes for Operating Expense	71.6%	83.2%	81.1%	16.2%
Fixed Route Farebox Recovery Ratio	14.1%	14.3%	16.1%	1.4%
Administrative Ratio	7.8%	7.9%	8.8%	0.7%

The sales tax for operating expense ratio is 83.2%, which is above the target of 81.1% and 16.2% higher than the same period last year. The increase is due to increased operating expenses (although expenses are still below budget) and lower than projected sales tax receipts and operating revenues (see further discussion on page 16).

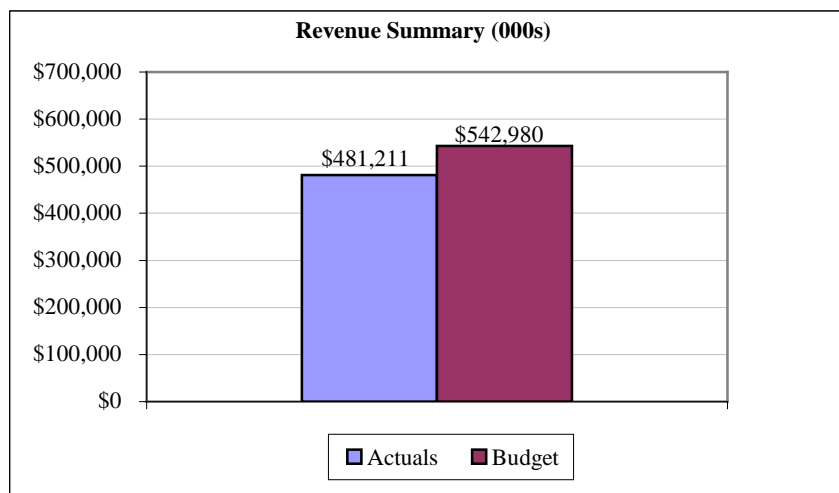
Year-to-date fixed-route farebox recovery ratio is 14.3%, which is below the target of 16.1% due to lower than projected ridership.

The administrative ratio is 7.9%, which is below the target of 8.8%.

FY 2010 Quarterly  
Third Quarter Ending June 30, 2010

## Financial Performance

### Revenue Summary



YTD Revenue Summary in Thousands				
	<u>FY 2010</u> <u>Actuals</u>	<u>FY 2010</u> <u>Budget</u>	<u>Variance</u>	<u>Change</u>
Sales Tax	\$282,711	\$291,587	(\$8,876)	-3.0%
Operating Revenues	45,710	49,984	(4,274)	-8.6%
Non-Operating Revenues	6,731	7,308	(577)	-7.9%
Federal & Capital Grant Revenues	146,058	194,100	(48,042)	-24.8%
<b>Total Revenues</b>	<b>\$481,211</b>	<b>\$542,980</b>	<b>(\$61,769)</b>	<b>-11.4%</b>

Sales tax revenue is \$282.7 million, which is below the budgeted amount of \$291.6 million. The current projection for FY2010 tax receipts is \$375 million, which is \$12.8 million below budget.

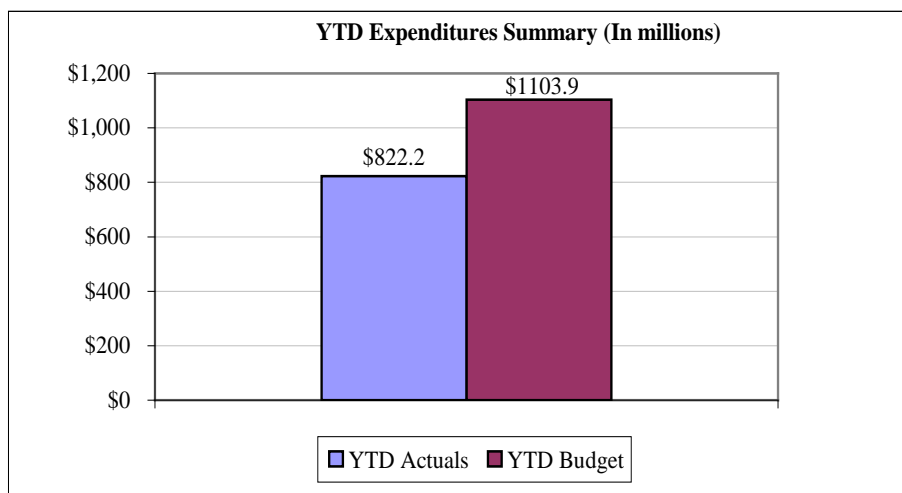
Operating revenues include passenger revenue, rental income, and advertising and other miscellaneous revenues. Fixed-route ridership is trending below target by 10.8%. This has a direct effect on passenger revenues. Average fare was budgeted at \$0.88; current actuals are trending at \$0.87. The budgeted average fare for the same period last fiscal year was \$0.71, and the actual average fare was \$0.69. The difference in average fares budgeted is due to the September 2009 fare increase.

Federal & Capital grant revenues include funds received from the North Central Texas Council of Governments (NCTCOG), Federal Transit Administration (FTA), Homeland Security, Police, and K9 grants. \$4 million of the Congestion Mitigation and Air Quality Program (CMAQ) grant funds were received in the 3<sup>rd</sup> quarter, and we expect to receive an additional \$16 million in the 4<sup>th</sup> quarter.

FY 2010 Quarterly  
Third Quarter Ending June 30, 2010

## Expenditures Summary

Below is a summarized view of the expenditures for the Operating, Capital, and Debt Service budgets. The following pages show more details by operating expenditure categories, capital projects by mode, and other information.



Expenditures Summary ( In 000s)				
	YTD Actuals	YTD Budget	Variance (\$)	Variance (%)
Total Operating Budget	\$286,299	\$292,057	(\$5,758)	-2.0%
Total Capital	431,336	709,180	(\$277,844)	-39.2%
Total Net Debt Service	104,597	102,636	\$1,961	1.9%
<b>Total</b>	<b>\$822,233</b>	<b>\$1,103,874</b>	<b>(\$281,641)</b>	<b>-25.5%</b>

The Operating Budget is trending under budget by 2.0% (\$5.8 million) due to a delay in hiring positions related to the Green Line opening and other cost cutting measures. In addition to this, there are another \$5.1 million in savings in Capital Planning & Development and Startup cost which are shown here as part of the capital budget but are expense items.

Capital funds have not been spent at the rate that was anticipated. Most of the variances in capital spending are timing issues. Modal variance explanations can be found on Page 18. The budget will still be spent, but the spending will occur later this year or in subsequent years. However, the entire capital budget is being reviewed for potential savings. Also, the Agency is undertaking a detailed analysis of capital project expenditure profiles and spending trends to improve the timing aspects of future capital budgeting.



FY 2010 Quarterly  
Third Quarter Ending June 30, 2010

**Revenues and Operating Expenses**

<b>DALLAS AREA RAPID TRANSIT</b> <b>THIRD QUARTER, FY 2010 - REVENUES AND OPERATING EXPENSES</b> <b>ACTUALS VS. BUDGET (DOLLARS IN THOUSANDS)</b>				
<b>Revenues</b>	<b>FY 2010 YTD Actuals</b>	<b>FY 2010 YTD Budget</b>	<b>YTD Better (Worse)</b>	<b>% Better (Worse) Budget</b>
Passenger Revenues (Fixed Route)	\$36,237	\$41,638	(\$5,401)	(13.0)%
Special Events Passenger Revenue	194	147	47	32.0%
Vanpool Passenger Revenues	447	610	(163)	(26.8)%
Paratransit Passenger Revenues	1,713	1,599	114	7.1%
<b>Passenger Revenues</b>	<b><u>\$38,591</u></b>	<b><u>\$43,995</u></b>	<b><u>(\$5,404)</u></b>	<b><u>(12.3)%</u></b>
Advertising and Other	\$6,027	\$4,860	\$1,167	24.0%
Grants/ILA Program Revenues	1,092	1,130	(37)	(3.3)%
<b>Total Other Revenues</b>	<b><u>\$7,119</u></b>	<b><u>\$5,989</u></b>	<b><u>\$1,130</u></b>	<b><u>18.9%</u></b>
<b>Total Operating Revenues</b>	<b><u>\$45,710</u></b>	<b><u>\$49,984</u></b>	<b><u>(\$4,274)</u></b>	<b><u>(8.6)%</u></b>
Sales Tax Revenues	\$282,711	\$291,587	(\$8,876)	(3.0)%
Other Non-Operating Revenues	6,731	7,308	(577)	(7.9)%
Federal & Capital Grant Revenues	146,058	194,100	(48,042)	(24.8)%
<b>Total Revenues</b>	<b><u>\$481,211</u></b>	<b><u>\$542,980</u></b>	<b><u>(\$61,769)</u></b>	<b><u>(11.4)%</u></b>
<b>Operating Expenses:</b>	<b>YTD Actuals</b>	<b>YTD Budget</b>	<b>YTD (Better)/Worse</b>	<b>% Over / (Under) Budget</b>
Salaries & Wages	\$140,584	\$145,642	(5,058)	(3.6)%
Benefits	58,951	59,702	(751)	(1.3)%
Services	16,334	19,039	(2,704)	(16.6)%
Materials & Supplies	38,693	38,519	174	0.4%
Utilities	9,884	10,444	(560)	(5.7)%
Casualty and liability	2,322	2,929	(607)	(26.1)%
Purchased Transportation	37,566	39,268	(1,702)	(4.5)%
Taxes, Leases, and Other	3,605	4,332	(727)	(20.2)%
Management Reserves & Fuel/Incentives	(592)	(1,607)	1,016	(171.7)%
<b>Total Operating Expenses</b>	<b><u>\$307,348</u></b>	<b><u>\$318,269</u></b>	<b><u>(\$10,921)</u></b>	<b><u>(3.6)%</u></b>
Capital Allocation and Startup	(\$21,048)	(\$26,211)	\$5,163	(24.5)%
<b>Total Ops Expense after Allocations</b>	<b><u>\$286,299</u></b>	<b><u>\$292,057</u></b>	<b><u>(\$5,758)</u></b>	<b><u>(2.0)%</u></b>

FY 2010 Quarterly  
Third Quarter Ending June 30, 2010

### Capital & Non-Operating Costs

The exhibit shows the FY 2010 Quarter 3 expenditures and the FY 2010 Capital and Non-Operating Budget.

<b>Actuals vs. Budget</b> <b>Capital and Non-Operating Costs</b> <b>Through the Third Quarter, FY 2010</b> <b>(in thousands)</b>				
<b>Ref #</b>	<b>Mode</b>	<b>FY10 Actuals</b>	<b>Unspent Balance</b>	<b>FY10 Budget</b>
1	Agency-Wide	\$18,373	\$74,566	\$92,939
2	Bus	5,057	11,452	16,509
3	LRT	368,708	499,203	867,911
4	Commuter Rail	16,048	47,335	63,383
5	Paratransit	105	640	745
6	HOV	32.7	32,918	32,950
	<b>Total Projects</b>	<b>\$408,323</b>	<b>\$666,114</b>	<b>\$1,074,436</b>
7	P&D/Startup/Non-Ops	\$21,616	\$29,547	\$43,979
8	Road Improvements/ITS	1,398	21,255	22,102
	<b>Total Capital</b>	<b>\$431,336</b>	<b>\$709,180</b>	<b>\$1,140,517</b>

#### Major Modal Variance Explanations:

1. Due to revised project cashflows, the Radio System Replacement project and the Police Headquarters project will spend significantly less than budgeted during FY2010.
2. \$3.5 million budgeted for the start of the Elm & Commerce Bus Lane reconstruction will not be spent this year.
3. Invoicing and payments on the Design-Build contracts for Irving & Rowlett have come through slower than expected. In addition, various project line items (such as reserves and insurance) are spread over the life of the project, but the exact timing of these expenditures cannot be accurately predicted.
4. Invoicing on the Belt Line Grade Separation project and a delayed start to the Valley View – W. Irving project have contributed to the under run.
6. The majority of HOV modal cashflows are dependent on TxDOT's project schedules.
7. Start-up and Capital P&D costs are trending under in a deliberate attempt to save money.
8. Street improvement programs have proceeded more slowly than expected and project plans have been modified. As a result, less than \$2 million is expected to be spent from this line item this year.

FY 2010 Quarterly  
Third Quarter Ending June 30, 2010

<b>DALLAS AREA RAPID TRANSIT</b>		
<b>STATEMENTS OF REVENUES, EXPENSES AND CHANGES IN NET ASSETS</b>		
<b>FOR THE NINE MONTHS ENDED JUNE 30, 2010 AND 2009</b>		
	(In thousands)	
	For the nine months ended	
	6/30/2010	6/30/2009
<b>OPERATING REVENUES:</b>		
Passenger	\$38,591	\$35,336
Advertising, rent and other	8,156	7,858
<b>Total Operating Revenues</b>	<b><u>46,747</u></b>	<b><u>43,194</u></b>
<b>OPERATING EXPENSES:</b>		
Labor	141,707	132,644
Benefits	58,951	49,516
Services	21,342	18,370
Materials and Supplies	42,404	37,099
Purchased Transportation	37,566	35,197
Depreciation and amortization	100,779	90,459
Utilities	9,884	8,738
Taxes, Leases, and Other	3,645	3,758
Casualty and liability	2,322	2,593
<b>TOTAL OPERATING EXPENSES</b>	<b><u>418,600</u></b>	<b><u>378,374</u></b>
<b>NET OPERATING LOSS</b>	<b><u>(371,853)</u></b>	<b><u>(335,180)</u></b>
<b>NON-OPERATING REVENUES (EXPENSES):</b>		
Sales tax revenue	283,329	289,112
Investment Income	5,636	12,269
Interest Income from investments held to pay capital lease	17,221	13,458
Interest expense on capital leases	(17,221)	(13,458)
Street improvements for member cities	(608)	(23)
Interest and financing expenses	(55,675)	(31,794)
Other non-operating revenues	22,799	9,183
Other non-operating expenses	(3,063)	(1,285)
<b>TOTAL NET NON-OPERATING REVENUES</b>	<b><u>252,418</u></b>	<b><u>277,462</u></b>
<b>LOSS BEFORE CAPITAL CONTRIBUTIONS, GRANTS AND REIMBURSEMENTS</b>	<b><u>(119,435)</u></b>	<b><u>(57,718)</u></b>
<b>CAPITAL CONTRIBUTIONS, GRANTS AND REIMBURSEMENTS:</b>		
Federal capital contributions	111,501	94,436
Local capital contributions	2,333	1,268
Federal grants and reimbursements	1,244	1,172
<b>TOTAL CAPITAL CONTRIBUTIONS, GRANTS AND REIMBURSEMENTS</b>	<b><u>115,078</u></b>	<b><u>96,876</u></b>
<b>CHANGE IN NET ASSETS</b>	<b><u>(4,357)</u></b>	<b><u>39,158</u></b>
TOTAL NET ASSETS - Beginning of the year	<u>2,418,464</u>	<u>2,225,832</u>
TOTAL NET ASSETS - End of the nine months period	<b><u>\$2,414,107</u></b>	<b><u>\$2,264,990</u></b>

FY 2010 Quarterly  
Third Quarter Ending June 30, 2010

<b>DALLAS AREA RAPID TRANSIT</b> <b>STATEMENTS OF NET ASSETS</b> <b>AS OF JUNE 30, 2010 AND SEPTEMBER 30, 2009</b>		
	(In thousands)	
	6/30/2010	9/30/2009
<b>ASSETS</b>		
<b>CURRENT ASSETS</b>		
Cash & Cash Equivalents	\$69,263	\$69,563
Investments	480,864	398,124
Current portion of restricted assets	22,839	58,027
Current portion of investment held to pay capital lease liability	20,806	36,616
Sales tax receivable	66,038	61,138
Transit Revenue Rec., Net	2,892	2,125
Due from Other Governments	93,961	14,288
Materials and supplies inventory	28,439	27,036
Prepaid transit expenses and other	<u>5,840</u>	<u>3,160</u>
<b>TOTAL CURRENT ASSETS</b>	<b><u>790,942</u></b>	<b><u>670,077</u></b>
<b>NONCURRENT ASSETS</b>		
Note Receivable	906	3,251
Investments Restricted for SEA	340,213	963,402
Restricted Investment held as a collateral for capital lease/leaseback liabilities	200	200
Investments in joint venture	21,097	16,768
Capital assets		
Land and rights of way	397,997	398,914
Depreciable capital assets, net of depreciation	1,759,726	1,779,489
Projects in progress	2,172,565	1,755,739
Long-term investments held to pay capital lease/lease back liabilities	295,958	299,543
Net pension asset	5,392	4,810
Net other post employment benefit asset	605	605
Unamortized debt issuance costs and other	<u>20,136</u>	<u>21,016</u>
<b>TOTAL NONCURRENT ASSETS</b>	<b><u>5,014,795</u></b>	<b><u>5,243,737</u></b>
<b>TOTAL ASSETS</b>	<b><u>\$5,805,737</u></b>	<b><u>\$5,913,814</u></b>

FY 2010 Quarterly  
Third Quarter Ending June 30, 2010

<b>DALLAS AREA RAPID TRANSIT</b>		
<b>STATEMENTS OF NET ASSETS - CONT'D</b>		
<b>AS OF JUNE 30, 2010 AND SEPTEMBER 30, 2009</b>		
	(In thousands)	
	<b>6/30/2010</b>	<b>9/30/2009</b>
<b>LIABILITIES</b>		
<b>CURRENT LIABILITIES</b>		
Accounts payable and accrued liabilities	\$118,580	\$161,100
Commercial paper notes payable	150,000	150,000
Current portion of Capital lease/leaseback liabilities	20,806	36,616
Current portion of amount due to the State Comptroller	824	824
Local Assistance Program Payable	13,370	14,824
Retainage Payable	60,544	57,351
Other Current Liabilities	24,185	10,546
Interest payable	11,642	42,963
Current portion of senior lien sales tax revenue bonds payable	<u>18,790</u>	<u>17,935</u>
<b>TOTAL CURRENT LIABILITIES</b>	<b><u>418,741</u></b>	<b><u>492,159</u></b>
<b>NON-CURRENT LIABILITIES</b>		
Paid absence liability	23,030	27,389
Repayment due to State Comptroller	12,901	13,519
Senior lien sales tax revenue bonds payable	2,641,000	2,662,740
Capital lease/leaseback liabilities	<u>295,958</u>	<u>299,543</u>
<b>TOTAL NON-CURRENT LIABILITIES</b>	<b><u>2,972,889</u></b>	<b><u>3,003,191</u></b>
<b>TOTAL LIABILITIES</b>	<b><u>3,391,630</u></b>	<b><u>3,495,350</u></b>
<b>NET ASSETS</b>		
Invested in capital assets, net of related debt	1,820,702	2,030,937
Restricted for		
Debt Service	11,196	15,065
Unrestricted	<u>582,209</u>	<u>372,462</u>
<b>TOTAL NET ASSETS</b>	<b><u>\$2,414,107</u></b>	<b><u>\$2,418,464</u></b>

FY 2010 Quarterly  
Third Quarter Ending June 30, 2010

**Glossary of Terms/Definitions**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

FY 2010 Quarterly  
Third Quarter Ending June 30, 2010

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

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

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

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

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

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

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

**Passenger Trips** - See Ridership.

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

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

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

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

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



FY 2010 Quarterly  
Third Quarter Ending June 30, 2010

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

**Security Incidents** - Security Incidents are reported according to the offense code under the Texas Penal Code. Offenses are categorized based on persons, property and general offenses.

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

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

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

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

*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.

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

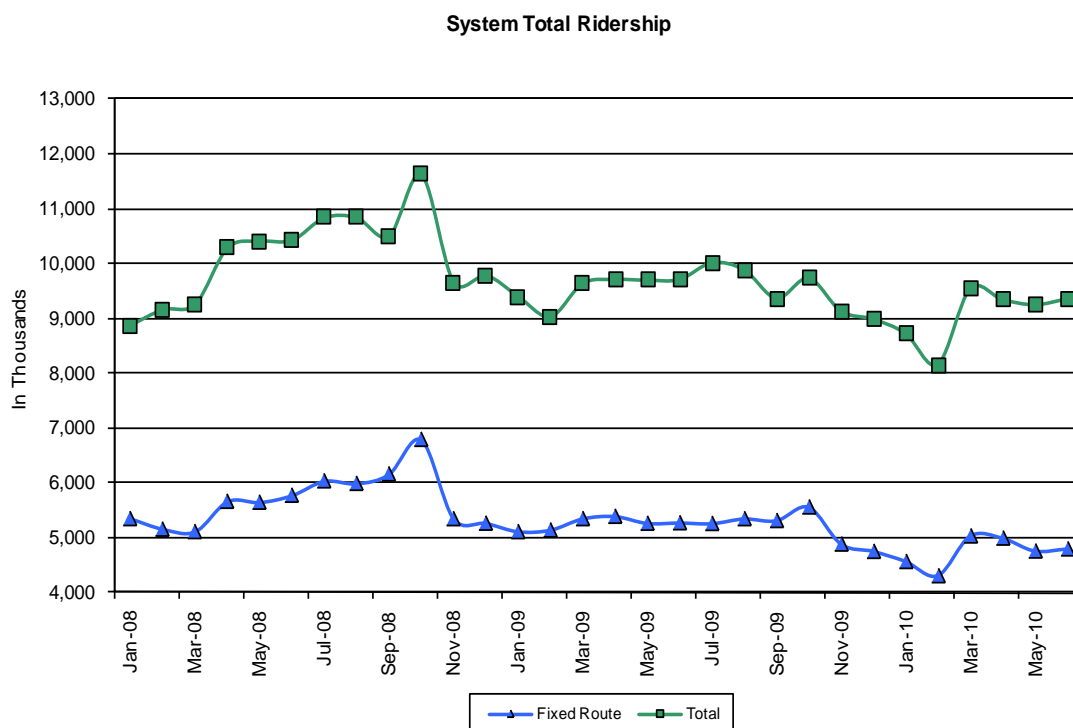
Ridership statistics can be examined in several different ways: as totals, as averages and as ratios related to service levels. Each reporting technique has its value in analyzing ridership and each presents data from a different perspective. While total ridership is an important measure, it can vary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

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

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

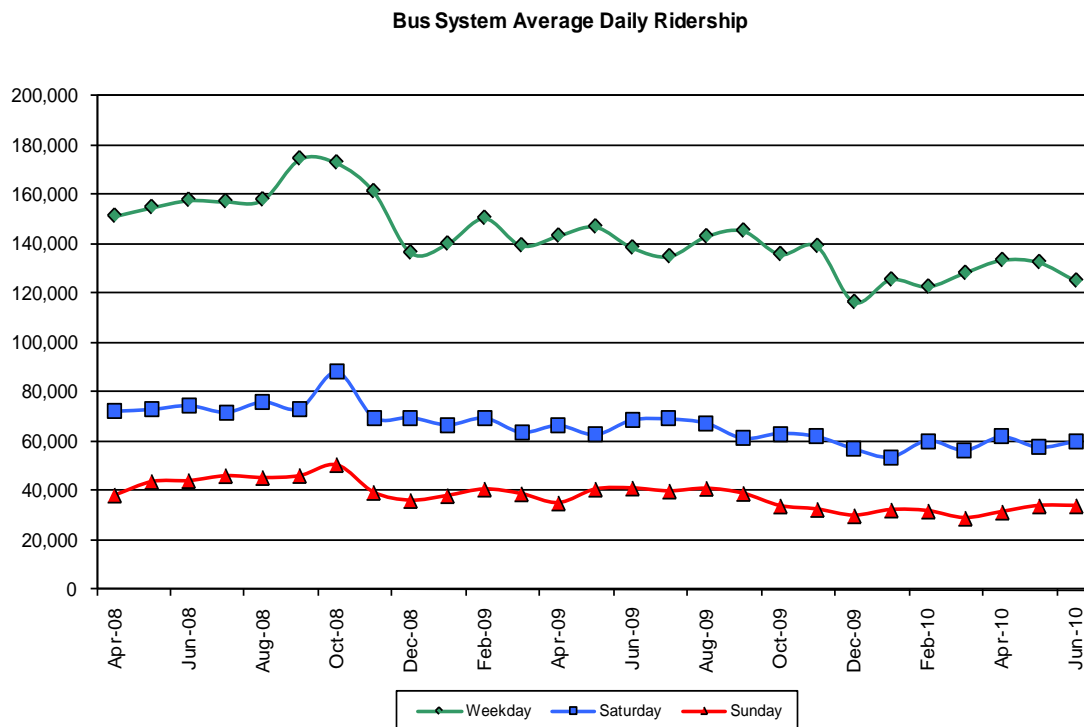
The Service Standards Monitoring Report included in this section of the Quarterly Report includes the modifications to policy made in 2003 and 2009.

## Total System Ridership



- Total fixed route ridership includes bus, light rail and commuter rail riders. Total system ridership includes fixed route, HOV, paratransit and vanpool services. Riders of both scheduled and special event services are reported.
- Total system ridership in the third quarter of FY 2010 was 27.9 million riders, a decrease of 4.0 percent from the third quarter of FY 2009.
- Fixed route ridership totaled 14.5 million passengers in the third quarter of FY 2010, a decrease of 8.7 percent from the third quarter of FY 2009. Decreases are the result of some service quality issues, higher unemployment, the general economic slowdown and the effects of the October 2009 fare increase.
- Trinity Railway Express ridership was 592,046 passengers in the third quarter, a decrease of 8.1 percent from last year. This decrease is the result of higher unemployment and the fare increase. June ridership did not exhibit the recreational trip increases of past years.
- Light rail ridership was 4.36 million riders in the third quarter. This 7.3 percent decrease is the result of service quality issues, very high unemployment and the fare increase. The decrease was mitigated by the ridership attracted to the new Green Line segment that opened in September 2009.
- Paratransit ridership increased to 195,549 trips in the third quarter of FY 2010, an increase of 2.4 percent over the FY 2009 levels.
- Total HOV usage in the third quarter of FY 2010 was 12.96 million persons, up 1.5 percent from the third quarter of FY 2009. Stabilized gasoline prices coupled with higher unemployment in the Service Area and the closure of some HOV segments for construction are limiting growth in HOV lane usage.

## **Bus System Ridership**

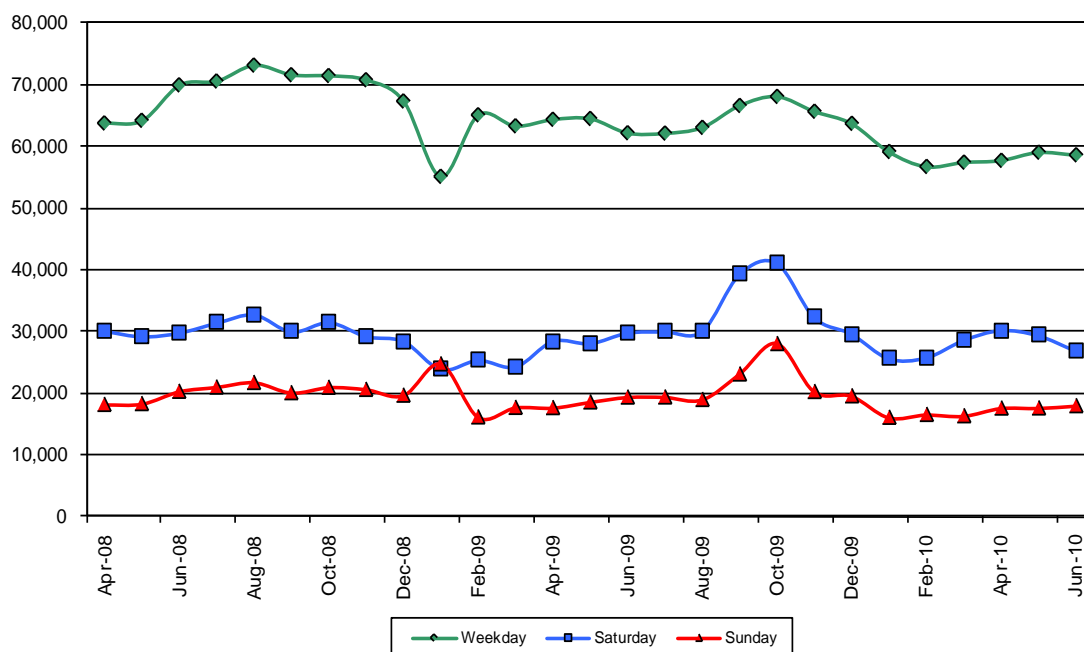


- Total bus ridership in the third quarter of FY 2010 was 9.6 million riders, a 9.1 percent decrease from the third quarter of FY 2009.
- Average weekday ridership in the third quarter was 130,385 riders, an 8.8 percent decrease from last year's average.
- Saturday bus system ridership averaged 59,800 daily riders, a decrease of 9.4 percent from last year.
- Sunday bus system ridership averaged 33,194 daily riders, a decrease of 14.9 percent from last year.
- High unemployment rates, higher fares and a higher number of rainy weather days in the third quarter of 2010 were the contributing factors to these decreases in bus system ridership.
- The most heavily patronized routes in the third quarter, by route classification, were:

<b><u>Route Type</u></b>	<b><u>Route</u></b>	<b><u>Weekday Average</u></b>
Crosstown	466	4,735
Express	204	1,106
Rail Feeder	583	2,552
TC Feeder	301	1,253
Local	44	6,029
Shuttle	UTD	947
Flex	870	289

## LRT Ridership

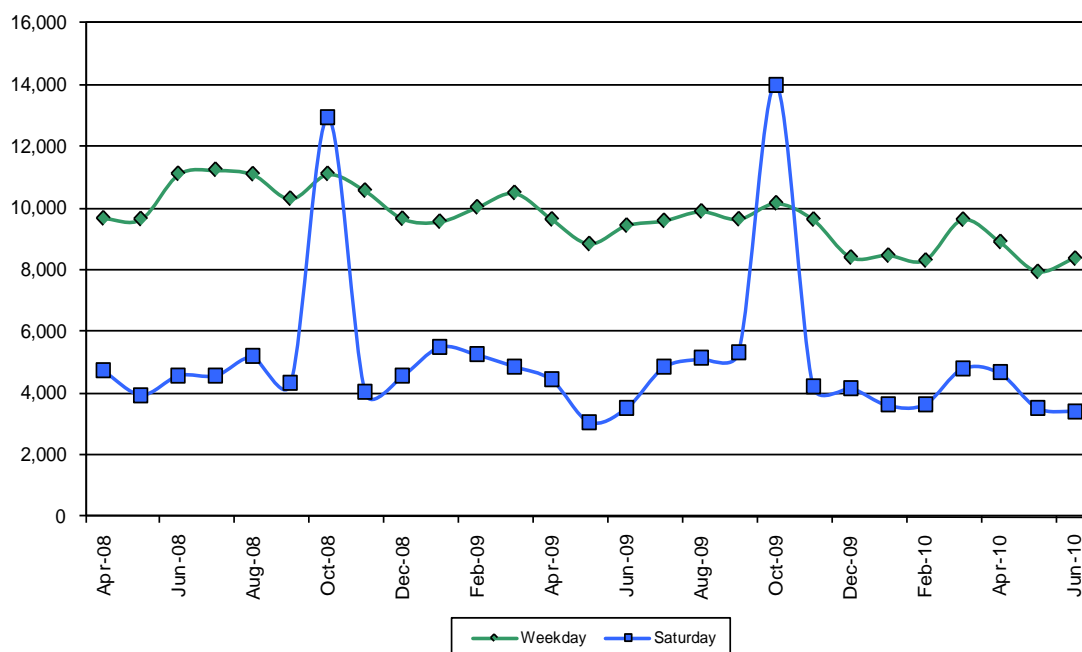
LRT System Average Daily Ridership



- LRT ridership in the third quarter totaled 4.36 million riders, a decrease of 7.3 percent from the third quarter of FY 2009.
- Weekday ridership in the third quarter averaged 58,401 passengers, a decrease of 8.2 percent from the third quarter of FY 2009.
- Saturday ridership in the third quarter averaged 28,834 passengers, an increase of 0.2 percent from the FY 2009 level.
- Sunday ridership in the third quarter averaged 17,689 passengers, a decrease of 4.4 percent from the FY 2009 level.
- Stabilized fuel prices, high levels of unemployment, the general economic downturn that is affecting travel in general and the fare increase impacted ridership in the third quarter. The Green Line continues to add ridership to the system. Green Line ridership was boosted by additional transferring passengers from the TRE during the level-boardng construction at Union Station.
- Green Line ridership has kept overall light rail ridership at higher levels than would have been experienced without the line having opened. Blue and Red Line ridership has decreased at levels similar to the levels of bus system ridership decreases. In the third quarter of FY 2010, the Blue and Red Lines combined for an average of 54,702 daily riders, a decrease of 11.9 percent from their 62,118 average weekday riders in the third quarter of FY 2009.

## Commuter Rail – Trinity Railway Express

TRE System Average Daily Ridership



- Trinity Railway Express ridership continued its decrease in the third quarter. The TRE served a total of 592,046 passengers, a decrease of 8.1 percent from the third quarter of FY 2009.
- Weekday ridership on the TRE averaged 8,428 daily riders (a 9.5 percent decrease from last year) in the third quarter.
- Saturday ridership in the third quarter averaged 3,867 daily riders, an increase of 5.2 percent from the third quarter of FY 2009.
- During the third quarter, the TRE service continued to experience ridership decreases relative to FY 2009. These decreases were expected because of stable gasoline prices relative to last year and the significant increases in fares implemented in October 2009.
- Ridership is decreasing in greater proportion among one-zone riders in both Dallas and Tarrant Counties. This decrease is reflective of the higher proportion of the fare increase for one-zone rides. It also reflects the relative competitiveness of the two-zone fares with the cost of making the longer trips by automobile at current gasoline price levels.
- The closure of platforms for level-boarding construction at Union Station in April and May resulted in a significant shift of TRE riders to Victory station. This ridership shift had a positive impact on the Green Line's ridership. TRE ridership returned to pre-construction patterns in June as most of the riders who shifted to Victory station returned to Union Station where transfers to Blue and Red lines offer greater convenience.
- TRE ridership in June did not experience the traditional increases of prior years that were attributable to recreational trips. It is believed that the significantly higher regional fares for trips between Dallas and Fort Worth have caused this reduction in trips.

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

Year	Month	Bus Monthly	LRT Monthly	Commuter Rail Monthly	Fixed Route Total
2008	June	3,833.0	1,688.0	252.0	5,773.0
	July	3,977.0	1,781.0	265.0	6,023.0
	August	3,924.0	1,807.0	259.0	5,990.0
	September	4,191.0	1,722.0	235.0	6,148.0
2009	October	4,533.0	1,851.0	327.0	6,711.0
	November	3,559.0	1,571.0	214.0	5,344.0
	December	3,395.0	1,653.0	216.0	5,264.0
	January	3,466.0	1,400.0	224.0	5,090.0
	February	3,451.0	1,466.0	222.0	5,139.0
	March	3,515.0	1,577.0	250.0	5,342.0
	April	3,560.0	1,599.0	230.0	5,389.0
	May	3,498.0	1,540.0	193.0	5,231.0
	June	3,486.0	1,563.0	222.0	5,271.0
	July	3,445.0	1,582.0	231.0	5,258.0
	August	3,546.0	1,568.0	234.0	5,348.0
	September	3,493.0	1,594.0	227.0	5,314.0
	October	3,441.0	1,814.0	305.0	5,560.0
	November	3,149.0	1,530.0	204.0	4,883.0
	December	2,940.0	1,617.0	194.0	4,751.0
	January	2,973.0	1,406.0	188.0	4,567.0
2010	February	2,822.0	1,303.0	181.0	4,306.0
	March	3,291.0	1,499.0	241.0	5,031.0
	April	3,309.0	1,460.0	217.0	4,986.0
	May	3,144.0	1,432.0	177.0	4,753.0
	June	3,128.0	1,468.0	198.0	4,794.0

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



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

Year	Month	Bus Weekday	LRT Weekday	Commuter Rail Weekday	Fixed Route Total
2008	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
	July	135.0	62.1	9.6	206.7
	August	143.0	63.0	9.9	215.9
	September	145.4	64.6	9.7	219.7
2010	October	135.9	68.0	10.2	214.1
	November	139.1	65.6	9.6	214.3
	December	116.4	63.6	8.4	188.4
	January	125.5	59.1	8.5	193.1
	February	122.7	56.7	8.3	187.7
	March	128.2	57.4	9.6	195.2
	April	133.4	57.7	8.9	200.0
	May	132.6	59.0	8.0	199.6
	June	125.1	58.6	8.4	192.1

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

**Table 3 – Passenger Boardings by Member City**

**Dallas Area Rapid Transit**  
**Estimated Passenger Boardings By Member City**  
**June 30, 2010**  
**In Thousands**

Description	June 2010	June 2009	%%%(2)	YTD 2010	YTD 2009	%%%
			Change			Change
<b>Bus Ridership (1)</b>						
Addison	37	37	1.1%	299	317	-5.6%
Carrollton	58	64	-8.7%	504	582	-13.5%
Farmers Branch	17	18	-7.4%	150	165	-9.5%
Garland	182	197	-7.2%	1,643	1,880	-12.6%
Glenn Heights	21	24	-12.0%	196	215	-9.1%
Irving	180	193	-6.4%	1,576	1,780	-11.5%
Plano	81	85	-5.5%	682	724	-5.8%
Richardson	84	87	-3.4%	757	843	-10.2%
Rowlett	8	8	5.8%	65	71	-9.2%
<b>Suburban Total</b>	669	712	-6.1%	5,872	6,579	-10.7%
<b>Dallas Total (3)</b>	2,459	2,774	-11.3%	22,326	25,886	-13.8%
<b>Bus Total</b>	3,128	3,486	-10.3%	28,198	32,464	-13.1%
<b>Light Rail</b>	1,468	1,563	-6.1%	13,527	14,221	-4.9%
<b>Commuter Rail</b>	198	222	-10.7%	1,905	2,098	-9.2%
<b>Total Passenger Boardings</b>	4,794	5,272	-9.1%	43,630	48,783	-10.6%

Type of Day	June 2010	June 2009	Inc (Dec)	YTD 2010	YTD 2009	Inc (Dec)
Weekdays	22	22	0	190	189	1
Saturdays/Holiday	4	4	0	40	41	-1
Sundays/Holiday	4	4	0	43	43	0
<b>Total</b>	30	30	0	273	273	0

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

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

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

## **Service Standards Monitoring Report**

### **Purpose and Approach**

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

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

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**

- Three crosstown routes, 404, 444, and 452 failed to achieve an RPI value of 0.6.
- Routes 404 (Dallas), and 444 (Dallas) performed at the 0.5 level while route 452 (Plano) performed at the 0.4 level. Route 452 was created from the route 451 and 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 (Dallas) was the strongest performing crosstown route with an RPI of 1.2.
- Routes 486 (Dallas, Farmers Branch, Garland) and 488 (Addison, Dallas) performed at the 1.0 level.
- Twelve crosstown routes had RPI values between 0.6 and 0.9. These routes will be carefully monitored for opportunities to improve performance.
- The four crosstown routes performing at the 0.6 level, 410 (Garland, Plano, Richardson), 415 (Dallas), 445 (Dallas) and 475 (Dallas) will be closely monitored to assure that their performance remains at acceptable levels.
- Several crosstown routes will be modified when the remaining segments of the Green Line open later in December.

### **Express Routes**

- Eight of DART's ten Express routes had an RPI value of 0.6 or greater.
- Route 205 (Addison) had the highest RPI value among Express routes with an RPI of 1.2.
- Two routes had an RPI value of less than 0.6.
- Route 234 (Dallas/Irving) performed at a 0.5 level and route 247 (Farmers Branch) performed at the 0.3 level. Route 247 will be replaced by Green Line service.
- Ridership decreases were experienced on many Express routes as the result of lower gasoline prices. Continuing decreases in ridership levels are being sustained by high unemployment.
- On a positive note, routes 202 (11.4% increase) and 205 (5.2% increase) have both posted ridership gains in the third quarter. These routes are distinguished by their strong "reverse commute" ridership patterns.

### **Rail Feeder Routes**

- Five of the 28 Rail Feeder routes performed at the 1.0 level or better. A total of 18 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 2.8.
- Route 583 (Lovers Lane/LBJ/Skillman/Richland College) was second with an RPI of 1.7.
- Route 506 (Park Lane and Walnut Hill stations) was third with an RPI of 1.3.
- Two routes, 553 (Dallas), and 548 (Dallas) had an RPI value of 1.1.
- Eight routes recorded an RPI value of 0.5 during the third quarter, including routes 507, 513, 538, 539, 542, 547, 550 and 566.
- Routes 560 (Dallas, Garland) and 567 (Dallas) performed at the 0.4 level. Corrective action is being analyzed for these routes.

### **Transit Center Feeder Routes**

- Five Transit Center Feeder routes fell below the 0.6 RPI level. These routes include 305 (Irving), 307 (Irving), 310 (Irving) and 344 (Addison, Carrollton) with RPIs of 0.5.
- Route 347 (serving the Tollway corridor in Addison, Dallas and Plano) was restructured and began to provide weekday service in addition to Saturday service in February 2009. Its ridership has increased by 28.1% and its RPI is now at the 0.6 level with the prospects of continuing to improve.
- Nineteen of the 23 Transit Center Feeder routes achieved RPI values of 0.6 or greater. Four of those routes had RPI values of 1.0 or greater.
- Routes 301 (Irving), 341 (Addison, Dallas), 361 (Addison, Dallas, Richardson) and 378 (Garland) were the top performing Transit Center Feeder routes with RPI values of 1.0 or greater.
- Route 344 is among those routes proposed for modification when the Green Line extensions open. It is anticipated that many Irving routes will be modified as the Orange Line opens in 2012.

### **Local Routes**

- Twenty-seven of the 34 Local routes posted RPI values of 0.6 or greater in the third quarter of FY 2010.
- Route 44 (Dallas) was both the best performing Local route with a 1.3 RPI and the most heavily patronized route.
- Route 26 (Dallas) placed second with an RPI value of 1.2.
- Three routes, 76 (Dallas), 110 (Dallas) and 165 (Dallas), had RPI values of 1.0, two routes had RPI values of 0.9, seven routes posted an RPI value of 0.8 and another six routes had 0.7 RPIs.
- Routes 21, 35, 51, 60, 111, (RPI values of 0.5), 184 (RPI value of 0.3) and 8 (RPI value of 0.2) were the poorest performers. Route 184 continues to perform well below the standard as its ridership has decreased compared to last year and route 8 posted the largest ridership decrease among Local routes.
- Route 8's performance was, likely, diminished by the closure, in April and May, of the Union Station rail platforms for construction. That closure reduced the number of TRE and light rail riders transferring to route 8 for connections to destinations in downtown Dallas.

### **Site-specific Shuttles**

- Five of eight Site-specific Shuttles performed at or above the 0.6 level.
- The UT Dallas (RPI 4.0) and SMU (RPI 1.1), shuttles were the top performers.
- The UT Southwestern shuttle performed at the 0.5 level.
- The Palisades E-shuttle (from Galatyn Park station) performed at the 0.3 level but is expected to improve as its ridership grows because of new office and residential development around the Galatyn Park station. The TI Spring Creek shuttle performed at the 0.2 level as its ridership continues to fall.

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

- Seven 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 Glenn Heights zone performed at a 1.0 level. The Rowlett zone achieved an SPI value of 0.9.
- The North Dallas zone, with an SPI value of 0.5, is being examined for opportunities to increase ridership or modify service levels.

### **FLEX Routes**

- Four 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 1.1.
- The East Plano route performed at the 1.0 level.
- The South Irving Flex and Lake June routes were the poorest performers with SPIs of 0.6 and 0.5 respectively. The Lake June route will be modified when the Green Line opens to the Buckner station.

### **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.

<b>Crosstown</b>		<b><u>Express</u></b>		<b><u>Rail Feeders</u></b>		<b><u>T C Feeders</u></b>		<b><u>Local</u></b>	
<b><u>RPI</u></b>	<b><u>Ranking</u></b>	<b><u>RPI</u></b>	<b><u>Ranking</u></b>	<b><u>RPI</u></b>	<b><u>Ranking</u></b>	<b><u>RPI</u></b>	<b><u>Ranking</u></b>	<b><u>RPI</u></b>	<b><u>Ranking</u></b>
404	404	234	210	507	507	305	305	8	8
444	444	247	234	513	539	307	306	21	21
452	445		247	538	542	310	307	35	35
	452			539	560	344	310	60	42
	475			542	566		333	111	51
				547	567		344	184	60
				550					111
				560					155
				566					184
				567					

The ranking process identifies two more Crosstown routes and the one more Express route as poorly performing. Four fewer Rail Feeder routes, two more Transit Center Feeder routes and three more Local routes are identified as poorly performing by the ranking process. This comparison of ranking routes by performance metrics to the RPI process is included at the specific request of the Board of Directors when the Policy on Service Standards was modified in 2003.

## Crosstown

LINE		Avg	Avg							2Q10	3Q10		
		Weekday	Weekday							Route	Route	RPI	
		Pass	Pass	%	Sub/	Pass/	Pass/	Rev	Performance	Performance	Point		
		3Q10	3Q09	Change	Pass	Index	Trip	Index	Hour	Index	Index	Index	Change
					\$3.50		34.00		24.0				
C 466	4,735	5,547	-14.6%	\$3.70	0.9	51.3	1.5	25.1	1.0	1.2	1.2	0.0	
C 486	2,461	2,666	-7.7%	\$3.97	0.9	35.8	1.1	23.3	1.0	0.9	1.0	0.1	
C 488	1,813	1,896	-4.4%	\$3.37	1.0	31.9	0.9	27.2	1.1	1.0	1.0	0.0	
C 409	2,389	2,734	-12.6%	\$3.35	1.0	27.4	0.8	23.3	1.0	0.9	0.9	0.0	
C 463	1,688	1,823	-7.4%	\$3.66	1.0	27.6	0.8	25.9	1.1	0.9	0.9	0.0	
C 400	2,015	2,118	-4.9%	\$6.32	0.6	33.5	1.0	17.5	0.7	0.7	0.8	0.1	
C 428	2,792	3,036	-8.1%	\$4.75	0.7	30.0	0.9	21.2	0.9	0.8	0.8	0.0	
C 453	2,082	2,305	-9.7%	\$4.83	0.7	24.8	0.7	19.2	0.8	0.7	0.8	0.1	
C 405	1,716	2,034	-15.6%	\$5.52	0.6	23.1	0.7	16.6	0.7	0.7	0.7	0.0	
C 408	1,688	1,743	-3.2%	\$5.26	0.7	25.1	0.7	17.6	0.7	0.7	0.7	0.0	
C 451	1,150	1,266	-9.1%	\$4.58	0.8	15.6	0.5	22.4	0.9	0.7	0.7	0.0	
C 410	918	1,042	-11.8%	\$6.61	0.5	16.1	0.5	16.6	0.7	0.5	0.6	0.1	
C 415	999	1,148	-13.0%	\$5.83	0.6	18.9	0.6	17.1	0.7	0.6	0.6	0.0	
C 445	910	1,019	-10.8%	\$4.98	0.7	11.5	0.3	17.4	0.7	0.6	0.6	0.0	
C 475	1,287	1,420	-9.3%	\$7.41	0.5	20.3	0.6	14.8	0.6	0.6	0.6	0.0	
C 404	611	558	9.7%	\$6.09	0.6	12.5	0.4	13.6	0.6	0.5	0.5	0.0	
C 444	863	1,046	-17.5%	\$6.65	0.5	13.1	0.4	13.9	0.6	0.5	0.5	0.0	
C 452	866	848	2.0%	\$9.72	0.4	14.8	0.4	11.6	0.5	0.4	0.4	0.0	

## Express

		Avg Weekday	Avg Weekday								2Q10	3Q10	
		Pass	Pass	%	Sub/ Pass	Pass/ Index	Pass/ Trip	Index	Hour	Index	Route Performance	Route Performance	RPI Point Change
LINE		3Q10	3Q09	Change							Index	Index	
		\$5.50				18.00		31.0					
E	205	771	732	5.2%	\$5.89	0.9	26.6	1.5	37.8	1.2	1.0	1.2	0.2
E	202	883	792	11.4%	\$5.46	1.0	11.3	0.6	21.6	0.7	0.7	0.8	0.1
E	206	968	1,068	-9.4%	\$7.42	0.7	16.1	0.9	25.0	0.8	0.9	0.8	-0.1
E	207	205	233	-11.9%	\$8.91	0.6	15.8	0.9	27.1	0.9	0.7	0.8	0.1
E	278	591	699	-15.4%	\$6.18	0.9	11.6	0.6	25.9	0.8	0.8	0.8	0.0
E	283	1,023	1,098	-6.9%	\$8.16	0.7	12.5	0.7	19.9	0.6	0.7	0.7	0.0
E	204	1,106	1,131	-2.2%	\$9.89	0.6	12.9	0.7	17.3	0.6	0.6	0.6	0.0
E	210	604	576	4.9%	\$10.73	0.5	13.1	0.7	15.8	0.5	0.6	0.6	0.0
E	234	79	103	-23.2%	\$14.45	0.4	13.2	0.7	16.3	0.5	0.5	0.5	0.0
E	247	50	58	-13.8%	\$18.44	0.3	6.2	0.3	10.4	0.3	0.4	0.3	-0.1



# Dallas Area Rapid Transit Service Standards Monitoring Report Third Quarter FY 2010



## Transit Center Feeder Routes

### Transit Center Feeder

### Dallas Area Rapid Transit Service Standards Monitoring Report Third Quarter FY 2010

LINE		Avg Weekday Pass	Avg Weekday Pass	% Change	Sub/ Pass	Index	Pass/ Trip	Index	Pass/ Rev Hour	Index	2Q10 Route Performance Index	3Q10 Route Performance Index	RPI Point Change
		3Q10	3Q09										
					<b>\$5.00</b>		<b>13.00</b>		<b>18.0</b>				
F2	341	849	832	2.1%	\$3.24	1.5	13.3	1.0	23.3	1.3	<b>1.2</b>	<b>1.3</b>	<b>0.1</b>
F2	301	1,253	1,293	-3.1%	\$5.83	0.9	23.4	1.8	17.3	1.0	<b>1.2</b>	<b>1.2</b>	<b>0.0</b>
F2	378	1,003	1,014	-1.2%	\$4.51	1.1	14.1	1.1	24.6	1.4	<b>1.1</b>	<b>1.2</b>	<b>0.1</b>
F2	361	574	584	-1.7%	\$5.11	1.0	10.4	0.8	20.8	1.2	<b>0.9</b>	<b>1.0</b>	<b>0.1</b>
F2	360	923	1,014	-8.9%	\$6.40	0.8	10.9	0.8	16.8	0.9	<b>0.8</b>	<b>0.9</b>	<b>0.1</b>
F2	374	698	732	-4.6%	\$5.68	0.9	13.0	1.0	16.3	0.9	<b>0.9</b>	<b>0.9</b>	<b>0.0</b>
F2	331	474	552	-14.2%	\$7.51	0.7	9.8	0.8	15.6	0.9	<b>0.7</b>	<b>0.8</b>	<b>0.1</b>
F2	350	749	914	-18.0%	\$7.82	0.6	14.0	1.1	14.9	0.8	<b>0.8</b>	<b>0.8</b>	<b>0.0</b>
F2	372	621	722	-14.1%	\$7.61	0.7	11.1	0.9	13.9	0.8	<b>0.6</b>	<b>0.8</b>	<b>0.2</b>
F2	377	399	484	-17.5%	\$5.90	0.8	8.9	0.7	17.9	1.0	<b>0.8</b>	<b>0.8</b>	<b>0.0</b>
F2	302	400	343	16.5%	\$9.10	0.5	8.0	0.6	14.2	0.8	<b>0.6</b>	<b>0.7</b>	<b>0.1</b>
F2	303	343	381	-10.0%	\$7.20	0.7	7.1	0.5	13.8	0.8	<b>0.7</b>	<b>0.7</b>	<b>0.0</b>
F2	308	413	414	-0.2%	\$7.79	0.6	7.8	0.6	13.9	0.8	<b>0.6</b>	<b>0.7</b>	<b>0.1</b>
F2	362	562	552	1.7%	\$8.48	0.6	10.0	0.8	13.0	0.7	<b>0.7</b>	<b>0.7</b>	<b>0.0</b>
F2	380	381	439	-13.3%	\$7.07	0.7	7.6	0.6	15.2	0.8	<b>0.7</b>	<b>0.7</b>	<b>0.0</b>
F2	385	615	675	-8.9%	\$7.67	0.7	9.9	0.8	13.5	0.8	<b>0.7</b>	<b>0.7</b>	<b>0.0</b>
F2	306	276	320	-13.8%	\$7.95	0.6	5.9	0.5	10.6	0.6	<b>0.5</b>	<b>0.6</b>	<b>0.1</b>
F2	333	373	511	-27.0%	\$8.27	0.6	7.6	0.6	10.2	0.6	<b>0.6</b>	<b>0.6</b>	<b>0.0</b>
F2	347	434	339	28.1%	\$9.75	0.5	8.3	0.6	11.5	0.6	<b>0.5</b>	<b>0.6</b>	<b>0.1</b>
F2	305	269	278	-3.4%	\$11.13	0.4	6.0	0.5	9.7	0.5	<b>0.5</b>	<b>0.5</b>	<b>0.0</b>
F2	307	389	448	-13.1%	\$12.63	0.4	8.5	0.7	8.8	0.5	<b>0.5</b>	<b>0.5</b>	<b>0.0</b>
F3	310	507	530	-4.2%	\$13.68	0.4	9.4	0.7	8.9	0.5	<b>0.5</b>	<b>0.5</b>	<b>0.0</b>
F2	344	233	239	-2.6%	\$14.64	0.3	7.5	0.6	10.4	0.6	<b>0.5</b>	<b>0.5</b>	<b>0.0</b>

## Local

		Avg	Avg								2Q10	3Q10	
		Weekday	Weekday					Pass/		Route	Route	RPI	
		Pass	Pass	%	Sub/		Pass/	Rev		Performance	Performance	Point	
LINE		3Q10	3Q09	Change	Pass	Index	Trip	Index	Hour	Index	Index	Change	
					\$3.25		24.50		23.5				
L	44	6,029	6,953	-13.3%	\$2.91	1.1	42.0	1.7	28.0	1.2	1.3	0.0	
L	26	3,988	4,428	-9.9%	\$2.56	1.3	29.0	1.2	29.7	1.3	1.2	0.0	
L	76	1,864	1,907	-2.3%	\$3.88	0.8	28.4	1.2	21.6	0.9	0.9	0.1	
L	110	1,634	1,690	-3.3%	\$3.44	0.9	21.9	0.9	27.8	1.2	1.0	0.0	
L	165	3,605	4,103	-12.1%	\$3.73	0.9	19.3	0.8	29.6	1.3	0.9	0.1	
L	19	2,959	3,099	-4.5%	\$3.46	0.9	21.6	0.9	23.8	1.0	0.9	0.0	
L	164	3,046	3,317	-8.2%	\$4.27	0.8	21.0	0.9	24.0	1.0	0.8	0.1	
L	1	2,192	2,366	-7.4%	\$4.31	0.8	18.2	0.7	19.7	0.8	0.7	0.1	
L	2	1,295	1,538	-15.9%	\$3.77	0.9	15.9	0.6	21.3	0.9	0.8	0.0	
L	24	1,517	1,748	-13.2%	\$3.32	1.0	13.0	0.5	23.0	1.0	0.8	0.0	
L	29	1,467	1,594	-8.0%	\$3.70	0.9	16.9	0.7	20.9	0.9	0.8	0.0	
L	36	1,649	1,750	-5.7%	\$5.28	0.6	23.1	0.9	18.4	0.8	0.7	0.1	
L	49	1,340	1,322	1.3%	\$4.09	0.8	15.2	0.6	24.3	1.0	0.7	0.1	
L	63	1,036	899	15.2%	\$4.51	0.7	15.0	0.6	22.9	1.0	0.7	0.1	
L	11	1,109	1,480	-25.1%	\$4.43	0.7	13.7	0.6	19.6	0.8	0.7	0.0	
L	31	1,275	1,354	-5.8%	\$6.56	0.5	20.1	0.8	15.7	0.7	0.6	0.1	
L	39	980	1,068	-8.2%	\$4.23	0.8	12.7	0.5	18.6	0.8	0.7	0.0	
L	50	1,853	1,880	-1.4%	\$5.28	0.6	19.2	0.8	18.2	0.8	0.7	0.0	
L	52	999	1,069	-6.6%	\$3.97	0.8	11.4	0.5	19.7	0.8	0.7	0.0	
L	183	1,086	1,241	-12.5%	\$4.80	0.7	12.9	0.5	18.6	0.8	0.7	0.0	
L	12	824	1,127	-26.9%	\$5.36	0.6	10.4	0.4	15.7	0.7	0.6	0.0	
L	37	1,740	1,793	-3.0%	\$6.64	0.5	14.4	0.6	15.8	0.7	0.6	0.0	
L	42	1,532	1,737	-11.8%	\$7.43	0.4	18.1	0.7	14.2	0.6	0.6	0.0	
L	59	983	990	-0.7%	\$5.80	0.6	15.6	0.6	16.6	0.7	0.7	-0.1	
L	155	220	222	-1.0%	\$7.42	0.4	10.0	0.4	19.5	0.8	0.6	0.0	
L	161	1,876	2,214	-15.2%	\$5.81	0.6	13.2	0.5	19.2	0.8	0.7	-0.1	
L	185	1,136	1,191	-4.6%	\$7.05	0.5	13.4	0.5	15.7	0.7	0.5	0.1	
L	21	1,275	1,358	-6.1%	\$7.64	0.4	16.6	0.7	12.5	0.5	0.5	0.0	
L	35	800	1,252	-36.1%	\$7.12	0.5	12.8	0.5	13.0	0.6	0.5	0.0	
L	51	988	1,092	-9.5%	\$6.67	0.5	12.7	0.5	14.5	0.6	0.5	0.0	
L	60	951	1,049	-9.4%	\$8.51	0.4	12.5	0.5	12.8	0.5	0.4	0.1	
L	111	763	769	-0.7%	\$5.96	0.5	9.1	0.4	14.4	0.6	0.5	0.0	
L	184	90	117	-23.0%	\$21.93	0.1	9.0	0.4	10.0	0.4	0.3	0.0	
L	8	117	185	-37.0%	\$10.51	0.3	2.1	0.1	7.1	0.3	0.3	-0.1	



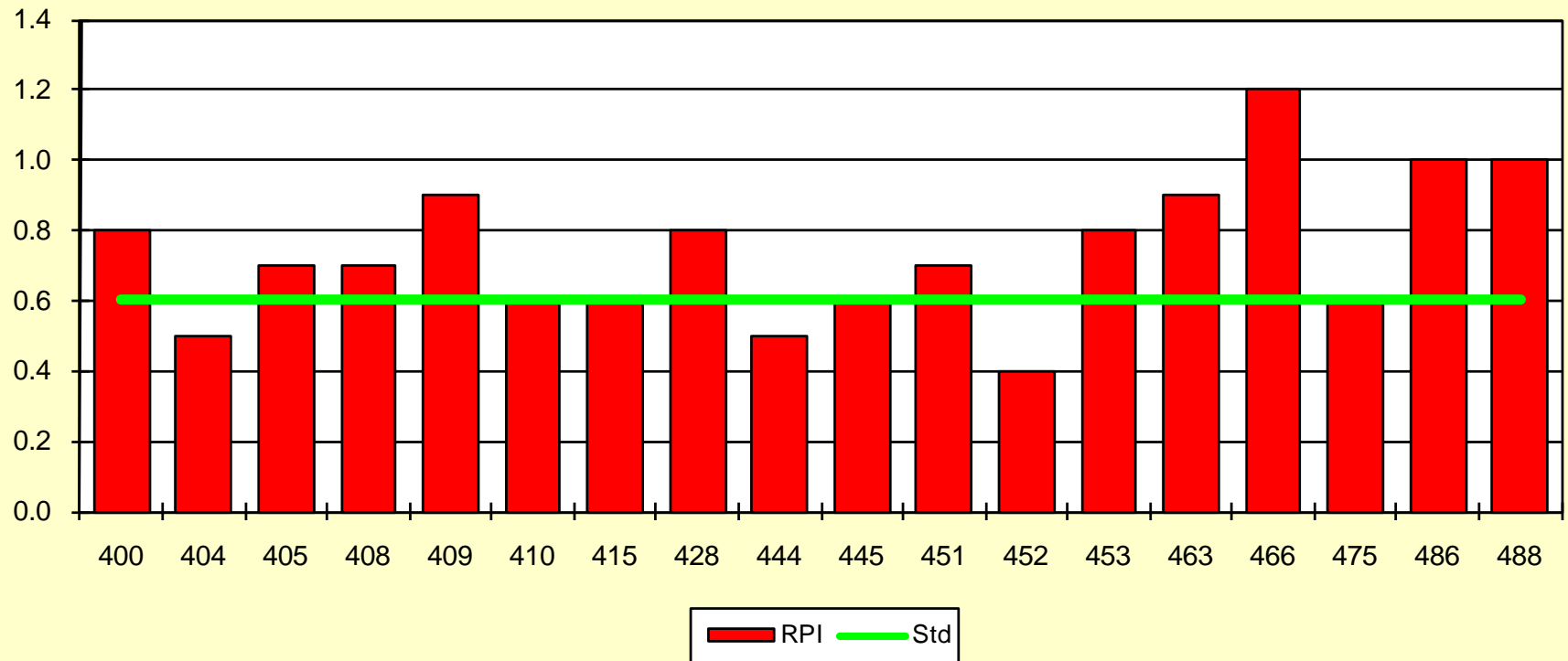
## FLEX Routes

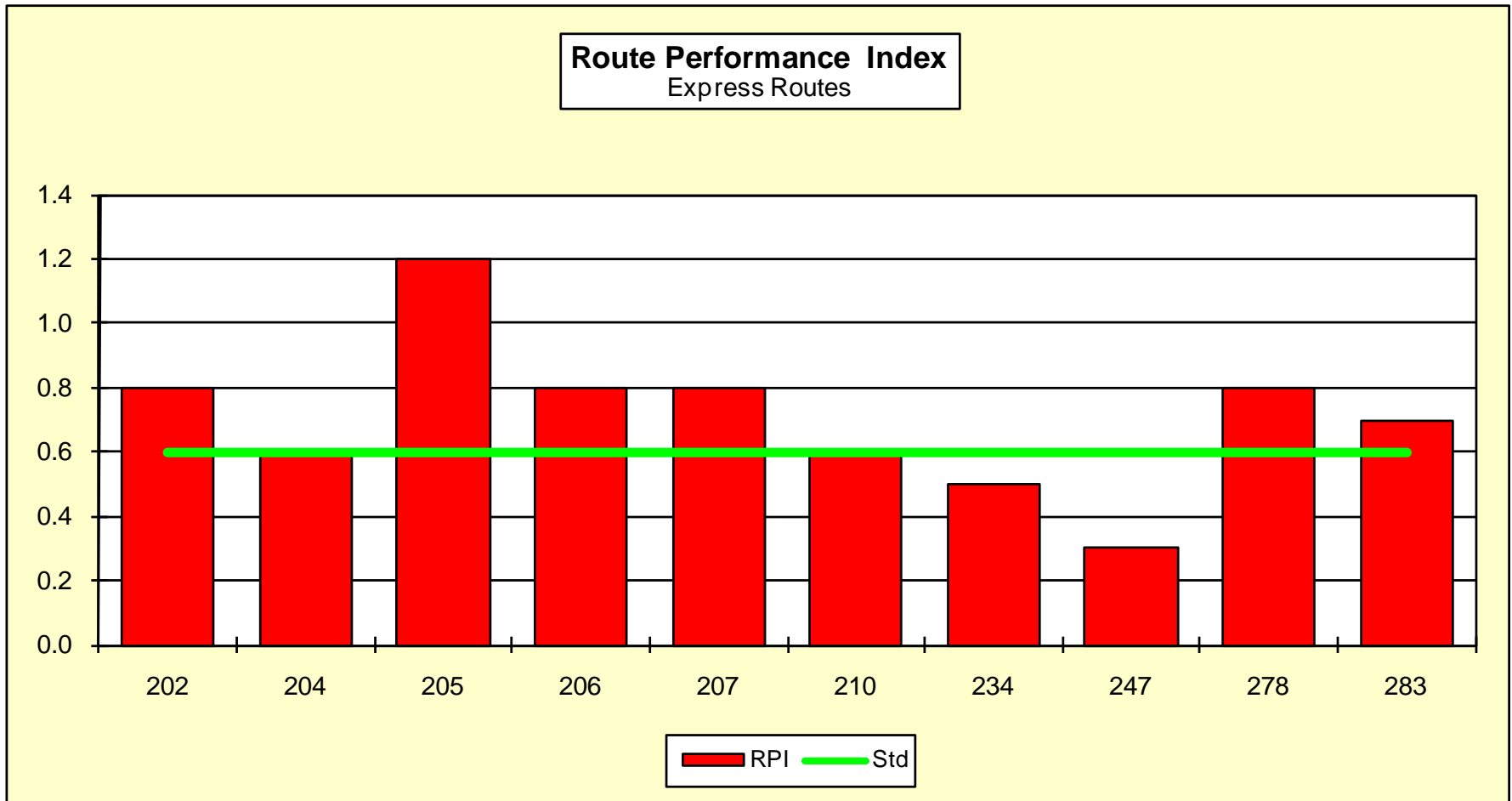
### Flex Routes

### Dallas Area Rapid Transit Service Standards Monitoring Report Third Quarter FY 2010

LINE		Avg Weekday Pass	Avg Weekday Pass	% Change	Sub/ Pass	Index	Pass/ Rev Hour	Index	2Q10 Service Performance Index	3Q10 Service Performance Index	SPI Point Change
		3Q10	3Q09								
						<b>\$4.00</b>		<b>10.50</b>			
FI	887	171	180	-4.8%	\$3.57	1.1	11.69	1.1	<b>1.1</b>	<b>1.1</b>	<b>0.0</b>
FI	870	289	296	-2.3%	\$3.66	1.1	9.84	0.9	<b>0.9</b>	<b>1.0</b>	<b>0.1</b>
FI	843	72	78	-8.2%	\$6.06	0.7	9.88	0.9	<b>0.8</b>	<b>0.8</b>	<b>0.0</b>
FI	841	112	112	0.1%	\$5.69	0.7	7.86	0.7	<b>0.7</b>	<b>0.7</b>	<b>0.0</b>
FI	840	131	152	-13.6%	\$6.82	0.6	5.51	0.5	<b>0.5</b>	<b>0.6</b>	<b>0.1</b>
FI	842	85	86	-1.5%	\$8.72	0.5	4.72	0.4	<b>0.4</b>	<b>0.5</b>	<b>0.1</b>

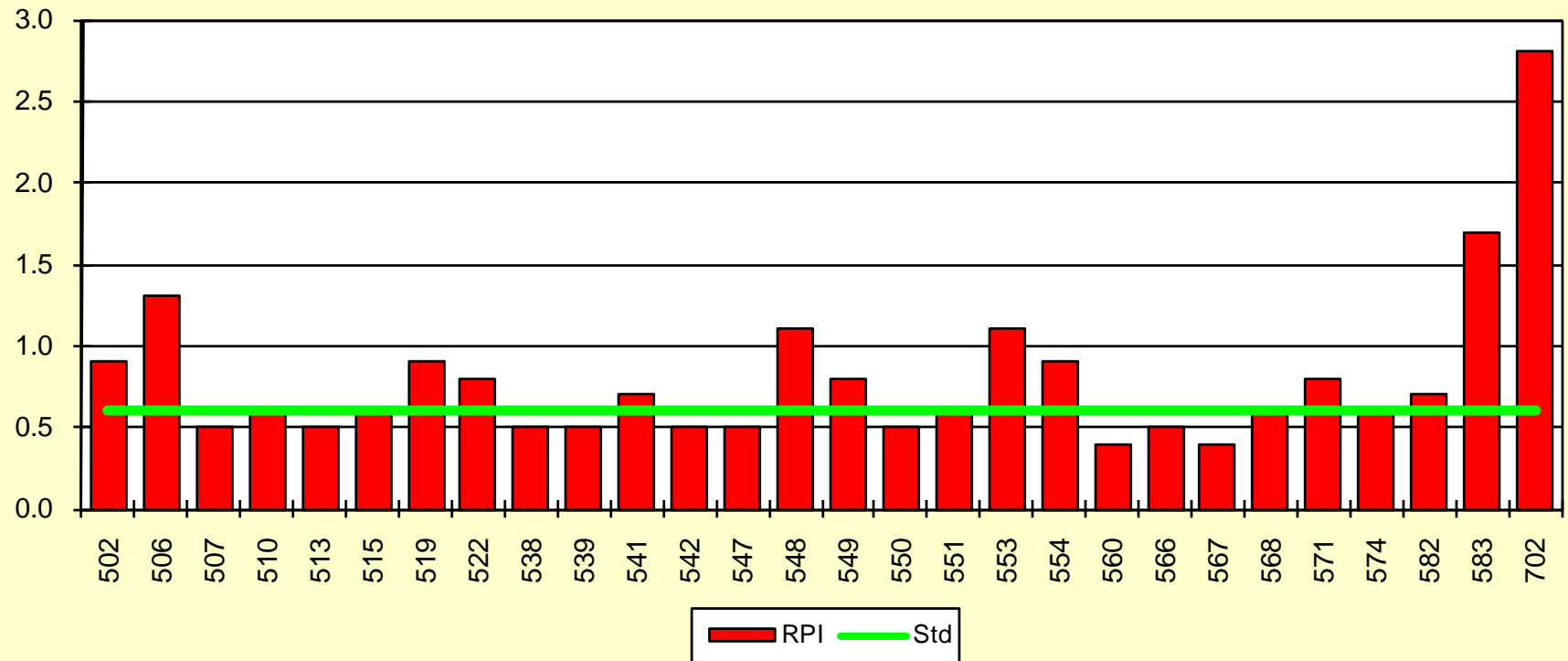
**Route Performance Index**  
Crosstown Routes



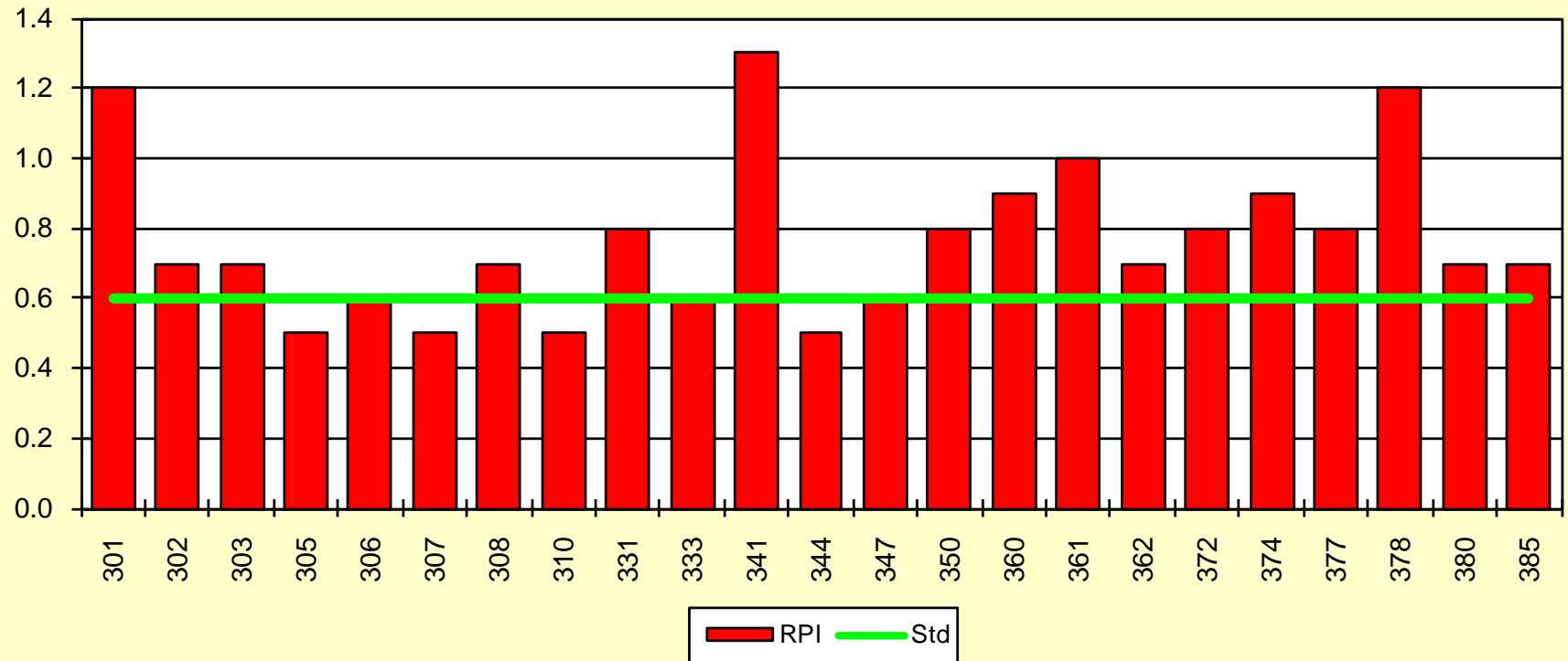


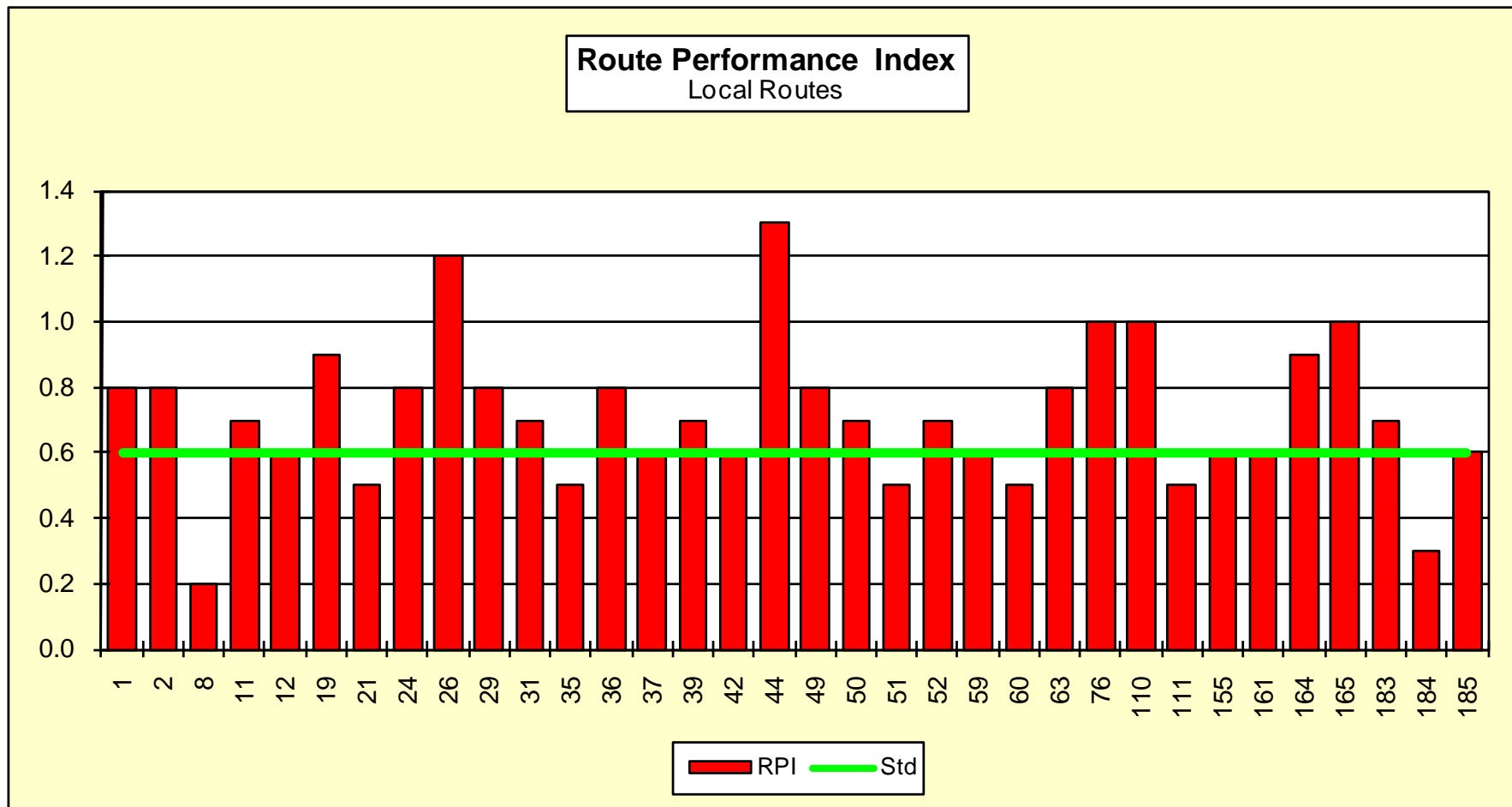


# Route Performance Index Rail Feeder Routes



# Route Performance Index Transit Center Feeder Routes





## Planning & Development Department Third Quarter FY 2010 Quarterly

<b>P&amp;D1</b>	<b>Highlights: Summary</b>
<b>P&amp;D2</b>	<b>Mobility Programs Development</b>
P&D2	I-30 Old Turnpike Managed/HOV Lanes Project
P&D3	HOV Lanes Operation
P&D4	North Central (US 75) Concurrent HOV Lanes
P&D5	SH 114 Freeway Widening Including Managed/HOV Lanes
<b>P&amp;D6</b>	<b>Service Planning &amp; Scheduling</b>
P&D6	Employer Service Program Development
P&D7	Green Line Bus Feeder Plan
P&D8	Construction and Installation of Standard Shelters
P&D9	Vanpool Program
P&D10	Bus Corridor Concept Development
P&D11	Five-Year Action Plan Score Card

# Planning and Development Department

---

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

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

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

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

## Highlights This Quarter

- The I-30 West Managed/HOV successfully opened for special event traffic including Rangers game and July 4<sup>th</sup> fireworks at Texas Rangers Stadium.
- Joint meeting of Super Bowl Sunday at Cowboys Stadium held in June, 2010.
- The seven DART operated HOV lanes (84 HOV miles) carried approximately 156,000 weekday daily commuters in 2Q10. Travel time savings ranged from 6 minutes to 20 minutes on the various HOV lanes.
- A kick-off meeting was held by TxDOT, June 21, for the design alternatives to provide additional access points along US 75 HOV.
- Staff recommended and Regional Transportation Council (RTC) approved and funded \$10M in Regional Toll Revenue to expedite early entry of Loop 12/SH 114 section of Orange Line with an arrangement with the TxDOT contractor to meet the completion date of August 2012.
- Renewal of UTSW and UTD Shuttle Agreements presented and approved by the Board in June.
- The Board approved the proposed bus service changes on May 11, 2010. Staff conducted internal briefings to East Dallas, South Oak Cliff, and Northwest garage operators in June and briefed the Route Monitoring Task Force (RMTF) on June 24, 2010.
- Installed 51 new shelters in DART service area. Negotiations with our contractor underway to install bus shelters at Glenn Heights.
- Vanpool ridership up 3.6% from previous year (Up 7 Vanpool groups from previous year.)
- DART is in the process of initiating better, enhanced, and rapid bus corridors in its non-rail areas or areas that will not be served by rail for the next 15-20 years.

# 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 up to 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 was opened in two sections: the first section from TCL to Loop 12 opened July 31, 2007, and the remaining section of phase I opened on July 6, 2009. Interim Phase II includes construction of tolling plaza which is currently on hold subject to funding availability.

### Accomplishments

- 3Q10: Successfully opened for special event traffic including Rangers game and July 4<sup>th</sup> fireworks at Texas Rangers Stadium.
- 4Q9: Phase 1.5 or the tolling phase of this project has been placed on hold pending availability of construction funding.

### Issues

- Joint meeting of Super Bowl Sunday at Cowboys Stadium held in June, 2010
- Proposed SH 161 construction by NTTA has resulted in two lanes reduced to one lane in the construction area and may involve night/weekend closures.
- Existing toll tag limitation that will not allow to turn-on and off by drivers.
- Potential funding delay for I-30 Trinity River (Signature) bridge (designed and constructed by others).
- TxDOT is reviewing the structural report for shifting center support for three bridges to allow two lanes Managed HOV into downtown.

### Schedule

- 3Q10: Two managed lanes reduced to one lane for SH 161 construction.
- 4Q10: Buffer separated concurrent flow HOV lane in Tarrant County between Legends Way and Dallas/Tarrant County lane expected to be completed.
- 2011: Completion of phase II subject to availability of funds.

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

**Mobility Programs  
Development**

---

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

### 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 \$0.21 subsidy per passenger and carrying about 45% 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 13million commuters during 2Q FY 10.

DART currently operates 84 miles of HOV Transitways along I-30 East, I-35E, I-635 East, I-635 West, I-30 West, US 75 and I-35E/US 67. The HOV lane on I-30 East is a Contraflow lane which is created by borrowing the inside lane of the non-peak direction and assigned to peak direction of travel. The HOV lanes on Stemmons, 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 3Q 2010:

- The seven DART operated HOV lanes carried approximately 156,000 weekday daily commuters.
- The HOV lanes along I-30 East, I-35E, I-635 East, I-635 West, I-30 West, US75, and I-35E/US67 carried 17,558, 24,842, 26,649, 43,896, 4,743, 16,272 and 22,039 weekday passengers respectively.
- HOV users saved 8minutes on I-30 East, 15 minutes on I-35E, 14 minutes on I-635 East, 20 minutes on I-635W, 16 minutes on US 75, and 6 minutes on I-35E/US 67 on the round trip commute.
- Occupancy rates along I-30 East, I-35E, I-635 East, I-635 West, I-30 West, US75, and I-35E/US67 were 2.4, 2.3, 2.2, 2.4, 2.1, 2.0 and 2.5
- Violation rates along I-30 East, I-35E, I-635 East, I-635 West, I-30 West, US75, and I-35E/US67 were 11.2%, 11.8%, 7.7%, 8.8%, 4.5%, 11.2% and 10.2%
- On-time opening performance for the East R. L. Thornton HOV lane was 100% during the last quarter.



- I-30 West HOV lane was opened for 1 special event including Dallas Cowboy games, College football games and concerts at the new Cowboy's stadium.

**Issues** Additional public education and marketing efforts are necessary to improve public awareness regarding rules and regulations of HOV lane usage.

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

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

# North Central (US 75) Concurrent HOV Lanes

## 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**

- 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.
- Access/egress locations at Campbell Road have been eliminated due to operational concerns.

**Issues**

- A kick-off meeting held by TxDOT for the design alternatives to provide additional access points along US 75 HOV.
- TxDOT is currently doing maintenance on the delineator post system as part of a project jointly funded by DART & TxDOT. TxDOT contract expires September 2011 and DART will take over maintenance thereafter.
- TxDOT's provided DART access keys to lane control signs, automatic swing arm gates and dynamic message signs.
- The NCTCOG's Mobility Plan identifies the need for two lanes inbound and one lane outbound in the morning and the reverse for the afternoon operating periods.
- An MIS is needed to address the additional HOV needs within the corridor.

**Schedule** • Ongoing.

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

# SH 114 Freeway Widening Including Managed/HOV Lanes

## Mobility Programs Development

---

### Strategic Plan Consideration

C2.3 Open/Integrate new 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 re-build 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 including Managed HOV lanes is over \$750M.

### Accomplishments

- 3Q10: Staff recommended and Regional Transportation Council (RTC) approved and funded \$10M in Regional Toll Revenue to expedite early entry of Loop 12/SH 114 section of Orange Line with an arrangement with the TxDOT contractor to meet the completion date of August 2012.
- Construction schedules with TxDOT and DART will permit rail service open to Las Colinas in May 2013 to environmental clearance delays.
- 2Q10: EA document (FONSI) and schematics design for 3 miles section of SH 114 from SH 183 to Tarrant County Line including 4 Managed HOV Lanes were approved by TxDOT/FHWA in July 2009 for further project development.
- Construction of the “Diamond Interchange” at SH 114/Loop 12. The new completion date for Irving-1 Project is May 2013.
- 1Q10: Construction of the \$225M SH 114/Loop 12 Interchange including Managed HOV lanes on both freeways and a 1.6 mile section of the Orange Line under Loop 12 and along SH 114 toward DFW Airport and station at Tom Braniff Drive is ongoing and estimated to be 33% complete.

# SH 114 Freeway Widening Including Managed/HOV Lanes

## Mobility Programs Development

Civil/Structural works for the entire LRT portion of the project is expected to be delivered to DART by late 2010. Completion of total project is anticipated by late 2012.

- 4Q09: Environmental Assessment *was* approved by FHWA on July 24, 2009 based on Finding of No Significant Impact (FONSI) document dated April 2009 including input from the public involvement process. Preliminary engineering and schematic design were completed and approved by TxDOT/FHWA in June 2007.
- 1Q08: Construction contract for SH 114 / Loop 12 Interchange (Diamond Project) including 1.6 miles of the Orange Line under Loop 12 and along SH 114 toward DFW Airport including the station at Tom Braniff Drive was awarded on December 23, 2008. The initial work began February 3, 2009.

### Issues

- 3Q10: The completion date for Irving-I project including the \$225M Diamond Project at SH 114/Loop 12 Interchange is May 2013 due to environmental clearance delays.
- 2Q10: TxDOT Contractor has modified Traffic Control Plans by closing more frontage road to expedite construction of the northern segment of the project. Civil/Structural works for the entire LRT portion of the project is expected to be delivered to DART by early 2011. The new completion date for Irving – 1 project is August 2012.
- 1Q10: Advancement of PE/PS&E for the remainder of 13 miles SH 114 corridor is on hold pending availability of funds from TxDOT/DART.

### Schedule

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

### Project Manager(s)

Ali Rabiee

<b>Strategic Plan Consideration</b>	C1 Improve service quality and effectiveness. C2 Improve service efficiency. C3 Increase ridership by opening new services.
<b>Description</b>	The Employer Services Program incorporates services targeted at employers: Employer Shuttles (E-Shuttles), Site Specific Shuttles, Airport and other services in which DART partners with employers to provide innovative transit connections between the DART system and potential trip generators. Site-specific shuttle or employer shuttle services are currently operating at D/FW Airport, UTSW Medical Center, Texas Medical City, North Park Mall, Texas Instruments, SMU, City of Richardson Galatyn Station Shuttle, McKinney Avenue Streetcar and UTD.
<b>Accomplishments</b>	<ul style="list-style-type: none"><li>• 3Q10: Renewal of UTSW and UTD Shuttle Agreements presented and approved by the Board.</li><li>• 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.</li><li>• Grant applications were a joint effort with City of Irving and Farmers Branch. COG approved three of the five grant applications: Irving, Farmers Branch/Carrollton &amp; Northpark.</li><li>• Staff continues to seek public sector partnerships and match. A meeting was held in Farmers Branch with area employers to explore shuttle services and funding. Lack of budget by private sector hinders opportunities. Contacted employer in Irving that are interested in starting service.</li><li>• Baylor continues to show interest in a shuttle program; however, DART's budget constraint remains an obstacle to forming a partnership.</li><li>• Staff is working with Children's Hospital planning circulation for the Medical Center area.</li><li>• Assisting SMU with RFP for 768 Pony Express service.</li><li>• Met with management of Park Lane to discuss possible service or improving pedestrian access to their building.</li><li>• Ridership on shuttle services continues to grow, outpacing other fixed route services.</li><li>• Assisted in writing grant application for MATA rail extension.</li></ul>
<b>Issues</b>	<ul style="list-style-type: none"><li>• 3Q10: Unable to secure private partnership funding for the JARC projects. Service Planning is currently examining routes the funding can be applied to I.E. 533.</li><li>• 3Q10: SMU shuttle contractor "Buses by Bill" had difficulty</li></ul>

deploying ADA shuttles early June which generated complaints. Mark Rhodes SMU Director of Parking and Bill Austin, President of Buses by Bill communicated with complainant. Service Planning will follow up with Buses by Bill to insure ADA compliance.

- Budget constraints are severely limiting growth.
- Economy has slowed, yet service is more in demand.
- Many new employment opportunities are beyond DART's service area boundaries, while new job creation is with smaller service companies.

**Schedule** • Ongoing

**Project Manager(s)** John Quinn

<b>Strategic Plan Consideration</b>	C1 Improve quality. C2 Improve/add services. C3 Improve efficiency.
<b>Description</b>	A Green Line Bus Feeder Plan will be developed and bus recommendations implemented in conjunction with the Green Line Rail opening on December 6, 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.
<b>Accomplishments</b>	<ul style="list-style-type: none"><li>• 3Q10: The Board approved the proposed bus service changes on May 11, 2010. Staff conducted internal briefings to East Dallas, South Oak Cliff, and Northwest garage operators in June and briefed the Route Monitoring Task Force (RMTF) on June 24, 2010.</li><li>• 2Q10: A Public Hearing was conducted on March 23, 2010. The public outreach process, conducted during February and March, included 15 community meetings, 6 open houses, and 6 Parkland Hospital meetings. 1Q10: Status briefing to the Planning Committee and Service Planning Committee.</li><li>• 4Q9: Route alternative briefings were conducted at the Managers' Forum in August and September; the Service Planning Committee and the Route Monitoring Task Force were briefed in September.</li><li>• 3Q9: A SP&amp;S Dept. Managers' Forum was held June 8, 2010.</li><li>• 2Q9: The scope and project schedule was developed.</li></ul>
<b>Issues</b>	<ul style="list-style-type: none"><li>• None</li></ul>
<b>Schedule</b>	<ul style="list-style-type: none"><li>• Jan. 26, 2010: Planning Committee request for Public Hearing</li><li>• Feb. 9, 2010: Board Call for Public Hearing</li><li>• Feb - March, 2010: Public Meetings and Open Houses</li><li>• March 23, 2010: Conducted Public Hearing</li><li>• April 27, 2010: Planning Committee approval.</li><li>• May 11, 2010: DART Board Approval</li><li>• Dec. 6, 2010: Bus Feeder Plan Implementation</li></ul>

# Green Line Bus Feeder Plan

**Service Planning  
and Scheduling**

---

**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**

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

**Issues**

- Crime prevention issues being addressed through environmental design such as solar lighting on all new shelters.
- Work continues on ADA projects to facilitate passenger displacement from Paratransit (e.g. Garapan and Illinois on an obstructed sidewalk). Every Paratransit passenger migrated to regular bus routes saves DART over \$50 per trip,
- Joint development work continues with private non-profit corporations, and member cities (most recently the City of Carrollton) to build in accessibility to fixed-route service.
- Talks continue with City of Dallas on sidewalk projects, with Lighthouse for the Blind on a boarding area re-design, and on a reconstruction of Bishop Ave. to include bikeways and shelters—the first such project in Dallas.
- Requirement that new blue shelter replace old brown shelter within 24 hours is not being observed by contractor. Intendant passenger confusion is being handled by temporary signage.

**Schedule**

- FY 2010: Continue installation of shelters under federalized contract. Approximately 44 single shelter units per quarter will be installed (new and replaced).

**Project Manager(s)** Rob Parks / Ruth Cooper

### 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 8, and 15 passenger commuter vans. DART will continue to benchmark best practices for a successful program.

### Accomplishments

- 3Q10: Vanpool ridership up 3.6% from previous year (Up 7 Vanpool groups from previous year).
- 2Q10: Vanpool ridership up 12% from previous year (Up 9 Vanpool groups from previous year).
- 2Q10: Successfully awarded 4-year contract with 1-year option with current vendor EAN Holdings (AKA Enterprise).
- 1Q10: Vanpool ridership up 10.8% from previous year (Up 28 Vanpool groups from previous year).
- 4Q9: NCTCOG has approved vanpool program funding at 45% for FY10.
- 4Q9: Vanpool fleet up 18% from previous year (30 more than previous year).
- 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).

### Issues

- 3Q10: Vanpool Contract: Enterprise has requested a 60 extension on deliverables (vans). No negative impact on service expected. 50% of the fleet has been delivered.
- 3Q10: Minor spec discrepancies noted on new vans delivered. Contracting is re-negotiating the spec changes. No negative impact on program expected.
- 2Q10: An open records request was made by VPSI Inc. on the vanpool contract bidding documents. Coordination handled via Contracting and Legal.
- 1Q10: Vanpool Contract bids/proposals reviewed and scored. Procurement coordinating vendor Q&A portion with Legal before formal Board award recommendation (slated for January 2010). A two-month contract extension was initiated

to insure a smooth transfer of the new vanpool fleet. There are enough funds in the current contract to execute the extension.

- 1Q10: Hosted the Vanpool Contract Pre-proposal meeting with vendors. At the conclusion it was determined to amend the Statement of Work and Specs. Proposal submittal date pushed from October 8, 2009 to October 22, 2009. This, in combination with delays in legal review may require asking for a contract extension on the current vanpool contract with Enterprise.
- 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.

### Schedule

- 3Q10: Transition of new vanpool fleet extended to July 2010.
- 3Q10: Transition of new vanpool fleet projected to be completed by 31 May 2010.
- 2Q10: Executing new vanpool contract and deliverables.
- 2Q10: Vanpool Contract award recommendation will be presented to the Board during the Planning Committee meeting January 26, 2010.
- 1Q10: NCTCOG/DART Vanpool ILA for Vanpool funding to be presented to the Board Planning Committee October 27, 2009.
- 3Q9: Vanpool Focus Group met for July 14<sup>th</sup> and 15<sup>th</sup> 09. The Vanpool Captains will discuss operations and address issues.
- FY 09: Continue development of longer-term pricing and marketing strategies.
- 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

---

<b>Strategic Plan Consideration</b>	C1 Improve quality. C2 Improve/add services. C3 Improve efficiency.
<b>Description</b>	<p>DART is in the process of initiating better, enhanced, and rapid bus corridors in its non-rail areas or areas that will not be served by rail for the next 15-20 years. Implementing enhanced bus corridors will allow for increased bus ridership and reduce travel time by minimizing the following various forms of delay:</p> <ul style="list-style-type: none"><li>• General congestion</li><li>• Traffic signals</li><li>• Obstruction by other vehicles turning right</li><li>• Passenger stops</li></ul>
<b>Accomplishments</b>	<ul style="list-style-type: none"><li>• Mar. 10: Project scope or work completed.</li><li>• June 10: Consultant notice to proceed completed.</li><li>• June 10: Project Kickoff meeting.</li></ul>
<b>Issues</b>	<ul style="list-style-type: none"><li>• None at this time</li></ul>
<b>Schedule</b>	<ul style="list-style-type: none"><li>• July 10: Consultant will complete project schedule.</li></ul>
<b>Project Manager(s)</b>	Jennifer Jones

# FY 2010 Score Card


## Five-Year Action Plan

### Service Planning and Scheduling

Objectives	Services	Activities
<b>INCREASE RIDERSHIP</b>		
<ul style="list-style-type: none"> <li><b>Expand Services</b></li> </ul>	Green Line	Green Line ridership in the Third quarter continued to normalize. Third quarter Green Line ridership averaged about 3,500 weekday riders. The Fair Park station (1,000 daily riders) is the most heavily used station. Overall system ridership is trending downward because of the economic downturn and the September 2009 fare increase and. Through eight months of the fiscal year, fixed-route ridership is down 10.7% from last year and total ridership is down 7.3%.
	Feeders to Transit Centers and Stations	A Green Line Bus Feeder Plan will be developed and bus recommendations implemented in conjunction with the Green Line Rail opening on December 6, 2010.
<ul style="list-style-type: none"> <li><b>Improve Customer Waiting Conditions</b></li> </ul>	Improved Passenger Support Facilities	The Standard Shelter Program will include the installation of approximately 51 shelters in the 3 <sup>rd</sup> quarter 2010. 150 shelters have been installed under the contract in FY10. All new shelters will be installed with solar lighting.
<b>IMPROVE COST EFFECTIVENESS</b>		
<ul style="list-style-type: none"> <li><b>Implement Efficiencies</b></li> </ul>		
	DART On-Call Non-Traditional service	On Call services in East Plano were replaced by new FLEX service in February 2009. Ridership on the new Flex service in Plano is about the same as the fixed route and On Call services that it replaces, a very positive result given the general downturn in ridership.
	New DART On Call programs: flexible routes and late night/weekend services	Several Plano services were converted to FLEX operation in February 2009. Additional FLEX service began in the Lake June and Rylie/Kleberg areas at the same time.
	Site-specific Shuttles	On-going service partnerships with North Park, SMU, DFW, U.T. Southwestern Medical Center; American Airlines Center, Texas Instruments (TI), the McKinney Avenue Trolley, Medical City, Palisades and Campbell Center. Ridership on the SMU and UTD shuttles is above last year's levels.
	Non-Traditional Vanpool Service (E-Shuttle)	Employer outreach in rail expansion corridors is identifying new E-Shuttle opportunities.
	Service Changes	Service changes for FY2010 went into effect on September 14, 2009: Requesting authorization for public hearing regarding bus service changes to go into effect when the Green Line is extended to Carrollton and Pleasant Grove.

**DATE:** July 2010  
**TO:** Distribution  
**SUBJECT:** **PROJECT DEVELOPMENT PROGRESS REPORT**

This document is the 3rd Quarter FY 2010 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, 2010, including Change Control Summaries, Systems Integration, and Real Estate.

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

THM/ta

# TABLE OF CONTENTS

---

Acronyms.....	RPD-i
Scope.....	RPD1
<b>LRT BUILDOUT - PHASE I</b>	
Map .....	RPD5
Summary Control Schedule .....	RPD6
Cost / Schedule Summary.....	RPD7
Northeast Corridor Facilities	
Line Section G-2 .....	RPD10
North Central Corridor Facilities	
Line Section NC-3 .....	RPD11
Vehicles.....	RPD12
Parker Road Parking Expansion .....	RPD13
Facilities - Six-Month Look Ahead .....	RPD14
Change Control Summary.....	RPD15
<b>LRT BUILDOUT - PHASES II &amp; III</b>	
Map .....	RPD16
<i>LRT Buildout - Phase IIA</i>	
Summary Control Schedule .....	RPD17
Cost / Schedule Summary .....	RPD18
Real Estate .....	RPD20
Construction Manager/General Contractor-I (CM/GC-I) .....	RPD21
Track Materials Procurement for CM/GC-I Construction .....	RPD27
Construction Manager/General Contractor-III (CM/GC-III) .....	RPD28
Northwest Rail Operating Facility .....	RPD33
Track Materials Procurement for Northwest Corridor & NWROF .....	RPD35
Systems - Traction Power Substations.....	RPD36
Systems - SCS/OCC Modifications .....	RPD37
Systems - Fare Collection Equipment.....	RPD38
Systems - Passenger Emergency Calls (PECs) .....	RPD39
Vehicles - SLRV Retrofit.....	RPD40
Vehicles - New SLRV Procurement .....	RPD41
Systems Integration.....	RPD42
Closed-Circuit Television (CCTV) System .....	RPD43
NW-2 Additional Betterments & Love Field West Area Improvement .....	RPD46
Facilities - Six-Month Look Ahead .....	RPD47
Change Control Summary.....	RPD48
<i>LRT Buildout - Phase IIB</i>	
Summary Control Schedule .....	RPD49
Cost / Schedule Summary .....	RPD50
Irving Corridor Facilities .....	RPD51
Track Materials Procurement for Irving Corridor.....	RPD54
DFW Corridor Facilities .....	RPD55
Rowlett Extension Facilities .....	RPD56
Track Materials Procurement for Rowlett Extension.....	RPD58
Systems - Traction Power Substations.....	RPD59
Systems - SCS/OCC Modifications .....	RPD60

# TABLE OF CONTENTS

Systems - Fare Collection Equipment.....	RPD61
Systems - Passenger Emergency Calls (PECs).....	RPD62
Vehicles - 23 Option Vehicles (New SLRV Procurement) .....	RPD63
Systems Integration.....	RPD64
Level Boarding Modifications for Outlying Stations.....	RPD65
Facilities - Six-Month Look Ahead .....	RPD66
Change Control Summary.....	RPD67
<i>LRT Buildout - Phase III</i>	
Dallas Central Business District (CBD) D2 Alignment.....	RPD68
<b>COMMUTER RAIL</b>	
Summary Working Schedule .....	RPD69
Cost Summary.....	RPD70
Belt Line Road Grade Separation .....	RPD71
Double Tracking at Market Center Blvd. (Lisa-Perkins).....	RPD72
Track, Signals & Installation for Lisa-Perkins & Belt Line Road Projects .....	RPD73
Valley View to West Irving Double Tracking .....	RPD74
Track Materials Procurement for TRE Valley View Project.....	RPD75
Six-Month Look Ahead .....	RPD76
Change Control Summary.....	RPD77
<b>ADDITIONAL CAPITAL DEVELOPMENT</b>	
Summary Working Schedule .....	RPD78
Cost Summary .....	RPD79
NW-1A/Victory Station Project.....	RPD80
Unity Plaza.....	RPD81
North Central Tunnel Delamination Repair & Monitoring.....	RPD82
Bryan/Hawkins Junction (CM/GC-I).....	RPD83
Track Materials Procurement - Bryan/Hawkins Junction (CM/GC-I).....	RPD84
Thanks-Giving Square Rail Replacement.....	RPD85
Lake Highlands Station.....	RPD86
Valencia Development.....	RPD88
DART Police Facilities .....	RPD89
Frankford Station Additional Parking.....	RPD91
CBD/Traffic Signal Priority (TSP) System .....	RPD93
Agency-Wide Radio & Related Communications Systems Replacement .....	RPD95
Six-Month Look Ahead .....	RPD97
Change Control Summary.....	RPD98



# ACRONYMS

---

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

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

# SCOPE OF PROJECTS

---

## LIGHT RAIL TRANSIT (LRT) BUILDOUT PHASE I

---

The LRT Buildout Phase I consisted of approximately 24 miles of light rail transit lines extending northeast to Garland (Northeast Corridor) from the Mockingbird Station and north to Plano (North Central Corridor) from the Park Lane Station. The construction of this 24-mile system included contracts for: facilities construction for each line section (station and guideway construction), systemwide track installation, systemwide landscaping/amenities, systems installation (traction electrification, signals, communications, 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:

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

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

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

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

**Level Boarding Modifications for Outlying Stations**

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

---

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

---

The LRT Buildout Phase III consists of two projects: 1) the second CBD alignment through Downtown Dallas, doubling downtown LRT capacity starting in 2016; and 2) the southward 2.9-mile extension of the Blue Line (South Oak Cliff Corridor) to UNT-Dallas, including two new stations. These projects are in the planning and development phase.

---

**COMMUTER RAIL**

---

**Belt Line Road Grade Separation**

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

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

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

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

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

**Valley View to West Irving Double Tracking**

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

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

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

---

**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 provide an improved roadway network into and out of downtown Dallas and accommodate light rail construction for the Southeast DART Light Rail Extension.

**Thanks-Giving Square Rail Replacement**

This project replaced 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.

**DART Police Facilities**

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

**Frankford Station Additional Parking**

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

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

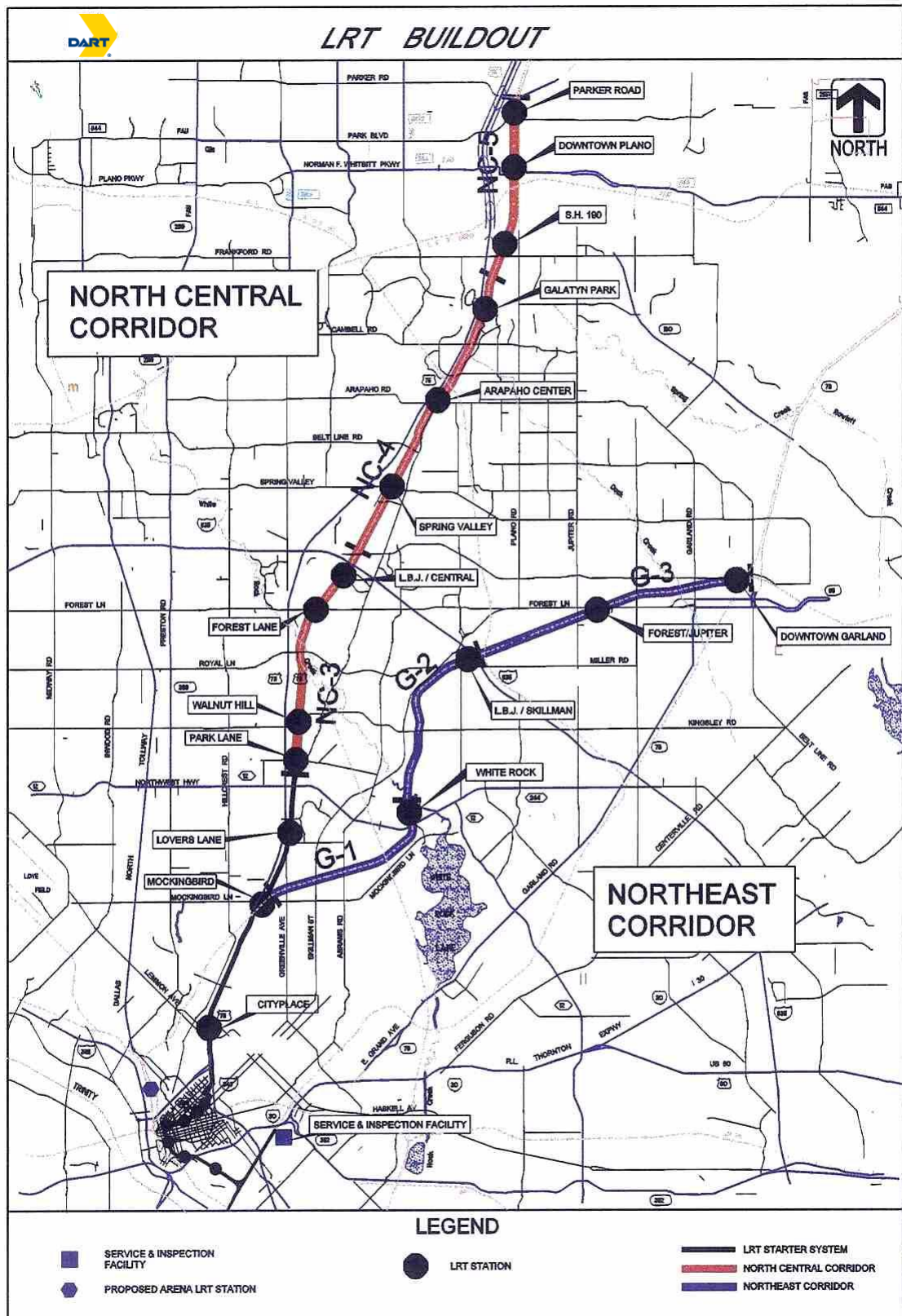
The CBD/TSP System project, being developed jointly with the City of Dallas (COD), will provide traffic signaling priority to trains in the central business district, to ensure schedule achievement. It comprises communication between trains, detection equipment, and traffic signals.

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

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

**LRT BUILDOUT  
PHASE I**





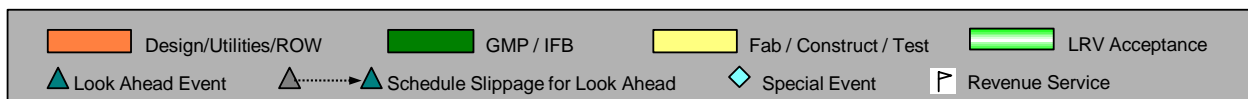
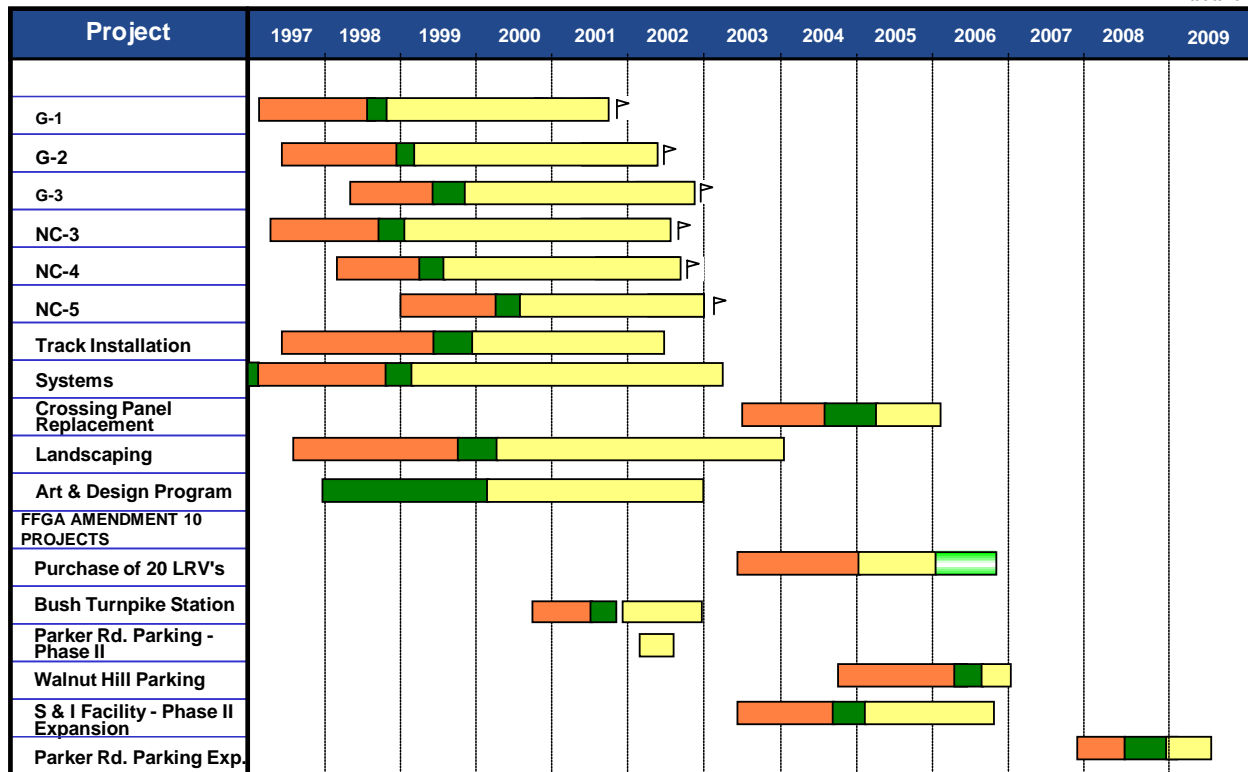


# Summary Control Schedule

## LRT Buildout Phase I

### LRT Buildout Phase I Summary Control Schedule

6/30/10



# Cost/Schedule Summary

## LRT Buildout Phase I

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

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

2) Expended to date values reflect activity through 5/31/10, per DART's General Ledger.

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

# Cost/Schedule Summary

## LRT Buildout Phase I

<b>LRT BUILDOUT PHASE I RELATED PROJECTS</b> <b>(FFGA Amendment 10)</b> <b>Cost Summary</b> <b>(in millions of dollars)</b>			
	<b>Control Budget</b>	<b>Current Commitment<sup>(1)</sup></b>	<b>Expended to Date <sup>(2)</sup></b>
Bush Turnpike Station	\$ 12.5	\$ 12.9	\$ 12.9
Parker Road Station Phase II Parking	2.6	1.6	1.6
Walnut Hill Parking	1.3	1.4	1.4
S&I Facility - Phase II Expansion	29.8	29.2	29.1
Purchase of 20 LRVs	63.0	61.7	60.3
Parker Road Station Parking Expansion <sup>(3)</sup>	2.3	2.1	2.0
<b>Total</b>	<b>\$111.5</b>	<b>\$108.9</b>	<b>\$ 107.3</b>

1) Committed values reflect activity through 6/30/10.

2) Expended to date values reflect activity through 5/31/10, as reported on DART's General Ledger.

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

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

1) Expended to date values reflect activity through 6/30/10, per DART's General Ledger.

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

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

# Cost/Schedule Summary

## LRT Buildout Phase I

### SCHEDULE SUMMARY

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

# Northeast Corridor Facilities

## Line Section G-2

### LRT Buildout Phase I

#### Board Strategic Priority

II: Manage System Development & Maintain Infrastructure

#### Description

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

#### Status

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

#### Issues

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

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

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

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

The matter has reached final disposition. The contractor has two years from the dates of the Judge's final orders to appeal to a court.

# North Central Corridor Facilities

## Line Section NC-3

### LRT Buildout Phase I

#### Board Strategic Priority

II: Manage System Development & Maintain Infrastructure

#### Description

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

#### Status

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

#### Issues

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

---

<b>Board Strategic Priority</b>	II: Manage System Development & Maintain Infrastructure
<b>Description</b>	Twenty additional vehicles have been purchased under the option clause of the current contract, bringing the total purchased to date to 115.
<b>Status</b>	All 20 LRVs are in revenue service. Kinkisharyo has completed field modifications in support of the warranty program. All of the 20 LRVs are currently out of warranty. Required modifications for electrical enclosures have been completed and modified wear plates are being delivered to DART for installation on the entire fleet of 20 LRVs. Measures are being taken to close out this contract.
<b>Issues</b>	None

# Parker Road Station Parking Expansion

**LRT Buildout  
Phase I**

<b>Board Strategic Priority</b>	I: Strive to Exceed Customer Expectations II: Manage System Development & Maintain Infrastructure III: Build & Maintain DART's Regional Transportation Leadership
<b>Description</b>	This project completed parking lot renovations including construction of 585 additional parking spaces at Parker Road Station. The improvements are in the City of Plano and the project involved construction of paving, drainage, signing, striping, illumination, signalization, maintenance building, and aesthetic features.
<b>Status</b>	DART completed construction of parking expansion at Parker Road Station in October 2009. The project was completed on time and under budget. Contract closeout is in progress.
<b>Issues</b>	None








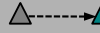


# Facilities - Six-Month Look Ahead

## LRT Buildout Phase I

### LRT Buildout Phase I Six Month Look Ahead

6/30/10

Project	2010					
	July	August	September	October	November	December
G-1	Revenue Service Began - 9/24/01					
G-2	Revenue Service Began - 5/6/02					
G-3	Revenue Service Began - 11/18/02					
NC-3	Revenue Service Began - 7/1/02					
NC-4	Revenue Service Began - 7/1/02					
NC-5	Revenue Service Began - 12/9/02					
Track Installation	Installation Complete					
Crossing Panel Replacements	Construction Complete - 2/1/06					
Systems	All Deliveries Complete					
Landscaping	Landscaping Complete					
Art & Design Program	Program Complete					
FFGA AMENDMENT 10 PROJECTS						
Purchase of 20 LRV's	All Deliveries Complete					
Bush Turnpike Station	Revenue Service Began - 12/9/02					
Parker Rd. Parking - Phase II	Construction Complete					
Walnut Hill Parking	Construction Complete					
S & I Facility - Phase II Expansion	Construction Complete					
Parker Rd. Parking Exp.	Construction Complete					

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

# Change Control Summary

## LRT Buildout Phase I

Light Rail Transit Buildout Phase I - Change Control Summary

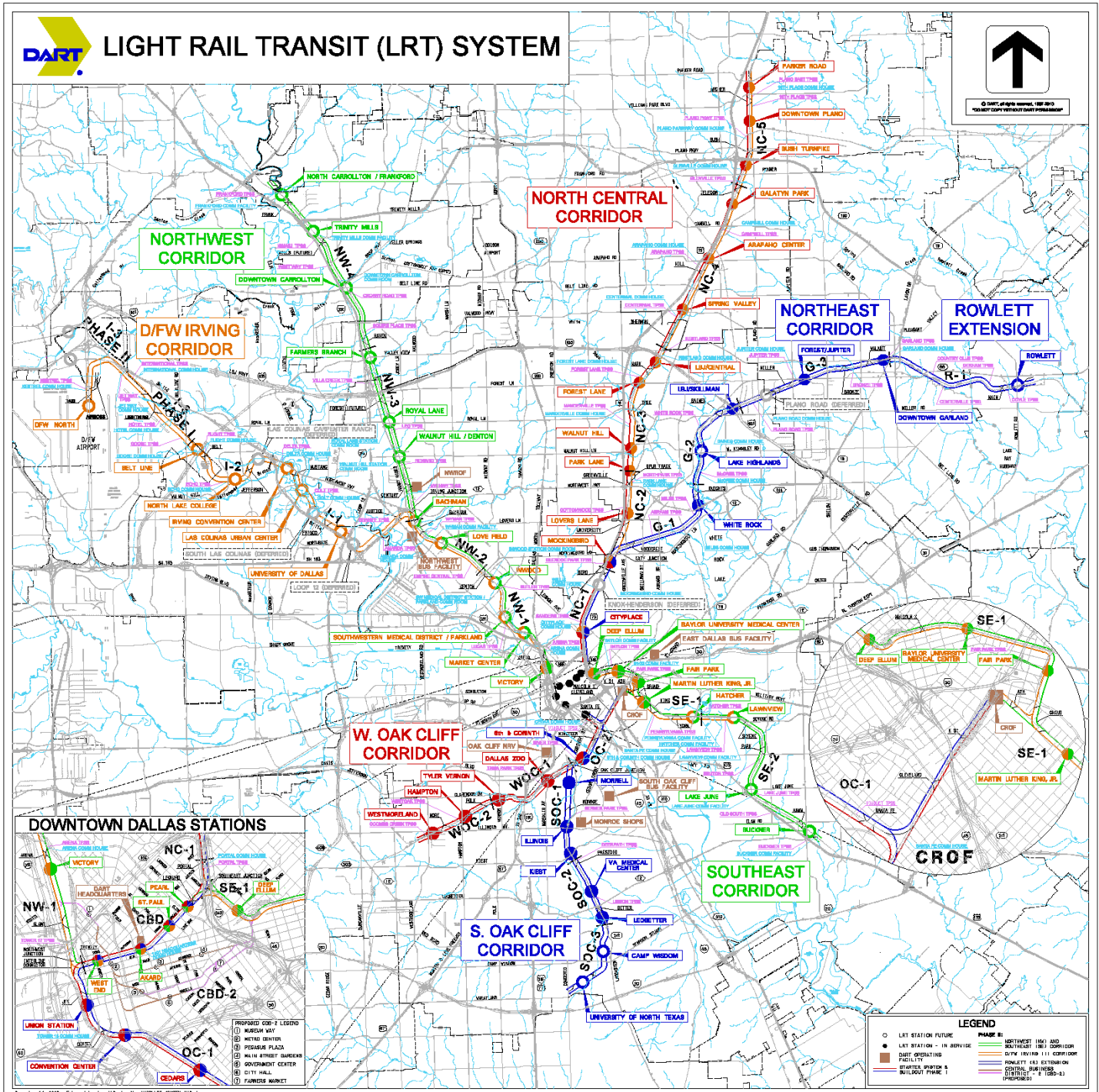
Rail Section/ Contract Package		Consultant/ Contractor	Approved Contract Amount	Approved Contingency/ Allowance	Total Approved Amount	(note a) Executed Changes	Current Contract Value	Remaining Contingency/ Allowance	Percent Contingency Used	Percent Contract Comp.	Summary of Activity This Period & Comments (June 2010)
			(A)	(B)	(C=A+B)	(D)	(E=A+D)	(F=B-D)	(G=D/B)	Note d	
Professional Services	LRV Management C-97000131	LTK	\$6,379,825	\$531,142	\$6,910,967	\$181,855	\$6,561,680	\$349,287	34%	74%	Through SA #14, AWP05 Accounting Closeout is Pending
North Central Corridor	NC-3 Civil/Struct/Sta C-98000080	GLF Constr. Corp.	\$49,903,009	\$4,990,301	\$54,893,310	\$1,158,261	\$51,061,270	\$3,832,040	23%	100%	Accounting Closeout is Pending Litigation
North Central Corridor	Parker Rd. Parking Expansion C-1015568-01	Omega Contracting, Inc.	\$1,778,830	\$88,941	\$1,867,771	\$88,933	\$1,867,763	\$8	100.0%	100%	Closed
Northeast Corridor	G-2 Civil/Struct/Sta C-98000089	GLF Constr. Corp.	\$35,181,916	\$3,518,192	\$38,700,108	\$843,889	\$36,025,805	\$2,674,303	24%	100%	Accounting Closeout is Pending Litigation
LRV Procurement	20 Additional C-98000071-02	Kinkisharyo/Tochu	\$58,666,378	\$1,333,622	\$60,000,000	\$249,072	\$58,915,450	\$1,084,550	19%	96%	Through SA-018
TOTALS:			\$151,909,958	\$10,462,198	\$162,372,156	\$2,522,009	\$154,431,967	\$7,940,188			

Legend: % Contingency >= 70%

- Notes:
- a) The professional services contracts are negotiated through annual workplans (AWP) ; amounts reflected on this report represent Total Board Authorized Not-to-Exceed values.
  - 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.
  - d) Percent contract complete based on work in place value.
  - e) The dollars shown in executed contract modifications are based on project controls physical possession of a copy of the executed document.

# **LRT BUILDOUT PHASES II & III**

## LRT Buildout Phases II & III



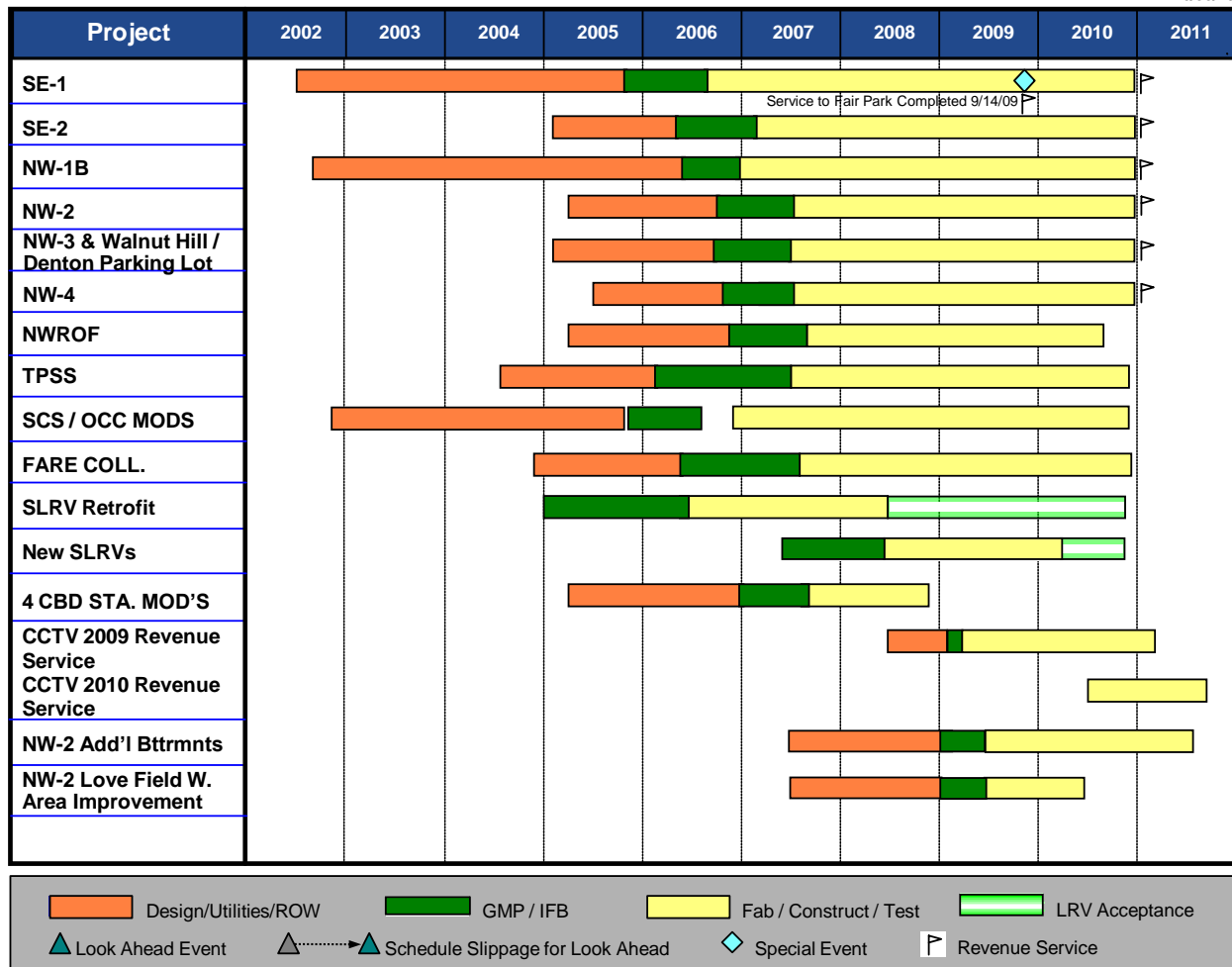
**LRT BUILDOUT**  
**PHASE IIA**

# Summary Control Schedule

## LRT Buildout Phase IIA

### LRT Buildout Phase IIA Summary Control Schedule

6/30/10



# Cost/Schedule Summary

## LRT Buildout Phase IIA

<b>LRT BUILDOUT PHASE IIA</b> <b>Cost Summary</b> <b>(in millions of dollars)</b>			
	<b>Control Budget</b>	<b>Current Commitment <sup>(1)</sup></b>	<b>Expended to Date <sup>(2)</sup></b>
General Phase IIA	\$ 106.1	\$ 113.2	\$ 103.7
Southeast-1	214.4	214.0	208.5
Southeast-2	171.7	170.1	164.4
Northwest-1B	165.3	164.7	152.8
Northwest-2	186.2	181.4	157.0
Northwest-3	247.4	248.1	224.1
Northwest-4	258.1	258.4	226.7
NWROF	66.6	64.6	63.6
Systems	84.2	80.2	62.7
Vehicles	239.1	238.0	251.3
Raise & Extend 4 CBD Stations	6.7	6.5	6.5
Phase IIA – CCTVs	8.9	3.9	0.9
NW-2 Additional Betterments	1.0	0.5	0.1
Love Field West Area Improvement	3.4	2.3	1.2
<b>LRT Buildout Phase IIA Total</b>	<b>\$1,759.1</b>	<b>\$1,745.9</b>	<b>\$ 1,623.5</b>

1) Committed values reflect activity through 6/30/10.

2) Expended to date values reflect activity through 5/31/10, as reported on DART's General Ledger.

# Cost/Schedule Summary

## LRT Buildout Phase IIA

### SCHEDULE SUMMARY

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



---

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

### Board Strategic Priority

II: Manage System Development & Maintain Infrastructure

### Description

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

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

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

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

### Status

#### Line Section SE-1

Revenue service began on September 14, 2009, from Victory Station (NW-1A) to MLK Station (SE-1A). SE-1A punch list work is nearing completion, to less than 20 items.

SE-1B punch list work is ongoing.

Irrigation, landscaping, and permanent traffic signals are complete along the guideway from Metropolitan to Hatcher.

At Hatcher Station, painting, installation of light poles, paver installation, column cladding, and installation of column tile are complete. Artwork for masonry screen fence is complete.

**Status (continued)** At the Hatcher Kiss & Ride, work on irrigation, electrical, and placement of the pavement lanes is complete.

### **Line Section SE-2**

Punch list work is ongoing.

From Hatcher to Dixon, along the Union Pacific Railroad (UPRR), mechanically stabilized wall construction is complete. Ballast and trackwork is complete. UPRR bridge rail installation and bridge and drain work are complete.

At Scyene Road and Dixon, construction of sidewalks is complete.

At Lawnview Station, installation of trackwork is complete. The contractor is finalizing windscreen artwork. Work is wrapping up on column cladding, station pavers, and landscaping. Painting of canopies is complete.

At Lake June Station, Lake June overpass parapet walls are complete. Artist has completed faux finish colors on column cladding. The contractor is continuing work on irrigation and landscaping.

At Jim Miller Road, paving is complete.

At Buckner Station, mechanically stabilized wall construction is complete. Bus lane and parking lot paving, sidewalks, inlet, and planters are complete. Canopy columns, painting, ramps, electrical work for crew room, planter wall caps, and permanent traffic signals are complete.

### **Line Section NW-1B**

Punch list work is in progress. Signage is being installed.

Installation of OCS poles is complete. Construction of communication troughs and handrails is complete along the guideway. Direct fixation track reconstruction is complete with placement and replacement of plinths. Painting of caps, columns, and beams on the guideway is in progress.

At Market Center Station, installation of water lines for fire protection is complete. Contractor is completing pavement for parking lot and constructing landscaped parking lot island.

At Southwestern Medical District/Parkland Station, the contractor has completed installation of station conduits and concourse work. Installation of the bus canopy is complete. Installation of communications equipment continues.

Paving is complete on streets around Parkland Hospital as far as possible to allow for future tie-ins.

**Status (continued)** At Inwood/Love Field Station, installation of electrical conduits and water service piping is complete. Underground work for irrigation sleeves and drains is complete. Construction of parking lot and access road is nearing completion. Electrical conduits and concrete bases for light poles is complete. Installation of elevator equipment is nearing completion.

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

Ballasted trackwork is complete.

**Issues** **Line Section SE-1A**

Switch machines and ties failed track to earth tests. A new coated bolt appears to solve the problem. New bolts have been delivered and installation is scheduled to commence in July 2010.

**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. However, the master plan sequence of their construction is problematic to bus, car, and pedestrian access to the station. DART, Parkland Hospital, TxDOT and City of Dallas have been working toward resolution.

Market Center pedestrian bridge construction by Market Center remains incomplete. DART's portion has been completed and Market Center is to start their portion in July 2010.

Track alignment has been a concern for this line section. The contractor has removed and replaced plinths to correct the situation. Additional crews and expanded working hours have been initiated to avoid delay of follow-on activities. This activity has been completed and this section is back on schedule.

Substantial completion of the June 26, 2010, milestone is under review.



**SE-1: Hatcher Station, Looking North**

**SE-1: Hatcher Station, Looking South**





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

**LRT Buildout  
Phase IIA**



**SE-2: Lawnview Station**



**SE-2: Lake June Station**



**SE-2: Buckner Station**

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

**LRT Buildout  
Phase IIA**

**NW-1B: Live Wire Test on  
Oak Lawn Bridge**



**NW-1B: Southwestern Medical  
District/Parkland Station**



**NW-1B: Inwood/Love Field Station**

# Track Materials Procurement for CM/GC-I Construction

**LRT Buildout  
Phase IIA**

## **Board Strategic Priority**

II: Manage System Development & Maintain Infrastructure

## **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**

Contracts for concrete ties and special trackwork remain open only until track-to-earth resistance concerns have been resolved.

## **Issues**

Track-to-earth testing of special trackwork has received failing results on three SE-1 crossings. Non-conforming bolts have been replaced with coated bolts on one prototypical section, which has now passed. Additional bolts have been delivered and bolt replacement activities are scheduled to commence in July 2010.



### Board Strategic Priority

II: Manage System Development & Maintain Infrastructure

### Description

**Line Section NW-2** extends northwesterly from south of Mockingbird Lane at Bomar Avenue to Community Drive before Northwest Highway on the former Union Pacific railroad alignment. This section makes up 3.1 miles of the 16.3 miles of the entire Northwest Corridor. There are two stations in this line section: 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

At the Mockingbird underpass, the contractor has completed track installation and continues system component installation.

At Burbank Station (future Love Field connection), installation of the canopy roofing and light conduits is complete. The contractor continues painting canopy steel, structural steel, and decking. Installation of irrigation system, top soil, and trees continues.

At Bachman Station, underground utility installation is complete. Installation of drain lines on canopy columns is complete. Placement of coping on MSE walls continues. Installation of tree grates, setting of floor drains in crew room, and installation of grounds on steel columns continue. The contractor is welding canopy steel. Installation of station roofing continues.

### **Status (Continued)**    **Line Section NW-3**

DGNO has completed freight track removal. The contractor has completed installation of underground storm sewer and water lines in many areas along the guideway.

At Walnut Hill/Denton Station, installation of power conduits and columns is complete. Installation of ground grid at north end of platform is complete. Contractor has begun installation of pavers, art panels, benches, and trash cans. Painting is in process.

At Royal Lane Station, installation of ductbanks at station and conduits to service building is complete. Installation of fire protection continues. Painting of the structure continues. The contractor continues installation of windscreens, bench anchors, and trash cans. Parking lot irrigation system work continues.

At Farmers Branch Station, installation of underground storm, electrical, and irrigation lines on the west side, placement of concrete sidewalk and special-use ramp at Pike Street, removal of existing parking lot, welding of canopy steel, fine grading of east platform for concrete sidewalks, and installation of roof panels have been completed. Installation of parking lot irrigation and column cladding continues. Installation of new bus shelters, terrazzo, windscreens, and trash receptacles continues.

### **Line Section NW-4**

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

At Carrollton Bridge, formwork for elevated platform deck is complete. Contractor has completed parking light pole installation.

At Downtown Carrollton Station, the contractor is in the process of placing concrete for bus lane paving. Construction of pedestrian bridge stairway continues. The contractor has begun installation of column light fixtures on the platform, power panels and conduits, and equipment in the equipment room.

### **Issues**    **Line Section NW-2**

Recovery plans have been developed to mitigate delays due to weather and utilities. Negotiations are in progress.

### **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.

Coordination between follow-on contractors is ongoing with detailed checklists and turnover plans in progress.

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

**LRT Buildout  
Phase IIA**



**NW-2: Mockingbird Depressed  
Section**

**NW-2: Burbank Station  
(future Love Field connection)**



**NW-2: Bachman Station**



**NW-3: Royal Lane Station  
Landscaping**



**NW-3: Placement of Terrazzo at  
Farmers Branch Station**

**NW-4: Live Wire Testing**



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

**LRT Buildout  
Phase IIA**

**NW-4: Downtown Carrollton Station  
Pedestrian Bridge Elevator Tower**



**NW-4: Trinity Mills Station  
and Parking Lot**

**NW-4: North Carrollton/  
Frankford Station**



### Board Strategic Priority

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

### Description

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

At the S&I building, the closeout process continues and punch list work is in progress (99% complete). Revised electronic as-builts are under review.

#### Lot 2 – Trackwork

Contract closeout is in progress.

#### Lot 3 – Systems

Area has been turned over for Systems Integration testing. Contractor is working on punch list items, O&M manuals, training, and as-builts. The closeout process is in progress.

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

Construction is complete and has been turned over to DART for use. Contractor is working on punch list items, O&M manuals, training, and as-builts. The closeout process is in progress.

#### Lot 9 – Car Hoist

Final testing has been completed. Punch list work is complete. Contract closeout is in progress.

### Issues

Coordination with follow-on contractors and Systems Integration testing are ongoing.

Time extension was negotiated with Lot 4 due to electrical room size issues.

**Issues (Continued)** Temporary Certificate of Occupancy has been received but the final is pending. DART is awaiting completion of City of Dallas construction activities on Lombardy Lane and Abernathy Ave. in order to complete the sidewalks and, therefore, obtain the final Certificate of Occupancy.

# Track Materials Procurement for Northwest Corridor & NWROF

**LRT Buildout  
Phase IIA**

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

**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 is nearing completion.

**Issues** None



# Systems - Traction Power Substations

## LRT Buildout Phase IIA

<b>Board Strategic Priority</b>	II: Manage System Development & Maintain Infrastructure
<b>Description</b>	<p>Traction Power Substations (TPSS) are required to provide power for the light rail systems. A TPSS is normally installed approximately every 1 to 1.5 miles along the LRT right-of-way. Phase IIA and the Northwest Rail Operating Facility (NWROF) will require 24 TPSSs.</p>
<b>Status</b>	<p>Notice to Proceed was issued to Siemens Transportation Systems, Inc., on June 29, 2007. Contract submittal review is ongoing.</p> <p>Twenty-four (24) of the substations required for Line Sections SE-1A/B, SE-2, NWROF, NW-1, 2, 3, &amp; 4 have been delivered to the sites. All are in various states of the field acceptance tests.</p> <p>SE-1A: TPSS/SCADA communication integration from OCC to Baylor-Portal-Tower 17 TPSSs is in the process of testing.</p> <p>SE-1B: Hatcher TPSS has provided power to catenary for live wire testing.</p> <p>SE-2: Lawnview, Bruton, Lake June, Old South, and Buckner TPSSs have provided power to catenary for dynamic testing.</p> <p>NW-1B: Lucas and Butler TPSSs have provided power to catenary for dynamic testing.</p> <p>NW-2, 3: Reward, Empire Central, Wyman, Northwest Highway, Leo, and Villa Creek TPSSs are ready to provide power to catenary for live wire testing.</p> <p>NW-4: Squire Place, Crosby, Westway, Ismaili, and Frankford TPSSs have provided power to catenary for live wire testing.</p> <p>NWROF: Substantial Completion certificates have been issued for Yard and Shop TPSSs.</p>
<b>Issues</b>	<p>There has been discussion concerning a propulsion issue during SLRV testing. Data was collected at TPSS and SLRV. All 24 TPSS filtering systems have been installed/tested for Green Line. Monitoring of TPSS vs. SLRV continues.</p>

**Board Strategic  
Priority**

II: Manage System Development & Maintain Infrastructure

**Description**

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

**Status**

As of the end of June 2010, 635 submittals have been received, with 629 returned to the contractor. No RFIs have been received from the contractor for this period.

Line Section SE-2 is ready for systems integration testing, except for fire alarms for Central Instrument Houses (CIHs).

The SCS/OCC contractor has commenced testing on NW-2, NW-3, and NW-4.

**Issues**

Based on the schedule, the contract is 86% complete and trending late for required submittals projected.

A change request for swapping access milestones between NW-2 and NW-4, and new access dates for the CM/GC-III areas, has been completed.

# Systems – Fare Collection Equipment

## LRT Buildout Phase IIA

<b>Board Strategic Priority</b>	II: Manage System Development & Maintain Infrastructure
<b>Description</b>	Ticket vending machines (TVMs) are being purchased for Phase IIA stations. The contract includes options to purchase additional TVMs for the Phase IIB stations and to replace the Starter System units.
<b>Status</b>	Fifty-two (52) of the 85 replacement TVMs have been installed. All but 10 of the remaining TVMs are anticipated to be installed by the end of August 2010. The remainder of the Green Line (Phase IIA) TVMs is being manufactured, with Green Line installations scheduled to begin in October 2010.
<b>Issues</b>	Software issues are slow to be corrected.

# Systems - Passenger Emergency Calls (PECs)

**LRT Buildout  
Phase IIA**

<b>Board Strategic Priority</b>	I: Strive to Exceed Customer Expectations II: Manage System Development & Maintain Infrastructure
<b>Description</b>	PEC units allow customers to contact either 911 directly for emergencies or DART Customer Service for route/schedule information.
<b>Status</b>	All Green Line PECs have been transferred to the CM/GC-I and CM/GC-III contractors. CM/GC-I PECs have been installed. DART continues coordinating with AT&T for phone service.
<b>Issues</b>	The manufacturer notified DART of a potential electrical issue with the PEC units that have been delivered. The Maintenance Department is in the process of shipping all units back to the manufacturer for retrofit at no cost to DART. Seventy-two of the one hundred units were shipped to the manufacturer in late September 2009 and returned to DART in October 2009.

---

<b>Board Strategic Priority</b>	II: Manage System Development & Maintain Infrastructure
<b>Description</b>	The existing fleet of 115 LRVs (each composed of an A-unit and a B-unit) will be modified by adding a 31-foot long, low-floor center section (C-unit) to each A/B vehicle, creating a fleet of 115 Super LRVs (SLRVs). This modified fleet will provide for direct, level boarding, from 15½” high platforms, into each vehicle. C-units 39-46 will be funded under Amendment 13 to the LRT Buildout Phase I FFGA.
<b>Status</b>	<p>As of the end of June 2010, 99 SLRVs are in revenue service. Kinkisharyo has consistently been delivering one completed SLRV per week.</p> <p>Manufacturing has been completed for the C-units associated with Amendment 13 (C-units 39-46).</p>
<b>Issues</b>	None

**Board Strategic  
Priority**

II: Manage System Development & Maintain Infrastructure

**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 completed SLRV was delivered to DART for conditional acceptance testing in April 2010.

**Issues**

Kinkisharyo has encountered problems with the function of the brake actuator assembly and has identified the root of the issue. Kinkisharyo has developed a detailed recovery schedule that will allow all 25 SLRVs to be in service prior to the opening of the Green Line on December 6, 2010.

**Board Strategic  
Priority**

II: Manage System Development & Maintain Infrastructure

**Description**

Integrate systems operation for LRT Buildout Phase IIA (Green Line).

**Status**

Systems Integration continues to address 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 complete for all Green Line elements. Construction certification has been completed for Southeast Corridor Line Section SE-1A, and is underway for Line Sections SE-1B and SE-2 and NWROF. Construction certification for other line sections will be completed during integrated testing. Fire/Life Safety Committee meetings continue and coordination with Buildout member cities is ongoing. Updates to the Safety and Security Management Plan (SSMP) and the Safety and Security Certification Plan (SSCP) have been prepared.

An update to the Integrated Test Plan has been prepared for Phase 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.

Start-up Task Force meetings have been initiated for the Green Line to coordinate testing, interface, and start-up activities among all project stakeholders. Integrated testing for Southeast Corridor Line Sections SE-1B and SE-2 and NWROF has commenced.

**Issues**

None

# Closed-Circuit Television (CCTV) System

## LRT Buildout Phase IIA

### Board Strategic Priority

II: Manage System Development & Maintain Infrastructure

### Description

This project is defined in two parts. **Part 1** 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 CM/GC-III contractors for incorporation.

#### Part 2

Upgrade to increase capacity for the optical network is complete and operational for 31 locations. First articles are complete for Akard and Morrell stations. HVAC/Communications Interface Cabinet (CIC) installations are complete at seven locally-controlled stations. Central Monitoring Location (CML) is operational. Installation, safety, quality, and training plans have been submitted and approved. The following stations have been installed: Akard, Morrell, Kiest, VA, Illinois, Pearl, St. Paul, West End, Deep Ellum, Baylor, Fair Park, and MLK. Convention Center and Union Station are in progress. A wireless design solution is being developed for Victory and Mockingbird stations.

Training has been completed; however, new equipment training shall be included in a future refresher course.

Optical Network upgrade task orders 4 and 5 have been accepted.

Coverage and video quality at St. Paul Station has been optimized by adding a total of nine additional cameras including two high-definition cameras. Acceptance of this station requires DART approval of test reports and as-builts and systems integration testing. The procedure to retrofit camera enclosures to prevent water intrusion (NCR No. 1) has been performed for all cameras at this station, and after two average rain events, there has been no report of water penetration into camera enclosures.

Optimization work is in progress at Kiest, VA Medical Center, Morrell, and Illinois stations. Installation has also begun at White Rock, LBJ/Skillman, and Forest/Jupiter stations.



# Closed-Circuit Television (CCTV) System

## LRT Buildout Phase IIA

**Issues** Twelve stations have been installed to date. DART Police has identified issues with coverage and conformance to required video quality requirements at all installed stations. Staff is working with the contractor for resolution so that the contractor can resume station installation work. Akard Station is not operational because of equipment failure. Water had been found in at least 42 of 227 total installed (18.5%) cameras – a remediation plan was created and has been implemented at all stations. Camera power supply design has been modified per manufacturer’s specifications and existing stations retrofitted to avoid circuit overload and subsequent camera failure.

The contractor claims that the use of fiber optic cable, ground level equipment pedestals, Pan-Tilt-Zoom (PTZ) and High-Definition (HD) cameras, and CCTV poles are all outside of or excluded from their scope of work and the use of any of this equipment would be subject to a contract change. The contractor has expressed a desire to DART Procurement to change the contract from firm-fixed price to cost plus fee type.

The contractor’s CML hardware and software design is not adequate to support video display on the required five wall-mounted monitors plus an additional monitor added in Supplemental Agreement No. 4 and will need to be redesigned. Technical issues with the CCTV management software (VSOM) have been identified (loss of archives, client connection failures, clip download issues) and are expected to be resolved by upgrading hardware and software and reconfiguring architecture.

Convention Center, Union, and Cedars stations will need fiber optic cable installed between Station CICs and nearby Communications Houses in order to connect all camera feeds to the network storage servers located at the OCC. A change request has been opened to add this work to the contract.

Victory Station and Mockingbird have unique designs. Power for the equipment may be an issue. A wireless design solution is in development.

Deadline to expend funds allocated for this project through the Department of Homeland Security (DHS) FY 2007 Transit Security Grant has been extended from April 2010 to September 2010. Seven Blue Line stations must be accepted and invoiced by this deadline to avoid losing this funding.

The contractor has not provided a schedule update in several months due to the uncertainty in the amount of rework necessary to resolve the station coverage and video quality issue. Once St. Paul Station is finally accepted, the contractor should provide an updated schedule showing completion.

# Closed-Circuit Television (CCTV) System

---

**LRT Buildout  
Phase IIA**

## **Issues (Continued)**

In order to provide adequate coverage of required areas, conduit must be added at most stations. Depending on the extent of these additions, the project contingency funds may not cover all required changes and delays may be encountered.

Necessary resources from DART Maintenance and Operations (flaggers) may not be adequate to support the contractor's proposed four to six work crews working concurrently.

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

**LRT Buildout  
Phase IIA**

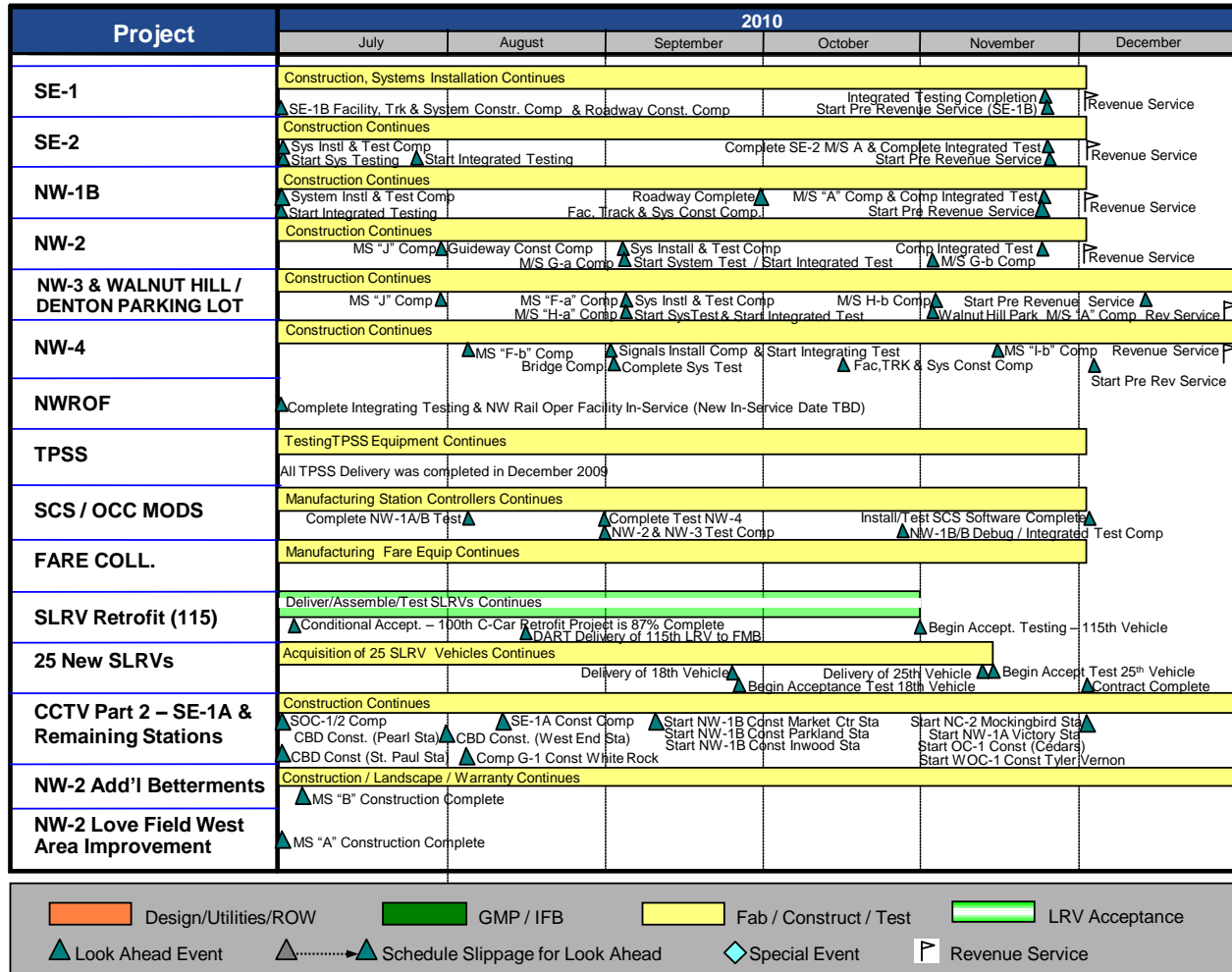
<b>Board Strategic Priority</b>	II: Manage System Development & Maintain Infrastructure
<b>Description</b>	These projects will be performed under one contract. The NW-2 Additional Betterments project will provide for the installation of Board-approved betterments (fence and additional landscaping) adjacent to the Love Field West neighborhood. The Love Field West Area Improvement project will provide improvements for Little Denton Drive, between Empire Central and Burbank, adjacent to Line Section NW-2 and the Love Field West neighborhood.
<b>Status</b>	Civil construction is complete. Landscaping is in progress
<b>Issues</b>	<p>Coordination with residents and adjacent property owners is the primary concern.</p> <p>Last pavement section was on hold due to saturated soil condition. This issue has been resolved and the pavement has been placed.</p>

# Facilities - Six-Month Look Ahead

## LRT Buildout Phase IIA

### LRT Buildout Phase IIA Six Month Look Ahead

6/30/10



# Change Control Summary

## LRT Buildout Phase IIA

Light Rail Transit Buildout Phase IIA - Change Control Summary

Rail Section/ Contract Package		Consultant/ Contractor	Approved Contract Amount	Approved Contingency/ Allowance	Total Approved Amount	(note e) Executed Changes	Current Contract Value	Remaining Contingency/ Allowance	Percent Contingency Used	Percent Contract Comp.	Summary of Activity This Period & Comments (June 2010)
			(A)	(B)	(C=A+B)	(D)	(E=A+D)	(F=B-D)	(G=D/B)	(Note c)	
Professional Services	GEC C-1002450-01	ACT-21	\$225,294,707	\$724,613	\$226,019,320	\$0	\$225,294,707	\$724,613	0%	84%	Through FY-10 AWP
	SDC C-1002803-01	Dallas System Consultants	\$80,864,157	\$212,550	\$81,076,707	\$0	\$80,864,157	\$212,550	0%	82%	Through FY-10 AWP
	Systems Integration (SIC) C-1004187-03	AECOM Technical Services	\$63,081,761	\$386,954	\$63,468,715	\$0	\$63,081,761	\$386,954	0%	(Note a)	Through FY-10 AWP
	LRV Engineering C-1008146-01	LTK	\$12,548,029	\$78,118	\$12,626,147	\$0	\$12,548,029	\$78,118	0%	61%	Through FY-10 AWP
Construction SE1, 2, NW1B	CMGC-1 C-1007571-01	Aroher Western/Brunson Caron	\$372,865,538	\$18,219,058	\$391,084,596	\$14,913,759	\$387,779,297	\$3,305,299	82%	96%	Includes Pre construction & construction (Note b)
Construction NW-2, 3, 4	CMGC-3 C-1009666-01	Archer Western/Herzog	\$476,122,907	\$23,476,522	\$499,599,429	\$4,349,790	\$480,472,696	\$19,126,732	19%	89%	Includes Board authorized increases to base contract (Note b)
CBD Raise/Extend	CBD Level Boarding C-1012813-01	Phillips-May	\$5,370,333	\$268,516	\$5,638,849	-\$259,025	\$5,111,308	\$527,541	-96%	100%	
NWROF Construction	Lot 1 C1012392-01	Archer Western	\$65,238,407	\$2,614,517	\$67,414,120	\$1,685,050	\$66,923,457	\$929,467	64%	99%	
	Lot 2 C1012392-02	Herzog	\$7,337,506	\$311,777	\$7,649,283	\$55,046	\$7,392,552	\$256,731	18%	99%	
	Lot 3 C1012392-03	Mass Electric	\$11,289,300	\$479,692	\$11,768,992	\$44,313	\$11,333,613	\$435,380	9%	98%	
	Lot 4 C-1012392-04	Journeyman	\$8,944,333	\$380,053	\$9,324,386	\$271,347	\$9,215,680	\$108,705	71%	93%	
	Lot 9 C-1012392-05	Macton	\$1,996,500	\$99,825	\$2,096,325	\$0	\$1,996,500	\$99,825	0%	100%	
	Lot 3 & 6 C-1009684-02	Progressive Rail Spl Trkwrk/CWR	\$11,754,817	\$352,645	\$12,107,462	-\$117,121	\$11,637,696	\$469,766	-33%	100%	
Track Material Procurement CMGC-1	Lot 5 C-1009684-03	L.B. Foster Fasteners	\$4,999,349	\$149,981	\$5,149,330	\$891	\$5,000,240	\$149,090	1%	100%	
	Lot 4 C-1009684-04	Rocla Concrete Tie Concrete Ties	\$3,145,765	\$96,089	\$3,241,854	\$64,195	\$3,209,960	\$31,894	67%	101.8%	
	Lot 1 & 3 C-1012000-01	VAE Nortrak NV2/3/4 & NVPROF/Spl Trkwrk	\$9,459,512	\$472,976	\$9,932,488	-\$293,849	\$9,165,663	\$766,825	-62%	100%	
Track Material Procurement CMGC-3	Lot 2 C-1012000-02	L.B. Foster NW-2/3/4 CWR	\$5,982,978	\$299,149	\$6,282,127	\$13,715	\$5,996,693	\$285,434	5%	100%	
	Lot 4 C-1012000-04	Rocla Concrete Tie Concrete Ties	\$3,361,624	\$168,081	\$3,529,705	\$70,715	\$3,432,339	\$97,366	42%	100%	
	Lot 5 C-101200-03	Advanced Track Products CMGC-3 Fasteners	\$5,722,502	\$286,125	\$6,008,627	\$0	\$5,722,502	\$286,125	0%	100%	
	TPSS DFI C-1012105-01/02	Siemens Transportation Systems, Inc.	\$30,792,441	\$2,463,395	\$33,255,836	\$850,537	\$31,642,978	\$1,612,858	35%	77%	
Systems	Fare II C-1011621-01	GFI Genfare Systems, Inc.	\$4,793,603	\$231,205	\$5,024,808	\$68,700	\$4,862,303	\$162,505	30%	45%	
Vehicle Procurement	115 C-Unit Mode W/ATP C-1011711-01	Kinkisharyo/Tochuo	\$190,395,824	\$5,989,416	\$196,385,240	\$937,870	\$191,333,694	\$5,051,546	16%	98%	
Vehicle	SLRV Procurement (25) C-1013706-01	Kinkisharyo International	\$164,374,396	\$4,931,232	\$169,305,628	\$417,263	\$164,791,659	\$4,513,969	8%	107.8%	
	LDDIB C-1016241-01	Phillips/May Corporation	\$2,039,333	\$163,147	\$2,202,480	\$75,079	\$2,114,412	\$88,068	46%	40%	
NW-2 Little Denton Drive Betterments & Improvements	WHDSPC C-1018601-01	Phillips/May Corporation	\$1,293,333	\$194,000	\$1,487,333	\$0	\$1,293,333	\$194,000	0%	0%	
Systems Modifications	SCS/OCC C-1009337-01	GE Advanced Comm. Systems	\$19,268,337	\$1,541,467	\$20,809,804	\$34,761	\$19,303,098	\$1,506,706	2%	57%	
CCTV	CCTV C-1016547-02	Calence, LLC	\$2,323,494	\$232,350	\$2,555,844	\$28,167	\$2,351,661	\$204,183	12%	24%	
Equipment - Fixed	DEGA C-1013454-02	Brad Oldham	\$1,365,000	\$45,045	\$1,410,045	\$39,846	\$1,404,846	\$5,199	88%	100%	
Deep Ellum Gateway Art Project											
TOTALS:			\$1,792,025,786	\$64,868,498	\$1,856,455,480	\$23,251,049	\$1,815,276,835	\$41,617,449			

Legend: % Contingency >= 70%

- Notes:
- The professional services contracts are negotiated through annual workplans (AWP); amounts reflected on this report represent Total Board Authorized Not-to-Exceed values. AWP Contingency is for current year only.
  - CMGC-1 & 3 contracts were modified to include construction services.
  - Percent contract complete based on work in place value.
  - The dollars shown in executed contract modifications are based on project controls physical possession of a copy of the executed document.

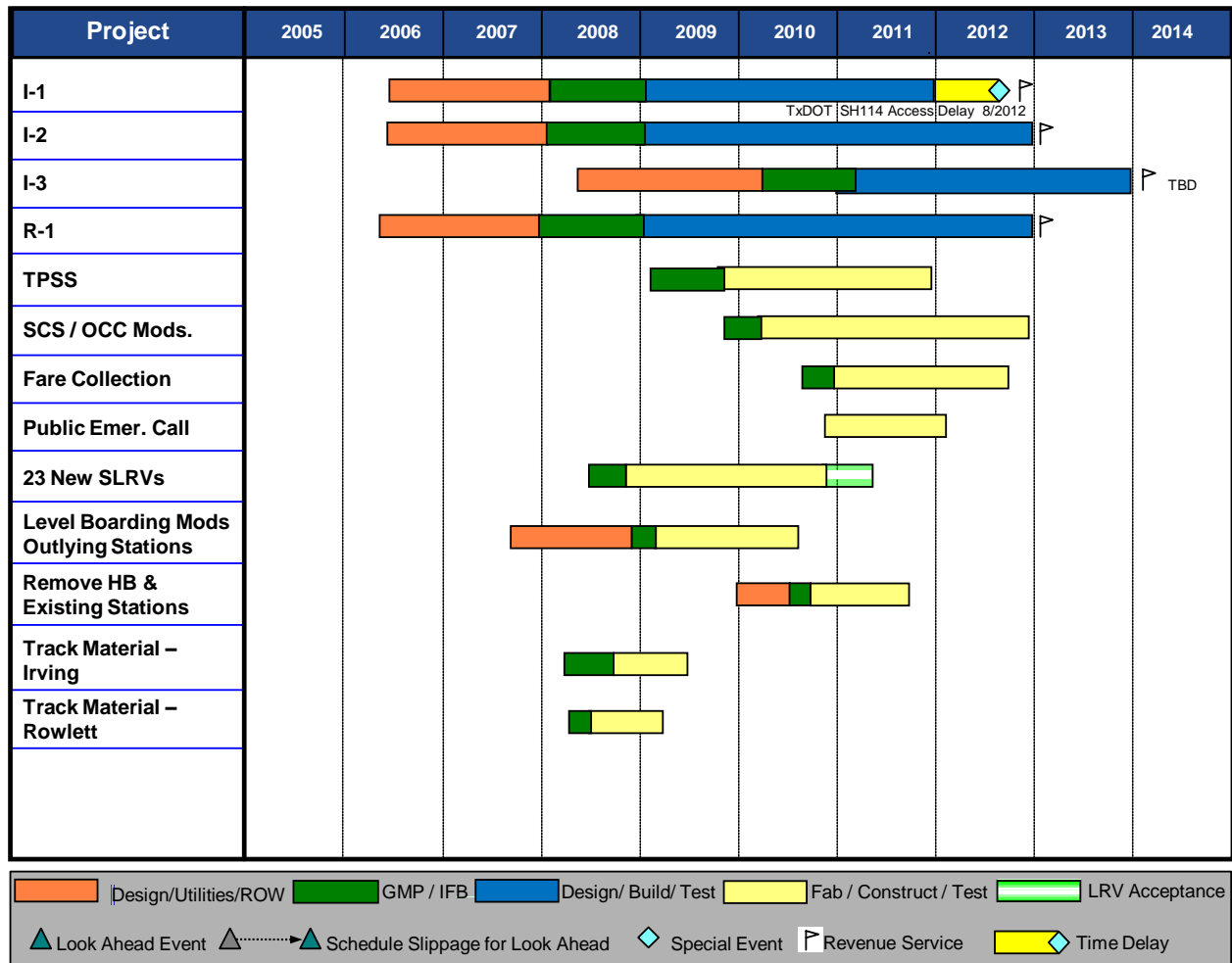
**LRT BUILDOUT**  
**PHASE IIB**

# Summary Control Schedule

## LRT Buildout Phase IIB

### LRT Buildout Phase IIB Summary Control Schedule

6/30/10



# Cost/Schedule Summary

## LRT Buildout Phase IIB

<b>LRT BUILDOUT PHASE IIB</b> <b>Cost Summary</b> <b>(in millions of dollars)</b>			
	<b>Control Budget</b>	<b>Current Commitment <sup>(1)</sup></b>	<b>Expended to Date <sup>(2)</sup></b>
General Phase IIB	\$ 136.7	\$ 37.5	\$ 29.0
Irving-1	365.1	346.3	137.5
Irving-2	232.9	186.6	100.8
Irving-3	274.1	6.0	5.5
Rowlett-1	214.3	213.0	54.9
Level Boarding – Outlying Stations	13.2	7.2	4.8
NWROF	53.1	59.1	57.3
Systems	42.2	42.4	17.5
Vehicles	206.5	194.2	63.4
<b>LRT Buildout Phase IIB Total</b>	<b>\$1,538.1</b>	<b>\$ 1,092.3</b>	<b>\$ 470.7</b>

1) Committed values reflect activity through 6/30/10.

2) Expended to date values reflect activity through 5/31/10, as reported on DART's General Ledger.

### SCHEDULE SUMMARY

	<u>Contract Completion Dates</u>	<u>Revenue Service Dates</u>
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



**Board Strategic  
Priority**

II: Manage System Development & Maintain Infrastructure

**Description**

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

**Status**

As systems design continues to come to a close, the design-builder is constructing trackwork on the Trinity River Bridge and in the embedded section at Lake Carolyn Parkway. Site development at the stations is underway in preparation for upcoming platform construction, with significant site construction underway at North Lake College during the summer months. The design-builder installed the final beams across the levee and will place the closure beams in early July 2010.

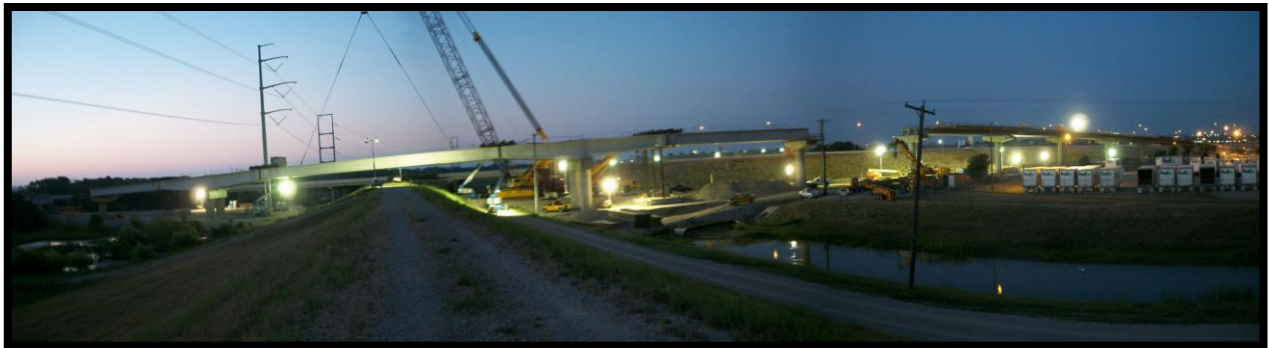
**Issues**

The City of Irving is acquiring most of the ROW. The fulfillment of Irving's contribution (\$60M) identified in the ILA with DART has been evaluated by DART and the City. The DART Board of Directors approved the proposed reconciliation of the ILA in May 2010.

DART has received and evaluated the design-builder's analysis of the acceleration opportunities that will mitigate impacts for late access being provided by TxDOT at SH 114. The DART Board was briefed on the proposed acceleration in June 2010 and will request funding from the NCTCOG in July 2010.

Construction access for a few remaining parcels has not yet been obtained. Temporary access is being negotiated to allow construction to begin before property transfer is final.

**160' Precast Beams over  
Trinity River Levee**





Track Installation in Lake Carolyn Parkway Median

MacArthur Blvd. Abutment



# Track Materials Procurement for Irving Corridor

---

**LRT Buildout  
Phase IIB**

**Board Strategic  
Priority**

II: Manage System Development & Maintain Infrastructure

**Description**

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

**Status**

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

**Issues**

None



### Board Strategic Priority

II: Manage System Development & Maintain Infrastructure

### Description

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

### Status

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

DART has completed Preliminary Engineering for the project and has coordinated the design with DFW and TxDOT. Subsurface Utility Engineering (SUE) is complete. On April 29, 2010, an Administrative Draft of the Environmental Assessment (EA) Document was submitted to FAA, FTA and DFW for review. DFW, FTA, and FAA have provided extensive comments delaying the publication of the document. Final resolution of FTA comments is pending and a Revised Administrative Draft EA will be distributed to FTA and FAA in July 2010.

DART is working with an aviation consultant to identify issues associated with implementing LRT at airports. The final Aeronautical Analysis Report is anticipated to be completed in July 2010 and then incorporated into the EA.

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

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

### Issues

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

In response to decreased sales tax revenue, DART staff has evaluated the agency financial plan and recommended to the Board in June 2010 that the I-3 project be carried as “unfunded”. If approved by the Board, the I-3 project will be placed on hold until funding becomes available.

**Board Strategic  
Priority**

II: Manage System Development & Maintain Infrastructure

**Description**

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

**Status**

The design-builder continues to advance the project design. Bridge construction, utility installation, and earthwork are underway throughout the project limits. The design-builder successfully completed the re-routing of the Downtown Garland Station catenary system in early June 2010 to allow for the upcoming construction of the KCS Bridge.

**Issues**

Ongoing coordination with the cities of Garland and Rowlett is needed throughout the design phase.

Design progression has improved and construction is beginning to progress well, but the overall process has advanced more slowly than anticipated. The design-builder has developed a recovery schedule to address this progress.

SH 78 Drilled Shaft Installation



Excavation Operation East of Dexham Rd.



# Track Materials Procurement for Rowlett Extension

**LRT Buildout  
Phase IIB**

**Board Strategic  
Priority**

II: Manage System Development & Maintain Infrastructure

**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.

**Status**

All of the rail has been delivered to the rail storage location in Rowlett, Texas. Contract closeout is in progress.

**Issues**

None



# Systems - Traction Power Substations

## LRT Buildout Phase IIB

<b>Board Strategic Priority</b>	II: Manage System Development & Maintain Infrastructure
<b>Description</b>	This work effort is included in the Traction Power Substations (TPSS) Phase IIA contract as contract options. As in Phase IIA, TPSSs are required to provide power for the light rail systems. A TPSS is normally installed approximately every 1 to 1.5 miles along the LRT right-of-way. Phase IIB (Irving and Rowlett Extension Lines) will require 14 TPSSs.
<b>Status</b>	<p>Notice to Proceed (NTP) was issued to Siemens Transportation Systems, Inc., on November 4, 2009.</p> <p>The first seven (7) substations required for Line Sections I-1, I-2, and R-1 are in production and in various states of the fabrication.</p>
<b>Issues</b>	None

# Systems – SCS/OCC Modifications

## LRT Buildout Phase IIB

<b>Board Strategic Priority</b>	II: Manage System Development & Maintain Infrastructure
<b>Description</b>	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.
<b>Status</b>	A change agreement resolving the schedule issue is in the DART signature process.
<b>Issues</b>	A change agreement resolving the Irving 1 and 2 dates for access, testing, and completion has been crafted after negotiation with the SCS/OCC contractor. Change is being held pending final confirmation of access dates.

# Systems – Fare Collection Equipment

**LRT Buildout  
Phase IIB**

---

<b>Board Strategic Priority</b>	II: Manage System Development & Maintain Infrastructure
<b>Description</b>	Ticket vending machines (TVMs) are being purchased for Phase IIA stations. The contract includes options to purchase additional TVMs for the Phase IIB stations.
<b>Status</b>	<p>The options have not been exercised for Phase IIB at this time.</p> <p>Discussions are on hold until other deployment dates are settled.</p>
<b>Issues</b>	None

# Systems - Passenger Emergency Calls (PECs)

**LRT Buildout  
Phase IIB**

<b>Board Strategic Priority</b>	I: Strive to Exceed Customer Expectations II: Manage System Development & Maintain Infrastructure
<b>Description</b>	PEC units allow customers to contact either 911 directly for emergencies or DART Customer Service for route/schedule information.
<b>Status</b>	<p>All required units were delivered to DART on October 14, 2008, and are being stored until required by the design-builder.</p> <p>Current Blue Line (Rowlett Corridor) schedule shows installation starting in June 2011.</p> <p>Current Orange Line (I-1/I-2 Corridor) schedule shows installation starting in April 2011.</p>
<b>Issues</b>	The manufacturer notified DART of a potential electrical issue with the PEC units that have been delivered. The Maintenance Department is in the process of shipping all units back to the manufacturer for retrofit at no cost to DART. Seventy-two of the one hundred units were shipped to the manufacturer in late September 2009 and returned to DART in October 2009.

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

**LRT Buildout  
Phase IIB**

<b>Board Strategic Priority</b>	II: Manage System Development & Maintain Infrastructure
<b>Description</b>	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.
<b>Status</b>	Manufacturing of the option order of 23 SLRVs is underway. Delivery of the first option vehicle is anticipated in November 2010. Delivery of the remaining 22 option vehicles will continue through early spring of 2011.
<b>Issues</b>	None

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

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

**Status** Systems Integration continues to address 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

# Level Boarding Modifications For Outlying Stations

**LRT Buildout  
Phase IIB**

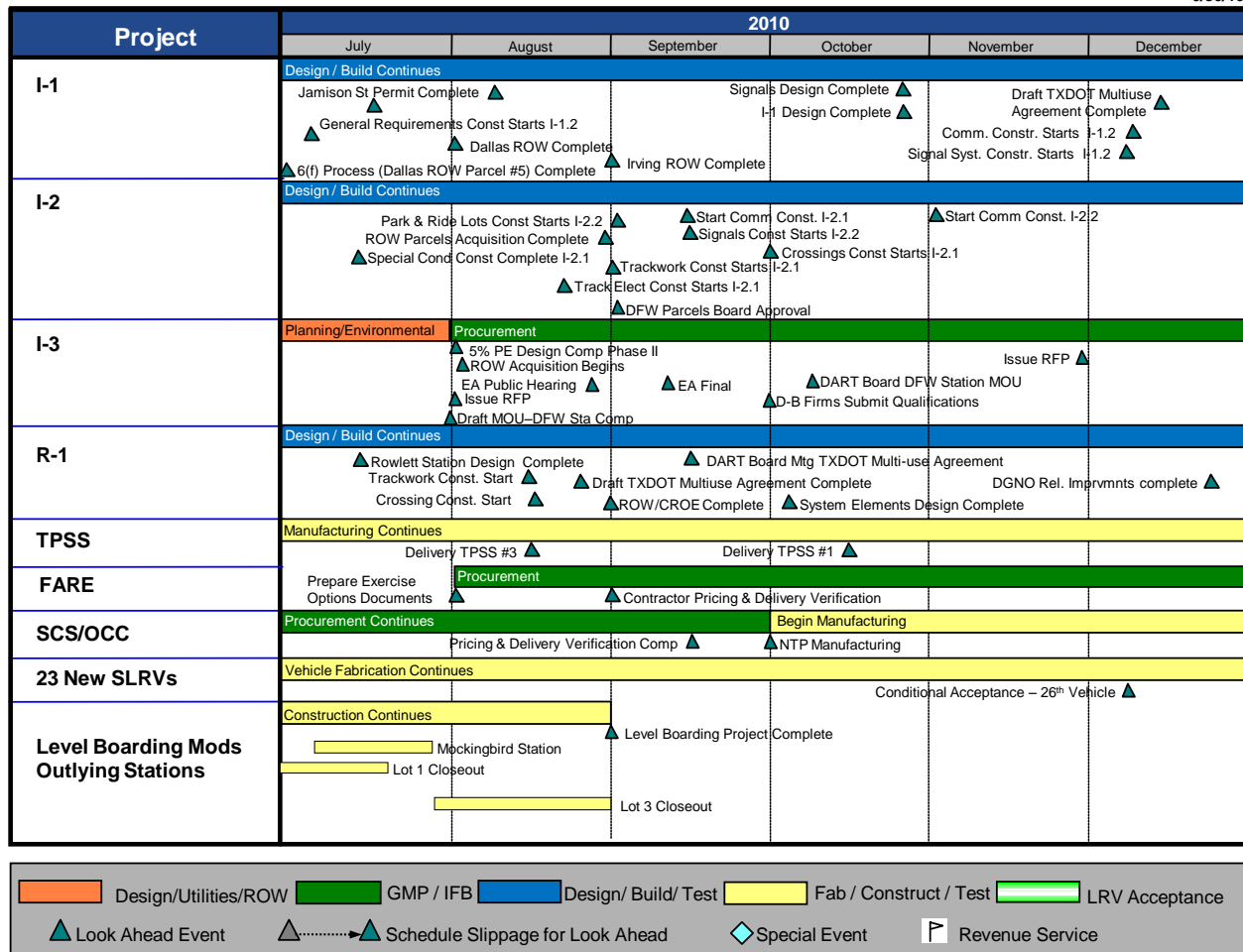
<b>Board Strategic Priority</b>	I: Strive to Exceed Customer Expectations II: Manage System Development & Maintain Infrastructure
<b>Description</b>	This project will modify Starter System and Buildout Phase I LRT station platforms to accommodate the level boarding mode of operation.
<b>Status</b>	NTP was issued March 20, 2009. All stations are complete except for Mockingbird Station, which is scheduled for July 2010.
<b>Issues</b>	Additional waterproofing was added to Union Station to assist in mitigating existing tunnel leaks. In addition, Union Station was expedited and accelerated due to coordination with recently scheduled public events. Union Station also experienced several differing site condition changes.

# Facilities - Six-Month Look Ahead

## LRT Buildout Phase IIB

### LRT Buildout Phase IIB Six Month Look Ahead

6/30/10





# Change Control Summary

## LRT Buildout Phase IIB

Light Rail Transit Buildout Phase IIB - Change Control Summary

Rail Section/ Contract Package		Consultant/ Contractor	Approved Contract Amount	Approved Contingency/ Allowance	Total Approved Amount	(note c) Executed Changes	Current Contract Value	Remaining Contingency/ Allowance	Percent Contingency Used	Percent Contract Comp.	Summary of Activity This Period & Comments (June 2010)
			(A)	(B)	(C=A+B)	(D)	(E=A+D)	(F=B-D)	(G=D/B)	Note a	
Design/CM	Track 3 C-1013219-01	Track 3 Joint Venture Various + 11&2+Rowlett	\$27,664,439 Daob \$1,502,678 from base and \$180,666 from contingency from FY08 AWP	\$386,377	\$28,050,816	\$0	\$27,664,439	\$386,377	0	56%	Note b
Irving 1 & 2	Irving 1-2 DB C-1014614-01	KSVFP JV Irving 1 & 2	\$430,164,910	\$17,207,000	\$447,371,910	\$2,658,902	\$432,823,812	\$14,548,098	15%	40%	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%	20%	Design-Build
Track Material Procurement CWR	Irving Rail Procurement C-1014938-02	L.B. Foster Irving 1, 2 & 3	\$8,920,527	\$89,205	\$9,009,732	\$22,133	\$8,942,660	\$67,073	25%	100%	
	Rowlett Rail Procurement C-1014938-01	Progeessive Rail Services Rowlett	\$3,394,300	\$33,943	\$3,428,243	\$0	\$3,394,300	\$33,943	0%	100%	
Systems	TPSS DFI C-1012105-01/02	Siemens Transportation Systems, Inc.	\$17,096,095	\$170,961	\$17,267,056	\$0	\$17,096,095	\$170,961	0%	13%	
Systems	Fare II Pending	GFI Genfare Systems, Inc.	\$0	\$0	\$0	\$0	\$0	\$0	0%	0%	
Systems	SCS OCC C-1009337-01	GE Advanced Comm. Systems	\$5,264,885	\$421,191	\$5,686,076	\$0	\$5,264,885	\$421,191	0%	1%	
Vehicle	SLRV Procurement (23) C-1013706-01	Kinkisharyo International	\$126,730,327	\$2,843,881	\$129,574,208	-\$38,680	\$126,691,647	\$2,882,561	-1%	3%	
Level Boarding Outlying	Level Boarding Outlying Sta. C-1016053-01	Phillips May Corporation	\$4,043,333	\$323,467	\$4,366,800	\$0	\$4,043,333	\$323,467	0%	63%	
TOTALS:			\$816,297,823	\$28,990,025	\$845,287,848	\$2,642,354	\$818,940,177	\$26,347,671			

Legend: % Contingency >= 70%

- Notes:
- a) Percent contract complete based on work in place value.
  - b) The professional services contracts are negotiated through annual workplans (AWP) ; amounts reflected on this report represent Total Board Authorized Not-to-Exceed
  - c) The dollars shown in executed contract modifications are based on project controls physical possession of a copy of the executed document.

**LRT BUILDOUT**  
**PHASE III**

# Dallas Central Business District (CBD) D2 Alignment

## LRT Buildout Phase III

<b>Board Strategic Priority</b>	II: Manage System Development & Maintain Infrastructure
<b>Description</b>	This project establishes a second light rail transit (LRT) line through Downtown Dallas by connecting two points: Victory Station and the Green Line (Good Latimer/Elm St. intersection). It will double the LRT capacity through Downtown Dallas, relieving congestion on the existing Bryan/Pacific Transit Mall.
<b>Status</b>	The Public Hearings were held on May 6, 2010. Public comments received there and through May 17, 2010, will be part of the official AA/DEIS record.
<b>Issues</b>	Because the FTA-approved travel demand model for final forecasts and SUMMIT results has been unavailable, an alternative forecasting approach is being developed to provide the DART Board with sound ridership forecasts. DART is pursuing federal funding for continued Alternatives Analysis work that would respond to suggestions made during the AA/DEIS Comment Period.

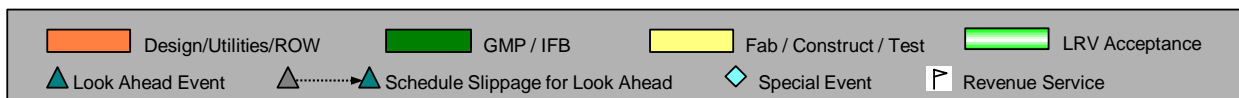
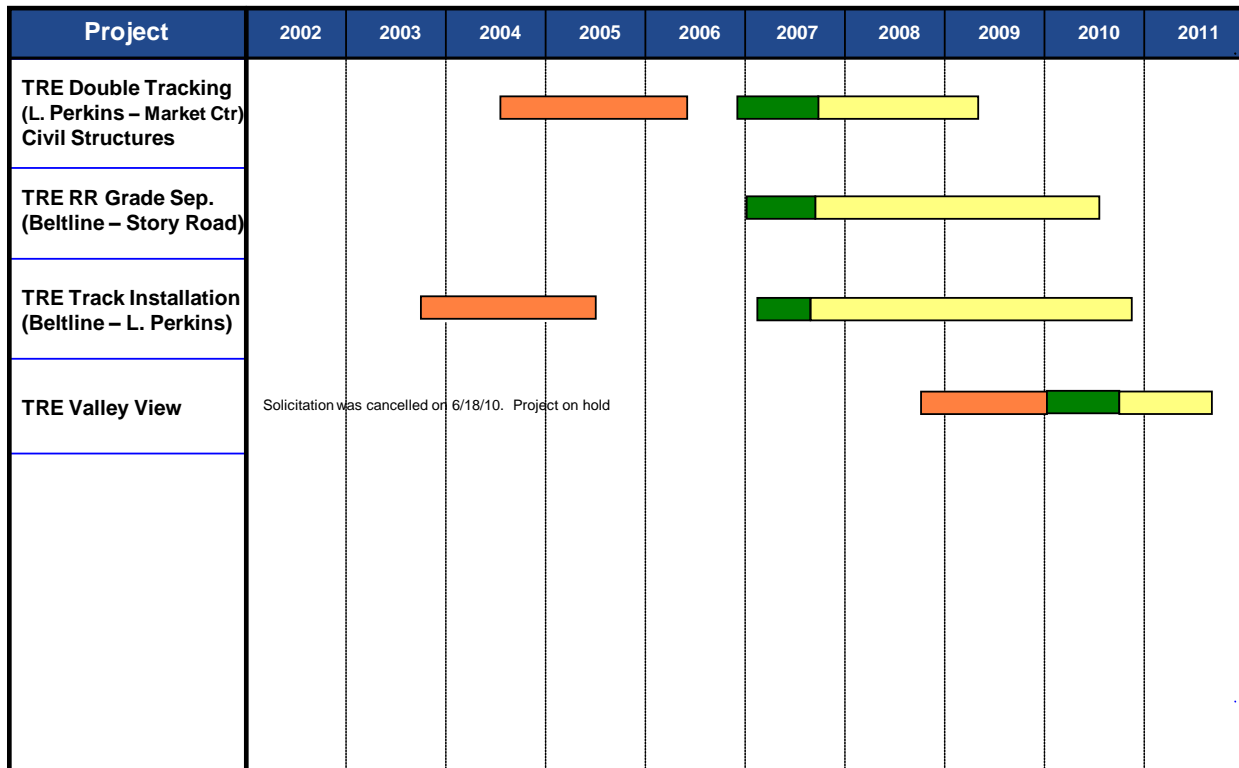
**COMMUTER  
RAIL**

# Summary Working Schedule

**Commuter Rail**

## Commuter Rail Summary Working Schedule

6/30/10



# Cost Summary

## Commuter Rail

<b>COMMUTER RAIL Cost Summary (in millions of dollars)</b>			
	<b>Control Budget <sup>(2)</sup></b>	<b>Current Commitment <sup>(2)</sup></b>	<b>Expended to Date <sup>(1)</sup></b>
Belt Line Road Grade Separation	\$ 70.5	\$ 68.8	\$ 65.3
Valley View <sup>(3)</sup>	14.4	3.0	1.2

1) Expended to date values reflect activity through 5/31/10, as reported on DART's General Ledger.

2) Control Budget and Current Commitment reflect activity through 6/30/10.

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

# Belt Line Road Grade Separation

Commuter  
Rail

## Board Strategic Priority

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

## Description

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

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

## Status

Median work continues on the north and south side of Belt Line Road.

## Issues

Cracking is visible on certain portions of the bridge. Both the designer and construction contractor have been notified of the nonconformance and investigations have begun.

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

**Commuter  
Rail**

**Board Strategic  
Priority**

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

**Description**

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

**Status**

Closeout paperwork is complete and contract is closed.

**Issues**

None



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

---

**Commuter  
Rail**

**Board Strategic  
Priority**

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

**Description**

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

**Status**

Remaining work continues for the Belt Line Road project.

**Issues**

None

# Valley View to West Irving Double Tracking

Commuter  
Rail

## Board Strategic Priority

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

## Description

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

## Status

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

## Issues

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

# Track Materials Procurement for TRE Valley View Project

Commuter  
Rail

**Board Strategic  
Priority**

II: Manage System Development & Maintain Infrastructure

**Description**

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

**Status**

NTP was issued to the contractor in August 2009. Material delivery has been completed. Contract closeout is in process. Closeout is anticipated to complete in August 2010.

**Issues**

None









# Six-Month Look Ahead

**Commuter  
Rail**

## Commuter Rail Six Month Look Ahead

6/30/10

Project	2010					
	July	August	September	October	November	December
<b>TRE Double Tracking (L. Perkins – Market Ctr) Civil Structures</b>	All Construction Completed 4/9/09					
<b>TRE RR Grade Sep. (Beltline – Story Road)</b>	Construction Continues Const MS "G" Complete Const MS "A" Complete					
<b>TRE Track Installation (Beltline – L. Perkins)</b>	Installation Continues Const MS "A" Complete All Work Const MS "D" Complete Work					
<b>TRE Valley View</b>	Solicitation was cancelled on 6/18/10. Rail Manufacturing/Delivery Completed 3/31/10					

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

# Change Control Summary

## Commuter Rail

### Commuter Rail - Change Control Summary

Facility/ Contract Package		Consultant/ Contractor	Approved Contract Amount	Approved Contingency Allowance	Total Approved Amount	(note b) Executed Changes	Current Contract Value	Remaining Contingency Allowance	Percent Contingency Used	Percent Contract Comp.	Summary of Activity This Period & Comments (June 2010)
			(A)	(B)	(C=A+B)	(D)	(E=A+D)	(F=B-D)	(G=D/B)	Note a	
TRE	Belt Line-Story Grade Separation C-1012696-01	McCarthy Building Companies	\$43,006,362	\$3,685,753	\$46,692,115	\$3,343,301	\$46,349,663	\$342,452	91%	99%	
			Increased contingency by \$245,244 per Board Resolution 080164								
TRE	TRE Lisa-Perkins Construction C-1012966-01	Austin Road and Bridge	\$2,910,060	\$87,302	\$2,997,362	\$51,019	\$2,961,079	\$36,283	58%	100.1%	
TRE	TRE LP/BL-S Trk Mtl Procure/Install C-1012577-01	Herzog	\$11,494,170	\$344,822	\$11,838,992	\$225,355	\$11,719,525	\$119,467	65%	87%	
TRE	TRE Valley View Bridge & Double Tracking Construction Pending	Pending	\$0	\$0	\$0	\$0	\$0	\$0	0%	0%	
TRE	TRE Valley View Bridge & Double Tracking Track Material C-1016855-01	Progress Rail Services	\$1,261,356	\$37,841	\$1,299,197	-\$16,530	\$1,244,826	\$54,371	-44%	0%	
TOTALS:			\$58,671,948	\$4,155,718	\$62,827,666	\$3,603,145	\$62,275,093	\$552,573			

Legend: % Contingency >= 70%

Notes: a) Percent contract complete based on work in place value.  
b) The dollars shown in executed contract modifications are based on project controls physical possession of a copy of the executed document.

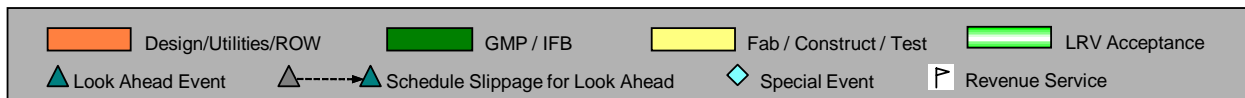
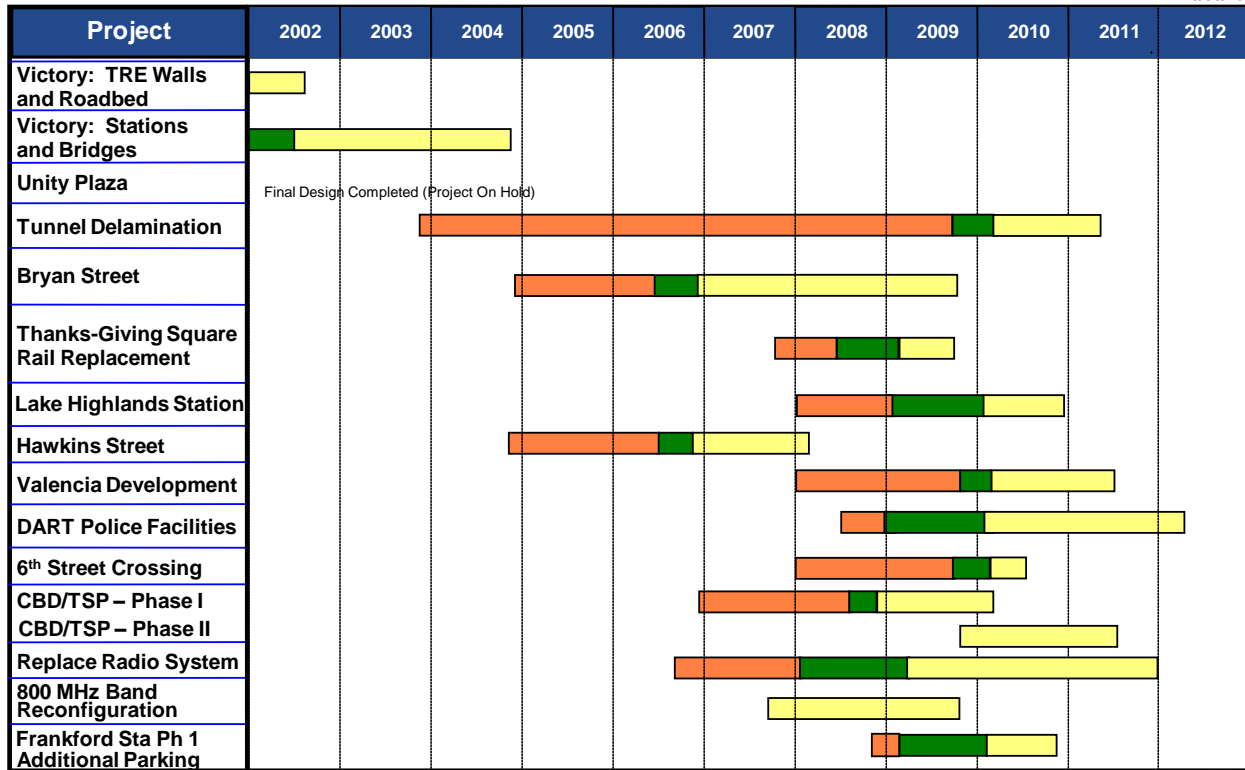
**ADDITIONAL  
CAPITAL  
DEVELOPMENT**

# Summary Working Schedule

Additional Capital Development

## Additional Capital Development Summary Working Schedule

6/30/10



# Cost Summary

## Additional Capital Development

<b>ADDITIONAL CAPITAL DEVELOPMENT</b> <b>Cost Summary</b> <b>(in millions of dollars)</b>			
	<b>Control Budget <sup>(4)</sup></b>	<b>Current Commitment <sup>(4)</sup></b>	<b>Expended to Date <sup>(1)</sup></b>
Victory Station Project <sup>(2)</sup>	\$79.0	\$ 84.7	\$84.4
Unity Plaza	0.0	0.9	0.9
Tunnel Delamination	4.5	3.5	2.5
Bryan Street <sup>(3)</sup>	30.8	28.0	22.5
Hawkins Street	23.2	23.7	22.0
Thanks-Giving Square Rail Replacement	1.9	1.7	1.7
Lake Highlands Station	13.4	9.8	2.7
DART Police Facilities	35.0	22.6	7.9
Monroe Shops – Pre-Development	1.7	1.7	0.4
Frankford Road Additional Parking	7.1	3.7	2.8

- 1) Expended to Date values reflect activity through 5/31/10, 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 6/30/10.



# NW-1A/Victory Station Project

Additional Capital Development

## Board Strategic Priority

II: Manage System Development & Maintain Infrastructure

### 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 was sent back to District Court. DART is not a party to this litigation. District hearing was held in May 2009. Judge issued a Decision after Hearings to clarify liability. Appeals have been filed by both parties and the matter is now at the Court of Appeals.

**Board Strategic  
Priority**

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

**Description**

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

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

**Status**

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

**Issues**

The coordination with the other stakeholders is ongoing.

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

# North Central Tunnel Delamination Repair & Monitoring

Additional Capital  
Development

## Board Strategic Priority

II: Manage System Development & Maintain Infrastructure

## Description

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

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

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

## Status

The contractor has been given NTP and has commenced early submittal activities. High rail vehicle retrofit is in progress. It is anticipated that the contractor will begin construction in mid-July 2010.

Long-term monitoring plan is scheduled for submittal in July 2010.

## Issues

None

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

**Additional Capital  
Development**

## **Board Strategic Priority**

II: Manage System Development & Maintain Infrastructure

## **Description**

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

## **Status**

Punch list work for civil construction is nearing completion.

## **Issues**

A fiber optic cable installed by TxDOT conflicted with grading of access roads. The contractor's request for equitable adjustment has been negotiated.

Premature rail wear is being experienced in this section. Investigation is ongoing to determine the cause.

# Track Materials Procurement - Bryan/Hawkins Junction

---

**Additional Capital  
Development**

**Board Strategic  
Priority**

II: Manage System Development & Maintain Infrastructure

**Description**

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

**Status**

Contract is closed.

**Issues**

None

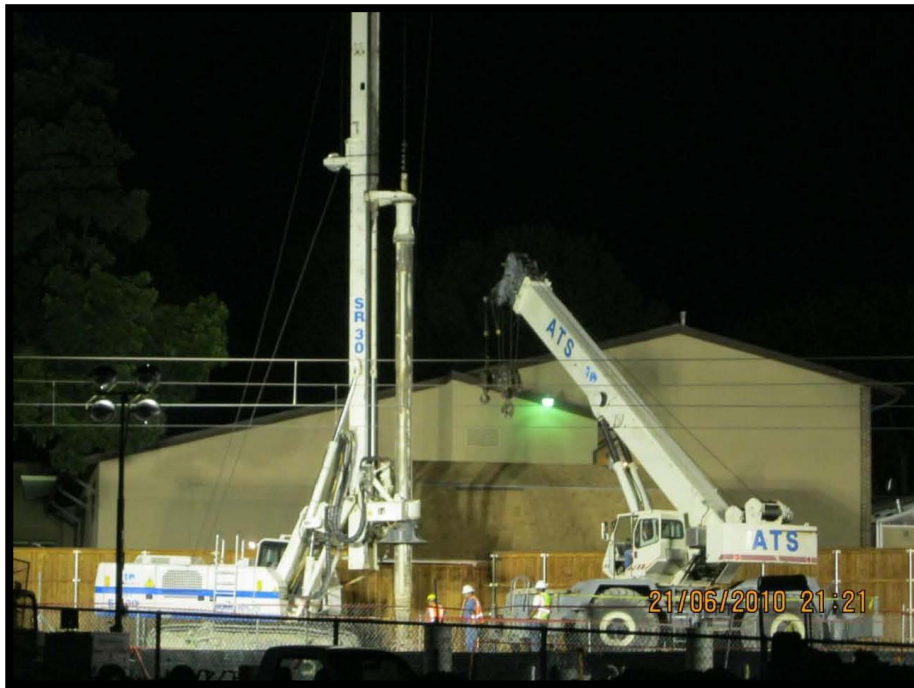
# Thanks-Giving Square Rail Replacement

**Additional Capital  
Development**

---

<b>Board Strategic Priority</b>	II: Manage System Development & Maintain Infrastructure
<b>Description</b>	This project will replace the rail and girder rail along the curve adjacent to Thanks-Giving Square in the CBD.
<b>Status</b>	Closeout is nearing completion.
<b>Issues</b>	None

<b>Board Strategic Priority</b>	II: Manage System Development & Maintain Infrastructure
<b>Description</b>	Lake Highlands Station will be located at the northwest corner of Walnut Hill and White Rock Trail along the existing Northeast Corridor, between White Rock Station and LBJ/Skillman Station.
<b>Status</b>	<p>The Lake Highlands project is being designed and constructed in two parts.</p> <p><b><u>Contract 1 – Station Construction</u></b> NTP was issued to Journeyman Construction on January 14, 2010. The contractor has completed demolition of the existing ballast wall on the west and east sides of the tracks, as well as demolition of the sound wall on the east side. Installation of 36” storm sewer and drilling and placement of 18” and 36” platform piers is complete. Installation of underground mechanical (platform drainage) on the west side of the tracks is in process. Sample mock-ups of precast planks have been prepared.</p> <p><b><u>Contract 2 – Walnut Hill Lane Access</u></b> NTP is anticipated in July 2010.</p>
<b>Issues</b>	<p>Adjacent property owners and the neighborhood have expressed concerns regarding the construction, which are being handled on a case-by-case basis.</p> <p>There are concerns working around an operating line section that are being addressed with each construction activity.</p>



**Pier Drilling on East Side**



**Station Platform Piers on West Side**



**Board Strategic  
Priority**

II: Manage System Development & Maintain Infrastructure

**Description**

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

**Status**

SMR has been held. Final comments are being incorporated.

Final contract packaging is ongoing. Procurement requisition for construction had been cancelled, but now has been reinstated by the Procurement Department. DART is awaiting the final design package from the developer.

**Issues**

DART could not move forward to establish a contract for the on-site work until the agreement for funding of construction and design support during construction was finalized. Agreement has been signed and contract preparation is underway.

The schedule to bid and award the contract and construct the crossing is tight. Crossing work must be complete by June 30, 2011.

### Board Strategic Priority

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

### Description

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

### Status

#### Monroe Shops

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

#### Contract 1 – Demolition and Major Structures

Contract was substantially completed on March 17, 2010, and is in the closeout process. The contractor has completed the punch list and is beginning the closeout process.

#### Contract 2 – General Construction

Electrical, raised floor, HVAC, dry wall frames, fire sprinklers, and plumbing work is underway. Masonry contractor is on-site preparing mock-ups for approval.

#### Contract 3 – Finish-Out

Bids were received in April 2010, and the Board approved the construction contract on May 11, 2010. Pre-construction meeting was held on June 28, 2010. Work is scheduled to commence in July 2010.

#### Northeast Police Substation and K-9 Facility

The contract was presented to the Rail Program Committee for approval on April 27, 2010, but was rescheduled for additional review, justification of project cost, and scope reduction. The project has been re-scoped to reduce project costs.

#### Northwest Police Substation

This project was re-scoped. The SMR for the re-scoped project was held on May 11, 2010. SMR comments are being incorporated. The construction documents have been completed. Alternative sites are being studied to reduce project costs.

### Issues

DART obtained a minor amendment to the Planned Development District (zoning) plans for the DART Police Headquarters (Monroe Shops) on May 6, 2010, and the Northeast Substation (Skillman and LBJ) minus the K-9 Facility on May 20, 2010. The Dallas Planning Commission approved a minor PD amendment to include the K-9 Facility with the Northeast Substation. DART is managing these processes to reflect any possible impacts to the projects' schedules.

DART is coordinating with Oncor for a development plan for Monroe Shops on Oncor's land and easements.

**Stairwell Between 2nd & 3rd Floors**



**Supports for Building Exterior**

# Frankford Station Additional Parking

**Additional Capital  
Development**

**Board Strategic  
Priority**

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

**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 920 parking spaces. However, it is only required that 450 spaces be available within six months of opening day for the North Carrollton/Frankford Station in December 2010. The remainder of the spaces will be developed on an as-needed basis in accordance with the established ordinance.

**Status**

The contractor has completed demolition and earthwork activities. Installation of CCTV conduit is complete. The contractor is continuing installation of light pole foundations and electrical circuit. Construction of Frankford Drive turn lanes into the parking lot has begun. The contractor has begun installation of irrigation sleeves.

**Issues**

The contractor has notified DART of differing site conditions, which are under review.

The contractor has provided notice to DART of increased cost due to Oncon easement requirements, which is under review.



# Frankford Station Additional Parking

Additional Capital  
Development



Grading & Light Pole Foundations

Acceleration Lane on Eastbound Frankford Rd.



# CBD/ Traffic Signal Priority (TSP) System

**Additional Capital  
Development**

## **Board Strategic Priority**

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

## **Description**

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

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

## **Status**

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. COD is evaluating a couple of UPS options for DART purchase and installation. UPS package is in Procurement and they are seeking qualified vendor and contractor to provide complete UPS system.

Location of IR detectors was identified at Pearl and St. Paul stations for detecting two- and three-car SLRVs.

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

DART staff extended the contract with Texas Transportation Institute (TTI), CBD/TSP System project contractor. The extension includes additional simulation for LRT junction's integration with the TSP system.

**Status (Continued)** DART staff identified several time-saving ideas that, if implemented, will enhance SE Junction mobility. Additional detection was identified at inbound Pearl Station to be shared with Rail Program Development (RPD) designer to allow 10S signal to release train toward Pearl once the train at Pearl is detected to move out of the Pearl Station.

**Issues** DART team marked the final location of the TWC for future operation for the contractor (Mass Electric – MEC) to install at St. Paul, Akard, and West End stations. All TWC loops have been installed by MEC and tested by DART staff for 2010 phase II use. DART is awaiting COD interface to the traffic signal controller. DART RPD will work with Maintenance to adjust Pearl Station TWC locations for future operations. City of Dallas requested that the installed TWC get activated after the December 2010 Green Line opening.

Two joint meetings took place with DART Information Technology/Information Technology Systems (IT/ITS) group, RPD and Operations to create scope of work and functional requirements to integrate Northwest Junction and TSP system together to improve system efficiency. IT/TSP group made proposals to improve the Southeast Junction geometric operation and provide seamless integrations of both TSP and junctions. The technical committee approved the implementation of the Crockett Pocket solution using temporary hard wire connection while permanent software upgrade is being developed.

Two main City requirements were defined to aid the exchange of information between Northwest Junction and TSP system. These will allow COD the ability to react to train arrival at Houston Street. The first requirement is that all inbound trains from Victory and Union stations will send 40 seconds advanced notice of train arrival to Houston Street traffic signal controller. The second City requirement is for all outbound trains to receive 20 seconds advanced notice of junction lock to the traffic controller at Market Street.

# Agency-Wide Radio & Related Communications Systems Replacement

Additional Capital Development

## Strategic Plan Consideration

II: Manage System Development & Maintain Infrastructure

### Description

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

### Status

Detailed vehicle surveys were conducted in February 2010, culminating with draft installation concept drawings for all bus types. The overall approach has been reviewed and tentatively approved by DART.

As of June 2010, 20 Control Stations, 1,820 portables and 350 mobile radios and associated equipment have been delivered to the contractor's (Harris) facility in Rowlett, Texas. Thirteen base stations, racks, and assorted control equipment have arrived from Lynchburg, VA, following successful Factory Acceptance Tests (FAT) on May 24-27, 2010.

The first 11 non-revenue vehicle installations were completed week of March 26, 2010. User evaluation of these initial units has resulted in some issues being discovered with the 800MHz mobile radios. A software fix corrected most, but one issue still remains which will prevent continued deployment. (See issue below.)

About 75% of all Installation Work Plans (IWP) for equipment installation and numerous DART facilities have been approved. The RRP Internet Protocol (IP) Network will be installed at the first 10 sites during the last two weeks of July 2010.

DART Real Estate has successfully helped the RRP project obtain permits/zoning to install new radio towers at Trinity Mills (Carrollton) and Buckner (Dallas). The final tower location at Arapaho (Richardson) is not yet finalized. (See issue below.)



# Agency-Wide Radio & Related Communications Systems Replacement

**Additional Capital Development**

**Issues** Evaluation of the first 11 non-revenue vehicle mobile radio installations (800MHz) has discovered a “squench” issue which causes a mobile radio to, on rare occasions, receive a radio frequency (RF) signal but not pass it to the audio speaker. Harris is investigating. NOTE: This problem is only an issue during interim/cut-over phase when new equipment must operate with existing DART legacy radios.

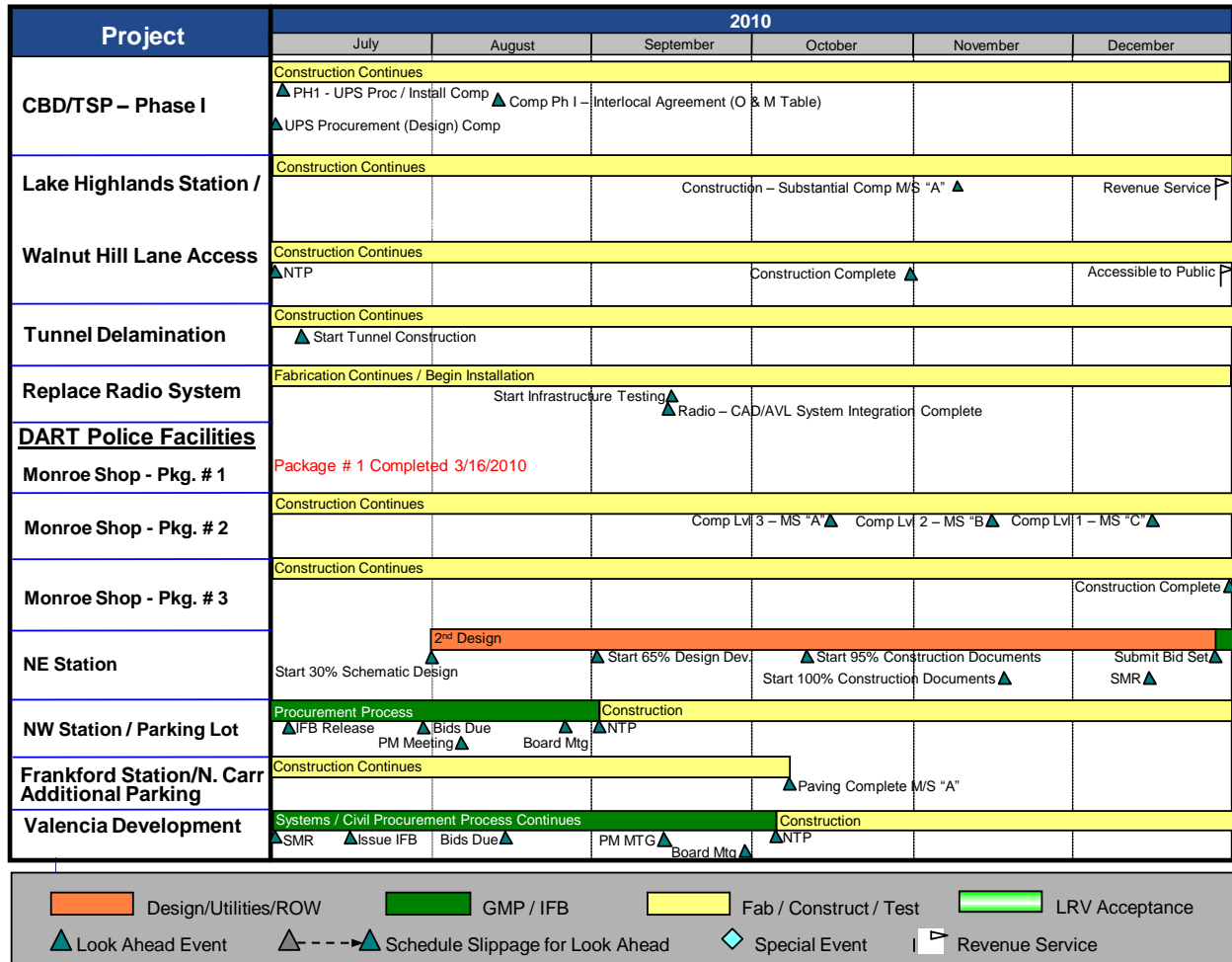
City of Richardson has asked for research on using an existing tower at Sherman Street (not DART owned), and five other candidate commercial building top sites, instead of a new tower at Arapaho TPSS/Communications House Site. DART is collecting information and looking at these alternative solutions. Tentative Richardson Planning & Zoning Meeting date is July 6, 2010, to vote on Arapaho Tower application.

# Six-Month Look Ahead

## Additional Capital Development

### Additional Capital Development Six Month Look Ahead

6/30/10



# Change Control Summary

## Additional Capital Development

### Additional Capital Development - Change Control Summary

Facility/ Contract Package		Consultant/ Contractor	Approved Contract Amount (A)	Approved Contingency Allowance (B)	Total Approved Amount (C=A+B)	(note c) 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 b	Summary of Activity This Period & Comments (June 2010)
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 Mode Closeout Pending Litigation Settled
Mise Facilities	NC-1 Tunnel Delamination C-1017790-01	Gibson & Associates	\$728,850	\$109,328	\$838,178	\$0	\$728,850	\$109,328	0%	0%	
Unity Plaza	Design C-1003727-01	RTKL Assoc.	\$1,053,766	\$105,377	\$1,159,142	\$0	\$1,053,766	\$105,377	0%	100%	Design complete
	Construction TBD	TBD	\$0	\$0	\$0	\$0	\$0	\$0	0%		IFB deferred
Thanksgiving Square Rail Mtl.	Rail Procurement C-1015411-01	Progress Rail Services	\$289,254	\$14,463	\$303,717	\$8,800	\$298,054	\$5,663	61%	100%	
Thanksgiving Square Const.	Rail Replacement C-1015926-01	Herzog	\$1,074,882	\$85,991	\$1,160,873	\$0	\$1,074,882	\$85,991	0%	106.3%	
Bryan/Hawkins Construction	Construction C-1007571-01	Archer/Western Brunson/Carcon	\$35,893,496	\$1,823,750	\$37,717,246	\$1,172,554	\$37,066,050	\$651,196	64%	Note a	
Bryan/Hawkins Track Material	Lots 1 & 2 C-1009684-01	Progressive Rail	\$2,761,480	\$110,460	\$2,871,940	-\$78,359	\$2,683,121	\$188,819	-71%	99%	
CCTV	CCTV	Calence, LLC	\$3,450,580	\$345,208	\$3,795,788	\$0	\$3,450,580	\$345,208	0%	24%	
Equipment - Fixed	C-1016547-02										
DART Police Facilities Package 1	C-1017045-01	Phillips/May Corporation	\$3,797,333	\$493,653	\$4,290,986	\$489,092	\$4,286,425	\$4,561	99%	99%	
DART Police Facilities Package 2	C-1017779-01	Phillips/May Corporation	\$13,074,333	\$1,699,663	\$14,773,996	\$101,867	\$13,176,200	\$1,597,796	6%	3%	
DART Police Facilities Package 3	C-1018394-01	Journeyman	\$1,264,950	\$101,196	\$1,366,146	\$0	\$1,264,950	\$101,196	0%	0%	
Lake Highlands Station	Construction C-1016649-01	Journeyman	\$6,926,292	\$554,103	\$7,480,395	\$0	\$6,926,292	\$554,103	0%	4%	
Walnut Hill Lane Access to Lake Highlands	Construction C-1018841-01	CP8 Civil LLC	\$382,050	\$38,205	\$420,255	\$0	\$382,050	\$38,205	0%	29%	
Frankford Sta Addl Parking	C-1016965-01	Omega Contracting Base plus Option 2	\$2,884,803	\$230,776	\$3,115,579	\$44,868	\$2,929,671	\$185,908	19%	17%	
TOTALS:			\$88,192,180	\$7,311,560	\$95,503,740	\$4,046,437	\$92,238,617	\$3,265,123			

Legend: % Contingency >= 70%

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



# **DALLAS AREA RAPID TRANSIT**

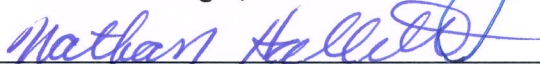
## **QUARTERLY INVESTMENT REPORT**

**As Of**  
**June 30, 2010**

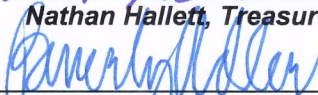
***Submitted by Authorized Investment Officers  
in Accordance with  
the Public Funds Investment Act***



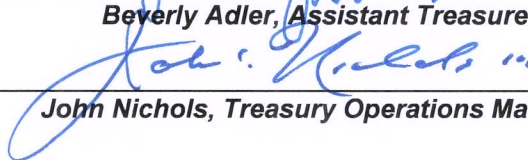
**David Leininger, Chief Financial Officer**



**Nathan Hallett, Treasurer**



**Beverly Adler, Assistant Treasurer**

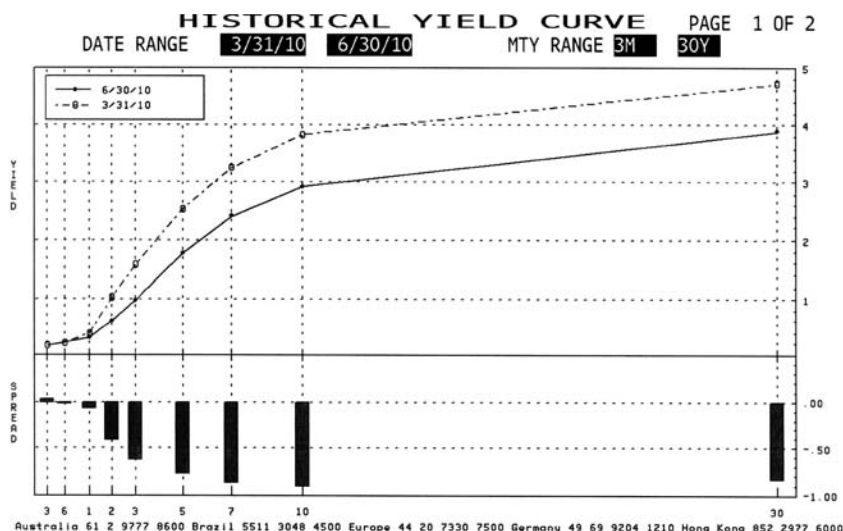


**John Nichols, Treasury Operations Manager**

***Prepared by Treasury Reporting  
July 17, 2010***



Prepared by Treasury Reporting



### Rate Tracker

Short-Term	↓ 2 bp
Intermediate	↓ 66 bp
Long-Term	↓ 86 bp

### Portfolio Performance

Aggregate Yield	↑ 0.02% to 0.69%
Benchmark	↓ 0.26% to 0.31%

### DART Commercial Paper

Change During Quarter	\$0 M
Current Outstanding	\$150 M
Rate Change in Qtr.	↑ 0.06 %
Average Rate	0.37 %
Avg. Issue Days to Mat.	150

### Market Overview

The yield curve slope remained essentially the same. Throughout the quarter, average intermediate and long-term rates were under consistent pressure and decreased by 66 & 86 basis points during this time.

Federal Open Market Committee policy continues to focus on maintaining historically low interest rates in an effort to foster economic growth vital to any recovery. The consensus is that there is little chance that interest rates will be increased until well into 2011. Investment strategy for the Operating fund will remain focused on shorter maturities.

### Investment Strategies

<b>Insurance Fund:</b>	laddered maturities; manage so as to replace called/matured investments
<b>Financial Reserve Fund:</b>	laddered maturities; manage so as to replace called/matured investments
<b>RTR Funds:</b>	100% money market investment
<b>Debt Service Fund:</b>	seek investment maturities tied to required semi-annual payments; 100% in money market funds until the spread widens between these funds and shorter-term agencies.
<b>Bond SEAF:</b>	laddered maturities through December 2010, supplemented by money-market funds

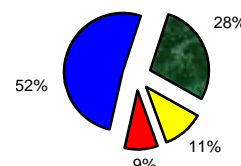
### DART Commercial Paper & Bond Programs

Current forecasting does not project a need for additional commercial paper issuance until January 2011.

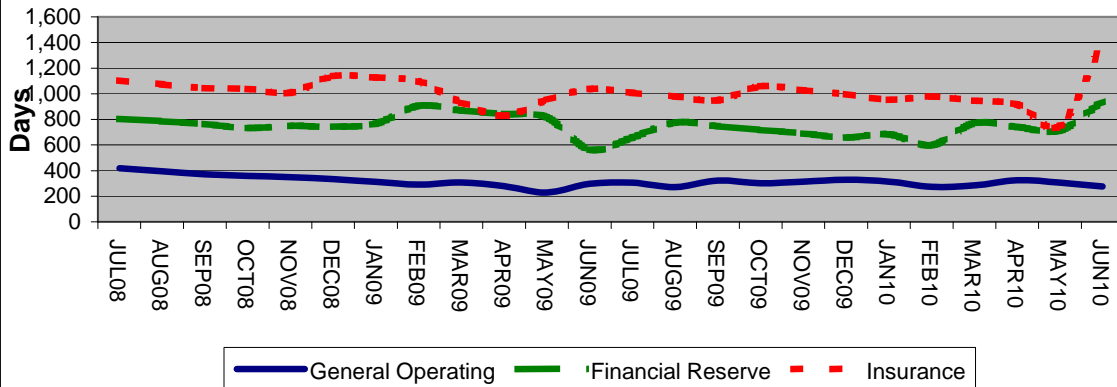
Investment Portfolios		(compliance)	
General Operating	\$ 512,232,714	56%	Yes
Financial Reserve	\$ 22,680,931	2%	Yes
Master Insurance	\$ 13,729,848	2%	Yes
Debt Service	\$ 22,838,469	3%	Yes
CP SEAF	\$ -	0%	Yes
Bond Fund	\$ 326,887,476	36%	Yes
	\$ 898,369,438	99%	
RTR Funds	\$ 12,490,214	1%	N/A
<b>TOTAL</b>	<b>\$ 910,859,652</b>	<b>100%</b>	

### Investments by Sector

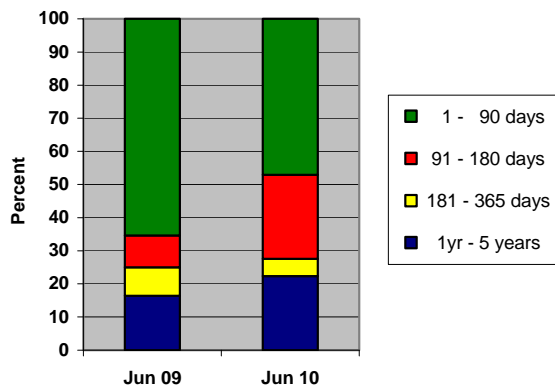
BA's & CD's	\$84,639,400
Agencies	\$467,491,009
Comm. Paper	\$254,738,883
Money Market	\$103,990,360
	<b>\$910,859,652</b>



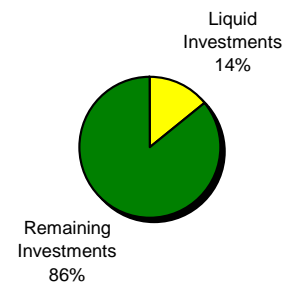
### Weighted Average Maturities



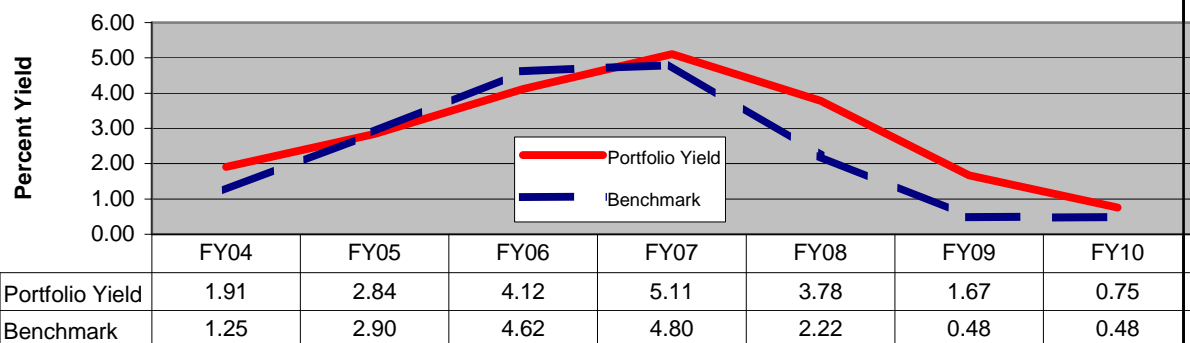
### Distribution by Maturity Sector



### Operating Fund



### Historical Portfolio Performance



# Security Transactions - Purchases by Fund

**3rd Qtr** FY10

Purchase Date	CUSIP	Security Description	Ending Par Value	Maturity Date	Call Date	Yield to Call	Ending Unamor Val/Cost	Invest Number
<b>OPERATING FUND</b>								
4/6/2010	06422TK44	Bankers Acceptance (n/a) 0.00 10/04/1	\$ 4,699,000	10/04/10	---	0.4279	\$ 4,689,077	10-0084
4/12/2010	06422TK44	Bankers Acceptance (n/a) 0.00 10/04/1	\$ 5,000,000	10/04/10	---	0.4279	\$ 4,989,792	10-0086
6/21/2010	06422TM83	Bankers Acceptance (n/a) 0.00 12/08/1	\$ 3,779,000	12/08/10	---	0.7653	\$ 3,765,616	10-0103
6/24/2010	06422TMD2	Bankers Acceptance (n/a) 0.00 12/13/1	\$ 1,690,000	12/13/10	---	0.7448	\$ 1,684,106	10-0106
6/22/2010	06422TME0	Bankers Acceptance (n/a) 0.00 12/14/	\$ 5,000,000	12/14/10	---	0.7449	\$ 4,982,257	10-0104
4/20/2010	36959JMG5	GE Capital CP (n/a) 0.00 12/16/10	\$ 5,000,000	12/16/10	---	0.4064	\$ 4,986,667	10-0090
6/23/2010	06422TMH3	Bankers Acceptance (n/a) 0.00 12/17/1	\$ 6,963,000	12/17/10	---	0.7859	\$ 6,936,639	10-0105
6/28/2010	06422TMN0	Bankers Acceptance (n/a) 0.00 12/22/1	\$ 5,000,000	12/22/10	---	0.7654	\$ 4,981,563	10-0108
6/30/2010	06422TMT7	Bankers Acceptance (n/a) 0.00 12/27/1	\$ 15,479,000	12/27/10	---	0.7859	\$ 15,419,406	10-0114
4/21/2010	3133XXY68	FHLB Callable (monthly-5) 0.625 04/21	\$ 5,000,000	04/21/11	07/21/10	0.6250	\$ 5,000,000	10-0091
4/27/2010	3133XY3M5	FHLB Callable (7/27/10-5) 0.55 04/27/1	\$ 5,000,000	04/27/11	07/27/10	0.5500	\$ 5,000,000	10-0094
4/5/2010	3133XXTR8	FHLB Callable (monthly-5) 0.625 05/06	\$ 10,000,000	05/06/11	07/06/10	0.6250	\$ 10,000,000	10-0083
6/11/2010	3133XYNA9	FHLB Step Callable (qtrly-5) 0.30 06/09	\$ 5,000,000	06/09/11	09/09/10	0.2998	\$ 5,000,000	10-0099
4/7/2010	3128X9Z94	FHLMC Step Callable (qtrly-5) 0.50 10/	\$ 5,000,000	10/07/11	10/07/10	0.6003	\$ 4,997,500	10-0085
4/26/2010	3133XXY76	FHLB Step Callable (qtrly-5) 0.50 10/26	\$ 5,000,000	10/26/11	07/26/10	0.5000	\$ 5,000,000	10-0093
6/30/2010	3133XYSF3	FHLB Step Callable (qtrly-5) 0.625 12/	\$ 5,000,000	12/30/11	09/30/10	0.6250	\$ 5,000,000	10-0110
4/12/2010	3133XXSL2	FHLB Callable (qtrly-5) 0.625 04/12/12	\$ 5,000,000	04/12/12	07/12/10	0.6250	\$ 5,000,000	10-0087
4/26/2010	3136FMLZ5	FNMA Step Callable (semi-10) 0.75 04	\$ 5,000,000	04/26/12	10/26/10	0.7500	\$ 5,000,000	10-0092
5/10/2010	3134G1AW4	FHLMC Callable (qtrly-5) 1.30 05/10/12	\$ 5,000,000	05/10/12	08/10/10	1.3000	\$ 5,000,000	10-0096
5/11/2010	3133XY4T9	FHLB Step Callable (qtrly-5) 0.625 05/	\$ 5,000,000	05/11/12	08/11/10	0.6240	\$ 5,000,000	10-0097
6/15/2010	3134G1FB5	FHLMC Step Callable (qtrly-5) 0.75 06/	\$ 5,000,000	06/15/12	12/15/10	0.7500	\$ 5,000,000	10-0100
6/29/2010	3134G1GM0	FHLMC Step Callable (qtrly-5) 0.75 06/	\$ 5,000,000	06/29/12	12/29/10	0.7500	\$ 5,000,000	10-0109
4/27/2010	3128X97C8	FHLMC Callable (10/27/10-5) 1.375 07	\$ 5,000,000	07/27/12	10/27/10	1.3750	\$ 5,000,000	10-0095
4/13/2010	3128X9V72	FHLMC Step Callable (qtrly-5) 1.00 10/	\$ 5,000,000	10/05/12	10/05/10	1.0418	\$ 4,999,000	10-0088
4/15/2010	3136FMJW5	FNMA Callable (10/15/10-10) 1.625 10	\$ 5,000,000	10/15/12	10/15/10	1.6250	\$ 5,000,000	10-0089
6/17/2010	31331JSB0	FFCB Callable (any>9/16/10-7) 1.34 12	\$ 5,000,000	12/17/12	09/17/10	1.3400	\$ 5,000,000	10-0101
6/28/2010	3133XYXB6	FHLMC Step Callable (qtrly-5) 0.75 12/	\$ 5,000,000	12/28/12	06/28/10	0.0000	\$ 5,000,000	10-0107
6/18/2010	3128X93T5	FHLMC Callable (4/15/11-5) 1.75 01/11	\$ 5,000,000	01/15/13	04/15/11	0.9008	\$ 5,034,850	10-0102
		<b>TOTAL</b>	<b>\$ 152,610,000</b>			<b>0.7444</b>	<b>\$ 152,466,472</b>	
		<b>PLUS: Accrued Interest Purchased:</b>					<b>\$ 16,507</b>	
							<b>\$ 152,482,979</b>	

## FINANCIAL RESERVE FUND

6/30/2010	3133XYXN0	FHLB Step Callable (qtrly-5) 1.25 06/30	\$ 3,500,000	06/30/14	09/30/10	1.2500	\$ 3,500,000	10-0116
6/30/2010	3136FMP32	FNMA Step Callable (qtrly-10) 1.00 12/	\$ 1,500,000	12/30/14	12/30/10	1.4028	\$ 1,497,000	10-0111
6/30/2010	3136FME83	FNMA Step Callable (qtrly-10) 1.40 06/	\$ 800,000	06/30/15	12/30/10	1.4000	\$ 800,000	10-0118
		<b>TOTAL</b>	<b>\$ 5,800,000</b>			<b>1.3102</b>	<b>\$ 5,797,000</b>	
		<b>PLUS: Accrued Interest Purchased:</b>					<b>\$ -</b>	
							<b>\$ 5,797,000</b>	

## INSURANCE FUND

6/30/2010	3133702J6	FHLB Step Callable (qtrly-5) 1.125 06/30	\$ 3,500,000	06/30/14	09/30/10	1.1250	\$ 3,500,000	10-0115
6/1/2010	3136FMTW4	FNMA Step Callable (qtrly-10) 1.50 06/	\$ 5,900,000	06/01/15	12/01/10	1.5000	\$ 5,900,000	10-0098
		<b>TOTAL</b>	<b>\$ 9,400,000</b>			<b>1.4927</b>	<b>\$ 9,400,000</b>	
		<b>PLUS: Accrued Interest Purchased:</b>					<b>\$ -</b>	
							<b>\$ 9,400,000</b>	
		<b>GRAND TOTAL</b>	<b>\$ 167,810,000</b>			<b>0.7658</b>	<b>\$ 167,679,979</b>	

# Security Transactions - Maturities & Calls

**3rd Qtr** FY10

Sale Date	Maturity Date	Security Description	Par Value	Yield to Maturity	Yield to Call	Ending Unamor Val/Cost	Invest Number
<b>OPERATING FUND</b>							
4/27/2010	MAT	04/27/10 Bankers Acceptance (n/a) 0.00 04/27/	\$ 853,000	0.3342	0.3342	\$ 851,733	10-0007-01
4/29/2010	MAT	04/29/10 Bankers Acceptance (n/a) 0.00 04/29/	\$ 901,000	0.3342	0.3342	\$ 899,646	10-0008-01
4/28/2010	MAT	04/28/10 Bankers Acceptance (n/a) 0.00 04/28/	\$ 646,000	0.3342	0.3342	\$ 645,035	10-0009-01
5/12/2010	MAT	05/12/10 Bankers Acceptance (n/a) 0.00 05/12/	\$ 1,915,000	0.3526	0.3526	\$ 1,911,723	10-0010-01
5/17/2010	MAT	05/17/10 Bankers Acceptance (n/a) 0.00 05/17/	\$ 834,000	0.3828	0.3828	\$ 832,407	10-0011-01
5/14/2010	MAT	05/14/10 Bankers Acceptance (n/a) 0.00 05/14/	\$ 567,000	0.3122	0.3122	\$ 566,194	10-0015-01
5/5/2010	MAT	05/05/10 Bankers Acceptance (n/a) 0.00 05/05/	\$ 333,000	0.3122	0.3122	\$ 332,553	10-0016-01
4/21/2010	MAT	04/21/10 Bankers Acceptance (n/a) 0.00 04/21/	\$ 464,000	0.2936	0.2936	\$ 463,469	10-0017-01
4/16/2010	MAT	04/16/10 Bankers Acceptance (n/a) 0.00 04/16/	\$ 321,000	0.2936	0.2936	\$ 320,646	10-0018-01
5/24/2010	MAT	05/24/10 Bankers Acceptance (n/a) 0.00 05/24/	\$ 475,000	0.3324	0.3324	\$ 474,269	10-0027-01
4/22/2010	MAT	04/22/10 Dexia CP (n/a) 0.00 04/22/10	\$ 10,000,000	0.2535	0.2535	\$ 9,997,847	10-0073-01
5/28/2010	MAT	05/28/10 Dexia CP 0.00 05/28/10	\$ 10,000,000	0.2739	0.2739	\$ 9,995,500	10-0082-01
5/18/2010	CAL	05/18/11 FFCB Callable (any>5/17/10-7) 1.375	\$ 5,000,000	1.2988	1.2236	\$ 5,007,500	09-0070-01
6/30/2010	CAL	06/01/11 FFCB Callable (anytime-7) 0.73 06/01	\$ 5,000,000	0.7300	0.7300	\$ 5,000,000	10-0029-01
6/30/2010	CAL	06/01/11 FFCB Callable (anytime-7) 0.73 06/01	\$ 5,000,000	0.7300	0.7300	\$ 5,000,000	10-0054-01
6/18/2010	CAL	04/19/12 FFCB Callable (anytime-7) 1.35 04/19	\$ 10,000,000	1.3500	1.3500	\$ 10,000,000	10-0055-01
6/30/2010	MAT	06/30/10 FHLB (n/a) 1.12 06/30/10	\$ 10,000,000	1.1200	1.1200	\$ 10,000,000	09-0038-01
6/30/2010	MAT	06/30/10 FHLB (n/a) 1.12 06/30/10	\$ 10,000,000	0.4409	0.4409	\$ 10,058,100	09-0138-01
6/11/2010	MAT	06/11/10 FHLB (n/a) 4.25 06/11/10	\$ 5,000,000	0.4059	0.4059	\$ 5,152,800	09-0140-01
4/8/2010	CAL	04/08/11 FHLB Callable (4/8/10-5) 0.75 04/08/1	\$ 3,000,000	0.7156	0.6597	\$ 3,001,650	09-0142-01
6/9/2010	CAL	12/09/11 FHLB Callable (qtrly-5) 1.25 12/09/11	\$ 5,000,000	1.2500	1.2500	\$ 5,000,000	10-0023-01
4/16/2010	CAL	04/16/12 FHLB Callable (4/16/10-5) 1.65 04/16/	\$ 3,000,000	1.5510	0.8012	\$ 3,006,540	10-0052-01
5/5/2010	CAL	05/06/11 FHLB Callable (monthly-5) 0.625 05/0	\$ 10,000,000	0.6250	0.6250	\$ 10,000,000	10-0083-01
6/15/2010	CAL	06/15/11 FHLB Step Callable (6/15/10-5) 0.875	\$ 5,000,000	1.3041	1.3041	\$ 5,002,600	09-0146-01
5/10/2010	CAL	05/10/11 FHLB Step Callable (5/10/10-5) 0.50 C	\$ 5,000,000	1.1647	1.1647	\$ 5,000,000	10-0004-01
6/2/2010	CAL	12/02/11 FHLB Step Callable (6/2/10-5) 0.50 12	\$ 5,000,000	1.5273	1.5273	\$ 5,000,000	10-0022-01
5/28/2010	MAT	05/28/10 FHLMC (n/a) 2.375 05/28/10	\$ 10,000,000	0.1789	0.1789	\$ 10,057,900	10-0064-01
6/15/2010	CAL	03/15/12 FHLMC Callable (qtrly-5) 1.20 03/15/1	\$ 10,000,000	1.2000	1.2000	\$ 10,000,000	10-0071-01
4/8/2010	CAL	04/08/11 FNMA Callable (4/8/10-10) 1.875 04/0	\$ 5,000,000	1.4996	1.0908	\$ 5,035,000	09-0066-01
6/16/2010	CAL	12/16/11 FNMA Step Callable (6/16/10-10) 1.10	\$ 5,000,000	1.5630	1.5630	\$ 5,018,700	10-0012-01
<b>TOTAL \$</b>			<b>143,309,000</b>	<b>0.8760</b>	<b>0.8680</b>	<b>\$ 143,631,811</b>	
<b>FINANCIAL RESERVE FUND</b>							
6/25/2010	CAL	03/15/12 FFCB Callable (anytime-7) 1.20 03/15	\$ 475,000	1.2710	1.8364	\$ 474,258	10-0036-01
6/30/2010	CAL	12/30/11 FHLMC Callable (qtrly-5) 1.125 12/30/	\$ 1,500,000	1.1329	1.1465	\$ 1,499,766	10-0040-01
6/30/2010	CAL	12/30/11 FHLMC Callable (qtrly-5) 1.125 12/30/	\$ 3,500,000	1.1889	1.2974	\$ 3,495,625	10-0046-01
<b>TOTAL \$</b>			<b>5,475,000</b>	<b>1.1803</b>	<b>1.3002</b>	<b>\$ 5,469,648</b>	
<b>INSURANCE FUND</b>							
5/20/2010	CAL	05/20/13 FFCB Callable (any>5/19/10-7) 2.50 0	\$ 5,900,000	2.5000	2.5000	\$ 5,900,000	09-0072-01
6/29/2010	CAL	12/29/11 FHLMC Callable (6/29/10-5) 2.03 12/2	\$ 3,500,000	2.0300	2.0300	\$ 3,500,000	09-0097-01
<b>TOTAL \$</b>			<b>9,400,000</b>	<b>2.2576</b>	<b>2.2576</b>	<b>\$ 9,400,000</b>	



# Security Transactions - Maturities & Calls

**3rd Qtr** FY10

Sale Date		Maturity Date	Security Description		Par Value	Yield to Maturity	Yield to Call	Ending Unamor Val/Cost	Invest Number
<b><u>BOND FUND</u></b>									
5/10/2010	MAT	05/10/10	Certificate of Deposit 0.73 05/10/10	\$	25,000,000	0.7300	0.7300	\$ 25,000,000	09-0129-01
4/1/2010	MAT	04/01/10	Barclays USA CP 0.00 04/01/10	\$	25,000,000	1.1636	1.1636	\$ 24,787,042	09-0115-01
4/1/2010	MAT	04/01/10	HSBC CP 0.00 04/01/10	\$	25,000,000	1.2252	1.2252	\$ 24,776,667	09-0118-01
4/23/2010	MAT	04/23/10	Barclay's CP 0.00 04/23/10	\$	25,000,000	1.0096	1.0096	\$ 24,815,750	09-0127-01
6/8/2010	MAT	06/08/10	DEXIA CP 0.00 06/08/10	\$	25,000,000	0.3554	0.3554	\$ 24,962,569	10-0043-01
6/18/2010	MAT	06/18/10	FHLB (n/a) 2.75 06/18/10	\$	15,000,000	0.4488	0.4488	\$ 15,277,200	09-0143-01
6/18/2010	MAT	06/18/10	FHLB (n/a) 2.75 06/18/10	\$	10,000,000	0.3935	0.3935	\$ 10,186,700	09-0148-01
6/30/2010	MAT	06/30/10	FHLB (n/a) 1.12 06/30/10	\$	20,000,000	0.3846	0.3846	\$ 20,120,600	09-0151-01
6/30/2010	MAT	06/30/10	FHLB (n/a) 1.12 06/30/10	\$	10,000,000	0.3333	0.3333	\$ 10,062,350	09-0159-01
<b>TOTAL \$</b>					<b>180,000,000</b>	<b>0.4742</b>	<b>0.4742</b>	<b>\$ 179,988,878</b>	
<b>GRAND TOTAL \$</b>					<b>338,184,000</b>	<b>0.7493</b>	<b>0.7488</b>	<b>\$ 338,490,337</b>	

# Current Portfolio - Total

3rd Qtr FY10

Security Description	CUSIP	Ending Par Value	Coupon Rate	Mat Date	Yield Matur	Call Date	Yield Call	Ending Amor Val/Cost	Ending Market Val	Purchase Date	Invest Number
Certificate of Deposit 1.00 07/01/10	BACDPF1	\$ 25,000,000	1.000	07/01/10	1.0000	---	1.0000	\$ 25,000,000	\$ 25,000,000	07/01/09	09-0106
FHLMC (n/a) 4.125 07/12/10	3134A4VB7	\$ 4,644,000	4.125	07/12/10	0.2729	---	0.2729	\$ 4,649,457	\$ 4,649,619	11/10/09	10-0002
Prudential CP 0.00 07/16/10	7443M3GG3	\$ 10,000,000	0.000	07/16/10	1.5902	---	1.5902	\$ 9,993,542	\$ 10,001,645	07/17/09	09-0123
Prudential CP 0.00 07/23/10	7443M3GP3	\$ 15,000,000	0.000	07/23/10	1.5900	---	1.5900	\$ 14,985,792	\$ 15,003,738	07/28/09	09-0126
FHLB (n/a) 0.60 07/26/10	3133XU2V4	\$ 25,000,000	0.600	07/26/10	0.6562	---	0.6562	\$ 24,999,031	\$ 25,007,250	06/29/09	09-0099
Bankers Acceptance (n/a) 0.00 08/16/10	06422THG1	\$ 7,117,000	0.000	08/16/10	0.3223	---	0.3223	\$ 7,114,137	\$ 7,112,303	02/18/10	10-0061
Philip Morris Intl CP 0.00 08/17/10	36959JHH9	\$ 10,000,000	0.000	08/17/10	0.2843	---	0.2843	\$ 9,996,344	\$ 10,056,030	12/16/09	10-0037
Bankers Acceptance (n/a) 0.00 08/17/10	06422THH9	\$ 1,242,000	0.000	08/17/10	0.3223	---	0.3223	\$ 1,241,489	\$ 1,241,168	02/19/10	10-0062
UBS CP 0.00 08/20/10	90262DHL2	\$ 25,000,000	0.000	08/20/10	0.6615	---	0.6615	\$ 24,977,431	\$ 24,983,700	12/01/09	10-0020
FHLMC (n/a) 5.125 08/23/10	3137EAAX7	\$ 1,070,000	5.125	08/23/10	0.3237	---	0.3237	\$ 1,077,404	\$ 1,077,779	11/10/09	10-0003
Citi CP 0.00 08/23/10	17307SHP0	\$ 10,000,000	0.000	08/23/10	0.3350	---	0.3350	\$ 9,995,142	\$ 10,006,905	03/26/10	10-0080
FHLMC (n/a) 5.125 08/23/10	3137EAAX7	\$ 5,000,000	5.125	08/23/10	0.4047	---	0.4047	\$ 5,033,990	\$ 5,036,350	09/10/09	09-0155
Bankers Acceptance (n/a) 0.00 08/24/10	06422THQ9	\$ 3,824,000	0.000	08/24/10	0.3425	---	0.3425	\$ 3,822,051	\$ 3,821,056	03/09/10	10-0068
UBS CP 0.00 08/24/10	90262DHQ1	\$ 25,000,000	0.000	08/24/10	0.6513	---	0.6513	\$ 24,976,000	\$ 24,978,975	12/02/09	10-0021
Philip Morris Intl CP 0.00 08/27/10	71838MHT0	\$ 10,000,000	0.000	08/27/10	0.3047	---	0.3047	\$ 9,995,250	\$ 10,008,223	12/15/09	10-0035
UBS CP 0.00 08/27/10	90262DHT5	\$ 25,000,000	0.000	08/27/10	0.6615	---	0.6615	\$ 24,974,271	\$ 24,981,470	12/01/09	10-0019
FHLB (n/a) 1.40 09/02/10	3133XTA71	\$ 7,800,000	1.400	09/02/10	1.4000	---	1.4000	\$ 7,800,000	\$ 7,816,068	03/02/09	09-0059
FHLB (n/a) 0.70 09/08/10	3133XTTQ9	\$ 10,000,000	0.700	09/08/10	0.5069	---	0.5069	\$ 10,003,580	\$ 10,009,600	08/20/09	09-0132
FHLB (n/a) 0.70 09/08/10	3133XTTQ9	\$ 5,000,000	0.700	09/08/10	0.7000	---	0.7000	\$ 5,000,000	\$ 5,004,800	06/08/09	09-0082
FHLMC (n/a) 1.45 09/10/10	3128X8QT2	\$ 5,000,000	1.450	09/10/10	0.7109	---	0.7109	\$ 5,007,036	\$ 5,011,800	06/04/09	09-0078
Met Life CP 0.00 09/13/10	59157UJD3	\$ 10,000,000	0.000	09/13/10	0.4268	---	0.4268	\$ 9,991,367	\$ 10,010,636	02/22/10	10-0063
FFCB (n/a) 5.25 09/13/10	31331XE40	\$ 3,955,000	5.250	09/13/10	1.3071	---	1.3071	\$ 3,985,769	\$ 3,994,194	02/23/09	09-0054
FHLMC (n/a) 6.875 09/15/10	3134A35H5	\$ 10,000,000	6.875	09/15/10	0.3357	---	0.3357	\$ 10,134,125	\$ 10,136,300	12/29/09	10-0038
Met Life CP (n/a) 0.00 09/20/10	7443M3JL9	\$ 10,000,000	0.000	09/20/10	0.4369	---	0.4369	\$ 9,990,325	\$ 10,014,142	03/23/10	10-0074
Prudential CP (n/a) 0.00 09/24/10	7443M3JQ8	\$ 50,000,000	0.000	09/24/10	0.5594	---	0.5594	\$ 49,935,069	\$ 49,925,940	12/30/09	10-0042
FHLB (n/a) 0.75 09/30/10	3133XU3C5	\$ 10,000,000	0.750	09/30/10	0.5367	---	0.5367	\$ 10,005,251	\$ 10,016,200	08/21/09	09-0134
Deutsche Bank CP 0.00 10/01/10	25153KK14	\$ 15,000,000	0.000	10/01/10	0.3876	---	0.3876	\$ 14,985,379	\$ 15,024,063	01/08/10	10-0049
Bankers Acceptance (n/a) 0.00 10/04/10	06422TK44	\$ 5,000,000	0.000	10/04/10	0.4279	---	0.4279	\$ 4,994,480	\$ 4,991,450	04/12/10	10-0086
Bankers Acceptance (n/a) 0.00 10/04/10	06422TK44	\$ 4,699,000	0.000	10/04/10	0.4279	---	0.4279	\$ 4,693,816	\$ 4,690,965	04/06/10	10-0084
FNMA (n/a) 2.875 10/12/10	31398ATZ5	\$ 16,966,000	2.875	10/12/10	0.3035	---	0.3035	\$ 17,088,142	\$ 17,092,057	12/15/09	10-0033
FNMA (n/a) 2.875 10/12/10	31398ATZ5	\$ 4,975,000	2.875	10/12/10	0.3233	---	0.3233	\$ 5,010,537	\$ 5,011,964	01/06/10	10-0047
ABN Financial CP 0.00 10/15/10	00077FKF0	\$ 25,000,000	0.000	10/15/10	0.5084	---	0.5084	\$ 24,963,194	\$ 24,953,925	01/22/10	10-0058
FHLMC (n/a) 4.125 10/18/10	3134A4VE1	\$ 2,582,000	4.125	10/18/10	0.3157	---	0.3157	\$ 2,611,168	\$ 2,612,313	12/15/09	10-0034
FHLMC (n/a) 4.125 10/18/10	3134A4VE1	\$ 10,000,000	4.125	10/18/10	0.3551	---	0.3551	\$ 10,111,776	\$ 10,117,400	12/29/09	10-0039
FHLMC (n/a) 5.00 10/18/10	3128X4QK0	\$ 5,000,000	5.000	10/18/10	0.5264	---	0.5264	\$ 5,066,187	\$ 5,069,700	08/26/09	09-0141
FHLB (n/a) 3.375 10/20/10	3133XSCT3	\$ 5,000,000	3.375	10/20/10	0.5055	---	0.5055	\$ 5,043,259	\$ 5,048,000	09/10/09	09-0156
GE Capital Corp CP 0.00 10/21/10	36959JKM4	\$ 10,000,000	0.000	10/21/10	0.3555	---	0.3555	\$ 9,989,111	\$ 10,020,129	03/25/10	10-0079
FHLB (n/a) 4.375 10/22/10	3133XMES6	\$ 6,390,000	4.375	10/22/10	0.6095	---	0.6095	\$ 6,463,802	\$ 6,472,303	08/21/09	09-0136
FHLB (n/a) 0.50 10/29/10	3133XUXL2	\$ 15,320,000	0.500	10/29/10	0.5371	---	0.5371	\$ 15,318,146	\$ 15,334,554	09/29/09	09-0169
FNMA (n/a) 6.625 11/15/10	31359MGJ6	\$ 6,514,000	6.625	11/15/10	0.3645	---	0.3645	\$ 6,665,402	\$ 6,668,708	01/05/10	10-0044
FNMA (n/a) 6.625 11/15/10	31359MGJ6	\$ 10,000,000	6.625	11/15/10	0.6121	---	0.6121	\$ 10,222,613	\$ 10,237,500	08/31/09	09-0144
FHLB (n/a) 1.05 11/15/10	3133XTM37	\$ 5,000,000	1.050	11/15/10	1.0517	---	1.0517	\$ 4,999,967	\$ 5,016,850	06/19/09	09-0087
FHLMC (n/a) 2.875 11/23/10	3137EABV0	\$ 10,000,000	2.875	11/23/10	0.6090	---	0.6090	\$ 10,088,888	\$ 10,103,800	08/21/09	09-0133
FFCB (n/a) 3.75 12/06/10	31331YGP9	\$ 19,800,000	3.750	12/06/10	0.3764	---	0.3764	\$ 20,086,812	\$ 20,097,000	01/06/10	10-0045
FFCB (n/a) 3.75 12/06/10	31331YGP9	\$ 10,000,000	3.750	12/06/10	0.6743	---	0.6743	\$ 10,131,607	\$ 10,150,000	08/21/09	09-0135
Bankers Acceptance (n/a) 0.00 12/08/10	06422TM83	\$ 3,779,000	0.000	12/08/10	0.7653	---	0.7653	\$ 3,766,417	\$ 3,765,811	06/21/10	10-0103
Bankers Acceptance (n/a) 0.00 12/13/10	06422TMD2	\$ 1,690,000	0.000	12/13/10	0.7448	---	0.7448	\$ 1,684,350	\$ 1,683,916	06/24/10	10-0106
Bankers Acceptance (n/a) 0.00 12/14/10	06422TME0	\$ 5,000,000	0.000	12/14/10	0.7449	---	0.7449	\$ 4,983,185	\$ 4,985,000	06/22/10	10-0104
GE Capital CP (n/a) 0.00 12/16/10	36959JMG5	\$ 5,000,000	0.000	12/16/10	0.4064	---	0.4064	\$ 4,990,667	\$ 5,016,249	04/20/10	10-0090

# Current Portfolio - Total

3rd Qtr FY10

Security Description	CUSIP	Ending Par Value	Coupon Rate	Mat Date	Yield Matur	Call Date	Yield Call	Ending Amor Val/Cost	Ending Market Val	Purchase Date	Invest Number
Bankers Acceptance (n/a) 0.00 12/06/22TMH3	06422TMH3	\$ 6,963,000	0.000	12/17/10	0.7859	---	0.7859	\$ 6,937,851	\$ 6,935,984	06/23/10	10-0105
Bankers Acceptance (n/a) 0.00 12/06/22TMN0	06422TMN0	\$ 5,000,000	0.000	12/22/10	0.7654	---	0.7654	\$ 4,981,880	\$ 4,980,050	06/28/10	10-0108
Bankers Acceptance (n/a) 0.00 12/06/22TMT7	06422TMT7	\$ 15,479,000	0.000	12/27/10	0.7859	---	0.7859	\$ 15,419,743	\$ 15,419,406	06/30/10	10-0114
FFCB (n/a) 4.875 02/18/11 31331VSK3	31331VSK3	\$ 3,800,000	4.875	02/18/11	0.4662	---	0.4662	\$ 3,905,233	\$ 3,908,680	01/07/10	10-0048
FHLB (n/a) 4.875 03/11/11 3133XENX3	3133XENX3	\$ 3,000,000	4.875	03/11/11	2.8842	---	2.8842	\$ 3,039,362	\$ 3,094,440	01/23/08	08-0055
FNMA ( n/a) 5.50 03/15/11 31359MHK2	31359MHK2	\$ 5,000,000	5.500	03/15/11	0.4345	---	0.4345	\$ 5,177,995	\$ 5,180,350	12/09/09	10-0031
FNMA (n/a) 1.75 03/23/11 31398AVQ2	31398AVQ2	\$ 5,000,000	1.750	03/23/11	0.5548	---	0.5548	\$ 5,043,266	\$ 5,050,900	12/04/09	10-0024
FHLB Callable (qtrly-5) 0.50 04/06/11 3133XXKZ9	3133XXKZ9	\$ 5,000,000	0.500	04/06/11	0.5301	09/23/10	0.5625	\$ 5,000,000	\$ 5,000,100	03/24/10	10-0078
FHLMC (n/a) 3.25 04/14/11 3128X7JK1	3128X7JK1	\$ 5,000,000	3.250	04/14/11	3.4523	---	3.4523	\$ 5,000,000	\$ 5,111,850	05/22/08	08-0130
FHLB Callable (monthly-5) 0.625 04/21/11 3133XXY68	3133XXY68	\$ 5,000,000	0.625	04/21/11	0.6250	07/21/10	0.6250	\$ 5,000,000	\$ 4,999,350	04/21/10	10-0091
FHLB Callable (7/27/10-5) 0.55 04/27/11 3133XY3M5	3133XY3M5	\$ 5,000,000	0.550	04/27/11	0.5500	07/27/10	0.5500	\$ 5,000,000	\$ 4,999,300	04/27/10	10-0094
FHLB Step Callable (qtrly-5) 0.30 06/09/11 3133XYNA9	3133XYNA9	\$ 5,000,000	0.300	06/09/11	0.8652	09/09/10	0.2998	\$ 5,000,000	\$ 5,000,700	06/11/10	10-0099
FFCB Callable (anytime-7) 0.60 06/09/11 31331G5N5	31331G5N5	\$ 5,000,000	0.600	06/09/11	0.6105	anytime	0.6626	\$ 5,000,000	\$ 4,996,750	12/09/09	10-0030
FFCB Callable (anytime-7) 0.75 07/07/11 31331JAH6	31331JAH6	\$ 10,000,000	0.750	07/07/11	0.7500	anytime	0.7500	\$ 10,000,000	\$ 10,001,000	01/13/10	10-0051
FHLB Step Callable (qtrly-5) 0.50 08/11/11 3133XWSW0	3133XWSW0	\$ 5,000,000	0.500	08/11/11	0.8400	08/11/10	0.4999	\$ 5,000,000	\$ 5,001,550	02/24/10	10-0065
FFCB (n/a) 3.875 08/25/11 31331YZ86	31331YZ86	\$ 10,000,000	3.875	08/25/11	0.8461	---	0.8461	\$ 10,344,935	\$ 10,387,000	11/16/09	10-0006
FFCB Callable (any>9/8/10-5) 1.25 09/09/11 3133XUPJ6	3133XUPJ6	\$ 5,000,000	1.250	09/09/11	1.2500	09/09/10	1.2500	\$ 5,000,000	\$ 5,007,650	09/09/09	09-0154
FHLMC Callable (9/15/10-5) 0.75 09/15/11 3128X9N89	3128X9N89	\$ 5,000,000	0.750	09/15/11	0.7500	09/15/10	0.7500	\$ 5,000,000	\$ 5,000,350	03/15/10	10-0070
FHLMC Step Callable (qtrly-5) 0.5 10/07/11 3128X9Z94	3128X9Z94	\$ 5,000,000	0.500	10/07/11	0.9473	10/07/10	0.6003	\$ 4,998,667	\$ 4,998,850	04/07/10	10-0085
FHLB Step Callable (qtrly-5) 0.50 10/26/11 3133XXY76	3133XXY76	\$ 5,000,000	0.500	10/26/11	1.0788	07/26/10	0.5000	\$ 5,000,000	\$ 5,000,950	04/26/10	10-0093
FNMA (n/a) 1.00 11/23/11 31398AZN5	31398AZN5	\$ 5,000,000	1.000	11/23/11	0.8714	---	0.8714	\$ 5,008,867	\$ 5,031,600	11/24/09	10-0013
FHLB Step Callable (qtrly-5) 0.625 12/30/11 3133XYSF3	3133XYSF3	\$ 5,000,000	0.625	12/30/11	1.0402	09/30/10	0.6250	\$ 5,000,000	\$ 5,000,550	06/30/10	10-0110
FFCB (n/a) 1.10 01/12/12 31331JBL6	31331JBL6	\$ 10,000,000	1.100	01/12/12	1.0103	---	1.0103	\$ 10,013,564	\$ 10,084,200	01/13/10	10-0053
FNMA Callable (qtrly-10) 1.50 01/20/12 31398AC91	31398AC91	\$ 10,000,000	1.500	01/20/12	1.4216	07/20/10	1.1902	\$ 10,001,626	\$ 10,007,900	01/20/10	10-0056
FHLMC Step Callable (qtrly-5) 0.5 01/27/12 3128X9VT4	3128X9VT4	\$ 4,000,000	0.500	01/27/12	1.6451	07/27/10	0.4999	\$ 4,000,000	\$ 4,000,160	02/17/10	10-0060
FNMA (n/a) 3.625 02/14/12 3136F84J1	3136F84J1	\$ 1,000,000	3.625	02/14/12	3.6250	---	3.6250	\$ 1,000,000	\$ 1,044,760	02/14/08	08-0066
FHLB Step Callable (semi-5) 0.65 02/16/12 3133XWU49	3133XWU49	\$ 10,000,000	0.650	02/16/12	1.4470	08/16/10	0.6496	\$ 10,000,000	\$ 10,005,900	03/24/10	10-0077
FHLMC Step Callable (qtrly-5) 0.5 03/22/12 3128X9M31	3128X9M31	\$ 5,000,000	0.500	03/22/12	0.5000	09/22/10	0.5000	\$ 5,000,000	\$ 5,000,350	03/22/10	10-0072
FHLB Step Callable (qtrly-5) 0.75 03/23/12 3133XXEG8	3133XXEG8	\$ 5,000,000	0.750	03/23/12	0.7500	09/23/10	0.7500	\$ 5,000,000	\$ 5,002,750	03/23/10	10-0075
FHLB Step Callable (qtrly-5) 0.50 03/29/12 3133XXJQ1	3133XXJQ1	\$ 5,000,000	0.500	03/29/12	1.6245	09/29/10	0.5401	\$ 5,000,000	\$ 5,001,250	03/29/10	10-0081
FHLB Callable (qtrly-5) 0.625 04/12/12 3133XXSL2	3133XXSL2	\$ 5,000,000	0.625	04/12/12	1.3983	07/12/10	0.6250	\$ 5,000,000	\$ 5,000,700	04/12/10	10-0087
FNMA Step Callable (semi-10) 0.7 04/26/12 3136FMLZ5	3136FMLZ5	\$ 5,000,000	0.750	04/26/12	1.4928	10/26/10	0.7500	\$ 5,000,000	\$ 5,003,950	04/26/10	10-0092
FHLMC Callable (qtrly-5) 1.30 05/10/12 3134G1AW4	3134G1AW4	\$ 5,000,000	1.300	05/10/12	1.3000	08/10/10	1.3000	\$ 5,000,000	\$ 5,003,500	05/10/10	10-0096
FHLB Step Callable (qtrly-5) 0.625 05/11/12 3133XY4T9	3133XY4T9	\$ 5,000,000	0.625	05/11/12	1.5121	08/11/10	0.6240	\$ 5,000,000	\$ 5,001,100	05/11/10	10-0097
FFCB (n/a) 1.125 06/11/12 31331G6G9	31331G6G9	\$ 4,800,000	1.125	06/11/12	1.1852	---	1.1852	\$ 4,794,465	\$ 4,832,160	01/13/10	10-0050
FHLMC Step Callable (qtrly-5) 0.7 06/15/12 3134G1FB5	3134G1FB5	\$ 5,000,000	0.750	06/15/12	1.4963	12/15/10	0.7500	\$ 5,000,000	\$ 5,001,450	06/15/10	10-0100
FHLMC Step Callable (qtrly-5) 0.7 06/29/12 3134G1GM0	3134G1GM0	\$ 5,000,000	0.750	06/29/12	1.5556	12/29/10	0.7500	\$ 5,000,000	\$ 4,999,650	06/29/10	10-0109
FHLMC Callable (10/27/10-5) 1.37 07/27/12 3128X97C8	3128X97C8	\$ 5,000,000	1.375	07/27/12	1.3750	10/27/10	1.3750	\$ 5,000,000	\$ 5,013,100	04/27/10	10-0095
FHLB Step Callable (qtrly-5) 0.50 09/24/12 3133XXHM2	3133XXHM2	\$ 5,000,000	0.750	09/24/12	1.8677	09/24/10	1.8677	\$ 5,000,000	\$ 5,001,800	03/24/10	10-0076
FHLMC Step Callable (qtrly-5) 1.0 10/05/12 3128X9V72	3128X9V72	\$ 5,000,000	1.000	10/05/12	1.7545	10/05/10	1.0418	\$ 4,999,453	\$ 5,005,900	04/13/10	10-0088
FHLB Step Callable (10/15/10-5) 1 10/15/12 3133XV5K3	3133XV5K3	\$ 3,000,000	1.250	10/15/12	1.2500	10/15/10	1.2500	\$ 3,000,000	\$ 3,007,770	10/15/09	10-0001
FNMA Callable (10/15/10-10) 1.62 10/15/12 3136FMJW5	3136FMJW5	\$ 5,000,000	1.625	10/15/12	1.6250	10/15/10	1.6250	\$ 5,000,000	\$ 5,015,550	04/15/10	10-0089
FFCB Callable (any>9/16/10-7) 1.34 12/17/12 31331JSB0	31331JSB0	\$ 5,000,000	1.340	12/17/12	1.3400	09/17/10	1.3400	\$ 5,000,000	\$ 4,998,700	06/17/10	10-0101
FHLMC Step Callable (qtrly-5) 0.7 12/28/12 3133XYXB6	3133XYXB6	\$ 5,000,000	0.750	12/28/12	1.2469	09/28/10	0.0000	\$ 5,000,000	\$ 4,998,200	06/28/10	10-0107
FHLMC Callable (4/15/11-5) 1.75 01/15/13 3128X93T5	3128X93T5	\$ 5,000,000	1.750	01/15/13	1.4732	04/15/11	0.9008	\$ 5,033,325	\$ 5,035,050	06/18/10	10-0102
FNMA Step Callable (qtrly-10) 1.1 02/26/13 3136FJ6A4	3136FJ6A4	\$ 4,800,000	1.125	02/26/13	2.1073	08/26/10	1.1250	\$ 4,800,000	\$ 4,806,720	02/26/10	10-0067
FNMA Step Callable (qtrly-10) 1.1 02/26/13 3136FJ6A4	3136FJ6A4	\$ 1,330,000	1.125	02/26/13	2.1202	08/26/10	1.2005	\$ 1,329,848	\$ 1,331,862	02/26/10	10-0066
FNMA Callable (9/10/10-10) 2.00 06/10/13 3136FMBD5	3136FMBD5	\$ 4,000,000	2.000	06/10/13	2.0000	09/10/10	2.0000	\$ 4,000,000	\$ 4,011,640	03/10/10	10-0069
FHLMC (n/a) 2.50 01/07/14 3137EABX6	3137EABX6	\$ 200,000	2.500	01/07/14	2.5850	---	2.5850	\$ 199,439	\$ 207,058	03/06/09	09-0060

# Current Portfolio - Total

3rd Qtr FY10

Security Description	CUSIP	Ending Par Value	Coupon Rate	Mat Date	Yield Matur	Call Date	Yield Call	Ending Amor Val/Cost	Ending Market Val	Purchase Date	Invest Number
FHLB Step Callable (qtrly-5) 1.125	3133702J6	\$ 3,500,000	1.125	06/30/14	2.2233	09/30/10	1.1250	\$ 3,500,000	\$ 3,498,705	06/30/10	10-0115
FHLB Step Callable (qtrly-5) 1.25	3133XYXN0	\$ 3,500,000	1.250	06/30/14	2.2553	09/30/10	1.2500	\$ 3,500,000	\$ 3,498,250	06/30/10	10-0116
FNMA Step Callable (qtrly-10) 1.0	3136FMP32	\$ 1,500,000	1.000	12/30/14	2.7633	12/30/10	1.4028	\$ 1,497,017	\$ 1,497,540	06/30/10	10-0111
FNMA Step Callable (qtrly-10) 1.5	3136FMTW4	\$ 5,900,000	1.500	06/01/15	1.5000	12/01/10	1.5000	\$ 5,900,000	\$ 5,901,239	06/01/10	10-0098
FNMA Step Callable (qtrly-10) 1.4	3136FME83	\$ 800,000	1.400	06/30/15	3.3339	12/30/10	1.4000	\$ 800,000	\$ 800,000	06/30/10	10-0118
AIM MMF	MMF	\$ 4,380	0.219	---	0.2192	---	0.2192	\$ 4,380	\$ 4,380	04/16/03	AR-0008
Blackrock - Op	MMF	\$ 2,076	0.170	---	0.1701	---	0.1701	\$ 2,076	\$ 2,076	10/31/01	AR-0001
Blackrock Fin Reserve	MMF	\$ 44,553	0.170	---	0.1701	---	0.1701	\$ 44,553	\$ 44,553	09/30/01	AR-0006
Deutsche MMF - 2100	MMF	\$ 22,838,469	0.062	---	0.0616	---	0.0616	\$ 22,838,469	\$ 22,838,469	09/30/01	AR-0002
Premium Op - B of A	MMF	\$ 68,610,668	0.600	---	0.6000	---	0.6000	\$ 68,610,668	\$ 68,610,668	08/31/09	AR-0016
RTR N. Carrollton	MMF	\$ 3,989,902	0.170	---	0.1701	---	0.1701	\$ 3,989,902	\$ 3,989,902	02/17/10	AR-0021
RTR Plano Park & Ride	MMF	\$ 8,500,312	0.010	---	0.0099	---	0.0099	\$ 8,500,312	\$ 8,500,312	02/16/10	AR-0019
GRAND TOTALS		\$ 908,929,360	1.1490		0.7763		0.6878	\$ 910,859,652	\$ 911,786,130		

# Portfolio Analysis by Fund

**3rd Qtr** FY10

( \$ = 000's )	Gen Oper	Fin Res	Insurance	RTR	Debt Srv	Bond	TOTAL
Par Value	\$511,069	\$22,645	\$13,730	\$12,490	\$22,838	\$326,157	\$908,929
Market Value	\$512,830	\$22,798	\$13,740	\$12,490	\$22,838	\$327,089	\$911,786
Unrealized Gain (Loss)	<u>\$598</u>	<u>\$117</u>	<u>\$10</u>	<u>\$0</u>	<u>\$0</u>	<u>\$202</u>	<u>\$926</u>
Book Value	\$512,233	\$22,681	\$13,730	\$12,490	\$22,838	\$326,887	\$910,860
Accrued Interest	<u>\$1,324</u>	<u>\$90</u>	<u>\$21</u>	<u>\$1</u>	<u>\$4</u>	<u>\$835</u>	<u>\$2,274</u>
Total Book Value	\$513,557	\$22,771	\$13,750	\$12,491	\$22,842	\$327,722	\$913,134
Cash Balance	<u>\$396</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$396</u>
<b>TOTAL FUND VALUE</b>	<u>\$513,953</u>	<u>\$22,771</u>	<u>\$13,750</u>	<u>\$12,491</u>	<u>\$22,842</u>	<u>\$327,722</u>	<u>\$913,529</u>
<b>Liquid Securities (Mkt. value)</b>	\$73,266						\$73,266
Yield to Call	0.71%	1.56%	1.32%	0.06%	0.06%	0.63%	0.69%
Wgt. Average Maturity (days)	276	941	1,401	1	1	70	225
<b>KEY COMPLIANCE TARGETS</b>							
Minimum Requirement	-\$84,109	\$22,000	\$12,590 <sup>1</sup>				
Maximum Average Maturity	18 Months	30 Months	48 Months	90 Days	3 Years	30 Months	
Is Fund in Compliance ?	Yes	Yes	Yes	Yes	Yes	Yes	
<b>INVESTMENT COMPARISON</b>							
6-Month T-Bill	0.23%	0.23%	0.23%	0.23%	0.23%	0.23%	0.23%
Wgt Average Fund Variance	0.48%	1.33%	1.09%	-0.17%	-0.17%	0.40%	0.46%

## Notes:

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

# Change in Market Value of Investments

3rd Qtr FY10

Fund	Security Type	Rate	Maturity	Call Date	Par Value	3/31/10 Market Value	6/30/10 Market Value	Change from Prior Quarter
Fin Reserve	FHLB (n/a) 4.875 03/11/11	4.875	03/11/11	---	\$3,000,000	\$3,117,960	\$3,094,440	-\$23,520
Fin Reserve	FNMA (n/a) 3.625 02/14/12	3.625	02/14/12	---	\$1,000,000	\$1,043,310	\$1,044,760	\$1,450
Operating	FHLMC (n/a) 3.25 04/14/11	3.250	04/14/11	---	\$5,000,000	\$5,130,800	\$5,111,850	-\$18,950
Operating	FFCB (n/a) 5.25 09/13/10	5.250	09/13/10	---	\$3,955,000	\$4,042,761	\$3,994,194	-\$48,567
Operating	FHLB (n/a) 1.40 09/02/10	1.400	09/02/10	---	\$7,800,000	\$7,835,412	\$7,816,068	-\$19,344
Operating	FHLMC (n/a) 2.50 01/07/14	2.500	01/07/14	---	\$200,000	\$202,152	\$207,058	\$4,906
Operating	FHLMC (n/a) 1.45 09/10/10	1.450	09/10/10	---	\$5,000,000	\$5,025,700	\$5,011,800	-\$13,900
Operating	FHLB (n/a) 0.70 09/08/10	0.700	09/08/10	---	\$5,000,000	\$5,008,300	\$5,004,800	-\$3,500
Operating	FHLB (n/a) 1.05 11/15/10	1.050	11/15/10	---	\$5,000,000	\$5,020,400	\$5,016,850	-\$3,550
Bond	FHLB (n/a) 0.60 07/26/10	0.600	07/26/10	---	\$25,000,000	\$25,024,500	\$25,007,250	-\$17,250
Bond	Certificate of Deposit 1.00 07/01/10	1.000	07/01/10	---	\$25,000,000	\$25,000,000	\$25,000,000	\$0
Bond	Prudential CP 0.00 07/16/10	0.000	07/16/10	---	\$10,000,000	\$9,988,706	\$10,001,645	\$12,939
Bond	Prudential CP 0.00 07/23/10	0.000	07/23/10	---	\$15,000,000	\$14,981,951	\$15,003,738	\$21,788
Operating	FHLB (n/a) 0.70 09/08/10	0.700	09/08/10	---	\$10,000,000	\$10,016,600	\$10,009,600	-\$7,000
Operating	FHLMC (n/a) 2.875 11/23/10	2.875	11/23/10	---	\$10,000,000	\$10,160,600	\$10,103,800	-\$56,800
Operating	FHLB (n/a) 0.75 09/30/10	0.750	09/30/10	---	\$10,000,000	\$10,013,300	\$10,016,200	\$2,900
Operating	FFCB (n/a) 3.75 12/06/10	3.750	12/06/10	---	\$10,000,000	\$10,226,800	\$10,150,000	-\$76,800
Operating	FHLB (n/a) 4.375 10/22/10	4.375	10/22/10	---	\$6,390,000	\$6,532,625	\$6,472,303	-\$60,322
Operating	FHLMC (n/a) 5.00 10/18/10	5.000	10/18/10	---	\$5,000,000	\$5,127,150	\$5,069,700	-\$57,450
Operating	FNMA (n/a) 6.625 11/15/10	6.625	11/15/10	---	\$10,000,000	\$10,389,500	\$10,237,500	-\$152,000
Operating	FFCB Callable (any>9/8/10-5) 1.25 09/09/11	1.250	09/09/11	09/09/10	\$5,000,000	\$5,016,400	\$5,007,650	-\$8,750
Operating	FHLMC (n/a) 5.125 08/23/10	5.125	08/23/10	---	\$5,000,000	\$5,095,500	\$5,036,350	-\$59,150
Bond	FHLB (n/a) 3.375 10/20/10	3.375	10/20/10	---	\$5,000,000	\$5,083,950	\$5,048,000	-\$35,950
Bond	FHLB (n/a) 0.50 10/29/10	0.500	10/29/10	---	\$15,320,000	\$15,318,468	\$15,334,554	\$16,086
Insurance	FHLB Step Callable (10/15/10-5) 1.25 10/15/12	1.250	10/15/12	10/15/10	\$3,000,000	\$3,010,830	\$3,007,770	-\$3,060
Operating	FHLMC (n/a) 4.125 07/12/10	4.125	07/12/10	---	\$4,644,000	\$4,694,387	\$4,649,619	-\$44,768
Operating	FHLMC (n/a) 5.125 08/23/10	5.125	08/23/10	---	\$1,070,000	\$1,090,437	\$1,077,779	-\$12,658
Operating	FFCB (n/a) 3.875 08/25/11	3.875	08/25/11	---	\$10,000,000	\$10,428,300	\$10,387,000	-\$41,300
Operating	FNMA (n/a) 1.00 11/23/11	1.000	11/23/11	---	\$5,000,000	\$5,004,300	\$5,031,600	\$27,300
Bond	UBS CP 0.00 08/27/10	0.000	08/27/10	---	\$25,000,000	\$24,963,785	\$24,981,470	\$17,685
Bond	UBS CP 0.00 08/20/10	0.000	08/20/10	---	\$25,000,000	\$24,965,486	\$24,983,700	\$18,214
Bond	UBS CP 0.00 08/24/10	0.000	08/24/10	---	\$25,000,000	\$24,964,514	\$24,978,975	\$14,461
Operating	FNMA (n/a) 1.75 03/23/11	1.750	03/23/11	---	\$5,000,000	\$5,060,150	\$5,050,900	-\$9,250
Operating	FFCB Callable (anytime-7) 0.60 06/09/11	0.600	06/09/11	anytime	\$5,000,000	\$4,996,950	\$4,996,750	-\$200
Operating	FNMA (n/a) 5.50 03/15/11	5.500	03/15/11	---	\$5,000,000	\$5,238,500	\$5,180,350	-\$58,150
Bond	FNMA (n/a) 2.875 10/12/10	2.875	10/12/10	---	\$16,966,000	\$17,191,478	\$17,092,057	-\$99,421
Bond	FHLMC (n/a) 4.125 10/18/10	4.125	10/18/10	---	\$2,582,000	\$2,635,525	\$2,612,313	-\$23,212
Bond	Philip Morris Intl CP 0.00 08/27/10	0.000	08/27/10	---	\$10,000,000	\$9,985,514	\$10,008,223	\$22,709
Bond	Philip Morris Intl CP 0.00 08/17/10	0.000	08/17/10	---	\$10,000,000	\$9,989,961	\$10,056,030	\$66,069
Bond	FHLMC (n/a) 6.875 09/15/10	6.875	09/15/10	---	\$10,000,000	\$10,298,600	\$10,136,300	-\$162,300
Bond	FHLMC (n/a) 4.125 10/18/10	4.125	10/18/10	---	\$10,000,000	\$10,207,300	\$10,117,400	-\$89,900
Bond	Prudential CP (n/a) 0.00 09/24/10	0.000	09/24/10	---	\$50,000,000	\$49,864,792	\$49,925,940	\$61,149
Bond	FNMA (n/a) 6.625 11/15/10	6.625	11/15/10	---	\$6,514,000	\$6,767,720	\$6,668,708	-\$99,013
Bond	FFCB (n/a) 3.75 12/06/10	3.750	12/06/10	---	\$19,800,000	\$20,249,064	\$20,097,000	-\$152,064
Bond	FNMA (n/a) 2.875 10/12/10	2.875	10/12/10	---	\$4,975,000	\$5,041,118	\$5,011,964	-\$29,154

# Change in Market Value of Investments

**3rd Qtr** FY10

Fund	Security Type	Rate	Maturity	Call Date	Par Value	3/31/10 Market Value	6/30/10 Market Value	Change from Prior Quarter
Operating	FFCB {n/a} 4.875 02/18/11	4.875	02/18/11	---	\$3,800,000	\$3,947,630	\$3,908,680	-\$38,950
Bond	Deutsche Bank CP 0.00 10/01/10	0.000	10/01/10	---	\$15,000,000	\$14,970,101	\$15,024,063	\$53,963
Operating	FFCB (n/a) 1.125 06/11/12	1.125	06/11/12	---	\$4,800,000	\$4,780,128	\$4,832,160	\$52,032
Operating	FFCB Callable (anytime-7) 0.75 07/07/11	0.750	07/07/11	anytime	\$10,000,000	\$9,993,000	\$10,001,000	\$8,000
Operating	FFCB (n/a) 1.10 01/12/12	1.100	01/12/12	---	\$10,000,000	\$10,013,400	\$10,084,200	\$70,800
Operating	FNMA Callable (qtrly-10) 1.50 01/20/12	1.500	01/20/12	07/20/10	\$10,000,000	\$10,031,600	\$10,007,900	-\$23,700
Operating	ABN Financial CP 0.00 10/15/10	0.000	10/15/10	---	\$25,000,000	\$24,938,112	\$24,953,925	\$15,813
Fin Reserve	FHLMC Step Callable (qtrly-5) 0.50 01/27/12	0.500	01/27/12	07/27/10	\$4,000,000	\$3,998,720	\$4,000,160	\$1,440
Operating	Bankers Acceptance (n/a) 0.00 08/16/10	0.000	08/16/10	---	\$7,117,000	\$7,107,036	\$7,112,303	\$5,267
Operating	Bankers Acceptance (n/a) 0.00 08/17/10	0.000	08/17/10	---	\$1,242,000	\$1,240,261	\$1,241,168	\$907
Operating	Met Life CP 0.00 09/13/10	0.000	09/13/10	---	\$10,000,000	\$9,983,400	\$10,010,636	\$27,236
Operating	FHLB Step Callable (qtrly-5) 0.50 08/11/11	0.500	08/11/11	08/11/10	\$5,000,000	\$4,997,600	\$5,001,550	\$3,950
Insurance	FNMA Step Callable (qtrly-10) 1.125 02/26/13	1.125	02/26/13	08/26/10	\$1,330,000	\$1,325,434	\$1,331,862	\$6,428
Fin Reserve	FNMA Step Callable (qtrly-10) 1.125 02/26/13	1.125	02/26/13	08/26/10	\$4,800,000	\$4,783,522	\$4,806,720	\$23,198
Operating	Bankers Acceptance (n/a) 0.00 08/24/10	0.000	08/24/10	---	\$3,824,000	\$3,817,882	\$3,821,056	\$3,174
Fin Reserve	FNMA Callable (9/10/10-10) 2.00 06/10/13	2.000	06/10/13	09/10/10	\$4,000,000	\$3,991,080	\$4,011,640	\$20,560
Operating	FHLMC Callable (9/15/10-5) 0.75 09/15/11	0.750	09/15/11	09/15/10	\$5,000,000	\$4,999,000	\$5,000,350	\$1,350
Operating	FHLMC Step Callable (qtrly-5) 0.50 03/22/12	0.500	03/22/12	09/22/10	\$5,000,000	\$4,999,050	\$5,000,350	\$1,300
Operating	Met Life CP (n/a) 0.00 09/20/10	0.000	09/20/10	---	\$10,000,000	\$9,975,011	\$10,014,142	\$39,131
Operating	FHLB Step Callable (qtrly-5) 0.75 03/23/12	0.750	03/23/12	09/23/10	\$5,000,000	\$4,998,300	\$5,002,750	\$4,450
Operating	FHLB Step Callable (qtrly-5) 0.50 09/24/12	0.500	09/24/12	09/24/10	\$5,000,000	\$4,995,450	\$5,001,800	\$6,350
Operating	FHLB Step Callable (semi-5) 0.65 02/16/12	0.650	02/16/12	08/16/10	\$10,000,000	\$9,999,300	\$10,005,900	\$6,600
Operating	FHLB Callable (qtrly-5) 0.50 04/06/11	0.500	04/06/11	09/23/10	\$5,000,000	\$4,997,150	\$5,000,100	\$2,950
Operating	GE Capital Corp CP 0.00 10/21/10	0.000	10/21/10	---	\$10,000,000	\$9,980,733	\$10,020,129	\$39,396
Operating	Citi CP 0.00 08/23/10	0.000	08/23/10	---	\$10,000,000	\$9,986,708	\$10,006,905	\$20,197
Operating	FHLB Step Callable (qtrly-5) 0.50 03/29/12	0.500	03/29/12	09/29/10	\$5,000,000	\$4,998,100	\$5,001,250	\$3,150
Sub-total for Securities held at the end of both periods						\$650,899,262	\$650,054,656	-\$844,606
% Change as a result of market movement								-0.13%
Holdings at 3/31/09 maturing during Q3, FY10						\$232,563,367		-\$232,563,367
Holdings at 3/31/09 called during Q3, FY10						\$95,968,851		-\$95,968,851
Holdings at 3/31/09 sold during Q3, FY10						\$0		\$0
Values of Money Market Mutual Funds (All)						\$144,993,637	\$103,990,360	-\$41,003,277
Holdings at 6/30/10 purchased during Q3, FY10							\$157,741,114	\$157,741,114
<b>TOTAL PORTFOLIO VALUE</b>						<b>\$1,124,425,117</b>	<b>\$911,786,130</b>	<b>-\$212,638,987</b>

# Callable Securities Analysis

3rd Qtr FY10

Invest #	Fund	Maturity	Security Description	CUSIP	Next Call	Notice	Par Value	Coupon Rate	Treasury Curve	Call Probability
10-0078	Operating	04/06/11	FHLB Callable (qtrly-5) 0.50 04/06/11	3133XXKZ9	09/23/10	5	\$ 5,000,000	0.500	0.200	High
10-0091	Operating	04/21/11	FHLB Callable (monthly-5) 0.625 04/21/11	3133XXY68	07/21/10	5	\$ 5,000,000	0.625	0.200	High
10-0094	Operating	04/27/11	FHLB Callable (7/27/10-5) 0.55 04/27/11	3133XY3M5	07/27/10	5	\$ 5,000,000	0.550	0.200	High
10-0030	Operating	06/09/11	FFCB Callable (anytime-7) 0.60 06/09/11	31331G5N5	07/12/10	7	\$ 5,000,000	0.600	0.200	High
10-0099	Operating	06/09/11	FHLB Step Callable (qtrly-5) 0.30 06/09/11	3133XYNA9	09/09/10	5	\$ 5,000,000	0.300	0.200	High
10-0051	Operating	07/07/11	FFCB Callable (anytime-7) 0.75 07/07/11	31331JAH6	07/12/10	7	\$ 10,000,000	0.750	0.200	High
10-0065	Operating	08/11/11	FHLB Step Callable (qtrly-5) 0.50 08/11/11	3133XWSW0	08/11/10	5	\$ 5,000,000	0.500	0.200	Extreme
09-0154	Operating	09/09/11	FFCB Callable (any>9/8/10-5) 1.25 09/09/11	3133XUPJ6	09/09/10	5	\$ 5,000,000	1.250	0.200	Extreme
10-0070	Operating	09/15/11	FHLMC Callable (9/15/10-5) 0.75 09/15/11	3128X9N89	09/15/10	5	\$ 5,000,000	0.750	0.200	High
10-0085	Operating	10/07/11	FHLMC Step Callable (qtrly-5) 0.50 10/07/11	3128X9Z94	10/07/10	5	\$ 5,000,000	0.500	0.200	Extreme
10-0093	Operating	10/26/11	FHLB Step Callable (qtrly-5) 0.50 10/26/11	3133XXY76	07/26/10	5	\$ 5,000,000	0.500	0.200	Extreme
10-0110	Operating	12/30/11	FHLB Step Callable (qtrly-5) 0.625 12/30/11	3133XYSF3	09/30/10	5	\$ 5,000,000	0.625	0.200	Extreme
10-0056	Operating	01/20/12	FNMA Callable (qtrly-10) 1.50 01/20/12	31398AC91	07/20/10	10	\$ 10,000,000	1.500	0.200	Extreme
10-0060	Fin Reserve	01/27/12	FHLMC Step Callable (qtrly-5) 0.50 01/27/12	3128X9VT4	07/27/10	5	\$ 4,000,000	0.500	0.200	Extreme
10-0077	Operating	02/16/12	FHLB Step Callable (semi-5) 0.65 02/16/12	3133XWU49	08/16/10	5	\$ 10,000,000	0.650	0.200	Extreme
10-0072	Operating	03/22/12	FHLMC Step Callable (qtrly-5) 0.50 03/22/12	3128X9M31	09/22/10	5	\$ 5,000,000	0.500	0.200	Extreme
10-0075	Operating	03/23/12	FHLB Step Callable (qtrly-5) 0.75 03/23/12	3133XXEG8	09/23/10	5	\$ 5,000,000	0.750	0.200	Extreme
10-0081	Operating	03/29/12	FHLB Step Callable (qtrly-5) 0.50 03/29/12	3133XXJQ1	09/29/10	5	\$ 5,000,000	0.500	0.200	Extreme
10-0087	Operating	04/12/12	FHLB Callable (qtrly-5) 0.625 04/12/12	3133XXSL2	07/12/10	5	\$ 5,000,000	0.625	0.200	Extreme
10-0092	Operating	04/26/12	FNMA Step Callable (semi-10) 0.75 04/26/12	3136FMLZ5	10/26/10	10	\$ 5,000,000	0.750	0.200	Extreme
10-0096	Operating	05/10/12	FHLMC Callable (qtrly-5) 1.30 05/10/12	3134G1AW4	08/10/10	5	\$ 5,000,000	1.300	0.200	Extreme
10-0097	Operating	05/11/12	FHLB Step Callable (qtrly-5) 0.625 05/11/12	3133XY4T9	08/11/10	5	\$ 5,000,000	0.625	0.200	Extreme
10-0100	Operating	06/15/12	FHLMC Step Callable (qtrly-5) 0.75 06/15/12	3134G1FB5	12/15/10	5	\$ 5,000,000	0.750	0.200	Extreme
10-0109	Operating	06/29/12	FHLMC Step Callable (qtrly-5) 0.75 06/29/12	3134G1GM0	12/29/10	5	\$ 5,000,000	0.750	0.200	Extreme
10-0095	Operating	07/27/12	FHLMC Callable (10/27/10-5) 1.375 07/27/12	3128X97C8	10/27/10	5	\$ 5,000,000	1.375	0.200	Extreme
10-0076	Operating	09/24/12	FHLB Step Callable (qtrly-5) 0.50 09/24/12	3133XXHM2	09/24/10	5	\$ 5,000,000	0.750	0.200	Extreme
10-0088	Operating	10/05/12	FHLMC Step Callable (qtrly-5) 1.00 10/05/12	3128X9V72	10/05/10	5	\$ 5,000,000	1.000	0.200	Extreme
10-0001	Insurance	10/15/12	FHLB Step Callable (10/15/10-5) 1.25 10/15/12	3133XV5K3	10/15/10	5	\$ 3,000,000	1.250	0.200	Extreme
10-0089	Operating	10/15/12	FNMA Callable (10/15/10-10) 1.625 10/15/12	3136FMJW5	10/15/10	10	\$ 5,000,000	1.625	0.200	Extreme
10-0101	Operating	12/17/12	FFCB Callable (any>9/16/10-7) 1.34 12/17/12	31331JSB0	09/17/10	7	\$ 5,000,000	1.340	0.200	Extreme
10-0107	Operating	12/28/12	FHLMC Step Callable (qtrly-5) 0.75 12/28/12	3133XYXB6	09/28/10	5	\$ 5,000,000	0.750	0.200	Extreme
10-0102	Operating	01/15/13	FHLMC Callable (4/15/11-5) 1.75 01/15/13	3128X93T5	04/15/11	5	\$ 5,000,000	1.750	0.300	Extreme
10-0066	Insurance	02/26/13	FNMA Step Callable (qtrly-10) 1.125 02/26/13	3136FJ6A4	08/26/10	10	\$ 1,330,000	1.125	0.200	Extreme
10-0067	Fin Reserve	02/26/13	FNMA Step Callable (qtrly-10) 1.125 02/26/13	3136FJ6A4	08/26/10	10	\$ 4,800,000	1.125	0.200	Extreme
10-0069	Fin Reserve	06/10/13	FNMA Callable (9/10/10-10) 2.00 06/10/13	3136FMBD5	09/10/10	10	\$ 4,000,000	2.000	0.200	Extreme
10-0115	Insurance	06/30/14	FHLB Step Callable (qtrly-5) 1.125 06/30/14	3133702J6	09/30/10	5	\$ 3,500,000	1.125	0.200	Extreme
10-0116	Fin Reserve	06/30/14	FHLB Step Callable (qtrly-5) 1.25 06/30/14	3133XYXN0	09/30/10	5	\$ 3,500,000	1.250	0.200	Extreme
10-0111	Fin Reserve	12/30/14	FNMA Step Callable (qtrly-10) 1.00 12/30/14	3136FMP32	12/30/10	10	\$ 1,500,000	1.000	0.200	Extreme
10-0118	Fin Reserve	06/30/15	FNMA Step Callable (qtrly-10) 1.40 06/30/15	3136FME83	12/30/10	10	\$ 800,000	1.400	0.200	Extreme



# Defined Benefit Plan Summary

3rd Qtr FY10

	Market Value 31-Mar-10	Income	Benefit Payments	Transfers	Realized Gain/ (loss)	Unrealized Gain/ (loss)	Contributions			Market Value 30-Jun-10
							Employer	Employee	Other	
<b>Equity Managers</b>										
<b>Large Cap:</b>										
Washington Mutual	6,921,580	81,558	0	0	0	(755,851)	0	0	1	\$6,247,288
Goldman	6,051,760	12,228	0	0	39,074	(1,329,954)	0	0	0	\$4,773,108
SSGA Wilshire 5000	14,133,274	0	0	1,000,000	0	(1,687,646)	0	0	(2)	\$13,445,626
<b>Small Cap:</b>										
Friess	7,430,270	0	0	0	0	(767,051)	0	0	0	\$6,663,219
Earnest Partners	9,453,451	16,828	0	0	(77,714)	(186,947)	0	0	(1)	\$9,205,617
<b>International:</b>										
Dodge & Cox	8,761,046	0	0	0	0	(1,230,737)	0	0	0	\$7,530,309
Capital Resources	10,409,005	0	0	0	0	(1,246,168)	0	0	0	\$9,162,837
SSGA Internat. Index	7,732,479	0	0	0	0	(1,066,776)	0	0	1	\$6,665,704
<b>Fixed Income Managers</b>										
Primco	20,628,108	155,326	0	0	0	412,382	0	0	0	\$21,195,816
SSGA Index	10,417,521	0	0	1,000,000	0	403,954	0	0	0	\$11,821,475
PIMCO IG Corp	7,586,757	134,900	0	2,000,000	0	62,112	0	0	(1)	\$9,783,768
<b>Real Estate</b>										
UBS	10,461,825	94,023	0	(94,023)	0	0	0	0	0	\$10,461,825
<b>Gold</b>										
	0	0	0	49,974	0	3,847	0	0	1	\$53,822
<b>Cash</b>										
	395,038	(47,117)	(2,321,680)	(3,955,951)	0	0	6,212,103	471	(1)	\$282,863
<b>Total</b>	<b>\$120,382,114</b>	<b>\$447,746</b>	<b>(\$2,321,680)</b>	<b>\$0</b>	<b>(\$38,640)</b>	<b>(\$7,388,835)</b>	<b>\$6,212,103</b>	<b>\$471</b>	<b>(\$2)</b>	<b>\$117,293,277</b>



## Obligations

3rd Qtr FY10

### Commercial Paper

Maturity Date	Issue Date	Par Value	Coupon %	Issue Term (Days)	Dealer
10/7/2010	6/2/2010	\$ 30,000,000	0.35%	127	JPMorgan
11/9/2010	6/9/2010	\$ 20,000,000	0.35%	153	JPMorgan
11/15/2010	6/10/2010	\$ 45,000,000	0.38%	158	Loop
11/18/2010	6/16/2010	\$ 55,000,000	0.38%	155	Loop
		<b>Total:</b>	<b>\$ 150,000,000</b>	<b>0.37%</b>	<b>150</b>

### Bonds

Series	Rates	Principal
2001	5.180%	\$ 82,315,000
2002	4.902%	\$ 28,410,000
2007	4.492%	\$ 756,210,000
2008	4.973%	\$ 728,435,000
2009	4.017%	\$ 1,000,000,000
		<b>\$ 2,595,370,000</b>

# Major Contracts Funded by CP / Debt

**3rd Qtr** FY10

<u>Contract#</u>	<u>Vendor Name</u>	<u>Project(s)</u>
01002450	ACT21	NW SE LRT Build-Out
01004187	AECOM USA	Rail Build-out
01011780	American Intl	OCIP, GL WC Insurance
01012392	Archerwestern	NW SE LRT Build-out
01007571	Archerwestern Brunson	NW SE LRT Build-out
01009666	Archerwestern Herzog	NW SE LRT Build-out
N/A	AT&T	LRT Build-Out Utility Relocation
01014614	Austin Bridge	Rowlett - 1 LRT Build-out
01016547	Calence Physical Sec.	Security
01018361	Compucom Systems	Disaster Recovery
01018435	Compucom Systems	Disaster Recovery
01014570	Delaware Car Co	LVR #173 Repair
01012758	DGNO	Freight Track Relocation
01017620	Flair Data Systems	Disaster Recovery
01009337	GE Transportation	NW SE LRT Build-out
01011621	GFI Genfare	TVM's
01011941	Gilbert May Inc.	Misc. Construction-Various
01012813	Gilbert May Inc.	CBD Level Boarding
01016053	Gilbert May Inc.	CBD Level Boarding
01016241	Gilbert May Inc.	Love Field West Betterments
01017045	Gilbert May Inc.	Monroe Shops
01017779	Gilbert May Inc.	DART Police Facility
01008316	Herzog	TRE Rail Operating
01016649	Journeyman Construction	Lake Highlands Station
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
01008975	LOPEZGARCIA Group	Build-Out
01008146	LTK Engineering	LRV's
01014813	M/A-COM Inc.	Integrated Radio System
01012392	MACTON	NWROF
01012392	Mass Electric	NWROF
01012696	McCarthy Building	Beltline Grade Separation
01008230	Northstar Abatement	NW SE LRT Build-out
01007212	Omega Contracting	Cedars / Southside Lamar
01016965	Omega Contracting	Frankford Station
01017006	Ontira Communications	IVR
01002803	Parsons Transport Group	LRT Build-Out
01009306	PB America's	CBD Study
01016424	Planet Dodge	Police Vehicles
01017356	Railquip Inc	ReRailing Equipment NWROF
01007671	Reliant / Texas Gen Land	LRT Utility Relo
01012105	Siemens	NW SE LRT Build-out
01004732	Telvent Farradyne	TSP LRT Project
01013585	Texas Transportation Institute	LRT Signal Prioritization
01012819	Tolar Manufacturing	Bus Shelters
01013219	Track 3	LRT Build-Out
01017103	Transportation Technology	TRE Vehicle Overhaul
01011941	Vestal Builders	Misc. Construction
01010179	Willis of Texas	LRT Build-Out