



Board Chair Report

A performance update from your regional transit agency

May 13, 2008 • Vol. 1, No. 7



RANDALL D. CHRISMAN
DART Chairman
of the Board

Ridership up, rail expansion on track

A special message from Randall D. Chrisman

was up 8.7% over April 2007, the Trinity Railway Express enjoyed a gain of 17.6%, and our expanded high occupancy vehicle (HOV) network saw a 35% boost in passenger trips.

Our region's ridership success is drawing national attention including stories in *The New York Times* and on NBC's "Today" show. Nevertheless, we think ridership still has room to grow and we're looking at ways to do that.

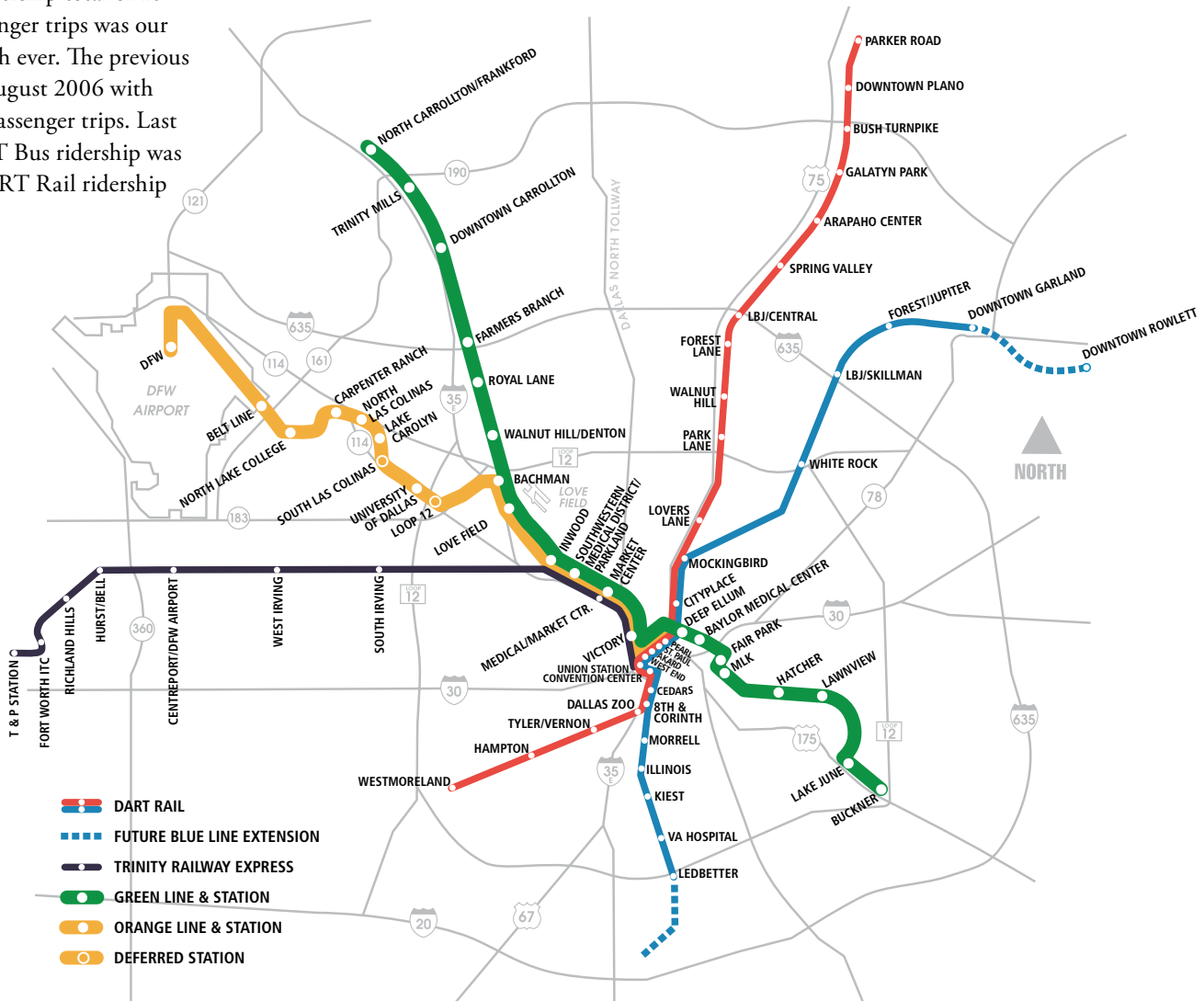
Orange/Blue Line contracting candidates looking for partners

On April 9 we issued a request for proposals to five teams for the Orange and Blue line design-build contracts. We're using the design-build contract delivery method to construct the first two segments of the Orange Line and the Blue Line extension because we believe it will expedite the overall project schedule through concurrent efforts on design and construction.

Two teams are competing for the Orange Line contract (Bachman Station to Belt Line Road) and three are competing for the Blue Line extension from Downtown Garland to Downtown Rowlett. These teams were deemed qualified to perform this work by an evaluation committee consisting of DART staff and representatives from Irving and Rowlett. The teams are:

► Ridership
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Continued high gasoline prices are encouraging more north Texans to try transit. Our April ridership total of 10 million passenger trips was our highest month ever. The previous record was August 2006 with 9.2 million passenger trips. Last month DART Bus ridership was up 3.1%, DART Rail ridership



Ridership up

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Orange Line

- KSWP, A Joint Venture of Kiewit/Stacy and Witbeck/and Parsons Transportation Group
- Transit Solutions Team, A Joint Venture of Archer Western/Herzog/Azteca-Omega/Robinson Industries with principal designer Stantec.

Blue Line

- Austin Bridge & Road with principal designer Parsons, Brinckerhoff Americas, Inc.
- KSWP, A Joint Venture of Kiewit/Stacy and Witbeck/and Parsons Transportation Group
- Transit Solutions Team, A Joint Venture of Archer Western/Herzog/Azteca-Omega/Robinson Industries with principal designer Stantec

On May 6 we conducted pre-proposal meetings with these teams. These meetings were designed to help them create the strongest possible teams and proposals. Their proposals are due October 6 and a contract award is scheduled for around the end of this year.

Capital project update

Following Board approval of our FY 2008 Twenty-Year Financial Plan we're continuing to review all capital projects included in the plan to confirm costs and schedules. Beyond our rail and bus projects, we've planned parking expansions for Parker Road and Bush Turnpike stations and the Glenn Heights Park and Ride.

Funding is in place for Phase I of all three locations, estimates are being reviewed, and we're working with city officials on the final design. Construction is scheduled to begin in the fall on new parking spaces, including 175 at Parker Road, 378 at Bush Turnpike Station, and 229 at Glenn Heights. The second phase of the parking expansion at Parker Road (395 spaces) cannot begin until an existing building is vacant. The current tenant's lease expires at the end of December 2008. We have reviewed and verified the combined sources of funding for Phase II parking at Parker Road. Construction of the second phase of the parking expansion at Glenn Heights is not in the current financial plan.

New Super Light Rail Vehicles adding capacity and convenience

The first set of our next-generation light rail vehicles, the Super Light Rail Vehicle (SLRV), is on schedule for customer service in June. The SLRV, a modified DART Light Rail Vehicle with a low-floor center section, will let customers step directly on to the vehicle instead of having to climb steps.

The center section adds seating capacity for about 25 more passengers and improves access through level boarding, which will allow passengers with disabilities – plus people with strollers, bicycles and the like – to step or roll directly onto the trains without using mechanical lifts. DART is modifying all of its 115 rail cars. The vehicle conversion is scheduled for completion by the end of 2010.

The SLRVs get their name because of their greater length and added passenger capacity. The SLRVs will seat approximately 100 passengers compared with 75 on the current vehicles. Standing passengers on the vehicle can nearly double the capacity. The SLRVs are designed in partnership with rail vehicle manufacturer Kinkisharyo of Osaka, Japan and are assembled at two DART facilities in Dallas. DART's first SLRV, Car #170, went into service on the Blue Line in 2002 as a prototype. Additional information about the SLRV is available at www.DART.org/factsheet/slrsv.

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