Quarterly Operating & Financial Performance Report

Fourth Quarter FY 2009 July – September 2009



CONNECTING COMMUNITIES





DALLAS AREA RAPID TRANSIT

QUARTERLY OPERATING & FINANCIAL PERFORMANCE REPORT

FOURTH QUARTER FY 2009 JULY – SEPTEMBER 2009

Table of Contents

Section 1 – Operations & Financial

O&F1	Executive Summary
O&F2	General Information
O&F3	Agency Scorecard – Key Performance Indicators (KPIs)
O&F3	Ridership Scorecard – Key Performance Indicators (KPIs)
O&F4	Subsidy Per Passenger Scorecard
O&F4	Bus and Innovative Service Modal Update
O&F5	Bus Scorecard – Key Performance Indicators (KPIs)
O&F6	Light Rail Transit (LRT) Services
O&F6	LRT Scorecard – Key Performance Indicators (KPIs)
O&F8	Trinity Railway Express (TRE) Scorecard – Key Performance Indicators (KPIs)
O&F9	Paratransit Services Scorecard – Key Performance Indicators (KPIs)
O&F10	HOV Transitway Services and Scorecard – Key Performance Indicators (KPIs)
O&F11	General Mobility Programs
O&F11	Vanpool Scorecard – Key Performance Indicators (KPIs)
O&F12	Capital and Non Operating Budget Summary - Actuals vs. Budget
O&F13	Appendix
O&F14	Revenues, Operating Expenses, and Net Financing Costs - FY 2009 Actuals vs. Budget
O&F15	Statement of Revenues, Expenses and Changes In Net Assets
O&F16	Statements of Net Assets (Balance Sheet)
O&F18	Glossary

Section 2 – Ridership

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



R13	Crosstown and Express Routes Performance
R14	Rail Feeder Route Performance
R15	Transit Center Feeder Route Performance
R16	Local Route Performance
R17	Site-Specific Shuttles and DART-on-Call Performance
R18	Flex Routes
Following	Route Performance Index Charts
Section 3 – Plan	ning Progress
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 and Scheduling
P&D6	Employer Service Program Development
P&D7	Green Line Bus Feeder Plan
P&D8	Construction and Installation of Standard Shelters
P&D9	Vanpool Program
P&D10	Service Reviews
P&D11	Five-Year Action Plan Score Card
Section 4 – Pro	ject Development Progress
r pd-i	Acronyms
RPD1	Scope of Projects
LRT Buildo	ut Phase 1
RPD5	Map
RPD6	Summary Control Schedule
RPD7	Cost/Schedule Summary
RPD10	Northeast Corridor Facilities – Line Section G-2
RPD11	North Central Corridor Facilities – Line Section NC-3
RPD12	Vehicles
RPD13	Parker Road Station Parking Expansion
RPD14	Facilities - Six-Month Look Ahead
RPD15	Change Control Summary



LRT Buildout Phase II

RPD16 Map

LRT Buildout Phase IIA

- RPD17 Summary Control Schedule
- RPD18 Cost/Schedule Summary
- RPD20 Real Estate
- RPD21 Construction Manager/General Contractor I (CM/GC I)
- RPD32 Track Materials Procurement for CM/GC I Construction
- RPD33 Construction Manager/General Contractor III (CM/GC III)
- RPD39 Northwest Rail Operating Facility
- RPD43 Track Materials Procurement for Northwest Corridor & NWROF
- RPD44 Systems Traction Power Substations
- RPD46 Systems SCS/OCC Modifications
- RPD47 Systems Fare Collection Equipment
- RPD48 Vehicles SLRV Retrofit
- RPD49 Vehicles New SLRV Procurement
- RPD50 Systems Integration
- RPD51 Raise & Extend Four CBD Stations
- RPD52 Closed-Circuit Television (CCTV) System
- RPD53 NW-2 Additional Betterments & Love Field West Area Improvement
- RPD54 Facilities Six –Month Look Ahead
- RPD55 Change Control Summary

LRT Buildout Phase IIB

- RPD56 Summary Control Schedule
- RPD57 Cost/Schedule Summary
- RPD58 Irving Corridor Facilities
- RPD60 Track Materials Procurement for Irving Corridor
- RPD61 DFW Corridor Facilities
- RPD62 Rowlett Extension Facilities
- RPD64 Track Materials Procurement for Rowlett Extension
- RPD65 Systems Traction Power Substations
- RPD66 Systems SCS/OCC Modifications
- RPD67 Systems Fare Collection Equipment
- RPD68 Systems Passenger Emergency Calls (PECs)



Fourth Quarter FY 2009

RPD69	Vehicles – 23 Option Vehicles (New SLRV Procurement)
RPD70	Systems Integration
RPD71	Level Boarding Modifications For Outlying Stations
RPD72	Facilities – Six-Month Look Ahead
RPD73	Change Control Summary
Commuter	Rail
RPD74	Summary Working Schedule
RPD75	Cost Summary
RPD76	Belt Line Road Grade Separation
RPD77	Double Tracking at Market Center Blvd. (Lisa – Perkins)
RPD78	Track, Signals & Installation for Lisa-Perkins & Belt Line Road Projects
RPD79	Valley View to West Irving Double Tracking
RPD80	Track Materials Procurement for TRE Valley View Project
RPD81	Six-Month Look Ahead
RPD82	Change Control Summary
Additional (Capital Development
RPD83	Summary Working Schedule
RPD84	Cost Summary
RPD85	NW-1A/Victory Station Project
RPD86	Unity Plaza
RPD87	North Central Tunnel Delamination Repair & Monitoring
RPD88	Bryan/Hawkins Junction (CM/GC-I)
RPD89	Track Materials Procurement-Bryan/Hawkins Junction (CM/GC-I)
RPD90	Paratransit Parking
RPD91	Thanks-Giving Square Rail Replacement
RPD92	Lake Highlands Station
RPD93	Valencia Development
RPD94	DART Police Facilities
RPD95	Frankford Station Additional Parking
RPD96	6 th Street Crossing
RPD97	CBD/Traffic Signal Priority (TSP) System
RPD99	Agency-Wide Radio & Related Communications Systems Replacement
RPD100	800 MHz Band Reconfiguration
RPD101	Six-Month Look Ahead



Fourth Quarter FY 2009

RPD102 Change Control Summary

Section 5 – Quarterly Investment Report – September 2009



FY 2009 Fourth Quarter Highlights

This report is for the quarter ending September 30, 2009, the fourth quarter of fiscal year 2009. Sales tax revenues were lower than budget; total agency, fixed route ridership declined and is below target, and operating expenses were under budget by more than approximately \$18 million. The following summary highlights key results in comparison to the previous fiscal year and our targets for FY 2009.

Sales tax revenues continued to be adversely affected by a weakened economy. Fourth quarter receipts were down 9.2% compared with the same timeframe in 2008. FY 2009 ended the year at \$377.6 million, a decrease of \$53.6 million below the original budget (\$431.2 million).

Total Operating Expenses ended the year \$18.0 million (5.0%) below budget. Delays in hiring open positions and better than budgeted health claims were the main contributors.

Total agency passenger trips for the rolling four quarters ending September 2009 were 117.5 million, 400,000 over 2008 but were approximately 1.4 million (1.2%) below target. **Fixed-route ridership** for the same period was 64.8 million, a decline of 2.8 million (4.1%) over last year; fourth quarter results were approximately 4 million (5.8%) below the target. The significant weakness in ridership is primarily a result of lower gas prices and increasing unemployment.

Fixed-route on-time performance was 95.7% for the period, exceeding the target of 95.5% for FY 2009.

Total system subsidy per passenger for the period was \$2.57, \$0.08 (3%) better than target. The savings from operating expenses more than offset lower than expected ridership. However, **fixed-route subsidy per passenger** was \$4.02, \$0.06 (1%) greater than the target.

Administrative ratio for the period was 8.2%, below the target of 8.3%.

The period ended with sales taxes for operating expense ratio of 76.5%, which is 10% above target. Shortfalls in sales tax revenues and passenger fares more than offset the savings from operating expenses.



General Information

Reporting Period – DART's fiscal year begins on October 1. The fourth quarter of the current fiscal year was July through September 2009.

Operating Performance – Exhibits 1 - 9 provide information on key performance indicators (KPIs). Amounts represent four-quarter rolling totals (one full year) or averages to remove seasonality from financial and operating performance. Operating Speed Ratio for HOV is not a four-quarter rolling number, but a quarterly number, and is marked by an asterisk.

Management is continually striving to improve the reporting of Key Performance Indicators (KPIs). Accordingly, prior period KPIs may not reflect the most current methodology. Changes in methodology are noted below the affected data.

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

Green - The FY 2009 target was achieved.

<u>Yellow</u> – Used only for non-year-end quarters.

Red – The FY 2009 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

	Agency Scorecard - Key	Perform	ance Indi	cators		
		0.4/00	0.4/00	0.1	FY09	G
	Indicators	Q 4/08	Q 4/09	Qtrly	Target	Status
	Total Agency Ridership (M)	117.1	117.5	29.3	118.9	Red
	Fixed-Route Ridership (M)	67.6	64.8	15.9	68.8	Red
	Total System Subsidy Per Passenger	\$2.49	\$2.57	\$2.89	\$2.65	Green
bit 1	Fixed-Route Subsidy Per Passenger	\$3.72	\$4.01	\$4.61	\$3.96	Red
Exhibit 1	On-Time Performance (Fixed-Route)	95.5%	95.7%	95.2%	95.5%	Green
	Fixed-Route Complaints Per 100,000 Passengers	39.9	49.2	53.0	37.1	Red
	Fixed-Route Accidents Per 100,000 Miles	1.44	1.42	1.22	1.48	Green
	Sales Taxes for Operating Expense	65.0%	76.0%	89.1%	66.1%	Red
	Fixed-Route Farebox Recovery Ratio	14.8%	13.1%	12.2%	14.8%	Red
	Administrative Ratio	8.2%	8.2%	9.4%	8.3%	Green

Ridership

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

	Ridership										
	Indicators	Q 4/08	Q 4/09	Qtrly	FY09 Target	Status					
	Total Agency (M)	117.1	117.5	29.3	118.9	Red					
	Fixed-Route (M)	67.6	64.8	15.9	68.8	Red					
bit 2	Bus (M)	45.4	43.1	10.5	45.4	Red					
Exhibit	LRT (M)	19.4	19.0	4.7	20.5	Red					
	Commuter Rail (M)	2.7	2.7	0.7	2.9	Red					
	Paratransit (000s)	737.0	750.8	193.1	757.8	Green					
	HOV (M)	48.1	51.0	12.9	48.5	Green					
	Vanpool (000s)	697.2	880.7	233.0	849.8	Green					



Subsidy Per Passenger

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

	Subsidy Per Passenger									
		Q 4/08	Q 4/09	Qtrly	FY09 Target	Status				
	Total System	\$2.49	\$2.57	\$2.84	\$2.65	Green				
	Fixed-Route	\$3.72	\$4.02	\$4.52	\$3.96	Red				
ibit 3	Bus	\$3.87	\$4.10	\$4.60	\$4.13	Green				
Exhibit	LRT	\$3.01	\$3.41	\$3.99	\$3.11	Red				
	Commuter Rail	\$6.33	\$6.87	\$7.01	\$7.49	Green				
	Paratransit	\$42.69	\$42.22	\$43.82	\$42.51	Green				
	HOV	\$0.18	\$0.18	\$0.21	\$0.19	Green				
	Vanpool	\$0.22	\$0.83	\$0.54	\$0.74	Red				

Modal Update

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

Bus



DART's fixed-route bus service operates a total of 674 buses from three DART-owned facilities: East Dallas, Northwest, and South Oak Cliff. In addition to buses, DART maintains extensive passenger amenity and facility infrastructure including approximately: 12,500 bus stops, 765 bus shelters, 1,500 benches, 15 transit centers, 2 passenger transfer locations, 22 enhanced shelters, 35 rail platforms, 5 commuter rail stations, 100 information pylons, and all operating divisions and corporate offices, for a total of approximately 35 million square feet.

DART On-Call service is provided in areas that do not meet ridership and efficiency standards for traditional fixed-route service. DART currently has nine On-Call zones operating in the Service Area. DART also operates Flex Service, which combines the characteristics of On-Call and Fixed route service. Flex service is now available in Dallas, Garland, Irving, Richardson, Rowlett and Plano. Exhibit 4 is DART's Bus Scorecard and provides the FY 2009 KPI targets and historical quarterly KPIs. A discussion of variances follows the chart.



	Bus Scorecard - Key Performance Indicators									
	Indicators	Q 4/08	Q 4/09	Qtrly	FY09 Target	Status				
	Customer/Quality Indicators									
4	Bus Ridership (including Charter) (M)	45.4	43.1	10.5	45.4	Red				
Exhibit 4	On-Time Performance	92.0%	93.4%	93.0%	92.0%	Green				
Exl	Complaints Per 100k Passengers	52.5	64.5	70.3	50.0	Red				
	Mean Distance Between Service Calls	6,592	7,433	6,275	6,773	Green				
	Vehicle Accidents Per 100k Miles	1.75	1.70	1.42	1.76	Green				
	Financial/Efficiency Indicators									
	Subsidy Per Passenger	\$3.87	\$4.10	\$4.60	\$4.13	Green				

Bus ridership trended below target for the 4th Quarter due to the impact of the economic downturn on employment levels within the Service Area. Ridership is closely correlated to employment levels due to the significant percentage of riders that commute. Additionally, lower gas prices and free and/or low-cost parking allowed some riders to revert back to using their personal vehicles.

Complaints per 100,000 passengers trended higher than target in the 4th Quarter. An overall increase in complaints across all modes (Bus, Light Rail, Paratransit) has been seen throughout FY 2009. Management will continue to analysis complaint trending for FY 2009 for the major contributors.



Light Rail Transit (LRT)

DART currently operates 48 miles of light rail, including the first three miles of DART's Green Line, which opened in September 2009. The Agency is in various stages of planning, design and construction for the remainder of the Phase II and Phase II build-out, which will include 45 additional miles of LRT.

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

DART currently operates and maintains 39 rail stations (including four new Green Line stations that opened in September 2009) and a fleet of 115 revenue vehicles. The Service & Inspection Facility (S&I) located near Fair Park has been expanded to support and operate the additional revenue vehicles. A similar facility is being built on the Northwest Corridor to service the Green Line.

Exhibit 5 is DART's Light Rail Scorecard and provides the FY 2009 KPI targets and historical quarterly KPIs. A discussion of variances follows.

	Light Rail Scorecard - K	Light Rail Scorecard - Key Performance Indicators							
	Indicators	Q 4/08	Q 4/09	Qtrly	FY09 Target	Status			
	Customer/Quality Indicators								
	LRT Ridership (M)	19.4	19.0	4.7	20.5	Red			
t 5	On-Time Performance	96.6%	95.0%	93.5%	97.5%	Red			
Exhibit 5	Complaints Per 100k Passengers	15.3	20.7	21.1	13.5	Red			
<u> </u>	Mean Distance Between Service Calls (000s)	30.9	19.9	18.3	32.1	Red			
	Accidents per 100k Miles	0.11	0.26	0.53	0.25	Red			
	Financial/Efficiency Indicators								
	Subsidy Per Passenger	\$3.01	\$3.41	\$3.99	\$3.11	Red			
	Subsidy Per Passenger Mile	\$0.39	\$0.43	\$0.54	\$0.38	Red			

LRT ridership is below original expectations. Dramatic reductions in gasoline prices and increasing unemployment have had an impact on ridership, which, in turn, negatively impacts **subsidy per passenger.**

On-time Performance is a function of vehicle & systems reliability, system design, train scheduling, and operator performance. As **Mean Distance Between Service Calls** and Mean Distance/Time Between Failures declines, there is a corresponding negative impact on service reliability and On-time Performance. City traffic signal interface issues in the vicinity of Southeast Junction and train congestion associated with the opening of the Green Line also contribute to service delays during peak periods. Other factors that negatively impact service reliability include special event operations, medical emergencies onboard trains, accidents automobiles blocking tracks, adverse weather conditions, disorderly passengers, passengers holding doors, etc. Service delays are broken down by cause, tracked month to month/year to year, and are published in the Rail Operations Monthly Report.



Complaints per 100K Passengers is a function of On-time Performance. As service reliability decreases, customer complaints rise. (See mean distance between service below.)

In FY09 Quarter 4, we experienced a total of eight train/vehicle **accidents**. The Safety Division investigated each accident and classified all as "Non-Preventable."

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

- 1. A team of Operations staff has been assembled to conduct a root cause analysis on the service calls;
- 2. We are working with the sub-assembly manufacturers of both the doors and the propulsion systems (the two largest causes of system service calls) to baseline our inspection and repair procedures to ensure current practices are consistent with the manufacturers' recommended maintenance practices;
- 3. The latest design of door and propulsion systems installed on the newest fleet of cars for consideration of future retrofits is being evaluated continuously.

Maintenance has requested an independent review by Internal Audit of the inspection procedures as compared to the OEM recommendations to ensure overall alignment of our current practices. This review is expected to take place in FY 2010, and we will report on the progress in future reports.



Commuter Rail - Trinity Railway Express (TRE)

Commuter Rail service known as the Trinity Railway Express or TRE, is a joint service provided by DART and the Fort Worth Transportation Authority (The T) pursuant to the 2003 Restated Interlocal Agreement (ILA). The TRE is operated on a rail line that was owned by the Cities of Dallas and Fort Worth and transferred to DART and the T in December 1999. DART and the T, doing business as TRE, have jointly contracted with Herzog Transit Services, Inc. to maintain and operate the commuter rail vehicles and the corridor. The TRE corridor is 34 miles long and operates between downtown Dallas and downtown Fort Worth with a total of 10 stations, 5 of which are maintained by DART and 5 by the T. The vehicle fleet is composed of 13 rail diesel cars, 6 locomotives, 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 eight intermediate stops. As of September 14,2009, the TRE serves Victory Station with DART's Light Rail at the American Airlines Center in Dallas. Service at this location will result in ridership increases of approximately 1,000 passengers per American Airlines Center events.

Exhibit 6 is DART's Commuter Rail Scorecard and provides the FY 2009 KPI targets and historical KPIs.

	Commuter Rail - TRE Scorecard - Key Performance Indicators								
	Indicators	Q 4/08	Q 4/09	Qtrly	FY09 Target	Status			
	Customer/Quality Indicators								
	TRE Ridership (M)	2.7	2.7	0.7	2.9	Red			
Exhibit 6	On-Time Performance	97.8%	98.6%	99.0%	97.0%	Green			
Exh	Complaints Per 100k Passengers	5.24	6.46	8.72	5.51	Red			
	Accidents Per 100k Miles	0.22	0.10	0.00	0.24	Green			
	Financial/Efficiency Indicators								
	Subsidy Per Passenger	\$6.33	\$6.87	\$7.01	\$7.49	Green			
	Subsidy Per Passenger Mile	\$0.37	\$0.40	\$0.41	\$0.43	Green			

Two factors have attributed to **TRE ridership** being below the target of 2.9 million passengers. Gasoline prices decreased an average of \$1.18 per gallon from FY08 to FY09, and the unemployment rate has steadily increased.

Complaints per 100k passengers were on target for the first three quarters of FY09 and for the first two months of the fourth quarter. Of the 60 complaints registered for the fourth quarter, seven were in July and eight were in August, with the remaining 45 complaints registered in September. The fourth quarter performance caused the total complaints per 100k passengers to exceed the FY09 target. The primary driver of the increase in complaints is the schedule change that went into effect on September 14, 2009, with 42 of the 45 complaints in September occurring on or after that date.



Paratransit Services

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

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

	Paratransit Scorecard	- Key Per	rformanc	e Indicato	rs	
	Indicators	Q 4/08	Q 4/09	Qtrly	FY09 Target	Status
	Customer/Quality Indicators					
	Paratransit Ridership (000s)	737.0	750.8	193.1	757.8	Green
t 7	Revenue Hours (000s)	438.3	451.2	114.9	462.5	Green
Exhibit	Paratransit Passengers per Hour	1.68	1.66	1.68	1.64	Green
国	On-Time Performance	90.8%	87.8%	89.0%	87.0%	Green
	Accidents per 100K miles	1.67	0.98	0.58	2.50	Green
	Complaints per 1k Passengers	3.20	3.23	3.03	4.50	Green
	Financial/Efficiency Indicators					
	Subsidy Per Passenger	\$42.69	\$42.22	\$43.82	\$42.51	Green

Paratransit has met all FY 2009 targets. Improved efficiency was shown by fewer **Revenue Hours** and improved **Paratransit Passengers per Hour**. The effectiveness of the service is supported by complaints being well below target and a reduction in the **Accidents per 100K miles**.

Also please note that ridership is Green despite being lower than target. Because of the high cost of providing Paratransit services, lower ridership and transitioning potential Paratransit trips to fixed route service is desirable.



High Occupancy Vehicle Transitways

DART currently operates 84 miles of Interim or Immediate Action HOV lanes. The East R.L. Thornton (I-30) contraflow HOV lane utilizes movable barriers and operates weekdays from 6:00 a.m. to 10:00 a.m. The reversible I-30 West lanes (Tom Landry Highway) will be the region's first Managed HOV Lanes and are operational from 6:00 a.m. to 9:00 a.m. and from 3:00 to 7:00 p.m. The concurrent flow HOV lanes on I-35E and the I-635 HOV lanes are 24-hour facilities with the I-35E Interchange Bypass (S-ramp) under I-635 operating from 6:00 a.m. to 9:00 a.m. and from 3:30 a.m. to 7:00 p.m. The I-35E/US 67 HOV lanes are a combination of concurrent flow buffer-separated and reversible facilities. The concurrent flow section is open 24-hours a day and the reversible part operates weekdays from 6:00 a.m. to 11:00 a.m. in the northbound direction, and from 2:30 p.m. to 7:00 p.m. in the southbound direction. The US 75 concurrent flow HOV lanes are operational 24 hours. Lane availability is reported as 100% when HOV lanes operate within scheduled hours and events.

Exhibit 8 is DART's HOV Scorecard and provides the FY 2009 KPI targets and historical quarterly KPIs.

	HOV Scorecard -	HOV Scorecard - Key Performance Indicators								
	Indicators	Q 4/08	Q 4/09	Qtrly	FY09 Target	Status				
	Customer/Quality Indicators									
∞	Ridership (M)	48.1	51.0	12.9	48.5	Green				
Exhibit 8	Avg. Weekday Ridership (000s)	144.5	153.8	154.1	144.5	Green				
Exh	Operating Speed Ratio (Qtrly)*	1.72	1.53	1.53	1.53	Green				
	Lane Availability	99.8%	99.9%	100.0%	99.0%	Green				
	Complaints per 100K Passengers	0.52	0.28	0.39	0.30	Green				
	Financial/Efficiency Indicators	Financial/Efficiency Indicators								
	Subsidy Per Passenger	\$0.18	\$0.18	\$0.21	\$0.19	Green				

^{*} Number stated is a quarterly number

HOV has met all targets, and Complaints per 100K Passengers decreased significantly from the prior year.



General Mobility Programs

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

Vanpool Program – DART currently offers 8- to 15-person vans through a contractor. This program is partially funded by the North Central Texas Council of Governments (NCTCOG) through a Congestion Mitigation/Air Quality grant. DART and the NCTCOG reached agreement in mid-2007 on a new funding formula for the vanpool program that results in NCTCOG contributing 50% of the cost of each vanpool, with riders paying 40%. The current monthly rate charged per van to the riders (covering the vehicle, maintenance, and insurance) is either \$270 or \$290, depending upon van size. DART administers the Vanpool Program and incurs the remainder of the total program costs.

Exhibit 9 is DART's Vanpool Scorecard and provides the FY 2009 KPI targets and historical quarterly KPIs. A discussion of variances follows.

General Mobility (Vanpool) - Key Performance Indicator							
	Indicators	Q 4/08	Q 4/09	Qtrly	FY09 Target	Status	
	Customer/Quality Indicators						
Exhibit	Ridership (000s)	697.2	880.7	233.0	849.8	Green	
	Number Of Vanpools (current)	145	175	175	198	Red	
	Financial/Efficiency Indicators						
	Subsidy Per Passenger	\$0.22	\$0.83	\$0.54	\$0.74	Red	

Vanpool subsidy per passenger: DART was receiving 40% "overall" vanpool program Federal funding from the NCTCOG, which includes fuel reimbursement. During the first quarter of 2009, fuel dropped to as low as \$1.49 per gallon. This unexpected dip lasted several months and skewed our projected revenue estimates (which was previously up to \$5.00 per gallon). To offset the lost revenue, DART increased the passenger fee and reduced the fleet projections from 198 to 175 vanpools. DART then negotiated a Federal funding increase with the NCTCOG up to 50% but there was a lag in receipt of the additional revenue, which caused a higher subsidy per passenger rate.

The projected number of Vanpools is related to NCTCOG Fuel Reimbursement. Since fuel unexpectedly and dramatically dropped, it equated to a loss of revenue. To balance out, DART increased passenger fees, renegotiated NCTCOG funding, and reduced the projected number of vans from 198 to 175 vanpools.



Capital and Non-Operating Budget Summary

Exhibit 10 provides a summary of the capital and non-operating expenditures for the fourth quarter of FY 2009. The unspent balance on the capital budget will roll over into future budgets until projects are completed or eliminated.

	Actuals vs. Budget Capital and Non-Operating Costs Through the Fourth Quarter, FY 2009 (In Thousands)						
	Mode	FY09 Actuals	FY09 Budget	Unspent Balance			
	Agency-Wide	\$13,771	\$61,047	\$47,276			
0]	Bus	7,334	13,358	6,025			
Exhibit 10	LRT	775,385	945,957	170,572			
Exh	Commuter Rail	50,004	56,583	6,580			
	Paratransit	1,356	1,906	549			
	HOV	988	39,544	38,556			
	Total Projects	\$848,837	\$1,118,395	\$269,557			
	P&D/Startup/Non-Ops	\$29,037	\$42,088	\$13,051			
	Road Improvements/ITS	1,304	20,553	19,249			
	Total Capital	\$879,178	\$1,181,036	\$301,858			



APPENDIX



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

Revenues	FY 2009 Actuals	FY 2009 Budget	YTD Better (Worse)	% Better (Worse) Budget
Passenger Revenues (Fixed Route)	\$43,791	\$49,020	(\$5,228)	(10.7)%
Special Events Passenger Revenue	411	391	21	5.3%
Vanpool Passenger Revenues	533	575	(41)	(7.2)%
Paratransit Passenger Revenues	1,976	1,994	(18)	(0.9)%
Passenger Revenues	<u>\$46,712</u>	<u>\$51,978</u>	(\$5,267)	(10.1)%
Advertising and Other	\$10,362	\$10,947	(\$584)	(5.3)%
Grants/ILA Program Revenues	1,491	2,899	(1,408)	(48.6)%
Total Other Revenues	\$ <u>11,853</u>	\$ <u>13,846</u>	(<u>\$1,992</u>)	(<u>14.4</u>)%
Total Operating Revenues	\$ <u>58,565</u>	\$ <u>65,824</u>	(<u>\$7,259</u>)	(<u>11.0</u>)%
Sales Tax Revenues	\$377,597	\$431,170	(\$53,573)	(12.4)%
Other Non-Operating Revenues	8,891	9,548	(657)	(6.9)%
Total Revenues	\$445,052	\$506,542	(<u>\$61,489</u>)	(<u>12.1</u>)%
			X/IID	0/ O/(III)
Operating Expenses:	FY 2009 Actuals	FY 2009 Budget	YTD (Better)/Worse	% Over / (Under) Budget
Operating Expenses: Salaries & Wages	FY 2009 Actuals \$179,799	FY 2009 Budget \$185,500		
		J	(Better)/Worse	Budget
Salaries & Wages	\$179,799	\$185,500	(Better)/Worse	Budget (3.2)%
Salaries & Wages Benefits	\$179,799 69,157	\$185,500 77,626	(5,701) (8,469)	(3.2)% (12.2)%
Salaries & Wages Benefits Services	\$179,799 69,157 25,030	\$185,500 77,626 26,440	(Better)/Worse (5,701) (8,469) (1,410)	(3.2)% (12.2)% (5.6)%
Salaries & Wages Benefits Services Materials & Supplies	\$179,799 69,157 25,030 46,732	\$185,500 77,626 26,440 49,633	(Better)/Worse (5,701) (8,469) (1,410) (2,900)	(3.2)% (12.2)% (5.6)% (6.2)%
Salaries & Wages Benefits Services Materials & Supplies Utilities	\$179,799 69,157 25,030 46,732 12,362	\$185,500 77,626 26,440 49,633 12,458	(S,701) (8,469) (1,410) (2,900) (96)	(3.2)% (12.2)% (5.6)% (6.2)% (0.8)%
Salaries & Wages Benefits Services Materials & Supplies Utilities Casualty and liability	\$179,799 69,157 25,030 46,732 12,362 3,320	\$185,500 77,626 26,440 49,633 12,458 3,895	(S,701) (8,469) (1,410) (2,900) (96) (575)	(3.2)% (12.2)% (5.6)% (6.2)% (0.8)% (17.3)%
Salaries & Wages Benefits Services Materials & Supplies Utilities Casualty and liability Purchased Transportation	\$179,799 69,157 25,030 46,732 12,362 3,320 47,291	\$185,500 77,626 26,440 49,633 12,458 3,895 49,416	(Setter)/Worse (5,701) (8,469) (1,410) (2,900) (96) (575) (2,124)	(3.2)% (12.2)% (5.6)% (6.2)% (0.8)% (17.3)% (4.5)% (23.3)%
Salaries & Wages Benefits Services Materials & Supplies Utilities Casualty and liability Purchased Transportation Taxes, Leases, and Other	\$179,799 69,157 25,030 46,732 12,362 3,320 47,291 5,237	\$185,500 77,626 26,440 49,633 12,458 3,895 49,416 6,458	(Better)/Worse (5,701) (8,469) (1,410) (2,900) (96) (575) (2,124) (1,221)	(3.2)% (12.2)% (5.6)% (6.2)% (0.8)% (17.3)% (4.5)% (23.3)% 0.0%
Salaries & Wages Benefits Services Materials & Supplies Utilities Casualty and liability Purchased Transportation Taxes, Leases, and Other Management & Fuel Incentives	\$179,799 69,157 25,030 46,732 12,362 3,320 47,291 5,237 (2,367)	\$185,500 77,626 26,440 49,633 12,458 3,895 49,416 6,458 (315)	(Better)/Worse (5,701) (8,469) (1,410) (2,900) (96) (575) (2,124) (1,221) (2,052)	(3.2)% (12.2)% (5.6)% (6.2)% (0.8)% (17.3)% (4.5)%



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

	(In thousands)	
	For the yea	r ended
	9/30/2009	9/30/2008
OPERATING REVENUES:	57 C 07 Z 005	3,00,200
Passenger	\$46,712	\$48,957
Advertising, rent and other	10,640	10,846
Total Operating Revenues	57,352	59,803
OPERATING EXPENSES:		
Labor	180,834	171,804
Benefits	69,157	66,422
Services	31,894	32,156
Materials and Supplies	51,279	57,040
Purchased Transportation	47,291	46,749
Depreciation and amortization	121,765	118,905
Utilities	12,362	10,765
Taxes, Leases, and Other	5,685	5,305
Casualty and liability	3,320	3,020
TOTAL OPERATING EXPENSES	523,587	512,166
NET OPERATING LOSS	(466,235)	(<u>452,363</u>)
NON-OPERATING REVENUES (EXPENSES):		
Sales tax revenue	378,421	413,341
Investment Income	17,475	23,229
Interest Income from investments held to pay capital lease	31,510	21,718
Interest expense on capital leases	(31,510)	(21,718)
Street improvements for member cities	(645)	(683)
Interest and financing expenses	(47,363)	(36,555)
Other non-operating revenues Other non-operating expenses	16,727 (8,431)	17,446 (7,636)
TOTAL NET NON-OPERATING REVENUES	356,184	409,142
LOSS BEFORE CAPITAL CONTRIBUTIONS, GRANTS AND		
REIMBURSEMENTS	(<u>110,051</u>)	(43,221)
CAPITAL CONTRIBUTIONS, GRANTS AND REIMBURSEMENTS:		
Federal capital contributions	242,343	131,090
Local capital contributions	2,504	1,798
State capital contributions	77	
Federal grants and reimbursements	57,759	42,490
·		
TOTAL CAPITAL CONTRIBUTIONS, GRANTS AND REIMBURSEMENTS	<u>302,683</u>	<u>175,378</u>
CHANGE IN NET ASSETS	192,632	132,157
TOTAL NET ASSETS - Beginning of the year	2,225,832	2,093,675
TOTAL NET ASSETS - End of the nine months period	\$ <u>2,418,464</u>	\$ <u>2,225,832</u>



DALLAS AREA RAPID TRANSIT

STATEMENTS OF NET ASSETS

AS OF SEPTEMBER 30, 2009 AND SETPEMBER 30, 2008

	(In thousands)	
	9/30/2009	9/30/2008
ASSETS		
CURRENT ASSETS		
Cash & Cash Equivalents	\$69,563	\$120,883
Investments	398,124	403,309
Current portion of restricted assets	58,027	37,646
Current portion of investment held to pay capital lease liability	36,616	44,606
Sales tax receivable	61,138	68,853
Transit Revenue Rec., Net	2,125	1,455
Due from Other Governments	14,288	6,422
Materials and supplies inventory	27,036	26,026
Prepaid transit expenses and other	3,160	5,181
TOTAL CURRENT ASSETS	670,077	714,381
NONCURRENT ASSETS		
Note Receivable	3,251	3,305
Investments Restricted for SEA	963,402	321,346
Restricted Investments held as a collateral for capital lease/leaseback liabilities	200	
Investments in joint venture	16,768	17,658
Capital assets		
Land and rights of way	398,914	387,934
Depreciable capital assets, net of depreciation	1,779,489	1,585,659
Projects in progress	1,755,739	1,210,357
Long-term investments held to pay capital lease/lease back liabilities	299,543	361,438
Net pension asset	4,810	4,371
Net other post employment benefit asset	605	605
Unamortized debt issuance costs and other	21,016	12,863
TOTAL NONCURRENT ASSETS	5,243,737	3,905,536
TOTAL ASSETS	\$ <u>5,913,814</u>	\$ <u>4,619,917</u>



DALLAS AREA RAPID TRANSIT

STATEMENTS OF NET ASSETS - CONT'D

AS OF SEPTEMBER 30, 2009 AND SETPEMBER 30, 2008

	(In thou	sands)
	9/30/2009	9/30/2008
LIABILITIES		
CURRENT LIABILITIES		
Accounts payable and accrued liabilities	\$161,100	\$163,901
Commercial paper notes payable	150,000	20,000
Current portion of Capital lease/leaseback liabilities	36,616	44,606
Current portion of amount due to the State Comptroller	824	824
Local Assistance Program Payable	14,824	19,213
Retainage Payable	57,351	34,995
Other Current Liabilities	10,546	10,164
Interest payable	42,963	25,033
Current portion of senior lien sales tax revenue bonds payable	17,935	14,295
TOTAL CURRENT LIABILITIES	492,159	333,031
NON-CURRENT LIABILITIES		
Accrued Liabilities	27,389	15,890
Repayment due to State Comptroller	13,519	14,343
Senior lien sales tax revenue bonds payable	2,662,740	1,669,383
Capital lease/leaseback liabilities	299,543	361,438
TOTAL NON-CURRENT LIABILITIES	3,003,191	2,061,054
TOTAL LIABILITIES	3,495,350	2,394,085
NET ASSETS		
Invested in capital assets, net of related debt	2,030,937	1,779,450
Restricted for		
Debt Service	15,065	12,612
Unrestricted	372,462	433,770
TOTAL NET ASSETS	\$ <u>2,418,464</u>	\$ <u>2,225,832</u>



Glossary of Terms/Definitions

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

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

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

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

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

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

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

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

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

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

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

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

Calculation = [Total Operating Expenses / Revenue Miles]

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

Calculation = [Crimes Against Persons/Total Incidents]

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

Calculation = [Crimes Against Property/Total Incidents]

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

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

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



Glossary of Terms/Definitions (Cont.)

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Calculation = [Actual Passenger Boardings/Revenue Car Miles]

<u>Passenger Trips</u> - 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.)

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

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

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

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

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

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

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

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



Ridership Highlights

Introduction

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

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

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

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

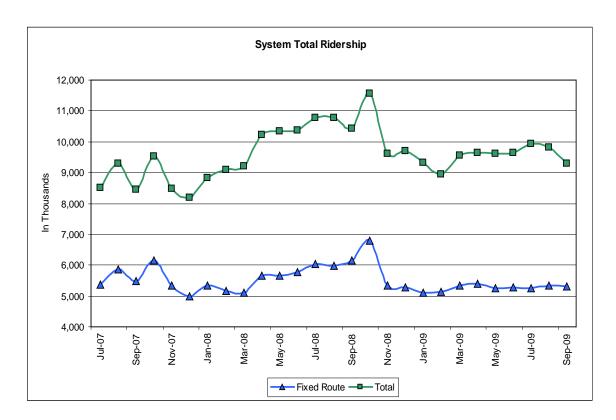
The productivity of DART services relative to the resources used to supply those services is reported by ratios that measure performance. Service Standards were adopted in 1995 and are updated annually to define the measures of performance and to establish benchmarks against which to measure individual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

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



Page 1 Fourth Quarter R FY 2009

Total System Ridership

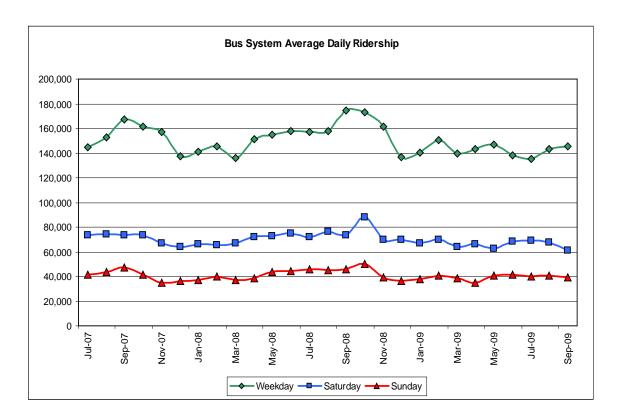


- Total fixed route ridership includes bus, light rail and commuter rail riders. Total system ridership includes fixed route, HOV and paratransit services. Riders of both scheduled and special event services are reported.
- Total system ridership in the fourth quarter of FY 2009 was 29.0 million riders, a decrease of 9.2 percent from the fourth quarter of FY 2008.
- Fixed route ridership totaled 15.9 million passengers in the fourth quarter of FY 2009, a decrease of 12.5 percent from the fourth quarter of FY 2008. Decreases are the result of lower gasoline prices, higher unemployment and the general economic slowdown.
- Trinity Railway Express ridership was 690,745 passengers in the fourth quarter, a decrease of 9.0 percent from last year. This decrease is the result of weaker weekday ridership as gasoline prices have fallen about 35 percent from last year's levels.
- Light rail ridership was 4.7 million riders in the fourth quarter. This 10.6 percent decrease is the result of declining gasoline prices and increasing unemployment.
- Paratransit ridership increased to 193,146 trips in the fourth quarter of FY 2009, an increase of 1.1 percent over the FY 2008 levels.
- Total HOV usage in the fourth quarter of FY 2009 was 12.9 million persons, down 5.0 percent from the fourth quarter of FY 2008. Rapidly falling gasoline prices coupled with higher unemployment in the Service Area and the closure of some HOV segments for construction are the contributing factors to this decrease.



Page 2 Fourth Quarter R FY 2009

Bus System Ridership



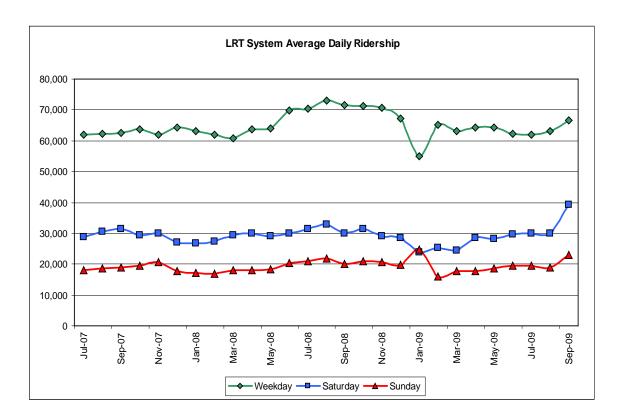
- Total bus ridership in the fourth quarter of FY 2009 was 10.48 million riders, a 13.3 percent decrease from the fourth quarter of FY 2008.
- Average weekday ridership in the fourth quarter was 141,128 riders, a 13.6 percent decrease from last year's average.
- Saturday bus system ridership averaged 65,917 daily riders, a decrease of 10.7 percent from last year.
- Sunday bus system ridership averaged 39,977 daily riders, a decrease of 12.8 percent from last year.
- The most heavily patronized routes in the fourth quarter, by route classification, were:

Route Type	Route	Weekday <u>Average</u>
Crosstown	466	5,070
Express	204	1,061
Rail Feeder	583	2,840
TC Feeder	301	1,364
Local	44	6,865
Shuttle	UTD	1,124
Flex	870	333



Page 3 Fourth Quarter R FY 2009

LRT Ridership

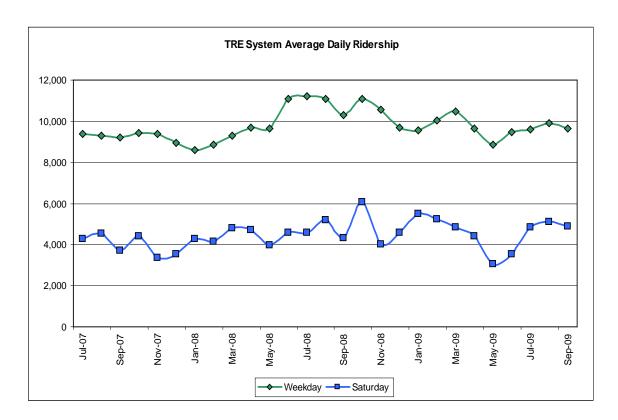


- LRT ridership in the fourth quarter totaled 4.7 million riders, a decrease of 10.6 percent from the fourth quarter of FY 2008.
- Weekday ridership in the fourth quarter averaged 63,865 passengers, a decrease of 10.9 percent from the fourth quarter of FY 2008.
- Saturday ridership in the fourth quarter averaged 33,124 passengers, an increase of 5.6 percent from the FY 2008 level.
- Sunday ridership in the fourth quarter averaged 20,483 passengers, a decrease of 2.1 percent from the FY 2008 level.
- Ridership in the fourth quarter was impacted by significantly lower fuel prices, increasing unemployment and the general economic downturn that is affecting travel in general. The opening of a portion of the Green Line in September boosted ridership during the last two weeks of the quarter.



Page 4 Fourth Quarter R FY 2009

Commuter Rail – Trinity Railway Express



- Trinity Railway Express ridership continued its decrease in the fourth quarter. The TRE served a total of 690,745 passengers, a decrease of 9.0 percent from the fourth quarter of FY 2008.
- Weekday ridership on the TRE averaged 9,718 daily riders (a 10.7 percent decrease from last year) in the fourth quarter.
- Saturday ridership in the fourth quarter averaged 4,950 daily riders, an increase of 5.5 percent from the fourth quarter of FY 2008.
- During the fourth quarter, the TRE service continued to experience ridership decreases relative
 to FY 2008. These decreases were expected because of the sharp decreases in gasoline prices
 relative to last year's levels. The ridership levels currently being experienced are above those
 experienced in FY 2007 but are simply not attaining the unprecedented highs that were
 experienced in the last half of FY 2008.
- Ridership is decreasing in greater proportion at the Tarrant County stations. This decrease is reflective of the longer "cross-corridor" trips decreasing more rapidly than are the shorter trips. This latter phenomenon is also confirmed by a slight decrease in the average trip length when compared to the same period last year.
- Schedule modifications to better coordinate with bus transfer opportunities in Fort Worth, regular stops at Victory station to provide transfers to DART's new Green Line and Sunday service during the first weekend of the State Fair contributed to positive ridership impacts in the last part of September 2009.



Page 5 Fourth Quarter R FY 2009

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

Year	Month	Bus Monthly	LRT Monthly	Commuter Rail Monthly	Fixed Route Total
2007	September	3,830	1,458	194	5,482
2008	October	4,170	1,663	264	6,097
	November	3,648	1,494	204	5,346
	December	3,285	1,530	186	5,001
	January	3,548	1,583	206	5,337
	February	3,475	1,476	203	5,154
	March	3,376	1,516	219	5,111
	April	3,772	1,594	232	5,598
	May	3,836	1,584	223	5,643
	June	3,833	1,688	252	5,773
	July	3,977	1,781	265	6,023
	August	3,924	1,807	259	5,990
	September	4,191	1,722	235	6,148
2009	October	4,533	1,851	327	6,711
	November	3,559	1,571	214	5,344
	December	3,395	1,653	216	5,264
	January	3,466	1,400	224	5,090
	February	3,451	1,466	222	5,139
	March	3,515	1,577	250	5,342
	April	3,560	1,599	230	5,389
	May	3,498	1,540	193	5,231
	June	3,486	1,563	222	5,271
	July	3,445	1,582	231	5,258
	August	3,546	1,568	234	5,348
	September	3,493	1,594	227	5,314

All figures in thousands (000) of riders.



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

Year	Month	Bus Weekday	LRT Weekday	Commuter Rail Weekday	Fixed Route Total
2007	September	167.3	62.5	9.2	239.0
2008	October	161.3	63.8	9.4	234.5
	November	157.0	62.1	9.4	228.5
	December	137.5	64.4	8.5	210.4
	January	140.7	63.2	8.6	212.5
	February	145.5	61.9	8.9	216.3
	March	136.0	60.9	9.3	206.2
	April	151.4	63.7	9.7	224.8
	May	154.9	64.1	9.7	228.7
	June	157.8	69.9	11.1	238.8
	July	157.2	70.5	11.2	238.9
	August	158.0	73.1	11.1	242.2
	September	174.6	71.5	10.3	256.4
2009	October	173.0	71.4	11.1	255.5
	November	161.3	70.7	10.6	242.6
	December	136.5	67.3	9.7	213.5
	January	140.1	55.1	9.6	204.8
	February	150.5	65.0	10.0	225.5
	March	139.4	63.2	10.5	213.1
	April	143.3	64.3	9.6	217.2
	May	147.0	64.4	8.9	220.3
	June	138.5	62.1	9.4	210.0
	July	135.0	62.1	9.6	206.7
	August	143.0	63.0	9.9	215.9
	September	145.4	64.6	9.7	219.7

All figures in thousands (000) of riders.



Dallas Area Rapid Transit

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

	Qtr 4	Qtr 4	%%% (2)
Description	2009	2008	Change
Bus Ridership (1)			
Addison	106	115	-7.9%
Carrollton	182	223	-18.3%
Farmers Branch	53	64	-16.9%
Garland	590	715	-17.5%
Glenn Heights	67	89	-24.4%
Irving	581	702	-17.3%
Plano	251	264	-5.2%
Richardson	275	307	-10.4%
Rowlett	24	23	2.0%
Suburban Total	2,128	2,502	-15.0%
Dallas Total (3)	8,357	9,591	-12.9%
Bus Total	10,484	12,092	-13.3%
Light Rail	4,744	5,310	-10.6%
Commuter Rail	691	759	-9.0%
Total Passenger Boardings	15,919	18,161	-12.3%

YTD	YTD	%%%
2009	2008	Change
423	408	3.5%
765	811	-5.7%
219	234	-6.7%
2,469	2,703	-8.7%
282	327	-13.7%
2,361	2,550	-7.4%
975	918	6.2%
1,118	1,071	4.4%
95	81	17.8%
8,706	9,102	-4.4%
34,242	35,932	-4.7%
42,948	45,034	-4.6%
18,965	19,438	-2.4%
2,789	2,747	1.5%
64,703	67,219	-3.7%

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

YTD	YTD	Inc
2008	2007	(Dec)
253	255	-2
54	53	1
58	58	0
365	366	-1

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



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

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

Service Standards Monitoring Report

Purpose and Approach

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

The 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

- Five crosstown routes, 404, 410, 444, 452 and 475 failed to achieve an RPI value of 0.6.
- Routes 404 (Dallas), 410 (Garland, Plano, Richardson), 444 (Dallas) and 475 (Dallas) performed at the 0.5 level while route 452 (Plano) performed at the 0.4 level. Route 452 was created from the route 451 and is in its development period.
- The remaining crosstown routes performed at or above the 0.6 level during the fourth quarter.
- Four crosstown routes performed at an RPI level of 1.0 or better.
- Route 466 (Dallas) was the strongest performing crosstown route with an RPI of 1.2.
- Route 409 (Dallas) performed at a 1.1 level as did route 488 (Addison, Dallas).
- Route 486 (Dallas, Farmers Branch, Garland) performed at the 1.0 level.
- Seven crosstown routes had RPI values between 0.6 and 0.8. These routes will be carefully monitored for opportunities to improve performance.
- The single crosstown route performing at the 0.6 level will be closely monitored to assure that its performance remains at acceptable levels.



Page 9 Fourth Quarter R FY 2009

Express Routes

- Eight of DART's ten Express routes had an RPI value of 0.6 or greater.
- Routes 205 (Addison), 278 (Dallas), 206 (Glenn Heights) and 207 (Rowlett) had the highest RPI values among Express routes with RPIs of 1.2, 0.9, 0.8 and 0.8 respectively.
- Two routes had an RPI value of less than 0.6.
- Route 210 (Plano) performed at a 0.5 level and route 247 (Farmers Branch) performed at the 0.4 level. Service modifications are anticipated to strengthen its performance.
- Ridership decreases were experienced on many Express routes as the result of falling gasoline prices. Continuing decreases in ridership levels are beginning to affect the performance of these routes, indicating a potential need for service level adjustments should ridership not rebound in the near future.

Rail Feeder Routes

- Four of the 28 Rail Feeder routes performed at the 1.0 level or better. A total of 18 Rail Feeder routes performed at or above the 0.6 target.
- The top performing Rail Feeder route was route 702 (NorthPark Shuttle) with an RPI value of 3.5.
- Route 583 (Lovers Lane/LBJ/Skillman/Richland College) was second with an RPI of 1.9.
- Routes 506 (Park Lane and Walnut Hill stations) and 553 (Ledbetter Sta./Cedar Valley College) were third and fourth with RPI values of 1.4 and 1.0 respectively.
- Four routes, 502 (Dallas), 519 (Dallas), 548 (Dallas) and 554 (Dallas) had an RPI value of 0.9.
- Eight routes recorded an RPI value of 0.5 during the fourth quarter, including routes 507, 513, 539, 542, 550, 551, 567 and 574.
- Routes 560 (Dallas, Garland) and 566 (Garland) performed at the 0.4 level. These routes will be examined for opportunities to increase ridership or reduce resources.

Transit Center Feeder Routes

- Four Transit Center Feeder routes fell below the 0.6 RPI level. These routes include 305 (Irving), 310 (Irving), 344 (Addison, Carrollton) and 347 (Addison, Dallas, Plano).
- Route 347 was restructured and began to provide weekday service in addition to Saturday service in February 2009. It is in its development period.
- Nineteen of the 23 Transit Center Feeder routes achieved RPI values of 0.6 or greater. Six of those routes had RPI values of 1.0 or greater.
- Routes 301 (Irving), 341 (Addison, Dallas), 361 (Addison, Richardson), 374 (Dallas, Garland), 377 (Garland), and 378 (Garland) were the top performing Transit Center Feeder routes with RPI values of 1.0 or greater.



Page 10 Fourth Quarter R FY 2009

Local Routes

- Twenty-eight of the 34 Local routes posted RPI values of 0.6 or greater in the fourth quarter of FY 2009.
- Route 44 (Dallas) was both the best performing Local route with a 1.5 RPI as well as the most heavily patronized route.
- Route 26 (Dallas) placed second with an RPI value of 1.4.
- Five routes had RPI values of 1.0, four routes had RPI values of 0.9, six routes posted an RPI value of 0.8 and another two routes had 0.7 RPIs.
- Routes 8, 60, 111, 155, 185 (RPI values of 0.5) and 184 (RPI value of 0.4) were the poorest performers. Route 184 continues to perform well below the standard as its ridership has not improved significantly.

Site-specific Shuttles

- Six of eight Site-specific Shuttles performed at or above the 0.6 level.
- The UT Dallas (RPI 5.0), SMU (RPI 1.2), shuttles were the top performers.
- The T I Spring Creek shuttle performed at the 0.5 level. This drop in performance is related to the decrease in employment levels at Texas Instruments.
- The Palisades E-shuttle (from Galatyn Park station) performed at the 0.4 level but is expected to improve as its ridership grows because of new office and residential development around the Galatyn Park station.

DART-on-Call

- Six of the eight DART-on-Call zones exceeded the 0.6 Service Performance Index level.
- The North Central Plano zone was the best performing and the most heavily used zone with an SPI value of 1.3.
- The Glenn Heights and Richardson zones performed at a 1.0 level. The Richardson and Glenn Heights zones operate during peak hours only.
- The Lake Highlands and Lakewood zones, with SPI values of 0.4, are being examined for opportunities to increase ridership or modify service levels.



Page 11 Fourth Quarter R FY 2009

FLEX Routes

- Five of the six FLEX routes exceeded the 0.6 Service Performance Index level.
- The Garland/Rowlett route was the best performing route with an SPI of 1.2.
- The East Plano and South Plano routes performed at the 1.0 and 0.9 SPI levels respectively.
- The Lake June Flex was the poorest performer with an SPI of 0.4. This route will be modified when the Green Line opens to the Buckner station.

Evaluation of Routes Ranked by Performance Metrics

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

Crosstown		Express		Rail Feeders		<u>T C :</u>	Feeders	<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	210	210	507	507	305	302	8	8
410	444	247	247	513	539	310	305	60	21
444	445			539	542	344	307	111	35
452	452			542	551	347	310	155	42
475				550	560		344	184	60
				551	566		347	185	155
				560	574				184
				566					185
				567					
				570					

The ranking process identifies one less Crosstown route and the same Express routes as poorly performing. Three fewer Rail Feeder route, two more Transit Center Feeder routes and two 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.



Page 12 Fourth Quarter R FY 2009

Crosstown Routes

Crosstown

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

	LINE	Avg Weekday Pass 4Q09	Avg Weekday Pass 4Q08	% Change	Sub/ Pass	Index	Pass/ Trip	Index	Pass/ Rev Mile	Index	3Q09 Route Performance Index	4Q09 Route Performance Index	RPI Point Change
					\$3.25		34.00		2.00				
C	466	5,070	6,190	-18.1%	\$3.47	0.9	55.1	1.6	1.8	0.9	1.3	1.2	-0.1
C C	409 488	2,741 1,965	3,058 1,966	-10.4% 0.0%	\$2.81 \$3.09	1.2 1.1	31.8 34.8	0.9 1.0	2.4 2.3	1.2 1.1	1.1 1.1	1.1 1.1	0.0
C	400 486	2,613	2,904	-10.0%	\$3.62	0.9	34.8 39.7	1.0	2.3 1.9	0.9	1.1	1.0	0.0
C	463	1,819	2,904	-14.3%	\$3.51	0.9	29.3	0.9	2.0	1.0	1.0	0.9	-0.1
C	428	3,069	3,647	-14.5%	\$4.39	0.7	32.6	1.0	1.6	0.8	0.8	0.8	0.0
C	453	2,280	2,766	-17.6%	\$4.37	0.7	27.1	0.8	1.6	0.8	0.8	0.8	0.0
C	400	2,086	2,590	-19.5%	\$6.18	0.5	34.7	1.0	1.1	0.6	0.7	0.7	0.0
Č	405	1,949	2,229	-12.6%	\$4.69	0.7	26.4	0.8	1.4	0.7	0.8	0.7	-0.1
C	408	1,767	2,156	-18.0%	\$4.97	0.7	26.7	0.8	1.4	0.7	0.7	0.7	0.0
C	445	976	1,120	-12.9%	\$4.66	0.7	12.3	0.4	1.8	0.9	0.7	0.7	0.0
C	451	1,264	2,568	-50.8%	\$4.14	0.8	17.0	0.5	1.9	0.9	0.8	0.7	-0.1
C	415	1,049	1,145	-8.4%	\$5.61	0.6	19.8	0.6	1.3	0.7	0.7	0.6	-0.1
C	404	585	700	-16.4%	\$6.87	0.5	11.4	0.3	1.1	0.6	0.4	0.5	0.1
C	410	998	1,322	-24.5%	\$6.15	0.5	17.4	0.5	1.2	0.6	0.6	0.5	-0.1
C	444	946	1,045	-9.5%	\$6.02	0.5	14.4	0.4	1.2	0.6	0.6	0.5	-0.1
C	475	1,312	1,451	-9.6%	\$7.32	0.4	20.6	0.6	1.1	0.5	0.6	0.5	-0.1
С	452	904	0	All	\$9.45	0.3	15.3	0.5	0.8	0.4	0.4	0.4	0.0

Express Routes

Express

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

		Avg	Avg								3Q09	4Q09	
		Weekday	Weekday						Pass/		Route	Route	RPI
		Pass	Pass	%	Sub/		Pass/		Rev		Performance	Performance	Point
	LINE	4Q09	4Q08	Change	Pass	Index	Trip	Index	Mile	Index	Index	Index	Change
					\$5.50		18.00		1.10				
Е	205	677	854	-20.8%	\$7.20	0.8	23.3	1.3	1.6	1.5	1.3	1.2	-0.1
E	278	656	885	-25.9%	\$5.73	1.0	12.9	0.7	1.3	1.2	1.1	0.9	-0.2
E	206	997	1,333	-25.2%	\$7.48	0.7	16.6	0.9	0.9	0.9	0.9	0.8	-0.1
E	207	217	252	-13.8%	\$8.79	0.6	16.7	0.9	0.8	0.8	0.9	0.8	-0.1
E	202	771	1,156	-33.3%	\$6.76	0.8	9.9	0.5	0.8	0.7	0.7	0.7	0.0
E	283	1,011	1,414	-28.5%	\$8.63	0.6	12.3	0.7	0.8	0.7	0.8	0.7	-0.1
E	204	1,061	1,302	-18.5%	\$10.77	0.5	12.3	0.7	0.6	0.5	0.6	0.6	0.0
E	234	88	131	-32.6%	\$14.87	0.4	14.7	0.8	0.8	0.7	0.8	0.6	-0.2
E	210	543	709	-23.5%	\$12.44	0.4	11.8	0.7	0.6	0.5	0.6	0.5	-0.1
E	247	52	87	-40.7%	\$18.58	0.3	6.5	0.4	0.5	0.4	0.4	0.4	0.0



Page 13 Fourth Quarter R FY 2009

Rail Feeder Routes

Rail Station Feeder

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

	LINE	Avg Weekday Pass 4Q09	Avg Weekday Pass 4Q08	% Change	Sub/ Pass	Index	Pass/ Trip	Index	Pass/ Rev Mile	Index	3Q09 Route Performance Index	4Q09 Route Performance Index	RPI Point Change
					\$3.95		13.00		2.00				
F1	702	799	674	18.5%	\$0.74	5.3	10.3	0.8	8.7	4.3	3.1	3.5	0.4
F1	583	2,840	3,323	-14.5%	\$2.21	1.8	30.6	2.4	3.0	1.5	1.9	1.9	0.0
F1	506	1,505	1,811	-16.9%	\$2.32	1.7	15.0	1.2	2.9	1.5	1.4	1.4	0.0
F1	553	670	783	-14.4%	\$3.79	1.0	15.5	1.2	1.8	0.9	1.2	1.0	-0.2
F1	502	1,139	1,446	-21.2%	\$4.57	0.9	11.9	0.9	1.6	0.8	0.9	0.9	0.0
F1	519	974	1,014	-4.0%	\$5.24	0.8	17.0	1.3	1.4	0.7	0.9	0.9	0.0
F1	548	1,146	1,345	-14.8%	\$4.79	0.8	14.5	1.1	1.7	0.8	0.9	0.9	0.0
F1	554	1,182	1,577	-25.0%	\$3.96	1.0	9.9	0.8	1.7	0.9	1.0	0.9	-0.1
F1	541	799	1,004	-20.4%	\$4.99	0.8	11.6	0.9	1.4	0.7	0.9	0.8	-0.1
F1	549	871	777	12.1%	\$6.47	0.6	14.4	1.1	1.3	0.6	0.7	0.8	0.1
F1	582	966	1,041	-7.2%	\$5.34	0.7	11.7	0.9	1.6	0.8	0.8	0.8	0.0
F1	510	776	902	-14.0%	\$5.84	0.7	9.4	0.7	1.4	0.7	0.8	0.7	-0.1
F1	515	877	1,009	-13.0%	\$6.32	0.6	10.1	0.8	1.1	0.6	0.7	0.7	0.0
F1	522	826	843	-2.0%	\$5.20	0.8	9.4	0.7	1.4	0.7	0.7	0.7	0.0
F1	538	922	1,070	-13.8%	\$5.76	0.7	5.3	0.4	1.3	0.6	0.6	0.6	0.0
F1	547	555	634	-12.5%	\$5.49	0.7	8.2	0.6	1.1	0.5	0.7	0.6	-0.1
F1	568	888	946	-6.1%	\$7.01	0.6	8.5	0.7	1.0	0.5	0.6	0.6	0.0
F1	571	601	689	-12.7%	\$7.89	0.5	10.6	0.8	1.0	0.5	0.6	0.6	0.0
F1	507	199	294	-32.4%	\$8.18	0.5	5.2	0.4	0.9	0.5	0.5	0.5	0.0
F1	513	283	310	-8.8%	\$7.10	0.6	5.6	0.4	1.0	0.5	0.5	0.5	0.0
F1	539	351	392	-10.5%	\$8.86	0.4	7.0	0.5	0.9	0.5	0.5	0.5	0.0
F1	542	427	541	-21.1%	\$8.65	0.5	6.9	0.5	0.9	0.5	0.6	0.5	-0.1
F1	550	495	563	-12.1%	\$7.00	0.6	6.8	0.5	1.1	0.6	0.6	0.5	-0.1
F1	551	319	402	-20.6%	\$8.46	0.5	6.9	0.5	0.9	0.5	0.5	0.5	0.0
F1	567	258	309	-16.5%	\$6.80	0.6	3.9	0.3	1.0	0.5	0.7	0.5	-0.2
F1	574	355	444	-20.0%	\$8.93	0.4	7.7	0.6	0.7	0.4	0.5	0.5	0.0
F1	560	364	467	-22.1%	\$12.61	0.3	6.4	0.5	0.7	0.3	0.4	0.4	0.0
F1	566	204	305	-33.3%	\$9.95	0.4	4.2	0.3	0.7	0.3	0.5	0.4	-0.1



Page 14 Fourth Quarter R FY 2009

Transit Center Feeder Routes

Transit Center Feeder

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

	LINE	Avg Weekday Pass 4Q09	Avg Weekday Pass 4Q08	% Change	Sub/ Pass	Index	Pass/ Trip	Index	Pass/ Rev Mile	Index	3Q09 Route Performance Index	4Q09 Route Performance Index	RPI Point Change
					\$5.00		13.00		1.30				
F2	301	1,364	1,696	-19.6%	\$5.37	0.9	25.4	2.0	1.4	1.0	1.3	1.3	0.0
F2	341	860	1,046	-17.8%	\$3.27	1.5	13.4	1.0	1.8	1.4	1.3	1.3	0.0
F2	374	743	870	-14.6%	\$5.38	0.9	13.8	1.1	1.6	1.2	1.1	1.1	0.0
F2	377	504	745	-32.4%	\$4.84	1.0	10.8	0.8	1.7	1.3	1.0	1.1	0.1
F2	378	959	976	-1.8%	\$4.94	1.0	13.3	1.0	1.8	1.4	1.2	1.1	-0.1
F2	361	611	676	-9.6%	\$5.82	0.9	11.7	0.9	1.7	1.3	1.0	1.0	0.0
F2	350	885	1,039	-14.8%	\$6.92	0.7	15.1	1.2	1.1	0.8	1.0	0.9	-0.1
F2	360	971	1,140	-14.9%	\$6.11	0.8	11.5	0.9	1.4	1.1	1.0	0.9	-0.1
F2	380	457	505	-9.6%	\$5.84	0.9	9.1	0.7	1.4	1.1	0.9	0.9	0.0
F2	331	499	600	-16.9%	\$7.16	0.7	10.4	0.8	1.1	0.9	0.9	0.8	-0.1
F2	372	675	864	-21.9%	\$6.96	0.7	11.2	0.9	1.0	0.7	0.8	0.8	0.0
F2	303	379	477	-20.7%	\$6.54	0.8	7.9	0.6	1.1	0.8	0.8	0.7	-0.1
F2	308	415	395	5.0%	\$6.43	0.8	8.4	0.6	1.0	0.8	0.8	0.7	-0.1
F2	333	480	555	-13.5%	\$6.03	0.8	9.2	0.7	0.8	0.6	0.8	0.7	-0.1
F2	362	551	615	-10.4%	\$8.88	0.6	9.3	0.7	1.0	0.7	0.7	0.7	0.0
F2	385	601	753	-20.2%	\$7.98	0.6	10.0	0.8	1.0	0.8	0.8	0.7	-0.1
F2	302	382	420	-9.1%	\$9.85	0.5	7.3	0.6	0.9	0.7	0.5	0.6	0.1
F2	306	348	318	9.5%	\$6.76	0.7	7.0	0.5	0.9	0.7	0.6	0.6	0.0
F2	307	472	460	2.6%	\$10.41	0.5	10.3	0.8	0.7	0.6	0.6	0.6	0.0
F2	305	269	361	-25.4%	\$12.69	0.4	6.0	0.5	0.7	0.5	0.5	0.5	0.0
F3	310	539	762	-29.3%	\$13.02	0.4	9.7	0.7	0.6	0.4	0.5	0.5	0.0
F2	344	239	307	-21.9%	\$14.42	0.3	7.7	0.6	0.8	0.6	0.5	0.5	0.0
F2	347	384	0	All	\$10.65	0.5	7.8	0.6	0.7	0.6	0.5	0.5	0.0



Page 15 Fourth Quarter R FY 2009

Local Routes

Local

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

	LINE	Avg Weekday Pass 4Q09	Avg Weekday Pass 4Q08	% Change	Sub/ Pass \$3.25	Index	Pass/ Trip 24.50	Index	Pass/ Rev Mile 2.10	Index	3Q09 Route Performance Index	4Q09 Route Performance Index	RPI Point Change
L	44	6,865	8,237	-16.7%	\$2.57	1.3	47.7	1.9	2.5	1.2	1.5	1.5	0.0
L	26	4,635	5,296	-12.5%	\$2.15	1.5	33.3	1.4	2.9	1.4	1.4	1.4	0.0
L	2	1,490	1,840	-19.0%	\$3.07	1.1	18.5	0.8	2.3	1.1	1.0	1.0	0.0
L	19	3,092	3,758	-17.7%	\$3.26	1.0	23.4	1.0	2.3	1.1	1.0	1.0	0.0
L	24	1,721	1,984	-13.3%	\$2.85	1.1	14.9	0.6	2.7	1.3	1.1	1.0	-0.1
L	76	1,915	2,090	-8.4%	\$3.76	0.9	29.5	1.2	1.8	0.9	1.0	1.0	0.0
L	110	1,724	1,943	-11.3%	\$3.22	1.0	23.6	1.0	2.2	1.0	1.0	1.0	0.0
L	29	1,589	1,660	-4.3%	\$3.36	1.0	18.6	0.8	2.2	1.0	1.0	0.9	-0.1
L	49	1,403	1,521	-7.8%	\$3.87	0.8	16.9	0.7	2.2	1.0	0.8	0.9	0.1
L	164	3,312	3,642	-9.1%	\$3.93	0.8	22.9	0.9	1.7	0.8	0.9	0.9	0.0
L	165	3,988	4,519	-11.8%	\$3.25	1.0	21.7	0.9	2.0	0.9	1.0	0.9	-0.1
L	1	2,369	2,671	-11.3%	\$4.02	0.8	19.6	0.8	1.8	0.9	0.8	0.8	0.0
L	11	1,325	1,393	-4.9%	\$3.65	0.9	16.3	0.7	2.0	1.0	1.0	0.8	-0.2
L	12	1,080	1,312	-17.7%	\$3.70	0.9	14.0	0.6	2.2	1.0	0.9	0.8	-0.1
L	36	1,700	1,949	-12.8%	\$5.09	0.6	24.0	1.0	1.5	0.7	0.8	0.8	0.0
L	39	1,019	1,222	-16.6%	\$4.08	0.8	13.2	0.5	2.0	1.0	0.8	0.8	0.0
L	52	1,083	1,197	-9.5%	\$3.68	0.9	12.4	0.5	2.1	1.0	0.8	0.8	0.0
L	31	1,369	1,461	-6.3%	\$5.83	0.6	21.1	0.9	1.2	0.6	0.7	0.7	0.0
L	50	1,855	2,235	-17.0%	\$5.10	0.6	20.2	0.8	1.4	0.7	0.7	0.7	0.0
L	21	1,384	1,555	-11.0%	\$7.09	0.5	17.9	0.7	1.1	0.5	0.6	0.6	0.0
L	35	1,147	1,417	-19.0%	\$6.53	0.5	18.2	0.7	1.1	0.5	0.6	0.6	0.0
L	37	1,823	2,045	-10.9%	\$6.29	0.5	15.3	0.6	1.1	0.5	0.6	0.6	0.0
L	42	1,715	2,055	-16.5%	\$6.61	0.5	20.3	0.8	1.0	0.5	0.6	0.6	0.0
L	51	1,069	1,229	-12.9%	\$6.07	0.5	13.6	0.6	1.2	0.6	0.6	0.6	0.0
L	59	1,044	1,142	-8.6%	\$5.44	0.6	16.8	0.7	1.4	0.7	0.6	0.6	0.0
L	63	920	1,140	-19.3%	\$5.24	0.6	13.5	0.6	1.4	0.7	0.6	0.6	0.0
L	161	2,082	2,336	-10.8%	\$5.27	0.6	14.6	0.6	1.2	0.6	0.7	0.6	-0.1
L	183	1,299	1,432	-9.3%	\$4.11	0.8	14.9	0.6	1.1	0.5	0.6	0.6	0.0
L	8	183	278	-34.2%	\$6.40	0.5	3.2	0.1	1.6	0.8	0.5	0.5	0.0
L	60	1,024	1,262	-18.8%	\$8.02	0.4	13.3	0.5	1.0	0.5	0.5	0.5	0.0
L	111	819	783	4.6%	\$5.55	0.6	9.8	0.4	1.2	0.6	0.5	0.5	0.0
L	155	230	267	-13.6%	\$7.31	0.4	10.5	0.4	1.2	0.5	0.5	0.5	0.0
L	185	1,209	1,571	-23.0%	\$7.12	0.5	14.2	0.6	1.0	0.5	0.5	0.5	0.0
L	184	113	99	15.1%	\$15.72	0.2	11.3	0.5	0.7	0.3	0.4	0.3	-0.1



Page 16 Fourth Quarter R FY 2009

Site-Specific Shuttles

Site-Specific Shuttles

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

	LINE	Avg Weekday Pass 4Q09	Avg Weekday Pass 4Q08	% Change	Sub/ Pass	Index	Pass/ Trip	Index	Pass/ Rev Mile	Index	3Q09 Route Performance Index	4Q09 Route Performance Index	RPI Point Change
					\$1.00		6.50		2.00				
SS SS	UTD SMU	1,124 832	921 800	22.1% 4.0%	\$0.09 \$1.40	11.0 0.7	17.7 10.6	2.7 1.6	2.5 2.7	1.3 1.3	4.0 1.1	5.0 1.2	1.0 0.1
SS	MCE	140	172	-18.4%	\$0.77	1.3	1.7	0.3	1.6	0.8	0.8	0.8	0.0
SS	TI	806	1,099	-26.7%	\$1.18	0.8	5.3	0.8	1.7	0.9	0.8	0.8	0.0
SS	DFW	521	615	-15.2%	\$1.27	0.8	6.7	1.0	0.8	0.4	0.7	0.7	0.0
SS	UTSW	266	375	-29.2%	\$1.39	0.7	3.1	0.5	1.4	0.7	0.5	0.6	0.1
SS	TIS	102	209	-50.9%	\$1.05	0.9	2.1	0.3	0.7	0.4	0.6	0.5	-0.1
SS	PE	92	73	26.2%	\$2.54	0.4	2.2	0.3	1.1	0.5	0.4	0.4	0.0

DART-on-Call

DART-on-Call

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

	LINE	Avg Weekday Pass 4Q09	Avg Weekday Pass 4Q08	% Change	Sub/ Pass	Index	Pass/ Rev Hour	Index	3Q09 Service Performance Index	4Q09 Service Performance Index	SPI Point Change
					\$8.40		6.50				
D D	NCPoC GH	151 47	169 45	-10.6% 3.2%	\$5.22 \$8.66	1.6 1.0	6.85 6.05	1.1 0.9	1.4 0.8	1.3 1.0	-0.1 0.2
D	Rich	67	79	-15.6%	\$8.19	1.0	5.80	0.9	1.0	1.0	0.0
D	RoC	63	63	0.0%	\$10.06	0.8	4.21	0.6	0.7	0.7	0.0
D	FBoC	51	40	28.5%	\$13.15	0.6	3.21	0.5	0.6	0.6	0.0
D	NDoC	46	41	12.1%	\$13.27	0.6	3.43	0.5	0.6	0.6	0.0
D	LHoC	37	40	-6.7%	\$18.12	0.5	2.46	0.4	0.4	0.4	0.0
D	LoC	34	37	-8.3%	\$19.05	0.4	2.33	0.4	0.4	0.4	0.0



Page 17 Fourth Quarter R FY 2009

FLEX Routes

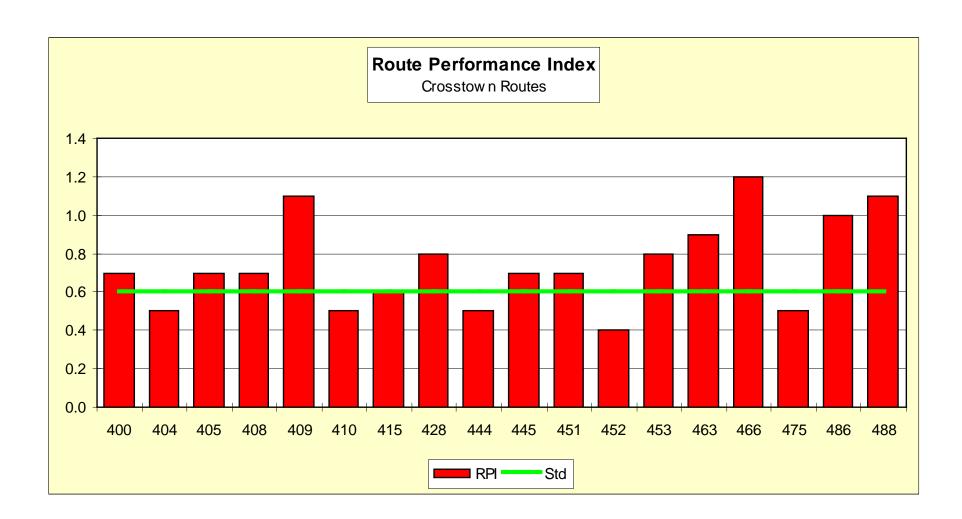
Flex Routes

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

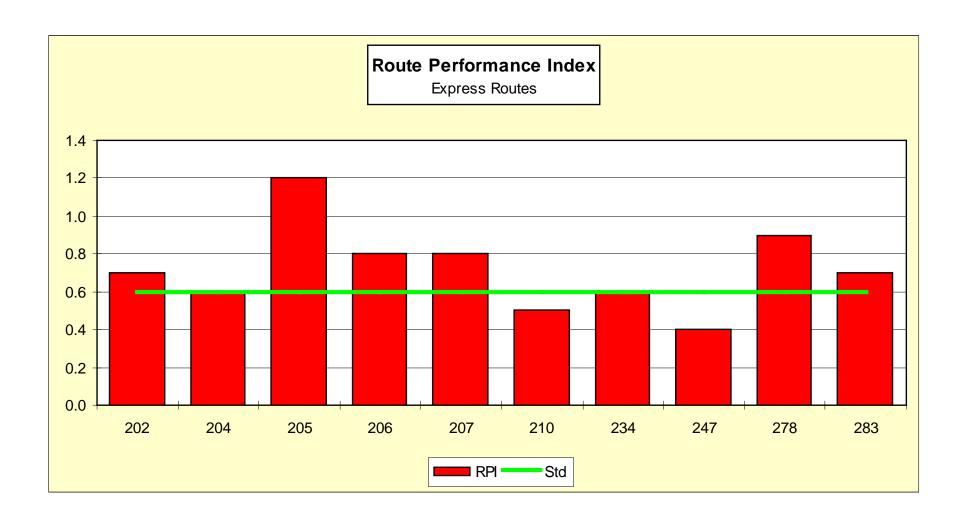
	LINE	Avg Weekday Pass 4Q09	Avg Weekday Pass 4Q08	% Change	Sub/ Pass	Index	Pass/ Rev Hour	Index	3Q09 Service Performance Index	4Q09 Service Performance Index	SPI Point Change
					\$4.00		10.50				
Fl	887	182	0	All	\$3.24	1.2	12.39	1.2	1.2	1.2	0.0
Fl	870	333	0	All	\$3.47	1.2	10.16	1.0	1.0	1.1	0.1
Fl	871	78	0	All	\$5.30	0.8	10.68	1.0	0.9	0.9	0.0
Fl	841	110	123	-10.8%	\$5.74	0.7	7.71	0.7	0.8	0.7	-0.1
Fl	840	147	135	8.6%	\$6.43	0.6	5.65	0.5	0.6	0.6	0.0
Fl	842	75	0	All	\$9.68	0.4	4.17	0.4	0.5	0.4	-0.1



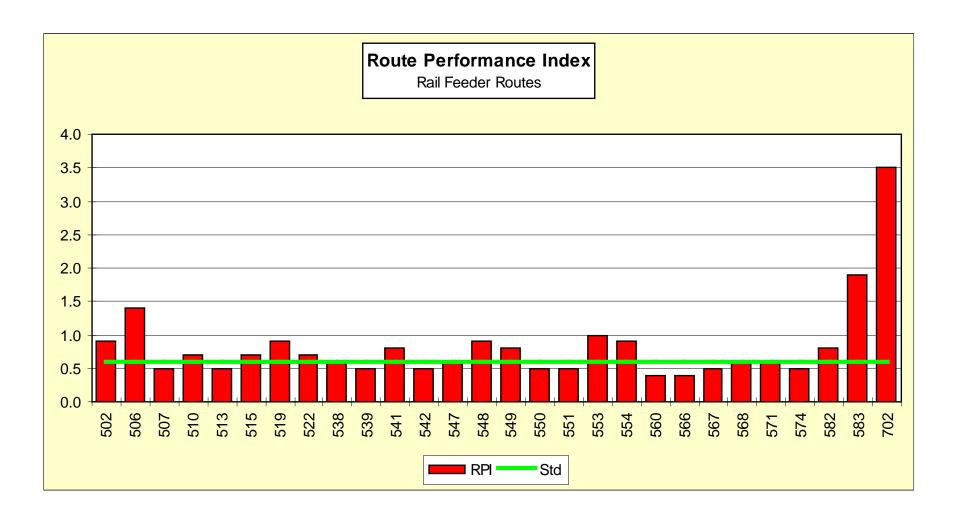
Page 18 Fourth Quarter R FY 2009



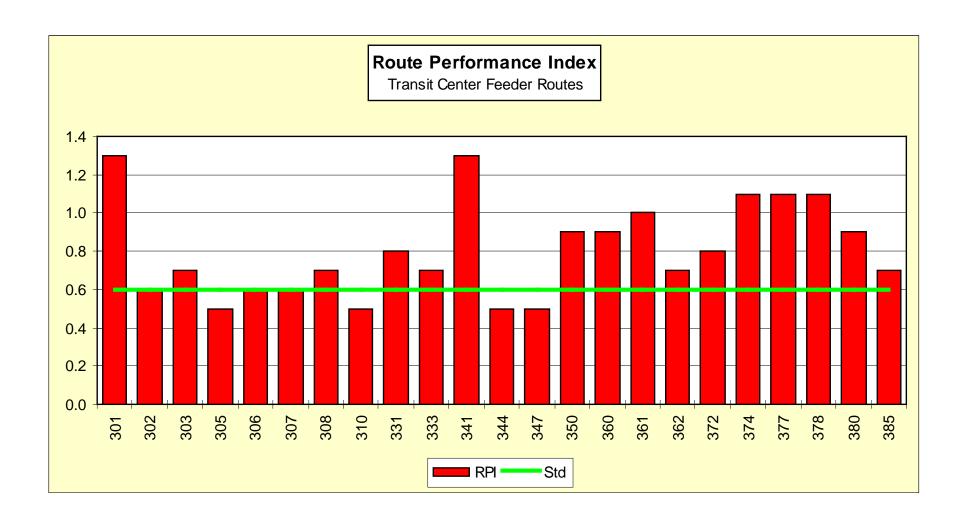




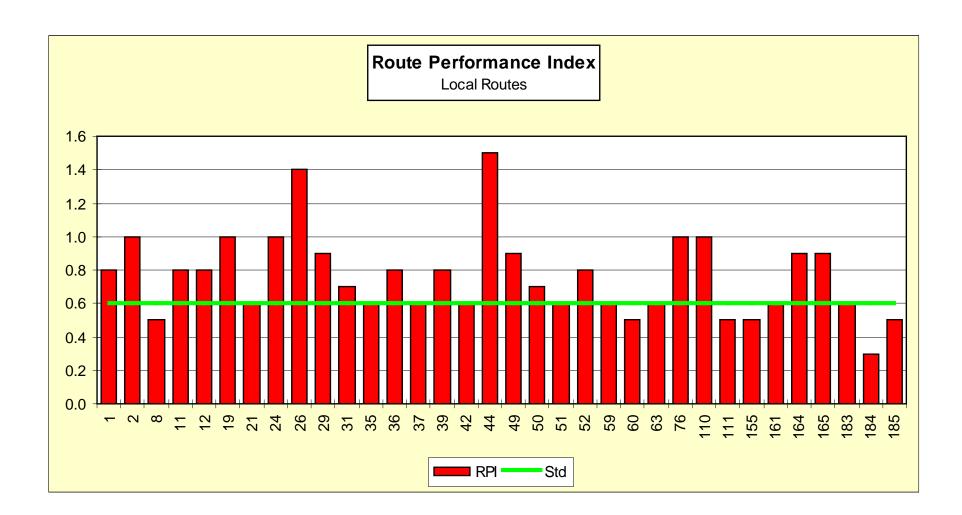














PLANNING & DEVELOPMENT DEPARTMENT Fourth Quarter FY 2009 Quarterly Reports

P&D1	Highlights
P&D2	Mobility Programs Development
P&D2	I-30 Old Turnpike Managed/HOV Lanes Project
P&D3	HOV Lanes Operation
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	Employer Service Program Development
P&D7	Green Line Bus Feeder Plan
P&D8	Construction and Installation of Standard Shelters
P&D9	Vanpool Program
P&D10	Service Reviews
P&D11	Five-Year Action Plan Score Card

Planning and Development Department

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

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

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

Specific functions include short-range bus service planning and scheduling, and capital planning for bus passenger facilities. The department also administers the Agency's Local Assistance Program for funding transit-related transportation improvements in member cities and performs all planning, design, development, and operation of the High Occupancy Vehicle (HOV) lane system

Highlights This Quarter

- The I-30 West Managed/HOV Tom Landry Freeway (Old Turnpike) project includes development of the first Managed/HOV Lane project in Dallas.
- The seven DART operated HOV lanes (84 HOV miles) carried approximately 154,100 weekday daily commuters in 3Q9. Travel time savings ranged from 10 minutes to 15 minutes on the various HOV lanes.
- Environmental Assessment was approved by FHWA on July 24, 2009 based on Finding of No Significant Impact (FONSI) document dated April 2009.
- Staff submitted several JARC (Job Access Reverse Commute) grants to NCTCOG in order to create seed money for site-specific shuttles to serve areas along the Green and Orange LRT lines.
- Route alternatives for the Green Line were presented at the Managers' Forum in August and September; as well as Route Monitoring Task Force briefing and outreach strategy discussion with Community Affairs.
- Seventy five (75) new bus shelters were installed during 4Q9. All new shelters have solar lights.
- The Vanpool fleet increased to 18% from previous year. NCTCOG has approved vanpool program funding at 45% for FY10.
- Fixed-route ridership for 3Q9 decreased 0.5% for FY09 compared to FY08. Bus ridership decreased by 1.4%, Light Rail ridership increased by 0.7% and TRE ridership increased by 5.6%.
- September 2009 service changes were implemented. Work on 2010 changes continued with two versions compiled for internal review.



I-30 Old Turnpike Managed/HOV Lanes Project

Mobility Programs Development

Strategic Plan Consideration

C2.3 Open/Integrate new transit services.

Description

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

Phase I design includes two reversible lanes from TCL to Mountain Creek and a single reversible lane to Chalk Hill. During the afternoon peak, the single lane will extend from Chalk Hill to Sylvan. The first phase will open in two sections: the first section from TCL to Loop 12 opened July 31, 2007, and the remaining section of phase I will open on July 6, 2009. Interim Phase II includes construction of tolling plaza and scheduled for completion in 2010.

Accomplishments

- 4Q9: Phase 1.5, or the tolling phase, of this project has been placed on hold pending availability of construction funding.
- 3Q9: Remainder of Phase 1 opened to traffic on July 6, 2009.
- 2Q9: Remaining segment of Phase I (extension to Sylvan Ave.) is scheduled to open by June 2009.

Issues

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

Schedule

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

Project Manager(s)

Koorosh Olyai/Mahesh Kuimil



HOV Lanes Operation

Mobility Programs Development

Strategic Plan Consideration

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

Description

HOV lane system is DART's most cost efficient service with \$0.19 subsidy per passenger and carrying about 43% 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 84 miles of HOV Transitways along I-30 East, I-35E, I-635 East, I-635 West, I-30 West, US 75 and I-35E/US 67. The HOV lane on I-30 East is a Contraflow lane which is created by borrowing the inside lane of the non-peak direction and assigned to peak direction of travel. The HOV lanes on Stemmons, US 75, and LBJ are buffer separated concurrent flow lanes, constructed using the inside shoulders of the freeways. The HOV lanes on I-35E/US 67 are a combination of concurrent flow and reversible sections. The HOV lanes on I-30 West are a two-lane reversible facility.

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

Accomplishments

The following is HOV ridership information for October 2009:

- The seven DART operated HOV lanes carried approximately 154,100 weekday daily commuters.
- The HOV lanes along I-30 East, I-35E, I-635 East, I-635 West, I-30 West, US75, and I-35E/US67 carried 18,000, 25,800, 25,900, 43,000, 3,700, 14,100 and 23,500 weekday passengers respectively.
- HOV users saved 10 minutes on I-30 East, 13 minutes on I-35E, 10 minutes on I-635 East, 8 minutes on I-635W, 15 minutes on US 75, and 7 minutes on I-35E/US 67 on the round trip commute.
- On-time opening performance for the East R. L. Thornton HOV lane was 100% during the last quarter.
- A six-mile segment of Phase I of the I-30 West HOV lane opened to traffic in July 2007; the remainder of Phase I opened in July 2009.
- The I-30 East extension and the US 75 HOV lane opened to traffic in December 2007. The I-635 East extension opened in Jan. 2008.



HOV Lanes Operation

Mobility Programs Development

Issues Additional public education and marketing efforts are necessary.

Schedule Ongoing.

Project Manager(s) Mahesh Kuimil / Ravi Gundimeda



North Central (US 75) Concurrent HOV Lanes

Mobility Programs Development

Strategic Plan Consideration

C2.3 Open/Integrate new transit services

Description

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

Accomplishments

- A study was initiated by TxDOT during June 2009 to evaluate feasibility of a grade separated access/egress location to the US 75 HOV lane in the vicinity of SH 190. This study is currently on-hold pending availability of funds at TxDOT.
- 1Q9: The TTI (Texas Transportation Institute) report was completed and concluded that an access in Richardson is not operationally feasible and will impact operations negatively on the HOV lane.

Issues

- TxDOT is currently doing maintenance on the delineator post system as part of a project jointly funded by DART & TxDOT. Details of a contract are being worked out by both agencies.
- TxDOT's contractor is still working on the ITS element of this project.
- The NCTCOG's Mobility Plan identifies the need for two lanes inbound and one lane outbound in the morning and the reverse for the afternoon operating periods.
- An MIS is needed to address the additional HOV needs within the corridor.
- Access/egress locations at Campbell Road have been eliminated due to operational concerns.

Schedule

•

Project Manager(s)

Mahesh Kuimil/Koorosh Olyai



SH 114 Freeway Widening Including Managed/HOV Lanes

Mobility Programs Development

Strategic Plan Consideration

C2.3 Open/Integrate new transit services

Description

The SH 114 project limit is from SH 183 to SH 121/Tarrant County line for a total length of 13 miles. The project is comprised of two segments:

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

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

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

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

Accomplishments

- July Sept. 2009: Environmental Assessment was approved by FHWA on July 24, 2009 based on Finding of No Significant Impact (FONSI) document dated April 2009 including input from the public involvement process. Preliminary engineering and schematic design were completed and approved by TxDOT/FHWA in June 2007
- April June 2009: A joint DART/TxDOT Public Hearing was held on June 9, 2009 for the 13 miles SH 114 project. Upon completion of final environmental process and issuance of FONSI, final project development and engineering work will commence.
- Jan.-March 2009: Construction work started on February 3, 2009 for total reconstruction of SH 114 / Loop 12 Interchange (Diamond Project) to include Managed HOV lanes and 1.6 miles of the Orange Line under Loop 12 and along SH 114 toward DFW Airport including the station at Tom Braniff Drive.
- Oct.—Dec. 2008: Construction contract for SH 114 / Loop 12 Interchange (Diamond *Project*) including 1.6 miles of the Orange Line under Loop 12 and along SH 114 toward DFW Airport including the station at Tom Braniff Drive was awarded on December 23, 2008. Total project cost is \$224.2M and expected to be complete by late 2012. DART LRT portion of project is expected to be complete late 2010.
- July Sept. 2008: Procurement process to receive competitive bids for reconstruction of SH 114/Loop 12 Interchange

P&D5



SH 114 Freeway Widening Including Managed/HOV Lanes

Mobility Programs Development

(*Diamond Project*) including 1.6 miles of the Orange Line under Loop 12 and along SH 114 towards DFW Airport including the station at Tom Braniff Drive was underway by TxDOT during this period.

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

Issues

• No NCTCOG/TIP funding has been approved for this Project for the next five years.

Schedule

- FY 05-08: PS&E completed for Loop 12/SH 114 Interchange for early LRT project implementation.
- FY 09-2012: Construction phase underway for Loop 12/SH 114 Interchange for early LRT project implementation.
- FY 09: Formal public hearing was held on June 9, 2009, in advance of EA approval.
- FY 09: **July 24**, 2009: Approval of the final environmental clearance (FONSI).
- FY 10-13: PE/PS&E for remainder of SH 114 corridor.
- FY 11-13: Utilities relocation/coordination and R-O-W.
- FY 13-16: Construction phase, pending funding availability.

Project Manager(s) Ali Rabiee



Employer Service Program Development

Service Planning and **Scheduling**

Strategic Plan Consideration

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

Description

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

Accomplishments

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

Issues

- Demand for service continues to increase due to favorable recognition of the program by potential partners.
- Budget constraints are severely limiting growth.
- Economy has slowed, yet service is more in demand.
- Many new employment opportunities are beyond DART's service area boundaries, while new job creation is with smaller service companies.

Schedule

Ongoing

Project Manager(s)

John Quinn



Green Line Bus Feeder Plan

Service Planning and Scheduling

Strategic Plan Consideration

C1 Improve quality.

C2 Improve/add services.

C3 Improve efficiency.

Description

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

Accomplishments

- 4Q9: The project team continued efforts to develop the Green Line Feeder Plan. Second and third iterations of the Plan were developed and presented to Managers' Forums, and the last version was also presented for review to the Route Monitoring Task Force on September 24th. Meetings were held with Community Affairs in July and September to discuss outreach strategy. A fourth iteration of the Plan will be under development in October.
- 3Q9: The service planners (project team) conducted field work, analyzed ridership data, reviewed land use and employment/population densities, and developed preliminary cost estimates for the draft route alternatives. A SP&S Dept. Managers' Forum was held June 8th to review the draft alternatives and solicit input. A second meeting will follow in July.

Issues

None

Schedule

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

Project Manager(s)

Rob Smith/Angie Gamez



Construction & Installation of Standard Shelters

Service Planning and **Scheduling**

Strategic Plan Consideration

C1.2 Provide clean, safe, secure environment.

C2.6 Add needed passenger amenities/facilities.

Description

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

Accomplishments

- 4Q9: Installed 75 new shelters
- 3Q9: Installed 48 new shelters
- 2Q9: Installed 31 new shelters
- 1Q9: First shelter installations under new contract began: 18 shelters installed.
- Addressed issues in maintenance slippage through bi-monthly summit meeting. New maintenance contracts in place.
- Developed bi-monthly summit meeting to improve efficiency in communication between Passenger Support Facilities and Facilities Maintenance.

Issues

- Crime prevention issues being addressed through environmental design such as solar lighting on all new shelters.
- An opportunity exists for improved system efficiency if Paratransit would get more Paratransit passengers into fixed route service where accessibility can be improved through this program. Joint development work has proceeded with private non-profits and corporations to build in accessibility to fixed-route service.
- Continued outside pressure to remove and relocate downtown bus stops, benches, and shelters, which may discomfort passengers and negatively affect ridership.
- Requirement that new blue shelter replace old brown shelter within 24 hours is not being observed by contractor. Intendant passenger confusion is being handled by temporary signage.

Schedule

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

Project Manager(s)

Rob Parks / Ruth Cooper



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

Accomplishments

- 4Q9: NCTCOG has approved vanpool program funding at 45% for FY10.
- 4Q9: Vanpool fleet up 18% from previous year (30 more than previous year.
- 3Q9: NCTCOG has approved/increased program funding to 50% (up from 40%) through FY09.
- 3Q9: Vanpool fleet up 31% from previous year (26 more than previous year).
- 2Q9: Vanpool fleet increased to 172 vanpools (27 more from previous year).
- 1Q9: FY 09 Budget modified to increase the fleet to 198 vanpools. Fee increase approved by the Board Planning Committee. Large van \$215 to \$290, small van \$200 to \$270. Pending full Board approval.

Issues

- 1Q10: Hosted the Vanpool Contract Pre-proposal meeting with vendors. At the conclusion it was determined to amend the Statement of Work and Specs. Proposal submittal date pushed from October 8, 2009 to October 22, 2009. This, in combination with delays in legal review may require asking for a contract extension on the current vanpool contract with Enterprise.
- 3Q9: Vanpool Contracts "Evaluation" process is going through a re-write in Procurement. This in conjunction with delays in Legal has pushed our solicitation for the new contract one month.

Schedule

• 1Q10: NCTCOG/DART Vanpool ILA for Vanpool funding to be presented to the Board Planning Committee October 27, 2009.



Vanpool Program

Service Planning and **Scheduling**

- 3Q9: Vanpool Focus Group met for July 14th and 15th 09.
 The Vanpool Captains will discuss operations and address issues.
- 2Q9: Vanpool contract SOW completed. Vanpool contract selection and evaluation committee being formed.
- Vanpool contract expires 12/09. 2Q9: Fare increase implemented.
- FY 09: Continue development of longer-term pricing and marketing strategies.
- FY 09: Conduct best practices benchmarking activities to measure benefits, incentives and program structure of other vanpool program providers

Project Manager(s) Rob Smith/ Dan Dickerson



Strategic Plan Consideration

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

Description

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

Accomplishments

- 4Q9: September 2009 service changes were implemented. Work on 2010 changes continued, with two versions completed for internal review. Jefferson Corridor changes were fully integrated into the draft Plan. West Dallas work will be postponed to a future service change due to the scope and complexity of the 2010 changes.
- 3Q9: September 2009 service changes were finalized and approved by the Board of Directors. Intensive work on December 2010 plans initiated, including Green Line Feeder Plans and additional changes in the Jefferson and NE Dallas corridors.
- 2Q9: February service changes were implemented. September 2009 changes covering the initial phase of Green Line implementation were proposed formally, with pre-Public Hearing community meetings initiated late in the Quarter.
- 1Q9: Staff conducted work to implement February 2009 changes and prepared preliminary proposals for September 2009 changes.
- 4Q8: Recommended changes for Plano were adopted for February 2009. West Dallas review completion delayed pending staff availability.

Issues

None

Schedule

• 1Q10: Continue work on 2010 Green Line Feeder Plan

Project Manager(s)

Rob Smith/assigned staff



FY 2009 Score Card Five-Year Action Plan

Service Planning and Scheduling

Objectives	Services	Activities
INCREASE RIDERSHIP		
Expand Services		Q3 fixed-route ridership decreased 0.5% for FY09 compared to FY08. Bus ridership decreased by 1.4%, Light Rail ridership increased by 0.7% and TRE ridership increased by 5.6%.
	Feeders to Transit Centers and Stations	Additional route and schedule changes were implemented in September 2009, including introduction of the first phase of Green Line service, adjustments to several connecting bus routes, and general service reductions for low-performing routes.
Improve Customer Waiting Conditions	Improved Passenger Support Facilities	The Standard Shelter Program will include the installation of approximately 50 single shelter units (new and replaced) per quarter. Rosa Parks Plaza scheduled for completion and opened in Q4. Shelter placement began with 32 shelters placed in Q2 and 48 in Q3. 63 i-Stops were placed Q1-Q3. All new shelters have solar lights. 23 benches were ordered in Q3. Placement will await the new bench contract in Q4.
IMPROVE COST		
EFFECTIVENESS		
Implement Efficiencies	DARTO O IIN	
	DART On-Call Non- Traditional service	On Call services in East Plano were replaced by new FLEX service in February 2009.
	New DART On Call programs: flexible routes and late night/weekend services	Several Plano services were converted to FLEX operation in February 2009. Additional FLEX service began in the Lake June and Rylie/Kleberg areas at the same time.
	Site-specific Shuttles	On-going service partnerships with North Park, SMU, DFW, U.T. Southwestern Medical Center; American Airlines Center, Texas Instruments (TI), the McKinney Avenue Trolley, Medical City, Palisades and Campbell Center. UTD service agreement approved by Board of Directors, and began operation January 2008. Palisades Shuttle replaced by City of Richardson service, with new agreement approved by the Board of Directors.
	Non-Traditional Vanpool Service (E- Shuttle)	Employer outreach in rail expansion corridors is identifying new E-Shuttle opportunities. Two additional E-Shuttles pending.
	Address low- performing routes	February 2009 service changes continued to target routes consistently below 0.6 RPI; almost all DART fixed routes currently operating at or above standard. September 2009 service changes included a series of proposed reductions for low-performing routes, with a net overall reduction in service levels.



DATE: October 2009

TO: Distribution

SUBJECT: PROJECT DEVELOPMENT PROGRESS REPORT

This document is the 4th Quarter FY 2009 issue of the DART Project Development Progress Report. This report addresses status of LRT Buildout activities and other Capital Development projects. Status reflects activities through September 30, 2009, including Change Control Summaries, Systems Integration, and Real Estate.

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

Rail Program Development

THM/ta

TABLE OF CONTENTS

Acronyms	
эсоре	KI D1
LRT BUILDOUT - PHASE I	
Map	
Summary Control Schedule	
Cost / Schedule Summary	RPD7
Northeast Corridor Facilities	P.P. 1.0
Line Section G-2	RPD10
North Central Corridor Facilities	DDD 11
Line Section NC-3	
Vehicles	
Parker Road Parking Expansion	
Facilities - Six-Month Look Ahead	
Change Control Summary	RPD15
LRT BUILDOUT - PHASE II	
Map	RPD16
LRT Buildout - Phase IIA	
Summary Control Schedule	RPD17
Cost / Schedule Summary	
Real Estate	
Construction Manager/General Contractor-I (CM/GC-I)	
Track Materials Procurement for CM/GC-I Construction	
Construction Manager/General Contractor-III (CM/GC-III)	
Northwest Rail Operating Facility	
Track Materials Procurement for Northwest Corridor & NWROF	
Systems - Traction Power Substations	RPD44
Systems - SCS/OCC Modifications	
Systems - Fare Collection Equipment	RPD47
Vehicles - SLRV Retrofit	RPD48
Vehicles - New SLRV Procurement	RPD49
Systems Integration	RPD50
Raise & Extend Four CBD Stations	
Closed-Circuit Television (CCTV) System	RPD52
NW-2 Additional Betterments & Love Field West Area Improvement	RPD53
Facilities - Six-Month Look Ahead	RPD54
Change Control Summary	RPD55
LRT Buildout - Phase IIB	
Summary Control Schedule	
Cost / Schedule Summary	
Irving Corridor Facilities	
Track Materials Procurement for Irving Corridor	
DFW Corridor Facilities	
Rowlett Extension Facilities	
Track Materials Procurement for Rowlett Extension	RPD64



TABLE OF CONTENTS

Systems - Traction Power Substations	RPD65
Systems - SCS/OCC Modifications	
Systems - Fare Collection Equipment	
Systems - Passenger Emergency Calls (PECs)	
Vehicles - 23 Option Vehicles (New SLRV Procurement)	
Systems Integration	
Level Boarding Modifications for Outlying Stations	
Facilities - Six-Month Look Ahead	
Change Control Summary	RPD73
COMMUTER RAIL	
Summary Working Schedule	RPD74
Cost Summary	RPD75
Belt Line Road Grade Separation	RPD76
Double Tracking at Market Center Blvd. (Lisa-Perkins)	RPD77
Track, Signals & Installation for Lisa-Perkins & Belt Line Road Projects	RPD78
Valley View to West Irving Double Tracking	RPD79
Track Materials Procurement for TRE Valley View Project	RPD80
Six-Month Look Ahead	RPD81
Change Control Summary	RPD82
ADDITIONAL CAPITAL DEVELOPMENT	
Summary Working Schedule	
Cost Summary	
NW-1A/Victory Station Project	
Unity Plaza	
North Central Tunnel Delamination Repair & Monitoring	
Bryan/Hawkins Junction (CM/GC-I)	
Track Materials Procurement - Bryan/Hawkins Junction (CM/GC-I)	
Paratransit Parking	
Thanks-Giving Square Rail Replacement	
Lake Highlands Station	
Valencia Development	RPD93
DART Police Facilities	RPD94
Frankford Station Additional Parking	RPD95
6th Street Crossing	RPD96
CBD/Traffic Signal Priority (TSP) System	
Agency-Wide Radio & Related Communications Systems Replacement	
800MHz Band Reconfiguration	
Six-Month Look Ahead	RPD101
Change Control Summary	



ACRONYMS

AC/DC - Alternating Current/Direct Current

ADA - Americans with Disabilities Act

AWP - Annual Work Plan/Program

BNSF - Burlington Northern Santa Fe Railway

CBD - Central Business District

CCB - Change Control Board

CM/GC - Construction Manager/General Contractor

CMU - Concrete Masonry Unit (concrete block)

CPM - Critical Path Method

CRI - Cost Reduction Idea

D&A - DART & Agency

DART - Dallas Area Rapid Transit

DFW - Dallas/Fort Worth

DGNO - Dallas, Garland & Northeastern Railroad Company

FAA - Federal Aviation Administration

FDR - Final Design Review

FEIS - Final Environmental Impact Statement

FEMA - Federal Emergency Management Agency

FFGA - Full Funding Grant Agreement

FTA - Federal Transit Administration

FWTA - Fort Worth Transportation Authority

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

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

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

GMP - Guaranteed Maximum Price

HVAC - Heating/Ventilation/Air Conditioning

IFB - Invitation for Bid

ILA - Interlocal Agreement

I-1 - Irving/DFW Corridor Line Section 1

I-2 - Irving/DFW Corridor Line Section 2

I-3 - Irving/DFW Corridor Line Section 3

KCS - Kansas City Southern Railway

LNG - Liquefied Natural Gas

LRT - Light Rail Transit

LRVs - Light Rail Vehicles

MEP - Mechanical/Electrical/Plumbing

MHz – Megahertz

MKT - Missouri-Kansas & Texas Railroad Company

MIS - Major Investment Study

MSE - Mechanically Stabilized Earth

N/A - Not Applicable

NC-3 - North Central Corridor Line Section 3

NC-4 - North Central Corridor Line Section 4

NC-5 - North Central Corridor Line Section 5

NCTCOG - North Central Texas Council of Governments

NTP - Notice to Proceed

NW-1 - Northwest Corridor Line Section 1

NW-2 - Northwest Corridor Line Section 2



rpd-i 4Q FY 2009

NW-3 - Northwest Corridor Line Section 3

NW-4 - Northwest Corridor Line Section 4

NWROF - Northwest Rail Operating Facility

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

OCIP - Owner Controlled Insurance Program

OCS - Overhead Catenary System

P&Z - Planning & Zoning

PA - Public Announcement

PA/VMB - Public Announcement/Visual Message Board

PE/EIS - Preliminary Engineering/Environmental Impact Statement

QA - Quality Assurance

QC - Quality Control

R-1 - Rowlett Extension

RDC - Rail Diesel Car

RFI - Request for Information

RFP - Request for Proposal

ROW - Right-of-Way

RPD - Rail Program Development

RTU - Remote Telemetry Unit

S&I Facility - Service & Inspection Facility

SA - Supplemental Agreement

SCADA - Supervisory Control and Data Acquisition

SCS - Supervisory Control System

SDC - Systems Design Consultant

SE-1 - Southeast Corridor Line Section 1

SE-2 - Southeast Corridor Line Section 2

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

SMR - Senior Management Review

SOC-2 - Line Section South Oak Cliff-2

SOCBOF - South Oak Cliff Bus Operating Facility

SP - Southern Pacific Railroad Company

SWPPP - Stormwater Pollution Prevention Plan

The T - Fort Worth Transportation Authority

TBD - To Be Determined

TC - Transit Center

TDLR - Texas Department of Licensing and Regulations

TPSS - Traction Power Substation

TRE - Trinity Railway Express

TVM - Ticket Vending Machine

TxDOT - Texas Department of Transportation

TXU - TXU Lone Star Pipeline

UPS - Uninterruptible Power Supply

VAF - Vehicle Acceptance Facility

VBS - Vehicle Business System

WSA - Ways, Structures, & Amenities



rpd-ii 4Q FY 2009

SCOPE OF PROJECTS

LIGHT RAIL TRANSIT (LRT) BUILDOUT PHASE I

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

Current LRT Buildout Phase I Related Projects:

Purchase of 20 LRVs

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

Parker Road Parking Expansion

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

LIGHT RAIL TRANSIT (LRT) BUILDOUT PHASE II

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

Current LRT Buildout Phase II Related Projects:

Raise & Extend Four CBD Stations

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



RPD1 4Q FY 2009

Closed-Circuit Television (CCTV) System

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

NW-2 Additional Betterments and Love Field West Area Improvement

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

Level Boarding Modifications for Outlying Stations

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

COMMUTER RAIL

Belt Line Road Grade Separation

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

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

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

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

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

Valley View to West Irving Double Tracking

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

Track Materials Procurement for TRE Valley View Project

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



RPD2 4Q FY 2009

ADDITIONAL CAPITAL DEVELOPMENT

NW-1A/Victory Station Project

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

Unity Plaza

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

North Central Tunnel Delamination Repair & Monitoring Test Section

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

Bryan/Hawkins Junction

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

Paratransit Parking

This project repaired and repaved the existing parking lots at the Paratransit Facility located at Senate Street and constructed a new employee parking lot on adjacent DART property located on Dilido Street.

Thanks-Giving Square Rail Replacement

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

Lake Highlands Station

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

Valencia Development

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



RPD3 4Q FY 2009

DART Police Facilities

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

Frankford Station Additional Parking

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

6th Street Crossing

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

CBD/Traffic Signal Priority (TSP) System

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

Agency-wide Radio & Related Communications Systems Replacement

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

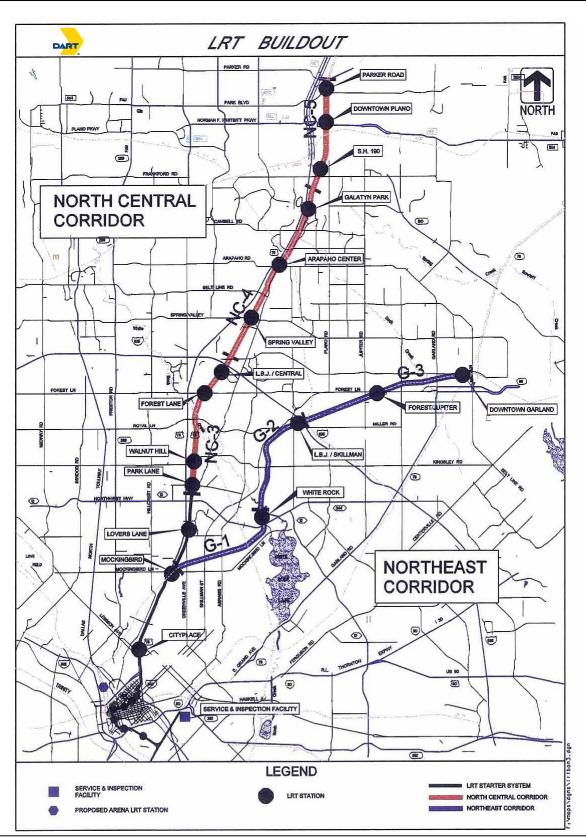
800 MHz Band Reconfiguration

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



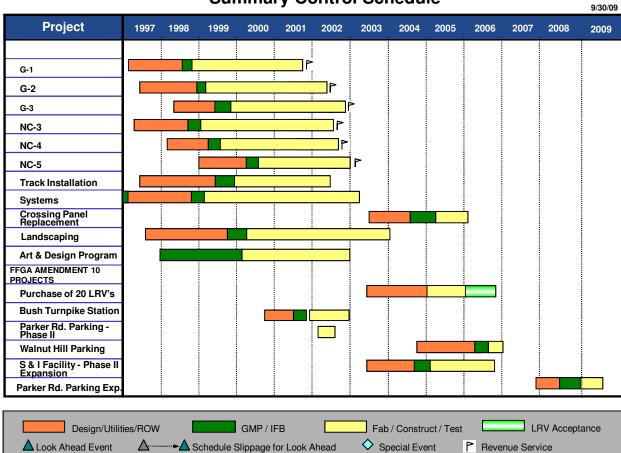
RPD4 4Q FY 2009







LRT Buildout Phase I Summary Control Schedule





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

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



²⁾ Expended to date values reflect activity through 08/31/09, per DART's General Ledger.

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

LRT BUILDOUT PHASE I RELATED PROJECTS (FFGA Amendment 10) Cost Summary (in millions of dollars)					
	Control Budget	Current Commitment ⁽¹⁾	Expended to Date (2)		
Bush Turnpike Station	\$ 12.5	\$ 12.9	\$12.9		
Parker Road Station Phase II Parking	2.6	1.6	1.6		
Walnut Hill Parking	1.3	1.4	1.4		
S&I Facility - Phase II Expansion	29.8	29.2	29.1		
Purchase of 20 LRVs	63.0	61.8	59.9		
Parker Road Station Parking Expansion (3)	2.3	2.0	1.6		
Total	\$111.5	\$108.9	\$ 106.5		

- 1) Committed values reflect activity through 08/31/09.
- 2) Expended to date values reflect activity through 08/31/09, as reported on DART's General Ledger.
- 3) Control budget value reflects DART's FY2009 approved Financial Plan value for this project.

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

- 1) Expended to date values reflect activity through 9/30/09, per DART's General Ledger.
- 2) Purchase of C-unit progress can be found on the "Vehicles-SLRV Retrofit" page of the LRT Buildout Phase IIA section of this progress report.
- 3) A budget revision was approved in September 2009 to add approximately \$.8M (total \$), \$.6M (federal \$) to the Grant Budget. This amount represents reimbursement to the FTA from the Marta Settlement, sale of surplus property, and final budget adjustments.



RPD8 4Q FY 2009

Cost/Schedule Summary

LRT Buildout Phase I

SCHEDULE SUMMARY

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



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.

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



RPD10 4Q FY 2009

North Central Corridor Facilities Line Section NC-3

LRT Buildout Phase I

Strategic Plan Consideration

C2.3 Integrate new transit services

Description

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

Status

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

Issues

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



RPD11 4Q FY 2009

Strategic Plan Consideration

C2.3 Integrate new transit services

Description

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

Status

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

Issues

Partial retainage is now being released as field modifications for the electrical enclosures are completed on each vehicle. To date, 17 of 20 vehicles have been successfully modified. Partial retainage will continue to be held on each vehicle for the wear plate deficiency that has not yet been resolved. A new wear plate prototype material has been approved. Once the initial parts are manufactured, they will be installed on all 20 SLRVs and will be used during the manufacturing of the order of 48 new SLRVs from Kinkisharyo.



RPD12 4Q FY 2009

Parker Road Station Parking Expansion

LRT Buildout Phase I

Strategic Plan Consideration C1 Improve Customer Satisfaction

C2 Manage System Growth

C3 Improve Efficiency

S1 Build and Maintain Relationships with Stakeholders

Description

This project completed parking lot renovations including construction of 586 additional parking spaces at Parker Road Station. The improvements are in the City of Plano and the project involved construction of paving, drainage, signing, striping, illumination, signalization, maintenance

building, and aesthetic features.

DART completed construction of parking expansion at Parker Road Station **Status**

in September 2009. The project was completed on time and under budget.

None **Issues**



RPD13 4Q FY 2009

LRT Buildout Phase I Six Month Look Ahead

9/30/09

Ductoot	2009		2010			
Project	October	November	December	January	February	March
G-1	Revenue Service Beg	an - 9/24/01				
G-2	Revenue Service Beg	an - 5/6/02				
G-3	Revenue Service Beg	an - 11/18/02				
NC-3	Revenue Service Beg	an - 7/1/02				
NC-4	Revenue Service Beg	an - 7/1/02				
NC-5	Revenue Service Beg	an - 12/9/02				
Track Installation	Installation Complete					
Crossing Panel Replacements	Construction Complet	e - 2/1/06				
Systems	All Deliveries Comple	e				
Landscaping	Landscaping Complet	e •				
Art & Design Program	Program Complete					
FFGA AMENDMENT 10 PROJECTS		 				
Purchase of 20 LRV's	All Deliveries Comple	te				
Bush Turnpike Station	Revenue Service Beg	an - 12/9/02				
Parker Rd. Parking - Phase II	Construction Complet	e				
Walnut Hill Parking	Construction Complete	 P				
S & I Facility - Phase II Expansion	Construction Complet	e				
Parker Rd. Parking Exp.	Construction Complete	te				





RPD14 4Q FY 2009

Change Control Summary

LRT Buildout Phase I

Light Rail Transit Buildout Phase I - Change Control Summary

	Rail Section/ ontract Package	Consultant/ Contractor	Approved Contract Amount (A)	Approved Contingency/ Allowance (B)	Total Approved Amount (C=A+B)	Executed Changes (D)	Current Contract Value (E=A+D)	Remaining Contingency/ Allowance (F=B-D)	Percent Contingency Used (G=D/B)	Percent Contract Comp.	Summary of Activity This Period & Comments (September 2009)
North Central Corridor	NC-3 Civil/8truet/8ta C-98000080	GLF Constr. Corp.	\$49,903,009	\$4,990,301	\$54,893,310	\$1,158,261	\$51,061,270	\$3,832,040	23%	100%	Accounting Closeout is Pending Litigation
	Parker Rd. Parking Expansion C-1015568-01	Omega Contracting, Inc.	\$1,778,830	\$88,951	\$1,867,781	\$16,252	\$1,795,082	\$72,699	18%	22%	Added 3/09
Northeast Corridor	G-2 Civil/Struct/Sta C-98000089	GLF Constr. Corp.	\$35,181,916	\$3,518,192	\$38,700,108	\$843,889	\$36,025,805	\$2,674,303	24%	100%	Accounting Closeout is Pending Litigation
LRV Procurement	20 Additional C-98000071-02	Kinkisharyo/Itochu	\$58,666,378	\$1,333,622	\$60,000,000	\$249,072	\$58,915,450	\$1,084,550	19%	99%	Through SA-018
Legend:	% Contingency >= 70%	TOTALS:	\$145,530,133	\$9,931,066	\$155,461,199	\$2,267,474	\$147,797,607	\$7,663,592			

Notes:

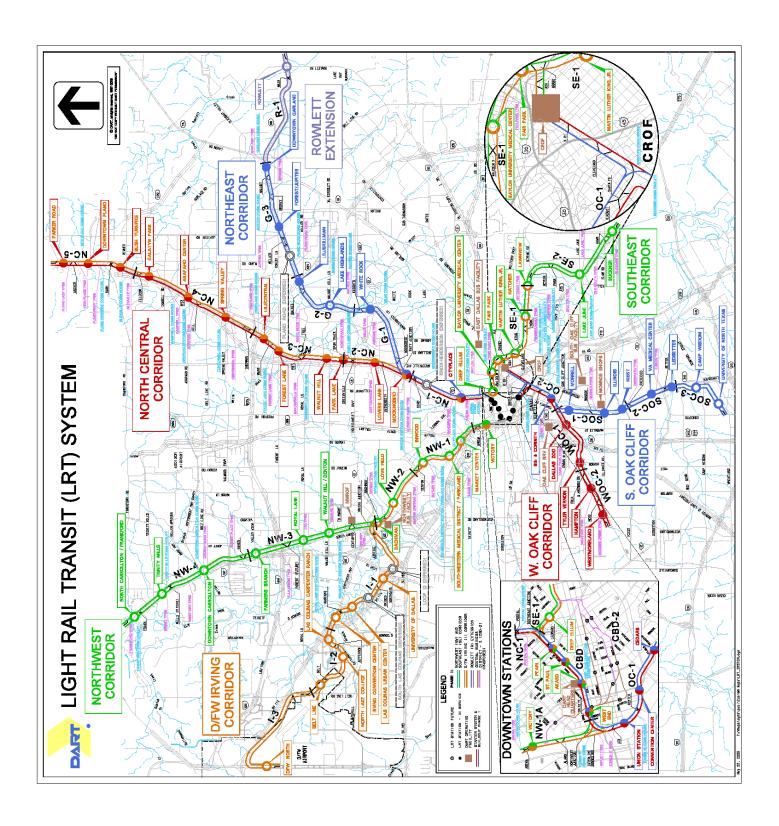
- a) The professional services contracts are negotiated through annual workplans (AWP); amounts reflected on this report represent Total Board Authorized Not-to-Exceed values.
- b) The authorized board increases are captured in column B along with approved contingency increases to more accurately reflect the change activity as it relates to contingency.

 The totals shown on this report for "Remaining Contingency/Allowance" does not include funding that came from DART Board approved increases in contract NTE.
- c.1) The totals shown on this report for Remaining Contingency Allowance does not include running that came from DAR1 Doard approves increases in c.1) The totals shown on this report include balances from active contracts, shown here, and closed contracts that are in hidden cells within the sheet.
- d) Percent contract complete based on invoices paid divided by contract value.



RPD15 4Q FY 2009

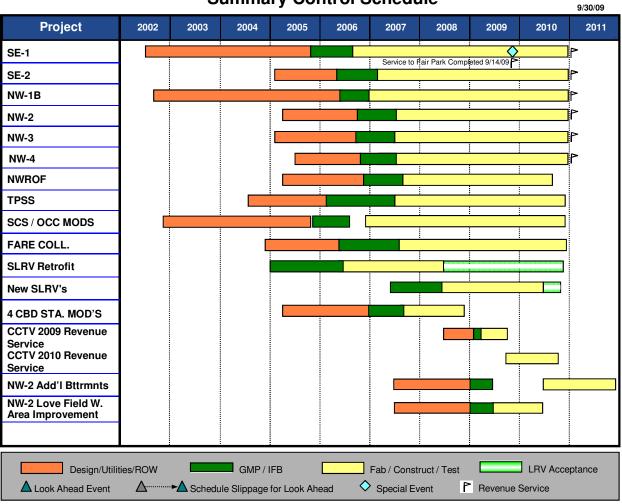








LRT Buildout Phase IIA Summary Control Schedule





LRT BUILDOUT PHASE IIA Cost Summary (in millions of dollars)						
	$ \begin{array}{c cccc} & Control & Current & Expended \\ Budget & Commitment \\ \end{array} $					
General Phase IIA	\$ 105.9	\$ 107.1	\$ 100.0			
Southeast-1	214.1	209.5	193.9			
Southeast-2	171.7	167.2	141.1			
Northwest-1B	165.5	161.8	133.6			
Northwest-2	186.1	174.7	120.8			
Northwest-3	247.3	242.6	189.7			
Northwest-4	258.1	251.1	184.0			
NWROF	66.8	64.1	53.6			
Systems	84.1	78.1	51.1			
Vehicles	239.4	237.8	138.0			
Raise & Extend 4 CBD Stations	6.8	6.4	6.5			
Phase IIA – CCTVs	8.9	4.6	0.3			
NW-2 Additional Betterments	1.0	0.6	0.1			
Love Field West Area Improvement	3.4	1.9	0.2			
LRT Buildout Phase IIA Total	\$ 1,759.1	\$ 1,707.5	\$ 1,312.9			



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

Cost/Schedule Summary

LRT Buildout Phase IIA

SCHEDULE SUMMARY

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



RPD19 4Q FY 2009

Strategic Plan C1 Improve Customer Satisfaction

Consideration C2 Manage System Growth

C3 Improve Efficiency

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

Status Northwest Corridor

Real estate acquisition for this corridor is complete.

Southeast Corridor

Real estate acquisition for this corridor is complete.

Northwest Rail Operating Facility (NWROF)

Real estate acquisition for this facility is complete.

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



RPD20 4Q FY 2009

Strategic Plan Consideration

C2.3 Integrate new transit services

Description

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

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

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

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

Status

Line Section SE-1

Successful turnover of SE-1A occurred for Systems Integration testing, which is complete.

Grand opening events were held. Revenue service began on September 14, 2009, from Victory Station to MLK Station. Punch list work has begun.

At Pine, installation of Automatic Highway Crossing Warning (AHCW) is complete. Work on permanent signals continues.

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



RPD21 4Q FY 2009

LRT Buildout Phase IIA

Status (continued)

At Hatcher Station, painting, installation of light poles, paver installation, and CMU artwork continue. Irrigation work and landscaping is in progress.

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

Line Section SE-2

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

At Scyene Road and Dixon, construction of sidewalks continues.

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

At Lawnview Station, the contractor continues to install underground utilities. Platform concrete placement is ongoing. Painting of canopies continues. Installation of trackwork is ongoing.

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

On the guideway between Lawnview Station and Keeton Road, ballast installation and trackwork continue.

From Keeton Park to Bruton Road, installation of OCS poles and cantilevers is in progress.

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

No Name Creek freight bridge abutment construction is complete. Deck slab placement and forming, rebar, and pouring parapet wall are complete.

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

From Lake June Station to Buckner Station, trackwork surfacing is in progress.



RPD22 4Q FY 2009

LRT Buildout Phase IIA

Status (continued)

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

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

At Buckner Station, bus lane and parking lot liming and paving, sidewalks, inlet, and planters continue. Mechanically stabilized wall construction continues. Canopy columns, painting, and ramps are ongoing. Ballast placement is in progress. Electrical work for crew room, planter wall caps, and permanent traffic signals are in progress.

Line Section NW-1B

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

Reconstruction of Harry Hines is complete. Preparation of subgrade for the guideways and west lanes of Harry Hines is complete. Installation of four 10' x 10' box culverts at Cedar Springs and Harry Hines continues with the building of the northwest wing wall. Installation of OCS poles continues. Construction of diaphragms, shear blocks, guideway decks, communication troughs, and handrails continues along the guideway. Direct fixation track construction is in progress with plinth layout, rebar placement, and concrete placement of plinths from Span 12 to 50. Painting of caps, columns, and beams on the guideway is in progress.

At Market Center Station, stairs, ramps, and elevator pit construction are complete. Excavation for bus bay retaining walls is complete. Canopy, elevator tower, and pedestrian bridge are in progress.

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

At Southwestern Medical District/Parkland Station, construction of the platform is complete. Installation of station conduits and placement of select fill and formwork for the concourse continues. Installation of the bus canopy continues.

Formwork and concrete placement of guideway decks are in progress north and south of Parkland Station. Re-paving continues on streets around Parkland Hospital.



RPD23 4Q FY 2009

LRT Buildout Phase IIA

Status (continued)

At Inwood Station, installation of platform stairs and canopy steel continue, as well as underground work for irrigation sleeves and drains. Installation of electrical conduits and water service piping continues. Construction of parking lot and access road continues, as well as electrical conduits and concrete bases for light poles. Installation of elevator equipment has begun.

The Knight's Branch box culvert construction, including MSE walls, was reconstructed in July 2009 due to settlement concerns.

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

Issues

Line Section SE-1A

DART is working with the City of Dallas to restore traffic pre-emption inputs at northbound/southbound Central Expressway service road.

Switch machines and ties failed track to earth tests. All parties are working to resolve the issue.

Line Section SE-2

Erosion control around water line and manhole in No Name Creek is under design.

Line Section NW-1B

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

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



RPD24 4Q FY 2009



SE-1: Deep Ellum Station & Artwork





SE-1: Baylor University Medical Center Station with Column Details





LRT Buildout Phase IIA



SE-1: Fair Park Station





SE-1: Martin Luther King, Jr. Station

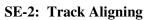








SE-2: Catenary Pole Installation







LRT Buildout Phase IIA



SE-2: Lake June Station



SE-2: Buckner Station



RPD30

4Q FY 2009

LRT Buildout Phase IIA

NW-1B: Southwestern Medical District / Parkland Station





NW-1B: Market Center Station (Below) with Pedestrian Bridge (Left)





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 Se

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

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

Issues None



RPD32 4Q FY 2009

LRT Buildout Phase IIA

Strategic Plan Consideration

C2.3 Integrate new transit services

Description

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

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

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

Status

Line Section NW-2

DGNO is relocating its freight track.

Between Hawes Avenue and Burbank Street, construction of ballast walls continues.

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

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



RPD33 4Q FY 2009

LRT Buildout Phase IIA

Status (Continued)

At Bachman Station, underground utility installation continues. The contractor is continuing to install select fill. Placement of coping on MSE walls continues. Installation of tree grates, setting of floor drains in crew room, and installation of grounds on steel columns have begun.

Line Section NW-3

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

At Walnut Hill/Denton Station, installation of select fill is complete. Concrete column construction continues. Installation of power conduits and columns continues. Installation of ground grid at north end of platform continues.

At Royal Lane Station, installation of column downspouts and ground grid is complete. Installation of fire protection continues. Installation of ductbanks at station and conduits to service building continues. Ductwork installation to HVAC units continues. Sandblasting and priming of station canopy steel continue. Contractor began painting of structural steel canopies.

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

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

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 decking is complete. Formwork for elevated platform deck is in progress. Contractor began parking light pole installation.

At Furneaux Creek Bridge, metal decking for LRT and freight bridges is complete.



RPD34 4Q FY 2009

LRT Buildout Phase IIA

Issues Line Section NW-2

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

Line Section NW-4

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



RPD35 4Q FY 2009

LRT Buildout Phase IIA



NW-2: Depressed Area under Egan Ave.

NW-2: Love Field Station



NW-2: Bachman Station



RPD36 4Q FY 2009

LRT Buildout Phase IIA

NW-3: OCS Cable Installation South of Forest Lane



NW-3: Orange Line Tie-in to Green Line South of Northwest Highway



NW-3: Royal Lane Station



RPD37 4Q FY 2009

LRT Buildout Phase IIA

NW-4: Downtown Carrollton Station Rebar Installation



NW-4: Catenary Pole Installation near Ismaili Circle



NW-4: Guideway at Trinity Mills Station



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 (S&I) facility; ways, structures, and amenities (WSA) facility; administrative offices; communications center; and yard control center.

Status

NTP for Lot 1 was given on August 30, 2007. NTP for Lot 3 was given October 1, 2007. Lot 9 partial NTP was given on January 25, 2008. Lot 2 NTP was given on March 4, 2008, and Lot 4 NTP was given on August 18, 2008. Lot 9 full NTP was issued October 16, 2008.

Lot 1 – Base Contract

The contractor has completed installation of the permanent fence around the site. Installation of the fire line/water line loop, storm lines, and irrigation piping around the site is complete.

At the S&I building, construction of interior CMU walls is complete. Work on drywall, windows, and doors is complete. Utility installation and fall protection in the service bay area are complete. Track installation inside the building and on the exterior embedded track is complete. Elevator installation is substantially complete. The contractor has completed painting and installing ceiling grid and lighting in office areas. The contractor continues painting exterior walls and installing exterior glass.

At the SLRV Wash building, the contractor has completed pouring plinths and installing dowel for track plinths. Final rail installation is complete. Installation of steel framing is complete. Installation of car wash equipment is nearing completion. Punch list work is in progress.

At the cleaning platform, the contractor has installed remaining lights and miscellaneous electrical work. Miscellaneous cleanup for the punch list is in progress.

Paving near Hollander is complete.



RPD39 4Q FY 2009

Status (Continued)

The contractor is completing landscape work.

Lot 2 – Trackwork

Project substantial completion was issued January 3, 2009. OCS foundation repair is complete. Connection between ballasted track and embedded track at the S&I Building is complete. Work on punch list continues (98% complete).

Lot 3 – Systems

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

Lot 4 – WSA Building & Parking Area

Installation of structural steel for the building is complete. Site underground utilities installation is nearing completion. Installation of HVAC is in progress. Exterior wall framing, sheathing, and exterior siding installation continue. Interior block wall construction is in progress.

Lot 9 – Car Hoist

Hoists have been fabricated. Factory acceptance testing for the car hoist system is complete. Hoist equipment is en route to the site.

Issues Coordination with follow-on contractors is ongoing.

Discussions concerning obtaining certificates of occupancy from the City in phases and early turnover to Operations are ongoing.

Providing an SLRV to the contractors for testing is a concern. Several options are being analyzed.

The Lot 4 contractor is experiencing difficulties due to rain and has had to remove and replace wet sheetrock.



RPD40 4Q FY 2009

S&I Facility



North End

Maintenance Bay





Load Testing of AC Switchgear Equipment



S&I Roof Units



RTU Installation on WSA





Track Materials Procurement for Northwest Corridor & NWROF

LRT Buildout Phase IIA

Strategic Plan Consideration

C2.3 Integrate new transit services

Description

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

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

Contract closeout is nearing completion.

Issues None



RPD43 4Q FY 2009

C2.3 Integrate new transit services

Description

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

Status

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

Manufacturing is proceeding. Eighteen (18) of the substations required for Line Sections SE-1A, SE-1B, NW-1B, NW-3, and NW-4 have been delivered to the sites. Pre-energization testing has been completed for SE-1A/1B only. SE-1A substations have completed 100% of the Manufacturing Conformance, Pre-Energization, and Field Acceptance tests.

SE-1A: TPSS/SCADA communication integration from OCC to Baylor-Portal-Tower 17 TPSSs is in the process of testing.

SE-1B: Hatcher substation has been energized.

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

NW-3/NW-4: Leo, Villa Creek, Squire Place, Frankford, and NWROF Yard/Shop, Northwest Highway, Lawnview, Bruton, and Crosby Road substations are on-site. NWROF Yard was energized September 18, 2009.

An additional seven (7) substations are in various stages of fabrication and assembly. The Reward, Lake June, Old South, and Wyman substations have been scheduled for delivery in October and November 2009.

The final design drawings and final vendor sheets have been submitted by the contractor.

O & M Manual, Spare Parts list, and training plan have been re-submitted. TES training/TPSS Communication training have been completed.

Issues

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



RPD44 4Q FY 2009

Issues (Continued)

There has been discussion concerning a voltage issue during SLRV testing. Several options are being investigated/analyzed. Data has been collected; evaluations are ongoing. Filtering equipment shall be installed on the 24 substations by the end of March 2010.

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



RPD45 4Q FY 2009

C2.3 Integrate new transit services

Description

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

Status

As of the end of September 2009, 480 submittals have been received, with 477 returned to the contractor. No RFIs have been received from the contractor for this period.

End-to-end testing of the Digital Access Communications Receiver (DACR) and Digital Access Communications Transmitter (DACT) for Communications, Signals, and TPSS house locations was performed. Testing for Signals Remote Telemetry Units (RTUs) and TPSS RTUs for SE-1A was performed. Transfer trip testing for all TPSS houses was performed.

The contractor is awaiting notification of any retesting that may be required to close out open CM/GC-1 issues.

Issues

Based on the schedule, the contract is 68% complete and trending late for required submittals projected.



RPD46 4Q FY 2009

C2.3 Integrate new transit services

Description

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

Status

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

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

TVMs were installed at Green Line SE-1A stations.

Implementation plan is being developed to provide a steady flow of work in the replacement of Starter System units. A supplemental agreement for contract Option 6 for Starter System Replacement TVMs was executed on September 25, 2009.

Staff is currently in discussions with the vendor regarding accepting credit/debit cards for payment. Decisions from Revenue were made and a change to the contract is in process. TVMs installed on the SE-1 stations accept credit cards.

Issues

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



RPD47 4Q FY 2009

C2.3 Integrate new transit services

Description

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

Status

As of the end of September 2009, 61 SLRVs are in revenue service. Kinkisharyo has consistently been delivering one completed SLRV per week.

Manufacturing has been completed for the C-units associated with Amendment 13 (C-units 39-46).

Issues

A contract modification has been executed to cover shipping costs incurred in calendar year 2008, in accordance with contract terms. An additional request has been submitted by Kinkisharyo for all U.S. shipping costs for calendar year 2009.



RPD48 4Q FY 2009

C2.3 Integrate new transit services

Description

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

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

Status

DART's Northwest Rail Operating Facility (NWROF) has been completed ahead of schedule, so Kinkisharyo has agreed to use this facility, in conjunction with the existing C-unit FA-1 facility, to accommodate SLRV final assembly. Kinkisharyo is preparing to move into their portion of NWROF around December 1, 2009.

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

Issues None



RPD49 4Q FY 2009

C2.3 Integrate new transit services

Description

Integrate systems operation for LRT Buildout Phase IIA.

Status

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

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

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

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

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

Start-up Task Force meetings have been initiated for the Green Line (Phase IIA) to coordinate testing, interface, and start-up activities among all project stakeholders.

Issues None



RPD50 4Q FY 2009

Raise & Extend Four CBD Stations

Strategic Plan C1 Improve Customer Satisfaction

Consideration C2 Manage System Growth

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

modify the height of the platforms to accommodate the level boarding

mode of operation.

Status Project closeout is nearing completion, pending approval of the third

revision to the electronic as-builts and final payment.

Issues None



RPD51 4Q FY 2009

C2.3 Integrate new transit services

Description

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

Status

Part 1

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

Part 2

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

Issues

The contractor had a slow start; however, they committed to complete the first sixteen stations by September 2009. Twelve stations have been installed as of the end of September 2009.

Victory Station and Mockingbird have unique designs. Power for the equipment may be an issue. This is under evaluation.

Overall field oversight has been lacking and the contractor has been notified. The contractor has advised DART that they have removed the video subcontractor. The contractor is in the process of evaluating with the camera manufacturer several problems such as water leakage, poor quality night video, etc. DART is meeting with the contractor executive on a weekly basis to determine a go-ahead plan.



RPD52 4Q FY 2009

NW-2 Additional Betterments & Love Field West Area Improvement

LRT Buildout Phase IIA

Strategic Plan Consideration

C2.3 Integrate new transit services

Description

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

Field West neighborhood.

NTP was issued on July 9, 2009. Contractor has started early action items, **Status**

submittal preparations, as well as laying out project limits.

Coordination with residents and adjacent property owners is the primary **Issues**

concern.



RPD53 4Q FY 2009

LRT Buildout Phase IIA Six Month Look Ahead

9/30/09

	2009				9/30/09			
Project	October	November	December	January	February	March		
	Construction, Systems In	estallation Continues		-	:	:		
SE-1	▲OCS Install SE-1B		tcher Sta Comp SE-1B	Sys Instl & Test Co	omp SE-1B Roadway (eté SE-1B	Comp SE-1B		
	Construction Continues	Complete A Commun	nication Comp SE-1B	: ASignal Insti Compl	ete SE-1B	:		
SE-2	TPS Lake June Guideway Complete	Track Comp.	Roadway Co quip Buckner ▲Lawnview	onst. Comp	Install Comp Install Comp ▲Lake	e June Sta Complete		
ANA/ 4B	Construction Continues				motan comp	ounc ora complete		
NW-1B	Start Communication Track	Bridge Complete	Guideway Complete	▲TPSS Ins	Roadway Con	nplete m. Install Comp		
NIW O	Construction Continues		·					
NW-2	Freight Track Comp. Start OCS Install	AReady TPS Site W Start TPSS Insta	Vyman II <mark>M</mark> Ready TPS Empire (∆Bridge Const Co	mplete	▲Track Install Comp		
NW-3	Construction Continues							
1444-2	Freight Track Instal	OCS Install Co	mp Bridge Comp Guideway Comp	S. Alssue Final Design – V	Walnut Hill Parking Lot : IFB Wa	nut Hill Parking▲		
NW-4	Construction Continues	. A Darid Lat 9 Dec	L - d - O - m - A					
1444-4	DGNO Track Comp▲ ▲TPS Site Crsby Rd	Park Lot & Bus Track Install Comp		Bridge Comp. ▲Roadwa	Guideway Comp.			
111/205	Construction Continues							
NWROF	▲Lot 1 Substantial Comple	te		Lot 4 Substantial Con	plete			
TDCC	Fab/Deliver/Test TPSS Ed	quipment Continues	•		•	•		
TPSS	▲ Deliver Bruton ▲ Deliver Deliver Reward		Deliver Buckner					
	Manufacturing Station Co		yman ▲ Deliver En	ipire Central	<u> </u>	_ :		
SCS / OCC MODS	NW-2, 3, 4 & SE-1B/SE	2 Provide PA/VMB Co	ntrollers		NWROF - Install/Te	est Complete 🛕		
EADE OOLL	Manufacturing Fare Equi		site;Access – Begin install	-				
FARE COLL.								
	Deliver/Assemble/Test SL	RVs Continues						
SLRV Retrofit	▲Conditional Accept	62 nd C-Car Retrofit P	roject is 54% Complete					
25 New SLRVs	Acquisition of 25 SLRV V	ehicles Continues		<u>:</u>	<u>.</u>	.		
25 New Serivs								
CCTV Part 2 – SE-1A &	Construction Continues		·	•	•	•		
Remaining Stations		Const. Complete	Union Sta Comp.	Start OC-1 Const Const Const Const	edars Start WOC-3 C Tyler Vernon Hampton	Const Westmoreland		
Tiemaning Stations	▲Illinois Sta	CBD Const. Comple	te Conv. Center Sta Co	Start WOC-2 Const	Hampton s	Start NC-3 Const Walnut F		
NW-2 Add'l Bttrmnts	Construction Comme	nces in June 2010 after	er NW-2 Love Field West	Area Improvements				
NW-2 Love Field West	Construction Continues	<u> </u>			1			
Area Improvement								
		:						
Design/Utilities	/ROW	GMP / IFB	F	ab / Construct / Tes	t L	RV Acceptance		
•			-1. Ab1	On a sint Franch	_	·		
Look Ahead Event	△Schedu	ie Silbbade for Lo	ok Anead	Special Event	Revenue Ser	VICE		



RPD54 4Q FY 2009

Change Control Summary

LRT Buildout **Phase IIA**

Light Rail Transit Buildout Phase IIA - Change Control Summary

		I	Approved	Approved	Total		Current	Remaining	Percent	Percent	Summary of Activity
Rail S	Section/	Consultant/	Contract	Contingency/	Approved	Executed	Contract	Contingency/	Contingency	Contract	This Period & Comments
Contrac	t Package	Contractor	Amount	Allowance	Amount	Changes	Value	Allowance	Used	Comp.	(September 2009)
			(A)	(B)	(C=A+B)	(D)	(E=A+D)	(F=B-D)	(G=D/B)	Note d	
	GEC	ACT-21	\$0	\$943,418	\$208,427,593	\$0	\$207,484,175	\$943,418	0%	(Note a)	Through FY-09 AWP
	C-1002450-01						sional overhead payments			l	
	SDC C-1002803-01	Dallas System Consultants	\$70,236,654	\$225,905	\$70,462,559	\$0	\$70,236,654	\$225,905	0%	(Note a)	Through FY-09 AWP
Professional Services	Systems Integration (SIC)	DMJM + HARRIS	\$43,734,072	\$241,889	\$43,975,961	\$0	\$43,734,072	\$241,889	0%	(Note a)	Through FY-09 AWP
	C-1004187-02		0.0,.0.,0.0	,	0.0,0.0,000	••		,		(0.010.0)	
	LRV Engineering	LTK	\$8,044,643	\$80,503	\$8,125,146	\$0	\$8,044,643	\$80,503	0%	(Note a)	Through FY-09 AWP
	C-1008146-01										
Construction	CMGC-1	Archer Western/Brunson Caron	\$372,479,797	\$18,320,580	\$390,800,377	\$15,690,306	\$388,170,103	\$2,630,274	86%	75%	Includes Pre construction &
SE1, 2, NW1B	C-1007571-01							******		(Note c)	construction
Construction NW-2, 3, 4	CMGC-3 C-1009666-01	Archer Western/Herzog	\$476,134,387	\$23,789,720	\$499,924,107	\$1,644,058	\$477,778,445 ia TxDot ILA \$1,125,936.24	\$22,145,662	7%	58% (Note c)	Includes Board authorized increases to base contract
CBD	CBD Level Boarding	Phillips-May	\$5,370,333	\$268,516	\$5,638,849	-\$6,756	\$5,363,577	\$275,272	-3%	68%	increases to base contract
Raise/Extend	C-1012813-01	1 mmpo may	\$3,370,333	9200,510	\$3,030,013	30,730	\$3,363,377	\$275,272	-5%	0070	
	Lot 1	Archer Western	\$65,238,407	\$2,175,713	\$67,414,120	\$654,153	\$65,892,560	\$1,521,560	30%	71%	
	C1012392-01				ļ.,					l	
NWROF	Lots 2	Herzog	\$7,337,506	\$311,777	\$7,649,283	\$33,765	\$7,371,271	\$278,012	11%	98%	\$0
Construction	C1012392-02 Lot 3	Mass Electric	\$11,289,300	\$479,692	\$11,768,992	\$86,601	\$11,375,901	\$393,092	18%	35%	\$0
Construction	C1012392-03	Trans Diectisc	311,209,500	Q., J,032	911,700,992	900,001	V11,575,901	9373,072	1370	2376	
	Lot 4	Journeyman	\$8,944,333	\$380,053	\$9,324,386	-\$4,887	\$8,939,446	\$384,939	-1%	16%	
	C-1012392-04										
	Lot 9	Macton	\$1,996,500	\$99,825	\$2,096,325	\$0	\$1,996,500	\$99,825	0%	46%	
	C-1012392-05 Lots 3 & 6	Progressive Rail	\$11,754,817	\$352,645	\$12,107,462	-\$117,121	\$11,637,696	\$469,766	-33%	99%	
Track Material	C-1009684-02	Spl Trkwrk/CWR	\$11,/34,81/	\$332,043	312,107,402	-\$117,121	\$11,037,090	3409,700	-33%	3376	
Procurement	Lot 5	L.B. Foster	\$4,999,349	\$149,981	\$5,149,330	\$891	\$5,000,240	\$149,090	1%	100%	
	C-1009684-03	Fasteners									
CMGC-1	Lot 4	Rocla Concrete Tie	\$3,145,765	\$96,089	\$3,241,854	\$57,195	\$3,202,960	\$38,894	60%	100%	
	C-1009684-04	Concrete Ties	60 007 702	6472.076	60.460.670	6202.040	60 402 044	8744 825	C20/	1000/	
	Lots 1 & 3 C-1012000-01	VAE Nortrak NW2/3/4 & NWROF/Spl Trkwrk	\$8,987,703	\$472,976	\$9,460,679	-\$293,849	\$8,693,854	\$766,825	-62%	100%	
	Lots 2	L.B. Foster	\$5,982,978	\$299,149	\$6,282,127	\$0	\$5,982,978	\$299,149	0%	100%	
Track Material	C-1012000-02	NW-2/3/4 CWR									
Procurement	Lot 4	Rocla Concrete Tie	\$3,361,624	\$168,081	\$3,529,705	\$0	\$3,361,624	\$168,081	0%	100%	
	C-1012000-03	Concrete Ties	0.5 700 500	*****	Ac 000 con	•	A. 700 CO	*****	001	1000/	
CMGC-3	Lot 5 C-101200-04	Advanced Track Products CMGC-3 Fasteners	\$5,722,502	\$286,125	\$6,008,627	\$0	\$5,722,502	\$286,125	0%	100%	
	TPSS DFI	Siemens Transportation	\$30,792,441	\$2,463,395	\$33,255,836	-\$61,319	\$30,731,122	\$2,524,714	-2%	86%	
Systems	C-1012105-01	Systems, Inc.	,,		,,	,	*,,	,-pq-1			
	Fare II	GFI Genfare	\$7,083,459	\$231,205	\$7,314,664	\$0	\$7,083,459	\$231,205	0%	0%	
	C-1011621-01	Systems, Inc.		ystem Replacements	A1044	4044	A101 5 · · · · · ·	A. A			
Vehicle Procurement	115 C-Unit Mods W/ATP	Kinkisharyo/Itochu	\$190,395,824	\$5,959,416	\$196,355,240	\$950,870	\$191,346,694	\$5,008,546	16%	82%	
	C-1011711-01	TO 121 TO 12 1		et amount for \$A-001		***	6144 274 204	64.021.222	00/	250/	
Vehicle	SLRV Procurement (25)	Kinkisharyo International	\$164,374,396	\$4,931,232	\$169,305,628	\$0	\$164,374,396	\$4,931,232	0%	25%	
NITT A T I I I D	C-1013706-01										
NW-2 Little Denton Drive Betterments &	Procurement C-1016241-01	Phillips/May Corporation	\$2,039,333	\$163,147	\$2,202,480	\$0	\$2,039,333	\$163,147	0%	25%	Added 07/09
Improvements										L	
Systems	SCS/OCC	GE Advanced Comm. Systems	\$19,268,337	\$1,541,467	\$20,809,804	\$34,761	\$19,303,098	\$1,506,706	2%	27%	
Modifications	C-1009337-01										
CCTV	CCTV	Calence, LLC	\$5,759,107	\$592,525	\$6,351,632	\$0	\$5,759,107	\$592,525	0%	27%	
Equipment - Fixed	C-1016547-02										
Deep Ellum Gateway	DEGA	Brad Oldham	\$1,365,000	\$45,045	\$1,410,045	\$39,846	\$1,404,846	\$5,199	88%	27%	
Art Project	C-1013454-02					*******				l	
	% Contingency >= 70%	TOTALS:	\$1,743,322,742	\$65,070,069	\$1,808,392,811	\$18,708,514	\$1,762,031,256	\$46,361,555	l		
Legend:	# 70 Contingency >= /0%										



RPD55 4Q FY 2009

a) The professional services contracts are negotiated through annual workplans (AWP); amounts reflected on this report represent Total Board Authorized Not-to-Exceed values. AWP Contingency is for current year only.

a) The processional services contracts are negotiated intrough animal vortagians (a.w.r.); amounts resistence on time report represent 10 tal boars out.
 b) CMGC-1.8.3 contracts were modified to include construction services.
 c) The totals shown on this report include balances from active contracts, shown here, and closed contracts that are in hidden cells within the sheet.
 d) Percent contract complete based on invoices paid divided by contract value.
 e) The totals shown on this report include balances from active contracts, shown here, and closed contracts that are in hidden cells within the sheet.



LRT Buildout Phase IIB

LRT Buildout Phase IIB Summary Control Schedule

9/30/09 **Project** 2005 2006 2007 2008 2009 2010 2011 2012 2013 2014 I-1 **I-2 I-3** R-1 **TPSS** SCS / OCC Mods. **Fare Collection** Public Emer. Call 23 New SLRVs **Level Boarding Mods** Outlying Stations Track Material -Irving Track Material -Rowlett GMP / IFB Design/ Build/ Test Fab / Construct / Test LRV Acceptance Design/Utilities/ROW Special Event Revenue Service Look Ahead Event Schedule Slippage for Look Ahead



4Q FY 2009

LRT BUILDOUT PHASE IIB Cost Summary (in millions of dollars)					
	Control Budget	Current Commitment (1)	Expended to Date (2)		
General Phase IIB	\$ 94.5	\$ 25.6	\$ 20.6		
Irving-1	363.9	342.5	57.5		
Irving-2	275.7	178.9	45.4		
Irving-3	272.5	3.4	3.3		
Rowlett-1	203.5	211.3	26.6		
Level Boarding – Outlying Stations	13.2	6.9	2.1		
NWROF	53.0	58.6	49.1		
Systems	42.2	24.2	14.4		
Vehicles	219.6	193.2	54.8		
LRT Buildout Phase IIB Total	\$1,538.1	\$ 1,044.6	\$ 273.8		

SCHEDULE SUMMARY

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



RPD57 4Q FY 2009

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

C2.3 Integrate new transit services

Description

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

Status

The design-builder continues to advance the design through the design review process. Drilled shafts, columns, pier caps, and bridge beams are being installed between the junction with the Green Line and the Trinity River. The design-builder anticipates beginning deck casting operations by mid-October 2009. The design-builder is drilling bridge shafts in the Trinity River bottom and anticipates final approval from the U.S. Army Corps of Engineers (USACE) by the end of October 2009 for placement of foundations adjacent to the levee. Clearing activities are underway throughout the remainder of the project, with the exception of DFW property.

Issues

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

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



RPD58 4Q FY 2009



Cap #23 Looking North



Cap #15 Over Northwest Highway Ramp



Track Materials Procurement for Irving Corridor

LRT Buildout Phase IIB

Strategic Plan Consideration

C2.3 Integrate new transit services

Description

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

Status

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

Issues None



RPD60 4Q FY 2009

C2.3 Integrate new transit services

Description

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

Status

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

Multi-agency (DART, FWTA, DFW and NCTCOG) meetings to discuss the project have been held on December 17, 2008; April 7, 2009; April 21, 2009; and June 11, 2009. DART also met individually with FTA and FAA staff on February 3, 2009, and March 2, 2009, respectively. On April 17, 2009, DART, FWTA, and DFW staff met with both federal agencies (FTA and FAA). The DART Planning Committee has been briefed on April 28, 2009, and May 26, 2009. The Committee-of-the-Whole was briefed on June 9, 2009, and June 23, 2009, with Board action occurring on June 23, 2009. On July 14, 2009, DART staff met with FTA for the I-3 Project. A similar meeting with FAA was held on August 6, 2009. DART met with TxDOT on August 10, 2009.

DART has initiated Preliminary Engineering for the project and is coordinating the design with DFW and TxDOT. The 5% design was submitted on September 15, 2009. DART is working with an aviation consultant to identify issues associated with implementing LRT at airports. DART has initiated environmental documentation. Scoping meetings will be held in October 2009.

Issues

DFW has identified a potential pinch point along SH 114.

FTA has determined that DART's pre-purchase of rail and LRVs will not preclude FTA funding of the project. This allows the project to advance with FTA as lead agency and FAA as cooperating agency. FTA has also determined that the project can advance as an Environmental Assessment.

DFW has indicated that there is no extra capacity on the DFW electric grid system.

FAA navigation aids on airport property may need to be relocated for the project. This will require a great deal of coordination between FAA, DFW and DART.



RPD61 4Q FY 2009

Rowlett Extension Facilities

LRT Buildout Phase IIB

Strategic Plan Consideration

C2.3 Integrate new transit services

Description

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

Status

The design-builder is advancing the design and has initiated clearing and grubbing in the vicinity of Rowlett Creek.

Issues

The design-builder is coordinating with adjacent homeowners from Dexham Estates in Rowlett to finalize a design that reduces the removal of trees within DART's ROW.



RPD62 4Q FY 2009



Clearing and Grubbing





Track Materials Procurement for Rowlett Extension

LRT Buildout Phase IIB

Strategic Plan Consideration

C2.3 Integrate new transit services

Description

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

R-1 project.

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

Texas.

None **Issues**



RPD64 4Q FY 2009

C2.3 Integrate new transit services

Description

This work effort is included in the Traction Power Substations (TPSS) Phase IIA contract as contract options. As in Phase IIA, TPSSs are required to provide power for the light rail systems. A TPSS is normally installed approximately every 1 to 1.5 miles along the LRT right-of-way. Phase IIB (Irving and Rowlett Extension Lines) will require 14 TPSSs.

Status

Irving and Rowlett contract options #1 and #2 have been approved by the DART Board, and NTP is ongoing.

The following TPSS delivery dates are recommended by the contractor:

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

Issues TBD



RPD65 4Q FY 2009

C2.3 Integrate new transit services

Description

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

Status

Coordination between the Authority and the I-1/I-2 design-builder are taking place to determine the required schedule to release this effort.

Issues

A schedule is required from the design-builder that allows adequate time for the SCS/OCC contractor to perform. A formal meeting was held on August 11, 2009, to bring the design-builder and SCS/OCC contractor to an agreed schedule. A follow-up meeting was held on August 24, 2009, to evaluate an adjusted schedule provided by the design-builder. The design-builder has not submitted an acceptable schedule to date. The DART team is working with the design-builder to achieve a workable schedule. A third schedule was received by DART on September 21, 2009, and sent to the SCS/OCC contractor for evaluation. DART expects a response no later than mid-October 2009.



RPD66 4Q FY 2009

C2.3 Integrate new transit services

Description

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

Phase IIB stations.

Status

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

Discussions are on hold until other deployment dates are settled.

Issues

None



RPD67 4Q FY 2009

C2.6 Improve passenger amenities and facilities

Description

PEC units allow customers to contact either 911 directly for emergencies or DART Customer Service for route/schedule information.

Status

All required units were delivered to DART on October 14, 2008, and have been stored until required by the design-builder.

Issues

The manufacturer notified DART of a potential electrical issue with the PEC units that have been delivered. The Maintenance Department will ship all units back to the manufacturer for retrofit at no cost to DART. This effort is in process. Seventy-two of the one hundred units were shipped to the manufacturer in late September 2009. The retrofitted units are expected to be returned to DART in mid-October 2009.



RPD68 4Q FY 2009

Vehicles – 23 Option Vehicles (New SLRV Procurement)

LRT Buildout Phase IIB

Strategic Plan Consideration

C2.3 Integrate new transit services

Description

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

Status

Manufacturing of the option order of 23 SLRVs is underway. To date, 21 car underframes and 16 car shells have been assembled in Japan. Delivery of the 26th completed SLRV (first option vehicle) will begin in November 2010. Delivery of 23 option vehicles will continue through early spring of 2011.

Issues None



RPD69 4Q FY 2009

C2.3 Integrate new transit services

Description

Integrate systems operation for LRT Buildout Phase IIB.

Status

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

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

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

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

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

Issues None



RPD70 4Q FY 2009

Level Boarding Modifications For Outlying Stations

LRT Buildout Phase IIB

Strategic Plan Consideration

C1 Improve Customer Satisfaction

C2 Manage System Growth

Description

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

Status

NTP was issued March 20, 2009. Construction at White Rock, LBJ/Skillman, LBJ/Central, Bush Turnpike, Arapaho Center, Downtown Plano, 8th & Corinth, Tyler/Vernon, Hampton, Cedars, and Dallas Zoo stations is complete. Convention Center Station is scheduled for the weekend of October 10-11, 2009, and Kiest Station is scheduled for the weekend of October 17-18, 2009. The contractor is completing one station per weekend.

Issues None

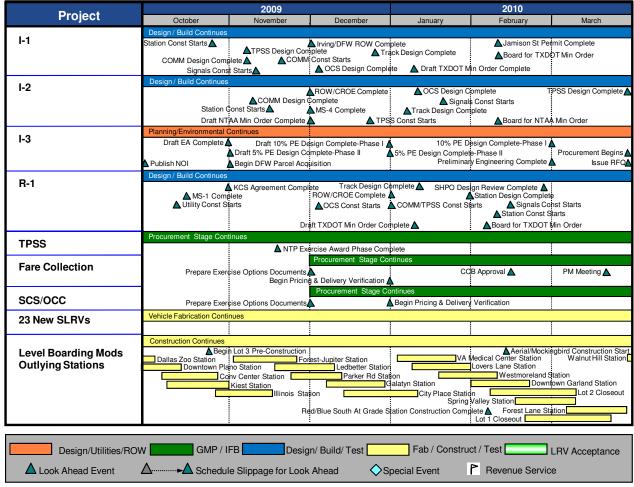


RPD71 4Q FY 2009

LRT Buildout Phase IIB

LRT Buildout Phase IIB Six Month Look Ahead

9/30/09





RPD72 4Q FY 2009

Change **Control Summary**

LRT Buildout **Phase IIB**

Light Rail Transit Buildout Phase IIB - Change Control Summary

Rail Section/ Contract Package		Consultant/ Contractor	Approved Contract Amount (A)	Approved Contingency/ Allowance (B)	Total Approved Amount (C=A+B)	Executed Changes (D)	Current Contract Value (E=A+D)	Remaining Contingency/ Allowance (F=B-D)	Percent Contingency Used (G=D/B)	Percent Contract Comp.	Summary of Activity This Period & Comments (September 2009)
Design/CM	Track 3 C-1013219-01	Track 3 Joint Venture Various + I1&2+Rowlett	\$14,785,213.00		\$15,156,024.00	\$0	\$14,785,213.00	\$370,811.00	0 (G-D/B)	0	Note b
Irving 1 & 2	Irving 1-2 DB C-1014614-01	KSWRP JV Irving 1 & 2	\$430,164,910	\$17,207,000	\$447,371,910	\$0	\$430,164,910	\$17,207,000	0%	12%	Design-Build
Rowlett	Rowlett DB C-1014614-02	Austin Road & Bridge Rowlett	\$193,019,007	\$7,514,000	\$200,533,007	\$0	\$193,019,007	\$7,514,000	0%	3%	Design-Build BR-090008 Pink Sheeted
Track Material	Irving Rail Procurement C-1014938-02	L.B. Foster Irving 1, 2 & 3	\$8,920,527	\$89,205	\$9,009,732	\$22,133	\$8,942,660	\$67,073	25%	100%	
Procurement CWR	Rowlett Rail Procurement C-1014938-01	Progeessive Rail Services Rowlett	\$3,394,300	\$33,943	\$3,428,243	\$0	\$3,394,300	\$33,943	0%	100%	
Systems	TPSS DFI C-1012105-01	Siemens Transportation Systems, Inc.	\$17,096,095	\$170,961	\$17,267,056	\$0	\$17,096,095	\$170,961	0%	0%	
Systems	Fare II C-1011621-01	GFI Genfare Systems, Inc.	\$1,542,448	\$0	\$1,542,448	\$0	\$1,542,448	\$0	0%	0%	
Systems	SCS/OCC C-1009337-01	GE Advanced Comm. Systems See PH IIA	\$0	\$0	\$0	\$0	\$0	\$0	0%	0%	
Vehicle	SLRV Procurement (23) C-1013706-01	Kinkisharyo International	\$126,730,327	\$2,843,881	\$129,574,208	\$0	\$126,730,327	\$2,843,881	0%	0%	
Level Boarding Outlying	C-1016053-01	Phillips May Corporation	\$4,043,333	\$323,467	\$4,366,800	\$0	\$4,043,333	\$323,467	0%	0%	
Legend:	% Contingency >= 70%	TOTALS:	\$799,696,160	\$28,553,268	\$828,249,428	\$22,133	\$799,718,293	\$28,531,136			



RPD73 4Q FY 2009

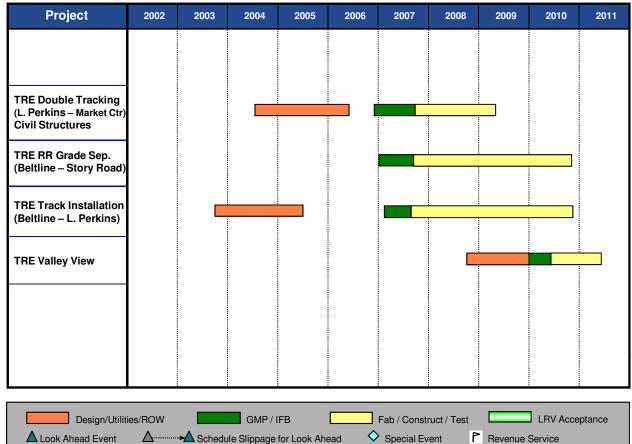
a) Percent contract complete based on invoices paid divided by contract value.
b) The professional services contracts are negotiated through annual workplans (AWP); amounts reflected on this report represent Total Board Authorized Not-to-Exceed



Commuter Rail

Commuter Rail Summary Working Schedule

9/30/09





RPD74 4Q FY 2009

COMMUTER RAIL Cost Summary (in millions of dollars)										
	Control Current Expended to Date ⁽¹⁾									
Belt Line Road Grade Separation	\$ 70.5	\$ 66.5	\$ 54.1							
Lisa-Perkins Double Tracking	6.4	6.3	6.3							
Valley View (3)	14.4	2.3	0.1							

- Expended to date values reflect activity through 08/31/09, as reported on DART's General Ledger. Control Budget and Current Commitment reflect activity through 08/31/09. Control budget value reflects DART's FY2009 approved Financial Plan value for this project.



RPD75 4Q FY 2009

Belt Line Road Grade Separation

Commuter Rail

Strategic Plan Consideration

C1 Improve Customer Satisfaction

C2 Manage System Growth

C3 Improve Efficiency

S1 Build and Maintain Relationships with Stakeholders

Description

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

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

Status

Drilled shaft operations for Phase II are complete. Lime work at the east approach on the north side of the tracks is in progress. The contractor is placing driveways for the animal shelter and setting forms for the roadway. Final grading of subballast material and preparation for material depth checks at Abutment 123 are in progress. The contractor is remixing lime for southbound Belt Line Road and West Rock Island Road.

Issues None



RPD76 4Q FY 2009

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

Commuter Rail

Strategic Plan C1 Improve Customer Satisfaction

Consideration C2 Manage System Growth

C3 Improve Efficiency

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

consists of a new Class 4 track adjacent to and 16 feet apart from the existing track. The existing track will be upgraded to a Class 4 track between MP 641.63 and MP 642.67. The project also involves replacing the existing timber trestle bridge with two new 99-ft. long prestressed concrete double cell box girder bridges, two existing culvert extensions

and improvements to the grade crossing at Market Center Blvd.

Status Closeout is nearing completion, pending approval of final payment.

Issues None



RPD77 4Q FY 2009

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

Commuter Rail

C1 Improve Customer Satisfaction Strategic Plan

C2 Manage System Growth Consideration

C3 Improve Efficiency

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

Perkins Double Tracking project and the Belt Line Road Grade Separation project. It also includes design, manufacture, installation, and testing of a complete signal system and modifications required to interface with the

existing signal system in the Belt Line Road grade separation project.

Work is in progress for the Belt Line Road project. **Status**

None **Issues**



RPD78 4Q FY 2009

Valley View to West Irving Double Tracking

Commuter Rail

Strategic Plan C1 Improve Customer Satisfaction

Consideration C2 Manage System Growth

C3 Improve Efficiency

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

project involves construction of approximately 1.5 miles of new Class 4 double track between the Dallas/Tarrant County Line and the West Irving Station. The project also includes a new bridge structure over Bear Creek

and conversion of the existing #24 turnout to a #24 crossover.

Status Final design has begun and is scheduled to complete in December 2009.

Issues None



RPD79 4Q FY 2009

Track Materials Procurement for TRE Valley View Project

Commuter Rail

Strategic Plan Consideration

C2.3 Integrate new transit services

Description

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

Status NTP was issued to the contractor in August 2009.

Issues None



RPD80 4Q FY 2009



Commuter Rail Six Month Look Ahead

9/30/09

Dusings		2009		2010					
Project	October	November	December	January	February	March			
TRE Double Tracking (L. Perkins – Market Ctr) Civil Structures	All Construction Complé	sted 4/9/09							
	Construction Continues								
TRE RR Grade Sep. (Beltline – Story Road)			<	Const MS F Complete					
	Installation Continues								
TRE Track Installation (Beltline – L. Perkins)									
	Design/Procurement Co	ntinues			Procurement	 Civil Continues 			
TRE Valley View	<u> </u>	– Civil Construction Pac			Systems Package ♦ eleased ♦	Bids Received 🔷			
	Procurement – Rail Con	tinues	•	•		•			
					•				





Change Control Summary

Commuter Rail - Change Control Summary

Facility/ Contract Package		Consultant/ Contractor	Approved Contract Amount	Approved Contingency Allowance	Total Approved Amount	Executed Changes	Current Contract Value	Allowance	Percent Contingency Used	Percent Contract Comp.	
			(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	\$3,685,753	\$46,692,115	\$3,285,091	\$46,291,453	\$400,662	89%	81%	
	C-1012696-01	Companies	Increased contingency	by \$245,244 per	Board Resolution	on 080164					
TRE	TRE Lisa-Perkins Construction	Austin Road	\$2,910,060	\$87,302	\$2,997,362	-\$61,681	\$2,848,379	\$148,983	-71%	96%	
	C-1012966-01	and Bridge									
TRE	TRE LP/BL-S Trk Mtl Procure/Install	Herzog	\$11,494,170	\$344,822	\$11,838,992	\$73,077	\$11,567,247	\$271,745	21%	82%	
	C-1012577-01										
TRE	TRE Valley View Bridge & Double Tracking Construction Pending	Pending	\$0	\$0	\$0	\$0	\$0	\$0	0%	0%	
TRE	TRE Valley View Bridge & Double Tracking Track Material C-1016855-01	Progress Rail Services	\$1,261,356	\$37,841	\$1,299,197	\$0	\$1,261,356	\$37,841	0%	0%	
		TOTALS:	\$58,671,948	\$4,155,718	\$62,827,666	\$3,296,487	\$61,968,435	\$859,231			
Lorond:	*/ Contingenous = 70*/	i I									

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

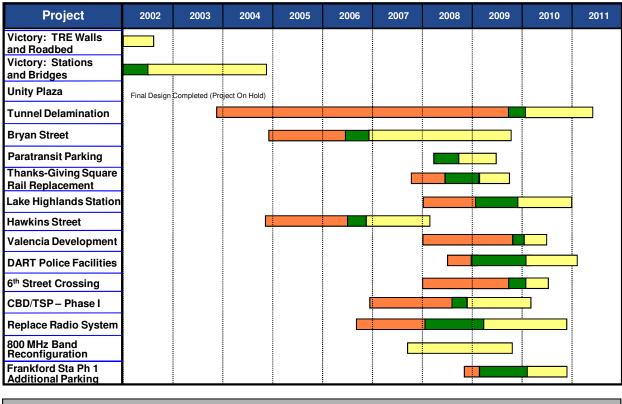


RPD82 4Q FY 2009



Additional Capital Development Summary Working Schedule

9/30/09







RPD83 4Q FY 2009

ADDITIONAL CAPITAL DEVELOPMENT **Cost Summary** (in millions of dollars) **Control Expended** Current Commitment (4) Budget (4) to Date (1) Victory Station Project (2) \$79.0 \$84.8 \$84.4 0.9 0.9 Unity Plaza 3.5 **Tunnel Delamination** 4.2 2.5 2.5 Bryan Street (3) 30.8 27.7 21.6 Hawkins Street 23.2 23.7 21.7 Thanks-Giving Square Rail Replacement 2.0 1.6 1.6 DART Police Facilities (5) 35.0 6.9 1.7 Monroe Shops – Pre-Development (5) 1.65 0.4 0.0 Frankford Road Additional Parking (5) 7.1 0.0 0.3 6th Street Crossing (6) 1.6 0.1 0.0

- 1) Expended to date values reflect activity through 08/31/09, as reported on DART's General Ledger.
- 2) Current commitment and expenditures do not reflect anticipated \$2.0 mm Anland credit.
- 3) Expended to date value includes reimbursements of \$5.8 MM from funding partners.
- 4) Control Budget and Current Commitment values are reflected as of 08/31/09.
- 5) Control budget value reflects DART's FY2009 approved Financial Plan value for this project.
- 6) Control budget value reflects DART's FY2009 approved Financial Plan value for this project. The approved Financial Plan amount is \$25,000. Currently, a CPRF is being routed for approval for an additional \$1.6 MM.



C2.3 Integrate new transit services

Description

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

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

Status Line Section NW-1A Facilities Construction Contract

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

Issues Line Section NW-1A Facilities Construction Contract

Eby sued DART's general engineering consultant, LAN/STV, in State Court. The Texas Supreme Court denied review of the appeal, and the matter is back in District Court. DART is not a party to this litigation. Trial was held in May 2009. Judge issued a Decision after Hearings to clarify liability. Appeals have been filed by both parties.



RPD85 4Q FY 2009

C2.5 Improve passenger amenities and facilities

Description

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

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

Status

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

Issues

The coordination with the other stakeholders is ongoing.



RPD86 4Q FY 2009

North Central Tunnel Delamination Repair & Monitoring

Additional Capital Development

Strategic Plan Consideration

C3.4 Maintain assets and improve asset management

Description

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

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

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

Status

Construction document submittal is scheduled for October 2009. Long-term monitoring plan will be submitted in November 2009.

Issues None



RPD87 4Q FY 2009

C2.3 Integrate new transit services

Description

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

Status

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

Line Section SE-1A is now open for revenue service.

Punch list work for civil construction is nearing completion.

Issues

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



RPD88 4Q FY 2009

Track Materials Procurement - Bryan/Hawkins Junction

Additional Capital Development

Strategic Plan Consideration

C2.3 Integrate new transit services

Description

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

Status Contract closeout is nearing completion.

Issues None



RPD89 4Q FY 2009

Paratransit Parking

Additional Capital Development

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

This project will repair and repave the existing parking lots at the **Description**

Paratransit Facility located at Senate Street. A new employee parking lot

will be constructed on adjacent DART property located on Dilido Street.

Status Contract closeout is complete.

Issues None



RPD90 4Q FY 2009

Thanks-Giving Square Rail Replacement

Additional Capital Development

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

Description This project will replace the rail and girder rail along the curve adjacent

to Thanks-Giving Square in the CBD.

Status Contractor is in the process of finishing minor touch-up work. Closeout

is nearing completion.

Issues DART staff obtained positive cooperation and understanding from the

community in the area regarding the work on weekends and at night. A

nighttime work permit was obtained from the City of Dallas.



RPD91 4Q FY 2009

C2.3 Integrate new transit services

Description

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

Status

IFB is scheduled to be issued in October 2009, with bid opening anticipated in November 2009 and contract award anticipated in December 2009.

White Rock Trail access has been removed from the plans.

A follow-up community meeting took place on August 17, 2009.

West side parking agreement with Prescott is being drafted. West side phased parking design is in progress, and will be added to the IFB in October 2009 via an amendment.

Walnut Hill Lane access will be designed and bid as a stand-alone construction package, to be in operation at the same time as the Station.

Issues

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



RPD92 4Q FY 2009

S1 Build and Maintain Relationships with Stakeholders

Description

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

Status

Right-of-entry agreement is in progress.

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

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

Issues

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



RPD93 4Q FY 2009

DART Police Facilities

Additional Capital Development

Strategic Plan Consideration

- C1 Improve Customer Satisfaction
- C2 Manage System Growth
- C3 Improve Efficiency

Description

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

Status **N**

Monroe Shops

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

NTP for Construction Contract 1 was issued to Phillips May, Inc., on July 10, 2009, and work is on schedule. Installation of temporary shoring is complete. Demolition is complete, with material disposal performed according to LEED Waste Management Accreditation guidelines. Structure movement was monitored 2-3 per week during demolition.

The 95% Construction Contract 2 documents were submitted for DART review on July 7, 2009. SHPO participated with DART and Preservation Dallas on July 9, 2009, to demonstrate sustainable design and construction for an adaptive re-use of a building listed on the National Register of Historic Places. DART conducted a plans and specifications review with SHPO on July 10, 2009. SHPO participated in the preconstruction meeting with Phillips May, Inc., on the same day. DART received Construction Contract 2 approval from SHPO on July 27, 2009. Structural scope originally scheduled for Construction Contract 2 will move forward to be accomplished in Construction Contract 1.

Northeast Police Substation and K-9 Facility

The 65% design submittal was sent out for disposition on August 20, 2009, and review comments were incorporated. The 95% design submittal was received on September 28, 2009. SMR completion is scheduled for November 3, 2009.

Northwest Police Substation

The 65% submittal was sent out for disposition on August 20, 2009, and review comments were incorporated. The 95% review submittal is scheduled for October 20, 2009. The designer is responding to a change in scope of services to coordinate the construction of the Police Facilities and the Walnut Hill/Denton Station parking.

Issues

A cracked grade beam was discovered after temporary shoring was completed. Changes have been issued to reinforce the permanent structure.



RPD94 4Q FY 2009

Frankford Station Additional Parking

Additional Capital Development

Strategic Plan Consideration

C1 Improve Customer Satisfaction

C2 Manage System Growth

C3 Improve Efficiency

S1 Build and Maintain Relationships with Stakeholders

Description

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

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

Status

The IFB package is under review by DART Procurement, Legal, and Risk Management.

Issues

Funding for this project is a major concern. It will be funded from Regional Toll Road (RTR) funds. The money has been approved, but DART does not have an ILA with TxDOT/NCTCOG for the project. The ILA was approved by the DART Board in September 2009. The IFB package is scheduled to be issued in mid-October 2009.



RPD95 4Q FY 2009

S1 Build and Maintain Relationships with Stakeholders

Description

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

Status

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

LRT Crossing

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

DGNO Crossing

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

Issues

The City has not executed the crossing license agreement yet.

The project is currently 12 months behind the proposed baseline schedule.

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

A baseline budget and schedule is under review for approval.

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

The City needs to decide who will do the procurement and how the construction package will be procured.

Delay by the City is delaying DART's electronic procurement request (EPR); hence, issuance of a contract number to be included in the IFB package.



RPD96 4Q FY 2009

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

Description

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

There are four time points for Service Plans:

- Until September 2009 Current service, with maximum throughput capacity of 24 trains per hour each direction in CBD, but running only 18
- September 2009 December 2010 Addition of Green Line (Northwest and Southeast corridors), using same trains as today three-car LRVs and two-car SLRVs. Maximum throughput increased to 48 trains per hour in CBD (24x2). Train detection using magnetometers, infrared (IR) detectors, and train-to-wayside communication (TWC) loops, depending on location on track. Trains can be stored mid block.
- **December 2010 May 2011** Same service, but using three-car SLRVs on the Green Line. Maximum throughput will be 48 trains per hour in CBD, using existing COD traffic signal controllers.
- May 2011 and beyond same service but COD traffic signal controllers upgraded to new, more capable model.

Status

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

COD agreed to have single Uninterruptible Power Supply (UPS), which backs up traffic signals, wireless network, and the peer-to-peer (P2P) communications between traffic signals. COD is evaluating a couple of UPS options for DART purchase and installation.

TSP Phase I system was delivered on time and turned over to DART Operations on August 3, 2009, as planned. TSP system is functioning as planned and designed to allow for reduction of service to 2.5 minutes headway inside the CBD area.



RPD97 4Q FY 2009

Issues

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

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

DART team marked the final location of the TWC for 2010 operation for MEC to install at St. Paul, Akard, and West End stations. MEC has started the installation of TWC loops at St. Paul Station.

Changes were implemented to assist in the improvement of Pearl Station dwell time. The first change included the increase of green band time for Pearl southbound movement by 10 seconds. This will result in some of the trains having to stop at Harwood Street. This was necessary to improve the efficiency of the junction operation. The second change was requested by DART Rail Program Development to reduce the preemption time for Deep Ellum trains. As a result, the TSP system is sending the Southeast Junction 75 seconds of advance warning for the start of the green band at Pearl southbound.



RPD98 4Q FY 2009

Agency-Wide Radio & Related Communications Systems Replacement

Additional Capital Development

Strategic Plan Consideration

C3.4 Maintain assets and improve asset management

Description

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

Status

RRP Final Design Review (FDR) is anticipated to be completed in October 2009.

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

Issues None

DART

RPD99 4Q FY 2009

800 MHz Band Reconfiguration

Additional Capital Development

Strategic Plan Consideration

C3.4 Maintain assets and improve asset management

Description

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

MHz band.

Status Final Project Report was delivered September 29, 2009.

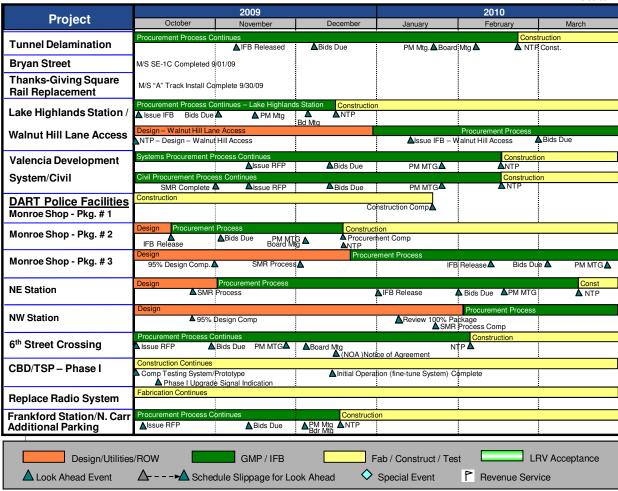
Issues None



RPD100 4Q FY 2009

Additional Capital Development Six Month Look Ahead

9/30/09





RPD101 4Q FY 2009

Change Control Summary

Additional Capital Development

Additional Capital Development - Change Control Summary

Facility/ Contract Package		Consultant/ Contractor	Approved Contract Amount (A)	Approved Contingency Allowance (B)	Total Approved Amount (C=A+B)	Executed Changes (D)	Current Contract Value (E=A+D)	Remaining Contingency Allowance (F=B-D)	Percent Contingency Used (G=D/B)	Comp. Note b	Summary of Activity This Period & Comments (September 2009)
NW-1A Facilities	Construction C-1003853-01	Martin K. Eby	\$24,986,984	\$2,498,698	\$27,485,682	\$2,307,615	\$27,294,599	\$191,083	92%	100%	Includes Unilateral Mods Closeout Pending Litigation Settled
Misc Facilities	NC-1 Tunnel Delamination	Pending	\$0	\$0	\$0	\$0	\$0	\$0	0%	0%	
	Design C-1003727-01	RTKL Assoc.	\$1,053,766	\$105,377	\$1,159,142	\$0	\$1,053,766	\$105,377	0%	100%	Design complete
Unity Plaza	Construction TBD	TBD	\$0	\$0	\$0	\$0	\$0	\$0	0%		IFB deferred
Thanksgiving Square Rail Mtl.	Rail Procurement C-1015411-01	Progress Rail Services	\$289,254	\$14,463	\$303,717	\$0	\$289,254	\$14,463	0%	0%	
Thanksgiving Square Const.	Rail Replacement C-1015926-01	Herzog	\$1,074,882	\$85,991	\$1,160,873	\$0	\$1,074,882	\$85,991	0%	0%	
Bryan/Hawkins Construction	Construction C-1007571-01	Archer/Western Brunson/Carcon	\$35,893,496	\$1,823,750	\$37,717,246	\$1,043,304	\$36,936,800	\$780,446	57%	Note a	
Bryan/Hawkins Track Material	Lots 1 & 2 C-1009684-01	Progressive Rail	\$2,761,480	\$110,460	\$2,871,940	-\$79,289	\$2,682,191	\$189,749	0%	97%	
DART Police Facilities Package 1	C-1017045-01	Phillips/May Corporation	\$3,797,333	\$493,653	\$4,290,986	\$0	\$3,797,333	\$493,653	0%	0%	added 07/09
DART Police Facilities Package 2	TBD	Pending	\$0	\$0	\$0	\$0	\$0	\$0	0%	0%	
DART Police Facilities Package 3	TBD	Pending	\$0	\$0	\$0	\$0	\$0	\$0	0%	0%	
Lake Highlands Station	TBD	Pending	\$0	\$0	\$0	\$0	\$0	\$0	0%	0%	
Corinth St. OC 2 Bridge	TBD	Pending	\$0	\$0	\$0	\$0	\$0	\$0	0%	0%	
Frankford Sta Addl Parking	TBD	Pending	\$0	\$0	\$0	\$0	\$0	\$0	0%	0%	
Legend:	% Contingency >= 70%	TOTALS:	\$69,857,194	\$5,132,392	\$74,989,586	\$3,271,629	\$73,128,824	\$1,860,762			

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



RPD102 4Q FY 2009



DALLAS AREA RAPID TRANSIT

QUARTERLY INVESTMENT REPORT

As Of

September 30, 2009

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

David Leininger, Chief Financial Officer

Nathan Hallett, Treasurer

Beverly Adler, Assistant Treasurer

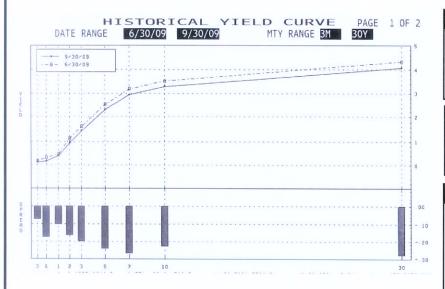
John Nichols, Treasury Operations Manager

Quarterly Investment Report





Prepared by Treasury Reporting



Rate Tracker		
Short-Term	\downarrow	12 bp
Intermediate	\downarrow	22 bp
Long-Term	\downarrow	25 bp

Portfolio Performance

Aggregate Yield \uparrow 0.17% to 0.93% Benchmark \downarrow 0.10% to 0.21%

DART Commercial Paper

Change During Quarter		\$0	M
Current Outstanding		\$150	M
Last Rate Change	\downarrow	0.07	%
Average Rate		0.65	%
Avg. Issue Days to Mat.		103	

Market Overview

During the quarter, short term rates, already at historic lows, decreased roughly 10 basis points, intermediate by 22 basis points, and long-term rates by 25 basis points, thereby flattening the yield curve. Federal Reserve announcements indicate that rates will be kept low for the foreseeable future.

The current interest rate environment does not reward extending maturities in the Operating Fund, and therefore new investments will be keep short until such time as economics warrant a change.

Investment Strategies

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

SEA Fund: 100% money market investment

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

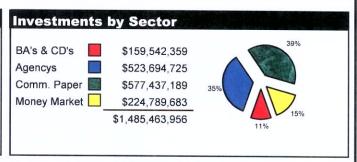
funds until the spread widens between these funds and shorter-term agency.

Bond SEAF: laddered maturities through November 2010, supplemented by money-market funds

DART Commercial Paper & Bond Programs

DART will issue commercial paper as needed for the foreseeable future.

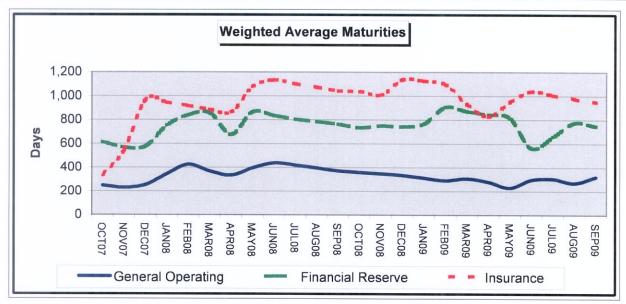
Investment Por	tfolios	(com	pliance)	
General Operating	\$	428,418,078	29%	Yes
Financial Reserve	\$	22,371,846	2%	Yes
Master Insurance	\$	13,734,722	1%	Yes
Debt Service	\$	58,027,368	4%	Yes
CP SEAF	\$	-	0%	Yes
09 Bond Fund	\$	962,911,942	65%	Yes
TOTAL	\$	1,485,463,956	100%	

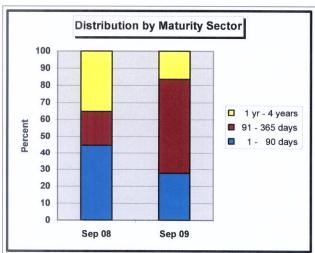


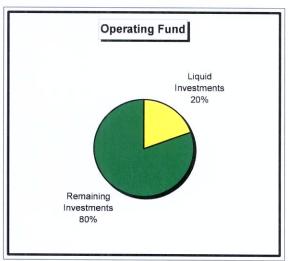
Quarterly Investment Report

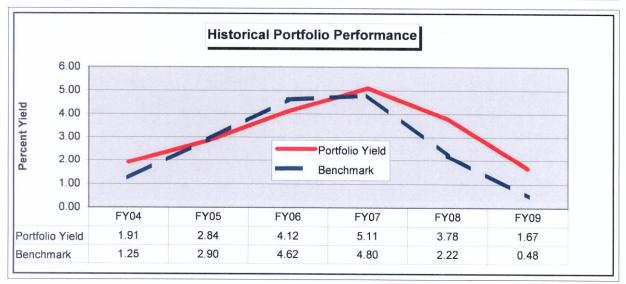












Security Transactions - Purchases by Fund

4th	Qtr	FY09
-----	-----	------

9/14/2009 06422TC35 Bankers Acceptance (n/a) 0.00 03/03/1 \$ 446,000 03/03/10 0.4838 \$ 744,989 034/07/2009 06422TC34 Bankers Acceptance 0.00 03/08/10 \$ 774,000 03/08/10 0.5040 \$ 772,076 034/07/2009 06422TC34 Bankers Acceptance (n/a) 0.00 03/08/10 \$ 774,000 03/08/10 0.4535 \$ 716,477 034/07/2009 06422TC34 Bankers Acceptance (n/a) 0.00 03/08/10 \$ 718,000 03/08/10 0.4535 \$ 716,477 034/07/2009 06422TC34 Bankers Acceptance (n/a) 0.00 03/08/11 \$ 1,983,000 03/08/10 0.4535 \$ 336,263 034/07/2009 06422TC45 Bankers Acceptance (n/a) 0.00 03/10/1 \$ 337,000 03/10/10 0.4535 \$ 336,263 034/07/2009 06422TC64 Bankers Acceptance (n/a) 0.00 03/10/1 \$ 337,000 03/10/10 0.4535 \$ 336,263 034/07/2009 06422TC64 Bankers Acceptance (n/a) 0.00 03/10/1 \$ 337,000 03/10/10 0.4638 \$ 1,978,287 094/07/2009 06422TC64 Bankers Acceptance (n/a) 0.00 03/10/1 \$ 5,000,000 03/15/10 0.4433 \$ 2,444,980 034/07/2009 3133XST186 FHLB (n/a) 1.12 06/30/10 \$ 1,000,000 06/30/10 0.4409 \$ 1,058,810 094/07/2009 3133XST186 FHLB (n/a) 1.12 06/30/10 \$ 1,000,000 06/30/10 0.4409 \$ 1,058,810 094/07/2009 3133XSVB8 FHLB (n/a) 1.12 06/30/10 \$ 5,000,000 08/07/2009 03/07/2009 3133XTT09 FHLB (n/a) 0.70 09/08/10 \$ 5,000,000 08/25/10 0.4047 \$ 5,224,200 094/07/2009 3133XTT09 FHLB (n/a) 0.70 09/08/10 \$ 5,000,000 08/25/10 0.4047 \$ 5,224,200 094/07/2009 3133XTT09 FHLB (n/a) 0.75 09/08/10 \$ 1,000,000 09/08/10 0.5069 \$ 10,020,200 094/09/09/09/09/09/09/09/09/09/09/09/09/09/	Purchase Date	CUSIP	Security Description	E	nding Par Value	Maturity Date	Call Date	Yield to Call	Una	Ending amor Val/Cost	Invest Numbe
9614/2009	PERAT	NG FUND									
#0142009 08422TC35 Bankers Acceptance (n/a) 0.00 03/08/10 \$ 774,000 03/08/10 0,5040 \$ 772,076 094 #0162009 08422TC84 Bankers Acceptance 0.00 03/08/10 \$ 774,000 03/08/10 0,5040 \$ 776,276 094 #0162009 08422TC84 Bankers Acceptance (n/a) 0.00 03/08/10 \$ 718,000 03/08/10 0,4535 \$ 716,447 094 #0162009 08422TC92 Bankers Acceptance (n/a) 0.00 03/08/10 \$ 337,000 03/09/10 0,4838 \$ 1,978,287 094 #0162009 08422TC92 Bankers Acceptance (n/a) 0.00 03/09/1 \$ 337,000 03/09/10 0,4838 \$ 1,978,287 094 #0162009 08422TC98 Bankers Acceptance (n/a) 0.00 03/09/1 \$ 337,000 03/09/10 0,4838 \$ 336,283 \$			Bankers Acceptance (n/a) 0.00 02/22/1	\$	767,000	02/22/10		0.4405	\$	765.553	09-0166
#010/2009 06422TCR4 Bankers Acceptance 0.00 03/08/10 \$ 774,000 03/08/10 0,5940 \$ 772,076 094 05/08/10/10 06422TCR2 Bankers Acceptance 0.00 03/08/10 \$ 718,000 03/08/10 0,4535 \$ 716,447 094 19/11/2009 06422TCR2 Bankers Acceptance (n/a) 0.00 03/08/11 \$ 1,983,000 03/08/10 0,4535 \$ 338,283 094 19/18/2009 06422TCR2 Bankers Acceptance (n/a) 0.00 03/10/1 \$ 337,000 03/10/10 0,4535 \$ 338,283 094 19/18/2009 06422TCR3 Bankers Acceptance (n/a) 0.00 03/10/1 \$ 337,000 03/16/10 0,4535 \$ 338,283 094 19/18/2009 06422TCR3 Bankers Acceptance (n/a) 0.00 03/10/1 \$ 5,000,000 03/16/10 0,4535 \$ 5,038,283 094 19/18/2009 3133XBTHB FHLB (n/a) 4.25 08/11/10 \$ 5,000,000 08/15/10 0,4059 \$ 5,152,280 094 19/12/2009 3133XBTHB FHLB (n/a) 1.12 08/30/10 \$ 10,000,000 08/30/10 0,4059 \$ 5,152,280 094 19/12/2009 3133XBTHB FHLB (n/a) 5.07 09 08/08/10 \$ 5,000,000 08/23/10 0,4409 \$ 10,088,100 094 19/12/2009 31375ANXF GFHLB (n/a) 5.0 80 08/25/10 \$ 5,000,000 08/23/10 0,4047 \$ 5,224,200 094 19/12/2009 3133XHTOS FHLB (n/a) 0.70 09/08/10 \$ 5,000,000 08/23/10 0,4047 \$ 5,224,200 094 19/12/2009 3133XHTOS FHLB (n/a) 0.70 09/08/10 \$ 10,000,000 08/08/10 0,500 \$ 10,000,00	9/14/2009	06422TC35	Bankers Acceptance (n/a) 0.00 03/03/1	\$	446,000	03/03/10				\$35555 \$35555566	09-016
	9/10/2009	06422TC84	Bankers Acceptance 0.00 03/08/10	\$	774,000	03/08/10				100	09-015
	/16/2009	06422TC84	Bankers Acceptance 0.00 03/08/10	\$	718,000	03/08/10					09-016
VIRINGENORN 08422TCA9 Bankers Acceptance (n/a) 0.00 03/10/1 \$ 337,000 03/10/10 0.4535 \$ 338,283 094 VIZ1/2009 0842ZTCF6 Bankers Acceptance (n/a) 0.00 03/15/1 \$ 2,440,000 03/15/10 0.4033 \$ 2,434,900 094 VIZ1/2009 3133XSY18 FHLB (n/a) 4.25 06/11/10 \$ 5,000,000 06/11/10 0.4059 \$ 5,152,800 094 VIZ1/2009 3133XSY18 FHLB (n/a) 1.12 06/30/10 \$ 10,000,000 06/31/10 0.4049 \$ 10,058,100 094 VIZ1/2009 3133XSY18 FHLB (n/a) 1.12 06/30/10 \$ 5,000,000 07/08/10 07/08/10 07/10 VIZ1/2009 3133XSY18 FHLB (n/a) 1.12 06/30/10 \$ 5,000,000 08/23/10 0.4047 \$ 5,224,200 094 VIZ1/2009 3133XHC66 FHLB Callable (qtrly-5) 0.86 98/25/10 \$ 5,000,000 08/23/10 0.4047 \$ 5,224,200 094 VIZ1/2009 3133XHT06 FHLB (n/a) 0.76 09/30/10 \$ 5,000,000 09/25/10 11/25/09 0.3019 \$ 5,004,250 094 VIZ1/2009 3133XHT06 FHLB (n/a) 0.76 09/30/10 \$ 10,000,000 09/15/10 03/15/10 0.5400 \$ 5,000,000 094 VIZ1/2009 3133XHT06 FHLB (n/a) 0.76 09/30/10 \$ 10,000,000 09/15/10 03/15/10 0.5400 \$ 5,000,000 094 VIZ1/2009 3133XHC36 FHLB (n/a) 0.76 09/30/10 \$ 10,000,000 09/15/10 03/15/10 0.5400 \$ 5,000,000 094 VIZ1/2009 3133XHC36 FHLB (n/a) 0.76 09/30/10 \$ 10,000,000 09/30/10 0.5367 \$ 10,023,540 094 VIZ1/2009 3133XHC36 FHLB (n/a) 4.375 10/22/10 \$ 6,390,000 10/22/10 0.5095 \$ 6,689,914 094 VIZ1/2009 3133XHC36 FHLB (n/a) 4.375 10/22/10 \$ 6,390,000 10/22/10 0.5095 \$ 6,689,914 094 VIZ1/2009 3133XHC36 FHLB (n/a) 2.75 10/23/10 \$ 10,000,000 11/23/10 0.5095 \$ 1,000,000 094 VIZ1/2009 3133XHC36 FHLB (n/a) 2.75 10/23/10 \$ 10,000,000 11/23/10 0.5095 \$ 1,000,000 094 VIZ1/2009 3133XHC36 FHLB (n/a) 2.75 10/23/10 \$ 10,000,000 11/23/10 0.5095 \$ 1,000,000 094 VIZ1/2009 3133XHC36 FHLB (n/a) 2.75 09/30 0.75 10,000,000 094 VIZ1/2009 3133XHT99 FFCB (n/a) 3.75 12/06/10 \$ 10,000,000 094 VIZ1/2009 3133XHT99 FFLB Step Callable (ethyl-5) 0.50 08/20 \$ 5,000,000 094 VIZ1/2009 3133XHC36 FHLB (n/a) 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75	/11/2009			\$	1,983,000	03/09/10					09-015
V21/2009 08422TCF8 Bankers Acceptance (n/a) 0.00 03/15/1 \$ 2,440,000 03/15/10 0.4333 \$ 2,434,900 094/2012/2013 3133XBT18 FHLB (n/a) 1.12 08/30/10 \$ 10,000,000 06/30/10 0.409 \$ 10,058;100 094/20/2013 3133XBT88 FHLB (n/a) 1.12 08/30/10 \$ 10,000,000 06/30/10 0.409 \$ 10,058;100 094/20/2013 3133XBT88 FHLB (n/a) 1.12 08/30/10 \$ 10,000,000 06/30/10 0.409 \$ 10,058;100 094/20/2013 3133XBTPAR FAMCA Callable (1/8/10 only-5) 0.71 0 \$ 5,000,000 08/30/10 0.4047 \$ 5,224,200 094/20/2013 3133XBTC09 FHLB (n/a) 5.125 08/23/10 \$ 5,000,000 08/23/10 11/25/09 0.3019 \$ 5,000,200 094/20/2020 3133XBTC09 FHLB (n/a) 0.70 09/08/10 \$ 10,000,000 094/25/10 11/25/09 0.3019 \$ 5,004,250 094/20/2020 3133XBTC09 FHLB (n/a) 0.70 09/08/10 \$ 10,000,000 094/25/10 0 0.5069 \$ 10,020,200 094/21/2020 3133XBTC09 FHLB (n/a) 0.70 09/08/10 \$ 10,000,000 094/30/10 0.5069 \$ 10,020,200 094/21/2020 3133XBTC09 FHLB (n/a) 0.75 09/30/10 \$ 5,000,000 094/30/10 0.5069 \$ 10,020,200 094/21/2020 3133XBC50 FHLB (n/a) 4.375 10/22/10 \$ 5,000,000 10/22/10 0.5264 \$ 5,264.850 094/21/2020 3133XBC50 FHLB (n/a) 4.375 10/22/10 \$ 6,390.000 10/22/10 0.5264 \$ 5,264.850 094/21/2020 3133SMG36 FHLB (n/a) 2.875 11/23/10 \$ 10,000,000 11/23/10 0.5090 \$ 6,669.914 094/21/2020 3133SMG36 FHLB (n/a) 2.875 11/23/10 \$ 10,000,000 11/23/10 0.5090 \$ 6,669.914 094/21/2020 3133YGP9 FFCB (n/a) 2.875 11/23/10 \$ 10,000,000 11/23/10 0.5090 \$ 6,669.914 094/21/2020 3133YGP9 FFCB (n/a) 3.75 12/08/10 \$ 10,000,000 12/04/10 12/01/09 0.000 \$ 10,000,000 094/21/20/2020 3133YGP9 FFCB (n/a) 3.75 12/08/10 \$ 10,000,000 094/08/11 12/01/09 0.000 \$ 10,000,000 094/21/20/2020 3133XULP5 FHLB Step Callable (ary-11/3009-7) 0.70 1 \$ 15,000,000 094/08/11 12/01/09 0.000 \$ 10,000,000 094/20/20/2020 3133XULP5 FHLB Step Callable (ary-11/3009-7) 0.70 1 \$ 10,000,000 094/08/11 04/08/10 0.8597 \$ 3,001,650 094/20/2020 3133XULP5 FHLB Step Callable (ary-11/3009-7) 0.70 1 \$ 10,000,000 094/08/11 11/20/209 2.1978 \$ 5,000,000 094/20/2020 3133XUP72 FHLB Step Callable (ary-5) 0.85 0.75 0.000,0	/16/2009	06422TCA9	Bankers Acceptance (n/a) 0.00 03/10/1	\$							09-016
224/2009 3133XST18 FHLB (n/a) 4.25 08/11/10 \$ 5,000,000 06/30/10 0.409 \$ 1,058,000 094/10/2009 3133XST18 FHLB (n/a) 1.12 08/30/10 \$ 1,000,000 06/30/10 0.4409 \$ 1,058,000 094/10/2009 31375PJX8 FAMCA Callable (1/8/10 only-5) 0.71 0 \$ 5,000,000 07/08/10 10/08/10 0.4407 \$ 5,224,200 094/10/2009 31375PJX8 FAMCA Callable (1/8/10 only-5) 0.71 0 \$ 5,000,000 08/23/10 0.4047 \$ 5,224,200 094/10/2009 3133XUKC8 FHLB Callable (athy-5) 0.88 08/25/10 \$ 5,000,000 08/23/10 0.4047 \$ 5,224,200 094/10/2009 3133XUKC8 FHLB Callable (any-3/14/10-7) 0.54 08 \$ 5,000,000 08/23/10 0.5069 \$ 10,020,200 094/15/2009 3133XUXC8 FHLB Callable (any-3/14/10-7) 0.54 08 \$ 5,000,000 09/45/10 0.316/10 0.5400 \$ 5,000,000 094/57/20 0.5400 \$ 5,000,000 094/57/20 0.5400 \$ 5,000,000 094/57/20 0.5400 \$ 5,000,000 094/57/20 0.5264 \$ 5,258,850 094/20/209 3133XUXGS FHLB (n/a) 4.375 10/22/10 \$ 6,390,000 10/18/10 0.5264 \$ 5,258,850 094/20/209 3133XUK25 FHLB (n/a) 4.375 10/22/10 \$ 6,390,000 10/22/10 0.6095 \$ 6,689,914 094/20/209 3133XUK25 FHLB (n/a) 4.375 10/22/10 \$ 10,000,000 11/23/10 0.6121 \$ 10,721,000 094/20/2009 3133XUK25 FHLB (n/a) 4.275 10/22/10 \$ 10,000,000 11/23/10 0.6121 \$ 10,721,000 094/20/2009 3133XUS5 FHLB (n/a) 4.275 10/22/10 \$ 10,000,000 11/23/10 0.6121 \$ 10,721,000 094/20/2009 3133XUS5 FHLB (n/a) 5.075 04/09/11 \$ 10,000,000 12/24/10 0.5000 \$ 10,000,000 094/20/2009 3133XUS5 FHLB (n/a) 3.75 10/22/10 \$ 10,000,000 12/24/10 0.5000 \$ 10,000,000 094/20/2009 3133XUS5 FHLB Callable (n/a) 5.075 04/09/11 \$ 10,000,000 09/24/11 02/24/10 0.5000 \$ 10,000,000 094/24/10 0.5000 \$ 10,000,000 094/24/10 0.5000 \$ 10,000,000 094/24/10 0.6500 \$ 10,000,000 094/24/10 0.6500 \$ 10,000,000 094/24/10 0.6500 \$ 10,000,000 094/24/10 0.6500 \$ 10,000,000 094/24/10 0.6500 \$	/21/2009	06422TCF8	Bankers Acceptance (n/a) 0.00 03/15/1	\$	2,440,000	03/15/10		0.4333	\$	2.434.900	09-016
1/10/2009 31315PJX8 FAMCA Callable (1/8/10 only-5) 0.71 0 \$ 5,000,000 07/08/10 01/08/10 0.7110 \$ 5,000,000 09/23/10 0.049/3 \$ 5,224.200 094/40/2009 3133XUKG FHILB ((n/a) 5.125 08/23/10 \$ 5,000,000 08/23/10 11/25/09 0.3019 \$ 5,004.250 094/40/2009 3133XUKG FHILB (n/a) 0.70 09/08/10 \$ 10,000,000 09/35/10 11/25/09 0.3019 \$ 5,000.250 094/20/20/2009 3133XTT09 FHUB (n/a) 0.70 09/08/10 \$ 10,000,000 09/35/10 0.5100 0.5609 \$ 10,002.00 094/20/20/20/2009 3133XUG5 FHLB (n/a) 0.70 09/08/10 \$ 10,000,000 09/35/10 0.5100 0.5609 \$ 10,002.540 094/20/20/20/209 3133XUG5 FHLB (n/a) 0.75 09/30/30/10 \$ 5,000,000 09/35/10 0.5600 \$ 5,000,000 09/22/20/2009 3128X4QK0 FHLMC (n/a) 5.00 10/18/10 \$ 5,000,000 09/35/10 0.5605 \$ 5,050,000 09/22/20/2009 3133XMES6 FHLB (n/a) 4.375 10/22/10 \$ 6,390,000 10/22/10 0.6095 \$ 6,689,914 094/20/20/20/20/20/20/20/20/20/20/20/20/20/	/24/2009	3133XBTH8	FHLB (n/a) 4.25 06/11/10	\$	5,000,000	06/11/10		0.4059	\$		09-014
1787-2009 31315PJAB FAMCA Callable (1/8/10 only-5) 0.71 0 \$ 5,000,000 08/23/10	/21/2009	3133XSYB8	FHLB (n/a) 1.12 06/30/10	\$	10,000,000	06/30/10		0.4409	\$	2-300 32-33-37	09-013
	7/8/2009	31315PJX8	FAMCA Callable (1/8/10 only-5) 0.71 0	\$	5,000,000	07/08/10	01/08/10			Constitution of the Constitution	09-012
3133XUKCS FHLB Callable (qtrly-S) 0.68 08/25/10 \$ 5,000,000 08/25/10 11/25/09 0.3019 \$ 5,004,250 094 (20/20/20) 3133XTTQ9 FHLB (n/a) 0.70 09/08/10 \$ 10,000,000 09/08/10 0.5069 \$ 10,020,200 094 (20/20/20) 3133XTTQ9 FHLB (n/a) 0.75 09/30/10 \$ 10,000,000 09/30/10 0.5367 \$ 10,023,540 094 (20/20/20) 3133XUSCS FHLB (n/a) 0.75 09/30/10 \$ 10,000,000 09/30/10 0.5264 \$ 5,000,000 09/28/20/20 3128X4D(X FHLMC (n/a) 5.00 10/18/10 \$ 5,000,000 10/18/10 0.5264 \$ 5,254,855 094 (20/20) 3133XMMES6 FHLB (n/a) 4.075 10/22/10 \$ 6,380,000 10/22/10 0.6121 \$ 10,721,000 094 (21/2009) 3133XMMES6 FHLB (n/a) 4.075 10/22/10 \$ 10,000,000 11/15/10 0.6121 \$ 10,721,000 094 (21/2009) 3137EABV0 FHLMC (n/a) 2.875 11/23/10 \$ 10,000,000 11/23/10 0.6095 \$ 10,282,940 094 (21/2009) 3133XMES6 FHLB (n/a) 3.75 12/08/10 \$ 10,000,000 11/23/10 0.6096 \$ 10,282,940 094 (21/2009) 3133XMS5 FFCB Callable (any>11/20/97) 0.70 1\$ 15,000,000 12/09/10 12/01/09 0.7000 \$ 10,000,000 094 (21/20) 3133XML25 FHLB Step Callable (27/41/-0.5) 0.50 0.5 10,000,000 12/09/11 0.000,000 12/09/11 0.000 \$ 10,000,000 094 (21/20) 3133XUL27 FHLB Step Callable (8/16/10-5) 0.875 (\$ 5,000,000 09/67/411 0.000/10 0.000 09/10/10 0.000 09/	/10/2009	3137EAAX7	FHLMC (n/a) 5.125 08/23/10	\$	5,000,000	08/23/10		0.4047	\$		09-015
220/2009 3133XTT99 FHLB (n/a) 0.70 09/08/10 \$ 10,000,000 09/08/10 0.5069 \$ 10,020,200 09/15/10 03/15/10 0.5060 \$ 5,000,000 09/15/10 03/15/10 0.5060 \$ 5,000,000 09/15/10 03/15/10 0.5060 \$ 5,000,000 09/15/10 03/15/10 0.5060 \$ 5,000,000 09/15/10 03/15/10 0.5060 \$ 5,000,000 09/15/10 03/15/10 0.5367 \$ 10,023,540 094/12/12/099 3133XMSS FHLB (n/a) 4.375 10/22/10 \$ 5,000,000 10/18/10 0.5264 \$ 5,254,850 094/12/12/099 3133XMSS FHLB (n/a) 4.375 10/22/10 \$ 6,390,000 10/22/10 0.6099 \$ 6,669,914 094/12/12/099 3133XMSS FHLB (n/a) 4.375 10/22/10 \$ 10,000,000 11/18/10 0.6121 \$ 10,721,000 094/12/12/099 3133TEABV0 FHLMC (n/a) 2.875 11/23/10 \$ 10,000,000 11/23/10 0.6090 \$ 10,282,940 094/12/12/099 3133TGM85 FFCB Callable (any-11/30/09-7) 0.70 \$ 15,000,000 12/09/10 0.7000 \$ 15,000,000 094/12/12/099 3133XIVSP6 FFCB (n/a) 3.75 12/08/10 \$ 10,000,000 12/09/10 0.7000 \$ 15,000,000 094/12/12/099 3133XIVSP6 FFCB (n/a) 3.75 12/08/10 \$ 10,000,000 02/24/11 02/24/10 0.5000 \$ 10,000,000 094/12/099 3133XIVSP6 FFLB Step Callable (37/16/10-5) 0.75 04/08/11 \$ 3,000,000 06/24/11 02/24/10 0.5000 \$ 10,000,000 094/12/099 3133XIVF9 FHLB Step Callable (37/16/10-5) 0.876 (\$ 5,000,000 06/24/11 12/24/09 0.4995 \$ 5,000,000 09/24/11 0.615/10 0.8085 \$ 5,000,000 09/24/11 0.2724/10 0.8085 \$ 5,000,000 09/24/11 0.2724/10 0.8085 \$ 5,000,000 09/24/11 0.909/10 0.909/	9/4/2009	3133XUKC6	FHLB Callable (qtrly-5) 0.68 08/25/10	\$	5,000,000	08/25/10	11/25/09	0.3019	\$		09-0150
15/2009 31331GN39 FFCB Callable (any-3/14/10-7) 0.54 0£ \$ 5,000,000 09/15/10 03/15/10 0.5400 \$ 5,000,000 09/12/12099 3133XU3C5 FHLB (n/a) 0.75 09/30/10 \$ 10,000,000 09/30/10 0.5284 \$ 5,254,850 094/21/2009 3133XMS65 FHLB (n/a) 4.375 10/22/10 \$ 6,300,000 10/22/10 0.6095 \$ 6,669,914 094/21/2009 3133XMS65 FHLB (n/a) 4.375 10/22/10 \$ 6,300,000 10/22/10 0.6095 \$ 6,669,914 094/21/2009 3133FMGJ6 FNMA (n/a) 6.825 11/15/10 \$ 10,000,000 11/15/10 0.6121 \$ 10,721,000 094/21/2009 3133FMGJ6 FHLMC (n/a) 2.875 11/23/10 \$ 10,000,000 11/23/10 0.6090 \$ 10,282,940 094/21/2009 3133TGP9 FFCB Callable (any-91/30/09-7) 0.70 \$ 15,000,000 12/01/10 12/01/09 0.7000 \$ 15,000,000 094/21/21/2009 3133TGP9 FFCB (n/a) 3.75 12/06/10 \$ 10,000,000 02/24/11 02/24/10 0.6743 \$ 10,394,820 094/24/2009 3133XUL50 FHLB Step Callable (6/15/10-5) 0.50 0/5 \$ 10,000,000 02/24/11 02/24/10 0.6697 \$ 3,001,650 094/24/2009 3133XUT79 FHLB Step Callable (6/15/10-5) 0.875 (\$ 5,000,000 06/15/11 06/15/10 0.6597 \$ 3,001,650 094/24/2009 3133XUSP7 FHLB Step Callable (6/15/10-5) 0.806/2 \$ 5,000,000 06/24/11 12/24/09 0.4995 \$ 5,000,000 09/24/11 12/24/09 0.4995 \$ 5,000,000 09/24/11 12/24/09 0.4995 \$ 5,000,000 09/24/11 12/24/09 0.4995 \$ 5,000,000 09/24/11 12/24/09 0.4995 \$ 5,000,000 09/24/11 12/24/09 0.4995 \$ 5,000,000 09/24/11 12/24/09 0.4995 \$ 5,000,000 09/24/11 12/24/09 0.4995 \$ 5,000,000 09/24/11 12/24/09 0.4995 \$ 5,000,000 09/24/11 12/24/09 0.4995 \$ 5,000,000 09/24/11 12/24/09 0.4995 \$ 5,000,000 09/24/11 12/24/09 0.4995 \$ 5,000,000 09/24/11 12/24/09 0.4995 \$ 5,000,000 09/24/11 12/24/09 0.4995 \$ 5,000,000 09/24/11 12/24/09 0.4995 \$ 5,000,000 09/24/11 12/24/09 0.4995 \$ 5,000,000 09/24/11 12/24/09 0.4995 \$ 5,000,000 09/24/11 12/24/09 0.4995 \$ 5,000,000 09/24/11 1	/20/2009	3133XTTQ9	FHLB (n/a) 0.70 09/08/10	\$	10,000,000						09-013
221/2009 3133XU3C5 FHLB (n/a) 0.75 09/30/10 \$ 10,000,000 09/30/10 0.5367 \$ 10,023,540 09-4 281/2009 3128X4GK0 FHLMC (n/a) 5.00 10/18/10 \$ 5,000,000 10/18/10 0.5264 \$ 5,254,850 09-4 281/2009 3133XMES6 FHLB (n/a) 4.375 10/22/10 \$ 6,390,000 10/22/10 0.6095 \$ 6,669,914 09-4 31/2009 3133SMES6 FHLB (n/a) 6.325 11/15/10 \$ 10,000,000 11/15/10 0.6121 \$ 10,721,000 09-4 21/2009 31359MGJ6 FNMA (n/a) 6.825 11/15/10 \$ 10,000,000 11/15/10 0.6121 \$ 10,721,000 09-4 21/2009 3133TABASV FHLMC (n/a) 2.875 11/23/10 \$ 10,000,000 11/23/10 0.6090 \$ 10,282,940 09-4 21/2009 3133TABASV FFCB (n/a) 3.75 12/06/10 \$ 10,000,000 12/01/10 12/01/09 0.7000 \$ 15,000,000 09-4 21/2009 3133YLB9 FFCB (n/a) 3.75 12/06/10 \$ 10,000,000 12/01/10 12/01/09 0.7000 \$ 15,000,000 09-4 21/2009 3133XU2P7 FHLB Step Callable (2/24/10-5) 0.50 0/5 \$ 10,000,000 02/24/11 02/24/10 0.5000 \$ 10,000,000 09-4 21/2009 3133XU2P7 FHLB Step Callable (4/8/10-5) 0.75 04/08/11 \$ 3,000,000 06/24/11 12/24/09 0.4895 \$ 5,000,000 09-4 21/2009 3133XTTH9 FHLB Step Callable (4/8/10-5) 0.875 (\$ 5,000,000 06/24/11 12/24/09 0.4895 \$ 5,000,000 09-4 21/2009 3133XTTH9 FHLB Step Callable (4/8/10-5) 1.50 08/37/11 \$ 5,580,000 07/21/11 10/27/09 2.1978 \$ 5,570,179 09-4 21/2009 3133XU3P4 FHLB Callable (4/8/10-5) 1.50 08/37/11 \$ 10,000,000 08/24/11 12/24/09 0.4895 \$ 5,000,000 09-4 21/2009 3133XU3P4 FHLB Step Callable (4/8/10-5) 1.50 08/37/11 \$ 10,000,000 09/09/11 10/27/09 2.1978 \$ 5,570,000 09-4 21/2009 3133XU3P4 FHLB Step Callable (4/8/10-5) 1.50 08/37/11 \$ 10,000,000 09/09/11 12/09/09 0.9975 \$ 5,000,000 09-4 21/2009 3133XU3P4 FHLB Step Callable (4/8/10-5) 1.50 09/37/11 \$ 10,000,000 09/09/11 12/09/09 0.9975 \$ 5,000,000 09/09/11 12/09/09 0.9975 \$ 5,000,000 09/09/11 12/09/09 0.9975 \$ 5,000,000 09/09/11 12/09/09 0.9975 \$ 5,000,000 09/09/11 12/09/09 0.9975 \$ 5,000,000 09/09/11 12/09/09 0.9975 \$ 5,000,000 09/09/11 12/09/09 0.9975 \$ 5,000,000 09/09/11 12/09/09 0.9975 \$ 1,497,656 09-4 1,800 09/09/11 0.12/09 0.9975 \$ 1,497,656 09-4	/15/2009	31331GN39	FFCB Callable (any>3/14/10-7) 0.54 09	\$	5,000,000	09/15/10	03/15/10	0.5400			09-016
221/2009 3133XMES6 FHLB (n/a) 4.375 10/22/10 \$ 6,380,000 10/22/10 0.6995 \$ 6,669,914 094/371/2009 31358MGJ6 FMMA (n/a) 6.825 11/15/10 \$ 10,000,000 11/15/10 0.6912 \$ 10,721,000 094/21/21/2009 31358MGJ6 FMMA (n/a) 6.825 11/15/10 \$ 10,000,000 11/15/10 0.6909 \$ 10,282,940 094/21/2009 3133TGM83 FFCB Callable (any>11/30/09-7) 0.70 1 \$ 15,000,000 12/01/10 12/01/09 0.7000 \$ 15,000,000 094/21/2009 3133TGM93 FFCB Callable (20/24/10-5) 0.50 0: \$ 10,000,000 12/06/10 0.6743 \$ 10,394,820 094/24/2009 3133XUJED FHLB Step Callable (27/24/10-5) 0.50 0: \$ 10,000,000 02/24/11 02/24/10 0.5000 \$ 10,000,000 094/28/20/2009 3133XUJEP7 FHLB Callable (4/8/10-5) 0.75 04/08/11 \$ 3,000,000 04/08/11 04/08/10 0.6507 \$ 3,001,650 094/24/2009 3133XTH9 FHLB Step Callable (6/15/10-5) 0.875 (\$ 5,000,000 06/15/10 08/05/51 08/15/10 08/05/51 08/15/10 08/05/51 08/15/10 08/05/51 08/15/10 08/05/51 08/15/10 08/05/51 08	/21/2009	3133XU3C5	FHLB (n/a) 0.75 09/30/10	\$	10,000,000	09/30/10		0.5367	\$	10,023,540	09-013
121/2009 3133XMES6 FhLB (n/a) 4.375 10/22/10 \$ 6,390,000 10/22/10 0.6095 \$ 6,689,914 09-	/26/2009	3128X4QK0	FHLMC (n/a) 5.00 10/18/10	\$	5,000,000	10/18/10		0.5264	\$	5,254,850	09-014
1721/2009 3137EABV0 FHLMC (n/a) 2.875 11/23/10 \$ 10,000,000 11/23/10 0.6090 \$ 10,282,940 094/1/2009 31331GM63 FFCB Callable (any-11/30/09-7) 0.70 1 \$ 15,000,000 12/01/10 12/01/09 0.7000 \$ 15,000,000 0.94/1/20/209 31331YGP9 FFCB (n/a) 3.75 12/06/10 \$ 10,000,000 12/06/10 0.6743 \$ 10,394,820 094/1/20/209 3133XUL50 FHLB Step Callable (2/24/10-5) 0.50 0.5 0.5 0.000,000 0.02/24/11 0.02/24/10 0.5000 \$ 10,000,000 0.94/11 0.02/24/10 0.5000 \$ 10,000,000 0.94/11 0.0597 \$ 3,001,650 0.94/11/20/209 3133XUP7 FHLB Callable (4/8/10-5) 0.75 0.4/08/11 \$ 3,000,000 0.6/24/11 0.6/08/10 0.6597 \$ 3,001,650 0.94/11/20/209 3133XUP7 FHLB Step Callable (semi-5) 0.50 0.6/2 \$ 5,000,000 0.6/24/11 0.6/15/10 0.8085 \$ 5,002,600 0.94/11/20/20/209 3133XU574 FHLB Step Callable (semi-5) 0.50 0.6/2 \$ 5,000,000 0.07/21/11 10/27/09 2.1978 \$ 5,570,179 0.94/12/20/209 3133XU574 FHLB Callable (qtriy-5) 1.50 0.07/21/11 \$ 1,000,000 0.07/21/11 10/27/09 2.1978 \$ 5,570,179 0.94/18/2009 3133XU574 FHLB Step Callable (qtriy-5) 1.50 0.09/08 \$ 5,000,000 0.07/21/11 11/17/09 1.5040 \$ 9,999,900 0.94/18/2009 3133XU574 FHLB Step Callable (qtriy-5) 1.00 0.09/08 \$ 5,000,000 0.9/08/11 1.2/08/09 1.0000 \$ 5,000,000 0.94/18/2009 3133XU574 FHLB Step Callable (qtriy-5) 1.00 0.09/08 \$ 5,000,000 0.9/08/11 1.2/08/09 1.0000 \$ 5,000,000 0.94/19/2009 3133XU772 FHLB Step Callable (qtriy-5) 1.00 1.2/08 \$ 5,000,000 0.9/08/11 1.2/09/09 0.9975 \$ 5,000,000 0.94/19/2009 3133XU774 FHLB Step Callable (qtriy-5) 1.00 1.2/08 \$ 5,000,000 0.9/08/11 1.2/09/09 0.9975 \$ 5,000,000 0.94/19/2009 3133XU774 FHLB Step Callable (qtriy-5) 1.00 0.000 0.0000 0.0000 0.00000 0.00000 0.00000 0.000000 0.00000 0.00000 0.000000 0.00000000	/21/2009	3133XMES6	FHLB (n/a) 4.375 10/22/10	\$	6,390,000	10/22/10		0.6095	\$		09-013
31331GM63 FFCB Callable (any>11/30/09-7) 0.70 1 \$ 15,000,000 12/01/10 12/01/09 0.7000 \$ 15,000,000 094/21/2009 31331YGP9 FFCB (n/a) 3.75 12/06/10 \$ 10,000,000 12/06/10 0.8743 \$ 10,394,820 094/24/2009 3133XUL50 FHLBS tep Callable (2/24/10-5) 0.50 0/s 10,000,000 02/24/11 02/24/10 0.5000 \$ 10,000,000 094/24/21 0.05000 \$ 10,000,000 094/24/21 0.05000 \$ 10,000,000 094/24/21 0.05000 \$ 10,000,000 094/24/21 0.05000 \$ 10,000,000 094/24/21 0.05000 \$ 10,000,000 094/24/21 0.05000 \$ 10,000,000 094/24/21 0.05000 \$ 10,000,000 094/24/2009 3133XUTP19 FHLB Step Callable (6/15/10-5) 0.875 (\$ 5,000,000 06/24/11 06/15/10 08.085 \$ 5,000,000 094/24/21 0.05000 \$ 5,000,000 094/24	/31/2009	31359MGJ6	FNMA (n/a) 6.625 11/15/10	\$	10,000,000	11/15/10		0.6121	\$	10,721,000	09-014
13/12/2009 31331YGP9 FFCB (n/a) 3.75 12/06/10 \$ 10,000,000 12/06/10 \$ 0.6743 \$ 10,394,820 094/024/2009 3133XUL50 FHLB Step Callable (2/24/10-5) 0.50 0/. \$ 10,000,000 02/24/11 02/24/10 0.5000 \$ 10,000,000 094/024/2009 3133XUL776 FHLB Callable (6/15/10-5) 0.875 (\$ 5,000,000 06/15/11 06/15/10 0.8085 \$ 5,002,600 094/02/20/2009 3133XTTYF0 FHLB Step Callable (6/15/10-5) 0.875 (\$ 5,000,000 06/15/11 06/15/10 0.8085 \$ 5,002,600 094/02/20/2009 3133XTYF0 FHLB Step Callable (3emi-5) 0.50 06/2 \$ 5,000,000 06/24/11 12/24/09 0.4995 \$ 5,000,000 094/02/20/2009 3133XUSP4 FHLB Callable (4ffy-5) 1.25 07/21/11 \$ 5,580,000 07/21/11 10/27/09 2.1978 \$ 5,570,179 094/02/20/2009 3133XUSP4 FHLB Callable (4ffy-5) 1.50 08/17/11 \$ 10,000,000 08/17/11 11/17/09 1.5040 \$ 9,999,900 094/02/2009 3133XUP4 FHLB Step Callable (4ffy-5) 1.00 09/08 \$ 5,000,000 09/08/11 12/08/09 1.0000 \$ 5,000,000 09/08/11 09/09/10 1.2500 \$ 5,000,000 09/09/09/10 09/09/10 1.2500 \$ 5,000,000 09/09/10 09/09/10 1.2500 \$ 5,000,000 09/09/09/10 0.9975 \$ 5,000,000 094/09/2009 3133XUP72 FHLB Step Callable (4ffy-5) 1.00 12/08 \$ 5,000,000 12/09/11 12/09/09 0.9975 \$ 5,000,000 094/09/2009 3133XUP72 FHLB Step Callable (4ffy-5) 1.00 12/08 \$ 5,000,000 12/09/11 12/09/09 0.9975 \$ 5,000,000 094/09/2009 3133XUP72 FHLB Step Callable (4ffy-5) 0.85 01/08 \$ 3,500,000 01/06/11 01/06/10 0.6500 \$ 3,500,000 094/09/2009 3133XTYC4 FHLB Step Callable (4ffy-5) 0.85 01/08 \$ 3,500,000 01/06/11 01/06/10 0.6500 \$ 3,500,000 094/09/2009 3133XTYC4 FHLB Step Callable (4ffy-5) 0.85 01/08 \$ 3,500,000 01/06/11 01/06/10 0.6500 \$ 3,500,000 094/09/2009 3133XTYC4 FHLB Step Callable (4ffy-5) 0.85 01/08 \$ 3,500,000 01/06/11 01/06/10 0.6500 \$ 3,500,000 094/09/2009 094/09/2009 094/09/2009 094/09/2009 094/09/2009 094/09/2009 094/09/2009 094/09	/21/2009	3137EABV0	FHLMC (n/a) 2.875 11/23/10	\$	10,000,000	11/23/10		0.6090	\$	10,282,940	09-013
	/1/2009	31331GM63	FFCB Callable (any>11/30/09-7) 0.70 1	\$	15,000,000	12/01/10	12/01/09	0.7000	\$	15,000,000	09-014
1333XUP7	/21/2009	31331YGP9	FFCB (n/a) 3.75 12/06/10	\$	10,000,000	12/06/10		0.6743	\$	10,394,820	09-013
3133XTTH9 FHLB Step Callable (6/15/10-5) 0.875(\$ 5,000,000 06/15/11 06/15/10 0.8085 \$ 5,002,800 09-4 3/3/2009 3133XTVF0 FHLB Step Callable (semi-5) 0.50 06/2 \$ 5,000,000 06/24/11 12/24/09 0.4995 \$ 5,000,000 09-4 3/20/2009 3133XU5P4 FHLB Callable (semi-5) 1.25 07/21/11 \$ 5,580,000 07/21/11 10/27/09 2.1978 \$ 5,570,179 09-4 3/21/2009 3128X86B9 FHLMC Callable (qtrly-5) 1.25 08/17/11 \$ 10,000,000 08/17/11 11/17/09 1.5040 \$ 9,999,900 09-4 3/8/2009 3133XUP12 FHLB Step Callable (qtrly-5) 1.00 09/08 \$ 5,000,000 09/08/11 12/08/09 1.0000 \$ 5,000,000 3133XUP12 FFCB Callable (any>9/8/10-5) 1.25 09/ \$ 5,000,000 09/09/11 09/09/10 1.2500 \$ 5,000,000 09-4 3/8/2009 3133XUP72 FHLB Step Callable (qtrly-5) 1.00 12/08 \$ 5,000,000 12/09/11 12/09/09 0.9975 \$ 5,000,000 09-4 3/8/2009 3133XUP72 FHLB Step Callable (qtrly-5) 1.00 12/08 \$ 5,000,000 12/09/11 12/09/09 0.9975 \$ 5,000,000 09-4 3/8/2009 3133XUP72 FHLB Step Callable (qtrly-5) 0.65 01/06 \$ 3,500,000 01/06/11 01/06/10 0.6500 \$ 3,500,000 09-4 3/8/2009 3133XTYC4 FHLB Step Callable (qtrly-5) 0.65 01/06 \$ 3,500,000 09/28/12 12/28/09 2.6291 \$ 1,497,656 09-4 3/8/2009 3128X9FK1 FHLMC Callable (qtrly-5) 2.00 09/28/12 \$ 1,500,000 09/28/12 12/28/09 2.6291 \$ 1,497,656 09-4 3/8/2009 3136FH3P8 FNMA Callable (semi-10) 3.50 08/18/14 \$ 4,800,000 08/18/14 02/18/10 3.5407 \$ 4,799,040 09-4 **TOTAL \$ 9,800,000 1.8409 \$ 9,796,696	/24/2009	3133XUL50	FHLB Step Callable (2/24/10-5) 0.50 02	\$	10,000,000	02/24/11	02/24/10	0.5000	\$	10,000,000	09-013
3133XUF0 FILB Step Callable (semi-5) 0.50 06/2 \$ 5,000,000 06/24/11 12/24/09 0.4995 \$ 5,000,000 09-4 (20/2009) 3133XU5P4 FILB Callable (qtrly-5) 1.25 07/21/11 \$ 5,580,000 07/21/11 10/27/09 2.1978 \$ 5,570,179 09-4 (20/2009) 3128X86D9 FILMC Callable (qtrly-5) 1.50 08/17/11 \$ 10,000,000 08/17/11 11/17/09 1.5040 \$ 9,999,900 09-4 (20/2009) 3133XUNH2 FILB Step Callable (qtrly-5) 1.00 09/08 \$ 5,000,000 09/08/11 12/08/09 1.0000 \$ 5,000,000 09-4 (20/2009) 3133XUP3 FILB Step Callable (any-9/8/10-5) 1.25 09/1 \$ 5,000,000 09/09/11 09/09/10 1.2500 \$ 5,000,000 09-4 (20/2009) 3133XUP72 FILB Step Callable (qtrly-5) 1.00 12/08 \$ 5,000,000 12/09/11 12/09/09 0.9975 \$ 5,000,000 09-4 (20/2009) 3133XUP72 FILB Step Callable (qtrly-5) 1.00 12/08 \$ 3,500,000 01/06/11 01/06/10 0.6500 \$ 3,500,000 09-4 (20/2009) 3133XTYC4 FILB Step Callable (qtrly-5) 0.65 01/08 \$ 3,500,000 09/28/12 12/28/09 2.6291 \$ 1,497,656 09-4 (18/2009) 3138FH3P8 FNMA Callable (semi-10) 3.50 08/18/14 \$ 4,800,000 08/18/14 02/18/10 3.5407 \$ 4,799,040 09-4 (18/2009) \$ 1,000 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	/28/2009	3133XU2P7	FHLB Callable (4/8/10-5) 0.75 04/08/11	\$	3,000,000	04/08/11	04/08/10	0.6597	\$	3,001,650	09-014
3133XTVF0 FHLB Step Callable (semi-5) 0.50 06/2 \$ 5,000,000 06/24/11 12/24/09 0.4995 \$ 5,000,000 09-07/21/21/2009 3133XU5P4 FHLB Callable (qtrly-5) 1.25 07/21/11 \$ 5,580,000 07/21/11 10/27/09 2.1978 \$ 5,570,179 09-07/21/2009 3128X86D9 FHLMC Callable (qtrly-5) 1.00 08/17/11 \$ 10,000,000 08/17/11 11/17/09 1.5040 \$ 9,999,900 09-07/21/2009 3133XUPJ2 FHLB Step Callable (qtrly-5) 1.00 09/08 \$ 5,000,000 09/08/11 12/08/09 1.0000 \$ 5,000,000 09-09/20/2009 3133XUPJ3 FFCB Callable (any>9/8/10-5) 1.25 09/ \$ 5,000,000 09/09/11 09/09/10 1.2500 \$ 5,000,000 09-09/20/2009 3133XUP72 FHLB Step Callable (qtrly-5) 1.00 12/08 \$ 5,000,000 12/09/11 12/09/09 0.9975 \$ 5,000,000 09-09-09/20/2009 3133XUP72 FHLB Step Callable (qtrly-5) 1.00 12/08 \$ 5,000,000 12/09/11 12/09/09 0.9975 \$ 5,000,000 09-09-09-09-09-09-09-09-09-09-09-09-09-0	/1/2009	3133XTTH9	FHLB Step Callable (6/15/10-5) 0.875 (\$	5,000,000	06/15/11	06/15/10	0.8085	\$	20 10 10 10 10 10 10 10 10 10 10 10 10 10	09-014
	/3/2009	3133XTVF0	FHLB Step Callable (semi-5) 0.50 06/2	\$	5,000,000	06/24/11	12/24/09	0.4995	\$	5,000,000	09-014
\(\frac{\text{9/8/2009}}{\text{1/8/2009}} \) \(\frac{3133XUNH2}{3133XUPJ6} \) \(\frac{5}{100000} \) \(\frac{1}{10000} \) \(\frac{5}{1000000} \) \(\frac{1}{10000} \) \(\frac{5}{10000000} \) \(\frac{1}{100000} \) \(\frac{5}{10000000} \) \(\frac{1}{10000000000000000000000000000000000	/20/2009	3133XU5P4	FHLB Callable (qtrly-5) 1.25 07/21/11	\$	5,580,000	07/21/11	10/27/09	2.1978	\$	5,570,179	09-013
NANCIAL RESERVE FUND	/21/2009	3128X86D9	FHLMC Callable (qtrly-5) 1.50 08/17/11	\$	10,000,000	08/17/11	11/17/09	1.5040	\$	9,999,900	09-013
TOTAL \$ 172,435,000	8/8/2009	3133XUNH2	FHLB Step Callable (qtrly-5) 1.00 09/08	\$	5,000,000	09/08/11	12/08/09	1.0000	\$	5,000,000	09-015
TOTAL \$ 172,435,000	9/9/2009	3133XUPJ6	FFCB Callable (any>9/8/10-5) 1.25 09/	\$	5,000,000	09/09/11	09/09/10	1.2500	\$	5,000,000	09-015
PLUS: Accrued Interest Purchased: \$ 644,580 \$ 175,474,018 NANCIAL RESERVE FUND 7/6/2009 3133XTYC4 FHLB Step Callable (qtrly-5) 0.65 01/0€ \$ 3,500,000 01/06/11 01/06/10 0.6500 \$ 3,500,000 09-00/28/2009 3128X9FK1 FHLMC Callable (qtrly-5) 2.00 09/28/12 \$ 1,500,000 09/28/12 12/28/09 2.6291 \$ 1,497,656 09-00/28/2009 3136FH3P8 FNMA Callable (semi-10) 3.50 08/18/14 \$ 4,800,000 08/18/14 02/18/10 3.5407 \$ 4,799,040 09-00/28/12 \$ 1,500,000 08/18/14 02/18/10 \$ 1,8409 \$ 9,796,696 \$ 1,840 \$	0/9/2009	3133XUP72	FHLB Step Callable (qtrly-5) 1.00 12/09	\$	5,000,000	12/09/11	12/09/09	0.9975	\$	5,000,000	09-015
\$ 175,474,018 NANCIAL RESERVE FUND 7/6/2009 3133XTYC4 FHLB Step Callable (qtrly-5) 0.65 01/0€ \$ 3,500,000 01/06/11 01/06/10 0.6500 \$ 3,500,000 09-00 (28/2009 3128X9FK1 FHLMC Callable (qtrly-5) 2.00 09/28/12 \$ 1,500,000 09/28/12 12/28/09 2.6291 \$ 1,497,656 09-00 (18/2009 3136FH3P8 FNMA Callable (semi-10) 3.50 08/18/14 \$ 4,800,000 08/18/14 02/18/10 3.5407 \$ 4,799,040 09-00 (18/28/2009 3128X9FK1 FHLMC Callable (semi-10) 3.50 08/18/14 \$ 4,800,000 08/18/14 02/18/10 3.5407 \$ 4,799,040 09-00 (18/28/2009 3128X9FK1 FNMA Callable (semi-10) 3.50 08/18/14 \$ 4,800,000 08/18/14 02/18/10 3.5407 \$ 4,799,040 09-00 (18/28/2009 3128X9FK1 FNMA Callable (semi-10) 3.50 08/18/14 02/18/10 3.5407 \$ 4,799,040 09-00 (18/28/2009 3128X9FK1 FNMA Callable (semi-10) 3.50 08/18/14 02/18/10 3.5407 \$ 4,799,040 09-00 (18/28/2009 3128X9FK1 FNMA Callable (semi-10) 3.50 08/18/14 02/18/10 3.5407 \$ 4,799,040 09-00 (18/28/2009 3128X9FK1 FNMA Callable (semi-10) 3.50 08/18/14 02/18/10 3.5407 \$ 4,799,040 09-00 (18/28/2009 3128X9FK1 FNMA Callable (semi-10) 3.50 08/18/14 02/18/10 3.5407 \$ 4,799,040 09-00 (18/28/2009 3128X9FK1 FNMA Callable (semi-10) 3.50 08/18/14 02/18/10 3.5407 \$ 4,799,040 09-00 (18/28/2009 3128X9FK1 FNMA Callable (semi-10) 3.50 08/18/14 02/18/10 3.5407 \$ 4,799,040 09-00 (18/28/2009 3128X9FK1 FNMA Callable (semi-10) 3.50 08/18/14 02/18/10 3.5407 \$ 4,799,040 09-00 (18/28/2009 3128X9FK1 FNMA Callable (semi-10) 3.50 08/18/14 02/18/10 3.5407 \$ 4,799,040 09-00 (18/28/2009 3128X9FK1 FNMA Callable (semi-10) 3.50 08/18/14 02/18/10 3.5407 \$ 4,799,040 09-00 (18/28/2009 3128X9FK1 FNMA Callable (semi-10) 3.50 08/18/14 02/18/10 3.5407 \$ 4,799,040 09-00 (18/28/2009 3128X9FK1 FNMA Callable (semi-10) 3.50 08/18/14 02/18/10 3.5407 \$ 4,799,040 09-00 (18/28/2009 3128X9FK1 FNMA Callable (semi-10) 3.50 08/18/14 02/18/10 3.5407 \$ 4,799,040 09-00 (18/28/2009 3128X9FK1 FNMA Callable (semi-10) 3.50 08/18/14 02/18/10 3.5407 \$ 4,799,040 09-00 (18/28/2009 3128X9FK1 FNMA Callable (semi-10) 3.50 08/18/14 02/18/10 3.5407 \$ 4,799,040 09-00 (18/28/2009 3128X9FK1 FNMA Ca			TOTAL	\$	172,435,000			0.7237	\$	174,829,438	
** 175,474,018 **NANCIAL RESERVE FUND **T/6/2009 3133XTYC4 FHLB Step Callable (qtrly-5) 0.65 01/06 \$ 3,500,000 01/06/11 01/06/10 0.6500 \$ 3,500,000 09-06/28/2009 3128X9FK1 FHLMC Callable (qtrly-5) 2.00 09/28/12 \$ 1,500,000 09/28/12 12/28/09 2.6291 \$ 1,497,656 09-06/28/2009 3136FH3P8 FNMA Callable (semi-10) 3.50 08/18/14 \$ 4,800,000 08/18/14 02/18/10 3.5407 \$ 4,799,040 09-06/28/2009 \$ 1,497,656 09-06/28/				PLUS	S: Accrued In	terest Purch	nased:		\$	644,580	
7/6/2009 3133XTYC4 FHLB Step Callable (qtrly-5) 0.65 01/06 \$ 3,500,000 01/06/11 01/06/10 0.6500 \$ 3,500,000 09-06/28/2009 3128X9FK1 FHLMC Callable (qtrly-5) 2.00 09/28/12 \$ 1,500,000 09/28/12 12/28/09 2.6291 \$ 1,497,656 09-06/28/2009 3136FH3P8 FNMA Callable (semi-10) 3.50 08/18/14 \$ 4,800,000 08/18/14 02/18/10 3.5407 \$ 4,799,040 09-06/28/2009 \$ 1.8409 \$ 9,796,696									\$		
728/2009 3128X9FK1 FHLMC Callable (qtrly-5) 2.00 09/28/12 \$ 1,500,000 09/28/12 12/28/09 2.6291 \$ 1,497,656 09-0 09/28/2009 3136FH3P8 FNMA Callable (semi-10) 3.50 08/18/14 \$ 4,800,000 08/18/14 02/18/10 3.5407 \$ 4,799,040 09-0 09-0 09/28/12 12/28/09 2.6291 \$ 1,497,656 09-0 09/28/2009 3136FH3P8 FNMA Callable (semi-10) 3.50 08/18/14 \$ 4,800,000 08/18/14 02/18/10 3.5407 \$ 4,799,040 09-0 09/28/2009 3136FH3P8 FNMA Callable (semi-10) 3.50 08/18/14 \$ 9,800,000 18/18/14 02/18/10 3.5407 \$ 9,796,696	NANCIA	AL RESER	VE FUND								
28/2009 3128X9FK1 FHLMC Callable (qtrly-5) 2.00 09/28/12 \$ 1,500,000 09/28/12 12/28/09 2.6291 \$ 1,497,656 09-0 18/2009 3136FH3P8 FNMA Callable (semi-10) 3.50 08/18/14 \$ 4,800,000 08/18/14 02/18/10 3.5407 \$ 4,799,040 09-0 1.8409 \$ 9,796,696	/6/2009	3133XTYC4	FHLB Step Callable (qtrly-5) 0.65 01/06	\$	3,500,000	01/06/11	01/06/10	0.6500	\$	3,500.000	09-011
18/2009 3136FH3P8 FNMA Callable (semi-10) 3.50 08/18/1 \$ 4,800,000 08/18/14 02/18/10 3.5407 \$ 4,799,040 09-0 TOTAL \$ 9,800,000 1.8409 \$ 9,796,696	28/2009	3128X9FK1	FHLMC Callable (qtrly-5) 2.00 09/28/12	\$							09-016
	18/2009	3136FH3P8	FNMA Callable (semi-10) 3.50 08/18/14	\$							09-013
PLUS: Accrued Interest Purchased: \$			TOTAL	\$	9,800,000			1.8409	\$	9,796,696	
- === Jordan morott drondou.				PLUS	S: Accrued In	terest Purch	nased:		\$		
\$ 9,796,696										9.796 696	

Security Transactions - Purchases by Fund 4th Qtr FY09



Purchase Date	CUSIP	Security Description		Ending Par Value	Maturity Date	Call Date	Yield to Call	Un	Ending amor Val/Cost	Invest Number
ISURAN	ICE FUND									
		TOTAL	\$	-			0.0000	\$		
			PL	US: Accrued In	terest Purch	nased:		\$	-	
BOND	FUND									
7/27/2009	44977RXT9	ING America CP 0.00 10/27/09	\$	25,000,000	10/27/09		1.2204	\$	24,923,333	09-0124
7/6/2009	06422RZV2	Bankers Acceptance 0.00 12/29/09	\$	20,000,000	12/29/09		0.9499	\$	19,909,067	09-0116
7/7/2009	06422RZW0	Bankers Acceptance 0.00 12/30/09	\$	10,000,000	12/30/09		0.9499	\$	9,954,533	09-0117
7/2/2009	59157TZX4	Met Life CP 0.00 12/31/09	\$	25,000,000	12/31/09		1.2549	\$	24,844,542	09-0112
7/1/2009		UBS Financial CP 0.00 01/08/10	\$	25,000,000	01/08/10		1.1933	\$	24,844,813	09-0105
7/1/2009		Dexia Delaware CP 0.00 01/08/10	\$	25,000,000	01/08/10		1.1215	\$	24,854,097	09-0107
7/14/2009	7443M3AF1		\$	25,000,000	01/15/10		1.0908	\$	24,862,535	09-0121
7/30/2009	44977SAF2		\$	25,000,000	01/15/10		1.2236	\$	24,859,167	09-0128
7/17/2009		ABN Amro CP 0.00 01/19/10	\$	20,000,000	01/19/10		0.9576	\$	19,902,867	09-0122
7/2/2009		HSBC CP 0.00 01/22/10	\$	25,000,000	01/22/10		1.1421	\$	24,841,333	09-0111
7/7/2009		Met Life CP 0.00 01/22/10	\$	25,000,000	01/22/10		1.3063	\$	24,823,111	09-0119
7/28/2009		Prudential CP 0.00 01/29/10	\$	25,000,000	01/29/10		1.0703	\$	24,865,104	09-0125
9/18/2009		Bankers Acceptance (n/a) 0.00 02/08/1		505,000	02/08/10		0.4096	\$	504,198	09-0165
7/2/2009		HSBC CP 0.00 02/19/10	\$	25,000,000	02/19/10		1.1219	\$	24,822,778	09-0109
7/2/2009		ABN AMRO CP 0.00 03/01/10	\$	25,000,000	03/01/10		1.2042	\$	24,801,694	09-0110
7/1/2009		Fortis Funding CP 0.00 03/26/10	\$	25,000,000	03/26/10		1.2252	\$	24,776,667	09-0108
7/6/2009		UBS Finance CP 0.00 03/29/10	\$	25,000,000	03/29/10		1.3796	\$	24,750,625	09-0114
7/6/2009		Barclays USA CP 0.00 04/01/10	\$	25,000,000	04/01/10		1.1636	\$	24,787,042	09-0115
7/7/2009		HSBC CP 0.00 04/01/10	\$	25,000,000	04/01/10		1.2252	\$	24,776,667	09-0118
7/29/2009		Barclay's CP 0.00 04/23/10	\$	25,000,000	04/23/10	-	1.0096	\$	24,815,750	09-0127
3/11/2009		Certificate of Deposit 0.73 05/10/10	\$	25,000,000	05/10/10		0.7300	\$	25,000,000	09-0129
3/28/2009 9/2/2009		FHLB (n/a) 2.75 06/18/10	\$	15,000,000	06/18/10		0.4488	\$	15,277,200	09-0143
9/4/2009		FHLB (n/a) 2.75 06/18/10 FHLB (n/a) 1.12 06/30/10	\$	10,000,000	06/18/10		0.3935	\$	10,186,700	09-0148
9/14/2009		FHLB (n/a) 1.12 06/30/10	\$	20,000,000	06/30/10		0.3846	\$	20,120,600	09-0151
7/1/2009		Certificate of Deposit 1.00 07/01/10	\$ \$	10,000,000 25,000,000	06/30/10		0.3333 1.0000	\$	10,062,350	09-0159
		Prudential CP 0.00 07/16/10	\$	10,000,000	07/01/10 07/16/10		1.5902	\$	25,000,000	09-0106
		Prudential CP 0.00 07/16/10	\$	15,000,000	07/18/10	1250		Ф	9,843,278	09-0123
9/1/2009		FHLB Callable (11/17/09-5) 0.625 08/1		10,000,000	08/17/10	11/17/09	1.5900 0.3500	\$	14,767,500	09-0126
9/17/2009		FHLB Callable (12/17/09-5) 0.50 09/17		10,000,000	09/17/10	12/17/09	0.5000	\$ \$	10,005,800	09-0145
9/10/2009		FHLB (n/a) 3.375 10/20/10	\$	5,000,000	10/20/10		0.5055	\$	10,000,000 5,158,750	09-0164 09-0156
/29/2009		FHLB (n/a) 0.50 10/29/10	\$	15,320,000	10/29/10		0.5371	\$	15,313,872	09-0169
		TOTAL	\$	620,825,000			1.1225	\$	618,255,971	
			PLI	US: Accrued Int	erest Purch	nased:		\$	267,637	
								\$	618,523,608	
		GRAND TOTAL								

Secu	rity	Transa	actions - Maturitie	s & Ca	lls	4	th	Qtr	FY09
Sale Date		Maturity Date	Security Description	Par Value	Yield to Maturity	Yield to Call	Una	Ending mor Val/Cost	Invest Number
PERATI	NG FU	IND							
07/14/09	CAL	3128X7P57	FHLMC Callable (7/14/09-5) 4.125 07/ \$	5,000,000	3.4103	3.4103	\$	5,086,750	09-0018-01
07/17/09	MAT	3133XFYK6	FHLB (n/a) 5.375 07/17/09 \$	7,175,000	0.5438	0.5438	\$	7,335,361	09-0039-01
07/28/09	CAL	3136F94T7	FNMA Step Callable (qtrly-10) 1.00 07 \$	10,000,000	1.2490	1.0837	\$	10,000,000	09-0036-01
08/05/09	MAT	3133XLUM3	FHLMC (n/a) 5.125 08/05/09 \$	5,000,000	4.6620	4.6620	\$	5,039,258	08-0007-01
08/05/09	MAT	3133XGEQ3	FHLB (n/a) 5.25 08/05/09 \$	9,090,000	0.5776	0.5776	\$	9,307,615	09-0040-01
08/13/09	MAT	3133XR6M7	FHLB (n/a) 2.50 08/13/09 \$	10,000,000	2.5532	2.6299	\$	9,993,750	08-0127-01
08/19/09	MAT	02665JVK3	American Honda CP 0.00 08/19/09 \$	10,000,000	0.4059	0.4059	\$	9,990,667	09-0076-01
08/26/09	CAL	31331GWR6	FFCB Callable (any>8/25/09-7) 0.76 0 \$	10,000,000	0.7600	0.7600	\$	10,000,000	09-0080-01
09/09/09	CAL	3133XTS31	FHLB Step Callable (9/9/9-5) 0.75 06/(\$	5,000,000	1.6197	0.8749	\$	5,000,000	09-0083-01
09/14/09	MAT	96122GWE1	WestPac Sec CP 0.00 09/14/09 \$	10,000,000	0.5485	0.5485	\$	9,981,550	09-0067-01
09/14/09	MAT	96122GWE1	WestPac Sec CP 0.00 09/14/09 \$	5,000,000	0.5077	0.5077	\$	4,992,292	09-0074-01
09/24/09	CAL	31331GXV6	FFCB Callable (any>9/14/09-7) 0.59 0 \$	5,000,000	0.5900	0.5900	\$	5,000,000	09-0085-01
			TOTAL 4						
			TOTAL \$	91,265,000 	1.0962	1.0339	\$ 	91,727,242	
008 BON	ND SEA	AF FUND							
08/03/09	MAT	31331Y5D8	FFCB (n/a) 2.95 08/03/09 \$	15,000,000	2.9500	2.9500	\$	15,000,000	08-0155-01
09/01/09	MAT	3128X3VA8	FHLMC (n/a) 4.125 09/01/09 \$	3,300,000	3.0002	3.0002	\$	3,339,303	08-0151-01
			TOTAL \$	18,300,000	0.0000	0.0000	\$	18,339,303	
INANCIA	AL RES	SERVE FUND	<u> </u>						
08/05/09	CAL		FNMA Callable (08/05/09-10) 4.00 08/ \$	1,300,000	4.0143	4.0412	\$	1,299,480	08-0158-01
09/24/09	CAL		FFCB Callable (any>9/14/09-7) 2.07 0 \$	1,500,000	2.1685	3.2539	\$	1,495,740	09-0086-01
08/04/09	CAL	3133XSZL5	FHLB Callable (qtrly-5) 3.00 02/04/13 \$	3,500,000	3.0000	3.0000	\$	3,500,000	09-0043-01
			TOTAL \$	6,300,000	2.7941	3.2732	\$	6,295,220	
NSURAN									
09/17/09	CAL	31331GSM2	FFCB Callable (anytime-7) 2.05 04/09, \$	130,000	2.0554	2.1166	\$	129,980	09-0063-01
			TOTAL \$	130,000	2.0554	2.1166	\$	129,980	
			GRAND TOTAL \$	115,995,000	1.4318	1.4072	\$	116,491,745	

												1000 MEANING 1		
Security Description	CUSIP		Ending Par Value	Rate	Mat Date	Yield Matur	Call Date	Yield Call	A	Ending mor Val/Cost		Ending Market Val	Purchase Date	Invest Number
Abbey National CP 0.00 10/23/	0027A0XP1	\$	10,000,000	0.000	10/23/09	0.4572		0.4572	\$	9,997,250	\$	9,998,900	05/14/09	09-0068
ING America CP 0.00 10/27/09	44977RXT9	\$	25,000,000	0.000	10/27/09	1.2204		1.2204	\$	24,978,333	\$	24,995,500	07/27/09	09-0124
Abbey National CP 0.00 10/29/09	0027A0XV8	\$	5,000,000	0.000	10/29/09	0.3961		0.3961	\$	4,998,483	\$	4,999,300	05/26/09	09-0075
GE Capital CP 0.00 11/12/09	36959RYC3	\$	10,000,000	0.000	11/12/09	0.7020		0.7020	\$	9,991,950	\$	9,998,200	05/13/09	09-0065
Bankers Acceptance 0.00 11/24/0	06422RYQ4	\$	8,910,000	0.000	11/24/09	0.8414		0.8414	\$	8,899,026	\$	8,906,436	06/26/09	09-0095
Bankers Acceptance 0.00 11/27/0	06422RYT8	\$	10,129,000	0.000	11/27/09	0.8415		0.8415	\$	10,115,823	\$	10,124,948	06/26/09	09-0094
GE Capital Service CP 0.00 12/0	36959RZ40	\$	10,000,000	0.000	12/04/09	0.5286		0.5286	\$	9,990,756	\$	9,996,900	05/26/09	09-0073
Bankers Acceptance 0.00 12/09/0	06422RZ91	\$	8,444,000	0.000	12/09/09	0.9190		0.9190	\$	8,429,381	\$	8,439,778	06/26/09	09-0093
Bankers Acceptance 0.00 12/11/0	06422RZB6	\$	9,024,000	0.000	12/11/09	0.8985		0.8985	\$	9,008,271	\$	9,019,488	06/30/09	09-0103
Bankers Acceptance 0.00 12/14/0	06422RZE0	\$	17,566,000	0.000	12/14/09	0.9191		0.9191	\$	17,533,370	\$	17,557,217	06/26/09	09-0096
Bankers Acceptance 0.00 12/15/0	06422RZF7	\$	7,180,000	0.000	12/15/09	0.8985		0.8985	\$	7,166,776	\$	7,176,410	06/30/09	09-0104
Bankers Acceptance 0.00 12/16/0			6,857,000	0.000	12/16/09	0.9191		0.9191	\$	6,843,916	\$	6,853,572	06/26/09	09-0092
Met Life CP 0.00 12/18/09		\$	25,000,000	0.000	12/18/09	1.3262		1.3262	\$	24,929,583	\$	24,981,900	06/30/09	09-0102
Bankers Acceptance 0.00 12/22/0			3,669,000	0.000	12/22/09	0.9499		0.9499	\$	3,661,192	\$	3,666,799	06/26/09	09-0091
Bankers Acceptance 0.00 12/29/0		VV1350	20,000,000	0.000	12/29/09	0.9499		0.9499	\$	19,953,745				
Bankers Acceptance 0.00 12/30/0			10,000,000	0.000	12/30/09	0.9499		0.9499			\$	19,988,000	07/06/09	09-0116
Met Life CP 0.00 12/31/09	59157TZX4		25,000,000	0.000	12/31/09	1.2549			\$	9,976,610	\$	9,994,000	07/07/09	09-0117
ING America Ins CP 0.00 01/05/			25,000,000	0.000	01/05/10			1.2549	\$	24,922,271	\$	24,978,925	07/02/09	09-0112
Dexia Delaware CP 0.00 01/08/						1.2241		1.2241	\$	24,920,000	\$	24,915,799	06/30/09	09-0101
UBS Financial CP 0.00 01/08/10			25,000,000	0.000	01/08/10	1.1215		1.1215	\$	24,924,375	\$	24,977,075	07/01/09	09-0107
FHLB n/a 1.12 01/15/10			25,000,000	0.000	01/08/10	1.1933		1.1933	\$	24,919,563	\$	24,977,075	07/01/09	09-0105
Age at the control of	3133XSQN1		10,000,000	1.120	01/15/10	1.0132		1.0132	\$	10,003,059	\$	10,023,700	02/05/09	09-0044
Prudential CP 0.00 01/15/10	7443M3AF1		25,000,000	0.000	01/15/10	1.0908		1.0908	\$	24,921,236	\$	24,969,525	07/14/09	09-0121
ING CP 0.00 01/15/10	44977SAF2		25,000,000	0.000	01/15/10	1.2236		1.2236	\$	24,911,667	\$	24,907,118	07/30/09	09-0128
ABN Amro CP 0.00 01/19/10	00077FAK0		20,000,000	0.000	01/19/10	0.9576		0.9576	\$	19,942,556	\$	19,969,166	07/17/09	09-0122
HSBC CP 0.00 01/22/10	4042F1AN9		25,000,000	0.000	01/22/10	1.1421		1.1421	\$	24,912,111	\$	24,967,550	07/02/09	09-0111
Met Life CP 0.00 01/22/10	59157UAN0		25,000,000	0.000	01/22/10	1.3063		1.3063	\$	24,899,556	\$	24,967,550	07/07/09	09-0119
Prudential CP 0.00 01/29/10	7443M3AV6		25,000,000	0.000	01/29/10	1.0703		1.0703	\$	24,912,500	\$	24,965,550	07/28/09	09-0125
Bankers Acceptance (n/a) 0.00 02			505,000	0.000	02/08/10	0.4096		0.4096	\$	504,272	\$	504,293	09/18/09	09-0165
HSBC CP 0.00 02/19/10	4042F1BK4		25,000,000	0.000	02/19/10	1.1219		1.1219	\$	24,892,292	\$	24,926,042	07/02/09	09-0109
Bankers Acceptance (n/a) 0.00 02			767,000	0.000	02/22/10	0.4405		0.4405	\$	765,683	\$	765,696	09/17/09	09-0166
ABN AMRO CP 0.00 03/01/10	00077FC10		25,000,000	0.000	03/01/10	1.2042		1.2042	\$	24,876,264	\$	24,920,833	07/02/09	09-0110
Bankers Acceptance (n/a) 0.00 03			446,000	0.000	03/03/10	0.4838		0.4838	\$	445,091	\$	445,153	09/14/09	09-0160
FNMA (n/a) 3.05 03/05/10	31398APK2	\$	4,000,000	3.050	03/05/10	3.0500		3.0500	\$	4,000,000	\$	4,045,520	03/10/08	08-0077
FNMA (n/a) 3.05 03/05/10	31398APK2		2,700,000	3.050	03/05/10	3.0500		3.0500	\$	2,700,000	\$	2,730,726	04/09/08	08-0087
Bankers Acceptance 0.00 03/08/1		-	718,000	0.000	03/08/10	0.4535		0.4535	\$	716,583	\$	716,564	09/16/09	09-0163
Bankers Acceptance 0.00 03/08/1	06422TC84	\$	774,000	0.000	03/08/10	0.5040		0.5040	\$	772,303	\$	772,452	09/10/09	09-0157
Bankers Acceptance (n/a) 0.00 03	06422TC92	\$	1,983,000	0.000	03/09/10	0.4838		0.4838	\$	1,978,799	\$	1,979,034	09/11/09	09-0158
Bankers Acceptance (n/a) 0.00 03	06422TCA9	\$	337,000	0.000	03/10/10	0.4535		0.4535	\$	336,326	\$	336,326	09/16/09	09-0162
Bankers Acceptance (n/a) 0.00 03	06422TCF8	\$	2,440,000	0.000	03/15/10	0.4333		0.4333	\$	2,435,193	\$	2,434,876	09/21/09	09-0167
Fortis Funding CP 0.00 03/26/10	3495P3CS2	\$	25,000,000	0.000	03/26/10	1.2252		1.2252	\$	24,853,333	\$	24,928,700	07/01/09	09-0108
ABN Finance CP 0.00 03/26/10	00077FCS1	\$	25,000,000	0.000	03/26/10	1.3591		1.3591	\$	24,837,444	\$	24,895,496	06/29/09	09-0100
UBS Finance CP 0.00 03/26/10	90262DCS2	\$	25,000,000	0.000	03/26/10	1.4724		1.4724	\$	24,824,000	\$	24,907,790	06/29/09	09-0098
UBS Finance CP 0.00 03/29/10	90262DCV5	\$	25,000,000	0.000	03/29/10	1.3796		1.3796	\$	24,832,188	\$	24,906,228	07/06/09	09-0114
Barclays USA CP 0.00 04/01/10	06737JD10	\$	25,000,000	0.000	04/01/10	1.1636		1.1636	\$	24,855,917	\$	24,926,300	07/06/09	09-0115
HSBC CP 0.00 04/01/10	4042F1D14	\$	25,000,000	0.000	04/01/10	1.2252		1.2252	\$	24,848,333	\$	24,891,955	07/07/09	09-0118
Barclay's CP 0.00 04/23/10	06737JDP7	\$	25,000,000	0.000		1.0096		1.0096	\$	24,859,750	\$	24,893,208	07/29/09	09-0127
FHLMC Step Callable (qtrly-5) 0.50	3133XTJY3	\$	10,000,000	0.500			11/05/09	0.5000	\$	10,000,000	\$	10,002,800	05/12/09	09-0064
Certificate of Deposit 0.73 05/10/1	BACDP2	\$	25,000,000	0.730	05/10/10			0.7300	\$	25,000,000	\$	25,000,000	08/11/09	09-0129
		-0.00							-		*	_0,000,000	30/11/00	35 6125

Security	CUSIP		Ending			Yield	Call	Yield		Ending		Endina	Purchase	Invest
Description	COOM		Par Value	Rate	Mat Date	Matur	Date	Call	A	mor Val/Cost		Market Val	Date	Number
FHLB Step Callable (11/20/09-5)	C 3133XTMU7	\$	5,000,000	0.500	05/20/10	1.0297	11/20/09	0.4999	\$	5,000,000	\$	5,002,050	06/11/09	09-0084
FHLB Callable (12/4/09-5) 0.625	(3133XTS64	\$	5,000,000	0.625	06/04/10	0.6250	12/04/09	0.6250	\$	5,000,000	\$	5,003,150	06/04/09	09-0079
FHLB (n/a) 4.25 06/11/10	3133XBTH8	\$	5,000,000	4.250	06/11/10	0.4059		0.4059	\$	5,133,101	\$	5,131,450	08/24/09	09-0140
FHLB (n/a) 2.75 06/18/10	3133XQU26	\$	10,000,000	2.750	06/18/10	0.3935		0.3935	\$	10,167,769	\$	10,170,200	09/02/09	09-0148
FHLB (n/a) 2.75 06/18/10	3133XQU26	\$	15,000,000	2.750	06/18/10	0.4488		0.4488	\$	15,245,657	\$	15,255,300	08/28/09	09-0143
FHLB (n/a) 1.12 06/30/10	3133XSYB8	\$	10,000,000	1.120	06/30/10	0.3333		0.3333	\$	10,058,644	\$	10,053,600	09/14/09	09-0159
FHLB (n/a) 1.12 06/30/10	3133XSYB8	\$	20,000,000	1.120	06/30/10	0.3846		0.3846	\$	20,109,599	\$	20,107,200	09/04/09	09-0151
FHLB (n/a) 1.12 06/30/10	3133XSYB8	\$	10,000,000	1.120	06/30/10	0.4409		0.4409	\$	10,050,579	\$	10,053,600	08/21/09	09-0138
FHLB (n/a) 1.12 06/30/10	3133XSYB8	\$	10,000,000	1.120	06/30/10	1.1200		1.1200	\$	10,000,000	\$	10,053,600	01/29/09	09-0038
Certificate of Deposit 1.00 07/01/	1 BACDPF1	\$	25,000,000	1.000	07/01/10	1.0000		1.0000	\$	25,000,000	\$	25,000,000	07/01/09	09-0106
FAMCA Callable (1/8/10 only-5) 0	. 31315PJX8	\$	5,000,000	0.710	07/08/10	0.7100	01/08/10	0.7100	\$	5,000,000	\$	5,004,800	07/08/09	09-0120
Prudential CP 0.00 07/16/10	7443M3GG3	\$	10,000,000	0.000	07/16/10	1.5902		1.5902	\$	9,876,000	\$	9,987,810	07/17/09	09-0123
Prudential CP 0.00 07/23/10	7443M3GP3	\$	15,000,000	0.000	07/23/10	1.5900		1.5900	\$	14,809,479	\$	14,912,430	07/28/09	09-0126
FHLB (n/a) 0.60 07/26/10	3133XU2V4	\$	25,000,000	0.600	07/26/10	0.6562		0.6562	\$	24,988,566	\$	25,034,250	06/29/09	09-0099
FHLB Callable (11/17/09-5) 0.625	3133XUJ46	\$	10,000,000	0.625	08/17/10	0.5644	11/17/09	0.3500	\$	10,003,511	\$	10,003,000	09/01/09	09-0145
FHLMC (n/a) 5.125 08/23/10	3137EAAX7	\$	5,000,000	5.125	08/23/10	0.4047		0.4047	\$	5,210,473	\$	5,210,450	09/10/09	09-0155
FHLB Callable (qtrly-5) 0.68 08/2	£ 3133XUKC6	\$	5,000,000	0.680	08/25/10	0.5924	11/25/09	0.3019	\$	5,002,833	\$	5,002,550	09/04/09	09-0150
FHLB (n/a) 1.40 09/02/10	3133XTA71		7,800,000	1.400	09/02/10	1.4000		1.4000	\$	7.800.000	\$	7,865,130	03/02/09	09-0059
FHLB (n/a) 0.70 09/08/10	3133XTTQ9		10,000,000	0.700	09/08/10	0.5069		0.5069	\$	10,018,009	\$	10,019,000	08/20/09	09-0132
FHLB (n/a) 0.70 09/08/10	3133XTTQ9		5,000,000	0.700	09/08/10	0.7000		0.7000	\$	5,000,000	\$	5,009,500	06/08/09	09-0082
FHLMC (n/a) 1.45 09/10/10	3128X8QT2		5,000,000	1.450	09/10/10	0.7109		0.7109	\$	5,034,569	\$	5,044,500	06/04/09	09-0078
FFCB (n/a) 5.25 09/13/10	31331XE40		3,955,000	5.250	09/13/10	1.3071		1.3071	\$	4,101,154	\$	4,134,399	02/23/09	09-0054
FFCB Callable (any>3/14/10-7) 0.			5,000,000	0.540	09/15/10	0.5400	03/15/10	0.5400	\$	5,000,000	\$	5,001,200	09/15/09	09-0161
FHLB Callable (12/17/09-5) 0.50			10,000,000	0.500	09/17/10	0.5000	12/17/09	0.5000	\$	10,000,000	\$	9,997,900	09/17/09	09-0164
FHLB Step Callable (3/22/10-5) 0			25,000,000	0.500	09/22/10	0.9023	03/22/10	0.5001	\$	25,000,000	\$	25,028,750	06/26/09	09-0089
FHLB Step Callable (3/22/10-5) 0			25,000,000	0.500	09/22/10	0.9023	03/22/10	0.5001	\$	25,000,000	\$	25,028,750	06/26/09	09-0090
FHLB Step Callable (3/22/10-5) 0			5,000,000	0.500	09/22/10	0.9086	03/22/10	0.5136	\$	4,999,681	\$	5,005,750	06/24/09	09-0088
FHLB (n/a) 0.75 09/30/10	3133XU3C5	\$	10,000,000	0.750	09/30/10	0.5367		0.5367	\$	10,021,180	\$	10,024,900	08/21/09	09-0134
FHLMC (n/a) 5.00 10/18/10	3128X4QK0		5,000,000	5.000	10/18/10	0.5264		0.5264	\$	5,233,200	\$	5,223,250	08/26/09	09-0141
FHLB (n/a) 3.375 10/20/10	3133XSCT3	\$	5,000,000	3.375	10/20/10	0.5055		0.5055	\$	5,150,416	\$	5,151,250	09/10/09	09-0156
FHLB (n/a) 4.375 10/22/10	3133XMES6		6,390,000	4.375	10/22/10	0.6095		0.6095	\$	6,643,319	\$	6,651,159	08/21/09	09-0136
FHLB (n/a) 0.50 10/29/10	3133XUXL2	\$	15,320,000	0.500	10/29/10	0.5371		0.5371	\$	15,313,903	\$	15,314,025	09/29/09	09-0169
FNMA (n/a) 6.625 11/15/10	31359MGJ6	\$	10,000,000	6.625	11/15/10	0.6121		0.6121	\$	10,671,161	\$	10,681,800	08/31/09	09-0144
FHLB (n/a) 1.05 11/15/10	3133XTM37	\$	5,000,000	1.050	11/15/10	1.0517		1.0517	\$	4,999,900	\$	5,025,200	06/19/09	09-0087
FHLB Step Callable (11/18/09-5)	C 3133XTMB9	\$	5,000,000	0.500	11/18/10	1.6663	11/18/09	0.5000	\$	5,000,000	\$	5,001,950	05/21/09	09-0071
FHLMC (n/a) 2.875 11/23/10	3137EABV0	\$	10,000,000	2.875	11/23/10	0.6090		0.6090	\$	10,257,901	\$	10,264,200	08/21/09	09-0133
FFCB Callable (any>11/30/09-7)	0 31331GM63	\$	15,000,000	0.700			12/01/09	0.7000	\$	15,000,000	\$	15,147,900	09/01/09	09-0147
FHLB Step Callable (12/3/09-5) 0			5,000,000	0.500	12/03/10		12/03/09	0.5000	\$	5,000,000	\$	5,001,450	06/03/09	09-0077
FHLB Step Callable (12/3/09-5) 0			5,000,000	0.500	12/03/10		12/03/09	0.5317	\$	4,999,728	\$	5,001,450	06/05/09	09-0081
FFCB (n/a) 3.75 12/06/10	31331YGP9		10,000,000	3.750	12/06/10			0.6743	\$	10,360,857	\$	10,374,800	08/21/09	09-0135
FHLB Step Callable (qtrly-5) 0.65			3,500,000	0.650			01/06/10	0.6500	\$	3,500,000	\$	3,503,780	07/06/09	09-0113
FHLMC Step Callable (qtrly-5) 1.1			3,000,000	1.150	01/07/11		10/07/09	1.1499	\$	3,000,000	\$	3,000,480	04/09/09	09-0062
FHLB Callable (1/26/10-5) 1.15 0			10,000,000	1.150			01/26/10	1.1815	\$	9,999,002	\$	10,028,500	01/26/09	09-0035
FNMA Step Callable (1/28/10-10)			5,000,000	1.250			01/28/10	1.2500	\$	5,000,000	\$	5,016,350	01/28/09	09-0037
FHLMC Callable (2/9/10-5) 1.75			10,000,000	1.750			02/09/10	1.7500	\$	10,000,000	\$	10,047,700	02/09/09	09-0037
FHLMC Callable (2/17/10-5) 1.87			4,000,000	1.875			02/17/10	1.9257	\$	3,999,244	\$	4,023,840	02/09/09	09-0048
FHLMC Callable (2/18/10-5) 2.00			10,000,000	2.000	02/17/11	2.0000	02/17/10	2.0000	\$	10,000,000	\$	10,066,000	02/17/09	09-0051
FHLB Step Callable (2/24/10-5) 0			10,000,000	0.500			02/24/10	0.5000	\$	10,000,000	\$	10,000,000	08/24/09	
FHLB (n/a) 4.875 03/11/11	3133XENX3		3,000,000	4.875	03/11/11			2.8842	\$	3,081,872	\$	3,174,990		09-0139
	SIOONLIANO	Ψ	3,000,000	4.073	00/11/11	2.0042		2.0042	φ	5,001,072	Φ	3,174,990	01/23/08	08-0055

Current Portfolio - Total

4th Qtr FY09

Security Description	CUSIP	Ending Par Value	Rate	Mat Date	Yield Matur	Call Date	Yield Call	A	Ending mor Val/Cost	Ending Market Val	Purchase Date	Invest Number
FHLB Callable (4/8/10-5) 0.75 04/	3133XU2P7	\$ 3,000,000	0.750	04/08/11	0.7156	04/08/10	0.6597	\$	3,001,403	\$ 3,004,290	08/28/09	09-0142
FNMA Callable (4/8/10-10) 1.875	31398AWJ7	\$ 5,000,000	1.875	04/08/11	1.4996	04/08/10	1.0908	\$	5,020,201	\$ 5,037,550	05/14/09	09-0066
FHLMC (n/a) 3.25 04/14/11	3128X7JK1	\$ 5,000,000	3.250	04/14/11	3.4523		3.4523	\$	5,000,000	\$ 5,176,900	05/22/08	08-0130
FFCB Callable (any>5/17/10-7) 1.3	31331GVN6	\$ 5,000,000	1.375	05/18/11	1.2988	05/18/10	1.2236	\$	5,004,729	\$ 5,017,750	05/18/09	09-0070
FHLB Step Callable (6/15/10-5) 0.8	3133XTTH9	\$ 5,000,000	0.875	06/15/11	1.3041	06/15/10	0.8085	\$	5,002,325	\$ 5,007,350	09/01/09	09-0146
FHLB Step Callable (semi-5) 0.50	3133XTVF0	\$ 5,000,000	0.500	06/24/11	1.7322	12/24/09	0.4995	\$	5,000,000	\$ 4,999,650	09/03/09	09-0149
FHLB Callable (qtrly-5) 1.25 07/21	3133XU5P4	\$ 5,580,000	1.250	07/21/11	1.3431	10/27/09	2.1978	\$	5,576,189	\$ 5,576,987	08/20/09	09-0131
FHLMC Callable (qtrly-5) 1.50 08/	3128X86D9	\$ 10,000,000	1.500	08/17/11	1.5005	11/17/09	1.5040	\$	9,999,947	\$ 10,007,600	08/21/09	09-0137
FHLB Step Callable (qtrly-5) 1.00	3133XUNH2	\$ 5,000,000	1.000	09/08/11	1.7435	12/08/09	1.0000	\$	5,000,000	\$ 5,000,750	09/08/09	09-0152
FFCB Callable (any>9/8/10-5) 1.25	3133XUPJ6	\$ 5,000,000	1.250	09/09/11	1.2500	09/09/10	1.2500	\$	5,000,000	\$ 4,998,050	09/09/09	09-0154
FHLMC Callable (11/18/09-5) 1.75	3128X8D90	\$ 10,000,000	1.750	11/18/11	1.7500	11/18/09	1.7500	\$	10,000,000	\$ 10,016,600	05/18/09	09-0069
FHLB Step Callable (qtrly-5) 1.00	3133XUP72	\$ 5,000,000	1.000	12/09/11	1.7193	12/09/09	0.9975	\$	5,000,000	\$ 4,996,150	09/09/09	09-0153
FHLMC Callable (6/29/10-5) 2.03	3128X8R61	\$ 3,500,000	2.030	12/29/11	2.0300	06/29/10	2.0300	\$	3,500,000	\$ 3,527,580	06/29/09	09-0097
FHLB Step Callable (1/12/10-5) 1.3	3133XSUF3	\$ 330,000	1.375	01/12/12	2.1199	01/12/10	1.3749	\$	330,000	\$ 330,983	01/16/09	09-0032
FHLB Step Callable (1/12/10-5) 1.:	3133XSUF3	\$ 1,005,000	1.375	01/12/12	2.1627	01/12/10	1.4745	\$	1,004,722	\$ 1,007,995	01/30/09	09-0041
FNMA (n/a) 3.625 02/14/12	3136F84J1	\$ 1,000,000	3.625	02/14/12	3.6250		3.6250	\$	1,000,000	\$ 1,049,560	02/14/08	08-0066
FHLMC Callable (qtrly-5) 2.00 09/	3128X9FK1	\$ 1,500,000	2.000	09/28/12	2.0540	03/28/10	2.6291	\$	1,497,734	\$ 1,498,095	09/28/09	09-0168
FFCB Callable (any>5/19/10-7) 2.5	31331GWL9	\$ 5,900,000	2.500	05/20/13	2.5000	05/20/10	2.5000	\$	5,900,000	\$ 5,902,891	05/22/09	09-0072
FHLMC (n/a) 2.50 01/07/14	3137EABX6	\$ 200,000	2.500	01/07/14	2.5850		2.5850	\$	199,319	\$ 201,442	03/06/09	09-0060
FNMA Callable (semi-10) 3.50 08.	3136FH3P8	\$ 4,800,000	3.500	08/18/14	3.5044	02/18/10	3.5407	\$	4,799,269	\$ 4,813,200	08/18/09	09-0130
Deutsche MMF - 2100	MMF	\$ 58,027,368	0.127		0.1269		0.1269	\$	58,027,368	\$ 58,027,368	09/30/01	AR-0002
Provident Fin. Op Fund-1000	MMF	\$ 6,306,180	0.208		0.2081		0.2081	\$	6,306,180	\$ 6,306,180	10/31/01	AR-0001
Provident Fin Res. Fund-2000	MMF	\$ 493,725	0.208		0.2081		0.2081	\$	493,725	\$ 493,725	09/30/01	AR-0006
AIM/ LAP Opt. Fund- 1900	MMF	\$ 12,607,070	0.253		0.2532		0.2532	\$	12,607,070	\$ 12,607,070	04/16/03	AR-0008
Bond SEAF - Citi	MMF	\$ 12,821,353	0.255		0.2547		0.2547	\$	12,821,353	\$ 12,821,353	08/31/08	AR-0015
Bond SEAF - Fidelity	MMF	\$ 10,643,097	0.278		0.2783		0.2783	\$	10,643,097	\$ 10,643,097	07/31/08	AR-0014
Bond SEAF - Wells Fargo	MMF	\$ 23,825,348	0.300		0.3004		0.3004	\$	23,825,348	\$ 23,825,348	06/30/08	AR-0013
Premium Op - B of A	MMF	\$ 50,032,592	0.650		0.6500		0.6500	\$	50,032,592	\$ 50,032,592	08/31/09	AR-0016
Premium Bond - B of A	MMF	\$ 50,032,949	0.650		0.6500		0.6500	\$	50,032,949	\$ 50,032,949	08/26/09	AR-0018

GRAND TOTALS \$1,485,018,682 0.6390 0.9786 0.9306 \$1,485,463,955 \$1,488,060,119

8

Portfolio Analysis by Fund

4th Qtr FY09

(\$ = 000's)	Gen Oper	Fin Res	Insurance	CP SEAF	Debt Srv	09 Bond	TOTAL
Par Value	\$426,036	\$22,294	\$13,735	\$0	\$58,027	\$964,927	\$1,485,019
Market Value	\$429,293	\$22,603	\$13,770	\$0	\$58,027	\$964,367	\$1,488,060
Unrealized Gain (Loss)	<u>\$875</u>	<u>\$231</u>	<u>\$35</u>	<u>\$0</u>	<u>\$0</u>	<u>\$1,455</u>	<u>\$2,596</u>
Book Value	\$428,418	\$22,372	\$13,735	\$0	\$58,027	\$962,912	\$1,485,464
Accrued Interest	\$801	<u>\$57</u>	<u>\$92</u>	<u>\$0</u>	<u>\$0</u>	\$223	<u>\$1,171</u>
Total Book Value	\$429,219	\$22,428	\$13,826	\$0	\$58,027	\$963,134	\$1,486,635
Cash Balance TOTAL FUND VALUE	<u>\$743</u> <u>\$429,962</u>	<u>\$0</u> <u>\$22,428</u>	<u>\$0</u> \$13,826	<u>\$0</u> <u>\$0</u>	<u>\$0</u> <u>\$58,027</u>	<u>\$0</u> \$963,134	<u>\$743</u> <u>\$1,487,378</u>
Liquid Securities (Mkt. value)	\$83,944						\$83,944
Yield to Call Wgt. Average Maturity (days)	0.85% 322	2.32% 747	1.98% 949	0.00%	0.13%	0.97% 155	0.00% 214
Minimum Requirement 1 Maximum Average Maturity Is Fund in Compliance ?	\$122,415 18 Months Yes	\$22,000 30 Months Yes	\$12,761 48 Months Yes	90 Days	3 Years	30 Months	
INVESTMENT COMPARISON 6-Month T-Bill Wgt Average Fund Variance	0.21% 0.64%	0.21% 2.11%	0.21% 1.77%	0.21% -0.21%	0.21% -0.08%	0.21% 0.76%	0.21% -0.21%

Notes:

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

Change in Market Value of Investments

4th Qtr FY09

						6/30/09		9/30/09	Change from		
Fund	Security Type	Rate	Maturity	Call Date	Par Value	Market Value		Market Value	P	rior Quarter	
2009 Bond	Bankers Acceptance 0.00 12/15/09	0.000	12/15/09		\$ 7,180,000	\$ 7,150,514		7,176,410	\$	25,896	
2009 Bond	Bankers Acceptance 0.00 12/11/09	0.000	12/11/09		\$ 9,024,000	\$ 8,987,824	\$	9,019,488	\$	31,664	
2009 Bond	Met Life CP 0.00 12/18/09	0.000	12/18/09		\$ 25,000,000	\$ 24,845,625		24,981,900	\$	136,275	
2009 Bond	ING America Ins CP 0.00 01/05/10	0.000	01/05/10		\$ 25,000,000	\$ 24,842,500	\$	24,915,799	\$	73,299	
2009 Bond	ABN Finance CP 0.00 03/26/10	0.000	03/26/10		\$ 25,000,000	\$ 24,750,625	\$	24,895,496	\$	144,871	
2009 Bond	FHLB (n/a) 0.60 07/26/10	0.600	07/26/10		\$ 25,000,000	\$ 25,000,500	\$	25,034,250	\$	33,750	
2009 Bond	UBS Finance CP 0.00 03/26/10	0.000	03/26/10		\$ 25,000,000	\$ 24,730,000	\$	24,907,790	\$	177,790	
Insurance	FHLMC Callable (6/29/10-5) 2.03 12/;	2.030	12/29/11	06/29/10	\$ 3,500,000	\$ 3,508,295	\$	3,527,580	\$	19,285	
2009 Bond	Bankers Acceptance 0.00 12/14/09	0.000	12/14/09		\$ 17,566,000	\$ 17,488,710	\$	17,557,217	\$	68,507	
2009 Bond	Bankers Acceptance 0.00 11/24/09	0.000	11/24/09		\$ 8,910,000	\$ 8,877,924	\$	8,906,436	\$	28,512	
2009 Bond	Bankers Acceptance 0.00 11/27/09	0.000	11/27/09		\$ 10,129,000	\$ 10,092,536	\$	10,124,948	\$	32,413	
2009 Bond	Bankers Acceptance 0.00 12/09/09	0.000	12/09/09		\$ 8,444,000	\$ 8,407,691	\$	8,439,778	\$	32,087	
2009 Bond	Bankers Acceptance 0.00 12/16/09	0.000	12/16/09		\$ 6,857,000	\$ 6,826,144	\$	6,853,572	\$	27,428	
2009 Bond	Bankers Acceptance 0.00 12/22/09	0.000	12/22/09		\$ 3,669,000	\$ 3,651,022	\$	3,666,799	\$	15,777	
2009 Bond	FHLB Step Callable (3/22/10-5) 0.50	0.500	09/22/10	03/22/10	\$ 25,000,000	\$ 24,992,500	\$	25,028,750	\$	36,250	
2009 Bond	FHLB Step Callable (3/22/10-5) 0.50	0.500	09/22/10	03/22/10	\$ 25,000,000	\$ 24,992,500	\$	25,028,750	\$	36,250	
Operating	FHLB Step Callable (3/22/10-5) 0.50	0.500	09/22/10	03/22/10	\$ 5,000,000	\$ 4,998,500	\$	5,005,750	\$	7,250	
Operating	FHLB (n/a) 1.05 11/15/10	1.050	11/15/10		\$ 5,000,000	\$ 5,006,700	\$	5,025,200	\$	18,500	
Operating	FHLB Step Callable (11/20/09-5) 0.50	0.500	05/20/10	11/20/09	\$ 5,000,000	\$ 5,001,450	\$	5,002,050	\$	600	
Operating	FHLB (n/a) 0.70 09/08/10	0.700	09/08/10		\$ 5,000,000	\$ 4,993,000	\$	5,009,500	\$	16,500	
Operating	FHLB Step Callable (12/3/09-5) 0.50	0.500	12/03/10	12/03/09	\$ 5,000,000	\$ 4,986,800	\$	5,001,450	\$	14,650	
Operating	FHLB Callable (12/4/09-5) 0.625 06/0	0.625	06/04/10	12/04/09	\$ 5,000,000	\$ 4,999,700	\$	5,003,150	\$	3,450	
Operating	FHLMC (n/a) 1.45 09/10/10	1.450	09/10/10		\$ 5,000,000	\$ 5,040,150	\$	5,044,500	\$	4,350	
Operating	FHLB Step Callable (12/3/09-5) 0.50	0.500	12/03/10	12/03/09	\$ 5,000,000	\$ 4,986,800	\$	5,001,450	\$	14,650	
Operating	Abbey National CP 0.00 10/29/09	0.000	10/29/09	1000	\$ 5,000,000	\$ 4,993,300	\$	4,999,300	\$	6,000	
Operating	GE Capital Service CP 0.00 12/04/0	0.000	12/04/09		\$ 10,000,000	\$ 9,979,625	\$	9,996,900	\$	17,275	
Insurance	FFCB Callable (any>5/19/10-7) 2.50 (2.500	05/20/13	05/20/10	\$ 5,900,000	\$ 5,850,499	\$	5,902,891	\$	52,392	
Operating	FHLB Step Callable (11/18/09-5) 0.50	0.500	11/18/10	11/18/09	\$ 5,000,000	\$ 5,001,050	\$	5,001,950	\$	900	
Operating	FFCB Callable (any>5/17/10-7) 1.375	1.375	05/18/11	05/18/10	\$ 5,000,000	\$ 4,999,150	\$	5,017,750	\$	18,600	
Operating	FHLMC Callable (11/18/09-5) 1.75 11	1.750	11/18/11	11/18/09	\$ 10,000,000	\$ 9,980,500	\$	10,016,600	\$	36,100	
Operating	Abbey National CP 0.00 10/23/09	0.000	10/23/09		\$ 10,000,000	\$ 9,988,900	\$	9,998,900	\$	10,000	
Operating	FNMA Callable (4/8/10-10) 1.875 04/0	1.875	04/08/11	04/08/10	\$ 5,000,000	\$ 5,026,300	\$	5,037,550	\$	11,250	
Operating	GE Capital CP 0.00 11/12/09	0.000	11/12/09		\$ 10,000,000	\$ 9,985,000	\$	9,998,200	\$	13,200	
Operating	FHLMC Step Callable (qtrly-5) 0.50 0	0.500	05/05/10	11/05/09	\$ 10,000,000	\$ 10,005,700	\$	10,002,800	\$	(2,900)	
Insurance	FHLMC Step Callable (qtrly-5) 1.15 0	1.150	01/07/11		\$ 3,000,000	\$ 3,001,200	\$	3,000,480	\$	(720)	
Operating	FHLMC (n/a) 2.50 01/07/14	2.500	01/07/14		\$ 200,000	\$ 198,216	\$	201,442	\$	3,226	
Operating	FHLB (n/a) 1.40 09/02/10	1.400	09/02/10		\$ 7,800,000	\$ 7,853,586	\$	7,865,130	\$	11,544	
Operating	FFCB (n/a) 5.25 09/13/10	5.250	09/13/10		\$ 3,955,000	\$ 4,169,875	\$	4,134,399	\$	(35,476)	
Operating	FHLMC Callable (2/18/10-5) 2.00 02/	2.000	02/18/11	02/18/10	\$ 10,000,000	\$ 10,069,600	\$	10,066,000	\$	(3,600)	
Fin. Reserve	FHLMC Callable (2/17/10-5) 1.875 02	1.875	02/17/11	02/17/10	\$ 4,000,000	\$ 4,027,280	\$	4,023,840	\$	(3,440)	
Operating	FHLMC Callable (2/9/10-5) 1.75 02/09	1.750	02/09/11	02/09/10	\$ 10,000,000	\$ 10,058,000	\$	10,047,700	\$	(10,300)	
Operating	FHLB n/a 1.12 01/15/10	1.120	01/15/10		\$ 10,000,000	\$ 10,048,200	\$	10,023,700	\$	(24,500)	
Insurance	FHLB Step Callable (1/12/10-5) 1.375	1.375	01/12/12	01/12/10	\$ 1,005,000	\$ 1,006,688	\$	1,007,995		1,307	
Operating	FHLB (n/a) 1.12 06/30/10	1.120	06/30/10		\$ 10,000,000	\$ 10,044,400	\$	10,053,600		9,200	
Operating	FNMA Step Callable (1/28/10-10) 1.25	1.250	01/28/11	01/28/10	\$ 5,000,000	\$ 5,019,750	\$	5,016,350		(3,400)	
Operating	FHLB Callable (1/26/10-5) 1.15 01/26	1.150	01/26/11	01/26/10	\$ 10,000,000	\$ 10,029,500		10,028,500		(1,000)	
					•	 	***	-,,	-	(,,550)	

Change in Market Value of Investments



Fund	Security Type	Rate	Maturity	Call Date	F	Par Value	ı	6/30/09 Market Value	1	9/30/09 Market Value	Change from Prior Quarter
Insurance	FHLB Step Callable (1/12/10-5) 1.375	1.375	01/12/12	01/12/10	\$	330,000	\$	330,554	\$	330,983	\$ 429
Operating	FHLMC (n/a) 3.25 04/14/11	3.250	04/14/11		\$	5,000,000	\$	5,162,400	\$	5,176,900	\$ 14,500
Operating	FNMA (n/a) 3.05 03/05/10	3.050	03/05/10		\$	2,700,000	\$	2,745,171	\$	2,730,726	\$ (14,445)
Fin. Reserve	FNMA (n/a) 3.05 03/05/10	3.050	03/05/10		\$	4,000,000	\$	4,066,920	\$	4,045,520	\$ (21,400)
Fin. Reserve	FNMA (n/a) 3.625 02/14/12	3.625	02/14/12		\$	1,000,000	\$	1,044,960	\$	1,049,560	\$ 4,600
Fin. Reserve	FHLB (n/a) 4.875 03/11/11	4.875	03/11/11		\$	3,000,000	\$	3,180,900	\$	3,174,990	\$ (5,910)
70 Onlange 8	as a result of market movement										0.24%
11-1-1	0/20/00						_				
	6/30/09 maturing during Q4, FY09						\$	74,709,540			\$ (74,709,540)
Holdings at	6/30/09 called during Q4, FY09						\$	41,398,749			\$ (41,398,749)
Values of M	oney Market Mutual Funds (All)						\$	895,936,597	\$	224,789,682	\$ (671,146,914)
Holdings at	9/30/09 purchased during Q4, FY0	9							\$	805,161,768	\$ 805,161,768

4th Qtr FY09 **Callable Securities Analysis** Coupon Treasury Call Invest# Fund Maturity **Secuirty Description** CUSIP **Next Call** Notice Par Value Rate Probability Curve 09-0064 Operating 05/05/10 FHLMC Step Callable (qtrly-5) 0.50 05/05/10 3133XTJY3 11/05/09 \$10,000,000 0.500 0.250 Low 09-0084 05/20/10 FHLB Step Callable (11/20/09-5) 0.50 05/20 3133XTMU7 11/20/09 \$ 5,000,000 Operating 0.500 0.250 Low 09-0079 Operating FHLB Callable (12/4/09-5) 0.625 06/04/10 3133XTS64 12/04/09 \$ 5,000,000 0.625 0.250 Low 09-0120 Operating 07/08/10 FAMCA Callable (1/8/10 only-5) 0.71 07/08/ 31315PJX8 01/08/10 \$ 5,000,000 0.710 0.300 Moderate 09-0145 2009 Bond 08/17/10 FHLB Callable (11/17/09-5) 0.625 08/17/10 3133XUJ46 11/17/09 \$10,000,000 0.625 0.350 Low 09-0150 08/25/10 FHLB Callable (gtrly-5) 0.68 08/25/10 3133XUKC6 11/25/09 \$ 5,000,000 0.680 0.350 Low 09-0161 FFCB Callable (any>3/14/10-7) 0.54 09/15/1 31331GN39 03/15/10 Operating \$ 5,000,000 0.540 0.350 Low 09-0164 09/17/10 FHLB Callable (12/17/09-5) 0.50 09/17/10 2009 Bond 3133XUSZ7 12/17/09 \$10,000,000 0.500 0.350 Low 09-0088 Operating 09/22/10 FHLB Step Callable (3/22/10-5) 0.50 09/22/ 3133XTZ25 03/22/10 \$ 5,000,000 0.500 0.400 Low 09/22/10 09-0089 2009 Bond FHLB Step Callable (3/22/10-5) 0.50 09/22/ 3133XTZ25 03/22/10 \$25,000,000 0.500 0.400 Low 09-0090 2009 Bond 09/22/10 FHLB Step Callable (3/22/10-5) 0.50 09/22/ 3133XTZ25 03/22/10 \$25,000,000 0.500 0.400 Low 09-0071 Operating 11/18/10 FHLB Step Callable (11/18/09-5) 0.50 11/18 3133XTMB9 11/18/09 \$ 5,000,000 0.500 0.450 Low 12/01/10 09-0147 Operating FFCB Callable (any>11/30/09-7) 0.70 12/01, 31331GM63 12/01/09 \$15,000,000 0.700 0.500 Low 09-0077 Operating 12/03/10 FHLB Step Callable (12/3/09-5) 0.50 12/03/ 3133XTR65 12/03/09 \$ 5.000.000 0.500 0.500 Low 09-0081 Operating 12/03/10 FHLB Step Callable (12/3/09-5) 0.50 12/03/ 3133XTR65 12/03/09 \$ 5,000,000 0.500 0.500 Low 09-0113 Fin Reserve 01/06/11 FHLB Step Callable (qtrly-5) 0.65 01/06/11 3133XTYC4 01/06/10 \$ 3,500,000 0.650 0.550 Low 09-0062 01/07/11 Insurance FHLMC Step Callable (qtrly-5) 1.15 01/07/11 3128X8UW0 10/07/09 \$ 3,000,000 1.150 0.550 High 09-0035 Operating 01/26/11 FHLB Callable (1/26/10-5) 1.15 01/26/11 3133XSW95 01/26/10 \$10,000,000 1.150 0.600 High 09-0037 Operating 01/28/11 FNMA Step Callable (1/28/10-10) 1.25 01/28 3136F96C2 01/28/10 \$ 5,000,000 1.250 0.600 High FHLMC Callable (2/9/10-5) 1.75 02/09/11 09-0048 Operating 02/09/11 3128X8GS5 02/09/10 \$10,000,000 1 750 0.600 High 09-0051 02/17/11 FHLMC Callable (2/17/10-5) 1.875 02/17/11 Fin. Reserve 3128X8JD5 02/17/10 \$ 4,000,000 1.875 0.600 High 09-0052 Operating 02/18/11 FHLMC Callable (2/18/10-5) 2.00 02/18/11 3128X8JU7 02/18/10 \$10,000,000 2.000 0.600 High 09-0139 Operating 02/24/11 FHLB Step Callable (2/24/10-5) 0.50 02/24/ 3133XUL50 02/24/10 \$10,000,000 0.500 0.600 Low 09-0142 Operating 04/08/11 FHLB Callable (4/8/10-5) 0.75 04/08/11 3133XU2P7 04/08/10 \$ 3,000,000 0.750 0.700 Low 09-0066 04/08/11 Operating FNMA Callable (4/8/10-10) 1.875 04/08/11 31398AWJ7 04/08/10 \$ 5,000,000 1.875 0.700 High 09-0070 Operating 05/18/11 FFCB Callable (any>5/17/10-7) 1.375 05/18, 31331GVN6 05/18/10 1.375 \$ 5,000,000 0.750 High 09-0146 06/15/11 Operating FHLB Step Callable (6/15/10-5) 0.875 06/15 3133XTTH9 06/15/10 \$ 5,000,000 0.875 0.800 Low 09-0149 06/24/11 FHLB Step Callable (semi-5) 0.50 06/24/11 Operating 3133XTVF0 12/24/09 \$ 5,000,000 0.500 0.800 Low 09-0131 Operating 07/21/11 FHLB Callable (qtrly-5) 1.25 07/21/11 3133XU5P4 10/27/09 \$ 5,580,000 1.250 0.850 Moderate 09-0137 Operating 08/17/11 FHLMC Callable (qtrly-5) 1.50 08/17/11 3128X86D9 11/17/09 \$10,000,000 1.500 0.900 High 09-0152 Operating 09/08/11 FHLB Step Callable (qtrly-5) 1.00 09/08/11 3133XUNH2 12/08/09 \$ 5,000,000 1 000

09/09/10

11/18/09

12/09/09

06/29/10

01/12/10

01/12/10

12/28/09

05/20/10

02/18/10

3128X8D90

3133XUP72

3128X9FK1

3136FH3P8

\$ 5,000,000

\$10,000,000

\$ 5,000,000

\$ 3,500,000

\$ 1,005,000

\$ 1,500,000

\$ 5.900.000

\$ 4,800,000

330 000

\$

FFCB Callable (any>9/8/10-5) 1.25 09/09/11 3133XUPJ6

FHLB Step Callable (1/12/10-5) 1.375 01/12 3133XSUF3

FHLB Step Callable (1/12/10-5) 1.375 01/12 3133XSUF3

FFCB Callable (any>5/19/10-7) 2.50 05/20/1 31331GWL9

FHLMC Callable (11/18/09-5) 1.75 11/18/11

FHLB Step Callable (qtrly-5) 1.00 12/09/11

FHLMC Callable (6/29/10-5) 2.03 12/29/11

09-0154

09-0069

09-0153

09-0097

09-0032

09-0041

09-0072

Operating

Operating

Operating

Insurance

Insurance

Insurance

Insurance

09/09/11

11/18/11

12/09/11

12/29/11

01/12/12

05/20/13

09-0168 Fin. Reserve 09/28/12 FHLMC Callable (qtrly-5) 2.00 09/28/12

09-0130 Fin. Reserve 08/18/14 FNMA Callable (semi-10) 3.50 08/18/14

0.950

0.950

1.050

1.050

1.050

1.100

1.100

1.400

1.700

2 300

1 250

1.750

1.000

2.030

1 375

1.375

2.000

2.500

3 500

Low

Low

High

I ow

High

Low

Low

High

High

High

Defined Benefit Plan Summary

4th Qtr FY09

	Market				Realized	Unrealized				Market
	Value		Benefit		Gain/	Gain/	Contrib	utions		Value
	30-Jun-09	Income	<u>Payments</u>	<u>Transfers</u>	(loss)	(loss)	Employer	Employee	Other	30-Sep-09
quity Managers										
Large Cap:										
Washington Mutual	5,485,933	46,604	0	0	0	660,809	0	0	0	\$6,193,3
Capital Guardian	3,880,772	0	0	(3,880,772)	0	0	0	0	0	
Aeltus/Goldman	8,354,721	13,069	0	0	(325,184)	1,283,959	0	0	2	\$9,326,5
SSGA Wilshire 5000	13,444,814	2,356	0	(2,980,361)	674,276	1,424,159	0	0	0	\$12,565,2
Small Cap:										
Friess	6,034,932	0	0	0	0	687,911	0	0	(1)	\$6,722,8
Earnest Partners	7,051,777	5,723	0	0	(239,949)	1,454,178	0	0	0	\$8,271,
International:										
Dodge & Cox	6,649,812	0	0	0	0	1,621,906	0	0	(1)	\$8,271,7
Capital Resources	8,344,306	0	0	0	0	1,636,034	0	0	1	\$9,980,
SSGA Internat. Index	7,134,569	0	0	0	0	1,391,478	0	0	0	\$8,526,0
ixed Income Manag	gers									
Primco	18,706,403	190,969	0	0	0	605,954	322,216	0	1	\$19,825,5
SSGA Index	0	0	0	10,708,630	0	(327,883)	0	0	0	\$10,380,7
Aberdeen	12,480,538	(11,145)	0	(13,070,935)	912,058	(310,516)	0	0	0	
PIMCO IG Corp	0	0	0	6,000,000	0	14,781	0	0	0	\$6,014,7
Real Estate										
UBS	12,259,250	(698,719)	0	(738,692)	0	0	0	0	1	\$10,821,8
ash	(354,384)	(68,841)	(2,360,203)	3,962,130	0	0	0	471	(1)	\$1,179,1
Total	\$109,473,443	(\$519,984)	(\$2,360,203)	\$0	\$1,021,201	\$10,142,770	\$322,216	\$471	\$2	\$118,079,9





Commerci	iel Dener				
Commerci Maturity Date	Issue Date	Par Value	Coupon %	Jesus Torm (Paye)	Dealer
maturity Date	issue Date	ai value	Coupon %	Issue Term (Days)	Dealer
10/8/2009	6/24/2009	\$ 30,000,000	0.85%	106	Loop
11/2/2009	7/1/2009	\$ 40,000,000	0.80%	124	Loop
11/4/2009	9/2/2009	\$ 20,000,000	0.45%	63	JPMorgan
12/9/2009	9/10/2009	\$ 30,000,000	0.45%	90	JPMorgan
12/17/2009	9/2/2009	\$ 15,000,000	0.59%	106	Loop
1/21/2010	9/23/2009	\$ 15,000,000	0.55%	120	Loop
	Total:	\$ 150,000,000	0.65%	103	

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

Contract#	Vendor Name	Projects
01014604	Abacus	Mobile Data Computers
01007732	ACT21	NW SE LRT Build-Out
01012000	Advanced Track	NW SE LRT Build-out
01010950	3I Construction	WSA Yard Paving
01011780	American Intl	OCIP, GL WC Insurance
01007571	Archerwestern Brunson	NW SE LRT Build-out
01009666	Archerwestern Herzog	NW SE LRT Build-out
01012392	Archerwestern	NW SE LRT Build-out
N/A	AT&T	LRT Build-Out Utility Relocation
01012966	Austin Bridge	Lisa/Perkins Double Track
01015482	Austin Ribbon & Computer	Police MDC's
01011656	Barrier Systems	LBJ HOV East/West
01012081	Benchmark Environmental	Build-Out
01008589	Bombardier	Commuter Rail Vehicles
01013454	Brad Oldham	Artwork
01004732	Bridgefarmer/Farradyne	HOV Projects
01016425	Caldwell County Chevrolet	Non-Revenue Vehicles
01011527	Carcon	Walnut Hill Parking exp.
N/A	Chicago Title	Rowlett Extension
01016829	Compucom Systems	Police MDC's
01017370	Compucom Systems	Police MDC's
01008633	CONNEX/ATC	Paratransit Service
01015311	Dallas Harley-Davidson	HOV Vehicles
01012758	DGNO	Freight Track Relocation
01014811	DMI Corp / Decker Mech	S&I HVAC Replacement
01004187	DMJM+Harris / AECOM	NW SE LRT Build-out
01006471	F Hall Mowing	NW SE LRT Build-out
01009337	GE Transportation	NW SE LRT Build-out
01010224	GE Security	Bus Surveillance System Pilot
01008612	Gilbert May Inc.	Demo NW SE LRT Build-out
01010399	Gilbert May Inc.	WSA Annexes Upgrade
01002608	Gilbert May Inc.	Misc. Construction – Various
01011941	Gilbert May Inc.	Misc. Construction-Various
01012813	Gilbert May Inc.	CBD Level Boarding
01011028	Greyhawk Tech.	Paratransit VBS Equipment
01006552	Greyhawk Tech.	VBS
01006362	Halff Associates	NW SE LRT Build-out
01012080	Halff Associates	Environmental
01008130	Hensel Phelps	S & I Facility Expansion
01008316	Herzog	TRE Rail Operating
01010371	Herzog	Railroad Signalization
01012392	Herzog	NWROF
01012577	Herzog	Lisa/Perkins & Beltline
98000071	Itochu International	LRV's
01012392	Journeyman Construction	NWROF
01014614	Kiewit, Stacy, Witback	Irving 1 & 2 LRT Build-out
01011711	Kinkisharyo	C-Cars, Cab-signals, VBS
01013706	Kinkisharyo	SLRV's
01012000	LB Foster	NRV's
01002078	LOPEZGARCIA Group	NW SE LRT Build-out

Major Contracts Funded by CP / Debt 4th Qtr FY09

01008975	LOPEZGARCIA Group	Build-Out
01008146	LTK Engineering	LRV's
01014813	M/A-COM Inc.	Integrated Radio System
01012392	MACTON	NWROF
01003569	Malcolm Pirnie	NW SE LRT Build-out
01012392	Mass Electric	NWROF
01003568	Maxim Technologies	NW SE LRT Build-out
01012696	McCarthy	Beltline Grade Separation
01012448	McKinney Dodge	NRV's
01015378	McKinney Dodge	NRV's
01011418	Messaging Architects	Email Archive/Retrieve
01011941	Mitchell	Misc. Construction
N/A	National Union Fire Insurance	Build Out Projects
01004832	Neon Electric	Bus Passenger Amenities
01013062	Nextel Communications	NW SE LRT Build-out
01008230	Northstar Abatement	NW SE LRT Build-out
01012908	Nouveau Tech.	Network
01015627	Omega Contracting	LRT Parking Expansion
01015568	Omega Contracting	LRT Parking Expansion
N/A	Oncor Electric	LRT Build-Out
01002803	Parsons Transport Group	LRT Build-Out
00937775	Parsons Transport. Group	NW SE LRT Build-out
01009306	Parsons/Brinckerhoff	CBD AA/EIS
01009306	PB America's	CBD Study
01011831	Penaco	Tunnel Delamination
01008681	Philpott Motors	Purchase NRV's
01010787	Philpott Motors	Non-Revenue Vehicles
01012444	Philpott Motors	NRV's
01013147	Philpott Motors	NRV's
01014490	Philpott Motors	NRV's
01012441	Planet Ford 6	NRV's
01008230	Ponce/Ice/North Star	Asbestos Abatement
01013342	Priority Public Safety Equip	Operating Vehicles for HOV
01009684	Progress Rail	NW SE LRT Build-out
01011171	Proofrock	1401 Pacific Exterior
01011114	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
01016425	Sam Packs Five Star Ford	NRV's
01016696	Sam Packs Five Star Ford	NRV's
01017015	Sam Packs Five Star Ford	NRV's
01010224	SECURENET INC	Facility Surveillance Pilot
01012105	Siemens	NW SE LRT Build-out
01014066	Solid IT Network	Agency WAN/LAN Upgrade
01012440	Southwest Intl Trucks	High Rail Equipment
01002450	Sunland/ACT 21	NW SE LRT Build-out
01014197	Telco Solutions	Telephone System Upgrade
01004732	Telvent Farradyne	TSP LRT Project
		The second control of

Major Contracts Funded by CP / Debt 4th Qtr FY09

01013585	Texas Transportation Institute	LRT Signal Prioritization
01012819	Tolar Manufacturing	Bus Shelters
01013219	Track 3	LRT Build-Out
01015617	Trapeze Software	Paratransit CERT module
N/A	TxDOT	HOV Projects
01012000	VAE Nortrak	NW SE LRT Build-out
01011941	Vestal Builders	Misc. Construction
01010179	Willis of Texas	LRT Build-Out
01012443	Windham Motors	NRV's