



Quarterly Operating & Financial Performance Report

Second Quarter FY 2004
January - March 2004



BUS • RAIL • HOV • PARATRANSIT • VANPOOL

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Second Quarter FY 2004 Executive Summary

Total agency passenger trips were 94.0 million for the four quarters ending March 2004, a decrease of 200,000 (0.2%) from the same period a year ago. Total ridership is currently under target by 1.3 million, or approximately 1.4%.

Fixed route ridership was 58.0 million for the four quarters ending March 2004, a 1.7 million (2.8%) decrease from the same period last year.

Management attributes the decline in ridership to continued levels of higher unemployment in the region, the impact of October service reductions, and the fare increases within the past year. A detailed discussion of ridership by mode is included on pages O&F 3 – 6.

Subsidy per passenger for total system and for fixed route has been improving (declining) for the last four quarters. However, total system subsidy per passenger remains five cents above the FY 2004 target of \$2.50. Fixed route subsidy per passenger is \$3.62, which is 18 cents above the target of \$3.44. Both of these ratios have been negatively impacted by lower-than-budgeted ridership on bus and LRT.

Fixed Route On-Time Performance continues to be above the FY 2004 target of 94.7%. For the four quarters ending March 2004, on-time performance was 95.5%.

Sales Taxes for Operating Expense has improved (decreased) for the third consecutive quarter. This ratio now stands at 73.9%, which is 2.2% better (lower) than the FY 2004 target of 76.1%. A combination of improved sales tax receipts and reduced operating expenses has helped reduce this ratio.

Sales Tax Revenues for FY 2004 through the second quarter were \$10.7 million (7.0%) over budget.

Operating Expenses through the second quarter of FY 2004 are \$11.1 million (7.2%) under budget.

General Information

Reporting Period – DART's fiscal year begins on October 1. The FY 2004 second quarter is January through March 2004.

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 averages. In order to remove seasonality from financial and operating information, annual amounts are used. Operating Speed Ratio for HOV is not a four-quarter rolling number, but a quarterly number, and is marked by an asterisk.

Management is continually striving to improve the reporting of Key Performance Indicators (KPIs). Accordingly, prior period KPIs may 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 18 (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 18.

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
	9/23/2003	Operating Expense	\$287.9
	9/23/2003	Capital Projects	\$335.3
	9/23/2003	Net Debt Service	\$32.2
	Total		\$655.5

DART Scorecard of Key Performance Indicators (KPIs)

Ridership

Total Agency Ridership for Quarter 2 fell below target by 1.3 million passenger trips, just under 1.4%.

Fixed Route Ridership is trending below budget on bus by 2%, four quarter rolling, and 4.4% on a quarterly basis. LRT is 6.0% below the same period last year, and 6.7% below FY 2004 target, which can be attributed to service reductions implemented in October 2003.

Bus Ridership in the second quarter was slightly below (2.0%) the year-end budget target. Trending in bus ridership continues to reflect the results of higher unemployment levels in the region, together with the impact of service reductions and fare increases within the past year. Some of the decline in ridership has been linked to service quality issues, and an associated rise in customer complaints.

Light Rail Ridership trended more significantly below its year-end budget target than bus ridership. The factors described above relative to lagging bus ridership have also impacted light rail ridership during this period. The October 2003 reduction in service frequency during the midday period (from fifteen minutes to twenty minutes), together with the decrease in service during early and late parts of the peak period, has contributed to some reduction in light rail ridership. Minor schedule adjustments were implemented in late March 2004 to address overcrowding complaints relative to the early morning service on the Red Line.

In response to the below-target ridership in the first two quarters, a set of ridership development strategies has been developed and is in the early stages of implementation. Some of the key strategies 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.

- Re-engineering and expansion of the route promotion process.
- Rollout of new training programs that incorporate skills-based customer contact training modules.
- Development of a monitoring/tracking process for new employment and development that can help to target service development efforts.
- Implementation of a Customer Satisfaction Priority Action Plan, which includes a range of action steps and initiatives targeted at reducing customer complaints in five key areas: service reliability, courtesy, vehicle operation, security, and pass-bys.

Vanpool Ridership fell below budget (12.7%) due in part to the decline in the number of vanpools – from 73 to 68 – and the number of passengers per vanpool. This decline continues to be attributed to the downturn in the area economy. Layoffs at major corporations have forced vanpool customers to terminate their vanpool groups. During the first and second quarters 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.

Exhibit 2 (on following page) is DART's Ridership Scorecard and provides the FY 2004 KPI targets and historical quarterly KPIs.

Exhibit 2

	Q2/03	Q3/03	Q4/03	Q1/04	Q 2/04	FY04 Target	Status
RIDERSHIP							
Total Agency (M)	94.2	94.9	94.4	94.3	94.0	95.3	Red
Fixed Route (M)	59.8	60.4	59.6	58.7	58.0	60.2	Red
Bus (M)	41.6	40.9	40.3	39.5	39.0	39.8	Red
LRT (M)	15.9	17.1	17.0	17.0	16.7	17.9	Red
TRE (M)	2.3	2.3	2.3	2.3	2.2	2.2	Green
Paratransit Actual (000s)	587.3	582.9	577.3	572.5	576.0	605.1	Green
HOV (M)	33.4	33.5	33.8	34.6	35.0	34.0	Green
Vanpool (000s)	389.8	408.7	418.8	421.9	414.6	475.0	Red

The following charts in Exhibit 3 display the ridership for the agency by mode over the past 5 quarters and compare it to the FY 2004 target. Discussions on ridership can be found on the previous page (O&F 2).

Exhibit 3 – Ridership Dashboards

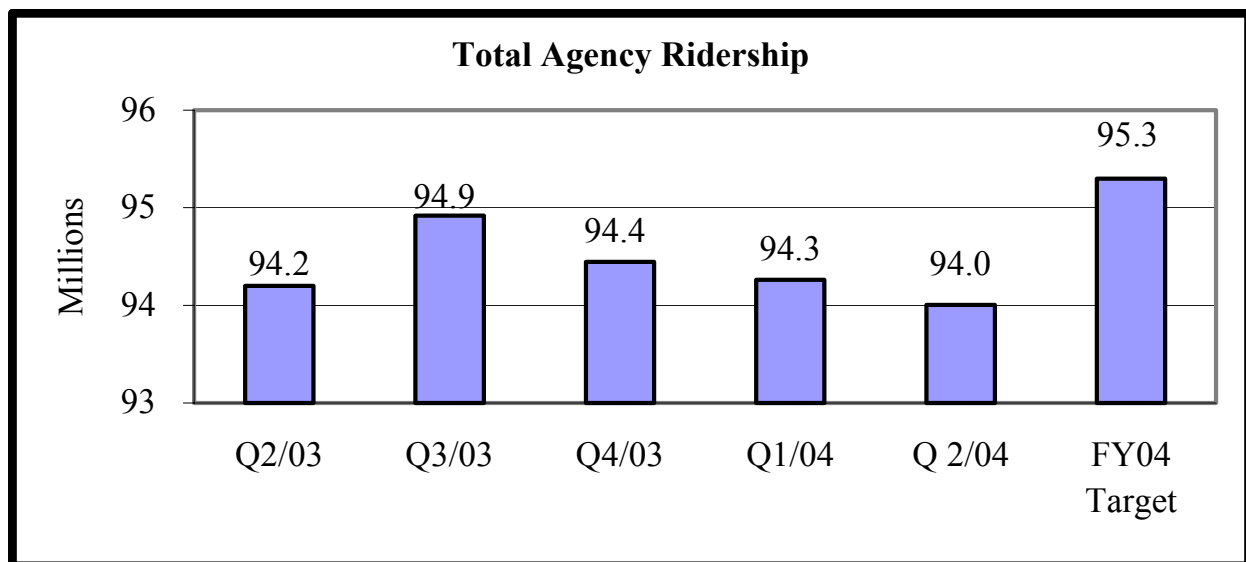


Exhibit 3 – Ridership Dashboards (cont'd.)

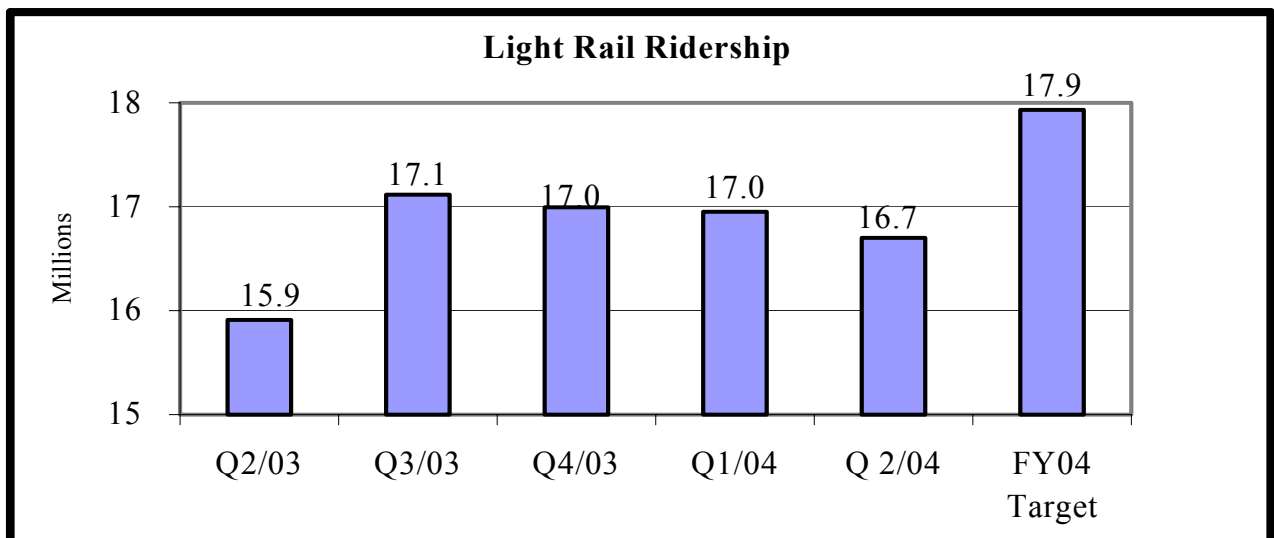
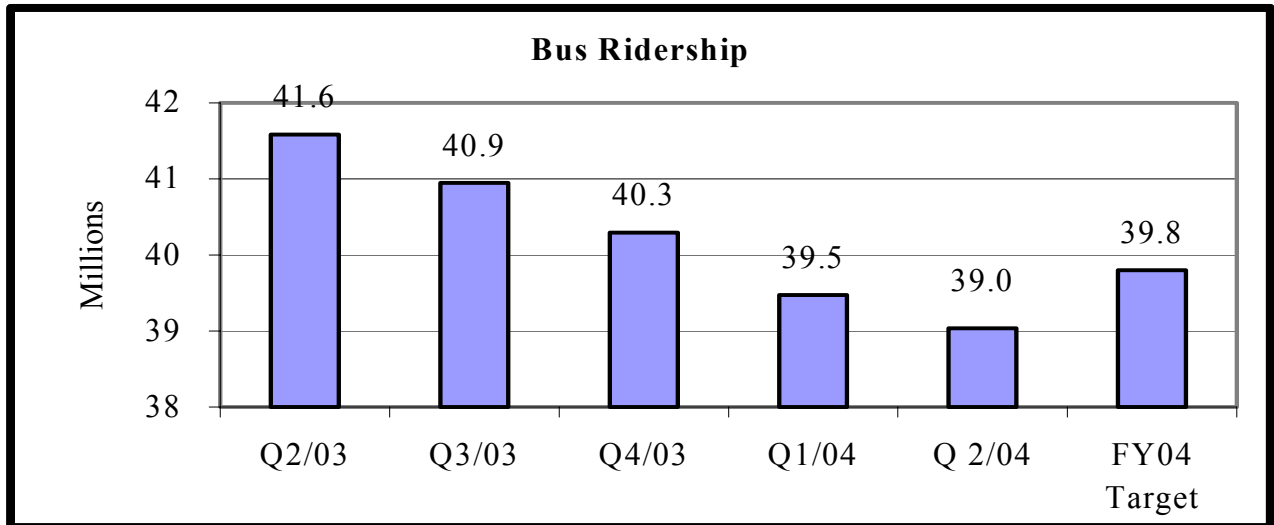
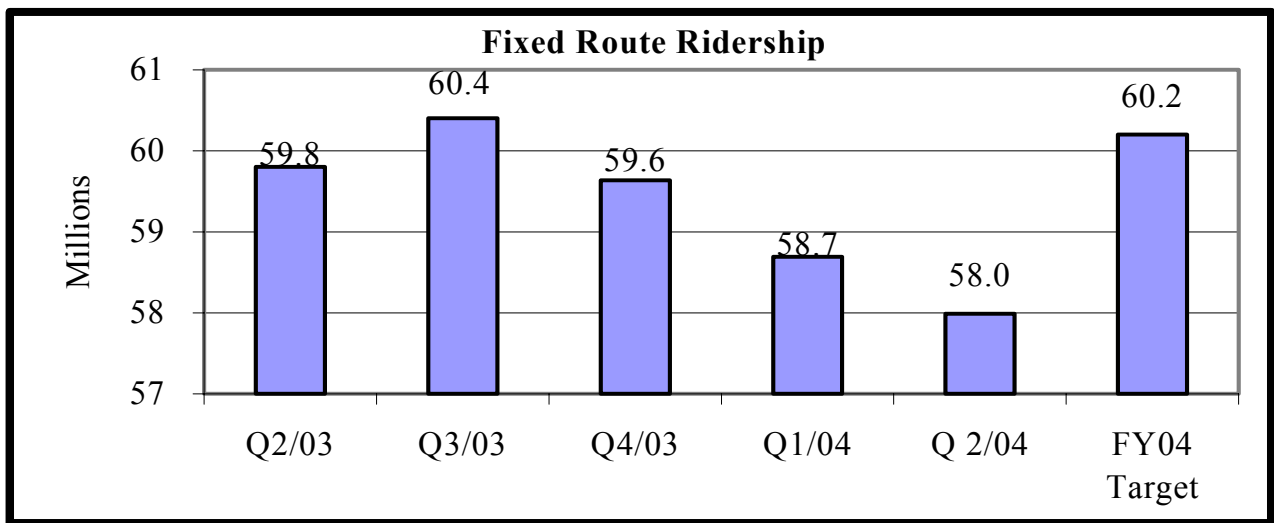


Exhibit 3 – Ridership Dashboards (cont'd.)

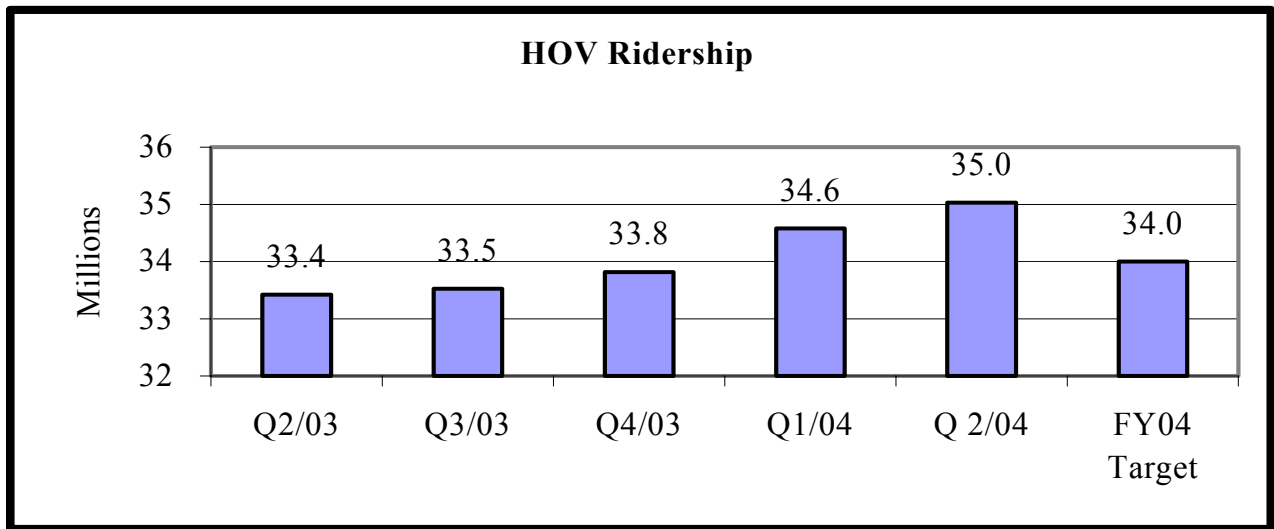
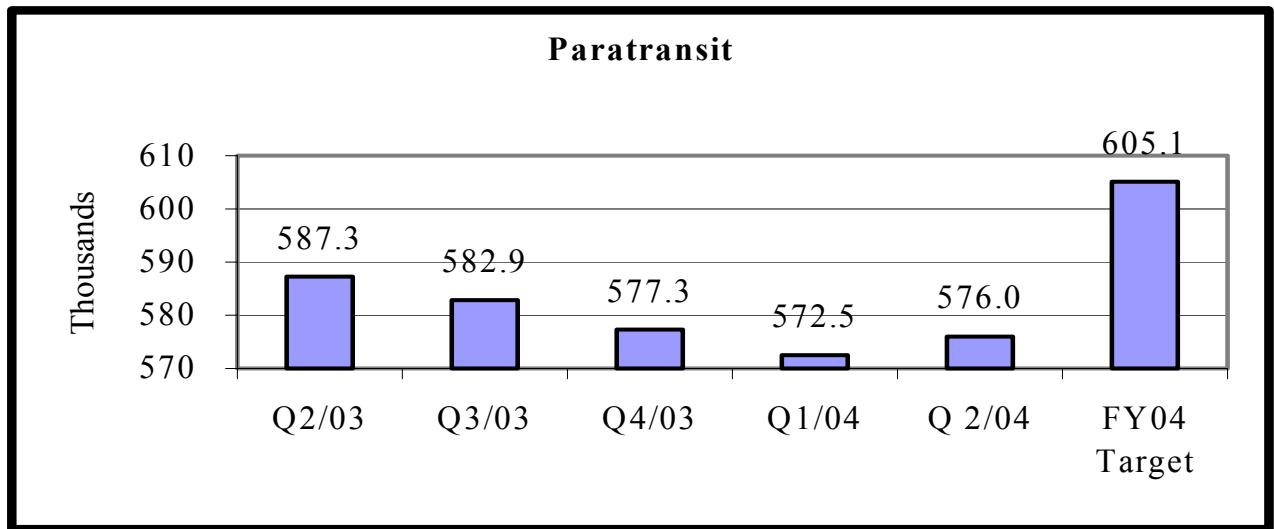
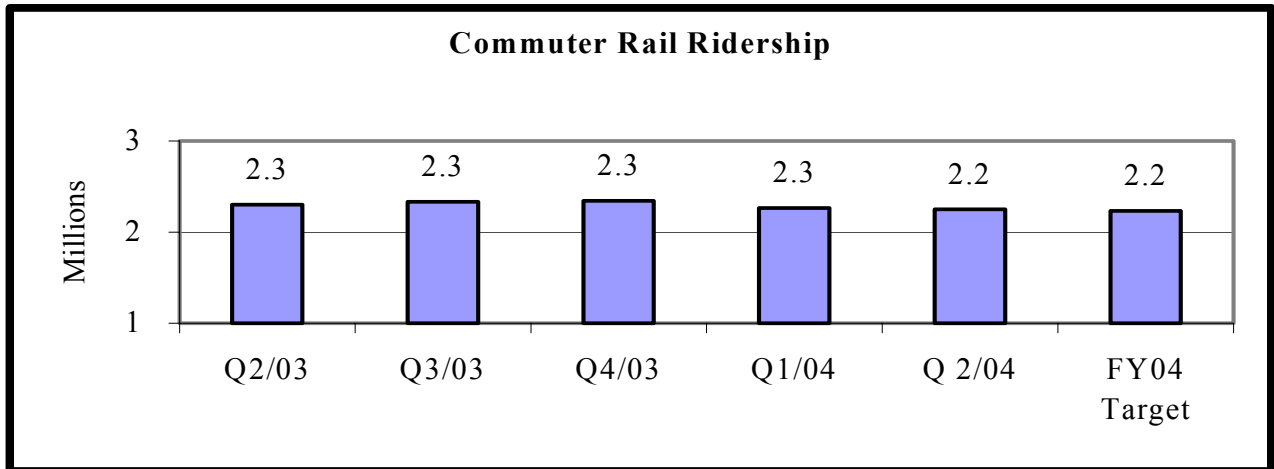
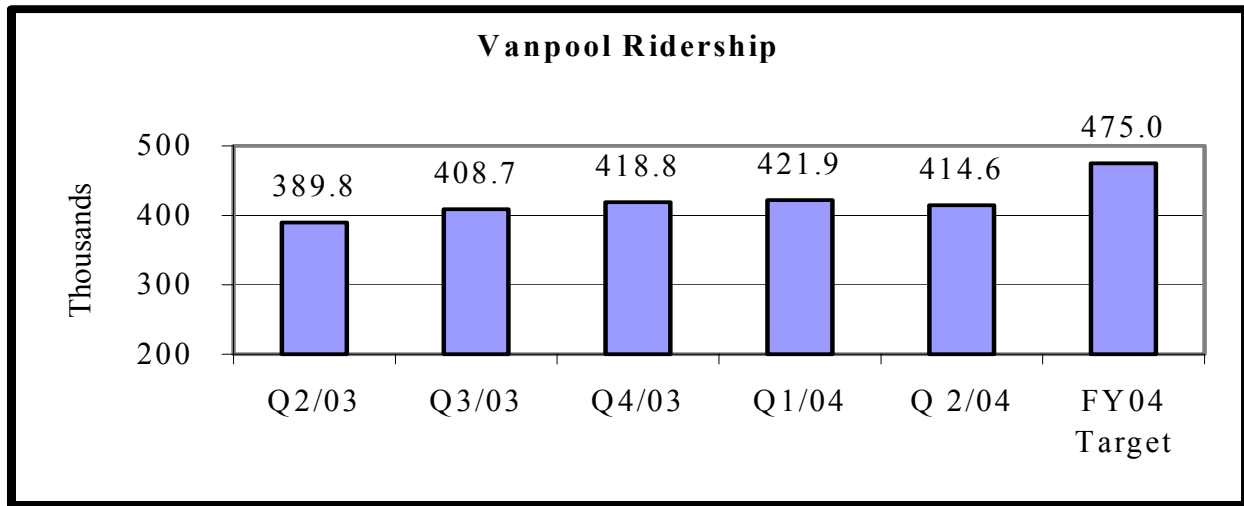


Exhibit 3 – Ridership Dashboards (cont'd.)



Subsidy Per Passenger

Exhibit 4 (following page) 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 Subsidy Per Passenger and Fixed Route Subsidy Per Passenger were negatively impacted by the lower-than-budgeted ridership on Bus and LRT. The numbers shown take into consideration two quarters of the major cuts that were implemented in October 2003, because of the four-quarter rolling numbers.

Based on the first two quarters' results only, Management believes that the target for FY 2004 will be met, due to several factors: a) the major service changes implemented in October, b) the cost cutting measures taken during the FY 2004 budget process that are not fully reflected here in the four-quarter rolling numbers. This KPI will continue to improve each quarter.

Vanpool Subsidy Per Passenger was impacted negatively by the continued decline in number of vanpools and riders.

Exhibit 4

	Q 2/03	Q 3/03	Q 4/03	Q 1/04	Q 2/04	FY04 Target	Status
Efficiency Indicator - Subsidy Per Passenger							
Total System	\$2.83	\$2.80	\$2.69	\$2.59	\$2.55	\$2.50	Yellow
Fixed Route	\$3.98	\$3.92	\$3.77	\$3.66	\$3.62	\$3.44	Red
Bus	\$4.28	\$4.27	\$4.01	\$3.90	\$3.84	\$3.63	Red
LRT	\$2.79	\$2.78	\$2.95	\$2.83	\$2.88	\$2.65	Red
TRE	\$6.74	\$6.26	\$5.53	\$5.61	\$5.41	\$6.11	Green
Paratransit	\$41.30	\$40.53	\$40.76	\$41.21	\$41.38	\$41.92	Green
HOV	\$0.15	\$0.15	\$0.16	\$0.16	\$0.16	\$0.17	Green
Vanpool	\$0.48	\$1.40	\$1.07	\$0.83	\$0.94	\$0.56	Red

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

Exhibit 5

	Q 2/03	Q 3/03	Q 4/03	Q 1/04	Q 2/04	FY04 Target	Status
Service Quality - On-Time Performance							
Fixed Route	95.8%	95.7%	95.3%	95.5%	95.5%	94.7%	Green
Bus	92.3%	92.4%	91.7%	92.4%	92.3%	91.0%	Green
LRT	97.4%	97.4%	97.4%	97.2%	97.1%	97.0%	Green
TRE	97.7%	97.5%	96.7%	96.6%	97.0%	96.0%	Green
Paratransit	88.9%	88.5%	88.1%	88.3%	87.9%	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 2/03	Q 3/03	Q 4/03	Q 1/04	Q 2/04	FY04 Target	Status
	Service Quality - Accidents per 100k Passengers							
	Bus	2.22	2.15	2.02	2.07	2.02	2.80	Green
	LRT	0.24	0.22	0.32	0.35	0.32	0.56	Green
	TRE	0.56	0.38	0.28	0.24	0.24	0.31	Green
	Paratransit	0.34	0.29	0.26	2.45	2.51	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 ratio of complaints declined slightly (3.4%) in the second quarter as customers became familiar with the service changes implemented in October 2003, and Management began taking vigorous action to investigate, process, and document all complaints.

Exhibit 7		Q 2/03	Q 3/03	Q 4/03	Q 1/04	Q 2/04	FY04 Target	Status
	Customer Satisfaction - Complaints per 100k Passengers							
	Fixed route	44.9	41.5	42.6	44.3	42.8	TBD	n/a
	Bus	-	-	49.6	52.7	52.5	TBD	n/a
	LRT	-	-	-	16.2	15.0	TBD	n/a
	TRE	-	-	-	11.4	8.8	TBD	n/a
	Paratransit	3.5	3.9	4.3	4.5	4.8	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 an active fleet of 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 2005), 2 passenger transfer locations, 22 enhanced shelters, 35 rail platforms (Victory Station opening FY 2005), 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 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 March 2004, there was an average of 7,450 eligible Paratransit Services riders, which represents a 5.7% increase from the average number of 7,050 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 that 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 March 31, 2004.

Capital and Non-Operating Budget Summary

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

Actuals vs. Budget Capital and Non-Operating Costs Second Quarter, FY 2004 (In Thousands)				
	Mode	FY04 Actuals	Available Balance	FY04 Budget
Exhibit 10	Bus	\$ 8,604	\$ 56,966	\$ 65,570
	LRT	41,887	156,656	198,543
	Commuter Rail	3,602	22,725	26,327
	Paratransit	58	(58)	0
	HOV	965	7,345	8,310
	Total Projects	\$55,116	\$243,634	\$ 298,750
	P&D/Startup/Non-Ops	8,865	11,813	20,678
	Road Improvements/ITS	8,319	7,580	15,899
	Total Capital	\$72,300	\$263,027	\$ 335,327

Agency Scorecard – Key Performance Indicators

Exhibit 11							
Agency Scorecard - Key Performance Indicators							
Indicators	Q 2/03	Q 3/03	Q 4/03	Q 1/04	Q 2/04	FY04 Target	Status
Customer/Quality Indicators							
Total Agency Ridership (M)	94.2	94.9	94.4	94.3	94.0	95.3	Red
Fixed Route (M)	59.8	60.4	59.6	58.7	58.0	60.2	Red
Subsidy Per Passenger	\$2.83	\$2.80	\$2.69	\$2.59	\$2.55	\$2.50	Yellow
Fixed Route Subsidy Per Passenger	\$3.98	\$3.92	\$3.77	\$3.66	\$3.62	\$3.44	Red
Administrative Subsidy Per Passenger	\$0.34	\$0.33	\$0.31	\$0.29	\$0.28	\$0.28	Green
Fixed Route Passenger Per Mile	1.58	1.59	1.58	1.60	1.60	1.76	Red
Fixed Route Cost Per Revenue Mile	\$7.40	\$7.35	\$7.15	\$7.11	\$7.11	\$7.43	Green
On-Time Performance (Fixed Route)	95.8%	95.7%	95.3%	95.5%	95.5%	94.7%	Green
Fixed Route Complaints Per 100,000 Passengers	44.9	41.5	42.6	44.3	42.8	32.5	Red
Missed Work Days - Hourly Staff							-
Missed Work Days (Operators Bus & LRT) Annualized	24.4	16.6	21.1	14.3	16.0	23.0	Green
Missed Work Days (Maintenance Bus & LRT) Annualized				11.7	7.3	11.4	Green
Missed Work Days (Materials Mgmt) Annualized				13.0	7.7	11.0	Green
Missed Work Days (Customer Service) Annualized				26.6	10.7	26.0	Green
Missed Work Days (HOV) Annualized				12.5	15.9	15.0	Green
Sales Taxes for Operating Expense	83.5%	84.4%	80.1%	77.7%	73.9%	76.1%	Green

Total Agency Ridership for Quarter 2 fell below target by 1.3 million passenger trips, just under 1.4%. **Fixed Route Ridership** is trending below budget on bus by 2%, four quarter rolling, and 4.4% on a quarterly basis. LRT is 6.0% below the same period last year, and 6.7% below FY 2004 target, which can be attributed to service reductions implemented in October 2003. **Fixed Route Subsidy per Passenger** was negatively impacted by the lower-than-budgeted ridership on Bus and LRT. Based on the first two quarters' results, Management believes that the target for FY 2004 will be met, due to several factors: a) the major service changes implemented in October, b) the cost cutting measures taken during the FY 2004 budget process that are not fully reflected in the four-quarter rolling numbers. This KPI will continue to improve each quarter. **Fixed Route Passengers Per Mile** improved slightly to 1.60 due to less service mileage, but remains 9.1% under the target of 1.76 because of continued ridership declines. **Complaints per 100k passengers - Fixed Route** improved to 42.8 in the second quarter, but remains 24% over the FY 2004 target of 32.5. To curb this high trend of complaints, Transportation management is investigating, processing, and documenting all complaints.

Scorecards – Key Performance Indicators by Mode of Service

Exhibit 12							
Bus Scorecard - Key Performance Indicators							
Indicators	Q 2/03	Q 3/03	Q 4/03	Q 1/04	Q 2/04	FY04 Target	Status
Customer/Quality Indicators							
Revenue Miles (M)	31	31	30.5	29.8	29.3	28.1	n/a
Passengers per Revenue Mile	1.34	1.32	1.32	1.33	1.33	1.43	Red
Mean Distance Between Roadcalls	3,954	4,124	4,221	4,589	4,721	4,200	Green
Vehicle Accidents Per 100k Miles	2.22	2.15	2.02	2.07	2.02	2.80	Green
Missed Work Days (Operators) Annualized	23.7	16.3	20.3	12.9	15.6	23.0	Green
Financial/Efficiency Indicators							
Cost per Revenue Mile	\$6.54	\$6.48	\$6.22	\$6.15	\$6.11	\$6.21	Green
Pay-to-Platform Ratio - Hours	1.31	1.27	1.30	1.28	1.26	1.28	Green

Passengers per Revenue Mile – Exhibit 12 is reflective of the decline in ridership and reflects two quarters of the major service changes incorporated in October 2003.

Exhibit 13							
Light Rail Scorecard - Key Performance Indicators							
Indicators	Q 2/03	Q 3/03	Q 4/03	Q 1/04	Q 2/04	FY04 Target	Status
Customer/Quality Indicators							
Revenue Car Miles (M)	n/a	n/a	5.7	5.5	5.4	5.0	n/a
Passengers per Car Mile	3.18	3.11	3.00	3.07	3.08	3.62	Red
Mean Distance Between Roadcalls (000s)	58.4	60.4	36.7	49.1	46.6	35.0	Green
Accidents per 100k Miles	0.24	0.22	0.32	0.35	0.32	0.56	Green
Missed Work Days (Operators) Annualized	30.6	19.8	28.7	29.8	20.7	17.4	Red
Financial/Efficiency Indicators							
Subsidy Per Passenger Mile	\$0.43	\$0.48	\$0.48	\$0.42	\$0.40	\$0.32	Red
Cost per Revenue Car Mile	\$11.05	\$10.74	\$11.02	\$11.04	\$11.23	\$12.38	Green
Pay- to- Platform Ratio - Hours	1.39	1.37	1.35	1.34	1.32	1.31	Yellow

Passengers per Car Mile and Subsidy per Passenger Mile – Exhibit 13 is reflective of the decline in ridership and reflects two quarters of the major service changes incorporated in October 2003, because of the four-quarter rolling averages.

Missed Work Days for the quarter ending March 2004 has improved, but is still above target due to excessive absences from workers compensation in the first quarter. Four operators on workers compensation accounted for 426 missed work days. Since the first quarter, three have returned to work and one was administratively separated. Work rules are being reviewed for possible revisions to further reduce missed work days.

Exhibit 14							
Commuter Rail - TRE Scorecard - Key Performance Indicators							
Indicators	Q2/03	Q3/03	Q4/03	Q1/04	Q2/04	FY04 Target	Status
Customer/Quality Indicators							
Revenue Car Miles (M)			1.6	1.5	1.4	1.4	n/a
Passengers per Car Mile	1.42	1.45	1.51	1.52	1.56	1.63	Red
Scheduled Train Hours (000's)			22.0	21.2	20.6	19.4	n/a
Missed Trips	3	5	9	11	12	32	Green
Veh. Accidents Per 100k Miles	0.56	0.38	0.28	0.24	0.24	0.31	Green
Financial/Efficiency Indicators							
Subsidy Per Passenger Mile	\$0.34	\$0.32	\$0.31	\$0.32	\$0.32	\$0.34	Green
Cost per Revenue Car Mile	\$12.66	\$12.36	\$11.45	\$11.81	\$11.87	\$13.71	Green

Passengers per Car Mile reflected above in Exhibit 14 has trended upward each quarter; however, it remains 4.3% below FY 2004 target. Ridership improved slightly in the second quarter, and the service cuts that were implemented in quarter 1 are now reflected in two quarters of the four-quarter rolling average.

Exhibit 15							
Paratransit Scorecard - Key Performance Indicators							
Indicators	Q2/03	Q3/03	Q4/03	Q1/04	Q2/04	FY04 Target	Status
Customer/Quality Indicators							
Scheduled Ridership (000s)	710.0	701.4	691.4	681.9	679.5	714.0	Green
Revenue Hours (000s)	400.2	391.7	383.7	388.8	399.0	403.4	Green
Paratransit Passengers per Hour - Scheduled	1.77	1.79	1.80	1.75	1.70	1.77	Yellow
Paratransit Passengers per Hour - Actual	1.47	1.49	1.50	1.47	1.44	1.50	Red
Accidents per 100K	0.34	0.29	0.26	2.45	2.51	1.00	Green
Percentage of Trips Completed	100.0%	100.0%	100.0%	100.0%	100.0%	98.0%	Green
Passenger Canceled Trips Ratio	12.8%	12.8%	12.7%	12.5%	11.8%	13.0%	Green
Passenger No Shows Ratio	4.4%	4.0%	3.7%	3.4%	3.4%	5.0%	Green
Service Level - Scheduling (3 minutes)	90.5%	92.5%	94.8%	95.7%	95.4%	88.0%	Green
Service Level - Where's My Ride (2 minutes)	90.1%	91.5%	93.1%	94.1%	93.5%	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 15 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 the FY 2004 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, staff is scheduling trips as efficiently as possible within system parameters.

Exhibit 16							
HOV Scorecard - Key Performance Indicators							
Indicators	Q2/03	Q3/03	Q4/03	Q1/04	Q2/04	FY04 Target	Status
Customer/Quality Indicators							
Avg. Weekday Ridership (000s)	102.7	103.0	103.9	106.1	106.8	100.0	Green
Operating Speed Ratio (Qtrly)	1.81	1.69	1.86	1.71	1.75	1.50	Green

Exhibit 17							
General Mobility (Vanpool) - Key Performance Indicators							
Indicators	Q2/03	Q3/03	Q4/03	Q1/04	Q2/04	FY04 Target	Status
Customer/Quality Indicators							
Number Of Vanpools (current)	81	79	73	70	68	85	Red

Number of Vanpools continues to decline, and is under the FY 2004 target by 17 vanpools, or 25%. 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.

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Exhibit 17							
General Mobility (Vanpool) - Key Performance Indicators							
Indicators	Q 2/03	Q 3/03	Q 4/03	Q 1/04	Q 2/04	FY04 Target	Status
Customer/Quality Indicators							
Number Of Vanpools (current)	81	79	73	70	68	85	Red

APPENDIX

Revenues, Operating Expenses and Net Financing Costs

Exhibit 18 - Actuals vs. Budget

Second Quarter, FY 2004

Dollars in Thousands

	YTD Actuals	YTD Budget	YTD Better (Worse) Budget	% Better (Worse) Budget	Total Budget
Revenues:					
Passenger Revenues (Fixed Route)	\$17,281	\$18,775	(\$1,493)	(8.0)%	\$37,550
Vanpool Passenger Revenues	169	221	(51)	(23.3)%	442
Paratransit Passenger Revenues	638	544	94	17.3%	1,088
Special Events Revenues	135	250	(115)	(45.9)%	499
Advertising and Other	4,941	4,171	770	18.5%	8,342
Sub-totals	\$23,165	\$23,960	(\$795)	(3.3)%	\$47,920
Grant Revenues *1	948	1,308	(360)	(27.5)%	2,616
Total Operating Revenues	\$24,113	\$25,268	(\$1,155)	(4.6)%	\$50,536
Sales Tax Revenues	\$162,837	\$152,134	\$10,703	7.0%	\$304,268
Interest Income	2,280	2,728	(448)	(16.4)%	5,706
Other Non-Operating Revenues *2	17,059	13,566	3,493	25.8%	27,132
Total Revenues	\$206,290	\$193,696	\$12,594	6.5%	\$387,642
Operating Expenses:					
	Actuals	Budget	Over / {Under}	% Over / {Under} Budget	Total Budget
Salaries & Wages	\$66,257	\$70,624	(\$4,367)	(6.2)%	\$142,086
Benefits	28,868	29,823	(956)	(3.2)%	57,046
Services	8,521	11,548	(3,027)	(26.2)%	23,039
Materials & Supplies	15,085	16,472	(1,388)	(8.4)%	32,662
Utilities	4,018	3,924	95	2.4%	7,781
Claims & Insurance	2,066	2,079	(13)	(0.6)%	4,158
Purchased Transportation	17,109	17,856	(747)	(4.2)%	35,713
Taxes, Leases, and Other	2,339	2,640	(301)	(11.4)%	5,211
Management Reserve		425	(425)	(100.0)%	837
Total Operating Expenses	\$144,263	\$155,392	(\$11,129)	(7.2)%	\$308,534
Capital Allocation	(\$8,667)	(\$10,085)	\$1,418	(14.1)%	(\$20,171)
LRT Start-up	(198)	(217)	18	(8.4)%	(433)
Total Ops Expense after Allocations	\$135,398	\$145,090	(\$9,692)	(6.7)%	\$287,930
Net Financing Costs					
Debt Service Costs	\$11,757	\$14,731	(\$2,974)	(20.2)%	\$30,267
Interest Income	2,280	2,728	(448)	(16.4)%	5,706
Total Net Financing Costs	\$9,476	\$12,003	(\$2,527)	(21.1)%	\$24,561

Note: Numbers may vary due to rounding

*1 - Includes Operating grants only included in "Other Grants" on the Statement of Revenues, Expenses and Change in Net Assets

*2 - Does not include Grant Cost centers (\$46,980) and Other non-operating included in "Other Revenue (Expense)" on the Statement of Revenues, Expenses and Change in Net Assets



DALLAS AREA RAPID TRANSIT
STATEMENTS OF REVENUES, EXPENSES AND CHANGES IN NET ASSETS
FOR THE SIX MONTHS ENDED MARCH 31, 2004 AND 2003

	Six months ended	
	3/31/2004	3/31/2003
	unaudited	unaudited
OPERATING REVENUES:		
Passenger	18,309	17,309
Advertising, rent and other	4,856	4,400
Total Operating Revenues	\$23,165	\$21,709
OPERATING EXPENSES:		
Labor	66,257	64,718
Benefits	28,868	25,770
Services	8,521	11,714
Materials and Supplies	15,085	12,739
Purchased Transportation	17,109	35,385
Depreciation and amortization	48,473	46,480
Utilities	4,018	3,370
Taxes, Leases, and Other	2,339	2,206
Casualty and liability	2,066	1,993
Transit system planning, development, and start-up costs	(8,865)	(9,972)
TOTAL OPERATING EXPENSES	\$183,871	\$194,403
NET OPERATING LOSS	(\$160,706)	(\$172,694)
NON-OPERATING REVENUES (EXPENSES):		
Sales tax revenue	162,837	155,483
Investment Income	2,280	2,239
Interest Income from investments held to pay capital lease	12,916	13,309
Interest expense on capital leases	(12,916)	(13,309)
Local Assistance Program and Street improvements	(8,329)	(8,594)
Transit system planning and other development	(8,865)	(9,972)
Interest and financing expenses	(11,757)	(13,330)
Other revenue (Expense)	4,107	(123)
TOTAL NET NON-OPERATING REVENUES	\$140,273	\$125,703
INCOME BEFORE CAPITAL CONTRIBUTIONS AND OTHER GRANTS	(\$20,433)	(\$46,991)
CAPITAL CONTRIBUTIONS AND OTHER GRANTS:		
Federal Financial Assistance	9,081	6,023
Other Capital Contributions	-	36
Other grants	17,660	883
TOTAL CAPITAL CONTRIBUTIONS AND OTHER GRANTS	\$26,741	\$6,942
CHANGE IN NET ASSETS	\$6,308	(\$40,049)
TOTAL NET ASSETS - Beginning of the quarter	1,886,889	1,924,595
TOTAL NET ASSETS - End of the quarter	\$1,893,197	\$1,884,546

DALLAS AREA RAPID TRANSIT
STATEMENTS OF NET ASSETS
AS OF MARCH 31, 2004 AND SEPTEMBER 30, 2003

	3/31/2004 Unaudited	9/30/03
ASSETS		
CURRENT ASSETS		
Cash & Cash Equivalents	63,564	68,351
Investments	200,823	134,982
Current portion of restricted assets	11,535	11,016
Current portion of investment held to pay capital lease liability	33,069	46,864
Sales tax receivable	51,641	53,625
Transit Revenue Rec., Net	2,282	2,186
Due from Other Governments	2,496	42,879
Materials and supplies inventory	21,247	21,215
Prepaid transit expenses and other	2,837	2,034
TOTAL CURRENT ASSETS	\$389,494	\$383,152
Restricted assets	6,660	10,184
Investments in joint venture	11,202	11,702
Capital assets		
Land and rights of way	384,185	384,185
Depreciable capital assets, net of depreciation	1,637,399	1,685,344
Projects in progress	305,886	247,941
Long-term investments held to pay capital lease/lease back liabilities	436,635	456,787
Net pension asset	3,294	3,277
Unamortized long-term debt issuance costs	4,233	4,345
TOTAL ASSETS	\$3,178,988	\$3,186,917
LIABILITIES		
CURRENT LIABILITIES		
Accounts payable and accrued liabilities	61,894	98,184
Commercial paper notes payable	189,245	135,670
Current portion of Capital lease/leaseback liabilities	33,069	46,864
Current portion of amount due to the State Comptroller	913	913
Local Assistance Program Payable	39,482	32,860
Retainage Payable	16,929	17,537
Other Current Liabilities	5,360	6,679
Payable from restricted assets		
Interest payable	8,456	8,389
Current portion of senior lien sales tax revenue bonds payable	13,630	1,945
TOTAL CURRENT LIABILITIES	\$368,978	\$349,041
Repayment due to the State Comptroller	\$1,370	\$1,826
Senior lien sales tax revenue bonds payable	478,808	492,374
Capital lease/leaseback liabilities	436,635	456,787
TOTAL LIABILITIES	\$1,285,791	\$1,300,028
NET ASSETS		
Invested in capital assets, net of related debt	\$1,628,859	\$1,669,943
Restricted for		
Debt Service	11,535	11,016
System expansion and acquisition	6,660	10,184
Unrestricted	246,143	195,746
TOTAL NET ASSETS	\$1,893,197	\$1,886,889
TOTAL LIABILITIES & NET ASSETS	\$3,178,988	\$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

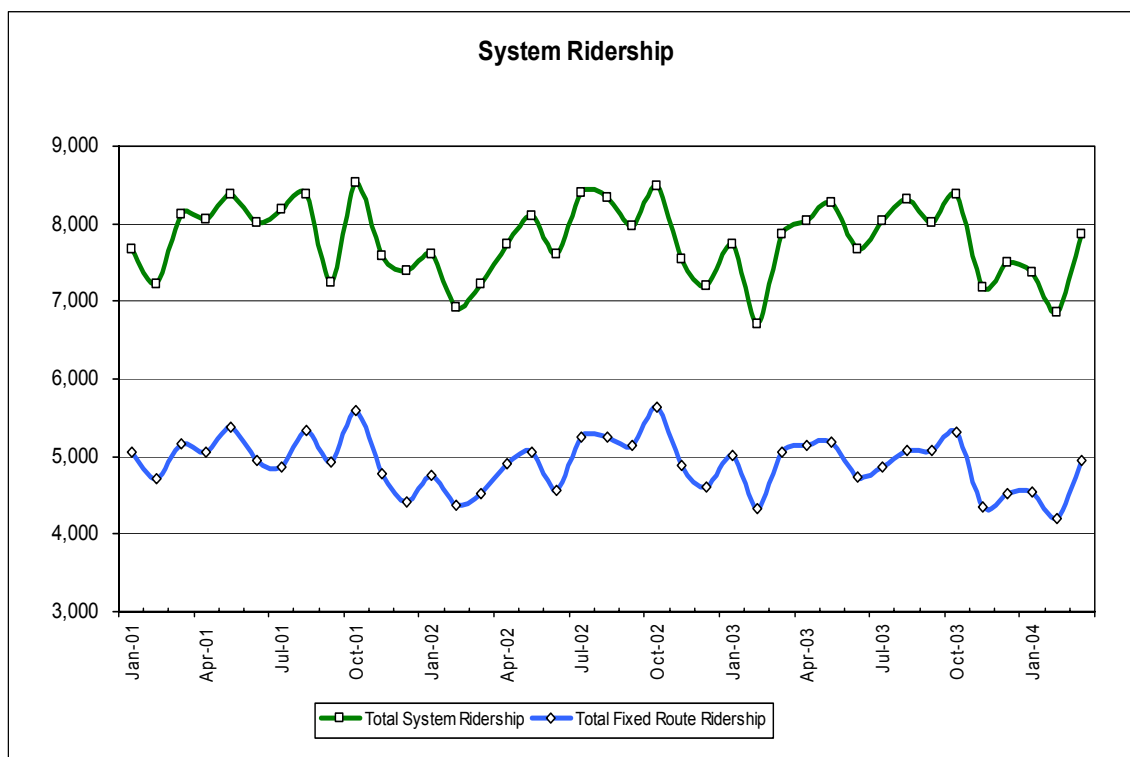
Ridership statistics can be examined in several different ways: as totals, as averages and as ratios related to service levels. Each reporting technique has its value in analyzing ridership and each presents data from a different perspective. Total ridership is an important measure. Total ridership can, 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.

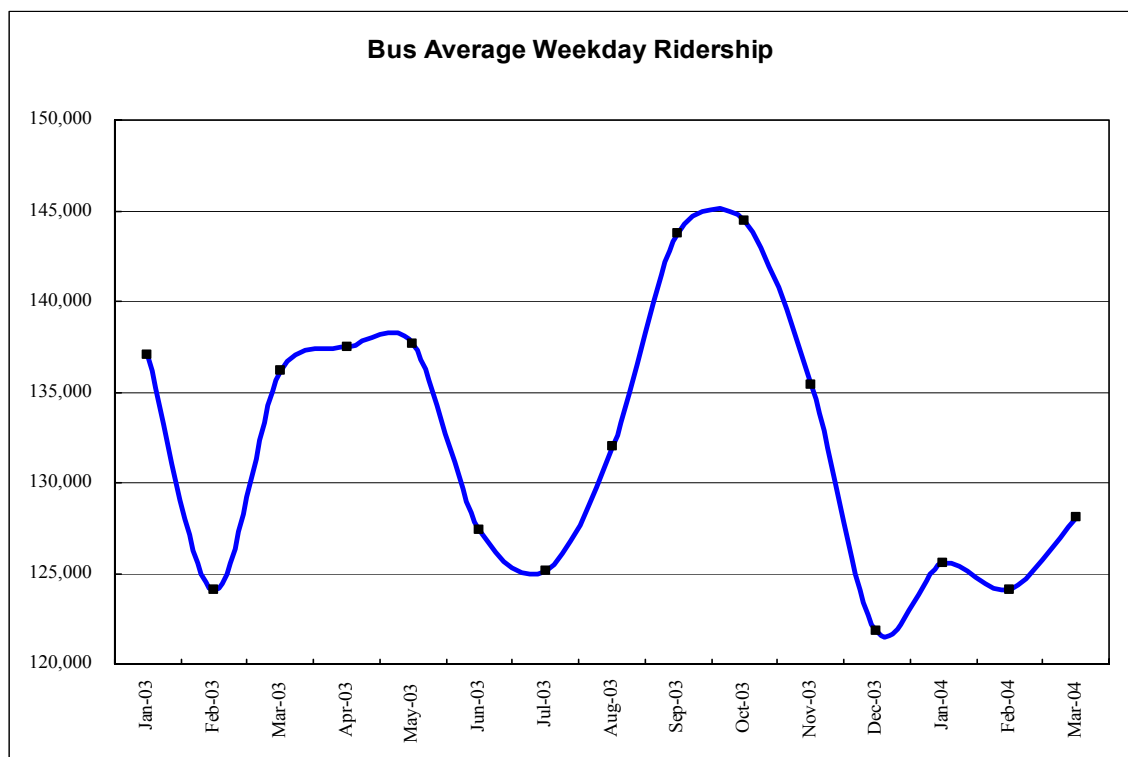
The Service Standards Monitoring Report included in this section of the Quarterly Report includes the modifications to policy made in 2003.

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 second quarter of FY 2004 was 22.1 million riders, a decrease of 1.1 percent from the second quarter of FY 2003.
- Fixed route ridership totaled 13.7 million passengers in the second quarter of FY 2004, a decrease of 4.9 percent from the second quarter of FY 2003.
- Trinity Railway Express ridership was almost 565,600 passengers in the second quarter, a decrease of 2.7 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 second quarter. While the performance of the system remains strong, the decrease reflects the impact of extraordinarily high ridership during the second 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 and the October 2003 service reduction is also reflected in the lower numbers.
- Paratransit ridership increased to almost 145,400 trips in the second quarter of FY 2004, an increase of 2.4 percent from FY 2003 levels.
- Total HOV usage in the second quarter of FY 2004 was 8.2 million persons, up 5.8 percent from the second quarter of FY 2003.

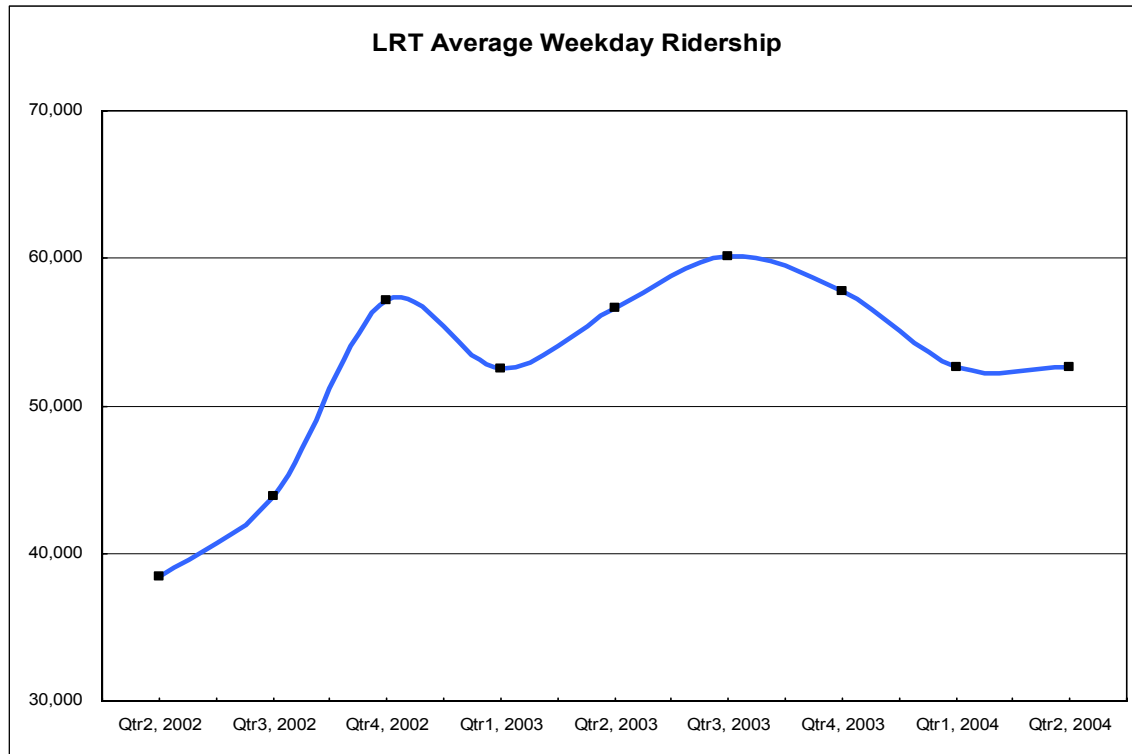
Bus System Ridership



- Total bus ridership in the second quarter of FY 2004 was 9.2 million riders, a 4.4 percent decrease from the second quarter of FY 2003.
- The ridership decrease occurred throughout the week. Ridership in the quarter decreased by 5.0 percent on weekdays while Saturday and Sunday ridership decreased by 9.4 and 10.3 percent respectively.
- Average weekday ridership in the second quarter was 126,298 riders, a 5.0 percent decrease from last year's average.
- Ridership on each route classification except Express and Rail Station Feeder routes decreased in the first quarter. Express Routes and Rail Station Feeder routes experienced increases in both February and March.
- Express Routes increased by one percent in March while Transit Center Feeder routes experienced a ridership increase of 0.3 percent when compared to FY 2003.
- The most heavily patronized routes in the first quarter, by route classification, were:

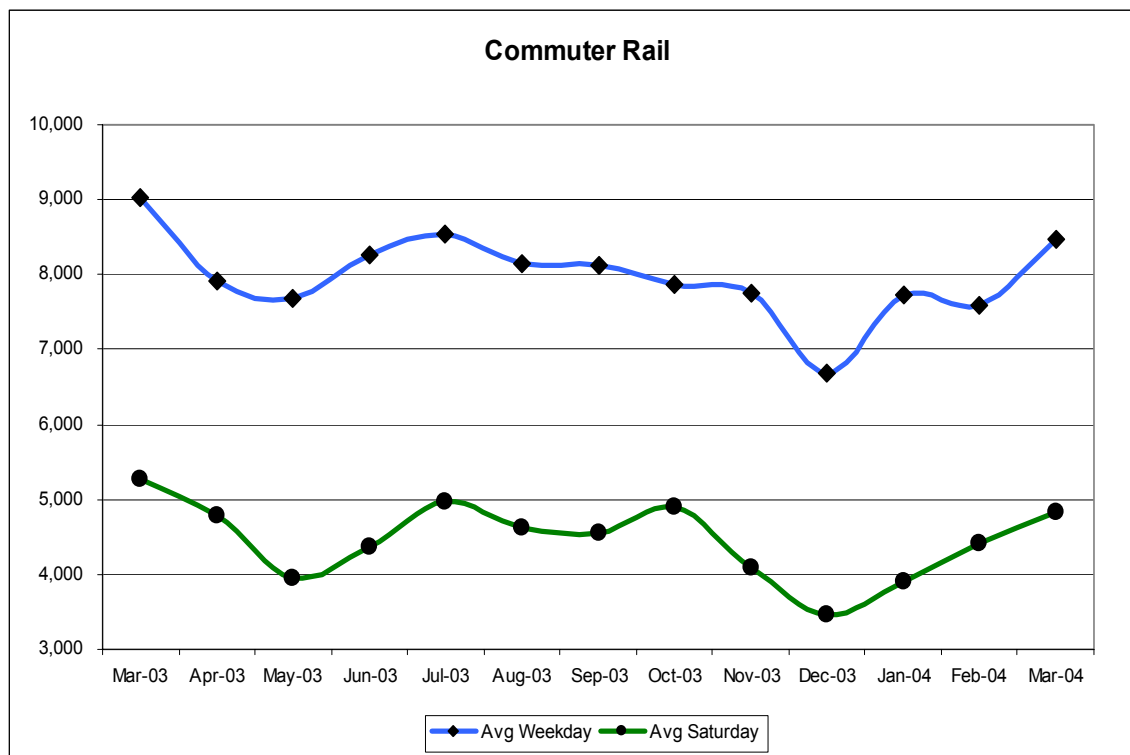
Crosstown	Route 466	5,111
Express	Route 204	1,199
Rail Feeder	Route 583	2,020
TC Feeder	Route 378	1,207
Local	Route 44	7,070

LRT Ridership



- LRT ridership in the second quarter totaled 3.9 million riders, a decrease of 6.0 percent from the 4.2 million riders transported in the second quarter of FY 2003.
- Weekday ridership in the second quarter averaged over 52,600 passengers, a decrease of 7.1 percent from the second quarter of FY 2003.
- Saturday ridership in the second quarter averaged just over 22,000 passengers, a decrease of 16.4 percent from the FY 2003 level.
- Sunday ridership in the second quarter averaged 17,400 passengers, an increase of 3.2 percent from the FY 2003 level.
- The 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 March 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 second 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 second 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 second quarter of 2004, the TRE served a total of 565,580 passengers, a decrease of 2.7 percent from the second quarter of FY 2003.
- Weekday ridership on the TRE averaged 7,932 daily riders (a 4.0 percent decrease) in the second quarter and averaged 8,470 daily riders in March.
- Saturday ridership in the second quarter averaged 4,384 daily riders, a decrease of 4.4 percent from the second quarter of FY 2004.
- Events at the American Airlines Center, served by the Victory station, attract significant levels of TRE ridership. During the second quarter, over 61,800 passengers were counted boarding and alighting TRE trains at the Victory station.
- Event ridership affects weekday ridership significantly. In March 2004, the TRE averaged almost 950 more riders on days when there were events scheduled at American Airlines Center. On Saturdays the average was almost 800 more riders.
- Union Station in downtown Dallas is the alighting location for about 62 percent of the Eastbound TRE riders and the boarding location for about 62 percent of westbound passengers.

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

Year	Month	Bus Monthly	LRT Monthly	Commuter Rail Monthly	Fixed Route Total
2002	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	196	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
	January	3068	1426	182	4676
	February	2853	1186	169	4208
	March	3309	1821	214	5344
March 2004 vs 2003					
	Increase (Dec)	(42.0)	339.0	(2.0)	295.0
	% Change	-1.3%	22.9%	-0.9%	5.8%

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

Year	Month	Bus Monthly	LRT Monthly	Commuter Rail Monthly	Fixed Route Total
2002	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	8.0	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
	January	125.9	52.6	7.7	186.2
	February	124.4	50.8	7.6	182.8
	March	128.6	54.6	8.5	191.7
March 2004 vs 2003					
	Increase (Dec)	(8.0)	(4.8)	(0.5)	(13.3)
	% Change	-5.9%	-8.1%	-5.6%	-6.5%

Table 3 – Passenger Boardings by Member City

Dallas Area Rapid Transit
Estimated Passenger Boardings By Member City
For the Second Quarter Fiscal Year 2004, Period Ending March 31, 2004
 In Thousands

Description	Qtr 2 2004	Qtr 2 2003	%%% (2) Change
Bus Ridership (1)			
Addison	81	74	9.1%
Carrollton	158	138	14.2%
Farmers Branch	46	37	27.0%
Garland	470	490	-4.0%
Glenn Heights	43	42	0.6%
Irving	360	352	2.3%
Plano	161	191	-15.5%
Richardson	178	175	1.6%
Rowlett	21	24	-12.3%
Suburban Total	1517	1522	-0.3%
Dallas Total (3)	7712	8133	-5.2%
Bus Total	9,230	9,655	-4.4%
Light Rail	3904	4153	-6.0%
Commuter Rail	566	581	-2.7%
Total Passenger Boardings	13,699	14,389	-4.8%

YTD 2004	YTD 2003	%%% Change
157	152	3.9%
308	298	3.4%
91	78	17.3%
964	1031	-6.4%
83	84	-0.2%
720	734	-1.9%
329	383	-14.2%
366	358	2.3%
40	53	-25.6%
3059	3170	-3.5%
15891	16890	-5.9%
18,951	20,060	-5.5%
7849	8143	-3.6%
1091	1143	-4.5%
27,891	29,347	-5.0%

Type of Day	Qtr 2 2004	Qtr 2 2003	Inc (Dec)
Weekdays	64	63	1
Saturdays/Holiday	13	13	0
Sundays/Holiday	14	14	0
Total	91	90	1

YTD 2004	YTD 2003	Inc (Dec)
127	127	0
27	26	1
29	29	0
183	182	1

- (1) Effective March 1998, Ridership allocations between member cities are based on an on-board survey, performed during a 4 month period ending January 31, 1998.
- (2) % Change includes impact of revision to route allocations. % 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.

Second Quarter Report

Crosstown Routes

- Eight 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 0.9 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

- Ten 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 2.3. Routes 554 (Ledbetter Station/Bonnie View) and 583 (Lovers Lane/LBJ/Skillman/Richland College) were second with RPI values of 1.7. Route 506 (Park Lane/Walnut Hill) performed at a 1.6 level. Routes 556 (Hampton/Southwest Center Mall), 519 (South Garland/Park Lane) and 548 (Westmoreland Station/Old Hickory) posted 1.2 RPI values.
- Route 551 (LBJ/Skillman/Spring Valley) was at the 0.5 RPI level.
- Three routes recorded RPI values of 0.4 during the first quarter. These routes include 560 (LBJ/Skillman/Miller), 569 (Lovers Lane/White Rock/Ferndale) and 760 (Downtown Plano/Collin Creek Mall).
- Four routes performed at the 0.3 RPI level. They include 503 (Cityplace/Lovers Lane), 566 (Downtown Garland/Bush Turnpike), 572 (Bush Turnpike/Spring Creek) and 573 Campbell/Spring Valley).
- 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 was eliminated 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. Six 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) was next with an RPI of 1.2, followed by route 341 (Addison/Rosemeade) with an RPI value of 1.1.
- Routes 301 (North Irving/ Irving Mall/ South Irving), 350 (Addison/ West Plano/ Parker Road) 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 was eliminated in May 2004 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 1.6 while route 19 (South Oak Cliff/ East Dallas/ South Garland) was third at 1.4.
- Routes 24 (Mockingbird Station), and 29 (Maple) performed at the 1.2 level.
- Four routes posted RPI values of 1.1 and another two routes had 1.0 RPIs..
- 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 above the 0.6 level.
- The Medical City E-shuttle and the SMU shuttle (Route 768 Mustang Express) were the top performers with an RPI values of 1.3.
- The Texas Instruments shuttle ranked second with an RPI value of 1.2.
- 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 0.4. This route is experiencing increasing ridership and specific promotional efforts are being undertaken to improve its performance.

DART-on-Call

- Two of the six DART-on-Call zones exceeded the 0.6 Service Performance Index level. The Lakewood on Call zone performed at a 0.9 level and the North Central Plano on Call zone performed at a 0.8 level.
- Both the East Plano and Rowlett zones achieved a 0.5 SPI rating. Ridership has increased in Rowlett and is expected to grow further as operating changes are made and promotional efforts are increased.
- The newest DART-on-Call zones in North Dallas (SPI of 0.3) and Farmers Branch (SPI of 0.3) performed reasonably well for new services that have had only six months of operation to develop ridership.
- Appropriate promotional efforts are being developed to stimulate ridership in these latter zones. Operational changes to increase ridership will be explored as well.

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	306	46	37
475	412	234		566	569	358	309	183	46
488	475	247		569	572		311	184	60
				572	573		358	185	183
				573	760				184
				760					185

The ranking process identifies the same number of Crosstown routes although route 404 replaces route 488 on the unacceptable list. Two fewer Express routes are identified, one less Rail Feeder route, two more Transit Center Feeder routes and two additional Local routes are identified as poorly performing.

Crosstown Routes

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

Crosstown

LINE		Avg Weekday Pass 2Q04	Avg Weekday Pass 2Q03	% Change	Sub/ Pass 2Q04	Index	Pass/ Trip 2Q04	Index	Pass/ Rev Mile 2Q04	Index	1Q04 Route Performance Index	2Q04 Route Performance Index	RPI Point Change
					\$2.70		29.00		1.60				
C 466		5,076	4,779	6.2%	\$1.89	1.4	57.6	2.0	1.9	1.2	1.5	1.5	0.1
C 409		4,069	4,042	0.7%	\$1.99	1.4	48.9	1.7	2.0	1.2	1.4	1.4	0.0
C 428		3,113	3,166	-1.7%	\$2.31	1.2	36.6	1.3	1.8	1.1	1.1	1.2	0.1
C 445		1,969	1,894	4.0%	\$2.15	1.3	23.5	0.8	2.0	1.3	1.1	1.1	0.0
C 486		1,886	2,111	-10.6%	\$2.63	1.0	34.8	1.2	1.6	1.0	1.1	1.1	0.0
C 405		1,908	1,900	0.4%	\$2.55	1.1	28.0	1.0	1.5	0.9	1.0	1.0	0.0
C 453		1,079	2,733	-60.5%	\$2.17	1.2	15.7	0.5	1.8	1.1	0.9	1.0	0.1
C 463		1,330	1,199	10.9%	\$3.31	0.8	27.3	0.9	1.8	1.1	0.9	1.0	0.0
C 441		1,724	1,917	-10.0%	\$2.65	1.0	22.1	0.8	1.5	0.9	0.9	0.9	0.0
C 400		1,640	1,547	6.0%	\$4.90	0.6	27.3	0.9	0.9	0.6	0.7	0.7	0.0
C 444		877	1,070	-18.1%	\$3.53	0.8	14.6	0.5	1.2	0.8	0.7	0.7	0.0
C 415		718	566	27.0%	\$3.73	0.7	15.5	0.5	1.2	0.7	0.7	0.7	0.0
C 451		1,454	1,623	-10.4%	\$4.55	0.6	18.0	0.6	1.1	0.7	0.6	0.6	0.0
C 404		920	1,070	-14.0%	\$5.94	0.5	17.6	0.6	0.8	0.5	0.5	0.5	0.0
C 488		977	741	31.9%	\$4.75	0.6	10.3	0.4	1.0	0.6	0.5	0.5	0.0
C 410		669	743	-9.9%	\$5.34	0.5	12.8	0.4	0.8	0.5	0.5	0.5	0.0
C 475		500	672	-25.6%	\$5.60	0.5	8.5	0.3	0.8	0.5	0.4	0.4	0.0
C 412		143	236	-39.1%	\$9.51	0.3	4.6	0.2	0.6	0.4	0.3	0.3	0.0

Express Routes

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

Express

LINE		Avg Weekday Pass 2Q04	Avg Weekday Pass 2Q03	% Change	Sub/ Pass 2Q04	Index	Pass/ Trip 2Q04	Index	Pass/ Rev Mile 2Q04	Index	1Q04 Route Performance Index	2Q04 Route Performance Index	RPI Point Change
					\$3.00		17.00		1.00				
E 205		742	678	9.4%	\$4.25	0.7	26.3	1.5	1.8	1.8	1.4	1.4	0.0
E 278		690	718	-3.8%	\$3.97	0.8	12.2	0.7	1.4	1.4	1.0	0.9	0.0
E 206		663	670	-1.0%	\$6.42	0.5	17.8	1.0	0.8	0.8	0.8	0.8	0.0
E 283		989	1,024	-3.4%	\$6.51	0.5	11.9	0.7	0.8	0.8	0.7	0.7	0.0
E 204		1,167	1,174	-0.6%	\$7.77	0.4	12.0	0.7	0.6	0.6	0.6	0.6	0.0
E 202		791	753	5.0%	\$8.52	0.4	10.5	0.6	0.5	0.5	0.5	0.5	0.0
E 210		623	661	-5.8%	\$9.74	0.3	11.1	0.7	0.5	0.5	0.5	0.5	0.0
E 234		51	60	-16.1%	\$12.77	0.2	12.5	0.7	0.4	0.4	0.5	0.5	0.0
E 207		239	266	-10.0%	\$12.03	0.2	7.7	0.5	0.4	0.4	0.4	0.4	0.0
E 247		113	110	3.2%	\$14.97	0.2	6.3	0.4	0.4	0.4	0.3	0.3	0.0

Rail Feeder Routes

Rail Feeder

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

LINE		Avg Weekday Pass	Avg Weekday Pass	% Change	Sub/ Pass	Index	Pass/ Trip	Index	Pass/ Rev Mile	Index	1Q04 Route Performance Index	2Q04 Route Performance Index	RPI Point Change
		2Q04	2Q03										
					\$3.60		11.00		1.80				
F1	702	278	168	66.0%	\$1.02	3.5	6.8	0.6	4.8	2.7	2.1	2.3	0.2
F1	554	815	887	-8.1%	\$1.40	2.6	11.8	1.1	2.5	1.4	1.6	1.7	0.1
F1	583	2,027	2,335	-13.2%	\$1.90	1.9	21.2	1.9	2.1	1.2	1.6	1.7	0.1
F1	506	998	1,629	-38.7%	\$1.72	2.1	11.0	1.0	2.9	1.6	1.5	1.6	0.1
F1	519	1,180	1,034	14.0%	\$3.46	1.0	21.9	2.0	1.3	0.7	1.2	1.2	0.0
F1	556	1,237		All	\$2.56	1.4	14.0	1.3	1.7	0.9	1.2	1.2	0.0
F1	548	1,100	1,198	-8.2%	\$2.54	1.4	13.2	1.2	1.6	0.9	1.1	1.2	0.1
F1	582	929	1,071	-13.3%	\$3.21	1.1	12.1	1.1	1.4	0.8	1.0	1.0	0.0
F1	501	683	844	-19.0%	\$2.89	1.2	9.2	0.8	1.6	0.9	1.0	1.0	0.0
F1	555	497	611	-18.6%	\$2.63	1.4	7.2	0.7	1.5	0.9	0.9	1.0	0.0
F1	510	694	587	18.1%	\$3.28	1.1	9.9	0.9	1.4	0.8	0.9	0.9	0.0
F1	568	896	880	1.8%	\$3.61	1.0	11.2	1.0	1.1	0.6	0.9	0.9	0.0
F1	538	871	1,005	-13.3%	\$3.18	1.1	5.5	0.5	1.3	0.7	0.8	0.8	0.0
F1	549	797	749	6.4%	\$4.99	0.7	10.9	1.0	0.9	0.5	0.7	0.7	0.0
F1	567	457	584	-21.7%	\$4.90	0.7	9.5	0.9	1.1	0.6	0.7	0.7	0.0
F1	505	353		All	\$2.89	1.2	3.6	0.3	1.0	0.5	0.7	0.7	0.0
F1	515	810	871	-7.0%	\$4.66	0.8	8.7	0.8	1.0	0.5	0.7	0.7	0.0
F1	522	679	645	5.3%	\$4.39	0.8	7.1	0.6	1.0	0.6	0.7	0.7	0.0
F1	571	420	457	-8.1%	\$6.06	0.6	9.0	0.8	0.8	0.5	0.6	0.6	0.0
F1	574	352	266	32.1%	\$5.37	0.7	8.2	0.7	0.7	0.4	0.6	0.6	0.0
F1	507	168		All	\$4.66	0.8	5.2	0.5	1.0	0.5	0.6	0.6	0.0
F1	553	301	357	-15.8%	\$5.58	0.6	6.1	0.6	0.9	0.5	0.6	0.6	0.0
F1	562	450	436	3.1%	\$5.73	0.6	6.0	0.5	0.9	0.5	0.6	0.6	0.0
F1	551	268	215	24.7%	\$5.81	0.6	6.2	0.6	0.8	0.5	0.5	0.5	0.0
F1	560	360	326	10.5%	\$8.01	0.4	5.9	0.5	0.6	0.3	0.4	0.4	0.0
F1	569	234	237	-1.3%	\$7.84	0.5	4.0	0.4	0.6	0.3	0.4	0.4	0.0
F1	760	106		All	\$7.17	0.5	1.5	0.1	0.8	0.4	0.3	0.4	0.0
F1	572	203	217	-6.6%	\$9.74	0.4	3.7	0.3	0.5	0.3	0.3	0.3	0.0
F1	503	112	131	-14.4%	\$10.71	0.3	3.3	0.3	0.5	0.3	0.3	0.3	0.0
F1	573	181	235	-22.8%	\$12.15	0.3	3.5	0.3	0.5	0.3	0.3	0.3	0.0
F1	566	283	307	-7.8%	\$13.89	0.3	4.1	0.4	0.4	0.2	0.3	0.3	0.0

Transit Center Feeder Routes

Transit Center Feeder

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LINE		Avg Weekday Pass	Avg Weekday Pass	% Change	Sub/ Pass	Index	Pass/ Trip	Index	Pass/ Rev Mile	Index	1Q04 Route Performance Index	2Q04 Route Performance Index	RPI Point Change
		2Q04	2Q03										
					\$4.30		10.00		1.00				
F2	378	1,312	1,292	1.6%	\$3.08	1.4	20.3	2.0	1.5	1.5	1.6	1.6	0.0
F2	314	696	523	33.1%	\$5.90	0.7	22.8	2.3	0.7	0.7	1.1	1.2	0.1
F2	341	439		All	\$3.63	1.2	8.8	0.9	1.2	1.2	1.1	1.1	0.0
F2	301	820	899	-8.8%	\$6.35	0.7	15.7	1.6	0.8	0.8	1.0	1.0	0.0
F2	374	429	429	0.0%	\$3.99	1.1	7.1	0.7	1.2	1.2	1.0	1.0	0.0
F2	350	563	1,068	-47.3%	\$5.83	0.7	12.0	1.2	0.9	0.9	0.9	1.0	0.0
F2	361	305	405	-24.8%	\$4.67	0.9	7.4	0.7	1.1	1.1	0.9	0.9	0.0
F2	372	525	423	24.0%	\$5.25	0.8	9.8	1.0	0.8	0.8	0.9	0.9	0.0
F2	377	661	617	7.1%	\$5.28	0.8	6.4	0.6	1.0	1.0	0.8	0.8	0.0
F2	380	301	264	13.8%	\$5.26	0.8	6.4	0.6	1.0	1.0	0.8	0.8	0.0
F2	303	271	374	-27.6%	\$5.34	0.8	6.8	0.7	0.9	0.9	0.8	0.8	0.0
F2	304	192	180	6.4%	\$5.71	0.8	9.5	0.9	0.7	0.7	0.7	0.8	0.1
F2	305	682	495	37.7%	\$9.17	0.5	13.0	1.3	0.5	0.5	0.8	0.8	0.0
F2	360	641	441	45.4%	\$6.64	0.6	8.7	0.9	0.7	0.7	0.7	0.7	0.0
F2	310	376	333	13.0%	\$5.58	0.8	6.4	0.6	0.8	0.8	0.7	0.7	0.0
F2	333	674	522	29.1%	\$6.69	0.6	7.3	0.7	0.6	0.6	0.6	0.7	0.0
F2	331	343	347	-1.0%	\$6.76	0.6	7.0	0.7	0.6	0.6	0.7	0.7	0.0
F2	302	245	253	-3.0%	\$7.53	0.6	5.4	0.5	0.7	0.7	0.6	0.6	0.0
F2	306	151	142	6.0%	\$7.30	0.6	4.0	0.4	0.6	0.6	0.5	0.5	0.0
F2	309	208	215	-3.6%	\$10.46	0.4	4.5	0.5	0.5	0.5	0.4	0.4	0.0
F2	358	219	216	1.6%	\$13.64	0.3	5.5	0.5	0.4	0.4	0.4	0.4	0.0
F2	311	102	102	0.0%	\$12.74	0.3	4.4	0.4	0.4	0.4	0.4	0.4	0.0

Local Routes

Local

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

LINE		Avg Weekday Pass	Avg Weekday Pass	% Change	Sub/ Pass	Index	Pass/ Trip	Index	Pass/ Rev Mile	Index	1Q04 Route Performance Index	2Q04 Route Performance Index	RPI Point Change
		2Q04	2Q03										
					\$2.80		24.50		2.00				
L 44		6,963	7,518	-7.4%	\$1.36	2.1	50.7	2.1	2.6	1.3	1.8	1.8	0.1
L 26		4,080	4,256	-4.1%	\$1.38	2.0	31.2	1.3	2.9	1.5	1.5	1.6	0.1
L 19		3,550	3,823	-7.2%	\$1.46	1.9	25.3	1.0	2.6	1.3	1.4	1.4	0.0
L 29		1,212	2,766	-56.2%	\$1.78	1.6	16.2	0.7	2.5	1.2	1.0	1.2	0.2
L 24		1,681	1,712	-1.8%	\$1.90	1.5	15.1	0.6	2.7	1.4	1.1	1.2	0.0
L 39		1,173	1,286	-8.8%	\$1.90	1.5	15.6	0.6	2.4	1.2	1.1	1.1	0.0
L 51		2,525	2,567	-1.6%	\$2.25	1.2	28.1	1.1	1.8	0.9	1.1	1.1	0.0
L 12		1,051	1,103	-4.7%	\$2.03	1.4	14.8	0.6	2.4	1.2	1.0	1.1	0.0
L 2		1,223	1,353	-9.6%	\$1.90	1.5	16.6	0.7	2.1	1.0	1.0	1.1	0.0
L 11		3,401	3,495	-2.7%	\$2.44	1.1	24.6	1.0	1.7	0.9	1.0	1.0	0.0
L 76		1,537	1,582	-2.8%	\$2.59	1.1	25.1	1.0	1.6	0.8	0.9	1.0	0.0
L 59		857	2,159	-60.3%	\$2.09	1.3	15.3	0.6	1.7	0.9	0.8	0.9	0.1
L 165		3,493		All	\$2.48	1.1	21.4	0.9	1.6	0.8	0.9	0.9	0.0
L 1		2,557	2,733	-6.4%	\$2.49	1.1	19.0	0.8	1.8	0.9	0.9	0.9	0.0
L 50		1,922	2,191	-12.3%	\$2.69	1.0	22.1	0.9	1.6	0.8	0.9	0.9	0.0
L 164		2,970	3,424	-13.3%	\$2.95	0.9	20.1	0.8	1.5	0.7	0.8	0.8	0.0
L 161		2,340	6,269	-62.7%	\$2.74	1.0	18.0	0.7	1.5	0.7	0.7	0.8	0.1
L 21		1,802	1,949	-7.5%	\$3.81	0.7	25.8	1.1	1.2	0.6	0.8	0.8	0.0
L 49		1,177	1,188	-0.9%	\$3.14	0.9	13.3	0.5	1.7	0.9	0.8	0.8	0.0
L 31		1,442	1,278	12.8%	\$3.61	0.8	21.1	0.9	1.3	0.6	0.7	0.8	0.0
L 36		1,274	1,241	2.7%	\$3.70	0.8	18.1	0.7	1.2	0.6	0.7	0.7	0.0
L 42		1,711	2,040	-16.1%	\$3.73	0.8	19.8	0.8	1.1	0.5	0.7	0.7	0.0
L 155		343	623	-44.9%	\$4.04	0.7	16.3	0.7	1.4	0.7	0.7	0.7	0.0
L 63		930	803	15.8%	\$3.60	0.8	11.6	0.5	1.5	0.8	0.7	0.7	0.0
L 60		1,500	1,802	-16.8%	\$4.10	0.7	15.6	0.6	1.1	0.6	0.6	0.6	0.0
L 35		914	895	2.1%	\$4.75	0.6	15.7	0.6	0.9	0.5	0.6	0.6	0.0
L 8		820	762	7.6%	\$4.67	0.6	8.9	0.4	1.2	0.6	0.5	0.5	0.0
L 37		1,421		All	\$4.88	0.6	12.1	0.5	0.9	0.5	0.5	0.5	0.0
L 185		1,134		All	\$5.12	0.5	13.3	0.5	0.9	0.4	0.5	0.5	0.0
L 183		834	933	-10.7%	\$4.30	0.7	10.3	0.4	0.7	0.4	0.5	0.5	0.0
L 184		510	464	9.8%	\$7.50	0.4	13.2	0.5	0.8	0.4	0.4	0.4	0.0
L 46		262	286	-8.5%	\$5.66	0.5	5.8	0.2	0.8	0.4	0.4	0.4	0.0

Site-Specific Shuttles

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

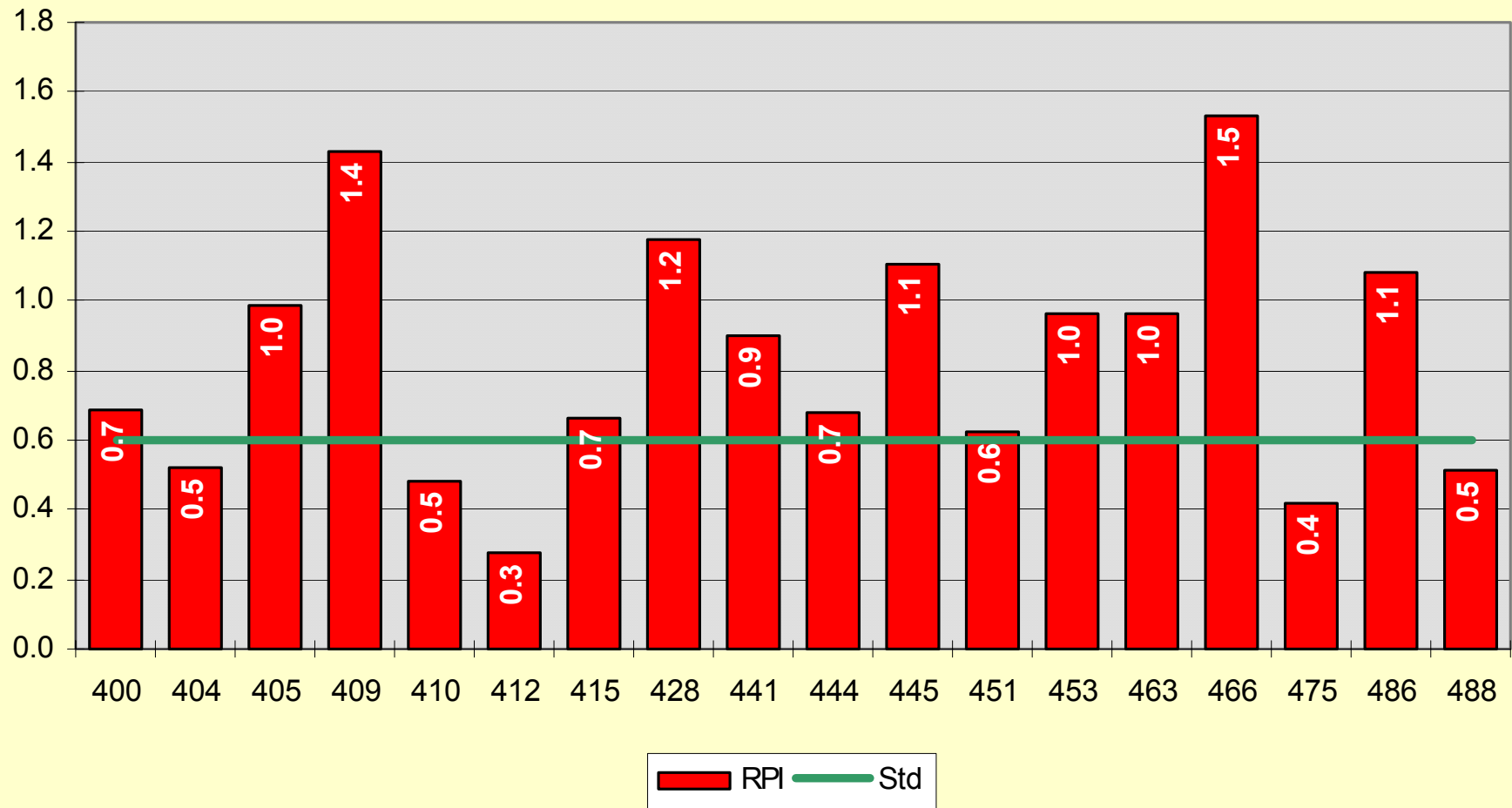
LINE		Avg Weekday Pass 2Q04	Avg Weekday Pass 2Q03	% Change	Sub/ Pass	Index	Pass/ Trip	Index	Pass/ Rev Mile	Index	1Q04 Route Performance Index	2Q04 Route Performance Index	RPI Point Change
					\$3.60		11.00		1.80				
SS	MCE	89		All	\$1.13	3.2	1.1	0.1	1.2	0.7	1.2	1.3	0.1
SS	SMU	341	318	7.2%	\$1.27	2.8	4.4	0.4	1.2	0.7	1.2	1.3	0.2
SS	TI	715	723	-1.2%	\$1.34	2.7	3.3	0.3	1.2	0.7	1.3	1.2	0.0
SS	DFW	292	218	33.6%	\$1.98	1.8	6.6	0.6	0.8	0.4	0.7	0.9	0.2
SS	UTSW	251	328	-23.4%	\$2.53	1.4	3.1	0.3	1.4	0.8	0.8	0.8	0.0
SS	CCE	49	61	-19.5%	\$2.19	1.6	1.1	0.1	0.8	0.5	0.6	0.7	0.2
SS	PE	31	13	138.8%	\$3.61	1.0	0.7	0.1	0.3	0.2	0.3	0.4	0.2

DART-on-Call

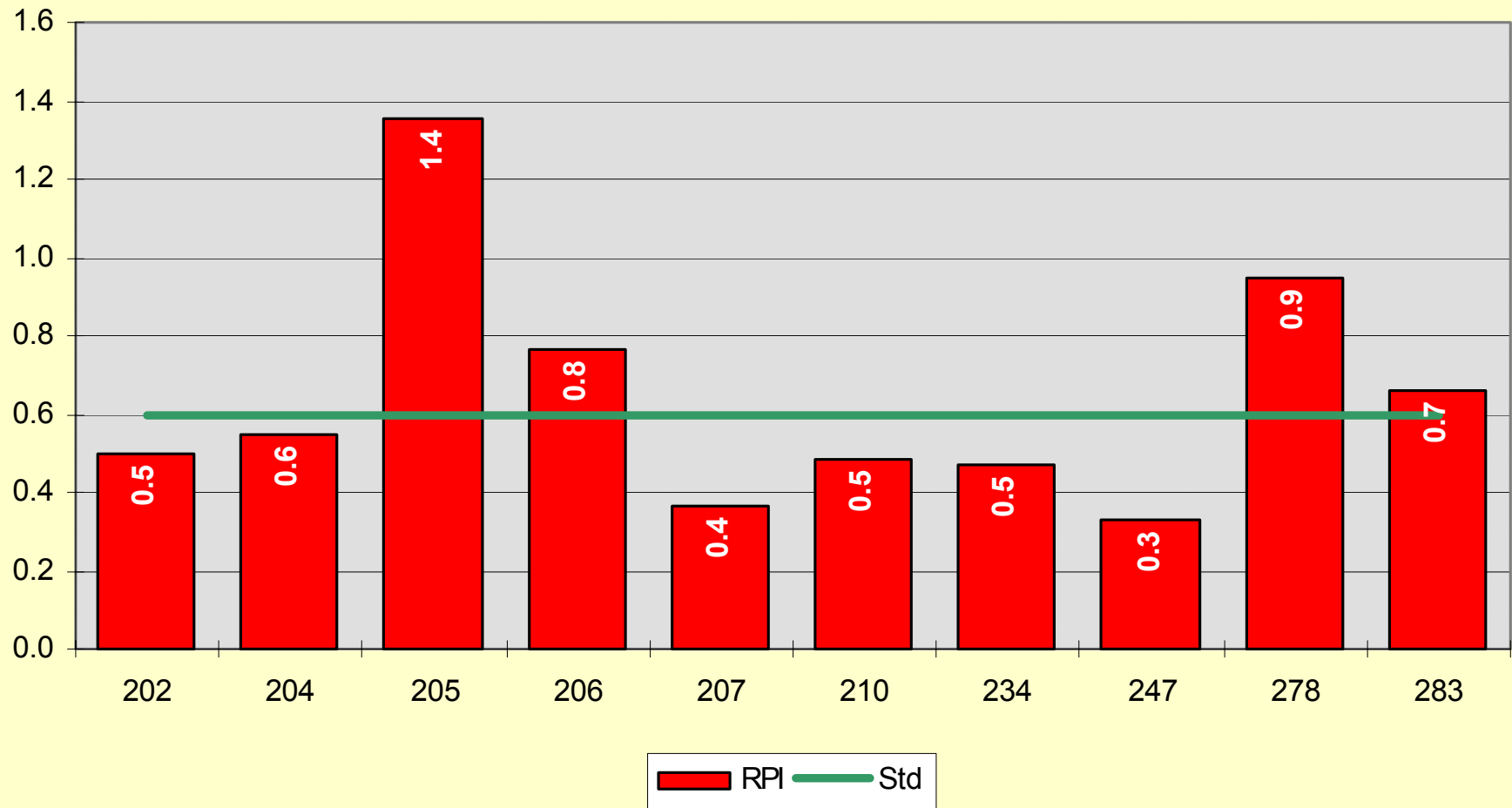
DART-on-Call Dallas Area Rapid Transit Service Standards Monitoring Report Second Quarter FY 2004

LINE		Avg Weekday Pass 2Q04	Avg Weekday Pass 2Q03	% Change	Sub/ Pass	Index	Trip	Index	Pass/ Rev Hour	Index	1Q04 Route Performance Index	2Q04 Service Performance Index	RPI Point Change
					\$4.30				6.00				
D	LoC	99	79	25.3%	\$5.61	0.8			6.6	1.1	0.9	0.9	0.1
D	NCPoC	109	85	28.2%	\$6.57	0.7			5.8	1.0	0.8	0.8	0.0
D	EPoC	53		All	\$9.31	0.5			3.8	0.6	0.5	0.5	0.0
D	RoC	59	54	9.3%	\$10.49	0.4			3.0	0.5	0.4	0.5	0.0
D	FBoC	36		All	\$14.55	0.3			2.4	0.4	0.3	0.3	0.1
D	NDoC	32		All	\$16.13	0.3			2.4	0.4	0.4	0.3	-0.1

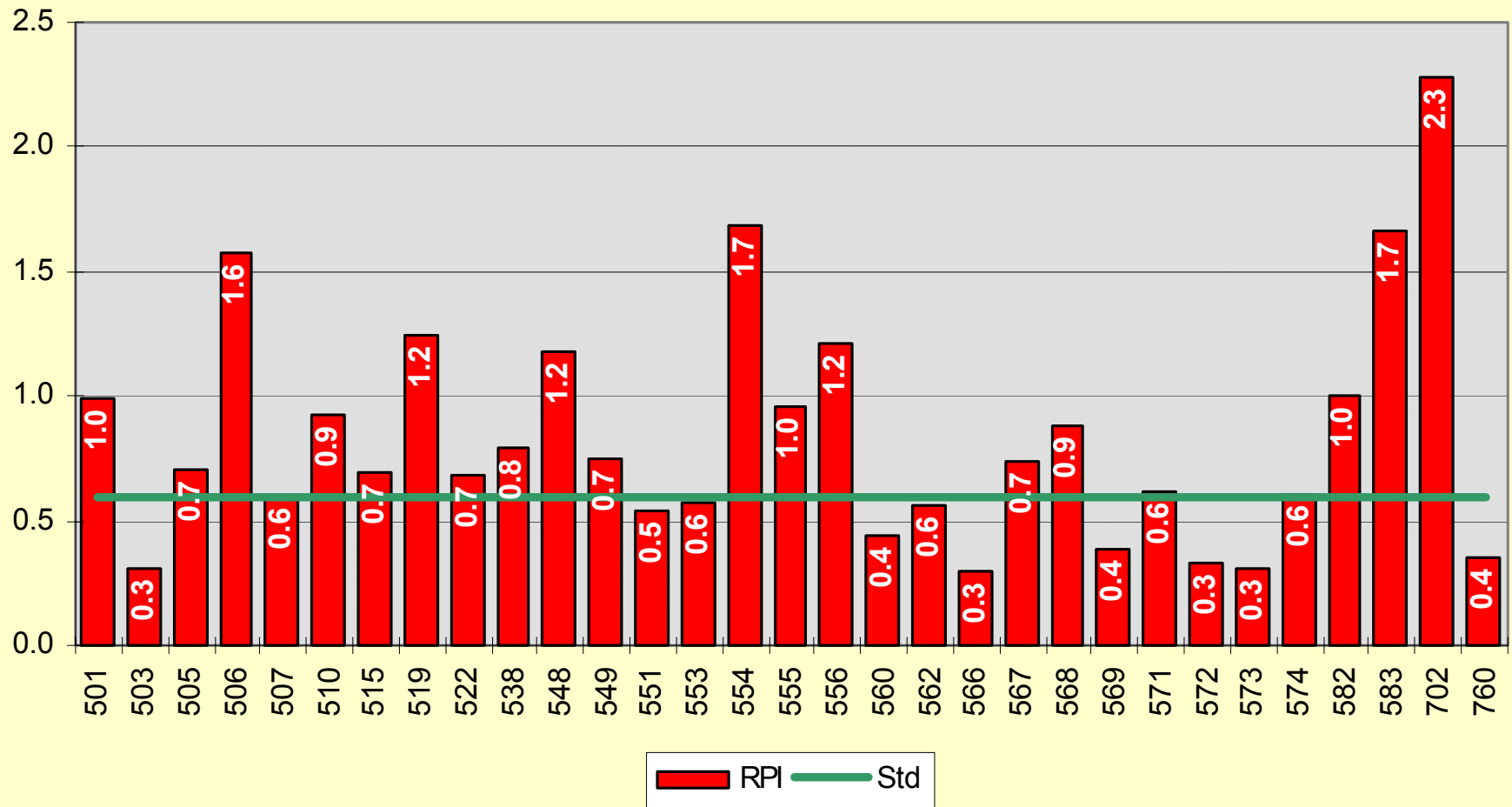
CROSSTOWN ROUTES PERFROMANCE



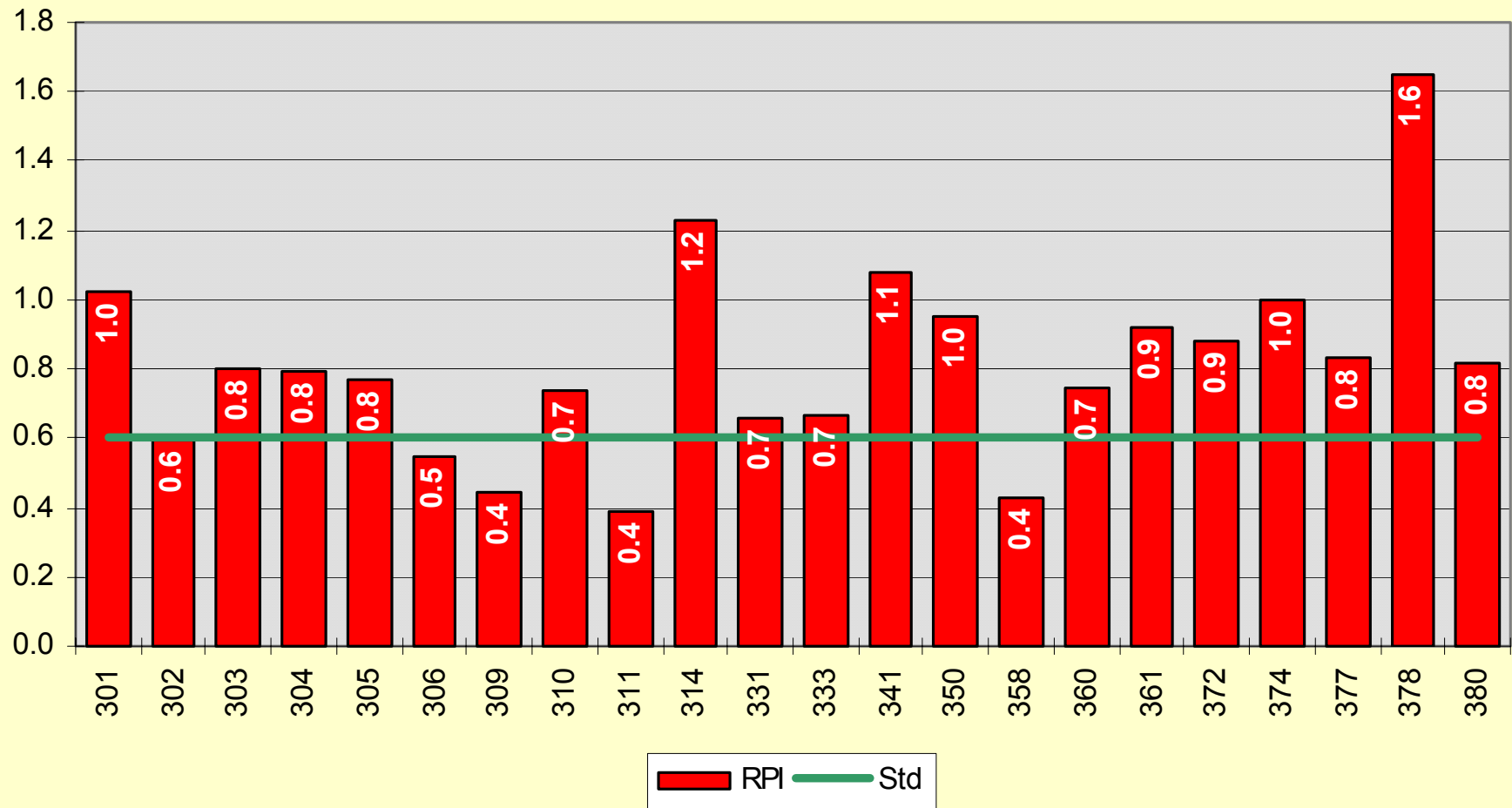
EXPRESS ROUTES PERFORMANCE



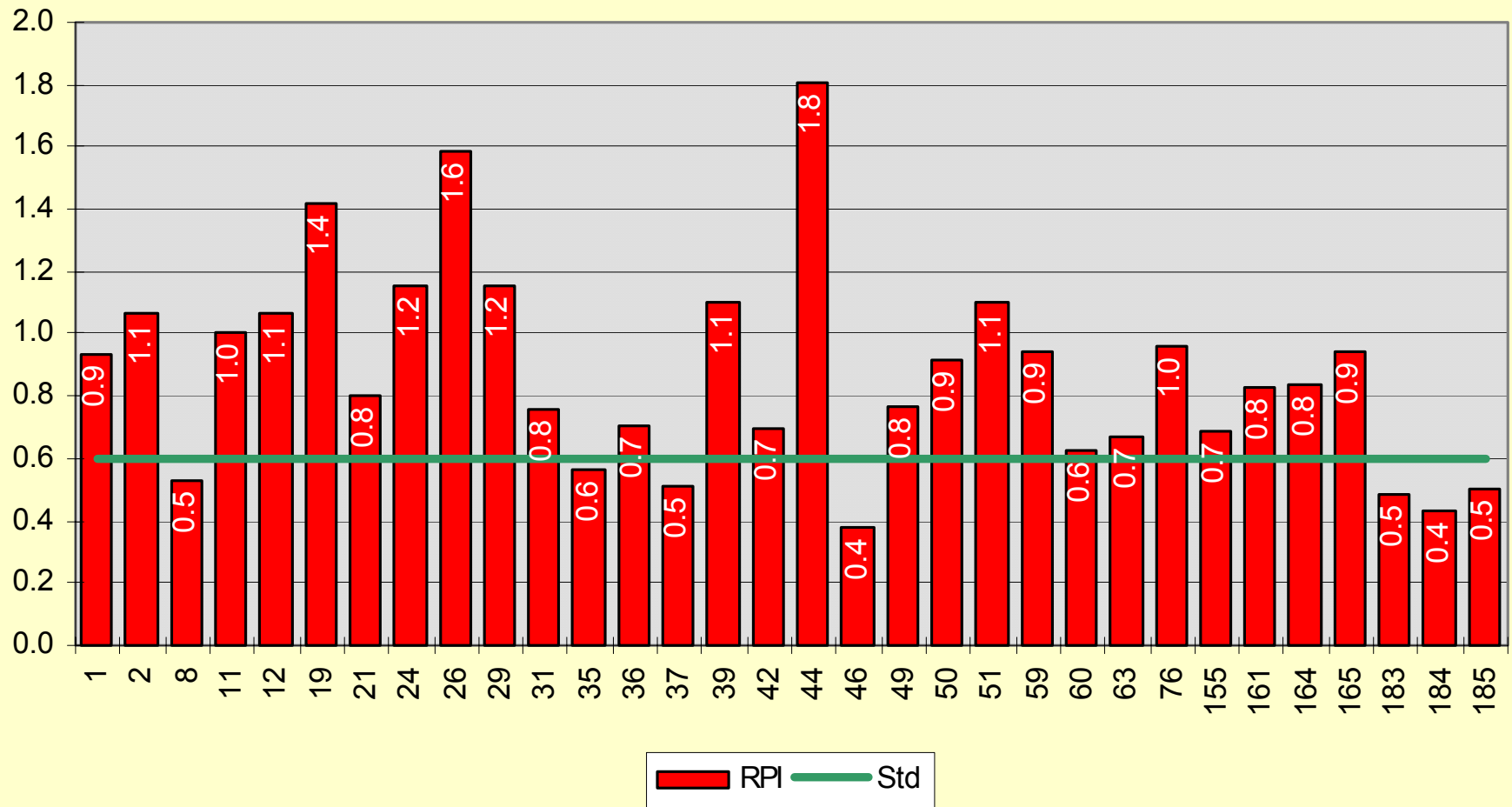
RAIL FEEDER ROUTES PERFORMANCE



TRANSIT CENTER FEEDER ROUTES PERFORMANCE



LOCAL ROUTES PERFORMANCE



PLANNING & DEVELOPMENT DEPARTMENT

Second Quarter FY 2004 Quarterly Reports

P&D1	Highlights
P&D2	Capital Planning & Development
P&D2	LAP/CMS Program
P&D3	Southeast Corridor PE/EIS
P&D4	Northwest Corridor (Dallas CBD to Carrollton)
P&D5	Northwest Corridor (NW HWY to Irving/DFW)
P&D6	NC/NE Corridor Mitigation Monitoring Program
P&D7	NC-3/NC-4/NC-5 Planning Support
P&D8	Transit System Plan 2030
P&D9	Economic Development
P&D10	Mobility Programs Development
P&D10	East Corridor (I-30) Major Investment Study
P&D11	North Central (US 75) Reversible HOV Lane
P&D12	HOV Lanes Operation
P&D13	Regional Comprehensive ITS Program
P&D14	Elm Street/Commerce Street Corridor
P&D15	Construction and Installation of Standard Shelters
P&D16	Southern Sector Amenities
P&D17	Service Planning & Scheduling
P&D17	Five-Year Action Plan
P&D18	Five-Year Action Plan Score Card
P&D19	Service Reviews
P&D20	Bus Corridor Concept Development
P&D21	Employer Service Program Development
P&D22	Vanpool Program
P&D23	Employer Outreach in LRT Corridors/TMAs
P&D24	Community Transit Service Development
P&D25	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 DART Board approved programming requests for the City of Garland (\$2,850,000) for Lake Ray Hubbard Transit Center Connector Roadway, LBJ Freeway ITS Corridor Project and Jupiter Road Intersection Improvements.
- FTA issued the Record of Decision (ROD) on the Final EIS on February 5, 2004 for both the Southeast Corridor and Northwest Corridor (Dallas CBD to Carrollton). The ROD signifies completion of the environmental process in accordance with National Environmental Policy Act (NEPA) requirements.
- The Love Field Interlocal Agreement (ILA) was approved by the DART Board (February 24, 2004) and the Dallas City Council (February 25, 2004).
- The first public meeting was held in January 2004 for the Northwest Corridor (NW Hwy. to Irving/DFW).
- A joint Member City and Agency staff meeting was conducted in March 2004 to review alternatives, evaluation process and proposed model runs for the 2030 Transit System Plan.
- Recommendations for the East Corridor Major Investment Study were developed and endorsed by the Policy Advisory Committee. The first round of public meetings in the Service Area are schedule for April 2004.
- The installation of ten solar-powered bus stops was completed in March 2004. (I-Stops feature on-demand bus signal, security down lighting and schedule illumination).
- Gaylord Texan (Opryland) in Grapevine, TX established a Vanpool with DART in March 2004 to transport employees for the service area to work.
- The customer satisfaction priorities (milestones and strategies) have been identified and reviewed by the ELT. A cross-functional oversight team has been formed to implement the strategies.

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 January 1, and March 31, 2004:</p> <ul style="list-style-type: none">• City of Garland requested the programming of funds for Lake Ray Hubbard Transit Center Connector Roadway, LBJ Freeway ITS Corridor Project and Jupiter Road Intersection Improvements. (\$2,850,000)
Issues	None at this time
Schedule	This is an ongoing activity
Project Manager	Trip Brizell

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 (NOI) to prepare an Environmental Impact Statement (EIS) in November 2000. DART received FTA approval to enter into Preliminary Engineering (PE) in July 2001. Draft EIS was published in February 2002. Final EIS was published in October 2004. FTA issued a Record of Decision (ROD) on February 5, 2004. Final design will be initiated in FY 04.</p>
Accomplishments	<ul style="list-style-type: none">• FTA issued Record of Decision (ROD) on February 5, 2004.
Issues	<ul style="list-style-type: none">• Residential Betterments• John's Trains• Mitigation Monitoring• SHPO Coordination• Comanche Nation Coordination• SE-1A Schedule advancement
Schedule	<p>Advancement to Final Design pending.</p> <p>SE-1: 2010</p> <p>SE-2: 2011</p>
Project Manager(s)	John Hoppie

Strategic Plan Consideration	C2.3 Open/Integrate new transit services.
Description	<p>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. FTA issued the Notice of Intent to prepare the EIS in November 2000. DART received Federal Transit Administration (FTA) approval to enter into Preliminary Engineering in July 2001. The project recently completed the Preliminary Engineering/Environmental Impact Statement (PE/EIS) phase with an FTA Record of Decision issued on February 5, 2004.</p>
Accomplishments	<ul style="list-style-type: none">• FTA issued Record of Decision (ROD) on Final EIS on February 5, 2004, signifying completion of the environmental process in accordance with National Environmental Policy Act (NEPA) requirements.• Completed Mitigation Monitoring Program (MMP) as an attachment to the ROD.• FTA issued a New Starts rating of “recommended” for the NW/SE MOS federal project in February 2004.• Approval of the Love Field Interlocal Agreement (ILA) by the DART Board (February 24, 2004) and the Dallas City Council (February 25, 2004).• Initiated preparation of New Starts information for NW/SE MOS project with Love Field tunnel for informal review and rating by FTA.• Continued coordination with Parkland Hospital and Market Center/Infomart for potential station location refinements.
Issues	<ul style="list-style-type: none">• Competitiveness for federal funds.• Additional funding for Love Field tunnel option.• FTA rating of NW/SE MOS with the Love Field tunnel• Residential Betterments.
Schedule	<ul style="list-style-type: none">• Late April 2004: Submit New Starts information for NW/SE MOS with Love Field tunnel.• Early Summer 2004: Anticipate FTA rating on NW/SE MOS with Love Field tunnel and approval to enter Final Design.• Summer 2004: Love Field tunnel decision per ILA.
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

- January 2004: First public meeting held.
- Initiated coordination with City of Irving, TxDOT, USACOE, TxDOT.
- Identified alternatives for Alignment Refinement.

Issues

- Due to development in corridor, MIS alignment may no longer be a cost affordable, viable alternative. New alternatives are being considered.
- DFW access study identified three alternatives to DFW.

Schedule

- June 2004: Complete Alignment Refinement.
- November 2005: Complete PE/EA.

Project Manager(s) John Hoppie

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">• No activity since last progress report.
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">• Final Design of Walnut Hill Station Parking in progress.
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.• Oncor approval for Walnut Hill parking.
Schedule	Ongoing tasks as needed.
Project Manager(s)	John Hoppie

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, which was an update to the 1989 Plan, both of which were oriented toward a horizon year of 2010. The 2030 Transit System Plan uses a horizon year of 2030. An assessment of DART's previous System Plan (1989, 1995) and the framework development for the 2030 Transit System Plan (Phase I) was completed during FY 01. Phase II is scheduled for completion in FY 05.</p>
Accomplishments	<ul style="list-style-type: none">• Briefed several City staff and City Councils on new Project Management, project status, and project schedule.• Began training new staff in TransCAD model to code additional alternatives requested by member cities, perform quality control checks for transit networks, and revise and rerun initial travel demand model runs.• Continued work on finalizing several supporting reports.• Revised the cost estimating methodology and began preparing cost estimates and associated report.• Revised the evaluation methodology and began preparing report outlining process and criteria.• Conducted a joint Member City and Agency staff meeting on March 25, 2004 to review alternatives, evaluation process and proposed model runs.• Revised the Public Outreach Plan, updated the website, and began planning for six public meetings to be held in April 2004.
Issues	<ul style="list-style-type: none">• Critical path item is completion of ridership modeling to support evaluation. Impacted by staff resignations.• Coordination and consistency with NCTCOG on the Regional Rail Corridor Study.• Dallas CBD 2nd LRT alignment and transit circulation framework, in coordination with City of Dallas staff.
Schedule	<ul style="list-style-type: none">• April 2004: First round of public meetings in Service Area• April-June: Ridership modeling and evaluation• April-June: Completion of supporting reports• May/June: Joint Member City and Agency meeting
Project Manager(s)	Project Manager: Kay Shelton; Deputy: Ernie Martinez

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">• The Development Guidelines are in the process of being finalized and are planned for 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” Committee.• Staff is working with the City of Plano and Fannie Mae regarding the Smart Commute Home Mortgage Program to be initiated in September 2004.• Staff is working with several developers regarding transit-oriented developments along current rail corridors.• Staff is working on developing DART Joint Development Procedures.
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">• May 2004: Brief DART Planning Committee on DART Joint Development Procedures.• 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">• None
Schedule	<ul style="list-style-type: none">• April - June 2004: Obtain endorsements and approvals for a Locally Preferred Investment Strategy (LPIS) from affected city councils.• May 2004: Finalize MIS report.• FY 04-05: Schematic Design and the Federal Environmental process (NEPA) phase.
Project Manager(s)	Koorosh Olyai/Ernie Martinez

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 and forwarded to TxDOT for review.
Issues	<ul style="list-style-type: none">• Project development is on-hold pending resolution by various agencies regarding type of facility to be implemented along the corridor in the freeway median.• 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.
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 March 2004:</p> <ul style="list-style-type: none">• The four DART operated HOV lanes carried approximately 100,950 weekday daily commuters.• The HOV lanes along I-635, I-35E, I-30 and I-35E/US 67 carried 38,850, 29,300, 15,000 and 17,800 weekday passengers respectively.• HOV users saved 14.4 minutes, 12.7 minutes, 22.1 minutes, and 10.0 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.
Issues	Additional public education and marketing efforts are necessary.
Schedule	Ongoing.
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 requirements has begun and an inter-local agreement was initiated for funding of the design work. A contract has been issued to SWRI to start the high-level design work.
- (2002): Final Concept of Operation and System Specification was completed for data exchange for Dallas/Ft. Worth Center-to-Center communications network.
- (2002): The Data and Software/Video Task Forces have completed the system requirements for each agency's needs.
- (2002): The Region was instrumental in defining the State data elements and requirements in order to develop the status and command/control interface control documents (version 3.0) using national standards for exchange of information among the agencies.
- (2002): A consultant, *Southwest Research Institute (S.W.R.I.)* was secured to finalize the Regional System requirements.
- (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

Regional Comprehensive ITS Program for the Dallas/Fort Worth Region

Mobility Programs Development

Department of Transportation (TxDOT Dallas and Fort Worth Districts), Fort Worth Transportation Authority (the "T"), North Texas Tollway Authority (NTTA), North Central Texas Council of Governments (NCTCOG), D/FW International Airport, Dallas Regional Mobility Coalition (DRMC), and the City of Dallas.

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

Issues

- None

Schedule

- 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	<p>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.</p> <p>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.</p>
Accomplishments	<ul style="list-style-type: none">• Preliminary engineering for Phase I reconstruction of Elm Street was completed in December 2001.
Issues	<ul style="list-style-type: none">• 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	<ul style="list-style-type: none">• Final design for Elm Street pending funding.• Construction plans will be prepared in sections as funding becomes available.
Project Manager(s)	Abed Abukar

Construction & Installation of Standard Shelters

Mobility Programs Development

Strategic Plan Consideration

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

Description

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

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

- February 2004: Two prototype shelters installed under new shelter contract.
- March 2004: Completed installation of ten solar-powered bus stops (I-Stops feature on-demand bus signal, security down lighting and schedule illumination).
- 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.

Issues

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

Schedule

- Jan-April 2004: Review of first articles.
- May 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">• 2ndQ04: Completed installation of enhanced shelter #17 at Lake June/Prichard (NW Quadrant).• The Lake June/Prichard enhanced shelter has precluded the need for a \$ 500,000 – 1 million street reconstruction originally required.• Vandalism of bench seats at existing shelters was addressed by rebuilding shelter seats at all locations.
Issues	<ul style="list-style-type: none">• Delay in new shelter contract due to roofing issues.• Vandalism of benches
Schedule	<ul style="list-style-type: none">• June 2004: Completion of Polk/Pentagon (NW Quadrant) shelter installation.
Project Manager(s)	Robert Parks

Strategic Plan Consideration	C1 Improve quality. C2 Improve/add services. C3 Improve efficiency.
Description	<p>The Action Plan provides guidance for development and implementation of service improvements for a five-year period. The Board-adopted goals for the Action Plan are to increase ridership and improve cost effectiveness. 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.</p> <p>Service improvements for the first Five-Year Plan were implemented with seven major changes. LRT improvements included extending service to Downtown Garland Station on the blue line and to Parker Road Station on the red line.</p> <p>In March 2003, staff published the final 2002-2006 Action Plan and made the plan available on DARTnet.</p> <p>Ridership during the first and second quarters of FY 2004 has declined due to the service reductions and the effects of the 2003 fare increase.</p>
Accomplishments	<ul style="list-style-type: none">• Innovative services and site-specific shuttles continue to be developed as described in the attached Score Card and individual progress reports.
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 Second 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 first and second quarters of FY 2004 has declined due to the service reductions and the effects of the 2003 fare increase.
	Feeders to Transit Centers and Stations	Implemented revisions to rail and transit center feeder routes, designed to maximize efficiency, in October 2003, which improved productivity and performance.
<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. The first two prototype shelters were installed during 2ndQ04. Seventeen 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	One new on-call zone is planned for May 2004. Implementation of service will save over \$1 million in fixed route operating costs.
	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. Further efficiency-related improvements are planned for May 2004.

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 Irving and Garland Service Reviews are in the data collection phase.• The Oak Cliff and Farmers Branch Service Reviews manager forum have been conducted.
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	<p>The Five Year Action Plan included a strategy of identifying principle bus corridors and targeting improvements in bus travel times, frequency, passenger amenities and security to achieve a service level similar to that provided by light rail, but without the grade separated right-of-way.</p> <p>The 1998-2002 and 2002-2006 Five Year Plans identified potential bus corridors: Harry Hines, Malcolm X, and Ferguson Road. The Northwest Corridor MIS planned light rail within the Harry Hines corridor, removing it from consideration as a bus corridor.</p>
Accomplishments	<ul style="list-style-type: none">• The Malcolm X Transfer Facility will open in May 2004, along with feeder connections.• 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.• Enhanced bus service, for use in targeted corridors, has been further refined in coordination with the 2030 Transit System (2030 TSP) Plan. Additional enhanced bus corridors to be modeled as part of 2030 TSP process.
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-April 2004: Finalize performance standards for enhanced service.• April 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">• T.I. has developed an agreement concerning funding of an E-Shuttle from Parker Road to a northern campus; awaiting T.I.'s signature.• Gaylord Opryland in Grapevine, TX has established a Vanpool with DART to transport employees from the service area to work.• Staff held a marketing outreach effort with Crescent Realty near Galatyn Park at Palisades I&II. Ridership has doubled from a low base of riders.• Worked with City of Richardson staff on a marketing outreach effort for building managers in Galatyn Park Station area.
Issues	<ul style="list-style-type: none">• Economy may be improving, yet large company hiring 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.• Many new employment opportunities are beyond DART service area boundaries.
Schedule	<ul style="list-style-type: none">• Ongoing
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	<p>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.</p> <p>FY 2003 ended with 74 vanpools in operation.</p>
Accomplishments	<ul style="list-style-type: none">• Vanpool Coordination Meetings with Marketing are being held monthly to determine the progress of Marketing strategies and program status.• Long/Short range strategies were developed to enhance vanpool program• Presentation of vanpool program and strategies were presented to the Service Planning Committee for review.
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.• Pricing issues continue to be a concern with vanpool participants. Project Manager will continue to explore efficient pricing options to make program more attractive
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

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">• 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. DART will provide 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.• Staff met with Race For the Cure to initiate planning for this fall's event.• Met with Convention and Visitor's Bureau concerning City Arts Celebration May 20-23.
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.• Providing assistance on potential TMA at Mockingbird, Lovers Lane, and Park Lane Stations.
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 first implemented in Plano on June 7, 1999; currently there are six On-Call zones with plans for a seventh.

Accomplishments

- Added a vehicle for peak time service in North Central Plano.
- Established new procedures for audit of fare and revenue collections.
- 2ndQ04: Finalized planning for new Richardson zone and obtained Board approval for a May 17, 2004 implementation.
- Subsidy per passenger continues to trend downward for all six zones.

Issues

- Coordination/development of Marketing Plan for both new and old DART On-Call services.
- Begin consolidation of daily management under ATC.
- Future financial considerations for Late Night/Weekend Demand Response services will be incorporated in next fiscal year.

Schedule

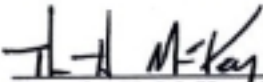
- April 2004: Begin consolidation of On-Call management.
- February 2004: Begin review of Rowlett ridership and service.
- March 2004: Begin drafting solicitation for comprehensive provision of On-Call and van-based services.
- May 2004: begin service in new Richardson zone.

Project Manager(s) Katharine Eagan

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">• Customer satisfaction priorities (milestones and strategies) were identified and reviewed by the ELT. A cross-functional oversight team has been formed to implement the strategies.• 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.• The contract for All Temps (initial Quality Assessment contractor) expired in March. All activities associated with the Quality Assessment program has been combined with the ridership-counting vendor (Dikita). The transition was seamless and QA data is still being collected and analyzed.
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).• Problems with the maintenance of the COGNOS database continue to be an issue. Service Planning will continue to explore options to maintain accurate data within the COGNOS database for accurate and timely reporting of QA data.
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: April 2004
TO: Distribution
SUBJECT: **PROJECT DEVELOPMENT PROGRESS REPORT**

This document is the 2nd 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 March 31, 2004, including Change Control Summaries, Systems Integration, and Real Estate.



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

THM/ta

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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)

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 (completed July 2003). 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).

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 late 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

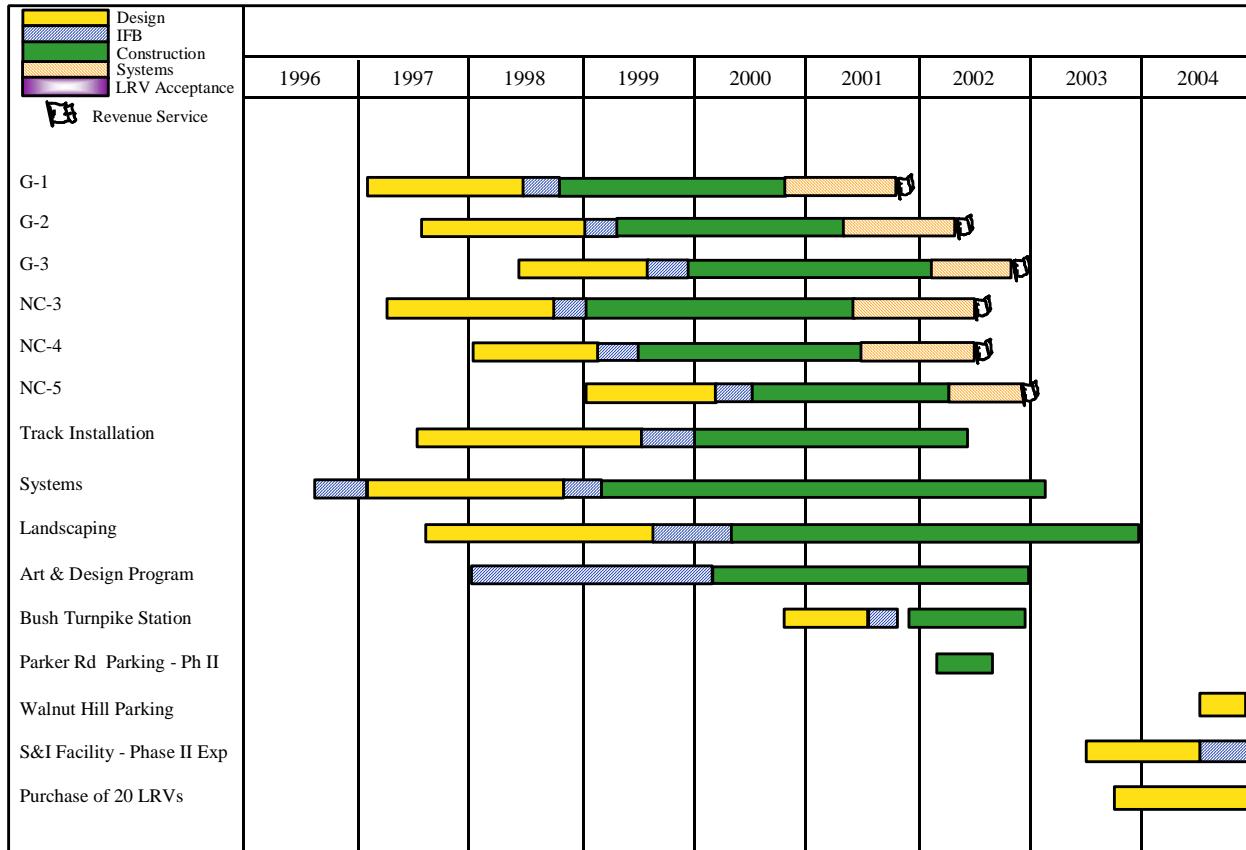
LRT Buildout Phase I



Summary Control Schedule

LRT Buildout Phase I

LRT BUILDOUT SUMMARY CONTROL SCHEDULE



Revised 03/31/04

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	\$ 54.5	\$ 54.2
Cityplace Station Finishout (3)	24.9	24.8	24.7
Garland-1	53.2	52.1	51.8
Garland-2	84.2	78.6	77.1
Garland-3	101.2	92.2	90.6
North Central-3	123.1	107.9	107.9
North Central-4	82.2	78.8	78.8
North Central-5	64.7	62.2	62.2
S&I Facility Expansion/VAF	31.7	31.7	31.7
Systems	160.1	152.0	151.4
Vehicles	151.2	151.0	150.5
LRT Buildout Total (4)	\$ 943.5	\$885.8	\$880.9

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 02/29/04.
- 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	5.5	1.5
Purchase of 20 LRVs	63.0	60.6	10.5
Total	\$ 91.8	\$80.20	\$ 26.1

- 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	Revenue service for Line Section G-2 began on schedule on May 3, 2002. Final closeout of this construction contract is nearing completion.
Issues	<p>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. Additional work will be needed to close this issue.</p> <p>The contractor, GLF, appealed the Contracting Officer's final decision on its schedule-related Request for Equitable Adjustment and the matter is in DART's administrative disputes process. DART Legal Department is proceeding with the litigation.</p> <p>GLF also sued DART's general engineering consultant, LAN/STV, in Federal Court, but that suit has been dismissed.</p>

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 2003, the contractor is no longer on the project. Work has been completed by the miscellaneous contractor except for some paint items and survey of some of the MSE walls to assure they are in compliance with the contract. Contract closeout is proceeding.
Issues	Some issues are still outstanding regarding the uninterruptible power supply. Calculation of backcharges to GLF is underway.

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. This contract is closed.</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	The minor issues with the emergency power system for Spring Valley Station have been resolved.

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 continued during this quarter and is nearing completion, with three warranty issues remaining to be completed.

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 and are in revenue service. The contractor, Marta Track Constructors, Inc., has abandoned work on the project.

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

Marta appealed the Contracting Officer's final decision on their Request for Equitable Adjustment and the matter is in DART's administrative disputes process. DART Legal Department is proceeding with the litigation.

Crossing panels are not performing. The track was not properly distressed. DART is proceeding with reprourement of crossing panels and required distressing. Final drawings for crossing replacement and distressing have been received and reviewed. The request for bid is expected to go out in April. It is anticipated that this work will be charged to Marta.

Systems – Traction Electrification

LRT Buildout Phase I

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 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.

Powell Power completed its design, manufacturing, and installation efforts to provide one new traction power substation (TPSS) and to modify two existing TPSSs. The new (upgraded) Arena TPSS underwent factory acceptance testing in late February. After resolution of punch list corrections, the unit was shipped to the Arena site and set in place in March. Initial checkout and testing were completed and the unit will be connected to utility power service in April. Final load testing will take place in late summer as NW-1A line section construction is completed and test trains begin operation.

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. Work on punch list items is expected to complete in April. Two items remain outstanding.</p> <p>The contract closeout process is continuing.</p> <p><i>Lancaster Road “Train Coming” Signs</i> – Training was completed in February.</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 contractor, Mass Electric Construction Company (MEC), is progressing towards the completion of this contract. Engineering has reviewed all required operations and maintenance manuals and approved them. Delivery was made on February 27, 2004. As-built drawings were delivered March 26, 2004, and are approved.</p> <p>All station public address (PA) systems have been installed. Testing for the PA subsystem has been completed on all stations. All visual message boards (VMBs) have been installed and tested except White Rock Station. Updated signs for this station will be delivered in early April 2004. The “Next Train” sign at terminal stations has been tested in a local mode only.</p> <p>Supervisory Control System (SCS) software updates were installed for Version 14.0 on February 26, 2004. During the testing for the Proof of Performance, a critical failure occurred. A patch for the failure was installed on March 28, 2004. This patch rectified the failure. Other SCS tests per the specification will now continue.</p>
Issues	<p>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.</p> <p>Testing per the contract specifications is still behind. The field side of the performance test was conducted February 25-26, 2004, and had discrepancies. A major discrepancy was resolved March 28, 2004. Follow-on testing will now continue.</p> <p>The SCS subsystem has some issues that are yet to be resolved, such as performance testing and expansion capability per the specification requirements.</p> <p>On October 31, 2003, the contractor submitted a modified Request for Equitable Adjustment. All requested information was provided to the Contracting Officer the week of January 26, 2004. The Contracting Officer’s final decision was sent to the contractor on March 26, 2004.</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	Monitoring of the TVMs continues.
Issues	Resolution of problems with the TVM is ongoing. Much progress has been made in resolving issues this quarter. The remaining issues are expected to be finalized in Supplemental Agreements in April.

Systems – Vehicles

LRT Buildout Phase I

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 reports were submitted to Operations.

Testing and discrepancy follow-up efforts were continued. A number of amended test reports were submitted. In addition, updated comprehensive discrepancy list was submitted.

Systems Integration continues Safety Certification coordination for line sections and systems elements. The items remaining are non-critical and identified as such. System Safety Certificates of Compliance were issued for G-2 and G-3 line sections.

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; contract closeout is in progress.

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.

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

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

No progress was made this quarter on resolving the currently disputed contract modifications.

Issues Five contract modifications remain to be settled.

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 deficiencies were completed and the landscaping was turned over to DART Maintenance Department this quarter.

Contract closeout was completed this quarter.

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

A design development schedule is being established and the targeted kickoff date is April 1, 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 pre-final design.

Issues The facility has been brought into compliance with the minimum standards when utilizing the proper tools and personal protection equipment when performing work functions in the body shop. This issue is resolved.

Facilities - Six-Month Look Ahead

LRT Buildout Phase I

BUILDOUT FACILITIES – SIX-MONTH LOOK AHEAD

	2004					
	APRIL	MAY	JUNE	JULY	AUGUST	SEPTEMBER
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	▲ Project Kickoff moved back to April 15, 2004 					
S&I PHASE II EXP	▲ Design Complete					
<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 03/31/04

Light Rail Transit Buildout Change Control Summary											
Rail Section/ Contract Package		Contract/ 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 (March 2004)
			(A)	(B)	(C)=(A+B)	(D)	(E)=(A+D)	(F)=(E)-(D)	(G)=(F)/B	(H)=(D)/C	
Professional Services	ORC C-8908140	L&MSTV	\$188,200,954	\$11,001,433	\$198,202,387	\$1,362,817	\$192,614,300	\$3,688,618	67%	(Rate 4)	Include A 9504 Through 24.4639
	PGM C-8780029	PR Hants/KDM	\$35,229,881	\$3,322,807	\$38,551,994	\$3,012,953	\$38,242,040	\$308,954	90%	(Rate 4)	Contract Completed Through 24.464, A 9503
	3DC C-8780031	Delmar Collier	\$42,970,191	\$4,297,318	\$47,267,508	\$1,597,732	\$44,569,529	\$2,698,247	37%	(Rate 4)	Contract Completed Through 24.4635, A 9503
	Technical Services C-8608129	Robt	\$6,581,333	\$1,216,267	\$7,797,600	\$727,986	\$7,309,339	\$388,261	52%	108%	Contract completed No activity in March
	LRY Management C-8780121	LTE	\$6,128,297	\$331,142	\$6,659,439	\$0	\$6,128,297	\$331,142	8%	(Rate 4)	Through 24.463, A 9504
	Technical Services C-100833-01	Business Control Systems	\$2,897,200	\$108,371	\$2,995,771	\$0	\$2,897,200	\$108,371	8%	99%	Contract completed No activity in March
	Technical Services C-100833-02	B&M Assoc.	\$2,196,321	\$218,632	\$2,414,953	\$0	\$2,196,321	\$2,216,933	8%	99%	Contract completed No activity in March
	WC-3 Civil/Structs C-8908080	SLF Consts. Corp.	\$49,902,009	\$4,898,306	\$54,800,315	\$2,181,694	\$52,088,943	\$2,808,363	44%	108%	No activity in March Contract closest pending
	WC-4 Civil/Structs C-8908012	Acheson-Watson	\$36,878,776	\$3,687,877	\$40,566,653	\$1,167,289	\$38,046,045	\$2,528,608	32%	108%	Contract completed Contracted/Executed Changes
North Central Corridor	WC-5 Civil/Structs C-8908078	M. E. Day	\$36,165,793	\$3,371,708	\$39,777,493	\$2,391,583	\$38,493,386	\$248,107	96%	108%	Contract completed
	Bank Light Rail Station C-100329-01	Evans & Tangle	\$7,285,836	\$674,873	\$7,960,699	\$534,749	\$7,823,515	\$148,124	79%	108%	Work completed No activity in March
	Father Rd Sta Parking Lot II C-1003778-01	Rogers-Offices	\$1,488,337	\$148,834	\$1,637,191	\$36,381	\$1,553,138	\$112,273	20%	108%	Contract Completed
	Walton Hall Sta Parking Lot	TED	\$0	\$0	\$0	\$0	\$0	\$0			
	G-1 Civil/Structs C-8908080	Law Construction	\$20,846,737	\$2,894,874	\$23,741,611	\$1,731,762	\$22,398,439	\$332,972	84%	108%	Work completed Contract closed No activity in March
North Central Corridor	G-2 Civil/Structs C-8908089	SLF Consts. Corp.	\$35,181,614	\$3,218,192	\$38,780,198	\$230,441	\$32,412,357	\$3,387,751	7%	108%	No activity in March
	G-3 Civil/Structs C-8908039	Excel Phelps	\$40,589,002	\$4,838,808	\$44,647,912	\$2,449,430	\$43,038,422	\$1,809,490	68%	108%	Work completed Contract closed
	S&I Facility Expansion	Civil/Structs Phase II TED	\$0	\$0	\$0	\$0	\$0	\$0			
Systemwide	Track Installation C-8908077	Maris Truck	\$23,397,697	\$3,271,343	\$26,669,242	\$3,137,890	\$26,335,387	\$1,333,633	98%	108%	No activity in March Contract closest pending No activity in March
	Lumpsum C-8017273-01	Valley Crest	\$8,474,322	\$1,397,432	\$9,671,974	\$835,281	\$8,327,813	\$344,161	70%	108%	Contract pending
Systems	Communications C-8908039	Mass Electric	\$7,118,081	\$1,711,808	\$8,658,923	\$1,683,491	\$19,538,688	\$108,317	94%	94%	No change in March Possible work continues
	Pass Collection C-8908040	Schulzeberger	\$7,878,956	\$368,707	\$8,648,663	\$715,303	\$8,394,389	\$254,254	93%	98%	No activity in March
	Traction Electrification C-8908041	Powerd Power	\$39,269,811	\$3,836,153	\$42,045,968	\$8,635,019	\$40,534,019	\$214,948	87%	92%	No activity in March
	Signal Systems C-8908042	ST&S	\$49,966,158	\$4,883,308	\$54,851,838	\$4,883,308	\$54,834,838	\$0	100%	99%	No activity in March Possible work continues
	LRY Procurement	26 Additional C-8908071	Karlshaus/Horke	\$36,994,330	\$2,847,703	\$40,218,403	\$183,278	\$37,137,378	\$2,864,427	8%	108%
	30 Additional C-8908071	Karlshaus/Horke	\$38,666,378	\$0	\$38,666,378	\$0	\$38,666,378		8%	7%	Through 24.014 No activity in March
		TOTALS:	\$681,172,678	\$61,065,015	\$751,480,238	\$43,388,839	\$727,093,681	\$17,668,176			
Legend:	% Contingency >= 80%				\$9,253,185	\$8,135,670		\$1,117,515			
Notes:											
a) The professional service contracts are negotiated through annual multiple (AWP); amounts reflected on this report represent Total Award Authorized Rate to Award values.											
b) The authorized/total increases are entered in column A and approved contingency increases are entered 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 PE/EIS phase of the LRT line to Farmers Branch and Carrollton is complete. A Record of Decision (ROD) was issued on February 5, 2004. The final design will begin upon FTA approval.

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 reflect the Union Pacific Railroad (UP RR) north of Mockingbird Lane (no access into Love Field). An Interlocal Agreement (ILA) with the City of Dallas was approved by the DART Board on February 24, 2004, and by the Dallas City Council on February 25, 2004. The ILA 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. Potential changes to the FEIS station location are being discussed with the DART Board and would be subject to both Board and FTA approval. This potential station change, as well as a potential change to the Market Center/Oak Lawn Station (for cost reduction purposes), will be presented at a public hearing in early May (date to be determined). Board consideration of a Service Plan Amendment would take place in the May/June 2004 timeframe.

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), has been finalized and is included as an attachment to 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 The Irving/DFW Corridor is in the planning and development phase.

The LRT line to Irving/DFW was initiated in October 2003. The public involvement phase began on January 21, 2004. Alternative alignments are being evaluated. A second public meeting is scheduled for April 28, 2004. The design phase will begin after completion of the planning and development phase.

Issues There are three routes being considered for Line Section Irving-3 (I-3) to DFW Airport. The MIS alignment is being reconsidered in order to reduce cost and serve access to DFW Airport.

Alignment needs to be coordinated with the construction of the bridge over the Elm Fork of the Trinity River.

The alignment through the Loop 12/SH114 interchange needs to be determined.

Strategic Plan Consideration	C2.3 Develop/Open/Integrate new transit services
Description	<p>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.</p>
Status	<p>The Southeast Corridor is in the planning and development phase.</p> <p>The PE/EIS phase of the LRT line to Buckner Blvd. in South Dallas is complete. A Record of Decision (ROD) was issued on February 5, 2004. The final design will begin upon FTA approval.</p>
Issues	<p>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. A 30% design submittal to the SHPO is being prepared.</p> <p>DART has been involved with discussions to build a stadium in Fair Park.</p>

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	6.5	3.1
Victory Station Project	79.0	80.3	55.7
Unity Plaza	3.5	1.2	0.9
TRE Elm Fork of Trinity River Bridge (2)	16.2	12.8	8.9

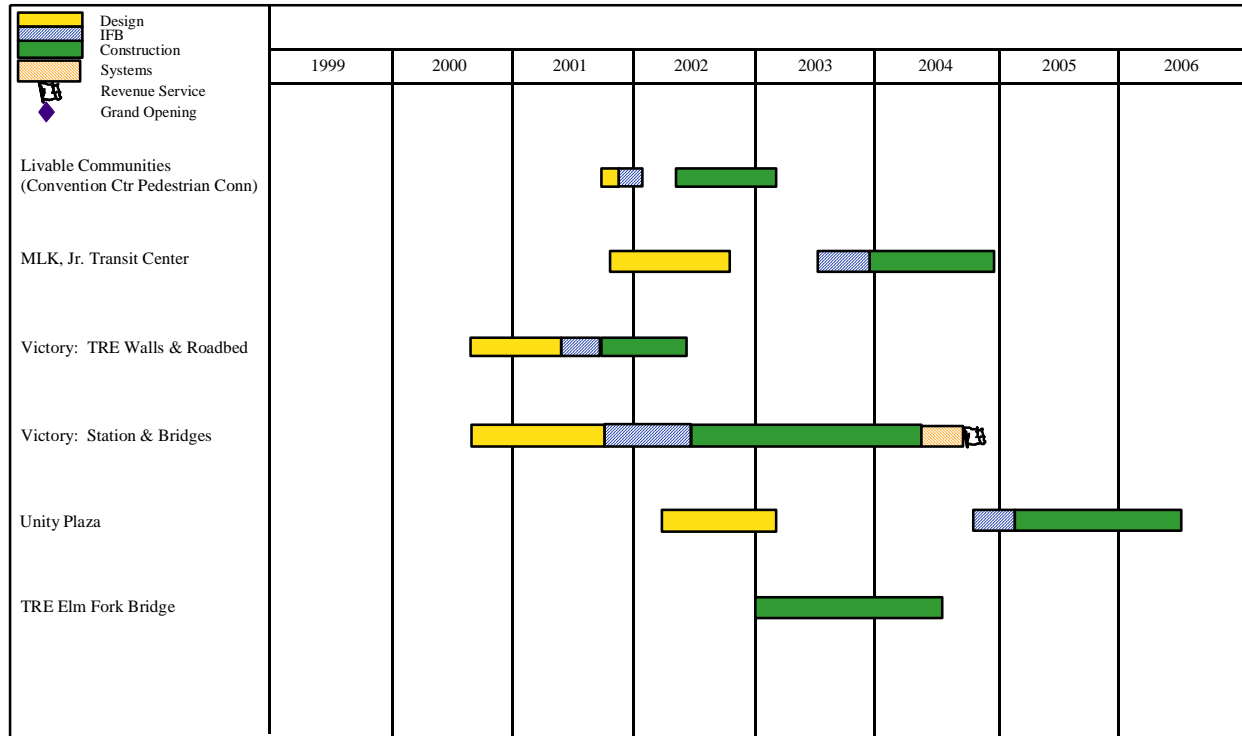
Notes:

- 1) Expended to date values reflect activity through 02/29/04.
- 2) Control Budget value is from the current DART financial plan.

Summary Working Schedule

Additional Capital Development

ADDITIONAL CAPITAL DEVELOPMENT SUMMARY WORKING SCHEDULE



Revised 12/31/04

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	<i>Convention Center Pedestrian Connector</i> – All work is complete. This contract has been closed and documents have been archived.
Issues	<i>Convention Center Pedestrian Connector</i> – Funding from the City of Dallas still remains to be collected. A contract is pending.

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 construction contractor, CME Builders and Engineers, Inc., have submitted all early action items, which have been approved and returned to the contractor. The project is anticipated to be completed prior to December 16, 2004.

The contractor picked up the building permit the first week of January. Installation of silt fencing around the project site is complete with additional repairs completed last month. The job trailer installation has been completed; power, telephones and restroom are now functional. Construction has begun with the demolition of all site trees and existing concrete and foundations. About 35% of the demolition remains to be completed with several piles of material remaining on site. The Storm Water Pollution Prevention Plan has been completed and Quality Control Plan has been approved, with minimum corrections being completed. Layout of the site was completed, and excavation of the platform area has begun. Structural steel has been ordered for the project.

The final plat has been submitted and approved by the City of Dallas. Final copies have been returned to DART Real Estate.

Issues

Because this is the contractor's first contract with DART, delays in submitting initial submittals for approval and completing other paper work has delayed work getting started. The contractor has improved in more timely submittals of paperwork for DART's approval. Many of the critical path submittals have been approved and returned to CME. DART is working with the contractor to resolve this problem.

A problem was encountered between CME and its excavation subcontractor, which has caused the excavation of the site to be stopped.

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 (CBD)**, the contractor did not perform any work this quarter. Currently, 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 mid 2004. The contractor submitted their initial plan for performing this work but details remain to be worked out concerning coordination with LRT Operations.

In the area from **Union Station to Woodall-Rodgers**, work was completed this quarter on the trackwork for the NW-1A lines from Houston Street to Woodall-Rodgers and the Interline Connector (Milestone "D"); the contractor continued work items this quarter such as right-of-way fencing, the Tower 17 access drive, punch list work on Milestone "D" (trackwork from Houston Street to Woodall-Rodgers and

NW-1A/Victory Station Project

Additional Capital Development

Status (Continued) the Interline Connector), and punch list work on Milestone “C” (re-installing the OC-1 restraining rail and destressing the OC-1 tracks south of the JFK crossover).

Moving north to the **Continental Avenue** area, the TRE tracks were relocated to their permanent alignment on the new Continental and Lamar Street TRE bridges this quarter and the contractor began removal of the shoofly detour. The contractor continued construction of the two Continental Avenue and Lamar Street LRT bridges, with the bridges reaching approximately 98% completion, and construction of the retaining walls, systems elements, and drainage features in the area reaching approximately 95% completion. The track subcontractor, Queen City, began construction of the LRT trackwork from Woodall-Rodgers up to the Continental Avenue bridges, and is anticipated to complete the trackwork in this area by April 2004.

Work on the Lamar Street extension began this quarter and continues with installation of underground utilities and subgrade excavation.

At the **Victory Station**, station construction completed for the most part in January, with the exception of punch list work and a small portion of the irrigation and landscaping, which should complete by May. At platforms 3 and 4, the contractor still has punch list items to complete related to Milestone “B” (mostly reworking some defective canopy column cladding). At the crew room, the exterior masonry was completed (with deficiencies reported) and the interior finish work continues. At the pedestrian plaza, the contractor is complete. North and south of the station, installation of the systems elements is complete, and the contractor continued work this quarter on trackwork and express cable trough installation.

At the **north end** of the project, at the Hi Line LRT Bridge area, the LRT bridge reached approximately 98% completion this quarter, with the contractor completing guideway earthwork, installation of systems elements, and construction of MSE walls. Trackwork construction continued this quarter and should complete by April.

Just north of this area, site preparation resumed this quarter on the access driveway to the Arena TPSS site after being on hold while the follow-on systems contractor installed a building foundation for the Arena TPSS. The follow-on systems contractor set the Arena TPSS in March 2004.

Line Section NW-1A Track Materials Procurement

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

NW-1A/Victory Station Project

Additional Capital Development

Status (Continued) This contractor will be backcharged for some defective track materials that were supplied to the facilities contractor.

Line Section NW-1A Systems Construction Contract

Submittals and design continue. Slabs for the traction power substation and communications house were poured. Signal foundations have been installed. Detector loops and other equipment were installed in the CBD/OC-1 area this quarter. The contractor is preparing for full access on or before May 15, 2004.

Issues Line Section NW-1A Construction Contract

The facilities 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.

Eby is behind on completion of the guideway, which has delayed mobilization of the systems follow-on contractor.

Eby has refused to sign several supplemental agreements to the contract with the stated purpose of preserving its right to claim for impact costs at a later date. Eby has not submitted a Request for Equitable Adjustment that supports such a claim.

Eby has submitted Requests for Equitable Adjustments in a total cost format that does not support entitlement.

DART has issued some unilateral modifications to Eby's contract to allow Eby to invoice for the agreed-upon direct costs on many of the outstanding changes.

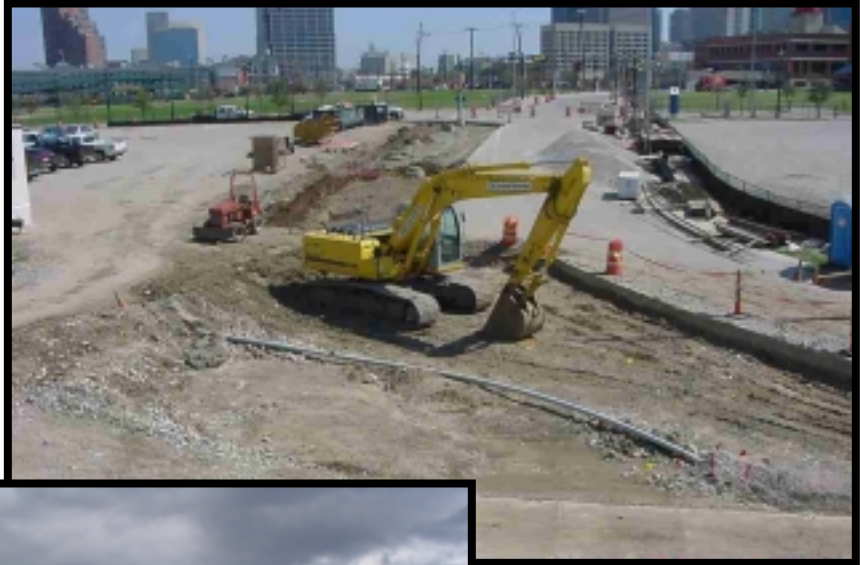
Eby has sued DART in Federal Court. The Court granted DART's Motion to Dismiss. Eby appealed the Court's decision and the matter is pending in the United States Court of Appeals for the 5th Circuit. DART Legal Department is handling this litigation. Oral arguments were presented to the Appeals Court on March 2, 2004.

Eby also sued DART's general engineering consultant, LAN/STV, and the matter is proceeding in State Court.

NW-1A/Victory Station Project

Additional Capital Development

Lamar Street Extension



Continental Avenue Bridge

Woodall-Rodgers Freeway Area



NW-1A/Victory Station Project

**Additional Capital
Development**



Victory Station



Pedestrian Plaza at Victory Station

Hi Line Bridge



Trackwork at North End



Systems Installation



Signal Track Circuit Equipment at Union Station (OC-1 Area)

Detector (TWC) Loop in West End (CBD Area)



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, and the contract for design services has been closed out.

A coordination meeting with the other stakeholders occurred on February 20, 2004. The next scheduled meeting is March 19, 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 is ongoing.

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., has completed the new bridge and has switched traffic. Removal of the old timber approach is complete and bridge pilings are installed on the west side. Installation of cross bracing and caps has started on the west side. The project is approximately 77% complete and is on schedule.

Issues The contractor has appealed a Contracting Officer's final decision relating to embankment material. DART's request for summary judgment was not granted. DART Legal Department is proceeding with this litigation in DART's administrative disputes process.

Six-Month Look Ahead

Additional Capital Development

ADDITIONAL CAPITAL DEVELOPMENT SIX-MONTH LOOK AHEAD

	2004					
	APRIL	MAY	JUNE	JULY	AUGUST	SEPTEMBER
LIVABLE COMMUNITIES Conv. Ctr. Pedestrian Conn.	Construction Completed - 02/05/03					
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 Complete; Systems Anticipated Completion on 9/13/04					
UNITY PLAZA	Final Design Completed 02/28/03 (IFB has been deferred to 11/24/04)					
TRE ELM FORK BRIDGE	  Facilities Construction Continues    Construction Complete					
<div> - Construction</div> <div> - Construction Complete</div> <div> - Revenue Service/Turnover to Operations</div> <div> - Information Only</div> <div> - Change</div> <div> - Critical</div> <div> - Trending toward Critical</div> <div>* Senior Management Review</div>						

Revised 03/31/04

Change Control Summary

Additional Capital Development


Additional Capital Development - Change Control Summary											
Facility/ Contract Package	Contract/ Contract Package	Contract/ Contract Package	Approved Contract Amount	Approved Contingency Allowance	Total Approved Amount	Enclosed Changes	Current Contract Value	Remaining Contingency/ Allowance	Percent Contingency/ Allowance Used	Percent Contract Comp.	Summary of Activity This Period & Comments (March 2004)
			(A)	(B)	(C)=(A)+(B)	(D)	(E)=(A)+(D)	(F)=(B)-(D)	(G)=(D)/(B)		
Cone Ctr Connector	Design C-96001143	LAFCO									Contract Complete
	Construction C10009771-01	Verica	\$711,419	\$71,142	\$782,561	\$0	\$711,419	\$71,142	0%	100%	Contract Completed
SLE Transit Center	Design 1000728-1	Edi A. Eason	\$447,250	\$44,725	\$491,975	\$44,715	\$491,965	\$10	99.9%	100%	Design completed
	Construction 1006892-1	CEE Builders	\$2,899,136	\$238,025	\$3,137,161	\$0	\$2,899,136	\$238,025	0%	3%	No change in March
THE Walls & Roadbed	Construction C-10002704-01	ATI Contractors, Inc.	\$2,938,500	\$293,850	\$3,232,350	\$18,049	\$2,957,549	\$275,801	6%	100%	Contract Completed on 5/02
SW-1A Track Materials & Systems	Construction C-1000853-01	Martin E. Rhy	\$24,896,984	\$2,489,698	\$27,386,682	\$1,467,208	\$26,434,192	\$1,831,490	38%	92%	Includes Unilateral Mod
	Track Procurement C-10009720-01	L.B. Foster	\$1,633,178	\$163,318	\$1,796,496	\$80,720	\$1,713,898	\$82,598	48%	100%	EA No. 804 executed in March
	Comms, OCS & Signals C-1005138-01	Maso Electric	\$15,890,713	\$1,589,071	\$17,479,784	\$0	\$15,890,713	\$1,589,071	0%	3%	No change in March
Utility Plans	Design C-1000727-01	RTKL Assoc.	\$1,053,366	\$105,377	\$1,158,742	\$0	\$1,053,366	\$105,377	0%	100%	Design complete
	Construction TRD	TRD									RFI deferred
THE Elm Park Bridge	Construction C-1004649-01	Austin Bridge & Road	\$8,838,894	\$1,068,666	\$9,907,560	\$73,391	\$8,912,273	\$974,603	8%	77%	No change in March 14-013 Pending
TOTALS			\$53,367,671	\$6,084,971	\$59,452,642	\$1,684,820	\$61,084,932	\$4,368,207			
Legend:	n/Contingency = 90%										
Notes:											

DALLAS AREA RAPID TRANSIT

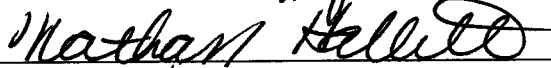
QUARTERLY INVESTMENT REPORT

As Of
March 31, 2004

***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
April 30, 2004***

Executive Summary Key Guide

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

Book Value – The cost to acquire the investments.

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

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

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

Average Yield – The current expected return of the investments.

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

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

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

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

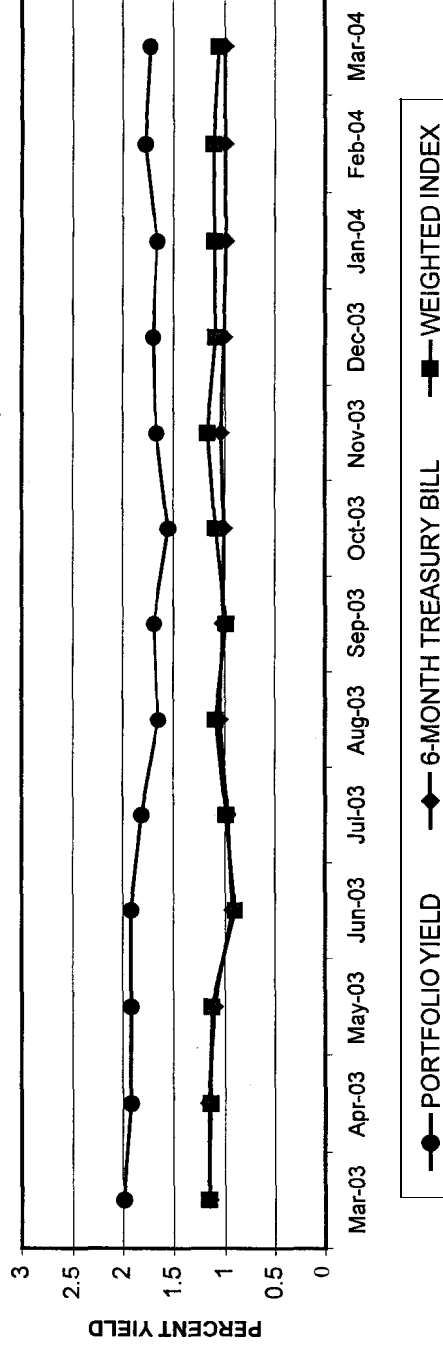
INVESTMENT PORTFOLIO

Executive Summary

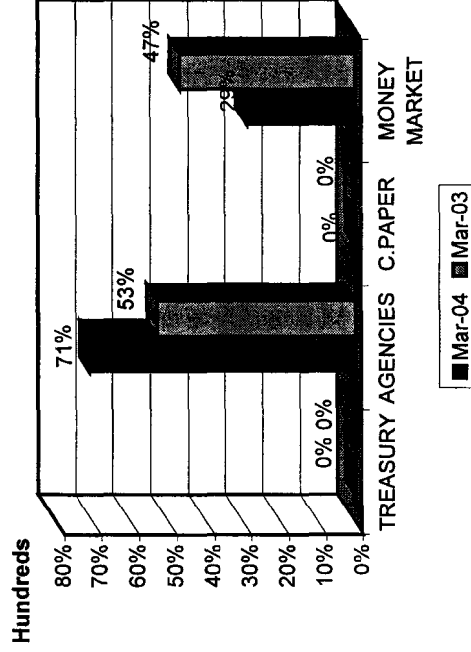
March-04

SUMMARY REPORT		(in thousands)	Change From Prior Month
Market Value		\$281,757	\$8,486
Book Value		\$281,127	\$8,406
Net Unrealized Gain (Loss)		\$630	\$80
Accrued Interest		\$845	(\$167)
Average Maturity in Days*		451	(15)
Average Yield*		1.73%	-0.05%
* Adjusted for callable securities.			

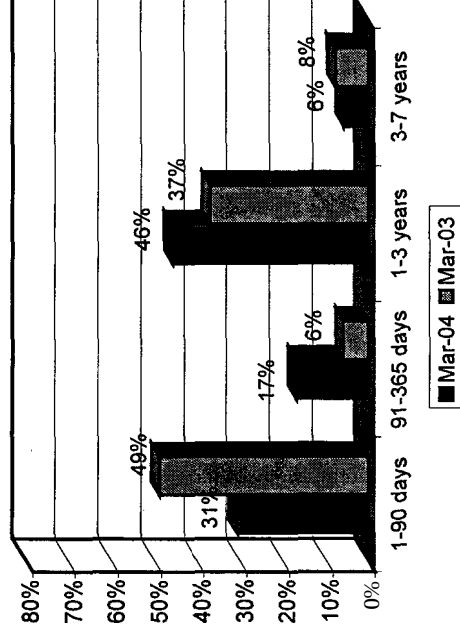
PORTFOLIO YIELD VS BENCHMARKS



DISTRIBUTION BY MARKET SECTOR



DISTRIBUTION BY MATURITY SECTOR



Current Portfolio Report

Investment

Straight Line - Callable Life Receipts in Period

03/31/04

Run Date: 04/09/04
Run Time: 10:55:01
Page 1 of 1

Security Description	CUSIP	Ending Par Val./Shares	Coupon Rate	Maturity Date	Yield Matur	Call Date	Yield Call	Ending Amort Val./Cost	Ending Market Val.	Other Rating	Purchase Date	Invest Number	Comments	Optional ID
FHLB 3.375 05/14/04	31330NPS4	3,000,000.00	3.375	05/14/04	1.0523	Open	1.0523	3,008,261.96	3,008,220.00	Agency	07/28/03	03-0065	Operating	
FHLB 5.00 05/15/04	31344AEX8	2,000,000.00	5.000	05/15/04	1.1700	Open	1.1100	2,009,292.28	2,009,560.00	Agency	09/12/03	03-0079	Operating	
FHLB 6.75 07/15/04	3134A3YM2	3,000,000.00	6.250	07/15/04	1.1900	Open	1.1900	3,043,485.15	3,044,730.00	Agency	09/12/03	03-0080	Operating	
FHLB 1.00 07/16/04	31339YU04	3,000,000.00	1.000	07/16/04	1.0000	Open	1.0000	3,000,000.00	2,999,400.00	Agency	07/16/03	03-0061	Operating	
FHLB 1.04 07/26/04	3136F3K62	800,000.00	1.040	07/26/04	1.2998	04/02/04	1.2998	800,000.00	800,000.00	Agency	08/12/03	03-0071	Operating	
FHLB 1.14 07/29/04	3133106B2	3,000,000.00	1.140	07/29/04	1.1400	10/29/03	1.1400	3,000,000.00	3,000,000.00	Agency	07/29/03	03-0066	Operating	NextCall-04/12/04
FHLB 4.50 08/15/04	3134A4GM8	3,000,000.00	4.500	08/15/04	1.4270	Open	1.4270	3,033,833.31	3,038,160.00	Agency	02/21/03	03-0020	Operating	
FHLB 1.25 08/27/04	3136F36B7	1,000,000.00	1.250	08/27/04	1.2500	05/04/04	1.2500	3,000,000.00	3,000,600.00	Agency	08/04/03	03-0069	Operating	
FHLB 1.45 09/03/04	3133100Q8	3,000,000.00	1.450	09/03/04	1.4500	Open	1.4500	3,000,000.00	3,004,500.00	Agency	03/03/03	03-0028	Operating	
FHLB 3.50 09/15/04	31359MKW2	2,000,000.00	3.500	09/15/04	1.7803	Open	1.7803	2,015,354.43	2,021,800.00	Agency	12/27/02	02-0057	Operating	OPN/ INS
FHLB 3.50 09/15/04	31359MKW2	2,000,000.00	3.500	09/15/04	1.7805	Open	1.7805	2,015,350.61	2,021,800.00	Agency	12/23/02	02-0058	Operating	Fin. Reserve
FHLB 1.24 09/29/04	31331TFM6	3,000,000.00	1.240	09/29/04	1.2400	12/29/03	1.2400	3,000,000.00	3,000,000.00	Agency	09/29/03	03-0084	Operating	NextCall-04/09/04
FHLB 1.125 10/01/04	3133X1JX6	3,000,000.00	1.125	10/01/04	1.1704	Open	1.1704	2,999,325.00	3,000,300.00	Agency	10/01/03	03-0092	Operating	
FHLB 1.30 11/02/04	3128X1W78	4,000,000.00	1.300	11/02/04	1.3000	04/08/04	1.3000	4,000,000.00	4,000,000.00	Agency	10/08/03	03-0090	Operating	
FHLB 1.35 11/03/04	3128X1V43	~0,000,000.00	1.350	11/03/04	1.3500	04/09/04	1.3500	4,000,000.00	4,000,400.00	Agency	10/09/03	03-0088	Operating	
FHLB 1.375 11/09/04	3128X1T23	2,000,000.00	1.375	11/09/04	1.3750	04/15/04	1.3750	2,000,000.00	2,000,200.00	Agency	10/15/03	03-0087	Operating	
FHLB 1.50 12/07/04	3133X2DA0	4,000,000.00	1.500	12/07/04	1.5000	Open	1.5000	5,000,000.00	5,012,000.00	Agency	11/12/03	03-0100	Operating	
FHLB 5.785 02/09/05	3133M6GL3	1,000,000.00	5.785	02/09/05	5.5802	Open	5.5802	1,001,540.00	1,039,000.00	Agency	01/17/01	01-0006	Operating	Fin. Reserve
FHLB 2.00 03/15/05	86387UBJ3	2,000,000.00	2.000	03/15/05	1.4615	Open	1.4615	2,010,105.89	2,015,000.00	Agency	03/12/03	03-0030	Operating	
FHLB 1.47 04/07/05	31331TFM6	3,000,000.00	1.470	04/07/05	1.4700	04/07/04	1.4700	3,000,000.00	3,000,300.00	Agency	10/07/03	03-0091	Operating	
FHLB 1.65 05/05/05	31331FKC4	2,000,000.00	1.650	05/05/05	1.6500	Open	1.6500	2,000,000.00	2,008,000.00	Agency	11/05/03	03-0098	Operating	
FHLB 1.53 05/26/05	3136F3YV9	3,000,000.00	1.530	05/26/05	1.5300	05/26/04	1.5300	3,000,000.00	3,002,100.00	Agency	05/27/03	03-0050	Operating	
FHLB 1.67 05/26/05	3136F3YX4	1,000,000.00	1.610	05/26/05	1.6100	05/26/04	1.6700	3,000,000.00	3,002,700.00	Agency	05/27/03	03-0049	Operating	
FHLB 06/09/05	31331TYB1	3,000,000.00	1.250	06/09/05	1.2500	Open	1.2500	1,000,000.00	2,991,000.00	Agency	03/24/04	04-0022	Operating	
FHLB 06/15/05	3134A4PQ1	3,000,000.00	4.250	06/15/05	1.5500	Open	1.5500	3,095,951.17	3,103,680.00	Agency	09/26/03	03-0083	Operating	
FHLB 06/15/05	3134A4PQ1	3,000,000.00	4.250	06/15/05	1.7000	Open	1.7000	3,090,615.99	3,103,680.00	Agency	11/25/03	03-0104	Operating	
FHLB 1.50 07/29/05	3128X1TX5	3,000,000.00	1.500	07/29/05	1.5637	07/29/04	1.5637	2,998,770.83	3,001,800.00	Agency	07/29/03	03-0064	Operating	
FHLB 1.535 08/05/05	31339YU05	1,000,000.00	1.535	08/05/05	1.5350	05/05/04	1.5350	1,000,000.00	1,000,100.00	Agency	08/05/03	03-0070	Operating	Fin. Reserve
FHLB 1.95 08/12/05	3133X1TY9	3,000,000.00	1.950	08/12/05	1.9500	05/12/04	1.9500	3,000,000.00	3,009,300.00	Agency	11/12/03	03-0099	Operating	
FHLB 2.10 08/25/05	31331TBK6	3,000,000.00	2.100	08/25/05	1.8183	08/25/04	1.2648	3,009,960.00	3,012,000.00	Agency	02/25/04	04-0009	Operating	
FHLB 5.59 09/09/05	3133M5NK2	~0,000,000.00	5.590	09/09/05	5.6401	Open	5.6401	999,349.01	1,058,400.00	Agency	01/18/01	01-0007	Operating	Fin. Reserve
FHLB 1.875 09/15/05	31359MTB9	2,000,000.00	1.875	09/15/05	1.8801	Open	1.8801	1,999,832.44	2,010,120.00	Agency	10/17/03	03-0085	Operating	
FHLB 2.30 11/17/05	3128X1L05	4,000,000.00	2.300	11/17/05	2.2535	11/17/04	2.2076	4,002,278.99	4,028,800.00	Agency	11/20/03	03-0105	Operating	
FHLB 6.50 11/22/05	31331HA72	1,000,000.00	6.500	11/22/05	5.2502	Open	5.2502	1,018,009.72	1,079,300.00	Agency	04/24/01	01-0039	Operating	Fin. Reserve
FHLB 2.50 11/25/05	3128X2A77	1,000,000.00	2.500	11/25/05	2.2324	11/26/04	1.9723	1,003,394.44	1,008,800.00	Agency	11/26/03	03-0106	Operating	
FHLB 2.20 12/02/05	3136F4WB6	3,000,000.00	2.200	12/02/05	2.2000	12/02/04	2.2000	3,000,000.00	3,021,000.00	Agency	12/02/03	03-0109	Operating	
FHLB 1.64 12/30/05	3133X5F07	3,000,000.00	1.640	12/30/05	1.6400	09/30/04	1.6100	3,000,000.00	3,000,000.00	Agency	03/30/04	04-0031	Operating	
FHLB 2.37 02/03/06	3128X2NC5	5,000,000.00	2.370	02/03/06	2.3700	05/03/04	2.3700	5,000,000.00	5,006,000.00	Agency	02/03/04	04-0002	Operating	
FHLB 1.70 02/13/06	3136F4A15	1,000,000.00	1.700	02/13/06	1.7000	05/13/04	1.1000	1,000,000.00	1,002,200.00	Agency	02/24/04	04-0012	Operating	
FHLB 2.11 02/24/06	3133X4A98	2,000,000.00	2.110	02/24/06	2.1100	02/24/05	2.1100	2,000,000.00	2,013,000.00	Agency	02/24/04	04-0003	Operating	
FHLB 2.16 03/03/06	3128X2W09	5,000,000.00	2.160	03/03/06	2.1600	03/03/05	2.1600	~0,000,000.00	5,033,500.00	Agency	03/03/04	04-0013	Operating	
FHLB 1.70 03/24/06	3133X4WP5	3,000,000.00	1.700	03/24/06	1.1000	06/24/04	1.7000	3,000,000.00	3,000,000.00	Agency	03/24/04	04-0024	Operating	Fin. Reserve

Current Portfolio Report

Investment

Straight Line - Callable Life
Receipts in Period
03/31/04

Run Date: 04/09/04

Run Time: 10:55:01

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Security Description	CUSIP	Ending Par Val/Shares	Coupon Rate	Maturity Date	Yield Matur	Call Date	Yield Call	Ending Amor Val/Cost	Ending Market Val	Other Rating	Purchase Date	Invest Number	Comments	Optional ID
PHLB Callable 2.17 03/27/06	3133X4MY4	2,000,000.00	2.170	03/27/06	2.1700	04/27/04	2.1100	2,000,000.00	2,000,000.00	Agcy	03/26/04	04-0021		Fin. Reserve
PHLB Callable 2.25 03/28/06	3133X4RZ6	5,000,000.00	2.250	03/28/06	2.2500	04/28/04	2.2500	5,000,000.00	5,000,000.00	Agcy	03/30/04	04-0030		Operating
PHLB Callable 2.00 03/30/06	31339XN59	2,000,000.00	2.000	03/30/06	2.0000	06/10/04	2.0000	2,000,000.00	2,004,400.00	Agcy	06/30/03	03-0059		Operating
PNMA Callable 2.59 05/05/06	31339MRP0	1,000,000.00	2.590	05/05/06	2.3423	05/04/04	1.8537	3,001,996.92	3,004,200.00	Agcy	05/13/03	03-0043		Operating
PHLMC Callable Z.OO 05/30/06	3128X1FP7	1,000,000.00	2.000	05/30/06	2.1254	05/27/05	2.2225	997,465.85	1,002,500.00	Agcy	02/19/04	04-0006		Operating
PHLMC Callable 2.28 06/02/06	3128X1FC6	1,000,000.00	2.280	06/02/06	2.2323	06/02/04	1.7518	1,000,871.43	1,002,100.00	Agcy	03/22/04	04-0020		Operating
PNMA Callable 2.15 06/02/06	3136F7JZ3	1,000,000.00	2.150	06/02/06	2.1729	06/02/04	1.8796	1,000,435.71	1,001,800.00	Agcy	03/22/04	04-0019		Operating
PHLB Callable 2.50 06/08/06	3133X45W7	5,000,000.00	2.500	06/08/06	2.5000	06/08/04	2.5000	5,000,000.00	5,013,500.00	Agcy	03/08/04	04-001d		Operating
PHLMC Callable 2.125 06/12/06	3128X1HM0	3,000,000.00	2.125	06/12/06	2.1250	06/12/04	2.1250	3,000,000.00	3,005,100.00	Agcy	06/12/03	03-0058		Insurance
PNMA Callable 2.125 06/15/06	3136F5FF3	4,435,000.00	2.125	06/15/06	2.0114	03/15/05	1.8715	4,445,594.72	4,455,401.00	Agcy	03/15/04	04-0016		Operating
PHLMC Callable 2.91 06/16/06	3128X2FP5	2,000,000.00	2.910	06/16/06	2.9100	06/16/04	2.9100	2,000,000.00	2,007,800.00	Agcy	12/16/03	03-0110		Fin. Reserve
FFCB Callable 2.56 07/28/06	31331TFW5	3,000,000.00	2.560	07/28/06	2.5600	01/28/05	2.5600	3,000,000.00	3,032,400.00	Agcy	01/28/04	04-0001		Operating
PHLB Callable Z.SO 08/25/06	3133X4BW2	4,100,000.00	2.500	08/25/06	2.5000	08/25/04	2.5000	4,100,000.00	4,122,960.00	Agcy	02/25/04	04-0008		Operating
PHLB Callable 2.76 09/11/06	3133X4B39	1,000,000.00	2.760	09/11/06	1.1600	06/11/04	2.7600	3,000,000.00	3,009,900.00	Agcy	03/11/04	04-0017		Operating
PHLB Callable 2.31 09/29/06	3133X55F1	2,325,000.00	2.310	09/29/06	2.3100	06/29/04	2.3100	2,825,000.00	2,825,000.00	Agcy	03/29/04	04-0023		Operating
PNMA Callable 2.45 09/29/06	3136F5H71	~000,000.00	2.450	09/29/06	2.4500	06/29/04	2.4500	1,000,000.00	1,000,000.00	Agcy	03/29/04	04-0026		Operating
PHLMC Callable 1.00 11/17/06	3128X2A88	1,000,000.00	3.000	11/17/06	2.6035	11/17/04	1.3999	1,010,000.00	1,001,600.00	Agcy	03/31/04	04-0032		Operating
FFCB Callable 2.60 11/27/06	31331TUN9	5,000,000.00	2.600	11/27/06	2.6000	05/27/04	2.6000	5,000,000.00	5,012,000.00	Agcy	02/27/04	04-0011		Operating
FFCB Callable Z.Sd 12/29/06	31331TWS7	3,000,000.00	2.540	12/29/06	2.4084	09/29/04	*1.8336	3,010,383.33	3,019,200.00	Agcy	03/29/04	04-0025		Operating
PNMA Callable 3.00 12/29/06	3136F4J54	5,000,000.00	3.000	12/29/06	2.8525	06/29/04	1.8683	5,013,643.41	5,023,500.00	Agcy	02/20/04	04-0007		Operating
PHLMC Callable 2.85 01/05/07	3128X2XN4	~000,000.00	2.850	01/05/07	2.6978	01/05/05	2.6978	5,018,281.35	5,058,000.00	Agcy	02/24/04	04-0004		Operating
PHLMC Callable Z.TS 02/09/07	3128X2R22	5,000,000.00	2.750	02/09/07	2.6276	08/09/04	1.8076	5,016,520.93	5,029,000.00	Agcy	03/30/04	04-0029		Operating
FFCB Callable 2.35 03/26/07	31331Q2V8	2,000,000.00	2.350	03/26/07	2.3841	03/16/04	8.2697	2,000,000.00	1,999,000.00	Agcy	03/10/04	04-0015		Operating
PHLMC Step Up Callable 2.00 05/21/07	3128X1PA0	1,000,000.00	2.000	05/21/07	2.0000	05/21/04	2.0000	3,000,000.00	3,000,000.00	Agcy	07/09/03	03-0060		Insurance
PHLB Callable 3.00 06/05/07	3133MYV82	4,000,000.00	3.000	06/05/07	3.0000	06/05/04	3.0000	4,000,000.00	4,000,000.00	Agcy	06/05/03	03-0056		Fin. Reserve
PHLB Callable 3.46 08/27/07	3133X3TW5	1,600,000.00	3.460	08/27/07	3.4600	05/27/04	3.4600	1,600,000.00	1,600,000.00	Agcy	02/27/04	04-0010		Insurance
PHLB Callable 3.35 12/18/07	3133X4FQ9	3,000,000.00	3.350	12/18/07	3.3500	06/18/04	3.3500	3,000,000.00	3,014,700.00	Agcy	03/18/04	04-0018		Insurance
PHLB Callable 3.175 12/24/07	3133X4R70	2,000,000.00	3.175	12/24/07	3.1750	09/24/04	3.1750	2,000,000.00	2,019,100.00	Agcy	03/24/04	04-0023		Insurance
PHLB Callable 3.05 12/28/07	3133X5D09	1,000,000.00	3.050	12/28/07	3.0500	06/28/04	3.0500	1,000,000.00	1,000,000.00	Agcy	03/29/04	04-0027		Insurance
PNMA Callable 3.91 08/14/08	3136F34U7	1,000,000.00	3.910	08/14/08	3.9100	05/14/04	3.9100	1,000,000.00	1,003,400.00	Agcy	08/14/03	03-0072		Fin. Reserve
PNMA Callable 4.02 08/18/08	3136F35V4	1,900,000.00	4.020	08/18/08	4.0200	08/18/04	4.0200	1,500,000.00	1,516,650.00	Agcy	08/18/03	03-0073		Fin. Reserve
Bank One MMF - 1800	Debt Service	11,534,869.91	0.890	Open	0.8500	Open	0.8500	11,534,869.91	11,534,869.91		09/30/01	AR-0002	Debt Service	Debt Service
Chase Vista SEAF -1700	DART-SEAF	6,659,546.11	0.860	Open	0.8600	Open	0.8600	6,659,546.11	6,659,546.11		03/31/01	AR-0003	DART-SEAF	DART-SEAF
Provident Fin. op Fund-1000	Operating	28,292,351.95	0.940	Open	0.9400	Open	0.9400	28,292,351.95	28,292,351.95		10/31/01	AR-0001	Operating	Operating
Provident Fin Res. Fund-2000	Fin. Reserve	335,958.99	0.940	Open	0.9400	Open	0.9400	335,958.99	335,958.99		09/30/01	AR-0006	Fin. Reserve	Fin. Reserve
AIM/ LAP Opt. Fund- 1900	Operating	34,608,818.28	0.910	Open	0.9100	Open	0.9100	34,608,818.28	34,608,818.28		04/16/03	AR-0008	Operating	Operating
Investment Total		<u>280,691,545.24</u>	<u>2.004</u>		<u>1.7540</u>		<u>1.7299</u>	<u>281,126,450.11</u>	<u>281,756,826.24</u>					

Notice of Security Transactions
Investment

Straight Line - Actual Life
Receipts in Period
01/01/04 - 03/31/04

Run Date: 04/09/01
Run Time: 10:53:01
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Purchase Date	Sale Date	Order Type	CUSIP	Security Description	Ending Par Val/Shares	Maturity Date	Days to Maturity	Yield Matur	Call Date	Yield Call	Ending Unamor Val/Cost	Fund Number	Purchase Institution	Invest Number
05/22/03	03/16/04	CAL	31331QJ62	FFCB Callable 1.58 02/22/05	3,000,000.00	02/22/05	418	1.5800	08/22/03	1.5800	3,000,000.00	035999	PainWebber/ UBS	03-004E-01
											Total		PainWebber/ UBS	03-004E-01
08/25/03	02/13/04	CAL	31331TBU9	FFCB Callable 1.31 08/25/04	3,000,000.00	08/25/04	237	1.3100	11/25/03	1.3100	3,000,000.00	035999	Citigroup Global Markets	03-0075-01
10/08/03	03/16/04	CAL	31331TFL0	FFCB Callable 4.00 09/24/08	900,000.00	09/24/08	1728	4.0109	12/24/03	4.2324	889,550.00	035998	Citigroup Global Markets	03-0075-01
											Total		Banc One	03-0089-01
05/14/03	02/14/04	CAL	3133MYB60	PHLB Callable 3.00 08/14/06	3,000,000.00	08/14/06	956	3.0000	02/14/04	3.0000	3,000,000.00	035999	PainWebber/ UBS	03-0089-01
											Total		PainWebber/ UBS	03-0044-01
05/19/03	02/19/04	CAL	3133MYLF2	PHLB Step Up Callable Z.OO 05/19/06	2,000,000.00	05/19/06	869	2.0000	02/19/04	2.0000	2,000,000.00	616263	Citigroup Global Markets	03-0045-01
05/22/03	02/22/04	CAL	3133MYNB9	PHLB Callable 2.11 08/22/05	3,000,000.00	08/22/05	999	2.1908	02/22/04	2.1908	2,994,750.00	035999	Citigroup Global Markets	03-0045-01
											Total		Banc One	03-0047-01
07/28/03	01/28/04	CAL	3133MYVB9	PHLB Callable 1.10 07/28/04	1,000,000.00	07/28/04	209	1.1000	01/28/04	1.1000	1,000,000.00	035999	PainWebber/ UBS	03-0062-01
09/05/03	03/05/04	CAL	3133X0P78	PHLB Callable 3.00 09/05/06	3,500,000.00	09/05/06	918	3.0000	03/05/04	3.0000	3,500,000.00	616263	PainWebber/ UBS	03-0062-01
10/22/03	01/22/04	CAL	3133X1FP7	PHLB Callable 1.70 04/22/05	3,000,000.00	04/22/05	477	1.7000	01/22/04	1.1000	3,000,000.00	035999	Citigroup Global Markets	03-0071-01
											Total		Citigroup Global Markets	03-0071-01
10/28/03	01/28/04	CAL	3133X1LC9	PHLB Callable 1.44 01/28/05	2,000,000.00	01/28/05	393	1.4400	01/28/04	1.4400	2,000,000.00	035999	Banc One	03-0093-01
10/28/03	01/28/04	CAL	3133X1P68	PHLB Callable 1.45 01/28/05	1,000,000.00	01/28/05	393	1.6999	01/28/04	1.6999	2,990,790.00	035999	Banc One	03-0093-01
10/28/03	02/28/04	CAL	3133X1LB1	PHLB Callable 1.54 04/28/05	2,000,000.00	04/28/05	483	1.5400	01/28/04	1.5400	2,000,000.00	099999	Banc One	03-0095-01
11/24/03	01/24/04	CAL	3133X2JMS	PHLB Callable 3.30 11/24/06	2,000,000.00	11/24/06	1058	3.3000	01/24/04	3.3000	2,000,000.00	616263	Citigroup Global Markets	03-0095-01
11/25/03	02/25/04	CAL	3133X24H5	PHLB Callable 3.52 05/25/07	1,900,000.00	05/25/07	1240	3.5200	02/25/04	3.5200	1,900,000.00	035998	PainWebber/ UBS	03-0096-01
11/25/03	02/25/04	CAL	3133X2AN5	PHLB Callable 2.375 11/25/05	3,000,000.00	11/25/05	694	2.3750	02/25/04	2.3750	3,000,000.00	095999	PainWebber/ UBS	03-0096-01
12/03/03	03/03/04	CAL	3133X2B38	PHLB Callable 1.50 12/03/04	3,000,000.00	12/03/04	337	1.5000	03/03/04	1.5000	3,000,000.00	035999	Banc One	03-0103-01
02/19/04	03/23/04	CAL	3133X2MC4	PHLB Callable 2.26 06/23/06	3,000,000.00	06/23/06	855	2.2902	02/23/04	2.2902	2,997,900.00	035999	PainWebber/ UBS	03-0103-01
02/21/03	01/06/04	CAL	3128X00U1	PHLMC Callable 2.25 07/06/05	3,000,000.00	07/06/05	552	2.1843	01/06/04	2.0789	3,000,000.00	035999	PainWebber/ UBS	04-0005-01
03/05/03	03/05/04	CAL	3128X0P94	PHLMC Callable 3.00 03/05/07	2,000,000.00	03/05/07	1159	3.0000	03/05/04	3.0000	2,000,000.00	035998	Banc One	03-0019-01
03/12/03	03/12/04	CAL	3128X0MT1	PHLMC Callable ZZO 09/12/05	3,000,000.00	09/12/05	620	2.2000	03/12/04	2.2000	3,000,000.00	015999	PainWebber/ UBS	03-0024-01
03/24/03	03/24/04	CAL	3128X02K4	PHLMC Callable 2.25 03/24/06	1,000,000.00	03/24/06	813	2.3785	03/24/04	3.0011	986,000.00	035999	PainWebber/ UBS	03-0028-01
											Total		Banc One	03-0035-01
											Total		Banc One	03-0035-01

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Purchase Date	Sale Order Date	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
03/26/03	03/26/04	CAL 3128X02V0	FHLMC Callable ZSO 09/26/06	3,000,000.00	09/26/06	999	2.5000	03/26/04	2.5000	3,000,000.00	014989	Banc One	03-0036-01
											Total	Banc One	03-0036-01
05/12/03	03/12/04	CAL 3128X0M47	FHLMC Callable 2.85 09/12/06	1,135,000.00	09/12/06	985	2.5659	03/12/04	2.5659	1,145,215.00	035999	Banc One	03-0042-01
											Total	Banc One	03-0042-01
09/15/03	01/06/04	CAL 3128X0M01	FHLMC Callable 2.25 07/06/05	2,000,000.00	07/06/05	552	2.1376	01/06/04	1.6010	2,003,940.00	035999	Banc One	03-0081-01
											Total	Banc One	03-0081-01
12/30/03	03/30/04	CAL 3128X2KX2	FHLMC Callable 2.32 12/30/05	2,000,000.00	12/30/05	729	2.3200	03/30/04	2.3200	2,000,000.00	035999	Banc One	03-0111-01
											Total	Banc One	03-0111-01
11/10/99	02/05/04	MAT 31364GSH3	FNMA Callable 5.45 02/05/04	1,500,000.00	02/05/04	35	6.4996	02/05/01	8.7865	1,442,343.75	616263	Salomon Smith Barney	99-0014-01
											Total	Salomon Smith Barney	99-0014-01
02/28/03	02/28/04	CAL 3136F27C6	FNMA Callable 3.00 08/28/06	1,500,000.00	08/28/06	970	3.0000	02/28/04	3.0000	1,500,000.00	035998	Salomon Smith Barney	03-0010-01
											Total	Salomon Smith Barney	03-0010-01
02/19/03	02/10/04	CAL 3136F27B1	FNMA Callable 2.375 08/10/05	1,500,000.00	08/10/05	587	2.3122	02/10/04	2.2183	1,502,250.00	616263	Salomon Smith Barney	03-0010-01
											Total	Salomon Smith Barney	03-0010-01
03/07/03	02/10/04	CAL 3136F27B1	FNMA Callable 2.375 08/10/05	2,000,000.00	08/10/05	587	2.1204	02/10/04	1.7200	2,011,958.00	035999	PainWebber/ UBS	03-0027-01
											Total	PainWebber/ UBS	03-0027-01
03/12/03	03/12/04	CAL 3136F3A09	FNMA Callable 2.33 09/12/05	1,000,000.00	09/12/05	620	2.3300	03/12/04	2.3300	1,000,000.00	035999	Salomon Smith Barney	03-0029-01
											Total	Salomon Smith Barney	03-0029-01
03/24/03	03/24/04	CAL 3136F3DR4	FNMA Callable 1.72 03/24/05	2,000,000.00	03/24/05	448	1.7200	03/24/04	1.7200	1,000,000.00	035999	Salomon Smith Barney	03-0034-01
											Total	Salomon Smith Barney	03-0034-01
07/30/03	01/30/04	CAL 3136F34L7	FNMA Callable 1.20 08/23/04	2,000,000.00	08/23/04	235	1.2000	01/30/04	1.2000	2,000,000.00	035999	Banc One	03-0067-01
											Total	Banc One	03-0067-01
08/06/03	02/05/04	CAL 3136F2Q50	FNMA Callable 2.50 08/05/05	500,000.00	08/05/05	582	2.4355	02/05/04	2.2456	500,625.00	616263	Citigroup Global Markets	03-0068-01
											Total	Citigroup Global Markets	03-0068-01
08/26/03	02/26/04	CAL 3136F4BL7	FNMA Callable 2.00 05/26/05	1,000,000.00	05/26/05	511	2.0592	02/26/04	2.0592	2,997,000.00	616263	Banc One	03-0076-01
											Total	Banc One	03-0076-01
10/17/03	03/15/04	MAT 31359MHJ5	FNMA 4.75 03/15/04	3,000,000.00	03/15/04	74	1.1285	Open	1.1285	3,044,400.00	035999	Bank of America	03-0086-01
											Total	Bank of America	03-0086-01
10/22/03	03/08/04	CAL 3136F4RG4	FNMA Callable 1.50 1 0/01/04	3,000,000.00	10/01/04	274	1.4900	03/08/04	1.4731	3,000,273.00	035999	Banc One	03-0094-01
											Total	Banc One	03-0094-01
12/08/03	03/08/04	CAL 3136F4MNO	FNMA Callable 2.25 12/08/05	3,000,000.00	12/08/05	707	2.2500	03/08/04	2.2500	1,000,000.00	035999	Banc One	03-0107-01
											Total	Banc One	03-0107-01
Investment Total				85,035,000.00		641	2.2022		2.2322	85,031,794.75			

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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
01/28/04	Open BUY	31331TWS5	FFCB Callable Z.S6	2,000,000.00	07/28/06	912	2.5600	01/28/05	2.5600	3,012,450.00	035999	Banc One	04-0001
										Total		Banc One	04-0001
02/25/04	Open BUY	31331TWS6	FFCB Callable 2.10	3,000,000.00	08/25/05	547	1.8183	08/25/04	1.2648	3,012,450.00	035999	Banc One	04-0009
02/27/04	Open BUY	31331TWS9	FFCB Callable 2.60	5,000,000.00	11/27/06	1004	2.6000	05/27/04	2.6000	5,000,000.00	015999	Banc One	04-0009
										Total		PainWebber/ UBS	04-0011
03/10/04	Open BUY	31331Q2V8	FFCB Callable 2.35	2,000,000.00	03/26/07	1111	2.3841	03/16/04	8.2697	1,998,000.00	015999	PainWebber/ UBS	04-0011
										Total		PainWebber/ UBS	04-0011
03/24/04	Open BUY	31331TWS1	FFCB 1.25	3,000,000.00	06/09/05	442	1.7500	Open	1.7500	3,000,000.00	035999	PainWebber/ UBS	04-0015
										Total		PainWebber/ UBS	04-0015
03/29/04	Open BUY	31331TWS7	FFCB Callable 2.54	3,000,000.00	12/29/06	1005	2.4084	09/29/04	1.8336	1,010,500.00	035999	Banc One	04-0025
										Total		Banc One	04-0025
02/24/04	Open BUY	3133XAF8	PHLB Callable 2.11	2,000,000.00	02/24/06	731	2.1100	02/24/05	2.1100	2,000,000.00	035999	Banc One	04-0003
										Total		Banc One	04-0003
02/19/04	Open BUY	3133XWQ4	PHLB Callable 2.26	3,000,000.00	06/23/06	855	2.2902	02/23/04	2.2902	2,997,900.00	035999	PainWebber/ UBS	04-0005
										Total		PainWebber/ UBS	04-0005
02/25/04	Open BUY	3133XBV2	PHLB Callable Z.S0	4,100,000.00	08/25/06	912	2.5000	08/25/04	2.5000	4,100,000.00	035999	Banc One	04-0008
										Total		Banc One	04-0008
02/27/04	Open BUY	3133XTV5	PHLB Callable 3.46	1,600,000.00	08/27/07	1277	3.4600	05/27/04	3.4600	1,600,000.00	035998	PainWebber/ UBS	04-0010
										Total		PainWebber/ UBS	04-0010
03/08/04	Open BUY	3133XSW7	PHLB Callable Z.S0	5,000,000.00	06/08/06	872	2.5000	06/08/04	2.5000	5,000,000.00	035999	Banc One	04-0014
										Total		Banc One	04-0014
03/11/04	Open BUY	3133XBS9	PHLB Callable 2.76	3,000,000.00	09/11/06	914	2.7600	06/11/04	2.7600	3,000,000.00	035999	PainWebber/ UBS	04-0017
										Total		PainWebber/ UBS	04-0017
03/18/04	Open BUY	3133XRP9	PHLB Callable 3.35	1,000,000.00	12/18/07	1370	3.3500	06/18/04	3.3500	3,000,000.00	035998	Banc One	04-0018
										Total		Banc One	04-0018
03/26/04	Open BUY	3133XWY4	PHLB Callable 2.17	2,000,000.00	03/27/06	731	2.1100	04/27/04	2.1100	2,000,000.00	616263	PainWebber/ UBS	04-0021
										Total		PainWebber/ UBS	04-0021
03/24/04	Open BUY	3133XRP0	PHLB Callable 3.175	2,000,000.00	12/24/07	1370	3.1750	09/24/04	3.1750	2,000,000.00	035998	PainWebber/ UBS	04-0023
										Total		PainWebber/ UBS	04-0023
03/24/04	Open BUY	3133XWP5	PHLB StepUp Callable 1.70	3,000,000.00	03/24/06	730	1.7000	06/24/04	1.1000	3,000,000.00	616263	Banc One	04-0024
										Total		Banc One	04-0024
03/29/04	Open BUY	3133XDU9	PHLB Callable 3.05	1,000,000.00	12/28/07	1369	3.0500	06/28/04	3.0500	1,000,000.00	035998	PainWebber/ UBS	04-0027
										Total		PainWebber/ UBS	04-0027
03/29/04	Open BUY	3133XSF1	PHLB Callable 2.31	2,825,000.00	09/12/06	914	2.3100	06/29/04	2.3100	2,825,000.00	616263	PainWebber/ UBS	04-0028
										Total		PainWebber/ UBS	04-0028
03/30/04	Open BUY	3133XAR6	PHLB Callable 2.25	5,000,000.00	03/28/06	728	2.2500	04/28/04	2.2500	5,000,000.00	035999	Banc One	04-0030
										Total		Banc One	04-0030
03/30/04	Open BUY	3133XSF7	PHLB Callable 1.64	3,000,000.00	12/30/05	640	1.6400	09/30/04	1.6400	3,000,000.00	035999	PainWebber/ UBS	04-0031
										Total		PainWebber/ UBS	04-0031
02/03/04	Open BUY	3128XNCS	PHLM Callable 2.37	5,000,000.00	02/03/06	731	2.3700	05/03/04	2.3700	5,000,000.00	015999	Banc One	04-0002
										Total		Banc One	04-0002

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Purchase Date	Sale Date	Order Type	CUSIP	Security Description	Par Val	Ending Val/Shares	Maturity Date	Days to Maturity	Yield Matur	Call Date	Yield Call	Unamor Val/Cost	Fund Number	Purchase Institution	Invest Number
02/24/04	Open	BUY	3128X2RM4	PHLMC Callable 2.85 01/05/07	5,000,000.00	5,000,000.00	01/05/07	1046	2.6978	01/05/05	2.3599	5,020,750.00	035999	PainWebber/ UBS	04-0004
													Total	PainWebber/ UBS	04-0004
02/19/04	Open	BUY	3128X1FP7	PHLMC Callable 2.00 05/30/06	1,000,000.00	1,000,000.00	05/30/06	811	2.1254	05/27/05	2.2225	997,210.00	035999	Banc One	04-0006
													Total	Banc One	04-0006
03/03/04	Open	BUY	3128X2W9	PHLMC Callable 2.16 03/03/06	5,000,000.00	5,000,000.00	03/03/06	730	2.1600	03/03/05	2.1600	5,000,000.00	035999	PainWebber/ UBS	04-0013
													Total	PainWebber/ UBS	04-0013
03/22/04	Open	BUY	3128X1PC6	PHLMC Callable 2.28 06/02/06	1,000,000.00	1,000,000.00	06/02/06	802	2.2323	06/02/04	1.7518	1,001,000.00	035999	Banc One	04-0020
													Total	Banc One	04-0020
03/30/04	Open	BUY	3128X2RP2	PHLMC Callable 2.75 02/09/07	5,000,000.00	5,000,000.00	02/09/07	1016	2.6276	08/09/04	1.8076	5,016,650.00	035999	PainWebber/ UBS	04-0029
													Total	PainWebber/ UBS	04-0029
03/31/04	Open	BUY	3128X2AH8	PHLMC Callable 3.00 11/17/06	1,000,000.00	1,000,000.00	11/17/06	961	2.6035	11/17/04	1.3999	1,010,000.00	035999	Banc One	04-0032
													Total	Banc One	04-0032
02/20/04	Open	BUY	3136F4J54	FNMA Callable 3.00 12/29/06	5,000,000.00	5,000,000.00	12/29/06	1043	2.8525	06/29/04	1.8683	5,020,000.00	035999	PainWebber/ UBS	04-0007
													Total	PainWebber/ UBS	04-0007
03/15/04	Open	BUY	3136F5FF3	FNMA Callable 2.125 06/15/06	4,435,000.00	4,435,000.00	06/15/06	822	2.0114	03/15/05	1.8715	4,446,087.50	035999	PainWebber/ UBS	04-0016
													Total	PainWebber/ UBS	04-0016
03/22/04	Open	BUY	3136F3T29	FNMA Callable 2.15 06/02/06	1,000,000.00	1,000,000.00	06/02/06	802	2.1259	06/02/04	1.8796	1,000,500.00	035999	Banc One	04-0019
													Total	Banc One	04-0019
03/29/04	Open	BUY	3136F5HT1	FNMA Callable 2.45 09/29/06	1,000,000.00	1,000,000.00	09/29/06	914	2.4500	06/29/04	2.4500	1,000,000.00	035999	PainWebber/ UBS	04-0026
													Total	PainWebber/ UBS	04-0026
02/24/04	Open	BUY	3136F4AL5	FNMA Step-up Callable 1.70 02/13/06	1,000,000.00	1,000,000.00	02/13/06	720	1.1000	05/13/04	1.1000	1,000,000.00	035999	Banc One	04-0012
													Total	Banc One	04-0012
Investment Total						96,960,000.00		884	2.4515		2.4064	95,056,047.50			

PORTFOLIO ANALYSIS BY FUND	
As of March, 2004	
(in Thousands)	

	General Operating	Financial Reserve	Insurance Fund	DART SEAF	Debt Service Funds	TOTAL
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Par Value	\$226,236	\$22,661	\$13,600	\$6,660	\$11,535	\$280,692
Market Value	\$227,012	\$22,901	\$13,649	\$6,660	\$11,535	\$281,757
Unrealized Gain (Loss)	\$375	\$206	\$49	\$0	\$0	\$630
Book Value	\$226,637	\$22,695	\$13,600	\$6,660	\$11,535	\$281,127
Accrued Interest	\$684	\$110	\$51	\$0	\$0	\$845
Total Book Value	\$227,321	\$22,805	\$13,651	\$6,660	\$11,535	\$281,972
Cash Balance	\$231	\$0	\$0	\$0	\$0	\$231
TOTAL FUND VALUE	\$227,552	\$22,805	\$13,651	\$6,660	\$11,535	\$282,203
Liquid Securities (Mkt. value)	\$62,901					
Yield to Maturity (Adj for calls)	1.62%	2.90%	2.75%	0.86%	0.85%	1.73%
Average Final Maturity	3.3 Months	27.2 Months	38.7 Months	1 Day	1 Days	451 Days
KEY COMPLIANCE TARGETS						
Minimum Requirement (2)	\$53,065	\$19,000	\$14,158			
Maximum Average Maturity	18 Months	30 Months	48 Months	90 Days	3 Years	N/A
Is Fund in Compliance	Yes	Yes	No (4)	Yes	Yes	N/A
INVESTMENT COMPARISON						
6-Month T-Bill (3)	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%

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

Insurance = GL liability for March 2004 plus Officers & Directors Liability

(3) March 2004 average yield

(4) Insurance accruals exceed funding by approximately \$.6 m. The situation will be monitored to determine if

new investments are needed.

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

Period Ended March 31, 2004

Fund	Security Type	Coupon	Maturity	Call Date	Par Amount (000)	December 2003 Market Value	March 2004 Market Value	Change from Prior Quarter
Operating	FHLB	3.375%	05/1 4/04	N/A	\$3,000	\$3,025,500.00	\$3,008,220.00	(\$17,280.00)
Operating	FHLMC	5.000%	05/1 4/04	N/A	\$2,000	\$2,025,600.00	\$2,009,560.00	(\$16,040.00)
Operating	FHLMC	6.250%	07/1 5/04	N/A	\$3,000	\$3,074,550.00	\$3,044,730.00	(\$29,820.00)
Operating	FHLB	1.000%	07/16/04	N/A	\$3,000	\$2,997,000.00	\$2,999,400.00	\$2,400.00
Operating	FNMA Callable	1.040%	07/26/04	10/02/03	\$800	\$799,280.00	\$800,000.00	\$720.00
Operating	FFC Callable	1.140%	07/29/04	10/29/03	\$3,000	\$2,998,800.00	\$3,000,000.00	\$1,200.00
Operating	FHLMC	4.500%	08/1 5/04	N/A	\$3,000	\$3,052,500.00	\$3,038,160.00	(\$14,340.00)
Operating	FNMA Callable	1.250%	08/27/04	11/04/03	\$3,000	\$3,000,000.00	\$3,004,500.00	\$600.00
Operating	FFC	1.450%	09/03/04	N/A	\$3,000	\$3,004,500.00	\$3,004,500.00	\$0.00
Insurance	FNMA	3.500%	09/1 5/04	N/A	\$2,000	\$2,025,500.00	\$2,021,800.00	(\$3,700.00)
Fnd Res	FNMA	3.500%	09/15/04	N/A	\$2,000	\$2,025,500.00	\$2,021,800.00	(\$3,700.00)
Operating	FFC Callable	1.240%	09/29/04	12/29/03	\$3,000	\$2,999,400.00	\$3,000,000.00	\$600.00
Operating	FHLB	1.125%	10/01/04	N/A	\$3,000	\$2,997,300.00	\$3,000,300.00	\$3,000.00
Operating	FHLMC Callable	1.300%	11/02/04	01/08/04	\$4,000	\$4,000,000.00	\$4,000,000.00	\$0.00
Operating	FHLMC Callable	1.350%	11/03/04	04/09/04	\$4,000	\$4,001,600.00	\$4,000,400.00	(\$1,200.00)
Operating	FHLMC Callable	1.375%	11/09/04	01/15/04	\$2,000	\$2,000,200.00	\$2,000,200.00	\$0.00
Operating	FHLB	1.500%	12/07/04	N/A	\$5,000	\$5,010,000.00	\$5,012,000.00	\$2,000.00
Fnd Res	FHLB	5.785%	02/09/05	N/A	\$1,000	\$1,048,100.00	\$1,099,000.00	(\$9,100.00)
Operating	SLMA	2.000%	03/1 5/05	N/A	\$2,000	\$2,013,200.00	\$2,015,000.00	\$1,800.00
Operating	FFC Callable	1.470%	04/07/05	N/A	\$3,000	\$2,998,800.00	\$3,000,300.00	\$1,500.00
Operating	FFC	1.650%	05/05/05	N/A	\$2,000	\$2,002,800.00	\$2,008,000.00	\$5,200.00
Operating	FNMA Callable	1.530%	05/26/05	11/26/03	\$3,000	\$2,997,300.00	\$3,002,100.00	\$4,800.00
Operating	FNMA Callable	1.670%	05/26/05	11/26/03	\$3,000	\$3,002,100.00	\$3,002,700.00	\$600.00
Operating	FHLMC	4.250%	06/1 5/05	N/A	\$3,000	\$3,111,970.00	\$3,103,680.00	(\$11,970.00)
Operating	FHLMC	4.250%	06/1 5/05	N/A	\$3,000	\$3,111,970.00	\$3,103,680.00	(\$11,970.00)
Operating	FHLMC Callable	1.500%	07/29/05	07/29/04	\$3,000	\$2,988,600.00	\$3,001,800.00	\$13,200.00
Fnd Res	FHLB Callable	1.535%	08/05/05	11/05/03	\$1,000	\$997,000.00	\$1,000,400.00	\$3,400.00
Operating	FHLB Callable	1.950%	08/11 2/05	05/12/04	\$3,000	\$3,008,100.00	\$3,009,300.00	\$1,200.00
Fnd Res	FNMA Note	5.590%	09/09/05	N/A	\$1,000	\$1,062,900.00	\$1,058,400.00	(\$4,500.00)
Operating	FNMA Callable	1.875%	09/15/05	N/A	\$2,000	\$2,002,900.00	\$2,010,120.00	\$7,820.00
Operating	FHLMC Callable	2.300%	11/17/05	11/17/04	\$4,000	\$4,024,400.00	\$4,028,800.00	\$4,400.00
Fnd Res	FFCB Note	6.500%	11/22/05	N/A	\$1,000	\$1,084,400.00	\$1,079,300.00	(\$5,100.00)
Operating	FHLMC Callable	2.500%	11/25/05	11/26/04	\$1,000	\$1,008,700.00	\$1,008,800.00	\$100.00
Operating	FNMA Callable	2.200%	12/02/05	12/02/04	\$3,000	\$3,012,600.00	\$3,021,000.00	\$8,400.00
Operating	FHLB Callable	2.000%	03/30/06	12/30/03	\$2,000	\$1,991,400.00	\$2,004,400.00	\$13,000.00
Operating	FNMA Callable	2.590%	05/05/06	05/04/04	\$3,000	\$3,011,700.00	\$3,004,200.00	(\$7,500.00)
Insurance	FHLMC Callable	2.125%	06/11 2/06	12/12/03	\$3,000	\$2,984,700.00	\$3,005,100.00	\$20,400.00
Fnd Res	FHLMC Callable	2.910%	06/16/06	06/06/04	\$2,000	\$2,014,800.00	\$2,007,800.00	(\$7,000.00)
Insurance	FHLMC Callable	2.000%	05/21 /07	05/21/04	\$3,000	\$2,990,700.00	\$3,003,900.00	\$13,200.00
Fnd Res	FHLB Callable	3.000%	06/05/07	03/05/04	\$4,000	\$3,992,800.00	\$4,019,600.00	\$20,800.00
Fnd Res	FNMA Callable	3.910%	08/1 4/08	02/14/04	\$1,000	\$1,002,100.00	\$1,003,400.00	\$1,300.00
Fnd Res	FNMA Callable	4.020%	08/18/08	02/18/04	\$1,500	\$1,504,650.00	\$1,516,650.00	\$11,000.00

Sub-total for Securities held as of 12/31/03
% Change as result of market movement

\$108,013,280.00

\$108,013,280.00

420.00
0.00

Holdings at 12/31/03 maturing during Q2, FY04
Holdings at 12/31/03 called during Q2, FY04
Value of Money Market Mutual Funds
Holdings at 3/31/04 purchased during Q2 FY04

\$4,527,900.00

(4,527,900.00)

\$77,639,318.50

(77,639,318.50)

\$72,724,821.12

8,706,724.12

\$92,311,581.00

92,311,581.00

TOTAL PORTFOLIO VALUE

\$262,905,319.62

1,889,506.62

<HELP> for explanation.

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PAGE 1 OF 2

DATE RANGE

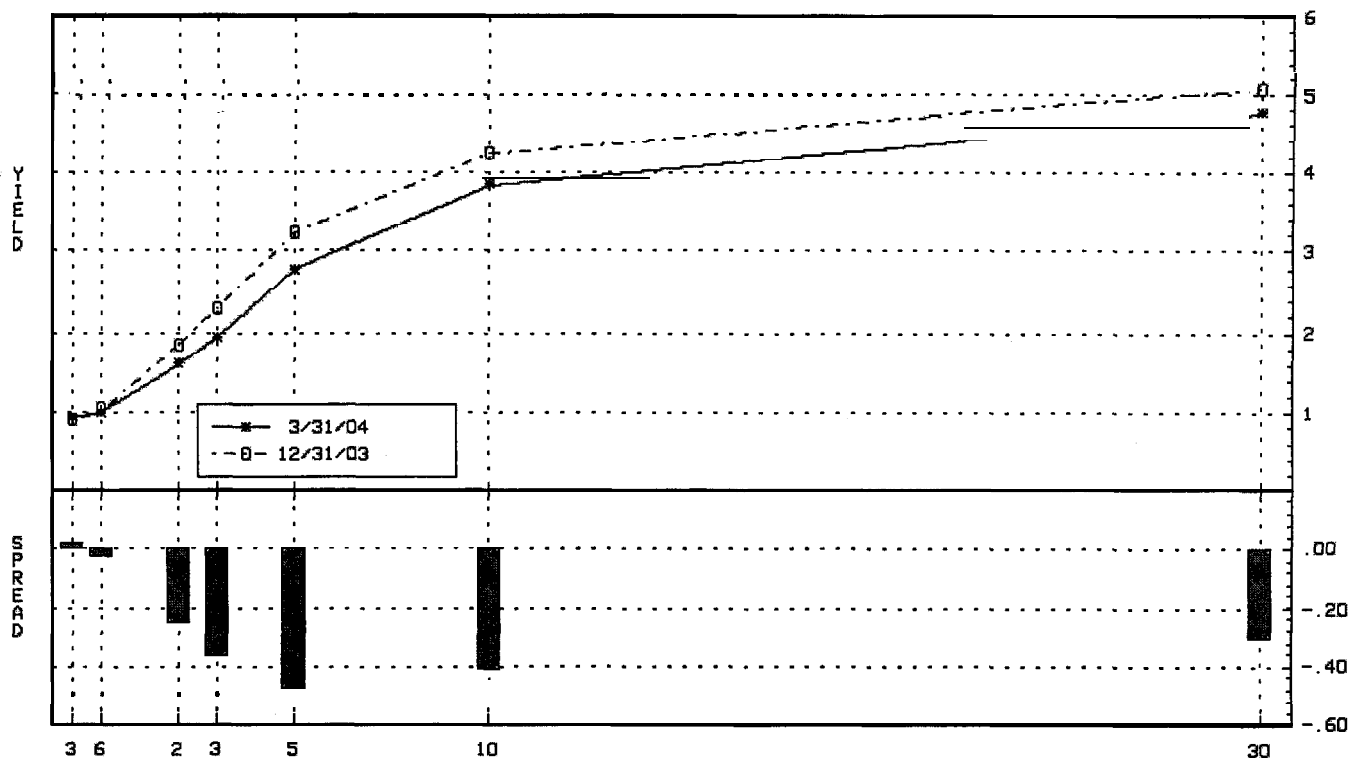
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3/31/04

MTY RANGE

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2ND Quarter FY 2005 Defined Benefit Plan Summary

	<u>Market Value 31-Dec-03</u>	<u>Income</u>	<u>Benefit Payments</u>	<u>Transfers</u>	<u>Realized Gain/ (loss)</u>	<u>Unrealized Gain/ (loss)</u>	<u>Employer Contributions</u>	<u>Employee Contributions</u>	<u>Other</u>	<u>Market Value 31-Mar-04</u>
<u>Equity Managers</u>										
Large Cap:										
Washington Mutual	\$22,901,062	107,423	0	0	0	263,671	0	0	1	\$23,272,157
Aeltus	\$10,715,038	6,464	0	0	356,141	(239,922)	0	0	0	\$10,837,721
SSGA Wilshire 5000	\$13,614,230	(2,029)	0	0	210	354,375	0	0	0	\$13,966,786
Small Cap:										
Atlantic Capital	\$7,528,907	(15,149)	0	0	408,440	(439,118)	0	0	0	\$7,483,080
Earnest Partners	\$10,400,544	(9,157)	0	(800,000)	357,574	248,942	0	0	1	\$10,197,904
International:										
Morgan Stanley	\$12,789,000	(32,397)	0	(1,200,000)	605,054	74,119	0	0	0	\$12,235,776
<u>Fixed Income Managers</u>										
Primco	\$19,286,524	67,018	0	0	0	288,527	0	0	1	\$19,642,070
Deutsche	\$18,712,028	(17,574)	0	0	2,545	550,415	0	0	1	\$19,247,415
<u>Real Estate</u>										
L&B Counsel	\$869,438	0	0	(20,622)	0	(816)	0	0	0	\$848,000
Schroder	\$9,249	0	0	(3,626)	1,361	(3,159)	0	0	0	\$3,825
<u>Cash</u>	\$1,590,311	(33,355)	(2,193,892)	2,024,598	0	0	0	724	1	\$1,388,387
Total	\$118,416,331	71,244	(2,193,892)	350	1,731,325	1,097,034	0	724	5	\$119,123,121