



DALLAS AREA RAPID TRANSIT

# Quarterly Operating & Financial Performance Report

Fourth Quarter FY 2006  
July - September 2006

*HOV*



*bus*

*light rail*



*commuter rail*



*paratransit*

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## **FY 2006 Fourth Quarter Highlights**

This report is for the fourth quarter of FY 2006 ending September 30, 2006.

**Total agency passenger trips** for the full fiscal year were 102.9 million, an increase of 4.8 million (4.9%) over the same period last year and 6.2 million better than budget.

**Fixed route ridership** for the year was 65.7 million, an increase of 6.0 million (10.1%) over the same period last year and 5.6 million better than budget for FY06.

**Sales Tax Receipts** for FY 2006 were \$371.4 million, \$18.5 million (5.2%) over the projected \$352.9 million. However, an accounting adjustment of \$13.2 million was required by Generally Accepted Accounting Principles (GAAP) to reflect the fact that it had been determined that an overpayment in prior years must be repaid to the Texas State Comptroller. Even though the repayment will be spread over sixteen years, the full amount of the payable was reflected as an offset to FY 2006 sales tax receipts, resulting in a net accounting entry of \$358.2 million for the fiscal year. Even after the adjustment, the posted sales tax revenue for the year exceeded budget by \$5.3 million (1.5%).

**Total system subsidy per passenger** for the fiscal year was \$2.63, \$0.21 (8.0%) better than budget.

**Fixed Route On-Time Performance** was 95.5% for the year, 0.2% better than target.

**Administrative ratio** for the year was 8.0%, 0.2% below the target of 8.2%.

The year ended with a **Sales Taxes for Operating Expense** ratio of 69.1%, 4.0% better than target.

## General Information

**Reporting Period** – DART's fiscal year begins on October 1. The FY 2006 fourth quarter is July through September 2006.

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

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

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

Green – The FY 2006 target was met. Indicative of performance within established parameters.

Red – The FY 2006 target was not met.

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

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

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

## Agency-Wide Operating Performance

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

Exhibit 1					
Agency Scorecard - Key Performance Indicators					
Indicators	Q 4/05	Q 4/06	Qtrly	FY06 Target	Status
<b>Customer/Quality Indicators</b>					
Total Agency Ridership (M)	98.1	102.9	26.5	96.7	Green
Fixed Route (M)	59.7	65.7	16.9	60.1	Green
Total System Subsidy Per Passenger	\$2.69	\$2.63	\$2.53	\$2.84	Green
Fixed Route Subsidy Per Passenger	\$3.76	\$3.66	\$3.47	\$4.00	Green
On-Time Performance (Fixed Route)	96.2%	95.5%	96.5%	95.3%	Green
Fixed Route Complaints Per 100,000 Passengers	38.7	44.1	48.4	36.3	Red
Fixed Route Accidents Per 100,000 Miles	1.60	1.50	1.41	1.70	Green
Sales Taxes for Operating Expense	74.1%	69.1%	66.5%	73.1%	Green
Administrative Ratio	8.9%	8.0%	8.1%	8.2%	Green

## Ridership

Exhibit 2 is DART's Ridership Scorecard and provides the FY 2006 KPI targets and historical quarterly KPIs.

Exhibit 2		Q 4 / 0 5	Q 4 / 0 6	Q trly	F Y 0 6 Target	S t a t u s
	<b>R I D E R S H I P</b>					
	Total Agency (M )	9 8 . 1	1 0 2 . 9	2 6 . 5	9 6 . 7	Green
	Fixed Route (M )	5 9 . 7	6 5 . 7	1 6 . 9	6 0 . 1	Green
	Bus (M )	4 0 . 1	4 4 . 7	1 1 . 3	3 9 . 7	Green
	L R T (M )	1 7 . 5	1 8 . 6	4 . 8	1 8 . 1	Green
	Commuter Rail (M )	2 . 1	2 . 4	0 . 6	2 . 3	Green
	Paratransit (000s)	6 3 5 . 0	6 6 0 . 3	1 6 7 . 2	6 2 1 . 1	Red
	H O V (M )	3 7 . 4	3 6 . 1	9 . 5	3 5 . 5	Green
	Vanpool (000s)	3 5 4 . 6	4 4 0 . 5	1 1 1 . 4	4 8 2 . 1	Red

See modal sections for variance explanations.

## Subsidy Per Passenger

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

Exhibit 3		Q 4/05	Q 4/06	Q trly	FY 06 Target	Status
	Efficiency Indicator - Subsidy Per Passenger					
	Total System	\$2.69	\$2.63	\$2.53	\$2.84	Green
	Fixed Route	\$3.76	\$3.66	\$3.47	\$4.00	Green
	Bus	\$4.04	\$3.69	\$3.54	\$4.18	Green
	LRT	\$3.24	\$3.01	\$3.11	\$3.11	Green
	Commuter Rail	\$8.11	\$6.45	\$7.04	\$7.31	Green
	Paratransit	\$41.83	\$43.96	\$44.96	\$47.46	Green
	HOV	\$0.13	\$0.14	\$0.17	\$0.16	Green
	Vanpool	\$0.64	\$0.73	\$1.17	\$0.20	Red

## Modal Update

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

### Bus and On-Call Service



DART continues to operate all fixed-route bus service out of three DART-owned facilities: East Dallas, Northwest, and South Oak Cliff. DART operates a total of 674 buses and maintains a contingency fleet of 66 buses. In addition to buses, DART maintains an extensive bus and rail passenger amenity and facility infrastructure including: 11,961 bus stops, 742 bus shelters, 1,369 benches, 15 transit centers, 2 passenger transfer locations, 22 enhanced shelters, 35 rail platforms, 5 commuter rail stations, 97 information pylons, and all operating divisions, for a total of approximately 29 million square feet.



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

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

Exhibit 4	Bus Scorecard - Key Performance Indicators					
	Indicators	Q 4/05	Q 4/06	Qtrly	FY06 Target	Status
	Customer/Quality Indicators					
	Bus Ridership (including Charter) (M)	40.1	44.7	11.5	39.7	Green
	On-Time Performance	93.0%	91.2%	91.8%	92.0%	Green
	Complaints Per 100k Passengers	51.7	58.5	65.4	49.7	Red
	Mean Distance Between Service Calls	4,682	5,134	4,655	4,400	Green
	Vehicle Accidents Per 100k Miles	1.87	1.77	1.65	2.00	Green
	Financial/Efficiency Indicators					
	Subsidy Per Passenger	\$4.04	\$3.69	\$3.54	\$4.18	Green

Complaints per 100k Passengers for the year exceeded the target. Several factors contributed to this result.

Ridership on the bus system was up in excess of 11% over last year's levels, due primarily to increases in fuel prices. The increased ridership has impacted on-time performance levels on some of our heavier ridership routes, resulting in increased customer complaints. Transportation and Service Planning management are addressing these issues, with a number of schedule refinements planned for implementation in February 2007.

FY 2006 was also unusual in that we implemented three service changes/mark-ups: one in October 2005, one in February 2006, and the final one in August 2006. The mark-up in August 2006 had not been planned at the time the FY 2006 Business Plan goals for Complaints per 100k Passengers were established. Service changes/mark-ups tend to increase the number of customer complaints due to the introduction of changes in routing and pick-up times, as well as the change in operators. Due to the nature of the service changes/mark-ups in February and August 2006, these mark-ups had more than the usual impact on customer complaints.

A significant spike in bus timeliness and reliability complaints was experienced in February, reflecting the impact of the February 2006 Service Change. This Service Change resulted in changes to scheduled pick-up times for a significant number of routes, which is often perceived by customers as early or late arrivals if they are unaware of the changes. The February Service Change also included reductions to a number of routes, which normally results in increased customer complaints.

The mark-up in August 2006 was implemented to consolidate bus operations into three operating divisions, resulting in the closure of the Oak Cliff Bus Operating Facility. This closure of Oak Cliff and the associated mark-up to reallocate service to the other operating facilities was not anticipated at the time the FY 2006 Business Plan targets were established. This mark-up entailed extensive shifting of routes and operators between operating divisions resulting in extensive training requirements and a high learning curve in terms of operators learning new routes.

Relating to management response to the increased customer complaint activity, a number of initiatives are planned or underway. Transportation management is finalizing a complaint handling standard operating procedure that will address the investigation of complaints, employee counseling, and guidelines for corrective action related to customer complaints. A cross-functional process team has been established to focus on bus timeliness complaints, which represent 58% of DART's complaint activity. This team will coordinate existing initiatives to reduce on-time performance complaints, as well as to identify and implement new strategies. Also, the Operator Training section of the Transit Operations Division has developed a one-day customer relations training class for operators experiencing a higher than normal level of complaint activity.

## Light Rail Transit (LRT)

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

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

DART currently operates and maintains 35 rail stations and a fleet of 115 revenue vehicles. The Service & Inspection Facility (S&I) located near Fair Park is currently undergoing expansion to support and operate the additional fleet.

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

Exhibit 5	Light Rail Scorecard - Key Performance Indicators					
	Indicators	Q 4/05	Q 4/06		FY06 Target	Status
	Customer/Quality Indicators					
	LRT Ridership (M)	17.5	18.6	4.8	18.1	Green
	On-Time Performance	97.4%	96.8%	97.9%	97.0%	Green
	Complaints Per 100k Passengers	12.9	14.3	13.4	9.5	Red
	Mean Distance Between Service Calls (000s)	36.6	43.4	48.0	42.0	Green
	Accidents per 100k Miles	0.33	0.31	0.37	0.36	Green
	Financial/Efficiency Indicators					
	Subsidy Per Passenger	\$3.24	\$3.01	\$3.11	\$3.11	Green
	Subsidy Per Passenger Mile	\$0.41	\$0.38	\$0.39	\$0.47	Green

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

## Trinity Railway Express (TRE)

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

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

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

Exhibit 6	Commuter Rail - TRE Scorecard - Key Performance Indicators					
	Indicators	Q 4/05	Q 4/06	Qtrly	FY06 Target	Status
	Customer/Quality Indicators					
	TRE Ridership (M)	2.1	2.4	0.6	2.3	Green
	On-Time Performance	98.3%	98.5%	99.9%	97.0%	Green
	Complaints Per 100k Passengers	7.03	7.39	7.52	8.02	Green
	Accidents Per 100k Miles	0.25	0.23	0.23	0.31	Green
	Financial/Efficiency Indicators					
	Subsidy Per Passenger	\$8.11	\$6.45	\$7.04	\$7.31	Green
	Subsidy Per Passenger Mile	\$0.47	\$0.37	\$0.40	\$0.42	Green

## Paratransit Services

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

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

Exhibit 7	Paratransit Scorecard - Key Performance Indicators					
	Indicators	Q 4/05	Q 4/06		Q trly	FY 06 Target
	Customer/Quality Indicators					
	Paratransit Ridership (000s)	635.0	660.3	168.4	621.1	Red
	Revenue Hours (000s)	415.6	436.4	110.1	440.1	Green
	Paratransit Passengers per Hour	1.53	1.51	1.53	1.41	Green
	On-Time Performance	89.8%	88.0%	86.3%	86.0%	Green
	Accidents per 100K miles	2.24	2.13	2.25	2.50	Green
	Complaints per 1k Passengers	3.49	4.05	4.15	5.00	Green
	Financial/Efficiency Indicators					
	Subsidy Per Passenger	\$41.83	\$43.96	\$44.96	\$47.46	Green

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



## High Occupancy Vehicle Transitway Services

DART currently operates 31 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 9:00 a.m. in the westbound direction and from 3:30 p.m. to 7:00 p.m. in the eastbound direction. The I-35E/US 67 HOV lanes are a combination of concurrent flow buffer-separated and reversible facilities. The concurrent flow section is open 24-hours a day and the reversible part operates weekdays from 6:00 a.m. to 10:00 a.m. in the northbound direction, and from 2:30 p.m. to 7:00 p.m. in the southbound direction.

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

Exhibit 8	HOV Scorecard - Key Performance Indicators					
	Indicators	Q 4/05	Q 4/06	Qtrly	FY06 Target	Status
	Customer/Quality Indicators					
	Ridership (M)	37.4	36.1	9.2	35.5	Green
	Avg. Weekday Ridership (000s)	113.9	110.0	112.4	110.0	Green
	Operating Speed Ratio (Qtrly)*	1.50	1.52	1.52	1.50	Green
	Lane Availability	100.0	99.8%	99.5%	98.0%	Green
	Financial/Efficiency Indicators					
	Subsidy Per Passenger	\$0.13	\$0.14	\$0.17	\$0.16	Green

\*number stated is a quarterly number

## General Mobility Programs

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

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

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

Exhibit 9	General Mobility (Vanpool) - Key Performance Indicators					
	Indicators	Q 4/05	Q 4/06		Qtrly	FY06 Target
	Customer/Quality Indicators					
	Ridership (000s)	354.6	440.5	111.4	482.1	Red
	Number Of Vanpools (current)	67	83	83	83	Green
	Financial/Efficiency Indicators					
	Subsidy Per Passenger	\$0.64	\$0.73	\$1.17	\$0.20	Red

The number of vanpools was short of the target of 83 during the first three quarters, leading to below-target ridership as well. The vanpool number reached the target level during the fourth quarter of FY 2006, but the increased ridership was not sufficient to meet the year's target. The subsidy exceeded the target, due primarily to revenue projections higher than actual results. Targets for FY 2007 have been adjusted to track more closely with experience.

## Capital and Non-Operating Budget Summary

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

Exhibit 10	Actuals vs. Budget Capital and Non-Operating Costs Through the Fourth Quarter, FY 2006 (In Thousands)			
	Mode	FY06 Actuals	FY06 Budget	Unspent Balance
	Agency-Wide	\$2,010	\$6,153	\$4,143
	Bus	9,986	14,834	4,848
	LRT	161,773	294,983	133,210
	Commuter Rail	4,565	35,263	30,698
	Paratransit	6	2,452	2,447
	HOV	5,108	18,226	13,118
	<b>Total Projects</b>	<b>\$183,448</b>	<b>\$371,912</b>	<b>\$188,464</b>
	P&D/Startup/Non-Ops	\$18,095	\$23,394	\$5,299
	Road Improvements/ITS	2,146	2,100	(46)
	<b>Total Capital</b>	<b>\$203,689</b>	<b>\$397,406</b>	<b>\$193,717</b>

For FY 2006, DART had budgeted nearly \$374 million in capital and non-operating expenditures, but actually spent only about half of that amount. This is essentially a timing issue; the remaining funds will be spent on the approved projects in future years.

Of the \$188 million that was not spent, 70% (\$132 million) was related to Light Rail projects, predominantly due to the timing of the receipt of DART's \$700 million Full Funding Grant Agreement (FFGA). When the budget was completed, it was anticipated that the FFGA would be received in the January-February timeframe. However, the FFGA was actually received in July, and therefore construction expenses were delayed 5-6 months, resulting in the underrun for FY 2006.

The majority of the remaining unspent budget (\$31 million) relates to construction delays on the Belt Line Grade Separation, Lisa-to-Perkins, and other double tracking projects for Commuter Rail. The remaining underrun is due to delays in various projects still on the approved list; these projects will be completed in FY 2007 and future years.

## **APPENDIX**

<b>Revenues, Operating Expenses and Net Financing Costs</b> <b>Exhibit 11 - Actuals vs. Budget</b> <b>Fourth Quarter, FY 2006</b> <b>Dollars in Thousands</b>				
<b>Revenues:</b>	<b>YTD Actuals</b>	<b>YTD Budget</b>	<b>YTD Better (Worse)</b>	<b>% Better (Worse) Budget</b>
Passenger Revenues (Fixed Route)	\$37,927	\$36,759	\$1,168	3.2%
Special Events Passenger Revenue	801	\$791	10	1.3%
Vanpool Passenger Revenues	431	\$498	(67)	(13.5)%
Paratransit Passenger Revenues	1,641	\$1,552	88	5.7%
<b>Passenger Revenues</b>	<b>\$40,799</b>	<b>\$39,600</b>	<b>\$1,199</b>	<b>3.0%</b>
Advertising and Other	\$9,196	\$8,693	\$503	5.8%
Operating Grant Revenues	806	\$1,015	(209)	(20.6)%
<b>Total Other Revenues</b>	<b>\$10,002</b>	<b>\$9,708</b>	<b>\$294</b>	<b>3.0%</b>
<b>Total Operating Revenues</b>	<b>\$50,801</b>	<b>\$49,308</b>	<b>\$1,493</b>	<b>3.0%</b>
Sales Tax Revenues	\$358,248	\$352,909	\$5,339	1.5%
Interest Income	18,314	\$16,406	1,908	11.6%
Other Non-Operating Revenues	8,960	\$8,893	67	0.8%
<b>Total Revenues</b>	<b>\$436,323</b>	<b>\$427,516</b>	<b>\$8,808</b>	<b>2.1%</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 *2	\$152,067	\$150,705	\$1,362	0.9%
Benefits *2	59,661	\$64,763	(5,102)	(8.6)%
Services *2	21,949	\$25,376	(3,427)	(15.6)%
Materials & Supplies *2	43,809	\$41,338	2,470	5.6%
Utilities	10,623	\$10,331	292	2.7%
Casualty and liability *2	3,818	\$3,573	245	6.4%
Purchased Transportation *2	41,130	\$41,498	(367)	(0.9)%
Taxes, Leases, and Other *2	4,660	4,709	(50)	(1.1)%
Management Reserves	-	1,340	(1,340)	0.0%
<b>Total Operating Expenses</b>	<b>\$337,716</b>	<b>\$343,633</b>	<b>(\$5,917)</b>	<b>(1.8)%</b>
Capital Allocation	(\$17,877)	(\$19,771)	\$1,894	(10.6)%
<b>Total Ops Expense after Allocations</b>	<b>\$319,840</b>	<b>\$323,863</b>	<b>(\$4,023)</b>	<b>-1.3%</b>
<b>Net Financing Costs</b>	<b>YTD Actuals</b>	<b>YTD Budget</b>	<b>YTD</b>	<b>% Over / (Under)</b>
Financing Costs	\$28,288	\$39,477	(\$11,189)	(39.6)%
Principal Repayments	10,470	10,470	0	0.0%
DTL Costs	24,149	24,645	(496)	(2.1)%
Less: DTL Income	(24,149)	(24,645)	496	(2.1)%
Less: Interest Income	(18,314)	(16,406)	(1,908)	10.4%
<b>Total Net Financing Costs</b>	<b>\$20,444</b>	<b>\$33,541</b>	<b>(\$13,097)</b>	<b>-64.1%</b>

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



<b>DALLAS AREA RAPID TRANSIT</b> <b>STATEMENTS OF REVENUES, EXPENSES AND CHANGES IN NET ASSETS</b> <b>FOR THE YEAR ENDED SEPTEMBER 30, 2006 AND 2005</b>		
	(In thousands)	
	09/30/2006 Unaudited	9/30/2005
<b>OPERATING REVENUES:</b>		
Passenger	\$40,799	\$37,131
Advertising, rent and other	9,196	9,096
<b>Total Operating Revenues</b>	<b>\$49,995</b>	<b>\$46,227</b>
<b>OPERATING EXPENSES:</b>		
Labor	\$152,804	\$151,572
Benefits	59,659	62,325
Services	27,511	24,291
Materials and Supplies	47,140	41,451
Purchased Transportation	41,172	38,071
Depreciation and amortization	104,593	106,225
Utilities	10,623	9,799
Taxes, Leases, and Other	4,806	5,478
Casualty and liability	(1,183)	9,554
<b>TOTAL OPERATING EXPENSES</b>	<b>\$447,125</b>	<b>\$448,766</b>
<b>NET OPERATING LOSS</b>	<b>(\$397,130)</b>	<b>(\$402,539)</b>
<b>NON-OPERATING REVENUES (EXPENSES):</b>		
Sales tax revenue	\$358,248	\$342,670
Investment Income	18,314	7,274
Interest Income from investments held to pay capital lease	24,149	25,581
Interest expense on capital leases	(24,149)	(25,581)
Local Assistance Program and Street improvements	(2,242)	(630)
Interest and financing expenses	(28,288)	(26,472)
Other non-operating revenues and expenses, net	8,960	10,822
Other non-operating expenses	(11,143)	(3,958)
<b>TOTAL NET NON-OPERATING REVENUES</b>	<b>\$343,849</b>	<b>\$329,706</b>
<b>INCOME BEFORE CAPITAL CONTRIBUTIONS, GRANTS AND REIMBURSEMENTS</b>	<b>(\$53,281)</b>	<b>(\$72,833)</b>
<b>CAPITAL CONTRIBUTIONS, GRANTS AND REIMBURSEMENTS:</b>		
Federal capital contributions	\$30,405	\$39,739
Less: Loss on disposal or transfer of federally funded assets to other governments		(297)
Net federal capital contributions	\$30,405	\$39,442
State capital contributions		
Local capital contributions	2,000	
Total capital contributions	\$32,405	\$39,442
Federal grants and reimbursements	\$39,090	\$41,925
State grants and reimbursements		179
Total grants and reimbursements	\$39,090	\$42,104
<b>TOTAL CAPITAL CONTRIBUTIONS, GRANTS AND REIMBURSEMENTS</b>	<b>\$71,495</b>	<b>\$81,546</b>
<b>CHANGE IN NET ASSETS</b>	<b>\$18,214</b>	<b>\$8,713</b>
TOTAL NET ASSETS - Beginning of the year	1,958,508	1,949,795
TOTAL NET ASSETS - End of the quarter	<b>\$1,976,722</b>	<b>\$1,958,508</b>

**DALLAS AREA RAPID TRANSIT**  
**STATEMENTS OF NET ASSETS**  
**AS OF SEPTEMBER 30, 2006 AND 2005**

	<b>(In thousands)</b>	
	<b>09/30/2006</b>	<b>9/30/2005</b>
	<b>Unaudited</b>	
<b>ASSETS</b>		
<b>CURRENT ASSETS</b>		
Cash & Cash Equivalents	\$77,249	\$36,787
Investments	347,526	331,990
Current portion of restricted assets	19,344	18,880
Current portion of investment held to pay capital lease liability	36,525	52,346
Sales tax receivable	64,768	59,463
Transit Revenue Rec., Net	2,070	1,729
Due from Other Governments	1,956	1,612
Materials and supplies inventory	22,773	22,652
Prepaid transit expenses and other	4,354	2,175
<b>TOTAL CURRENT ASSETS</b>	<b>576,565</b>	<b>527,634</b>
<b>NONCURRENT ASSETS</b>		
Note Receivable	3,112	-
Restricted assets	29,460	12,892
Investments in joint venture	9,654	10,172
Capital assets		
Land and rights of way	387,009	387,010
Depreciable capital assets, net of depreciation	1,599,253	1,674,590
Projects in progress	469,652	328,470
Long-term investments held to pay capital lease/lease back liabilities	410,600	422,976
Net pension asset	3,716	3,384
Unamortized long-term debt issuance costs	3,811	3,883
<b>TOTAL NONCURRENT ASSETS</b>	<b>2,916,267</b>	<b>2,843,377</b>
<b>TOTAL ASSETS</b>	<b>\$3,492,832</b>	<b>\$3,371,011</b>

**DALLAS AREA RAPID TRANSIT**  
**STATEMENTS OF NET ASSETS - CONT'D**  
**AS OF SEPTEMBER 30, 2006 AND 2005**

	<b>(In thousands)</b>	
	<b>09/30/2006 Unaudited</b>	<b>9/30/2005</b>
<b>LIABILITIES</b>		
<b>CURRENT LIABILITIES</b>		
Accounts payable and accrued liabilities	\$107,089	\$89,412
Commercial paper notes payable	415,645	297,245
Current portion of Capital lease/leaseback liabilities	36,525	52,346
Current portion of amount due to the State Comptroller	824	913
Local Assistance Program Payable	21,684	26,866
Retainage Payable	15,773	20,191
Other Current Liabilities	10,213	7,287
Payable from restricted assets		
Interest payable	9,678	9,259
Current portion of senior lien sales tax revenue bonds payable	10,820	10,470
<b>TOTAL CURRENT LIABILITIES</b>	<b>628,251</b>	<b>513,989</b>
<b>NON-CURRENT LIABILITIES</b>		
Repayment due to State Comptroller	12,360	
Senior lien sales tax revenue bonds payable	464,899	475,538
Capital lease/leaseback liabilities	410,600	422,976
<b>TOTAL NON-CURRENT LIABILITIES</b>	<b>887,859</b>	<b>898,514</b>
<b>TOTAL LIABILITIES</b>	<b>1,516,110</b>	<b>1,412,503</b>
<b>NET ASSETS</b>		
Invested in capital assets, net of related debt	1,582,230	1,615,195
Restricted for		
Debt Service	9,666	9,621
Unrestricted	384,826	333,692
<b>TOTAL NET ASSETS</b>	<b>\$1,976,722</b>	<b>\$1,958,508</b>

## 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.

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

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

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

$$\text{Calculation} = [(\text{Fixed Route Passenger Revenues} - \text{Commissions and Discounts}) / (\# \text{ Of Fixed Route Passenger Boardings})]$$

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

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

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

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

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

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

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

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

**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.

## Glossary of Terms/Definitions (Cont.)

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

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

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

**On-Time Performance** – Quality ratio that measures how often a service is on-time (i.e., at a designated pick-up spot within a predetermined timeframe). The timeframe differs based on mode and frequency of service. Bus operations currently uses 59 seconds early and 4 minutes and 59 seconds late. Light rail and commuter rail use 1 minute early and 3 minutes 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 Revenues** – Includes the revenues obtained from the farebox, special events service, advertising, signboard rentals, leases, and miscellaneous income. Operating revenues do not include sales tax revenue, interest income, or gain on sale of assets.

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

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

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

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

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

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

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

**Passenger Trips** - See Ridership.

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

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



## Glossary of Terms/Definitions (Cont.)

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

## Glossary of Terms/Definitions (Cont.)

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

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

*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).

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

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

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

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

## Ridership Highlights

### Introduction

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

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

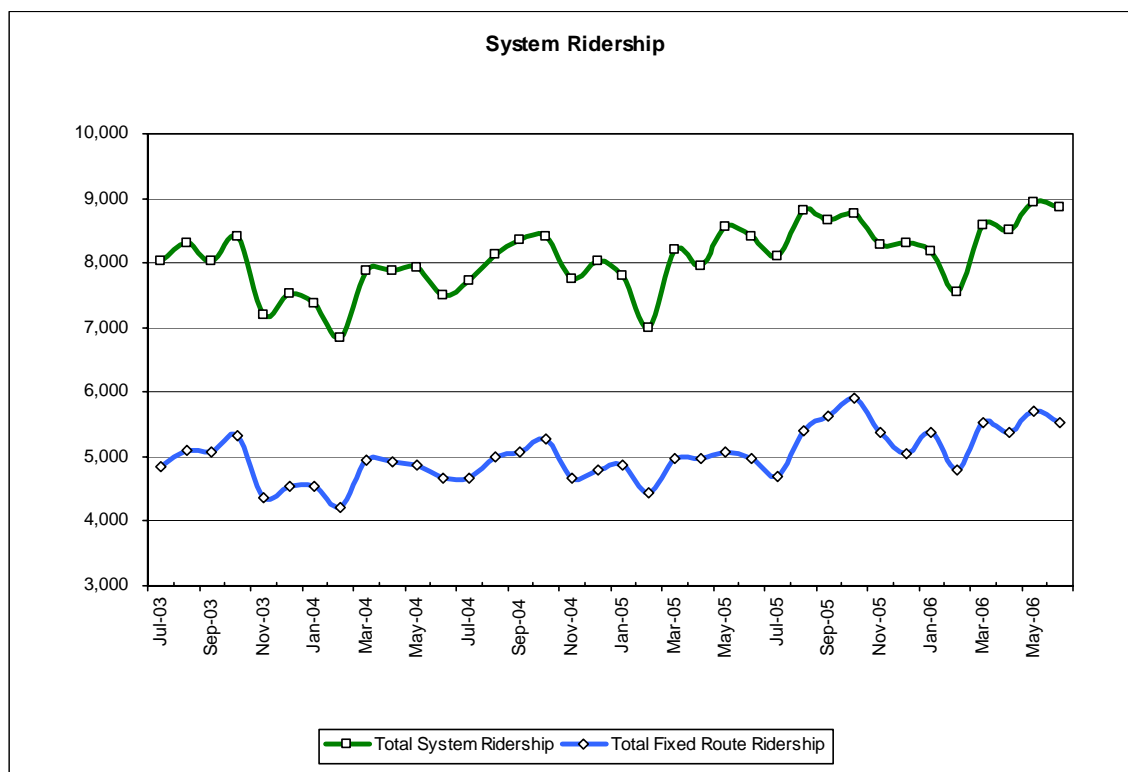
Ridership statistics can be examined in several different ways: as totals, as averages and as ratios related to service levels. Each reporting technique has its value in analyzing ridership and each presents data from a different perspective. While total ridership is an important measure, it can vary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

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

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

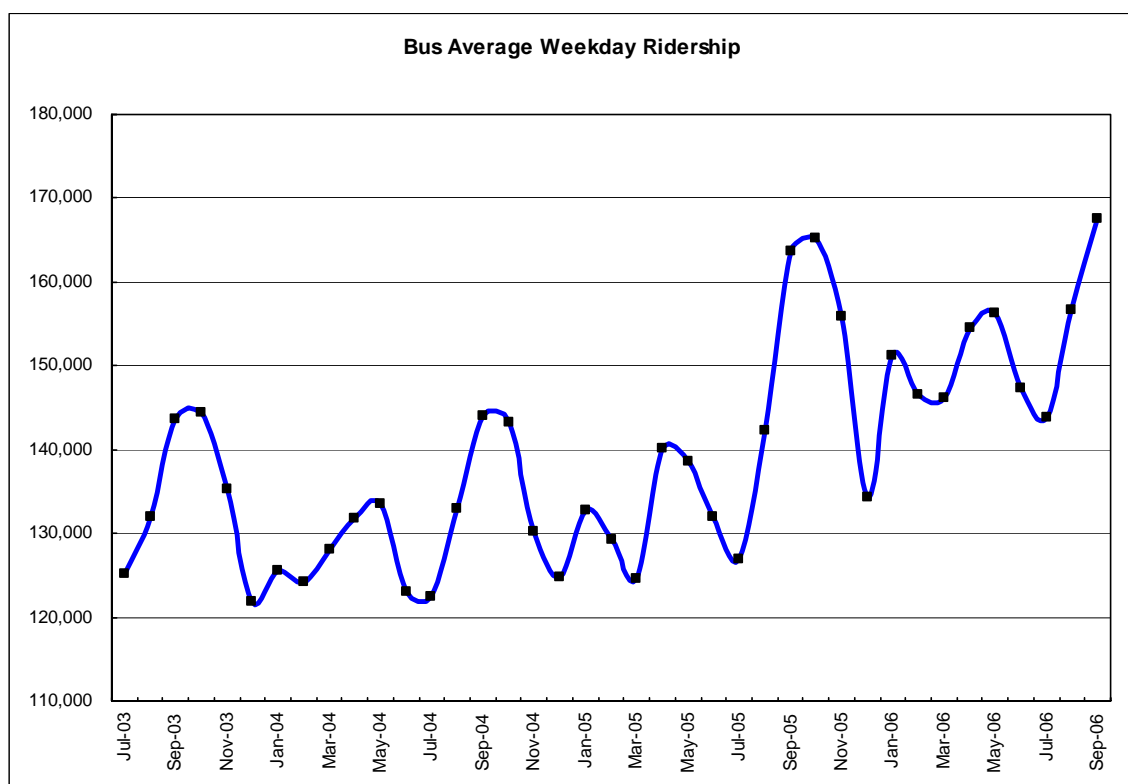
The Service Standards Monitoring Report included in this section of the Quarterly Report includes the modifications to policy made in 2003.

## Total System Ridership



- Total fixed route passengers include bus, light rail and commuter rail riders. Total system passengers include fixed route, HOV and paratransit services. Riders of both scheduled and special event services are reported.
- Total system ridership in the fourth quarter of FY 2006 was 26.5 million riders, an increase of 3.1 percent over the fourth quarter of FY 2005.
- Fixed route ridership totaled 16.9 million passengers in the fourth quarter of FY 2006, an increase of 8.0 percent over the fourth quarter of FY 2005. Much of this increase is attributable to higher gasoline prices during the summer, although some of the increase can be attributed to improving service quality and service improvements.
- Trinity Railway Express ridership was over 625,000 passengers in the fourth quarter, an increase of 9.8 percent from last year. This increase is the result, in part, of increases in gasoline prices.
- Light rail ridership increased to 4.8 million riders in the fourth quarter. This 10.2 percent increase was caused, in part, by continued high gasoline prices.
- Paratransit ridership increased to 168,355 trips in the fourth quarter of FY 2006, an increase of 2.0 percent from FY 2005 levels.
- Total HOV usage in the fourth quarter of FY 2006 was 9.2 million persons, down 5.0 percent from the fourth quarter of FY 2005. It appears that the gasoline price increases that have stimulated fixed-route ridership may have caused a reduction in use of the HOV lanes.

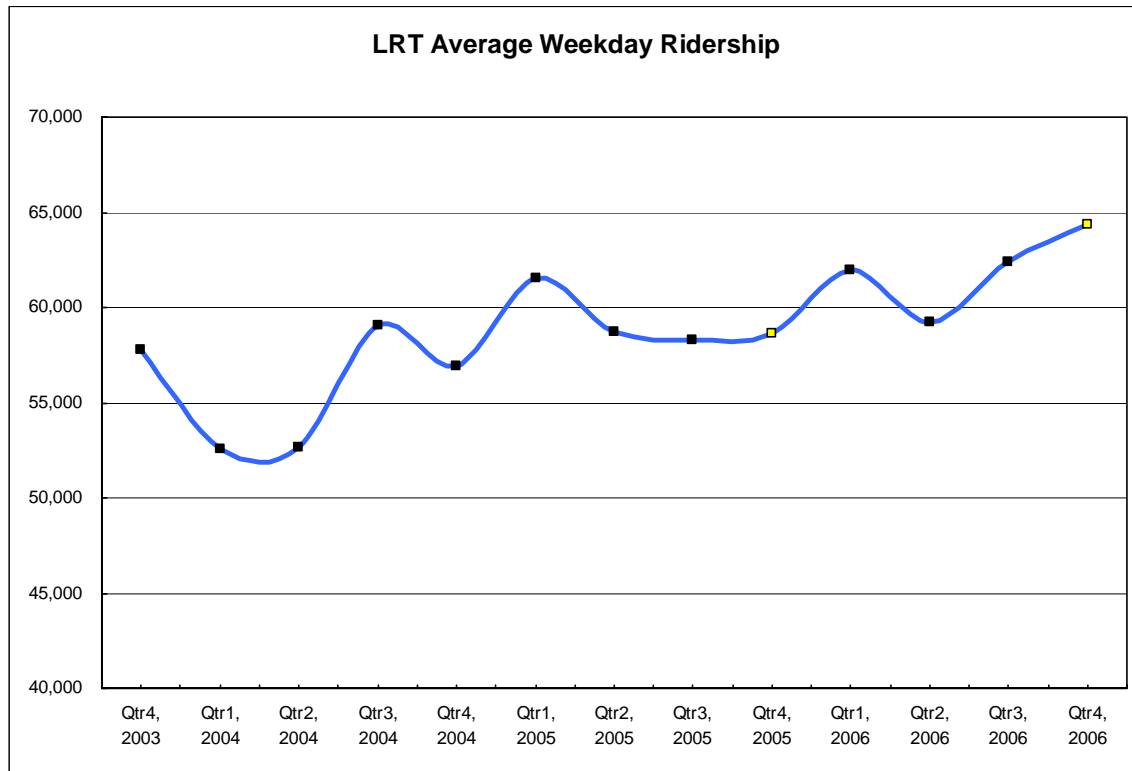
## **Bus System Ridership**



- Total bus ridership in the fourth quarter of FY 2006 was 11.4 million riders, a 6.9 percent increase from the fourth quarter of FY 2005.
- Average weekday ridership in the fourth quarter was 156,012 riders, an 8.1 percent increase from last year's average.
- Ridership on each of the bus route categories, Crosstown, Express, Local, Rail Station Feeder and Transit Center Feeder routes, increased over the fourth quarter last year.
- Crosstown routes increased by 6.9 percent, Express routes increased by 3.4 percent, Transit Center Feeder routes increased by 24.8 percent, Rail Station Feeder routes increased by 9.5 percent and Local routes increased by 3.5 percent in the fourth quarter.
- The most heavily patronized routes in the fourth quarter, by route classification, were:

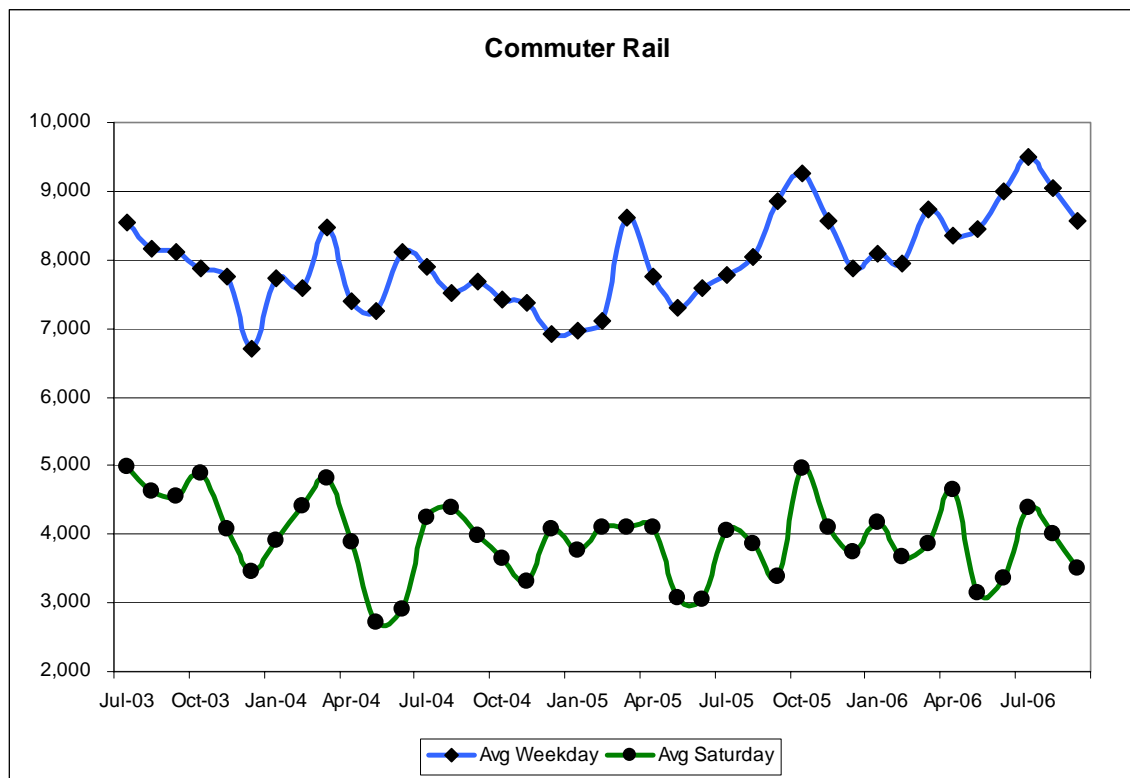
<u>Route Type</u>	<u>Route</u>	<u>Weekday Average</u>
Crosstown	466	7,160
Express	204	1,347
Rail Feeder	583	4,214
TC Feeder	378	1,868
Local	44	8,002

## LRT Ridership



- LRT ridership in the fourth quarter totaled 4.84 million riders, an increase of 10.2 percent over the 4.39 million riders transported in the fourth quarter of FY 2005.
- Weekday ridership in the fourth quarter averaged 64,345 passengers, an increase of 9.8 percent over the fourth quarter of FY 2005.
- Saturday ridership in the fourth quarter averaged about 33,460 passengers, an increase of 25.1 percent over the FY 2005 level.
- Sunday ridership in the fourth quarter averaged 20,966 passengers, an increase of 7.7 percent from the FY 2005 level.
- The increases are attributed, in part to the increases seen in fuel prices. The absence of surplus parking capacity at many stations and limited unused capacity on many weekday peak period trains has served to constrain system ridership growth.
- The terminal light rail stations in Garland (Downtown Garland), Plano (Parker Road) and Dallas (Ledbetter and Westmoreland) have combined to contribute about 10,500 average weekday riders to the system in the fourth quarter, an increase of 12.6 percent. These four stations served 16.3 percent of the system's average weekday ridership in the quarter.

## Commuter Rail – Trinity Railway Express



- Trinity Railway Express ridership increased in the fourth quarter despite decreasing gasoline prices in August and September. September ridership was below the September 2005 levels by 5.2 percent in response to a 20.1 percent decrease in the price of gasoline.
- In the fourth quarter of 2006, the TRE served a total of 625,046 passengers, an increase of 9.9 percent over the fourth quarter of FY 2005.
- Weekday ridership on the TRE averaged 9,083 daily riders (a 10.2 percent increase over last year) in the fourth quarter.
- Saturday ridership in the fourth quarter averaged 3,966 daily riders, an increase of 4.9 percent over the fourth quarter of FY 2005.
- Events at the American Airlines Center, served by the Victory station, attract significant levels of TRE ridership. During the fourth quarter, 22,298 passengers were counted boarding and alighting TRE trains at the Victory station.
- Union Station in downtown Dallas is the alighting location for about 62 percent of the Eastbound TRE riders and the boarding location for about 62 percent of westbound passengers.
- Union Station averaged 3,017 daily weekday, boarding passengers in the fourth quarter. Centreport/DFW station was second in ridership, averaging 1,237 boarding passengers on weekdays. South Irving (895 daily boardings), Medical/Market Center (865 daily boardings) and the Intermodal Transit Center (789 daily boardings) in downtown Fort Worth were next in ranking.
- On Saturday, Union Station averaged 1,479 boarding passengers while the Intermodal Transportation Center was second with 708 average daily boardings.

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

Year	Month	Bus Monthly	LRT Monthly	Commuter Rail Monthly	Fixed Route Total
2004	September	3,447	1,430	175	5,052
2005	October	3,509	1,505	181	5,195
	November	3,042	1,451	168	4,661
	December	3,086	1,531	168	4,785
	January	3,206	1,486	160	4,852
	February	2,915	1,345	158	4,418
	March	3,288	1,473	206	4,967
	April	3,389	1,396	186	4,971
	May	3,351	1,425	166	4,942
	June	3,297	1,487	179	4,963
	July	3,081	1,409	176	4,666
	August	3,679	1,505	193	5,377
	September	3,924	1,474	199	5,597
2006	October	4,055	1,556	219	5,830
	November	3,649	1,514	197	5,360
	December	3,335	1,526	188	5,049
	January	3,663	1,509	191	5,363
	February	3,293	1,325	174	4,792
	March	3,747	1,542	216	5,505
	April	3,637	1,536	190	5,363
	May	3,909	1,604	199	5,712
	June	3,674	1,633	211	5,518
	July	3,437	1,571	212	5,220
	August	4,052	1,705	224	5,981
	September	3,937	1,562	189	5,688



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

Year	Month	Bus Weekday	LRT Weekday	Commuter Rail Weekday	Fixed Route Total
Average Weekday Ridership in Thousands (000)					
2004	September	137.5	58.6	7.5	203.6
2005	October	142.9	60.9	7.8	211.6
	November	130.1	61.3	7.1	198.5
	December	122.9	62.4	7.1	192.4
	January	132.3	60.7	7	200
	February	128.4	58.7	7.1	194.2
	March	124.2	56.7	8.6	189.5
	April	139.7	57.3	7.6	204.6
	May	138.2	58.2	7	203.4
	June	131.8	59.4	7.6	198.8
	July	126.9	58.1	7.8	192.8
	August	142.4	57.6	8.1	208.1
	September	163.5	60.1	8.8	232.4
2006	October	165.2	62.6	9.3	237.1
	November	156	62.9	8.6	227.5
	December	134	60.3	7.9	202.2
	January	151.3	60.3	8.1	219.7
	February	146.6	57.8	7.9	212.3
	March	146.1	59.6	8.7	214.4
	April	154.4	60.7	8.3	223.4
	May	156.2	62.7	8.5	227.4
	June	147.3	63.9	9	220.2
	July	143.8	63.8	9.6	217.2
	August	156.7	64.6	9	230.3
	September	167.5	64.6	8.5	240.6

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

## Dallas Area Rapid Transit

### Estimated Passenger Boardings By Member City

For the Fourth Quarter Fiscal Year 2006, Period Ending September 30, 2006

In Thousands

Description	Qtr 4 2006	Qtr 4 2005	%%%(2) Change	YTD 2006	YTD 2005	%%%(2) Change
<b>Bus Ridership (1)</b>						
Addison	98	92	6.6%	356	313	13.7%
Carrollton	197	182	8.5%	772	671	15.1%
Farmers Branch	59	53	10.6%	226	194	16.5%
Garland	689	578	19.0%	2616	2160	21.1%
Glenn Heights	70	62	14.0%	263	207	27.4%
Irving	636	557	14.1%	2415	1969	22.6%
Plano	217	200	8.3%	826	708	16.6%
Richardson	261	219	19.0%	966	785	23.0%
Rowlett	18	23	-18.5%	81	85	-4.3%
<b>Suburban Total</b>	<b>2244</b>	<b>1966</b>	<b>14.2%</b>	<b>8521</b>	<b>7092</b>	<b>20.1%</b>
<b>Dallas Total (3)</b>	<b>9182</b>	<b>8718</b>	<b>5.3%</b>	<b>35868</b>	<b>32678</b>	<b>9.8%</b>
<b>Bus Total</b>	<b>11,426</b>	<b>10,684</b>	<b>6.9%</b>	<b>44,389</b>	<b>39,770</b>	<b>11.6%</b>
<b>Light Rail</b>	<b>3,276</b>	<b>4,388</b>	<b>-25.3%</b>	<b>17019</b>	<b>17487</b>	<b>-2.7%</b>
<b>Commuter Rail</b>	<b>436</b>	<b>568</b>	<b>-23.3%</b>	<b>2221</b>	<b>2140</b>	<b>3.8%</b>
<b>Total Passenger Boardings</b>	<b>15,138</b>	<b>15,641</b>	<b>-3.2%</b>	<b>63,629</b>	<b>59,397</b>	<b>7.1%</b>

Type of Day	Qtr 4 2005	Qtr 4 2004	Inc (Dec)	YTD 2005	YTD 2004	Inc (Dec)
Weekdays	63	64	-1	253	254	-1
Saturdays/Holiday	14	13	1	56	53	3
Sundays/Holiday	15	15	0	56	58	-2
Total	92	92	0	365	365	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 requires the preparation of a quarterly Service Standards Monitoring Report that describes the performance of the DART bus system. Bus route performance is measured using a Route Performance Index (RPI). The RPI is calculated for each DART bus route. The RPI is based on comparisons of each individual route's performance against an adopted standard in each of three performance measures. Those measures are passengers per mile, passengers per trip and subsidy per passenger. The standards for each of these measures are defined for each of six route types, Crosstown, Express, Rail Feeder, Transit Center Feeder, Local and Site-specific Shuttle. In addition, a Service Performance Index (SPI) is calculated for the DART-on-Call service. This index measures performance against standards for subsidy per passenger and passengers per hour. The standards adopted for FY 2006 were used in compiling this report.

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

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

### **Fourth Quarter Report**

#### **Crosstown Routes**

- Nine of the eighteen Crosstown routes had an RPI value of 1.0 or greater.
- Sixteen of the eighteen Crosstown routes perform at or above the 0.6 level.
- The two Crosstown routes that perform below the 0.6 level include routes 404 (0.4) and 475 (0.5).
- Route 475 serves the southeast Dallas area A route restructuring plan has been developed for February 2007 implementation. The restructuring should increase ridership and improve performance.
- Route 404 was restructured in February 2006. Its ridership patterns will be reviewed to develop an appropriate course of action to improve performance.

### **Express Routes**

- Nine of DART's ten Express routes had an RPI value of 0.7 or greater.
- Routes 205 (Addison), 278 (Red Bird), 206 (Glenn Heights) and 283 (Lake Ray Hubbard) had the highest RPI values among Express routes with RPIs of 1.8, 1.2, 1.0 and 1.0 respectively.
- One route had an RPI value of less than 0.6.
- Route 247 (Farmers Branch) was at 0.4 level.
- Route 247 was modified in February 2006. The modifications are anticipated to improve its performance to acceptable levels.

### **Rail Feeder Routes**

- Ten of the 28 Rail Feeder routes performed at the 1.0 level or better. A total of 26 Rail Feeder routes performed at or above the 0.6 target.
- The top performing Rail Feeder route was route 583 (Lovers Lane/LBJ/Skillman/Richland College) with an RPI value of 2.7. Route 702 (Northpark Shuttle) was second with an RPI of 2.6. Routes 506(Park Lane/Walnut Hill) and 554 (Ledbetter Station/ Bonnieview) were third with RPIs of 1.6.
- Routes 519 (Lakewood/Dallas Zoo station/Ann Arbor) was next with an RPI value of 1.5.
- Two routes recorded RPI values of 0.5 during the fourth quarter. These routes include 566 (Bush Turnpike/Downtown Garland) and 560 (LBJ/Skillman/Kingsley)).
- Route 566 was restructured in February 2006 to improve its performance.
- Route 560 will be reviewed to identify actions to improve its performance.

### **Transit Center Feeder Routes**

- All 24 of the Transit Center Feeder routes achieved RPI values of 0.6 or greater. Eleven of those routes had RPI values of 1.0 or greater.
- Route 378 (South Garland/Lake Ray Hubbard/Garland Central) and Route 301 (North Irving/South Irving) were the top performing Transit Center Feeder routes with RPI values of 1.8 and 1.7 respectively.
- Route 374 (LBJ/Skillman/South Garland) was next with an RPI value of 1.4
- Two routes posted RPI values of 1.3, including routes 341 in North Dallas and, route 361 in Richardson.
- Routes 316 (West Plano/Hebron) and 333 (Carrollton/Addison) performed at the 0.6 level.

### **Local Routes**

- Thirty of the 32 Local routes posted RPI values of 0.6 or greater in the fourth quarter of FY 2005.
- Route 44 (South Dallas/Medical Center/Northwest Dallas) was both the best performing Local route with a 1.7 RPI as well as the most heavily patronized route.
- Route 26 (Harry Hines Corridor/Cedars Station/Frazier Courts) placed second with an RPI value of 1.5.
- Routes 19 (South Garland/Park Lane Station) and 24 (Mockingbird Station) performed at the 1.3 level.
- Three routes had an RPI value of 1.1, six routes had RPI values of 1.0, four routes posted RPI values of 0.9 and another four routes had 0.8 RPIs.
- Route 8 (Oak Lawn/Preston Center) was at the 0.5 level and route 184 (Frankford) performed at the 0.4 level. Both of these routes were modified in February 2006.

### **Site-specific Shuttles**

- All seven Site-specific Shuttles, including E-shuttles, performed at or above the 1.0 level.
- The Medical City Shuttle was the top performer with an RPI of 2.1.
- The TI shuttles were second with an RPI of 1.9.
- The Mustang Express, the SMU shuttle, was third with an RPI value of 1.7.
- The DFW shuttle operated at a 1.4 RPI level.
- The Palisades E-shuttle (from Galatyn Park station) performed at the 1.2 level.
- The Campbell Center E-shuttle performed at a 1.1 level.

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

- Six of the nine DART-on-Call zones exceeded the 0.6 Service Performance Index level.
- The Lakewood on Call zone performed at a 1.2 level.
- The relatively new Glenn Heights zone and the East Plano zone performed at a 0.8 level.
- The North Central Plano, Richardson and Rowlett zones performed at the 0.7 level.
- The North Dallas and the new Lake Highlands zones performed at a 0.5 SPI level, an improvement for both zones.
- The Lake Highlands zone is expected to improve in both ridership and performance as the service matures.
- The Farmers Branch zone performed at the 0.3 level
- The Farmers Branch and North Dallas zones are being examined to identify methods of increasing ridership, thereby improving performance.

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

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

<b><u>Crosstown</u></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	400	247	204	560	501		305	8	8
475	404		210	566	505		307	184	21
	415		247		513		314		35
	444				551		316		37
	475				560		333		42
					566				183
					571				184
									185

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

## Crosstown Routes

Crosstown

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

LINE		Avg Weekday Pass 4Q06	Avg Weekday Pass 4Q05	% Change	Sub/ Pass 4Q06	Index	Pass/ Trip 4Q06	Index	Pass/ Rev 4Q06	Index	3Q06 Route Performance Index	4Q06 Route Performance Index	RPI Point Change
					\$2.85		29.00		1.60				
C 466		6,427	5,888	9.2%	\$2.05	1.4	67.6	2.3	2.2	1.4	1.7	1.7	0.0
C 409		3,104	2,981	4.1%	\$1.99	1.4	36.3	1.3	2.7	1.7	1.4	1.5	0.0
C 486		2,765	2,885	-4.2%	\$2.22	1.3	43.0	1.5	2.1	1.3	1.3	1.4	0.1
C 463		1,960	1,800	8.8%	\$2.37	1.2	33.5	1.2	2.2	1.4	1.2	1.2	0.0
C 428		3,623	3,461	4.7%	\$2.91	1.0	38.4	1.3	1.8	1.1	1.2	1.1	0.0
C 405		2,531	2,199	15.1%	\$2.78	1.0	32.6	1.1	1.7	1.1	1.1	1.1	0.0
C 408		2,264	2,083	8.7%	\$2.83	1.0	33.3	1.1	1.7	1.0	1.1	1.1	0.0
C 453		2,610	2,472	5.6%	\$3.02	0.9	30.9	1.1	1.9	1.2	1.0	1.1	0.0
C 488		1,586	1,332	19.0%	\$3.28	0.9	28.0	1.0	1.7	1.1	0.9	1.0	0.1
C 400		2,316	1,987	16.6%	\$4.07	0.7	38.8	1.3	1.3	0.8	0.9	0.9	0.0
C 445		1,155	1,132	2.0%	\$3.12	0.9	14.6	0.5	2.1	1.3	0.9	0.9	0.1
C 441		1,869	1,833	2.0%	\$3.29	0.9	25.6	0.9	1.6	1.0	1.0	0.9	-0.1
C 410		1,268	958	32.4%	\$3.52	0.8	22.3	0.8	1.5	0.9	0.8	0.8	0.1
C 451		2,320	2,041	13.7%	\$3.87	0.7	23.9	0.8	1.4	0.9	0.8	0.8	0.0
C 415		902	751	20.2%	\$3.93	0.7	20.5	0.7	1.4	0.9	0.8	0.8	0.0
C 444		995	1,085	-8.3%	\$4.68	0.6	14.6	0.5	1.2	0.8	0.6	0.6	0.0
C 475		836	691	20.9%	\$5.53	0.5	14.2	0.5	0.9	0.6	0.5	0.5	0.0
C 404		580	952	-39.1%	\$5.53	0.5	11.4	0.4	0.7	0.4	0.4	0.4	0.0

## Express Routes

Express

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

LINE		Avg Weekday Pass 4Q06	Avg Weekday Pass 4Q05	% Change	Sub/ Pass 4Q06	Index	Pass/ Trip 4Q06	Index	Pass/ Rev 4Q06	Index	3Q06 Route Performance Index	4Q06 Route Performance Index	RPI Point Change
					\$4.75		16.50		1.00				
E 205		901	753	19.7%	\$4.00	1.2	32.3	2.0	2.2	2.2	1.6	1.8	0.2
E 278		771	744	3.5%	\$4.18	1.1	15.2	0.9	1.5	1.5	1.2	1.2	0.0
E 206		1,070	951	12.4%	\$5.58	0.9	19.2	1.2	1.1	1.1	1.0	1.0	0.0
E 283		1,268	979	29.6%	\$5.64	0.8	16.7	1.0	1.1	1.1	0.9	1.0	0.0
E 202		939	1,109	-15.3%	\$4.65	1.0	12.0	0.7	0.9	0.9	0.8	0.9	0.0
E 207		214	252	-15.2%	\$6.33	0.8	16.5	1.0	0.8	0.8	0.8	0.9	0.0
E 234		82	80	2.0%	\$14.71	0.3	20.5	1.2	0.7	0.7	0.8	0.8	0.0
E 204		1,290	1,253	3.0%	\$7.14	0.7	15.1	0.9	0.7	0.7	0.8	0.8	0.0
E 210		695	724	-4.1%	\$8.26	0.6	15.5	0.9	0.7	0.7	0.7	0.7	0.0
E 247		62	128	-51.8%	\$14.67	0.3	7.8	0.5	0.5	0.5	0.4	0.4	0.0

## Rail Feeder Routes

### Rail Station Feeder

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

LINE		Avg Weekday Pass 4Q06	Avg Weekday Pass 4Q05	% Change	Sub/ Pass 4Q06	Index	Pass/ Trip 4Q06	Index	Pass/ Rev 4Q06	Index	3Q06 Route Performance Index	4Q06 Route Performance Index	RPI Point Change
					\$3.80		11.00		1.80				
F1	583	3,587	2,807	27.8%	\$1.27	3.0	36.3	3.3	3.5	1.9	2.6	2.7	0.1
F1	702	636	309	106.0%	\$1.28	3.0	8.1	0.7	7.4	4.1	2.4	2.6	0.2
F1	506	1,325	1,071	23.7%	\$2.07	1.8	13.0	1.2	3.4	1.9	1.5	1.6	0.1
F1	554	1,005	836	20.2%	\$1.75	2.2	12.2	1.1	2.6	1.4	1.7	1.6	-0.1
F1	519	1,615	1,551	4.1%	\$3.40	1.1	28.4	2.6	1.6	0.9	1.5	1.5	0.0
F1	548	1,325	1,376	-3.8%	\$3.25	1.2	16.0	1.5	2.0	1.1	1.3	1.2	0.0
F1	582	1,269	1,131	12.3%	\$3.11	1.2	15.6	1.4	1.8	1.0	1.1	1.2	0.1
F1	760	249	189	31.7%	\$3.25	1.2	5.8	0.5	3.2	1.8	0.5	1.2	0.6
F1	555	736	632	16.5%	\$2.75	1.4	8.7	0.8	1.9	1.0	1.1	1.1	0.0
F1	562	862	671	28.4%	\$4.27	0.9	14.8	1.3	1.4	0.8	0.9	1.0	0.1
F1	510	880	780	12.9%	\$3.84	1.0	10.7	1.0	1.6	0.9	0.9	0.9	0.0
F1	568	1,066	933	14.2%	\$4.11	0.9	12.6	1.1	1.3	0.7	1.0	0.9	-0.1
F1	574	531		All	\$3.95	1.0	12.4	1.1	1.2	0.6	0.8	0.9	0.1
F1	549	971	856	13.5%	\$5.20	0.7	13.5	1.2	1.1	0.6	0.8	0.9	0.1
F1	522	821	738	11.2%	\$4.23	0.9	9.4	0.9	1.4	0.8	0.8	0.8	0.0
F1	515	1,025	980	4.6%	\$4.76	0.8	11.0	1.0	1.2	0.7	0.8	0.8	0.0
F1	538	1,115	1,041	7.1%	\$3.65	1.0	6.3	0.6	1.5	0.8	0.9	0.8	0.0
F1	571	670	614	9.2%	\$5.61	0.7	12.2	1.1	1.1	0.6	0.7	0.8	0.1
F1	547	579		All	\$3.99	1.0	8.5	0.8	1.1	0.6	0.6	0.8	0.1
F1	507	293	299	-1.8%	\$4.28	0.9	7.3	0.7	1.4	0.8	0.7	0.8	0.0
F1	553	392	367	6.8%	\$5.08	0.7	8.4	0.8	1.2	0.7	0.7	0.7	0.0
F1	501	605	679	-10.9%	\$5.24	0.7	7.5	0.7	1.3	0.7	0.8	0.7	-0.1
F1	567	378	720	-47.4%	\$5.25	0.7	8.1	0.7	1.2	0.7	0.8	0.7	-0.1
F1	551	358	303	18.2%	\$5.75	0.7	8.0	0.7	1.1	0.6	0.7	0.7	0.0
F1	513	302	132	129.1%	\$4.47	0.9	5.6	0.5	1.1	0.6	0.7	0.6	0.0
F1	505	413	655	-37.0%	\$3.90	1.0	4.0	0.4	1.1	0.6	0.7	0.6	0.0
F1	560	448	514	-12.8%	\$7.95	0.5	7.9	0.7	0.8	0.4	0.6	0.5	0.0
F1	566	274	297	-7.9%	\$10.27	0.4	6.9	0.6	0.7	0.4	0.5	0.5	-0.1



## Transit Center Feeder Routes

### Transit Center Feeder

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

LINE	Avg Weekday Pass 4Q06	Avg Weekday Pass 4Q05	% Change	Sub/ Pass	Index	Pass/ Trip	Index	Pass/ Rev Mile	Index	3Q06 Route Performance Index	4Q06 Route Performance Index	RPI Point Change
				\$4.55		10.00		1.00				
F2 378	1,623	1,395	16.4%	\$3.41	1.3	23.1	2.3	1.7	1.7	1.8	1.8	0.0
F2 301	1,393	912	52.8%	\$5.20	0.9	28.0	2.8	1.5	1.5	1.6	1.7	0.1
F2 374	563	506	11.1%	\$3.52	1.3	10.3	1.0	1.8	1.8	1.4	1.4	0.0
F2 372	841	708	18.8%	\$3.93	1.2	14.5	1.5	1.2	1.2	1.2	1.3	0.1
F2 341	627	723	-13.4%	\$2.91	1.6	9.6	1.0	1.3	1.3	1.2	1.3	0.1
F2 361	601	387	55.1%	\$5.07	0.9	11.3	1.1	1.7	1.7	1.2	1.2	0.1
F2 380	497	338	46.7%	\$4.20	1.1	10.0	1.0	1.5	1.5	1.2	1.2	0.0
F2 377	768	737	4.2%	\$5.41	0.8	10.4	1.0	1.7	1.7	1.0	1.2	0.2
F2 350	898	834	7.7%	\$5.25	0.9	15.2	1.5	1.1	1.1	1.1	1.2	0.0
F2 331	506	408	24.0%	\$4.33	1.1	11.1	1.1	1.2	1.2	1.2	1.1	0.0
F2 360	1,062	733	44.9%	\$5.35	0.9	11.6	1.2	1.2	1.2	1.0	1.1	0.1
F2 310	602	536	12.4%	\$5.44	0.8	9.3	0.9	1.0	1.0	0.9	0.9	0.1
F2 385	209		All	\$5.23	0.9	6.6	0.7	1.2	1.2	0.9	0.9	0.0
F2 308	400		All	\$6.13	0.7	9.2	0.9	1.0	1.0	0.9	0.9	0.0
F2 303	358	442	-18.9%	\$5.49	0.8	7.5	0.7	1.0	1.0	0.9	0.9	0.0
F2 311	99	70	41.5%	\$10.10	0.5	12.5	1.2	0.8	0.8	0.7	0.8	0.2
F2 314	760	640	18.7%	\$7.91	0.6	11.8	1.2	0.7	0.7	0.8	0.8	0.0
F2 302	469	310	51.2%	\$8.02	0.6	9.2	0.9	0.8	0.8	0.7	0.8	0.0
F2 307	450		All	\$8.10	0.6	10.0	1.0	0.8	0.8	0.7	0.8	0.1
F2 384	372		All	\$6.31	0.7	6.9	0.7	0.9	0.9	0.7	0.8	0.1
F2 306	482	211	128.7%	\$7.77	0.6	9.7	1.0	0.7	0.7	0.8	0.8	0.0
F2 305	305	765	-60.1%	\$6.84	0.7	6.5	0.6	0.8	0.8	0.6	0.7	0.1
F2 316	204		All	\$8.51	0.5	5.7	0.6	0.8	0.8	0.6	0.6	0.0
F2 333	579	612	-5.4%	\$8.62	0.5	7.1	0.7	0.6	0.6	0.7	0.6	-0.1

Local

		Avg	Avg								3Q06	4Q06	
		Weekday	Weekday								Route	Route	RPI
		Pass	Pass	%	Sub/			Pass/			Performance	Performance	Point
LINE		4Q06	4Q05	Change	Pass	Index	Trip	Index	Rev	Index	Index	Index	Change
					\$2.95	24.50		2.00					
L	44	7,564	7,548	0.2%	\$1.82	1.6	52.6	2.1	2.7	1.4	1.7	1.7	0.0
L	26	4,915	4,709	4.4%	\$1.83	1.6	34.7	1.4	3.1	1.5	1.4	1.5	0.1
L	24	2,201	2,108	4.4%	\$1.98	1.5	19.0	0.8	3.5	1.7	1.3	1.3	0.1
L	19	3,766	3,498	7.7%	\$2.17	1.4	28.7	1.2	2.8	1.4	1.3	1.3	0.0
L	29	1,528	1,458	4.8%	\$2.34	1.3	17.9	0.7	2.7	1.3	1.2	1.1	-0.1
L	76	2,030	1,981	2.5%	\$2.76	1.1	31.0	1.3	1.9	1.0	1.1	1.1	0.0
L	1	2,966	2,801	5.9%	\$2.62	1.1	23.2	0.9	2.2	1.1	1.0	1.1	0.1
L	165	4,070	3,853	5.6%	\$2.64	1.1	26.1	1.1	1.9	1.0	1.1	1.0	0.0
L	12	1,315	1,121	17.3%	\$2.58	1.1	16.5	0.7	2.6	1.3	0.9	1.0	0.1
L	11	3,767	3,646	3.3%	\$2.92	1.0	27.3	1.1	1.9	0.9	1.0	1.0	0.0
L	39	1,292	1,340	-3.5%	\$2.64	1.1	16.1	0.7	2.4	1.2	1.0	1.0	0.0
L	2	1,397	1,304	7.1%	\$2.64	1.1	17.8	0.7	2.2	1.1	0.9	1.0	0.0
L	49	1,429	1,216	17.5%	\$3.00	1.0	18.2	0.7	2.3	1.2	0.9	1.0	0.0
L	36	1,814	1,437	26.2%	\$3.63	0.8	26.6	1.1	1.7	0.8	0.9	0.9	0.0
L	52	1,153	1,216	-5.2%	\$2.78	1.1	13.3	0.5	2.2	1.1	0.9	0.9	0.0
L	164	3,592	3,230	11.2%	\$3.30	0.9	22.8	0.9	1.7	0.8	0.9	0.9	0.0
L	50	2,166	1,929	12.3%	\$3.39	0.9	23.7	1.0	1.6	0.8	0.9	0.9	0.0
L	31	1,548	1,510	2.5%	\$4.01	0.7	23.8	1.0	1.4	0.7	0.8	0.8	0.0
L	63	981	969	1.3%	\$3.53	0.8	14.5	0.6	1.9	0.9	0.8	0.8	0.0
L	21	2,008	1,880	6.8%	\$4.83	0.6	27.0	1.1	1.3	0.6	0.8	0.8	0.0
L	161	2,517	2,538	-0.8%	\$3.61	0.8	18.1	0.7	1.4	0.7	0.8	0.8	0.0
L	59	1,138	1,052	8.1%	\$4.00	0.7	19.0	0.8	1.5	0.7	0.8	0.7	0.0
L	42	1,985	1,843	7.7%	\$4.63	0.6	23.5	1.0	1.1	0.6	0.7	0.7	0.0
L	51	1,284	1,400	-8.3%	\$3.95	0.7	16.2	0.7	1.4	0.7	0.7	0.7	0.0
L	37	1,980	1,760	12.5%	\$4.50	0.7	18.1	0.7	1.2	0.6	0.7	0.7	0.0
L	183	1,273	1,144	11.3%	\$3.45	0.9	15.0	0.6	1.1	0.5	0.7	0.7	0.0
L	60	1,348	1,650	-18.3%	\$4.51	0.7	16.3	0.7	1.4	0.7	0.7	0.7	0.0
L	185	1,470	1,262	16.5%	\$4.73	0.6	19.2	0.8	1.2	0.6	0.6	0.7	0.0
L	155	284	327	-13.0%	\$4.36	0.7	13.0	0.5	1.4	0.7	0.6	0.6	0.1
L	35	1,208	1,089	10.9%	\$5.41	0.5	18.5	0.8	1.1	0.5	0.6	0.6	0.1
L	8	563	698	-19.3%	\$6.42	0.5	6.6	0.3	1.3	0.6	0.5	0.5	0.0
L	184	109	468	-76.8%	\$11.85	0.2	13.6	0.6	0.8	0.4	0.		

## Site-specific Shuttles

### Site-Specific Shuttles

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

LINE	Avg	Avg	% Change	Sub/ Pass	Index	Pass/ Trip	Index	Pass/ Rev Mile	Index	3Q06	4Q06	RPI Point Change
	Weekday	Weekday								Route	Route	
	Pass	Pass								Performance	Performance	
4Q06	4Q05	Index	Index	Index	Index	Index	Index	Index	Index	Index		
\$3.80				11.00		1.80						
SS MCE	146	116	26.7%	\$0.75	5.1	1.6	0.1	1.9	1.0	1.3	2.1	0.8
SS TI	1,199	1,199	0.0%	\$0.91	4.2	3.3	0.3	2.0	1.1	1.9	1.9	-0.1
SS SMU	684	650	5.2%	\$1.30	2.9	8.4	0.8	2.4	1.3	1.5	1.7	0.2
SS DFW	520	372	39.9%	\$1.14	3.3	3.2	0.3	1.3	0.7	1.3	1.4	0.2
SS PE	80	60	33.1%	\$1.36	2.8	1.9	0.2	0.9	0.5	0.9	1.2	0.3
SS CCE	75	72	4.0%	\$1.46	2.6	1.3	0.1	1.2	0.7	1.0	1.1	0.2
SS UTSW	358	361	-1.0%	\$1.65	2.3	2.3	0.2	1.1	0.6	1.7	1.0	-0.7

## DART-on-Call

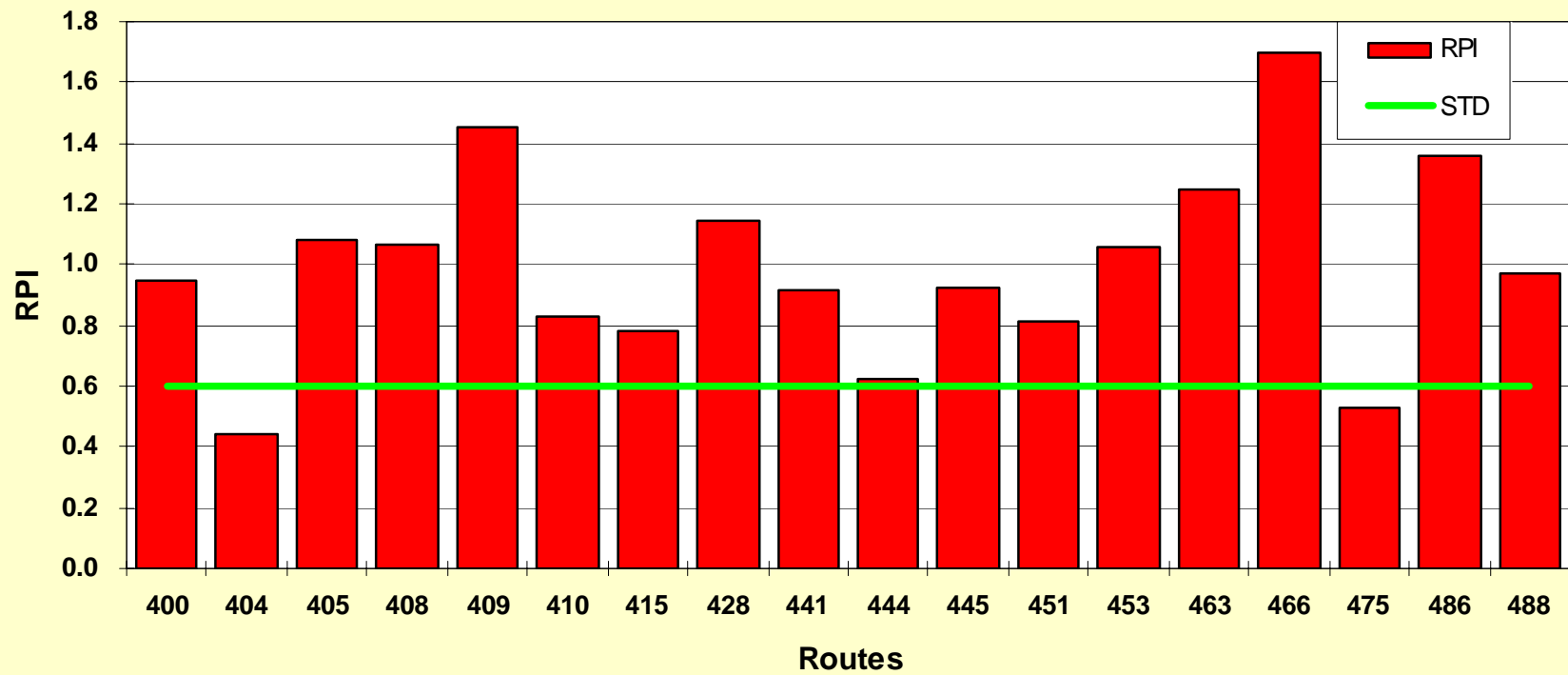
### DART-on-Call

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

		Avg Weekday	Avg Weekday							3Q06 Service Performance	4Q06 Service Performance	SPI Point Change	
LINE		Pass 4Q06	Pass 4Q05	% Change	Sub/ Pass	Index	Pass/ Trip	Index	Rev Mile	Index	Index	Index	
					\$4.30				6.00				
D	LoC	115	99	16.1%	\$4.19	1.0			7.7	1.3	1.2	1.2	0.0
D	GH	43		All	\$6.49	0.7			6.2	1.0	0.8	0.8	0.1
D	EPoC	79	66	18.8%	\$6.20	0.7			5.3	0.9	0.8	0.8	0.0
D	Rich	50	33	53.0%	\$6.51	0.7			5.0	0.8	0.5	0.7	0.3
D	NCPoC	113	102	11.0%	\$7.32	0.6			5.2	0.9	1.2	0.7	-0.4
D	RoC	74	47	55.9%	\$6.59	0.7			4.3	0.7	0.6	0.7	0.1
D	NDOC	45	41	9.4%	\$10.19	0.4			3.2	0.5	0.3	0.5	0.2
D	LHoC	47		All	\$10.63	0.4			3.2	0.5	0.3	0.5	0.2
D	FBoC	32	31	5.2%	\$17.05	0.3			2.0	0.3	0.3	0.3	0.0

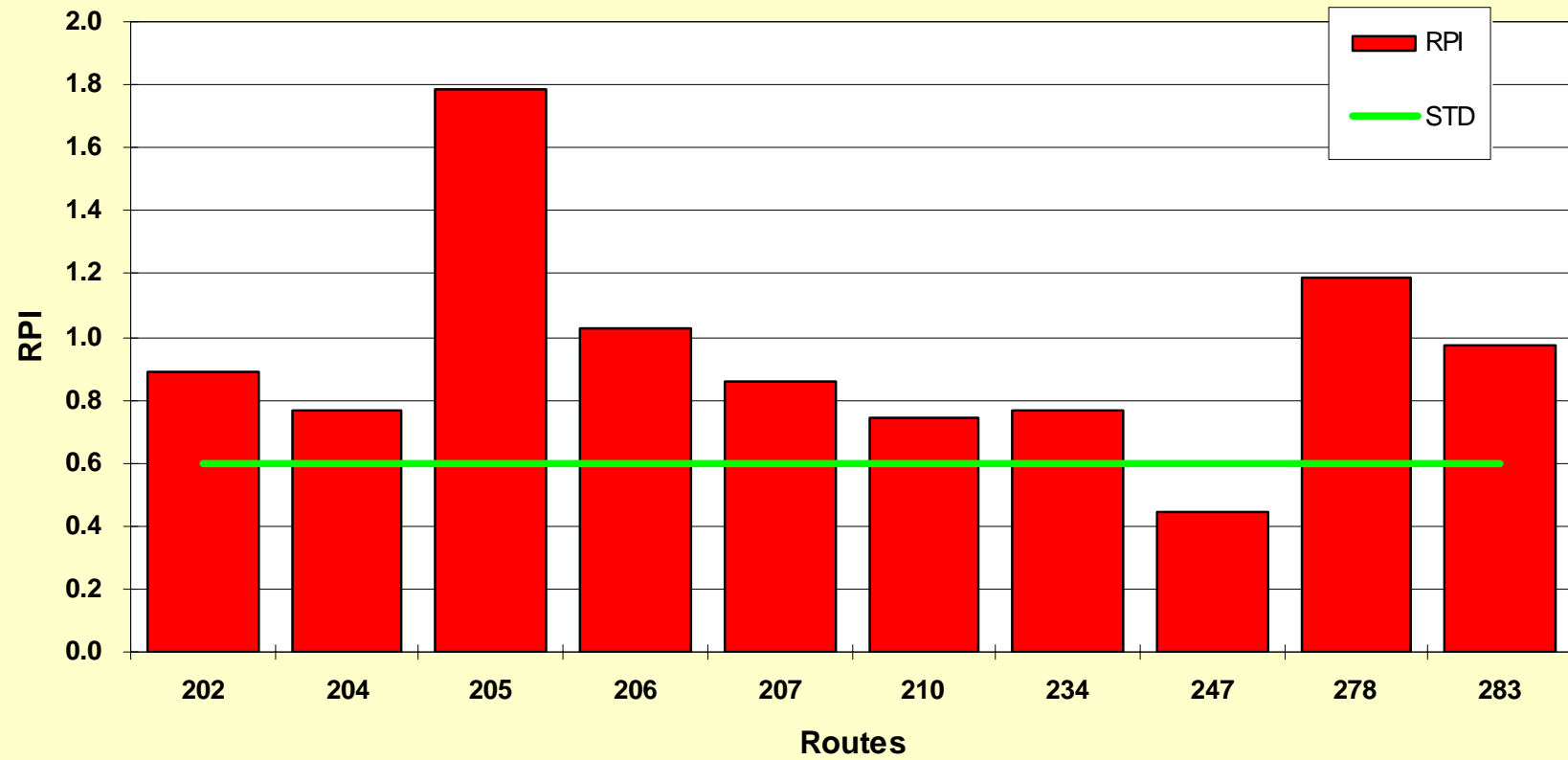
## ROUTE PERFORMANCE INDEX

Crosstown Routes

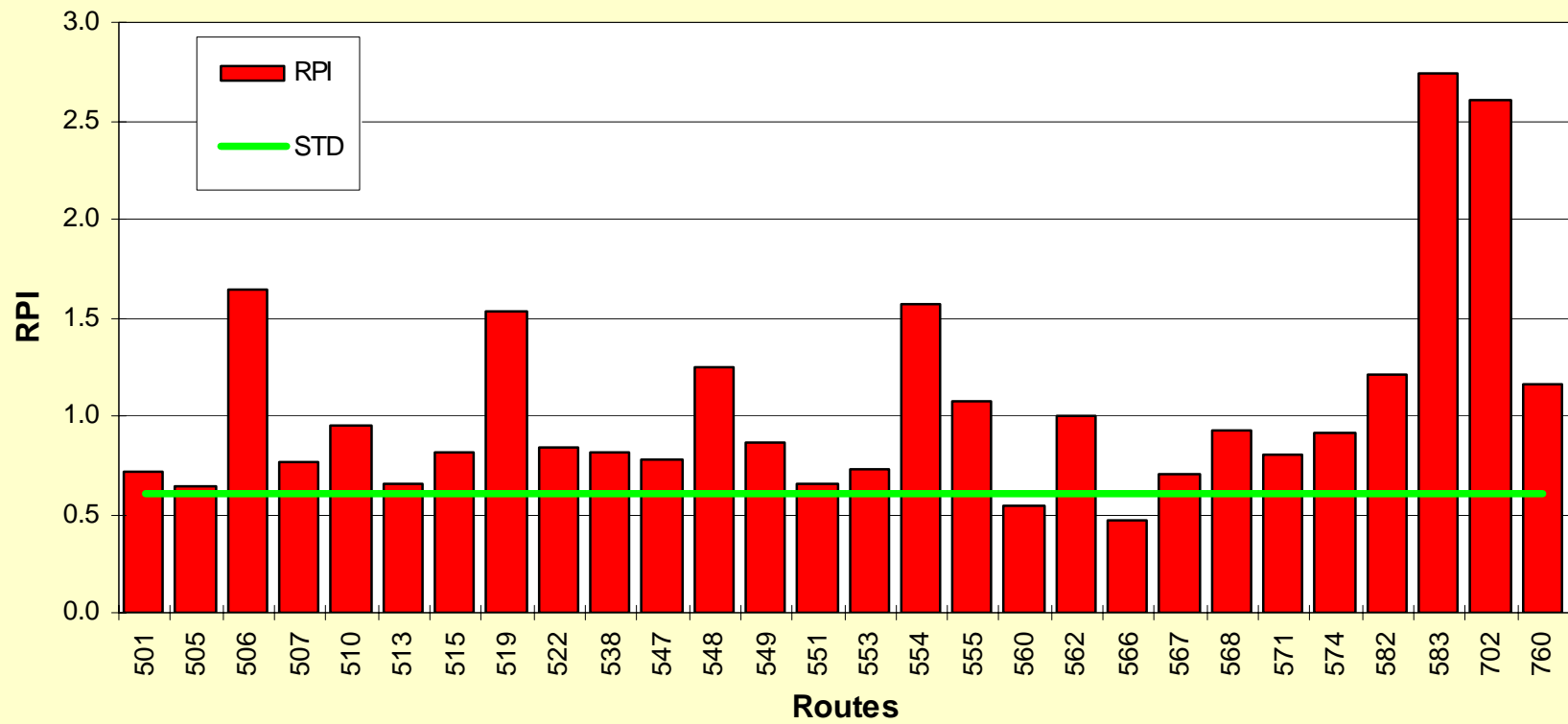


## ROUTE PERFORMANCE INDEX

### Express Routes

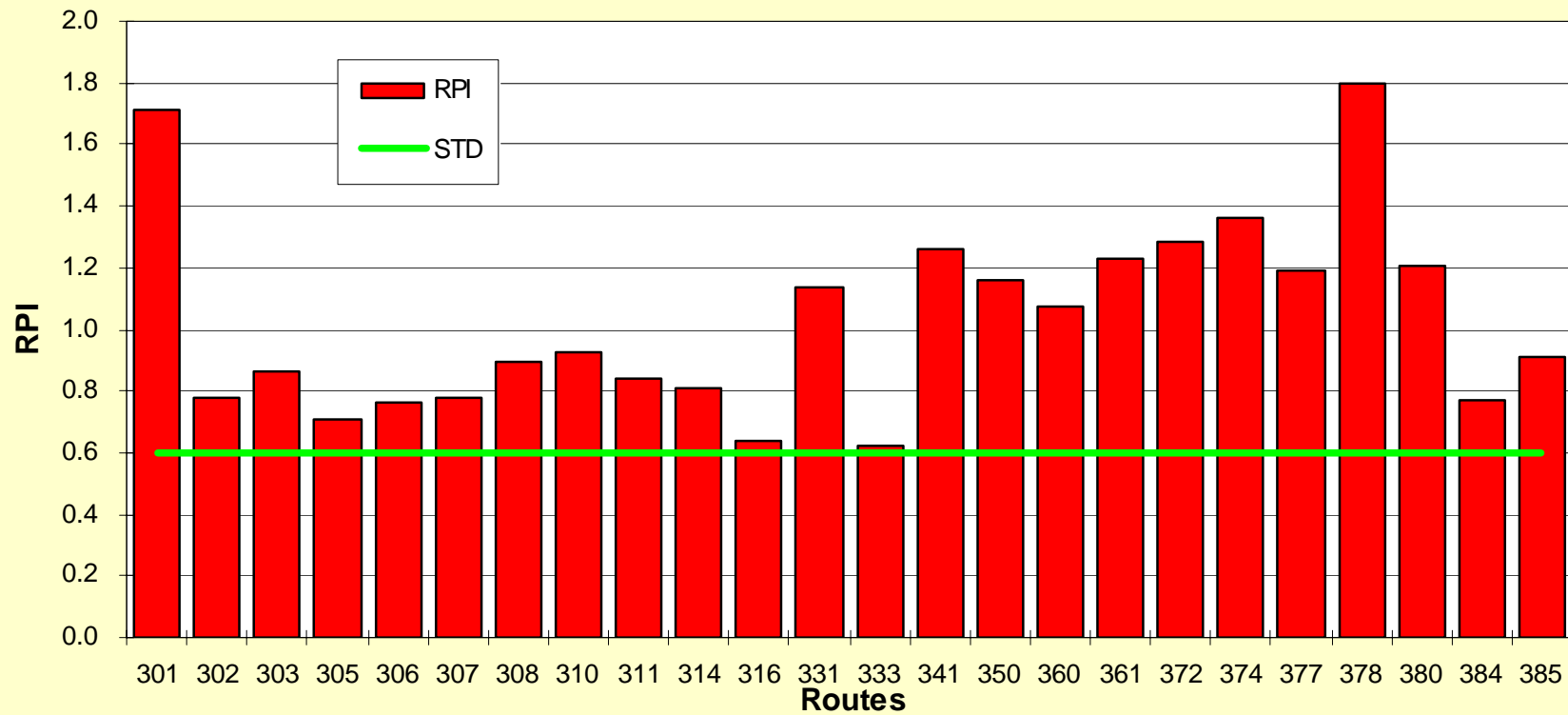


## ROUTE PERFORMANCE INDEX Rail Feeder Routes



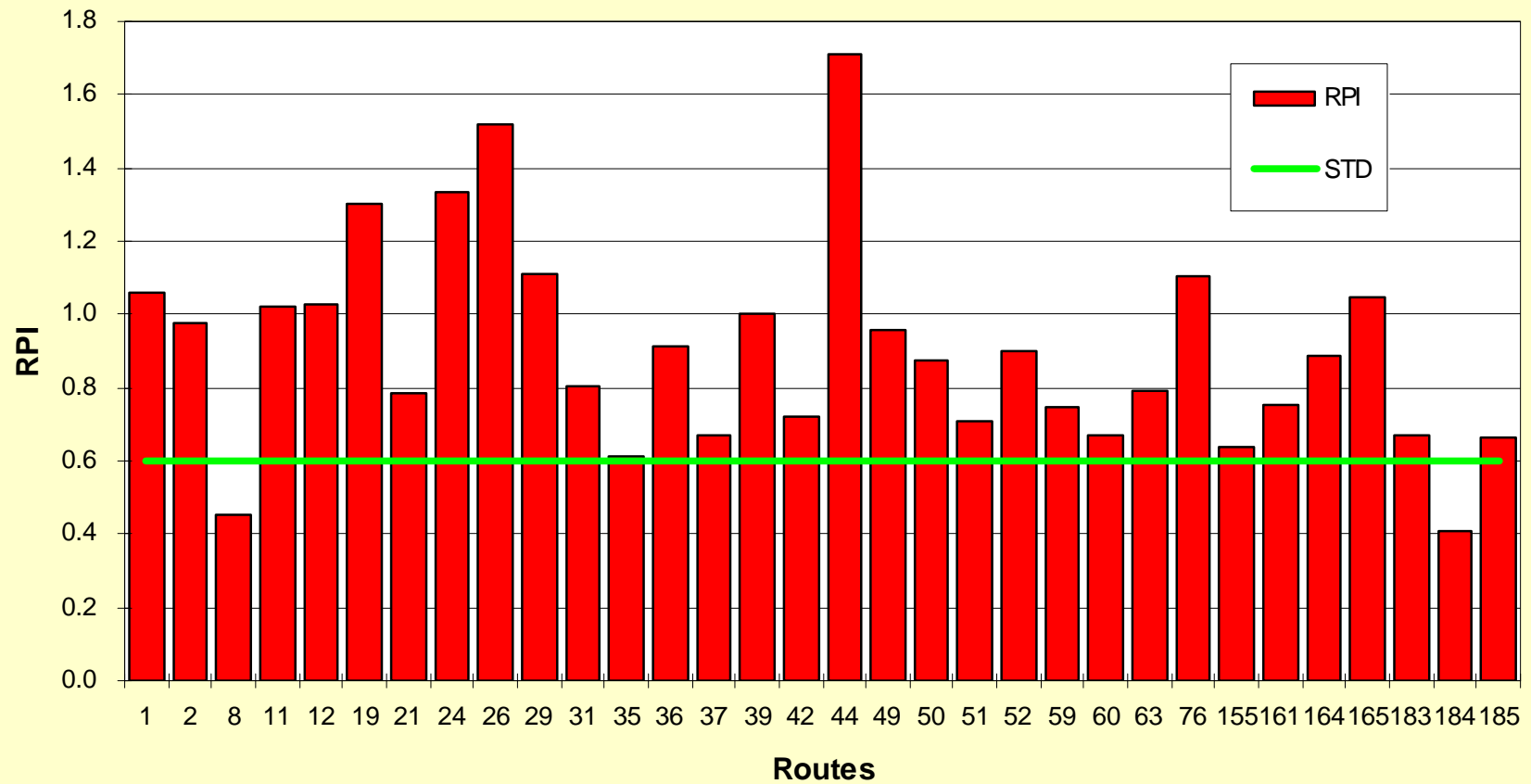
## ROUTE PERFORMANCE INDEX

### Transit Center Feeder Routes



## ROUTE PERFORMANCE INDEX

### Local Routes





# PLANNING & DEVELOPMENT DEPARTMENT

## Fourth Quarter FY 2006 Quarterly Reports

<b>P&amp;D1</b>	<b>Highlights</b>
<b>P&amp;D2</b>	<b>Capital Planning &amp; Development</b>
P&D2	Southeast Corridor
P&D3	Northwest Corridor (Dallas CBD to Carrollton)
P&D4	Northwest Corridor (NW HWY to Irving/DFW)
P&D5	Rowlett Corridor PE/EA
P&D6	2030 Transit System Plan
P&D7	Economic Development
P&D8	Northwest Corridor Mitigation Monitoring Program
P&D9	Southeast Corridor Mitigation Monitoring Program
<b>P&amp;D10</b>	<b>Mobility Programs Development</b>
P&D10	I-30 Old Turnpike Managed/HOV Lanes Project
P&D11	Regional Comprehensive ITS Program for the Dallas/Fort Worth Region
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P&D14	HOV Lanes Operation
P&D15	North Central (US 75) Concurrent HOV Lanes
P&D16	TRE at Belt Line Road Transit PASS Project
<b>P&amp;D17</b>	<b>Service Planning &amp; Scheduling</b>
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P&D18	Five-Year Action Plan Score Card
P&D19	Service Reviews
P&D20	Bus Corridor Concept Development
P&D21	Employer Service Program Development
P&D22	Community Transit Service Development
P&D23	Customer Response Team (CRT)
P&D24	Connection Protection
P&D25	Vanpool

# Planning and Development Department

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

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

## Highlights This Quarter

- FTA approved the environmental documentation (SE Corridor) for the Santa Fe Trail Grades Separation in August 2006.
- Meetings were held in Love Field west neighborhood and Williamson Printing to review street closure issues.
- Various meetings were held in September 2006 with City of Dallas Parks Department, FAA, and TxDOT regarding the Northwest Corridor (NW Hwy. to Irving/DFW) DEIS project. An Airspace Study is currently in progress by FAA and DFW Airport.
- Staff met with City of Rowlett staff in August 2006 to finalize the preliminary design for the Rowlett Station.
- The Draft 2030 Transit System Plan (2030 TSP) technical recommendations were presented to the community in a series of eight (8) public meetings held during August and September 2006.
- The DART Board of Directors approved the contract, for the sale of Monroe Shops, in September 2006.
- Plans (100%) were submitted to TxDOT for review and comment for the first phase of the I-30 Old Turnpike Managed/HOV Lanes project.
- Thirty-one (31) new shelter equivalents were installed during 4thQ06.
- Design schematics for SH 114 corridor including four (4) managed HOV lanes were approved by FHWA in June 2006.
- The four DART operated HOV lanes carried approximately 108,500 weekday daily commuters.
- Construction is underway for the North Central (US 75) Concurrent HOV Lanes project.
- Work continues on the preparation of separate bid packages (IFB) for the Beltline and Lisa Perkins projects as part of the TRE at Belt Line Road Transit PASS project.
- The Northwest Dallas Service Review final plan was completed.
- Vanpool ridership increased 26% over last year. The Vanpool Program met the vanpool budget commitment target of 83 vans for FY 2006.

<b>Strategic Plan Consideration</b>	C2.3 Open/Integrate new transit service.
<b>Description</b>	<p>The Transit System Plan (Phase II) identifies a transit corridor extending from the CBD through Deep Ellum near Baylor Hospital, by South Dallas, Fair Park and to Pleasant Grove. The committed MLK and Lake June Transit Centers are both located in the vicinity of DART rail right-of-way, thus enhancing the opportunity to implement rail transit from the Dallas CBD to Buckner Blvd.</p> <p>FTA issued the Notice of Intent (NOI) to prepare an Environmental Impact Statement (EIS) in November 2000. DART received FTA approval to enter into Preliminary Engineering (PE) in July 2001. Draft EIS was published in February 2002. Final EIS was published in October 2004. FTA issued a Record of Decision (ROD) on February 5, 2004. Received approval from FTA to enter Final Design on June 6, 2005.</p>
<b>Accomplishment</b>	<p>4thQ06 activities:</p> <ul style="list-style-type: none"><li>• August 15, 2006: FTA approval of Environmental Documentation of Santa Fe Underpass</li><li>• August 22, 2006: Submitted 95% Design submittal to SHPO</li><li>• September 7, 2006: Met with Preservation Dallas to finalize plans to salvage portion of Deep Ellum Tunnel</li><li>• September 15, 2006: SHPO approval of 95% Design</li><li>• September 28, 2006: Resubmitted Santa Fe Trail Documentation for Overpass</li><li>• September 2006: Construction initiated</li></ul>
<b>Issues</b>	<ul style="list-style-type: none"><li>• FTA approved Environmental Documentation of Santa Fe Trail underpass but determined SAFETEA-LU can only be used for overpass</li><li>• Sound proofing of Goodyear Building only outstanding SHPO issue</li></ul>
<b>Schedule</b>	<ul style="list-style-type: none"><li>• October 11, 2006: Salvage portion of Deep Ellum Tunnel</li><li>• SE-1: 2010</li><li>• SE-2: 2011</li></ul>
<b>Project Manager(s)</b>	John Hoppie

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<b>Strategic Plan Consideration</b>	C2.3 Open/Integrate new transit services.
<b>Description</b>	<p>The FTA issued a Record of Decision for the Final Environmental Impact Statement (EIS) in February 2004. Planning staff continues to support Project Management in project refinement activities in anticipation of Final Design approval in Spring 2005. Efforts include service plan amendments, environmental studies and coordination with local governments and other entities. Specific projects include: Continued coordination with Market Center on station connection over TRE; coordination with Parkland and Southwestern Medical District; input regarding Love Field access; and impacts associated with potential DCTA commuter rail service. Received approval from FTA to enter Final Design on June 6, 2005. Staff will support final design for NW (IB, 2, 3, and 4).</p>
<b>Accomplishments</b>	<ul style="list-style-type: none"><li>• Sept. 2006: Held public meeting in Love Field West neighborhood to address concerns regarding street closures</li><li>• Aug.-Sept. 2006: Held two coordination meetings with Williamson Printing to review Hawes Street closure issues</li><li>• Continued coordination with City of Carrollton and Denton County Transit Authority (DCTA) on project interaction and downtown Carrollton station planning.</li><li>• Received favorable reviews from SHPO on cultural resources subject to the Memorandum of Agreement (MOA) to date.</li></ul>
<b>Issues</b>	<ul style="list-style-type: none"><li>• FTA approval of Environmental Documentation for the Downtown Carrollton Master Plan is pending.</li><li>• Awaiting comments from City of Dallas and NCTCOG regarding Love Field Service Options Report (no comments expected).</li></ul>
<b>Schedule</b>	Provide ongoing support during final design.
<b>Project Manager(s)</b>	Kay Shelton

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<b>Strategic Plan Consideration</b>	C2.3 Open/Integrate new transit services.
<b>Description</b>	<p>The Northwest Corridor MIS was completed in February 2000. In November 2002, DART began to reevaluate the identified alignment because newly identified airport access options and changing conditions within the corridor. A new southern alignment emerged from this analysis. In January 2005, upon consultation with airport staff, FAA, and FTA a decision was made to phase the project with Phase I extending to Beltline Road. Since the alignment will utilize airport property a Federal EIS is required. Target finish is FY 07.</p>
<b>Accomplishments</b>	<ul style="list-style-type: none"><li>• Sept. 13, 2006: Met with City of Dallas Parks Department regarding Section 4(f) Impacts</li><li>• Sept. 15, 2006: Met with FAA</li><li>• Sept. 20, 2006: Met with TxDOT regarding Spur 348</li><li>• Continued coordination with City of Irving, TxDOT, USACOE, DCCCD/North Lake College, DFW Airport, University of Dallas, NTTA and individual property owners</li></ul>
<b>Issues</b>	<ul style="list-style-type: none"><li>• FAA requested an Airspace Study, which will delay DEIS at least 2 months. FAA and DFW Airport will conduct the study jointly.</li><li>• Decision to Phase Project: Phase I to Irving/Phase II to DFW</li><li>• DFW Airport now considering transit terminating at Terminals A &amp; B</li><li>• Construction sequencing along SH 114</li></ul>
<b>Schedule</b>	<ul style="list-style-type: none"><li>• Sept. 2006: DART staff will provide input to Airspace Study</li><li>• Nov. 2006: Complete Airspace Study</li><li>• Jan. 2007: Print/Distribute DEIS</li><li>• Summer 2007: Complete PE/EIS</li></ul>
<b>Project Manager(s)</b>	John Hoppie

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<b>Strategic Plan Consideration</b>	C2.3 Open/Integrate new transit service.
<b>Description</b>	<p>The Rowlett LRT Corridor Extension (PE/EA), which was identified in the Northeast Major Investment Study (1996), is a 4.8-mile corridor from the Downtown Garland LRT station to the proposed terminus in Rowlett. This project involves development of Preliminary Engineering (PE) plans (10%) and development of the draft and final EA. Work was initiated in March 2005 and is scheduled for completion during 2007.</p>
<b>Accomplishments</b>	<ul style="list-style-type: none"><li>• Sept. 2006: Met with property owners regarding the extension of Martin Street by Downtown Rowlett station.</li><li>• Aug. 2006: Briefed Garland Citizens Group</li><li>• Aug. 2006: Met with City of Rowlett Staff to finalize preliminary design for the Rowlett station.</li></ul>
<b>Issues</b>	<ul style="list-style-type: none"><li>• Distribution lines, which cross the alignment at the KCS tracks have become a new issue. These lines will have to be raised; however, they are controlled by TMPA (Texas Municipal Power Agency) and are part of a larger grid serving Dallas. Permission from ERCOT (Electric Reliability Council of Texas) will also be needed before construction. Planning and Project Management staff is examining the records for license agreements; coordination with the appropriate agencies regarding raising these lines will follow.</li><li>• Rowlett Creek and associated wetlands</li></ul>
<b>Schedule</b>	<ul style="list-style-type: none"><li>• Dec. 2006: Draft PE/EA completed in Oct. 2006 and review/comment is in progress re: draft.</li><li>• Jan. 2007: Complete Final PE/EA</li><li>• 2006-2009: Final Engineering</li><li>• 2009-2012: Construction</li><li>• December 2012: Revenue Service</li></ul>
<b>Project Manager(s)</b>	Cheri Bush

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<b>Strategic Plan Consideration</b>	C2.3 Open/Integrate new transit services.
<b>Description</b>	The Board of Directors adopted DART's current Transit System Plan (TSP) in November 1995, which was an update to the 1989 Plan, both of which were oriented toward a horizon year of 2010. The 2030 Transit System Plan uses a horizon year of 2030. An assessment of DART's previous System Plan (1989, 1995) and the framework development for the 2030 Transit System Plan (Phase I) was completed during FY 01. Phase II is scheduled for completion in 2006.
<b>Accomplishments</b>	<ul style="list-style-type: none"><li>• Sept. 2006: Initiated comprehensive documentation of 2030 Transit System Plan update effort.</li><li>• Aug. 28 - Sept. 25, 2006: Held eight (8) public meetings to present Draft 2030 Transit System Plan technical recommendations.</li><li>• Aug.- Sept. 2006: Briefed various member cities on Draft 2030 Transit System Plan.</li><li>• July 2006: Received Board approval to distribute Draft 2030 Transit System Plan Technical Report</li><li>• July 2006: Published and distributed Draft 2030 Transit System Plan Technical Report for a 60-day public and agency review period.</li></ul>
<b>Issues</b>	<ul style="list-style-type: none"><li>• City of Dallas priorities.</li><li>• Financial capacity.</li></ul>
<b>Schedule</b>	<ul style="list-style-type: none"><li>• Oct. 2006: Present Final TSP to DART Board for approval.</li></ul>
<b>Project Manager(s)</b>	Project Manager: Kay Shelton; Deputy: Jerry Tikalsky

<b>Strategic Plan Consideration</b>	S1.5 Identify and develop strategic partnerships. S1.6 Advocate transit-oriented development. S1.9 Pursue joint development opportunities.
<b>Description</b>	The DART Mission statement specifies that the implementation of the Service Plan should “stimulate economic development.”
<b>Accomplishments</b>	<ul style="list-style-type: none"><li>• Sept. 2006: The contract for the sale of Monroe Shops was approved by the DART Board of Directors.</li><li>• Staff is working with the developers who were awarded the Sustainable Development Grants for Infrastructure: Harvest Partners (Park Lane LRT Station) and Valencia (Walnut Hill LRT Station) to sign the appropriate agreements and begin design.</li><li>• Negotiations are underway with selected proposer (First Worthing) for Mockingbird Station.</li><li>• Staff is working on the sale of Compton/Fiji property to the approved developer (Sphinx).</li><li>• Staff served on the selection committee for City of Dallas regarding the City’s Request for Master Developer Proposal.</li><li>• Worked with City of Dallas regarding the City’s RFP for a Consultant to develop parking and TOD zoning to reflect the Dallas Comprehensive Plan.</li><li>• Work with various developers regarding opportunities around DART rail stations is ongoing.</li></ul>
<b>Issues</b>	<ul style="list-style-type: none"><li>• Reviewing RFPs and RFP continuous improvement process in preparation for next round of proposals in 2007.</li></ul>
<b>Schedule</b>	<ul style="list-style-type: none"><li>• FTA approval needed to finalize the sale of Compton/Fiji property to the approved developer (Sphinx).</li><li>• The developers: Harvest Partners (Park Lane LRT Station) and Valencia (Walnut Hill LRT Station) to sign the appropriate agreements and begin design.</li><li>• 2007: Staff is anticipating initiating a second RFP process.</li></ul> <p>Staff is involved or working with the following:</p> <ul style="list-style-type: none"><li>• Rail-Volution National Steering Committee meetings. Next conference: November 2006 in Chicago.</li><li>• North Dallas Urban Land Institute (ULI) District Council Program Committee.</li></ul>
<b>Project Manager(s)</b>	Jack Wierzenski/Cheri Bush



# Northwest Corridor Mitigation Monitoring Program

## Capital Planning and Development

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<b>Strategic Plan Consideration</b>	C2.3 Open/Integrate new transit services C2.6 Add needed passenger amenities/facilities S1.7 Operate environmentally friendly services
<b>Description</b>	DART is advancing the development of LRT extensions in the Northwest Corridor. The Northwest Final Environmental Impact Statement (FEIS, 2003) identified impact and mitigation measures. FTA requires preparation of mitigation monitoring program (MMP) updates for federally funded projects as design and construction progress. These updates review and document any changes to or completion of mitigation measures. This includes noise and vibration mitigation measures; status of commitments detailed in the Section 106 Memoranda of Agreement including continuing SHPO and Dallas Landmark Commission coordination and design submittal reviews; changes or additions to Section 404 permits; monitoring of Section 404 mitigation measures, and maintaining a sensitivity to adjacent parklands.
<b>Accomplishments</b>	<ul style="list-style-type: none"><li>• US Department of Interior concurred (EIS document) with no impact to endangered species.</li></ul>
<b>Issues</b>	<ul style="list-style-type: none"><li>• Relocation of the Depot (downtown Carrollton) is an ongoing part of the station layout</li><li>• Some traffic impact analysis and signal warrant are ongoing</li><li>• Additional street closures along the corridor</li></ul>
<b>Schedule</b>	<ul style="list-style-type: none"><li>• The Northwest Monitoring Mitigation Program will be ongoing until service begins in the corridor.</li></ul>
<b>Project Manager(s)</b>	Victor Ibewuiké

# Southeast Corridor Mitigation Monitoring Program

## Capital Planning and Development

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<b>Strategic Plan Consideration</b>	C2.3 Open/Integrate new transit services C2.6 Add needed passenger amenities/facilities S1.7 Operate environmentally friendly services
<b>Description</b>	DART is advancing the development of LRT extensions in the Southeast Corridor. The Southeast Final Environmental Impact Statement (FEIS, 2003) identified impact and mitigation measures. FTA requires preparation of mitigation monitoring program (MMP) updates for federally funded projects as design and construction progress. These updates review and document any changes to or completion of mitigation measures. This includes noise and vibration mitigation measures; status of commitments detailed in the Section 106 Memoranda of Agreement including continuing SHPO and Dallas Landmark Commission coordination and design submittal reviews; changes or additions to Section 404 permits; monitoring of Section 404 mitigation measures, and maintaining a sensitivity to adjacent parklands.
<b>Accomplishments</b>	<ul style="list-style-type: none"><li>• No activity during 4thQ06</li></ul>
<b>Issues</b>	<ul style="list-style-type: none"><li>• Good Year Building and Gaston Yard mitigations</li><li>• Purchase of Noise and Vibration easement along the corridor</li></ul>
<b>Schedule</b>	<ul style="list-style-type: none"><li>• The Southeast Monitoring Mitigation Program will be ongoing until service begins in the corridor.</li></ul>
<b>Project Manager(s)</b>	Victor Ibewuike

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

### Accomplishments

- 4thQ06: 100% PS&E plans were submitted to TxDOT for review and comments for the first phase of the project.
- 3rdQ06: 30% PS&E plans were submitted to TxDOT for review and comments for the first phase of the project.
- 1stQ06: Revised schematic sent to TxDOT for review and approval.
- 4rthQ05: Preparation of project schematics for implementation of a concurrent flow facility along the corridor will be sent to TxDOT in November 2005.

### Issues

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

### Schedule

- July 2007: Complete Phase I construction of the Managed/HOV lane facility on I-30.
- 2009: Completion of phase II

### Project Manager(s)

Abed Abukar

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

## Mobility Programs Development

### Strategic Plan Consideration

C4.2 Integrate information technology systems

### Description

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

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

### Accomplishments

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

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

## Mobility Programs Development

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

### Issues

- None

### Schedule

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

### Project Manager(s)

Abed Abukar

# Construction & Installation of Standard Shelters

## Mobility Programs Development

**Strategic Plan Consideration** C1.2 Provide clean, safe, secure environment.  
C2.6 Add needed passenger amenities/facilities.

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

A new shelter contract was signed with NEC and Notice to Proceed issued in May 2003. The FY 06 Standard Shelter program was completed during 2006 and the FY 07 program is in progress.

- Accomplishments**
- 4thQ06: Work continues on federalized contract and purchase request.
  - 4thQ06: Installed 31 new shelter equivalents.
  - 4thQ06: Field test of new style i-Stop has been initiated.
  - 4thQ06: Partnerships with other governmental units have resulted in the renovation or construction of additional standard shelters that cannot be constructed with DART funds alone. These partnerships include:
    - ✓ Public/private partnership with Parkland Hospital's satellite clinic in Irving is in the design phase.
    - ✓ Public/private partnership with Carnival food store near the Westmoreland Station was initiated in coordination with the marketing department.
    - ✓ Partnership with Dallas County at Lew Sterrett has successfully been initiated.
  - 4thQ06: A partnership with Baylor/Garland entered Phase II of development.
  - 3rdQ06: A public/private partnership with a South Dallas neighborhood association resulted in the installation of a needed on-street facility (Phase I).
  - 3rdQ06: Installed 45 new shelter equivalents.
- Issues**
- Para-transit issues being addressed through accessibility improvements.
  - Graffiti, vandalism, and shelter loss are ongoing costs.
- Schedule**
- 1stQ07: Complete new federalized shelter contract for bid.
  - FY 2007: Begin installation of shelters under federalized contract.

**Project Manager(s)** Rob Parks/Mary Orozco

# SH 114 Freeway Widening Including Managed/HOV Lanes

## Mobility Programs Development

### Strategic Plan Consideration

#### C2.3 Open/Integrate new transit services

### Description

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

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

### Accomplishments

- Aug.– Sept. 2006: 90% plans for the *SH 114 / Loop 12 Interchange (early project)* are due on November 5, 2006. ROW maps for acquiring ten parcels of land for the project were finalized and submitted for final approval last month. Bridge and retaining wall layouts are under review by TxDOT for the future LRT under Loop 12 and along a section of SH 114 for its extension to DFW Airport. Limits are from Texas Stadium to west of the BNSF RR including the LRT station at Tom Braniff Dr. Letting is scheduled for June 2007 and anticipated opening is August 2010. Estimated cost is \$185M.
- July 2006: Design schematics for *SH 114* corridor including four (4) Managed HOV lanes were approved by FHWA on June 7, 2006. Work continues on updating the environmental document and it will be resubmitted to TxDOT by November 2006. A public hearing will be scheduled during December 2006 and final environmental clearance (FONSI) is expected in March 2007. The project is 13 miles long from SH 183 to SH 121/Tarrant County line.
- June 2006: TxDOT/FHWA approved preliminary design schematics for the entire *SH 114* corridor improvements. A major milestone in project development was reached by distribution of the 60% preliminary engineering plans for total reconstruction of the existing interchange at *Loop 12/SH 114* to accommodate the future LRT under Loop 12 and along a section of SH 114 for its extension to DFW Airport. Project limits are from Texas Stadium to west of the BNSF RR

# SH 114 Freeway Widening Including Managed/HOV Lanes

## Mobility Programs Development

including the LRT station at Tom Braniff Dr.

- March 2006: DART/TxDOT working on 60% PS&E submittal for Loop 12/SH 114 Interchange for early LRT project implementation.
- January 2006: Implemented FHWA/Austin Division review comments. Submitted final schematics/EA for approvals.
- December 2005: Schematics revised to show reversible operation from SH 183 to Rochelle with ROW needed for four Managed/HOV lanes.

### Issues

- DART is awaiting final approval of EA report for the entire *SH 114* corridor improvements including four (4) Managed HOV lanes.
- The total project cost for early implementation of *Loop 12/SH 114 Interchange* to accommodate the future LRT corridor extension into Irving is estimated at \$200M. Finalization of Memorandum of Understanding (MOU) and development of necessary funding agreement between DART, TxDOT, NCTCOG, and City of Irving is ongoing.

### Schedule

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

**Project Manager(s)** Ali Rabiee



<b>Strategic Plan Consideration</b>	C1.1 Improve on-time performance C1.4 Provide friendly courteous service
<b>Description</b>	<p>HOV lane system is DART's most cost efficient service with \$0.14 subsidy per passenger and carrying about 38% of the total DART system ridership.</p> <p>I-30, I-35E, I-635 and I-35E/US 67 HOV lanes carried over 37 million commuters during FY 05.</p> <p>DART currently operates 31 miles of HOV Transitways along I-30, I-35E, I-635 and I-35E/US 67 freeways. The HOV lane on I-30 is a Contraflow lane which is created by borrowing the inside lane of the non-peak direction and assigned to peak direction of travel. The HOV lanes on Stemmons and LBJ are buffer separated concurrent flow lanes, constructed using the inside shoulders of the freeways. The HOV lanes on I-35E/US 67 are a combination of concurrent flow and reversible sections.</p>
<b>Accomplishments</b>	<p>The following is HOV ridership information for September 2006:</p> <ul style="list-style-type: none"><li>• The four DART operated HOV lanes carried approximately 108,500 weekday daily commuters.</li><li>• The HOV lanes along I-635, I-35E, I-30 and I-35E/US 67 carried 40,570, 24,560, 17,030 and 26,370 weekday passengers respectively.</li><li>• HOV users saved 9.2 minutes, 21.5 minutes, 7.2 minutes, and 17.9 minutes on East R.L. Thornton, Stemmons, LBJ, and South R.L. Thornton/Marvin D. Love HOV lanes respectively, on the round trip commute.</li><li>• On-time opening performance for the East R. L. Thornton HOV lane was 100% during the last quarter.</li><li>• Efforts to extend the operating limits of the I-30 and I-635 HOV lanes and to implement new facilities on US 75 and I-30 West are in various stages of implementation.</li></ul>
<b>Issues</b>	Additional public education and marketing efforts are necessary.
<b>Schedule</b>	Ongoing.
<b>Project Manager(s)</b>	Mahesh Kuimil

# North Central (US 75) Concurrent HOV Lanes

## Mobility Programs Development

<b>Strategic Plan Consideration</b>	C2.3 Open/Integrate new transit services
<b>Description</b>	Development of a concurrent flow HOV lane facility is underway in the median of US 75, north of LBJ freeway to north of Parker Road in Plano. The 24-hour two-lane facility will serve both northbound and southbound commuters. The facility will be connected to the existing and later, future HOV lanes on LBJ freeway, west of US 75, via a direct connector ramp through the reconstructed US 75/I-635 Interchange. Potential access/egress locations have been identified at Park Blvd. Previously, design of a reversible HOV lane was being advanced along this corridor. This project has been replaced with the concurrent flow facility.
<b>Accomplishments</b>	<ul style="list-style-type: none"><li>• 4thQ06: Construction is underway.</li><li>• 3rdQ06: Project has been let and construction will begin this summer.</li><li>• The T-ramp from TI Boulevard to the LBJ HOV opened to traffic last month as part of the High Five construction.</li><li>• 1stQ06: Operational schematics have been prepared.</li><li>• The issue regarding a system of physical barriers to separate HOV lane users from main lane traffic has been resolved. Delineator posts will be used for this purpose.</li></ul>
<b>Issues</b>	<ul style="list-style-type: none"><li>• 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.</li><li>• An MIS is needed to address the additional HOV needs within the corridor.</li><li>• Access/egress locations at Campbell Road have been eliminated due to operational concerns.</li></ul>
<b>Schedule</b>	<ul style="list-style-type: none"><li>• 2007: Complete construction of the HOV lane facility on US 75.</li><li>• 2007: Complete ramp connections from US 75 HOV lane to I-635 HOV lane.</li></ul>
<b>Project Manager(s)</b>	Mahesh Kuimil

# TRE at Belt Line Road

## Transit PASS Project

### Mobility Programs Development

#### Strategic Plan Consideration

C1 Improve Quality  
C2 Improve/Add Services  
C3 Improve efficiency  
S1 Build Relationships with Stakeholders

#### Description

The project involves the grade separation of the Trinity Railway Express (TRE) over the intersections of Belt Line Road, Briery Road, and Story Road; and replacement bridges over Dry Branch Creek and West Irving Creek. The TRE tracks will be elevated and double tracked from Gilbert to Rogers Road, for a length of 2 ¼ miles. The portions of Belt Line Road, Briery Road and Story Road within the vicinity of the TRE Line and Rock Island Road will be reconstructed as part of this project. The project also includes an 8,236-foot long bridge and a 1,000-foot long retaining wall that is 33 feet wide carrying Class 4 double track. The tracks are 15 ft. apart between MP 631.80 and MP 633.36. The improvements are in the City of Irving (COI) and the project involves construction of bridges, tracks, paving, drainage, signing, striping, illumination, signalization and aesthetic features. Additional ROW will be acquired by the COI. Total estimated cost including ROW, engineering, and construction is approximately \$51million. In addition, COI has committed \$5 million for aesthetics as part of Quiet Zone.

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

#### Accomplishments:

- Sept. 2006: Bid package (IFB) for track & signal works for Belt Line and Lisa Perkins projects is nearing completion and will be advertised next month.
- August 2006: Preparation of a separate PS&E package is underway for the combined track & signal works for Belt Line and Lisa Perkins projects.
- August 2006: Preparation of two separate PS&E packages for bidding purposes are also underway for civil/structure work for Belt Line and Lisa Perkins projects.
- July 2006: Held several strategy sessions with the Commuter Rail & Project Management Senior Staff regarding finalization of the scope of the procurement and advertisement.
- June 2006: The Senior Management Review (SMR) of the final PS&E package was held on June 2 & 5, 2006. Procurement

schedule is underway for advertisement and instructions to bidders (IFB).

- May 2006: Final PS&E package was distributed for the Senior Management Review (SMR), which is scheduled for June 2 & 5, 2006.
- April 2006: The scope of the project has changed and now includes additional rail crossing signals at Rogers and Macarthur.
- March 2006: Re-design of loading and modification of 36 structural plan sheets resulted a potential savings of approx. \$1 million.
- January 2006: NTCOG/RTC approved funding increase of \$4.6M
- December 2005: Attended monthly utility relocation meeting.
- December 2005: NCTCOG/STTC approved funding increase of \$4.6M.
- November 2005: City of Irving utility relocations are completed.
- October 2005: Irving City Council workshop approved funding increase.
- September 2005: A revised proposal was submitted to NCTCOG for an additional \$7.3M.
- June 2005: Final review comments for technical specifications were dispositioned and final costs were updated.
- March 2005: Last remaining real estate parcel has been acquired by the City of Irving.
- 1stQ05: PS&E package 100% complete.
- March 2005: PS&E package completed and budget revised based on the latest estimate.

### Issues

- Updated 2006 probable project cost estimate is approximately \$9M higher than current funding commitments.
- The franchise utilities status as of June, 2006:
  - Atmos Gas lines - completed
  - TXU electric - ongoing
  - MCI - ongoing
  - Verizon field work - ongoing
  - AT&T - completed

### Schedule

- June 2006: SMR review process.
- October 2006: Advertise for bids.
- December 2006: Letting (receive bids).
- Jan./Feb. 2007: Award/Notice to Proceed.

# TRE at Belt Line Road Transit PASS Project

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**Mobility Programs  
Development**

- May 2007: Begin construction.
- Nov. 2009: Project completion.

**Project Manager(s)**    Ali Rabiee

<b>Strategic Plan Consideration</b>	C1 Improve quality. C2 Improve/add services. C3 Improve efficiency.
<b>Description</b>	<p>The Action Plan provides guidance for development and implementation of service improvements for a five-year period. The Board-adopted goals for the Action Plan are to increase ridership and improve cost effectiveness.</p> <p>An updated Five Year Action Plan was developed and presented to the Board in 2002. Significant changes have taken place since 2002 relative to the region's economic conditions and DART's fiscal projections. As a result, a new Five Year Action Plan update is currently underway.</p>
<b>Accomplishments</b>	<ul style="list-style-type: none"><li>• 3rdQ06: Finalized new service designs. Delay recommendations of plan for approval of new Service Planning and Scheduling AVP.</li><li>• 2ndQ06: Presented to Board on scope of project and key service strategies.</li><li>• 1stQ06: Completed supporting tasks and data review.</li><li>• 3rdQ05: Revised and expanded scope of project.</li><li>• 2ndQ05: Data collection completed for plan update.</li><li>• 2ndQ05: Staff completed review of Plan for update to financial information and project schedules.</li><li>• Innovative services and site-specific shuttles continue to be developed as described in the attached Score Card and individual progress reports.</li></ul>
<b>Issues</b>	<ul style="list-style-type: none"><li>• Instability in service levels based on ridership changes, sluggish sales tax receipts, and volatile fuel prices.</li><li>• Delays in progress on update due to shift in staff focus to FY 2006 service modifications.</li></ul>
<b>Schedule</b>	<ul style="list-style-type: none"><li>• 1stQ07: Draft document. Management review and internal presentations; incorporate revisions; finalize document.</li></ul>
<b>Project Manager(s)</b>	Katharine Eagan

# FY 2006 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>		System ridership rose 12.2% from FY 2004; bus system ridership was up 14.9%. Crosstown routes increased 19.8%, TC Feeder Routes increased 22.3% and Rail Station Feeder routes increased 11.0%.
	Feeders to Transit Centers and Stations	February 2006 service change implemented rail and bus schedule adjustments, based on service efficiencies.
<ul style="list-style-type: none"> <li><b>Improve Customer Waiting Conditions</b></li> </ul>	Improved Bus Stop Amenities	The 2003-2008 new Standard Shelter Program will include a total of 430 standard shelters and 90 double/modular shelters.
<b>IMPROVE COST EFFECTIVENESS</b>		
<ul style="list-style-type: none"> <li><b>Implement Efficiencies</b></li> </ul>		
	DART On-Call Non-Traditional service	Consolidated Paratransit/flexible services contract awarded 4Q06.
	Site-specific Shuttles	On-going service partnerships with North Park, SMU, DFW, U.T. Southwestern Medical Center; American Airlines Center, Texas Instruments (TI), the McKinney Avenue Trolley, Medical City, Palisades and Campbell Center. Continue to talk with UTD, TI and SMU about expanded shuttle service.
	Non-Traditional Vanpool Service (E-Shuttle)	Employer outreach in rail expansion corridors is identifying new E-Shuttle opportunities. Two additional E-Shuttles pending. Potential TI expansion to UTD incubator in 2006 or 2007.
	Address low-performing routes	February 2006 service change targeted routes consistently below 0.6 RPI; almost all DART fixed routes currently operating at or above standard. Recommendations to address poorly performing segments and blocks evaluated for FY07 service changes.

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<b>Strategic Plan Consideration</b>	C1 Improve quality. C2 Improve/add services. C3 Improve efficiency.
<b>Description</b>	DART's on-going service planning process includes completion of periodic detailed needs assessments in each member city or sub-area. These detailed needs assessments help to identify improvement projects for inclusion in the Five Year Action Plan.
<b>Accomplishments</b>	<ul style="list-style-type: none"><li>• 4thQ06: The final draft was finalized for the Northwest Dallas Service Review. Final community meetings were held for the Northwest Dallas and East Dallas Service Reviews</li><li>• 3rdQ06: Completed the Northwest Dallas and East Dallas service review drafts.</li><li>• 2ndQ06: Initiated Northwest Dallas and East Dallas/Pleasant Grove Service reviews.</li></ul>
<b>Issues</b>	<ul style="list-style-type: none"><li>• None</li></ul>
<b>Schedule</b>	<ul style="list-style-type: none"><li>• 1sQ07: Complete in-depth transfer survey for East Dallas review; finalize draft document.</li><li>• 1stQ07: Begin West Dallas and Richardson service review plans.</li><li>• 2ndQ07: Complete final draft for East Dallas review.</li><li>• FY07: Complete West Dallas, North Tollway, and Richardson service review plans.</li></ul>
<b>Project Manager(s)</b>	Katharine Eagan/assigned staff



<b>Strategic Plan Consideration</b>	C1 Improve quality. C2 Improve/add services. C3 Improve efficiency.
<b>Description</b>	<p>The Five Year Action Plan included a strategy of identifying principle bus corridors and targeting improvements in bus travel times, frequency, passenger amenities and security to achieve a service level similar to that provided by light rail, but without the grade separated right-of-way.</p> <p>The 1998-2002 and 2002-2006 Five Year Plans identify potential bus corridors: Harry Hines, Malcolm X, and Ferguson Road. The Northwest Corridor MIS planned light rail within the Harry Hines corridor, removing it from consideration as a bus corridor.</p>
<b>Accomplishments</b>	<ul style="list-style-type: none"><li>• 4thQ06: no activity during this quarter.</li><li>• 3rdQ06: System Planning staff presented final corridors to Board for consideration.</li><li>• 2ndQ06: Working with System Planning to identify potential corridors; finalizing plans for consultant to visit DART and review plans and projects.</li><li>• 1stQ06: Prepared documents for BRT consultant; completed data review.</li><li>• Enhanced bus service, for use in targeted corridors, has been further refined in coordination with the 2030 Transit System (2030 TSP) Plan. Additional enhanced bus corridors to be modeled as part of 2030 TSP process.</li></ul>
<b>Issues</b>	<ul style="list-style-type: none"><li>• Integration of DART's bus corridor development concepts with City of Dallas corridor overlay zoning concepts.</li><li>• Incorporation of bus corridors in the 2030 Transit System Plan.</li></ul>
<b>Schedule</b>	<ul style="list-style-type: none"><li>• 1stQ07: Board adopts final corridor recommendations with adoption of the 2030 Plan. Plan for consultant to visit DART and review plans and projects.</li><li>• FY 2007: Finalize operating plans; receive final recommendations from consultant.</li></ul>
<b>Project Manager(s)</b>	Katharine Eagan

<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. The first E-Shuttle (Campbell Centre E-Shuttle) was implemented February 1, 2000, a second was started on July 24, 2002. Site-specific shuttle or employer shuttle services are currently operating at D/FW Airport, The UTSW Medical Center, Texas Medical City, North Park Mall, Texas Instruments, SMU, Campbell Center, Palisades/Telecom and McKinney Avenue.
<b>Accomplishments</b>	<ul style="list-style-type: none"><li>• 4thQ06: Staff met with SMU to discuss possible expansion of the shuttle service. SMU is moving various school functions from the campus to the new buildings acquired east of 75.</li><li>• 4thQ06: Work in progress regarding proposal for site-specific shuttle to UTD campus from Bush Station. UTD student body held election and will impose a transit fee on themselves if passed by legislature and regents.</li><li>• Staff is fielding calls in regard to shuttle service for various locations throughout service area. There is current interest for service due to higher gas cost.</li><li>• Still exploring options to expand the 702 and Campbell Center e-shuttle and create other potential e-shuttles in the Northwest Highway and 75/Market area.</li></ul>
<b>Issues</b>	<ul style="list-style-type: none"><li>• Fuel cost creating high demand for this service</li><li>• Budget constraints</li><li>• Economy improving, yet large company hiring continues to be an issue.</li><li>• Leasing of office space is picking up; will continue to follow leads, as they become known.</li><li>• New job creation is with smaller service companies where interest in this program is not significant.</li><li>• Many new employment opportunities are beyond DART service area boundaries.</li></ul>
<b>Schedule</b>	<ul style="list-style-type: none"><li>• Ongoing</li></ul>
<b>Project Manager(s)</b>	John Quinn

<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 DART Community Transit Program includes On-Call Cellular Dispatch Services, Late Night/Weekend Demand Response services, and other innovative services designed to provide transit opportunities in areas where fixed-route service is unable to sustain ridership or meet DART Service Standards. DART On-Call Service was first implemented in Plano on June 7, 1999; currently there are six On-Call zones with plans for a seventh.
<b>Accomplishments</b>	<ul style="list-style-type: none"><li>• 4thQ06: Awarded solicitation for comprehensive operation and management and operation of On Call and new van-based flexible services. Began operating plans for new services.</li><li>• 3rdQ06: Completed preliminary source evaluation for Paratransit/van-based services.</li><li>• February 6, 2006: Implemented Lake Highlands On Call zone; modified East Rowlett On Call zone, and hours for North Dallas and Richardson zones, for service efficiency.</li><li>• Oct. 3, 2005: Implemented Glenn Heights On Call.</li><li>• 1stQ06: Planned for Lake Highlands On Call; examined other zones for possible service efficiencies.</li></ul>
<b>Issues</b>	<ul style="list-style-type: none"><li>• Begin consolidation of daily management under ATC.</li><li>• Future financial considerations for Late Night/Weekend Demand Response services will be incorporated in next fiscal year.</li></ul>
<b>Schedule</b>	<ul style="list-style-type: none"><li>• FY 2007: Complete operating plans for new services. Consolidate operations into one contractor.</li></ul>
<b>Project Manager(s)</b>	Katharine Eagan

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<b>Strategic Plan Consideration</b>	C1 Improve quality of service. C2 Improve efficiency of service.
<b>Description</b>	LRT service disruptions can occur as a result of track blockage, construction, track maintenance or any other event that may disrupt rail services. The Customer Response Team (CRT) will be deployed to impacted downtown Dallas stations when an LRT service disruption occurs. CRT provides bus bridge, rail service delay and rail bridge information to customers. CRT is composed of staff from Community Affairs, Customer Service, Scheduling, Service Planning and Transit Center Operations.
<b>Accomplishments</b>	<ul style="list-style-type: none"><li>• 4thQ06: no activity during this quarter.</li><li>• April 2006: All equipment liability issues were resolved. Equipment (cell phones/bull horns) will be stored in a locked file cabinet. A file cabinet is currently on order.</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>• Oct. 9, 2006: Implementation of CRT</li></ul>
<b>Project Manager(s)</b>	Jennifer Jones

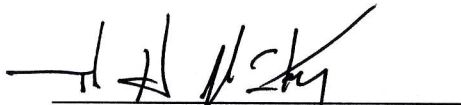
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<b>Strategic Plan Consideration</b>	C1 Improve quality of service. C2 Improve efficiency of service.
<b>Description</b>	Bus operations have raised a concern that it is difficult to determine whether a train has pulled into an aerial station. This has caused operators to pull out from their bay prior to the arrival of customers making rail/bus connections. Rail Planning and Operations Technology have developed a notification device to address operations concerns. The notification device notifies operations when a train is approaching the station. Specifically, as trains approach the station, the notification device will trigger a light to come on in the bus bay area. The flashing light will let operations know that a train is approaching the station.
<b>Accomplishments</b>	<ul style="list-style-type: none"><li>• 4thQ06: Operator light visibility issues were resolved.</li><li>• 4thQ06: Pilot is in fifth month of being tested.</li><li>• May 2006: Implemented pilot test at Arapaho Station.</li><li>• May 2006: Marketing plan developed and implemented.</li><li>• April 2006: Training provided to bus operations.</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>• November 2006: Evaluate and make recommendation on pilot test.</li></ul>
<b>Project Manager(s)</b>	Jennifer Jones/Alexander O'Leary

<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>	Ongoing support will be provided for DART's vanpool program. The Vanpool program is designed to mitigate traffic congestion by providing 7, 8, 12, 14 and 15 passenger commuter vans. DART will continue to benchmark best practices for a successful program.
<b>Accomplishments</b>	<p>A contract was awarded September 2005 to Enterprise Rent-A-Car (ERAC), Inc. Competitive solicitation resulted in a savings of over \$500,000 over 4 year contract base.</p> <ul style="list-style-type: none"><li>• 4thQ06: The Vanpool Program met the vanpool budget commitment target of 83 vans for FY 2006</li><li>• 4thQ06: Ridership increased 26% over last year</li><li>• 3rdQ06: The target number of vanpools is maintained and the demand continues as fuel prices continue to increase.</li><li>• 2ndQ06: The target number of vanpools for FY 2006 was increased from 70 to 83 based on strong demand.</li><li>• 1stQ06: Transition to new vendor vehicles completed on December 31, 2005</li></ul>
<b>Issues</b>	<ul style="list-style-type: none"><li>• Incentives for FY 07 are being created to maintain and attract new vanpool ridership and the FY 07 budget will allow the creation of new vanpools.</li><li>• Budget constraints have limited the expansion of the Vanpool Program. Vanpools cannot be extended to employers requesting transportation alternatives for employees. Increased fuel costs have created a stronger market for Rideshare services.</li></ul>
<b>Schedule</b>	<ul style="list-style-type: none"><li>• Continue development of longer-term pricing and marketing strategies.</li><li>• Conduct best practices benchmarking activities to measure benefits, incentives and program structure of other vanpool program providers</li><li>• Identify overall budget savings to add more vans to service levels in an effort to address the demand for vans. Raytheon is requesting 7 -15-passenger vans for their employees.</li></ul>
<b>Project Manager(s)</b>	Pat Vidaurri/ Jennifer Hall

**DATE:** October 2006  
**TO:** Distribution  
**SUBJECT:** **PROJECT DEVELOPMENT PROGRESS REPORT**

This document is the 4<sup>th</sup> Quarter FY 2006 issue of the DART Project Development Progress Report. This report addresses status of LRT Buildout activities and other Capital Development projects. Status reflects activities through September 30, 2006, including Change Control Summaries, Systems Integration, and Real Estate.

A handwritten signature in black ink, appearing to read 'Timothy H. McKay', is written over a horizontal line.

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

THM/ta

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# ACRONYMS

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AC/DC - Alternating Current/Direct Current  
ADA - Americans with Disabilities Act  
AWP - Annual Work Plan/Program  
BNSF - Burlington Northern Santa Fe Railway  
CBD - Central Business District  
CCB - Change Control Board  
CM/GC - Construction Manager/General Contractor  
CPM - Critical Path Method  
D&A - DART & Agency  
DART - Dallas Area Rapid Transit  
DFW - Dallas/Fort Worth  
DGNO - Dallas, Garland & Northeastern Railroad Company  
FDR - Final Design Review  
FEIS - Final Environmental Impact Statement  
FEMA - Federal Emergency Management Agency  
FFGA - Full Funding Grant Agreement  
FTA - Federal Transit Administration  
G-1 - Northeast Corridor (to Garland) Line Section 1  
G-2 - Northeast Corridor (to Garland) Line Section 2  
G-3 - Northeast Corridor (to Garland) Line Section 3  
GMP - Guaranteed Maximum Price  
HVAC - Heating/Ventilation/Air Conditioning  
IFB - Invitation for Bid  
ILA - Interlocal Agreement  
IRV-1 - Irving/DFW Corridor Line Section 1  
IRV-2 - Irving/DFW Corridor Line Section 2  
IRV-3 - Irving/DFW Corridor Line Section 3  
KCS - Kansas City Southern Railway  
LNG - Liquefied Natural Gas  
LRT - Light Rail Transit  
LRVs - Light Rail Vehicles  
MEP - Mechanical/Electrical/Plumbing  
MKT - Missouri-Kansas & Texas Railroad Company  
MIS - Major Investment Study  
MSE - Mechanically Stabilized Earth  
N/A - Not Applicable  
NC-3 - North Central Corridor Line Section 3  
NC-4 - North Central Corridor Line Section 4  
NC-5 - North Central Corridor Line Section 5  
NTP - Notice to Proceed  
NW-1 - Northwest Corridor Line Section 1  
NW-2 - Northwest Corridor Line Section 2  
NW-3 - Northwest Corridor Line Section 3  
NW-4 - Northwest Corridor Line Section 4  
NWROF - Northwest Rail Operating Facility  
OC-1 - Oak Cliff Corridor Line Section 1 (LRT Starter System)  
OCIP - Owner Controlled Insurance Program  
OCS - Overhead Catenary System

P&Z - Planning & Zoning  
PA - Public Announcement  
PE/EIS - Preliminary Engineering/Environmental Impact Statement  
QA - Quality Assurance  
QC - Quality Control  
RDC - Rail Diesel Car  
RFI - Request for Information  
RFP - Request for Proposal  
ROW - Right of Way  
S&I Facility - Service & Inspection Facility  
SA - Supplemental Agreement  
SCADA - Supervisory Control and Data Acquisition  
SCS - Supervisory Control System  
SDC - Systems Design Consultant  
SE-1 - Southeast Corridor Line Section 1  
SE-2 - Southeast Corridor Line Section 2  
SLRV - Super LRV (LRV with additional low-floor section)  
SMR - Senior Management Review  
SOC-2 - Line Section South Oak Cliff-2  
SOCBOF - South Oak Cliff Bus Operating Facility  
SP - Southern Pacific Railroad Company  
The T - Fort Worth Transportation Authority  
TBD - To Be Determined  
TC - Transit Center  
TDLR - Texas Department of Licensing and Regulations  
TPSS - Traction Power Substation  
TRE - Trinity Railway Express  
TVM - Ticket Vending Machine  
TxDOT - Texas Department of Transportation  
TXU - TXU Lone Star Pipeline  
UPS - Uninterruptible Power Supply  
VAF - Vehicle Acceptance Facility

# SCOPE OF PROJECTS

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

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The LRT Buildout Phase I consists of approximately 24 miles of light rail transit lines extending northeast to Garland (Northeast Corridor) from the Mockingbird Station and north to Plano (North Central Corridor) from the Park Lane Station. The construction of this 24-mile system includes contracts for: facilities construction for each line section (station and guideway construction); systemwide track installation; systemwide landscaping/amenities; systems installation (traction electrification, signals, communications, fare collection, and vehicles); and vehicle procurement. Phase I also includes expansion of the existing Service & Inspection (S&I) Facility (completed July 2002), construction of the Vehicle Acceptance Facility (VAF - completed August 1999), and finishout of Cityplace Station (completed December 2000).

### **Walnut Hill Parking**

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

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

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

## **LIGHT RAIL TRANSIT (LRT) BUILDOUT PHASE II**

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

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

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

## **COMMUTER RAIL**

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### **Belt Line Road Grade Separation**

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

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

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

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**ADDITIONAL CAPITAL DEVELOPMENT**

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

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

**Unity Plaza**

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

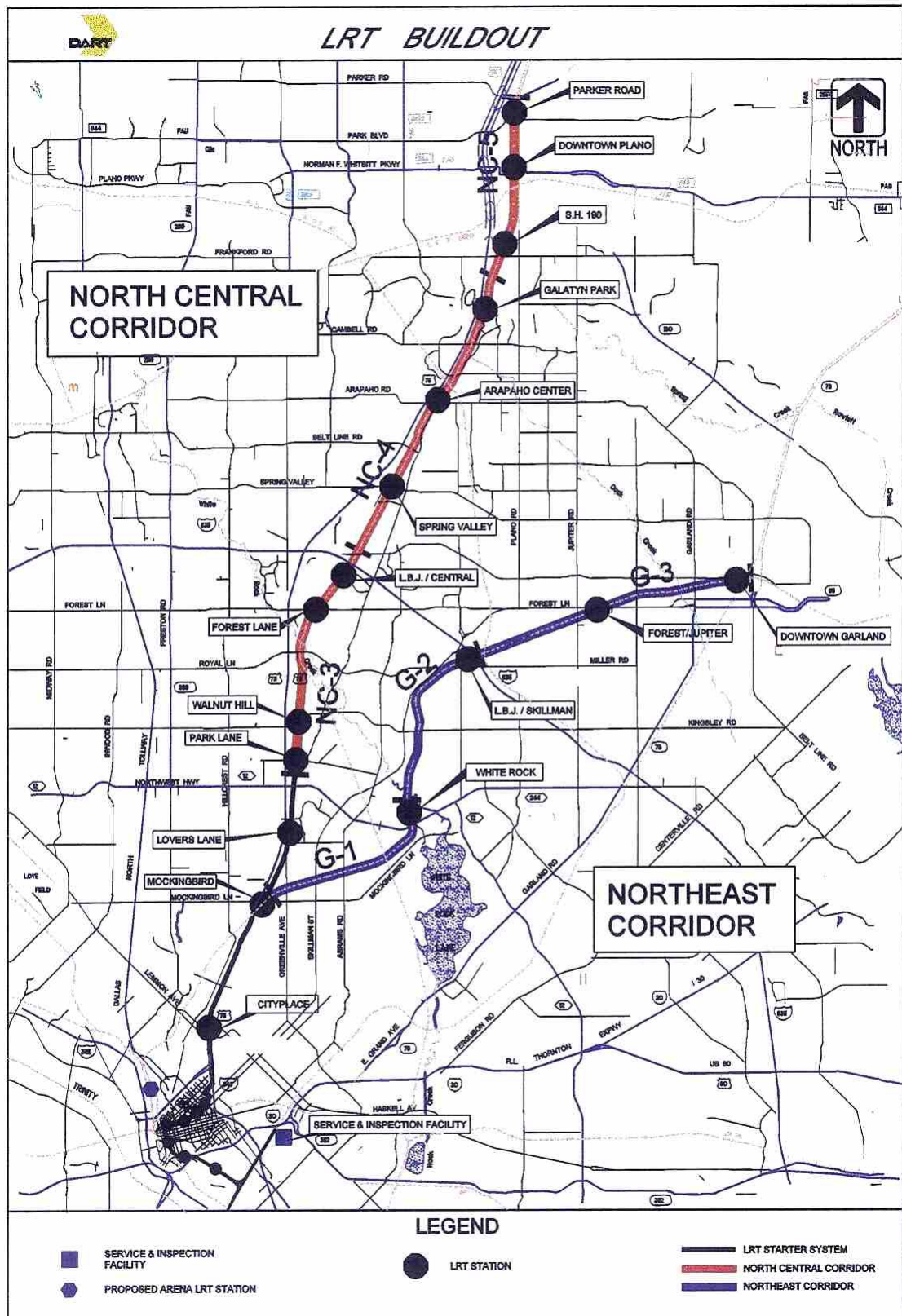
**North Central Tunnel Delamination Repair & Monitoring Test Section**

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

**Bryan/Hawkins Junction**

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

**LRT BUILDOUT  
PHASE I**



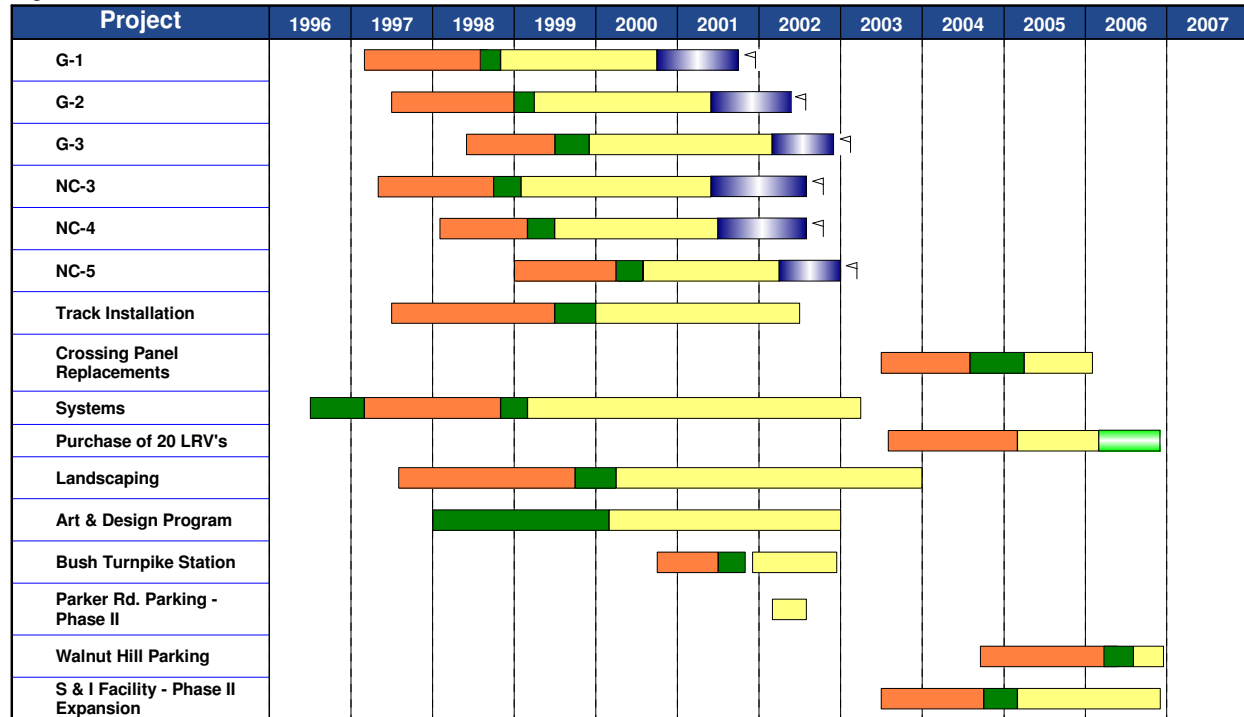
# Summary Control Schedule

## LRT Buildout Phase I

### LRT Buildout Phase I - Summary Control Schedule

Page 1 of 1

9/30/06





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

**Notes:**

- 1) LRT General includes annual work programs for the Project Controls/Systems Integration Consultant, the Technical Services personnel, the professional liability insurance program, OCIP, the CADD/computer equipment, LRV Management Services, and the renovation of the Project Management floor at DART Headquarters.
- 2) Expended to date values reflect activity through 7/31/06, per DART's General Ledger.
- 3) At the direction of the DART Board, Cityplace Station Finishout was combined with the LRT Buildout.

LRT BUILDOUT PHASE I RELATED PROJECTS (FFGA Amendment 10) Cost Summary (in millions of dollars)			
	Control Budget	Current Commitment	Expended to Date <sup>(1)</sup>
Bush Turnpike Station	\$ 12.5	\$ 12.9	\$12.9
Parker Road Station Phase II Parking	2.6	1.6	1.6
Walnut Hill Parking	1.3	1.4	0.2
S&I Facility - Phase II Expansion	29.4	28.8	22.2
Purchase of 20 LRVs	63.0	61.8	54.7
<b>Total</b>	<b>\$108.8</b>	<b>\$106.5</b>	<b>\$91.6</b>

- 1) Expended to date values reflect activity through 7/31/06, per DART's General Ledger.

# Cost/Schedule Summary

## LRT Buildout Phase I

### SCHEDULE SUMMARY

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

# Northeast Corridor Facilities

## Line Section G-2

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### LRT Buildout Phase I

<b>Strategic Plan Consideration</b>	C2.3 Integrate new transit services
<b>Description</b>	<p>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.</p>
<b>Status</b>	<p>Revenue service for Line Section G-2 began on schedule on May 3, 2002. Final closeout of this construction contract is complete.</p>
<b>Issues</b>	<p>The contractor, GLF, appealed the contracting officer's final decision on its schedule-related Request for Equitable Adjustment (REA).</p> <p>The contracting officer received an additional REA from GLF in January and March 2005. The contracting officer issued a final decision on the additional REA on February 7, 2006, and GLF appealed the decision.</p> <p>Both matters will proceed in DART's administrative disputes process, under the direction of DART's Legal Department.</p>

# North Central Corridor Facilities

## Line Section NC-3

### LRT Buildout Phase I

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

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

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

**Issues** Calculation of the cost of contract oversight is complete. The contractor submitted a Request for Equitable Adjustment (REA) requesting relief from liquidated damages and additional costs totaling over \$37 million. 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 was rescheduled for January 2007.

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

**Description** The track installation contract involves the installation of DART-furnished welded rail, special trackwork, concrete ties, and direct fixation rail fasteners in the Northeast and North Central Corridors.

**Status** All line sections are in revenue service. The contractor, Marta Track Constructors, Inc., abandoned work on the project prior to completion of the contract requirements.

**Issues** Marta's bonding company was requested to complete the contract and refused. DART Legal Department filed suit against the bonding company in State Court to preserve DART's rights. Court ruled in DART's favor to stay proceeding until after DART's administrative process.

Marta appealed the contracting officer's final decision on its Request for Equitable Adjustment and the matter is in DART's administrative disputes process. DART Legal Department is proceeding with the litigation. First portion of the trial was conducted January 31 through February 18, 2005. The second portion of the trial was conducted June 6-17, 2005. Decision on the first portion was issued March 14, 2006, and Reconsideration Decision was issued on August 8, 2006. Decision on the second portion was issued August 24, 2006. All decisions were favorable to DART. Parties are negotiating.

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

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

# Systems - Vehicles

## LRT Buildout Phase I

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

**Description** To date, 95 LRVs have been purchased. Twenty additional vehicles have been purchased under the option clause of the current contract.

**Status** Design and manufacturing of the 20 additional vehicles continues. All 20 LRVs have arrived in Dallas and final assembly has been completed. All 20 of the LRVs have been delivered to the DART Maintenance Yard. Acceptance testing has been completed on twelve LRVs.

**Issues** None.

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

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

**Status** Systems Integration staff continued coordination with Operations of turnover activities for all open items systemwide. Integrated test discrepancy follow-up efforts continued.

Systems Integration staff continues Safety Certification coordination for systems elements. The items remaining are non-critical and identified as such.

**Issues** None.

# Walnut Hill Parking

## LRT Buildout Phase I

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

**Description** The existing Walnut Hill Station on Line Section NC-3 is currently a kiss and ride facility. The addition of parking is proposed for construction on the adjacent Oncor property.

**Status** NTP was issued on August 3, 2006. Safety and Quality Control plans were approved. Earthwork and lime stabilization are substantially complete. Storm drains are complete. Light pole foundations and electrical conduit for site lighting are in progress.

**Issues** None.



# Service & Inspection Facility - Phase II Expansion

## LRT Buildout Phase I

<b>Strategic Plan Consideration</b>	C1 Improve Customer Satisfaction C2 Manage System Growth C3 Improve Efficiency
<b>Description</b>	Phase II Expansion of the Service & Inspection (S&I) Facility will include expansion of the existing maintenance building, site drainage modifications, and additional yard track. Maintenance capacity of the facility will be expanded from 109 to 125 light rail vehicles.
<b>Status</b>	<p>The contractor, Hensel Phelps Construction Company, continued work in the various areas of the facility expansion.</p> <p>At the Running Maintenance extension area, ventilation system work continues. Emergency lighting was installed and tested. The public address system installation was completed. Mechanical and electrical system training was conducted.</p> <p>In the Overhaul Shop area, demolition of floor slab, columns, and existing hoist pits was completed. Slab on grade was completed. Concrete pavement was completed. Work is in progress on relocating existing and installing new car and body hoists. Installation of electrical fixtures/devices, fire sprinkler system, hydraulic jack system, and fall protection steel was completed. Installation of embedded track was begun.</p> <p>At the Paint and Body Shops extension, dust collector training was completed. Standard light fixtures were replaced with emergency power fixtures in the Paint Booth.</p> <p>In the Storage Track area, rail installation continues. Portions of track were completed and turned over to DART. Installation of OCS was completed and testing is in progress. Installation of signals and communications was completed. Traction power substation installation was substantially completed.</p> <p>Closeout and training activities are in progress.</p>
<b>Issues</b>	<p>A design option to improve ceiling lighting levels in the Running Maintenance area was submitted and is under evaluation for cost and lighting efficiencies. This item will be handled under the Miscellaneous Construction contract.</p> <p>A change request was submitted for additional costs due to delays in electrical and ballast work at the Storage Track area. This change was negotiated and put in a Supplemental Agreement in September 2006.</p> <p>The contractor is requesting that new change requests be severely limited due to the short time left in the project.</p>

# Service & Inspection Facility - Phase II Expansion

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**LRT Buildout  
Phase I**

## **Issues (Continued)**

DART Operations was not satisfied with the Dust Collection System in the Body Shop. The system has been installed per plans and specifications. This issue is resolved.

The 5" pavement on the north side of the S&I Facility building had many cracks. Pavement has been removed and issue has been resolved.

Surplus soil delivered to DART's off-site storage area by multiple contractors has complicated the Stormwater Pollution Prevention Plan (SWPPP) closeout.

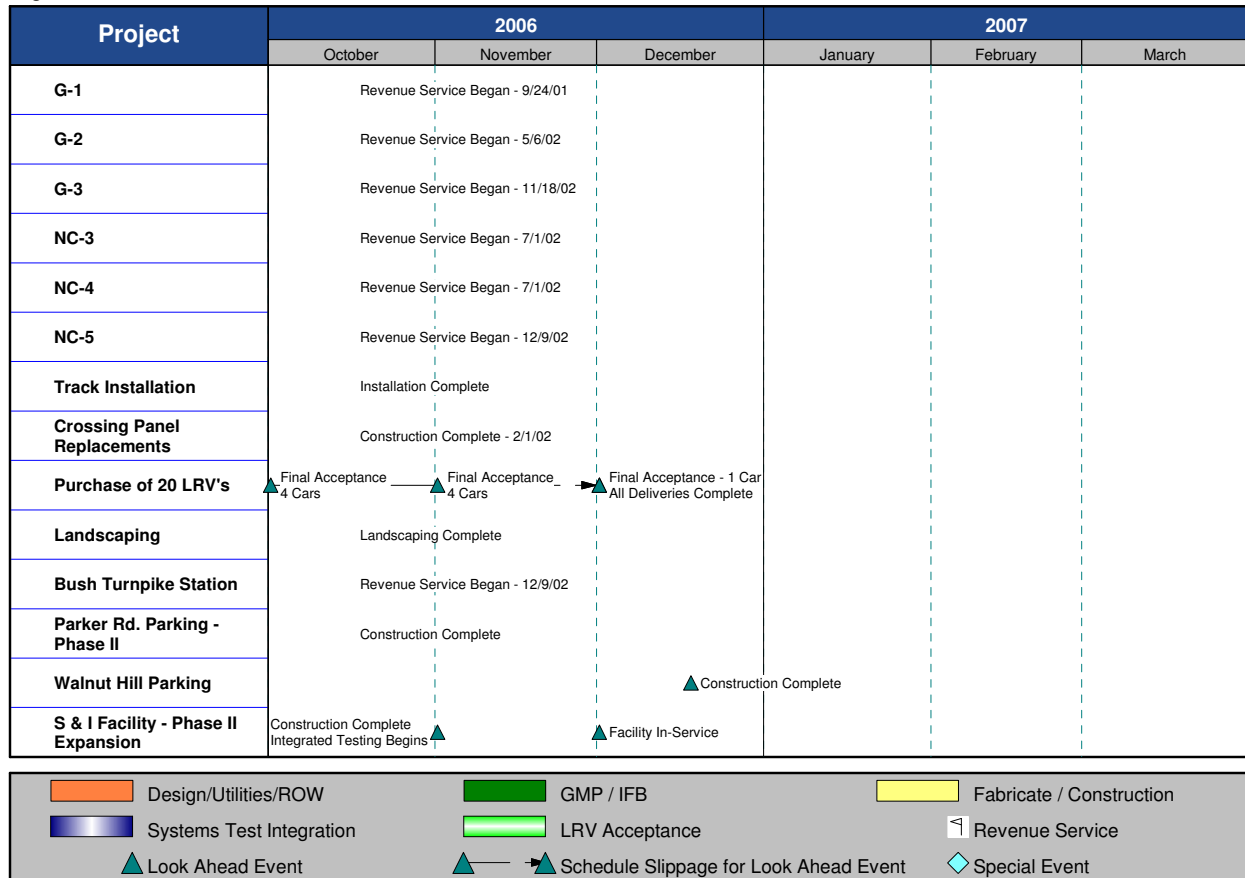
# Facilities - Six-Month Look Ahead

## LRT Buildout Phase I

### LRT Buildout Phase I - Six Month Look Ahead

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# Change Control Summary

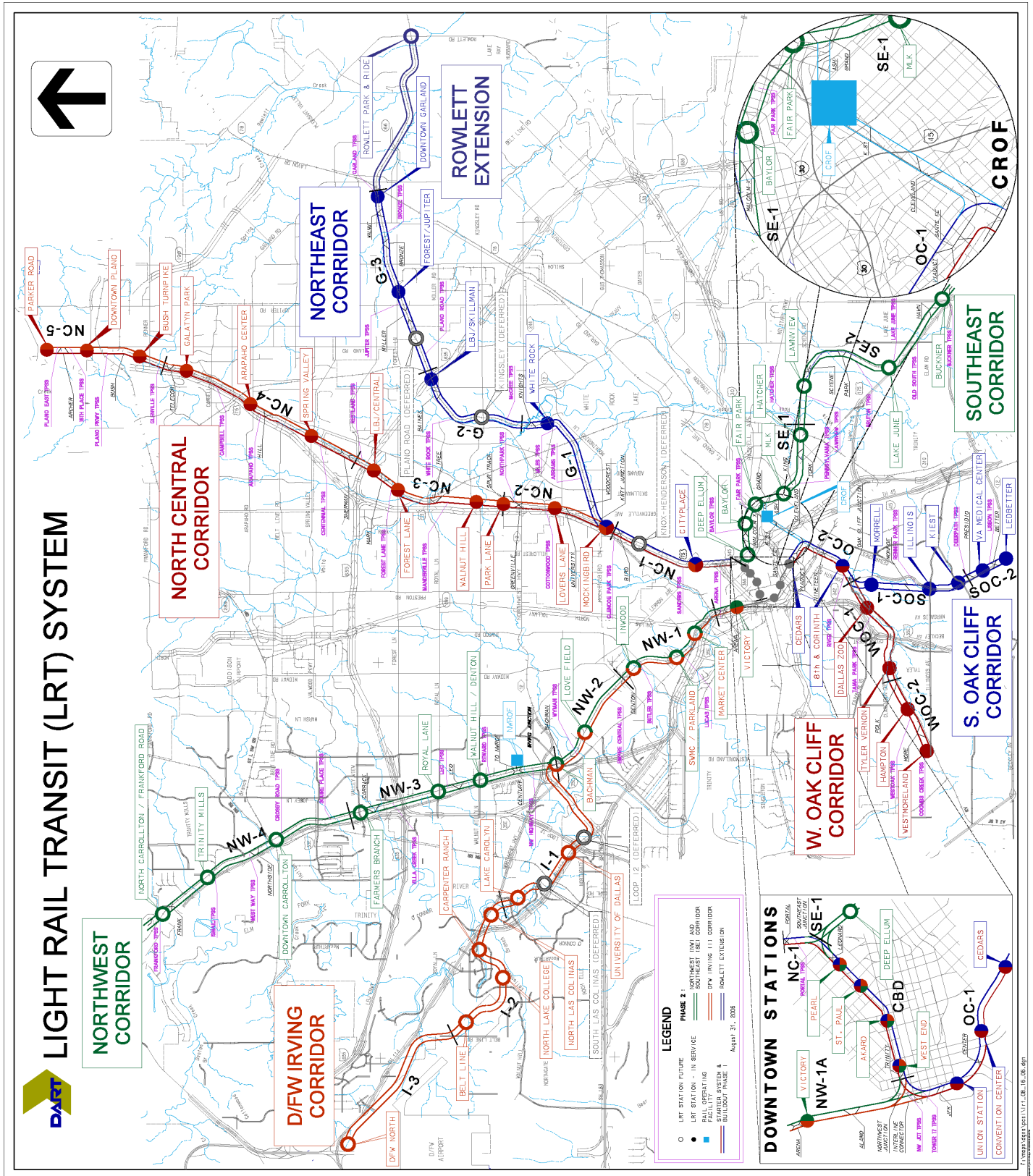
## LRT Buildout Phase I

Light Rail Transit Buildout Phase I - Change Control Summary											
			Approved Contract Amount	Approved Contingency/ Allowance	Total Approved Amount (C=A+B)	Executed Changes (D)	Current Contract Value (E=A+D)	Remaining Contingency/ Allowance (F=B-D)	Percent Contingency Used (G=D/B)	Percent Contract Comp.	Summary of Activity This Period & Comments (September 2006)
Rail Section/ Contract Package		Consultant/ Contractor	(A)	(B)	(C=A+B)	(D)	(E=A+D)	(F=B-D)	(G=D/B)		
Professional Services	LRV Management	LTK	\$6,379,825	\$531,142	\$6,910,967	\$181,855	\$6,561,680	\$349,287	34%	(Note a)	Through SA #14, AWP05 Accounting Closeout is Pending
	C-97000131										
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
	Walnut Hill Sta Parking Lot	Carcon	\$1,077,715	\$53,886	\$1,131,601	\$0	\$0	\$53,886	0%		
Northeast Corridor	G-2 Civil/Struct/Sta C-98000089	GLF Constr. Corp.	\$35,181,916	\$3,518,192	\$38,700,108	\$843,889	\$36,025,805	\$2,674,303	24%	100%	Accounting Closeout is Pending Litigation
S&I Facility Expansion	Civil/Structural Phase II C-1007306-01	Hensel Phelps	\$19,998,410	\$904,847	\$20,903,257	\$488,248	\$20,486,658	\$416,599	54%	97%	Through SA-14
Systemwide	Track Installation C-99000077	Marta Track	\$23,397,697	\$3,271,545	\$26,669,242	\$3,146,721	\$26,544,418	\$124,824	96%	100%	Accounting Closeout is Pending Litigation
LRV Procurement	21 Additional	Kinkisharyo/Itocmu	\$56,954,100	\$2,847,705	\$60,218,405	\$183,278	\$57,065,114	\$2,664,427	6%	96%	Accounting Closeout is Pending
	C-98000071-01		\$416,600	\$416,600	\$416,600	\$0	\$0	\$0	0%		
	20 Additional	Kinkisharyo/Itocmu	\$58,666,378	\$1,333,622	\$60,000,000	\$693,583	\$59,359,961	\$640,039	52%	92%	Through SA-017
	C-98000071-02										No changes in September
TOTALS:			\$361,912,784	\$37,702,383	\$399,615,167	\$28,475,828	\$384,274,616	\$9,226,555			
Legend:	% Contingency >= 80%										
Notes:	a) The professional services contracts are negotiated through annual workplans (AWP) ; amounts reflected on this report represent Total Board Authorized Not-to-Exceed values. b) The authorized board increases are captured in column B along with approved contingency increases to more accurately reflect the change activity as it relates to contingency. c) The totals shown on this report include balances from active contracts, shown here, and closed contracts that are in hidden cells within the sheet.										

**LRT BUILDOUT  
PHASE II**

# Map

## LRT Buildout Phase II



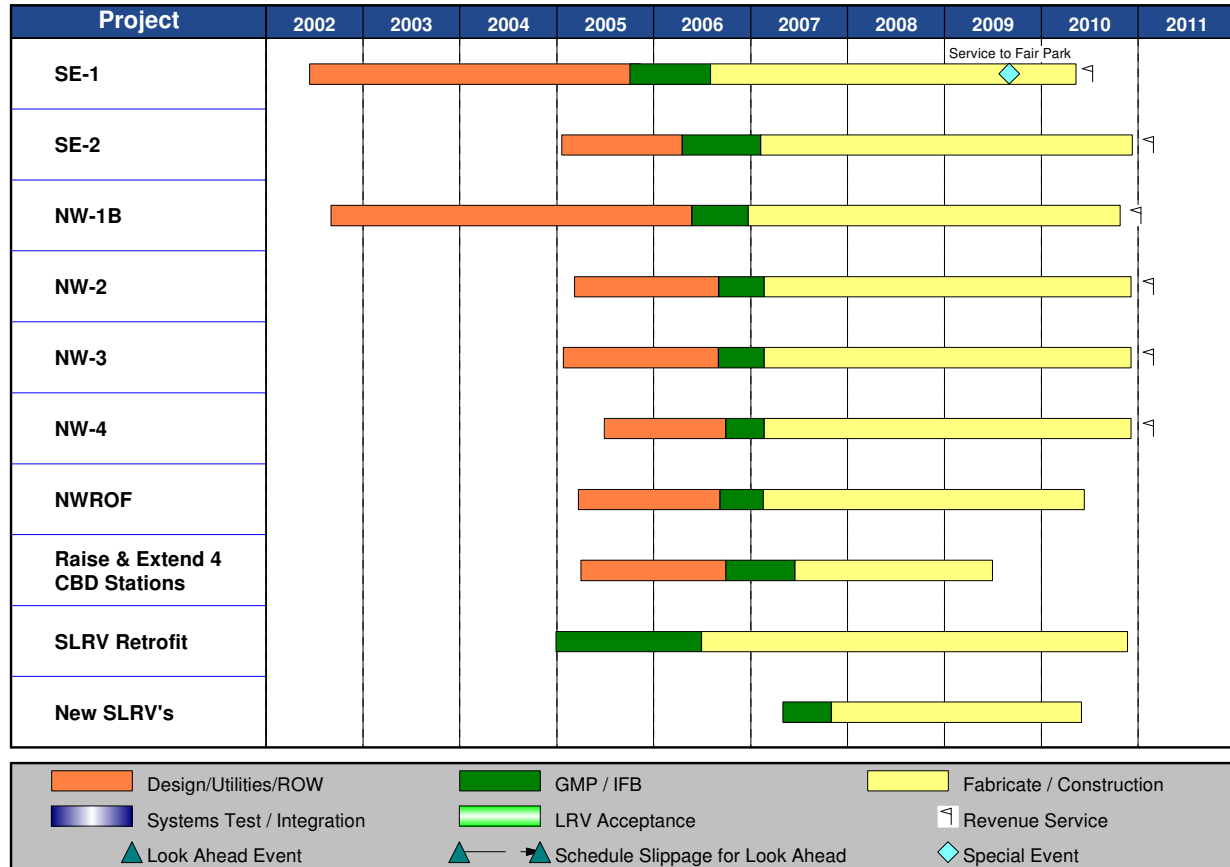
# Summary Control Schedule

## LRT Buildout Phase II

### LRT Buildout Phase IIA - Summary Control Schedule

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# Cost/Schedule Summary

## LRT Buildout Phase II

LRT BUILDOUT PHASE IIA Cost Summary (in millions of dollars)			
	Control Budget	Current Commitment	Expended to Date <sup>(1)</sup>
General Buildout	\$ 194.4	\$ 77.2	\$ 58.2
Southeast-1	205.3	187.9	27.8
Southeast-2	162.4	149.6	25.8
Northwest-1B	166.4	149.5	29.5
Northwest-2	148.8	28.9	22.9
Northwest-3	212.3	27.6	21.1
Northwest-4	218.5	21.8	15.0
NWROF	46.3	11.8	16.0
Systems	114.3	35.8	16.6
Vehicles	191.8	78.1	0.3
Raise & Extend 4 CBD Stations	11.8	.5	0.4
<b>LRT Buildout Phase IIA Total</b>	<b>\$1,672.3</b>	<b>\$768.7</b>	<b>\$233.6</b>

**Notes:**

1) Expended to date values reflect activity through 7/31/06, per DART's General Ledger.



# Cost/Schedule Summary

**LRT Buildout  
Phase II**

## SCHEDULE SUMMARY

### Contract Completion Dates

### Revenue Service Dates

Line Section SE-1		05/2010
Line Section SE-2		12/2010
Line Section NW-1B		10/2010
Line Section NW-2		12/2010
Line Section NW-3		12/2010
Line Section NW-4		12/2010
NWROF	06/2010	

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

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

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

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

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

**Status** **General**  
Contract modification for construction services for Line Sections SE-1, SE-2, and NW-1B was issued on August 2, 2006. The contractor is validating final design construction documents and beginning preliminary work. Utility relocation is under way.

**Line Section SE-1**  
Final contract documentation is being completed and Cost Reduction Ideas (CRIs) are being incorporated into construction documents. Early action items [Quality Control Plan, Stormwater Pollution Prevention Plan (SWPPP), and Safety Plan] have been approved. Baseline construction schedule has been accepted.

A public information meeting was held July 25, 2006, in the Deep Ellum area to update the public on the forthcoming construction activities and associated traffic detours that will occur.

**Status (Continued)** Contractor is installing utilities, bridging slabs, box culvert, and ballast walls. Street reconstruction is under way on several streets. Contractor is completing track material storage area preparation, and the salvaged panel of the Good-Latimer tunnel is being prepared for removal and delivery to Preservation Dallas.

All work adjacent to Fair Park has been suspended during the State Fair.

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

Validation and pricing of final contract plans is currently under way. Utility relocations and real estate acquisition continue.

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

A property exchange agreement with the Dallas County Hospital District, regarding Southwest Medical District/Parkland Station, was finalized on August 25, 2006.

Validation of final contract plans is under way. Real estate acquisition and utility relocations continue.

### **Issues Line Section SE-1**

Resolution is still needed on City of Dallas trail interface, Fair Park link project, and TxDOT East Corridor project. These projects are in conceptual planning stages.



**Ballast Wall Installation**

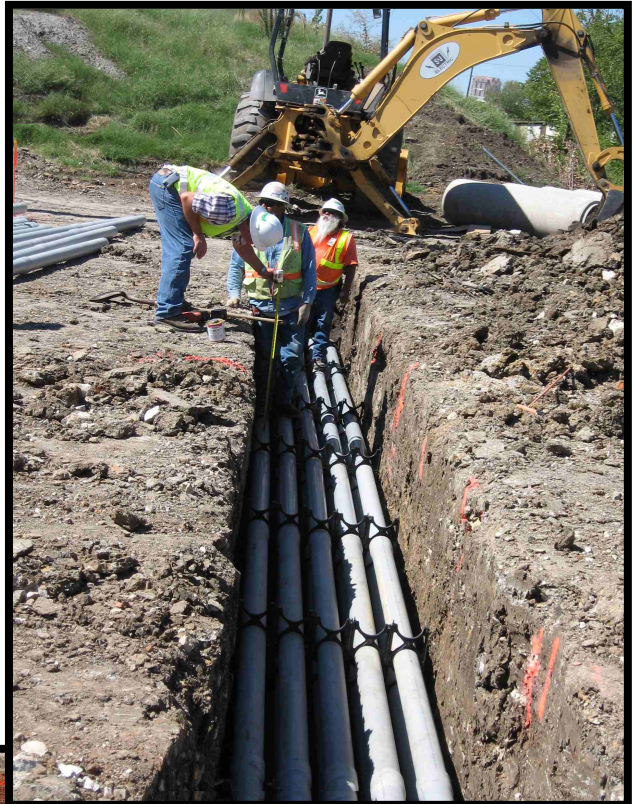


# Construction Manager/ General Contractor-I (CM/GC-I)

**LRT Buildout  
Phase II**



**Water Main Installation in MLK Blvd.**



**Duct Bank Installation**



**Steel Placement for  
Footing of Box  
Culvert at Peak's  
Branch**

# Northwest Corridor Facilities

## Line Section NW-2

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### LRT Buildout Phase II

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

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

**Status** DART is coordinating with the City of Dallas' engineering staff to submit the street closure report for the City Council's final approval.

NW-2 final design is complete and Senior Management Review is scheduled to take place on October 10 and 11, 2006. Coordination with the construction manager/general contractor contract (CM/GC-III) is under way.

**Issues** Various street closure issues have not been finalized yet.

# Northwest Corridor Facilities

## Line Section NW-3

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**LRT Buildout  
Phase IIA**

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

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

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

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

**Issues** None.

# Northwest Corridor Facilities

## Line Section NW-4

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### LRT Buildout Phase II

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

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

**Status** Design is proceeding toward completion in early October 2006. SMR is scheduled for October 23 and 24, 2006.

**Issues** Agreements regarding the 66-inch waterline relocation between Belt Line Road and Crosby have been reviewed by the City of Carrollton. City of Carrollton comments were forwarded to DART and are under review. Agreements are expected to go to the DART Board for approval in December 2006.

ILAs between City of Farmers Branch and City of Carrollton regarding real estate issues are being developed.

Coordination with Denton County Transportation Authority (DCTA) is ongoing. The alignment has been reviewed. Cost estimate is being developed and reviewed by Senior Management.



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

**Description** The Irving/DFW Corridor branches from the Northwest Corridor north of Love Field, continues through to Las Colinas and then on to DFW Airport, for a total of 14.7 miles. This corridor includes seven stations.

**Status** The Irving/DFW Corridor is in the planning and development phase, with the preliminary engineering/environmental impact statement (PE/EIS) phase scheduled for completion in FY 2007.

Coordination continues with the City of Irving, TxDOT, U.S. Army Corps of Engineers, Dallas County Community College District/North Lake College, DFW Airport, University of Dallas, North Texas Tollway Authority (NTTA), and individual property owners. Meetings were held with the Federal Aviation Administration (FAA), the City of Dallas Parks Department, and TxDOT.

The corridor schedule was briefed to the DART Committee-of-the-Whole in August 2006.

**Issues** A decision needs to be made on phasing the project. Proposed phasing is Phase I to Irving/Phase II to DFW.

DFW Airport is now considering transit terminating at Terminals A and B.

Coordination of construction sequencing of TxDOT and DART projects along SH 114 is needed to effect as few disruptions as possible.

The FAA requested an Airspace Study, which will delay the Draft EIS.

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

**Description** The Rowlett Extension extends 4.8 miles east from the Downtown Garland Station to the Rowlett Park and Ride. There is one station, Rowlett Station, located adjacent to the Rowlett Park and Ride.

**Status** The Rowlett Extension (Line Section R-1) is in the planning and development phase, with the preliminary engineering/environmental assessment (PE/EA) phase of the FTA Project Development Process anticipated to complete during early FY 2007.

Coordination continues with the City of Rowlett and property owners. Staff is finalizing draft environmental documentation.

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

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

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

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

# Track Materials Procurement for CM/GC-I Construction

**LRT Buildout  
Phase II**

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

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

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

**Issues** None.

# Track Materials Procurement for Northwest Corridor & NWROF

**LRT Buildout  
Phase II**

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

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

**Status** **General**  
Track material procurement for the Northwest Corridor and NWROF is being processed through the Procurement Department.

**Issues** None.

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

**Description** The existing fleet of 115 LRVs (each composed of an A-unit and a B-unit) will be modified by adding a 31-foot long, low-floor center section (C-unit) to each A/B vehicle, creating a fleet of 115 Super LRVs (SLRVs). This modified fleet will provide for direct, level boarding, from 15½" high platforms, into each vehicle. Also, a total of 48 new SLRVs will be procured. The procurement of the C-units for modifying the existing fleet and the procurement of the new SLRVs will be divided into phases.

**Status** The contract for 115 C-units and Automatic Train Protection systems was approved by the DART Board on June 13, 2006, and awarded on June 23, 2006. NTP was issued June 29, 2006.

**Issues** None.

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

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

**Status** Systems Integration continues to interface with final design issues for all line sections, systems elements, and the NWROF. Design submittals and CM/GC proposals were reviewed for interfaces, operations, maintenance, quality, and safety.

Updates to the Safety and Security Management Plan (SSMP) based on Design Review Procedures and Project Management Oversight Consultant (PMOC) comments are in progress. Safety and Security Certification Checklists are prepared for certifiable elements. Fire/Life Safety Committee meetings continue and coordination with Buildout member cities is ongoing. An outline of the Integrated Test Plan is in development for Phase II.

Monthly coordination meetings are ongoing with Operations (including Transportation, Maintenance, Technical Services, and Safety) to ensure operations issues are adequately addressed in the final design and contract special provisions for track allocation are incorporated.

Updates to Train Performance Calculations (TPCs) are in progress, which incorporate final alignment data and the performance characteristics of the SLRV.

Operational analysis and simulations have been conducted for the Northwest Corridor operations, including Denton County Transportation Authority (DCTA) operations.

**Issues** None.

# Northwest Rail Operating Facility

## LRT Buildout Phase II

<b>Strategic Plan Consideration</b>	C1 Improve Customer Satisfaction C2 Manage System Growth C3 Improve Efficiency
<b>Description</b>	<p>The Northwest Rail Operating Facility (NWROF) will provide storage, running maintenance, and administrative functions to meet DART's long-term operational and maintenance needs for Buildout Phase II. The site is bounded by Lombardy, Denton Drive, Century Drive, and Abernathy, and consists of approximately 34.3 acres. The storage tracks will be designed to accommodate approximately 75 SLRVs. The facility is intended to perform running maintenance of all vehicles, with no heavy overall maintenance at this site. The project consists of yard track layout; yard lighting; cleaning platform; non-revenue vehicle and SLRV car wash facility; service and inspection facility; ways, structures, and amenities facility; administrative offices; communications center; and yard control center.</p>
<b>Status</b>	<p>Design is complete. SMR is scheduled for early October 2006. Senior Management is evaluating bid packaging options. IFB package is scheduled for submittal in early November 2006.</p>
<b>Issues</b>	<p>Flood fill permit was approved by the Dallas City Council on September 17, 2006. No letter confirming board action from the City of Dallas has been received to date.</p> <p>The scope re-evaluation was completed. An option has been selected to minimize cost impacts.</p> <p>Solicitation and contract instructions are being developed and reviewed for IFB in early November 2006.</p>

# Raise & Extend Four CBD Stations

## LRT Buildout Phase II

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

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

**Status** The project design is underway. The D&A review was submitted on October 18, 2005. The pre-final design was submitted on March 21, 2006. Design was completed on September 28, 2006. Construction is anticipated to begin in June 2007 and be complete for Line Section SE-1 revenue service.

**Issues** Construction will be sequenced to provide the least amount of service interruption. Adjacent property owners are being notified and a strategy is being developed for communicating with customers regarding the pending station modifications. Coordination with the Elm/Lamar Plaza project is ongoing. The status of the design and construction sequencing was presented to DART Operations on August 25, 2006.

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

The proposed improvement at the West End Station is being coordinated with the proposed JPI development at Lamar Street.



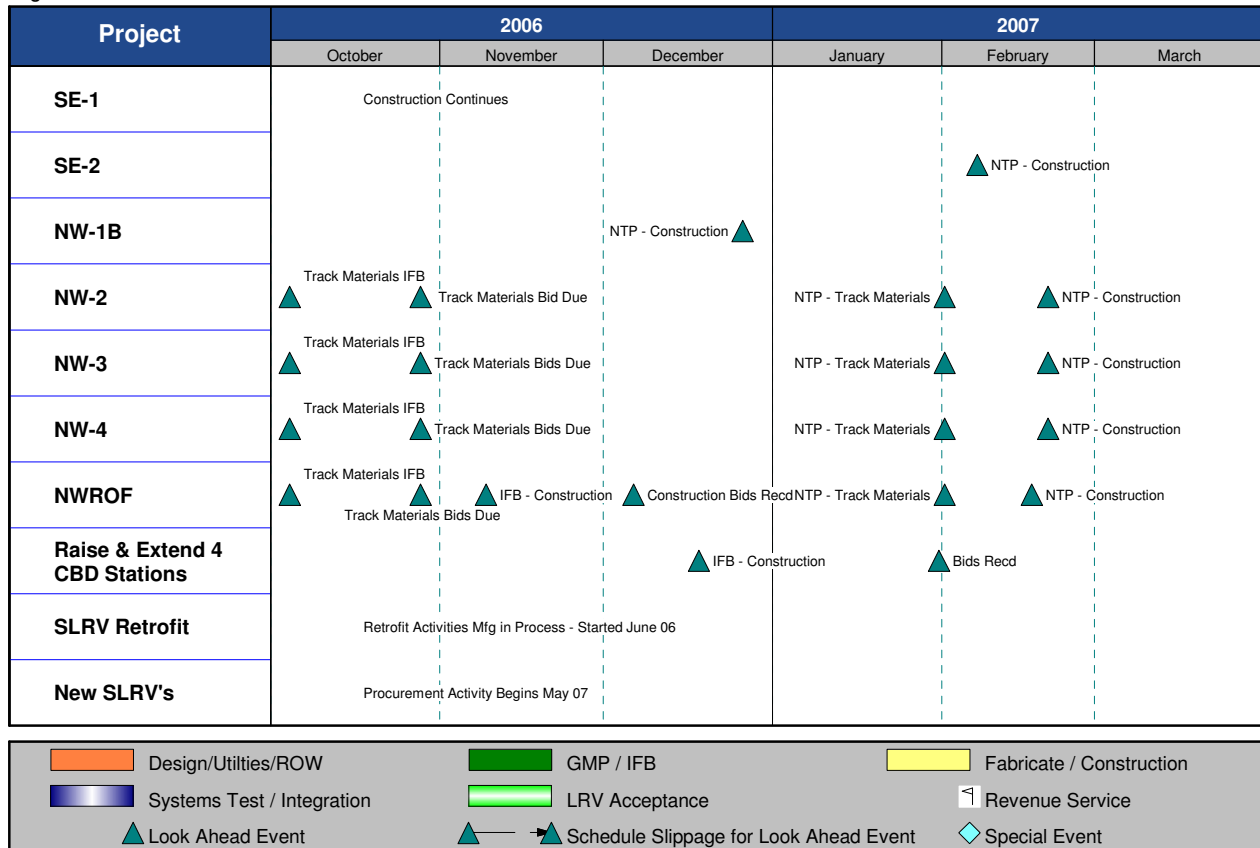
# Facilities - Six-Month Look Ahead

## LRT Buildout Phase II

### LRT Buildout Phase IIA Six Month Look Ahead

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# Change Control Summary

## LRT Buildout Phase II

Light Rail Transit Buildout Phase IIA - Change Control Summary										
Rail Section/ Contract Package	Consultant/ Contractor	Approved Contract Amount	Approved Contingency/ Allowance	Total Approved Amount (C=A+B)	Executed Changes (D)	Current Contract Value (E=A+D)	Remaining Contingency/ Allowance (F=B-D)	Percent Contingency Used (G=D/B)	Percent Contract Comp.	Summary of Activity This Period & Comments (September 2006)
		(A)	(B)	(C=A+B)	(D)	(E=A+D)	(F=B-D)	(G=D/B)		
Professional Services	GEC	ACT-21	\$135,424,065	\$1,388,533	\$136,812,598	\$24,981	\$135,449,046	\$1,363,552	2%	(Note a) Through FY-06 AWP
	C-1002450-01									SA-67 executed 12-02-05
	SDC	Dallas System Consultants	\$37,564,492	\$827,431	\$38,391,923	\$0	\$37,564,492	\$827,431	0%	(Note a) Through FY-06 AWP
	C-1002803-01									No changes in September
	Systems Integration (SIC)	DMJM + HARRIS	\$16,862,081	\$193,161	\$17,055,242	\$0	\$16,862,081	\$193,161	0%	(Note a) Through FY-06 AWP
	C-1004187-01									No changes in September
	Project Controls (PCC)	Sunland Engineering	\$11,002,230	\$113,409	\$11,115,639	\$0	\$11,002,230	\$113,409	0%	(Note a) Through FY-06 AWP
	C-1002450-02									No changes in September
	LRV Engineering	LTK	\$1,816,680	\$95,800	\$1,912,480	\$0	\$1,816,680	\$95,800	0%	(Note a) Through FY-06 AWP
	C-1008146-01			\$20K BASE - 50K TRE						
Track Material Procurement	CMGC-1	Archer Western/Brunson Caron	\$370,000,000	\$18,219,058	\$388,219,058	\$0	\$370,000,000	\$18,219,058	0%	(Note a) Const. NTP 08/02/06
	C-1007571-01	SE-1, 2, NW-1B								(Note c) No changes in September
	CMGC-3	Archer Western/Herzog	\$2,460,802	\$0	\$2,460,802	\$0	\$2,460,802	\$0	0%	(Note a) Pre-construction Services
	C-1009666-01	Pre Const. NW-2, 3, 4								(Note c) NTP 04-20-06
	Lots 1 & 2	Progressive Rail	\$2,761,480	\$110,460	\$2,871,940	\$0	\$2,761,480	\$110,460	0%	0% NTP 02-03-06
	C-1009684-01	Bryan/Hawkins								
	Lots 3 & 6	Progressive Rail	\$11,754,817	\$352,645	\$12,107,462	\$0	\$11,754,817	\$352,645	0%	0% NTP 04-04-06
Vehicles	C-1009684-02	Spl Trkwnk/CWR								
	Lot 5	L.B. Foster	\$4,999,349	\$149,981	\$5,149,330	\$0	\$4,999,349	\$149,981	0%	0% NTP 04-04-06
	C-1009684-03	Fasteners								
	Lot 4	Roca Concrete Tie	\$3,202,960	\$96,089	\$3,299,049	\$0	\$3,202,960	\$96,089	0%	0% NTP 04-04-06
	C-1009684-04	Concrete Ties								
	115 C-Unit Mods W/ATP	Kinkisharyo/Itochu	\$179,849,816	\$5,395,494	\$185,245,310	\$0	\$179,849,816	\$5,395,494	0%	4% NTP 29 June 06
	C-1011711-01									
		TOTALS:	\$777,698,772	\$26,942,061	\$804,640,833	\$24,981	\$407,723,753	\$26,917,080		
Legend:	% Contingency >= 80%									
Notes:	a) The professional services contracts are negotiated through annual workplans (AWP) ; amounts reflected on this report represent Total Board Authorized Not-to-Exceed values.									
	b) The authorized board increases are captured in column B along with approved contingency increases to more accurately reflect the change activity as it relates to contingency.									
	c) CMGC-1 & 3 contracts are for pre-construction services only and do not include a contingency.									

**COMMUTER  
RAIL**

**Commuter  
Rail**

## Page 1 of 1

9/30/06



# Cost Summary

**Commuter  
Rail**

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

**Notes:**

- 1) Expended to date values reflect activity through 7/31/06, per DART's General Ledger.
- 2) Control Budget value is from the current DART financial plan.

# Belt Line Road Grade Separation

Commuter  
Rail

## Strategic Plan Consideration

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

## Description

The project involves the grade separation of the Trinity Railway Express (TRE) over the intersections of Belt Line Road, Briery Road, and Story Road; and replacement bridges over Dry Branch Creek and West Irving Creek. The TRE tracks will be elevated and double tracked from Gilbert to Rogers Road, for a length of 2 ¼ miles. The portions of Belt Line Road, Briery Road and Story Road within the vicinity of the TRE Line and Rock Island Road will be reconstructed as part of this project. The project also includes an 8,236-foot long bridge and a 1,000-foot long retaining wall that is 33 feet wide carrying Class 4 double track. The tracks are 15 ft. apart between MP 631.80 and MP 633.36. The improvements are in the City of Irving (COI) and the project involves construction of bridges, tracks, paving, drainage, signing, striping, illumination, signalization and aesthetic features. Additional ROW will be acquired by the City of Irving. Total estimated cost including ROW, engineering, and construction is approximately \$51 million. In addition, COI has committed \$5 million for aesthetics as part of Quiet Zone.

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

## Status

The procurement package is being divided into separate packages. Trackwork and signal work for both Belt Line and Lisa-Perkins projects will be in one bid package. Civil/Structural work will be bid in two separate packages, one for each project. Development of bid packages is under way.

Utility work is progressing.

## Issues

Funding increase was approved by the Irving City Council on October 5, 2005. Approval from NCTCOG/Surface Transportation Technical Committee was received in December 2005 for a funding increase of \$4.6 million. Approval from the NCTCOG/Regional Transportation Council was received in January 2006 for a funding increase of \$4.6 million.

Updated 2006 probable project cost estimate is approximately \$9 million higher than current funding commitments.

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

Commuter  
Rail

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

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

**Status** The proposed bid was not accepted by the DART/TRE. The team has adopted a new procurement approach for both this project and TRE's Belt Line project. Currently, the engineering team from both projects is working to develop a unified trackwork and signal work package for both projects and separate civil packages for each project.

**Issues** None.

# Six-Month Look Ahead



## Commuter Rail Six Month Look Ahead

Page 1 of 1

9/30/06

Project	2006			2007		
	October	November	December	January	February	March
Belt Line Rd Grade Separation			IFB	Bids Due		
Lisa Perkins Double Tracking			IFB	Bids Due		

Design/Utilities/ROW

Systems Test / Integration

Look Ahead Event

GMP / IFB

LRV Acceptance

Schedule Slippage for Look Ahead Event

Fabricate / Construction

Revenue Service

Special Event



# Change Control Summary

**Commuter  
Rail**

Commuter Rail - Change Control Summary											
Facility/ Contract Package		Consultant/ Contractor	Approved Contract Amount	Approved Contingency Allowance	Total Approved Amount	Executed Changes	Current Contract Value	Remaining Contingency Allowance	Percent Contingency Used	Percent Contract Comp.	Summary of Activity This Period & Comments (September 2006)
			(A)	(B)	(C=A+B)	(D)	(E=A+D)	(F=B-D)	(G=D/B)		
Currently, no active contracts	Belt Line-Story Grade Separation	TBD	\$0	\$0	\$0	\$0	\$0	\$0	0%	0%	
Currently, no active contracts	TRE Lisa-Perkins Construction	TBD	\$0	\$0	\$0	\$0	\$0	\$0	0%	0%	
TOTALS:			\$0	\$0	\$0	\$0	\$0	\$0			
Legend:	%Contingency >= 80%										
Notes:											

**ADDITIONAL  
CAPITAL  
DEVELOPMENT**

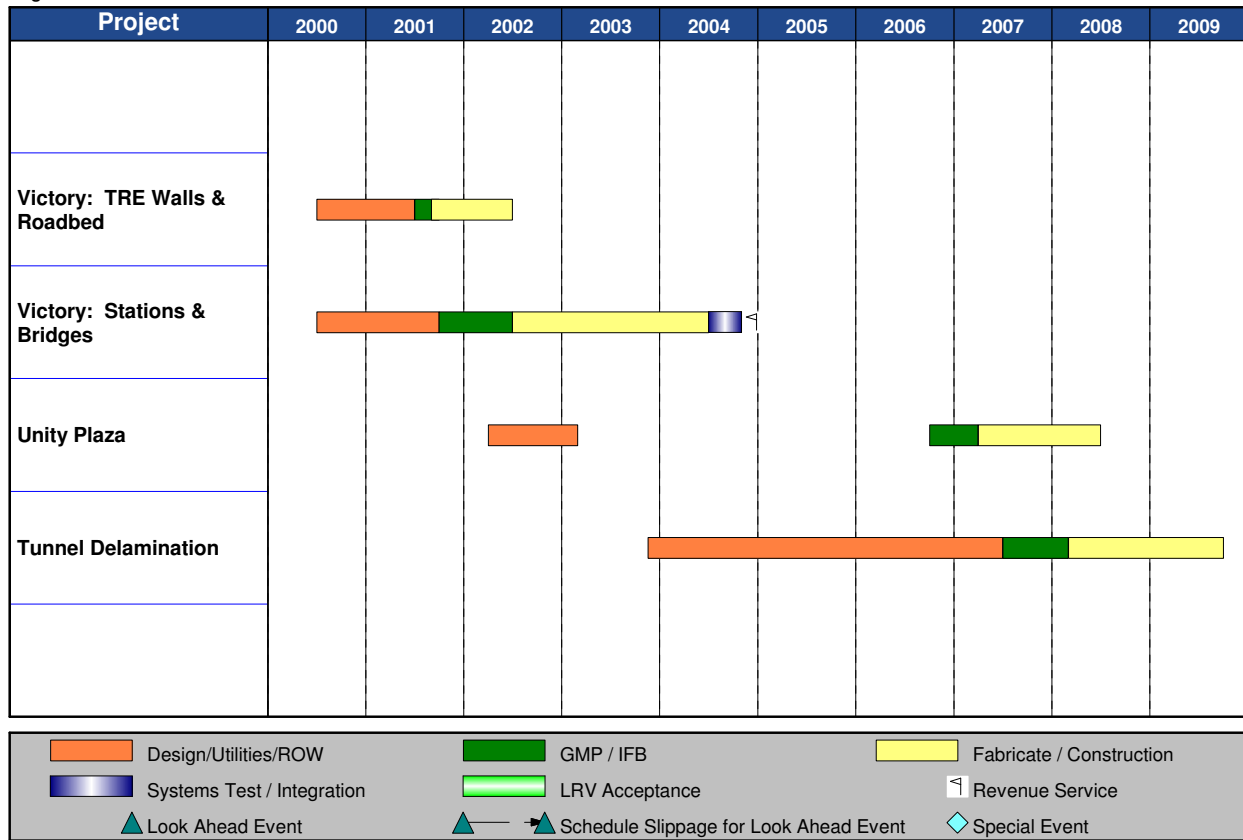
# Summary Working Schedule

## Additional Capital Development

### Additional Capital Development Summary Working Schedule

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9/30/06



# Cost Summary

## Additional Capital Development

<b>ADDITIONAL CAPITAL DEVELOPMENT Cost Summary (in millions of dollars)</b>			
	<b>Control Budget</b>	<b>Current Commitment</b>	<b>Expended to Date <sup>(1)</sup></b>
Victory Station Project <sup>(2)</sup>	\$79.0	\$83.3	\$80.6
Unity Plaza	3.5	0.9	0.9
Tunnel Delamination	4.2	1.5	1.4

**Notes:**

- 1) Expended to date values reflect activity through 7/31/06, per DART's General Ledger.
- 2) Current commitment reflects anticipated Anland credit.

# NW-1A/Victory Station Project

## Additional Capital Development

### Strategic Plan Consideration

C2.3 Integrate new transit services

### Description

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

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

### Status

#### **Line Section NW-1A Facilities Construction Contract**

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

#### **Line Section NW-1A Systems Construction Contract**

Victory Station opened for revenue service on November 15, 2004. Software issues are being worked. Contract closeout is in process. Software issues and source code delivery are the open issues. Contractor is slow in providing final items.

### Issues

#### **Line Section NW-1A Facilities Construction Contract**

The contracting officer rendered his final decision regarding all open facilities contract issues, which included approximately 100 supplemental agreements Eby refused to sign, and the six REAs for claimed impacts and delays to the project.

The contracting officer's final decision addressing all REAs was received by Eby on July 25, 2006. Eby has 90 days to which it may appeal in DART's disputes process.

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

On August 31, 2006, Appeals Court issued an Opinion reversing and remanding the matter back to the lower court. LAN/STV requested a rehearing by a panel of judges.

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

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

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

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

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

# North Central Tunnel Delamination Repair & Monitoring

Additional Capital  
Development

<b>Strategic Plan Consideration</b>	C2.5 Improve passenger amenities and facilities
<b>Description</b>	<p>This project consists of delamination repair, long-term monitoring/instrumentation program, and crack repair in the North Central northbound tunnel.</p> <p>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.</p> <p>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.</p> <p>The crack repair is a repair to the cast-in-place concrete liner.</p>
<b>Status</b>	<p>Procurement process for the repair and monitoring of the test section is in the final phase.</p> <p>Ground Penetrating Radar (GPR) field scanning work in the tunnel is complete. Penetradar Inc. has submitted preliminary report for review.</p>
<b>Issues</b>	None.

# Bryan/Hawkins Junction

**Additional Capital  
Development**

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

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

**Status** Bryan/Hawkins project is being negotiated with the CM/GC-I contractor. It is planned that Bryan/Hawkins be added to the CM/GC-I contract if successful negotiations can be achieved.



# Six-Month Look Ahead

## Additional Capital Development










### Additional Capital Development Six Month Look Ahead

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9/30/06

Project	2006			2007		
	October	November	December	January	February	March
<b>Victory: TRE Walls &amp; Roadbed</b>	Construction Completed					
<b>Victory: Stations &amp; Bridges</b>	Revenue Service Began - 11/15/04					
<b>Unity Plaza</b>	Final Design Completed (Project On Hold)					
<b>Tunnel Delamination</b>	Received Bid in Sept. (Being Evaluated for Rebid)					

 Design/Utilities/ROW	 GMP / IFB	 Fabricate / Construction
 Systems Test / Integration	 LRV Acceptance	 Look Ahead Event
 Look Ahead Event	 Schedule Slippage for Look Ahead Event	 Special Event

# Change Control Summary

## Additional Capital Development

Additional Capital Development - Change Control Summary											
Facility/ Contract Package	Consultant/ Contractor	Approved Contract Amount	Approved Contingency Allowance	Total Approved Amount	Executed Changes	Current Contract Value	Remaining Contingency Allowance	Percent Contingency Used	Percent Contract Comp.	Summary of Activity This Period & Comments (September 2006)	
		(A)	(B)	(C=A+B)	(D)	(E=A+D)	(F=B-D)	(G=D/B)			
NW-1A Facilities and Systems	Construction	Martin K. Eby	\$24,986,984	\$2,498,698	\$27,485,682	\$2,467,766	\$27,294,599	\$30,932	99%	100%	Includes Unilateral Mods
	C-1003853-01					Reduced Contract value for final quantities in place & insurance reduction (UM167/171)					Closeout Pending
	Comm, OCS & Signals	Mass Electric	\$15,890,713	\$1,589,071	\$17,479,784	\$37,415	\$15,556,242	\$1,551,656	2%	100%	Through SA-029
	C-1005139-01					* Reduced contract value due to SAs-7, 8, 10, 29 for deletion of bid work					No changes in September
Unity Plaza	Design	RTKL Assoc.	\$1,053,766	\$105,377	\$1,159,142	\$0	\$1,053,766	\$105,377	0%	100%	Design complete
	C-1003727-01										
	Construction	TBD									IFB deferred
	TBD										
TOTALS:			\$45,277,869	\$4,495,895	\$49,773,764	\$2,689,681	\$47,435,513	\$1,806,214			
Legend:	% Contingency >= 80%										
Notes:	a) Totals may reflect totals of active contracts and closed contracts that are contained within hidden cells on this sheet.										

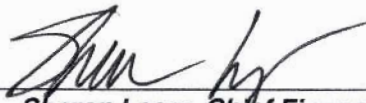
**DALLAS AREA RAPID TRANSIT**

**QUARTERLY INVESTMENT REPORT**

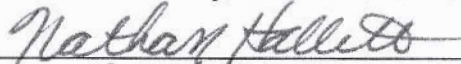
**As Of**

**September 30, 2006**

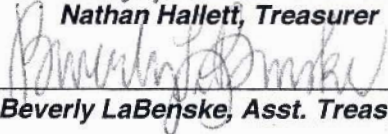
***Submitted by Authorized Investment Officers  
in Accordance with  
the Public Funds Investment Act***



\_\_\_\_\_  
**Sharon Leary, Chief Financial Officer**



\_\_\_\_\_  
**Nathan Hallett, Treasurer**



\_\_\_\_\_  
**Beverly LaBenske, Asst. Treasurer**

*Prepared by Treasury  
November 6, 2006*

## **Executive Summary Key Guide**

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

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

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

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

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

**Average Yield** – The current expected return of the investments.

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

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

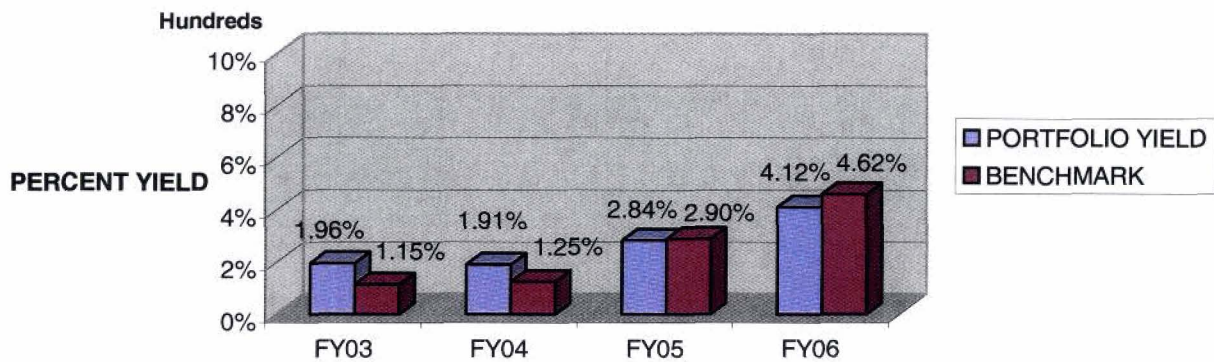
**U. S. Agency Securities** – Debt obligations of U. S. government agencies that have an implied guarantee of the U. S. government. This includes such organizations as Federal Home Loan Bank, Federal Home Loan Mortgage Corporation, Federal National Mortgage Association, Federal Farm Credit Board and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

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

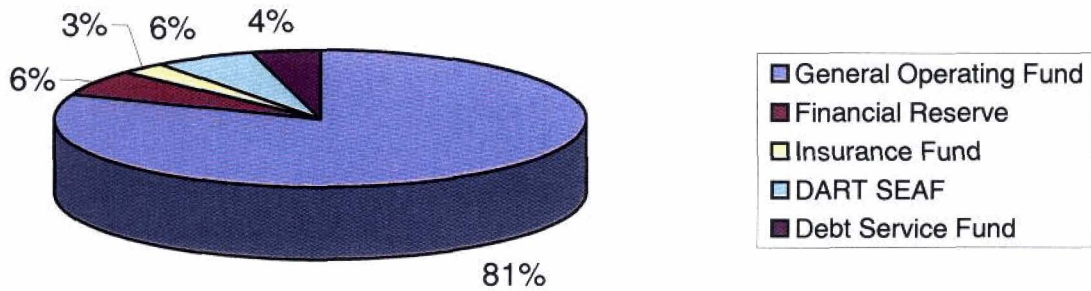
# INVESTMENT PORTFOLIO

September-06

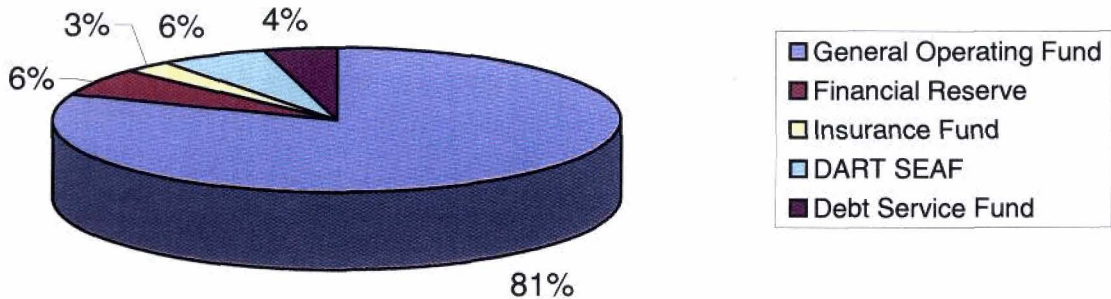
## HISTORICAL PORTFOLIO PERFORMANCE



## Market Value

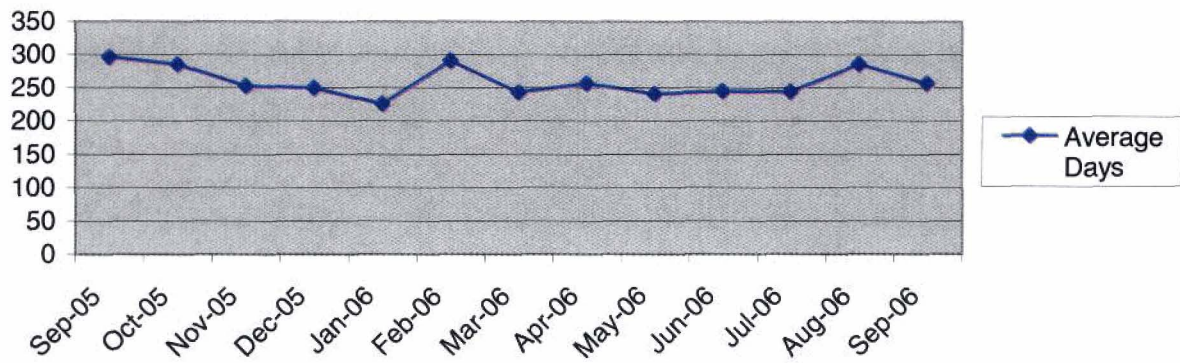


## Book Value

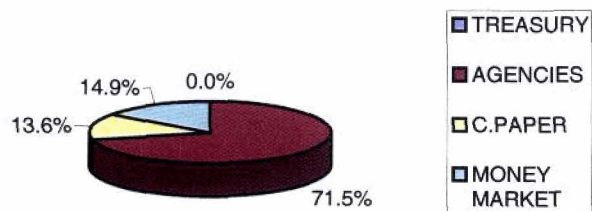




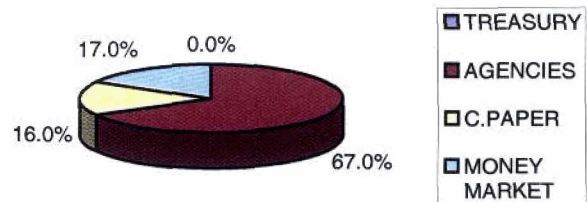
### AVERAGE DAYS SUMMARY



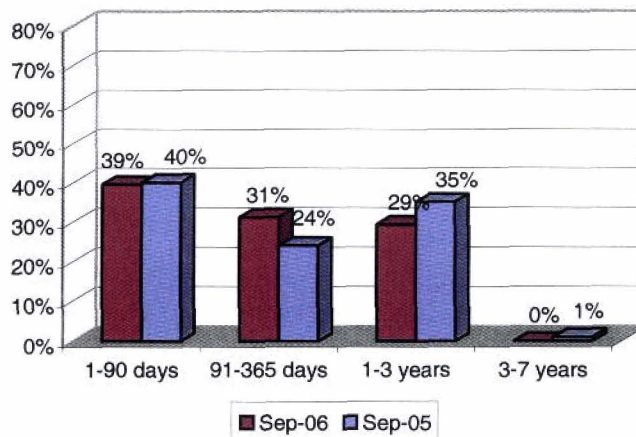
### 2006 DISTRIBUTION BY MARKET SECTOR



### 2005 DISTRIBUTION BY MARKET SECTOR



### DISTRIBUTION BY MATURITY SECTOR



# Notice of Security Transactions

## Investment Straight Line - Callable Life Receipts in Period 07/01/06 - 09/30/06

Run Date: 11/03/06  
Run Time: 13:51:58  
Page 1 of 1

Purchase Date	Sale Date	Order Type	CUSIP	Security Description	Ending Par Val/Shares	Maturity Date	Days to Maturity	Yield Matur	Call Date	Yield Call	Ending Unamor Val/Cost	Fund Number	Purchase Institution	Invest Number
<b>035999 - DART Operating</b>														
06/06/06	07/17/06	MAT	90262DGR2	UBS Financial CP 5.04 0.00 07/17/06	5,000,000.00	07/17/06	16	5.6441	Open	5.6441	4,968,500.00	035999	Lehman Brothers Inc	06-0089-01
05/30/06	07/25/06	MAT	83365SGR8	Soc General NA CP 5.05 0.00 07/25/06	5,000,000.00	07/25/06	24	5.1607	Open	5.1607	4,960,722.22	035999	Walter Johnson Group	06-0087-01
01/28/04	07/28/06	MAT	31331TFW5	FFCB Callable 2.56 07/28/06	3,000,000.00	07/28/06	0	2.5600	01/28/05	2.5600	3,000,000.00	035999	JP Morgan	04-0001-01
01/28/05	07/28/06	MAT	3133XACP0	PHLB Callable 3.25 07/28/06	5,000,000.00	07/28/06	0	3.2500	07/28/05	3.2500	5,000,000.00	035999	UBS	05-0001-01
04/21/06	07/28/06	MAT	3133XCSG6	PHLB Callable 4.00 07/28/06	10,000,000.00	07/28/06	0	4.9983	Open	4.9983	9,979,500.00	035999	JP Morgan	06-0077-01
05/15/06	07/28/06	MAT	313589ZX4	FNMA Discount Note 4.89 0.00 07/28/06	5,000,000.00	07/28/06	27	5.0083	Open	5.0083	4,949,741.67	035999	JP Morgan	06-0084-01
06/09/06	07/28/06	MAT	45974NGU4	Intl Lease Finance CP 5.07 0.00 07/28/06	5,000,000.00	07/28/06	27	5.1761	Open	5.1761	4,965,495.83	035999	Bank of America	06-0093-01
06/09/06	08/02/06	MAT	05402MH23	Avon Cap Corp CP 5.13 0.00 08/02/06	5,000,000.00	08/02/06	32	5.2416	Open	5.2416	4,961,525.00	035999	Bank of America	06-0094-01
05/31/06	08/03/06	MAT	1563W3H31	Centrica 08/03/06 0.00 08/03/06	5,000,000.00	08/03/06	33	5.1975	Open	5.1975	4,954,844.45	035999	Bank of America	06-0088-01
06/12/06	08/04/06	MAT	8426B3H42	Southern Company CP 0.00 08/04/06	5,000,000.00	08/04/06	34	5.2100	Open	5.2100	4,962,458.33	035999	Bank of America	06-0099-01
06/12/06	08/07/06	MAT	4497W1H74	ING Commercial Paper 0.00 08/07/06	5,000,000.00	08/07/06	37	5.2328	Open	5.2328	4,960,177.78	035999	Lehman Brothers Inc	06-0101-01
06/12/06	08/08/06	MAT	90262DHR1	UBS Financial CP 0.00 08/08/06	5,000,000.00	08/08/06	38	5.2438	Open	5.2438	4,959,387.50	035999	Walter Johnson Group	06-0100-01
06/12/06	08/11/06	MAT	02665KHB6	Honda Financial CP 0.00 08/11/06	5,000,000.00	08/11/06	41	5.2152	Open	5.2152	4,957,500.00	035999	Bank of America	06-0103-01
06/13/06	08/14/06	MAT	90262DHR8	UBS Finance CP 0.00 08/14/06	5,000,000.00	08/14/06	44	5.2579	Open	5.2579	4,955,738.89	035999	Lehman Brothers Inc	06-0096-01
04/18/06	08/15/06	MAT	3134A4UB8	PHLMC 2.75 08/15/06	5,000,000.00	08/15/06	44	5.0023	Open	5.0023	4,963,600.00	035999	JP Morgan	06-0074-01
08/24/04	08/24/06	MAT	31331TSW7	FFCB Callable 2.72 08/24/06	4,000,000.00	08/24/06	0	2.7200	11/24/04	2.7200	4,000,000.00	035999	UBS	04-0062-01
05/26/06	08/24/06	MAT	17307SHQ8	Citigroup Funding CP 5.08 0.00 08/24/06	5,000,000.00	08/24/06	54	5.2168	Open	5.2168	4,936,500.00	035999	Walter Johnson Group	06-0086-01
02/25/04	08/25/06	MAT	3133X4BV2	PHLB Callable 2.50 08/25/06	4,100,000.00	08/25/06	0	2.5000	Open	2.5000	4,100,000.00	035999	JP Morgan	04-0008-01
06/12/06	08/28/06	MAT	64105SHU5	Nestle CP 0.00 08/28/06	5,000,000.00	08/28/06	58	5.2590	Open	5.2590	4,945,137.50	035999	Lehman Brothers Inc	06-0102-01
07/28/06	08/28/06	MAT	5460CSHU3	Louis Dreyfuss CP 0.00 08/28/06	5,000,000.00	08/28/06	31	5.4392	Open	5.4392	4,977,008.33	035999	Bank of America	06-0114-01
08/07/06	09/07/06	MAT	8426B3J73	Southern Company CP 0.00 09/07/06	5,000,000.00	09/07/06	31	5.3369	Open	5.3369	4,977,438.89	035999	Bank of America	06-0117-01
09/08/04	09/08/06	MAT	3136F56Y2	FNMA Step Up Callable 2.65 09/08/06	4,000,000.00	09/08/06	0	2.6500	Open	2.6500	4,000,000.00	035999	UBS	04-0068-01
03/11/04	09/11/06	MAT	3133X4BJ9	PHLB Callable 2.76 09/11/06	3,000,000.00	09/11/06	0	2.7600	Open	2.7600	3,000,000.00	035999	UBS	04-0017-01
08/14/06	09/14/06	MAT	91411UJR6	Univ. of California CP 0.00 09/14/06	5,000,000.00	09/14/06	31	5.2652	Open	5.2652	4,977,740.28	035999	Bank of America	06-0124-01
07/17/06	09/18/06	MAT	90262DJJ5	UBS Finance 5.33 0.00 09/18/06	5,000,000.00	09/18/06	63	5.4549	Open	5.4549	4,953,362.50	035999	Lehman Brothers Inc	06-0107-01
04/11/06	09/22/06	MAT	313397G70	FNMA Discount Note 0.00 09/22/06	5,000,000.00	09/22/06	83	5.0073	Open	5.0073	4,889,983.33	035999	JP Morgan	06-0070-01
07/24/06	09/22/06	MAT	90262DJN6	UBS Finance CP 0.00 09/22/06	5,000,000.00	09/22/06	60	5.4267	Open	5.4267	4,955,791.67	035999	Bank of America	06-0111-01
08/11/06	09/22/06	MAT	02665KJN8	American Honda CP 5.22 0.00 09/22/06	4,700,000.00	09/22/06	42	5.3249	Open	5.3249	4,671,377.00	035999	Bank of America	06-0122-01
08/11/06	09/25/06	MAT	90262DJR7	UBS Finance CP 0.00 09/25/06	5,000,000.00	09/25/06	45	5.3427	Open	5.3427	4,967,281.25	035999	Bank of America	06-0121-01
09/11/06	09/25/06	MAT	14177UJR3	Cargill Global CP 0.00 09/25/06	5,000,000.00	09/25/06	14	5.3134	Open	5.3134	4,989,830.56	035999	Bank of America	06-0134-01
03/29/04	09/29/06	MAT	3136F5HT1	FNMA Callable 2.45 09/29/06	1,000,000.00	09/29/06	0	2.4500	06/29/04	2.4500	1,000,000.00	035999	UBS	04-0026-01
08/18/04	09/29/06	MAT	3133X4S85	PHLB Callable 2.545 09/29/06	2,500,000.00	09/29/06	0	2.9126	Open	2.9126	2,481,250.00	035999	JP Morgan	04-0061-01
06/08/06	09/05/06	CAL	3128X5CV8	PHLMC Callable 5.45 06/29/07	5,000,000.00	06/29/07	64	5.4041	09/05/06	5.2381	5,002,500.00	035999	JP Morgan	06-0092-01
08/11/06	09/01/06	CAL	3128X5AM0	PHLMC Callable 5.83 06/01/09	2,900,000.00	06/01/09	110	5.8300	12/01/06	5.8300	2,900,000.00	035999	UBS	06-0120-01
<b>035999 - DART Operating Total</b>					<b>159,200,000.00</b>		<b>35</b>	<b>4.7026</b>		<b>4.6946</b>	<b>158,224,392.98</b>			
<b>616263 - Financial Reserve</b>														
03/29/04	09/29/06	MAT	3133X55F1	PHLB Callable 2.31 09/29/06	2,825,000.00	09/29/06	0	2.3100	Open	2.3100	2,825,000.00	616263	UBS	04-0028-01
<b>616263 - Financial Reserve Total</b>					<b>2,825,000.00</b>		<b>0</b>	<b>2.3100</b>		<b>2.3100</b>	<b>2,825,000.00</b>			



# Notice of Security Transactions

Run Date: 11/03

Run Time: 13:49

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## Investment Straight Line - Callable Life Receipts in Period 07/01/06 - 09/30/06

Purchase Date	Sale Date	Order Type	CUSIP	Security Description	Ending Par Val/Shares	Maturity Date	Days to Maturity	Yield Matur	Call Date	Yield Call	Ending Unamor Val/Cost	Fund Number	Purchase Institution	Invest Number
<b>035999 - DART Operating</b>														
07/28/06		Open BUY	5460C5HU3	Louis Dreyfuss CP 0.00 08/28/06	5,000,000.00	08/28/06	31	5.4392	Open	5.4392	4,977,008.33	035999	Bank of America	06-0114
08/07/06		Open BUY	8426E3J73	Southern Company CP 0.00 09/07/06	5,000,000.00	09/07/06	31	5.3369	Open	5.3369	4,977,438.89	035999	Bank of America	06-0117
08/14/06		Open BUY	91411UJB6	Univ. of California CP 0.00 09/14/06	5,000,000.00	09/14/06	31	5.2652	Open	5.2652	4,977,740.28	035999	Bank of America	06-0124
07/17/06		Open BUY	90262DJJ5	UBS Finance 5.33 0.00 09/18/06	5,000,000.00	09/18/06	63	5.4549	Open	5.4549	4,953,362.50	035999	Lehman Brothers Inc	06-0107
07/24/06		Open BUY	90262DJN6	UBS Finance CP 0.00 09/22/06	5,000,000.00	09/22/06	60	5.4267	Open	5.4267	4,955,791.67	035999	Bank of America	06-0111
08/11/06		Open BUY	02665KJN8	American Honda CP 5.22 0.00 09/22/06	4,700,000.00	09/22/06	42	5.3249	Open	5.3249	4,671,377.00	035999	Bank of America	06-0122
08/11/06		Open BUY	90262DJR7	UBS Finance CP 0.00 09/25/06	5,000,000.00	09/25/06	45	5.3427	Open	5.3427	4,967,281.25	035999	Bank of America	06-0121
09/11/06		Open BUY	14177UJR3	Cargill Global CP 0.00 09/25/06	5,000,000.00	09/25/06	14	5.3134	Open	5.3134	4,989,830.56	035999	Bank of America	06-0134
08/07/06		Open BUY	1725E3K24	CINTAS CP 5.3 0.00 10/02/06	5,000,000.00	10/02/06	56	5.4286	Open	5.4286	4,958,700.00	035999	Lehman Brothers Inc	06-0116
09/08/06		Open BUY	8426E3K22	Southern Company CP 0.00 10/02/06	5,000,000.00	10/02/06	24	5.3110	Open	5.3110	4,982,600.00	035999	Bank of America	06-0133
08/31/06		Open BUY	2470C3K51	DELL Commercial Paper 0.00 10/05/06	5,000,000.00	10/05/06	35	5.2990	Open	5.2990	4,974,722.22	035999	Bank of America	06-0128
09/05/06		Open BUY	19122BK64	Coca Cola CP 0.00 10/06/06	5,000,000.00	10/06/06	31	5.2755	Open	5.2755	4,977,697.22	035999	Bank of America	06-0130
09/15/06		Open BUY	8426E3KB2	Southern Company CP 0.00 10/11/06	5,000,000.00	10/11/06	26	5.3125	Open	5.3125	4,981,150.00	035999	Bank of America	06-0137
08/25/06		Open BUY	7562C1KH8	Reckitt Benckiser CP 0.00 10/17/06	5,000,000.00	10/17/06	53	5.3644	Open	5.3644	4,961,354.17	035999	Bank of America	06-0127
09/07/06		Open BUY	45974MLA2	Interntl Lease Finance CP 0.00 11/10/06	5,000,000.00	11/10/06	64	5.3317	Open	5.3317	4,953,688.89	035999	Lehman Brothers Inc	06-0131
09/21/06		Open BUY	17307SLD2	Citigroup Funding CP 0.00 11/13/06	5,000,000.00	11/13/06	53	5.3541	Open	5.3541	4,961,427.78	035999	Walter Johnson Group	06-0139
09/12/06		Open BUY	4497WLLF1	ING CP 0.00 11/15/06	5,000,000.00	11/15/06	64	5.3421	Open	5.3421	4,953,600.00	035999	Lehman Brothers Inc	06-0136
09/18/06		Open BUY	02665KLM7	Honda American CP 0.00 11/21/06	5,000,000.00	11/21/06	64	5.3317	Open	5.3317	4,953,688.89	035999	Bank of America	06-0138
09/25/06		Open BUY	90262DLT0	UBS Finance CP 0.00 11/27/06	5,000,000.00	11/27/06	63	5.3310	Open	5.3310	4,954,412.50	035999	Bank of America	06-0140
07/28/06		Open BUY	3133XGPH2	PHLB 5.40 11/28/06	5,000,000.00	11/28/06	120	5.4000	Open	5.4000	5,000,000.00	035999	UBS	06-0113
09/29/06		Open BUY	90262DLM3	UBS Financial CP 0.00 11/30/06	10,000,000.00	11/30/06	62	5.3302	Open	5.3302	9,910,272.22	035999	Bank of America	06-0141
07/17/06		Open BUY	3128X4U74	PHLMC Callable 5.15 04/13/07	400,000.00	04/13/07	63	5.6342	09/20/06	7.0566	398,600.00	035999	Sterne, Agee & Leach	06-0108
09/01/06		Open BUY	3133XFP91	PHLB Callable Step 5.30 12/12/07	3,130,000.00	12/12/07	101	5.4474	12/12/06	5.2391	3,130,000.00	035999	UBS	06-0129
07/17/06		Open BUY	3133XG3V4	PHLB Callable 5.75 01/17/08	5,000,000.00	01/17/08	180	5.7500	01/17/07	5.7500	5,000,000.00	035999	Bank of America	06-0109
08/21/06		Open BUY	31331VY34	PFCE Callable 5.34 02/21/08	5,000,000.00	02/21/08	90	5.3400	11/21/06	5.3400	5,000,000.00	035999	UBS	06-0125
08/09/06		Open BUY	31359MC49	FNMA Callable 5.00 02/27/08	5,000,000.00	02/27/08	198	5.3520	02/27/07	5.9689	4,974,000.00	035999	UBS	06-0119
07/14/06		Open BUY	3128X5CQ9	PHLMC Callable 5.50 06/13/08	5,000,000.00	06/13/08	329	5.5807	06/13/07	5.6645	4,992,500.00	035999	JP Morgan	06-0106
07/14/06		Open BUY	3136F7J57	FNMA Callable 5.75 07/03/08	5,000,000.00	07/03/08	79	5.7500	10/03/06	5.7500	5,000,000.00	035999	UBS	06-0105
07/17/06		Open BUY	3133XG4U5	PHLB Callable 5.75 07/17/08	5,000,000.00	07/17/08	180	5.7500	01/17/07	5.7500	5,000,000.00	035999	UBS	06-0110
08/14/06		Open BUY	3133XGSD0	PHLB Callable 5.625 08/14/08	5,000,000.00	08/14/08	180	5.6250	02/14/07	5.6250	5,000,000.00	035999	UBS	06-0123
08/28/06		Open BUY	3133XGL51	PHLB Callable 5.50 08/28/08	5,000,000.00	08/28/08	182	5.5000	02/28/07	5.5000	5,000,000.00	035999	Bank of America	06-0126
09/12/06		Open BUY	3133XGSV7	PHLB Callable 5.50 09/12/08	5,000,000.00	09/12/08	180	5.5000	03/12/07	5.5000	5,000,000.00	035999	UBS	06-0135
08/11/06		Open BUY	3128X5AM0	PHLMC Callable 5.83 06/01/09	2,900,000.00	06/01/09	110	5.8300	12/01/06	5.8300	2,900,000.00	035999	UBS	06-0120
08/08/06		Open BUY	3128X5DY1	PHLMC Callable 5.70 06/29/09	5,000,000.00	06/29/09	51	5.7164	09/29/06	6.0188	4,997,500.00	035999	Sterne, Agee & Leach	06-0118
07/25/06		Open BUY	3136F7K97	FNMA Callable 6.00 07/17/09	5,000,000.00	07/17/09	82	6.0000	10/17/06	6.0000	5,000,000.00	035999	Sterne, Agee & Leach	06-0112
08/03/06		Open BUY	3133XGCA0	PHLB Callable 5.75 08/03/09	5,000,000.00	08/03/09	360	5.7500	08/03/07	5.7500	5,000,000.00	035999	Sterne, Agee & Leach	06-0115
09/08/06		Open BUY	3133XGUC6	PHLB Callable 5.50 08/28/09	2,000,000.00	08/28/09	359	5.5000	09/07/07	5.5000	2,000,000.00	035999	Sterne, Agee & Leach	06-0132
<b>035999 - DART Operating Total</b>					<b>178,130,000.00</b>		<b>118</b>	<b>5.5277</b>		<b>5.5707</b>	<b>177,385,744.37</b>			



# Current Portfolio Report

## Investment

### Straight Line - Callable Life

#### Receipts in Period

#### 09/30/06

Run Date: 10/31/06  
Run Time: 09:03:33  
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Security Description	CUSIP	Ending Par Val/Shares	Coupon Rate	Maturity Date	Yield Matur	Call Date	Yield Call	Ending Amor Val/Cost	Ending Market Val	Other Rating	Purchase Date	Invest Number	Comments	Optional ID
Southern Company CP 0.00 10/02/06	842683K22	5,000,000.00	0.000	10/02/06	5.3110	Open	5.3110	4,999,275.00	4,998,500.00		09/08/06	06-0133	gen op fund	
CINTAS CP 5.3 0.00 10/02/06	172583K24	5,000,000.00	0.000	10/02/06	5.4286	Open	5.4286	4,999,262.50	4,998,500.00		08/07/06	06-0116	gen op fund	
DELL Commercial Paper 0.00 10/05/06	2470C3K51	5,000,000.00	0.000	10/05/06	5.2990	Open	5.2990	4,997,111.11	4,996,300.00		08/31/06	06-0128	gen op fund	
Coca Cola CP 0.00 10/06/06	19122BK64	5,000,000.00	0.000	10/06/06	5.2755	Open	5.2755	4,996,402.78	4,995,600.00		09/05/06	06-0130	gen op fund	
Southern Company CP 0.00 10/11/06	842683K82	5,000,000.00	0.000	10/11/06	5.3125	Open	5.3125	4,992,750.00	4,991,950.00		09/15/06	06-0137	gen op fund	
Reckitt Benckiser CP 0.00 10/17/06	7562C1KH8	5,000,000.00	0.000	10/17/06	5.3644	Open	5.3644	4,988,333.33	4,987,500.00		08/25/06	06-0127	gen op fund	
PHLMC Callable 2.30 10/19/06	3128X26K6	5,000,000.00	2.300	10/19/06	2.3000	Open	2.3000	5,000,000.00	4,993,000.00	Agcy	04/19/04	04-0036		Operating
PHLMC Discount Note 0.00 10/23/06	313397L66	5,000,000.00	0.000	10/23/06	4.9007	Open	4.9007	4,985,602.22	4,985,450.00		03/08/06	06-0056		
PHLMC Discount Note 0.00 10/23/06	313397L66	5,000,000.00	0.000	10/23/06	4.9383	Open	4.9383	4,985,486.11	4,985,450.00		03/21/06	06-0061	GEN OP FUND	
Interntl Lease Finance CP 0.00 11/10/06	45974NLA2	5,000,000.00	0.000	11/10/06	5.3317	Open	5.3317	4,971,055.56	4,973,050.00		09/07/06	06-0131	gen op fund	
Citigroup Funding CP 0.00 11/13/06	17307SLD2	5,000,000.00	0.000	11/13/06	5.3541	Open	5.3541	4,968,705.56	4,967,187.50		09/21/06	06-0139	gen op fund	
PHLMC 3.75 11/15/06	3128X4AK7	8,300,000.00	3.750	11/15/06	5.0000	Open	5.0000	8,287,598.74	8,283,732.00		03/20/06	06-0058	GEN OP FUND	
ING CP 0.00 11/15/06	4497W1LF1	5,000,000.00	0.000	11/15/06	5.3421	Open	5.3421	4,967,375.00	4,966,350.00		09/12/06	06-0136	gen op fund	
PHLMC Callable 3.00 11/17/06	3128X2AH8	1,000,000.00	3.000	11/17/06	2.6035	11/17/04	1.3999	1,000,000.00	997,100.00	Agcy	03/31/04	04-0032	Call-11/17/04 only	Operating
Honda American CP 0.00 11/21/06	02665KLM7	5,000,000.00	0.000	11/21/06	5.3317	Open	5.3317	4,963,095.83	4,962,000.00		09/18/06	06-0138	gen op fund	
FFCB Callable 3.02 11/24/06	31331TJ69	2,000,000.00	3.020	11/24/06	3.0200	11/24/04	3.0200	2,000,000.00	1,993,400.00	Agcy	05/24/04	04-0048	Call-11/24/04 only	Operating
FFCB Callable 2.60 11/27/06	31331TUN9	5,000,000.00	2.600	11/27/06	2.6000	05/27/04	2.6000	5,000,000.00	4,979,500.00	Agcy	02/27/04	04-0011	NextCall-03/11/05	Operating
UBS Finance CP 0.00 11/27/06	90262DLT0	5,000,000.00	0.000	11/27/06	5.3310	Open	5.3310	4,958,754.17	4,957,450.00		09/25/06	06-0140	gen op fund	
PHLB 5.40 11/28/06	3133XGPH2	5,000,000.00	5.400	11/28/06	5.4000	Open	5.4000	5,000,000.00	5,000,500.00		07/28/06	06-0113	gen op fund	
UBS Financial CP 0.00 11/30/06	90262DLW3	10,000,000.00	0.000	11/30/06	5.3302	Open	5.3302	9,913,166.66	9,910,272.00		09/29/06	06-0141	gen op fund	
PHLB Step Up Callable 3.00 12/22/06	3133X9RS1	3,000,000.00	4.000	12/22/06	3.0000	Open	3.0000	3,000,000.00	2,991,300.00	Agcy	12/22/04	04-0079		Operating
PHLB Callable 3.8 3.80 12/22/06	3133XB7G4	1,000,000.00	3.800	12/22/06	4.8004	Open	4.8004	997,827.32	996,500.00		12/20/05	06-0022		Operating
PHLMC 3.80 12/27/06	3128X4DS7	3,670,000.00	3.800	12/27/06	5.0005	Open	5.0005	3,659,747.79	3,656,788.00		03/07/06	06-0055		
FFCB Callable 2.54 12/29/06	31331TVS7	3,000,000.00	2.540	12/29/06	2.4084	09/29/04	1.8336	3,000,000.00	2,980,500.00	Agcy	03/29/04	04-0025	Call-09/29/04 Only	Operating
FINMA Callable 3.00 12/29/06	3136F4J54	5,000,000.00	3.000	12/29/06	2.8525	06/29/04	1.8683	5,000,000.00	4,972,500.00	Agcy	02/20/04	04-0007	NextCall-03/14/05	Operating
FINMA Discount Note 5.05 0.00 01/02/07	313588AB1	5,000,000.00	0.000	01/02/07	5.2563	Open	5.2563	4,934,770.84	4,936,800.00		06/13/06	06-0095		
PHLMC Callable 2.85 01/05/07	3128X2KN4	5,000,000.00	2.850	01/05/07	2.6978	01/05/05	2.3599	5,000,000.00	4,969,000.00	Agcy	02/24/04	04-0004	Call-01/05/05 Only	Operating
FFCB Callable 3.27 01/12/07	31331SKJ1	3,000,000.00	3.270	01/12/07	3.2700	07/12/05	3.2700	3,000,000.00	2,983,200.00	Agcy	01/12/05	05-0002		Operating
FINMA Callable 2.80 01/12/07	3136FSRM5	2,250,000.00	2.800	01/12/07	3.3900	10/12/06	3.3900	2,250,000.00	2,234,475.00	Agcy	05/24/04	04-0047		Operating
PHLB 3.75 3.75 01/16/07	3133XCPF5	2,470,000.00	3.750	01/16/07	4.9501	Open	4.9501	2,461,607.83	2,458,934.40		02/28/06	06-0050		
FINMA 4.78 0.00 01/25/07	313588BA2	1,300,000.00	0.000	01/25/07	5.0568	Open	5.0568	1,279,866.23	1,278,862.00		03/23/06	06-0062	Insurance Fund	
FINMA 3.31 01/26/07 3.31 01/26/07	3136FS4B4	3,000,000.00	3.310	01/26/07	5.0433	Open	5.0433	2,983,914.38	2,981,100.00		03/06/06	06-0054		
PHLMC Callable 2.75 02/09/07	3128X2RP2	5,000,000.00	2.750	02/09/07	2.6276	08/09/04	1.8076	5,000,000.00	4,956,000.00	Agcy	03/30/04	04-0029	Call-08/09/04 Only	Operating
FINMA Callable 3.42 02/09/07	3136FS3R0	3,000,000.00	3.420	02/09/07	3.4200	Open	3.4200	3,000,000.00	2,980,200.00	Agcy	08/09/04	04-0058		Operating
FFCB Callable 3.56 02/09/07	31331SMR0	2,000,000.00	3.560	02/09/07	3.5861	05/09/05	3.7965	2,000,000.00	1,987,400.00	Agcy	02/14/05	05-0007		Operating
FINMA Discount Note 4.71 0.00 02/23/07	313588CF0	5,000,000.00	0.000	02/23/07	4.9639	Open	4.9639	4,904,880.13	4,902,000.00		03/03/06	06-0053		
PHLMC Callable 4.92 02/28/07	3128X4DB1	5,000,000.00	4.920	02/28/07	5.0146	08/01/06	5.1189	5,000,000.00	4,989,000.00		02/23/06	06-0036		
FINMA Callable 4.00 02/28/07	31359MYS6	5,000,000.00	4.000	02/28/07	5.2902	Open	5.2902	4,974,109.93	4,973,600.00		06/08/06	06-0091		
FINMA Callable 3.45 03/16/07	3136GPK9	3,000,000.00	3.450	03/16/07	3.4080	03/16/05	3.0459	3,000,000.00	2,975,700.00	Agcy	12/16/04	04-0077		Operating
FINMA Callable 3.45 03/16/07	3136GPK9	3,000,000.00	3.450	03/16/07	3.4750	03/16/05	3.6323	3,000,000.00	2,975,700.00	Agcy	12/16/04	04-0076		Operating
PHLB Callable 4.0 4.00 03/20/07	3133XD214	2,000,000.00	5.000	03/20/07	4.4926	12/20/06	4.4926	2,000,000.00	1,996,800.00		09/20/05	05-0040		Operating
PHLMC 3 03/21/07 3.00 03/21/07	3128X0Q44	1,100,000.00	3.000	03/21/07	4.7160	Open	4.7160	1,091,405.57	1,088,670.00		01/26/06	06-0030		Financial Reserve
FFCB Callable 2.35 03/26/07	31331Q2V8	2,000,000.00	2.350	03/26/07	2.3841	03/16/04	8.2697	2,000,000.00	1,972,400.00	Agcy	03/10/04	04-0015	NextCall-03/11/05	Operating
FFCB Callable 5.08 04/03/07	31331VUG9	5,000,000.00	5.080	04/03/07	5.0603	Open	5.0030	5,000,000.00	4,993,000.00		04/03/06	06-0069	gen op fund	
PHLMC Callable 5.15 04/13/07	3128X4U74	400,000.00	5.150	04/13/07	5.6342	12/20/06	7.0566	400,000.00	399,600.00		07/17/06	06-0108	gen op fund	



## Current Portfolio Report

## Investment

## Straight Line - Callable Life

## Receipts in Period

09/30/06

Run Date: 10/31

Run Time: 09:03

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Security Description	CUSIP	Ending Par Val/Shares	Coupon Rate	Maturity Date	Yield Matur	Call Date	Yield Call	Ending Amor Val/Cost	Ending Market Val	Other Rating	Purchase Date	Invest Number	Comments	Optional ID
FPCB 5.05 04/25/07	31331VXT8	5,000,000.00	5.050	04/25/07	5.0500	Open	5.0500	5,000,000.00	4,993,000.00		04/25/06	06-0078	gen op fund	
FHLB Callable 2.75 04/27/07	3133XVP2	5,000,000.00	2.750	04/27/07	2.7746	10/27/06	3.0339	5,000,000.00	4,930,000.00	Agcy	04/27/04	04-0037		Operating
FNMA Callable 3.00 04/30/07	3136F42R4	5,000,000.00	3.000	04/30/07	3.2911	10/30/06	6.6892	5,000,000.00	4,935,500.00	Agcy	08/17/04	04-0059		Operating
FNMA 3.875 05/15/07	31359MB44	1,803,000.00	3.875	05/15/07	5.2503	Open	5.2503	1,788,157.70	1,787,494.20		05/15/06	06-0083	gen op fund	
FNMA 3.125 05/16/07	3136F6KS7	3,490,000.00	3.125	05/16/07	5.2502	Open	5.2502	3,445,408.24	3,444,281.00		05/15/06	06-0082	gen op fund	
FNMA Callable 3.75 05/17/07	31359WC4	4,000,000.00	3.750	05/17/07	3.7607	05/17/05	3.7809	4,000,000.00	3,962,680.00	Agcy	05/17/04	04-0043		Operating
FHLMC Step Up Callable 2.00 05/21/07	3128X1FA0	3,000,000.00	3.000	05/21/07	2.7662	05/21/04	2.7662	3,000,000.00	2,958,000.00	Agcy	07/09/03	03-0060	Call-5/21/04 only	Insurance
FHLB Callable 3.00 06/05/07	3133MYVA2	4,000,000.00	3.000	06/05/07	3.0000	12/05/06	3.0000	4,000,000.00	3,940,800.00	Agcy	06/05/03	03-0056		Fin. Reserve
FHLB Callable 5.125 06/07/07	3133XPN28	5,000,000.00	5.250	06/07/07	5.3750	12/07/06	5.3750	5,000,000.00	4,997,000.00		06/07/06	06-0090		
FHLB 3.875 06/08/07	3133XBS00	5,000,000.00	3.875	06/08/07	3.8975	Open	3.8975	4,999,135.15	4,954,650.00		06/14/05	05-0025		Operating
FHLMC Callable 5.375 06/12/07	3128X5AA6	5,000,000.00	5.375	06/12/07	5.3750	Open	5.3750	5,000,000.00	4,998,000.00		05/16/06	06-0085	gen op fund	
FNMA Callable 3.80 07/06/07	3136F5X89	3,000,000.00	3.800	07/06/07	3.6411	07/06/05	3.1000	3,000,000.00	2,969,820.00	Agcy	12/15/04	04-0074		Operating
FHLMC Callable 4.00 07/13/07	3128X4DY4	2,000,000.00	4.000	07/13/07	4.3301	01/13/07	5.5333	2,000,000.00	1,981,484.00		08/22/05	05-0028		Operating
FNMA Callable 3.50 07/20/07	3136F5ZL4	5,000,000.00	3.500	07/20/07	3.3517	07/20/05	2.9639	5,000,000.00	4,935,650.00		10/28/04	04-0071		Operating
FNMA 4.25 08/08/07 4.25 08/08/07	3136F7GT8	5,000,000.00	4.250	08/08/07	4.3506	08/08/06	4.4534	5,000,000.00	4,961,000.00		08/30/05	05-0031		Operating
FHLMC Callable 5.02 08/24/07	3128X4J44	5,000,000.00	5.020	08/24/07	5.2089	11/24/06	5.7056	5,000,000.00	4,987,000.00		04/18/06	06-0075	gen op fund	
FHLB Callable 3.46 08/27/07	3133X3TV5	1,600,000.00	3.460	08/27/07	3.4600	11/27/06	3.4600	1,600,000.00	1,576,000.00	Agcy	02/27/04	04-0010		Insurance
FNMA Callable 4.25 09/12/07	3136F7VM8	5,000,000.00	4.250	09/12/07	4.2500	12/12/06	4.2500	5,000,000.00	4,957,500.00		09/12/05	05-0041		Operating
FNMA Callable 5.15 09/21/07	31359MJ46	5,000,000.00	5.150	09/21/07	5.1851	12/21/06	5.3527	5,000,000.00	4,990,000.00		03/21/06	06-0060	GRN OP FUND	
FPCB 4.20 09/24/07	31331SSV6	1,845,000.00	4.200	09/24/07	4.2000	06/24/05	4.2000	1,845,000.00	1,828,026.00		03/24/05	05-0009	NextCall-06/24/05	Operating
FHLMC Callable 4.00 09/27/07	3128X4KE0	5,000,000.00	4.500	09/27/07	4.7486	03/27/07	4.7486	5,000,000.00	4,971,000.00		09/27/05	05-0033		Operating
FHLB Callable 4.50 10/17/07	3133XDEZ1	5,000,000.00	4.500	10/17/07	5.2502	10/17/06	9.2672	5,000,000.00	4,965,500.00		04/26/06	06-0079	gen op fund	
FHLB Callable 3.93 11/09/07	3133XARP8	1,000,000.00	3.930	11/09/07	3.9300	11/09/06	3.9300	1,000,000.00	987,200.00	Agcy	02/09/05	05-0004		Fin. Reserve
FPCB Callable 3.70 11/09/07	31331SMN0	5,470,000.00	3.700	11/09/07	3.8398	11/09/05	4.2177	5,470,000.00	5,386,856.00	Agcy	02/25/05	05-0005		Operating
FNMA 5.375 11/09/07	31359MM42	5,000,000.00	5.375	11/09/07	5.3750	11/09/06	5.3750	5,000,000.00	4,997,500.00		05/09/06	06-0080	gen op fund	
FHLB Callable Step 5.30 12/12/07	3133XFP91	3,130,000.00	5.300	12/12/07	5.4474	12/12/06	5.2391	3,130,000.00	3,126,870.00		09/01/06	06-0129	gen op fund	
FNMA Step Up Callable 3.00 12/14/07	3136F6PG8	5,000,000.00	4.500	12/14/07	4.1946	Open	4.1946	5,000,000.00	4,964,500.00	Agcy	02/28/05	05-0008		Operating
FHLB Callable 3.35 12/18/07	3133X4PQ9	3,000,000.00	3.350	12/18/07	3.3500	12/18/06	3.3500	3,000,000.00	2,938,800.00	Agcy	03/18/04	04-0018		Insurance
FPCB 4.09 12/20/07	31331SA60	4,000,000.00	4.090	12/20/07	5.2007	09/20/05	5.2007	3,948,531.03	3,951,600.00		05/10/06	06-0081	GRN OP FUND	
FHLB Callable 5.15 12/21/07	3133XBNK1	5,000,000.00	5.150	12/21/07	5.3002	12/21/06	5.5167	4,996,116.67	4,987,000.00		04/21/06	06-0076	gen op fund	
FHLB Callable 3.175 12/24/07	3133X4RT0	2,000,000.00	3.175	12/24/07	3.1750	03/24/07	3.1750	2,000,000.00	1,954,800.00	Agcy	03/24/04	04-0023		
FHLB Callable 3.05 12/28/07	3133XSDU9	1,000,000.00	3.050	12/28/07	3.0500	12/28/06	3.0500	1,000,000.00	975,700.00	Agcy	03/29/04	04-0027		Insurance
FHLB Callable 5.75 01/17/08	3133XG3V4	5,000,000.00	5.750	01/17/08	5.7500	01/17/07	5.7500	5,000,000.00	5,005,000.00		07/17/06	06-0109	gen op fund	
FPCB Callable 3.94 01/25/08	31331SNP7	4,100,000.00	3.940	01/25/08	3.9070	04/25/05	3.5809	4,100,000.00	4,039,730.00	Agcy	01/26/05	05-0003		Fin. Reserve
FPCB Callable 3.94 01/25/08	31331SNP7	5,000,000.00	3.940	01/25/08	4.0307	04/25/05	5.4118	5,000,000.00	4,926,500.00	Agcy	02/24/05	05-0006		Operating
FPCB Callable 5.34 02/21/08	31331VY34	5,000,000.00	5.340	02/21/08	5.3400	11/21/06	5.3400	5,000,000.00	4,991,500.00		08/21/06	06-0125	gen op fund	
FNMA Callable 5.00 02/27/08	31359MG49	5,000,000.00	5.000	02/27/08	5.3520	02/27/07	5.9689	4,980,828.28	4,983,500.00		08/09/06	06-0119	gen op fund	
FNMA Step Up Callable 3.0 3.00 03/03/08	3136F6AK5	1,000,000.00	4.750	03/03/08	4.6673	12/03/06	4.6673	1,000,000.00	995,600.00		08/05/05	05-0022		Fin. Reserve
FHLB Callable 5.40 03/28/08	3133XFSG2	5,000,000.00	5.400	03/28/08	5.4000	12/28/06	5.4000	5,000,000.00	4,998,500.00		06/28/06	06-0104		
FNMA Callable 5.55 05/30/08	3136F7B89	5,000,000.00	5.550	05/30/08	5.5500	11/30/06	5.5500	5,000,000.00	4,995,500.00		06/12/06	06-0098		
FHLB Callable 5.25 06/13/08	3133XPNZ5	3,000,000.00	5.250	06/13/08	5.6153	12/13/06	5.2500	3,000,000.00	2,996,400.00		06/13/06	06-0097		
FHLMC Callable 5.50 06/13/08	3128X5CQ9	5,000,000.00	5.500	06/13/08	5.5807	06/13/07	5.6645	4,994,255.32	5,005,000.00		07/14/06	06-0106	gen op fund	
FNMA Callable 5.75 07/03/08	3136F7J57	5,000,000.00	5.750	07/03/08	5.7500	10/03/06	5.7500	5,000,000.00	5,000,000.00		07/14/06	06-0105	gen op fund	
FHLB Callable 5.75 07/17/08	3133XG4U5	5,000,000.00	5.750	07/17/08	5.7500	01/17/07	5.7500	5,000,000.00	5,005,000.00		07/17/06	06-0110	gen op fund	
FNMA Callable 3.91 08/14/08	3136F34U7	1,000,000.00	3.910	08/14/08	3.9100	11/14/06	3.9100	1,000,000.00	980,400.00	Agcy	08/14/03	03-0072		Fin. Reserve

# Current Portfolio Report

## Investment

### Straight Line - Callable Life

### Receipts in Period

### 09/30/06

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Run Time: 09:03:3  
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Security Description	CUSIP	Ending Par Val/Shares	Coupon Rate	Maturity Date	Yield Matur	Call Date	Yield Call	Ending Amor Val/Cost	Ending Market Val	Other Rating	Purchase Date	Invest Number	Comments	Optional ID
PHLB Callable 5.625 08/14/08	3133XGGD0	5,000,000.00	5.625	08/14/08	5.6250	02/14/07	5.6250	5,000,000.00	5,005,300.00		08/14/06	06-0123	gen op fund	
PNMA Callable 4.02 08/18/08	3136F35V4	1,500,000.00	4.020	08/18/08	4.0200	02/18/07	4.0200	1,500,000.00	1,473,150.00	Agcy	08/18/03	03-0073		Fin. Reserve
PHLB Callable 5.50 08/28/08	3133XGL51	5,000,000.00	5.500	08/28/08	5.5000	02/28/07	5.5000	5,000,000.00	5,000,000.00		08/28/06	06-0126	gen op fund	
PHLB 4.69 09/09/08	3133XCYK3	1,000,000.00	4.690	09/09/08	4.6900	Open	4.6900	1,000,000.00	991,300.00		09/09/05	05-0029	Callable anytime after 03/09/06	Fin Reserve
PHLB Callable 5.50 09/12/08	3133XGSV7	5,000,000.00	5.500	09/12/08	5.5000	03/12/07	5.5000	5,000,000.00	4,993,500.00		09/12/06	06-0135	gen op fund	
PHLB Callable 4.00 09/15/08	3133XBDL3	2,000,000.00	4.000	09/15/08	4.0000	09/15/05	4.0000	2,000,000.00	1,962,600.00	Agcy	09/15/04	04-0067		
PHLMC Callable 3.875 11/10/08	3128X16N2	2,988,000.00	3.875	11/10/08	3.8750	05/10/05	3.8709	2,988,000.00	2,923,758.00	Agcy	12/01/04	04-0075		Fin. Reserve
PHLMC Callable 4.00 01/28/09	3128X2LJ2	1,000,000.00	4.000	01/28/09	4.7898	10/28/06	11.4836	1,000,000.00	992,800.00		02/27/06	06-0051		
PHLB Callable 5.10 03/20/09	3133XBUT4	2,000,000.00	5.100	03/20/09	5.2791	03/20/07	5.0987	2,000,000.00	1,995,600.00		03/27/06	06-0065	Fin Reserve Fund	
PHLB Callable 5.00 03/23/09	3133XBUC1	3,000,000.00	5.000	03/23/09	6.0000	12/23/06	6.0000	3,000,000.00	2,993,700.00		03/24/06	06-0064	Fin Reserve Fund	
PHLMC Callable 5.70 06/29/09	3128X5DY1	5,000,000.00	5.700	06/29/09	5.7164	12/29/06	6.0188	5,000,000.00	4,999,500.00		08/08/06	06-0118	gen op fund	
PNMA Callable 6.00 07/17/09	3136F7K97	5,000,000.00	6.000	07/17/09	6.0000	10/17/06	6.0000	5,000,000.00	4,999,500.00		07/25/06	06-0112	gen op fund	
PHLB Callable 5.75 08/03/09	3133XGCA0	5,000,000.00	5.750	08/03/09	5.7500	08/03/07	5.7500	5,000,000.00	5,016,000.00		08/03/06	06-0115	gen op fund	
PHLB Callable 5.50 08/28/09	3133XGUC6	2,000,000.00	5.500	08/28/09	5.5000	09/07/07	5.5000	2,000,000.00	2,000,200.00		09/08/06	06-0132	gen op fund	
Deutsche MMF - 2100	Debt Service - Deutsche	19,343,542.55	4.830	Open	4.8300	Open	4.8300	19,343,542.55	19,343,542.55		09/30/01	AR-0002	Debt Service - Deutsche	Debt Service - De
Fidelity SEAP- 690	SEAP- Fidelity	29,460,020.40	5.180	Open	5.1800	Open	5.1800	29,460,020.40	29,460,020.40		08/03/04	AR-0009	SEAP- Fidelity	SEAP- Fidelity
Provident Fin. Op Fund-1000	Master Op Acct - Provident	8,066,011.15	5.200	Open	5.2000	Open	5.2000	8,066,011.15	8,066,011.15		10/31/01	AR-0001	Master Op Acct - Provident	Master Op Acct -
Provident Fin Res. Fund-2000	Fin. Reserve - Provident	5,160,175.33	5.200	Open	5.2000	Open	5.2000	5,160,175.33	5,160,175.33		09/30/01	AR-0006	Fin. Reserve - Provident	Fin. Reserve - Pr
AIM/ LAP Opt. Fund- 1900	Master Op Acct - AIM	8,665,360.31	5.210	Open	5.2100	Open	5.2100	8,665,360.31	8,665,360.31		04/16/03	AR-0008	Master Op Acct - AIM	Master Op Acct -
<b>Investment Total</b>		<b><u>475,111,109.74</u></b>	<b><u>3.658</u></b>		<b><u>4.7312</u></b>		<b><u>4.8540</u></b>	<b><u>474,392,646.72</u></b>	<b><u>472,812,679.84</u></b>					



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

**Period Ended September 30, 2006**

Fund	Security Type	Coupon	Maturity	Call Date	Par Amount (000)	June 2006 Market Value	September 2006 Market Value	Change from Prior Quarter
Operating	FHLMC Callable	2.300%	10/19/06	NA	\$5,000	\$4,955,000.00	\$4,993,000.00	\$38,000.00
Operating	FHLMC	NA	10/23/06	NA	\$5,000	\$4,915,506.90	\$4,985,450.00	\$69,943.10
Operating	FHLMC	NA	10/23/06	NA	\$5,000	\$4,915,506.90	\$4,985,450.00	\$69,943.10
Operating	FHLMC	NA	11/15/06	NA	\$8,300	\$8,246,880.00	\$4,986,360.00	(\$3,260,530.00)
Operating	FHLMC Callable	3.000%	11/17/06	NA	\$1,000	\$990,800.00	\$997,100.00	\$6,300.00
Operating	FFC Callable	3.020%	11/24/06	NA	\$2,000	\$1,980,800.00	\$1,993,400.00	\$12,600.00
Operating	FFC Callable	2.800%	11/27/06	NA	\$5,000	\$4,942,000.00	\$4,979,500.00	\$37,500.00
Operating	FHLB Callable	3.000%	12/22/06	NA	\$3,000	\$2,978,400.00	\$2,991,300.00	\$12,900.00
Operating	FHLB	3.800%	12/22/06	NA	\$1,000	\$991,950.00	\$996,500.00	\$4,550.00
Operating	FHLMC	NA	12/27/06	NA	\$3,670	\$3,639,722.50	\$3,656,788.00	\$17,065.50
Operating	FFC Callable	2.540%	12/29/06	10/16/06	\$3,000	\$2,956,500.00	\$2,980,500.00	\$24,000.00
Operating	FNMA Callable	3.000%	12/29/06	10/19/06	\$5,000	\$4,938,000.00	\$4,972,500.00	\$34,500.00
Operating	FNMA Discount	NA	01/02/07	NA	\$5,000	\$4,863,341.65	\$4,936,800.00	\$73,458.35
Operating	FHLMC Callable	2.850%	01/05/07	NA	\$5,000	\$4,933,500.00	\$4,969,000.00	\$35,500.00
Operating	FNMA Callable	2.800%	01/12/07	10/12/06	\$2,250	\$2,217,825.00	\$2,234,475.00	\$16,650.00
Operating	FFC Callable	3.270%	01/12/07	NA	\$3,000	\$2,964,300.00	\$2,983,200.00	\$18,900.00
Operating	FHLB	3.750%	01/16/07	NA	\$2,470	\$2,446,658.50	\$2,458,934.40	\$12,275.90
Insurance	FNMA	NA	01/25/07	NA	\$1,300	\$1,260,150.66	\$1,278,962.00	\$18,711.34
Operating	FNMA	3.310%	01/26/07	NA	\$3,000	\$2,963,850.00	\$2,981,100.00	\$17,250.00
Operating	FHLMC Callable	2.750%	02/09/07	NA	\$5,000	\$4,918,000.00	\$4,956,000.00	\$38,000.00
Operating	FNMA Callable	3.420%	02/09/07	NA	\$3,000	\$2,962,200.00	\$2,980,200.00	\$18,000.00
Operating	FFC Callable	3.560%	02/09/07	10/09/06	\$2,000	\$1,976,400.00	\$1,987,400.00	\$11,000.00
Operating	FNMA	NA	02/23/07	NA	\$5,000	\$4,825,466.65	\$4,902,000.00	\$76,533.35
Operating	FHLMC Callable	4.920%	02/28/07	NA	\$5,000	\$4,974,000.00	\$4,989,000.00	\$15,000.00
Operating	FNMA Callable	4.000%	02/28/07	NA	\$5,000	\$4,949,500.00	\$4,973,600.00	\$24,100.00
Operating	FNMA Callable	3.450%	03/16/07	10/16/06	\$3,000	\$2,956,500.00	\$2,975,700.00	\$19,200.00
Operating	FNMA Callable	3.450%	03/16/07	10/16/06	\$3,000	\$2,956,500.00	\$2,975,700.00	\$19,200.00
Operating	FHLB Callable	4.000%	03/20/07	12/20/06	\$2,000	\$1,989,600.00	\$1,996,800.00	\$7,200.00
Fnci Res	FHLMC	3.000%	03/21/07	NA	\$1,100	\$1,080,310.00	\$1,088,670.00	\$8,360.00
Operating	FFC Callable	2.350%	03/26/07	10/16/06	\$2,000	\$1,954,600.00	\$1,972,400.00	\$17,800.00
Operating	FFC Callable	5.080%	04/03/07	10/03/06	\$5,000	\$4,980,000.00	\$4,993,000.00	\$13,000.00
Operating	FFC	5.050%	04/25/07	NA	\$5,000	\$4,980,000.00	\$4,993,000.00	\$13,000.00
Operating	FHLB Callable	2.750%	04/27/07	10/27/06	\$5,000	\$4,885,000.00	\$4,930,000.00	\$45,000.00
Operating	FNMA Callable	3.000%	04/30/07	10/30/06	\$5,000	\$4,898,500.00	\$4,935,500.00	\$37,000.00
Operating	FNMA	3.875%	05/15/07	NA	\$1,083	\$1,778,569.35	\$1,787,494.20	\$8,924.85
Operating	FNMA	3.125%	05/16/07	NA	\$3,490	\$3,419,153.00	\$3,444,281.00	\$25,128.00
Operating	FNMA Callable	3.750%	05/17/07	NA	\$4,000	\$3,938,000.00	\$3,962,680.00	\$24,680.00
Insurance	FHLMC Callable	2.000%	05/21/07	NA	\$3,000	\$2,934,000.00	\$2,958,000.00	\$24,000.00
Fnci Res	FHLB Callable	3.000%	06/05/07	12/05/06	\$4,000	\$3,910,000.00	\$3,940,800.00	\$30,800.00
Operating	FHLB Callable	5.125%	06/07/07	12/07/06	\$5,000	\$4,984,000.00	\$4,997,000.00	\$13,000.00
Operating	FHLB Discount	NA	06/08/07	NA	\$5,000	\$4,924,500.00	\$4,954,650.00	\$30,150.00
Operating	FHLMC Callable	5.375%	06/12/07	11/16/06	\$5,000	\$4,987,000.00	\$4,998,000.00	\$11,000.00
Operating	FNMA Callable	3.800%	07/06/07	NA	\$3,000	\$2,948,790.00	\$2,969,820.00	\$21,030.00
Operating	FHLMC Callable	4.000%	07/13/07	NA	\$2,000	\$1,968,800.00	\$1,981,484.00	\$12,684.00
Operating	FNMA Callable	3.500%	07/20/07	NA	\$5,000	\$4,898,500.00	\$4,935,650.00	\$37,150.00
Operating	FNMA Callable	4.250%	08/08/07	NA	\$5,000	\$4,933,000.00	\$4,961,000.00	\$28,000.00
Operating	FHLMC Callable	5.020%	08/24/07	11/24/06	\$5,000	\$4,967,500.00	\$4,987,000.00	\$19,500.00
Insurance	FHLB Callable	3.460%	08/27/07	11/27/06	\$1,600	\$1,563,680.00	\$1,576,000.00	\$12,320.00
Operating	FNMA Callable	4.250%	09/12/07	12/12/06	\$5,000	\$4,927,000.00	\$4,957,500.00	\$30,500.00
Operating	FNMA Callable	5.150%	09/21/07	12/21/06	\$5,000	\$4,971,000.00	\$4,990,000.00	\$19,000.00
Operating	FFC Callable	4.200%	09/24/07	10/24/06	\$1,845	\$1,816,402.50	\$1,828,026.00	\$11,623.50
Operating	FHLMC Callable	4.000%	09/27/07	03/27/07	\$5,000	\$4,939,500.00	\$4,971,000.00	\$31,500.00
Operating	FHLB Callable	4.500%	10/17/07	10/17/06	\$5,000	\$4,936,000.00	\$4,965,500.00	\$29,500.00
Fnci Res	FHLB Callable	3.930%	11/09/07	11/09/06	\$1,000	\$979,600.00	\$987,200.00	\$7,600.00
Operating	FHLB Callable	3.700%	11/09/07	11/09/06	\$5,470	\$5,343,096.00	\$5,386,856.00	\$43,760.00
Operating	FNMA	5.375%	11/09/07	NA	\$5,000	\$4,981,500.00	\$4,997,500.00	\$16,000.00
Operating	FNMA Callable	3.000%	12/14/07	12/14/06	\$5,000	\$4,931,000.00	\$4,964,500.00	\$33,500.00
Insurance	FHLB Callable	3.350%	12/18/07	12/18/06	\$3,000	\$2,910,600.00	\$2,938,800.00	\$28,200.00
Operating	FFC Callable	4.090%	12/20/07	10/20/06	\$4,000	\$3,920,800.00	\$3,951,600.00	\$30,800.00
Operating	FHLB Callable	5.150%	12/21/07	12/21/06	\$5,000	\$4,965,000.00	\$4,987,000.00	\$22,000.00
Insurance	FHLB Callable	3.175%	12/24/07	03/24/07	\$2,000	\$1,934,800.00	\$1,954,800.00	\$20,000.00
Insurance	FHLB Callable	3.050%	12/28/07	12/28/06	\$1,000	\$965,500.00	\$975,700.00	\$10,200.00
Fnci Res	FFC Callable	3.940%	01/25/08	10/25/06	\$4,100	\$4,004,880.00	\$4,039,730.00	\$34,850.00
Operating	FFC Callable	3.940%	01/25/08	10/25/06	\$5,000	\$4,884,000.00	\$4,926,500.00	\$42,500.00
Fnci Res	FNMA Callable	3.000%	03/03/08	NA	\$1,000	\$988,300.00	\$995,600.00	\$7,300.00
Operating	FHLB Callable	5.400%	03/28/08	12/28/06	\$5,000	\$4,977,500.00	\$4,998,500.00	\$21,000.00
Operating	FNMA Callable	5.550%	05/30/08	11/30/06	\$5,000	\$4,976,500.00	\$4,995,500.00	\$19,000.00
Operating	FNMA Callable	5.250%	06/13/08	12/13/06	\$3,000	\$2,983,500.00	\$2,996,400.00	\$12,900.00
Fnci Res	FNMA Callable	3.910%	08/14/08	11/14/06	\$1,000	\$968,800.00	\$980,400.00	\$11,600.00
Fnci Res	FNMA Callable	4.020%	08/18/08	02/18/07	\$1,500	\$1,456,200.00	\$1,473,150.00	\$16,950.00
Fnci Res	FHLB Callable	4.690%	09/09/08	03/09/06	\$1,000	\$982,000.00	\$991,300.00	\$9,300.00
Operating	FHLB Callable	4.000%	09/15/08	10/15/06	\$2,000	\$1,938,800.00	\$1,962,600.00	\$23,800.00
Operating	FHLMC Callable	3.875%	11/10/08	NA	\$2,989	\$2,884,615.20	\$2,923,758.00	\$39,142.80
Operating	FHLMC Callable	4.000%	01/28/09	10/28/06	\$1,000	\$984,100.00	\$992,800.00	\$8,700.00
Fnci Res	FHLB Callable	5.099%	03/20/09	03/20/07	\$2,000	\$1,980,000.00	\$1,995,600.00	\$15,600.00
Fnci Res	FHLB Callable	4.999%	03/23/09	12/23/06	\$3,000	\$2,978,400.00	\$2,993,700.00	\$15,300.00

Sub-total for Securities held as of 6/30/06	\$265,052,154.81	\$263,564,558.60	(1,487,596.21)
% Change as result of market movement			(0.01)

Holdings at 6/30/06 maturing during Q4, FY06	\$113,871,426.45		(113,871,426.45)
Holdings at 6/30/06 called during Q4, FY06	\$4,989,500.00		(4,989,500.00)
Value of Money Market Mutual Funds	\$41,281,313.09	\$70,695,109.74	29,413,796.65
Holdings at 9/30/06 purchased during Q4, FY06		\$138,553,011.50	138,553,011.50
Holdings at 9/30/06 purchased during Q4 FY06 and maturing during the quarter			
<b>TOTAL PORTFOLIO VALUE</b>	<b>\$425,194,394.35</b>	<b>\$472,812,679.84</b>	<b>47,618,285.49</b>

# MAJOR CONTRACTS FUNDED BY COMMERCIAL PAPER

Contract#	Vendor Name	Project/s
009337775	Parsons Transport. Group	NW SE LRT Build-out
01002078	LOPEZGARCIA Group	NW SE LRT Build-out
01002450	Sunland/ACT 21	NW SE LRT Build-out
01002608	Gilbert May Inc.	Misc. Construction – Various
01002803	Parsons Trans. Group	LRT Build-Out
01003568	Maxim Technologies	NW SE LRT Build-out
01003569	Malcolm Pirnie	NW SE LRT Build-out
01004187	DMJM+Harris	NW SE LRT Build-out
01004732	Bridgefarmer/Farradyne	HOV Projects
01006362	Halff Associates	NW SE LRT Build-out
01006471	F Hall Mowing	NW SE LRT Build-out
01007571	Archerwestern Brunson	NW SE LRT Build-out
01008130	Hensel Phelps	S & I Facility Expansion
01008146	LTK Engineering	LRV's
01008681	Philpott Motors	Non-Revenue Vehicles
98000071	Itochu International	LRV's
01008316	Herzog	TRE Rail Operating
01008612	Gilbert May	Demo NW SE LRT Build-out
01008681	Philpott Motors	Purchase NRV's
01009666	Archerwestern Herzog	NW SE LRT Build-out
01010179	Willis of Texas	LRT Build-Out
01010787	Philpott Motors	Non-Revenue Vehicles



**PORTFOLIO ANALYSIS BY FUND**

**As of September, 2006**

**(in Thousands)**

	<b>General Operating</b>	<b>Financial Reserve</b>	<b>Insurance Fund</b>	<b>DART SEAF</b>	<b>Debt Service Funds</b>	<b>TOTAL</b>
Par Value	\$383,559	\$29,848	\$12,900	\$29,460	\$19,344	\$475,111
Market Value	\$381,753	\$29,533	\$12,724	\$29,460	\$19,344	\$472,814
Unrealized Gain (Loss)	(\$1,117)	(\$307)	(\$155)	\$0	\$0	(\$1,579)
Book Value	\$382,870	\$29,840	\$12,879	\$29,460	\$19,344	\$474,393
Accrued Interest	\$2,702	\$158	\$89	\$0	\$0	\$2,949
Total Book Value	\$385,572	\$29,998	\$12,968	\$29,460	\$19,344	\$477,342
Cash Balance	\$202	\$0	\$0	\$0	\$0	\$202
TOTAL FUND VALUE	\$385,774	\$29,998	\$12,968	\$29,460	\$19,344	\$477,544
Liquid Securities (Mkt. value)	\$39,941					
Yield to Maturity (Adj for calls)	4.91%	4.34%	3.82%	5.18%	4.83%	4.85%
Average Final Maturity	264 Days	16.1 Months	12.6 Months	1 Day	1 Days	255 Days
<b><u>KEY COMPLIANCE TARGETS</u></b>						
Minimum Requirement (2)	\$27,953	\$28,000	\$13,787			
Maximum Average Maturity	18 Months	30 Months	48 Months	90 Days	3 Years	N/A
Is Fund in Compliance	Yes	Yes	No (3)	Yes	Yes	N/A
<b><u>INVESTMENT COMPARISON</u></b>						
6-Month T-Bill (3)	5.08%	5.08%	5.08%	5.08%	5.08%	5.08%

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

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

(3) The claims amount exceeds the fund balance. The claims amount will be monitored an new investments will be added to the fund, if necessary.

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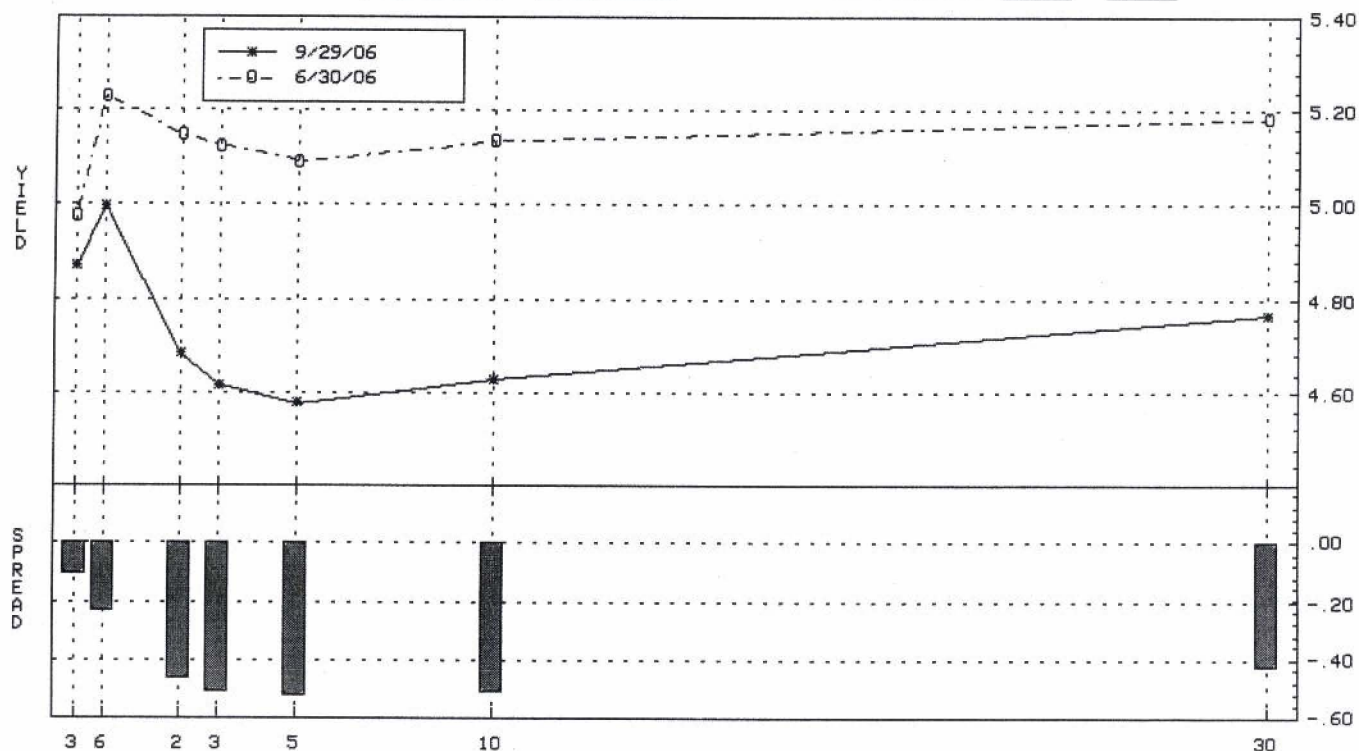
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## HISTORICAL YIELD CURVE

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DATE RANGE 6/30/06 9/29/06

MTY RANGE 3M 30Y



Australia 61 2 9777 8600 Brazil 5511 3048 4500 Europe 44 20 7330 7500 Germany 49 69 920410  
Hong Kong 852 2977 6000 Japan 81 3 3201 8900 Singapore 65 6212 1000 U.S. 1 212 318 2000 Copyright 2006 Bloomberg L.P.  
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### 4TH Quarter FY 2006 Defined Benefit Plan Summary

	<u>Market Value 30-Jun-06</u>	<u>Income</u>	<u>Benefit Payments</u>	<u>Transfers</u>	<u>Realized Gain/ (loss)</u>	<u>Unrealized Gain/ (loss)</u>	<u>Employer Contributions</u>	<u>Employee Contributions</u>	<u>Other</u>	<u>Market Value 30-Sep-06</u>
<b><u>Equity Managers</u></b>										
<b>Large Cap:</b>										
Washington Mutual	8,127,716	40,499	0	0	0	410,641	0	0	0	\$8,578,856
Capital Guardian	9,109,740	0	0	0	0	577,493	0	0	0	\$9,687,233
Aeltus/Goldman	12,334,970	8,463	0	0	43,598	472,505	0	0	0	\$12,859,536
SSGA Wilshire 5000	16,823,929	(1,735)	0	0	484	732,372	0	0	(1)	\$17,555,049
<b>Small Cap:</b>										
Friess	9,077,234	0	0	0	0	(442,804)	0	0	1	\$8,634,431
Earnest Partners	13,628,379	3,362	0	0	445,488	(819,666)	0	0	0	\$13,257,563
<b>International:</b>										
Morgan Stanley	7,362,398	(16,646)	0	0	10,412	357,202	0	0	1	\$7,713,367
Capital Resources	6,473,648	0	0	0	0	326,997	0	0	(1)	\$6,800,644
SSGA Internat. Index	4,159,219	0	0	0	0	165,152	0	0	1	\$4,324,372
<b><u>Fixed Income Managers</u></b>										
Primco	16,101,673	193,616	0	(1,000,000)	(29,822)	453,222	0	0	0	\$15,718,689
Aberdeen	16,071,740	0	0	(1,000,000)	33,228	568,878	0	0	(1)	\$15,673,845
<b><u>Real Estate</u></b>										
L&B Counsel	5,392	0	0	(5,285)	(172)	65	0	0	0	\$0
Lend Lease	12,324,926	438,655	0	0	0	0	0	0	1	\$12,763,582
<b><u>Cash</u></b>										
	1,873,667	(64,077)	(2,044,375)	2,005,285	0	0	0	1,249	0	\$1,771,749
<b>Total</b>	<b>\$133,474,631</b>	<b>602,137</b>	<b>(2,044,375)</b>	<b>0</b>	<b>503,216</b>	<b>2,802,057</b>	<b>0</b>	<b>1,249</b>	<b>1</b>	<b>\$135,338,916</b>



### Fiscal Year 06 Fuel Hedge Cost Analysis

<u>Month</u>	<u>Average Cost Per Gallon</u>	<u>Fuel Hedge Maxium Price</u>	<u>Gallons Hedged</u>	<u>Hedge Recovery</u>	<u>Hedge Per Gallon Premium</u>	<u>Net Hedge (Cost)/ Recovery</u>	<u>YTD Hedge (Cost)/ Recovery</u>
November	1.957	2.195	533,273	0.00	0.217	(115,720.24)	(115,720.24)
December	2.018	2.195	533,273	0.00	0.217	(115,720.24)	(231,440.48)
January	1.825	2.195	533,273	0.00	0.217	(115,720.24)	(347,160.72)
February	1.870	2.195	533,273	0.00	0.217	(115,720.24)	(462,880.96)
March	1.967	2.195	533,273	0.00	0.217	(115,720.24)	(578,601.21)
April	2.142	2.195	533,273	56,846.90	0.217	(58,873.34)	(637,474.55)
May	2.338	2.195	533,273	58,340.07	0.217	(57,380.17)	(694,854.72)
June	2.351	2.195	533,273	81,324.13	0.217	(34,396.11)	(729,250.83)
July	2.305	2.195	533,273	128,678.77	0.217	12,958.53	(716,292.30)
August	2.455	2.195	533,273	122,012.86	0.217	6,292.62	(709,999.68)
September	2.041	2.195	533,273	0.00	0.217	(115,720.24)	(825,719.92)
YTD				447,202.73			