

Quarterly Operating & Financial Performance Report

First Quarter FY 2004

October – December 2003



BUS • RAIL • HOV • PARATRANSIT • VANPOOL

Table of Contents

Section 1 – Operations & Financial

O&F1	General Information
O&F2	DART Scorecard of Key Performance Indicators (KPIs)
O&F3	Ridership Dashboards
O&F4	Subsidy Per Passenger
O&F5	Service Quality & Customer Satisfaction KPI Overview
O&F6	Modal Update
O&F7	High Occupancy Vehicle Transitway Services
O&F7	General Mobility Programs
O&F8	Capital and Non Operating Budget Summary – Actuals vs. Budget
O&F9	Bus & LRT Scorecard – Key Performance Indicators (KPIs)
O&F10	Trinity Railway Express (TRE) Scorecard – Key Performance Indicators (KPIs)
O&F10	Paratransit Services Scorecard – Key Performance Indicators (KPIs)
O&F11	HOV & Vanpool Scorecard – Key Performance Indicators (KPIs)
O&F12	Appendix
O&F13	Revenues, Operating Expenses, and Net Financing Costs – FY 2004 Actuals vs. Budget
O&F14	Statement of Revenues & Expenses
O&F15	Consolidated Balance Sheet
O&F16	Glossary

Section 2 – Ridership

R1	Introduction
R2	Total 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
Following	Route Performance Index Charts

Section 3 – Planning Progress

P&D1	Highlights
P&D2	Capital Planning and Development
P&D2	Transit System Plan (TSP) 2030
P&D3	LAP/CMS Program
P&D4	NC/NE Corridor Mitigation Monitoring Program
P&D5	NC-3/NC-4/NC-5 Planning Support
P&D6	Southeast Corridor PE/EIS
P&D7	Northwest Corridor (Dallas CBD to Carrollton)
P&D8	Northwest Corridor (NW HWY to Irving/DFW)
P&D9	Economic Development
P&D10	Mobility Programs Development
P&D10	East Corridor (I-30) Major Investment Study
P&D11	SH 114 Freeway Widening Including HOV Lanes
P&D12	North Central (US 75) Reversible HOV Lane
P&D13	HOV Lanes Operation
P&D14	DART Personalized Public Transit (PPT) Operational Test
P&D15	Regional Comprehensive ITS Program
P&D16	Elm Street/Commerce Street Corridor
P&D17	TRE at Belt Line Road Transit PASS Project
P&D18	Construction and Installation of Standard Shelters
P&D19	Southern Sector Amenities
P&D20	Service Planning and Scheduling
P&D20	Five-Year Action Plan
P&D21	Five-Year Action Plan Score Card
P&D22	Service Reviews
P&D23	Bus Corridor Concept Development
P&D24	Employer Service Program Development
P&D25	Employer Outreach in LRT Corridors/TMAs
P&D26	Community Transit Service Development
P&D27	Vanpool Program

Section 4 – Project Development Progress

pmi	Acronyms
PM1	Scope of Projects
PM3	LRT Buildout Phase 1 Map
PM4	LRT Buildout Summary Control Schedule
PM5	LRT Buildout Cost/Schedule Summary
PM7	Northeast Corridor Facilities
PM9	North Central Corridor Facilities
PM12	Track Installation
PM13	Systems
PM18	Systems Integration
PM19	Systemwide Landscaping and Amenities
PM20	Bush Turnpike Station
PM21	Parker Road Station Phase II Parking
PM22	Walnut Hill Parking
PM23	Service & Inspection Facility – Phase II Expansion
PM24	Facilities – Six-Month Look Ahead
PM25	LRT Buildout Change Control Summary
PM26	LRT Buildout Phase II Map
PM27	Northwest Corridor Facilities
PM28	Irving/DFW Corridor Facilities
PM29	Southeast Corridor Facilities
PM30	Rowlett Extension Facilities
PM31	Additional Capital Development Cost Summary
PM32	Summary Working Schedule
PM33	Livable Communities
PM34	Lancaster Road Train Detection System
PM35	MLK Jr. Transit Center
PM36	NW-1A/Victory Station Project
PM41	Unity Plaza
PM42	TRE Elm Fork of the Trinity River Bridge Construction
PM44	Six-Month Look Ahead

Section 5 – Quarterly Investment Report – December 2003

General Information

Reporting Period – DART's fiscal year begins on October 1. The FY 2004 first quarter is October through December 2003.

Operating Performance – Except where noted, the Quarterly Report includes four-quarter trending of strategic operating information by mode for the past five quarters. Amounts represent four-quarter rolling totals or average. In order to remove seasonality from financial and operating information, annual amounts are used. Operating Speed Ratio (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 reflect the most current methodology.

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

Green – There is a high probability of achieving the FY 2004 target. Indicative of performance within established parameters.

Yellow – Indicative of improved performance or performance that requires monitoring.

Red – There is a high probability that the FY 2004 target will not be achieved, and the difference is anticipated to be significant.

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

Revenues, Operating Expenses, and Net Financing Costs – Exhibit 17 (Appendix) summarizes actual 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 O&F 14.

Exhibit 1 provides a breakdown of the FY 2004 Budget by category.

Exhibit 1	FY 2004 Budget Summary		
	Resolution #030117		
	(In Millions)		
	Date	Description	Total
	9/23/03	Operating Expense	\$287.9
	9/23/03	Capital Projects	\$335.3
	9/23/03	Net Debt Service	\$32.2
	Total		\$655.5

DART Scorecard of Key Performance Indicators (KPIs)

Exhibit 2 is DART's Ridership Scorecard and provides the FY 2004 KPI targets and historical quarterly KPIs. A discussion of variances follows.

Total Ridership

Quarter 1 total ridership fell below target by 1.1 million passenger trips, just under 1.2%.

Fixed Route Ridership

Ridership is trending below budget on bus by 1%, four quarter rolling, and 6.6% on a quarterly basis. LRT is 16.4% above the same period last year, but 5.0% below FY04 target, which can be attributed to service reductions implemented in October 2003.

Ridership levels in downtown Dallas remained below projections. Ridership decline continues to reflect the results of higher unemployment levels in the region. (In addition, first quarter ridership tends to be low because of the holidays in November and December.) The calendar this year placed the Christmas and New Year holidays on Thursdays, resulting in many workers scheduling time off for the following Friday.

Programs targeted at bus and rail ridership improvements include:

- Internal communication of ridership targets and performance with front-line staff through the Division Level Measurement Initiative
- Continued development of the DART Destination Deals marketing initiative
- Implementation of a strategic planning process that will result in a cross-departmental set of strategies for retaining and increasing ridership.

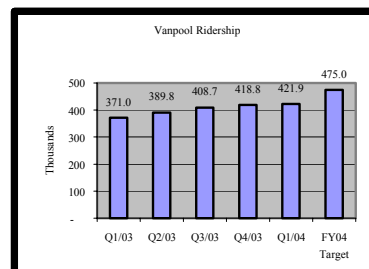
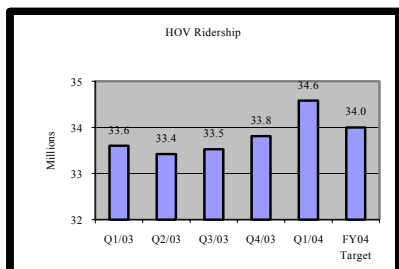
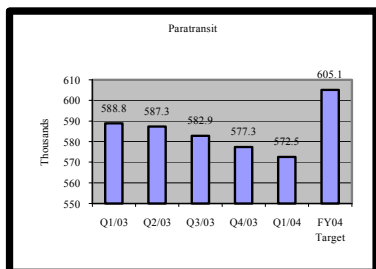
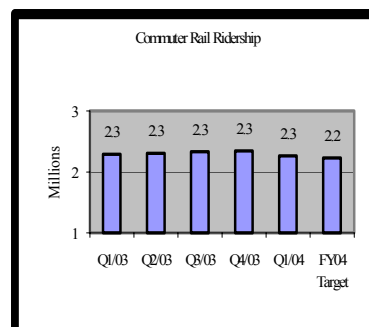
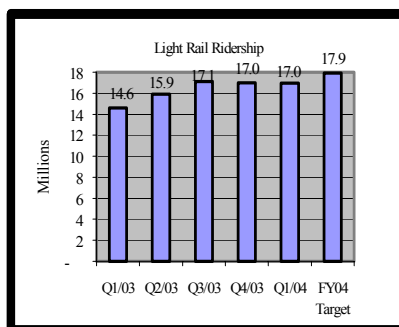
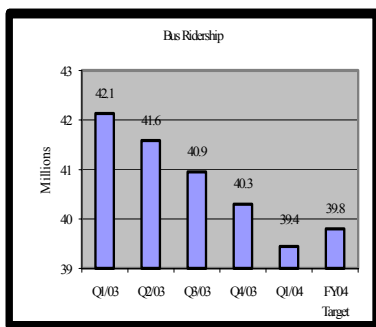
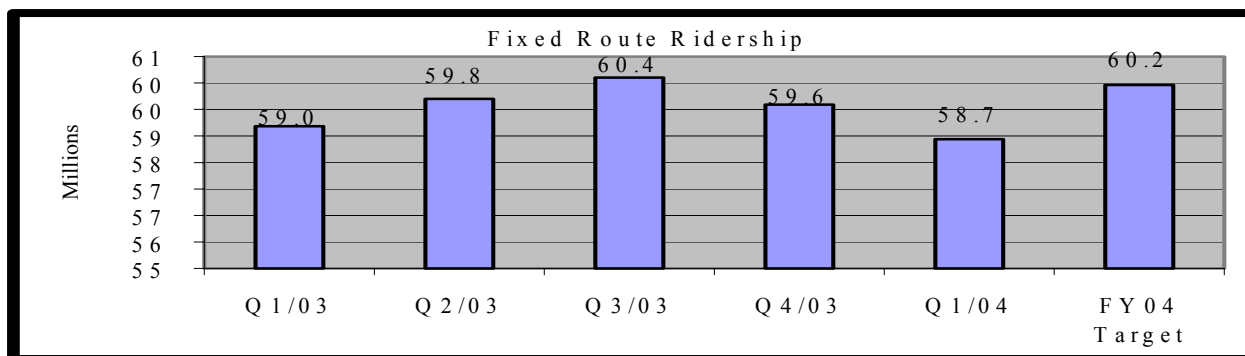
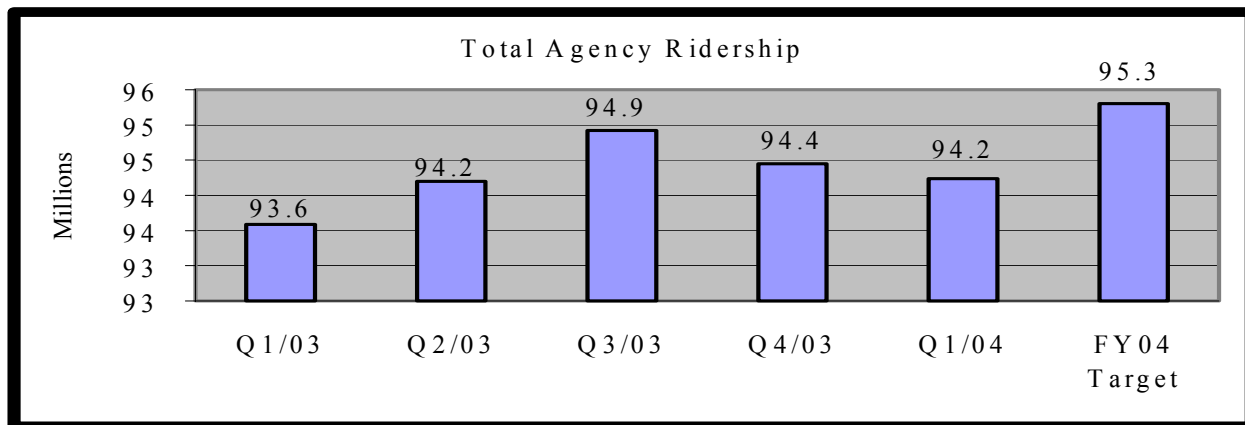
Vanpool Ridership fell below budget (11.2%) due in part to the decline in the number of vanpools – 73 versus 70 – and the number of passengers per vanpool.

Exhibit 2

	Q1/03	Q2/03	Q3/03	Q4/03	Q1/04	FY04 Target	Status
RIDERSHIP							
Total Agency (M)	93.6	94.2	94.9	94.4	94.2	95.3	Red
Fixed Route (M)	59.0	59.8	60.4	59.6	58.7	60.2	Red
Bus (M)	42.1	41.6	40.9	40.3	39.4	39.8	Yellow
LRT (M)	14.6	15.9	17.1	17.0	17.0	17.9	Red
TRE (M)	2.3	2.3	2.3	2.3	2.3	2.2	Green
Paratransit Actual (000s)	588.8	587.3	582.9	577.3	572.5	605.1	Green
HOV (M)	33.6	33.4	33.5	33.8	34.6	34.0	Green
Vanpool (000s)	371.0	389.8	408.7	418.8	421.9	475.0	Red

The following Exhibits display the ridership for the agency by mode over the past 5 quarters and compares it to the FY04 target. Discussions on ridership can be found on the previous page (O&F 2).

Exhibit 3 – Ridership Dashboards



Subsidy Per Passenger

Exhibit 4 is DART's Subsidy per Passenger Scorecard and provides the FY 2004 KPI targets and historical quarterly KPIs. A discussion of variances follows.

Total System and Fixed Route Subsidy per Passenger were negatively impacted by the lower-than-budgeted ridership on Bus and LRT. The numbers reflected take into consideration only one quarter of the major cuts that were implemented in October 2003, because of the four-quarter rolling numbers. Based on the first quarter results only,

Management believes that the target for FY 2004 will be met, due to many factors: a) the major service changes implemented in October, b) the cost cutting measures taken during the FY04 budget process that are not reflected here in the four quarter rolling numbers. This KPI will continue to improve each quarter.

Vanpool subsidy per passenger was impacted by the delay in booking of revenues received by the NCTCOG (North Central Texas Council of Government).

Exhibit 4

	Q 1/03	Q 2/03	Q 3/03	Q 4/03	Q 1/04	FY04 Target	Status
Efficiency Indicator - Subsidy per passenger							
Total System	\$2.85	\$2.83	\$2.80	\$2.69	\$2.60	\$2.50	Red
Fixed Route	\$4.04	\$3.98	\$3.92	\$3.77	\$3.66	\$3.44	Red
Bus	\$4.26	\$4.28	\$4.27	\$4.01	\$3.91	\$3.63	Red
LRT	\$2.90	\$2.79	\$2.78	\$2.95	\$2.83	\$2.65	Red
TRE	\$7.19	\$6.74	\$6.26	\$5.53	\$5.61	\$6.11	Green
Paratransit	\$41.18	\$41.30	\$40.53	\$40.76	\$41.21	\$41.92	Green
HOV	\$0.14	\$0.15	\$0.15	\$0.16	\$0.16	\$0.17	Green
Vanpool	\$0.34	\$0.48	\$1.40	\$1.07	\$1.67	\$0.56	Yellow

Exhibit 5 is DART's On-Time Performance Scorecard and provides the FY 2004 KPI targets and historical quarterly KPIs.

Exhibit 5		Q 1/03	Q 2/03	Q 3/03	Q 4/03	Q 1/04	FY04 Target	Status
	Service Quality - On-time performance							
	Fixed Route	95.8%	95.8%	95.7%	95.3%	95.5%	94.7%	Green
	Bus	92.3%	92.3%	92.4%	91.7%	92.4%	91.0%	Green
	LRT	97.3%	97.4%	97.4%	97.4%	97.2%	97.0%	Green
	TRE	97.9%	97.7%	97.5%	96.7%	96.6%	96.0%	Green
	Paratransit	89.1%	88.9%	88.5%	88.1%	88.3%	85.0%	Green

Exhibit 6 is DART's Accidents per 100k passengers Scorecard and provides the FY 2004 KPI targets and historical quarterly KPIs.

Exhibit 6		Q 1/03	Q 2/03	Q 3/03	Q 4/03	Q 1/04	FY04 Target	Status
	Service Quality - Accidents per 100k passengers							
	Bus	2.20	2.22	2.15	2.02	2.07	2.80	Green
	LRT	0.24	0.24	0.22	0.32	0.26	0.56	Green
	TRE	0.01	0.01	0.00	0.00	0.00	0.31	Green
	Paratransit	0.35	0.34	0.29	0.26	0.18	1.00	Green

Exhibit 7 is DART's Complaints per 100k passengers Scorecard and provides the FY 2004 KPI targets and historical quarterly KPIs. The increase in complaints was due to the major service changes implemented in October 2003, reduction in ridership, and TVM complaints.

Exhibit 7		Q 1/03	Q 2/03	Q 3/03	Q 4/03	Q 1/04	FY 04 Target	Status
	Customer Satisfaction - Complaints per 100k passengers							
	Fixed route	36.7	39.1	40.5	42.6	44.2	TBD	n/a
	Bus	-	-	-	-	29.0	TBD	n/a
	LRT	-	-	-	-	4.5	TBD	n/a
	TRE	-	-	-	-	11.4	TBD	n/a
	Paratransit	4.0	4.0	4.6	5.1	5.2	6.0	Green

Modal Update

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

Bus

The Agency operates 691 buses from four facilities (Northwest, East Dallas, North Oak Cliff, and South Oak Cliff). In addition to the bus and light rail fleets, DART maintains an extensive passenger amenity and facility infrastructure including: 11,961 bus stops, 862 bus shelters, 1,369 benches, 14 transit centers (Martin Luther King Opening FY 2004), 2 passenger transfer locations, 22 enhanced shelters, 35 rail platforms, 5 commuter rail stations, 97 information pylons, and all operating divisions, for a total of approximately 28 million square feet.

Light Rail Transit (LRT)

DART's twenty-mile Light Rail Starter System was opened in three phases from June 1996 through May 1997. DART completed the remainder of the first extensive build-out of the Starter System in December 2002 with an additional 24 miles of light rail extending from Mockingbird Station to Downtown Garland (Northeast Corridor) and from Park Lane Station to Richardson and Plano (North Central Corridor).

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

DART currently operates and maintains a fleet of 95 revenue vehicles from the Service & Inspection Facility (S&I) located near Fair Park.

Trinity Railway Express (TRE)

TRE commuter rail is a joint service provided by DART and the Fort Worth Transportation Authority (The T) pursuant to the 2001 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.

Paratransit Services

Paratransit Services provides accessible, curb-to-curb public transportation in accordance with the Board-approved Accessible Services Policy No. III.14, which complies with the Americans with Disabilities Act of 1990 (ADA). Paratransit Services is responsible for planning/scheduling, dispatching, field supervision, rider eligibility, outreach, and other administrative functions.

Service is currently contracted with one vendor who operates and maintains a total of 100 vans and 57 sedans. DART staff performs the scheduling, dispatching, certification, and administrative functions. As of December 2003, there was an average of 7,488 eligible Paratransit Services riders, which represents a 4.4% increase from the average number of 7,170 eligible riders during the previous year.

High Occupancy Vehicle Transitway Services

The purpose of this section is to discuss DART's High Occupancy Vehicle (HOV) Transitway services. DART currently operates 31 miles on four Interim or Immediate Action HOV lanes. The East R.L. Thornton (I-30) contra flow HOV lane utilizes movable barriers and operates weekdays from 6:00 a.m. to 9:00 a.m. in the westbound direction and from 3:30 p.m. to 7:00 p.m. in the eastbound direction. The Stemmons (I-35E), LBJ (I-635), and US 67 concurrent flow HOV lanes are buffer-separated facilities that are open 24-hours a day in both directions. DART also operates a reversible HOV lane under the Stemmons/LBJ freeway interchange with operating hours similar to the I-30 facility.

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- and 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 administers the Vanpool Program and incurs approximately 10% of the cost for advertising and administrative expenses. NCTCOG pays 40% of the total cost of operations (including insurance and all service costs); and vanpool customers are responsible for 50% of cost, as well as fuel. Management is currently working with NCTCOG to improve the program to attract major employers.

General Mobility – Road Improvement Programs

The Road Improvement Programs shown in Exhibit 8 represent all of the Board-approved road programs with member cities and state agencies. Road improvement programs are recorded as non-operating expenses in the Budget because DART does not take an ownership interest in most of these mobility improvements.

Exhibit 8	General Mobility – Road Improvement Programs (In Millions)	
		FY04
	LAP/CMS	\$8,199
	TSM Program-General	2,100
	TSM-Street Repair	2,100
	ITS Regional funding	600
	DART/TxDOT ITS	2,900
	Total	\$15,899

LAP/CMS – The current LAP/CMS agreement returns 15% of DART sales taxes collected in a member city to that city until a contract is awarded for rail construction in that city. The revised program ends for all member cities in FY 2004 regardless of construction dates. Irving is included with a 7.5% funding level. DART accrues the appropriate LAP/CMS amount at the beginning of each fiscal year. Cities request LAP/CMS funds as necessary for projects which enhance transit.

Exhibit 9	Projected LAP/CMS Program (In Thousands)	
	Member City	Dollars
	Addison	\$1,290
	Carrollton	2,409
	Cockrell Hill	5
	Farmers Branch	1,600
	Glenn Heights	17
	Irving	2,512
	Rowlett	365
	Total	\$8,199

On average, DART maintains a payable balance of two to three years of the annual allotment. Exhibit 9 reflects the LAP/CMS payable by member city as of December 31, 2003.

Capital and Non-Operating Budget Summary

Exhibit 10 provides a summary of the capital and non-operating costs for the first quarter of FY 2004.

Exhibit 10	Actuals vs. Budget Capital and Non-Operating Costs First Quarter, FY 2004 (In Thousands)			
	Mode	FY04 Actuals	Available Balance	FY04 Budget
	Bus	\$ 4,157	\$ 61,413	\$ 65,570
	LRT	13,343	185,200	198,543
	Commuter Rail	1,254	25,073	26,327
	Paratransit	25	(25)	0
	HOV	470	7,840	8,310
	Total Projects	\$ 19,249	\$ 279,501	\$ 298,750
	P & D /Startup/Non-Ops	4,542	16,137	20,678
	Road Improvements/ITS	8,157	7,742	15,899
	Total Capital	\$ 31,947	\$ 303,380	\$ 335,327

Scorecards – Key Performance Indicators by Mode of Service

Exhibit 11							
Bus Scorecard - Key Performance Indicators							
Indicators	Q 1/03	Q 2/03	Q 3/03	Q 4/03	Q 1/04	FY04 Target	Status
Customer/Quality Indicators							
Revenue Miles (M)	n/a	n/a	n/a	30.5	29.8	28.1	n/a
Passengers Per Revenue Mile	1.35	1.34	1.32	1.32	1.33	1.43	Red
Mean Distance Between Roadcalls	3,805	3,954	4,124	4,287	4,631	4,200	Green
Veh. Accidents Per 100k Miles	2.20	2.22	2.15	2.02	2.07	2.80	Green
Missed Work Days (Operators) Annualized	24.8	23.7	16.3	20.3	12.9	23.0	Green
Financial/Efficiency Indicators							
Cost Per Revenue Mile	\$6.59	\$6.54	\$6.48	\$6.22	\$6.15	\$6.21	Green
Pay-to-Platform Ratio - Hours	1.29	1.31	1.27	1.30	1.28	1.28	Green

Passengers per Revenue Mile – Exhibit 11 is reflective of the decline in ridership and does not reflect the major changes incorporated in October 2003 because of the four quarter rolling averages.

Exhibit 12							
Light Rail Scorecard - Key Performance Indicators							
Indicators	Q 1/03	Q 2/03	Q 3/03	Q 4/03	Q 1/04	FY04 Target	Status
Customer/Quality Indicators							
Revenue Car Miles (M)	n/a	n/a	n/a	5.7	5.5	5.0	n/a
Passengers Per Car Mile	3.29	3.18	3.11	3.00	3.07	3.62	Red
Mean Distance Between Roadcalls (000s)	45.3	58.4	60.4	80.4	60.2	35.0	Green
Accidents Per 100k Miles	0.24	0.24	0.22	0.32	0.26	0.56	Green
Missed Work Days (Operators) Annualized	15.1	30.6	19.8	28.7	29.8	17.4	Red
Financial/Efficiency Indicators							
Subsidy Per Passenger Mile	\$0.53	\$0.43	\$0.48	\$0.48	\$0.46	\$0.32	Red
Cost Per Revenue Car Mile	\$11.69	\$11.05	\$10.74	\$11.02	\$11.04	\$12.38	Green
Pay- to- Platform Ratio - Hours	1.39	1.39	1.37	1.35	1.34	1.31	Yellow

Passengers per Car Mile and Subsidy per Passenger Mile – Exhibit 12 is reflective of the decline in ridership and does not reflect the major changes incorporated in October 2003 because of the four quarter rolling averages.

Missed Work Days for the quarter ending December 2003 was above target due to vacancies and holidays. Management has put into place several initiatives to help combat this continuous climb and second quarter data should reflect a significant change.

Exhibit 13							
Commuter Rail - TRE Scorecard - Key Performance Indicators							
Indicators	Q 1/03	Q 2/03	Q 3/03	Q 4/03	Q 1/04	FY04 Target	Status
Customer/Quality Indicators							
Revenue Car Miles (M)				1.6	1.5	1.4	n/a
Passengers Per Car Mile	1.39	1.42	1.45	1.51	1.53	1.63	Red
Scheduled Train Hours (000s)				22.0	21.2	19.4	n/a
Missed Trips (Qtrly)	5	6	5	9	2	32	Green
Veh. Accidents Per 100k Miles	0.01	0.01	0.00	0.00	0.00	0.31	Green
Financial/Efficiency Indicators							
Subsidy Per Passenger Mile	\$0.26	\$0.34	\$0.32	\$0.31	\$0.31	\$0.34	Green
Cost Per Revenue Car Mile	\$13.05	\$12.66	\$12.36	\$11.45	\$11.81	\$13.71	Green

Passengers per Car Mile reflected above in Exhibit 13 is trending above target due to the service cuts that were implemented in quarter 1 and is not reflected due to the four quarter rolling affect on the numbers.

Exhibit 14							
Paratransit Scorecard - Key Performance Indicators							
Indicators	Q 1/03	Q 2/03	Q 3/03	Q 4/03	Q 1/04	FY04 Target	Status
Customer/Quality Indicators							
Scheduled Ridership (000s)	716.2	710.0	701.4	691.4	681.4	714.0	Green
Revenue Hours (000s)	409.0	400.2	391.7	383.7	388.8	403.4	Green
Paratransit Passengers Per Hour - Scheduled	1.75	1.77	1.79	1.80	1.75	1.77	Yellow
Paratransit Passengers Per Hour - Actual	1.44	1.47	1.49	1.50	1.47	1.50	Red
Accidents Per 100K	0.35	0.34	0.29	0.26	0.18	1.00	Green
Percentage of Trips Completed	100.0%	100.0%	100.0%	100.0%	100.0%	98.0%	Green
Passenger Canceled Trips Ratio	13.0%	12.8%	12.8%	12.7%	12.5%	13.0%	Green
Passenger No Shows Ratio	4.8%	4.4%	4.0%	3.7%	3.4%	5.0%	Green
Service Level - Scheduling (3 minutes)	89.6%	90.5%	92.5%	94.8%	95.7%	88.0%	Green
Service Level - Where's My Ride (2 minutes)	88.3%	90.1%	91.5%	93.1%	94.1%	85.0%	Green

Paratransit Passengers per Hour – Scheduled and Actual – The yellow status of Scheduled Passengers per Hour and the red status of Actual Passengers per hour in Exhibit 14 can be attributed to the addition of unproductive hours to the schedule to accommodate zero denials. The current contract also guarantees the contractor a minimum number of scheduled hours per day. Cancellations and No-Shows also contribute to Actual Passengers per Hour coming in below Target. In order to remedy the Scheduled Passenger per Hour issue, trips would have to be denied. This is not feasible due to the zero denial mandate by the ADA. However, we are scheduling trips as efficiently as possible within systems parameters. To improve the Actual Passengers per Hour KPI, Cancellations and No-Shows would have to be virtually non-existent, which, due to the nature of our clients, is not likely to happen.

Exhibit 15							
HOV Scorecard - Key Performance Indicators							
Indicators	Q 1/03	Q 2/03	Q 3/03	Q 4/03	Q 1/04	FY04 Target	Status
Customer/Quality Indicators							
Avg. Weekday Ridership (000s)	102.9	102.7	103.0	103.9	106.1	100.0	Green
Operating Speed Ratio (Qtrly)	1.70	1.81	1.69	1.86	1.71	1.50	Green

Exhibit 16							
General Mobility (Vanpool) - Key Performance Indicators							
Indicators	Q 1/03	Q 2/03	Q 3/03	Q 4/03	Q 1/04	FY04 Target	Status
Customer/Quality Indicators							
Number Of Vanpools (current)	74	81	79	73	70	85	Red

The decline in the **Number of Vanpools** shown in Exhibit 16 continues to be attributed to the downturn in the economy. Layoffs at major corporations are forcing vanpool customers to terminate their vanpool groups. During the first quarter of FY 2004 there was limited vanpool promotion due to vacancies in the area.

Management will introduce incentives to attract vanpool groups, the funding for these incentives has been identified in the Marketing Plan in conjunction with the North Central Texas Council of Governments. In addition, the Marketing Department has developed a direct mail campaign designed to promote vanpool benefits to major employers in the Metroplex. A follow-up telemarketing campaign will also support the efforts of the direct mail campaign.

APPENDIX

Revenues, Operating Expenses and Net Financing Costs
Exhibit 17 Actuals vs. Budget
First Quarter, FY 2004
Dollars in Thousands

	YTD Actuals	YTD Budget	YTD Better (Worse) Budget	% Better (Worse) Budget	Total Budget
Revenues:					
Passenger Revenues (Fixed Route)	\$8,998	\$9,387	(\$390)	(4.2)%	\$37,550
Advertising and Other	3,126	2,608	518	19.9%	10,433
Special Events Revenues	74	125	(51)	(41.0)%	499
Vanpool Revenues	193	242	(48)	(19.9)%	966
Paratransit Revenues	270	272	(2)	(0.6)%	1,088
Total Operating Revenues	\$12,662	\$12,634	\$28	0.2%	\$50,536
Sales Tax Revenues	\$83,009	\$76,067	\$6,942	9.1%	\$304,268
Interest Income	1,055	1,342	(287)	(21.4)%	5,706
Other Non-Operating Revenues	8,084	6,783	1,301	19.2%	27,132
Total Revenues	\$104,809	\$96,826	\$7,983	8.2%	\$387,642
Operating Expenses:					
	Actuals	Budget	Over / {Under}	% Over / {Under} Budget	Total Budget
Salaries & Wages	\$31,907	\$35,235	(\$3,329)	(9.4)%	\$142,086
Benefits	15,340	16,347	(1,007)	(6.2)%	57,046
Services	4,160	5,643	(1,483)	(26.3)%	23,039
Materials & Supplies	7,901	8,566	(666)	(7.8)%	32,662
Utilities	1,789	1,963	(174)	(8.9)%	7,781
Claims & Insurance	1,140	1,040	101	9.7%	4,158
Purchased Transportation	8,648	8,928	(280)	(3.1)%	35,713
Taxes, Leases, and Other	1,023	1,349	(326)	(24.1)%	5,211
Management Reserve		219	(219)	(100.0)%	837
Total Operating Expenses	\$71,908	\$79,290	(\$7,382)	(9.3)%	\$308,534
Capital Allocation	(\$4,450)	(\$5,043)	\$592	(11.7)%	(\$20,171)
LRT Start-up	(91)	(108)	17	(15.6)%	(433)
Total Ops Expense after Allocations	\$67,367	\$74,139	(\$6,772)	(9.1)%	\$287,930
Net Financing Costs					
Debt Service Costs	\$13,251	\$7,293	\$5,958	55.0%	\$30,267
Interest Income	1,055	1,342	(287)	(21.4)%	5,706
Total Net Financing Costs	\$12,196	\$5,951	\$6,245	48.8%	\$24,561

DALLAS AREA RAPID TRANSIT STATEMENTS OF REVENUES, EXPENSES AND CHANGES IN NET ASSETS FOR THE THREE MONTHS ENDED DECEMBER 31, 2003 AND 2002		
	Three months ended	
	12/31/2003	12/31/2002
	unaudited	unaudited
OPERATING REVENUES:		
Passenger	9,586	8,234
Advertising, rent and other	2,590	2,686
Total Operating Revenues	\$12,176	\$10,920
OPERATING EXPENSES:		
Labor	31,907	32,489
Benefits	15,340	14,034
Services	4,160	5,343
Materials and Supplies	7,901	7,082
Purchased Transportation	8,649	18,251
Depreciation and amortization	24,536	22,994
Utilities	1,789	1,680
Taxes, Leases, and Other	1,023	1,077
Casualty and liability	1,140	880
Transit system planning, development, and start-up costs	(4,542)	(5,129)
TOTAL OPERATING EXPENSES	\$91,903	\$98,701
NET OPERATING LOSS	(\$79,727)	(\$87,781)
NON-OPERATING REVENUES (EXPENSES):		
Sales tax revenue	83,009	85,614
Investment Income	856	1,243
Interest Income from investments held to pay capital lease	6,742	6,991
Interest expense on capital leases	(6,742)	(6,991)
Local Assistance Program and Street improvements	(8,162)	(8,427)
Transit system planning and other development	(4,542)	(5,129)
Interest and financing expenses	(6,510)	(6,561)
Other revenue (Expense)	1,335	(106)
TOTAL NET NON-OPERATING REVENUES	\$65,986	\$66,634
INCOME BEFORE CAPITAL CONTRIBUTIONS	(\$13,741)	(\$21,147)
CAPITAL CONTRIBUTIONS:		
Federal Financial Assistance	5,792	3,198
Other Capital Contributions	-	36
Other grants	14,912	386
TOTAL CAPITAL CONTRIBUTIONS	\$20,704	\$3,620
CHANGE IN NET ASSETS	\$6,963	(\$17,527)
TOTAL NET ASSETS - Beginning of the quarter	1,886,889	1,924,595
TOTAL NET ASSETS - End of the quarter	\$1,893,852	\$1,907,068

DALLAS AREA RAPID TRANSIT
STATEMENTS OF NET ASSETS
AS OF DECEMBER 31, 2003 AND SEPTEMBER 30, 2003

	12/31/2003 Unaudited	9/30/03
ASSETS		
CURRENT ASSETS		
Cash & Cash Equivalents	64,757	68,351
Investments	190,666	134,982
Current portion of restricted assets	3,667	11,016
Current portion of investment held to pay capital lease liability	40,794	46,864
Sales tax receivable	58,277	53,625
Transit Revenue Rec., Net	5,409	2,186
Due from Other Governments	5,804	42,879
Materials and supplies inventory	21,003	21,215
Prepaid transit expenses and other	2,654	2,034
TOTAL CURRENT ASSETS	\$393,031	\$383,152
Restricted assets	4,953	10,184
Investments in joint venture	11,566	11,702
Capital assets		
Land and rights of way	384,185	384,185
Depreciable capital assets, net of depreciation	1,659,898	1,685,344
Projects in progress	268,120	247,941
Long-term investments held to pay capital lease/lease back liabilities	449,555	456,787
Net pension asset	3,277	3,277
Unamortized long-term debt issuance costs	4,280	4,345
TOTAL ASSETS	\$3,178,865	\$3,186,917
LIABILITIES		
CURRENT LIABILITIES		
Accounts payable and accrued liabilities	62,938	98,184
Commercial paper notes payable	167,645	135,670
Current portion of Capital lease/leaseback liabilities	40,794	46,864
Current portion of amount due to the State Comptroller	913	913
Local Assistance Program Payable	40,029	32,860
Retainage Payable	16,360	17,537
Other Current Liabilities	10,481	6,679
Payable from restricted assets		
Interest payable	2,294	8,389
Current portion of senior lien sales tax revenue bonds payable	6,815	1,945
TOTAL CURRENT LIABILITIES	\$348,269	\$349,041
Repayment due to the State Comptroller	\$1,598	\$1,826
Senior lien sales tax revenue bonds payable	485,591	492,374
Capital lease/leaseback liabilities	449,555	456,787
TOTAL LIABILITIES	\$1,285,013	\$1,300,028
NET ASSETS		
Invested in capital assets, net of related debt	\$1,635,792	\$1,669,943
Restricted for		
Debt Service	3,667	11,016
System expansion and acquisition	4,953	10,184
Unrestricted	249,440	195,746
TOTAL NET ASSETS	\$1,893,852	\$1,886,889
TOTAL LIABILITIES & NET ASSETS	\$3,178,865	\$3,186,917

Glossary of Terms/Definitions

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Net Subsidy – Financial measurement for determining the tax subsidy required for each mode or combination of modes. Management's objective is to reduce this number.

$$\text{Calculation} = [Operating\ Expenses - Operating\ Revenues]$$

Glossary of Terms/Definitions (Cont.)

On-Time Performance – Quality ratio that measures how often a service is on-time (i.e., at a designated pick-up spot within a predetermined timeframe). The timeframe differs based on mode and frequency of service. Bus operations currently uses 59 seconds early and 4 minutes and 59 seconds late. Light rail and commuter rail use 1 minute early and 3 minutes late. Management's objective is to increase this ratio.

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

Operating Revenues – Includes the revenues obtained from the farebox, special events service, advertising, signboard rentals, leases, and miscellaneous income. Operating revenues do not include sales tax revenue, interest income, or gain on sale of assets.

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

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

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

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

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

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

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

Passenger Trips - See Ridership.

Passengers per Hour - Actual – The total number of Paratransit passengers actually carried.

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

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

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

Glossary of Terms/Definitions (Cont.)

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

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

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

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

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

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

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

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

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

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

Sales Taxes for Operating Expenses – Measures the amount of sales taxes required to subsidize operations. The inverse percentage is the amount of sales taxes available for capital and road improvement programs.

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

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

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

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

Glossary of Terms/Definitions (Cont.)

Security Incidents per 100,000 Passengers – Quality ratio for fixed route service which measures the number of security incidents reported by the Transit Police per 100,000 passenger boardings.

$$\text{Calculation} = [(Security\ Incidents / Passenger\ Boardings) * 100,000]$$

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

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

$$\text{Calculation} = (\# \text{ of Calls Answered or Abandoned Within the Specified Time Period}) / (\# \text{ of Calls Received Within the Specified Time Period})$$

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

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

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

$$\text{Calculation} = [(Operating\ Expenses - Operating\ Revenues) / Passenger\ Boardings]$$

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

Ridership Highlights

Introduction

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

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

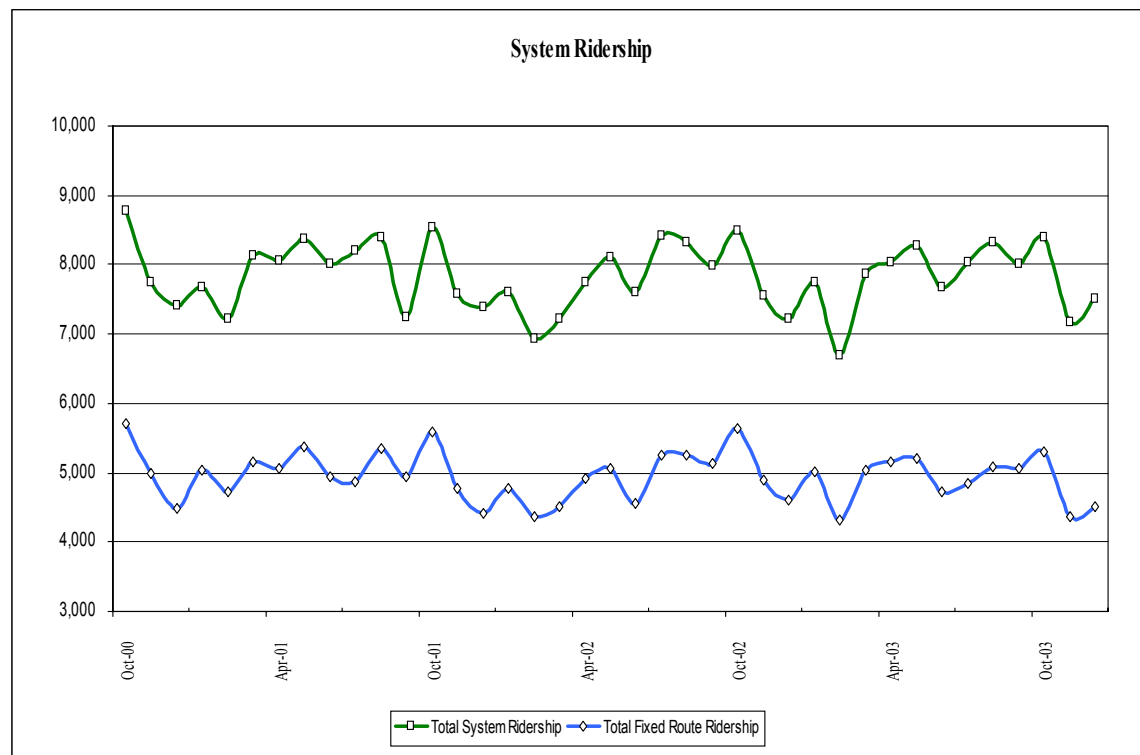
Ridership statistics can be examined in several different ways: as totals, as averages and as ratios related to service levels. Each reporting technique has its value in analyzing ridership and each presents data from a different perspective. Total ridership is an important measure. Total ridership can,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

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

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

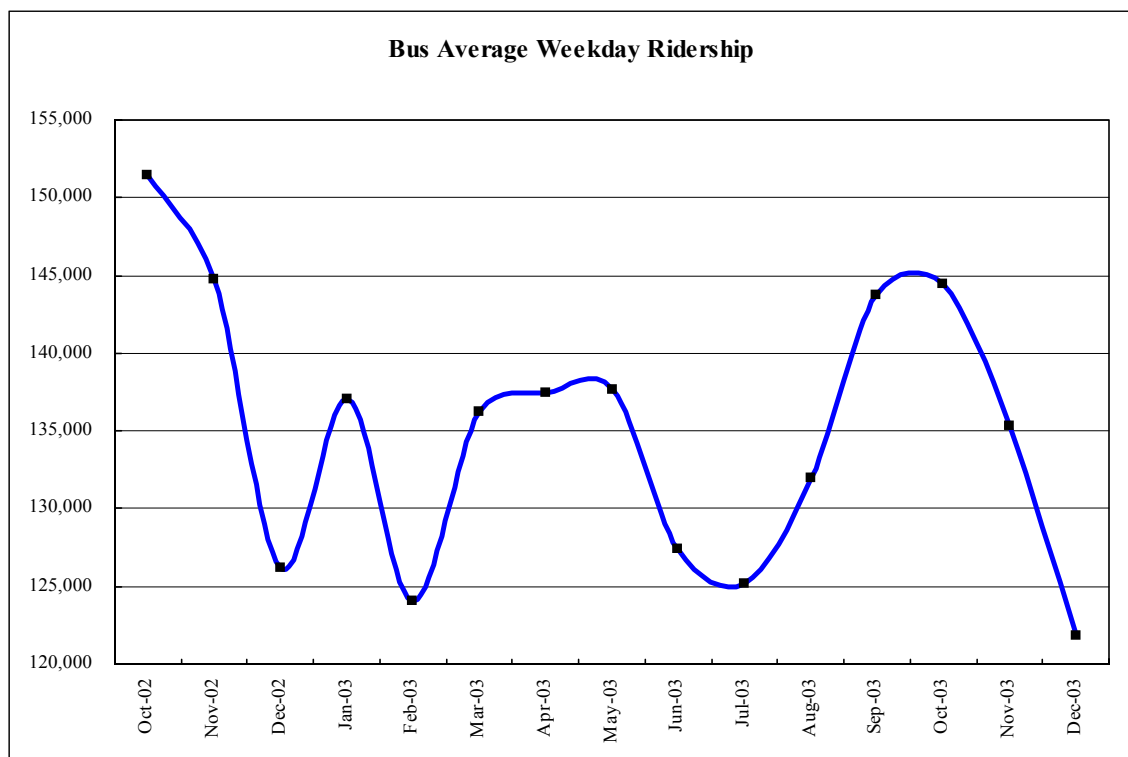
The Service Standards Monitoring Report included in this section of the Quarterly Report includes the modifications to policy made in 2003.

Total System Ridership



- Total fixed route passengers include bus, light rail and commuter rail riders. Total system passengers include fixed route, HOV and paratransit services. Riders of both scheduled and special event services are reported.
- Total system ridership in the first quarter of FY 2004 was 23.1 million riders, a decrease of 0.8 percent from the first quarter of FY 2003.
- Fixed route ridership totaled 14.2 million passengers in the first quarter of FY 2004, a decrease of 6.3 percent from the first quarter of FY 2003.
- Trinity Railway Express ridership was almost 525,800 passengers in the first quarter, a decrease of 13.1 percent from last year. This decrease represents the impact of service reductions and higher fares.
- Light rail ridership decreased to 3.9 million riders in the first quarter. While the performance of the system remains strong, the decrease reflects the impact of extraordinarily high ridership during the first quarter of FY 2003 concurrent with the extension of the lines and of service reductions made in October 2003. Some impact from the March 2003 fare increase is also reflected in the lower numbers.
- Paratransit ridership decreased to just over 140,500 trips in the first quarter of FY 2004, a decrease of 3.3 percent from FY 2003 levels.
- Total HOV usage in the first quarter of FY 2004 was 8.7 million persons, up 9.6 percent from the first quarter of FY 2003.

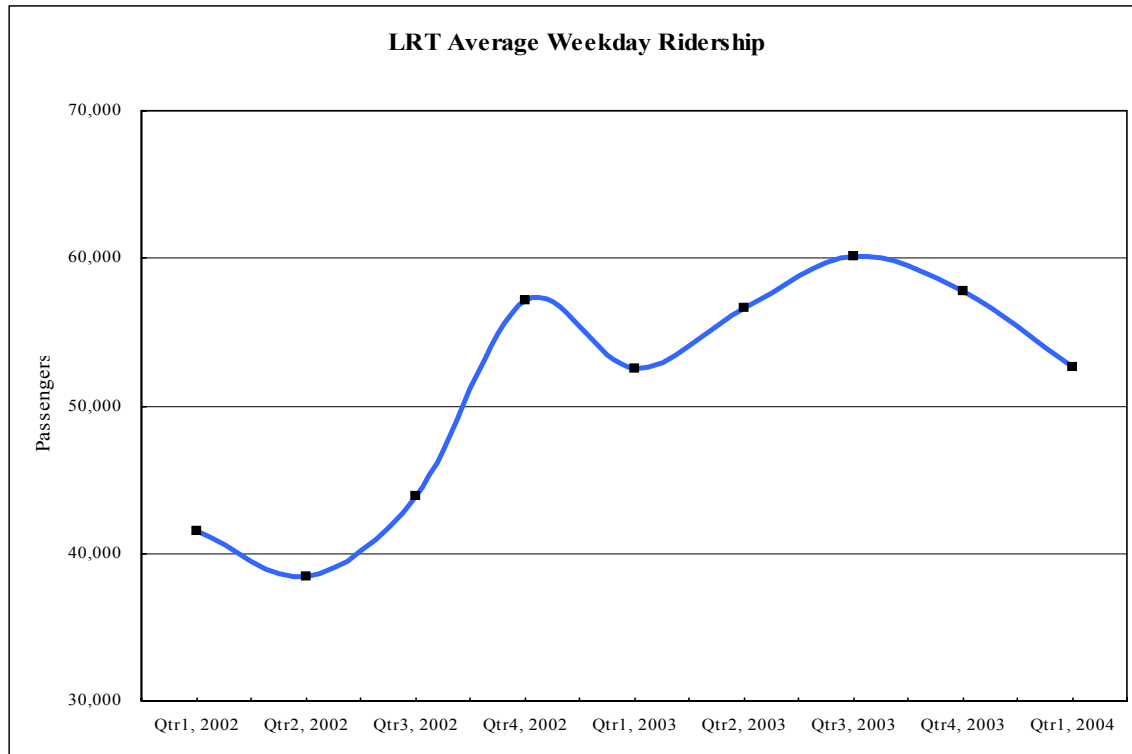
Bus System Ridership



- Total bus ridership in the first quarter of FY 2004 was 9.7 million riders, a 6.7 percent decrease from the first quarter of FY 2003.
- The ridership decrease occurred throughout the week. Ridership in the quarter decreased by 7.2 percent on weekdays while Saturday and Sunday ridership decreased by 3.4 and 1.2 percent respectively.
- Average weekday ridership in the first quarter was 133,885 riders, a 4.9 percent decrease from last year's average.
- Ridership on each route classification except Rail Station Feeder routes decreased in the first quarter. Rail Station Feeder routes experienced increases in each month of the quarter. There are more routes in this classification since extension of the LRT.
- Transit Center Feeder routes experienced a ridership increase of 0.8 percent in December when compared to FY 2003. Express routes experienced a decrease of 6.0 percent and Crosstown routes posted a decrease of 0.7 percent in December.
- The most heavily patronized routes in the first quarter, by route classification, were:

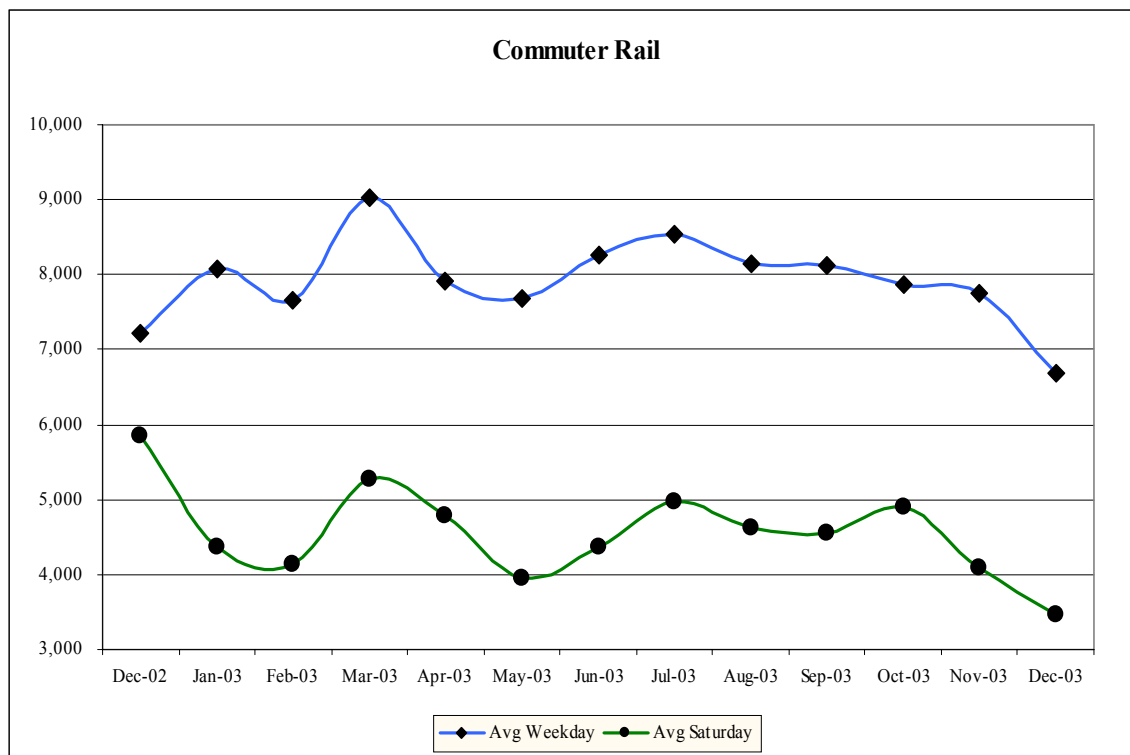
Crosstown	Route 466	5,237
Express	Route 204	915
Rail Feeder	Route 583	1,844
TC Feeder	Route 378	1,428
Local	Route 44	9,884

LRT Ridership



- LRT ridership in the first quarter totaled 3.9 million riders, a decrease of 1.1 percent from the 4.0 million riders transported in the first quarter of FY 2003.
- Weekday ridership in the first quarter averaged over 52,500 passengers, an increase of 0.1 percent over the first quarter of FY 2003.
- Saturday ridership in the first quarter averaged just over 25,000 passengers, a decrease of 7.1 percent from the FY 2003 level.
- Sunday ridership in the first quarter averaged 18,700 passengers, a decrease of 0.6 percent from the FY 2003 level.
- These decreases occurred because the FY 2003 ridership was extraordinarily high as residents of areas along the newly extended line segments tried the trains for the first time. The service reductions in October 2003 and the fare increase in FY 2003 contributed to ridership decreases.
- The light rail stations in Garland, Plano and Richardson have combined to contribute over 8,500 average weekday riders to the system in the first quarter..
- Growth in light rail ridership has resulted, in part, from a shift of riders from the bus system. Ridership at the Arapaho Center, Downtown Garland and Parker Road stations, each of which was formerly home to an Express bus route, now averages between four and eight times as many passengers as were using the bus routes from the same locations.

Commuter Rail – Trinity Railway Express



- The Trinity Railway Express ridership decreased in the first quarter in response to service reductions. The elimination of trips in the midday and evening periods on weekdays has resulted in fewer riders.
- In the first quarter of 2004, the TRE served a total of 525,787 passengers, a decrease of 13.1 percent from the first quarter of FY 2003.
- Weekday ridership on the TRE averaged 7,440 daily riders (a 3.4 percent decrease) in the first quarter and averaged over 7,800 daily riders in October.
- Saturday ridership in the first quarter averaged 4,145 daily riders, a decrease of 22.5 percent from the first quarter of FY 2004.
- Events at the American Airlines Center, served by the Victory station, attract significant levels of TRE ridership. During the first quarter, over 42,000 passengers were counted boarding and alighting TRE trains at the Victory station.
- Event ridership affects weekday ridership significantly. In December 2003, the TRE averaged almost 1,100 more riders on days when there were events scheduled at American Airlines Center. On Saturdays the average was almost 900 more riders.
- Union Station in downtown Dallas is the alighting location for about 60 percent of the Eastbound TRE riders and the boarding location for about 60 percent of westbound passengers.

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

Year	Month	Bus Monthly	LRT Monthly	Commuter Rail Monthly	Fixed Route Total
2002	December	3261	950	192	4403
	January	3589	974	198	4761
	February	3296	887	173	4356
	March	3330	977	199	4506
	April	3663	1052	185	4900
	May	3665	1138	171	4974
	June	3262	1112	176	4550
	July	3381	1624	210	5215
	August	3552	1494	202	5248
	September	3625	1349	170	5144
2003	October	3911	1366	198	5475
	November	3395	1305	189	4889
	December	3100	1318	175	4593
	January	3422	1398	195	5016
	February	2882	1274	170	4326
	March	3351	1482	216	5049
	April	3420	1529	193	5142
	May	3379	1533	181	5093
	June	3119	1447	191	4757
	July	3186	1497	208	4891
	August	3249	1436	194	4879
	September	3465	1412	189	5066
2004	October	3703	1404	201	5308
	November	2971	1226	164	4361
	December	3047	1315	161	4523
December 2004 vs 2003					
	Increase (Dec)	(53.0)	(3.0)	(14.0)	(70.0)
	% Change	-1.7%	-0.2%	-8.0%	-1.5%

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

Year	Month	Bus Weekday	LRT Weekday	Commuter Rail Weekday	Fixed Route Total
2002	December	138.3	39.2	7.6	185.1
	January	144.1	38.1	7.5	189.7
	February	144.2	38.1	7.1	189.4
	March	138.6	38.8	8.0	185.4
	April	149.9	41.6	7.5	199.0
	May	147.0	44.1	6.7	197.8
	June	138.9	45.8	7.4	192.1
	July	133.4	60.1	8.2	201.7
	August	140.5	56.7	8	205.2
	September	156.9	54.7	7.6	219.2
2003	October	151.8	51.2	7.8	210.8
	November	145.2	53.3	8.1	206.6
	December	126.6	53.1	7.2	186.9
	January	137.6	55.5	8.1	201.2
	February	124.7	55.2	7.7	187.6
	March	136.6	59.4	9.0	205.0
	April	138.2	60.4	7.9	206.5
	May	138.1	60.8	7.7	206.6
	June	128.8	59.1	8.3	196.2
	July	126.4	57.9	8.5	192.8
	August	132.6	57.8	8.2	198.6
	September	144.3	57.6	8.1	210.0
2004	October	144.0	53.0	7.9	204.9
	November	135.7	53.0	7.7	196.4
	December	122.2	51.7	6.7	180.6
December 2004 vs 2003					
	Increase (Dec)	(4.4)	(1.4)	(0.5)	(6.3)
	% Change	-3.5%	-2.6%	-6.9%	-3.4%

Table 3 – Passenger Boardings by Member City

Dallas Area Rapid Transit
Estimated Passenger Boardings By Member City
December 31, 2003
 In Thousands

Description	Dec 2003	Dec 2002	%% (2) Change
Bus Ridership (1)			
Addison	25	22	13.5%
Carrollton	48	43	11.0%
Farmers Branch	15	11	27.7%
Garland	156	151	3.5%
Glenn Heights	13	12	2.7%
Irving	115	114	1.4%
Plano	52	54	-4.5%
Richardson	57	53	8.9%
Rowlett	6	8	-28.7%
Suburban Total	487	469	3.9%
Dallas Total (3)	2561	2632	-2.7%
Bus Total	3,047	3,100	-1.7%
Light Rail	1,315	1,318	-0.2%
Commuter Rail	161	175	-7.9%
Total Passenger Boardings	4,523	4,593	-1.5%

YTD 2004	YTD 2003	%% Change
77	78	-1.1%
150	159	-5.9%
45	41	8.7%
494	541	-8.6%
41	41	-1.0%
360	383	-5.8%
167	192	-13.0%
188	183	2.9%
19	30	-36.2%
1542	1648	-6.5%
8179	8757	-6.6%
9,721	10,405	-6.6%
3946	3990	-1.1%
526	562	-6.5%
14,192	14,957	-5.1%

Type of Day	Dec 2003	Dec 2002	Inc (Dec)
Weekdays	22	21	1
Saturdays/Holiday	4	4	0
Sundays/Holiday	5	6	-1
Total	31	31	0

YTD 2004	YTD 2003	Inc (Dec)
63	64	-1
14	13	1
15	15	0
92	92	0

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

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

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

Service Standards Monitoring Report

Purpose and Approach

DART's Service Standards Policy requires the preparation of a quarterly Service Standards Monitoring Report that describes the performance of the DART bus system. Bus route performance is measured using a Route Performance Index (RPI). The RPI is calculated for each DART bus route. The RPI is based on comparisons of each individual route's performance against an adopted standard in each of three performance measures. Those measures are passengers per mile, passengers per trip and subsidy per passenger. The standards for each of these measures are defined for each of six route types, Crosstown, Express, Rail Feeder, Transit Center Feeder, Local and Site-specific Shuttle. In addition, a Service Performance Index (SPI) is calculated for the DART-on-Call service. This index measures performance against standards for subsidy per passenger and passengers per hour. The standards adopted for FY 2004 were used in compiling this report.

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

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

First Quarter Report

Crosstown Routes

- Six of the eighteen Crosstown routes had an RPI value of 1.0 or greater.
- Thirteen of the eighteen Crosstown routes perform above the 0.6 level.
- The five Crosstown routes that perform below the 0.6 level include routes 404 (0.5), 410 and 488 (0.5), 475 (0.4) and 412 (0.3).
- Routes 410, 412 and 488 were formerly operated under contract but are now operated by DART. The change in cost structure may have impacted their performance ranking negatively.
- Route 488 was modified in October 2003 and is expected to improve as riders respond to the modification.
- Route 475 serves the southeast Dallas area and was significantly revised in October 2003, including the elimination of some route segments and the elimination of Sunday service.
- Route 412 underwent significant restructuring in December 2002 and continues to be monitored for further improvements.
- Route 404 was divided into two routes (route 507 was created from a portion of route 404) and will require additional time for ridership to respond to the changes.

- Route 410 will be reviewed and appropriate action recommended for future implementation.

Express Routes

- Five of DART's ten Express routes had an RPI value of 0.6 or greater.
- Route 205 (Addison) had the highest RPI value among Express routes with an RPI of 1.4.
- Routes 278 (Red Bird) and 206 (Glenn Heights) had RPI values of 1.0 and 0.8, respectively.
- Five routes had RPI values of less than 0.6. Routes 202 (North Irving), 210 (West Plano) and 234 (Plano, Richardson, Irving) were at the 0.5 level.
- Route 207 (Rowlett) was at the 0.4 level and route 247 (Farmers Branch) was at the 0.3 level.
- The routes falling below 0.6 are being reviewed to determine the appropriate corrective action.

Rail Feeder Routes

- Nine of the 31 Rail Feeder routes performed at the 1.0 level or better. A total of 23 Rail Feeder routes performed at or above the 0.6 target.
- The top performing Rail Feeder route was route 702 (Park Lane/NorthPark) with an RPI value of 2.1. Routes 554 (Ledbetter Station/Bonnie View) and 583 (Lovers Lane/LBJ/Skillman/Richland College) were second with RPI values of 1.6. Route 506 (Park Lane/Walnut Hill) performed at a 1.5 level. Routes 556 (Hampton/Southwest Center Mall) and 519 (South Garland/Park Lane) posted 1.2 RPI values.
- Route 551 (LBJ/Skillman/Spring Valley) was at the 0.5 RPI level.
- Two routes recorded RPI values of 0.4 during the first quarter. These routes include 560 (LBJ/Skillman/Miller), and 569 (Lovers Lane/White Rock/Ferndale).
- Five routes performed at the 0.3 RPI level. They include 503 (Cityplace/Lovers Lane), 566 (Downtown Garland/Bush Turnpike), 572 (Bush Turnpike/Spring Creek), 573 Campbell/Spring Valley) and 760 (Downtown Plano/Collin Creek).
- Routes 551, 560, 566, 572, 573 and 760 were formerly contractor operated. The difference in cost structure between the contracted rates and DART costs has contributed to their lower performance ratings. These routes are being evaluated for opportunities to increase ridership to improve performance.
- Route 573 has been proposed for elimination in May 2004 with DART-on-Call service covering much of its service area. Other poorly performing routes are being reviewed to determine the appropriate corrective action to improve their performance.

Transit Center Feeder Routes

- Eighteen of the 22 Transit Center Feeder routes achieved RPI values of 0.6 or greater. Five of those routes had RPI values of 1.0 or greater.
- Route 378 (South Garland/Lake Ray Hubbard/Garland Central) was the top performing Transit Center Feeder route with an RPI value of 1.6.

- Routes 314(North Irving /South Irving and 341 (Addison/Rosemeade) were next with RPI values of 1.1.
- Routes 301(North Irving/Irving Mall/South Irving) and 374 (LBJ/Skillman/South Garland) were next at 1.0.
- Route 306 (South Irving/Texas Plaza) performed at the 0.5 level.
- Routes 309 (South Irving Loop, 311 (West Irving/DeVry) and 358 (Parker Road/West Plano/Spring Valley) performed at the 0.4 RPI level.
- Route 358 has been proposed for May 2004 elimination with parts of its service area being served by DART-on-Call. The other poorly performing routes are being evaluated for appropriate corrective action.

Local Routes

- Twenty-six of the 32 Local routes posted RPI values of 0.6 or greater in the first quarter of FY 2004.
- Route 44 (South Dallas/Medical Center/Northwest Dallas) was both the best performing Local route with a 1.8 RPI as well as the most heavily patronized route.
- Route 26 (Harry Hines Corridor/Cedars Station/Frazier Courts) placed second with an RPI of 1.5 while route 19 (South Oak Cliff/East Dallas/South Garland) was third at 1.4.
- Routes 24 (Mockingbird Station), 39 (Love Field) and 51 (Walnut Hill/West Dallas) performed at the 1.1 level.
- Routes 2 (Culver), 11 (Buckner/Hampton Station), 12 (Dixon) and 29 (Maple) performed at the 1.0 level.
- Routes 8 (Oak Lawn/Preston Center), 37 (Spruce High School), 183 (Addison), and 185 (Farmers Branch/Belt Line) had RPI values of 0.5. These routes were modified in October 2003 and are being monitored for improvement.
- Routes 46 (Illinois Station) and 184 (Frankford) performed at the 0.4 level. Both routes are being examined to determine appropriate corrective action.

Site-specific Shuttles

- Of the seven Site-specific Shuttles, including E-shuttles, six performed at or above the 0.6 level.
- The Texas Instruments shuttle was the top performer with an RPIO value of 1.3.
- The Medical City Dallas E-shuttle and SMU's Mustang Express (route 768) were second with RPI values of 1.2 each.
- The UT Southwestern shuttle, the DFW Airport/Centerport shuttle and the Campbell Centre E-shuttle were the other acceptable performers.
- The Palisades E-shuttle (from Galatyn Park station) was the only Site-specific Shuttle to fall below the 0.6 level with an RPI of 0.3.

DART-on-Call

- Only one of the six DART-on-Call zones achieved the 0.6 level in the initial calculations of the Service Performance Index. The Lakewood on Call zone performed at the 0.6 level.

- Both the North Central Plano and East Plano zones achieved a 0.5 SPI rating. The North Central Plano zone has been operating with a second vehicle to meet increased demand. The cost of the added service resulted in the lower performance. As ridership responds to higher service availability, the performance is expected to improve.
- The newest DART-on-Call zones in East Plano (SPI of 0.5), North Dallas (SPI of 0.3) and Farmers Branch (SPI of 0.2) performed reasonably well for new services that have had only three months of operation to develop ridership.
- The Rowlett zone, with an SPI of 0.3, has been experiencing dropping ridership since the opening of the Downtown Garland station. This decrease in ridership is related to the drop in ridership experienced by the route 207 that serves the Rowlett Park and Ride. Strategies to increase ridership are being investigated.

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.

<u>Crosstown</u>		<u>Express</u>		<u>Rail Feeders</u>		<u>T C Feeders</u>		<u>Local</u>	
<u>RPI</u>	<u>Ranking</u>	<u>RPI</u>	<u>Ranking</u>	<u>RPI</u>	<u>Ranking</u>	<u>RPI</u>	<u>Ranking</u>	<u>RPI</u>	<u>Ranking</u>
404	400	202	207	503	503	306	302	8	8
410	404	207	234	551	560	309	305	37	35
412	410	210	247	560	566	311	309	46	37
475	412	234		566	569	358	311	183	46
	475	247		569	572		333	184	60
				572	573		358	185	183
				573	760				184
				760					185

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

Crosstown Routes

Crosstown

Dallas Area Rapid Transit Service Standards Monitoring Report First Quarter FY 2004

LINE		Avg Weekday Pass 1Q04	Avg Weekday Pass 1Q03	% Change	Sub/ Pass 1Q04	Index	Pass/ Trip 1Q04	Index	Pass/ Rev 1Q04	Index	4Q03 Route Performance Index	1Q04 Route Performance Index	RPI Point Change
					\$2.70		29.00		1.60				
C 466		5,643	5,195	8.6%	\$2.06	1.3	57.0	2.0	1.9	1.2	1.0	1.5	0.5
C 409		4,519	4,412	2.4%	\$2.10	1.3	48.9	1.7	2.0	1.2	1.1	1.4	0.3
C 445		2,186	2,086	4.8%	\$2.27	1.2	23.4	0.8	2.0	1.2	0.9	1.1	0.2
C 486		2,426	2,149	12.9%	\$2.76	1.0	34.8	1.2	1.6	1.0	1.1	1.1	0.0
C 428		3,202	3,706	-13.6%	\$2.66	1.0	33.6	1.2	1.6	1.0	1.0	1.1	0.1
C 405		2,116	2,032	4.2%	\$2.73	1.0	27.8	1.0	1.5	0.9	0.8	1.0	0.2
C 463		1,490	928	60.6%	\$3.68	0.7	27.4	0.9	1.8	1.1	1.0	0.9	0.0
C 441		1,747	2,071	-15.7%	\$2.83	1.0	22.1	0.8	1.4	0.9	0.7	0.9	0.2
C 453		1,141	2,967	-61.6%	\$2.56	1.1	15.5	0.5	1.6	1.0	0.9	0.9	0.0
C 400		1,696	1,658	2.3%	\$5.20	0.5	27.0	0.9	0.9	0.6	0.6	0.7	0.1
C 415		697	505	38.0%	\$3.86	0.7	15.6	0.5	1.2	0.7	0.4	0.7	0.2
C 444		993	923	7.6%	\$3.84	0.7	14.3	0.5	1.2	0.8	0.6	0.7	0.1
C 451		1,742	1,352	28.8%	\$4.73	0.6	18.1	0.6	1.1	0.7	0.7	0.6	-0.1
C 488		1,098	859	27.9%	\$4.83	0.6	10.7	0.4	1.0	0.6	0.7	0.5	-0.2
C 404		949	1,128	-15.9%	\$6.28	0.4	17.6	0.6	0.8	0.5	0.5	0.5	0.0
C 410		691	820	-15.7%	\$5.62	0.5	12.8	0.4	0.8	0.5	0.6	0.5	-0.1
C 475		538	779	-31.0%	\$5.98	0.5	8.5	0.3	0.8	0.5	0.4	0.4	0.1
C 412		154	345	-55.4%	\$10.12	0.3	4.6	0.2	0.6	0.4	0.2	0.3	0.1

Express Routes

Express

Dallas Area Rapid Transit Service Standards Monitoring Report First Quarter FY 2004

LINE		Avg Weekday Pass 1Q04	Avg Weekday Pass 1Q03	% Change	Sub/ Pass 1Q04	Index	Pass/ Trip 1Q04	Index	Pass/ Rev 1Q04	Index	4Q03 Route Performance Index	1Q04 Route Performance Index	RPI Point Change
					\$3.00		17.00		1.00				
E 205		690	557	23.9%	\$4.40	0.7	26.6	1.6	1.8	1.8	1.4	1.4	-0.1
E 278		673	718	-6.3%	\$3.95	0.8	12.7	0.7	1.4	1.4	1.1	1.0	-0.1
E 206		646	642	0.7%	\$6.54	0.5	18.1	1.1	0.8	0.8	0.9	0.8	-0.1
E 283		996	928	7.3%	\$6.72	0.4	12.1	0.7	0.8	0.8	0.8	0.7	-0.1
E 204		1,035	1,194	-13.3%	\$7.65	0.4	12.1	0.7	0.6	0.6	0.7	0.6	-0.1
E 202		821	831	-1.1%	\$8.87	0.3	10.5	0.6	0.5	0.5	0.5	0.5	0.0
E 210		560	738	-24.2%	\$10.01	0.3	11.3	0.7	0.5	0.5	0.6	0.5	-0.1
E 234		76	89	-15.0%	\$13.81	0.2	12.7	0.7	0.4	0.4	0.5	0.5	0.0
E 207		218	325	-33.0%	\$12.32	0.2	7.8	0.5	0.4	0.4	0.5	0.4	-0.1
E 247		103	125	-18.1%	\$15.34	0.2	6.4	0.4	0.4	0.4	0.5	0.3	-0.2

Rail Feeder Routes

Rail Feeder

Dallas Area Rapid Transit Service Standards Monitoring Report First Quarter FY 2004

LINE		Avg Weekday Pass	Avg Weekday Pass	% Change	Sub/ Pass	Index	Pass/ Trip	Index	Pass/ Rev Mile	Index	4Q03 Route Performance Index	1Q04 Route Performance Index	RPI Point Change
		1Q04	1Q03										
					\$3.60		11.00		1.80				
F1	702	620	317	95.5%	\$1.18	3.1	6.8	0.6	4.8	2.7	1.1	2.1	1.1
F1	554	1,009	1,033	-2.3%	\$1.52	2.4	11.7	1.1	2.5	1.4	1.0	1.6	0.6
F1	583	2,006	1,977	1.5%	\$2.06	1.7	21.1	1.9	2.1	1.2	1.5	1.6	0.1
F1	506	1,118	1,673	-33.2%	\$1.94	1.9	11.0	1.0	2.9	1.6	1.1	1.5	0.4
F1	556	1,243		All	\$2.58	1.4	14.7	1.3	1.8	1.0		1.2	All
F1	519	1,257		All	\$3.70	1.0	21.8	2.0	1.3	0.7	1.2	1.2	0.0
F1	548	1,108	1,161	-4.5%	\$2.86	1.3	13.1	1.2	1.6	0.9	1.0	1.1	0.1
F1	582	1,017	1,049	-3.1%	\$3.54	1.0	12.0	1.1	1.4	0.8	1.0	1.0	0.0
F1	501	698	793	-12.0%	\$3.09	1.2	9.2	0.8	1.6	0.9	1.0	1.0	0.0
F1	555	590	538	9.8%	\$2.81	1.3	7.2	0.7	1.5	0.9	0.7	0.9	0.2
F1	510	721	638	12.9%	\$3.48	1.0	9.8	0.9	1.4	0.8	0.7	0.9	0.2
F1	568	984	995	-1.0%	\$3.82	0.9	11.1	1.0	1.1	0.6	0.7	0.9	0.1
F1	538	944	911	3.6%	\$3.39	1.1	5.5	0.5	1.3	0.7	0.7	0.8	0.1
F1	567	487	526	-7.4%	\$5.15	0.7	9.6	0.9	1.1	0.6	0.7	0.7	0.0
F1	549	775	903	-14.1%	\$5.37	0.7	10.8	1.0	0.9	0.5	0.6	0.7	0.1
F1	505	379		All	\$2.81	1.3	3.5	0.3	1.0	0.5		0.7	All
F1	515	752	906	-17.0%	\$4.82	0.7	8.6	0.8	1.0	0.5	0.7	0.7	0.0
F1	522	633	673	-6.0%	\$4.57	0.8	7.2	0.7	1.0	0.6	0.7	0.7	0.0
F1	507	204		All	\$4.58	0.8	5.5	0.5	1.0	0.6		0.6	All
F1	571	466	119	292.1%	\$6.36	0.6	9.1	0.8	0.8	0.5	0.7	0.6	-0.1
F1	574	348	250	39.2%	\$5.53	0.7	8.3	0.8	0.8	0.4	0.5	0.6	0.1
F1	553	295	271	8.8%	\$5.74	0.6	6.2	0.6	0.9	0.5	0.5	0.6	0.1
F1	562	504	490	2.9%	\$6.01	0.6	6.1	0.6	0.9	0.5	0.6	0.6	-0.1
F1	551	293	201	45.7%	\$6.05	0.6	6.2	0.6	0.8	0.5	0.5	0.5	0.1
F1	560	352	325	8.3%	\$8.25	0.4	5.8	0.5	0.6	0.3	0.6	0.4	-0.1
F1	569	203	256	-20.4%	\$8.27	0.4	4.0	0.4	0.6	0.3	0.3	0.4	0.0
F1	572	225	39	475.7%	\$10.28	0.4	3.7	0.3	0.5	0.3	0.5	0.3	-0.1
F1	760	95		All	\$8.89	0.4	1.5	0.1	0.7	0.4		0.3	All
F1	573	155	179	-13.7%	\$12.43	0.3	3.5	0.3	0.5	0.3	0.4	0.3	-0.1
F1	503	93	152	-39.0%	\$11.45	0.3	3.3	0.3	0.5	0.3	0.3	0.3	0.0
F1	566	291	33	773.8%	\$14.16	0.3	4.2	0.4	0.4	0.2	0.4	0.3	-0.1

Transit Center Feeder Routes

Transit Center Feeder

Dallas Area Rapid Transit Service Standards Monitoring Report First Quarter FY 2004

LINE		Avg Weekday Pass	Avg Weekday Pass	% Change	Sub/ Pass	Index	Pass/ Trip	Index	Pass/ Rev Mile	Index	4Q03 Route Performance Index	1Q04 Route Performance Index	RPI Point Change
		1Q04	1Q03										
					\$4.30		10.00		1.00				
F2	378	1,477	1,531	-3.5%	\$3.25	1.3	20.3	2.0	1.5	1.5	1.6	1.6	0.0
F2	314	694	483	43.8%	\$6.66	0.6	21.2	2.1	0.6	0.6	0.7	1.1	0.4
F2	341	457		All	\$3.55	1.2	9.3	0.9	1.2	1.2		1.1	All
F2	301	794	835	-5.0%	\$6.50	0.7	16.0	1.6	0.8	0.8	1.1	1.0	-0.1
F2	374	372	412	-9.8%	\$4.17	1.0	7.2	0.7	1.2	1.2	1.3	1.0	-0.3
F2	350	593	665	-10.9%	\$6.43	0.7	12.4	1.2	0.9	0.9	0.0	0.9	0.9
F2	361	330	715	-53.8%	\$5.04	0.9	7.5	0.7	1.1	1.1	1.1	0.9	-0.2
F2	372	541	428	26.3%	\$5.38	0.8	9.9	1.0	0.9	0.9	0.8	0.9	0.1
F2	377	631	762	-17.2%	\$5.29	0.8	6.4	0.6	1.1	1.1	1.3	0.8	-0.5
F2	380	322	276	16.4%	\$5.38	0.8	6.5	0.7	1.0	1.0	0.8	0.8	0.0
F2	303	331	346	-4.3%	\$5.66	0.8	7.0	0.7	0.9	0.9	0.7	0.8	0.1
F2	305	697	568	22.9%	\$9.38	0.5	13.2	1.3	0.5	0.5	0.7	0.8	0.1
F2	360	549	711	-22.8%	\$6.97	0.6	8.7	0.9	0.7	0.7	0.7	0.7	0.0
F2	304	280	71	291.7%	\$6.16	0.7	8.8	0.9	0.6	0.6	0.5	0.7	0.3
F2	310	390	315	23.9%	\$5.69	0.8	6.4	0.6	0.8	0.8	0.7	0.7	0.1
F2	331	429	309	38.7%	\$6.83	0.6	7.1	0.7	0.7	0.7	0.8	0.7	-0.1
F2	333	631	815	-22.6%	\$7.62	0.6	7.3	0.7	0.6	0.6	0.5	0.6	0.1
F2	302	239	268	-10.8%	\$7.71	0.6	5.5	0.5	0.7	0.7	0.6	0.6	0.0
F2	306	147	143	3.1%	\$7.46	0.6	4.1	0.4	0.7	0.7	0.6	0.5	-0.1
F2	309	170	269	-36.9%	\$10.72	0.4	4.6	0.5	0.5	0.5	0.5	0.4	0.0
F2	358	287	283	1.1%	\$13.90	0.3	5.7	0.6	0.4	0.4	0.4	0.4	0.0
F2	311	85	109	-22.5%	\$12.95	0.3	4.5	0.4	0.4	0.4	0.3	0.4	0.0

Local Routes

Local

Dallas Area Rapid Transit Service Standards Monitoring Report First Quarter FY 2004

LINE		Avg Weekday Pass	Avg Weekday Pass	% Change	Sub/ Pass	Index	Pass/ Trip	Index	Pass/ Rev Mile	Index	4Q03 Route Performance Index	1Q04 Route Performance Index	RPI Point Change
		1Q04	1Q03										
					\$2.80		24.50		2.00				
L 44		7,440	7,772	-4.3%	\$1.46	1.9	50.4	2.1	2.6	1.3	1.4	1.8	0.3
L 26		4,615	4,551	1.4%	\$1.49	1.9	31.0	1.3	2.9	1.4	1.2	1.5	0.4
L 19		3,772	5,373	-29.8%	\$1.57	1.8	25.1	1.0	2.6	1.3	1.1	1.4	0.3
L 24		1,773	1,684	5.3%	\$1.99	1.4	15.1	0.6	2.7	1.4	1.1	1.1	0.0
L 51		2,685	2,748	-2.3%	\$2.46	1.1	27.9	1.1	1.8	0.9	0.9	1.1	0.2
L 39		1,261	1,270	-0.7%	\$2.05	1.4	15.5	0.6	2.4	1.2	0.8	1.1	0.3
L 12		1,152	1,331	-13.4%	\$2.17	1.3	14.8	0.6	2.4	1.2	0.9	1.0	0.2
L 2		1,328	1,480	-10.3%	\$2.05	1.4	16.4	0.7	2.1	1.0	0.9	1.0	0.2
L 11		3,684	3,818	-3.5%	\$2.58	1.1	24.6	1.0	1.7	0.9	0.8	1.0	0.2
L 29		1,307	2,880	-54.6%	\$2.24	1.2	15.8	0.6	2.1	1.1	0.7	1.0	0.2
L 76		1,668	1,666	0.1%	\$2.74	1.0	25.0	1.0	1.6	0.8	0.8	0.9	0.1
L 165		3,590		All	\$2.55	1.1	20.8	0.8	1.7	0.9		0.9	All
L 1		2,670	2,923	-8.6%	\$2.62	1.1	19.0	0.8	1.8	0.9	0.8	0.9	0.1
L 50		2,207	2,283	-3.3%	\$2.86	1.0	21.6	0.9	1.6	0.8	0.7	0.9	0.1
L 59		967	2,327	-58.5%	\$2.56	1.1	14.8	0.6	1.6	0.8	0.6	0.8	0.2
L 164		3,182	3,742	-15.0%	\$3.12	0.9	20.0	0.8	1.5	0.7	0.7	0.8	0.1
L 21		1,896	1,951	-2.8%	\$4.00	0.7	25.8	1.1	1.2	0.6	0.7	0.8	0.1
L 49		1,036	1,156	-10.4%	\$3.25	0.9	13.3	0.5	1.7	0.9	0.7	0.8	0.0
L 31		1,396	1,382	1.0%	\$3.86	0.7	20.8	0.8	1.3	0.6	0.6	0.7	0.2
L 161		2,666	6,439	-58.6%	\$3.18	0.9	15.8	0.6	1.4	0.7	0.8	0.7	-0.1
L 63		866	1,032	-16.1%	\$3.39	0.8	11.7	0.5	1.5	0.8	0.6	0.7	0.1
L 36		1,314	1,363	-3.5%	\$3.99	0.7	18.0	0.7	1.2	0.6	0.6	0.7	0.1
L 42		1,852	2,112	-12.3%	\$4.06	0.7	19.4	0.8	1.1	0.5	0.6	0.7	0.1
L 155		413	652	-36.7%	\$4.29	0.7	15.9	0.7	1.4	0.7	0.4	0.7	0.2
L 60		1,817	1,838	-1.2%	\$4.33	0.6	15.4	0.6	1.1	0.6	0.5	0.6	0.1
L 35		1,035		All	\$4.98	0.6	15.7	0.6	0.9	0.5	0.5	0.6	0.1
L 185		1,021		All	\$4.99	0.6	14.2	0.6	0.9	0.5		0.5	All
L 37		1,436		All	\$4.86	0.6	12.7	0.5	1.0	0.5		0.5	All
L 8		753	706	6.5%	\$4.95	0.6	8.8	0.4	1.2	0.6	0.4	0.5	0.1
L 183		922	1,218	-24.3%	\$4.55	0.6	10.3	0.4	0.7	0.4	0.4	0.5	0.1
L 184		452	600	-24.6%	\$7.72	0.4	13.4	0.5	0.8	0.4	0.5	0.4	-0.1
L 46		256	373	-31.3%	\$5.93	0.5	5.8	0.2	0.8	0.4	0.3	0.4	0.1

Site-Specific Shuttles

Site-specific Shuttles Dallas Area Rapid Transit Service Standards Monitoring Report First Quarter FY 2004

LINE		Avg Weekday Pass 1Q04	Avg Weekday Pass 1Q03	% Change	Sub/ Pass 1Q04	Index	Pass/ Trip 1Q04	Index	Pass/ Rev 1Q04	Index	4Q03 Route Performance Index	1Q04 Route Performance Index	RPI Point Change
					\$3.60		11.00		1.80				
SS	TI	766	251	205.2%	\$1.29	2.8	3.5	0.3	1.3	0.7		1.3	All
SS	MCE	91		All	\$1.21	3.0	1.1	0.1	1.2	0.6		1.2	All
SS	SMU	316	337	-6.3%	\$1.45	2.5	3.9	0.4	1.1	0.6		1.2	All
SS	UTSW	284	317	-10.3%	\$2.51	1.4	3.2	0.3	1.4	0.8		0.8	All
SS	DFW	236	327	-27.9%	\$2.52	1.4	5.3	0.5	0.6	0.3		0.7	All
SS	CCE	38	32	18.7%	\$2.91	1.2	0.8	0.1	0.6	0.3		0.6	All
SS	PE	19	19	0.3%	\$5.75	0.6	0.5	0.0	0.2	0.1		0.3	All

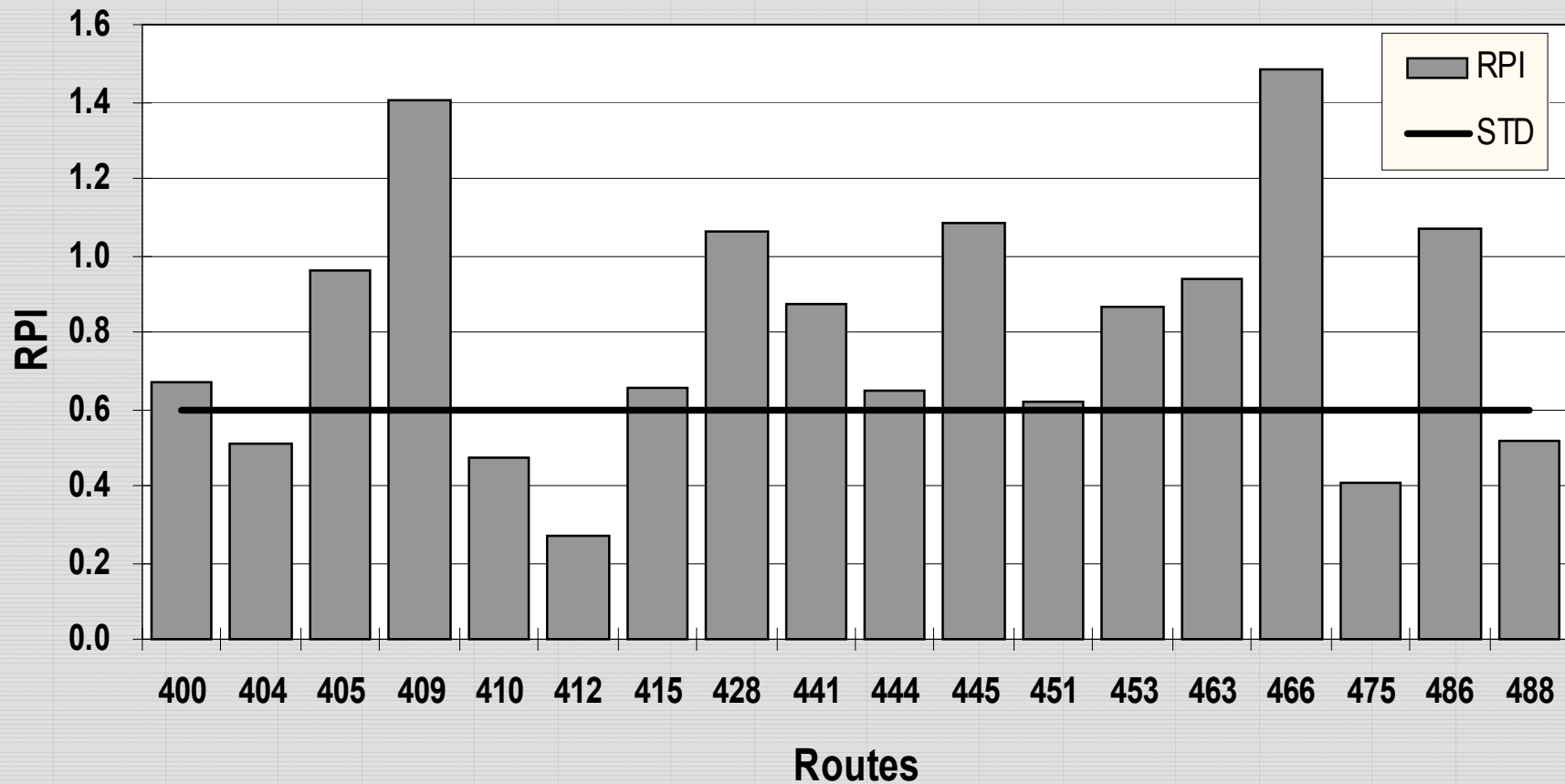
DART-on-Call

DART-on-Call

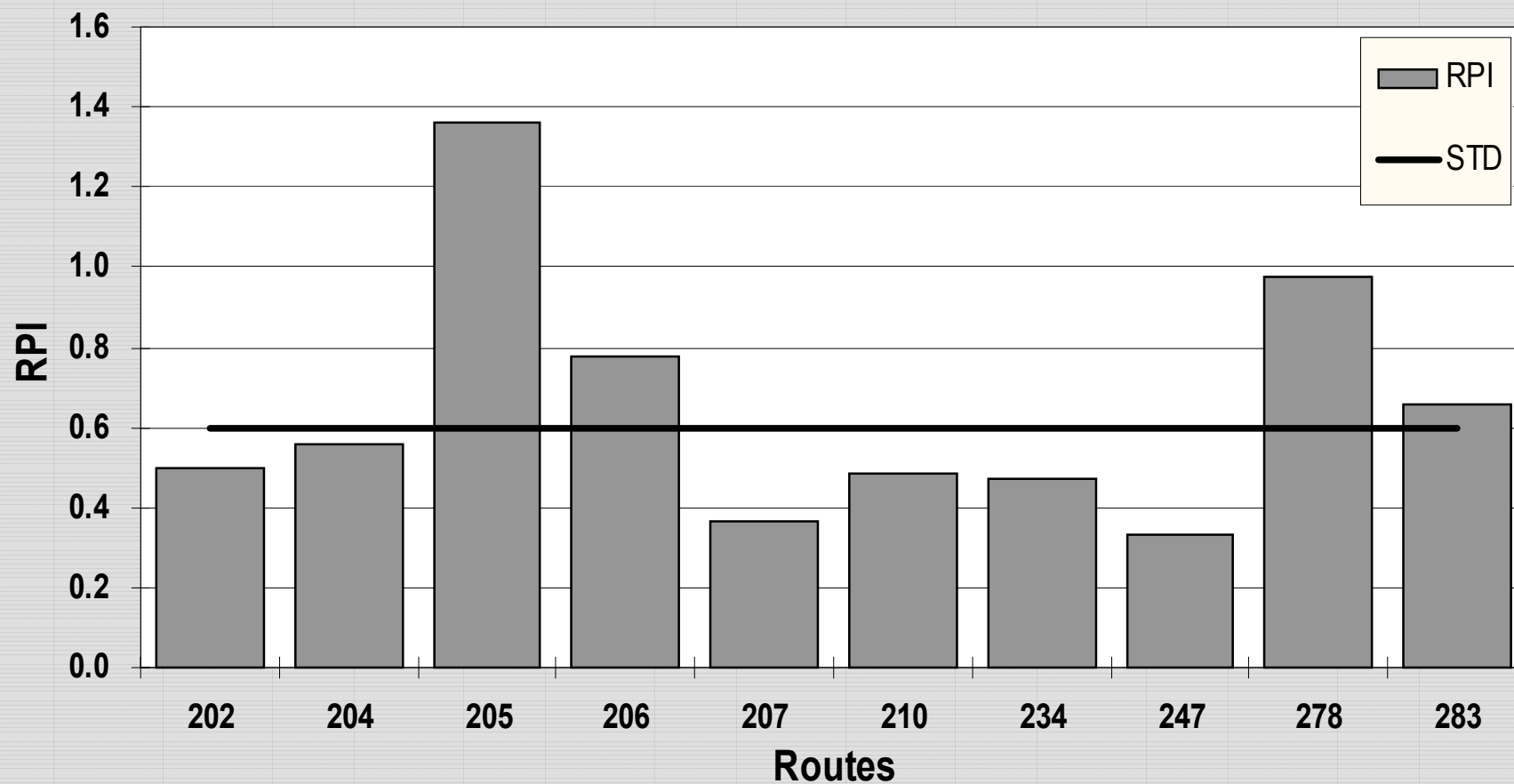
DART-on-Call Dallas Area Rapid Transit Service Standards Monitoring Report First Quarter FY 2004

LINE		Avg Weekday Pass 1Q04	Avg Weekday Pass 1Q03	% Change	Sub/ Pass 1Q04	Index	Pass/ Rev 1Q04	Index	4Q03 Route Performance Index	1Q04 Service Performance Index	RPI Point Change
					\$4.30		6.00				
D	LoC	88	61	43.7%	\$5.70	0.8	5.9	1.0		0.6	All
D	NCPoC	111	77	44.1%	\$6.77	0.6	5.6	0.9		0.5	All
D	EPoC	51		All	\$9.93	0.4	3.4	0.6		0.5	All
D	NDoC	43		All	\$11.71	0.4	3.0	0.5		0.3	All
D	RoC	45	60	-25.1%	\$11.40	0.4	2.7	0.4		0.3	All
D	FBoC	32		All	\$16.92	0.3	2.0	0.3		0.2	All

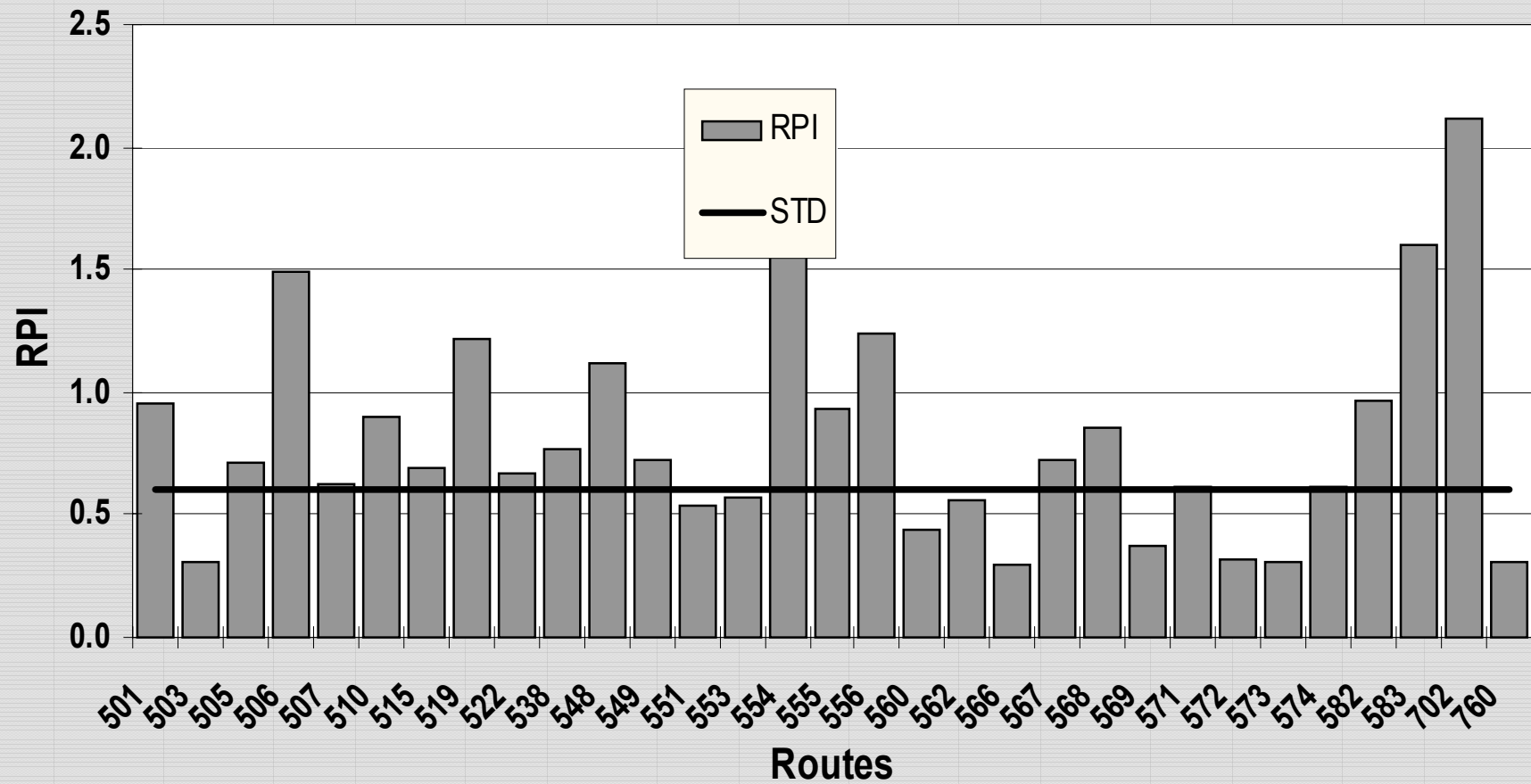
ROUTE PERFORMANCE INDEX Crosstown Routes



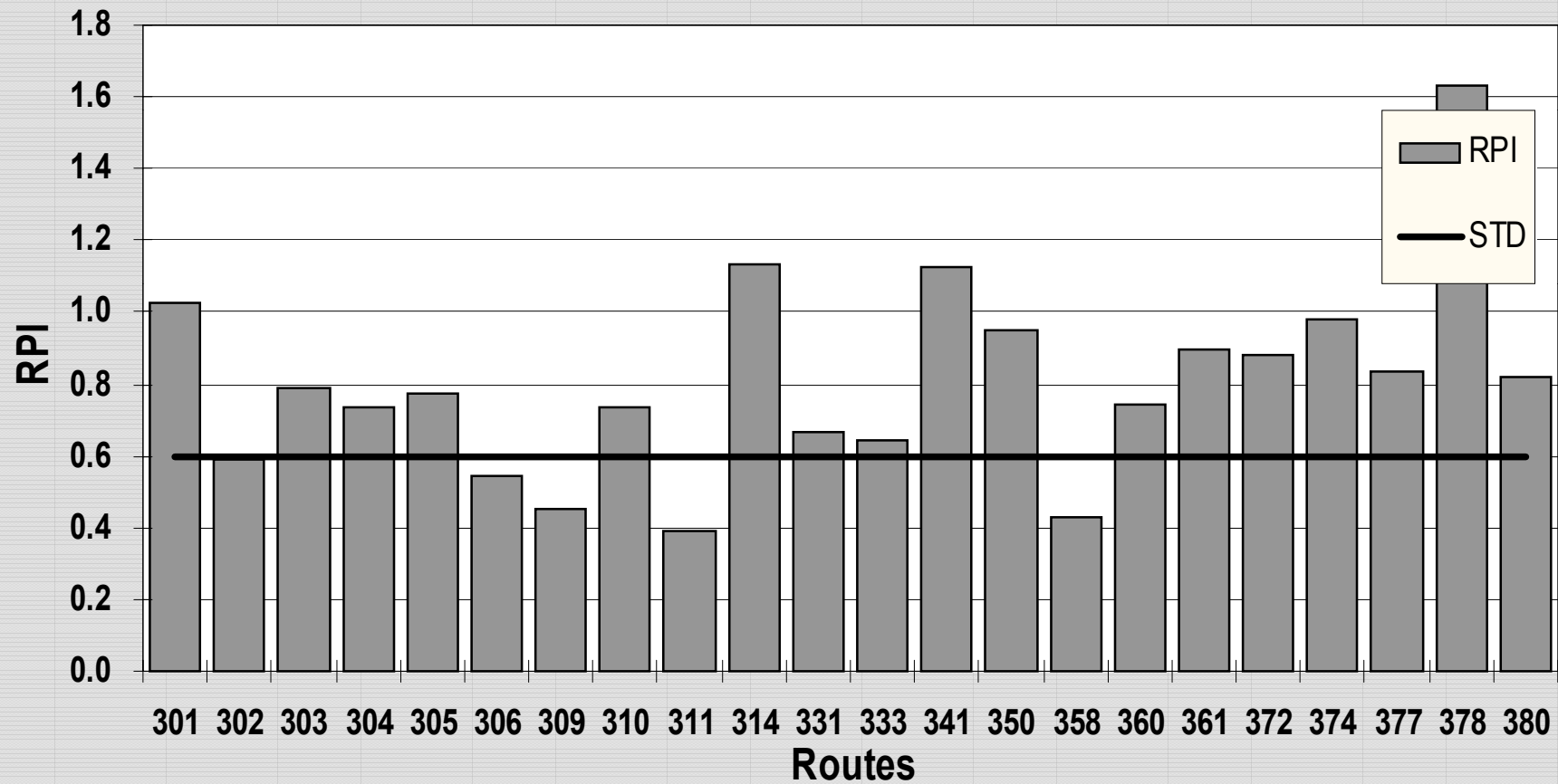
ROUTE PERFORMANCE INDEX Express Routes



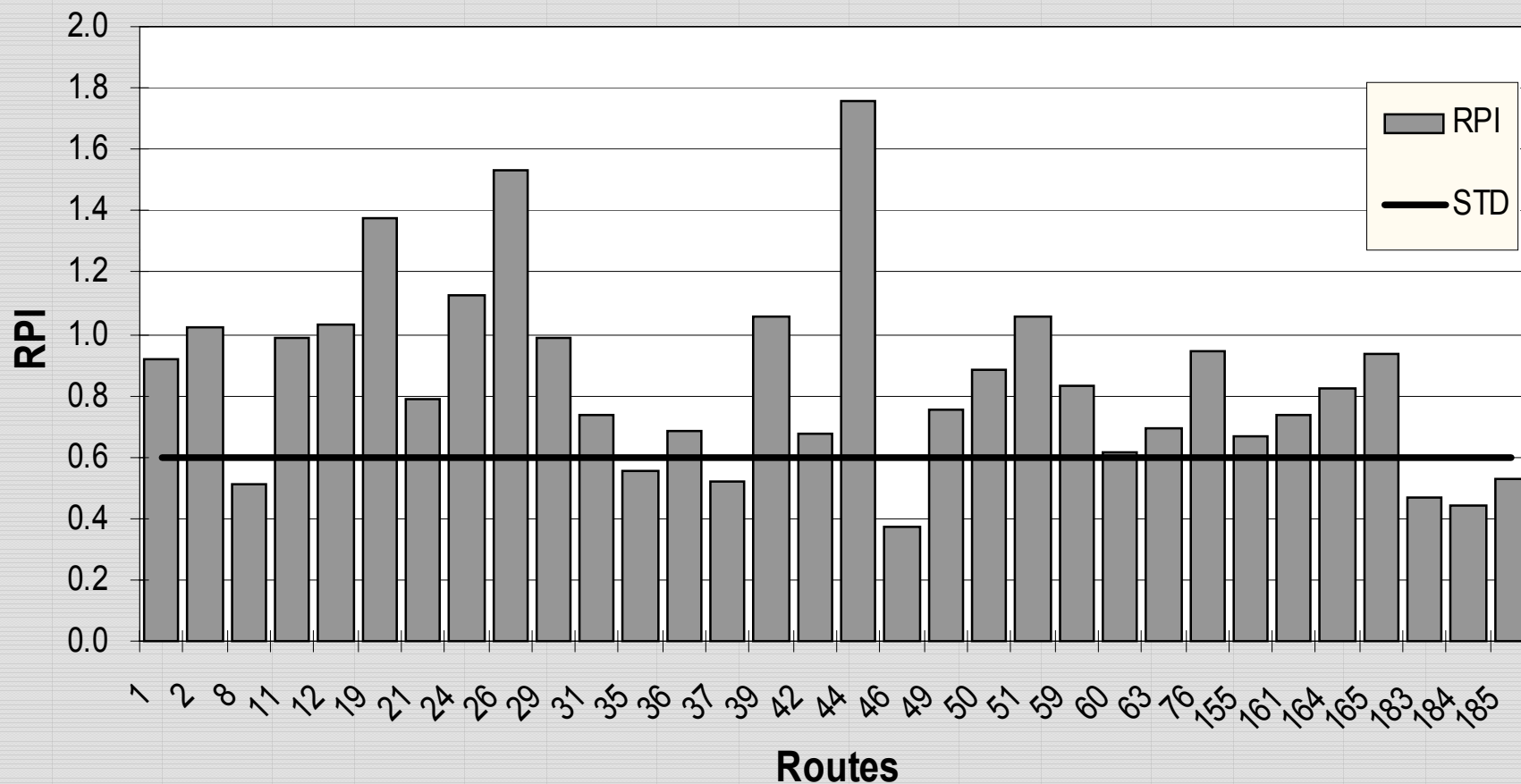
ROUTE PERFORMANCE INDEX Rail Feeder Routes



ROUTE PERFORMANCE INDEX Transit Center Feeder Routes



ROUTE PERFORMANCE INDEX Local Routes



PLANNING & DEVELOPMENT DEPARTMENT

First Quarter FY 2004 Quarterly Reports

P&D1	Highlights
P&D2	Capital Planning & Development
P&D2	Transit System Plan 2030
P&D3	LAP/CMS Program
P&D4	NC/NE Corridor Mitigation Monitoring Program
P&D5	NC-3/NC-4/NC-5 Planning Support
P&D6	Southeast Corridor PE/EIS
P&D7	Northwest Corridor (Dallas CBD to Carrollton)
P&D8	Northwest Corridor (NW HWY to Irving/DFW)
P&D9	Economic Development
P&D10	Mobility Programs Development
P&D10	East Corridor (I-30) Major Investment Study
P&D11	SH 114 Freeway Widening Including HOV Lanes
P&D12	North Central (US 75) Reversible HOV Lane
P&D13	HOV Lanes Operation
P&D14	DART Personalized Public Transit (PPT) Operational Test
P&D15	Regional Comprehensive ITS Program
P&D16	Elm Street/Commerce Street Corridor
P&D17	TRE at Belt Line Road Transit PASS Project
P&D18	Construction and Installation of Standard Shelters
P&D19	Southern Sector Amenities
P&D20	Service Planning & Scheduling
P&D20	Five-Year Action Plan
P&D21	Five-Year Action Plan Score Card
P&D22	Service Reviews
P&D23	Bus Corridor Concept Development
P&D24	Employer Service Program Development
P&D25	Employer Outreach in LRT Corridors/TMAs
P&D26	Community Transit Service Development
P&D27	Vanpool Program
P&D28	Quality Assurance Program

Planning and Development Department

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

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

Highlights This Quarter

- The Addison and Irving city councils were briefed on the Transit System Plan 2030 status and revised schedule. Travel demand model runs for two test transit networks were completed and results analyzed.
- The DART Board approved programming requests for the Town of Addison (\$2,402,579), City of Irving (\$1,800,000), and City of Farmers Branch (\$400,000).
- The FEIS was published in October 2003 for the Southeast Corridor and Northwest Corridor (Dallas CBD to Carrollton). The FEIS Notice of Availability appeared in the Federal Register on October 31, 2003.
- Project status and residential betterment public meetings were held for the Southeast Corridor and Northwest Corridor (Dallas CBD to Carrollton) in December 2003.
- The Northwest Corridor (NW Hwy. to Irving/DFW) was reinitiated in November 2003. The project team has met with City of Irving and TxDOT representatives. The first public meeting is scheduled in January 2004.
- The City of Dallas has initiated a subcommittee, which will focus on initiating station area plans for DART rail stations within the City of Dallas.
- Recommendations for the East Corridor Major Investment Study were developed and endorsed by the Policy Advisory Committee.
- The four DART operated HOV lanes carried approximately 104,350 weekday daily commuters. Two new Barrier Transfer Vehicles (BTVs) were delivered at the I-30 HOV lane facility.
- The October 6, 2003 service change included implementation of three new DART On-Call zones (East Plano, Farmers Branch, and North Dallas), revisions to rail and transit center feeder routes to maximize efficiency, expansion of 30-foot buses, and adjustments to low performing routes.

Strategic Plan Consideration	C2.3 Open/Integrate new transit services.
Description	<p>The Board of Directors adopted DART's current Transit System Plan (TSP) in November 1995. The 1995 Transit System Plan was an update to the 1989 Plan, both of which were oriented toward a horizon year of 2010. The current undertaking of the Transit System Plan 2030 intends to examine the transit needs and opportunities within the context of the year 2030.</p> <p>The TSP 2030 update includes Phase I (Preliminary Assessment) and Phase II (Development). An assessment of DART's previous System Plan (1989, 1995) and the framework development for the Transit System Plan 2030 (Phase I) was completed during FY 01. Phase II is scheduled for completion in FY 05.</p>
Accomplishments	<p>October - December activities:</p> <ul style="list-style-type: none">• Completed travel demand model runs for two test transit networks and analyzed the results.• Began briefing the City Councils on the revised schedule, the reassignment of new Project Managers and project status, starting with Addison and Irving.• Revised the Public Outreach Plan for the Study.
Issues	<ul style="list-style-type: none">• Schedule revised due to additional work to be performed by DART staff, additional staff resignations and the reassignment of new project management staff.• Coordinate with NCTCOG on the Regional Rail Corridor Study.• Working with NCTCOG to complete ridership forecasting.• Studying Dallas CBD 2nd LRT alignment and transit circulation framework, in close coordination with the City of Dallas staff.
Schedule	<ul style="list-style-type: none">• February 2004: Draft Evaluation Methodology Report• Spring 2004: 1st round of Public Meetings (present evaluation criteria, alternatives and preliminary ridership forecasting results)• August 2004: Draft 2030 Transit System Plan.• December 2004: Final 2030 Transit System Plan. <p>(Schedule is driven by transportation modeling process)</p>
Project Manager(s)	<p>Project Manager: Kay Shelton Deputy Project Manager: Ernie Martinez</p>

Strategic Plan Consideration	C3 Improve efficiency S1 Build relationships with Stakeholders
Description	In August 1996, the Board approved guidelines for a new program called LAP/CMS. The purpose of the program is to return a portion of the sales tax receipts of member cities for use in implementing mobility improvements that also enhance transit. Funds will be distributed to eligible cities until the fiscal year after rail construction begins in that city.
Accomplishments	<p>The DART Board approved programming requests for the following member cities between October 1, and December 31, 2003:</p> <ul style="list-style-type: none">• Town of Addison requested the programming of additional funds for the previously approved Arapaho Road Phase III project and technical assistance. (\$2,402,579)• City of Irving requested the programming of funds for the completion of Lake Caroline Parkway from O'Connor to Teleport, and reprogramming of funds from the TRE Beltline Grade Separation to the TRE Quite Zone/Grade Crossing Improvements. (\$1,800,000)• City of Farmers Branch requested the programming of funds for traffic signals at Valley View and Hutton and traffic signal communication link for signals west of Marsh Lane. (\$400,000)
Issues	None at this time
Schedule	This is an ongoing activity
Project Manager	Trip Brizell

North Central/Northeast Corridor Mitigation Monitoring Program

Capital Planning and Development

Strategic Plan Consideration	C2.3 Open/Integrate new transit services C2.6 Add needed passenger amenities/facilities S1.7 Operate environmentally friendly services
Description	DART is advancing the development of LRT extensions in the North Central and Northeast Corridors. The North Central Final Environmental Impact Statement (FEIS, 1997) and the Northeast Final Local Environmental Assessment (LEA, 1997) identified impact and mitigation measures. FTA requires preparation of Mitigation Monitoring Program (MMP) updates for federally funded projects.
Accomplishments	<ul style="list-style-type: none">• Cultivated/re-vegetated with grasses and herbaceous species from an approved list within the onsite mitigation areas at White Rock Creek-channel and overflow, Jackson Branch, McCree Branch.
Issues	<ul style="list-style-type: none">• Resolution of “<i>No Adverse Effect</i>” for the NC-3 White Rock Bridge with State Historic Preservation Officer (SHPO).• Additional seeding with approved seed mix in off-site areas 1, 2, and 3.• Re-seeding of the gabion area of the off-site wetland mitigation area.
Schedule	The North Central and Northeast Monitoring Mitigation Program is ongoing.
Project Manager(s)	Victor Ibewuike

Strategic Plan Consideration	C2.3 Open/Integrate new transit services.
Description	<p>The 12.3 mile extension of the North Central LRT project from Park Lane to the East Plano Transit Center includes 10 stations and serves several major employment and residential areas in Dallas, Richardson, and Plano. A federal environmental impact statement was prepared for the extension.</p> <p>Seven (7) LRT stations opened in July 2002 from Park Lane to Galatyn Park and an additional three (3) LRT stations opened from Galatyn Park to Parker Road in December 2002.</p>
Accomplishments	<ul style="list-style-type: none">• DART is now leasing the Payless Cashways site to Furniture Warehouse.• On September 29, 2003, DART and FTA signed the amended Full Funding Grant Agreement for the North Central Line clearing the way to advance Walnut Hill Station parking.
Issues	<ul style="list-style-type: none">• Ultimate use of Payless Cashways site.• Garage lease at Park Lane Station no longer required to meet zoning requirements.• Walnut Hill parking.
Schedule	Ongoing tasks as needed.
Project Manager(s)	John Hoppie

Strategic Plan Consideration	C2.3 Open/Integrate new transit service.
Description	<p>The Transit System Plan (Phase II) identifies a transit corridor extending from the CBD through Deep Ellum near Baylor Hospital, by South Dallas, Fair Park and to Pleasant Grove. The committed MLK and Lake June Transit Centers are both located in the vicinity of DART rail right-of-way, thus enhancing the opportunity to implement rail transit from the Dallas CBD to Buckner Blvd.</p> <p>FTA issued the Notice of Intent to prepare the EIS in November 2000. DART received FTA approval to enter into Preliminary Engineering in July 2001. Draft EIS was published in February 2002.</p>
Accomplishments	<ul style="list-style-type: none">• FEIS was published in October 2003.• FEIS Notice of Availability appeared in Federal Register on October 31, 2003.• Project Status/Residential Betterment Public Meetings were held in December 2003
Issues	<ul style="list-style-type: none">• FTA Record of Decision (ROD) pending• Residential Betterments
Schedule	<ul style="list-style-type: none">• Advance Project to Final Design subsequent to ROD
Project Manager(s)	John Hoppie

Strategic Plan Consideration	C2.3 Open/Integrate new transit services.
Description	The DART Board approved the Northwest Corridor Locally Preferred Investment Strategy (LPIS) on February 22, 2000. The LPIS includes implementation of Light Rail Transit (LRT) in the Northwest Corridor. The project is currently nearing completion of the Preliminary Engineering/Environmental Impact Statement (PE/EIS) phase. FTA issued the Notice of Intent to prepare the EIS in November 2000. DART received FTA approval to enter into Preliminary Engineering in July 2001.
Accomplishments	<ul style="list-style-type: none">• Continued work on Draft Interlocal Agreement (ILA) regarding Love Field access.• FEIS was published in October 2003.• FEIS Notice of Availability appeared in Federal Register on October 31, 2003.• Project Status/Residential Betterment Public Meetings were held in December 2003.
Issues	<ul style="list-style-type: none">• Competitiveness for federal funds.• Additional funding for Love Field tunnel option and timely completion of the ILA.• FTA Record of Decision (ROD) pending.• Residential Betterments.
Schedule	<ul style="list-style-type: none">• January 2004: Finalize Love Field ILA for Board approval• Early 2004: Record of Decision from FTA• Advance Project to Final Design subsequent to ROD
Project Manager(s)	Kay Shelton

Northwest Corridor (NW HWY to Irving/DFW)

Capital Planning and Development

Strategic Plan Consideration	C2.3 Open/Integrate new transit services.
Description	The DART Board approved the Northwest Corridor Locally Preferred Investment Strategy (LPIS) on February 22, 2000. The LPIS includes implementation of Light Rail Transit (LRT) in the Northwest Corridor. The next phase of the project is the preliminary engineering/environmental assessment phase scheduled for completion by November 2005. Project revenue service date has recently been changed from 2009 to 2012 due to revenue shortfall.
Accomplishments	<ul style="list-style-type: none">• After several months of delay, the project was reinitiated in November 2003.• Project team has had several meetings with the City of Irving and TxDOT representatives.
Issues	<ul style="list-style-type: none">• Due to development in corridor, MIS alignment may no longer be a cost affordable, viable alternative. New alternative will be considered.• DFW access study identified three alternatives to DFW.• TxDOT may now allow DART within TxDOT ROW.
Schedule	<ul style="list-style-type: none">• January 2004: First public meeting• November 2005: Complete PE/EA
Project Manager(s)	John Hoppie

Strategic Plan Consideration	S1.5 Identify and develop strategic partnerships. S1.6 Advocate transit-oriented development. S1.9 Pursue joint development opportunities.
Description	The DART Mission statement specifies that the implementation of the Service Plan should “stimulate economic development.”
Accomplishments	<ul style="list-style-type: none">• Furniture Warehouse has finalized the lease of the retail building on the former Payless Cashways property.• The Development Guidelines are in the process of being finalized. These Guidelines are anticipated to be completed in Spring 2004.• City of Dallas has initiated a new subcommittee. This subcommittee, part of the City Council’s Transportation and Telecommunications Committee, focuses on transit-oriented development. This subcommittee will focus on initiating station area plans for all DART rail stations within the City of Dallas.• Staff continues to participate in monthly meetings of “In The Loop” 2003 Committee.• TxDOT and FHWA have approved the Sustainable Development Grant for Belleview/Lamar. It will go into design and staff is working with the City of Dallas to approve the cross-section of Lamar and Belleview prior to beginning engineering and design.• Staff is working with several developers regarding transit-oriented developments along current rail corridors.
Issues	<ul style="list-style-type: none">• The modeling information to help determine the feasibility of the Main Street Station in Richardson has been pushed back due to NCTCOG’s staff priority of other DART projects.
Schedule	<ul style="list-style-type: none">• The 2004 Rail-Volution Conference will be held in Los Angeles on Sept. 18-22. Staff has been involved in the Rail-Volution National Steering committee meetings.
Project Manager(s)	Jack Wierzenski

East Corridor Major Investment Study

Mobility Programs Development

Strategic Plan Consideration	C2.2 Develop a seamless, fully accessible, multimodal system C2.6 Add needed passenger amenities/facilities
Description	<p>The East Corridor Major Investment Study (MIS) is a comprehensive, multi-modal study of the transportation problems within the area bounded by Downtown Dallas in the west, the Santa Fe RR/Ferguson Road in the north, Military/Scyene/Union Pacific RR in the south, and Dalrock Rd/SH 352 in the east. The study is expected to culminate with a staff recommendation and local elected official approval of improvements that address these problems, referred to as the Locally Preferred Alternative (LPA). To solve the transportation problems in this region, various modes of transportation have been considered including freeway, arterial, HOV/managed lane, passenger rail, bus, Bus Rapid Transit (BRT), ITS, TSM, TDM, bicycle and pedestrian improvements.</p> <p>Tasks completed since inception of this project include: the Project Management Plan (March 2001); Public and Agency Involvement Plan (May 2001); Purpose and Need (April 2002); and the Technical Methodology Plan (April 2002). In FY 03, staff completed the detailed evaluation of alternatives.</p>
Accomplishments	<ul style="list-style-type: none">• Recommendations were developed and endorsed by the Policy Advisory Committee.• Staff conducted a final series of Public Meetings where the recommended improvements were presented.
Issues	<ul style="list-style-type: none">• Hold follow-up briefing with neighborhood groups.
Schedule	<ul style="list-style-type: none">• February - March 2004: Obtain endorsements and approvals for a Locally Preferred Investment Strategy (LPIS) from affected city councils.• February 2004: Finalize MIS report.• FY 04-05: Schematic Design and the Federal Environmental process (NEPA) phase.
Project Manager(s)	Koorosh Olyai/Ernie Martinez

SH 114 Freeway Widening Including HOV Lanes

Mobility Programs Development

Strategic Plan Consideration

C2.3 Open/Integrate new transit services

Description

The SH 114 project is comprised of two segments: The section between SH 183 and Spur 348 will be widened from 4 to 6 general purpose lanes (3 in each direction) and have a one-lane reversible HOV lane added within the median. The section from Spur 348 to SH 121/County Line will be widened from four lanes to eight lanes with an addition of two reversible HOV lanes.

The corridor is expected to include two Park and Ride lots, located at or near International Parkway and Spur 348. Access and egress will be provided by using various methods such as T-ramp, slip-ramp, wishbone ramp and drop ramp.

Accomplishments

- Developed plans defining limits of Loop 12 and SH 114 interchange for early project implementation as a result of changes to Loop 12 schematics for accommodation of LRT underpass construction.
- Developed cost estimate for LRT, Loop 12 and SH 114 within the proposed interchange underpass construction.
- The western end of the project terminus was re-drawn to conform to the recently developed demand volumes.
- Wilbur Smith Associates have recently begun work on level of service analysis based on NTCOG revised design volumes for freeway ramps, HOV access/egress points, service roads, and intersections.
- Continued to refine LRT alternative 2B within State R-O-W between Texas Stadium and BNSF Railroad along SH 114 so as not to significantly impact highway improvements with fewer impacts to property owners and frontage road operations.
- Re-examining the entire SH 114 Corridor for grades, ramps, and main lanes geometric deficiencies to minimize sections requiring complete reconstruction.

Issues

- DFW Airport's plan for a proposed perimeter taxiway around the north end of Runway 35C-17C may conflict with proposed SH 114 roadway improvements.
- TP&P in Austin has not approved NTCOG revised traffic projections.

Schedule

- FY 04: Complete EA and schematic drawings.
- FY 04-08: PE/EA/final engineering phase.
- FY 06-08: Utilities relocation/coordination and ROW

SH 114 Freeway Widening Including HOV Lanes

**Mobility Programs
Development**

- FY 08-12: Construction phase, pending funding availability.

Project Manager(s) Ali Rabiee

North Central (US 75) Reversible HOV Lane

Mobility Programs Development

Strategic Plan Consideration	C2.3 Open/Integrate new transit services
Description	<p>A single reversible HOV lane will be constructed in the median of US 75, north of LBJ Freeway to Parker Road in Plano. Southbound HOV lane will serve the morning commuters while the operation will be reversed for afternoon. The reversible HOV lane will be connected to the proposed HOV lanes on LBJ Freeway, west of US 75, via a direct connector ramp through the reconstructed US 75/I-635 Interchange.</p> <p>Access ramp locations are being evaluated for the Richardson Transit Center, East Plano Transit Center and other projected high demand areas.</p>
Accomplishments	<ul style="list-style-type: none">• 1stQ04: Thirty-five percent (35%) plans for Phase IB (from Arapaho to Renner) have been prepared.• FHWA and TxDOT have approved schematics for the project.• Potential location of access points and ramps has been identified.• EA document for the project is almost complete.• 65% plans for Phase IA (from Midpark to Arapaho) have been completed).
Issues	<ul style="list-style-type: none">• 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.• The project limits, presently, have been set from Midpark to south of SH 190. Phase II limits from SH 190 to Parker will be developed later.
Schedule	<ul style="list-style-type: none">• 2005: Complete construction of the single HOV lane.• 2007: Complete ramp connections from US 75 HOV lane to IH-635 HOV lane.
Project Manager(s)	Mahesh Kuimil

Strategic Plan Consideration	C1.1 Improve on-time performance C1.4 Provide friendly courteous service
Description	<p>HOV lane system is DART's most cost efficient service with \$0.14 subsidy per passenger and carrying over 35% of the total DART system ridership.</p> <p>I-30, I-35E, I-635 and I-35E/US 67 HOV lanes carried almost 34 million commuters during FY 03. The LBJ HOV lanes are one of the most utilized facilities in Texas.</p> <p>DART currently operates 31 miles of HOV Transitways along I-30, I-35E, I-635 and I-35E/US 67 freeways. The HOV lane on I-30 is a Contraflow lane which is created by borrowing the inside lane of the non-peak direction and assigned to peak direction of travel. The HOV lanes on Stemmons and LBJ are buffer separated concurrent flow lanes, constructed using the inside shoulders of the freeways. The HOV lanes on I-35E/US 67 are a combination of concurrent flow and reversible sections.</p>
Accomplishments	<p>The following is HOV ridership information for December 2003:</p> <ul style="list-style-type: none">• The four DART operated HOV lanes carried approximately 104,350 weekday daily commuters.• The HOV lanes along I-635, I-35E, I-30 and I-35E/US 67 carried 39,500, 30,400, 14,950 and 19,500 weekday passengers respectively.• HOV users saved 9.7 minutes, 12.8 minutes, 10.3 minutes, and 10.2 minutes on East R.L. Thornton, Stemmons, LBJ, and South R.L. Thornton/Marvin D. Love HOV lanes respectively, on the round trip commute.• On-time opening performance for East R. L. Thornton HOV lane was 100% during the last quarter.• Both new barrier transfer vehicles (BTVs) have been delivered at the I-30 HOV lane facility to date.
Issues	Additional public education and marketing efforts are necessary.
Schedule	Ongoing.
Project Manager(s)	Mahesh Kuimil

DART Personalized Public Transit (PPT) Operational Test

Mobility Programs Development

Strategic Plan Consideration	C2.1 Improve service routing C4.2 Integrate information technology systems
Description	<p>This is a federally funded Operational Test project under the ITS Program. University of Texas at Arlington (UTA) is assisting with the performance of the test and Texas Southern University (TSU) will be the evaluator.</p> <p>The operational test will evaluate the concept of Personalized Public Transit (PPT) along route 321 in Farmers Branch. The primary objective of the test is to evaluate the increase in ridership using advanced technologies to replace a fixed route service with a fixed/flexible route service. Fixed route transit vehicles will be able to pick-up off-route passengers based on schedule allowances and convenience of point of pick-up. This service makes use of existing AVL system on DART's transit vehicles to locate them on the selected test route. A GIS package will also be used to pinpoint the location of the off-route passenger pick-up point, and an existing off-the-shelf traffic engineering software package will be used to provide real-time rerouting.</p>
Accomplishments	<ul style="list-style-type: none">• 1stQ04: After reviewing proposals to extend this project further, FTA decided to stop further work on this concept for now and post the final evaluation report on its website.• 4thQ03: To evaluate this innovative concept further, FTA has requested proposals through which projects related to this operational test can be advanced.• April 2003: PPT Operational Test Study completed.• The recent project evaluation phase was completed.• The evaluation report has been completed and forwarded to FTA.
Issues	<ul style="list-style-type: none">• Limited area of service impacted the project attractiveness and effectiveness.
Schedule	April 2003: Study completed.
Project Manager(s)	Mahesh Kuimil

Regional Comprehensive ITS Program for the Dallas/Fort Worth Region

Mobility Programs Development

Strategic Plan Consideration

C4.2 Integrate information technology systems

Description

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

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

Accomplishments

- (2003): High-level video and data design has begun.
- (2002): Final Concept of Operation and System Specification was completed for data exchange for Dallas/Ft. Worth Center-to-Center communications network.
- (2002): The Data and Software/Video Task Forces have completed the system requirements for each agency's needs.
- (2002): The Region was instrumental in defining the State data elements and requirements in order to develop the status and command/control interface control documents (version 3.0) using national standards for exchange of information among the agencies.
- (2002): A consultant, *Southwest Research Institute (S.W.R.I.)* was secured to finalize the Regional System requirements.
- (2001): The Data Deployment Task Force for Centers, Software/Video Task Force for Centers, and Interagency Agreements Task Force were formed.
- (2001): The *Communications Analysis and recommendation Report* was approved by the Executive Committee.
- (2000): The *Executive Committee* was formed to provide direction and oversight in the development of this program. Committee members include: CEOs from DART, Texas Department of Transportation (TxDOT Dallas and Fort Worth Districts), Fort Worth Transportation Authority (the "T"), North Texas Tollway Authority (NTTA), North Central Texas

Regional Comprehensive ITS Program for the Dallas/Fort Worth Region

Mobility Programs Development

Council of Governments (NCTCOG), D/FW International Airport, Dallas Regional Mobility Coalition (DRMC), and the City of Dallas.

- (2000): The Executive Committee authorized formation of a ***Steering Committee*** to develop the program. Members include representatives from DART, Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Federal Railroad Administration (FRA), area cities, TxDOT, NCTCOG, DRMC, NTTA, The "T", D/FW Airport, and others. The Steering Committee convenes monthly.
- (1998): ***Memorandum of Understanding*** developed.

Issues • Awaiting completion of inter-local agreements for city match.

- Schedule**
- 2004: Initiate contract for high-level video and data design.
 - 2005: Complete high-level design and start of final design for complete regional network to exchange video data.
 - 2005: Funding will become available for implementation of center-to-center communication network.

Project Manager(s) Abed Abukar

Elm Street/Commerce Street Corridor

Mobility Programs Development

Strategic Plan Consideration X2.14 Implement LAP/PASS/TSM road improvement programs.

Description Elm and Commerce Streets are heavily used by major bus traffic, resulting in deterioration over time. Both streets are one-way; Commerce Street runs eastbound and Elm Street runs westbound. The asphalt overlay has been done several times leaving a high center with the buses riding at a severe angle, creating an unsafe condition.

The entire street section needs to be reconstructed. A comprehensive planning study has been completed to consider creating a more pedestrian oriented streetscape with selected bus stops with shelters, landscaping and storm drainage away from curb line. The limits of the projects are between North Central Expressway and Houston Street.

Accomplishments

- Preliminary engineering for Phase I reconstruction of Elm Street was completed in December 2001.

Issues

- The City of Dallas has no funds allocated for this project.
- Temporary DART funding limitations have halted completion of design for Elm Street. Project design is 80% complete.

Schedule

- Final design for Elm Street pending funding.
- Construction plans will be prepared in sections as funding becomes available.

Project Manager(s) Abed Abukar

TRE at Belt Line Road

Transit PASS Project

Mobility Programs Development

Strategic Plan Consideration	C3 Improve efficiency S1 Build Relationships with Stakeholders
Description	<p>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 Rd, for a length of 2 ¼ miles. The portions of Belt Line Road, Briery Road and Story Road within the vicinity of the TRE Line and Rock Island Rd. will be reconstructed as part of this project. The project also includes an 8,200-foot long bridge and a 1,000-foot long retaining wall. The improvements are in the City of Irving (COI) and the project involves construction of bridges, tracks, paving, drainage, signing, striping, illumination, signalization and aesthetic features. Additional ROW will be acquired by the COI. Total estimated cost including ROW, engineering, and construction is approximately \$29 million, of which \$5 million is donated by the COI for aesthetics.</p> <p>The Regional Transportation Council of the North Central Texas Council of Governments approved this project for funding under the Strategic Programming Initiative. DART and the City of Irving secured Federal funding (\$30M) during FY 02.</p>
Accomplishments	<ul style="list-style-type: none">• 4thQ03: Preliminary plans at 65% completion.• Revised EA was submitted to FTA regional office for review/ final approval last month.• A geometrically acceptable alternative for keeping Irby Lane open was developed and approved by TRE and City of Irving.• Development of final PS&E and preparation of construction bidding package are ongoing.• Met BNSF Railways management to discuss proposed maximum grades and justification to keep Irby and Gilbert open to vehicular traffic.
Issues	<ul style="list-style-type: none">• Additional \$1M funding due to required mitigation to keep Irby open.
Schedule	<ul style="list-style-type: none">• FY 04: Complete final engineering/R-O-W plans (Phase II).• FY 05: Construction letting.• FY 2005-2006: Construction activities.
Project Manager(s)	Ali Rabiee

Construction & Installation of Standard Shelters

Mobility Programs Development

Strategic Plan Consideration

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

Description

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

Amenity improvements identified in the updated Five-Year Action Plan (2002-2006) include a total of 430 standard shelters and 90 double/modular shelters. The plan is to construct and install 80-90 shelters each year for five years.

New shelter contract signed with NEC and Notice to Proceed issued in May 2003.

Accomplishments

- Pad pouring continues in preparation of the new shelter contract.
- Investigation to provide communication devices at bus shelters, including installation of “smart” shelters, was initiated and continues.
- Installation of nine out of ten solar-powered bus stops (I-Stops feature on-demand bus signal, security down lighting and schedule illumination).

Issues

- Legal issues regarding City’s right-of-way delaying installation of telephones at bus shelters.
- Roof material selections delaying first article installation.

Schedule

- Feb-April 2004: Review and approval of shop drawings.
- Jan-Feb 2004: Review and approval of first articles.
- April 2004: Installation of first group of new shelters.
- 2008: Complete standard shelter program with NEC.

Project Manager(s)

Abel Walendom

Strategic Plan Consideration	C1.2 Provide clean, safe, secure environment. C2.6 Add needed passenger amenities/facilities.
Description	<p>The concept of enhanced shelters was created in 1997 as an alternative to three PTLs in the 1993 Southern Sector Bus Passenger Amenities Plan. The DART Enhanced Bus Shelter Program is intended to provide additional amenities and a more comfortable waiting environment. Some features of the enhanced shelter include lighting, ventilation, infrared heaters, passenger information, and exterior landscaping. The requirement for placement of an enhanced shelter is a minimum daily boarding count of 110 and significant transfer activity. Enhanced shelters include regular enhanced shelters and Narrow R-O-W enhanced shelters.</p> <p>A Notice to Proceed (NTP) was issued in July 2001 to manufacture 15 regular enhanced shelters.</p>
Accomplishments	<ul style="list-style-type: none">• Completed shelter installations at 16 of 18 total locations.• Slabs for two narrow right-of-way on street enhanced shelters at Lake June/Prichard and Polk/Pentagon are completed. The Lake June/Prichard enhanced shelter will preclude the need for a \$ 500,000 – 1 million street reconstruction originally required, and provide passenger weather protection for all four quadrants.• Vandalism of bench seats at existing shelters was addressed by rebuilding shelter seats.
Issues	<ul style="list-style-type: none">• Delay in enhanced shelter due to right-of-way ownership/identification problem along Buckner and Lake June.• Vandalism of benches
Schedule	<ul style="list-style-type: none">• February 2004: Completion of Lake June/Prichard (NW Quadrant) shelter installation.• March 2004: Completion and Polk/Pentagon (NW Quadrant) shelter design.
Project Manager(s)	Robert Parks

Strategic Plan Consideration	C1 Improve quality. C2 Improve/add services. C3 Improve efficiency.
Description	The Action Plan provides guidance for development and implementation of service improvements for a five-year period. The Board-adopted goals for the Action Plan are to increase ridership and improve cost effectiveness. Since mid-1997, the bus service improvements identified in the Action Plan have helped to turn around bus ridership from a six-year decline. After three years of successive ridership growth (FY98—FY00), bus ridership for FY 2001 showed a slight decline in comparison to the same period in FY 2000 and further declines have been experienced in FY 2002, reflecting an increase in unemployment and the results of a change in fare structure
Accomplishments	<ul style="list-style-type: none">• Service improvements for the first Five-Year Plan were implemented with seven major changes. LRT improvements included the opening of the City Place Station, service extension to LBJ/Skillman Station on the blue line and to Galatyn Park on the red line, and improved service frequency.• The G-3 (November 2002) and NC-5 (December 2002) LRT Line Sections opened, together with associated feeder bus changes.• Innovative services and site-specific shuttles continue to be developed as described in the attached Score Card and individual progress reports.• January 2003: A project identification matrix was drafted to identify Plan priorities for major service changes.• March 2003: Staff published the final 2002-2006 Action Plan and made the plan available on DARTnet.
Issues	<ul style="list-style-type: none">• Ridership declines due to economy, fare structure; below-budget sales tax revenues.
Schedule	<ul style="list-style-type: none">• Continue to highlight projects for possible implementation within constraints of cost containment.• April 2004: begin review of Plan for update to financial information and project schedules.• July 2004: finish Plan update.
Project Manager(s)	Katharine Eagan

FY 2004 First Quarter Score Card Five-Year Action Plan

Service Planning and Scheduling

Objectives	Services	Activities
INCREASE RIDERSHIP		
<ul style="list-style-type: none"> Expand Services 		Ridership during FY 2003 has declined due to the economy and change in fare structure.
	Feeders to Transit Centers and Stations	Implemented revisions to rail and transit center feeder routes, designed to maximize efficiency, October 2003.
<ul style="list-style-type: none"> Improve Customer Waiting Conditions 	Improved Bus Stop Amenities	The 2003-2008 new Standard Shelter Program will include a total of 430 standard shelters and 90 double/modular shelters. Sixteen of 18 regular enhanced shelters have been installed.
IMPROVE COST EFFECTIVENESS		
<ul style="list-style-type: none"> Implement Efficiencies 		
	DART On-Call Non-Traditional service	Three new on-call zones (East Plano, Farmers Branch, and North Dallas) began service in October 2003.
	Site-specific Shuttles	On-going service partnerships with North Park, SMU, DFW and U.T. Southwestern Medical Center; American Airlines Center, Dallas Arboretum, Texas Instruments (TI), the McKinney Avenue Trolley, and Medical City.
	30-Foot Buses	Use of 30-foot buses expanded with the October 2003 service change.
	Non-Traditional Vanpool Service (E-Shuttle)	Employer outreach in rail expansion corridors is identifying new E-Shuttle opportunities. E-Shuttle implemented for Palisades business center on the west side of U.S. 75 across from the Galatyn Station. Three additional E-Shuttles pending.
	Address low-performing routes	Adjustments to lower performing routes implemented in October 2003.

Strategic Plan Consideration	C1 Improve quality. C2 Improve/add services. C3 Improve efficiency.
Description	<p>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.</p> <p>Service Planning staff is working on Service Reviews in Northeast Dallas, Irving, Farmers Branch, Oak Cliff, and Garland.</p>
Accomplishments	<ul style="list-style-type: none">• The Garland Service Review is in the data collection phase.• Final draft for the Oak Cliff Service Review has been completed.• The first draft for the Farmers Branch Service Review has been completed.
Issues	<ul style="list-style-type: none">• None
Schedule	<ul style="list-style-type: none">• 2004: Complete Irving Service Review.• 2004: Complete Farmers Branch Service Review.• 2004: Complete Oak Cliff Service Review.• 2004: Complete Garland Service Review.• 2005: Complete Northeast Dallas Service Review.
Project Manager(s)	Jennifer Jones

Strategic Plan Consideration	C1 Improve quality. C2 Improve/add services. C3 Improve efficiency.
Description	The Five Year Action Plan included a strategy of identifying principle bus corridors and targeting improvements in bus travel times, frequency, passenger amenities and security to achieve a service level similar to that provided by light rail, but without the grade separated right-of-way.
Accomplishments	<ul style="list-style-type: none">• The 1998-2002 and 2002-2006 Five Year Plans identified potential bus corridors. Harry Hines, Malcolm X, and Ferguson Road were identified in the first Plan. The Northwest Corridor MIS planned light rail within the Harry Hines corridor, removing it from consideration as a bus corridor.• Plans for amenity improvements and an off-street transfer location have been identified for the Malcolm X corridor; feeder connections have also been identified or accomplished.• The Ferguson Road Bus Corridor project is being coordinated with the East Corridor MIS. Data collection and needs analyses have been completed within the Ferguson Road Corridor. A community advisory committee assists with the Ferguson Road study to provide community input and feedback.• Further refinement of bus corridor (now “Enhanced Bus”) definition and criteria in coordination with Transit System Plan. Additional enhanced bus corridors to be modeled as part of Transit System Plan process.• March 2003: Preliminary draft submitted for review.• June 2003: Data submitted for travel demand modeling.
Issues	<ul style="list-style-type: none">• Integration of DART's bus corridor development concepts with City of Dallas corridor overlay zoning concepts.• Incorporation of bus corridors in the Transit System Plan.
Schedule	<ul style="list-style-type: none">• January-February 2004: Finalize performance standards for enhanced service.• March 2004: Complete final draft.• 2ndQ04: Review corridor selection and schedule of improvements as impacted by cost containment.
Project Manager(s)	Katharine Eagan

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. The first E-Shuttle (Campbell Centre E-Shuttle) was implemented February 1, 2000, a second was started on July 24, 2002. Site-specific shuttle services are currently operating at D/FW Airport, The UTSW Medical Center, Texas Medical City, North Park Mall, Texas Instruments, and SMU.
Accomplishments	<ul style="list-style-type: none">• Staff is in contact with T.I. concerning funding of an E-Shuttle from Parker Road to a northern campus.• Staff contacted EMC Mortgage in Irving over potential shuttle from N. Irving TC.• Contact was made with Gaylord Opryland in Grapevine, TX over potential Shuttle or Vanpool creation to take employees from service area to work.
Issues	<ul style="list-style-type: none">• Poor economy continues to be an issue.• Leasing of empty office space is picking up but not at a significant pace in many area sub-markets.• New job creation is with smaller and smaller service companies where interest in this program is not significant; will need to develop grouped TDM programs.• Employment opportunities beyond DART service area.
Schedule	<ul style="list-style-type: none">• Ongoing
Project Manager(s)	John Quinn

Employer Outreach in LRT Corridors/ TMAs

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	<p>Employer Outreach Efforts: The purpose of these efforts is to educate Employers on light rail and bus feeder alignments, to introduce them to the benefits of DART's pass programs, vanpools, E-Shuttles, and other services. During FY2004 efforts will be made to contact employers as economy improves.</p> <p>Transportation Management Associations (TMAs): TMA's are designed to address issues of air quality and congestion in our region. They function to foster public-private partnerships between transit agencies, city governments, and employers within defined geographic areas, and may also encourage pass programs, vanpooling, and various shuttle services.</p>
Accomplishments	<ul style="list-style-type: none">• Staff met with Opryland Human Resources staff to discuss how DART can assist in providing service to their location in Grapevine that will employ more than 3,000 workers.• Developed alternative route in Galatyn area to serve buildings as they come on line. There is nearly 1,000,000 SF of empty office space in the area. Staff is working with Crescent Realty about E-Shuttle service within Galatyn Park.• Staff met with March of Dimes to discuss possibility of providing additional train service for their walk on Saturday, April 24. Service would focus on Mockingbird with a private shuttle connection to White Rock Lake for the walk.
Issues	<ul style="list-style-type: none">• Continued lack of interest in TMA formation from employers due to poor economy.• Service provision to employers outside of service area.
Schedule	<ul style="list-style-type: none">• Contacts will be initiated with prospects uncovered during employer outreach and networking opportunities.• Meeting with Opryland to finalize vanpool or E-Shuttle option.
Project Manager(s)	John Quinn

Strategic Plan Consideration	C1 Improve service quality and effectiveness. C2 Improve service efficiency. C3 Increase ridership by opening new services.
Description	The DART Community Transit Program includes On-Call Cellular Dispatch Services, Late Night/Weekend Demand Response services, and other non-traditional services designed to provide transit opportunities in areas where fixed-route service is unable to sustain ridership or meet DART Service Standards. DART On-Call Service was implemented in Plano on June 7, 1999, in East Rowlett on May 22, 2000, and in Lakewood on January 15, 2001. Three new on-call zones (East Plano, Farmers Branch and North Dallas) began service in October 2003.
Accomplishments	<ul style="list-style-type: none">• In 1stQ04, average weekday ridership for DART On-Call Rowlett was 44.18 passengers. Lakewood averaged 86.71 and North Central Plano averaged 109.58 average weekday riders. In the new zones, East Plano averaged 51.23 riders, Farmers Branch averaged 32.54 passengers, and North Dallas averaged 41.90 riders daily.• Added a vehicle for peak time service in North Central Plano.• Established new procedures for audit of fare and revenue collections.• October 2003: Doubled the number of DART On-Call Zones.
Issues	<ul style="list-style-type: none">• Coordination/development of Marketing Plan for both new and old DART On-Call services.• Begin consolidation of daily management under ATC.
Schedule	<ul style="list-style-type: none">• January 2004: Begin consolidation of On-Call management.• February 2004: Begin review of Rowlett ridership.• March 2004: Begin drafting solicitation for comprehensive provision of On-Call and van-based services.
Project Manager(s)	Katharine Eagan

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. Vanpool Program planned activities include the development of a Vanpool Marketing Plan, establishment of a Consumer Focus Group, ongoing coordination and meetings with the Employer Transportation Coordinators (ETCs), and development of a Vanpool Communication Framework System. During FY 04, staff will focus on expansion of the number of vanpools in the program, which will be achieved through the implementation of extensive outreach and enhanced incentives
Accomplishments	<ul style="list-style-type: none">• Ended FY 2003 with 74 vanpools in operation.• Vanpool Coordination Meetings with Marketing are being held every month to determine the progress of Marketing strategies and program status.
Issues	<ul style="list-style-type: none">• Coordination of new vanpool incentives program with Marketing Department.• Discussion of safety issues of 15 passenger vans utilized in vanpool program.
Schedule	<ul style="list-style-type: none">• FY 2004 will begin with an aggressive marketing campaign to help increase the number of operational vanpools.• Long Term Marketing Strategies have been identified to enhance existing pricing structures to Vanpool Program• Ongoing telemarketing support as well as Account Executive Sales calls will continue with major employers in the Metroplex.
Project Manager(s)	Pat Vidaurri/ Jennifer Hall


Strategic Plan Consideration	C1 Improve quality. C2 Improve/add services.
Description	In response to needs identified in the Texas Quality Awards process, a quality assurance program was included in the FY 2001 Business Plan strategies. The program will focus on utilizing customer complaint data, customer market research and quality assessment data to define customer requirements and assure that DART's processes are targeted at responding to those requirements. An executive management level Customer Satisfaction Committee was initiated in January 2001 and meets quarterly. A Complaint Process Team has been chartered to address specific process issues and report back to the Customer Satisfaction Committee.
Accomplishments	<ul style="list-style-type: none">• A Customer Satisfaction Index has been developed to measure customer perceptions about service delivery. The index measures responses from three customer feedback mechanisms including: the Quality Assessment data, the Customer Complaint data and the Customer Satisfaction survey. The first Quarter index has been established and will be reported to the Board of Directors along with the Key Performance Indicators.
Issues	<ul style="list-style-type: none">• Reports to be developed and distributed for reporting results.• Continue to report information re: customer requirements (Customer surveys, Customer Comments and QA data collection).
Schedule	<ul style="list-style-type: none">• Program is in place and on-going• FY 04: QA Program will be incorporated into the Bus Ridership Counting Services.
Project Manager(s)	Pat Vidaurri

DATE: January 2004

TO: Distribution

SUBJECT: PROJECT DEVELOPMENT PROGRESS REPORT

This document is the 1st Quarter FY 2004 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 December 31, 2003, including Change Control Summaries, Systems Integration, and Real Estate.



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

THM/ta

TABLE OF CONTENTS

Acronyms	pmi
Scope	PM1
LRT BUILDOUT - PHASE I	
Map	PM3
Summary Control Schedule.....	PM4
Cost / Schedule Summary	PM5
Northeast Corridor Facilities	
Line Section G-2	PM7
Line Section G-3	PM8
North Central Corridor Facilities	
Line Section NC-3.....	PM9
Line Section NC-4.....	PM10
Line Section NC-5.....	PM11
Track Installation.....	PM12
Systems	
Traction Electrification.....	PM13
Signals	PM14
Communications.....	PM15
Fare Collection	PM16
Vehicles.....	PM17
Systems Integration	PM18
Systemwide Landscaping and Amenities.....	PM19
Bush Turnpike Station.....	PM20
Parker Road Station Phase II Parking	PM21
Walnut Hill Parking	PM22
Service & Inspection Facility - Phase II Expansion.....	PM23
Facilities – Six-Month Look Ahead.....	PM24
Change Control Summary	PM25
LRT BUILDOUT - PHASE II	
Map	PM26
Northwest Corridor Facilities.....	PM27
Irving/DFW Corridor Facilities.....	PM28
Southeast Corridor Facilities.....	PM29
Rowlett Extension	PM30
ADDITIONAL CAPITAL DEVELOPMENT	
Cost Summary	PM31
Summary Working Schedule.....	PM32
Livable Communities	PM33
Lancaster Road Train Detection System.....	PM34
Martin Luther King, Jr. Transit Center.....	PM35
NW-1A/Victory Station Project.....	PM36
Unity Plaza	PM41
TRE Elm Fork of the Trinity River Bridge Construction.....	PM42
Six-Month Look Ahead.....	PM44
Change Control Summary	PM45

ACRONYMS

AC/DC - Alternating Current/Direct Current
ADA - Americans with Disabilities Act
AWP - Annual Work Plan/Program
CBD - Central Business District
CCB - Change Control Board
CCTV - Closed-Circuit Television
CPM - Critical Path Method
DART - Dallas Area Rapid Transit
DGNO - Dallas, Garland & Northeastern Railroad Company
EMC - Electro Mechanical Correlations
EMI - Electro Mechanical Interference
EMS - Energy Management System
FDR - Final Design Review
FEIS - Final Environmental Impact Statement
FEMA - Federal Emergency Management Agency
FFGA - Full Funding Grant Agreement
FTA - Federal Transportation Administration
G-1 - Northeast Corridor (to Garland) Line Section 1
G-2 - Northeast Corridor (to Garland) Line Section 2
G-3 - Northeast Corridor (to Garland) Line Section 3
HVAC - Heating/Ventilation/Air Conditioning
IEEE - Institute of Electrical and Electronics Engineers
IFB - Invitation for Bid
ILA - Interlocal Agreement
IRV-1 - Irving/DFW Corridor Line Section 1
IRV-2 - Irving/DFW Corridor Line Section 2
IRV-3 - Irving/DFW Corridor Line Section 3
KCS - Kansas City Southern Railway
LNG - Liquefied Natural Gas
LRT - Light Rail Transit
LRVs - Light Rail Vehicles
MEP - Mechanical/Electrical/Plumbing
MKT - Missouri-Kansas & Texas Railroad Company
MIS - Major Investment Study
MSE - Mechanically Stabilized Earth
N/A - Not Applicable
NC-3 - North Central Corridor Line Section 3
NC-4 - North Central Corridor Line Section 4
NC-5 - North Central Corridor Line Section 5
NOA - Notice of Award
NTP - Notice to Proceed
NW-1 - Northwest Corridor Line Section 1
NW-2 - Northwest Corridor Line Section 2
NW-3 - Northwest Corridor Line Section 3
NW-4 - Northwest Corridor Line Section 4
OC-1 - Oak Cliff Corridor Line Section 1 (LRT Starter System)

ACRONYMS

OCIP - Owner Controlled Insurance Program
OCS - Overhead Catenary System
P&Z - Planning & Zoning
PA - Public Announcement
PC/SI - Project Control/Systems Integration Consultant (Buildout Phase I)
PTL - Passenger Transfer Location
QA - Quality Assurance
QC - Quality Control
RDC - Rail Diesel Car
RFI - Request for Information
RFP - Request for Proposal
ROW - Right of Way
RTU - Remote Terminal Units
S&I Facility - Service & Inspection Facility
SA - Supplemental Agreement
SAV - Stand Alone Validator
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
SOW - Statement of Work
SP - Southern Pacific Railroad Company
The T - Fort Worth Transportation Authority
TBD - To Be Determined
TC - Transit Center
TDLR - Texas Department of Licensing and Regulations
TPSS - Traction Power Substation
TRE - Trinity Railway Express
TVM - Ticket Vending Machine
TxDOT - Texas Department of Transportation
TXU - TXU Lone Star Pipeline
UPS - Uninterruptible Power Supply
VAF - Vehicle Acceptance Facility

SCOPE OF PROJECTS

LIGHT RAIL TRANSIT (LRT) BUILDOUT PHASE I

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

Bush Turnpike Station

The Bush Turnpike (SH 190) Station is located just south of State Highway 190 (George Bush Turnpike) in the NC-5 line section. Parking for this station is provided under the SH 190 structure, with an at-grade pedestrian crossing of the eastbound SH 190 service road to access the station. Bus transfer activity takes place adjacent to the SH 190 eastbound frontage road. Kiss & ride facilities run along each side of the station.

Parker Road Station Phase II Parking

The Parker Road Station Phase II Parking project is adjacent to the existing East Plano Transit Center (and the new Parker Road Station) at the intersection of Archerwood Street and Exchange Drive in the City of Plano. This parking lot expansion provides an additional 568 general-use parking spaces for this combined bus/LRT transit facility. In addition, the existing handicap parking spaces at the existing East Plano Transit Center are modernized to conform to current ADA and TDLR standards.

Walnut Hill Parking

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

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

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

LIGHT RAIL TRANSIT (LRT) BUILDOUT PHASE II

The LRT Buildout Phase II consists of approximately 47 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 and easterly from the Downtown Garland Station to the Rowlett Park and Ride. The construction of Phase II will include facilities construction contracts for each line section, systemwide track installation contract, systemwide landscaping/amenities, a systems installation contract for each systems element, and vehicle procurement.

ADDITIONAL CAPITAL DEVELOPMENT

Livable Communities

The Livable Communities project consists of two elements. The first element is a defined walkway connecting the DART Convention Center Station platform to the Dallas Convention Center. The other is a landscaped walkway (Pearl Street Connector) along Pearl Street connecting the East Transfer Center to the DART Pearl Street Station (opened to public April 2000).

Lancaster Road Train Detection System

This project involves the installation of a train detection system and traffic signal interface that incorporates "Train Coming" signs along the Lancaster Road portion of the Blue Line of the LRT Starter System.

Martin Luther King, Jr. Transit Center

The Martin Luther King, Jr. (MLK, Jr.) Transit Center will be located near Fair Park in South Dallas and will include a bus platform with six bays, one paratransit bay, parking for 200 cars and a climate-controlled building for patron convenience.

NW-1A/Victory Station Project

The NW-1A line section begins at the OC-1 line section near Houston Street and ends at Turtle Creek, and consists of relocating the existing TRE mainlines, constructing approximately 7,700 feet of LRT guideway, and constructing the Victory Station [joint TRE and LRT]. The station will include a pedestrian plaza and walkway to serve the adjacent American Airlines (AA) Center. TRE partial service with a temporary platform to the AA Center began on July 28, 2001. Full LRT and TRE service is anticipated by 2004.

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.

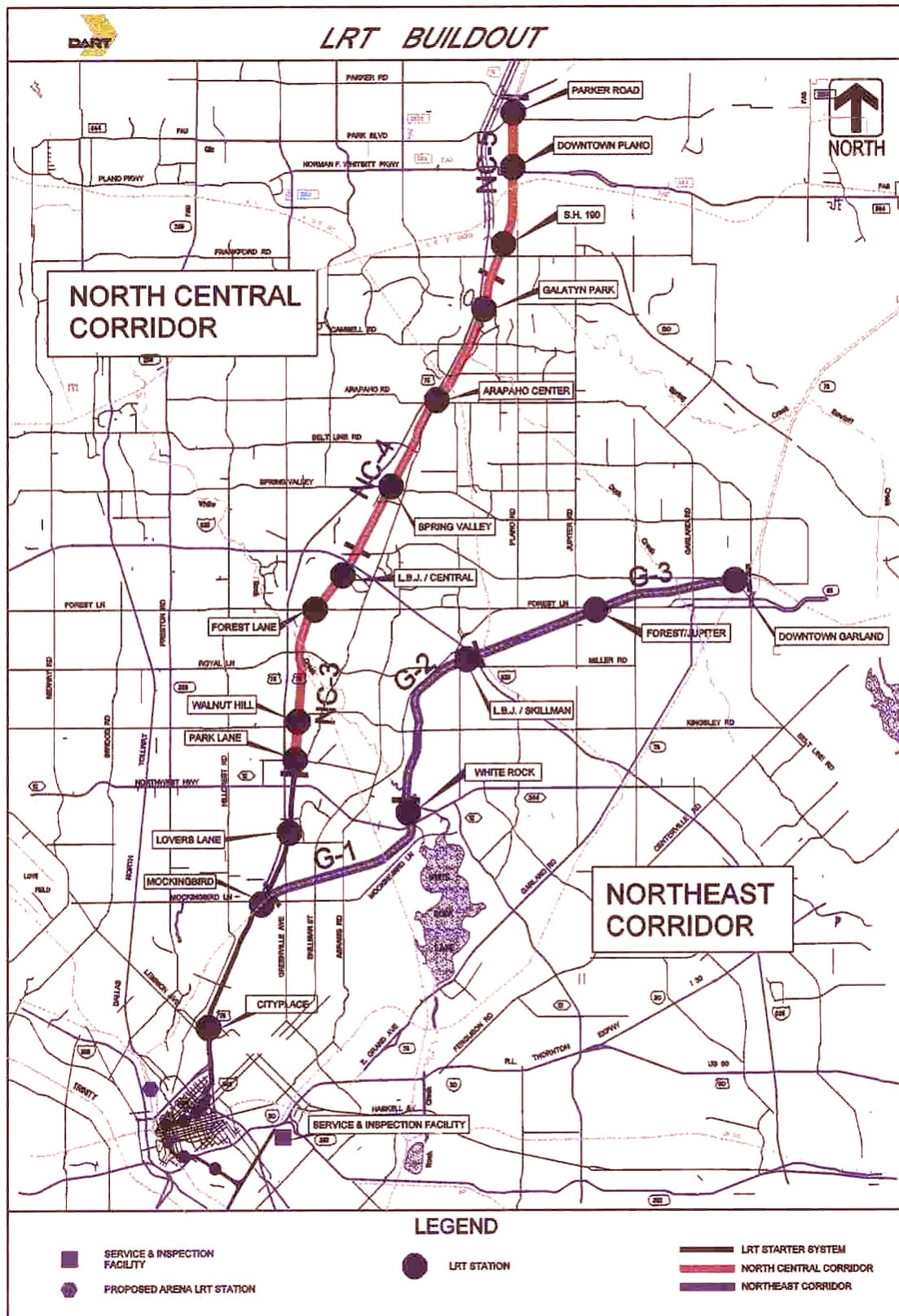
TRE Elm Fork of the Trinity River Bridge Construction

A new rail bridge across the Elm Fork of the Trinity River will be constructed on the TRE Corridor in the cities of Dallas and Irving, Texas. The new bridge will be constructed adjacent to an existing bridge. The project includes new bridge construction, replacement of the wooden approaches to the existing bridge and the addition of double track capability between the bridge and Wildwood Road to the west and through Regal Row to the east.

**LRT BUILDOUT
PHASE I**

Map

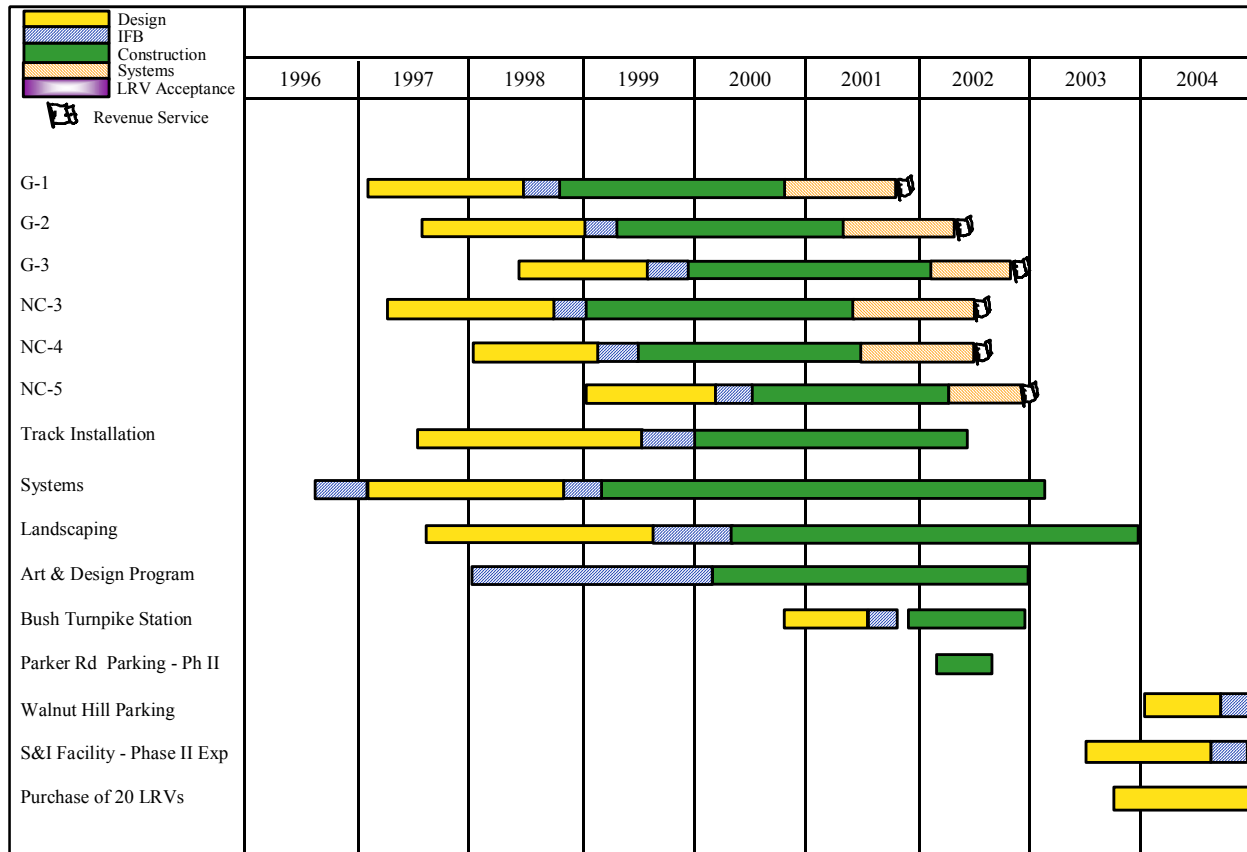
LRT Buildout Phase I



Summary Control Schedule

LRT Buildout Phase I

LRT BUILDOUT SUMMARY CONTROL SCHEDULE



Revised 11/30/03

Cost/Schedule Summary

LRT Buildout Phase I

LRT BUILDOUT PHASE I Cost Summary (in millions of dollars)			
	Control Budget	Current Commitment	Expended to Date (2)
LRT General (1)	\$ 67.0	\$ 54.6	\$ 54.0
Cityplace Station Finishout (3)	24.9	24.9	24.7
Garland-1	53.2	52.1	51.8
Garland-2	84.2	78.6	77.0
Garland-3	101.2	92.4	90.6
North Central-3	123.1	107.6	107.6
North Central-4	82.2	78.5	78.5
North Central-5	64.7	62.2	62.2
S&I Facility Expansion/VAF	31.7	31.7	31.7
Systems	160.1	152.1	148.6
Vehicles	151.2	151.1	150.5
LRT Buildout Total (4)	\$ 943.5	\$885.8	\$877.2

Notes:

- 1) LRT General includes annual work programs for the Project Controls/Systems Integration Consultant, the Technical Services personnel, the professional liability insurance program, OCIP, the CADD/computer equipment, LRV Management Services, and the renovation of the Project Management floor at DART Headquarters.
- 2) Expended to date values reflect activity through 11/30/03.
- 3) At the direction of the DART Board, Cityplace Station Finishout was combined with the LRT Buildout.
- 4) Reserve for DART Finance will no longer be shown under LRT Buildout Phase I. These budget funds have been returned to Finance and the LRT Buildout Phase I budget has been reduced accordingly.

LRT BUILDOUT PHASE I RELATED PROJECTS (FFGA Amendment 10) Cost Summary (in millions of dollars)			
	Control Budget	Current Commitment	Expended to Date
Bush Turnpike Station	\$ 12.5	\$12.5	\$ 12.5
Parker Road Station Phase II Parking	2.6	1.6	1.6
Walnut Hill Parking (5)	2.2	0	0
S&I Facility - Phase II Expansion (5)	11.5	5.3	0.7
Purchase of 20 LRVs (5)	60.0	60.6	10.5
Total	\$ 88.8	\$80.0	\$ 25.3

- 5) Values are from the current DART financial plan. Control budgets have not been established for these projects.

Cost/Schedule Summary

LRT Buildout Phase I

SCHEDULE SUMMARY

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

Northeast Corridor Facilities

Line Section G-2

LRT Buildout Phase I

Strategic Plan Consideration C2.3 Develop/open/integrate new transit services
C2.6 Add needed passenger amenities/facilities

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

Status The work was sufficiently completed to open the line on schedule on May 3, 2002. Final closeout is nearing completion.

Issues The wetlands mitigation project progressed substantially, but some difficulty was encountered getting the seeding to take and grow in this area. This project will continue to be monitored.

A Contracting Officer's Final Decision has been sent to the contractor regarding their previously submitted request for equitable adjustment relating only to time issues. The contractor, GLF, appealed the Contracting Officer's Final Decision on October 13, 2003, and the appeal is under review, with the response due January 11, 2004.

Northeast Corridor Facilities

Line Section G-3

LRT Buildout Phase I

Strategic Plan Consideration	C2.3 Develop/open/integrate new transit services C2.6 Add needed passenger amenities/facilities
Description	Line Section G-3 extends northeasterly from the KCS Railway Overpass at LBJ Freeway to the existing Garland Central Transit Center on the former MKT Railroad Company alignment. This section makes up 4.6 miles of the 11.2 miles of the entire Northeast Corridor. There are two stations in this line section: Forest/Jupiter Station, located southeast of Forest Lane and Jupiter Road; and Downtown Garland Station, located across the street from the existing Garland Central Transit Center. Provision for one future station is included in this line section.
Status	The Line Section G-3 project was substantially complete as of January 18, 2002. Revenue service began November 18, 2002. Contract closeout is complete.
Issues	None.

North Central Corridor Facilities

Line Section NC-3

LRT Buildout Phase I

Strategic Plan Consideration	C2.3 Develop/open/integrate new transit services C2.6 Add needed passenger amenities/facilities
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, the contractor is no longer on the project. Task orders are in progress for the miscellaneous contractor to complete the work.
Issues	Emergency power system needed replacement for Park Lane Station; replacement is complete and the system is running satisfactorily.

North Central Corridor Facilities

Line Section NC-4

LRT Buildout Phase I

Strategic Plan Consideration	C2.3 Develop/open/integrate new transit services C2.6 Add needed passenger amenities/facilities
Description	Line Section NC-4 extends northerly from Restland Road to Glenville Drive on the former Southern Pacific Railroad Company alignment. This section makes up 5.2 miles of the 12.5 miles of the entire North Central Corridor. There are three stations in this line section: Spring Valley Station, located north of Spring Valley Road, west of Greenville Avenue; Arapaho Center Station, located at the existing Richardson Transit Center on the northeast corner of Arapaho Road and North Central Expressway; and Galatyn Park Station, located southeast of Renner Road and North Central Expressway.
Status	<p>The contractor, Archer Western Contractors, Ltd., has completed the NC-4 facilities contract. A Certificate of Final Completion has been issued and revenue service began on July 1, 2002.</p> <p>To fulfill their master plan, the City of Richardson will continue additional landscaping and bike path construction along the NC-4 corridor as City funding becomes available.</p>
Issues	Emergency power system needed replacement for Spring Valley Station; replacement is installed, but the system is experiencing some minor problems. Work is in progress to resolve this issue.

North Central Corridor Facilities

Line Section NC-5

LRT Buildout Phase I

Strategic Plan Consideration	C2.3 Develop/open/integrate new transit services C2.6 Add needed passenger amenities/facilities
Description	Line Section NC-5 extends northerly from Glenville Drive in Richardson to Parker Road in Plano along the former Southern Pacific Railroad Company alignment. This line section makes up 3.2 miles of the 12.5 miles of the entire North Central Corridor. There are two stations in this line section: Downtown Plano Station, located at 15th Street and J Avenue; and Parker Road Station, located adjacent to the existing East Plano Transit Center, at the intersection of Park Boulevard and Archerwood Drive. Provisions for one future station included in this line section, the Bush Turnpike Station located south of SH 190, were implemented; see the page entitled, "Bush Turnpike Station" for detailed information.
Status	The contractor, Martin K. Eby Construction Co., reached a point of substantial completion of this line section in December 2001. The line section opened for revenue service on December 9, 2002. All punch list items and non-conformance deficiencies have been completed. Contract closeout is continuing and is anticipated to complete in January 2004.
Issues	None.

Strategic Plan Consideration C2.3 Develop/open/integrate new transit services

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

Status All line sections are substantially complete or are in revenue service. The contractor, Marta Track Constructors, Inc., has abandoned work on the punch list on all line sections.

Issues Marta's bonding company has been contacted and discussions continue to determine how the bonding company will complete the contract.

Marta had delivered a request for equitable adjustment, which had been denied by DART staff. Marta had requested a final contracting officer's decision on their request. The contracting officer's decision had been sent to Marta denying this request. Marta has appealed the contracting officer's final decision.

Crossing panels are not performing. DART is evaluating alternative panels and will prepare bid documents for complete replacement of all the panels. The last of three sets of test panels have been installed. It is anticipated that this work will be at Marta's expense.

The track has not been properly distressed. A consultant has been retained to determine the actions necessary to correct this problem. Based on the consultant's reports, a task order is being prepared to distress areas of the track that are most critical.

Systems – Traction Electrification

LRT Buildout Phase I

Strategic Plan Consideration	C2.3 Develop/open/integrate new transit services
Description	<p>The North Central and Northeast corridors that extend north to Plano and northeast to Garland from the existing North Central rail line consists of approximately 23 miles of light rail systems design and construction, including the procurement of 55 additional LRVs.</p>
Status	<p>The traction electrification effort for Buildout Phase I is essentially complete. The project team continues its focus on contract closeout and resolution of final integrated testing issues.</p> <p>Powell Power continues its design, manufacturing, and installation efforts to provide one new traction power substation (TPSS) and to modify two existing TPSSs. The new Viaduct TPSS was installed in October, replacing the existing TPSS and providing increased capacity. The unit that was removed will be upgraded and will become the Arena TPSS in NW-1A. The site for the Arena TPSS is being constructed and the factory testing is scheduled for January 2004. It is anticipated that delivery and installation of the substation will occur the first week of February 2004.</p>
Issues	None.

Strategic Plan Consideration	C2.3 Develop/open/integrate new transit services
Description	<p>The North Central and Northeast corridors that extend north to Plano and northeast to Garland from the existing North Central rail line consists of approximately 23 miles of light rail systems design and construction, including the procurement of 55 additional LRVs.</p>
Status	<p>The signals contractor, Union Switch & Signal, Inc. (US&S), has completed the majority of the contract work. Completion of punch list and non-conformance report (NCR) work is the main focus at this time.</p> <p>The contract closeout process is continuing.</p> <p>The global settlement was approved by the Board on December 9, 2003. The contractor is finishing the remaining punch list items.</p> <p><i>Lancaster Road “Train Coming” Signs</i> – One training class was provided in November.</p>
Issues	<p><i>Lancaster Road “Train Coming” Signs</i> – Two additional training classes remain outstanding.</p>

Strategic Plan Consideration C2.3 Develop/open/integrate new transit services

Description The North Central and Northeast corridors that extend north to Plano and northeast to Garland from the existing North Central rail line consists of approximately 23 miles of light rail systems design and construction, including the procurement of 55 additional LRVs.

Status The contractor, Mass Electric Construction Company (MEC), is progressing at a slow rate towards the completion of this contract. Final operations and maintenance manuals are in the final review process. Several manuals are currently under review by Engineering.

All station public address/visual message board systems have been installed. Testing for the PA/VMB subsystem has been completed on all stations except White Rock. The new signs for this station have not been delivered as yet. The “Next Train” sign at terminal stations has been tested in a local mode only.

Supervisory Control System (SCS) software updates have been installed for Version 13.6. The software is currently being tested by Operations and bugs are being reported.

Issues The contractor is behind in their paperwork submission and they have been notified. This has been a constant issue since the inception of this contract.

Testing per the contract specifications is still behind. A performance test for the SCS is scheduled for January 6-9 in Boston.

The SCS subsystem has some issues that are yet to be resolved, such as memory leaks, licenses, performance testing and expansion capability per the specification requirements.

DART is working with the contracting officer on several issues.

The contractor has not requested a final decision on the request for equitable adjustment (REA) submitted in March 2003. On October 31, 2003, the contractor submitted a new REA. A final decision will be made by the contracting officer.

**Strategic Plan
Consideration**

C2.3 Develop/open/integrate new transit services

Description

The North Central and Northeast corridors that extend north to Plano and northeast to Garland from the existing North Central rail line consists of approximately 23 miles of light rail systems design and construction, including the procurement of 55 additional LRVs.

Status

Monitoring of the TVMs continues.

Conference calls with the contractor continue in an attempt to negotiate a global settlement.

Issues

Resolution of problems with the TVM is ongoing.

Strategic Plan Consideration	C2.3 Develop/open/integrate new transit services
Description	To date, 95 LRVs have been purchased. Twenty additional vehicles are being purchased under the option clause of the current contract.
Status	Design and manufacturing of the 20 additional vehicles continues. The first shipment from Japan (five cars) is expected by June 1, 2005.
Issues	None.

Strategic Plan Consideration C2.3 Develop/open/integrate new transit services

Description Integrate systems operation for LRT Buildout.

Status Systems Integration staff attended systems contractor meetings and provided input to contractors for related turnover issues. Coordination with Operations of turnover activities continued for all open items systemwide. Updated turnover report was submitted to Operations.

Testing and discrepancy follow-up were continued. Systems Integration staff continued follow-up testing and submitted a number of amended test reports.

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

Issues None.

Systemwide Landscaping & Amenities

**LRT Buildout
Phase I**

**Strategic Plan
Consideration** C2.6 Add needed passenger amenities/facilities

Description The Systemwide Landscaping and Amenities contract consists of landscaping and irrigation construction and maintenance for the North Central and Northeast corridors for the light rail system expansion, including all 13 stations. The work also includes the procurement and installation of bus shelters and bicycle lockers at the stations.

Status The landscape contractor, Valley Crest, has completed landscape installation. Maintenance has been transferred to the DART Maintenance Department.

This contract is essentially 100% complete.

Issues None.

Strategic Plan Consideration C2.6 Add needed passenger amenities/facilities

Description The Bush Turnpike (SH 190) Station contract provides a new station just south of State Highway 190 (George Bush Turnpike). This station is identified in Line Section NC-5 as a future station. Parking for this station is provided under the SH 190 structure. An at-grade pedestrian crossing of the eastbound SH 190 service road to access the station was constructed. Provisions were made for bus transfer and kiss & ride facilities running along each side of the station.

Status The contractor, Haws & Tingle, reached a point of substantial completion on December 6 and the station opened for revenue service on December 9, 2002.

The contractor completed all outstanding punch list items in October.

Landscape maintenance is continuing and is anticipated to be transferred to DART Maintenance in August 2004.

Contract closeout is pending resolution of the remaining contract modifications and completion of the landscape maintenance period.

Issues Limited progress was made during this quarter on resolving the five remaining contract modifications.

Parker Road Station Phase II Parking

LRT Buildout Phase I

Strategic Plan Consideration C2.6 Add needed passenger amenities/facilities

Description The Parker Road Station Phase II Parking project is adjacent to the existing East Plano Transit Center (and the new Parker Road Station) at the intersection of Archerwood Street and Exchange Drive in the City of Plano. This parking lot expansion provides an additional 568 general-use parking spaces for this combined bus/LRT transit facility. In addition, the existing handicap parking spaces at the existing East Plano Transit Center are modernized to conform to current ADA and TDLR standards.

Status The contractor, Rogers-O'Brien Construction, completed the parking lot, which was opened to patron parking when the NC-5 line section opened for revenue service on December 9, 2002.

Landscape maintenance is scheduled to be transferred to DART Maintenance in January 2004.

Contract closeout is nearly complete but pending completion of landscape maintenance.

Issues None.

Walnut Hill Parking

LRT Buildout Phase I

Strategic Plan Consideration	C2.6 Add needed passenger amenities/facilities
Description	The existing Walnut Hill Station on Line Section NC-3 is currently a kiss and ride facility. The addition of parking is proposed to be located on the adjacent Oncor property.
Status	This project is included in the Amendment 10 projects. The DART Board approved the capital projects list on September 23, 2003. A design development schedule is being established and the targeted kickoff date is January 15, 2004.
Issues	None.

Service & Inspection Facility - Phase II Expansion






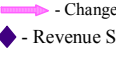
LRT Buildout Phase I

Strategic Plan Consideration	C1 Improve Quality C2 Improve/Add Services C3 Improve Efficiency
Description	Phase II Expansion of the Service & Inspection Facility will include expansion of the existing maintenance building, site drainage modifications, and additional yard track to expand the maintenance capacity of the facility from 109 to 125 light rail vehicles.
Status	The designer, Halff and Associates, delivered the DART and Agency review submittal on October 30, 2003. The comments from this submittal have been dispositioned. Early delivery of pre-final 65% design submittal is expected on March 17, 2004.
Issues	<p>There is an issue concerning the environmental mitigation of the lead and particulate matter within the facilities. The study performed indicated that the present system was inadequate and suggested the inclusion of a new filtration system during this construction modification phase. Technical analysis is complete and will be reviewed on January 14, 2004, to determine the steps needed to assure compliance.</p> <p>The paint and body shop's present permit limits for the natural gas or liquid propane heating is a rating of 5,000,000 BTU per hour, which is now being exceeded by 5,000 BTU per hour. Modifications currently under design will add to the excess. The environmental department is in the process of securing a new permit with a rating of 40,000,000 BTU per hour. This item has been satisfactorily resolved.</p> <p>Evaluation of the design criteria requiring that the shop area maintain a temperature of 85 degrees has been completed. The design criteria will be modified to preclude the need for any mechanical cooling system. Criteria will allow for the movement of air in order to maintain a comfortable working environment. The use of ventilation and exhaust fans are being reviewed for air movement; this review is to be completed by January 14, 2004. This item has been satisfactorily resolved.</p>

Facilities - Six-Month Look Ahead

LRT Buildout Phase I

BUILDOUT FACILITIES – SIX-MONTH LOOK AHEAD

	2004					
	JANUARY	FEBRUARY	MARCH	APRIL	MAY	JUNE
G-1	Revenue Service Began 9/24/01					
G-2	Revenue Service Began 5/6/02					
G-3	Revenue Service Began 11/18/02					
NC-3	Revenue Service Began 7/1/02					
NC-4	Revenue Service Began 7/1/02					
NC-5	Revenue Service Began 12/9/02					
TRACK	Track Completed					
20 LRV PURCHASE	▲ Design & Manufacturing Continues. First shipment of 5 cars from Japan planned by 6/1/05)					
LANDSCAPING	Landscaping Completed					
BUSH TURNPIKE STATION	Revenue Service Began 12/9/02					
PARKER RD PARKING PHASE II	Construction Completed					
WALNUT HILL PARKING	▲ Kickoff on January 15, 2004					
S&I PHASE II EXP	▲ Design Continues (Anticipated completion on 7/15/04)					
<div><div> - Construction</div><div> - Manufacture</div></div> <div><div> - Constr./Manuf. Complete</div><div>▲ - Information Only</div></div> <div><div> - Critical</div><div> - Trending toward Critical</div></div> <div><div> - Change</div><div>◆ - Revenue Service</div></div>						

Revised 12/31/03

Change Control Summary

LRT Buildout Phase I

Light Rail Transit Buildout - Change Control Summary

Rail Section/ Contract Package		Consultant/ Contractor	Approved Contract Amount	Approved Contingency/ Allowance	Total Approved Amount (C=A+B)	Executed Changes (D)	Current Contract Value (E=A+D)	Remaining Contingency/ Allowance (F=B-D)	Percent Contingency Used (G=D/B)	Percent Contract Comp.	Summary of Activity This Period & Comments (December 2003)
Professional Services	GEC C-96000140	LAN/STV	\$108,250,954	\$11,031,433	\$126,319,936	\$7,362,817	\$122,651,320	\$3,668,616	67%	(Note a)	Includes AWP04 Through SA #199
	PCSI C-97000029	FR Harris/KJM	\$33,229,087	\$3,322,907	\$36,551,994	\$3,012,953	\$36,242,040	\$309,954	91%	(Note a)	Contract Completed Through SA #34, AWP03
	SDC C-97000031	DeLeuw Cather	\$42,970,187	\$4,297,019	\$47,517,206	\$1,597,772	\$44,567,959	\$2,699,247	37%	(Note a)	Contract Completed Through SA #25, AWP03
	Technical Services C-96000139	Volt	\$6,581,333	\$1,316,267	\$7,897,600	\$727,986	\$7,309,319	\$588,281	55%	100%	Contract completed No Change
	LRV Management C-97000131	LTK	\$6,128,297	\$531,142	\$6,659,439	\$0	\$6,128,297	\$531,142	0%	(Note a)	Through SA #10, AWP04
	Technical Services C-1000833-01	Business Control Systems	\$2,897,200	\$100,571	\$2,997,771	\$0	\$2,897,200	\$100,571	0%	99%	Contract completed No Change
	Technical Services C-1000833-02	B&M Assoc.	\$2,106,321	\$210,632	\$2,316,953	\$0	\$2,106,321	\$2,316,953	0%	99%	Contract completed No Change
	NC-3 Civil/Struct/Sta C-98000080	GLF Constr. Corp.	\$49,903,009	\$4,990,301	\$54,893,310	\$3,535,316	\$53,438,325	\$1,454,985	71%	100%	Work completed Contract closeout pending
	NC-4 Civil/Struct/Sta C-99000012	Archer-Western	\$36,878,776	\$3,687,877	\$40,566,653	\$1,167,268	\$38,046,044	\$2,520,609	32%	100%	Contract completed
	NC-5 Civil/Struct/Sta C-99000078	M. K. Eby	\$26,165,793	\$2,571,700	\$28,737,493	\$2,331,593	\$28,497,386	\$240,107	91%	100%	Contract completed
North Central Corridor	Bush Light Rail Station C-1003291-01	Haws & Tingle	\$7,288,826	\$674,873	\$7,963,699	\$534,749	\$7,823,575	\$140,124	79%	100%	Work completed Includes Final Quantity SA #21
	Parker Rd Sta Parking Lot II C-1003778-01	Rogers-O'Brien	\$1,488,537	\$148,854	\$1,637,391	\$36,581	\$1,525,118	\$112,273	25%	100%	Contract Completed
	Walnut Hill Sta Parking Lot	TBD	\$0	\$0	\$0	\$0	\$0	\$0			
Northeast Corridor	G-1 Civil/Struct/Sta C-98000060	Lane Construction	\$20,846,737	\$2,084,674	\$22,931,411	\$1,751,702	\$22,598,439	\$332,972	84%	100%	Work completed Contract closeout pending
	G-2 Civil/Struct/Sta C-98000089	GLF Constr. Corp.	\$35,181,916	\$3,518,192	\$38,700,108	\$293,480	\$35,475,396	\$3,224,712	8%	100%	Work completed Contract closeout pending
	G-3 Civil/Struct/Sta C-99000059	Hensel Phelps	\$40,589,002	\$4,058,900	\$44,647,902	\$2,449,420	\$43,038,422	\$1,609,480	60%	100%	Work completed Contract closeout pending
S&I Facility Expansion	Civil/Structural Phase II TBD	TBD	\$0	\$0	\$0	\$0	\$0	\$0			
Systemwide	Track Installation C-99000077	Marta Track	\$23,397,697	\$3,271,545	\$26,669,242	\$3,137,890	\$26,535,587	\$133,655	96%	100%	Work completed Contract closeout pending
	Landscaping C-9037273-01	Valley Crest	\$8,474,522	\$1,197,452	\$9,671,974	\$1,074,877	\$9,549,399	\$122,575	90%	100%	Work completed Contract closeout pending
Systems	Communications C-98000039	Mass Electric	\$17,118,081	\$1,711,808	\$19,658,925	\$1,603,491	\$19,520,608	\$108,317	94%	100%	Punchlist work continues Contract Closeout Pending
	Fare Collection C-98000040	Schlumberger	\$7,878,956	\$769,707	\$8,648,663	\$715,353	\$8,594,309	\$54,354	93%	96%	No activity in December
	Traction Electrification C-98000041	Powell Power	\$38,209,811	\$3,836,157	\$42,045,968	\$3,321,208	\$41,531,019	\$514,949	87%	79%	Corrected 1/04 to incorporate correction submitted by COR
	Signal System C-98000042	U&S	\$49,966,538	\$4,885,300	\$54,851,838	\$4,885,300	\$54,851,858	\$0	100%	100%	SA-082 executed Dec 03 Global Settlement
			\$428,000		\$428,000	\$299,085	\$299,085	\$128,915	70%	Note b	
LRV Procurement	21 Additional C-98000071	Kinkisharyo/Itoclm	\$56,954,100	\$2,847,705	\$60,218,405	\$183,278	\$57,137,378	\$2,664,427	6%	100%	Contract Completed
	20 Additional C-98000071	Kinkisharyo/Itoclm	\$58,666,378	\$0	\$58,666,378	\$0	\$58,666,378	\$0	0%		Through SA-014
TOTALS:			\$681,172,078	\$61,065,015	\$751,490,278	\$39,723,034	\$728,731,697	\$21,341,981			
Legend:			% Contingency >= 80%	\$9,253,185		\$8,135,670		\$1,117,515			
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 A and approved contingency increases are captured in column B, to more accurately reflect the change activity .											

**LRT BUILDOUT
PHASE II**

**LRT Buildout
Phase II**



Strategic Plan Consideration C2.3 Develop/Open/Integrate new transit services

Description The Northwest Corridor extends from the Dallas CBD northward along the TRE Corridor to the Medical/Market Center area. It then continues in the Union Pacific Railroad alignment through the Medical Center area and into northwest Dallas, and then through the City of Farmers Branch to the City of Carrollton.

Status The Northwest Corridor is in the planning and development phase.

The LRT line to Farmers Branch and Carrollton is nearing completion of the PE/EIS phase. The FEIS was published in October 2003; a Record of Decision (ROD) is anticipated in January 2004. The design phase will begin after completion of the planning and development phase.

Issues Action on Love Field was taken on December 19, 2002, and January 14, 2003, and includes conditions that must be met in order for the Love Field tunnel to be constructed. A new resolution regarding Love Field was approved on February 11, 2003, to respond to City of Dallas comments. The FEIS and 10% preliminary engineering will reflect the Union Pacific Railroad (UP RR) north of Mockingbird Lane (no access into Love Field). An Interlocal Agreement with the City of Dallas is in development that outlines conditions that must be met in order to reconsider the tunnel option by June 30, 2004.

Coordination with Parkland Hospital is continuing regarding an LRT station location that is compatible with Parkland's preliminary Master Planning effort. Any potential changes to the FEIS station location should be discussed with the DART Board and be subject to both Board and FTA approval.

A Mitigation Monitoring Program, which will track the commitments in the FEIS and the Memorandum of Agreement (MOA) with the State Historic Preservation Officer (SHPO), is in development and will be finalized upon receipt of the ROD.

Strategic Plan Consideration	C2.3 Develop/Open/Integrate new transit services
Description	The Irving/DFW Corridor branches from the Northwest Corridor north of Love Field, continues through to Las Colinas and then on to DFW Airport.
Status	<p>The Irving/DFW Corridor is in the planning and development phase.</p> <p>The LRT line to Irving/DFW was initiated in October 2003. The public involvement phase will begin in January 2004. A tour of the corridor was conducted on November 24, 2003. Scoping meeting will be held in January 2004. The design phase will begin after completion of the planning and development phase.</p>
Issues	<p>There are three routes being considered for Line Section Irving-3 (I-3) to DFW Airport.</p> <p>Alignment needs to be coordinated with the construction of the bridge over the Elm Fork of the Trinity River.</p> <p>The alignment through the Loop 12/SH114 interchange needs to be determined.</p>

**Strategic Plan
Consideration**

C2.3 Develop/Open/Integrate new transit services

Description

The Southeast Corridor extends from the Dallas CBD southeasterly from Bryan Street down Good-Latimer to the Union Pacific Railroad (UPRR) alignment. The corridor transitions from the UPRR alignment to Parry Street at Fair Park. The corridor then transitions into the Southern Pacific alignment in South Dallas and continues on to Buckner Blvd.

Status

The Southeast Corridor is in the planning and development phase. The FEIS was published in October 2003. A Notice of Availability was published in the Federal Register on October 31, 2003. A series of public meetings for the project were held in December 2003. A Record of Decision (ROD) is anticipated in January 2004. The design phase will begin after completion of the planning and development phase.

Issues

A Mitigation Monitoring Program, which will track the commitments in the FEIS and the Memorandum of Agreement (MOA) with the State Historic Preservation Officer (SHPO), is in development and will be analyzed upon receipt of the ROD.

Strategic Plan Consideration C2.3 Develop/Open/Integrate new transit services

Description The Rowlett Extension will extend easterly from the Downtown Garland Station to the Rowlett Park and Ride. This section will make up approximately 4.8 miles of the Northeast Corridor. There will be one station, Rowlett Station, located adjacent to the Rowlett Park and Ride.

Status The Rowlett Extension (Line Section R-1) is in the planning and development phase. The design phase will begin after completion of the planning and development phase.

Issues In Line Section G-3, an at-grade station in Downtown Garland has been built; however, an agreement with the KCS Railroad for an at-grade crossing of the railroad has not been negotiated.

If an at-grade crossing agreement cannot be secured, then the at-grade Downtown Garland Station will have to be replaced by an aerial station when the line is extended to Rowlett. The Commuter Rail/Railroad Management Department has decided to address this issue at a later date, as the existing railroad traffic may be different after the KCS Railroad revises its operations in the future.

It appears that the current and future railroad traffic will warrant a grade separation. DART staff has developed a grade separated alternate alignment to resolve this problem. This alternate will be evaluated and processed through the planning and development phase.

**ADDITIONAL
CAPITAL
DEVELOPMENT**

Cost Summary

Additional Capital Development

ADDITIONAL CAPITAL DEVELOPMENT Cost Summary (in millions of dollars)			
	Control Budget	Current Commitment	Expended to Date (1)
Convention Center Connector	\$ 1.0	\$ 1.0	\$ 1.0
Lancaster Road	1.6	1.6	1.6
MLK, Jr. Transit Center	7.8	6.8	2.9
Victory Station Project	79.0	78.9	48.9
Unity Plaza	3.5	1.2	0.9
TRE Elm Fork of Trinity River Bridge (2)	16.2	12.2	7.1

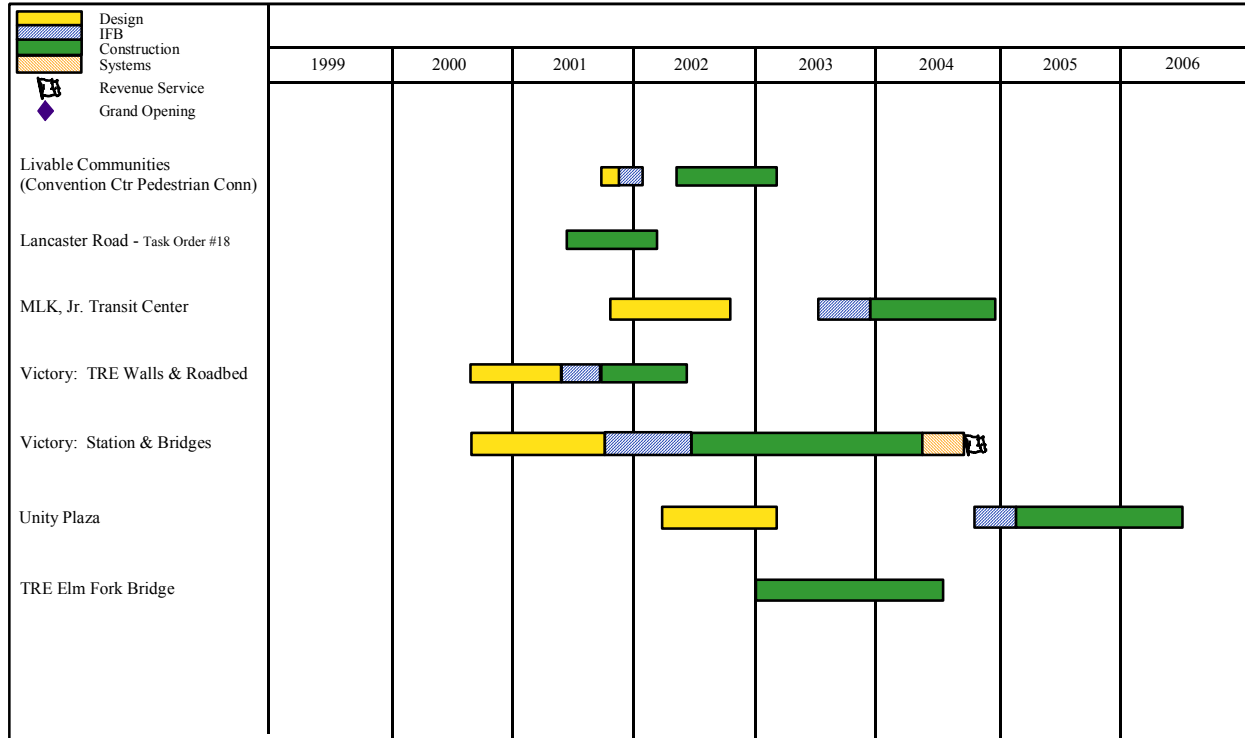
Notes:

- 1) Expended to date values reflect activity through 11/30/03.
- 2) Control Budget value is from the current DART financial plan.

Summary Working Schedule

Additional Capital Development

ADDITIONAL CAPITAL DEVELOPMENT SUMMARY WORKING SCHEDULE



Revised 12/31/03

**Strategic Plan
Consideration** C2.6 Add needed passenger amenities/facilities

Description The Livable Communities project consists of two elements. The first element is an at-grade pedestrian walkway connecting the DART Convention Center Station platform to the Dallas Convention Center. The other is a landscaped walkway along Pearl Street connecting the CBD East Bus Transfer Center to the DART Pearl Street Station, which was constructed by Phillips/May Corporation and opened to the public in April 2000.

Status *Convention Center Pedestrian Connector* – All work is complete. This contract has been closed and documents have been archived.

Issues *Convention Center Pedestrian Connector* – Funding from the City of Dallas still remains to be collected. A contract is pending.

Lancaster Road Train Detection System

**Additional Capital
Development**

**Strategic Plan
Consideration**

C1.2 Provide a safe, secure, and clean environment

Description

This project involves the installation of a train detection system and traffic signal interface that incorporates "Train Coming" signs along the Lancaster Road portion of the Blue Line of the LRT Starter System.

Status

For current status, see Signals – LRT Phase I.

Issues

See Signals – LRT Phase I.

Martin Luther King, Jr. Transit Center

Additional Capital Development

Strategic Plan Consideration

C2.3 Develop/Open/Integrate new transit services

Description

The development of the Martin Luther King, Jr. (MLK, Jr.) Transit Center is planned to facilitate access from Fair Park and the South Dallas community.

Status

The design architect/engineer team, headed by Alliance Architects, submitted the final 100% design in August 2002. IFB was issued July 17, 2003. Three bids were received on August 27, 2003. After bid evaluation, bids were found to be non-responsive. Re-solicitation was initiated and the second IFB was issued on October 3, 2003. A total of six bids were received on October 24, 2003. The Board approved the construction contract on November 25, 2003. NTP was issued on December 18, 2003. The contractor is currently preparing early action items to submit for approval. The project is anticipated to be completed prior to December 16, 2004.

A final rezoning map has been submitted for the City of Dallas approval.

Information has been submitted to the contractor about the building permit and it should be picked up by the first of the year.

Two environmental monitoring wells at the site have been filled and capped off.

Issues

None.

NW-1A/Victory Station Project

Additional Capital Development

Strategic Plan Consideration

C2.3 Develop/Open/Integrate new transit services

Description

The NW-1A/Victory Station project is being developed with the issuance of four contracts:

- The initial contract, **TRE Walls and Roadbed Construction Contract**, is to facilitate the relocation of the TRE mainline tracks to their final alignment at the site.
- The second contract, **Line Section NW-1A Construction Contract**, is to construct the remainder of new roadbed for TRE mainline track relocation, including three TRE bridges; the LRT guideway, including three LRT bridges and rehabilitation of one bridge; and the remainder of the station.
- The third contract, **Line Section NW-1A Track Material Procurement**, is to procure the LRT track materials, which will be installed by the second contract.
- The fourth contract, **Line Section NW-1A Systems Construction Contract**, will construct the TES, communications, and signals elements.

There will also be additional work performed by the TRE to relocate their tracks during construction of the line section and the station.

Status

TRE Walls and Roadbed Construction Contract

The contractor, AUI Contractors, Inc., has finished work on this project. Contract closeout was completed in January 2003.

Line Section NW-1A Construction Contract

During this quarter, the facilities contractor, Martin K. Eby Construction, Inc., performed work in the following areas of the project:

In the **Central Business District**, the contractor has completed work on modifications of the existing systems elements, with the exception of installing four insulated joints near Houston Street, which is anticipated to occur in early 2004.

In the area from **Union Station to Woodall-Rodgers**, work has been completed on the majority of the civil work. The track subcontractor, Queen City, continued assembly of trackwork for the NW-1A lines from Houston Street toward Woodall-Rodgers and the Interline Connector. It is anticipated that this work will be completed in January 2004 (Milestone "D"). Eby is continuing to complete punch list work on Milestone "C" (NW-1A/OC-1 tie-in).

Status (Continued) Moving north to the **Continental Avenue** area, the TRE is continuing operations on the shoofly detour. Eby continues construction of the Continental Avenue and Lamar Street bridges, with pier drilling complete, bridge abutments 95% complete, and erection of the bridge steel 70% complete. Erection of steel for the last bridge (Lamar Street LRT) began in December. Work is continuing on the retaining walls and ballast slabs in the area

All steel for the bridges has been delivered to the site.

Work on the Lamar Street extension is anticipated to begin in January 2004.

At the **Victory Station**, work is anticipated to complete on platforms 1 and 2 by the end of January. At platforms 3 and 4, the contractor continues completing punch list items related to Milestone “B” (TRE platforms, track bed and Hi Line Bridge). At the crew room, masonry was installed on the exterior and the interior finish work is under way. Around the station site, work was completed on underground utilities for the pedestrian plaza and placement of the plaza concrete slab and pavers is nearing completion. North and south of the station, work is nearing completion on installation of the systems elements, with placement of subballast and trackwork under way north and south of the station.

At the **north end** of the project, at the Hi Line LRT Bridge area, the bridge is approximately 90% complete. During this quarter, the contractor continued guideway earthwork, installation of systems elements, and construction of MSE walls. Construction of trackwork in this area has begun. Just north of this area, site preparation for the Arena TPSS site is complete (with the exception of placing pavement for the driveway) and the follow-on systems contractor continues his work for installation of the Arena TPSS, which is anticipated to occur in February 2004.

Line Section NW-1A Track Materials Procurement

L.B. Foster Company has delivered all track materials. Closeout of this contract is progressing.

Line Section NW-1A Systems Construction Contract

Conceptual and preliminary design reviews were held to evaluate and comment on the contractor’s proposed design. Submittals and design continue. Equipment houses and other long lead-time items are being ordered.

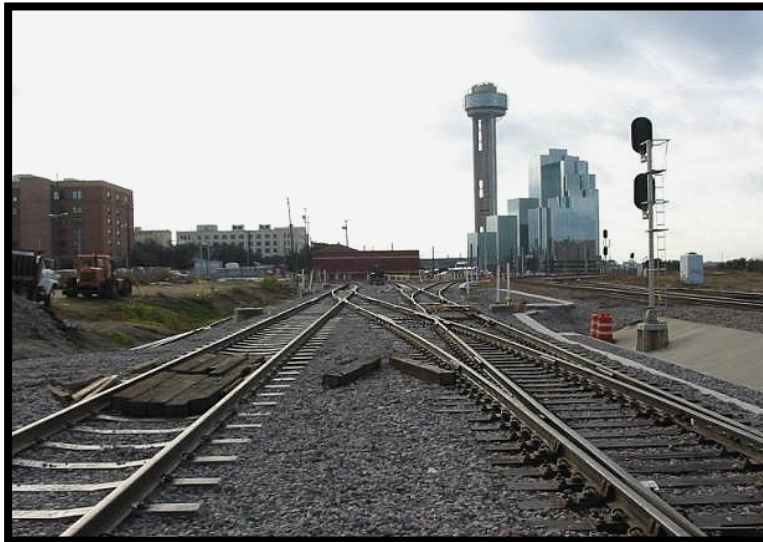
NW-1A/Victory Station Project

Additional Capital Development

Issues Line Section NW-1A Construction Contract

The contractor, Eby, lost approximately 10% of its DBE participation when it revised its bridge subcontractor's Intent to Perform statements. The contractor is working to recover some of the participation, but progress has been very limited.

The facilities contractor is behind on completion of the guideway, which may delay mobilization of the systems follow-on contractor.



OC-1/NW-1A Junction Area



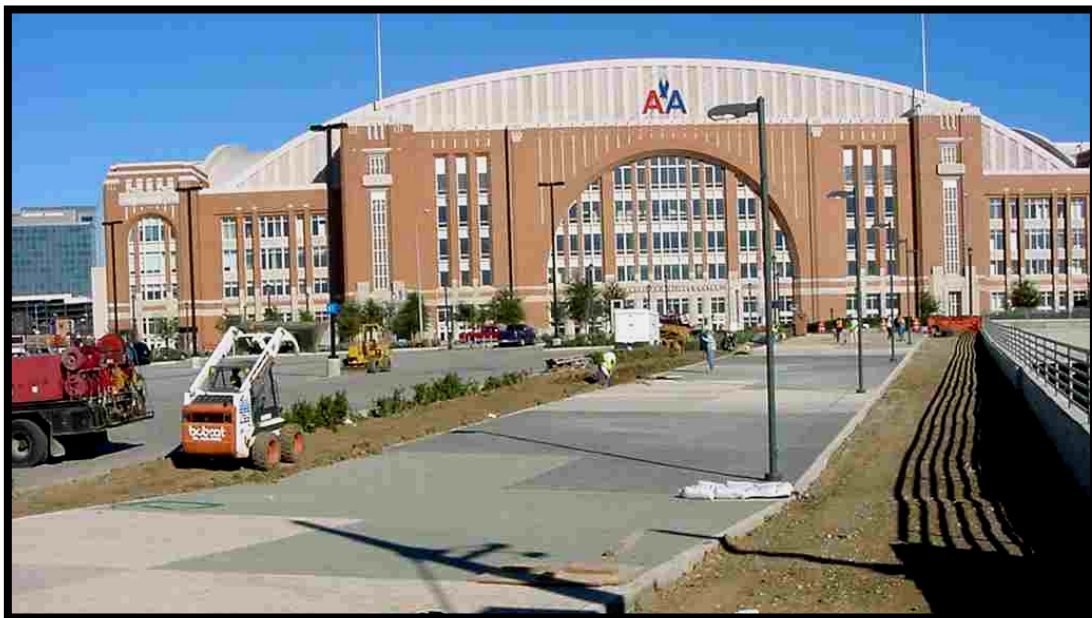
Continental & Lamar Bridges

NW-1A/Victory Station Project

Additional Capital
Development



Trackwork Leading to Victory Station



Pedestrian Plaza



Trackwork North of Victory Station



Hi Line LRT Bridge

**Strategic Plan
Consideration**

C2.6 Add needed passenger amenities/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. The contract for design services with RTKL Associates has been closed out.

A coordination meeting with the other stakeholders occurred on December 12, 2003. The next scheduled meeting is for January 16, 2004. Other parties with an interest in the Unity Plaza Project include the City of Dallas, the McKinney Avenue Trolley Authority, the adjacent landowner, and others involved in the planning and construction of North Central Expressway.

Issues

The coordination of the schedule of the DART contract for construction with the construction contracts from the other stakeholders needs further consideration.

TRE Elm Fork of the Trinity River Bridge Construction

Additional Capital
Development

**Strategic Plan
Consideration** C1 Improve Quality
C2 Improve/Add Services
C3 Improve Efficiency

Description The construction of a new rail bridge across the Elm Fork of the Trinity River adjacent to an existing bridge, replacement of the wooden approaches to the existing bridge, and adding double track capability between the bridge and Wildwood Road to the west and through Regal Row to the east is to be performed between Mile Posts 636.50 and 637.55 on the TRE Corridor in the cities of Dallas and Irving, Texas.

Status The contractor, Austin Bridge & Road, L.P., is approximately 50% complete with pier cap installation and 50% complete with precast beam installation. Regal Row bridge is complete. Work on Wildwood Street is complete. The south bridge is complete and train traffic was switched to the new bridge on December 8, 2003. Removal of rail, ties and ballast on the existing north bridge has begun. The project is approximately 70% complete and on schedule.

Issues None.

TRE Elm Fork of the Trinity River Bridge Construction

Additional Capital
Development

Trackwork on South Bridge















South Bridge Complete



Six-Month Look Ahead

Additional Capital Development

ADDITIONAL CAPITAL DEVELOPMENT SIX-MONTH LOOK AHEAD

	2004					
	JANUARY	FEBRUARY	MARCH	APRIL	MAY	JUNE
LIVABLE COMMUNITIES Conv. Ctr. Pedestrian Conn.	Construction Completed - 02/05/03					
LANCASTER ROAD Task Order #18	Construction Completed					
MLK, JR. TRANSIT CENTER	 Construction began on 12/18/03 (Anticipated Completion on 12/16/04)					
VICTORY STATION TRE Walls & Roadbed	Construction Completed					
VICTORY STATION Station & Bridges	  Facilities Construction Continues Systems Work Continues (Anticipated Completion on 07/22/04)				 Facilities Construction Complete	
UNITY PLAZA	Final Design Completed 02/28/03 (IFB has been deferred to 11/24/04)					
TRE ELM FORK BRIDGE	 Construction Continues (Anticipated Completion on 07/15/04)					
<div><div> - Construction</div><div> - Construction Complete</div><div> - Revenue Service/Turnover to Operations</div></div> <div><div> - Information Only</div><div> - Change</div><div>* Senior Management Review</div></div> <div><div> - Critical</div><div> - Trending toward Critical</div></div>						

Revised 12/31/03

Change Control Summary

Additional Capital Development

Additional Capital Development - Change Control Summary											
Facility/ Contract Package		Consultant/ Contractor	Approved Contract Amount	Approved Contingency Allowance	Total Approved Amount	Executed Changes	Current Contract Value	Remaining Contingency/ Allowance	Percent Contingency Used	Percent Contract Comp.	Summary of Activity This Period & Comments (December 2003)
			(A)	(B)	(C=A+B)	(D)	(E=A+D)	(F=B-D)	(G=D/B)		
Conv Ctr Connector	Design C-96000140	LAN/STV									Contract Complete
	Construction C1003977-01	Vortex	\$711,419	\$71,142	\$782,561	\$0	\$711,419	\$71,142	0%	100%	Contract Completed
MLK Transit Center	Design 1002720-1	KAI Alliance	\$447,250	\$44,725	\$491,975	\$44,715	\$491,965	\$10	99.9%	100%	Design completed.
	Construction 1006892-1	CME Builders	\$2,899,156	\$258,025	\$3,157,181	\$0	\$2,899,156	\$258,025	0%	0%	NTP authorized 12/18/03 (see Note a)
TRE Walls & Roadbed	Construction C-1003274-01	AUI Contractors, Inc.	\$2,939,500	\$293,950	\$3,233,450	\$18,049	\$2,957,549	\$275,901	6%	100%	Contract Completed on 5/7/02
NW-1A Track Materials & Systems	Construction C-1003853-01	Martin K. Eby	\$24,986,984	\$2,498,698	\$27,485,682	\$1,040,630	\$26,027,614	\$1,458,068	42%	81%	No SA's executed in December
	Track Procurement C-1003723-01	L.B. Foster	\$1,633,178	\$163,318	\$1,796,496	\$116,622	\$1,749,800	\$46,696	71%	100%	No SA's executed in December
	Comm, OCS & Signals C-1005139-01	Mass Electric	\$15,890,713	\$1,589,071	\$17,479,784	\$0	\$15,890,713	\$1,589,071	0%	9%	No SA's executed in December
Unity Plaza	Design C-1003727-01	RTKL Assoc.	\$1,053,766	\$105,377	\$1,159,142	\$0	\$1,053,766	\$105,377	0%	100%	Design complete
	Construction TBD	TBD									IFB deferred
TRE Elm Fork Bridge	Construction C-1004649-01	Austin Bridge & Road	\$8,838,884	\$1,060,666	\$9,899,550	\$69,621	\$8,908,505	\$978,373	8%	70%	SA#6 added in December
		TOTALS:	\$57,767,671	\$6,084,971	\$65,485,821	\$1,289,638	\$60,690,487	\$4,782,662			
Legend:			% Contingency >= 80%								
Notes:	a) MLK Transit Center is awarded and notice to proceed granted December 18, 2003.										

DALLAS AREA RAPID TRANSIT

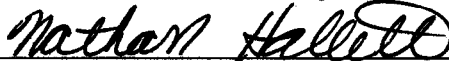
QUARTERLY INVESTMENT REPORT

As Of
December 31, 2003

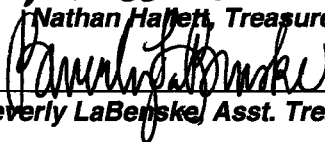
***Submitted by Authorized Investment Officers
in Accordance with
the Public Funds Investment Act***



Sharon Leary, Chief Financial Officer



Nathan Hallett, Treasurer



Beverly LaBenske, Asst. Treasurer

***Prepared by Treasury
January 26, 2004***

Current Portfolio Report

Investment

Straight Line - Callable Life

Receipts in Period

12/31/03

Run Date: 01/12/04
Run Time: 10:40:01
Page 1 of 3

Security Description	CUSIP	Par Val/Shares	Ending	Compu	Maturity	Yield	Call	Yield	Amor	Ending	Market	Other	Purchase	Invest	Optional
			Val/Shares	Rate	Date	Matur	Date	Call	Val/Cost	Val	Rating		Date	Number	ID
035998 - Master Insurance Fund															
FLHMC Callable 2.125 06/12/06	3128X1HW0	3,000,000.00	2.125	06/12/06	2.1250	06/12/04	2.1250	3,000,000.00	2,984,700.00	Insurance			06/12/03	03-0058	
FNMA Callable 3.00 08/28/06	3136F27C6	1,500,000.00	3.000	08/28/06	3.0000	02/28/04	3.0000	1,500,000.00	1,504,500.00	Insurance	Agcy		02/28/03	03-0010	
FLHMC Callable 3.00 03/05/07	3128X0P94	2,000,000.00	3.000	03/05/07	3.0000	03/05/04	3.0000	2,000,000.00	2,003,600.00	Insurance	Agcy		03/05/03	03-0024	
FLHMC Step Up Callable 2.00 05/21/07	3128X1FA0	3,000,000.00	2.000	05/21/07	2.0000	05/21/04	2.0000	3,000,000.00	2,990,700.00	Insurance	Agcy		07/09/03	03-0060	
FLHMC Callable 3.52 05/25/07	3133K24H5	1,500,000.00	3.520	05/25/07	3.5200	02/25/04	3.5200	1,500,000.00	1,505,400.00	Insurance	Agcy		11/25/03	03-0102	
FFCB Callable 4.00 09/24/08	31331TFL0	900,000.00	4.000	09/24/08	4.0109	12/24/03	4.2324	900,000.00	900,450.00	Insurance	Agcy		10/08/03	03-0089	
035998 - Master Insurance Fund Total		11,900,000.00	2.668		2.6693		2.6861	11,900,000.00	11,889,350.00						
035999 - BAXT Operating															
FNMA 4.75 03/15/04	31359MNU5	3,000,000.00	4.750	03/15/04	1.1285	03/15/04	Open	1.1285	3,022,200.00	3,021,900.00	Agcy		10/17/03	03-0086	Operating
FLHMC Callable 1.10 07/28/04	3133MWP84	3,000,000.00	3.375	05/14/04	1.0523	05/14/04	Open	1.0523	3,025,554.43	3,025,500.00	Agcy		07/28/03	03-0065	Operating
FLHMC 5.00 05/15/04	3134A4EX8	2,000,000.00	5.000	05/15/04	1.1700	05/15/04	Open	1.1700	2,028,239.21	2,025,600.00			09/12/03	03-0079	Operating
FLHMC 6.25 07/15/04	3134A3YM2	3,000,000.00	6.250	07/15/04	1.1900	07/15/04	Open	1.1900	3,081,116.53	3,074,550.00	Agcy		09/12/03	03-0080	Operating
FLHMC 1.00 07/16/04	31339YU04	3,000,000.00	1.000	07/16/04	1.0000	07/16/04	Open	1.0000	3,000,000.00	2,997,000.00	Agcy		07/16/03	03-0061	Operating
FNMA Callable 1.04 07/26/04	3136F3K62	800,000.00	1.040	07/26/04	1.2998	01/02/04	1.2998	800,000.00	799,280.00	Agcy			08/12/03	03-0071	Operating
FLHMC Callable 1.10 07/28/04	31339YVE9	1,000,000.00	1.100	07/28/04	1.1000	01/28/04	1.1000	1,000,000.00	999,400.00	Agcy			07/28/03	03-0062	Operating
FFCB Callable 1.14 07/29/04	31331Q6E2	3,000,000.00	1.140	07/29/04	1.1400	10/29/03	1.1400	3,000,000.00	2,998,800.00	Agcy			07/29/03	03-0066	Operating
FLHMC 4.50 08/15/04	3134A4GW8	3,000,000.00	4.500	08/15/04	1.4270	08/15/04	Open	1.4270	3,056,557.17	3,052,500.00	Agcy		02/21/03	03-0020	Operating
FNMA Callable 1.20 08/23/04	3136F34U7	2,000,000.00	1.200	08/23/04	1.2000	01/30/04	1.2000	2,000,000.00	1,999,600.00	Agcy			07/30/03	03-0067	Operating
FFCB Callable 1.31 08/25/04	31331T5J9	3,000,000.00	1.310	08/25/04	1.3100	11/25/03	1.3100	3,000,000.00	3,000,000.00	Agcy			08/25/03	03-0075	Operating
FNMA Callable 1.25 08/27/04	3136F36B7	3,000,000.00	1.250	08/27/04	1.2500	02/04/04	1.2500	3,000,000.00	3,000,000.00	Agcy			08/04/03	03-0069	Operating
FFCB 1.45 09/03/04	31331Q0Q8	3,000,000.00	1.450	09/03/04	1.4500	Open	1.4500	3,000,000.00	3,004,500.00	Agcy			03/03/03	03-0023	Operating
FNMA 3.50 09/15/04	31359MNU2	2,000,000.00	3.500	09/15/04	1.7803	Open	1.7803	2,023,780.65	2,025,500.00	Agcy			12/27/02	02-0057	OPT/ INS
FFCB Callable 1.24 09/29/04	31331T7N6	3,000,000.00	1.240	09/29/04	1.2400	12/29/03	1.2400	3,000,000.00	2,999,400.00	Agcy			09/29/03	03-0084	Operating
FLHMC 1.125 10/01/04	3133XLUK6	3,000,000.00	1.125	10/01/04	1.1704	Open	1.1704	2,998,987.50	2,997,300.00	Agcy			10/01/03	03-0092	Operating
FNMA Callable 1.50 10/01/04	3136F4FG4	3,000,000.00	1.500	10/01/04	1.4900	Open	1.4900	3,000,217.43	3,002,400.00	Agcy			10/22/03	03-0094	Operating
FLHMC Callable 1.30 11/02/04	3128X1W78	4,000,000.00	1.300	11/02/04	1.3000	01/08/04	1.3000	4,000,000.00	4,000,000.00	Agcy			10/08/03	03-0090	Operating
FLHMC Callable 1.35 11/03/04	3128X1V43	4,000,000.00	1.350	11/03/04	1.3500	04/09/04	1.3500	4,000,000.00	4,001,500.00	Agcy			10/09/03	03-0088	Operating
FLHMC Callable 1.375 11/09/04	3128X1T73	2,000,000.00	1.375	11/09/04	1.3750	01/15/04	1.3750	2,000,000.00	2,000,200.00	Agcy			10/15/03	03-0087	Operating
FLHMC Callable 1.50 12/03/04	3133X2B38	3,000,000.00	1.500	12/03/04	1.5000	03/03/04	1.5000	3,000,000.00	3,002,100.00	Agcy			12/03/03	03-0108	Operating
FLHMC 1.50 12/07/04	3133X2DA0	5,000,000.00	1.500	12/07/04	1.5000	Open	1.5000	5,000,000.00	5,010,000.00	Agcy			11/12/03	03-0100	Operating
FLHMC Callable 1.44 01/28/05	3133X1LC9	2,000,000.00	1.440	01/28/05	1.4400	01/28/04	1.4400	2,000,000.00	2,000,400.00	Agcy			10/28/03	03-0095	Operating
FLHMC Callable 1.45 01/28/05	3133X1P68	3,000,000.00	1.450	01/28/05	1.6999	01/28/04	1.6999	2,997,237.00	3,000,600.00	Agcy			10/28/03	03-0096	Operating
FFCB Callable 1.58 02/22/05	31331Q062	3,000,000.00	1.580	02/22/05	1.5800	08/22/03	1.5800	3,000,000.00	3,000,300.00	Agcy			05/22/03	03-0048	Operating
SLMA 2.00 03/15/05	86387UBJ3	2,000,000.00	2.000	03/15/05	1.4615	Open	1.4615	2,012,749.88	2,013,200.00	Agcy			03/12/03	03-0030	Operating
FNMA Callable 1.72 03/24/05	3136F3DR4	2,000,000.00	1.720	03/24/05	1.7200	03/24/04	1.7200	2,000,000.00	2,002,800.00	Agcy			03/24/03	03-0034	Operating
FFCB Callable 1.47 04/07/05	31331T7M6	3,000,000.00	1.470	04/07/05	1.4700	Open	1.4700	3,000,000.00	2,998,800.00	Agcy			10/07/03	03-0091	Operating
FLHMC Callable 1.70 04/22/05	3133X1FP7	3,000,000.00	1.700	04/22/05	1.7000	01/22/04	1.7000	3,000,000.00	3,000,900.00	Agcy			10/22/03	03-0093	Operating
FLHMC Callable 1.54 04/28/05	3133X1LB1	2,000,000.00	1.540	04/28/05	1.5400	01/28/04	1.5400	2,000,000.00	1,999,800.00	Agcy			10/28/03	03-0097	Operating
FFCB 1.65 05/05/05	31331TWC4	2,000,000.00	1.650	05/05/05	1.6500	Open	1.6500	2,000,000.00	2,002,800.00	Agcy			11/05/03	03-0098	Operating
FNMA Callable 1.53 05/26/05	3136F3VW9	3,000,000.00	1.530	05/26/05	1.5300	05/26/04	1.5300	3,000,000.00	2,997,300.00	Agcy			05/27/03	03-0050	Operating
FNMA Callable 1.67 05/26/05	3136F3TZ4	3,000,000.00	1.670	05/26/05	1.6700	05/26/04	1.6700	3,000,000.00	3,002,100.00	Agcy			05/27/03	03-0049	Operating

Security Description	CUSIP	Ending Par Val/Shares	Coupon Rate	Maturity Date	Yield Matur	Call Date	Yield Call	Ending Amor Val/Cost	Ending Market Val	Other Rating	Purchase Date	Invest Number	Optional ID
PHLMC 4.25 06/15/05	3134A4PQ1	3,000,000.00	4.250	06/15/05	1.5500	Open	1.5500	3,115,848.88	3,115,650.00	Agcy	09/26/03	03-0083	Operating
PHLMC 4.25 06/15/05	3134A4PQ1	3,000,000.00	4.250	06/15/05	1.7000	Open	1.7000	3,109,407.32	3,115,650.00	Agcy	11/25/03	03-0104	Operating
PHLMC Callable 2.25 07/06/05	3128X0UW1	2,000,000.00	2.250	07/06/05	2.1376	01/06/04	1.6010	2,000,177.48	2,000,200.00	Agcy	09/15/03	03-0081	Operating
PHLMC Callable 2.25 07/06/05	3128X0UW1	3,000,000.00	2.250	07/06/05	2.1843	01/06/04	2.0719	3,000,071.43	3,000,300.00	Agcy	02/21/03	03-0019	Operating
PHLMC Callable 1.50 07/29/05	3128X1TW5	3,000,000.00	1.500	07/29/05	1.5637	07/29/04	1.5637	2,997,833.33	2,988,600.00	Agcy	07/29/03	03-0064	Operating
PHLMC Callable 2.375 08/10/05	3136F2T81	2,000,000.00	2.375	08/10/05	2.1204	02/10/04	1.7200	2,001,400.49	2,002,800.00	Agcy	03/07/03	03-0027	Operating
PHLB Callable 1.95 08/12/05	3133X1TW9	3,000,000.00	1.950	08/12/05	1.9500	05/12/04	1.9500	3,000,000.00	3,008,100.00	Agcy	11/12/03	03-0099	Operating
PHLB Callable 2.11 08/22/05	3133XVNB9	3,000,000.00	2.110	08/22/05	2.1908	02/22/04	2.1908	3,000,000.00	3,004,200.00	Agcy	05/22/03	03-0047	Operating
PHLMC Callable 2.20 09/12/05	3128X0W71	3,000,000.00	2.200	09/12/05	2.2000	03/12/04	2.2000	3,000,000.00	3,006,600.00	Agcy	03/12/03	03-0028	Operating
PHMA Callable 2.33 09/12/05	3136F3AQ9	3,000,000.00	2.330	09/12/05	2.3300	03/12/04	2.3300	3,000,000.00	3,007,200.00	Agcy	03/12/03	03-0029	Operating
PHMA 1.875 09/15/05	3135WMB9	2,000,000.00	1.875	09/15/05	1.8801	Open	1.8801	1,999,803.66	2,002,900.00	Agcy	10/17/03	03-0085	Operating
PHLMC Callable 2.30 11/17/05	3128X1605	4,000,000.00	2.300	11/17/05	2.2535	11/17/04	2.2076	4,003,186.55	4,024,400.00	Agcy	11/20/03	03-0105	Operating
PHLMC Callable 2.50 11/25/05	3128X2AV7	1,000,000.00	2.500	11/25/05	2.2324	11/26/04	1.9723	1,004,694.44	1,008,700.00	Agcy	11/26/03	03-0106	Operating
PHLB Callable 2.375 12/02/05	3133X2AN5	3,000,000.00	2.375	11/25/05	2.3750	02/25/04	2.3750	3,000,000.00	3,005,700.00	Agcy	11/25/03	03-0103	Operating
PHMA Callable 2.25 12/08/05	3136F4WB6	3,000,000.00	2.200	12/02/05	2.2000	03/08/04	2.2000	3,000,000.00	3,012,600.00	Agcy	12/02/03	03-0109	Operating
PHMA Callable 2.25 12/08/05	3136F4WU0	3,000,000.00	2.250	12/08/05	2.2500	03/30/04	2.2500	3,000,000.00	3,010,200.00	Agcy	12/08/03	03-0107	Operating
PHLMC Callable 2.33 12/30/05	3128X2FX2	2,000,000.00	2.320	12/30/05	2.3200	03/30/04	2.3200	2,000,000.00	2,005,400.00	Agcy	12/30/03	03-0111	Operating
PHLMC Callable 2.25 03/24/06	3128X0ZK4	1,000,000.00	2.250	03/24/06	2.3785	03/24/04	3.0011	1,000,000.00	1,991,400.00	Agcy	03/24/03	03-0035	Operating
PHLB Callable 2.00 03/30/06	3133XN59	2,000,000.00	2.000	03/30/06	2.0000	06/30/04	2.0000	2,000,000.00	1,991,400.00	Agcy	06/30/03	03-0059	Operating
PHMA Callable 2.59 05/05/06	3135WMBP0	3,000,000.00	2.590	05/05/06	2.3423	05/04/04	1.8537	3,007,443.08	3,011,700.00	Agcy	05/13/03	03-0043	Operating
PHLB Callable 3.00 08/14/06	3133MTD60	3,000,000.00	3.000	08/14/06	3.0000	02/14/04	3.0000	3,000,000.00	3,006,600.00	Agcy	05/14/03	03-0044	Operating
PHLMC Callable 2.85 09/12/06	3128X0M47	1,135,000.00	2.850	09/12/06	2.5659	03/12/04	2.5659	1,137,417.55	1,138,518.50	Agcy	05/12/03	03-0042	Operating
PHLMC Callable 2.50 09/26/06	3128X0ZV0	3,000,000.00	2.500	09/26/06	2.5000	03/26/04	2.5000	3,000,000.00	2,993,100.00	Agcy	03/26/03	03-0036	Operating
Provident Fin. Op Fund-1000	Operating	4,447,935.04	0.930	Open	0.9300	Open	0.9300	4,447,935.04	4,447,935.04		10/31/01	AR-0001	Operating
AIM/ LAP Opt. Fund- 1900	Operating	59,475,201.72	0.970	Open	0.9700	Open	0.9700	59,475,201.72	59,475,201.72		04/16/03	AR-0008	Operating
035999 - DART Operating Total		<u>212,858,136.76</u>	<u>1.874</u>		<u>1.4829</u>		<u>1.4655</u>	<u>213,347,120.77</u>	<u>213,440,085.26</u>				
0788029 - Debt Service Fund	Debt Service	3,668,862.01	0.860	Open	0.8600	Open	0.8600	3,668,862.01	3,668,862.01		09/30/01	AR-0002	Debt Service
Bank One MMF - 1800		<u>3,668,862.01</u>	<u>0.860</u>		<u>0.8600</u>		<u>0.8600</u>	<u>3,668,862.01</u>	<u>3,668,862.01</u>				
0788029 - Debt Service Fund Total													
616263 - Financial Reserve													
PHMA Callable 5.45 02/05/04	31364GSH3	1,500,000.00	5.450	02/05/04	6.4996	02/05/01	8.7865	1,500,000.00	1,506,000.00	Agcy	11/10/99	99-0014	Fin. Reserve
PHMA 3.50 09/15/04	31359KMW2	2,000,000.00	3.500	09/15/04	1.7805	Open	1.7805	2,023,774.73	2,025,500.00	Agcy	12/23/02	02-0058	Fin. Reserve
PHLB 5.785 02/09/05	3133X3SL3	1,000,000.00	5.785	02/09/05	5.5802	Open	5.5802	1,001,990.00	1,048,100.00	Agcy	01/17/01	01-0006	Fin. Reserve
PHMA Callable 2.00 05/26/05	3136F4BL7	3,000,000.00	2.000	05/26/05	2.0592	02/26/04	2.0592	3,000,000.00	3,004,200.00	Agcy	08/26/03	03-0076	Fin. Reserve
PHLB Callable 1.535 08/05/05	31339YU65	1,000,000.00	1.535	08/05/05	1.5350	02/05/04	1.5350	1,000,000.00	997,000.00	Agcy	08/05/03	03-0070	Fin. Reserve
PHMA Callable 2.50 08/05/05	3136F2D50	500,000.00	2.500	08/05/05	2.4355	02/05/04	2.2456	500,118.72	500,650.00	Agcy	08/06/03	03-0068	Fin. Reserve
PHMA Callable 2.375 08/10/05	3136F2T81	1,500,000.00	2.375	08/10/05	2.3122	02/10/04	2.2183	1,500,250.00	1,502,100.00	Agcy	02/19/03	03-0022	Fin. Reserve
PHLB 5.59 09/09/05	3133M5NK2	1,000,000.00	5.590	09/09/05	5.6401	Open	5.6401	999,235.91	1,062,900.00	Agcy	01/18/01	01-0007	Fin. Reserve
FFCB 6.50 11/22/05	31331HA72	1,000,000.00	6.500	11/22/05	5.2502	Open	5.2502	1,020,752.32	1,084,400.00	Agcy	04/24/01	01-0039	Fin. Reserve
PHLB Step Up Callable 2.00 05/19/06	3133WMLF2	2,000,000.00	2.000	05/19/06	2.0000	02/19/04	2.0000	2,000,000.00	2,002,400.00	Agcy	05/19/03	03-0045	Fin. Reserve
PHLMC Callable 2.91 06/16/06	3128XZFP5	2,000,000.00	2.910	06/16/06	2.9100	06/16/04	2.9100	2,000,000.00	2,014,800.00	Agcy	12/16/03	03-0110	Fin. Reserve
PHLB Callable 3.00 09/05/06	3133X0P78	3,500,000.00	3.000	09/05/06	3.0000	03/05/04	3.0000	3,500,000.00	3,511,200.00	Agcy	09/05/03	03-0077	Fin. Reserve

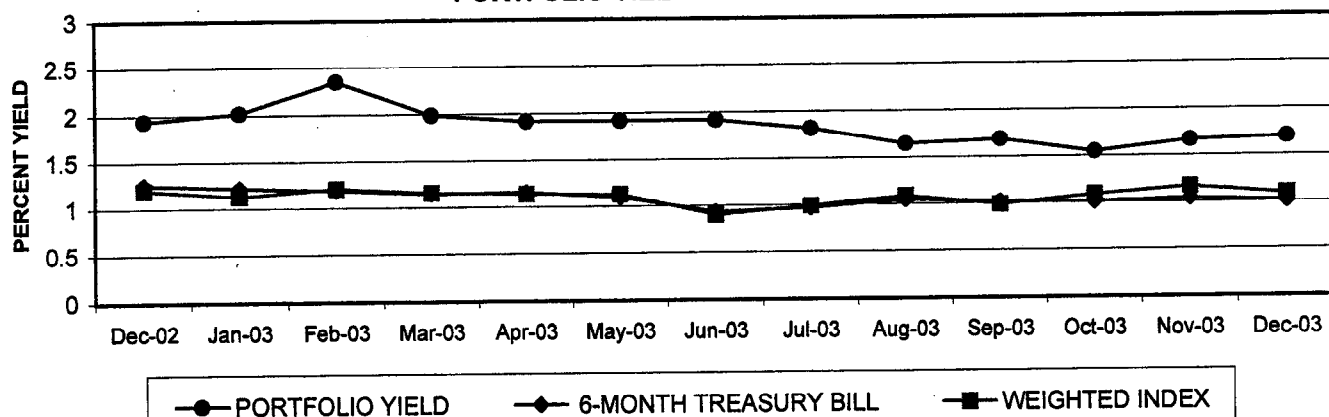
INVESTMENT PORTFOLIO

December-03

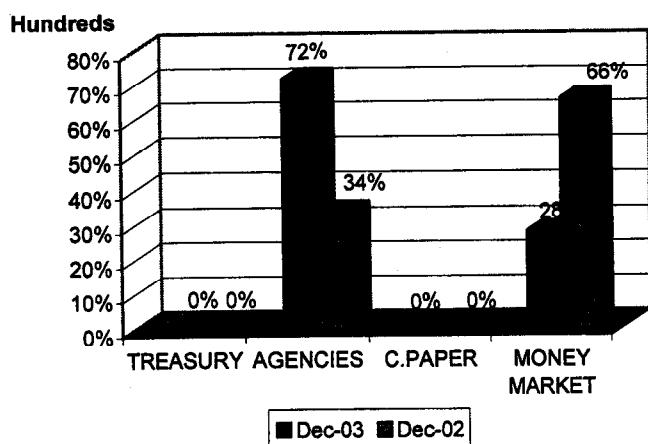
Prepared by Treasury

Market	\$262,905	(\$3,344)
Book Value	\$262,595	(\$3,772)
Net Unrealized Gain (Loss)	\$310	\$192
Accrued Interest	\$966	\$81
Average Maturity in Days*	407	9
Average Yield*	1.70%	0.03%

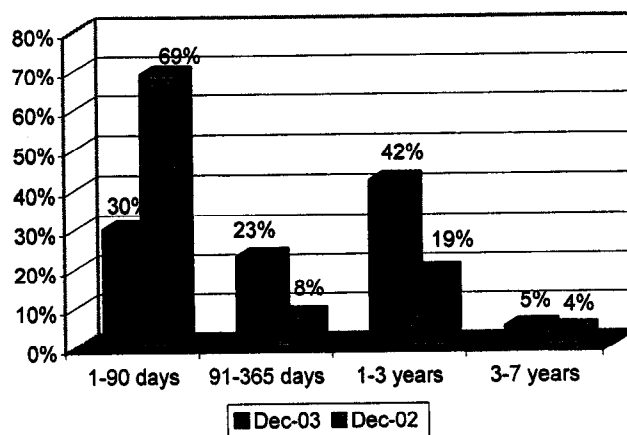
PORTFOLIO YIELD VS BENCHMARKS



DISTRIBUTION BY MARKET SECTOR



DISTRIBUTION BY MATURITY SECTOR



Notice of Security Transactions

Investment

Straight Line - Actual Life
Receipts in Period
10/01/03 - 12/31/03

Run Date: 01/14/04
Run Time: 16:03:48
Page 1 of 2

Purchase Date	Sale Order Date	CUSIP	Security Description	Ending Par Val/Shares	Maturity Date	Days to Maturity	Yield Matur	Call Date	Yield Call	Ending Unamor Val/Cost	Fund Number	Purchase Institution	Invest Number
10/08/03	Open BUY	31331FFL0	FFCB Callable 4.00	900,000.00	09/24/08	1813	4.0109	12/24/03	4.2324	899,550.00	035998	Banc One	03-0089
											Total	Banc One	03-0089
10/07/03	Open BUY	31331FFW6	FFCB Callable 1.47	3,000,000.00	04/07/05	548	1.4700	Open	1.4700	3,000,000.00	035999	Citigroup Global Markets	03-0091
											Total	Citigroup Global Markets	03-0091
11/05/03	Open BUY	31331TKC4	FFCB 1.65	2,000,000.00	05/05/05	547	1.6500	Open	1.6500	2,000,000.00	035999	PainWebber/ UBS	03-0098
											Total	PainWebber/ UBS	03-0098
10/01/03	Open BUY	3133XJX66	PHLB 1.125	3,000,000.00	10/01/04	366	1.1704	Open	1.1704	2,998,650.00	035999	Banc One	03-0092
											Total	Banc One	03-0092
10/22/03	Open BUY	3133XIFP7	PHLB Callable 1.70	3,000,000.00	04/22/05	548	1.7000	01/22/04	1.7000	3,000,000.00	035999	Banc One	03-0093
											Total	Banc One	03-0093
10/28/03	Open BUY	3133XHL29	PHLB Callable 1.44	2,000,000.00	01/28/05	458	1.4400	11/28/03	1.4400	2,000,000.00	035999	Banc One	03-0095
											Total	Banc One	03-0095
10/28/03	Open BUY	3133XIP68	PHLB Callable 1.45	3,000,000.00	01/28/05	458	1.6959	01/28/04	1.6999	2,990,790.00	035999	Banc One	03-0096
											Total	Banc One	03-0096
10/28/03	Open BUY	3133XILB1	PHLB Callable 1.54	2,000,000.00	04/28/05	548	1.5400	11/28/03	1.5400	2,000,000.00	035999	Citigroup Global Markets	03-0097
											Total	Citigroup Global Markets	03-0097
11/12/03	Open BUY	3133XITV9	PHLB Callable 1.95	3,000,000.00	08/12/05	639	1.9500	05/12/04	1.9500	3,000,000.00	035999	Banc One	03-0099
											Total	Banc One	03-0099
11/12/03	Open BUY	3133XIDM0	PHLB 1.50	5,000,000.00	12/07/04	391	1.5000	Open	1.5000	5,000,000.00	035999	Banc One	03-0100
											Total	Banc One	03-0100
11/24/03	Open BUY	3133XZ3W5	PHLB Callable 3.30	2,000,000.00	11/24/06	1096	3.3000	12/24/03	3.3000	2,000,000.00	616263	PainWebber/ UBS	03-0101
											Total	PainWebber/ UBS	03-0101
11/25/03	Open BUY	3133XZ4H5	PHLB Callable 3.52	1,500,000.00	05/25/07	1277	3.5200	02/25/04	3.5200	1,500,000.00	035998	PainWebber/ UBS	03-0102
											Total	PainWebber/ UBS	03-0102
11/25/03	Open BUY	3133XZAM5	PHLB Callable 2.375	3,000,000.00	11/25/05	731	2.3750	02/25/04	2.3750	3,000,000.00	035999	Banc One	03-0103
											Total	Banc One	03-0103
12/03/03	Open BUY	3133XZB38	PHLB Callable 1.50	3,000,000.00	12/03/04	366	1.5000	03/03/04	1.5000	3,000,000.00	035999	PainWebber/ UBS	03-0108
											Total	PainWebber/ UBS	03-0108
10/15/03	Open BUY	3128X1273	PHLMC Callable 1.375	2,000,000.00	11/09/04	391	1.3750	01/15/04	1.3750	2,000,000.00	035999	Banc One	03-0087
											Total	Banc One	03-0087
10/09/03	Open BUY	3128X1Y43	PHLMC Callable 1.35	4,000,000.00	11/03/04	391	1.3500	04/09/04	1.3500	4,000,000.00	035999	Bank of America	03-0088
											Total	Bank of America	03-0088
10/08/03	Open BUY	3128X1W78	PHLMC Callable 1.30	4,000,000.00	11/02/04	391	1.3000	01/08/04	1.3000	4,000,000.00	035999	PainWebber/ UBS	03-0090
											Total	PainWebber/ UBS	03-0090
11/25/03	Open BUY	3134A4PQ1	PHLMC 4.25	3,000,000.00	06/15/05	568	1.7000	Open	1.7000	3,116,923.85	035999	PainWebber/ UBS	03-0104
											Total	PainWebber/ UBS	03-0104
11/20/03	Open BUY	3128X1605	PHLMC Callable 2.30	4,000,000.00	11/17/05	728	2.2535	11/17/04	2.2076	4,303,600.00	035999	PainWebber/ UBS	03-0105
											Total	PainWebber/ UBS	03-0105
11/26/03	Open BUY	3128XZAV7	PHLMC Callable 2.50	1,000,000.00	11/25/05	730	2.2324	11/26/04	1.9723	1,005,200.00	035999	PainWebber/ UBS	03-0106
											Total	PainWebber/ UBS	03-0106
12/16/03	Open BUY	3128XZFP5	PHLMC Callable 2.91	2,000,000.00	06/16/06	913	2.9100	06/16/04	2.9100	2,000,000.00	616263	Banc One	03-0110
											Total	Banc One	03-0110

Notice of Security Transactions

Investment

Straight Line - Actual Life

Receipts in Period

10/01/03 - 12/31/03

Run Date: 01/14/04
Run Time: 16:02:42
Page 1 of 1

Purchase Date	Sale Date	Order Type	CUSIP	Security Description	Par Val/Shares	Ending Maturity Date	Days to Maturity	Yield Matur	Call Date	Yield Call	Unamor Val/Cost	Ending Fund Number	Purchase Institution	Invest Number
02/27/03	10/06/03	PCL	31331QUA	FFCB Callable 2.70 02/27/06	937,500.00	02/27/06	880	2.7000	08/27/03	2.7000	937,500.00	035998	PainWebber/ UBS	03-0008-01
												Total	PainWebber/ UBS	03-0008-01
02/27/03	10/27/03	CAL	31331QUA	FFCB Callable 2.70 02/27/06	1,562,500.00	02/27/06	880	2.7000	08/27/03	2.7000	1,562,500.00	035998	PainWebber/ UBS	03-0008-02
12/10/01	12/10/03	MAT	3133WZL7	FHLB Callable 3.02 12/10/03	5,000,000.00	12/10/03	70	3.0200	06/10/02	3.0200	5,000,000.00	035999	PainWebber/ UBS	03-0008-02
												Total	Bank of America	01-0059-01
09/08/03	12/08/03	CAL	3133X0Y2	FHLB Step Up Callable 2.00 09/08/06	2,000,000.00	09/08/06	1073	2.0000	12/08/03	2.0000	2,000,000.00	616263	Bank of America	01-0059-01
												Total	Bank One	03-0078-01
09/22/03	10/22/03	CAL	3133X0Y8	FHLB Callable 4.05 06/22/07	2,000,000.00	06/22/07	1360	4.0500	10/22/03	4.0500	2,000,000.00	616263	Bank One	03-0082-01
												Total	Bank One	03-0082-01
07/28/03	10/01/03	CAL	3136FVD9	FNMA Callable 4.20 10/01/04	2,000,000.00	10/01/04	366	3.7239	10/01/03	1.1047	2,010,760.00	035999	Bank One	03-0063-01
												Total	Bank One	03-0063-01
10/25/01	10/24/03	MAT	86387SSE6	SLMA 3.20 10/24/03	3,000,000.00	10/24/03	23	3.2060	04/25/02	3.2000	3,000,000.00	035999	Bank of America	01-0050-01
												Total	Bank of America	01-0050-01
Investment Total											<u>16,510,760.00</u>			
												<u>2.8641</u>		

Notice of Security Transactions

Investment

Straight Line - Actual Life
Receipts in Period
10/01/03 - 12/31/03

Run Date: 01/14/04
Run Time: 16:03:48
Page 2 of 2

Purchase Date	Sale Order Date Type	CUSIP	Security Description	Per Val/Shares	Ending Maturity Date	Days to Maturity	Yield Matur	Call Date	Yield Call	Unamor Val/Cost	Ending Fund Number	Purchase Institution	Invest Number
12/30/03	Open BUY	31282KX2	PHMC Callable 2.32 12/30/05	2,000,000.00	12/30/05	731	2.3200	03/30/04	2.3200	2,000,000.00	035999	Banc One	03-0111
											Total	Banc One	03-0111
10/17/03	Open BUY	31359WB9	FNMA 1.875 09/15/05	2,000,000.00	09/15/05	699	1.8801	Open	1.8801	1,999,780.00	035999	PainWebber/ UBS	03-0085
											Total	PainWebber/ UBS	03-0085
10/17/03	Open BUY	31359WB5	FNMA 4.75 03/15/04	3,000,000.00	03/15/04	150	1.1285	Open	1.1285	3,044,400.00	035999	Bank of America	03-0086
											Total	Bank of America	03-0086
10/22/03	Open BUY	3136F4F64	FNMA Callable 1.50 10/01/04	3,000,000.00	10/01/04	345	1.4900	Open	1.4900	3,000,273.00	035999	Banc One	03-0094
											Total	Banc One	03-0094
12/08/03	Open BUY	3136F4WB0	FNMA Callable 2.25 12/08/05	3,000,000.00	12/08/05	731	2.2500	03/08/04	2.2500	3,000,000.00	035999	Banc One	03-0107
											Total	Banc One	03-0107
12/02/03	Open BUY	3136F4WB6	FNMA Callable 2.20 12/02/05	3,000,000.00	12/02/05	731	2.2000	12/02/04	2.2000	3,000,000.00	035999	PainWebber/ UBS	03-0109
											Total	PainWebber/ UBS	03-0109
Investment Total				72,400,000.00		527	1.6898		1.6898	72,559,166.85			

PORTFOLIO ANALYSIS BY FUND

As of December, 2003

(in Thousands)

	General Operating	Financial Reserve	Insurance Fund	DART SEAF	Debt Service Funds	TOTAL
Par Value	\$212,858	\$28,679	\$11,900	\$4,953	\$3,669	\$262,059
Market Value	\$213,440	\$28,954	\$11,889	\$4,953	\$3,669	\$262,905
Unrealized Gain (Loss)	\$93	\$228	(\$11)	\$0	\$0	\$310
Book Value	\$213,347	\$28,726	\$11,900	\$4,953	\$3,669	\$262,595
Accrued Interest	\$682	\$226	\$58	\$0	\$0	\$966
Total Book Value	\$214,029	\$28,952	\$11,958	\$4,953	\$3,669	\$263,561
Cash Balance	\$233	\$0	\$0	\$0	\$0	\$233
TOTAL FUND VALUE	\$214,262	\$28,952	\$11,958	\$4,953	\$3,669	\$263,794
Liquid Securities (Mkt. value)	\$63,923					
Yield to Maturity (Adj for calls Average Final Maturity)	1.47% 325 Days	3.29% 27.4 Months	2.69% 37.6 Months	0.89% 1 Day	0.86% 1 Days	1.70% 407 Days
KEY COMPLIANCE TARGETS						
Minimum Requirement (2)	\$57,169 18 Months	\$25,000 30 Months	\$13,532 48 Months	90 Days	3 Years	N/A
Maximum Average Maturity	Yes	Yes	No (4)	Yes	Yes	N/A
Is Fund in Compliance	1.01%	1.01%	1.01%	1.01%	1.01%	1.01%
INVESTMENT COMPARISON						
6-Month T-Bill (3)						

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

(2) Operating =60 day cash requirement per Projections of Monthly Cash Balances Report

Insurance = GL liability for December 2003 plus Officers & Directors Liability

(3) December 2003 average yield

(4) Insurance accruals exceed funding by approximately \$1,600,000. The situation will be monitored and funding adjustments made as necessary

Dallas Area Rapid Transit
Change in Market Value

Period Ended December 31, 2003

Fund	Security Type	Coupon	Maturity	Call Date	Par Amount (000)	September 2003 Market Value	December 2003 Market Value	Change from Prior Quarter
Fnc'l Res	FNMA	5.450%	02/05/04	NA	\$1,500	\$1,522,650.00	\$1,506,000.00	(\$16,650.00)
Operating	FHLB	3.375%	05/14/04	NA	\$3,000	\$3,040,290.00	\$3,025,500.00	(\$14,790.00)
Operating	FHLMC	5.000%	05/14/04	NA	\$2,000	\$2,048,420.00	\$2,025,600.00	(\$22,820.00)
Operating	FHLMC	6.250%	07/15/04	NA	\$3,000	\$3,120,120.00	\$3,074,550.00	(\$45,570.00)
Operating	FHLB	1.000%	07/16/04	NA	\$3,000	\$2,997,000.00	\$2,997,000.00	\$0.00
Operating	FNMA Callable	1.040%	07/26/04	10/02/03	\$800	\$799,360.00	\$799,280.00	(\$80.00)
Operating	FHLB Callable	1.100%	07/28/04	10/28/03	\$1,000	\$999,600.00	\$999,400.00	(\$200.00)
Operating	FFC Callable	1.140%	07/29/04	10/29/03	\$3,000	\$2,999,400.00	\$2,998,800.00	(\$600.00)
Operating	FHLMC	4.500%	08/15/04	NA	\$3,000	\$3,087,000.00	\$3,052,500.00	(\$34,500.00)
Operating	FNMA Callable	1.200%	08/23/04	10/30/03	\$2,000	\$2,000,200.00	\$1,999,600.00	(\$600.00)
Operating	FFC Callable	1.310%	08/25/04	11/25/03	\$3,000	\$3,001,200.00	\$3,000,000.00	(\$1,200.00)
Operating	FNMA Callable	1.250%	08/27/04	11/04/03	\$3,000	\$3,000,600.00	\$3,000,000.00	(\$600.00)
Operating	FFC	1.450%	09/03/04	NA	\$3,000	\$3,008,400.00	\$3,004,500.00	(\$3,900.00)
Insurance	FNMA	3.500%	09/15/04	NA	\$2,000	\$2,045,620.00	\$2,025,500.00	(\$20,120.00)
Fnc'l Res	FNMA	3.500%	09/15/04	NA	\$2,000	\$2,045,620.00	\$2,025,500.00	(\$20,120.00)
Operating	FFC Callable	1.240%	09/29/04	12/29/03	\$3,000	\$3,000,900.00	\$2,999,400.00	(\$1,500.00)
Fnc'l Res	FHLB	5.785%	02/09/05	NA	\$1,000	\$1,059,900.00	\$1,048,100.00	(\$11,800.00)
Operating	FFCB Callable	1.580%	02/22/05	10/22/03	\$3,000	\$3,000,300.00	\$3,000,300.00	\$0.00
Operating	SLMA	2.000%	03/15/05	NA	\$2,000	\$2,018,200.00	\$2,013,200.00	(\$5,000.00)
Operating	FNMA Callable	1.720%	03/24/05	12/24/03	\$2,000	\$2,003,200.00	\$2,002,800.00	(\$400.00)
Operating	FNMA Callable	1.530%	05/26/05	11/26/03	\$3,000	\$3,000,600.00	\$2,997,300.00	(\$3,300.00)
Operating	FNMA Callable	1.670%	05/26/05	11/26/03	\$3,000	\$3,002,700.00	\$3,002,100.00	(\$600.00)
Fnc'l Res	FNMA Callable	2.000%	05/26/05	11/26/03	\$3,000	\$3,004,500.00	\$3,004,200.00	(\$300.00)
Operating	FHLMC	4.250%	06/15/05	NA	\$3,000	\$3,139,710.00	\$3,115,650.00	(\$24,060.00)
Operating	FHLMC Callable	2.250%	07/06/05	01/06/04	\$2,000	\$2,006,400.00	\$2,000,200.00	(\$6,200.00)
Operating	FHLMC Callable	2.250%	07/06/05	01/06/04	\$3,000	\$3,009,600.00	\$3,000,300.00	(\$9,300.00)
Operating	FHLMC Callable	1.500%	07/29/05	07/29/04	\$3,000	\$2,994,600.00	\$2,988,600.00	(\$6,000.00)
Fnc'l Res	FHLB Callable	1.535%	08/05/05	11/05/03	\$1,000	\$999,200.00	\$997,000.00	(\$2,200.00)
Fnc'l Res	FNMA Callable	2.500%	08/05/05	02/05/04	\$500	\$502,500.00	\$500,650.00	(\$1,850.00)
Operating	FNMA Callable	2.375%	08/10/05	02/10/04	\$2,000	\$2,009,400.00	\$2,002,800.00	(\$6,600.00)
Fnc'l Res	FNMA Callable	2.375%	08/10/05	02/10/04	\$1,500	\$1,507,050.00	\$1,502,100.00	(\$4,950.00)
Operating	FHLB Callable	2.110%	08/22/05	11/24/03	\$3,000	\$3,004,500.00	\$3,004,200.00	(\$300.00)
Fnc'l Res	FHLB Note	5.590%	09/09/05	NA	\$1,000	\$1,076,100.00	\$1,062,900.00	(\$13,200.00)
Operating	FHLMC Callable	2.200%	09/12/05	03/12/04	\$3,000	\$3,014,400.00	\$3,006,600.00	(\$7,800.00)
Operating	FNMA Callable	2.330%	09/12/05	03/12/04	\$3,000	\$3,016,500.00	\$3,007,200.00	(\$9,300.00)
Fnc'l Res	FFCB Note	6.500%	11/22/05	NA	\$1,000	\$1,100,500.00	\$1,084,400.00	(\$16,100.00)
Operating	FHLB Callable	2.250%	03/24/06	12/24/06	\$1,000	\$1,002,600.00	\$1,000,300.00	(\$2,300.00)
Operating	FHLB Callable	2.000%	03/30/06	12/30/03	\$2,000	\$2,000,600.00	\$1,991,400.00	(\$9,200.00)
Operating	FNMA Callable	2.590%	05/05/06	05/04/04	\$3,000	\$3,024,300.00	\$3,011,700.00	(\$12,600.00)
Fnc'l Res	FHLB Callable	2.000%	05/19/06	11/19/03	\$2,000	\$2,002,600.00	\$2,002,400.00	(\$200.00)
Insurance	FHLMC Callable	2.125%	06/12/06	12/12/03	\$3,000	\$3,000,300.00	\$2,984,700.00	(\$15,600.00)
Operating	FHLB Callable	3.000%	08/14/06	11/14/03	\$3,000	\$3,007,200.00	\$3,006,600.00	(\$600.00)
Insurance	FNMA Callable	3.000%	08/28/06	02/28/04	\$1,500	\$1,511,700.00	\$1,504,500.00	(\$7,200.00)
Fnc'l Res	FHLB Callable	3.000%	09/05/06	12/05/03	\$3,500	\$3,512,250.00	\$3,511,200.00	(\$1,050.00)
Operating	FHLMC Callable	2.850%	09/12/06	03/12/04	\$1,135	\$1,143,626.00	\$1,138,518.50	(\$5,107.50)
Operating	FHLMC Callable	2.500%	09/26/06	03/26/03	\$3,000	\$3,012,000.00	\$2,993,100.00	(\$18,900.00)
Insurance	FHLMC Callable	3.000%	03/05/07	03/05/04	\$2,000	\$2,014,800.00	\$2,003,600.00	(\$11,200.00)
Insurance	FHLMC Callable	2.000%	05/21/07	05/21/04	\$3,000	\$3,006,600.00	\$2,990,700.00	(\$15,900.00)
Fnc'l Res	FHLB Callable	3.000%	06/05/07	12/03/03	\$4,000	\$4,011,600.00	\$3,992,800.00	(\$18,800.00)
Fnc'l Res	FNMA Callable	3.910%	08/14/08	11/14/03	\$1,500	\$1,003,400.00	\$1,002,100.00	(\$1,300.00)
Fnc'l Res	FNMA Callable	4.020%	08/18/08	02/18/04	\$1,500	\$1,516,050.00	\$1,504,650.00	(\$11,400.00)
Sub-total for Securities held as of 9/30/03						\$117,955,866.00	\$117,511,998.50	(443,867.50)
% Change as result of market movement								(0.00)
Holdings at 9/30/03 maturing during Q1, FY04						\$8,023,200.00		(8,023,200.00)
Holdings at 9/30/03 called during Q1, FY04						\$8,517,950.00		(8,517,950.00)
Value of Money Market Mutual Funds						\$88,812,456.65	\$72,724,821.12	(16,087,635.53)
Holdings at 12/30/03 purchased during Q1 FY04							<u>\$72,668,500.00</u>	<u>72,668,500.00</u>
TOTAL PORTFOLIO VALUE 1/26/04						<u>\$223,309,472.65</u>	<u>\$262,905,319.62</u>	<u>39,595,846.97</u> A

Analysis of Callable Securities
December 31, 2003

Portfolio	Maturity Date	Next Call Date	Type of Call	Issuer	PAR (in millions)	Coupon %	Treasury Curve	Probability of Call
Operating	07/26/04	01/02/04	Q/10 days	FNMA	.8	1.040	1.050	Low
Operating	07/28/04	01/28/04	Q/5 days	FHLB	1.0	1.100	1.050	Low
Operating	07/29/04	01/16/04	C/7 days	FFCB	3.0	1.140	1.050	Low
Operating	08/23/04	01/30/04	Q/10 days	FNMA	2.0	1.200	1.100	Low
Operating	08/25/04	01/16/04	C/7 days	FFCB	3.0	1.310	1.100	Low
Operating	08/27/04	02/04/04	Q/10 days	FNMA	3.0	1.250	1.100	Low
Operating	09/29/04	01/16/04	C/7 days	FFCB	3.0	1.240	1.100	Low
Operating	10/01/04	03/08/04	O/10 days	FNMA	3.0	1.500	1.100	Low
Operating	11/02/04	01/02/04	Q/5 days	FHLB	4.0	1.300	1.150	Low
Operating	11/03/04	04/09/04	O/5 days	FHLMC	4.0	1.350	1.150	Low
Operating	11/09/04	01/15/04	Q/5 days	FHLMC	2.0	1.375	1.150	Low
Operating	12/03/04	03/03/04	Q/5 days	FHLB	3.0	1.500	1.200	Low
Operating	01/28/05	01/28/04	Q/5 days	FHLMC	3.0	1.450	1.250	Low
Operating	01/28/05	01/28/04	M/5 days	FHLB	2.0	1.440	1.250	Low
Operating	02/22/05	01/16/04	C/7 days	FFCB	3.0	1.580	1.30	Low
Operating	03/24/05	01/24/04	Q/10 days	FNMA	2.0	1.720	1.350	Moderate
Operating	04/07/05	04/04/04	C/7 days	FFCB	3.0	1.470	1.400	Low
Operating	04/22/05	01/22/04	Q/5 days	FHLB	3.0	1.700	1.400	Low
Operating	04/28/05	01/28/04	M/5 days	FHLB	2.0	1.540	1.400	Low
Operating	05/26/05	05/26/04	S/10 days	FNMA	3.0	1.670	1.500	Low
Operating	05/26/05	05/26/04	S/10 days	FNMA	3.0	1.530	1.500	Low
Financial	05/26/05	05/26/04	Q/10 days	FNMA	3.0	2.00	1.500	High
Operating	07/06/05	01/06/04	O/5 days	FHLMC	3.0	2.250	1.550	High
Operating	07/29/05	07/29/04	S/5 days	FHLMC	3.0	1.500	1.600	Low
Financial	08/05/05	02/05/04	C/10 days	FNMA	.5	2.500	1.600	High
Financial	08/05/05	02/05/04	Q/5 days	FHLB	1.0	1.535	1.600	Low
Financial	08/10/05	02/10/04	O/10 days	FNMA	1.5	2.375	1.600	High
Operating	08/10/05	02/10/04	O/5 days	FNMA	2.0	2.375	1.600	High

Operating	08/12/05	05/12/04	O/5 days	FHLB	3.0	1.950	1.600	Moderate
Operating	08/22/05	02/24/04	Q/5 days	FHLB	3.0	2.110	1.600	High
Operating	09/12/05	03/12/04	S/10 days	FNMA	3.0	2.330	1.650	High
Operating	09/12/05	03/12/04	O/5 days	FHLMC	3.0	2.200	1.650	High
Operating	11/17/05	11/17/04	O/5 days	FHLMC	4.0	2.300	1.750	High
Operating	11/25/05	11/26/04	O/5 days	FHLMC	1.0	2.500	1.750	High
Operating	11/25/05	02/25/04	Q/5 days	FHLB	3.0	2.375	1.750	High
Operating	12/02/05	12/02/04	O/10 days	FNMA	3.0	2.200	1.800	High
Operating	12/08/05	03/08/04	O/10 days	FNMA	3.0	2.250	1.800	High
Operating	12/30/05	03/30/04	Q/5 days	FHLMC	2.0	2.320	1.850	High
Operating	03/24/06	03/24/04	Q/5 days	FHLMC	1.0	2.250	1.950	High
Operating	03/30/06	03/30/04	Q/5 days	FHLB	2.0	2.000	1.950	High
Operating	05/05/06	05/05/04	O/10 days	FNMA	3.0	2.590	2.000	High
Financial	05/19/06	02/19/04	Q/5 days	FHLB	2.0	2.000	2.000	Low
Insurance	06/12/06	03/12/04	Q/5 days	FHLMC	3.0	2.125	2.050	Low
Financial	06/16/06	06/14/04	O/5 days	FHLMC	2.0	2.910	2.050	High
Operating	08/14/06	02/14/04	Q/5 days	FHLB	3.0	3.000	2.100	High
Insurance	08/28/06	02/28/04	S/10 days	FNMA	1.5	3.000	2.150	High
Financial	09/05/06	03/05/04	Q/5 days	FHLB	3.5	3.000	2.150	High
Operating	09/12/06	03/12/04	S/5 days	FHLMC	1.135	2.850	2.150	High
Operating	09/26/06	03/26/04	O/5 days	FHLMC	3.0	2.500	2.150	High
Operating	11/24/06	01/24/04	M/5 days	FHLB	2.0	3.300	2.250	High
Insurance	03/05/07	03/05/04	O/5 days	FHLMC	2.0	3.000	2.400	High
Insurance	05/21/07	05/21/04	O/5 days	FHLMC	3.0	2.000	2.500	Low
Insurance	05/25/07	02/25/04	Q/5 days	FHLB	1.5	3.520	2.500	High
Financial	06/05/07	03/03/04	Q/5 days	FHLB	4.0	3.000	2.500	High
Financial	08/14/08	02/03/04	Q/10 days	FNMA	1.0	3.910	3.050	High
Financial	08/18/08	02/18/04	S/10 days	FNMA	1.5	4.020	3.050	High
Insurance	09/24/08	01/16/04	C/7 days	FFCB	.9	4.000	3.100	High
TOTAL					138.835			

EXPLANATORY NOTES:

- Q = Quarterly call; coupon dates only with required notice
- C = Continuous call after initial call date with required notice.
- O = Once only call with required notice.
- S = Semi-annual call with required notice.
- M= Monthly call with required notice

Probability based on spread to yield curve and period to call. Assumes Agency would call & reissue to reduce cost to same maturity.

- Omits callable securities with next call date equal to maturity date or one-time calls which were not called.

<HELP> for explanation.

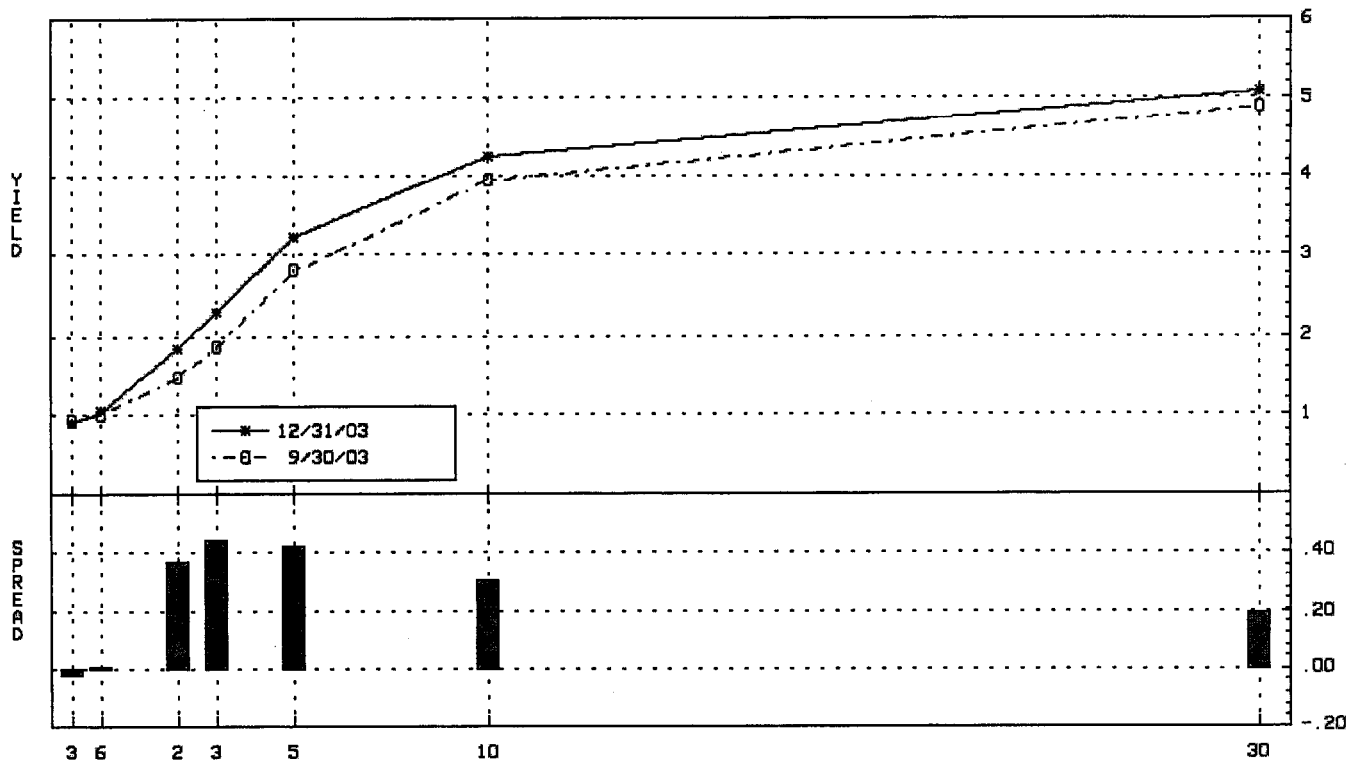
P111 Govt C15

HISTORICAL YIELD CURVE

PAGE 1 OF 2

DATE RANGE 9/30/03 12/31/03

MTY RANGE 3M 30Y



Australia 61 2 9777 8600 Brazil 5511 3048 4500 Europe 44 20 7330 7500 Germany 49 69 920410
Hong Kong 852 2977 6000 Japan 81 3 3201 8900 Singapore 65 6212 1000 U.S. 1 212 318 2000 Copyright 2004 Bloomberg L.P.
6659-1175-1 26-Jan-04 8:40:08

Bloomberg
BLOOMBERG

1ST Quarter FY 2005 Defined Benefit Plan Summary

	Market Value 30-Sep-03	Income	Benefit Payments	Transfers	Realized Gain/ (loss)	Unrealized Gain/ (loss)	Employer Contributions	Employee Contributions	Other	Market Value 31-Dec-03
Equity Managers										
Large Cap:										
Washington Mutual	21,148,493	251,770	0	(900,000)	114,511	2,286,288	0	0	0	\$22,901,062
Aetna	9,688,113	13,964	0	0	448,592	564,369	0	0	0	\$10,715,038
SSGA Wilshire 5000	12,111,043	(2,373)	0	0	881,278	624,286	0	0	(4)	\$13,614,230
Small Cap:										
Atlantic Capital	6,695,782	(13,115)	0	0	141,726	704,514	0	0	0	\$7,528,907
Earnest Partners	8,637,742	(4,991)	0	0	170,699	1,597,094	0	0	0	\$10,400,544
International:										
Morgan Stanley	11,906,778	(30,737)	0	(900,000)	410,329	1,402,630	0	0	0	\$12,789,000
Fixed Income Managers										
Primo	0	402,944	0	18,900,000	0	(16,420)	0	0	0	\$19,286,524
Deutsche	37,842,378	(31,563)	0	(18,900,000)	522,008	(720,795)	0	0	0	\$18,712,028
Real Estate										
L&B Counsel	836,679	20,622	0	0	0	12,137	0	0	0	\$869,438
Lend Lease	7,086	1,813	0	0	0	350	0	0	0	\$9,249
Cash	1,926,598	(53,087)	(2,083,887)	1,800,000	0	0	0	687	0	\$1,590,311
Total	<u>\$110,800,692</u>	<u>555,247</u>	<u>(2,083,887)</u>	<u>0</u>	<u>2,689,143</u>	<u>6,454,453</u>	<u>0</u>	<u>687</u>	<u>(4)</u>	<u>\$118,416,331</u>