# **Quarterly Operating & Financial Performance Report**

Fourth Quarter FY 2008 July – September 2008













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# DALLAS AREA RAPID TRANSIT

# QUARTERLY OPERATING & FINANCIAL PERFORMANCE REPORT

FOURTH QUARTER FY 2008 JULY – SEPTEMBER 2008

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Fourth Quarter FY 2008

# FY 2008 Fourth Quarter Highlights

This report is for the quarter ending September 30, 2008, the fourth quarter of the fiscal year. Sales tax revenues were higher than budget; total agency ridership figures saw significant increases and reached FY 2008 targets; and operating expenses were under budget despite record fuel costs. The following summary highlights key results in comparison to the previous fiscal year and our targets:

**Sales tax revenues** for the quarter were \$103.7 million, \$2.3 million (2.2%) higher than the budgeted \$101.4 million. Please note that with the approval of the FY 2008 Twenty-year Financial Plan, the sales tax budget was increased; it is now based on FY 2007 actual tax receipts and the projected growth, rather than on the FY 2007 budgeted tax receipts.

**Total agency passenger trips** for fiscal 2008 were 116.9 million, 13.1 million over last year; fourth quarter results were approximately 4.2 million (14.9%) over the budget target. **Fixed route ridership** for the year was 67.4 million, an increase of 2.4 million (3.6%) over last year; fourth quarter results were approximately 1.3 million (7.8%) over the target.

**Fixed route on-time performance** was 95.1% for the quarter and 95.5% for the year, 0.8% better than FY 2007 but 1.2% under the target for FY 2008 (which represented a significant increase over the FY 2007 target).

**Total system subsidy per passenger** for the year was \$2.50, \$0.19 (7.1%) better than budget. **Fixed route subsidy per passenger** was \$3.73, \$0.09 (2.4%) better than budget. This is primarily due to higher ridership mitigating the impact of rising fuel costs.

**Administrative ratio** for FY 2008 was 8.2%, 0.3% better than the target of 8.5%.

The year ended with a **sales taxes for operating expense** ratio of 65.0%, beating the target of 65.6% by 0.6%, despite record fuel costs.



### **General Information**

**Reporting Period** – DART's fiscal year begins on October 1. The fourth quarter of the fiscal year just ended was July through September 2008.

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

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

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

Green – The FY 2008 target was met. Indicative of performance within established parameters.

Red -The FY 2008 target was not achieved.

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

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

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



# **Agency-Wide Operating Performance**

Exhibit 1								
Agency Scorecard - Key Performance Indicators								
	FY08							
Indicators	Q 4/07	Q 4/08	Qtrly	Target	Status			
Customer/Quality Indicators								
Total Agency Ridership (M)	103.8	116.9	32.2	109.3	Green			
Fixed Route Ridership (M)	65.1	67.4	18.2	66.8	Green			
Total System Subsidy Per Passenger	\$2.64	\$2.50	\$2.56	\$2.69	Green			
Fixed Route Subsidy Per Passenger	\$3.67	\$3.73	\$3.92	\$3.82	Green			
On-Time Performance (Fixed Route)	94.7%	95.5%	95.1%	96.7%	Red			
Fixed Route Complaints Per 100,000 Passengers	38.2	40.0	39.8	38.3	Red			
Fixed Route Accidents Per 100,000 Miles	1.47	1.44	1.30	1.69	Green			
Sales Taxes for Operating Expense	64.2%	65.0%	75.3%	65.6%	Green			
Fixed Route Farebox Recovery Ratio	*	14.8%	13.8%	**				
Administrative Ratio	8.3%	8.2%	9.9%	8.5%	Green			

<sup>\*</sup>New KPI; data from prior periods not available

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

# Ridership

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

		Q 4/07	Q 4/08	Qtrly	FY08 Target	Status					
		RIDERSHIP									
	Total Agency (M)	103.8	116.9	32.2	109.3	Green					
7	Fixed Route (M)	65.1	67.4	18.2	66.8	Green					
Exhibit (	Bus (M)	44.7	45.2	12.1	45.9	Red					
Exh	LRT (M)	17.9	19.4	5.3	18.3	Green					
	Commuter Rail (M)	2.5	2.7	0.8	2.5	Green					
	Paratransit (000s)	677.0	737.0	191.1	701.7	Red					
	HOV (M)	37.6	48.1	13.6	41.2	Green					
	Vanpool (000s)	492.2	697.2	202.4	726.6	Red					



<sup>\*\*</sup>No FY08 target was established

### **Subsidy Per Passenger**

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

		Q 4/07	Q 4/08	Qtrly	FY08 Target	Status			
	Efficiency Indicator - Subsidy Per Passenger								
	Total System	\$2.64	\$2.50	\$2.56	\$2.69	Green			
8	Fixed Route	\$3.67	\$3.73	\$3.92	\$3.82	Green			
Exhibit	Bus	\$3.70	\$3.89	\$4.10	\$3.82	Red			
Ext	LRT	\$3.18	\$3.01	\$3.11	\$3.40	Green			
	Commuter Rail	\$6.57	\$6.33	\$6.75	\$6.67	Green			
	Paratransit	\$43.79	\$42.69	\$44.45	\$44.20	Green			
	HOV	\$0.14	\$0.18	\$0.19	\$0.21	Green			
	Vanpool	\$0.56	\$0.22	(\$0.00)	\$0.41	Green			

### **Modal Update**

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

### **Bus and Innovative Service**



DART operates all fixed-route bus service out of three DART-owned facilities: East Dallas, Northwest, and South Oak Cliff, with a total of 673 buses and a contingency fleet of 69 buses. In addition to buses, DART maintains an extensive bus and rail passenger amenity and facility infrastructure including: 12,322 bus stops, 763 bus shelters, 1,420 benches, 15 transit centers, 2 passenger transfer locations, 22 enhanced shelters, 35 rail platforms (including two joint LRT/commuter rail stations), 3 additional commuter rail stations, 97 information pylons, and all operating divisions, for a total of approximately 29 million square feet.

DART On-Call service is provided in areas that do not meet ridership and efficiency standards for traditional fixed-route service. DART currently has nine On-Call zones operating in the Service Area. In March 2008, DART introduced a new service that combines characteristics of On-Call and fixed-route: Flex Service. The two new Flex routes serve South Irving and the Telecom Corridor in parts of Richardson and Plano.



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

	Bus Scorecard - Key Performance Indicators								
			0.4400		FY08				
	<u>Indicators</u>	Q 4/07	Q 4/08	Qtrly	Target	Status			
	Customer/Quality Indicators								
it 4	Bus Ridership (including Charter) (M)	44.7	45.2	12.1	45.9	Red			
Exhibit 4	On-Time Performance	89.9%	92.0%	91.0%	95.0%	Red			
	Complaints Per 100k Passengers	50.1	52.7	53.2	50.0	Red			
	Mean Distance Between Service Calls	4,572	6,592	6,628	5,051	Green			
	Vehicle Accidents Per 100k Miles	1.77	1.75	1.55	2.00	Green			
	Financial/Efficiency Indicators								
	Subsidy Per Passenger	\$3.70	\$3.89	\$4.10	\$3.82	Red			

Bus **ridership** for the year was slightly above FY 2007 levels but below targeted FY 2008 ridership levels. Ridership lagged behind targets in the first and second quarters, then exceeded the targets in the third and fourth quarters. The target for a 3% increase in fixed route ridership for FY 2008 was disproportionately allocated to Bus, with a lesser percent increase allocated to LRT and TRE. This was based upon FY 2007 ridership trends and the expected impact of bus service improvements that were implemented on March 3, 2008. However, as significant gasoline price increases occurred during the year, the greatest ridership percentage increases occurred in the rail services.

In addition to the factors noted above, demographic changes associated with apartment tear-downs in a number of communities have negatively affected bus ridership, with significant ridership impacts on several routes. Another consideration relative to FY 2008 bus ridership is the impact of the fare increase that went into effect in October 2007, as well as the impact of a decline in employment associated with the slowdown of the economy.

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

Management has in place an On-Time Performance Task Force, which is a cross-departmental team focused on strategies to improve schedule adherence and reduce the number of on-time performance-related complaints. This team has made significant progress in implementing new programs and procedures to improve overall on-time performance. Results from the Customer Satisfaction Survey conducted in November 2007 indicate improvements in bus on-time performance, the timeliness of bus connections, and a reduction in bus pass-bys.



**Subsidy per Passenger** was over the target for the year, due partly to the shortfall in ridership earlier in the year, and, more significantly for the subsidy level, record fuel costs later in the year. Operating expenses do not drop proportionally to a drop in ridership, although revenues do. Increases in ridership during the latter part of the fiscal year brought the subsidy close to the target level, but could not overcome the effect of high fuel prices. The **complaint** performance primarily reflects the impact of increased overcrowding and on-time performance issues that resulted from increased ridership without corresponding increases in service levels.

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

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

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

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

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

	Light Rail Scorecard - K	Light Rail Scorecard - Key Performance Indicators								
	Indicators	Q 4/07	Q 4/08	Qtrly	FY08 Target	Status				
	Customer/Quality Indicators									
	LRT Ridership (M)	17.9	19.4	5.3	18.3	Green				
it S	On-Time Performance	97.0%	96.6%	95.9%	98.0%	Red				
Exhibit	Complaints Per 100k Passengers	13.2	15.3	14.3	13.5	Red				
1	Mean Distance Between Service Calls (000s)	31.2	30.9	33.6	40.7	Red				
	Accidents per 100k Miles	0.13	0.11	0.21	0.31	Green				
	Financial/Efficiency Indicators									
	Subsidy Per Passenger	\$3.18	\$3.01	\$3.11	\$3.40	Green				
	Subsidy Per Passenger Mile	\$0.39	\$0.39	\$0.40	\$0.42	Green				

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



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

Regarding **Miles Between Service Calls**, management continues to evaluate repetitive failures and is attempting to work on the issues systematically within the resources available. Currently resources are stretched to the limit in support of the Super Light Rail Vehicle (SLRV) retrofit, which is requiring an additional 8 LRVs to be out of service for this modification.



### **Trinity Railway Express (TRE)**

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

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

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

	Commuter Rail - TRE Sco	Commuter Rail - TRE Scorecard - Key Performance Indicators								
	Indicators	Q 4/07	Q 4/08	Qtrly	FY08 Target	Status				
	Customer/Quality Indicators									
,,	TRE Ridership (M)	2.5	2.7	0.8	2.5	Green				
Exhibit 6	On-Time Performance	97.1%	97.8%	98.3%	97.0%	Green				
Ex	Complaints Per 100k Passengers	5.21	5.24	3.03	6.01	Green				
	Accidents Per 100k Miles	0.29	0.22	0.41	0.29	Green				
	Financial/Efficiency Indicators									
	Subsidy Per Passenger	\$6.57	\$6.33	\$6.75	\$6.67	Green				
	Subsidy Per Passenger Mile	\$0.38	\$0.37	\$0.39	\$0.38	Green				

TRE ridership increased 18.8% during the fiscal year as compared to FY 2007. This increase has over-taxed the capacity of parking lots in the corridor, particularly those in Tarrant County, which will be a limiting factor for future growth until more parking is added. The ridership increase has also resulted in overcrowding on some segments of morning and afternoon rush hour service.



### **Paratransit Services**

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

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

	Paratransit Scorecard	Paratransit Scorecard - Key Performance Indicators								
	Indicators	Q 4/07	Q 4/08	Qtrly	FY08 Target	Status				
	Customer/Quality Indicators									
	Paratransit Ridership (000s)	677.0	737.0	191.1	701.7	Red				
t 7	Revenue Hours (000s)	444.6	438.3	112.7	460.4	Green				
Exhibit	Paratransit Passengers per Hour	1.52	1.68	1.70	1.52	Green				
国	On-Time Performance	86.9%	90.8%	90.8%	87.0%	Green				
	Accidents per 100K miles	2.06	1.67	1.08	2.50	Green				
	Complaints per 1k Passengers	4.25	3.20	3.52	5.50	Green				
	Financial/Efficiency Indicators									
	Subsidy Per Passenger	\$43.79	\$42.69	\$44.45	\$44.20	Green				

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



### **High Occupancy Vehicle Transitway Services**

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

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

	HOV Scorecard - Key Performance Indicators							
	Indicators	Q 4/07	Q 4/08	Qtrly	FY08 Target	Status		
	Customer/Quality Indicators							
<b>∞</b>	Ridership (M)	37.6	48.1	13.6	41.2	Green		
Exhibit 8	Avg. Weekday Ridership (000s)	115.2	144.5	160.6	123.5	Green		
Exh	Operating Speed Ratio (Qtrly)*	1.53	1.72	1.72	1.45	Green		
	Lane Availability	99.2%	99.8%	99.8%	99.0%	Green		
	Complaints per 100K Passengers	0.20	0.52	0.35	0.20	Red		
	Financial/Efficiency Indicators							
	Subsidy Per Passenger	\$0.14	\$0.18	\$0.19	\$0.21	Green		

<sup>\*</sup>Number stated is a quarterly number

As with any new facility, the extensions/new lanes generated concerns and **Complaints**, especially in the early months of operation, and particularly with respect to access on U.S. 75 and pylons. DART is working with TxDOT to address these issues.



### **General Mobility Programs**

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

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

Exhibit 9 is DART's Vanpool Scorecard and provides the FY 2008 KPI targets and historical quarterly KPIs.

	General Mobility (Vanpool) - Key Performance Indicators							
	Indicators	Q 4/07	Q 4/08	Qtrly	FY08 Target	Status		
it 9	Customer/Quality Indicators							
Exhibit	Ridership (000s)	492.2	697.2	202.4	726.6	Red		
<u> </u>	Number Of Vanpools (current)	106	145	145	145	Green		
	Financial/Efficiency Indicators							
	Subsidy Per Passenger	\$0.56	\$0.22	(\$0.00)	\$0.41	Green		

In addition to lower vanpool prices to riders, gasoline price increases stimulated a high level of demand, with rapid growth beginning during the second quarter. The full FY 2008 quota of 145 vanpools was filled within a few days after the third quarter ended, and a wait list was established. **Ridership** for the remainder of the fiscal year exceeded target levels, although shortfalls in earlier months led to an overall total for the full year that was short of the fiscal year target.



# **Capital and Non-Operating Budget Summary**

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

	Actuals vs. Budget Capital and Non-Operating Costs Through the Fourth Quarter, FY 2008 (In Thousands)						
	Mode	FY08 Actuals	FY08 Budget	Unspent Balance			
	Agency-Wide	\$6,805	\$33,719	\$26,914			
	Bus	10,322	15,840	5,517			
10	LRT	533,146	571,375	38,229			
Exhibit 10	Commuter Rail	39,904	56,320	16,416			
Ex	Paratransit	(214)	2,256	2,470			
	HOV	3,655	31,408	27,754			
	Total Projects	\$593,619	\$710,918	\$117,300			
	P&D/Startup/Non-Ops	\$26,379	\$28,673	\$2,295			
	Road Improvements/ITS	817	17,432	16,615			
	Total Capital	\$620,814	\$757,023	\$136,209			

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

A significant amount of budgeted capital dollars remain unspent and will be rolled forward into the FY 2009 Capital Budget.



# **APPENDIX**



## Revenues & Operating Expenses Exhibit 11 - Actuals vs. Budget Fourth Quarter, FY 2008

### **Dollars in Thousands**

Revenues:	FY Actuals	FY Budget	Better (Worse)	% Better (Worse) Budget
Passenger Revenues (Fixed Route)	\$46,215	\$47,413	(\$1,198)	(2.5)%
Special Events Passenger Revenue	618	391	226	57.8%
Vanpool Passenger Revenues	311	813	(501)	(61.7)%
Paratransit Passenger Revenues	1,813	1,759	54	3.1%
Passenger Revenues	\$48,957	\$50,376	(\$1,419)	(2.8)%
Advertising and Other	\$10,529	\$10,196	\$333	3.3%
Grants/ILA Program Revenues	1,399	2,941	(1,542)	(52.4)%
Total Other Revenues	\$11,928	\$13,136	(\$1,208)	(9.2)%
Total Operating Revenues	\$60,885	\$63,512	(\$2,627)	(4.1)%
Sales Tax Revenues	\$416,148	\$408,626	\$7,522	1.8%
Other Non-Operating Revenues	8,783	8,143	640	7.9%
Total Revenues	\$485,816	\$480,281	\$5,534	1.2%
Operating Expenses:	YTD Actuals	YTD Budget	YTD (Better)/Worse	% Over / (Under) Budget
Salaries & Wages *1	\$171,244	\$172,636	(1,392)	(0.8)%
Salaries & Wages *1  Benefits *1	\$171,244 66,422	\$172,636 71,011	(1,392) (4,589)	(0.8)%
_				
Benefits *1	66,422	71,011	(4,589)	(6.9)%
Benefits *1 Services *1	66,422 23,933	71,011 27,163	(4,589) (3,230)	(6.9)% (13.5)% 9.1%
Benefits *1  Services *1  Materials & Supplies *1, *2	66,422 23,933 48,875	71,011 27,163 44,429	(4,589) (3,230) 4,446	(6.9)% (13.5)%
Benefits *1  Services *1  Materials & Supplies *1, *2  Utilities*1	66,422 23,933 48,875 10,765	71,011 27,163 44,429 10,677	(4,589) (3,230) 4,446 88	(6.9)% (13.5)% 9.1% 0.8% (31.2)%
Benefits *1  Services *1  Materials & Supplies *1, *2  Utilities*1  Casualty and liability *1	66,422 23,933 48,875 10,765 3,020	71,011 27,163 44,429 10,677 3,962	(4,589) (3,230) 4,446 88 (942)	(6.9)% (13.5)% 9.1% 0.8% (31.2)% 3.8%
Benefits *1  Services *1  Materials & Supplies *1, *2  Utilities*1  Casualty and liability *1  Purchased Transportation *1	66,422 23,933 48,875 10,765 3,020 46,748	71,011 27,163 44,429 10,677 3,962 44,961	(4,589) (3,230) 4,446 88 (942) 1,788	(6.9)% (13.5)% 9.1% 0.8% (31.2)% 3.8%
Benefits *1  Services *1  Materials & Supplies *1, *2  Utilities*1  Casualty and liability *1  Purchased Transportation *1  Taxes, Leases, and Other *1	66,422 23,933 48,875 10,765 3,020 46,748 5,260	71,011 27,163 44,429 10,677 3,962 44,961 6,441	(4,589) (3,230) 4,446 88 (942) 1,788 (1,180)	(6.9)% (13.5)% 9.1% 0.8% (31.2)% 3.8% (22.4)% 0.0%
Benefits *1  Services *1  Materials & Supplies *1, *2  Utilities*1  Casualty and liability *1  Purchased Transportation *1  Taxes, Leases, and Other *1  Management & Fuel Reserves	66,422 23,933 48,875 10,765 3,020 46,748 5,260	71,011 27,163 44,429 10,677 3,962 44,961 6,441 1,316	(4,589) (3,230) 4,446 88 (942) 1,788 (1,180) (1,316)	(6.9)% (13.5)% 9.1% 0.8% (31.2)% 3.8% (22.4)%

<sup>\*1)</sup> Expenditures do not include items that were budgeted for Board-approved capital and non-operating projects, but for financial reporting purposes, cannot be capitalized.

<sup>\*2)</sup> Includes \$3.7m credit for Fuel Incentive Tax Credits received



# DALLAS AREA RAPID TRANSIT STATEMENTS OF REVENUES, EXPENSES AND CHANGES IN NET ASSETS FOR THE YEARS ENDED SEPTEMBER 30, 2008 AND 2007

FOR THE YEARS ENDED SEPTEMBER 30, 2008 AND 2007					
	(In thous	· ·			
<u></u>	For the yea	rs ended			
	9/30/2008	9/30/2007			
OPERATING REVENUES:	<del>, ,</del>				
Passenger	\$48,957	\$41,114			
Advertising, rent and other	10,846	9,430			
Total Operating Revenues	59,803	50,544			
OPERATING EXPENSES:					
Labor	171,804	160,209			
Benefits	66,422	54,512			
Services	32,156	27,919			
Materials and Supplies	57,040	45,996			
Purchased Transportation	46,749	42,411			
Depreciation and amortization	118,905	112,965			
Utilities	10,765	10,371			
Taxes, Leases, and Other	5,305	4,773			
Casualty and liability	3,020	1,778			
TOTAL OPERATING EXPENSES	512,166	460,934			
•	•				
NET OPERATING LOSS	(452,363)	(410,390)			
	-				
NON-OPERATING REVENUES (EXPENSES):					
Sales tax revenue	413,341	389,953			
Investment Income	23,229	24,368			
Interest Income from investments held to pay capital lease	21,718	23,138			
Interest expense on capital leases	(21,718)	(23,138)			
Local Assistance Program and Street improvements	(683)	(684)			
Interest and financing expenses	(36,555)	(29,550)			
Other non-operating revenues	17,446	9,784			
Other non-operating expenses	(7,636)	(4,439)			
TOTAL NET NON-OPERATING REVENUES	409,142	389,432			
INCOME BEFORE CAPITAL CONTRIBUTIONS, GRANTS AND					
REIMBURSEMENTS	(43.221)	(20.058)			
REIVIBURSEIVIENTS	(43,221)	(20,958)			
CAPITAL CONTRIBUTIONS, GRANTS AND REIMBURSEMENTS:					
Federal capital contributions	131,090	96,980			
Local capital contributions	1,798				
Federal grants and reimbursements	42,490	40,931			
TOTAL CAPITAL CONTRIBUTIONS, GRANTS AND REIMBURSEMEN	175,378	137,911			
, , , , , , , , , , , , , , , , , , ,		,			
CHANGE IN NET ASSETS	132,157	116,953			
TOTAL NET ASSETS - Beginning of the year	2,093,675	1,976,722			
TOTAL NET ASSETS - End of the year	\$2,225,832	\$2,093,675			
·		*			



### DALLAS AREA RAPID TRANSIT

### STATEMENTS OF NET ASSETS

### **AS OF SETPEMBER 30, 2008 AND 2007**

	(In th	nousands)
	9/30/2008	9/30/2007
ASSETS		
CURRENT ASSETS		
Cash & Cash Equivalents	\$120,883	\$122,858
Investments	403,309	386,981
Current portion of restricted assets	37,646	28,145
Current portion of investment held to pay capital lease liability	44,606	49,411
Sales tax receivable	68,853	67,020
Transit Revenue Rec., Net	1,455	2,367
Due from Other Governments	6,422	6,448
Materials and supplies inventory	26,026	23,562
Prepaid transit expenses and other	5,181	3,424
TOTAL CURRENT ASSETS	714,381	690,216
NONCURRENT ASSETS		
Note Receivable	3,305	3,208
Restricted assets	321,346	40,979
Investments in joint venture	17,658	9,158
Capital assets		
Land and rights of way	387,934	388,000
Depreciable capital assets, net of depreciation	1,585,659	1,589,374
Projects in progress	1,210,357	745,171
Long-term investments held to pay capital lease/lease back liabilities	361,438	384,326
Net pension asset	4,371	4,063
Net other post employment benefit asset	605	
Unamortized debt issuance costs and other	12,863	8,433
TOTAL NONCURRENT ASSETS	3,905,536	3,172,712
TOTAL ASSETS	\$4,619,917	\$3,862,928



### DALLAS AREA RAPID TRANSIT

### STATEMENTS OF NET ASSETS - CONT'D

### **AS OF SETPEMBER 30, 2008 AND 2007**

	(In th	ousands)
	9/30/2008	9/30/2007
LIABILITIES		
CURRENT LIABILITIES		
Accounts payable and accrued liabilities	\$163,901	\$133,928
Commercial paper notes payable	20,000	180,000
Current portion of Capital lease/leaseback liabilities	44,606	49,411
Current portion of amount due to the State Comptroller	824	824
Local Assistance Program Payable	19,213	19,213
Retainage Payable	34,995	20,507
Other Current Liabilities	10,164	9,329
Payable from restricted assets		
Interest payable	25,033	16,318
Current portion of senior lien sales tax revenue bonds payable	14,295	13,680
TOTAL CURRENT LIABILITIES	333,031	443,210
NON-CURRENT LIABILITIES		
Paid absence liability	15,890	
Repayment due to State Comptroller	14,343	11,536
Senior lien sales tax revenue bonds payable	1,669,383	930,181
Capital lease/leaseback liabilities	361,438	384,326
TOTAL NON-CURRENT LIABILITIES	2,061,054	1,326,043
TOTAL LIABILITIES	2,394,085	1,769,253
NET ASSETS		
Invested in capital assets, net of related debt	1,779,450	1,627,343
Restricted for		
Debt Service	12,612	11,827
Unrestricted	433,770	454,505
TOTAL NET ASSETS	\$2,225,832	\$2,093,675



### **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.

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

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

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

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

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

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

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

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

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

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

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

Calculation = [Total Operating Expenses / Revenue Miles]

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

Calculation = [Crimes Against Persons/Total Incidents]

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

Calculation = [Crimes Against Property/Total Incidents]

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

O&F

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

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



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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Calculation = [Actual Passenger Boardings/Revenue Car Miles]

Passenger Trips - See Ridership.

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

Calculation = [Actual Passenger Boardings / Revenue Hours]



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

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

Calculation = [Scheduled Passenger Boardings / Revenue Hours]

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

Calculation = [Passenger Boardings / Revenue Miles]

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

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

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

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

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

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

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

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

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

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

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

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

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



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

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 (*e.g.* passenger boardings are counted resulting in transferring passengers being counted each time they board a vehicle). The following information is included in this section of the Quarterly Report.

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

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

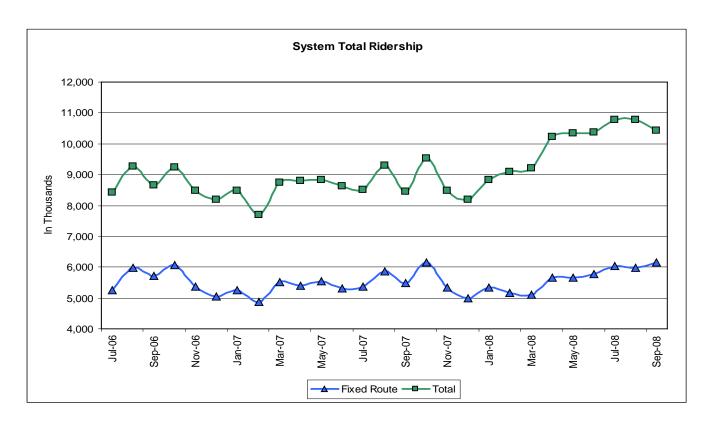
Bus ridership is derived daily from automated fareboxes. Light Rail (LRT) ridership is determined through statistical sampling on a monthly basis. Trinity Railway Express (TRE) ridership is manually counted on a daily basis. HOV ridership is determined monthly on a sampling basis. Paratransit ridership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

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

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



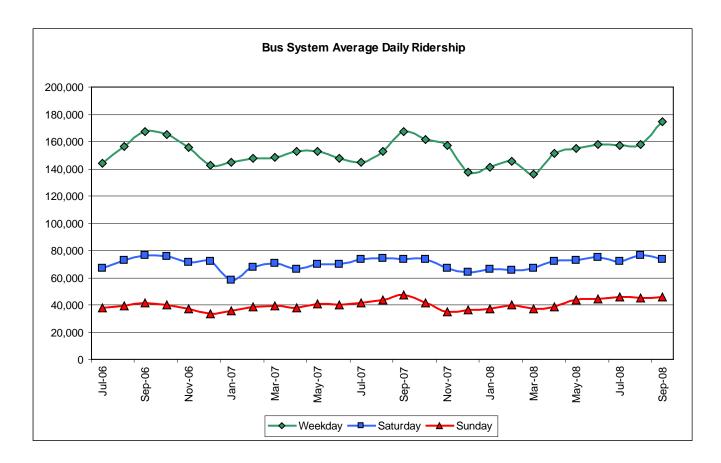
### **Total System Ridership**



- Total fixed route ridership includes bus, light rail and commuter rail riders. Total system ridership includes fixed route, HOV and paratransit services. Riders of both scheduled and special event services are reported.
- Total system ridership in the fourth quarter of FY 2008 was 31.98 million riders, an increase of 21.8 percent over the fourth quarter of FY 2007.
- Fixed route ridership totaled 18.19 million passengers in the fourth quarter of FY 2008, an increase of 8.9 percent over the fourth quarter of FY 2007. Ridership for all modes, bus, light rail and commuter rail increased during the quarter.
- Trinity Railway Express ridership was 759,379 passengers in the fourth quarter, an increase of 18.8 percent over last year. This increase is the result of strong weekday ridership responding to high fuel prices.
- Light rail ridership was 5.31 million riders in the fourth quarter. This 15.2 percent increase is attributed to consistently high gasoline prices.
- Paratransit ridership increased to over 191,000 trips in the fourth quarter of FY 2008, an increase of 15.2 percent over the FY 2007 levels.
- Total HOV usage in the fourth quarter of FY 2008 was 13.6 million persons, up 44.8 percent from the fourth quarter of FY 2007. New HOV lanes and the extension of other facilities, combined with increased interest in ridesharing because of high gasoline prices, are expected to continue to yield high usage into FY 2009.



### **Bus System Ridership**

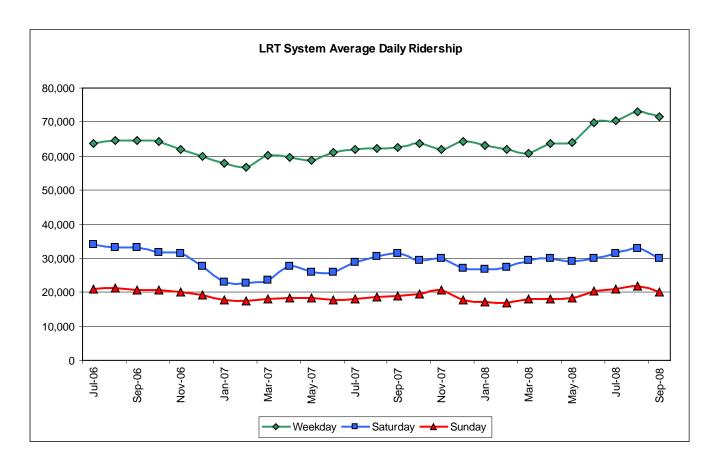


- Total bus ridership in the fourth quarter of FY 2008 was 12.12 million riders, a 5.8 percent increase over the fourth quarter of FY 2007.
- Average weekday ridership in the fourth quarter was 163,261 riders, a 5.2 percent increase from last year's average.
- Saturday bus system ridership averaged 73,800 daily riders, an increase of 0.2 percent over last year.
- Sunday bus system ridership averaged 45,855 daily riders, an increase of 3.8 percent over last year.
- The most heavily patronized routes in the fourth quarter, by route classification, were:

<b>Route Type</b>	Route	Weekday <u>Average</u>
Crosstown	466	6,190
Express	283	1,414
Rail Feeder	583	3,323
TC Feeder	301	1,696
Local	44	8,237



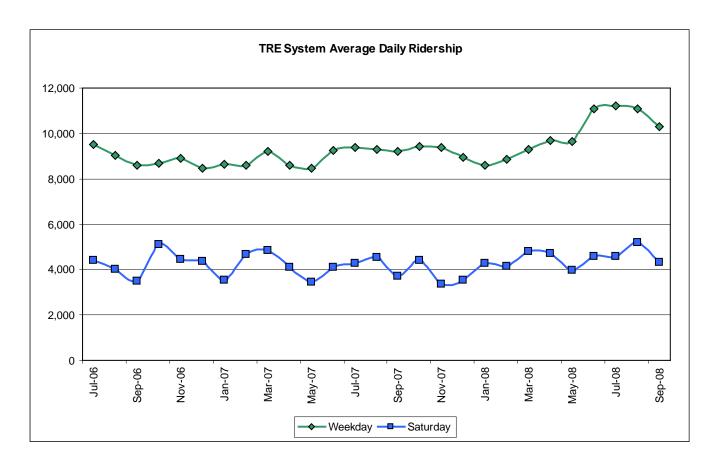
### LRT Ridership



- LRT ridership in the fourth quarter totaled 5.31 million riders, an increase of 15.2 percent above the fourth quarter of FY 2007.
- Weekday ridership in the fourth quarter averaged 71,682 passengers, an increase of 15.2 percent over the fourth quarter of FY 2007.
- Saturday ridership in the fourth quarter averaged 31,381 passengers, an increase of 3.7 percent from the FY 2007 level.
- Sunday ridership in the fourth quarter averaged 20,928 passengers, an increase of 13.2 percent over the FY 2007 level.
- Ridership in the fourth quarter was significantly higher than that experienced in the fourth quarter last year. The ridership increase included record highs for average weekday ridership. Record high fuel prices served as a catalyst for this increase. Weekend ridership also increased, continuing a generally upward trend.
- Average weekday ridership in August 2008 was the highest recorded by DART Rail since its inception, eclipsing the second highest average weekday level (recorded in September 2008) by more than 550 daily riders.
- These ridership increases have resulted in increased crowding, particularly on peak period trains and the ridership demand is translating into overflow conditions at parking lots at several rail stations.



### Commuter Rail - Trinity Railway Express



- Trinity Railway Express ridership continued to increase in the fourth quarter. The TRE served a total of 759,379 passengers, an increase of 18.8 percent over the fourth quarter of FY 2007.
- Weekday ridership on the TRE averaged 10,878 daily riders (a 17.1 percent increase over last year) in the fourth quarter.
- Saturday ridership in the fourth quarter averaged 4,789 daily riders, an increase of 14.8 percent over the fourth quarter of FY 2007.
- During the fourth quarter, the Trinity Railway Express experienced two of the three highest weekday ridership averages in the line's history. The July average was 11,234 daily riders, the August average was 11,092 daily riders and the September average was 10,308 daily riders.
- The significant increases in ridership in the fourth quarter and particularly the unprecedented weekday ridership levels in July have resulted in some trains having passenger loads that exceed their seating capacity on days of particularly high usage.



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

Year	Month	Bus Monthly	LRT Monthly	Commuter Rail Monthly	Fixed Route Total
2006	September	3,937	1,562	189	5,688
2007	October	4,141	1,643	212	5,996
	November	3,663	1,495	200	5,358
	December	3,405	1,450	191	5,046
	January	3,585	1,452	204	5,241
	February	3,384	1,297	190	4,871
	March	3,770	1,513	227	5,510
	April	3,658	1,458	197	5,313
	May	3,840	1,489	200	5,529
	June	3,609	1,486	215	5,310
	July	3,589	1,524	214	5,327
	August	3,992	1,626	232	5,850
	September	3,830	1,458	194	5,482
2008	October	4,170	1,663	234	6,067
	November	3,648	1,494	204	5,346
	December	3,285	1,530	186	5,001
	January	3,548	1,583	206	5,337
	February	3,475	1,476	203	5,154
	March	3,376	1,516	219	5,111
	April	3,772	1,594	232	5,598
	May	3,836	1,584	223	5,643
	June	3,833	1,688	252	5,773
	July	3,977	1,781	265	6,023
	August	3,924	1,807	259	5,990
Λ <i>II E</i> :	September	4,191	1,722	235	6,148

All figures are thousands (000) of riders.



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

Year	Month	Bus Weekday	LRT Weekday	Commuter Rail Weekday	Fixed Route Total
2006	September	0	0	0	0
2007	October	165	64	9	238
	November	156	62	9	227
	December	142	60	9	211
	January	144	58	9	211
	February	148	57	9	213
	March	148	60	9	218
	April	153	60	9	221
	May	153	59	9	220
	June	148	61	9	218
	July	145	62	9	216
	August	153	62	9	225
	September	167	63	9	239
2008	October	161	64	9	235
	November	157	62	9	229
	December	138	64	9	210
	January	141	63	9	213
	February	146	62	9	216
	March	136	61	9	206
	April	151	64	10	225
	May	155	64	10	229
	June	158	70	11	239
	July	157	71	11	239
	August	158	73	11	242
	September	175	72	10	256

All figures are thousands (000) of riders.



# **Dallas Area Rapid Transit**

# Estimated Passenger Boardings By Member City

For the Fourth Quarter Fiscal Year 2008, Period Ending September 30, 2008 In Thousands

	Qtr 4	Qtr 4	%%% (2)
Description	2008	2007	Change
Bus Ridership (1)			
Addison	115	99	15.3%
Carrollton	223	205	9.0%
Farmers Branch	64	57	12.5%
Garland	715	694	2.9%
Glenn Heights	89	70	27.0%
Irving	702	649	8.2%
Plano	264	208	27.4%
Richardson	307	247	24.5%
Rowlett	23	16	49.6%
Suburban Total	2,502	2,244	11.5%
Dallas Total (3)	9,591	9,167	4.6%
Bus Total	12,092	11,411	6.0%
Light Rail	5,310	4,608	15.2%
Commuter Rail	759	639	18.8%
Total Passenger Boardings	18,161	16,658	9.0%

YTD	YTD	%%%	
2008	2007	Change	
408	386	5.8%	
811	787	3.0%	
234	221	6.2%	
2,703	2,693	0.4%	
327	273	19.7%	
2,550	2,484	2.6%	
918	809	13.5%	
1,071	974	9.9%	
81	69	16.5%	
9,102	8,696	4.7%	
35,932	35,770	0.5%	
45,034	44,466	1.3%	
19,438	17,893	8.6%	
2,747	2,476	10.9%	
67,219	64,834	3.7%	

	Qtr 4	Qtr 4	Inc
Type of Day	2008	2007	(Dec)
Weekdays	64	63	1
Saturdays/Holiday	13	13	0
Sundays/Holiday	15	16	-1
Total	92	92	0

YTD	YTD	Inc
2008	2007	(Dec)
255	253	2
53	53	0
58	59	-1
366	365	1

<sup>(1)</sup> 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.



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

<sup>(3)</sup> Includes University Park, Highland Park, and Cockrell Hill.

### **Service Standards Monitoring Report**

### **Purpose and Approach**

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

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

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

### **Fourth Quarter Report**

### **Crosstown Routes**

- Two Crosstown routes, 404 and 444 failed to achieve an RPI value of 0.6.
- Route 404 (Westmoreland Station/Medical Center) performed at a 0.5 level. A significant restructuring of route 404 occurred in March 2008. Its ridership is increasing significantly.
- Route 444 (Ledbetter Station/Cockrell Hill) performs marginally, alternately falling below and moving above the 0.6 level. It will be reviewed for opportunities to stimulate ridership.
- The remaining Crosstown routes performed at or above the 0.6 level during the fourth quarter.
- Five Crosstown routes performed at an RPI level of 1.0 or better.
- Route 466 (Loop 12) was the strongest performing Crosstown route with an RPI of 1.4.
- Route 409 (Illinois Station/Medical Center) performed at a 1.2 level; routes 463 (Addison/Downtown Garland) and 486 (Farmers Branch/Downtown Garland) performed at the 1.1 RPI level and route 488 (Addison/LBJ/Skillman Station) performed at the 1.0 level.
- Three routes, 428 (North Irving/South Garland), 453 (Southwest Center Mall/Medical Center) and 408 (DFW airport/Medical Center) performed at the 0.9 level.
- Seven Crosstown routes had RPI values between 0.6 and 0.8. These routes will be carefully monitored for opportunities 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) and 206 (Glenn Heights) had the highest RPI values among Express routes with RPIs of 1.4, 1.2 and 1.1 respectively.
- One route had an RPI value of less than 0.6.
- Route 247 (Farmers Branch) performed at the 0.5 level. Service modifications and ridership growth are anticipated to strengthen its performance.
- Strong ridership increases on many Express routes are the result of high gasoline prices. These increases are improving performance and stretching resources.

#### **Rail Feeder Routes**

- Eight of the 30 Rail Feeder routes performed at the 1.0 level or better. A total of 24 Rail Feeder routes performed at or above the 0.6 target.
- The top performing Rail Feeder route was route 702 (NorthPark Shuttle) with an RPI value of 2.4.
- Route 583 (Lovers Lane/LBJ/Skillman/Richland College) was second with an RPI of 2.0.
- Routes 506 (Park Lane and Walnut Hill stations) and 554 (Ledbetter Station/ Bonnieview) were third and fourth with RPI values of 1.7 and 1.3 respectively. Each of these routes was restructured to better serve its respective community, resulting in average weekday ridership increases of 67.5 percent and 42.5 percent respectively.
- Routes 553 (Ledbetter Sta./Cedar Valley College) and 548 (Old Hickory/Westmoreland Sta.) performed with RPI values of 1.2 and 1.1 respectively.
- Two routes had RPI values of 1.0.
- Four routes recorded an RPI value of 0.5 during the third quarter, including routes 513, 539, 560 and 566.
- Route 567 performed at the 0.4 RPI level. Route 567 was modified in March 2008. Route 570 performed at the 0.3 level. Route 570 is proposed for replacement with a Flex route.

#### **Transit Center Feeder Routes**

- Three Transit Center Feeder routes fell below the 0.6 RPI level. These routes include 316, 342 and 347.
- Routes 316 and 342 will be replaced with Flex routes in February 2009.
- Twenty-three of the 25 Transit Center Feeder routes achieved RPI values of 0.6 or greater. Eight of those routes had RPI values of 1.0 or greater.
- Routes 301 (North Irving/South Irving), 377(South Garland/Downtown Garland) and Route 341 (Addison/Rosemeade) were the top performing Transit Center Feeder routes with RPI values of 1.6, 1.5 and 1.4 respectively.



#### **Local Routes**

- Thirty-one of the 34 Local routes posted RPI values of 0.6 or greater in the fourth quarter of FY 2008.
- Route 44 (South Dallas/Medical Center/Northwest Dallas) was both the best performing Local route with a 1.6 RPI as well as the most heavily patronized route.
- Route 26 (Harry Hines Corridor/South Dallas) placed second with an RPI value of 1.5.
- Routes 2 (Culver), 24 (Mockingbird Station), 110 (LaPrada/Eastfield) and 165 (Pleasant Grove) performed at the 1.1 level.
- One route had an RPI value of 1.0, six routes had RPI values of 0.9, four routes posted RPI values of 0.8 and another five routes had 0.7 RPIs.
- Routes 111, 155, and 184 were the poorest performers. Route 8 was modified in March 2008. Route 111 is a new route in its development period. Route 184 was retained after being considered for elimination.

#### **Site-specific Shuttles**

- Seven of eight Site-specific Shuttles performed at or above the 0.6 level.
- The UT Dallas, T I Spring Creek Shuttle, the Medical City Shuttle and the T I Dallas Shuttle were the top performers with RPIs of 11.1, 2.6, 2.2 and 1.9 respectively.
- The U T Southwestern, Mustang Express and DFW shuttles followed with RPI values of 1.5, 1.4 and 1.3 respectively.
- The Palisades E-shuttle (from Galatyn Park station) performed at the 0.5 level and is expected to continue to improve.

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

- The new Flex Routes in Irving and the Telecom area were included in this category for the first time in the second quarter. These services rank first and third with SPI values of 1.9 (Telecom) and 0.9 (Irving).
- Five of the nine DART-on-Call zones exceeded the 0.6 Service Performance Index level.
- The North Central Plano zone was the best performing and the most heavily used zone with an SPI value of 1.1.
- The Richardson zone performed at a 0.9 level while the East Plano and Glenn Heights zones were at the 0.7 level. The Richardson and Glenn heights zones operate during peak hours only.
- The Farmers Branch, Lake Highlands, Lakewood and North Dallas zones, with SPI values of 0.5 and lower, will be examined for opportunities to increase ridership or modify service levels.



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

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

Crosstown		<b>Express</b>		Rail	<u>Feeders</u>	<u>T C :</u>	<u>Feeders</u>	<u>Local</u>	
<u>RPI</u>	Ranking	<u>RPI</u>	Ranking	<u>RPI</u>	Ranking	<u>RPI</u>	Ranking	<u>RPI</u>	Ranking
404	404	247	204	513	539	316	306	111	21
444	415		210	539	560	342	307	155	31
	444		247	560	566	347	310	184	35
	475			566	567		316		37
				567	570		342		42
				570	571		347		60
					574				155
									183
									184

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



#### **Crosstown Routes**

#### Crosstown

### **Dallas Area Rapid Transit** Service Standards Monitoring Report Fourth Quarter FY 2008

		Avg Weekday Pass	Avg Weekday Pass	%	Sub/		Pass/		Pass/		3Q08 Route Performance	4Q08 Route Performance	RPI Point
_	LINE	4Q08	4Q07	Change	Pass	Index	Trip	Index	Mile	Index	Index	Index	Change
					\$2.75		34.00		1.85				
С	466	6,190	6,069	2.0%	\$2.86	1.0	67.8	2.0	2.2	1.2	1.4	1.4	0.0
C	409	3,058	2,955	3.5%	\$2.66	1.0	35.9	1.1	2.7	1.4	1.2	1.2	0.0
C	463	2,123	1,991	6.7%	\$2.87	1.0	34.5	1.0	2.4	1.3	1.1	1.1	0.0
C	486	2,904	2,940	-1.2%	\$3.35	0.8	44.1	1.3	2.1	1.1	1.1	1.1	0.0
C	488	1,966	1,772	10.9%	\$3.36	0.8	34.4	1.0	2.2	1.2	0.9	1.0	0.1
C	428	3,647	3,780	-3.5%	\$3.91	0.7	38.5	1.1	1.9	1.0	0.9	0.9	0.0
C	453	2,766	2,813	-1.6%	\$3.74	0.7	33.0	1.0	2.0	1.1	0.9	0.9	0.0
C	408	2,156	2,196	-1.8%	\$4.03	0.7	32.7	1.0	1.7	0.9	0.8	0.9	0.0
C	400	2,590	2,424	6.8%	\$5.17	0.5	42.2	1.2	1.4	0.8	0.8	0.8	0.0
C	405	2,229	2,231	-0.1%	\$4.14	0.7	30.7	0.9	1.6	0.9	0.8	0.8	0.0
C	451	2,568	2,140	20.0%	\$4.15	0.7	28.6	0.8	1.7	0.9	0.8	0.8	0.0
C	445	1,120	1,137	-1.5%	\$4.22	0.7	14.2	0.4	2.1	1.1	0.7	0.7	0.0
C	410	1,322	1,371	-3.6%	\$4.70	0.6	22.7	0.7	1.5	0.8	0.7	0.7	0.0
C	415	1,145	1,124	1.9%	\$5.25	0.5	21.6	0.6	1.4	0.8	0.7	0.6	0.0
C	475	1,451	1,427	1.7%	\$6.76	0.4	22.9	0.7	1.2	0.6	0.6	0.6	-0.1
C	444	1,045	1,066	-2.0%	\$5.87	0.5	15.5	0.5	1.3	0.7	0.6	0.5	0.0
C	404	700	555	26.1%	\$7.24	0.4	13.2	0.4	1.3	0.7	0.4	0.5	0.0

#### **Express Routes**

#### Express

	LINE	Avg Weekday Pass 4Q08	Avg Weekday Pass 4Q07	% Change	Sub/ Pass \$4.50	Index	Pass/ Trip 17.50	Index	Pass/ Rev Mile	Index	3Q08 Route Performance Index	4Q08 Route Performance Index	RPI Point Change
Е	205	854	678	25.9%	\$5.19	0.9	28.5	1.6	2.0	1.8	1.3	1.4	0.2
E	278	885	699	26.6%	\$4.71	1.0	17.4	1.0	1.8	1.6	1.1	1.2	0.1
E	206	1,333	1,060	25.7%	\$5.90	0.8	23.8	1.4	1.3	1.2	1.1	1.1	0.0
Е	202	1,156	785	47.2%	\$4.96	0.9	14.8	0.8	1.1	1.0	0.8	0.9	0.1
Е	234	131	69	91.3%	\$10.28	0.4	21.9	1.2	1.2	1.0	0.8	0.9	0.2
Е	283	1,414	1,227	15.2%	\$6.56	0.7	17.5	1.0	1.1	1.0	0.9	0.9	0.0
Е	207	252	180	39.8%	\$9.09	0.5	19.4	1.1	1.0	0.9	0.8	0.8	0.1
Е	204	1,302	1,230	5.8%	\$9.22	0.5	15.1	0.9	0.7	0.7	0.6	0.7	0.0
Е	210	709	614	15.5%	\$10.74	0.4	15.8	0.9	0.7	0.7	0.7	0.7	0.0
E	247	87	60	45.0%	\$15.66	0.3	10.9	0.6	0.8	0.7	0.5	0.5	0.0



#### **Rail Feeder Routes**

#### Rail Station Feeder

	LINE	Avg Weekday Pass 4008	Avg Weekday Pass 4007	% Change	Sub/ Pass	Index	Pass/ Trip	Index	Pass/ Rev Mile	Index	3Q08 Route Performance Index	4Q08 Route Performance Index	RPI Point Change
				g-	\$3.45		13.00		2.00				
F1	702	674	719	-6.3%	\$1.29	2.7	9.1	0.7	7.9	3.9	1.8	2.4	0.6
F1	583	3,323	3,749	-11.4%	\$1.92	1.8	34.0	2.6	3.3	1.7	2.0	2.0	0.0
F1	506	1,811	1,081	67.5%	\$1.85	1.9	18.1	1.4	3.5	1.8	1.6	1.7	0.1
F1	554	1,577	1,107	42.5%	\$2.50	1.4	14.6	1.1	2.6	1.3	1.7	1.3	-0.5
F1	553	783	387	102.4%	\$3.24	1.1	18.6	1.4	2.1	1.1	1.3	1.2	-0.1
F1	548	1,345	1,430	-5.9%	\$3.81	0.9	17.5	1.3	2.1	1.0	1.2	1.1	-0.1
F1	502	1,446	-	All	\$3.77	0.9	14.8	1.1	2.0	1.0	1.0	1.0	0.0
F1	541	1,004	1,021	-1.6%	\$4.07	0.8	14.8	1.1	1.7	0.9	1.0	1.0	-0.1
F1	519	1,014	1,628	-37.7%	\$5.38	0.6	17.7	1.4	1.5	0.7	0.9	0.9	0.0
F1	582	1,041	1,282	-18.8%	\$5.20	0.7	12.5	1.0	1.7	0.8	0.7	0.8	0.1
F1	510	902	798	13.0%	\$5.00	0.7	10.8	0.8	1.6	0.8	0.8	0.8	0.0
F1	568	946	974	-2.8%	\$5.93	0.6	12.4	1.0	1.2	0.6	0.9	0.7	-0.2
F1	549	777	899	-13.6%	\$7.21	0.5	13.7	1.1	1.2	0.6	0.7	0.7	0.0
F1	522	843	798	5.6%	\$5.44	0.6	9.6	0.7	1.4	0.7	0.7	0.7	0.0
F1	515	1,009	987	2.2%	\$6.24	0.6	11.2	0.9	1.2	0.6	0.7	0.7	0.0
F1	538	1,070	1,026	4.3%	\$4.80	0.7	6.5	0.5	1.6	0.8	0.7	0.7	-0.1
F1	547	634	574	10.4%	\$5.41	0.6	9.3	0.7	1.2	0.6	0.6	0.7	0.0
F1	571	689	656	5.0%	\$7.39	0.5	11.8	0.9	1.1	0.5	0.6	0.6	0.0
F1	760	234	211	10.9%	\$6.28	0.5	3.8	0.3	2.1	1.0	0.6	0.6	0.1
F1	507	294	233	26.2%	\$5.74	0.6	7.3	0.6	1.3	0.7	0.6	0.6	0.0
F1	550	563	-	All	\$6.13	0.6	7.8	0.6	1.3	0.6	0.6	0.6	0.0
F1	542	541	611	-11.4%	\$6.91	0.5	9.3	0.7	1.2	0.6	0.7	0.6	-0.1
F1	551	402	358	12.2%	\$7.01	0.5	8.7	0.7	1.1	0.6	0.6	0.6	0.0
F1	574	444	453	-1.9%	\$7.54	0.5	9.7	0.7	0.9	0.5	0.6	0.6	0.0
F1	513	310	361	-14.1%	\$6.12	0.6	6.5	0.5	1.2	0.6	0.5	0.5	0.0
F1	539	392	-	All	\$8.88	0.4	7.7	0.6	1.0	0.5	0.5	0.5	0.0
F1	566	305	300	1.7%	\$7.88	0.4	6.4	0.5	1.0	0.5	0.5	0.5	0.0
F1	560	467	451	3.6%	\$10.11	0.3	8.2	0.6	0.8	0.4	0.4	0.5	0.0
F1	567	309	314	-1.5%	\$9.12	0.4	4.7	0.4	0.9	0.5	0.5	0.4	-0.1
F1	570	62	51	21.3%	\$10.68	0.3	2.4	0.2	0.9	0.4	0.3	0.3	0.0



#### **Transit Center Feeder Routes**

#### Transit Center Feeder

		Avg Weekday	Avg Weekday						Pass/		3Q08 Route	4Q08 Route	RPI
		Pass	Pass	%	Sub/		Pass/		Rev		Performance	Performance	Point
	LINE	4Q08	4Q07	Change	Pass	Index	Trip	Index	Mile	Index	Index	Index	Change
					\$4.15		12.50		1.25				
F2	301	1,696	1,460	16.1%	\$4.23	1.0	31.2	2.5	1.7	1.3	1.5	1.6	0.1
F2	377	745	362	105.8%	\$3.74	1.1	15.8	1.3	2.5	2.0	1.5	1.5	0.0
F2	341	1,046	922	13.4%	\$3.47	1.2	15.7	1.3	2.1	1.7	1.3	1.4	0.1
F2	374	870	582	49.6%	\$4.65	0.9	16.1	1.3	1.8	1.5	1.0	1.2	0.2
F2	378	976	1,630	-40.1%	\$4.57	0.9	14.2	1.1	1.9	1.6	1.4	1.2	-0.2
F2	361	676	591	14.5%	\$5.00	0.8	13.1	1.1	1.9	1.5	1.0	1.1	0.1
F2	360	1,140	1,133	0.6%	\$5.32	0.8	13.0	1.0	1.6	1.3	1.0	1.0	0.0
F2	350	1,039	968	7.4%	\$6.13	0.7	17.4	1.4	1.2	1.0	1.0	1.0	0.0
F2	331	600	565	6.2%	\$5.86	0.7	12.4	1.0	1.4	1.1	1.0	0.9	0.0
F2	380	505	383	31.8%	\$5.52	0.8	10.1	0.8	1.6	1.2	0.9	0.9	0.1
F2	372	864	844	2.3%	\$6.06	0.7	14.1	1.1	1.2	1.0	0.9	0.9	0.0
F2	303	477	436	9.6%	\$5.32	0.8	9.9	0.8	1.4	1.1	0.8	0.9	0.0
F2	385	753	209	260.1%	\$6.76	0.6	11.8	0.9	1.2	1.0	0.9	0.8	-0.1
F2	362	615	727	-15.4%	\$7.95	0.5	10.5	0.8	1.1	0.9	0.7	0.7	0.0
F3	310	762	723	5.4%	\$9.59	0.4	14.1	1.1	0.8	0.7	0.6	0.7	0.1
F2	333	555	553	0.3%	\$7.18	0.6	10.7	0.9	0.9	0.8	0.7	0.7	0.0
F2	308	395	539	-26.7%	\$6.82	0.6	8.3	0.7	1.0	0.8	0.7	0.7	0.0
F2	344	307	297	3.2%	\$10.64	0.4	9.9	0.8	1.0	0.8	0.8	0.7	-0.1
F2	302	420	441	-4.9%	\$8.39	0.5	8.2	0.7	1.0	0.8	0.6	0.7	0.1
F2	305	361	360	0.3%	\$9.45	0.4	8.0	0.6	0.9	0.7	0.5	0.6	0.1
F2	307	460	520	-11.5%	\$11.03	0.4	10.0	0.8	0.7	0.6	0.5	0.6	0.0
F2	306	318	534	-40.5%	\$8.44	0.5	6.5	0.5	0.8	0.6	0.5	0.6	0.0
F2	316	296	211	40.0%	\$13.16	0.3	7.0	0.6	0.8	0.7	0.5	0.5	0.0
F2	342	124	116	All	\$17.56	0.2	6.9	0.6	0.7	0.5	0.5	0.4	-0.1
F2	347	91	86	5.2%	\$16.35	0.3	3.8	0.3	0.5	0.4	V.2	0.3	0.3
_													<u> </u>



#### **Local Routes**

### Local

	LINE	Avg Weekday Pass 4Q08	Avg Weekday Pass 4Q07	% Change	Sub/ Pass	Index	Pass/ Trip	Index	Pass/ Rev Mile	Index	3Q08 Route Performance Index	4Q08 Route Performance Index	RPI Point Change
					\$2.85		24.50		2.10				
					7-10-								
L	44	8,237	8,127	1.4%	\$2.30	1.2	57.1	2.3	2.9	1.4	1.6	1.6	0.0
L	26	5,296	5,026	5.4%	\$2.16	1.3	38.0	1.5	3.3	1.6	1.4	1.5	0.0
L	19	3,758	3,658	2.7%	\$2.82	1.0	28.2	1.2	2.7	1.3	1.1	1.2	0.0
L	2	1,840	1,309	40.5%	\$2.54	1.1	23.4	1.0	2.9	1.4	1.1	1.1	0.1
L	165	4,519	4,254	6.2%	\$2.93	1.0	30.0	1.2	2.2	1.0	1.1	1.1	0.0
L	24	1,984	2,114	-6.2%	\$2.75	1.0	16.9	0.7	3.1	1.5	1.1	1.1	0.0
L	110	1,943	´-	All	\$3.05	0.9	26.5	1.1	2.4	1.2	1.0	1.1	0.1
L	76	2,090	1,899	10.0%	\$3.53	0.8	32.1	1.3	2.0	1.0	1.0	1.0	0.0
L	12	1,312	1,414	-7.2%	\$3.27	0.9	16.6	0.7	2.6	1.2	0.9	0.9	0.0
L	29	1,660	1,483	12.0%	\$3.44	0.8	19.5	0.8	2.3	1.1	0.9	0.9	0.0
L	49	1,521	1,520	0.1%	\$3.75	0.8	19.0	0.8	2.4	1.2	0.9	0.9	0.0
L	1	2,671	2,728	-2.1%	\$3.76	0.8	22.1	0.9	2.1	1.0	0.9	0.9	0.0
L	36	1,949	1,924	1.3%	\$4.40	0.6	27.7	1.1	1.8	0.8	0.9	0.9	0.0
L	11	1,393	3,568	-61.0%	\$3.53	0.8	17.7	0.7	2.2	1.0	0.8	0.9	0.0
L	39	1,222	1,248	-2.1%	\$3.59	0.8	15.5	0.6	2.4	1.1	0.9	0.8	0.0
L	52	1,197	1,211	-1.1%	\$3.46	0.8	13.8	0.6	2.3	1.1	0.8	0.8	0.0
L	164	3,642	3,585	1.6%	\$4.33	0.7	23.4	1.0	1.7	0.8	0.8	0.8	0.0
L	50	2,235	2,025	10.4%	\$4.38	0.7	24.3	1.0	1.6	0.8	0.8	0.8	0.0
L	63	1,140	945	20.7%	\$4.50	0.6	16.8	0.7	1.7	0.8	0.7	0.7	0.0
L	42	2,055	1,908	7.7%	\$5.69	0.5	24.4	1.0	1.2	0.6	0.7	0.7	0.0
L	31	1,461	1,359	7.6%	\$5.66	0.5	22.3	0.9	1.3	0.6	0.7	0.7	0.0
L	59	1,142	1,167	-2.1%	\$5.13	0.6	18.4	0.8	1.5	0.7	0.7	0.7	-0.1
L	35	1,417	1,228	15.4%	\$5.90	0.5	22.2	0.9	1.3	0.6	0.7	0.7	0.0
L	161	2,336	2,169	7.7%	\$4.84	0.6	16.6	0.7	1.4	0.7	0.6	0.6	0.0
L	185	1,571	1,289	21.9%	\$5.91	0.5	18.5	0.8	1.3	0.6	0.6	0.6	0.0
L	21	1,555	1,906	-18.4%	\$6.66	0.4	20.1	0.8	1.3	0.6	0.6	0.6	0.0
L	183	1,432	1,388	3.1%	\$4.84	0.6	16.3	0.7	1.2	0.6	0.6	0.6	0.0
L	37	2,045	1,951	4.8%	\$5.70	0.5	17.2	0.7	1.3	0.6	0.6	0.6	0.0
L	51	1,229	1,114	10.3%	\$5.58	0.5	15.5	0.6	1.4	0.7	0.6	0.6	0.0
L	8	278	531	-47.7%	\$5.34	0.5	4.4	0.2	2.2	1.0	0.5	0.6	0.1
L	60	1,262	1,249	1.1%	\$6.62	0.4	16.4	0.7	1.3	0.6	0.6	0.6	0.0
L	155	267	261	2.1%	\$6.31	0.5	12.1	0.5	1.3	0.6	0.5	0.5	0.0
L	111	783	-	All	\$5.33	0.5	9.7	0.4	1.2	0.6	0.6	0.5	-0.1
L	184	99	101	-2.6%	\$18.60	0.2	9.9	0.4	0.6	0.3	0.3	0.3	0.0



#### **Site-Specific Shuttles**

## Site-Specific Shuttles

#### **Dallas Area Rapid Transit** Service Standards Monitoring Report Fourth Quarter FY 2008

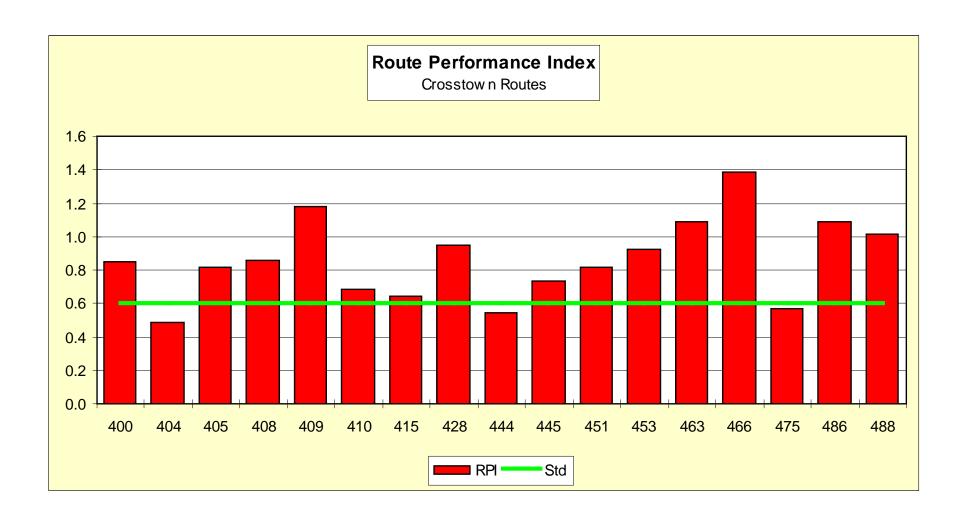
LINE	Avg Weekday Pass 4Q08	Avg Weekday Pass 4Q07	% Change	Sub/ Pass	Index	Pass/ Trip	Index	Pass/ Rev Mile	Index	3Q08 Route Performance Index	4Q08 Route Performance Index	RPI Point Change
				\$3.45		13.00		2.00				
SS UTD	921	-	All	\$0.11	31.1	14.6	1.1	2.1	1.0	5.9	11.1	5.2
SS TIS	209	171	22.3%	\$0.52	6.7	4.2	0.3	1.5	0.8	2.1	2.6	0.5
SS MCE	172	135	26.9%	\$0.63	5.5	2.0	0.2	2.0	1.0	1.9	2.2	0.3
SS TI	1,099	888	23.8%	\$0.87	4.0	7.2	0.6	2.4	1.2	1.7	1.9	0.2
SS UTSW	375	346	8.4%	\$0.98	3.5	4.3	0.3	1.9	1.0	1.5	1.6	0.1
SS SMU	800	797	0.3%	\$1.46	2.4	10.2	0.8	2.6	1.3	1.4	1.5	0.1
SS DFW	615	513	19.8%	\$1.08	3.2	7.9	0.6	0.9	0.4	1.3	1.4	0.1
SS PE	73	52	41.1%	\$3.21	1.1	1.8	0.1	0.8	0.4	0.5	0.5	0.0

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

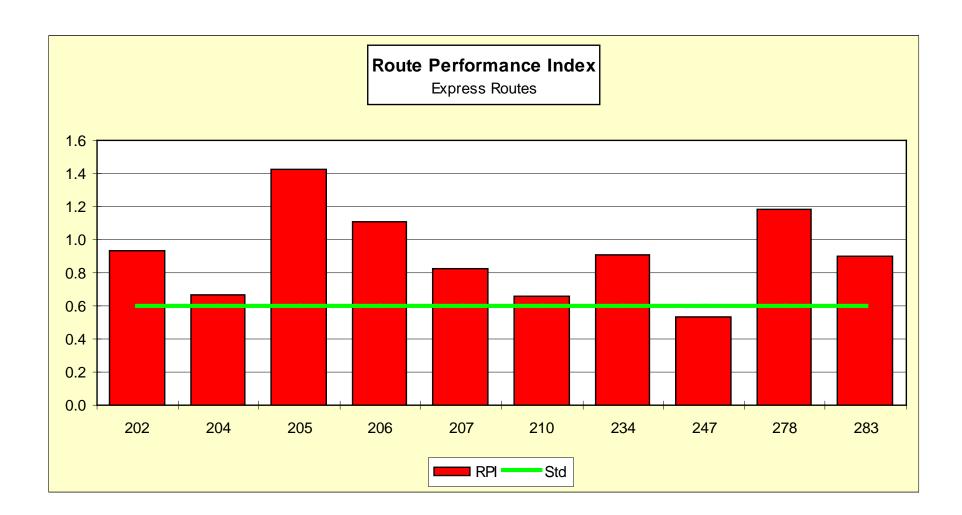
#### DART-on-Call

	Avg	Avg						3Q08	4Q08	
	Weekday	Weekday				Pass/		Service	Service	SPI
	Pass	Pass	%	Sub/		Rev		Performance	Performance	Point
LINE	4Q08	4Q07	Change	Pass	Index	Hour	Index	Index	Index	Change
				\$4.50		6.00				
D TCFlx	123	-	All	\$3.54	1.3	14.76	2.5	2.1	1.9	-0.2
D NCPoC	155	109	42.7%	\$4.06	1.1	7.06	1.2	1.1	1.1	0.0
D SIFlx	135	-	All	\$6.44	0.7	6.85	1.1	1.0	0.9	-0.1
D Rich	78	53	46.6%	\$6.75	0.7	6.75	1.1	0.9	0.9	0.0
F EPoC	85	83	2.0%	\$9.05	0.5	5.65	0.9	0.8	0.7	-0.1
F GH	50	46	8.1%	\$13.47	0.3	6.43	1.1	0.8	0.7	-0.1
D RoC	68	62	10.8%	\$9.09	0.5	4.56	0.8	0.6	0.6	0.0
D LHoC	42	45	-6.6%	\$9.61	0.5	2.81	0.5	0.3	0.5	0.1
D NDoC	44	38	15.8%	\$13.89	0.3	3.24	0.5	0.5	0.4	0.0
D LoC	43	78	-45.2%	\$15.51	0.3	2.93	0.5	0.5	0.4	-0.1
D FBoC	44	43	2.5%	\$14.22	0.3	2.77	0.5	0.4	0.4	0.0

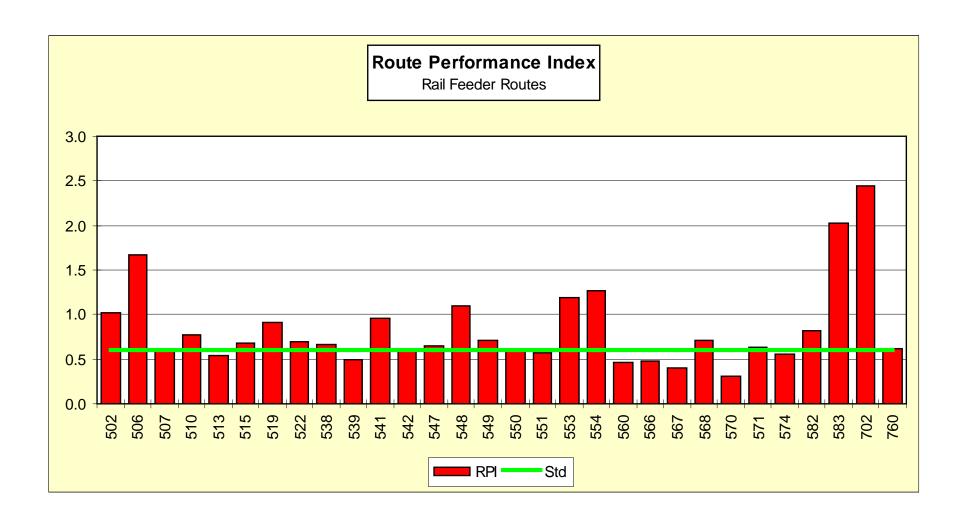




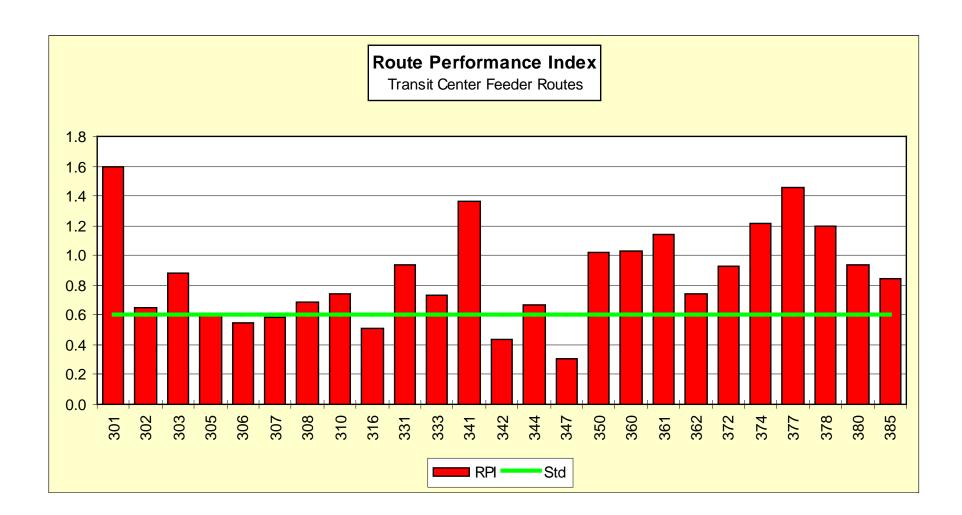




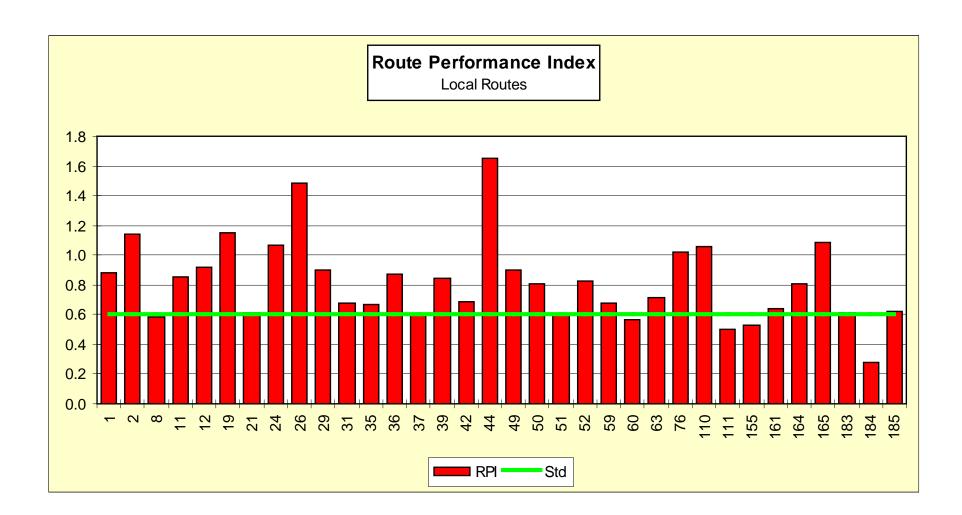














# PLANNING & DEVELOPMENT DEPARTMENT Fourth Quarter FY 2008 Quarterly Reports

P&D1	Highlights
P&D2	Mobility Programs Development
P&D2	I-30 Old Turnpike Managed/HOV Lanes Project
P&D3	HOV Lanes Operation
P&D4	North Central (US 75) Concurrent HOV Lanes
P&D5	SH 114 Freeway Widening Including Managed/HOV Lanes
P&D6	Service Planning & Scheduling
P&D6	Bus Corridor Concept Development
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P&D9	Connection Protection
P&D10	Construction and Installation of Standard Shelters
P&D11	Vanpool Program
P&D12	Five-Year Action Plan
P&D13	Five-Year Action Plan Score Card
P&D14	Service Reviews

### **Planning and Development Department**

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

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

#### **Highlights This Quarter**

- Work continues on the remaining segment of Phase I construction of the I-30 West HOV lane, which is scheduled to open by the end of 2008.
- The seven DART operated HOV lanes (75 HOV miles) carried approximately 164,000 weekday daily commuters in 4thQ08. Travel time savings ranged from 9.8 minutes to 17.4 minutes on the various HOV lanes.
- Route 883 started serving UTD in January 2008; this route connects the UTD campus with Bush Station. current weekday ridership averages over 1,400 passengers per day.
- The 90-day pilot at Walnut Hill Station regarding the Connection Protection program was completed in September 2008. The final results report is in the review process.
- The FY 09 budget was modified to increase the vanpool fleet from 167 to 198. Forty-three (43) groups are on the waiting list.
- Fixed-route ridership increased 3.6% for FY 08 compared to FY 07. Bus ridership increased by 1.3%, light rail ridership increased by 8.6% and TRE ridership increased by 10.9%.



# I-30 Old Turnpike Managed/HOV Lanes Project

**Mobility Programs Development** 

#### Strategic Plan Consideration

C2.3 Open/Integrate new transit services.

#### **Description**

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

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

#### **Accomplishments**

- 4thQ08: Work continues on the remaining segment of Phase I, scheduled to open by the end of 2008.
- 4thQ07: The first 6-mile segment of Phase I was opened in July 2007.
- April 2007: Phase II design initiated in April 2007.

#### Issues

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

#### **Schedule**

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

#### **Project Manager(s)**

Koorosh Olyai/Mahesh Kuimil



## **HOV Lanes Operation**

# Mobility Programs Development

# **Strategic Plan Consideration**

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

#### **Description**

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

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

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

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

### Accomplishments

The following is HOV ridership information for Oct. 2008:

- The seven DART operated HOV lanes carried approximately 164,000 weekday daily commuters.
- The HOV lanes along I-30 East, I-35E, I-635 East, I-635 West, I-30 West, US75, and I-35E/US67 carried 19,200, 29,260, 25,590, 45,830, 2,900, 16,220 and 24,920 weekday passengers respectively.
- HOV users saved 14.7 minutes on I-30 East, 10.1 minutes on I-35 East, 13.6 minutes on I-635 East, 9.9 minutes on I-635W, 17.4 minutes on US 75, and 9.8 minutes on I-35E/US 67 on the round trip commute.
- On-time opening performance for the East R. L. Thornton HOV lane was 99.5% during the last quarter.
- A six-mile segment of Phase I of the I-30 West HOV lane opened to traffic in July 2007; the remainder of Phase I will open in 2008.
- The I-30 East extension and the US 75 HOV lane opened to traffic in December 2007. The I-635 East extension opened in Jan. 2008.



# **HOV Lanes Operation**

**Mobility Programs Development** 

**Issues** Additional public education and marketing efforts are necessary.

Schedule Ongoing.

**Project Manager(s)** Mahesh Kuimil / Ravi Gundimeda



# **Strategic Plan Consideration**

C2.3 Open/Integrate new transit services

#### **Description**

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

#### **Accomplishments**

- 4thQ08: The TTI (Texas Transportation Institute) report is being finalized and should be ready in November 2008.
- 3rdQ08: The draft report by TTI addressing signing and additional access/egress locations is in progress and due by August 2008.
- 2ndQ08: DART conducted a preliminary study on facility operations and will conduct another study in the fall. Changes to the project will be made as warranted.
- 1stQ08: Construction was completed and the HOV lane facility on US 75 was opened to traffic in December 2007.
- 3rdQ06: Project has been let.
- The T-ramp from TI Boulevard to the LBJ HOV opened to traffic last month as part of the High Five construction.

#### **Issues**

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

#### Schedule

• Fall 2008: Conduct 2<sup>nd</sup> preliminary study on facility operations and make changes as warranted.

#### **Project Manager(s)**

Mahesh Kuimil



# SH 114 Freeway Widening Including Managed/HOV Lanes

**Mobility Programs Development** 

# Strategic Plan Consideration

C2.3 Open/Integrate new transit services

#### **Description**

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

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

#### **Accomplishments**

- July Sept. 2008: Procurement process to receive competitive bids for reconstruction of SH 114/Loop 12 Interchange (*Early Project*) including 1.6 miles of the Orange Line under Loop 12 and along SH 114 towards DFW Airport including the station at Tom Braniff Drive was underway by TxDOT during this period. Construction letting date is scheduled for October 14, 2008 and award by Austin at end of the month. DART LRT portion of project is expected to be completed by late 2010.
- April June 2008: TxDOT/FHWA approved Schematics & preliminary plans for SH 114 from SH 183 to TCL last summer. The SH 114/Loop 12 (Early Project) including 1.6 miles of the Irving LRT line under Loop 12 and along SH 114 to DFW Airport and a station at Tom Braniff Drive is now scheduled for letting in early Fall 2008 by TxDOT. Total estimated cost is \$207M and completion is late 2010. DART share is \$62M for the LRT/TRE/Managed HOV lanes.
- Jan.-March 2008: Updated environmental document was submitted to TxDOT last year. Several environmental issues are still pending resolution by ENV Division in Austin. Public Hearing will be scheduled upon receipt of final approval from TxDOT/FHWA.
- Oct.–Dec. 2007: TxDOT and FHWA in Austin have approved Construction plans for letting.
- Oct.–Dec. 2006: Design schematics for *reconstruction of SH 114* were approved in June 2006.

#### **Issues**

• Sept. 2008: Public Hearing and final environmental clearance (FONSI) are still pending resolution of remaining environmental



# SH 114 Freeway Widening Including Managed/HOV Lanes

**Mobility Programs Development** 

issues by Austin.

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

#### **Schedule**

- Spring 2009: Formal public hearing anticipated in advance of EA approval.
- Summer 2009: Final environmental clearance (FONSI).
- FY 05-08: PS&E for Loop 12/SH 114 Interchange for early LRT project implementation.
- FY 09-2011: Construction phase for Loop 12/SH 114 Interchange for early LRT project implementation.
- FY 10-13: PE/PS&E for remainder of SH 114 corridor.
- FY 11-13: Utilities relocation/coordination and R-O-W.
- FY 13-16: Construction phase, pending funding availability.

#### **Project Manager(s)** Ali Rabiee



## **Bus Corridor Concept Development**

**Service Planning** and **Scheduling** 

# **Strategic Plan Consideration**

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

#### **Description**

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

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

#### **Accomplishments**

- 4thQ08: No activity during this quarter.
- 3rdQ08: No activity during this quarter.
- 2ndQ08: Staff reviewed the program as originally defined and has prepared a draft of a revised proposal for enhanced bus services. A new type of enhanced bus service is identified in the proposal, and additional corridors are proposed for review. This proposal will be forwarded for internal review during Q3.
- 1stQ08: No activity during this quarter.
- 4thQ07: Staff continued work on final scope for consultant study.
- 2ndQ07: Staff developed timetables for project implementation and identified work items for consultant.
- 1stQ07: Board adopted the 2030 TSP, which included final corridor recommendations.

#### **Issues**

- Integration of DART's bus corridor development concepts with City of Dallas corridor overlay zoning concepts.
- Incorporation of bus corridors in the 2030 Transit System Plan.

#### Schedule

• FY 2009: Commence consultant study; receive final recommendations from consultant.

#### **Project Manager(s)**

**Rob Smith** 



### **Employer Service Program Development**

Service Planning and Scheduling

# **Strategic Plan Consideration**

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

#### **Description**

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

#### **Accomplishments**

- UTD began Route 883 on January 3, 2008. This service connects UTD Campus with Bush Station. Current weekday ridership averages over 1,400 passengers a day.
- Staff is fielding calls in regard to shuttle service for various locations throughout service area due to higher gasoline costs and greater interest in transit services.
- Staff continues to work with the City of Richardson to promote the new site-specific shuttle in the Galatyn area.
- SMU's expanded service ridership is now more than 1,300 per day.

#### **Issues**

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

#### Schedule

Ongoing

#### **Project Manager(s)**

John Quinn



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

# **Service Planning** and **Scheduling**

### Strategic Plan Consideration Description

C1 Improve quality of service.

C2 Improve efficiency of service.

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

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

#### **Accomplishments**

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

**Issues** 

None

Schedule

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

**Project Manager** 

Jennifer Jones



#### **Connection Protection**

**Service Planning** and **Scheduling** 

# Strategic Plan Consideration

C1 Improve quality of service.

C2 Improve efficiency of service.

## Description

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

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

#### **Accomplishments**

- Sept. 2008: Final results report submitted to Planning Dept.
- Sept. 2008: 90-Day pilot (Walnut Hill Station) was completed.
- June 2008: Prototype assembly and shelf test approved.
- May 2008: Final report for second pilot approved.
- Apr. 2008: Bill of materials and prototype implementation plan approved.
- Feb. 2008: Equipment technology recommendations report approved by Planning.
- Dec. 2007: AC power outlet issue was resolved by moving pilot from Arapaho Station to Walnut Hill Station.
- Nov. 2007: Station assessment analysis completed and approved. Second pilot timeline completed and approved.
- Oct. 2007: Second pilot project was kicked off and timeline completed.
- Sept. 2007: Work order to develop the technology for the second pilot was issued to Stantec.
- May June 2007: Scope of work for second pilot at Walnut Hill approved.

#### **Issues**

None

#### Schedule

- Dec. 2008: Request stakeholder approval on results report of second pilot at Walnut Hill.
- Mar. 2009: Request capital funding from the DART Board.



# **Connection Protection**

Service Planning and Scheduling

• FY 2009: Implementation of Phase II (current and green line stations)

**Project Manager** 

Jennifer Jones



# **Construction & Installation** of Standard Shelters

**Service Planning** and **Scheduling** 

#### Strategic Plan Consideration

C1.2 Provide clean, safe, secure environment.

C2.6 Add needed passenger amenities/facilities.

#### **Description**

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

#### Accomplishments

- August 2008: Reviewed and approved four first article shelters
- Installed 12 new shelter equivalents during 4Q8.
- June 2008: New federalized contract signed
- Addressed issues in maintenance slippage through bi-monthly summit meeting. New maintenance contracts in place.
- Developed bi-monthly summit meeting to improve efficiency in communication between Passenger Support Facilities and Facilities Maintenance.
- April 2008: New federalized contract passed by DART Board and signed by DART and Tolar Mfg.
- Ordered 88 i-Stops. These locations include Malcolm X/Bexar St., Gaston Ave., and Jefferson Blvd. I-stops light the area around bus stop signs provide schedule information, and an operator beacon.

#### **Issues**

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

#### **Schedule**

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

#### **Project Manager(s)**

Rob Parks / Ruth Cooper



### Vanpool Program

Service Planning and Scheduling

# **Strategic Plan Consideration**

C1 Improve service quality and effectiveness.

C2 Improve service efficiency.

C3 Increase ridership by opening new services.

#### **Description**

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

#### Accomplishments

- 1stQ09: FY09 budget modified to increase the fleet to 198 vanpools. A fee increase was approved by the Board Planning Committee (large van from \$215 to \$290; small van from \$200 to \$270). The fee increase is pending full Board approval.
- 4<sup>th</sup>Q08: FY 09 Budget approved increasing the fleet to 167 vanpools; 43 groups are on the waiting list. Modification required to address the waiting list and potential reduction in funding by the NCTCOG.
- 3rdQ08: A Vanpool Workshop was conducted May 26, which resulted in 25 new vanpool groups of which ten (10) were immediately formed and fifteen (15) are in the process of forming.
- 3rdQ08: A vanpool program update was provided to the Planning Committee in April.
- 2ndQ08: Thirty-five (35) new vanpools were introduced since 1Q8; as a result, the FY 08 target of 145 Vanpools has been reached.

#### **Issues**

- Issues between the NCTCOG and TXDOT has delayed vanpool funding. A schedule was created calling for fewer vanpools during 1<sup>st</sup> Q09.
- 4thQ08: NCTCOG advises that they will reduce funding from 50% to 40% of the overall program cost.
- Increase in fuel prices has sparked an unprecedented demand for vanpools. Waiting lists were established pending availability and/or new funding. Forty-one (43) groups are currently waiting to start a DART vanpool.
- Teaming with North Texas Clean Air Coalition in Community Outreach projects.
- NCTCOG announced a funding delay in procuring a Regional Rideshare Matching database (pending).



## Vanpool Program

# Service Planning and Scheduling

#### **Schedule**

- Vanpool contract expires 12/09. Procurement has begun working on the SOW and gathering new requirements.
- 2ndQ09: Fare increase to be implemented.
- FY 09: Continue development of longer-term pricing and marketing strategies.
- 4thQ08: Initiate initial groundwork for a new vanpool contract, which will expire in 4thQ09.
- FY 09: Conduct best practices benchmarking activities to measure benefits, incentives and program structure of other vanpool program providers

**Project Manager(s)** Rob Smith/ Dan Dickerson



#### **Five-Year Action Plan**

Service Planning and Scheduling

# **Strategic Plan Consideration**

C1 Improve quality.

C2 Improve/add services.

C3 Improve efficiency.

#### **Description**

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

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

#### **Accomplishments**

- 4thQ08: No activity for this quarter.
- 3rdQ08: No activity pending hiring for vacant Service Planning positions.
- 2ndQ28: No program activity as Irving/Rowlett review was completed and staff shortages resulted in prioritization of other work.
- 1stQ08: Work continued on added sections of Plan document; however, completion of the document was placed on hold pending Irving/Rowlett value engineering and review of the DART Financial Plan.
- 4thQ07: Scope of Plan was expanded to incorporate ridership development and retention initiatives developed by the Ridership Development Committee. Drafts began for added sections of Plan document.
- 3rdQ07: Incorporated management revisions to document.
- 2ndQ07: Final draft presented to management for review.
- 1stQ07: Management review and internal presentations on draft document recommendations.

#### **Issues**

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

#### Schedule

• FY 2009: Work toward completion of expanded draft document and service assumptions.

#### **Project Manager(s)**

Rob Smith



# FY 2008 Score Card Five-Year Action Plan

# Service Planning and Scheduling

Objectives	Services	Activities
INCREASE RIDERSHIP		
Expand Services		Fixed-route ridership increased 3.6% for FY08 compared to FY07. Bus ridership increased by 1.3%, Light Rail ridership increased by 8.6% and TRE ridership increased by 10.9%.
	Feeders to Transit Centers and Stations	Additional changes to feeder routes and introduction of two new Flex services were implemented during March 2008 service changes. Minor route and schedule adjustments were implemented in August 2008.
Improve Customer Waiting Conditions	Improved Bus Stop Amenities	The Standard Shelter Program will include the installation of approximately 50 single shelter units (new and replaced) per quarter.
IMPROVE COST EFFECTIVENESS		
Implement Efficiencies		
	DART On-Call Non- Traditional service	Adjustments for Lake Highlands and North Dallas On Call services occurred in March 2008.
	New DART On Call programs: flexible routes and late night/weekend services	Two new Flex services (South Irving and Telecom Corridor) began operation in March 2008. Both services received additional vehicles in September 2008.
	Site-specific Shuttles	On-going service partnerships with North Park, SMU, DFW, U.T. Southwestern Medical Center; American Airlines Center, Texas Instruments (TI), the McKinney Avenue Trolley, Medical City, Palisades and Campbell Center.
		UTD service agreement approved by Board of Directors, and began operation January 2008. Palisades Shuttle replaced by City of Richardson service, with new agreement approved by the Board of Directors.
	Non-Traditional Vanpool Service (E- Shuttle)	Employer outreach in rail expansion corridors is identifying new E-Shuttle opportunities. Two additional E-Shuttles pending.



# FY 2008 Score Card Five-Year Action Plan

# Service Planning and Scheduling

Address low- performing routes	February 2007, October 2007, and March 2008 service changes continued to target routes consistently below 0.6 RPI; almost all DART fixed routes currently operating at or above standard. March 2008 service change proposals included a number of additional service adjustments for low-performing routes, with resources re-allocated to other fixed-route service improvements.
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# **Strategic Plan Consideration**

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

#### **Description**

DART's on-going service planning process includes completion of periodic detailed needs assessments in each member city or sub-area. These detailed needs assessments help to identify improvement projects for inclusion in the Five Year Action Plan.

#### Accomplishments

- 4thQ08: Recommended changes for Plano were adopted for February 2009. West Dallas review completion delayed pending staff availability.
- 3rdQ08: Preliminary plan for Plano presented, and recommendations were incorporated into February 2009 service change proposals.
- 2ndQ08: North Tollway work postponed due to staff shortages. Completion of West Dallas review now rescheduled for 4Q08. Additional review work initiated for Plano in response to requests from the City of Plano; this work is scheduled for completion 3Q08.
- 1stQ08: Richardson review work was completed; several recommendations were ultimately included in service changes that will occur in March 2008.
- 4thQ07: Conducted final community meeting for Richardson review and first meeting for West Dallas review. Some recommendations incorporated into proposals for March 2008 service changes.

#### **Issues**

• None

#### **Schedule**

• 1stQ09: Finalize West Dallas review. Continue work on North Tollway review.

#### **Project Manager(s)**

Rob Smith/assigned staff



**DATE:** 

October 2008

TO:

Distribution

**SUBJECT:** 

PROJECT DEVELOPMENT PROGRESS REPORT

This document is the 4th Quarter FY 2008 issue of the DART Project Development Progress Report. This report addresses status of LRT Buildout activities and other Capital Development projects. Status reflects activities through September 30, 2008, including Change Control Summaries, Systems Integration, and Real Estate.

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

Rail Program Development

THM/ta

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## **ACRONYMS**

AC/DC - Alternating Current/Direct Current

ADA - Americans with Disabilities Act

AWP - Annual Work Plan/Program

BNSF - Burlington Northern Santa Fe Railway

**CBD** - Central Business District

CCB - Change Control Board

CM/GC - Construction Manager/General Contractor

CPM - Critical Path Method

CRI - Cost Reduction Idea

D&A - DART & Agency

DART - Dallas Area Rapid Transit

DFW - Dallas/Fort Worth

DGNO - Dallas, Garland & Northeastern Railroad Company

FAA - Federal Aviation Administration

FDR - Final Design Review

FEIS - Final Environmental Impact Statement

FEMA - Federal Emergency Management Agency

FFGA - Full Funding Grant Agreement

FTA - Federal Transit Administration

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

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

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

GMP - Guaranteed Maximum Price

HVAC - Heating/Ventilation/Air Conditioning

IFB - Invitation for Bid

ILA - Interlocal Agreement

IRV-1 - Irving/DFW Corridor Line Section 1

IRV-2 - Irving/DFW Corridor Line Section 2

IRV-3 - Irving/DFW Corridor Line Section 3

KCS - Kansas City Southern Railway

LNG - Liquefied Natural Gas

LRT - Light Rail Transit

LRVs - Light Rail Vehicles

MEP - Mechanical/Electrical/Plumbing

MKT - Missouri-Kansas & Texas Railroad Company

MIS - Major Investment Study

MSE - Mechanically Stabilized Earth

N/A - Not Applicable

NC-3 - North Central Corridor Line Section 3

NC-4 - North Central Corridor Line Section 4

NC-5 - North Central Corridor Line Section 5

NTP - Notice to Proceed

NW-1 - Northwest Corridor Line Section 1

NW-2 - Northwest Corridor Line Section 2

NW-3 - Northwest Corridor Line Section 3

NW-4 - Northwest Corridor Line Section 4

NWROF - Northwest Rail Operating Facility

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



rpd-i 4Q FY 2008

OCIP - Owner Controlled Insurance Program

OCS - Overhead Catenary System

P&Z - Planning & Zoning

PA - Public Announcement

PE/EIS - Preliminary Engineering/Environmental Impact Statement

QA - Quality Assurance

QC - Quality Control

RDC - Rail Diesel Car

RFI - Request for Information

RFP - Request for Proposal

ROW - Right-of-Way

RPD - Rail Program Development

S&I Facility - Service & Inspection Facility

SA - Supplemental Agreement

SCADA - Supervisory Control and Data Acquisition

SCS - Supervisory Control System

SDC - Systems Design Consultant

SE-1 - Southeast Corridor Line Section 1

SE-2 - Southeast Corridor Line Section 2

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

SMR - Senior Management Review

SOC-2 - Line Section South Oak Cliff-2

SOCBOF - South Oak Cliff Bus Operating Facility

SP - Southern Pacific Railroad Company

SWPPP - Stormwater Pollution Prevention Plan

The T - Fort Worth Transportation Authority

TBD - To Be Determined

TC - Transit Center

TDLR - Texas Department of Licensing and Regulations

**TPSS** - Traction Power Substation

TRE - Trinity Railway Express

TVM - Ticket Vending Machine

TxDOT - Texas Department of Transportation

TXU - TXU Lone Star Pipeline

**UPS** - Uninterruptible Power Supply

VAF - Vehicle Acceptance Facility



rpd-ii 4Q FY 2008

### **SCOPE OF PROJECTS**

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

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

### **Walnut Hill Parking**

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

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

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

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

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

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

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

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

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

### **NW-2 Additional Betterments (Love Field West Betterments)**

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



RPD1 4Q FY 2008

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

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

### **COMMUTER RAIL**

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

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

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

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

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

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

### ADDITIONAL CAPITAL DEVELOPMENT

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

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

### **Unity Plaza**

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

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

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



RPD2 4Q FY 2008

### **Bryan/Hawkins Junction**

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

### **Level Boarding Modifications for Outlying Stations**

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

### **Paratransit Parking**

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

### **Thanks-Giving Square Rail Replacement**

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

### **Lake Highlands Station**

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

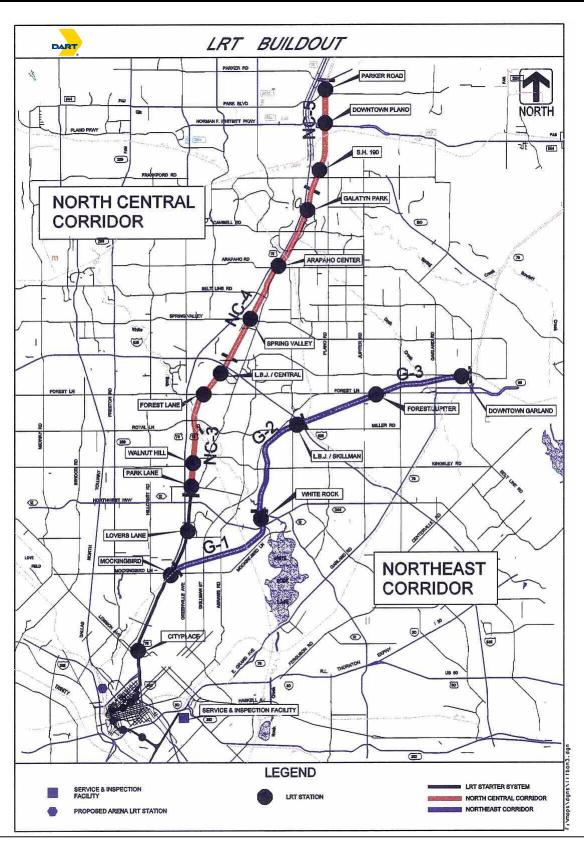
### **Valencia Development**

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



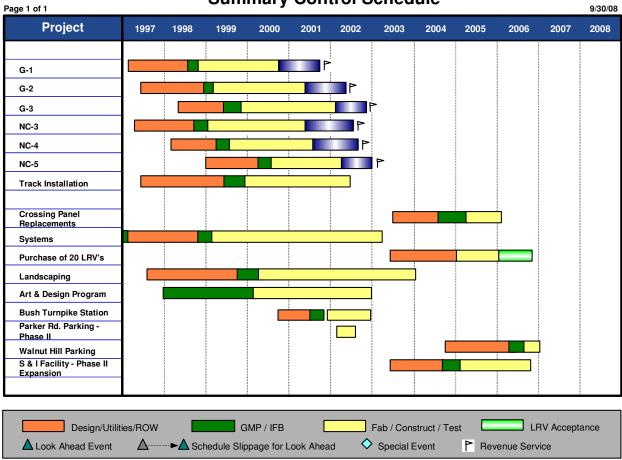
RPD3 4Q FY 2008







### LRT Buildout Phase I Summary Control Schedule





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

#### Notes:

- LRT General includes annual work programs for the Project Controls/Systems Integration Consultant, the Technical Services personnel, the professional liability insurance program, OCIP, the CADD/computer equipment, LRV Management Services, and the renovation of the Project Management floor at DART Headquarters.
- 2) Expended to date values reflect activity through 08/31/08, per DART's General Ledger.
- 3) At the direction of the DART Board, Cityplace Station Finishout was combined with the LRT Buildout.

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

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

- 1) Committed values reflect activity through 09/30/08.
- 2) Expended to date values reflect activity through 08/31/08, as reported on DART's General Ledger.



RPD6 4Q FY 2008

LRT BUILDOUT PHASE I RELATED PROJECTS (FFGA Amendment 13) Cost Summary (in millions of dollars)					
	Grant Budget	Current Commitment	Expended to Date (1)		
Purchase of C-units 39-46 (2)	\$11.6 <sup>(3)</sup>	\$11.6	0.0		
Total	\$11.6	\$11.6	\$0.0		

- 1) Expended to date values reflect activity through 09/30/08, per DART's General Ledger.
- Purchase of C-unit progress can be found on the "Systems-Vehicles-SLRV Retrofit" page of the LRT Buildout Phase IIA section of this progress report.
- 3) A budget revision is pending in TEAM to add approximately \$1.2M (total \$), \$1M (federal \$) to the Grant Budget. This amount represents reimbursement to the FTA from the Marta Settlement, sale of surplus property and final budget adjustments.

## SCHEDULE SUMMARY

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



### Strategic Plan Consideration Description

C2.3 Integrate new transit services

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

**Status** 

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

**Issues** 

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

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



RPD8 4Q FY 2008

## North Central Corridor Facilities Line Section NC-3

LRT Buildout Phase I

# **Strategic Plan Consideration**

C2.3 Integrate new transit services

### **Description**

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

#### Status

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

#### **Issues**

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



RPD9 4Q FY 2008

**Strategic Plan Consideration** 

C2.3 Integrate new transit services

**Description** 

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

**Status** 

All 20 LRVs are in revenue service. Kinkisharyo continues to install field modifications and support the warranty program. Twelve (12) of the 20 LRVs are currently out of warranty; however, required modifications are being applied to the entire fleet of 20 LRVs, regardless of warranty status.

Issues None



RPD10 4Q FY 2008

# **Systems Integration**

### LRT Buildout Phase I

**Strategic Plan Consideration** 

C2.3 Integrate new transit services

**Description** 

Integrate systems operation for LRT Buildout.

**Status** 

Systems Integration staff continued coordination with Operations of turnover activities and safety certification for open items on Walnut

Hill Parking.

Issues None



RPD11 4Q FY 2008

# Facilities -Six-Month Look Ahead

LRT Buildout Phase I

9/30/08

### LRT Buildout Phase I Six Month Look Ahead

Page 1 of 1 Six Month Look Ahead

Dunings	2008						
Project	April	May	June	July	August	Septembe	
G-1	Revenue Service Be	gan - 9/24/01					
G-2	Revenue Service Be	gan - 5/6/02					
G-3	Revenue Service Be	gan - 11/18/02					
NC-3	Revenue Service Be	gan - 7/1/02					
NC-4	Revenue Service Be	gan - 7/1/02					
NC-5	Revenue Service Be	gan - 12/9/02					
Track Installation	Installation Complete						
Crossing Panel Replacements	Construction Comple	te - 2/1/02					
Systems	All Deliveries Comple	ete					
Purchase of 20 LRV's	All Deliveries Comple	ete					
Landscaping	Landscaping Comple	te					
Art & Design Program	Program Complete						
Bush Turnpike Station	Revenue Service Be	gan - 12/9/02					
Parker Rd. Parking - Phase II	Construction Comple	te					
Walnut Hill Parking	Construction Comple	te					
S & I Facility - Phase II Expansion	Construction Comple	te					
		1					





RPD12 4Q FY 2008

# Change Control Summary

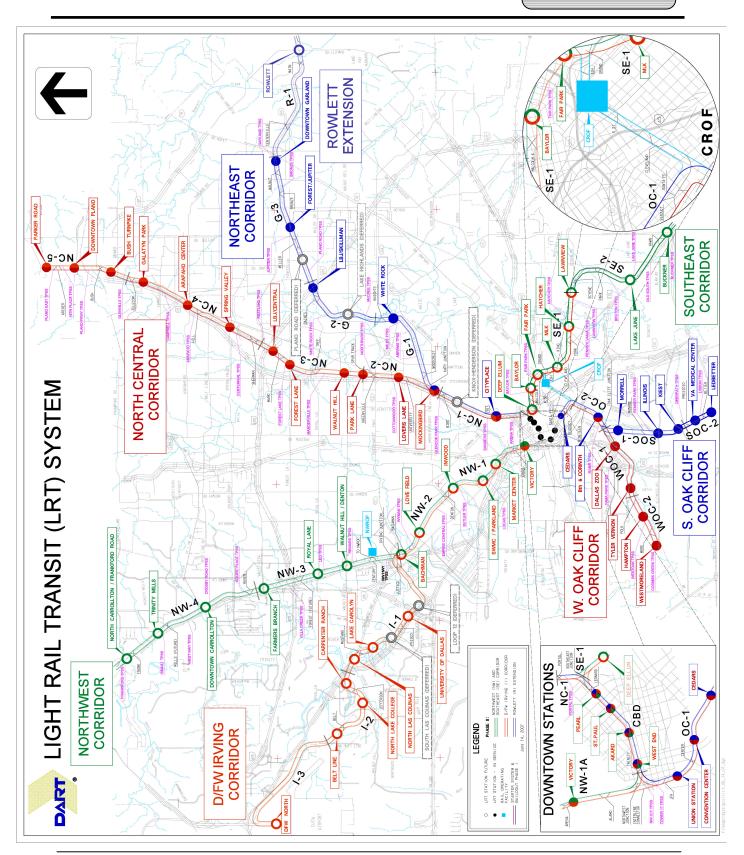
## LRT Buildout Phase I

			Approved	Approved	Total		Current	Remaining	Percent	Percent	Summary of Activity
	l Section/	Consultant/	Contract	Contingency/	Approved	Executed	Contract	Contingency/	Contingency	Contract	This Period & Commen
Contr	act Package	Contractor	Amount	Allowance	Amount	Changes	Value	Allowance	Used	Comp.	(September 2008)
			(A)	(B)	(C=A+B)	(D)	(E=A+D)	(F=B-D)	(G=D/B)	Note d	
iorth Central	NC-3 Civil/Struct/Sta	GLF Constr. Corp.	\$49,903,009	\$4,990,301	\$54,893,310	\$1,158,261	\$51,061,270	\$3,832,040	23%	100%	Accounting Closeout is
Corridor	C-98000080			30-20-00-00-00-00-00-00-00-00-00-00-00-00						50,000,000	Pending Litigation
Northeast Corridor	G-2 Civil/Struct/Sta C-98000089	GLF Constr. Corp.	\$35,181,916	\$3,518,192	\$38,700,108	\$843,889	\$36,025,805	\$2,674,303	24%	100%	Accounting Closeout is Pending Litigation
LRV	20 Additional	Kinkisharyo/Itochu	\$58,666,378	\$1,333,622	\$60,000,000	\$737,946	\$59,404,324	\$595,676	55%	94%	Through SA-018
Procurement	C-98000071-02		2 1			Reduced contract	value due to SA-15 for deletion	of bid work (\$488	,874)		
		TOTALS:	\$361,912,784	\$37,285,783	\$399,198,567	\$29,802,427	\$391,150,355	\$7,483,356			
Legend:	% Contingency >= 70%					7/2					
Notes: a)	The professional services o	ontracts are negotiated thro	ugh annual workpla	ans (AWP) ; amoun	ts reflected on th	is report represent	Total Board Authorized Not-to	o-Exceed values.			
b)	The authorized board increa	ases are captured in column l	B along with appro	ved contingency in	creases to more	accurately reflect t	he change activity as it relates	to contingency.			
c)	The totals shown on this re	port for "Remaining Contin	gency/Allowance"	does not include fu	nding that came f	from DART Board	approved increases in contract	NTE.			



RPD13 4Q FY 2008



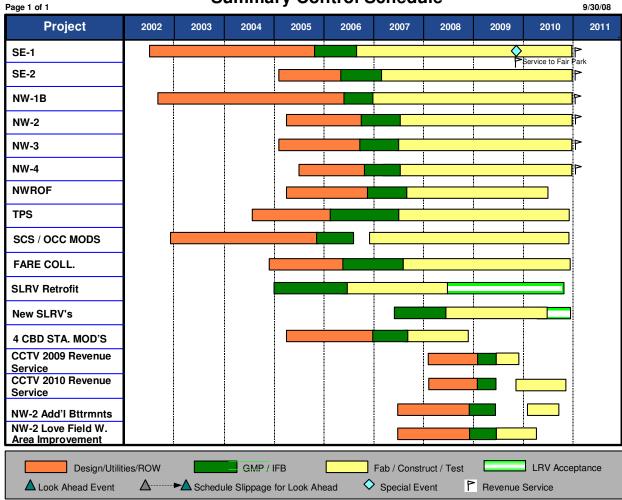




# **Summary Control Schedule**

LRT Buildout Phase IIA

# LRT Buildout Phase IIA Summary Control Schedule





LRT BUILDOUT PHASE IIA  Cost Summary (in millions of dollars)					
	Control Budget	Current Commitment (1)	Expended to Date (2)		
General Phase IIA	\$ 174.5	\$ 99.2	\$ 90.6		
Southeast-1	204.6	204.6	146.8		
Southeast-2	165.3	163.1	107.4		
Northwest-1B	160.7	158.4	102.5		
Northwest-2	170.8	163.6	73.5		
Northwest-3	250.1	236.9	119.9		
Northwest-4	259.0	245.6	107.0		
NWROF	65.2	68.9	31.6		
Systems	98.7	80.6	28.3		
Vehicles	245.0	237.2	36.1		
Raise & Extend 4 CBD Stations	11.9	6.9	4.5		
Phase IIA – CCTVs	8.9	1.1	0.1		
NW-2 Additional Betterments	0.9	0.1	0.2		
Love Field West Area Improvement	3.5	0.0	0.0		
LRT Buildout Phase IIA Total	\$1,819.1	\$ 1,666.2	\$ 848.5		

### **Notes:**

- Committed values reflect activity through 09/30/08.
   Expended to date values reflect activity through 08/31/08, as reported on DART's General Ledger.
   Expended to date values do not reflect the FTA SCC restatement robot journal entries.



RPD16 4Q FY 2008

# Cost/Schedule Summary

LRT Buildout Phase IIA

### SCHEDULE SUMMARY

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



RPD17 4Q FY 2008

**Strategic Plan** C1 Improve Customer Satisfaction

**Consideration** C2 Manage System Growth

C3 Improve Efficiency

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

**Status** Northwest Corridor

Real estate acquisition for this corridor is currently in progress.

**Southeast Corridor** 

Real estate acquisition for this corridor is currently in progress.

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

Real estate acquisition for this facility is complete.

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



RPD18 4Q FY 2008

# **Strategic Plan Consideration**

C2.3 Integrate new transit services

### Description

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

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

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

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

### **Status**

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

Track slab construction was completed in July 2008. Installation of underground utilities, ballast walls, and underdrains throughout the line section is basically complete. Street reconstruction, along with track headers, is complete on several streets; sidewalks are nearing completion.

Work on street headers at Live Oak and Gaston Avenue was completed in July 2008. Trackwork continues from Gaston Avenue along Good-Latimer. OCS foundations and ballast walls are complete from Live Oak to Swiss Avenue. Form, rebar, and paving from Florence to Gaston are nearing completion, as well as irrigation work and planter underdrains.



RPD19 4Q FY 2008

### LRT Buildout Phase IIA

### **Status (continued)**

At Deep Ellum Station, work on platform continues with the installation of warning strips. Roofing of Deep Ellum Station began in June 2008 and is nearing completion.

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

At TPSS #1 and 2, site work continues in preparation for installation of the TPSSs in October.

At TPSS #3, site work is in progress with installation to occur in November 2008.

Distribution and installation of rail recommenced in July 2008 after plinth replacement was completed. Between Main Street and Eastside Rail Storage, work on direct fixation slab plinth test section was completed in August 2008. Work on rail crossing at Canton Street was completed in September 2008.

At Parry Avenue, traffic switches and demolition of southbound Parry were completed in July 2008. Placement of paving at Parry and Haskell Avenue was completed in September 2008.

At Fair Park Station, installation of stainless soffit and lighting work continues. These activities are on hold until after the Fair.

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

At Trunk Avenue and Grand Avenue, paving is nearing completion.

At MLK Station, column cladding work was completed in July 2008. Roofing, painting, and work on windscreens continue.

At Pennsylvania, paving continues, as well as work on flume and slope protection. Installation of cantilever foundations continues.

At Hatcher Station, drilled shafts for CMU art deco wall and grading and placement of select fill were completed in September 2008. Work on southbound platform planter and installation of canopy steel continue.

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



RPD20 4Q FY 2008

### LRT Buildout Phase IIA

### **Status (continued)**

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

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

From Hatcher to Dixon, mechanically stabilized wall construction continues. Underdrains in guideway, columns, and bent caps are ongoing. Site preparation for ballast and trackwork is in progress. The Union Pacific Railroad (UPRR) cast-in-place coping walls 1 and 2 work continues. At UPRR, fine grading, approach slab, diaphragms, metal decking, overhangs, edge forms, and deck placement continue.

At Scyene Road and Dixon, construction of sidewalks continues.

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

At Lawnview Station, canopy shafts were completed in August 2008. The contractor continues to install underground utilities. Ballast wall construction is nearing completion.

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

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

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

No-name Creek freight bridge abutment construction continues.

From Keeton to Bruton Road, the overpass, underdrains, and OCS foundations are complete.

At Lake June Station, storm line reinforced concrete pipe encasement boring was completed in September 2008. MSE wall work continues. Concrete slab and fire protection work are ongoing.

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



RPD21 4Q FY 2008

LRT Buildout Phase IIA

### **Status (continued)**

At Buckner Station, grade beam construction was completed in September 2008. Parking area excavation is basically complete and mechanically stabilized wall construction continues. Detention pond gabion structure construction is nearing completion. Canopy columns, painting, and ramps are ongoing.

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

Concrete pavement reconstruction of southbound lanes of Harry Hines Blvd. to Market Center Blvd. was completed in August 2008. Construction of the drainage culvert continues south of Market Center Station. At Turtle Creek, the erection of the Turtle Creek Bridge structure was completed in September 2008.

At Market Center Station, drilled shafts for canopy and formwork for Abutment #12 were completed. Construction of crash wall, stairs, and ramps continue. Excavation for bus bay retaining walls continues.

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

Installation of four 10' x 10' box culverts at Cedar Springs and Harry Hines continues; work is complete on the southwest wing wall, except for drain lines and backfill. Erection of steel girders over Harry Hines is complete. Reconstruction of Harry Hines continues. Preparation of subgrade for the guideways and west lanes of Harry Hines is nearing completion. Installation of OCS poles continues.

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

At Inwood Station, installation of platform stairs, canopy steel, and water separator continue, as well as underground work for irrigation sleeves and drains. The contractor is preparing to place deck slabs. Construction of parking lot access road is in progress. Installation of electrical conduits and water service piping continues.

The Knight's Branch box culvert construction is nearing completion. Backfill is in progress. Construction of MSE walls continues. Removal of overhead communication lines is nearing completion.



RPD22 4Q FY 2008

LRT Buildout Phase IIA

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

Southwestern Bell Company tie-in delays at Live Oak impacted Live Oak construction. This issue has been resolved.

The SLRV is being displayed at Fair Park Station during this year's State Fair.

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

Redesign on three wall sections was completed. One wall requires environmental mitigation approval; Public Hearing was held August 12, 2008. FTA sign-off was obtained. The impact on the construction schedule has been mitigated. An easement was received from the City of Dallas Parks Department for Wall I. A change order was issued to the contractor. Work is scheduled for completion by November 2008.

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

Parkland requested that the new Parkland Boulevard not be constructed beyond the Motor Street (Medical District) connector due to their master planning efforts.

Encroachment of Transmission Tower #2 inside southbound lane of Harry Hines Blvd. is being resolved between the City and Oncor.



RPD23 4Q FY 2008

LRT Buildout Phase IIA



**SE-1: Deep Ellum Station** 

**SE-1: Baylor Station** 



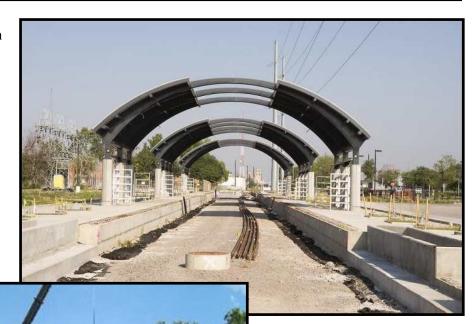
**SE-1: Fair Park Station** 



RPD24 4Q FY 2008

LRT Buildout Phase IIA

**SE-1: MLK Station** 



**SE-1: Hatcher Station** 



SE-1: Scyene & Hatcher -Bridging Slab Culvert



## LRT Buildout Phase IIA



SE-2: Wall "I"

**SE-2: Tracks East of Hatcher** 



**SE-2: Lake June Station** 

4Q FY 2008



RPD26

**SE-2: Buckner Station** 





**NW-1B: Inwood Station** 

NW-1B: Placing Beams North of Market Center



# Track Materials Procurement for CM/GC-I Construction

LRT Buildout Phase IIA

**Strategic Plan Consideration** 

C2.3 Integrate new transit services

**Description** 

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

Status

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

All deliveries are complete. DART is preparing to order additional concrete ties needed to complete the alignment.

**Issues** None



RPD28 4Q FY 2008

LRT Buildout Phase IIA

# **Strategic Plan Consideration**

C2.3 Integrate new transit services

### Description

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

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

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

### **Status**

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

DGNO is installing new freight track.

Between Hawes Avenue and Burbank Street, installation of freight track headers at Gilford Street was completed in July 2008. Construction of ballast walls continues.

At Love Field (Brookhollow) Station, drilling and concrete placement for five piers was completed in July 2008.

Between Shorecrest Drive and Webb Chapel Extension, work on underground utilities was completed in July 2008.

At Bachman Station, underground utility installation is in progress.



RPD29 4Q FY 2008

LRT Buildout Phase IIA

### **Status (Continued)**

### **Line Section NW-3**

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

At Walnut Hill Station, concrete column construction is in progress. Installation of select fill continues.

At Royal Lane Station, installation of underground conduits was completed at the north end of the platform. Stair treads were installed in September 2008. Installation of downspouts on columns continues, as well as installation of ground grid.

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

At Farmers Branch Station, excavation for riprap slopes was completed in September 2008. Installation of underground storm, electrical, and irrigation lines on the west side continues. Excavation for parking lot continues. Placement of concrete for grade beams continues. Placement of concrete sidewalk and special-use ramp at Pike Street is nearing completion. Removal of existing parking lot began in September 2008.

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

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

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

The old Carrollton Depot has been moved and set on its new foundation.

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

### Issues Line Section NW-2

Franchise utility relocations are progressing but are delaying the Mockingbird cut section. Recovery plans have been developed to mitigate these delays. Negotiations are in progress.

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



RPD30 4Q FY 2008

LRT Buildout Phase IIA

### **Issues (Continued)**

### Line Section NW-3

Stop Work Notice was issued for storm drain culvert E to facilitate proposed TxDOT culverts at northbound I-635. Contractor has priced design documents. ILA with TxDOT and contract modification for this work were approved by the DART Board in September 2008. Negotiations are being finalized and work is in progress.

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

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

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

Coordination with Denton County Transportation Authority (DCTA) for potential connection of both transit systems is ongoing. Contractor pricing has been received and is under negotiations; this item is scheduled for presentation to the Board for approval in October 2008.

Construction of MSE walls RW-11 and RW-12 is being delayed due to water seepage into leveling pad. New designs have been provided and the contractor is proceeding as directed.

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

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



RPD31 4Q FY 2008

LRT Buildout Phase IIA

**NW-2: Denton Drive** 





NW-2: Love Field (Brookhollow) Station Wall

NW-2: Slurry Wall Operation



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

LRT Buildout Phase IIA



**NW-3: Denton Drive Toward Walnut Hill** 

**NW-3: Aerial Structure South of Royal Lane Station** 



**NW-3: Walnut** Hill/Denton Station



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

LRT Buildout Phase IIA

NW-4: MSE Wall

**NW-4: Relocation of Carrollton Depot** 



**NW-4: Toward Downtown Carrollton** 





RPD34 4Q FY 2008

C1 Improve Customer Satisfaction

C2 Manage System Growth

C3 Improve Efficiency

### **Description**

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

### **Status**

NTP for Lot 1 was given on August 30, 2007. NTP for Lot 3 was given October 1, 2007. Lot 9 partial NTP was given on January 25, 2008. Lot 2 NTP was given on March 4, 2008, and Lot 4 NTP was given on August 18, 2008.

### **Lot 1 – Base Contract**

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

At the S&I building, grade beam construction is nearing completion. Underground plumbing installation continues. The contractor continues drilling shafts for the building foundation. Car hoist caissons are being set. Fabrication of tilt-up walls began. Pit slab installation and construction of CMU walls continue.

At the cleaning platform, structural steel installation was completed. The contractor completed installation of subballast east of the cleaning platform. CMU walls were completed. Underground electrical installation is basically complete. Gutter installation is nearing completion.

The contractor completed installation of lime, subballast, and underdrains to track areas north of the S&I and WSA buildings.

New pavement installation at Doric Drive cul-de-sac was completed. Excavation and grading was completed for the first phase of new street pavement near Hollander and paving is ongoing.



RPD35 4Q FY 2008

### Northwest Rail Operating Facility

### LRT Buildout Phase IIA

### **Status (Continued)**

At the SLRV Wash building, gas lines and select fill were installed in July 2008. Grade beam construction was completed in August 2008; masonry walls are going up.

MSE wall and retaining wall construction, including the installation of wall coping, was completed in August 2008.

Site emergency generator was set.

Northeast parking lot slab was completed for turnover to Lot 3 for staging. WSA area and maintenance parking lot were turned over to Lot 4.

Drilled pier construction was completed for the OCS foundations in September 2008.

### **Lot 2 – Trackwork**

Eleven turnouts were completed in July 2008. Continuous welded rail has been moved from NW-3. Track installation for Tracks 1-3 and 11-19 is nearing completion. Track and turnout installation is nearing completion west and south of the S&I Building.

### Lot 3 – Systems

Quality plan was approved as noted. Submittals for Safety and Quality personnel were received. Poles were delivered to the site.

### Lot 4 – WSA Building & Parking Area

NTP was issued August 18, 2008. Submittals and RFIs are being received. Contractor superintendent is on site.

### Lot 9 – Car Hoist

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

### **Issues**

Elevation of subballast, ballast, and track areas are under review due to possible limitations of ballast depth.

Vehicle wash submittal disapproved. Contractor submitted a variance to specifications. After review of submittals and meetings, DART disapproved third revision of submittal.



RPD36 4Q FY 2008



**Cleaning Platform** 

### CMU Walls at S&I Building







**Setting Site Emergency Generator** 

### Car Hoist Caissons at S&I Building





# Track Materials Procurement for Northwest Corridor & NWROF

LRT Buildout Phase IIA

**Strategic Plan Consideration** 

C2.3 Integrate new transit services

**Description** 

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

**Status** 

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

Lot 5 delivery (direct fixation rail fasteners) was completed in July 2008. Delivery of Lot 1 (special trackwork and concrete ties) was completed in September 2008.

Issues None



RPD39 4Q FY 2008

C2.3 Integrate new transit services

### **Description**

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

#### Status

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

Manufacturing is proceeding. The first substation is scheduled for delivery on October 1, 2008. It is anticipated that the second substation will be set on October 22, 2008.

#### **Issues**

Manufacturing and testing schedule is being watched carefully, as all required submittals have not been approved and the delivery date is quickly approaching. Some testing will have to be performed after the substation is set and prior to being connected to the wayside.

The Rectifier-Transformer Unit load test was stopped due to high temperatures. The unit was retested in September 2008. Staff is awaiting a complete test report, but information currently in hand indicates the unit conforms to specifications.

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



RPD40 4Q FY 2008

C2.3 Integrate new transit services

### **Description**

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

### **Status**

As of the end of September 2008, 245 submittals have been received, with 227 returned to the contractor. No RFIs have been received from the contractor for this period.

Rail Operations department has chosen a graphic scheme for large screen display and Rail Operations Controller (ROC) consoles. User interface meeting was held on July 7-8, 2008; the augmentation of the graphic display is still a work in progress to allow operational requirements to fit on the existing screens. The large screen graphic display was loaded on the system on August 26, 2008, and is running in the background for final evaluation.

The contractor requested early access to the Operations Control Center, which was granted for September 2, 2008. This will allow the contractor to start installation of limited equipment earlier than anticipated. Full access to the OCC was granted on September 9, 2008.

The factory acceptance test for the computers and software is now scheduled for October 6-10, 2008, in Boston. This date is later than anticipated by three weeks.

#### Issues

Based on the schedule, the contract is 44% complete and trending late for required submittals projected. A meeting was held on September 8, 2008, with the GE business leader to discuss DART's concerns. On September 22, 2008, the contractor presented a plan for additional staff and a schedule to catch up on the deliverables. Progress will be monitored. The contractor has stated numerous times that they will make the January 2009 major milestone.



RPD41 4Q FY 2008

C2.3 Integrate new transit services

**Description** 

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

Status

Notice to Proceed was issued August 9, 2007. Submittal review is ongoing. Preliminary design review was held August 20, 2008.

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

Staff is currently in discussions with the vendor regarding issuing magnetically-encoded tickets and accepting credit/debit cards for payment.

Final design review is scheduled for the first week of November 2008.

Issues None



RPD42 4Q FY 2008

C2.3 Integrate new transit services

### **Description**

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

### Status

As of the end of September 2008, 11 SLRVs are in revenue service. Upon refining details within the final assembly process, Kinkisharyo is on track to produce one completed SLRV per week for the remaining 110 vehicle retrofits.

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

### **Issues**

To date, approximately half of all C-unit shipments from Japan have been aboard U.S. Flagship vessels. Kinkisharyo has not identified any increased shipping costs as a result in U.S. Flagshipping.



RPD43 4Q FY 2008

C2.3 Integrate new transit services

### **Description**

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

Twenty-five (25) SLRVs fall under the base order for this contract, supporting the Green Line, and 23 SLRVs fall under a contract option, supporting the Orange and Blue lines.

### **Status**

The contract base order of 25 SLRVs was awarded on July 11, 2008. The Project Management Committee approved the award of 23 SLRV option vehicles on September 23, 2008, and forwarded its recommendation to the Board for action in October 2008. Delivery of the completed SLRVs will begin in the fall of 2010 and continue through the spring of 2011.

Issues None



RPD44 4Q FY 2008

C2.3 Integrate new transit services

**Description** 

Integrate systems operation for LRT Buildout Phase II.

Status

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

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

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

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

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

Issues None



RPD45 4Q FY 2008

C1 Improve Customer Satisfaction

C2 Manage System Growth

**Description** 

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

Status

Punch list work is complete for Pearl and St. Paul stations.

Akard Station reopened June 30, 2008. Installation of permanent warning strips will be completed after completion of West End Station.

West End Station work began July 21, 2008, for the temporary station. Work on the permanent station began July 28, 2008. The move to the temporary station occurred on September 12, 2008. The permanent station will reopen on October 10, 2008.

**Issues** 

In resolution of station platform warning strips issue, warning strips at Akard and West End stations will match warning strip material used originally at the stations.



**West End Station Work** 



RPD46 4Q FY 2008

C2.3 Integrate new transit services

### **Description**

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

### Status Part 1

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

### Part 2

System requirements and procurement schedules continue to be developed.

#### **Issues**

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



RPD47 4Q FY 2008

# **NW-2 Additional Betterments** (Love Field West Betterments)

LRT Buildout Phase IIA

**Strategic Plan Consideration** 

C2.3 Integrate new transit services

**Description** 

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

neighborhood.

Status

Final design is complete. Solicitation package is being prepared.

**Issues** None



RPD48 4Q FY 2008

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

LRT Buildout Phase IIA

**Strategic Plan Consideration** 

C2.3 Integrate new transit services

**Description** 

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

Field West neighborhood.

Status

Final design is complete. Solicitation package is being prepared.

**Issues** None

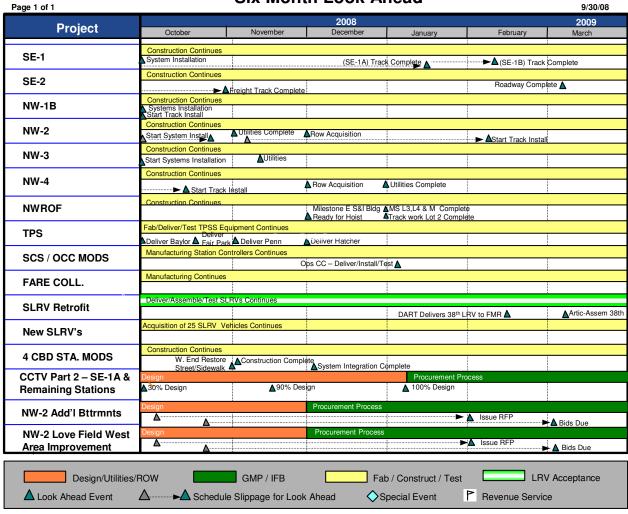


RPD49 4Q FY 2008

# Facilities Six-Month Look Ahead

LRT Buildout Phase IIA

### LRT Buildout Phase IIA Six Month Look Ahead





RPD50 4Q FY 2008

### **Change Control** Summary

### LRT Buildout Phase IIA

GEC 1002450-01 SDC 1002803-01 Integration (SIC) 1004187-01 Controls (PCC) 1002450-02 Fingineering 1008146-01 CMGC-1 1007571-01 CMGC-3 1009666-01 Level Boarding 1012813-01 Lot 1 012392-01	ACT-21  Dallas System Consultants  DMJM + HARRIS  Sunland Engineering  LTK.  Archer Western/Brunson Caron  SE-1, 2, NW-1B  Archer Western/Herzog  NW-2, 3, 4  Phillips-May	\$473,875,780	(B) \$910,989 \$217,189 \$168,679 \$113,409 \$68,938 \$18,219,058 value for \$A = 35,37,6	(C=A+B) \$193,077,844 \$59,283,805 \$31,395,640 \$13,290,196 \$5,430,156	\$0 \$0 \$0 \$0 \$0 \$0	(E=A+D) \$192,166,855 \$59,066,616 \$31,226,961 \$13,176,787	(F=B-D) \$910,989 \$217,189 \$168,679 \$113,409	(G=D/B) 0% 0% 0%	(Note a)	Through FY-08 AWP FY-08 changes pending Through FY-08 AWP Through FY-08 AWP FY-08 changes pending
1002450-01 SDC	Dallas System Consultants  DMIM + HARRIS  Sunland Engineering  LTK  Archer Western/Brunson Caron  SE-1, 2, NW-1B  Archer Western/Harzog  NW-2, 3, 4	\$59,066,616 \$31,226,961 \$13,176,787 \$5,361,218 \$369,991,783 Reduced contract \$473,875,780	\$217,189 \$168,679 \$113,409 \$68,938 \$18,219,058	\$59,283,805 \$31,395,640 \$13,290,196	\$0 \$0 \$0	\$59,066,616 \$31,226,961	\$217,189 \$168,679	0%	(Note a)	FY-08 changes pending Through FY-08 AWP Through FY-08 AWP FY-08 changes pending
SDC 1002803-01 Integration (SIC) 1004187-01 (Controls (PCC) 1004187-02 Figure 2002450-02 Figure 200245	DMJM + HARRIS  Sunland Engineering  LTK  Archer Vestern/Brunson Caron SE-1, 2, NW-1B  Archer Western/Herzog NW-2, 3, 4	\$31,226,961 \$13,176,787 \$5,361,218 \$369,991,783 Reduced contract \$473,875,780	\$168,679 \$113,409 \$68,938 \$18,219,058	\$31,395,640 \$13,290,196	\$0 \$0	\$31,226,961	\$168,679	0%	(Note a)	Through FY-08 AWP Through FY-08 AWP FY-08 changes pending
1002803-01 Integration (SIC) 1004187-01 Controls (PCC) 1002450-02 Z Engineering 1008146-01 CMGC-1 1007571-01 CMGC-3 1009666-01 Level Boarding 1012813-01 Let 1 1012392-01	DMJM + HARRIS  Sunland Engineering  LTK  Archer Vestern/Brunson Caron SE-1, 2, NW-1B  Archer Western/Herzog NW-2, 3, 4	\$31,226,961 \$13,176,787 \$5,361,218 \$369,991,783 Reduced contract \$473,875,780	\$168,679 \$113,409 \$68,938 \$18,219,058	\$31,395,640 \$13,290,196	\$0 \$0	\$31,226,961	\$168,679	0%	(Note a)	Through FY-08 AWP FY-08 changes pending
Integration (SIC) 1004187-01 1004187-01 1002450-02 V Engineering 1008146-01 1007571-01 1009666-01 1evel Boarding 1012813-01 101 1012392-01	Sunland Engineering  LTK  Archer Western/Brunson Caron  SE-1, 2, NW-1B  Archer Western/Herzog  NW-2, 3, 4	\$13,176,787 \$5,361,218 \$369,991,783 Reduced contract \$473,875,780	\$113,409 \$68,938 \$18,219,058	\$13,290,196	\$0					FY-08 changes pending
1004187-01 Controls (PCC) 1002450-02 Fingineering 1008146-01 CMGC-1 1007571-01 CMGC-3 1009666-01 Level Boarding 100111-01 Lot 1 1012392-01	Sunland Engineering  LTK  Archer Western/Brunson Caron  SE-1, 2, NW-1B  Archer Western/Herzog  NW-2, 3, 4	\$13,176,787 \$5,361,218 \$369,991,783 Reduced contract \$473,875,780	\$113,409 \$68,938 \$18,219,058	\$13,290,196	\$0					FY-08 changes pending
Controls (PCC) 1002450-02 7 Engineering 1008146-01 CMGC-1 1007571-01 CMGC-3 1009666-01 Level Boarding 1012813-01 Lot 1 1012392-01	LTK  Archer Vestern/Brunson Caron SE-1, 2, NW-1B  Archer Western/Herzog NW-2, 3, 4	\$5,361,218 \$369,991,783 Reduced contract \$473,875,780	\$68,938 \$18,219,058	32 33		\$13,176,787	\$113,409	0%	(Note a)	
1002450-02  F Engineering 1008146-01  CMGC-1 1007571-01  CMGC-3 1009666-01  Level Boarding 1012813-01  Lot 1 1012392-01	LTK  Archer Vestern/Brunson Caron SE-1, 2, NW-1B  Archer Western/Herzog NW-2, 3, 4	\$5,361,218 \$369,991,783 Reduced contract \$473,875,780	\$68,938 \$18,219,058	32 33		Ψ15,170,707	<b>\$113,703</b>			Through FY-07 AWP
7 Engineering 1008146-01 CMGC-1 1007571-01 CMGC-3 1009666-01 Level Boarding 1012813-01 Lot 1 012392-01	Archer Western/Brunson Caron SE-1, 2, NW-1B Archer Western/Herzog NW-2, 3, 4	\$369,991,783 Reduced contract \$473,875,780	\$18,219,058	\$5,430,156	\$0		II .		530	FY-08 Not Active
1008146-01 CMGC-1 1007571-01 CMGC-3 1009666-01 Level Boarding 1012813-01 Lot 1 012392-01	SE-1, 2, NW-1B Archer Western/Herzog NW-2, 3, 4	\$369,991,783 Reduced contract \$473,875,780	\$18,219,058			\$5,361,218	\$68,938	0%	(Note a)	Through FY-08 AWP
1007571-01 CMGC-3 1009666-01 Level Boarding 1012813-01 Lot 1 012392-01	SE-1, 2, NW-1B Archer Western/Herzog NW-2, 3, 4	Reduced contract \$473,875,780								
CMGC-3 1009666-01 Level Boarding 1012813-01 Lot 1 012392-01	SE-1, 2, NW-1B Archer Western/Herzog NW-2, 3, 4	Reduced contract \$473,875,780		\$388,210,841	\$9,367,209	\$378,653,756	\$8,851,849	49%	49%	Includes Pre construction &
1009666-01 Level Boarding 1012813-01 Lot 1 012392-01	NW-2, 3, 4					\$68,488.97),(\$50,358.31),(\$3.		48),(\$32,051.83	(Note c)	construction
Level Boarding 1012813-01 Lot 1 012392-01		Reduced contract	\$23,688,198	\$497,563,978	\$1,314,638	\$474,962,064	\$22,373,560	6%	26%	Includes Board authorized
Level Boarding 1012813-01 Lot 1 012392-01			value for SA-12 (\$22					1447	(Note c)	increases to base contract
1012813-01 Lot 1 .012392-01		\$5,370,333	\$537,033	\$5,907,366	\$69,423	\$5,439,756	\$467,610	13%	12%	
012392-01										
	Archer Western	\$65,238,407	\$2,175,713	\$67,414,120	\$42,288	\$65,280,695	\$2,133,425	0%	28%	
3 ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( )										
Lots 2	Herzog	\$7,337,506	\$311,777	\$7,649,283	\$0	\$7,337,506	\$311,777	0%	4%	
012392-02								g- 21		
Lot 3	Mass Electric	\$11,289,300	\$479,692	\$11,768,992	\$0	\$11,289,300	\$479,692	0%	0%	
.012392-03										
Lot 4	TBD	\$8,944,333	\$380,053	\$9,324,386	\$0	\$8,944,333	\$380,053	0%	0%	
1012392-04										
Lot 9	Macton	\$1,996,500	\$99,825	\$2,096,325	\$0	\$1,996,500	\$99,825	0%	1%	
1012392-05				N					2	
.ots 3 & 6	Progressive Rail	\$11,754,817	\$352,645	\$12,107,462	\$0	\$11,637,696	\$352,645	0%	86%	
1009684-02	Spl Trkwrk/CWR		value for SA-001 (\$4			t value for SA-003 & 4 (\$117,1		100	0004	
Lot 5 1009684-03	L.B. Foster Fasteners	\$4,999,349	\$149,981	\$5,149,330	\$891	\$5,000,240	\$149,090	1%	77%	
Lot 4	Rocla Concrete Tie	\$3,145,765	\$96,089	\$3,241,854	\$57,195	\$3,202,960	\$38,894	60%	97%	
1009684-04	Concrete Ties	\$3,143,763	\$30,003	\$3,241,634	\$37,193	\$3,202,700	\$30,034	60%	31/0	
ots 1 & 3	VAE Nortrak	\$8,987,703	\$472.976	\$9,460,679	\$0	\$8,987,703	\$472,976	0%	25%	
1012000-01	NW2/3/4 & NWROF/Spl Trkwrk	\$0,967,703	\$412,916	49,460,679	20	\$0,767,703	\$472,976	0%	2370	
Lots 2	L.B. Foster	\$5,982,978	\$299,149	\$6,282,127	\$0	\$5,982,978	\$299,149	0%	100%	
1012000-02	NW-2/3/4 CWR	45,502,510	425,115	40,202,121	40	ψ3,502,510	V255,115		10070	
Lot 4	Rocla Concrete Tie	\$3,361,624	\$168,081	\$3,529,705	\$0	\$3,361,624	\$168,081	0%	19%	
1012000-03	Concrete Ties									
Lot 5	Advanced Track Products	\$5,722,502	\$286,125	\$6,008,627	\$0	\$5,722,502	\$286,125	0%	42%	
101200-04	CMGC-3 Fasteners									
TPSS DFI	Siemens Transportation	\$30,792,441	\$2,463,395	\$33,255,836	\$0	\$30,792,441	\$2,463,395	0%	1%	NTP 6/29/07
1012105-01	Systems, Inc.	13 62				20 20				
Fare II	GFI Genfare	\$4,624,103	\$231,205	\$4,855,308	\$0	\$4,624,103	\$231,205	0%	0%	NTP 08-07
1011621-01	Systems, Inc.									
nit Mods W/ATP	Kinkisharyo/Itochu	\$190,395,824	\$5,395,494	\$195,791,318	\$40,876	\$190,436,700	\$5,354,618	0%	30%	NTP 6/29/ 06
1011711-01								231		
rocurement (25) 1013706-01	Kinkisharyo International	\$164,374,396	\$4,931,232	\$169,305,628	\$0	\$164,374,396	\$4,931,232	0%	0%	NTP 07/11/08
	CF 411 C C4	\$10.060.000	\$1 S41 467	\$10 enn en4	\$10.000	\$10,000,100	\$1.501.662	09/	119/	
1009337-01	OL MUVAICEU COMM. Systems	φ19,200,33 <i>1</i>	φ1,J71,40/	940,009,004	917,000	φ17,400,137	φ1,J21,00/	020	1170	
	TOTALS:	\$1.534.077.933	\$58 827 160	\$1 592 904 992	\$10.912.310	\$1.543.030.432	\$47.014.941		10	
	TOTALS.	¥1,33 <del>1</del> ,011,022	\$30,027,100°	\$1,532,704,78Z	\$10,712,J19	Ψ1,040,707,404	\$47,514,041			
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RPD51 4Q FY 2008

C2.3 Integrate new transit services

### **Description**

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

### **Status**

The Irving Corridor is in the planning and development phase, with the final environmental impact statement (FEIS) phase scheduled for completion in November 2008. The FTA Record of Decision (ROD) was issued on September 5, 2008, with the FAA ROD anticipated in November 2008.

Response to draft EIS comments was prepared and preparation of Final EIS began in March 2008. A review draft of the Final EIS was submitted to FTA/FAA on May 19, 2008. FTA provided comments on May 28, 2008. The FEIS was signed by FTA, FAA, and DART on July 17, 2008. The FEIS was printed and distributed in late July 2008. A notice of availability (NOA) appeared in the August 1, 2008, Federal Register.

Coordination with DFW Airport staff is ongoing.

The Request for Proposals have been issued to offerors on the design-build projects for Irving (I-1 & I-2), with a proposal due date of October 27, 2008. Notice to Proceed is anticipated in December 2008 or January 2009.

### **Issues**

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

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

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

FAA must issue a ROD before DART can begin construction on the airport site. FAA's notice of availability was delayed through a clerical error by the EPA and the notice appeared in the September 26, 2008, Federal Register. An FAA ROD cannot occur prior to October 27, 2008.



RPD52 4Q FY 2008

C2.3 Integrate new transit services

**Description** 

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

Status

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

**Issues** 

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

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



RPD53 4Q FY 2008

### **Rowlett Extension Facilities**

LRT Buildout Phase IIB

**Strategic Plan Consideration** 

C2.3 Integrate new transit services

**Description** 

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

Station, located adjacent to the Rowlett Park and Ride.

**Status** 

The Request for Proposals has been issued to offerors on the design-build projects for Rowlett (R-1), with a proposal due date of October 27, 2008. Notice to Proceed is anticipated in January/February 2009.

Issues None



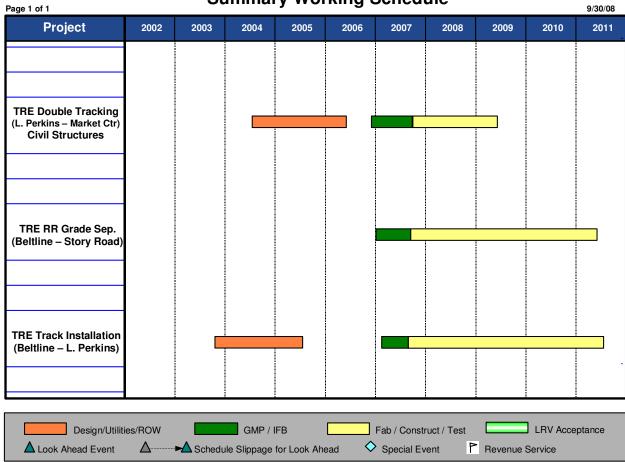
RPD54 4Q FY 2008



# **Summary Working Schedule**



# Commuter Rail Summary Working Schedule





RPD55 4Q FY 2008

COMMUTER RAIL  Cost Summary (in millions of dollars)									
	Control Budget	Current Commitment	Expended to Date <sup>(1)</sup>						
Belt Line Road Grade Separation	\$ 70.5	\$ 60.3	\$ 25.2						
Lisa-Perkins Double Tracking	6.4	6.1	3.3						

#### Notes:



<sup>1)</sup> Expended to date values reflect activity through 08/31/08, as reported on DART's General Ledger.

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

### **Description**

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

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

#### **Status**

Construction of Abutment No. 123 was completed in July 2008. The abutment cap and wing walls for Abutments No. 1 and 15 were completed in July 2008, as well as the building of the temporary shotcrete shoring wall. Paving of Irby Lane/East Rock Island east and westbound lanes was completed in August 2008.

The contractor continues to set and group caps and place piers. Work on permanent metal decking continues.

Private utility relocation work is nearing completion.

### **Issues**

TXU/Oncor moved all of their overhead lines and are no longer an issue. Verizon is proceeding slowly in relocating their lines and has impacted construction. However, acceleration plans have been negotiated and approved to mitigate the situation.

Contractor raised issues related to drilled pier requirements and provided notice of alleged Authority-caused delays to their schedule and additional costs. Negotiations have been completed and Board approval has been obtained.



RPD57 4Q FY 2008

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

Commuter Rail

**Strategic Plan Consideration** 

C1 Improve Customer Satisfaction

C2 Manage System Growth

C3 Improve Efficiency

**Description** 

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

**Status** 

NTP was issued January 7, 2008.

Abutment No. 4 repairs are complete. Bridge is being painted.

The contractor completed H-beam piling operation in July 2008, and precast caps are in place. Culvert extension work continues.

**Issues** 

Contractor has notified DART of two potential delay issues: 1) MCI fiber optic cable relocation, which was completed July 2008; and 2) TRE railroad signal wire relocation, which was completed in September 2008. These are being mitigated by coordination of the follow-on work activities.

A third delay issue dealing with incorrect elevation of the bridge abutment H-beam piling is under review.



RPD58 4Q FY 2008

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

Commuter Rail

**Strategic Plan Consideration** 

C2.3 Integrate new transit services

**Description** 

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

**Status** Track submittals are in progress.

Issues None



RPD59 4Q FY 2008

### Six-Month Look Ahead



# Commuter Rail Six Month Look Ahead

Page 1 of 1 9/30/08 2009 **Project** October February TRE Double Tracking (L. Perkins – Market Ctr) Construction Continues **Civil Structures** Construction Milestone B complete - available for track installation Construction Continues TRE RR Grade Sep. (Beltline - Story Road) TRE Track Installation Lisa Perkins – Install Milestone B complete (Beltline - L. Perkins) Lisa Perkins - Install Milestone C complete Design/Utilities/ROW GMP / IFB Fab / Construct / Test LRV Acceptance ♦ Special Event △ Schedule Slippage for Look Ahead △ Look Ahead Event Revenue Service



RPD60 4Q FY 2008

### **Change Control Summary**



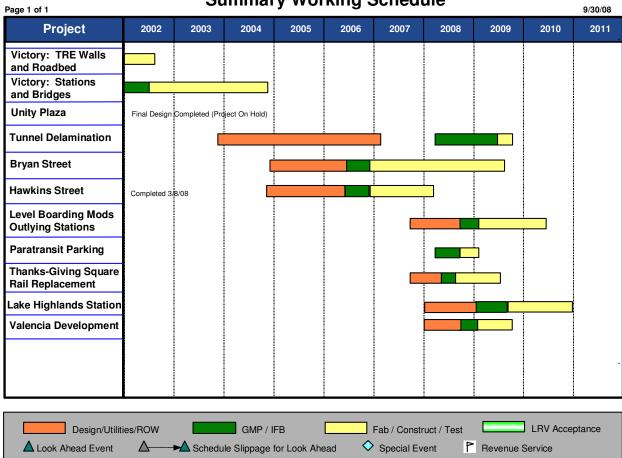
			Approved	Approved	Total		Current	Remaining	Percent	Percent	Summary of Activity
Facility/			Contract (		Approved Amount	Executed Changes	Contract Value	Contingency Allowance	Contingency Used	Contract Comp.	This Period & Comments (September 2008)
Contract Package			Amount								
			(A)	(B)	(C=A+B)	(D)	(E=A+D)	(F=B-D)	(G=D/B)	Note a	
TRE	Belt Line-Story Grade Separation	McCarthey Building	\$43,006,362	\$3,440,509	\$46,446,871	\$100,090	\$43,106,452	\$3,340,419	3%	40%	NTP 9-18-07
	C-1012696-01	Companies	24 12		100 100		27 27	100			
TRE	TRE Lisa-Perkins Construction	Austin Road	\$2,910,060	\$87,302	\$2,997,362	\$0	\$2,910,060	\$87,302	0%	44%	NTP 01/07/08
	C-1012966-01	and Bridge								21-11-22-20	
TRE	TRE LP/BL-S Trk Mtl Procure/Install	Herzog	\$11,494,170	\$344,822	\$11,838,992	\$0	\$11,494,170	\$344,822	0%	26%	NTP 8/14/07
	C-1012577-01			6							
TRE	TRE LP/Brookhollow Trk Mtl										
	Procure/Install	Herzog	\$3,332,700	\$99,981	\$3,432,681	\$60,000	\$3,392,700	\$39,981	60%	89%	
	C-1010371-01										8
		TOTALS:	\$60,743,292	\$3,972,614	\$64,715,906	\$160,090	\$60,903,382	\$3,812,524			
Legend:	% Contingency>= 70%					7					



RPD61 4Q FY 2008



### Additional Capital Development Summary Working Schedule





ADDITIONAL CAPITAL DEVELOPMENT  Cost Summary  (in millions of dollars)								
	Control Budget	Current Commitment	Expended to Date (1)					
Victory Station Project (2)	\$79.0	\$81.0	\$80.6					
Unity Plaza	3.5	0.9	0.9					
Tunnel Delamination	4.2	2.5	2.3					
Bryan Street (3)	30.8	27.4	18.0					
Hawkins Street	23.2	23.3	20.2					
Level Boarding Modifications – Outlying Stations	13.2	1.2	1.1					
Thanks-Giving Square Rail Replacement	1.5	0.0	0.0					

### **Notes:**

- Expended to date values reflect activity through 08/31/08, as reported on DART's General Ledger.
   Current commitment reflects anticipated Anland credit.
   Expended to date value includes reimbursements of \$4.4 MM from funding partners.



C2.3 Integrate new transit services

### **Description**

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

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

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

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

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

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

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

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

Eby appealed the decision to DART's administrative disputes process. In August 2008, the DART Board of Directors approved a settlement of all issues proceeding in the DART disputes process and the matter has been dismissed.

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

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

None



RPD64 4Q FY 2008

C2.5 Improve passenger amenities and facilities

### **Description**

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

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

Status

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

**Issues** 

The coordination with the other stakeholders is ongoing.



RPD65 4Q FY 2008

# North Central Tunnel Delamination Repair & Monitoring

# Additional Capital Development

## **Strategic Plan Consideration**

C2.5 Improve passenger amenities and facilities

### **Description**

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

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

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

### **Status**

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

Phase IV of the tunnel delamination program, Delamination Repair Program, began in September 2008.

Issues None



RPD66 4Q FY 2008

## **Strategic Plan Consideration**

C2.3 Integrate new transit services

### **Description**

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

#### Status

Installation of high mast lighting and conduit is in progress.

Paving of Routh Street, northbound Good Latimer, and ramps northbound and southbound Central Expressway was completed. Routh Street crossing is expected to open to traffic Fall 2008.

Routh Street landscaping and sidewalk work continue. Installation of signal gates continues on the southbound Central Expressway service road.

Trackwork along the Bryan guideway has begun and pulling of track across northbound and southbound Central Expressway service roads is complete. Placement of drilled shafts for overhead sign towers continues along the southbound Central service road. Weld repair, plinth repair, and destressing continue along the Bryan/Hawkins alignment. In addition, installation of guardrail on coping continues.

Along Bryan guideway, installation of sub-ballast and work on protection slab was completed. Form, rebar, and pour of crash walls were completed. Installation of OCS poles was completed. Work on the 18-way ductbank continues.

### **Issues**

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

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



RPD67 4Q FY 2008

### **Issues (Continued)**

Contractor needed to know new location from TxDOT for relocating TxDOT/Oncor power pole for high mast lighting. This location has been provided.

A kink in the track occurred; track needed to be destressed as soon as possible. Destressing has now occurred and the kink has been smoothed out.



Traffic Signal Installation

SB Central Expressway Service Road Looking North



RPD68 4Q FY 2008

# **Track Materials Procurement - Bryan/Hawkins Junction**

Additional Capital Development

**Strategic Plan Consideration** 

C2.3 Integrate new transit services

**Description** 

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

**Status** Contract closeout continues.

**Issues** None



RPD69 4Q FY 2008

# **Level Boarding Modifications For Outlying Stations**

### Additional Capital Development

**Strategic Plan Consideration** 

C1 Improve Customer Satisfaction

C2 Manage System Growth

**Description** 

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

**Status** 

Completion of the pilot project at Morrell Station was obtained in August 2008. Lessons learned from the pilot project will be incorporated prior to procurement for the remaining stations. It is anticipated that the IFB plans will be issued in November 2008.

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

**Issues** 

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

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



RPD70 4Q FY 2008

**Strategic Plan Consideration** 

C3 Improve Efficiency

**Description** 

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

**Status** 

Final designs for both the Dilido Street and the Senate Street projects have been completed. The Senate Street and Dilido Street projects were combined into one package and solicitation was released in June 2008. Bids were received July 15, 2008. Board approval was received on September 9, 2008, with NTP issued on September 26, 2008.

Issues None



RPD71 4Q FY 2008

# **Thanks-Giving Square Rail Replacement**

Additional Capital Development

**Strategic Plan Consideration** 

C1 Improve Customer Satisfaction

**Description** 

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

**Status** 

Design is complete. Bids for the procurement of rail materials were received August 13, 2008. Contract award was presented to the Project Management Committee on August 26, 2008, and approved by the Board on September 9, 2008. Contract for rail materials was awarded on September 10, 2008, with NTP on September 22, 2008.

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



RPD72 4Q FY 2008

## **Strategic Plan Consideration**

C2 Manage System Growth

### **Description**

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

#### **Status**

The preliminary engineering design is complete. The Notice to Proceed to begin Final Design was issued on July 7, 2008. DART is continuing regular coordination meetings with partner agencies and the developer. The 60% submittal is due in October 2008.

Categorical Exclusion (Cat-X) was submitted to FTA on August 19, 2008.

#### **Issues**

Baseline project budget and schedule needs approval.

The environmental document (Cat-X) needs to be finalized. FTA's response is anticipated in October 2008.

Access to DART construction site is dependent on timely execution of paving project by Prescott Development. A formal agreement with Prescott needs to be drafted.



RPD73 4Q FY 2008

## **Strategic Plan Consideration**

S1 Build and Maintain Relationships with Stakeholders

### **Description**

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

### **Status**

Right-of-entry agreement is in progress.

The 95% Civil package with proposed construction sequencing has been reviewed.

Final contract packaging discussions are continuing with the developer and designers.

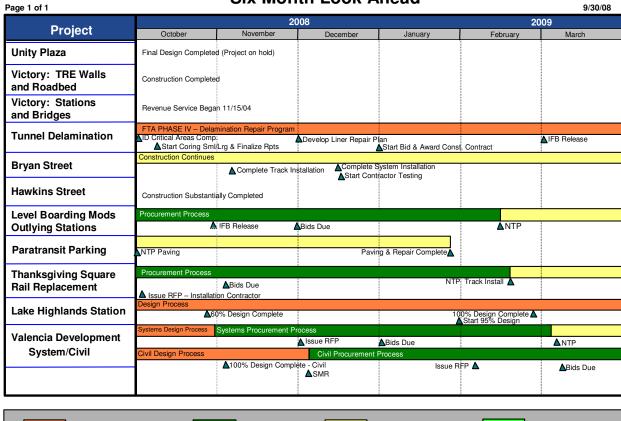
#### **Issues**

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



RPD74 4Q FY 2008

## Additional Capital Development Six Month Look Ahead







## **Change Control Summary**

## Additional Capital Development

			Approved	Approved	Total		Current	Remaining	Percent	Percent	Summary of Activity
	Facility/	Consultant/	Contract	Contingency	Approved	Executed	Contract	Contingency	Contingency	Contract	This Period & Comments
Co	ntract Package	Contractor	Amount	Allowance	Amount	Changes	Value	Allowance	Used	Comp.	(September 2008)
			(A)	(B)	(C=A+B)	(D)	(E=A+D)	(F=B-D)	(G=D/B)	Note c	
NW-1A Facilities	Construction	Martin K. Eby	\$24,986,984	\$2,498,698	\$27,485,682	\$2,467,766	\$27,294,599	\$30,932	99%	100%	Includes Unilateral Mods
	C-1003853-01		9 L			Reduced Contrac (UM167/171)	t value for final quantities in place & in:		nce reduction		Closeout Pending Litigation
Systems	Comm, OCS & Signals	Mass Electric	\$15,890,713	\$1,589,071	\$17,479,784	\$37,415	\$15,546,492	\$1,551,656	2%	100%	Through SA-030
0.0000000000000000000000000000000000000	C-1005139-01		0.00				* Reduced contract	t value due to SAs-7,	), 10, 29, 30 for delet	ion of bid wo	Closeout Pending
Misc	NC-1 Tunnel Delamination	Penaco Industries	\$655,999	\$39,242	\$695,241	\$0	\$655,999	\$39,242	0%	100%	Closeout Pending
Facilities	C-1011831-01		32 1				- 2				
	Design	RTKL Assoc.	\$1,053,766	\$105,377	\$1,159,142	\$0	\$1,053,766	\$105,377	0%	100%	Design complete
	C-1003727-01		20 22 32	***	105 22	j	. 95 39 5				- 1524 - 1524 - 1524
Unity Plaza	Construction	TBD									IFB deferred
10000	TBD	9-5340-66									10 (200) (10 10 (200) (10 (10 (10 (10 (10 (10 (10 (10 (10 (10
Bryan/Hawkins	Construction	Archer/Western	\$35,893,496	\$1,823,750	\$37,717,246	\$407,494	\$36,300,990	\$1,416,256	22%	Note b	
Construction	C-1007571-01	Brunson/Carcon	VE 15								
Bryan/Hawkins	Lots 1 & 2	Progressive Rail	\$2,761,480	\$110,460	\$2,871,940	\$7,150	\$2,682,191	\$103,310	0%	67%	SA-2 executed 3-07
Track Material	C-1009684-01		* Reduced cont	ract value due to	SA-1 for deleti	on of bid work	(\$86,439.27)				
		TOTALS:	\$86,343,405	\$6,594,025	\$92,937,430	\$3,114,312	\$88,829,490	\$3,479,714			
Legend:	% Contingency>= 70%										
Notes:	a) Totals may reflect totals of activ	ze contracts and closed o	ontracts that are	contained within	hidden cells on	this sheet.					
	b) Included in CMGC-1 contract.										
	c) Percent contract complete based	on impoices paid divided	by contract yahu								



RPD76 4Q FY 2008



## **DALLAS AREA RAPID TRANSIT**

### **QUARTERLY INVESTMENT REPORT**

As Of

September 30, 2008

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

Sharon Leary, Vice President - Finance

Nathan Hallett, Treasure

Beverly Adler, Assistant Treasure

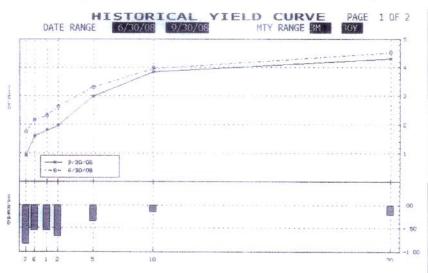
Prepared by Treasury Reporting November 7, 2008

## **Quarterly Investment Report**





#### Prepared by Treasury Reporting



Rate Tracker	Same in the	
Short Term	$\downarrow$	69 bp
Intermediate	$\downarrow$	52 bp
Long Term	$\downarrow$	18 bp

#### Portfolio Performance

Aggregate Yield ↑ 0.04% to 2.98% Benchmark ↓ 0.74% to 1.22%

#### DART Commercial Paper

Change During Quarter	$\uparrow$	\$10	
Current Outstanding		\$20	
Last Rate Change	$\uparrow$	0.23	
Average Rate		1.98	%
Avg. Issue Days to Mat.		98	

#### **Market Overview**

The yield curve maintained its traditional shape. However, short and intermediate term rates continued their downward movement by approximately 70 and 50 basis points respectively. While the Federal Reserve took no action during the quarter, the pervasive feeling in the marketplace was that future near-term decreases were almost inevitable.

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

### **Investment Strategies**

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

SEA Fund: 100% money market investment

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

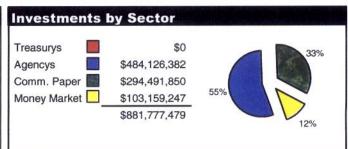
funds until the spread widens between these funds and shorter-term agency.

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

#### **DART Commercial Paper Program**

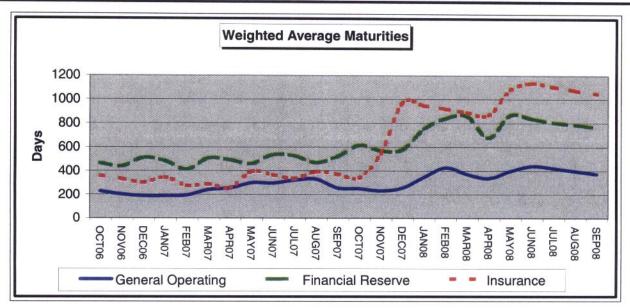
There was \$10,000,000 of new paper issued in July. The total out-standing amount of \$20 million will be rolled-over as needed for the next 18 – 24 months in order to keep the DART name in the marketplace.

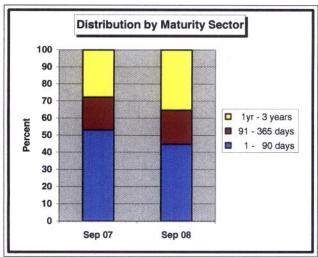
Investment Por	tfolios	(compliance)						
General Operating	\$	456,756,385	52%	Yes				
Financial Reserve	\$	49,453,110	6%	Yes				
Capital Reserve	\$	4,528,707	1%	Yes				
Master Insurance	\$	12,897,301	1%	NO				
SEAF	\$	10	0%	Yes				
Debt Service	\$	37,645,709	4%	Yes				
Bond SEAF	\$	320,496,257	36%	Yes				
TOTAL	\$	881,777,478	100%					

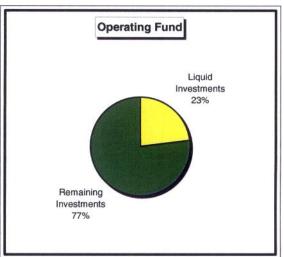


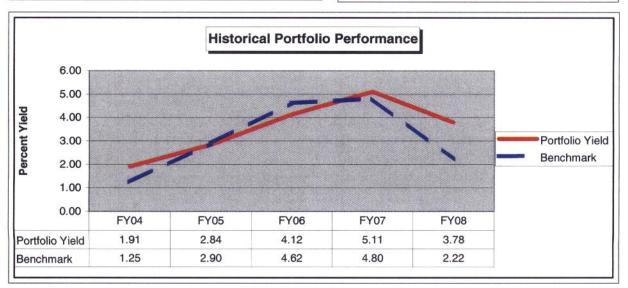
## **Quarterly Investment Report**











## **Security Transactions - Purchases**

4th Qtr FY08

Purchase Date	CUSIP	Security Description	ı	Ending Par Value	Maturity Date	Yield to Call	Call Date	Una	Ending mor Val/Cost	Invest Number
700 40 40 40 40 40				40.000.000	20/04/00	0.0474		•	0.005.675	09.0144
7/3/2008		Reckitt Benck CP 0.00 09/24/08	\$	10,000,000	09/24/08	2.8471		\$	9,935,675	08-0144
7/1/2008		Reckitt Benck CP 0.00 10/03/08	\$	10,000,000	10/03/08	2.8392		\$	9,927,411	08-0143
8/4/2008		Soc Gen NA CP 0.00 10/06/08	\$	10,000,000	10/06/08	2.6379		\$	9,954,675	08-0156 08-0145
7/25/2008		B of A CP 0.00 10/24/08	\$	20,000,000	10/24/08	2.6844		\$	19,867,039	
7/29/2008	THE RESERVE THE PARTY OF THE PA	INTESA Funding CP 0.00 10/31/08	\$	20,000,000	10/31/08	2.7775		\$	19,857,956	08-0148
7/30/2008		HSBC CP 0.00 11/03/08	\$	15,000,000	11/03/08	2.7059		\$	14,894,000	08-0152
8/4/2008		WestPac CP 0.00 11/04/08	\$	10,000,000	11/04/08	2.7360	-	\$	9,931,511	08-0157
8/13/2008		WestPac CP 0.00 11/13/08	\$	10,000,000	11/13/08	2.7462	-	\$	9,931,256	08-0170
8/12/2008		Soc Gen NA CP 0.00 11/14/08	\$	20,000,000	11/14/08	2.7672		\$	19,858,478	08-0168
9/24/2008	36959HLM7	GECC CP 0.00 11/21/08	\$	20,000,000	11/21/08	2.8211		\$	19,910,744	08-0175
8/20/2008	0660P0M18	B of A CP 0.00 12/01/08	\$	20,000,000	12/01/08	2.7588		\$	19,845,500	08-0172
8/7/2008	40427RM24	HSBC CP 0.00 12/02/08	\$	20,000,000	12/02/08	2.7927		\$	19,822,550	08-0160
8/12/2008	40427RM24	HSBC CP 0.00 12/02/08	\$	10,000,000	12/02/08	2.7813		\$	9,915,378	08-0169
8/27/2008	7562E0M45	Reckitt Benck CP 0.00 12/04/08	\$	15,000,000	12/04/08	2.8609		\$	14,884,500	08-0174
8/11/2008	96122GM85	WestPac Sec CP 0.00 12/08/08	\$	15,000,000	12/08/08	2.7312		\$	14,867,613	08-0164
8/11/2008		Danske CP 0.00 12/15/08	\$	20,000,000	12/15/08	2.8256		\$	19,806,800	08-0167
8/5/2008	90262CN52	UBS CP 0.00 01/05/09	\$	15,500,000	01/05/09	3.0809		\$	15,302,375	08-0159
8/8/2008	3133XQ3Z3	FHLB (n/a) 2.65 02/27/09	\$	5,000,000	02/27/09	2.7934	••	\$	4,996,050	08-0162
8/8/2008	3133XQ2C5	FHLB (n/a) 2.63 02/27/09	\$	10,000,000	02/27/09	2.7950	-	\$	9,991,000	08-0163
8/11/2008	31359MK69	FNMA (n/a) 4.875 04/15/09	\$	10,000,000	04/15/09	2.7966		\$	10,138,200	08-0165
8/11/2008	3133XR3B4	FHLB (n/a) 2.60 05/14/09	\$	6,025,000	05/14/09	2.8212		\$	6,014,938	08-0166
7/31/2008	3133XRP46	FHLB (n/a) 3.00 06/23/09	\$	15,000,000	06/23/09	2.8486		\$	15,019,650	08-0153
7/28/2008	3128X7S39	FHLMC Callable (qtrly-5) 3.15 07/28/09	\$	20,000,000	07/28/09	3.1500	10/28/08	\$	20,000,000	08-0146
7/29/2008	3128X7S39	FHLMC Callable (qtrly-5) 3.15 07/28/09	\$	15,000,000	07/28/09	3.1500	10/28/08	\$	15,000,000	08-0149
8/1/2008	31331Y5D8	FFCB (n/a) 2.95 08/03/09	\$	15,000,000	08/03/09	2.9500		\$	15,000,000	08-0155
7/30/2008	3128X3VA8	FHLMC (n/a) 4.125 09/01/09	\$	3,300,000	09/01/09	3.0002		\$	3,339,303	08-0151
7/30/2008	3128X7U51	FHLMC Callable (qtrly-5) 3.25 10/30/09	\$	20,000,000	10/30/09	3.2500	10/30/08	\$	20,000,000	08-0150
8/18/2008	3133XRXZ8	FHLB Callable (11/18/08-5) 3.125 11/1	\$	5,000,000	11/18/09	3.1250	11/18/08	\$	5,000,000	08-0171
7/28/2008		FHLMC Callable (qtrly-5) 3.625 12/18/0		5,000,000	12/18/09	3.6250	09/18/08	\$	5,000,000	08-0147
8/8/2008		FHLB Callable (qtrly-5) 3.50 02/05/10		10,000,000	02/05/10	3.5000	11/05/08	\$	10,000,000	08-0161
8/26/2008		FHLB Callable (2/4/09-5) 3.48 08/04/11		200,000	08/04/11	6.2005	02/04/09	\$	197,664	08-0173
8/5/2008		7 FNMA Callable (08/05/09-10) 4.00 08/0		1,300,000	08/05/11	4.0412	08/05/09	\$	1,299,480	08-0158
		TOTAL	- (T)	401,325,000 US: Accrued In	terest Purc	2.8992 hased:		\$	399,509,745 498,917	

GRAND TOTAL \$ 401,325,000 2.8992 \$ 400,008,662

## Security Transactions - Mat. & Calls



Date		CUSIP	Security Description	Par Value	Yield to Maturity	Yield to Call	Una	Ending mor Val/Cost	Invest Number
Date		COOR	Obcumy Description		anatomy,		E Charles		
07/25/08	MAT	90262CGR2	UBS CP 0.00 07/25/08	\$ 10,000,000	2.5873	2.5873	\$	9,914,261	08-0081-01
08/11/08	MAT	90262CHB6	UBS CP 0.00 08/11/08	\$ 10,000,000	2.7886	2.7886	\$	9,907,653	08-0089-01
08/15/08	MAT	0660P0HF3	B of A CP 0.00 08/15/08	\$ 10,000,000	2.6976	2.6976	\$	9,922,267	08-0106-01
08/20/08	MAT	0660P0HL0	Bank of America CP 0.00 08/20/08	\$ 10,000,000	2.5846	2.5846	\$	9,964,017	08-0142-01
09/08/08	MAT	4497W0J82	ING CP 0.00 09/08/08	\$ 20,000,000	2.6022	2.6022	\$	19,831,747	08-0122-01
09/17/08	MAT	06422RJH1	B of A CP 0.00 09/17/08	\$ 10,000,000	2.6526	2.6526	\$	9,937,889	08-0139-01
09/24/08	MAT	7562E0JQ0	Reckitt Benck CP 0.00 09/24/08	\$ 10,000,000	2.8471	2.8471	\$	9,935,675	08-0144-01
07/16/08	CAL	3128X6GW0	FHLMC Callable (final-5) 5.40 07/16/0	\$ 10,000,000	5.0910	4.7050	\$	10,050,587	08-0006-01
09/18/08	CAL	3128X7F66	FHLMC Callable (qtrly-5) 3.625 12/18/	\$ 5,000,000	3.6250	3.6250	\$	5,000,000	08-0147-01
08/06/08	CAL	3133XLRS4	FHLB Callable (once-5) 5.55 08/06/10	\$ 1,300,000	5.4319	5.1950	\$	1,304,030	07-0136-01
09/24/08	CAL	3128X7YQ1	FHLMC Callable (qtrly-5) 4.00 03/24/1	\$ 10,000,000	4.0213	4.1226	\$	9,995,000	08-0140-01
09/23/08	CAL	3136F9SY0	FNMA Callable (qtrly-10) 4.25 06/23/1	\$ 5,000,000	4.2500	4.2500	\$	5,000,000	08-0137-01

TOTAL \$ 111,300,000 3.0753 3.0777 \$ 110,763,125

### **Current Portfolio - Total**

Security Description	CUSIP	Ending Par Value	Rate	Mat Date	Yield Matur	Call Date	Yield Call	Ending Amor Val/Cost	Ending Market Val	Purchase Date	Invest Number
Reckitt Benck CP 0.00 10/03/08	7562E0K39	\$10,000,000	0.000	10/03/08	2.8392		2.8392	\$9,998,456	\$9,996,670	07/01/08	08-0143
Soc Gen NA CP 0.00 10/06/08	83365RK61	\$10,000,000	0.000	10/06/08	2.6379		2.6379	\$9,996,403	\$9,996,000	08/04/08	08-0156
UBS CP 0.00 10/14/08	90262CKE6	\$10,000,000	0.000	10/14/08	2.8164		2.8164	\$9,990,088	\$9,992,700	05/12/08	08-0120
Soc Gen NA CP 0.00 10/15/08	83365RKF1	\$25,000,000	0.000	10/15/08	2.7491		2.7491	\$24,973,944	\$24,961,000	05/12/08	08-0121
B of A CP 0.00 10/24/08	0660P0KQ5	\$20,000,000	0.000	10/24/08	2.6844		2.6844	\$19,966,394	\$19,953,340	07/25/08	08-0145
INTESA Funding CP 0.00 10/31/	4611K0KX4	\$20,000,000	0.000	10/31/08	2.7775		2.7775	\$19,954,667	\$19,926,000	07/29/08	08-0148
HSBC CP 0.00 11/03/08	40427RL33	\$15,000,000	0.000	11/03/08	2.7059		2.7059	\$14,963,563	\$14,943,330	07/30/08	08-0152
WestPac CP 0.00 11/04/08	9612C0L49	\$10,000,000	0.000	11/04/08	2.7360		2.7360	\$9,974,689	\$9,961,110	08/04/08	08-0157
Intl Lease Fin CP 0.00 11/06/08	45974ML63	\$10,000,000	0.000	11/06/08	2.8577		2.8577	\$9,972,200	\$9,966,000	05/13/08	08-0123
FHLMC (past) 3.875 11/10/08	3128X16N2	\$2,988,000	3.875	11/10/08	3.8750		3.8709	\$2,988,000	\$2,990,390	12/01/04	04-0075
FHLB Callable (once-5) 2.50 11/1	3133XR6M7	\$10,000,000	2.500	11/13/08	2.6299	11/13/08	2.6299	\$9,998,491	\$9,945,000	05/19/08	08-0127
WestPac CP 0.00 11/13/08	9612C0LD9	\$10,000,000	0.000	11/13/08	2.7462		2.7462	\$9,967,869	\$9,951,110	08/13/08	08-0170
Soc Gen NA CP 0.00 11/14/08	83365RLE3	\$20,000,000	0.000	11/14/08	2.7672		2.7672	\$19,933,756	\$19,902,000	08/12/08	08-0168
GECC CP 0.00 11/21/08	36959HLM7	\$20,000,000	0.000	11/21/08	2.8211		2.8211	\$19,921,517	\$19,906,500	09/24/08	08-0175
B of A CP 0.00 12/01/08	0660P0M18	\$20,000,000	0.000	12/01/08	2.7588		2.7588	\$19,908,500	\$19,879,440	08/20/08	08-0172
HSBC CP 0.00 12/02/08	40427RM24	\$10,000,000	0.000	12/02/08	2.7813		2.7813	\$9,953,156	\$9,930,000	08/12/08	08-0169
HSBC CP 0.00 12/02/08	40427RM24	\$20,000,000	0.000	12/02/08	2.7927		2.7927	\$19,905,967	\$19,860,000	08/07/08	08-0160
Reckitt Benck CP 0.00 12/04/08	7562E0M45	\$15,000,000	0.000	12/04/08	2.8609		2.8609	\$14,925,333	\$14,911,980	08/27/08	08-0174
WestPac Sec CP 0.00 12/08/08	96122GM85	\$15,000,000	0.000	12/08/08	2.7312		2.7312	\$14,924,350	\$14,884,995	08/11/08	08-0164
Danske CP 0.00 12/15/08	2363F6MF4	\$20,000,000	0.000	12/15/08	2.8256		2.8256	\$19,885,000	\$19,831,120	08/11/08	08-0167
UBS CP 0.00 01/05/09	90262CN52	\$15,500,000	0.000	01/05/09	3.0809		3.0809	\$15,376,000	\$15,328,415	08/05/08	08-0159
FHLB (n/a) 2.65 02/27/09	3133XQ3Z3	\$5,000,000	2.650	02/27/09	2.7934		2.7934	\$4,997,102	\$4,990,000	08/08/08	08-0162
FHLB (n/a) 2.63 02/27/09	3133XQ2C5	\$10,000,000	2.630	02/27/09	2.7950		2.7950	\$9,993,397	\$9,979,000	08/08/08	08-0163
FHLB Callable (once-5) 2.14 04/0	3133XQGA4	\$10,000,000	2.140	04/02/09	2.4349	10/02/08	2.7744	\$9,999,825	\$9,948,000	04/28/08	08-0105
FNMA (n/a) 4.875 04/15/09	31359MK69	\$10,000,000	4.875	04/15/09	2.7966		2.7966	\$10,109,880	\$10,074,500	08/11/08	08-0165
FHLB Callable (once 10/21/08-5) 2	3133XQV66	\$10,000,000	2.520	04/21/09	2.5200	10/21/08	2.5200	\$10,000,000	\$9,964,000	04/25/08	08-0102
FHLMC Callable (qtrly-5) 2.50 04/	3128X7LH5	\$10,000,000	2.500	04/21/09	2.5327	10/21/08	2.5650	\$10,000,000	\$9,961,000	04/22/08	08-0099
FHLB Callable (past) 2.75 05/07/0	3133XR2H2	\$10,000,000	2.750	05/07/09	2.7500		2.7500	\$10,000,000	\$9,975,000	05/07/08	08-0113
FHLB (n/a) 2.60 05/14/09	3133XR3B4	\$6,025,000	2.600	05/14/09	2.8212		2.8212	\$6,016,781	\$6,003,913	08/11/08	08-0166
FHLMC Callable (once-5) 2.625 0	3128X7TV6	\$5,000,000	2.625	06/12/09	2.6250	11/16/08	2.6250	\$5,000,000	\$4,979,500	05/16/08	08-0125
FHLB (n/a) 2.60 06/17/09	3133XRBX7	\$10,000,000	2.600	06/17/09	2.5488	***	2.5488	\$10,003,399	\$9,960,000	06/17/08	08-0134
FHLB (n/a) 3.00 06/23/09	3133XRP46	\$15,000,000	3.000	06/23/09	2.8486		2.8486	\$15,015,989	\$14,982,000	07/31/08	08-0153
FHLMC Callable (qtrly-5) 3.15 07/	3128X7S39	\$20,000,000	3.150	07/28/09	3.1500	10/28/08	3.1500	\$20,000,000	\$19,978,000	07/28/08	08-0146
FHLMC Callable (qtrly-5) 3.15 07/	3128X7S39	\$15,000,000	3.150	07/28/09	3.1500	10/28/08	3.1500	\$15,000,000	\$14,983,500	07/29/08	08-0149
FFCB (n/a) 2.95 08/03/09	31331Y5D8	\$15,000,000	2.950	08/03/09	2.9500		2.9500	\$15,000,000	\$14,974,500	08/01/08	08-0155
FHLMC (n/a) 5.125 08/05/09	3133XLUM3	\$5,000,000	5.125	08/05/09	4.6620		4.6620	\$5,018,361	\$5,081,000		CONTRACTOR CONTRACTOR
FHLMC (n/a) 4.125 09/01/09	3128X3VA8	\$3,300,000	4.125	09/01/09	3.0002		3.0002	\$3,333,171	\$3,328,710		08-0151
FHLMC Callable (qtrly-5) 3.25 10/	3128X7U51	\$20,000,000	3.250	10/30/09	3.2500	10/30/08	3.2500	\$20,000,000	\$19,978,000	07/30/08	08-0150
FHLB Callable (11/18/08-5) 3.125	3133XRXZ8	\$5,000,000	3.125	11/18/09		11/18/08	3.1250	\$5,000,000	\$4,995,500	08/18/08	08-0171
FHLMC Callable (once-5) 4.25 12	3128X6UW4	\$10,000,000	4.250	12/11/09		12/11/08		\$10,033,746	\$10,021,000		08-0091
FHLMC Callable (once-5) 4.25 12	3128X6UW4	\$10,000,000	4.250	12/11/09	Section and an area	12/11/08	2.4857	\$10,033,727	\$10,021,000	04/09/08	08-0088
FHLB Callable (once-5) 3.00 12/2	3133XRGD6	\$10,000,000	3.000	12/23/09		12/23/08	3.0000	\$10,000,000	\$9,978,000	06/23/08	08-0136
FHLB Callable (once-5) 3.00 02/0	3133XQZH8	\$10,000,000	3.000	02/05/10	3.0000	02/05/09	3.0000	\$10,000,000	\$9,974,000	05/05/08	08-0107
FHLB Callable (qtrly-5) 3.50 02/05	3133XPER1	\$10,000,000	3.500	02/05/10		11/05/08	3.5000	\$10,000,000	\$10,000,000	08/08/08	08-0161
FNMA Callable (once - 10) 3.00 0	31398AMX7	\$1,500,000	3.000	02/19/10		02/19/09	3.0000	\$1,500,000	\$1,495,950	02/20/08	08-0068
FHLB Callable (qtrly-5) 3.00 02/22	3133XR4E7	\$10,000,000	3.000	02/22/10		THE RESIDENCE OF	3.0000	\$10,000,000	\$9,968,000	05/22/08	08-0129
FNMA Step Callable (qtrly-10) 3.12	3136F9BG7	\$10,000,000	3.125	02/26/10			3.1606	\$10,000,000	\$10,006,000	04/25/08	08-0103
FNMA Callable (past) 3.05 03/05/		\$4,000,000	3.050	03/05/10			3.0500	\$4,000,000	\$3,996,000	03/10/08	08-0077
FNMA Callable (past) 3.05 03/05/	31398APK2	\$2,700,000	3.050	03/05/10			3.0500	\$2,700,000	\$2,697,300	04/09/08	08-0087
FHLMC Callable (qtrly-5) 3.00 03/	3128X7BY9	\$4,500,000	3.000	03/26/10		12/26/08	3.0000	\$4,500,000	\$4,481,100	03/26/08	08-0083
FNMA Callable (once-10) 2.75 04		\$10,000,000	2.750	04/16/10		01/16/09	3.4847	\$9,979,084	\$9,944,000	05/05/08	08-0109
FNMA Callable (qtrly-10) 3.00 04/		\$10,000,000	3.000	04/21/10			3.1121	\$10,000,000	\$9,965,000	05/08/08	08-0109
			-1900 NOT 171		evene Rittl				,,	_0,00,00	

Security Description	CUSIP	Ending Par Value	Rate	Mat Date	Yield Matur	Call Date	Yield Call	Ending Amor Val/Cost	Ending Market Val	Purchase Date	Invest Number
FNMA Step Callable (qtrly-10) 2.7	3136F9HY2	\$5,000,000	2.750	04/21/10	3.1721	10/21/08	3.1532	\$5,000,000	\$4,988,500	04/21/08	08-0096
FHLB Callable (any>10/22/08-5) 2	3133XQS60	\$5,000,000	2.800	04/23/10	2.8725	10/23/08	3.0843	\$4,999,144	\$4,970,500	04/23/08	08-0100
FNMA Callable (qtrly-10) 3.25 05/	31398AQM7	\$5,000,000	3.250	05/06/10	3.3125	11/06/08	3.4942	\$4,998,833	\$4,993,000	05/06/08	08-0111
FHLMC Callable (qtrly-5) 3.35 05/	3128X7NS9	\$10,000,000	3.350	05/12/10	3.3500	11/12/08	3.3500	\$10,000,000	\$9,988,000	05/12/08	08-0119
FHLMC Callable (qtrly-5) 3.25 05/	3128X7QT4	\$5,000,000	3.250	05/12/10	3.2865	11/12/08	3.3933	\$4,999,194	\$4,989,500	05/14/08	08-0124
FHLMC Callable (qtrly-5) 3.25 05/	3128X7RH9	\$10,000,000	3.250	05/19/10	3.2500	11/19/08	3.2500	\$10,000,000	\$9,979,000	05/19/08	08-0126
FHLMC Callable (qtrly-5) 3.50 06/	3128X7WT7	\$3,000,000	3.500	06/11/10	3.7192	12/11/08	4.3980	\$3,000,000	\$2,999,100	06/23/08	08-0138
FNMA Callable (once-10) 3.50 06		\$10,000,000	3.500	06/18/10	3.5000	06/18/09	3.5000	\$10,000,000	\$10,016,000	06/18/08	08-0135
FFCB Callable (anytime-7) 3.30 1	31331YG53	\$10,000,000	3.300	10/22/10	3.3000	Open	3.3000	\$10,000,000	\$9,979,000	04/22/08	08-0098
FHLMC Callable (any>10/28/08-5)	3128X6PX8	\$5,000,000	5.060	10/29/10	4.8534	10/29/08	4.4525	\$5,002,279	\$5,007,500	11/15/07	08-0019
FHLB Callable (once-5) 5.00 10/2	3133XMMT5	\$5,950,000	5.000	10/29/10	5.0363	10/29/08	5.1038	\$5,949,537	\$5,958,925	10/29/07	08-0013
FHLB Callable (qtrly-5) 3.75 01/28	3133XP3G7	\$10,000,000	3.750	01/28/11	3.4764	01/28/09	2.9000	\$10,026,996	\$10,010,000	03/05/08	08-0076
FHLMC Callable (qtrly - 5) 3.64 02	3128X6P83	\$1,500,000	3.640	02/04/11	3.6400	11/04/08	3.6400	\$1,500,000	\$1,499,100	02/04/08	08-0059
FHLMC Callable (qtrly-5) 3.50 02/	3128X6R40	\$5,000,000	3.500	02/07/11	3.8642	11/07/08	3.5050	\$5,000,000	\$4,998,500	02/07/08	08-0061
FHLB Callable (anytime-5) 3.625	3133XPAL8	\$10,000,000	3.625	02/08/11	3.6960	Open	4.4339	\$10,000,000	\$9,992,000	02/08/08	08-0064
FNMA Callable (once-10) 3.50 02	3136F9PE7	\$3,400,000	3.500	02/09/11	3.5000	02/09/09	3.5000	\$3,400,000	\$3,399,320	05/09/08	08-0117
FHLMC Callable (qtrly-5) 3.25 02/	3128X63L8	\$10,000,000	3.250	02/22/11	3.2500	11/22/08	3.2500	\$10,000,000	\$9,994,000	02/22/08	08-0070
FHLB (n/a) 4.875 03/11/11	3133XENX3	\$3,000,000	4.875	03/11/11	2.8842		2.8842	\$3,138,553	\$3,111,300	01/23/08	08-0055
FNMA Callable (qtrly-5) 3.375 04/	3133XQA93	\$5,000,000	3.375	04/01/11	3.3750	10/01/08	3.3750	\$5,000,000	\$4,982,500	04/01/08	08-0085
FFCB Callable (anytime-7) 3.45 0	31331YD49	\$1,005,000	3.450	04/11/11	3.4500		3.4500	\$1,005,000	\$1,001,885	04/11/08	08-0090
FHLMC Callable (once-5) 3.25 04	3128X7JK1	\$5,000,000	3.250	04/14/11	3.4523	10/14/08	4.6669	\$4,997,460	\$4,982,000	05/22/08	08-0130
FHLMC Callable (qtrly-5) 3.75 04/	3128X7MF8	\$5,000,000	3.750	04/25/11	3.7749	10/25/08	3.8927	\$5,000,000	\$4,998,500	04/25/08	08-0101
FHLB Callable (anytime) 4.00 04/:	3133XP6G4	\$3,000,000	4.000	04/28/11	4.0000	Open	4.0000	\$3,000,000	\$3,000,300	04/28/08	08-0154
FNMA Callable (qtrly-10) 4.00 05/	3136F9MM2	\$5,500,000	4.000	05/05/11	4.0000	11/05/08	4.0000	\$5,500,000	\$5,503,300	05/05/08	08-0108
FHLMC Step Callable (qtrly-5) 3.00	3128X7SC9	\$5,000,000	3.000	05/20/11	4.0108	11/20/08	3.0000	\$5,000,000	\$4,991,500	05/20/08	08-0128
FHLMC Callable (qtrly-5) 3.875 05	3128X7TK0	\$5,000,000	3.875	05/27/11	3.8750	11/27/08	3.8750	\$5,000,000	\$5,001,500	05/27/08	08-0132
FNMA Callable (once-10) 4.375 0	3136F9XM0	\$3,000,000	4.375	06/30/11	4.3750	12/30/08	4.3750	\$3,000,000	\$3,009,300	06/30/08	08-0141
FHLB Callable (2/4/09-5) 3.48 08/	3133XPGB4	\$200,000	3.480	08/04/11	3.9039	02/04/09	6.2005	\$198,181	\$199,260	08/26/08	08-0173
FNMA Callable (08/05/09-10) 4.00	3136F9YW7	\$1,300,000	4.000	08/05/11	4.0143	08/05/09	4.0412	\$1,299,561	\$1,305,590	08/05/08	08-0158
FHLMC Callable (qtrly-5) 4.00 11/	3128X7NT7	\$4,000,000	4.000	11/02/11	4.0000	11/07/08	4.0000	\$4,000,000	\$3,999,600	05/07/08	08-0112
FHLB Callable (qtrly-5) 3.70 11/04	3133XPGH1	\$2,000,000	3.700	11/04/11	3.7000	11/04/08	3.7000	\$2,000,000	\$1,993,000	02/04/08	08-0060
FHLB Callable (any>11/06/08-5) 3	3133XQUL4	\$10,000,000	3.750	11/07/11	3.7746	11/07/08	3.9136	\$9,998,391	\$9,967,000	05/08/08	08-0116
FHLMC Step Callable (qtrly-5) 3.503	3128X7WQ3	\$5,000,000	3.500	12/05/11	4.2279	12/05/08	3.5000	\$5,000,000	\$4,999,500	06/05/08	08-0133
FNMA Callable (once 11/14/08-10	3136F84J1	\$1,000,000	3.625	02/14/12	3.6250	11/14/08	3.6250	\$1,000,000	\$996,700	02/14/08	08-0066
FHLB Callable (once-5) 3.85 05/2	Server sky server	\$5,900,000	3.850	05/21/12	3.9054	05/21/09	4.0603	\$5,892,301	\$5,883,480	05/23/08	08-0131
Deutsche MMF - 2100	MMF	\$37,645,709	1.840		1.8400		1.8400	\$37,645,709	\$37,645,709	09/30/01	AR-0002
Provident Fin. Op Fund-1000	MMF	\$21,983,487	2.580	-	2.5800		2.5800	\$21,983,487	\$21,983,487	10/31/01	AR-0001
Provident Fin Res. Fund-2000	MMF	\$0	2.580	-	2.5800	-	2.5800	\$0	\$0	09/30/01	AR-0006
Bond SEAF - Provident	MMF	\$0	2.580		2.5800		2.5800	\$0	\$0	06/23/08	AR-0012
Cap Reserve - Am Beacon	MMF	\$4,528,707	2.630		2.6300	-	2.6300	\$4,528,707	\$4,528,707	12/17/07	AR-0010
Bond SEAF - Am Beacon	MMF	\$0	2.630		2.6300		2.6300	\$0	\$0	06/23/08	AR-0011
AIM/ LAP Opt. Fund- 1900	MMF	\$27,710,617	2.640		2.6400		2.6400	\$27,710,617	\$27,710,617	04/16/03	AR-0008
Bond SEAF - Citi	MMF	\$9,032,950	2.640		2.6400		2.6400	\$9,032,950	\$9,032,950	08/31/08	AR-0015
Bond SEAF - Wells Fargo	MMF	\$29	2.650		2.6500		2.6500	\$29	\$29	06/30/08	AR-0013
Fidelity SEAF- 690	MMF	\$10	2.670		2.6700		2.6700	\$10	\$10	08/03/04	AR-0009
Bond SEAF - Fidelity	MMF	\$2,257,737	2.670		2.6700		2.6700	\$2,257,737	\$2,257,737	07/31/08	AR-0014
	,_										
GRAND TOTALS		\$882,427,246	2.0870		2.9901		2.9811	\$881,777,478	\$880,547,978		

## **Portfolio Analysis by Fund**

4th Qtr FY08

( \$ = 000's )	Gen Oper	Fin Res	Cap Res	Insur.	SEAF	Debt Srv	BOND	TOTAL
Par Value	\$456,944	\$49,288	\$4,529	\$12,905	\$0	\$37,646	\$321,116	\$882,427
Market Value	\$456,161	\$49,371	\$4,529	\$12,894	\$0	\$37,646	\$319,948	\$880,548
Unrealized Gain (Loss)	(\$596)	(\$82)	<u>\$0</u>	<u>(\$4)</u>	<u>\$0</u>	<u>\$0</u>	<u>-\$548</u>	<u>-\$1,230</u>
Book Value	\$456,756	\$49,453	\$4,529	\$12,897	\$0	\$37,646	\$320,496	\$881,777
Accrued Interest	\$3,014	<u>\$434</u>	<u>\$0</u>	<u>\$159</u>	<u>\$0</u>	<u>\$0</u>	<u>\$606</u>	\$4,213
Total Book Value	\$459,771	\$49,887	\$4,529	\$13,056	\$0	\$37,646	\$321,103	\$885,991
Cash Balance TOTAL FUND VALUE	<u>\$455</u> \$ <u>460,226</u>	<u>\$0</u> \$ <u>49,887</u>	<u>\$0</u> \$ <u>4,529</u>	<u>\$0</u> \$ <u>13,056</u>	<u>\$0</u> \$ <u>0</u>	<u>\$0</u> \$ <u>37,646</u>	<u>\$0</u> \$ <u>321,103</u>	\$455 \$886,446
Liquid Securities (Mkt. value)	\$104,641							\$104,641
Yield to Maturity (Adj for calls) Wgt. Average Maturity (days)	3.08% 371	3.39% 763	2.63% 1	4.16% 1,043	2.67% 1	1.84% 1	2.87% 142	2.98% 302
Minimum Requirement (1) Maximum Average Maturity Is Fund in Compliance? (2)	\$35,758 18 Months Yes	300000000000000000000000000000000000000	30 Months Yes	\$13,503 48 Months No		3 Years Yes		- 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1
6-Month T-Bill Wgt Average Fund Variance	1.70% 1.38%	1.70% 1.69%	1.70% 0.93%	1.70% 2.46%	1.70% 0.97%	1.70% 0.14%	1.70% 1.17%	1.70% 1.28%

### Notes:

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

<sup>(2)</sup> Estimated liability figures are adjusted quarterly. The fund was back in compliance on 10/31/08.

## **Change in Market Value of Investments**

	O						06/30/08	\$ 39,721		Change from
Fund Operating	UBS CP 0.00 10/14/08	Rate	Maturity	Call Date		Par Value	Market Value	Market Value		Prior Quarter
Operating	Soc Gen NA CP 0.00 10/15/08	0.000	10/14/08 10/15/08		\$	10,000,000			100	
Operating	Intl Lease Fin CP 0.00 11/06/08	0.000	11/06/08	200	\$	25,000,000 10,000,000	\$ 24,773,350 \$ 9,885,330			
Fin. Reserve	FHLMC (past) 3.875 11/10/08	3.875	11/10/08	05/10/05	\$	2,988,000	\$ 3,001,147	The second secon		
Operating	FHLB Callable (once-5) 2.50 11/13/08	2.500	11/13/08	11/13/08	\$	10,000,000	\$ 9,951,000			
Operating	FHLB Callable (once-5) 2.14 04/02/09	2.140	04/02/09	10/02/08	\$	10,000,000	\$ 9,948,000		\$	
Operating	FHLMC Callable (qtrly-5) 2.50 04/21/(	2.500	04/21/09	07/21/08	\$	10,000,000	\$ 9,976,000	\$ 9,961,000	\$	(15,000)
Operating	FHLB Callable (once 10/21/08-5) 2.52	2.520	04/21/09	10/21/08	\$	10,000,000	\$ 9,974,000	\$ 9,964,000	\$	(10,000)
Operating Operating	FHLB Callable (past) 2.75 05/07/09 FHLMC Callable (once-5) 2.625 06/12	2.750 2.625	05/07/09	08/07/08	\$	10,000,000	\$ 9,990,000	\$ 9,975,000	\$	(15,000)
Operating	FHLB (n/a) 2.60 06/17/09	2.600	06/12/09 06/17/09	11/16/08	\$	5,000,000	\$ 4,988,500 \$ 9,972,000	\$ 4,979,500	\$	(9,000)
Operating	FHLMC (n/a) 5.125 08/05/09	5.125	08/05/09		\$	10,000,000 5,000,000	\$ 5,117,000		\$	(12,000)
Operating	FHLMC Callable (once-5) 4.25 12/11/	4.250	12/11/09	12/11/08	\$	10,000,000	\$ 10,071,000	\$ 10,021,000	\$	(50,000)
Operating	FHLMC Callable (once-5) 4.25 12/11/	4.250	12/11/09	12/11/08	\$	10,000,000	\$ 10,071,000	\$ 10,021,000	\$	(50,000)
Operating	FHLB Callable (once-5) 3.00 12/23/09	3.000	12/23/09	12/23/08	\$	10,000,000	\$ 9,985,000	\$ 9,978,000	\$	(7,000)
Operating	FHLB Callable (once-5) 3.00 02/05/10	3.000	02/05/10	02/05/09	\$	10,000,000	\$ 9,978,000	\$ 9,974,000	\$	(4,000)
Fin. Reserve	FNMA Callable (once - 10) 3.00 02/19	3.000	02/19/10	02/19/09	\$	1,500,000	\$ 1,496,400	\$ 1,495,950	\$	(450)
Operating Operating	FHLB Callable (qtrly-5) 3.00 02/22/10 FNMA Step Callable (qtrly-10) 3.125 (	3.000 3.125	02/22/10 02/26/10	08/22/08 08/26/08	\$	10,000,000	\$ 9,974,000 \$ 9,987,000	\$ 9,968,000	\$	(6,000)
Fin. Reserve	FNMA Callable (past) 3.05 03/05/10	3.050	03/05/10	09/05/08	\$	10,000,000 4,000,000	\$ 9,987,000 \$ 3,992,000	\$ 10,006,000 \$ 3,996,000	\$	19,000 4,000
Operating	FNMA Callable (past) 3.05 03/05/10	3.050	03/05/10	09/05/08	\$	2,700,000	\$ 2,694,600	\$ 2,697,300	\$	2,700
Fin. Reserve	FHLMC Callable (qtrly-5) 3.00 03/26/	3.000	03/26/10	12/26/08	\$	4,500,000	\$ 4,486,500	\$ 4,481,100	\$	(5,400)
Operating	FNMA Callable (once-10) 2.75 04/16/	2.750	04/16/10	01/16/09	\$	10,000,000	\$ 9,923,000	\$ 9,944,000	\$	21,000
Fin. Reserve	FNMA Step Callable (qtrly-10) 2.75 04	2.750	04/21/10	07/21/08	\$	5,000,000	\$ 4,960,500	\$ 4,988,500	\$	28,000
Operating Operating	FNMA Callable (qtrly-10) 3.00 04/21/1 FHLB Callable (any>10/22/08-5) 2.80	3.000 2.800	04/21/10 04/23/10	07/21/08 10/23/08	\$	10,000,000	\$ 9,962,000	\$ 9,965,000	\$	3,000
Operating	FNMA Callable (qtrly-10) 3.25 05/06/1	3.250	05/06/10	11/06/08	\$	5,000,000	\$ 4,964,500 \$ 4,995,000	\$ 4,970,500 \$ 4,993,000	\$	6,000 (2,000)
Operating	FHLMC Callable (qtrly-5) 3.35 05/12/	3.350	05/12/10	08/12/08	\$	10,000,000	\$ 10,001,000	\$ 9,988,000	\$	(13,000)
Operating	FHLMC Callable (qtrly-5) 3.25 05/12/	3.250	05/12/10	11/12/08	\$	5,000,000	\$ 4,998,000	\$ 4,989,500	\$	(8,500)
Operating	FHLMC Callable (qtrly-5) 3.25 05/19/	3.250	05/19/10	08/19/08	\$	10,000,000	\$ 9,992,000	\$ 9,979,000	\$	(13,000)
Insurance	FHLMC Callable (qtrly-5) 3.50 06/11/	3.500	06/11/10	09/11/08	\$	3,000,000	\$ 3,003,900	\$ 2,999,100	\$	(4,800)
Operating Operating	FNMA Callable (once-10) 3.50 06/18/ FFCB Callable (anytime-7) 3.30 10/22	3.500	06/18/10	06/18/09	\$	10,000,000	\$ 10,032,000	\$ 10,016,000	\$	(16,000)
Operating	FHLB Callable (once-5) 5.00 10/29/10	5.000	10/22/10 10/29/10	07/22/08 10/29/08	\$	10,000,000 5,950,000	\$ 9,970,000 \$ 5,995,815	\$ 9,979,000 \$ 5,958,925	\$	9,000
Operating	FHLMC Callable (any>10/28/08-5) 5.0	5.060	10/29/10	10/29/08	\$	5,000,000	\$ 5,041,000	\$ 5,958,925 \$ 5,007,500	\$	(36,890) (33,500)
Fin. Reserve	FHLB Callable (qtrly-5) 3.75 01/28/11	3.750	01/28/11	01/28/09	\$	10,000,000	\$ 10,026,000	\$ 10,010,000	\$	(16,000)
Fin. Reserve	FHLMC Callable (qtrly-5) 3.64 02/04/	3.640	02/04/11	11/04/08	\$	1,500,000	\$ 1,499,100	\$ 1,499,100	\$	-
Operating	FHLMC Callable (qtrly-5) 3.50 02/07/	3.500	02/07/11	08/07/08	\$	5,000,000	\$ 5,003,000	\$ 4,998,500	\$	(4,500)
Operating Operating	FHLB Callable (anytime-5) 3.625 02/0 FNMA Callable (once-10) 3.50 02/09/	3.625	02/08/11 02/09/11	05/08/08	\$	10,000,000 3,400,000	\$ 9,991,000	\$ 9,992,000	\$	1,000
Operating	FHLMC Callable (gtrly-5) 3.25 02/22/	3.250	02/22/11	02/09/09 11/22/08	\$	10,000,000	\$ 3,395,920 \$ 9,925,000	\$ 3,399,320 \$ 9,994,000	\$	3,400 69,000
1000 /0000	FHLB (n/a) 4.875 03/11/11	4.875	03/11/11		\$	3,000,000	\$ 3,104,400	\$ 3,111,300	\$	6,900
Operating	FNMA Callable (qtrly-5) 3.375 04/01/1	3.375	04/01/11	10/01/08	\$	5,000,000	\$ 4,973,000	\$ 4,982,500	\$	9,500
Insurance	FFCB Callable (anytime-7) 3.45 04/11	3.450	04/11/11	07/11/08	\$	1,005,000	\$ 1,000,779	\$ 1,001,885	\$	1,106
100000000000000000000000000000000000000	FHLMC Callable (once-5) 3.25 04/14/	3.250	04/14/11	10/14/08	\$	5,000,000	\$ 4,954,500	\$ 4,982,000	\$	27,500
25.000.000.000.000.000.000.000.000.000.0	FHLMC Callable (qtrly-5) 3.75 04/25/ FHLB Callable (anytime-5) 4.00 04/28	3.750 4.000	04/25/11 04/28/11	07/25/08 08/04/08	\$	5,000,000 3,000,000	\$ 4,997,500 \$ 3,000,600	\$ 4,998,500	\$	1,000
	FNMA Callable (qtrly-10) 4.00 05/05/1	4.000	05/05/11	11/05/08	\$	5,500,000	\$ 5,506,050	\$ 3,000,300 \$ 5,503,300	\$	(300) (2,750)
	FHLMC Step Callable (qtrly-5) 3.00 0	3.000	05/20/11	11/20/08	\$	5,000,000	\$ 4,913,000	\$ 4,991,500	\$	78,500
	FHLMC Callable (qtrly-5) 3.875 05/27	3.875	05/27/11	08/27/08	\$	5,000,000	\$ 5,004,000	\$ 5,001,500	\$	(2,500)
	FNMA Callable (once-10) 4.375 06/30	4.375	06/30/11	12/30/08	\$	3,000,000	\$ 3,022,800	\$ 3,009,300	\$	(13,500)
19-2/2 50-00	FHLMC Callable (qtrly-5) 4.00 11/02/	4.000	11/02/11	08/07/08	\$	4,000,000	\$ 3,998,000	\$ 3,999,600	\$	1,600
	FHLB Callable (qtrly-5) 3.70 11/04/11 FHLB Callable (any>11/06/08-5) 3.75	3.700	11/04/11 11/07/11	11/04/08 11/07/08	\$	2,000,000	\$ 1,992,000 \$ 9,968,000	\$ 1,993,000 \$ 9,967,000	\$	1,000
	FHLMC Step Callable (qtrly-5) 3.50 1;	3.500	12/05/11	09/05/08	\$	5,000,000	\$ 4,941,500	\$ 9,967,000 \$ 4,999,500	\$	(1,000) 58,000
	FNMA Callable (once 11/14/08-10 3.6	3.625	02/14/12	11/14/08	\$	1,000,000	\$ 991,900	\$ 996,700	\$	4,800
A STATE OF THE PROPERTY OF THE	FHLB Callable (once-5) 3.85 05/21/12	3.850	05/21/12		\$	5,900,000	\$ 5,869,910		\$	13,570
	Securities held as of 09/30/08 result of market movement						\$392,144,601	\$392,454,250	\$	309,649 0.08%
Holdings at 6/3 Value of Mone	30/08 maturing during Q4, FY08 30/08 called during Q4, FY08 by Market Mutual Funds ( All ) 30/08 purchased during Q4, FY08						\$ 69,722,313 \$ 26,362,770 \$ 499,854,449	\$103,159,246 \$384,934,483		(69,722,313) (26,362,770) (396,695,203) 384,934,483
TOTAL PORT	FOLIO VALUE						\$988,084,133	\$880,547,979	\$ (	(107,536,154)

## **Callable Securities Analysis**

Invest #	Fund	Maturity	Secuirty Description	CUSIP	Next Call	Notice	Par Value	Coupon	Treasury	Call Prob
								Rate	Curve	
08-0127	Operating	11/13/08	FHLB Callable (once-5) 2.50 11/13/08	3133XR6M7	11/13/08	5	10,000,000.00	2.500	0.90	Moderate
08-0105	Operating	04/02/09	FHLB Callable (once-5) 2.14 04/02/09	3133XQGA4	10/02/08	5	10,000,000.00	2.140	1.65	Low
08-0099	Operating	04/21/09	FHLMC Callable (qtrly-5) 2.50 04/21/09	3128X7LH5	10/21/08	5	10,000,000.00	2.500	1.65	Low
08-0102	Operating	04/21/09	FHLB Callable (once 10/21/08-5) 2.52 04/2	3133XQV66	10/21/08	5	10,000,000.00	2.520	1.65	Low
08-0125	Operating	06/12/09	FHLMC Callable (once-5) 2.625 06/12/09	3128X7TV6	11/16/08	5	5,000,000.00	2.625	1.65	Low
08-0149	Bond	07/28/09	FHLMC Callable (qtrly-5) 3.15 07/28/09	3128X7S39	10/28/08	5	15,000,000.00	3.150	1.75	Low
08-0146	Bond	07/28/09	FHLMC Callable (qtrly-5) 3.15 07/28/09	3128X7S39	10/28/08	5	20,000,000.00	3.150	1.65	Low
08-0150	Bond	10/30/09	FHLMC Callable (qtrly-5) 3.25 10/30/09	3128X7U51	10/30/08	5	20,000,000.00	3.250	1.80	Low
08-0171	Bond	11/18/09	FHLB Callable (11/18/08-5) 3.125 11/18/09	3133XRXZ8	11/18/08	5	5,000,000.00	3.125	1.80	Low
08-0091	Operating	12/11/09	FHLMC Callable (once-5) 4.25 12/11/09	3128X6UW4	12/11/08	5	10,000,000.00	4.250	1.80	High
08-0088	Operating	12/11/09	FHLMC Callable (once-5) 4.25 12/11/09	3128X6UW4	12/11/08	5	10,000,000.00	4.250	1.80	High
08-0136	Operating	12/23/09	FHLB Callable (once-5) 3.00 12/23/09	3133XRGD6	12/23/08	5	10,000,000.00	3.000	1.80	Low
08-0107	Operating	02/05/10	FHLB Callable (once-5) 3.00 02/05/10	3133XQZH8	02/05/09	5	10,000,000.00	3.000	1.85	Low
08-0161	Operating	02/05/10	FHLB Callable (qtrly-5) 3.50 02/05/10	3133XPER1	11/05/08	5	10,000,000.00	3.500	1.85	Moderate
08-0068	Fin. Reserve	02/19/10	FNMA Callable (once - 10) 3.00 02/19/10	31398AMX7	02/19/09	10	1,500,000.00	3.000	1.85	Low
08-0129	Operating	02/22/10	FHLB Callable (qtrly-5) 3.00 02/22/10	3133XR4E7	11/22/08	5	10,000,000.00	3.000	1.85	Low
08-0103	Operating	02/26/10	FNMA Step Callable (qtrly-10) 3.125 02/26	3136F9BG7	11/26/08	10	10,000,000.00	3.125	1.85	Low
08-0083	Fin. Reserve	03/26/10	FHLMC Callable (qtrly-5) 3.00 03/26/10	3128X7BY9	12/26/08	5	4,500,000.00	3.000	1.90	Low
08-0109	Operating	04/16/10	FNMA Callable (once-10) 2.75 04/16/10	31398APS5	01/16/09	10	10,000,000.00	2.750	1.90	Low
08-0096	Fin. Reserve	04/21/10	FNMA Step Callable (qtrly-10) 2.75 04/21/	3136F9HY2	10/21/08	10	5,000,000.00	2.750	1.90	Low
08-0114	Operating	04/21/10	FNMA Callable (qtrly-10) 3.00 04/21/10	31398AQE5	10/21/08	10	10,000,000.00	3.000	1.90	Low
08-0100	Operating	04/23/10	FHLB Callable (any>10/22/08-5) 2.80 04/2	3133XQS60	10/23/08	5	5,000,000.00	2.800	1.90	Low
08-0111	Operating	05/06/10	FNMA Callable (qtrly-10) 3.25 05/06/10	31398AQM7	11/06/08	10	5,000,000.00	3.250	1.90	Low
08-0124	Operating	05/12/10	FHLMC Callable (qtrly-5) 3.25 05/12/10	3128X7QT4	11/12/08	5	5,000,000.00	3.250	1.90	Low
08-0119	Operating	05/12/10	FHLMC Callable (gtrly-5) 3.35 05/12/10	3128X7NS9	11/12/08	5	10,000,000.00	3.350	1.90	Low
08-0126	Operating	05/19/10	FHLMC Callable (qtrly-5) 3.25 05/19/10	3128X7RH9	11/19/08	5	10,000,000.00	3.250	1.90	Low
08-0138	Insurance	06/11/10	FHLMC Callable (qtrly-5) 3.50 06/11/10	3128X7WT7	12/11/08	5	3,000,000.00	3.500	1.90	Moderate
08-0135	Operating	06/18/10	FNMA Callable (once-10) 3.50 06/18/10	31398ARW4	06/18/09	10	10,000,000.00	3.500	1.90	Moderate
08-0098	Operating	10/22/10	FFCB Callable (anytime-7) 3.30 10/22/10	31331YG53	Open	7	10,000,000.00	3.300	2.00	Low
08-0013	Operating	10/29/10	FHLB Callable (once-5) 5.00 10/29/10	3133XMMT5	10/29/08	5	5,950,000.00	5.000	2.00	Extreme
08-0019	Operating	10/29/10	FHLMC Callable (any>10/28/08-5) 5.06 10	3128X6PX8	10/29/08	5	5,000,000.00	5.060	2.00	Extreme
08-0076	Fin. Reserve	01/28/11	FHLB Callable (qtrly-5) 3.75 01/28/11	3133XP3G7	01/28/09	5	10,000,000.00	3.750	2.05	Moderate
08-0059	Fin. Reserve	02/04/11	FHLMC Callable (qtrly-5) 3.64 02/04/11	3128X6P83	11/04/08	5	1,500,000.00	3.640	2.05	Moderate
08-0061	Operating	02/07/11	FHLMC Callable (qtrly-5) 3.50 02/07/11	3128X6R40	11/07/08	5	5,000,000.00	3.500	2.05	Low
08-0064	Operating	02/08/11	FHLB Callable (anytime-5) 3.625 02/08/11	3133XPAL8	Open	5	10,000,000.00	3.625	2.05	Moderate
08-0004	Operating	02/09/11	FNMA Callable (once-10) 3.50 02/09/11	3136F9PE7	02/09/09	10	3,400,000.00	3.500	2.05	Low
08-0070	, ,	02/09/11		3128X63L8	11/22/08	5	10,000,000.00	3.250	2.05	Low
-	Operating	THE RESIDENCE OF THE PARTY OF T	FHLMC Callable (qtrly-5) 3.25 02/22/11	_					-	THE RESERVE AND ADDRESS OF THE PERSON NAMED IN
08-0085	Operating Insurance	04/01/11	FNMA Callable (qtrly-5) 3.375 04/01/11	3133XQA93	10/01/08 Open	5	5,000,000.00	3.375 3.450	2.10	Low
			FFCB Callable (anytime-7) 3.45 04/11/11		Open		1,005,000.00		2.10	
08-0130		04/14/11	FHLMC Callable (once-5) 3.25 04/14/11	3128X7JK1	10/14/08	5	5,000,000.00	3.250	2.10	Low
08-0101	Operating	04/25/11	FHLMC Callable (qtrly-5) 3.75 04/25/11	3128X7MF8	10/25/08	5	5,000,000.00	3.750	2.10	Moderate
-	Fin. Reserve	04/28/11	FHLB Callable (anytime-5) 4.00 04/28/11	3133XP6G4	Open	5	3,000,000.00	4.000	2.10	Moderate
	Fin. Reserve	05/05/11	FNMA Callable (qtrly-10) 4.00 05/05/11	3136F9MM2	11/05/08	10	5,500,000.00	4.000	2.20	Moderate
08-0128		05/20/11	FHLMC Step Callable (qtrly-5) 3.00 05/20/	3128X7SC9	11/20/08	5	5,000,000.00	3.000	2.20	Low
08-0132	Operating	05/27/11	FHLMC Callable (qtrly-5) 3.875 05/27/11	3128X7TK0	11/27/08	5	5,000,000.00	3.875	2.20	Moderate
08-0141	Insurance	06/30/11	FNMA Callable (once-10) 4.375 06/30/11	3136F9XM0	12/30/08	10	3,000,000.00	4.375	2.20	High
08-0173	, ,	08/04/11	FHLB Callable (2/4/09-5) 3.48 08/04/11	3133XPGB4	02/04/09	5	200,000.00	3.480	2.20	Low
	Fin. Reserve	08/05/11	FNMA Callable (08/05/09-10) 4.00 08/05/1		08/05/09	10	1,300,000.00	4.000	2.20	Moderate
	Fin. Reserve	11/02/11	FHLMC Callable (qtrly-5) 4.00 11/02/11	3128X7NT7	11/07/08	5	4,000,000.00	4.000	2.30	Moderate
-	Fin. Reserve	11/04/11	FHLB Callable (qtrly-5) 3.70 11/04/11	3133XPGH1	11/04/08	5	2,000,000.00	3.700	2.30	Low
08-0116	Operating	11/07/11	FHLB Callable (any>11/06/08-5) 3.75 11/0	3133XQUL4	11/07/08	5	10,000,000.00	3.750	2.30	Low
08-0133	Operating	12/05/11	FHLMC Step Callable (qtrly-5) 3.50 12/05/	3128X7WQ3	12/05/08	5	5,000,000.00	3.500	2.30	Low
08-0066	Fin. Reserve	02/14/12	FNMA Callable (once 11/14/08-10 3.625 0	3136F84J1	11/14/08	10	1,000,000.00	3.625	2.40	Low
00 0404	Insurance	05/21/12	FHLB Callable (once-5) 3.85 05/21/12	3133XR6P0	05/21/09	5	5,900,000.00	3.850	2.45	Low
08-0131										

## **Defined Benefit Plan Summary**

	Market		412000000000000000000000000000000000000		Realized	Unrealized	* ** <b>**</b> ** ** ** ** ** ** ** ** ** ** ** **			Market
	Value		Benefit		Gain/	Gain/	Contrib	3.41.2.1.52		Value
	30-Jun-08	Income	<b>Payments</b>	<u>Transfers</u>	(loss)	(loss)	Employer	Employee	Other	30-Sep-08
Equity Managers										
Large Cap:										
Washington Mutual	\$8,327,745	45,308	0	(1,000,000)	128,931	(486,789)	0	0	0	\$7,015,19
Capital Guardian	\$7,889,686	0	0	(3,000,000)	(359,640)	136,641	0	0	(1)	\$4,666,68
Aeltus / Goldman	\$13,481,773	(18,887)	0	(2,500,000)	379,960	(1,665,667)	0	0	1	\$9,677,18
SSGA Wilshire 5000	\$12,063,435	0	0	0	806	(1,048,742)	0	0	0	\$11,015,49
Small Cap:										
Friess	\$10,358,303	0	0	0	0	(1,836,922)	0	0	0	\$8,521,38
Earnest Partners	\$13,462,091	(35,297)	0	(3,500,000)	1,146,123	(1,576,805)	0	0	1	\$9,496,11
International:										
Dodge & Cox	\$7,434,624	0	0	2,000,000	0	(1,687,039)	0	0	1	\$7,747,58
Capital Resources	\$7,936,865	0	0	3,000,000	0	(1,774,151)	0	0	0	\$9,162,71
SSGA Internat. Index	\$4,753,688	145	0	2,000,000	0	(1,216,591)	0	0	1	\$5,537,24
Fixed Income Manag	<u>ers</u>									
Primco	\$17,592,900	229,498	0	1,500,000	112,494	(738,025)	0	0	0	\$18,696,86
Aberdeen	\$17,459,091	(15,549)	0	1,467,646	3,930	(899,560)	0	0	0	\$18,015,55
Real Estate	\$0	0	0	0	0	0	0	0	0	\$
	20	U	U	U	Ü	Ü	U	U	v	Ψ
UBS	\$15,261,742	(114,585)	0	0	0	0	0	0	0	\$15,147,15
Cash	\$2,922,223	(69,929)	(2,235,267)	32,354	0	0	0	687	1	\$650,06
Total	\$138,944,166	20,704	(2,235,267)	0	1,412,604	(12,793,650)	0	687	4	\$125,349,24





Commercial Paper							
Maturity Date	Issue Date	P	ar Value	Coupon %	Issue Term (Days)	Dealer	
10/8/2008	9/11/2008	\$	10,000,000	2.20%	27	Loop	
12/2/2008	6/16/2008	\$	10,000,000	1.75%	169	JPMorgan	

Total: \$ 20,000,000 1.98% 98

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

Contract#	<u>Vendor Name</u>	Project/s
01010950	3I Construction	WSA Yard Paving
01014604	Abacus	Mobile Data Computers
01007732	ACT21	NW SE LRT Build-Out
01012000	Advanced Track	NW SE LRT Build-out
01011780	American Intl	OCIP, GL WC Insurance
01012392	Archerwestern	NW SE LRT Build-out
01007571	Archerwestern Brunson	NW SE LRT Build-out
01009666	Archerwestern Herzog	NW SE LRT Build-out
01012966	Austin Bridge	Lisa/Perkins Double Track
01011656	Barrier Systems	LBJ HOV East/West
01012081	Benchmark Environmental	Build-Out
01008589	Bombardier	Commuter Rail Vehicles
01004732	Bridgefarmer/Farradyne	HOV Projects
01011527	Carcon	Walnut Hill Parking exp.
01008633	CONNEX/ATC	Paratransit Service
01012758	DGNO	Freight Track Relocation
01004187	DMJM+Harris	NW SE LRT Build-out
01006471	F Hall Mowing	NW SE LRT Build-out
01009337	GE Transportation	NW SE LRT Build-out
01008612	Gilbert May Inc.	Demo NW SE LRT Build-out
01010399	Gilbert May Inc.	WSA Annexes Upgrade
01002608	Gilbert May Inc.	Misc. Construction - Various
01011941	Gilbert May Inc.	Misc. Construction-Various
01012813	Gilbert May Inc.	CBD Level Boarding
01011028	Greyhawk Tech.	Paratransit VBS Equipment
01006362	Halff Associates	NW SE LRT Build-out
01012080	Halff Associates	Environmental
01008130	Hensel Phelps	S & I Facility Expansion
01008316	Herzog	TRE Rail Operating
01010371	Herzog	Railroad Signalization
01012392	Herzog	NWROF
01012577	Herzog	Lisa/Perkins & Beltline
98000071	Itochu International	LRV's
01011711	Kinkisharyo	C-Cars, Cab-signals, VBS
01012000	LB Foster	NRV's
01002078	LOPEZGARCIA Group	NW SE LRT Build-out
01008975	LOPEZGARCIA Group	Build-Out
01008146	LTK Engineering	LRV's
01003569	Malcolm Pirnie	NW SE LRT Build-out
01003568	Maxim Technologies	NW SE LRT Build-out
01012696	McCarthy	Beltline Grade Separation
01012448	McKinney Dodge	NRV's
01014490	McKinney Dodge	NRV's
01011418	Messaging Architects	Email Archive/Retrieve
01011941	Mitchell	Misc. Construction
01004832	Neon Electric	<b>Bus Passenger Amenities</b>
01013062	Nextel Communications	NW SE LRT Build-out
01008230	Northstar Abatement	NW SE LRT Build-out
01012908	Nouveau Tech.	Network

## **Major Contracts Funded by CP / Debt**

N/A	Oncor Electric	LRT Build-Out		
01009306	Parsons/Brinckerhoff	CBD AA/EIS		
01002803	Parsons Transport Group	LRT Build-Out		
00937775	Parsons Transport. Group	NW SE LRT Build-out		
01009306	Parsons/Brinkerhoff	CBD Study AA/EIS		
01009306	PB America's	CBD Study		
01011831	Penaco	<b>Tunnel Delamination</b>		
01008681	Philpott Motors	Purchase NRV's		
01010787	Philpott Motors	Non-Revenue Vehicles		
01012444	Philpott Motors	NRV's		
01013147	Philpott Motors	NRV's		
01012441	Planet Ford 6	NRV's		
01008230	Ponce/Ice/North Star	Asbestos Abatement		
01013342	Priority Public Safety Equip	Operating Vehicles for HOV		
01009684	Progress Rail	NW SE LRT Build-out		
01011171	Proofrock	1401 Pacific Exterior		
0101114	RAK Main Place	NW SE LRT Build-out		
01015530	RAK Main Place	Irving/Rowlett LRT Build-Out		
01011044	RAM COMM Inc	Build-Out		
01009684	ROCLA	NW SE LRT Build-out		
01010224	SECURENET INC	Facility Surveillance Pilot		
01012005	Siemens	NW SE LRT Build-out		
01012440	Southwest Intl Trucks	High Rail Equipment		
01002450	Sunland/ACT 21	NW SE LRT Build-out		
01014197	Telco Solutions	Telephone System Upgrade		
01004732	Telvent Farradyne	TSP LRT Project		
01012000	VAE Nortrak	NW SE LRT Build-out		
01011941	Vestal Builders	Misc. Construction		
01010179	Willis of Texas	LRT Build-Out		
01012443	Windham Motors	NRV's		