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EXECUTIVE SUMMARY

DART is a regional transportation agency governed by 13 member cities: the cities of Carrollton, Cockrell Hill, Dallas, Farmers Branch, Garland, Glenn Heights, Irving, Plano, Richardson, Rowlett, and University Park, and the towns of Addison and Highland Park.

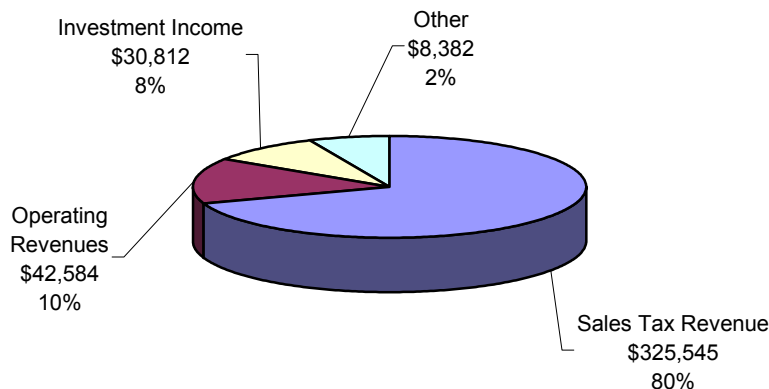
In the last year, not unlike the rest of the country, DART has been impacted by the weakening economy. This situation has triggered a significant decline in one of DART's major sources of revenue – the 1 percent sales and use tax generated in the member cities. Currently, DART is facing the challenge of finding ways to ensure that it honors commitments made to its member cities while continuing to provide safe, reliable transportation to the thousands of riders who depend on us on a daily and weekly basis.

FY 2002 Sources and Uses of Funds

FY 2002 Sources of Funds

During FY 2002, operating revenues increased due to a fare structure change and services added during the year. Sales tax revenue decreased by 9% due to the economic slow-down experienced throughout the North Central Texas area. Investment income was lower than that of the previous year by 13% because of lower market interest rates and reduced cash balances. Advertising revenues decreased by 9% from the previous year. DART's FY 2002 revenue by source is shown in Exhibit 1.

Exhibit 1
FY 2002 Sources of Funds
(in millions)

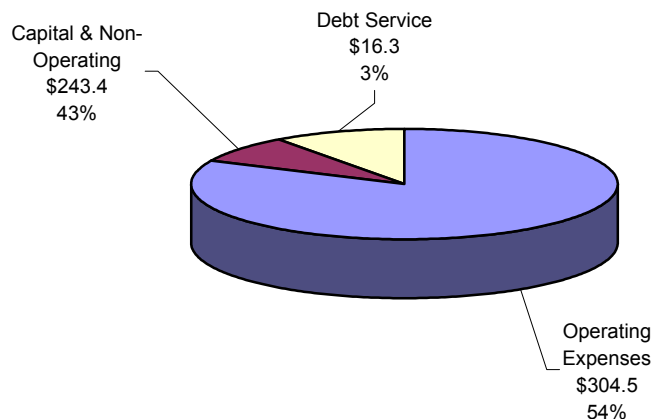


FY 2002 Uses of Funds

During FY 2002, Operating Expenses grew 14% to \$304 million. Several factors contributed to this significant growth from FY 2001, ranging from costs related to new services and employees hired for planned expansion, to health care benefits costs, as well as an increase in compliance costs related to Paratransit zero-denial policy. Debt Service costs increased from \$4.2 million to \$16.3 million due to an increase in total debt outstanding, as well as a restructuring of debt from Commercial Paper to long-term Sales Tax Revenue Bonds.

Capital and Non-Operating Expenses dropped 21% to \$243 million due to a delay in the delivery of Nova buses and farebox replacement program, as well as a reduction in the Vehicle Business Systems program. Additionally, most of the LRT Phase I build-out expenditures were incurred in FY 2001, while only finish-out expenses were incurred in FY 2002. Exhibit 2 provides the uses of funds for FY 2002.

Exhibit 2
FY 2002 Uses of Funds
(in millions)



General Information

Reporting Period - DART's fiscal year begins on October 1. The second quarter FY 2003 is January through March 2003.

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

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 2003 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 2003 target will not be achieved, and the difference is anticipated to be significant.

Actuals vs. Budget - This section of the Quarterly Report compares actual revenues and operating expenses against budget.

Capital Budget Summary - This section of the Quarterly Report summarizes actual capital expenditures by mode. Detailed cost summaries of major capital construction projects are located in the Project Development Progress Report section.

Exhibit 3 provides a breakdown of the FY 2003 Budget by category.

Exhibit 3 FY 2003 Budget Summary (In Millions)						
Resolution	Date	Description	Expense Budget	Capital Projects Budget	Net Debt Service Budget	Total
020157	09/17/02	FY 2003 Budget Approved	\$305.7	\$258.4	\$17.5	\$581.6

DART Scorecard of Key Performance Indicators (KPIs)

Exhibit 4 is DART's agency-wide Scorecard of Key Performance Indicators (KPIs) and provides the FY 2003 KPI targets and historical quarterly KPIs. A discussion of variances follows the table presentations. FY 2003 Status columns are highlighted "green" for improved performance or performance that is within established parameters; "yellow" for performance that requires monitoring and/or enhancement; and "red" for those parameters that are not on target for the year. Each of these indicators is discussed in more detail in this report.

Exhibit 4

Strategic Priority - Agency								
	KPI Measure	Q 2/02	Q 3/02	Q 4/02	Q 1/03	Q 2/03	FY03 Target	Status
Ridership								
	Total Ridership (M)	93.9	93.0	93.8	93.6	94.2	96.2	Yellow
	Fixed Route (M)	59.0	58.2	58.7	59.0	59.7	61.2	Yellow
Efficiency								
	Subsidy Per Passenger	\$2.53	\$2.64	\$2.76	\$2.85	\$2.83	\$2.65	Yellow
	Fixed Route Subsidy Per Passenger	\$3.54	\$3.72	\$3.93	\$3.97	\$3.85	\$3.73	Yellow
	Administrative Subsidy Per Passenger	n/a	n/a	\$0.37	\$0.33	\$0.34	\$0.33	Green
	Fixed Route Passenger Per Mile	1.69	1.64	1.60	1.58	1.58	1.62	Yellow
	Fixed Route Cost Revenue Mile	\$7.18	\$7.28	\$7.41	\$7.38	\$7.19	\$7.27	Green
Service Quality								
	On-Time Performance	95.4%	95.5%	95.6%	95.8%	95.8%	93.5%	Green
	Accidents Per 100,000 Miles	2.3	2.1	2.1	2.5	2.5	3.1	Green
	Incidents Per 100,000 Miles	n/a	n/a	n/a	n/a	n/a	1.5	-
Customer Satisfaction								
	Customer Satisfaction Index	n/a	n/a	n/a	n/a	n/a	TBD	-
	Complaints Per 100,000 Passengers	27.9	31.0	34.8	36.7	28.3	31.0	Green
Employee Satisfaction								
	Employee Satisfaction Index	n/a	n/a	n/a	n/a	n/a	TBD	-
Stakeholder Satisfaction								
	Stakeholder Satisfaction Index	n/a	n/a	n/a	n/a	n/a	TBD	-
Missed Work Days								
	Bus and LRT Missed Work Days	n/a	n/a	n/a	23.83	24.44	20.0	Red
Managed Growth								
	Expenses/Sales Tax Ratio	68.2%	71.8%	77.5%	83.0%	83.5%	75.4%	Red

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 lane operations (HOV), and general mobility programs. DART has strategic initiatives in place to improve the quality, efficiency, and effectiveness of each of these modes.

Bus

Approximately two-thirds of the current bus service is directly operated by DART, with the remainder being operated by a contractor under the direction of DART. The Agency currently operates 524 buses from three facilities (Northwest, East Dallas, and South Oak Cliff), while the contractor operates 261 buses (including 10 trolley-style buses) from two facilities (Garland and Oak Cliff). In addition to the bus and light rail fleets, DART maintains an extensive passenger amenity and facility infrastructure including: 12 transit centers, 2 passenger transfer locations, 22 enhanced shelters, 34 rail platforms, 5 commuter rail stations, and 145 information pylons, as well as all operating divisions, for a total of approximately 25 million square feet.

Bus Scorecard – Key Performance Indicators

Exhibit 5 highlights the Bus Key Performance Indicators (KPIs) in scorecard format.

Exhibit 5

Bus Key Performance Indicators								
	Measure	Q 2/02	Q 3/02	Q 4/02	Q 1/03	Q 2/03	FY03 Target	Status
Ridership								
	Total Ridership (M)	45.1	43.7	42.4	42.1	41.5	41.7	Yellow
Efficiency								
	Subsidy Per Passenger	\$3.53	\$3.74	\$4.12	\$4.19	\$4.15	\$3.92	Yellow
	Pay-to-Platform (hours)	n/a	n/a	1.30	1.29	1.30	1.29	Green
	Cost Per Revenue Mile	\$6.18	\$6.28	\$6.52	\$6.50	\$6.36	\$6.22	Yellow
	Passengers Per Revenue Mile	1.48	1.43	1.37	1.35	1.33	1.35	Green
	Missed Work Days	20.5	21.5	22.5	24.8	23.7	20.0	Red
Service Quality								
	On-Time Performance	93.0%	92.7%	92.8%	92.3%	92.3%	91.0%	Green
	Mean Distance Between Failure	3,794	3,846	3,827	3,805	3,954	4,200	Yellow
	Accidents Per 100,000 Miles Total	2.57	2.31	2.40	2.20	2.28	2.80	Green

Ridership: The current status of Bus Ridership is Yellow. Bus ridership for the second quarter was slightly below budget targets, partly due to the very low ridership experienced during the ice days in February. While the fare increase that took effect on March 3, 2003 fell within the second quarter timeframe, analysis to-date has not indicated significant losses in ridership that are directly attributable to the fare change. There are some indications that the number of riders that shifted from bus to rail with the extension of the North Central and Northeast LRT lines in December may have exceeded expectations, resulting in slightly less bus ridership than was projected. These ridership trends will continue to be closely monitored over the next several months.

Subsidy per Passenger: The current status of Subsidy per Passenger is Yellow, and appears to be trending toward the FY03 Target. We anticipate this KPI to continue as Yellow through the beginning of the third quarter, and if current expense control can be maintained, possibly to Green by the end of FY03. The previous negative trend-to-target has begun to change recently. In the past, this KPI has been adversely impacted by decreasing ridership, declining revenue, and increased operating costs (Contract Services, Workers' Compensation, Fuel, Utilities, etc.). Operating Cost is currently showing improvement; Revenue is showing no reduction from fare structure changes; and Ridership decreases seem to have leveled off, which indicate that this KPI should achieve the year-end Target. Service modifications that are projected to reduce annual costs by \$1 million and have a minimal impact on ridership are scheduled for implementation on June 9, 2003. These modifications also should begin to move the subsidy per passenger KPI in the desired direction.

Cost per Revenue Mile: The current status of Cost per Revenue Mile is Yellow. If the current monthly downward expense trend can be maintained, Management feels that this KPI will meet Target. Monitoring FY03 year-end expenses and accruals will be critical to ensure this KPI does not change to Red.

Missed Work Days: The current status of Missed Work Days is Red. This KPI had been trending away from Target in the past, although minor improvement has been made in the second quarter, flattening an otherwise negative trend. The high number of operators off work due to injuries and an increase in the use of operator sick leave have caused this negative trend. Steps have been implemented to emphasize strict compliance with DART policies regarding work injuries.

Mean Distance Between Failures: The current status of Mean Distance Between Failure is Yellow. While the data for the current quarter indicates that the Target could be attainable if prevailing conditions continue, historical analysis suggests that achieving the FY03 Target will be a challenge. Ordinarily, the first and second quarter results for this KPI are usually at or above target, but the third and fourth quarter results historically decline due to summer influences. Given that this KPI is calculated on an annual basis, and prior year historical data currently influences this annualized number, Green condition is possible by end of the year assuming seasonal conditions and the bus fleet age does not adversely influence this KPI in the remaining two quarters of FY03. Management concurs that this Target will be met.

Light Rail Transit (LRT)

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

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

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

LRT Scorecard - Key Performance Indicators

Exhibit 6 highlights the LRT Key Performance Indicators (KPIs) in scorecard format.

Exhibit 6

LRT Key Performance Indicators								
	Measure	Q 2/02	Q 3/02	Q 4/02	Q 1/03	Q 2/03	FY03 Target	Status
Ridership								
	Total Ridership (M)	11.8	12.2	13.7	14.6	15.9	17.3	Yellow
Efficiency								
	Subsidy Per Passenger	\$2.90	\$3.00	\$2.76	\$2.82	\$2.68	\$2.91	Green
	Subsidy Per Passenger Mile	n/a	n/a	n/a	\$0.48	\$0.41	\$0.47	Green
	Pay-to-Platform (hours)	n/a	n/a	1.41	1.38	1.37	1.38	Green
	Passengers Per Car Mile	3.95	3.71	3.51	3.29	3.19	2.88	Green
	Cost Per Revenue Mile	\$14.30	\$13.91	\$12.14	\$11.45	\$10.61	\$12.94	Green
	Fare Evasion	n/a	n/a	n/a	n/a	n/a	TBD	
	Missed Work Days	15.7	14.9	12.5	15.1	30.6	18.0	Red
Service Quality								
	On-Time Performance	96.0%	96.5%	97.0%	97.3%	97.4%	97.0%	Green
	Mean Distance Between Failure (000)	n/a	n/a	n/a	45.3	58.4	10.0	Green
	Accidents Per 100,000 Miles	0.66	0.54	0.37	0.24	0.22	0.56	Green

Total Ridership: Current status for LRT Total Ridership is Yellow and is showing improvement from the first quarter. Ridership continues to grow due to several factors, with the greatest impact from new station openings during the first quarter. Increased ridership during the spring break time periods indicates more riders are using light rail for discretionary trips as citizens become more familiar with DART's service. New stations, the new *Destination Deals* program which also began in the second quarter, and increased attendance at both the Dallas Mavericks and Dallas Stars games, has driven much of the FY03 LRT ridership increases. FY03 year-to-date ridership of 8.1 million exceeds the FY02 year-to-date ridership of 5.9 million by 36%.

Missed Work Days: Current status for LRT Missed Work Days is Red. This is due to higher-than-normal Workers' Compensation claims as a result of accidents incurred at the Parker Road Station. Walkways are being constructed at Parker Road Station, that should prevent many of the accidents that are driving the Workers' Compensation related absences.

Trinity Railway Express (TRE)

TRE Commuter rail service is provided in partnership with the Fort Worth Transportation Authority (The T) pursuant to a 1994 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.

TRE Scorecard - Key Performance Indicators

Exhibit 7 highlights the TRE Key Performance Indicators (KPIs) in scorecard format.

Exhibit 7

TRE Key Performance Indicators								
	Measure	Q 2/02	Q 3/02	Q 4/02	Q 1/03	Q 2/03	FY03 Target	Status
Ridership								
	Total Ridership (M)	1.72	1.92	2.13	2.29	2.30	2.14	Green
Efficiency								
	Subsidy Per Passenger	\$8.10	\$7.71	\$7.64	\$7.17	\$6.71	\$6.94	Green
	Subsidy Per Passenger Mile	n/a	n/a	n/a	\$0.26	\$0.33	\$0.38	Green
	Passengers Per Car Mile	1.48	1.43	1.40	1.39	1.42	1.32	Green
	Cost Per Revenue Car Mile	\$15.20	\$13.88	\$13.36	\$13.04	\$12.62	\$11.58	Yellow
Service Quality								
	On-Time Performance	97.3%	97.3%	97.2%	97.9%	97.7%	96.0%	Green
	Accidents Per 100,000 Miles	0.14	0.13	0.11	0.01	0.01	0.31	Green
	Missed Trips	28	26	24	5	6	32	Green

Costs Per Revenue Car Mile: The current status of Costs per Revenue Car Mile is Yellow primarily due to costs associated with the first full year of service into downtown Fort Worth. Revenue miles in February were also low due to fewer days in the month, but March shows no indication of a seasonal decline. Approximately \$170,000 in Operating Expenses from the first and second quarter will be moved to the Capital Expense, which will change the un-annualized current actual to meet the Target. Year-to-date KPI (un-annualized) is on Target, but due to the nature of the annualization component of this statistic, the current cost control measures must be closely monitored for this KPI to change to Green towards end of FY03.

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. There were approximately 7,114 eligible riders for Paratransit Services as of December 2002, which represents an 11% increase from 6,416 riders the previous year. One of the Board's approved Financial Standards (FS-B6) states that the Agency's long-range strategy is to move paratransit riders, capable of using fixed route service, from demand responsive service to fixed route service. The FY03 year-end goal for certified riders is 7,000.

Paratransit Scorecard - Key Performance Indicators

Exhibit 8 on the following page highlights the Paratransit Key Performance Indicators (KPIs) in scorecard format.

Passenger per Hour Scheduled (PHS): The current status of PHS is Yellow. This is due to the negative impact the zero-denial policy had on the target. The dynamics of this modal service make forecasting volume and demand for service, as well as the actual scheduling of multiple riders, extremely difficult.

Passenger per Hour Actual (PHA): The current status of PHA is Yellow. As with PHS, the dynamics and volume of service, as well as zero-denial makes Target attainment difficult. Continual improvement with no-shows and cancellation rates should assist with this efficiency ratio.

Percentage of Trips Completed: The current status of Percentage of Trips Completed is Yellow due to ice days in February.

Exhibit 8

Paratransit Key Performance Indicators								
	Measure	Q 2/02	Q 3/02	Q 4/02	Q 1/03	Q 2/03	FY03 Target	Status
Ridership								
	Actual Ridership (000)	575.5	582.2	585.7	588.8	587.3	595.6	Green
	Scheduled Ridership (000)	n/a	n/a	716.9	716.2	710.0	714.3	Green
Efficiency								
	Revenue Hours (000)	413.8	416.5	417.4	409.5	339.2	386.1	Green
	Subsidy Per Passenger	\$40.69	\$41.85	\$41.17	\$40.90	\$40.74	\$40.93	Green
	Passengers Per Hour Scheduled	1.71	1.71	1.71	1.75	1.77	1.85	Yellow
	Passengers Per Hour Actual	1.39	1.40	1.40	1.44	1.47	1.54	Yellow
	Net Subsidy (M)	\$23.42	\$24.37	\$24.11	\$24.08	\$23.93	\$23.95	Green
Service Quality								
	On-Time Performance	89.3%	89.5%	89.6%	89.06%	88.87%	84.0%	Green
	Passenger No Shows Percentage	4.3%	4.7%	4.8%	4.8%	4.4%	5.0%	Green
	Percentage of Cancellations	14.2%	13.9%	13.5%	13.0%	12.8%	13.0%	Green
	Accidents Per 100k	0.89	0.67	0.47	0.35	0.34	2.00	Green
Customer Satisfaction								
	% of Trips Completed	99.9%	100.0%	98.4%	98.4%	97.1%	99.4%	Yellow
	Scheduling Telephone Service Level	89.3%	88.7%	88.7%	89.6%	90.5%	80%	Green
	Control Center Service Level	86.4%	87.5%	87.8%	88.3%	90.1%	80%	Green
	Complaints Per 100K	3.99	3.83	3.83	4.05	3.97	5.00	Green
	Travel Trained	n/a	n/a	n/a	6	6	TBD	-
	Group Travel Training	n/a	n/a	n/a	0	0	TBD	-
	Trips Transitioned to Fixed Route	n/a	n/a	n/a	1,764	2,340	TBD	-

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) contraflow 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.

HOV Scorecard – Key Performance Indicators

Exhibit 9 highlights the HOV Key Performance Indicators (KPIs) in scorecard format.

Exhibit 9

HOV Key Performance Indicators								
	Measure	Q 2/02	Q 3/02	Q 4/02	Q 1/03	Q 2/03	FY03 Target	Status
Ridership								
	System Ridership (M)	34.0	33.8	34.2	33.6	33.4	34.0	Yellow
	Avg Weekday Ridership (000)	104.0	103.4	104.5	102.9	102.67	100.00	Green
Customer Satisfaction								
	Operating Speed Ratio	n/a	n/a	n/a	1.7	1.81	1.5	Green
Efficiency								
	Subsidy Per Passenger	\$0.13	\$0.14	\$0.13	\$0.14	\$0.14	\$0.17	Green

System Ridership: The current status of System Ridership is Yellow due primarily to the current economic situation facing North Texas, as well as ongoing construction of the “High Five” interchange on I-635. Completion of Bush Turnpike (SH190) has provided alternatives for some HOV users attempting to avoid the High Five construction and frequent HOV closures on I-635. Focus has been made on incidence response time and clearance times which will help achieve FY03 Targets.

Interim-Immediate HOV Projects – Interim HOV projects are funded by the Texas Department of Transportation (TxDOT), DART, and the Federal Highway Administration's (FHWA) Congestion Mitigation/Air Quality (CMAQ) Program. All lanes are jointly planned and designed by DART and TxDOT. Each agency contributes 16.7% of the construction cost and the FHWA pays the remaining 66.6%. Once the facilities are built, DART is responsible for operation, enforcement, and management of the HOV lanes, while maintenance is the joint responsibility of DART and TxDOT.

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 no expenses for this program aside from advertising and administrative expenses. NCTCOG pays 50% of the approximate \$1,000-cost per van (includes insurance and all service costs) and vanpools are responsible for the other 50% of cost, as well as fuel.

Vanpool Scorecard – Key Performance Indicators

Exhibit 10 highlights Vanpool's KPIs in scorecard format.

Exhibit 10

Vanpool Key Performance Indicators								
	Measure	Q 2/02	Q 3/02	Q 4/02	Q 1/03	Q 2/03	FY03 Target	Status
Ridership								
	Total Ridership (000)	344.8	350.7	359.9	371.0	389.8	409.1	Yellow
	Number of Vanpools	69	73	72	74	81	80	Green
Efficiency								
	Subsidy Per Passenger	\$1.08	\$0.77	\$0.48	(\$0.30)	(\$0.37)	\$1.09	Green

Total Ridership - The current status of Ridership is Yellow and has been improving and the number of vanpools has recently increased. Ridership is anticipated to improve over the next two quarters. We anticipate this KPI to trend towards Green if the current level of ridership is maintained through the remainder of the year.

General Mobility – Road Improvement Programs

The Road Improvement Programs shown in Exhibit 11 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 11 General Mobility – Road Improvement Programs In Millions		
	FY03	FY04 est
LAP/CMS	\$8.1	\$8.1
Transit PASS	3.8	0.0
TSM-Street Repair	1.1	2.1
DART/TxDOT ITS	0.8	0.9
Total	\$13.8	\$11.1

LAP/CMS – The current LAP/CMS agreement returns 15% of DART sales taxes collected in a member city to that city until a contract is awarded for rail construction in that city. The revised program ends for all member cities in FY 2004 regardless of construction dates. Irving is included with a 7.5% funding level. DART accrues the appropriate LAP/CMS amount at the beginning of each fiscal year. Cities request LAP/CMS funds as necessary for projects which enhance transit. On average, DART maintains a payable balance of two to three years of the annual allotment. Exhibit 12 reflects the LAP/CMS payable by member city as of December 31, 2002, projected FY 2003 LAP/CMS allocations, and the final projected year of LAP/CMS payments. The projected FY 2003 LAP/CMS allocation shown in the exhibit is the amount to be expensed in FY 2003.

Exhibit 12 Projected LAP/CMS Program In Thousands			
Member City	12/31/02 LAP/CMS Balance	Projected FY 2003 Allocation	LAP/CMS Program Ends
Addison	\$4,582	\$1,273	2004
Carrollton	7,746	2,378	2004
Cockrell Hill	49	5	2004
Farmers Branch	4,658	1,580	2004
Garland	3,105	0	n/a
Glenn Heights	61	17	2004
Irving	15,095	2,480	2004
Plano	2,159	0	n/a
Richardson	1,393	0	n/a
Rowlett	1,778	360	2004
Total	\$40,626	\$8,093	

Revenues, Operating Expenses and Net Financing Costs Actuals vs. Budget Second Quarter, FY 2003 Dollars in Thousands					
	YTD Actual	YTD Budget	YTD Better (Worse) Budget	% Better (Worse) Budget	Total Budget
Revenues:					
Passenger Revenues	\$16,294	\$16,754	(\$459)	(2.7)%	\$34,965
Special Events Revenues	339	345	(6)	(1.7)%	690
Advertising and Other	5,187	4,992	195	3.9%	10,008
Paratransit Revenues	463	445	18	4.0%	890
Vanpool Revenues	308	405	(97)	(23.9)%	810
Total Operating Revenues	\$22,592	\$22,941	(\$349)	(1.5)%	\$47,363
Sales Tax Revenues	\$155,483	\$164,707	(\$9,225)	(5.6)%	\$324,076
Other Non-Operating Revenues	2,425	5,033	(2,608)	(51.8)%	11,857
Total Revenues	\$180,499	\$192,681	(\$12,182)	(6.3)%	\$383,295
Operating Expenses:					
Salaries & Wages	\$64,718	\$65,245	(\$527)	(0.8)%	\$132,281
Benefits	25,770	26,264	(494)	(1.9)%	50,224
Services	11,714	14,688	(2,974)	(20.2)%	27,444
Materials & Supplies	12,739	13,190	(450)	(3.4)%	25,998
Utilities	3,370	4,107	(737)	(17.9)%	8,308
Claims & Insurance	1,993	2,715	(722)	(26.6)%	5,022
Purchased Transportation	35,385	35,657	(272)	(0.8)%	71,370
Taxes, Leases, and Other	2,207	2,862	(656)	(22.9)%	5,647
Management Reserve	0	0	0	0	1,890
Total Operating Expenses	\$157,895	\$164,728	(\$6,832)	(4.1)%	\$328,185
Capital Allocation	(9,532)	(10,729)	1,197	(11.2)%	(21,458)
LRT Start-up	(428)	(515)	87	(16.9)%	(1,030)
Operating after Allocations	\$147,935	\$153,484	(\$5,548)	(3.6)%	\$305,697
Net Financing Costs					
Financing Costs	\$13,330	\$14,556	(\$1,227)	(8.4)%	\$29,367
Interest Income	2,173	5,033	(2,860)	(56.8)%	(11,857)
Total Net Financing Costs	\$15,503	\$19,589	(\$4,086)	(20.9)%	\$17,510

Capital and Non-Operating Budget Summary

Following is a summary of the capital and non-operating costs through the second quarter of FY 2003.

Capital and Non-Operating Costs Actuals vs. Budget Second Quarter, FY 2003 Dollars in Thousands			
Mode	YTD Actuals	Available Balance	FY2003 Budget
BUS	\$ 9,800	\$ 20,048	\$ 29,848
LRT	33,764	68,280	102,044
Commuter Rail	1,435	14,443	15,878
Paratransit	141	2,221	2,362
HOV	479	5,750	6,229
Total Projects	\$ 45,619	\$ 110,742	\$ 156,361
P&D/Start-Up/Non-Ops	5,370	17,568	22,938
Road Improvements/ITS	8,427	5,348	13,775
Total Capital	\$ 59,416	\$ 133,658	\$ 193,074

**DALLAS AREA RAPID TRANSIT
STATEMENT OF NET ASSETS**

March 31, 2003 and September 30, 2002 (In Thousands)

ASSETS	03/31/2003	9/30/2002
CURRENT ASSETS		
Cash and cash equivalents	\$83,246	\$118,760
Investments	128,094	79,744
Restricted assets	10,044	8,493
Sales tax receivable	51,221	54,348
Transit revenue receivable, net	4,163	3,768
Due from federal and other governments	17,692	40,089
Materials and supplies inventory	23,172	24,849
Prepaid transit expense and other	6,060	2,867
TOTAL CURRENT ASSETS	323,692	332,918
NONCURRENT ASSETS		
Restricted assets	15,170	9,481
Capital assets		
Land and rights of way	415,158	415,158
Depreciable capital assets, net of depreciation	1,858,261	1,858,328
Long-term investments held to pay capital lease/leaseback liabilities	490,426	507,868
Net pension asset	3,331	3,385
Unamortized long-term debt issuance costs	4,501	4,502
TOTAL NONCURRENT ASSETS	2,786,847	2,798,722
TOTAL ASSETS	\$3,110,539	\$3,131,640
LIABILITIES		
CURRENT LIABILITIES		
Accounts payable and accrued liabilities	\$68,477	\$100,321
Commercial paper notes payable	105,675	33,645
Current portion of senior lien sales tax revenue bonds payable	1,945	855
Current portion of capital lease/leaseback liabilities	85,664	29,797
Local assistance program payable	40,667	42,941
Retainage payable	16,628	18,854
Other liabilities	10,164	8,369
TOTAL CURRENT LIABILITIES	328,920	234,782
NONCURRENT LIABILITIES		
Senior lien sales tax revenue bonds payable	492,310	494,192
Capital lease/leaseback liabilities	404,763	478,071
TOTAL NONCURRENT LIABILITIES	897,073	972,263
TOTAL LIABILITIES	1,225,993	1,207,045
NET ASSETS		
Invested in capital assets, net of related debt	1,657,161	1,725,940
Restricted for		
Debt service	10,044	8,493
System expansion and acquisition	15,170	9,481
Unrestricted	202,171	180,681
TOTAL NET ASSETS	1,884,546	1,924,595
TOTAL LIABILITIES AND NET ASSETS	\$3,110,539	\$3,131,640

**DALLAS AREA RAPID TRANSIT
STATEMENT OF REVENUES, EXPENSES AND CHANGES IN NET ASSETS**

For the six months ended March 31, 2003 and 2002 (In Thousands)

	2003	2002
OPERATING REVENUES		
Passenger revenues	\$17,421	\$16,676
Advertising and other	5,171	5,379
TOTAL OPERATING REVENUES	22,592	22,055
OPERATING EXPENSES		
Labor	64,718	61,560
Benefits	25,770	25,200
Services	11,714	11,840
Materials and supplies	12,739	12,360
Purchased transportation	35,385	33,645
Depreciation and amortization	46,480	38,177
Utilities	3,370	3,436
Taxes, leases, and other	2,206	2,674
Casualty and liability	1,993	1,724
Transit system planning, development, and start-up costs	(9,972)	(12,562)
TOTAL OPERATING EXPENSES	194,403	178,054
NET OPERATING LOSS	(171,811)	(155,999)
NON-OPERATING REVENUES (EXPENSES)		
Sales tax revenue	155,483	168,184
Investment income	2,239	3,543
Interest income from investments held to pay capital lease/leaseback	13,309	11,965
Interest expense on capital lease/leaseback	(13,309)	(11,965)
Local Assistance Program and street improvements	(8,594)	(9,845)
Transit system planning, development, and start-up costs	(9,972)	(12,562)
Interest and financing expenses	(13,330)	(10,917)
Other revenues (expenses), net	(123)	(328)
TOTAL NON-OPERATING REVENUES (EXPENSES)	125,703	138,075
INCOME (LOSS) BEFORE CAPITAL CONTRIBUTIONS	(46,108)	(17,924)
CAPITAL CONTRIBUTIONS		
Federal financial assistance	6,023	22,088
Other capital contributions	36	304
TOTAL CAPITAL CONTRIBUTIONS	6,059	22,392
CHANGE IN NET ASSETS	(40,049)	4,468
TOTAL NET ASSETS – BEGINNING OF THE QUARTER	1,924,595	1,801,795
TOTAL NET ASSETS – ENDING OF THE QUARTER	\$1,884,546	\$1,806,263

**DALLAS AREA RAPID TRANSIT
STATEMENTS OF CASH FLOWS**

For the six months ended March 31, 2003 and 2002 (In Thousands)

	2003	2002
CASH FLOWS FROM OPERATING ACTIVITIES		
Receipts from customers	\$21,314	\$19,466
Receipts for operating grants	883	270
Payments to suppliers of goods and services	(66,558)	(79,116)
Payments to purchased transportation service providers	(34,635)	(35,476)
Payments to employees	(64,243)	(60,685)
Benefit payments on behalf of employees	(26,156)	(24,442)
Less: payments allocated to planning, development and start-up costs	9,972	12,562
NET CASH USED BY OPERATING ACTIVITIES	(159,423)	(167,421)
CASH FLOWS FROM NON-CAPITAL FINANCING ACTIVITIES		
Sales tax proceeds	158,609	170,199
Other non-capital non-operating revenues (expenses)	(123)	(328)
Local Assistance Program and street improvements	(10,867)	(6,763)
Planning, development, and rail start-up costs	(9,972)	(12,562)
NET CASH PROVIDED BY NON-CAPITAL FINANCING ACTIVITIES	137,647	150,546
CASH FLOWS FROM INVESTING ACTIVITIES		
Interest on investments	2,912	3,432
Proceeds from sales and maturity of investments	86,292	120,363
Purchase of investments	(134,497)	(148,840)
(Increase) decrease in restricted assets	(7,240)	(5,188)
NET CASH USED BY INVESTING ACTIVITIES	(52,533)	(30,233)
CASH FLOWS FROM CAPITAL AND RELATED FINANCING ACTIVITIES		
Acquisition and construction of capital assets	(48,939)	(69,464)
Proceeds from the issuance of commercial paper notes	72,030	80,000
Payment on commercial paper notes	0	(54,655)
Principal payment on Sales Tax Revenue bonds	(855)	0
Interest and financing expenses	(11,896)	(8,035)
Capital provided by federal and other governments	28,455	98,838
NET CASH (USED) PROVIDED BY CAPITAL AND RELATED FINANCING ACTIVITIES	38,795	46,684
NET INCREASE IN CASH AND CASH EQUIVALENTS	(35,514)	(424)
CASH AND CASH EQUIVALENTS, BEGINNING OF YEAR	118,760	77,275
CASH AND CASH EQUIVALENTS, END OF YEAR	\$83,246	\$76,851
NON-CASH OPERATING, INVESTING, AND FINANCING ACTIVITIES		
Interest income from investments held to pay capital lease/leaseback	\$13,309	\$11,967
Interest expense on capital lease/leaseback	(13,309)	(11,967)
Payment of capital lease/leaseback obligation by trustee	(30,751)	(28,981)
NET NON-CASH OPERATING, INVESTING, AND FINANCING ACTIVITIES	\$(30,751)	\$(28,981)

**DALLAS AREA RAPID TRANSIT
STATEMENTS OF CASH FLOWS**

For the six months ended March 31, 2003 and 2002 (In Thousands)

RECONCILIATION OF OPERATING LOSS TO CASH USED BY OPERATING ACTIVITIES	2003	2002
CASH FLOWS FROM OPERATING ACTIVITIES		
Net operating loss	\$(171,811)	\$(155,999)
ADJUSTMENTS TO RECONCILE NET OPERATING LOSS TO NET CASH USED IN OPERATING ACTIVITIES		
Depreciation and amortization	46,480	38,177
Changes in assets and liabilities		
(Increase) decrease in transit receivable	(395)	(2,318)
(Increase) in materials and supplies inventory	1,678	(1,787)
Increase in prepaid expenses and other current assets	(3,956)	(633)
Increase (decrease) in accounts payable and accrued liabilities	(33,214)	(45,976)
Increase (decrease) in other current liabilities	1,795	1,115
NET CASH USED BY OPERATING ACTIVITIES	<u>\$(159,423)</u>	<u>\$(167,421)</u>

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.

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

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

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

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

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

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

Average Speed - Represents the average overall speed of the modal service as reflected in the schedule, with stops and recovery time included. This value reflects 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).

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

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

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.

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

Glossary of Terms/Definitions (Cont.)

Coverage Ratio - Measures the amount of financing that the market would allow DART to borrow at any point in time based on "times coverage" which is related to DART's ability to repay. Per Financial Standard #D8, DART must maintain a 1.25 times coverage ratio during the first 5 years of the Financial Plan, and 1.50 thereafter. To be conservative, this ratio is calculated for long-term debt at a 6.5% interest rate.

$$\text{Calculation} = \frac{\text{Sales Taxes} + \text{Operating Revenue} + \text{Interest Income} - \text{Operating Expenses}}{\text{Total Debt Service}}$$

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.

Expenses to Sales Taxes - 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. Historically, the Board and Management have tried to manage this ratio as close to 50% as possible.

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

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.

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

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.

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

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.

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

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.

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

Glossary of Terms/Definitions (Cont.)

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.

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

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.

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

Glossary of Terms/Definitions (Cont.)

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.

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).

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

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

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.

*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.

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

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

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

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

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

Glossary of Terms/Definitions (Cont.)

Unscheduled Absences - Occurs when an operator is not available for his or her scheduled/assigned work and has not received prior approval to be absent.

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.

Page	Reference	Description
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
R9-11	N/A	Service Standards Monitoring Report
R12	Table 4 & 5	Crosstown and Express Routes Performance
R13	Table 6	Rail Feeder Route Performance
R14	Table 7	Transit Center Feeder Route Performance
R15	Table 8	Local Route Performance
Following	Charts 5-9	Route Performance Index Charts

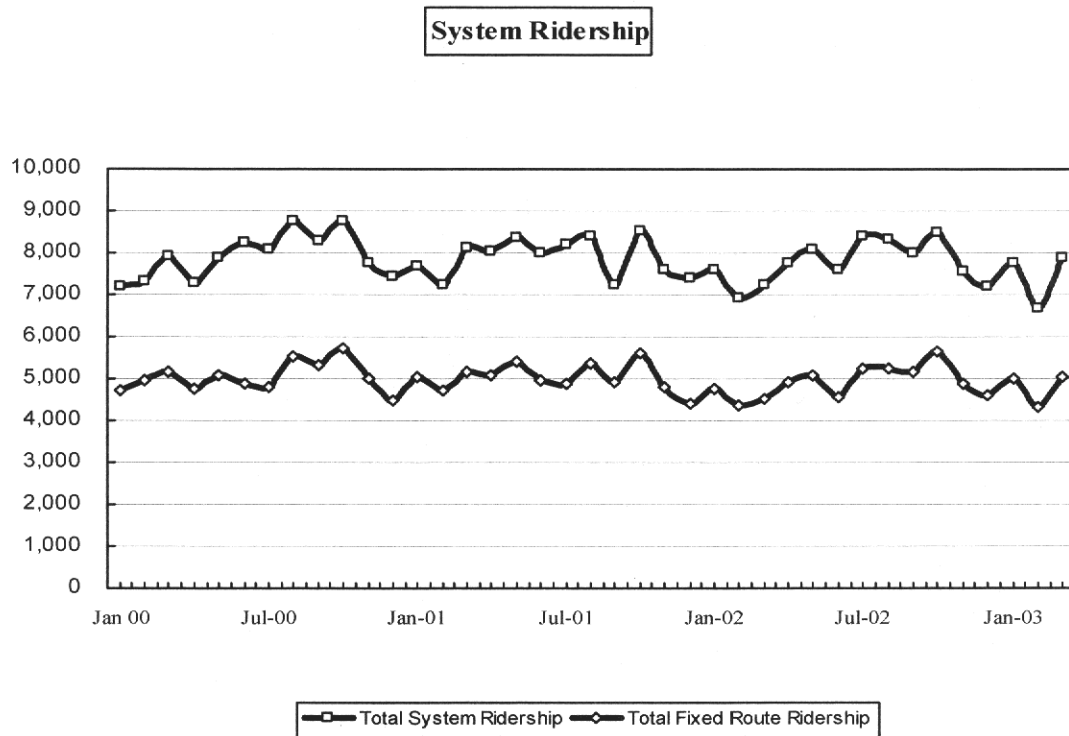
Ridership statistics can be examined in several different ways: as totals, as averages and as ratios related to service levels. Each reporting technique has its value in analyzing ridership and each presents data from a different perspective. Total ridership is an important measure. Total ridership can, 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. The Service Standards Monitoring Report is included in this section of the Quarterly Report.



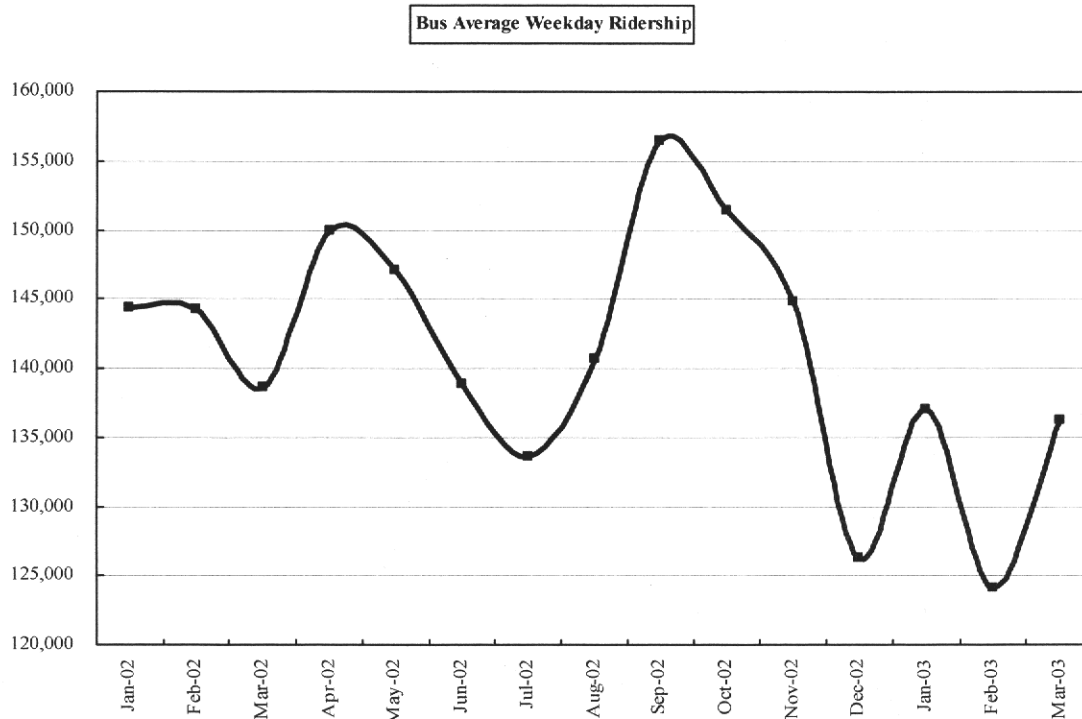
Total System Ridership



- 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 2003 was just over 22.4 million riders, an increase of 2.6 percent over the second quarter of FY 2002.
- This increase occurred despite a decrease in bus system ridership. Significant increases in light rail ridership and growth in commuter rail ridership combined to produce the increase.
- Fixed route ridership totaled 14.4 million passengers in the second quarter of FY 2003, an increase of 5.4 percent over the second quarter of FY 2002.
- Trinity Railway Express ridership was over 581,200 passengers in the second quarter, an increase of 2.1 percent from last year. This increase represents maturing of the line.
- Light rail ridership increased dramatically to almost 4.2 million riders in the second quarter as a result of the extensions of service to Garland and Plano and maturing of the summer 2002 extension to Richardson.
- Paratransit ridership decreased to just under 142,000 trips in the second quarter of FY 2003, an decrease of 1.1 percent from FY 2002 levels.
- Total HOV usage in the second quarter of FY 2002 was 7.78 million, down 2.3 percent from the second quarter of FY 2002.



Bus System Ridership

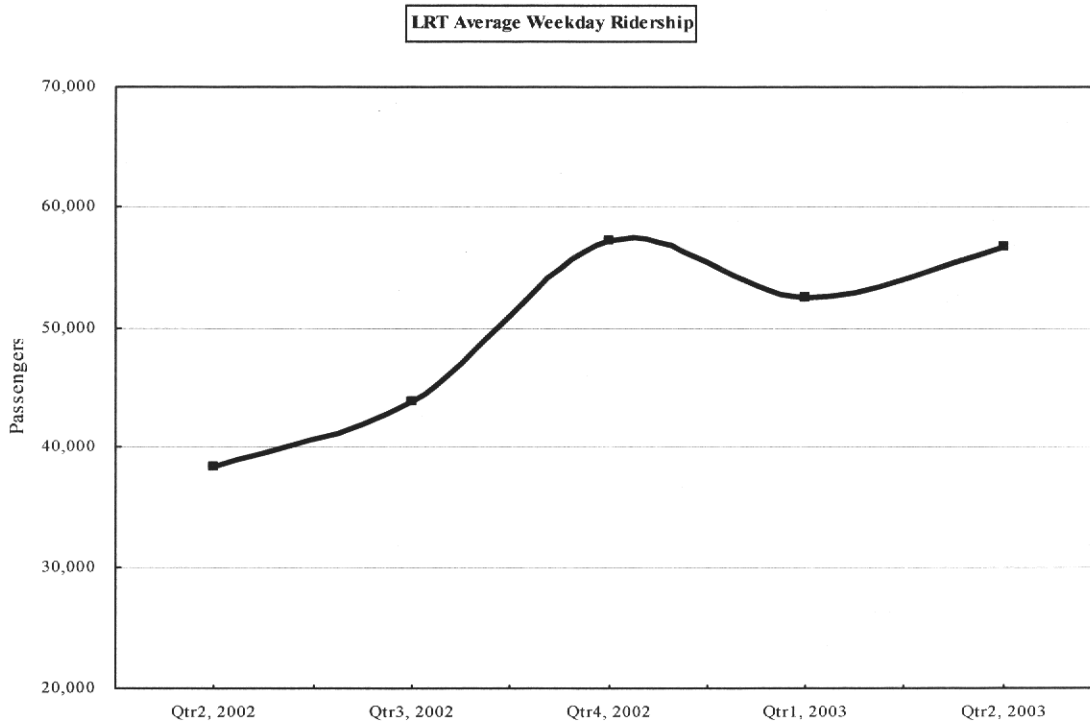


- Total bus ridership in the second quarter of FY 2003 was 9.6 million riders, a 5.9 percent decrease from the second quarter of FY 2002.
- Bus ridership in the second quarter was lower in January by 4.9 percent and decreased in February by 12.6 percent then grew in March by 0.2 percent respectively. Total bus ridership in the quarter was 600,000 riders lower than last year.
- Average weekday ridership in the second quarter was 132,521 riders, a 6.9 percent decrease from last year's average.
- Ridership on each route classification except Rail Station Feeder routes decreased in the second quarter. Rail Station Feeder routes did showed increases each month of the quarter.
- Transit Center Feeder routes experienced a ridership decrease of 31.6 percent in March when compared to 2002. Express routes experienced a decrease of 27.6 percent while Crosstown routes posted an increase of 4.5 percent in March.
- The most heavily patronized routes in the fourth quarter, by route classification, were:

Crosstown	Route 466	4,996
Express	Route 204	1,168
Rail Feeder	Route 583	2,302
TC Feeder	Route 378	1,498
Local	Route 44	7,631



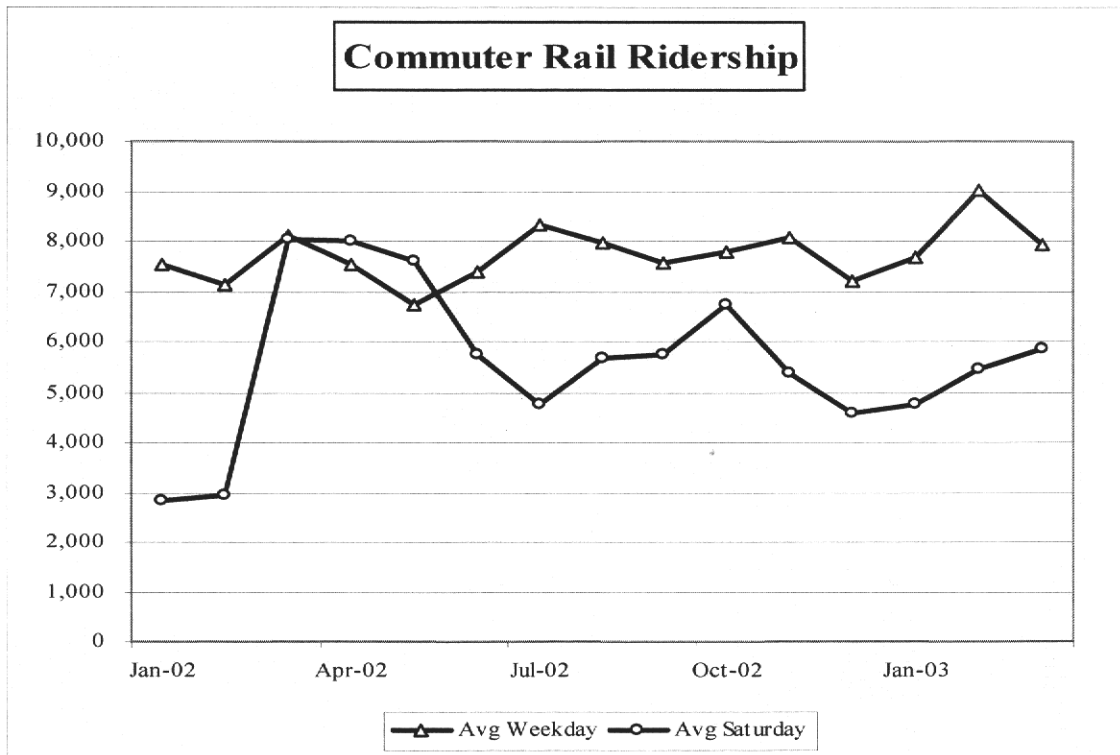
LRT Ridership



- LRT ridership in the second quarter totaled 4.15 million riders, an increase of 67.3 percent over the 2.84 million riders transported in the second quarter of FY 2002.
- Weekday ridership in the first quarter averaged over 56,600 passengers, an increase of 47.6 percent over the second quarter of FY 2002.
- Saturday ridership in the second quarter averaged over 26,400 passengers, an increase of 38.5 percent over the FY 2002 level.
- Sunday ridership in the second quarter averaged over 16,800 passengers, an increase of 37.1 percent over the FY 2002 level.
- Two new stations on the Blue Line opened in November and three new stations on the Red Line opened in December 2002 to large numbers of riders. In March, these five new stations served an average of over 6,200 weekday riders.
- Growth in light rail ridership has resulted, in part, from a shift of riders from the bus system. In the first quarter, Express bus routes that had formerly served the Downtown Garland and Parker Road stations were discontinued when the light rail system began operating from those stations.



Commuter Rail – Trinity Railway Express Ridership



- The Trinity Railway Express ridership continues to grow. The second quarter of FY 2003 saw increases in ridership as the complete route's service matured.
- In the second quarter of 2003, the TRE served a total of 581,121 passengers, a modest increase of 2.1 percent over the second quarter of FY 2002.
- Weekday ridership on the TRE averaged 8,259 daily riders (an 8.9 percent increase) in the second quarter and averaged over 9,000 daily riders in March.
- Saturday ridership in the second quarter averaged 4,592 daily riders, a decrease of 35.5 percent from the second quarter of FY 2002.
- In FY 2002, the TRE provided extensive extra weekend service associated with the annual run of the Stock Show and rodeo in Fort Worth. That special service was not operated in FY 2003.
- Events at the American Airlines Center, served by the Victory station, attract significant levels of TRE ridership. During the second quarter, more than 53,600 passengers were counted boarding and alighting TRE trains at the Victory station.



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

Year	Month	Bus Weekday	LRT Weekday	Commuter Rail Weekday	Fixed Route Total
2001	March	4007	1018	119	5144
	April	3948	971	106	5025
	May	4180	1003	114	5297
	June	3860	961	117	4938
	July	3763	972	119	4854
	August	4182	995	136	5313
	September	3848	926	110	4884
2002	October	4215	1147	137	5499
	November	3598	1027	121	4746
	December	3261	950	192	4403
	January	3589	974	198	4761
	February	3296	887	173	4356
	March	3330	977	199	4506
	April	3663	1052	185	4900
	May	3665	1138	171	4974
	June	3262	1112	176	4550
	July	3381	1624	210	5215
	August	3552	1494	202	5248
	September	3625	1349	170	5144
2003	October	3901	1366	198	5465
	November	3383	1305	189	4877
	December	3090	1318	175	4583
	January	3411	1398	195	5004
	February	2873	1274	170	4317
	March	3330	1482	216	5028
March 2003 vs 2002					
	Increase (Dec)	0.0	505.0	17.0	522.0
	% Change	0.0%	51.7%	8.5%	11.6%



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

Year	Month	Bus Weekday	LRT Weekday	Commuter Rail Weekday	Fixed Route Total
2001	March	161.1	39.6	4.9	205.6
	April	165.8	39.6	4.6	210
	May	168.1	39.3	4.8	212.2
	June	159.5	39.3	5.1	203.9
	July	155.1	39.4	5.1	199.6
	August	162.2	38	5.2	205.4
	September	170.2	39.6	5.1	214.9
2002	October	164.7	43.4	5.4	213.5
	November	151	41.8	5.2	198
	December	138.3	39.2	7.6	185.1
	January	144.1	38.1	7.5	189.7
	February	144.2	38.1	7.1	189.4
	March	138.6	38.8	8	185.4
	April	149.9	41.6	7.5	199
	May	147	44.1	6.7	197.8
	June	138.9	45.8	7.4	192.1
	July	133.4	60.1	8.2	201.7
	August	140.5	56.7	8	205.2
	September	156.9	54.7	7.6	219.2
2003	October	151.5	51.2	7.8	210.5
	November	144.7	53.3	8.1	206.1
	December	126.2	53.1	7.2	186.5
	January	137.3	55.5	8.1	200.9
	February	124.4	55.2	7.7	187.3
	March	135.9	59.4	9	204.3
March 2003 vs 2002					
	Increase (Dec)	(2.7)	20.6	1.0	18.9
	% Change	-1.9%	53.1%	12.5%	10.2%



Table 3 – Passengers Boarding by Member City

Dallas Area Rapid Transit
Estimated Passenger Boardings By Member City
For the Second Quarter Fiscal Year 2002, Period Ending March 31, 2003
In Thousands

Description	Qtr 2 2003	Qtr 2 2002	%%% (2) Change	YTD 2003	YTD 2002	%%% Change
Bus Ridership (1)						
Addison	74	81	-8.2%	152	166	-8.9%
Carrollton	138	150	-7.8%	298	309	-3.6%
Farmers Branch	37	39	-6.8%	78	81	-3.5%
Garland	490	552	-11.3%	1031	1114	-7.5%
Glenn Heights	42	46	-7.9%	84	92	-9.1%
Irving	352	380	-7.3%	734	813	-9.7%
Plano	191	199	-3.9%	383	397	-3.4%
Richardson	175	197	-11.3%	358	407	-12.0%
Rowlett	24	37	-35.7%	53	74	-28.3%
Suburban Total	1522	1680	-9.4%	3170	3453	-8.2%
Dallas Total (3)	8092	8535	-5.2%	16818	17836	-5.7%
Bus Total	9,614	10,215	-5.9%	19,988	21,289	-6.1%
Light Rail	4153	2839	46.3%	8143	5964	36.5%
Commuter Rail	581	569	2.1%	1143	1019	12.2%
Total Passenger Boardings	14,349	13,623	5.3%	29,275	28,273	3.5%

Type of Day	Qtr 2 2003	Qtr 2 2002	Inc (Dec)	YTD 2003	YTD 2002	Inc (Dec)
Weekdays	63	63	0	127	127	0
Saturdays/Holiday	13	13	0	26	26	0
Sundays/Holiday	14	14	0	29	29	0
Total	90	90	0	182	182	0

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

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

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



Service Standards Monitoring Report

Purpose and Approach

DART's Service Standards require the preparation of a quarterly Service Standards Monitoring Report, which 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 five route types, Crosstown, Express, Rail Feeder, Transit Center Feeder and Local. The standards adopted for FY 2003 were used in compiling this report.

The Service Standards define an RPI 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.

Second Quarter Performance

Crosstown Routes

- Routes 409 and 486 are the best performing Crosstown routes with RPI values of 1.2. Route 466 with an RPI value of 1.1 ranks third. With almost 4,300 daily riders, route 409 is the second most heavily patronized Crosstown route. Route 466 with over 4,600 daily riders ranks first among crosstown routes while route 486, with over 2,100 daily riders ranks fifth among Crosstown routes.
- Four of the eighteen Crosstown routes had RPI values 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, 410 and 415 (0.5), 475 (0.4) and 412 (0.2).
- Route 404 serves west Oak Cliff, West Dallas and Irving. It is proposed to divide it into two routes in October 2003 while adjusting service levels to be more commensurate with ridership.
- Route 415 was modified in December 2002 serve the area formerly served by route 512 which was eliminated Its ridership is growing.
- Route 410 connects the South Garland Transit Center and the Parker Road station and serves the Forest/Jupiter station. Service level adjustments are being evaluated to correct the performance of this route.
- Route 475 serves the southeast Dallas area and is proposed for revisions in October 2003.
- Route 412 underwent significant restructuring in December 2002.



Express Routes

- Six of DART's eleven 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.
- Two routes, 278 (Red Bird) and 206 (Glenn Heights) had RPI values of 1.2 and 0.9, respectively.
- Five routes had RPI values of less than 0.6. Route 227 (Rowlett) was at the 0.5 level. Routes 202 (North Irving) 234 (Plano, Richardson, Irving) and 247 (Farmers Branch) were at the 0.4 level. Route 281 (South Garland) fell to the 0.2 level.
- Routes 207 and 281 are proposed for corrective action in October 2003.

Rail Feeder Routes

- Seven of the 36 Rail Feeder routes performed at the 1.0 level or better. A total of 20 Rail Feeder routes performed at or above the 0.6 level.
- The top performing Rail Feeder route was route 583 (Lovers Lane/LBJ/Skillman/Richland College) with an RPI value of 1.6. Route 554 (Ledbetter Station/ Paul Quinn) was second with an RPI of 1.3.
- Among routes falling below the 0.6 level was route 560 (LBJ/Skillman/Kingsley) at the 0.5 level.
- A number of routes recorded RPI values of 0.4 during the second quarter. These routes include 527 (Lovers Lane/Larmanda/SMU), 539 (Lovers Lane/Love Field/Medical Center), 551 (LBJ/Skillman/Spring Valley), 566 (Downtown Garland/Bush Turnpike), 572 (Bush Turnpike/Downtown Plano/Parker Road/Chase Oaks), 573 (Spring Valley/Campbell), 581 (South Garland/White Rock) and 585 (Forest Lane/Spring Valley). Various service level and route changes are proposed for these routes for October 2003 implementation.
- Five routes performed at the 0.3 RPI level. They include 503 (Highland Park), 569 (LBJ/Skillman/White Rock/Lovers Lane), 570 (Downtown Plano/Shiloh), 705 (Arapaho Center/Galatyn Park) and 712 (M Line). Restructuring or elimination is proposed for these routes in October 2003.
- Routes 550 (LBJ/Skillman/Downtown Garland) and 575 (Downtown Plano/Peachtree) were at the 0.2 and 01 levels respectively. These routes are proposed for elimination in October 2003.

Transit Center Feeder Routes

- Twenty of the twenty-seven 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 best performing Transit Center Feeder route with an RPI of 1.6, the highest RPI value attained by any route in the DART system.



- Route 377 (Garland Central/ South Garland) was next at 1.4.
- Routes 350 (Addison/West Plano/Parker Road) and 374 (LBJ/Skillman/South Garland) ranked next with RPI values of 1.2.
- Routes 301 (North Irving/Irving Mall/South Irving) and 361 (Addison/Arapaho Center) posted RPIs of 1.1.
- Route 333 (North Carrollton/Addison) recorded an RPI value of 0.5. It is interlined with route 344 whose statistics were combined for performance evaluation.
- Routes 304 (West Dallas/South Irving/ Irving Mall), 311 (West Irving/DeVry), 358 (Spring Valley/West Plano/Parker Road), 709 (Belt Line/Galleria) and 760 (Downtown Plano/Collin Creek Mall) fell below the 0.6 level. Service and route change modifications for these routes are proposed for October 2003 implementation.
- Route 703 (Arapaho Center/Galatyn Park) performed at the 0.2 level. It is being evaluated for service modifications in October 2003.

Local Routes

- Twenty-one of the twenty-nine Local routes posted RPI values of 0.6 or greater in the first quarter of FY 2003.
- Route 44 (South Dallas/Medical Center/Northwest Dallas) was both the best performing Local route with a 1.5 RPI as well as the most heavily patronized route.
- Route 26 (Harry Hines Corridor/Cedars Station/Frazier Courts) placed second with an RPI of 1.2 while routes 19 (South Oak Cliff/East Dallas/South Garland), 24 (Mockingbird Station), and 51 (Walnut Hill/West Dallas) completed the list of Local routes performing at the 1.0 level or better.
- Routes 8 (Oak Lawn/Preston Center), 35 (Crozier/Keeneland), 46 (Illinois/Morrell stations), 60 (White Rock/Lake Highlands), 63 (Regal Row), 155 (Paul Quinn/Bonnie View), 183 (Addison) and 184 (Frankford) had RPI values below 0.6. Route 35 was restructured in December 2002. Service modifications are proposed for the remaining routes in October 2003.



RAIL FEEDER

Dallas Area Rapid Transit Service Standards Monitoring Report Second Quarter FY 2003

		Avg	Avg								1Q03	2Q03		
		Weekday	Weekday								Route	Route	RPI	
		Pass	Pass	%	Sub/	Pass/		Rev		Performance		Performance	Point	
LINE		2Q03	2Q02	Change	Pass	Index	Trip	Index	Mile	Index	Index	Index	Change	
				\$3.60			9.50		1.80					
F1	583	2,335	1,226	90.5%	\$3.01	1.2	22.4	2.4	2.2	1.2	1.4	1.6	0.2	
F1	554	887	587	51.0%	\$2.36	1.5	10.9	1.1	2.3	1.3	1.4	1.3	-0.1	
F1	548	1,198	721	66.2%	\$3.65	1.0	14.0	1.5	1.8	1.0	1.1	1.1	0.0	
F1	506	1,629	353	361.7%	\$2.76	1.3	7.9	0.8	2.1	1.2	1.8	1.1	-0.6	
F1	501	844	632	33.5%	\$3.43	1.0	10.5	1.1	1.8	1.0	1.0	1.1	0.1	
F1	519	1,034		All	\$6.10	0.6	18.6	2.0	1.1	0.6		1.0	All	
F1	582	1,071	741	44.6%	\$4.40	0.8	12.8	1.3	1.5	0.8	1.0	1.0	0.0	
F1	555	611	364	68.1%	\$3.66	1.0	7.8	0.8	1.7	0.9	0.9	0.9	0.0	
F1	702	168	163	2.9%	\$3.21	1.1	3.0	0.3	2.1	1.2	1.4	0.9	-0.5	
F1	515	871	640	36.0%	\$5.45	0.7	10.4	1.1	1.1	0.6	0.8	0.8	0.0	
F1	510	587	487	20.7%	\$5.00	0.7	8.9	0.9	1.2	0.7	0.8	0.8	0.0	
F1	568	880	613	43.6%	\$5.77	0.6	10.2	1.1	1.1	0.6	0.8	0.8	-0.1	
F1	538	1,005	719	39.7%	\$4.29	0.8	6.0	0.6	1.4	0.8	0.7	0.8	0.0	
F1	567	584	216	170.0%	\$7.26	0.5	11.8	1.2	0.9	0.5	0.7	0.7	0.1	
F1	522	645	432	49.5%	\$5.20	0.7	8.0	0.8	1.2	0.6	0.7	0.7	0.0	
F1	571	457		All	\$4.91	0.7	8.8	0.9	0.8	0.4	1.2	0.7	-0.5	
F1	553	357	195	83.6%	\$6.36	0.6	7.5	0.8	1.1	0.6	0.5	0.7	0.2	
F1	549	749	462	62.2%	\$9.42	0.4	9.9	1.0	0.8	0.4	0.8	0.6	-0.2	
F1	574	266	196	36.2%	\$10.35	0.3	9.4	1.0	0.6	0.3	0.4	0.6	0.2	
F1	562	436		All	\$5.42	0.7	5.2	0.6	0.8	0.4	0.6	0.6	0.0	
F1	560	326		All	\$7.13	0.5	5.2	0.6	0.6	0.3	0.5	0.5	0.0	
F1	527	224	162	38.8%	\$8.39	0.4	4.5	0.5	0.8	0.4	0.4	0.4	0.0	
F1	539	293	169	73.2%	\$11.56	0.3	6.3	0.7	0.6	0.3	0.4	0.4	0.1	
F1	551	215		All	\$10.10	0.4	4.8	0.5	0.7	0.4	0.4	0.4	0.1	
F1	581	92	130	-29.3%	\$6.38	0.6	3.1	0.3	0.6	0.4	0.6	0.4	-0.1	
F1	573	235		All	\$7.58	0.5	3.7	0.4	0.6	0.3	0.3	0.4	0.1	
F1	566	307		All	\$8.73	0.4	4.5	0.5	0.5	0.3	0.3	0.4	0.1	
F1	572	217		All	\$7.28	0.5	3.6	0.4	0.5	0.3	0.4	0.4	0.0	
F1	585	206		All	\$9.64	0.4	2.7	0.3	0.7	0.4	0.2	0.4	0.1	
F1	569	237	160	47.9%	\$13.55	0.3	3.5	0.4	0.6	0.3	0.3	0.3	0.0	
F1	503	131	83	57.9%	\$17.21	0.2	4.7	0.5	0.4	0.2	0.4	0.3	-0.1	
F1	570	107		All	\$9.50	0.4	2.2	0.2	0.6	0.3	0.7	0.3	-0.4	
F1	705	32		All	\$8.68	0.4	1.4	0.1	0.4	0.2	0.4	0.3	-0.2	
F1	712	70		All	\$14.12	0.3	1.3	0.1	0.7	0.4	0.2	0.3	0.1	
F1	550	65		All	\$9.80	0.4	2.0	0.2	0.3	0.2	0.3	0.2	-0.1	
F1	575	31		All	\$17.82	0.2	0.6	0.1	0.2	0.1	0.1	0.1	0.0	



**TRANSIT CENTER
FEEDER**

**Dallas Area Rapid Transit
Service Standards Monitoring Report
Second Quarter FY 2003**

LINE	Avg		%	Sub/ Pass	Index	Pass/ Trip	Index	Pass/ Rev		1Q03	2Q03	RPI Point Change
	Weekday	Weekday								Route	Route	
	Pass	Pass						Mile	Index	Performance	Performance	
2003	2002	Change								Index	Index	
				\$4.30		10.00		1.00				
F2 378	1,292	1,076	20.0%	\$2.67	1.6	18.3	1.8	1.4	1.4	1.8	1.6	-0.2
F2 377	617	447	38.1%	\$2.23	1.9	8.9	0.9	1.4	1.4	1.7	1.4	-0.3
F2 374	429	225	90.9%	\$3.08	1.4	7.8	0.8	1.3	1.3	1.1	1.2	0.1
F2 350	1,068	338	216.3%	\$3.33	1.3	10.6	1.1	1.1	1.1	1.4	1.2	-0.2
F2 301	899	570	57.6%	\$6.76	0.6	18.1	1.8	0.9	0.9	1.0	1.1	0.1
F2 361	405	206	97.0%	\$4.12	1.0	8.6	0.9	1.3	1.3	1.3	1.1	-0.2
F2 331	347	185	87.4%	\$3.90	1.1	7.0	0.7	0.8	0.8	0.4	0.9	0.5
F2 376	160	129	24.5%	\$5.11	0.8	6.1	0.6	0.9	0.9	0.9	0.8	-0.1
F2 314	523	337	55.3%	\$9.14	0.5	14.7	1.5	0.4	0.4	0.8	0.8	0.0
F2 372	423	267	58.8%	\$5.14	0.8	7.7	0.8	0.7	0.7	0.8	0.8	-0.1
F2 322	419	338	24.0%	\$6.42	0.7	9.0	0.9	0.7	0.7	0.8	0.7	0.0
F2 380	264	191	37.9%	\$5.03	0.9	5.3	0.5	0.8	0.8	0.7	0.7	0.0
F2 303	374	202	84.8%	\$6.50	0.7	8.4	0.8	0.7	0.7	0.7	0.7	0.0
F2 302	253	163	55.6%	\$5.33	0.8	5.8	0.6	0.7	0.7	0.7	0.7	0.0
F2 310	333	225	47.8%	\$4.36	1.0	5.2	0.5	0.5	0.5	0.8	0.7	-0.1
F2 360	441	568	-22.4%	\$6.77	0.6	7.3	0.7	0.6	0.6	0.8	0.7	-0.1
F2 309	215	165	30.3%	\$5.84	0.7	5.9	0.6	0.6	0.6	0.8	0.6	-0.1
F2 305	495	439	12.9%	\$9.77	0.4	9.4	0.9	0.4	0.4	0.6	0.6	0.0
F2 306	142	99	43.3%	\$6.15	0.7	4.0	0.4	0.6	0.6	0.6	0.6	0.0
F2 321	129	101	27.6%	\$7.39	0.6	4.6	0.5	0.6	0.6	0.6	0.6	-0.1
F2 333	522	302	72.8%	\$9.04	0.5	5.1	0.5	0.5	0.5	1.0	0.5	-0.5
F2 311	102	82	24.0%	\$12.35	0.3	5.3	0.5	0.5	0.5	0.5	0.4	-0.1
F2 304	180		All	\$14.03	0.3	5.7	0.6	0.4	0.4	1.1	0.4	-0.7
F2 760	147		All	\$9.99	0.4	1.1	0.1	0.5	0.5	0.6	0.4	-0.3
F2 358	216	191	13.3%	\$13.18	0.3	4.3	0.4	0.3	0.3	0.4	0.4	-0.1
F2 709	109	86	27.3%	\$15.78	0.3	4.0	0.4	0.4	0.4	0.3	0.4	0.1
F2 703	50	86	-42.2%	\$17.76	0.2	1.0	0.1	0.3	0.3	0.3	0.2	-0.1



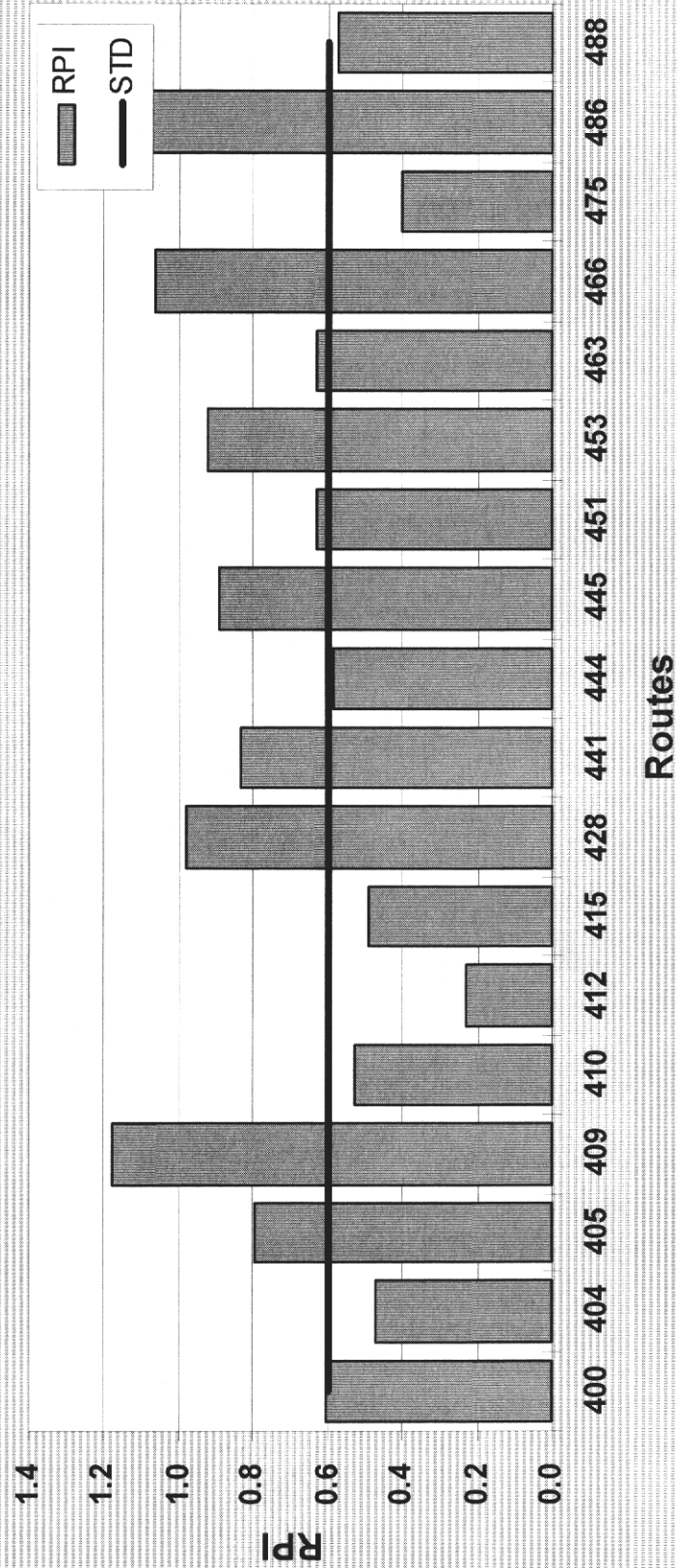
LOCAL

Dallas Area Rapid Transit Service Standards Monitoring Report Second Quarter FY 2003

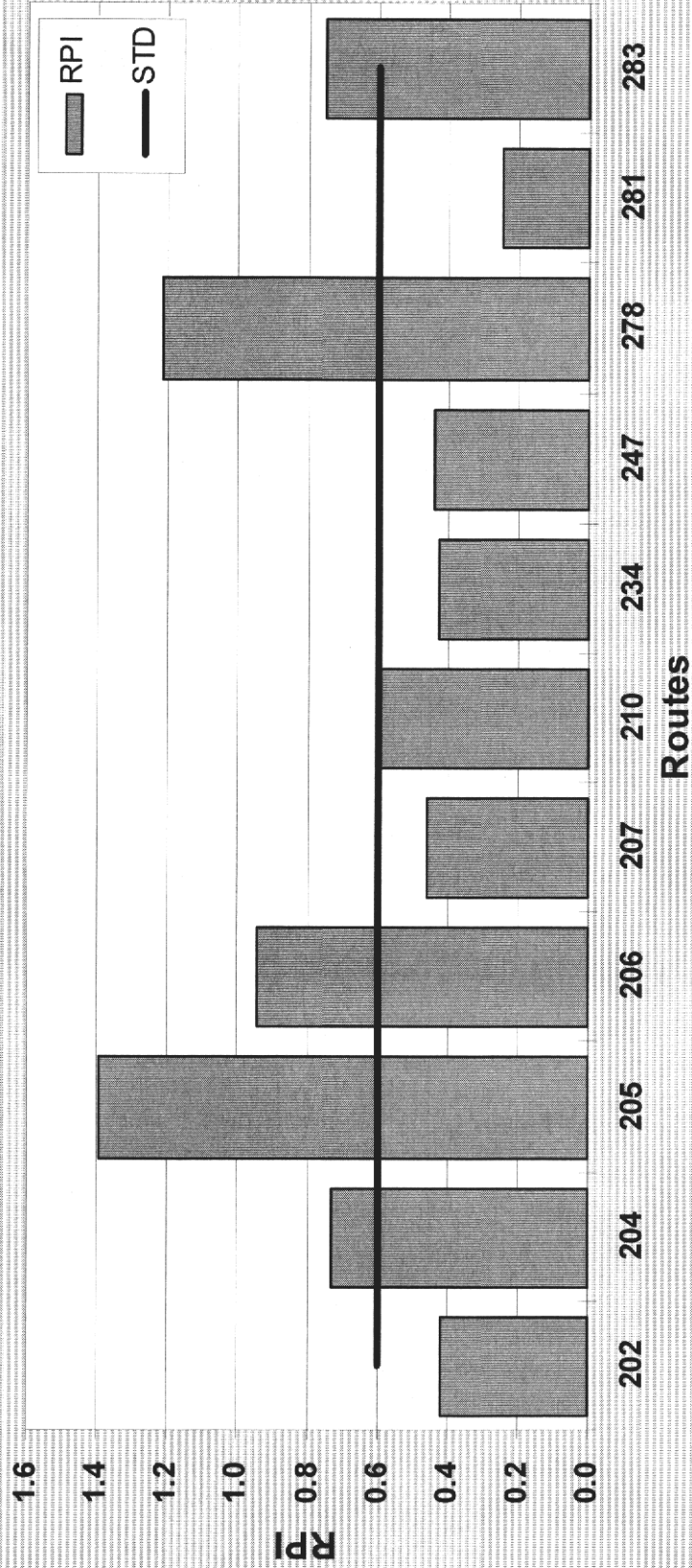
		Avg	Avg							1Q03	2Q03						
		Weekday	Weekday							Pass/	Route	Route	RPI				
		Pass	Pass	%	Sub/	Pass/		Rev		Performance	Performance	Point					
LINE		2003	2002	Change	Pass	Index	Trip	Index	Mile	Index	Index	Index	Change				
												\$2.80	24.50	2.00			
L 44		7,518	5,213	44.2%	\$2.27	1.2	49.6	2.0	2.6	1.3	1.5	1.5	0.0				
L 26		4,256	2,920	45.7%	\$2.37	1.2	27.7	1.1	2.6	1.3	1.2	1.2	0.0				
L 19		3,823	3,899	-1.9%	\$2.39	1.2	24.3	1.0	2.4	1.2	1.0	1.1	0.1				
L 24		1,712	1,248	37.2%	\$2.38	1.2	15.0	0.6	2.7	1.4	1.0	1.0	0.0				
L 51		2,567	1,772	44.9%	\$3.30	0.8	27.3	1.1	1.8	0.9	1.0	1.0	0.0				
L 12		1,103	932	18.3%	\$2.83	1.0	14.2	0.6	2.3	1.2	0.9	0.9	0.0				
L 161		6,269	4,397	42.5%	\$4.18	0.7	29.2	1.2	1.6	0.8	0.9	0.9	0.0				
L 2		1,353	1,111	21.8%	\$2.85	1.0	15.8	0.6	2.0	1.0	1.0	0.9	-0.1				
L 39		1,286	999	28.8%	\$2.95	0.9	14.2	0.6	2.2	1.1	0.9	0.9	0.0				
L 1		2,733	1,937	41.1%	\$3.34	0.8	19.7	0.8	1.9	0.9	0.9	0.9	0.0				
L 11		3,495	2,559	36.6%	\$3.70	0.8	23.8	1.0	1.7	0.8	0.9	0.9	-0.1				
L 76		1,582	1,205	31.3%	\$3.87	0.7	24.4	1.0	1.5	0.8	1.0	0.8	-0.2				
L 50		2,191	1,759	24.6%	\$3.90	0.7	21.8	0.9	1.6	0.8	0.8	0.8	0.0				
L 164		3,424	2,823	21.3%	\$4.06	0.7	21.7	0.9	1.6	0.8	0.8	0.8	0.0				
L 29		2,766	1,924	43.8%	\$5.04	0.6	26.3	1.1	1.3	0.6	0.8	0.8	0.0				
L 49		1,188	900	32.0%	\$4.12	0.7	14.0	0.6	1.8	0.9	0.7	0.7	0.1				
L 21		1,949	1,339	45.5%	\$5.55	0.5	25.3	1.0	1.2	0.6	0.8	0.7	-0.1				
L 59		2,159	1,307	65.2%	\$5.37	0.5	21.8	0.9	1.2	0.6	0.7	0.7	0.0				
L 42		2,040	1,256	62.4%	\$5.67	0.5	19.8	0.8	1.1	0.5	0.7	0.6	-0.1				
L 36		1,241	891	39.3%	\$5.85	0.5	16.9	0.7	1.2	0.6	0.6	0.6	0.0				
L 31		1,278	963	32.7%	\$6.17	0.5	16.7	0.7	1.0	0.5	0.6	0.6	0.0				
L 155		623	632	-1.4%	\$5.80	0.5	13.3	0.5	1.2	0.6	0.5	0.5	0.0				
L 60		1,802	1,143	57.7%	\$6.18	0.5	14.1	0.6	1.1	0.6	0.5	0.5	0.0				
L 184		464	425	9.1%	\$4.70	0.6	13.7	0.6	0.8	0.4	0.6	0.5	-0.1				
L 63		803	912	-12.0%	\$5.77	0.5	10.0	0.4	1.3	0.7	0.6	0.5	-0.1				
L 35		895		All	\$7.18	0.4	14.4	0.6	0.9	0.5		0.5	All				
L 8		762	352	116.5%	\$7.12	0.4	7.3	0.3	1.1	0.5	0.4	0.4	0.0				
L 183		933	952	-2.0%	\$6.95	0.4	10.2	0.4	0.7	0.4	0.5	0.4	-0.1				
L 46		286	254	12.9%	\$7.16	0.4	6.2	0.3	0.9	0.4	0.3	0.4	0.0				



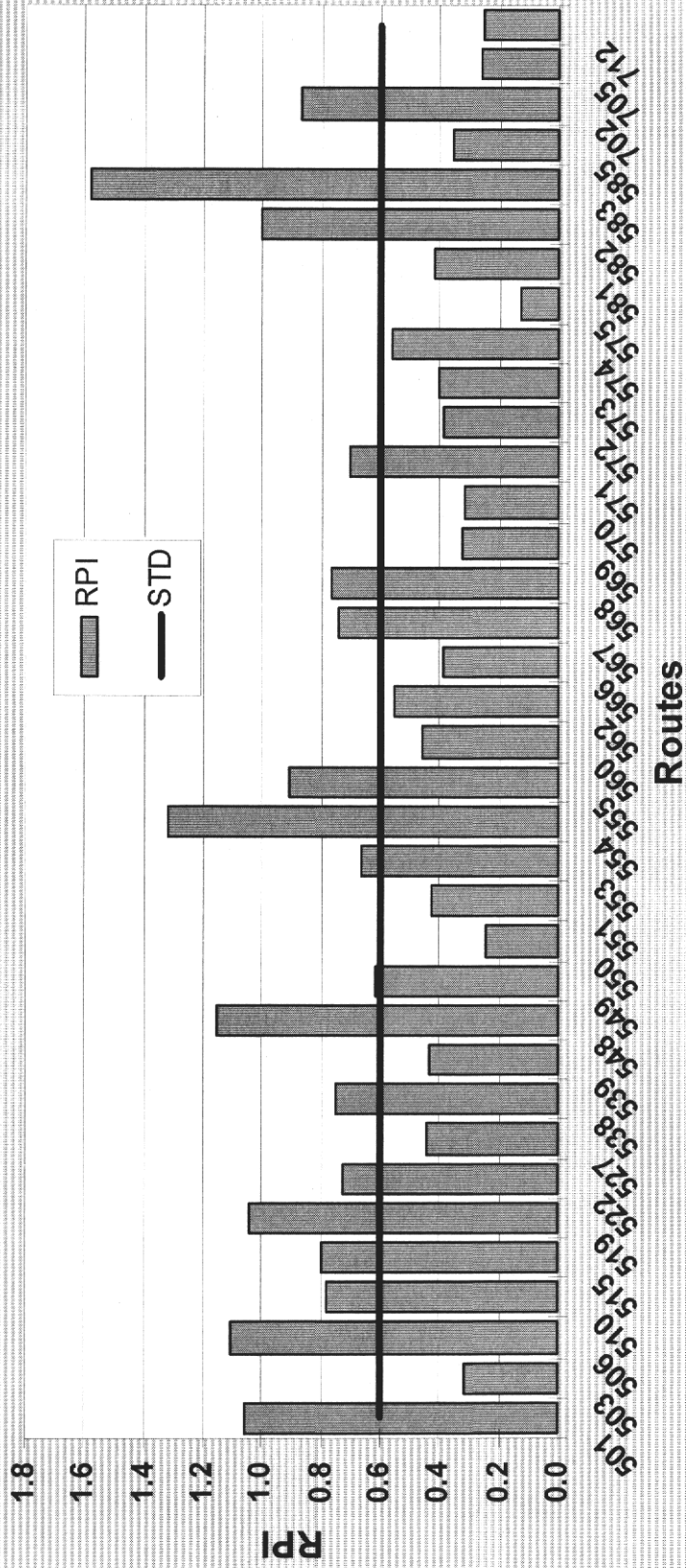
ROUTE PERFORMANCE INDEX **Crosstown Routes**



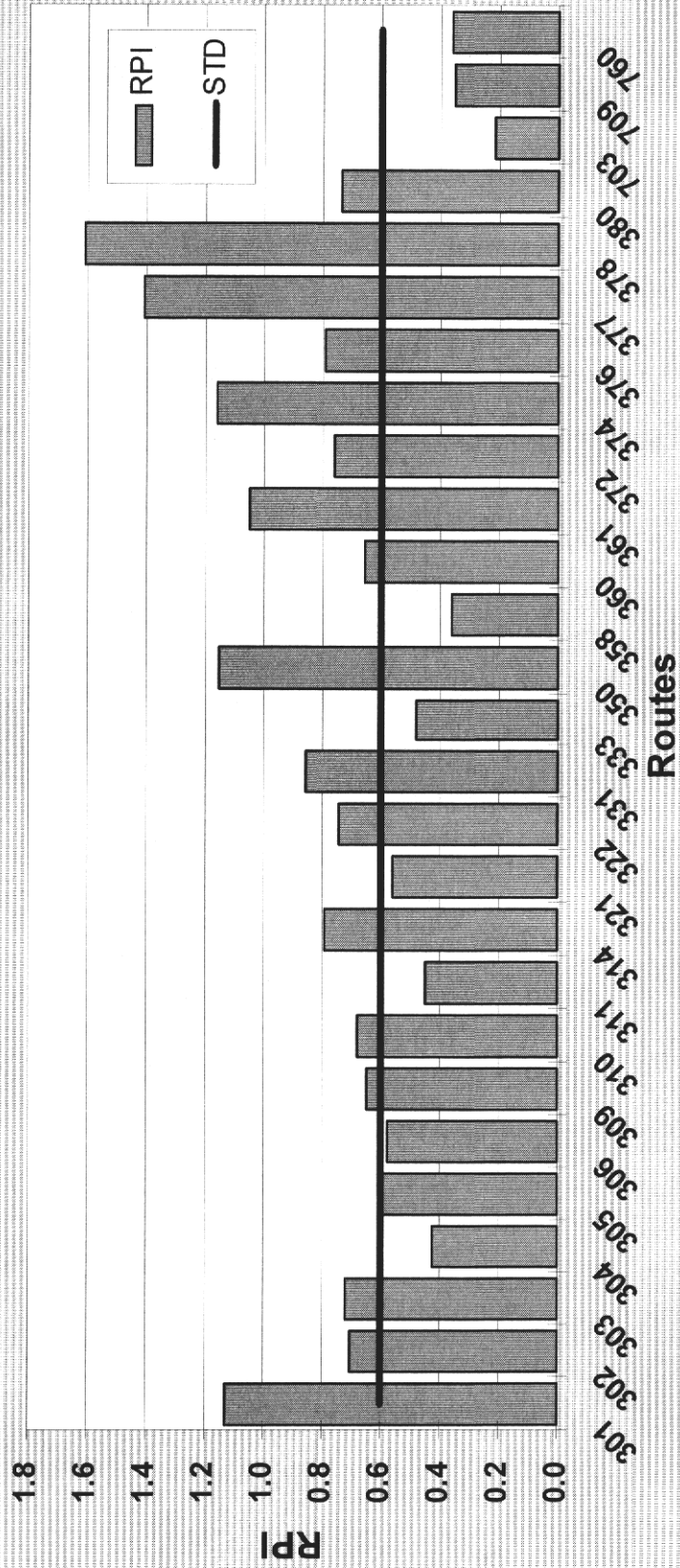
ROUTE PERFORMANCE INDEX **Express Routes**



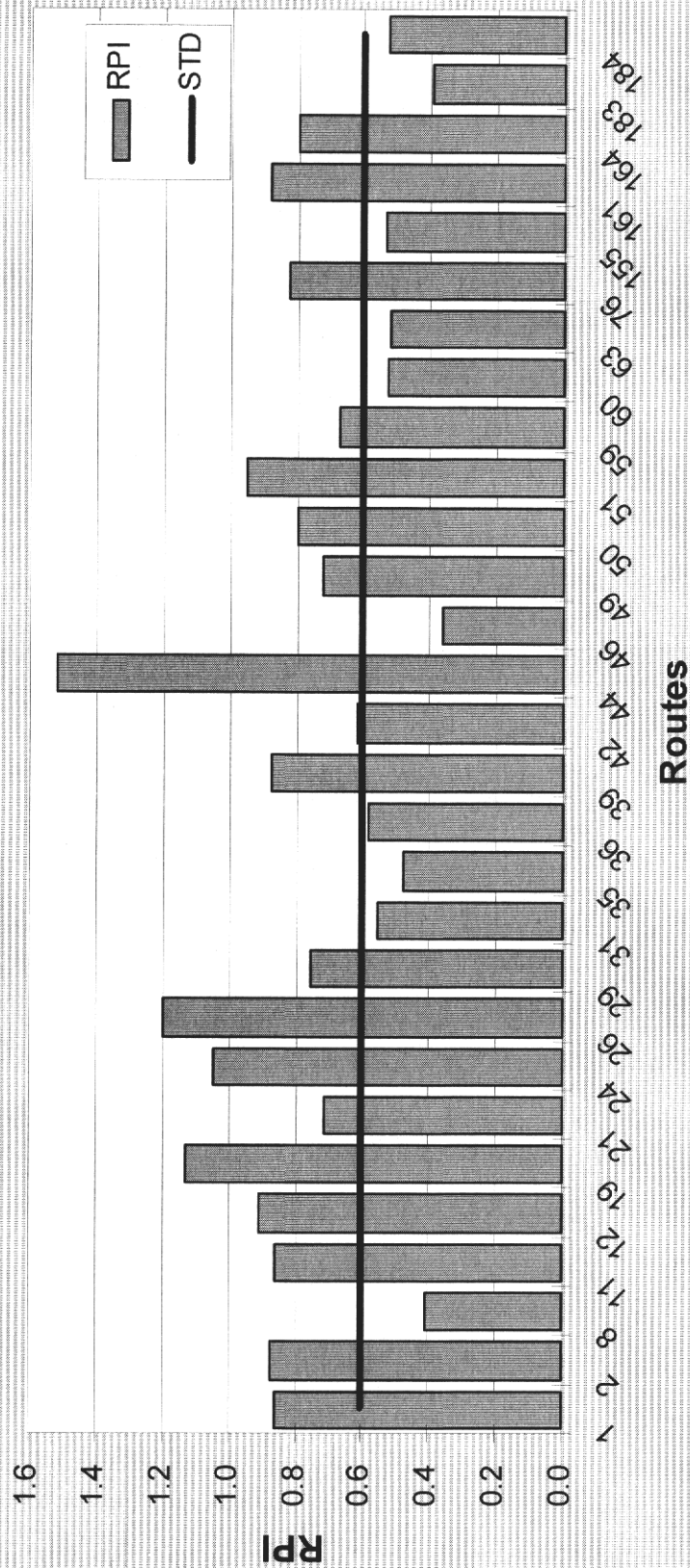
ROUTE PERFORMANCE INDEX **Rail Feeder Routes**



ROUTE PERFORMANCE INDEX **Transit Center Feeder Routes**



ROUTE PERFORMANCE INDEX **Local Routes**



PLANNING & DEVELOPMENT DEPARTMENT

Second Quarter FY 2003 Quarterly Reports

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Planning and Development Department

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

Direction of 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

- DART staff is working closely with NCTCOG regarding ridership modeling for the Transit System Plan 2030. Tasks in progress include the Corridor Cost Estimation Study and Corridor Opportunities Report.
- The DART Board approved programming requests for the cities of Farmers Branch (\$4,970,000) and Richardson (\$808,782) under the LAP/CMS Program.
- The Memorandum of Agreement (MOA) for the Southeast Corridor PE/EIS was signed by DART and sent to FTA in March 2003.
- DART staff is working to resolve Medical Center issues related to the Northwest Corridor (Dallas CBD to Carrollton).
- The Northwest Corridor (NW Hwy. to DFW) is temporarily on hold pending contract issue.
- FHWA and TxDOT approved the schematics for the North Central (US 75) Reversible HOV Lane.
- DART's four operated HOV lanes carried approximately 100,850 weekday daily commuters.
- Campbell Centre E-Shuttle ridership reached an all time high average trips per day of 68.91 in January 2003.
- An E-Shuttle between Texas Instrument's Spring Creek Campus and Parker Road Station was initiated in February 2003.
- A pilot project was initiated in March 2003 to extend Crescent Realty's E-Shuttle to serve the SBC buildings near Renner, Central Expressway, and Galatyn Station.
- Average weekday ridership for DART On-Call Rowlett was 53.1 passengers; Lakewood averaged 73.49 passengers and Plano averaged 87.23 passengers.
- A Vanpool Consumer Focus Group was established in February 2003.
- Vanpool ridership for March 2003 reached 37,212 with 84 vanpools in operation.

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

Description The Board of Directors adopted DART's current Transit System Plan (TSP) in November 1995. The 1995 Transit System Plan was an update to the 1989 Plan, both of which were oriented toward a horizon year of 2010. The current undertaking of the Transit System Plan 2030 intends to examine the transit needs and opportunities within the context of the year 2030.

The TSP 2030 update includes Phase I (Preliminary Assessment) and Phase II (Development). An assessment of DART's previous System Plan (1989, 1995) and the framework development for the Transit System Plan 2030 (Phase I) was completed during FY 01. Phase II is scheduled for completion in FY 04.

Accomplishments January - March 2003 activities:

- Preparing alternative TransCad networks for ridership forecasting
- Evaluating corridors
- Initiated Corridor Cost Estimation Study
- Preparing Corridor Opportunities Report.

Issues

- Schedule revised due to additional work to be performed by DART staff.
- Public meetings on hold.
- DART ridership modeling deferred due to higher DART priorities. Working with NCTCOG to perform ridership modeling.

Schedule

- August 2003: Complete Corridor Opportunities.
- October 2003: Draft 2030 Transit System Plan.
- February 2004: Final 2030 Transit System Plan.

Project Manager(s) Jay Kline
Deputy Project Manager: Jerry Tikalsky

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, 2003:</p> <ul style="list-style-type: none">• City of Farmers Branch requested funds for station area land acquisition, Josey Lane North and Brookhaven Club Drive reconstruction and additional sidewalks. (\$4,970,000)• City of Richardson requested the transfer of funds from the completed Renner Road Grade Separation to Galatyn Plaza and Galatyn Overpass. (\$808,782) <p>During this quarter, DART reimbursed a total of \$8,373,302 to Addison (\$1,179,626), Carrollton (\$3,025,373), Farmers Branch (\$2,118,162), Garland (\$1,148,000) and Irving (\$902,141) for completed LAP projects.</p>
Issues	None at this time
Schedule	This is an ongoing activity
Project Manager	Trip Brizell

North Central/Northeast Corridor Mitigation Monitoring Program

Capital Planning and Development

Strategic Plan Consideration	C2.3 Open/Integrate new transit services C2.6 Add needed passenger amenities/facilities S1.7 Operate environmentally friendly services
Description	DART is advancing the development of LRT extensions in the North Central and Northeast Corridors. The North Central Final Environmental Impact Statement (FEIS, 1997) and the Northeast Final Local Environmental Assessment (LEA, 1997) identified impact and mitigation measures. FTA requires preparation of Mitigation Monitoring Program (MMP) updates for federally funded projects.
Accomplishments	<ul style="list-style-type: none">• The Bermuda grass within the onsite mitigation areas at White Rock Creek-channel and overflow, Jackson Branch, McCree Branch has been removed.
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).• Re-vegetation of G-2 off-site Wetland mitigation areas 1, 2, and 3.• Re-seeding of the gabion area of the off-site wetland mitigation area.• Cultivate and revegetate with grasses and herbaceous species from an approved list within the onsite mitigation areas at White Rock Creek-channel and overflow, Jackson Branch, McCree Branch.
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">• No change from previous quarter
Issues	<ul style="list-style-type: none">• Park Lane parking demand well below zoning requirement• Payless Cashways use• Walnut Hill parking
Schedule	
Project Manager(s)	John Hoppie

Strategic Plan Consideration	C2.3 Open/Integrate new transit service.
Description	<p>The Transit System Plan (Phase II) identifies a transit corridor extending from the CBD through Deep Ellum near Baylor Hospital, by South Dallas, Fair Park and to Pleasant Grove. The committed MLK and Lake June Transit Centers are both located in the vicinity of DART rail right-of-way, thus enhancing the opportunity to implement rail transit from the Dallas CBD to Buckner Blvd.</p> <p>FTA issued the Notice of Intent to prepare the EIS in November 2000. DART received FTA approval to enter into Preliminary Engineering in July 2001. Draft EIS was published in February 2002.</p>
Accomplishments	<ul style="list-style-type: none">• Held 4(f) Public Hearing on January 15, 2003• Incorporated Section 4(f) comments into FEIS• Authorized by SHPO and FTA to finalize MOA• MOA signed by DART sent to FTA March 24, 2003
Issues	<ul style="list-style-type: none">• Completion of FEIS pending signed MOA
Schedule	<ul style="list-style-type: none">• March 2003: MOA to be signed by FTA, SHPO & ACHP• May 2003: Publish FEIS
Project Manager(s)	John Hoppie

Strategic Plan Consideration	C2.3 Open/Integrate new transit services.
Description	The DART Board approved the Northwest Corridor Locally Preferred Investment Strategy (LPIS) on February 22, 2000. The LPIS includes implementation of Light Rail Transit (LRT) in the Northwest Corridor. The project is currently nearing completion of the Preliminary Engineering/Environmental Impact Statement (PE/EIS) phase. FTA issued the Notice of Intent to prepare the EIS in November 2000. DART received FTA approval to enter into Preliminary Engineering in July 2001.
Accomplishments	<ul style="list-style-type: none">• Continued discussions with Parkland regarding LRT alignment and station; discovered significant cost and design issues.• Obtained DART and FTA signatures for Final EIS in January 2003, but halted production at request of FTA until Medical Center issues resolved.• Initiated re-examination of DART owned UP RR corridor for LRT alignment due to Medical Center issues.• Obtained City of Dallas approval of Medical Center alignments.• Prepared Draft Environmental Study and scheduled public meeting and hearing for April 2003 to discuss project changes.• Initiated Draft Interlocal Agreement with City of Dallas on issue of LRT access into Love Field based on February 11 DART and February 12 City of Dallas resolutions.• Continued preparation of New Starts applications for NW/SE Federal Project, with and without Love Field tunnel.• Finalized FTA/SHPO Memorandum of Agreement for signature; signatures pending supplemental analysis due to project changes in Medical Center area.
Issues	<ul style="list-style-type: none">• Affordability, interlining with Southeast Corridor, CBD transit mall capacity, competitiveness for federal funds.• Additional funding for Love Field tunnel option.• Project changes in Medical Center area• Timely review of supplemental SHPO information for project changes and signing of Memorandum of Agreement.
Schedule	<ul style="list-style-type: none">• April: Public Meeting (April 3) and Hearing (April 10)• April: Re-draft Final EIS to incorporate project changes• May: Print and distribute Final EIS (depends on execution of MOA)
Project Manager(s)	Kay Shelton

Northwest Corridor (NW Hwy. to DFW)

Capital Planning & 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 development process is the PE/EIS phase scheduled for completion by February 2004.
Accomplishments	<ul style="list-style-type: none">• Coordinating with the City of Irving on alignment and land use issues in the Las Colinas urban center through Supplemental Planning.• Attending monthly Chamber of Commerce and community meetings to update the public and meet interested citizens.
Issues	<ul style="list-style-type: none">• Alignment and station issues in the Las Colinas Urban Center and at DFW Airport are continuing to be evaluated. The location of the Irving Convention Center has been resolved by the city but the alignment in the vicinity is still being developed.• Light rail alignment adjacent to the Cistercian School remains an issue. Meetings are being held with Cistercian, TXDOT and Irving to resolve the concerns as quickly as possible.
Schedule	<ul style="list-style-type: none">• Temporarily on hold pending contract issue.
Project Manager(s)	Steve Salin

Construction & Installation of Standard Shelters

Capital Planning
and Development

Strategic Plan Consideration	C1.2 Provide clean, safe, secure environment. C2.6 Add needed passenger amenities/facilities.
Description	<p>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.</p> <p>Amenity improvements identified in the Five Year Action Plan include a total of 235 standard shelters. The plan is to construct and install 80-90 standard shelters each year for three to five years.</p>
Accomplishments	<ul style="list-style-type: none">• Completed installation of 232 shelters out of 235.• Pad pouring continues in preparation of the new shelter contract.• Process to procure new shelter contractor was initiated in July 2001 and continues.• Investigation to provide communication devices at bus shelters, including installation of “smart” shelters, was initiated and continues.
Issues	<ul style="list-style-type: none">• Legal issues regarding City’s right-of-way delaying installation of telephones at bus shelters.• Budget issues delaying Board consideration of the new shelter contract.
Schedule	<ul style="list-style-type: none">• May 2003: Procure new shelter contractor.• May 2003: NTP for new shelter contractor.
Project Manager(s)	Abel Walendom

Southern Sector Amenities

Capital Planning and Development

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 Magnaprime to manufacture 15 regular enhanced shelters.</p>
Accomplishments	<ul style="list-style-type: none">• Completed shelter installation at 16 of 18 total locations.• Site plans for one narrow right-of-way shelter and one regular right-of-way on-street enhanced shelter at Lake June and Buckner are in design. This design will preclude the need for a \$ 500,000 – 1 million street reconstruction originally required, and provide passenger weather protection for all four quadrants.
Issues	<ul style="list-style-type: none">• Delay in enhanced shelters due to right-of-way ownership/identification problem along Buckner and Lake June.
Schedule	<ul style="list-style-type: none">• June 2003: Completion of two Lake June/Buckner enhanced shelters.
Project Manager(s)	Robert Parks

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>
Accomplishments	<ul style="list-style-type: none">• Completed a freeway-running LRT vs. arterial-running LRT comparison in response to requests/comments made by the Community Work Group (CWG).• Held meetings with Ferguson Road Initiative (FRI) on potential development of Bus Rapid Transit (BRT) along Ferguson Road.
Issues	<ul style="list-style-type: none">• Work closely with the City of Dallas Public Works and Transportation department on the development of Bus Rapid Transit (BRT) strategies for Ferguson Rd. between I-635 and I-30.
Schedule	<ul style="list-style-type: none">• FY 03: Complete Alternatives Analysis.• FY 03-04: Schematic Design and the Federal Environmental process (NEPA) phase.
Project Manager(s)	Ernie Martinez

SH 114 Freeway Widening Including HOV Lanes

Mobility Programs Development

Strategic Plan Consideration	C2.3 Open/Integrate new transit services
Description	<p>The SH 114 project is comprised of two segments: The section between SH 183 and Spur 348 will be widened from 4 to 6 general purpose lanes (3 in each direction) and have a one-lane reversible HOV lane added within the median. The section from Spur 348 to SH 121/County Line will be widened from four lanes to eight lanes with an addition of two reversible HOV lanes. The corridor is expected to include two Park and Ride lots, located at or near International Parkway and Spur 348. Access and egress will be provided by using various methods such as T-ramp, slip-ramp, wishbone ramp and drop ramp.</p>
Accomplishments	<ul style="list-style-type: none">• The cross-section (# of lanes) of the terminus at the western end of the project was re-evaluated to conform to the recently developed demand (design-hour) volumes.• Schematics are at 65% review level.• The Texas Turnpike Authority (TTA), a division of TxDOT, is considering the feasibility of implementing High Occupancy Toll (HOT) lanes along this corridor.• Locations of access/egress points and ramps have been resolved.
Issues	<ul style="list-style-type: none">• A newer proposal to allow LRT within State R-O-W so as not to significantly impact highway improvements and operations has been developed with fewer impacts to property owners and frontage road operations.• The preferred at-grade LRT option is within TxDOT R-O-W and is pending final approval by TxDOT Design Division (Austin) and FHWA.• Dallas County and Corps of Engineers have completed a preliminary analysis that may lead to the revision of the area flood plains, which may impact project definition.• The project team will need to reevaluate the project definition based on flood plain changes and new design requirements.• Currently re-examining grades and geometry to minimize sections requiring complete reconstruction
Schedule	<ul style="list-style-type: none">• FY 04: Complete EA and schematic drawings.• FY 03-08: PE/EA/final engineering phase.• FY 04-08: Utilities relocation/coordination and ROW• FY 08-12: Construction phase, pending funding availability.
Project Manager(s)	Ali Rabiee

North Central (US 75) Reversible HOV Lane

Mobility Programs Development

Strategic Plan Consideration	C2.3 Open/Integrate new transit services
Description	<p>A single reversible HOV lane will be constructed in the median of US 75, north of LBJ Freeway to Parker Road in Plano. Southbound HOV lane will serve the morning commuters while the operation will be reversed for afternoon. The reversible HOV lane will be connected to the proposed HOV lanes on LBJ Freeway, west of US 75, via a direct connector ramp through the reconstructed US 75/I-635 Interchange.</p> <p>Access ramp locations are being evaluated for the Richardson Transit Center, East Plano Transit Center and other projected high demand areas.</p>
Accomplishments	<ul style="list-style-type: none">• Schematics for the project have been approved by FHWA and TxDOT.• Potential location of access points and ramps has been identified.• TxDOT comments on the EA document are being addressed.
Issues	<ul style="list-style-type: none">• The 2030 plan identifies the need for two lanes inbound and one lane outbound in the morning and the reverse for the afternoon operating periods.• MIS is needed to address the additional HOV needs within the corridor.• The project limits, presently, have been set from Midpark to south of SH 190. Phase II limits from SH 190 to Parker will be developed later.
Schedule	<ul style="list-style-type: none">• 2005: Complete construction of the single HOV lane.• 2007: Complete ramp connections from US 75 HOV lane to IH-635 HOV lane.
Project Manager(s)	Mahesh Kuimil

HOV Lanes Operation

Mobility Programs Development

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 over 34 million commuters during FY 02. The LBJ HOV lanes are one of the most utilized facilities in Texas and ranks fourth in the U.S.</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 2003:</p> <ul style="list-style-type: none">• The four DART operated HOV lanes carried approximately 100,850 weekday daily commuters.• The HOV lanes along I-635, I-35E, I-30 and I-35E/US 67 carried 40,850, 25,100, 17,100 and 17,750 weekday passengers respectively.• HOV users saved 9.5 minutes, 16 minutes, 19 minutes, and 23 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.
Issues	Additional public education and marketing efforts are necessary.
Schedule	Ongoing.
Project Manager(s)	Mahesh Kuimil

DART Personalized Public Transit (PPT) Operational Test

Mobility Programs Development

Strategic Plan Consideration	C2.1 Improve service routing C4.2 Integrate information technology systems
Description	<p>This is a federally funded Operational Test project under the ITS Program. University of Texas at Arlington (UTA) is assisting with the performance of the test and Texas Southern University (TSU) will be the evaluator.</p> <p>The operational test will evaluate the concept of Personalized Public Transit (PPT) along route 321 in Farmers Branch. The primary objective of the test is to evaluate the increase in ridership using advanced technologies to replace a fixed route service with a fixed/flexible route service. Fixed route transit vehicles will be able to pick-up off-route passengers based on schedule allowances and convenience of point of pick-up. This service makes use of existing AVL system on DART's transit vehicles to locate them on the selected test route. A GIS package will also be used to pinpoint the location of the off-route passenger pick-up point, and an existing off-the-shelf traffic engineering software package will be used to provide real-time rerouting.</p>
Accomplishments	<ul style="list-style-type: none">• The recent project evaluation phase was completed.• Comments on the draft evaluation report were submitted to TSU for review and incorporation.
Issues	<ul style="list-style-type: none">• Limited area of service impacted the project attractiveness and effectiveness.
Schedule	April 2003: Complete study.
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

- (1stQ03): High-level video and data design has begun.
- (2002): Final Concept of Operation and System Specification was completed for data exchange for Dallas/Ft. Worth Center-to-Center communications network.
- (2002): The Data and Software/Video Task Forces have completed the system requirements for each agency's needs.
- (2002): The Region was instrumental in defining the State data elements and requirements in order to develop the status and command/control interface control documents (version 3.0) using national standards for exchange of information among the agencies.
- (2002): A consultant, *Southwest Research Institute (S.W.R.I.)* was secured to finalize the Regional System requirements.
- (2001): The Data Deployment Task Force for Centers, Software/Video Task Force for Centers, and Interagency Agreements Task Force were formed.
- (2001): The *Communications Analysis and recommendation Report* was approved by the Executive Committee.
- (2000): The *Executive Committee* was formed to provide direction and oversight in the development of this program. Committee members include: CEOs from DART, Texas Department of Transportation (TxDOT Dallas and Fort Worth

Regional Comprehensive ITS Program for the Dallas/Fort Worth Region

Mobility Programs Development

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**
- 2003: High-level video and data design has begun.
 - 2004: 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">• Completed preliminary engineering for Phase I reconstruction of Elm Street in December 2001.
Issues	<ul style="list-style-type: none">• The city has no funds allocated for this project.• DART will finish design for Elm Street and have project ready for construction once funding is available.
Schedule	<ul style="list-style-type: none">• June 2003: Complete final design for Elm Street.• Construction plans will be prepared in sections as funding becomes available.
Project Manager(s)	Abed Abukar

TRE at Belt Line Road

Transit PASS Project

Mobility Programs Development

Strategic Plan Consideration

C3 Improve efficiency
S1 Build Relationships with Stakeholders

Description

The project involves the grade separation of the Trinity Railway Express (TRE) over the intersections of Belt Line Road, Briery Road, and Story Road; and replacement bridges over Dry Branch Creek and West Irving Creek. The TRE tracks will be elevated and double tracked from Gilbert to Rogers Rd, for a length of 2 ¼ miles. The portions of Belt Line Road, Briery Road and Story Road within the vicinity of the TRE Line and Rock Island Rd. will be reconstructed as part of this project. The project also includes an 8,200-foot long bridge and a 1,000-foot long retaining wall. The improvements are in the City of Irving (COI) and the project involves construction of bridges, tracks, paving, drainage, signing, striping, illumination, signalization and aesthetic features. Additional ROW will be acquired by the COI. Total estimated cost including ROW, engineering, and construction is approximately \$29 million, of which \$5 million is donated by the COI for aesthetics.

The Regional Transportation Council of the North Central Texas Council of Governments approved this project for funding under the Strategic Programming Initiative. DART and the City of Irving secured Federal funding (\$30M) during FY 02.

Accomplishments

- 2ndQ03: PS&E at 65% completion.
- Currently responding to FTA's comments on EA, relating to noise and the closure of Irby Road.

Issues

- A new task order under the new A/E contract is being developed to perform final engineering.

Schedule

- FY 03: Complete final engineering/R-O-W plans (Phase II)
- FY 03: Construction letting.
- FY 2003-2005: Construction activities.

Project Manager(s)

Ali Rabiee

Five-Year Action Plan

Service Planning and Scheduling

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

FY 2003 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 		Bus ridership reflected year-to-year growth in the first three years of the Action Plan; 5% in FY 1998, 3.5% in FY 1999, 2.4% in FY 2000. FY 2001 reflected 0% growth from FY 2000 and ridership during FY 2002 has declined due to the economy and change in fare structure.
	Increase of Frequencies	Feeder bus services implemented with the G-3 and NC-5 LRT openings included frequency improvements on some routes.
	Additional Evening and Weekend Service	Weekend and later evening service were added as part of the LRT openings in December 2002.
	Feeders to Transit Centers and Stations	Feeder bus service changes were implemented during the 1 st Quarter, associated with the G-3 and NC-5 LRT Line Section Openings.
<ul style="list-style-type: none"> Improve Customer Waiting Conditions 	Improved Bus Stop Amenities	To date, 232 of 235 new standard shelters and 18 regular enhanced shelters have been installed.
IMPROVE COST EFFECTIVENESS		
<ul style="list-style-type: none"> Implement Efficiencies 		
	DART On-Call Non-Traditional service	DART On-Call services in Plano, Rowlett and Lakewood are approaching targets for ridership. An additional vehicle has been added to Plano On Call to accommodate peak trips to Parker Road Station.
	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), and the McKinney Avenue Trolley; service was initiated on an additional Texas Instruments shuttle to Parker Road Station.
	30-Foot Buses	Introduced new feeder routes with G-3 and NC-5 openings that utilize 30-foot buses.
	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	Staff has drafted adjustments to lower performing routes for implementation on June 9, 2003.

Service Reviews

Service Planning and Scheduling

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 West Dallas, Northeast Dallas, Irving, Farmers Branch, Oak Cliff, and Garland.</p>
Accomplishments	<ul style="list-style-type: none">• The reviews for Northeast Dallas and Garland are being integrated with the planning efforts for feeder bus service for the Northeast LRT Line, as well as the North Central LRT Line.• The Northeast Dallas and Garland service reviews are in the data collection phase.• The technical analysis portion of the West Dallas service review is complete and meetings/presentations have been held with community groups and stakeholders to solicit feedback on the recommendations.• Route 304 was implemented in December 2002. This new Saturday only service operates between West Dallas and Irving.• Preliminary work has been completed for Service Reviews in Irving, Farmers Branch, and Oak Cliff.
Issues	<ul style="list-style-type: none">• Below budget sales tax revenues necessitate the phasing of implementation of new service, as well as offsetting new service implementation with reductions in unproductive service.
Schedule	<ul style="list-style-type: none">• Completion of the technical reports is on hold due to pending service reductions.
Project Manager(s)	Jennifer Jones

Bus Corridor Concept Development

Service Planning and Scheduling

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

Employer Service Program Development

Service Planning and Scheduling

Strategic Plan Consideration	C1 Improve service quality and effectiveness. C2 Improve service efficiency. C3 Increase ridership by opening new services.
Description	The Employer Services Program incorporates services targeted at employers: Employer Shuttles (E-Shuttles), Site Specific Shuttles, Airport and other services in which DART partners with employers to provide innovative transit connections between the DART system and potential trip generators. 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, North Park Mall, and SMU. On July 1, 2002 a new service started with TI.
Accomplishments	<ul style="list-style-type: none">• Campbell Centre E-Shuttle Ridership reached an all time high average trips per day of 68.91 in January.• Negotiations completed for E-Shuttle start-ups with Medical City (due to start April 1, 2003).• E-Shuttle between Texas Instrument's Spring Creek Campus and Parker Road Station started February 1, 2003.• Pilot project started March 1, 2003 to extend Crescent Realty's E-Shuttle to serve the SBC buildings near Renner/Central Expressway and Galatyn Station.• The T.I. Site Specific Shuttle continues to grow, providing 15,892 trips in March. It achieved an all time ridership high of 974 trips on February 26th.
Issues	<ul style="list-style-type: none">• DART Contracts Department still needs to give approval for the addition of new vehicle types under the GDS Contract, so the Addison Hotel circulator can be replaced in June of 2003, and additional E-Shuttle vehicles can be ordered for T.I. and Medical City.
Schedule	<ul style="list-style-type: none">• Evaluation of SBC Pilot Project to be completed by May 30, 2003• New vehicle types for GDS contract need to be added by April 30, 2003.
Project Manager(s)	Jeffrey D. Pulis

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: In October 2001, a plan was developed and initiated to contact all large employers in the rail build-out corridors for NC-3, NC-4, and G-2. The purpose of these efforts is to educate Employers on the new light rail and bus feeder alignments, to introduce them to the benefits of DART's pass programs, vanpools, E-Shuttles, and other shuttle services. This project was completed in FY2002. A second phase is underway for FY2003 to build upon previous efforts, and take advantage of opportunities provided by the completion of the LRT build-out to Plano and Garland.</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">• Discussions were held with Crescent Realty about potential E-Shuttle service to other buildings within the Galatyn Park development.• Discussions were held with State Farm Insurance about Vanpools and E-Shuttles for their facility on Preston Road.
Issues	<ul style="list-style-type: none">• Employers are less interested in TMA formation due to poor economy.• Service reductions proposed as part of FY 2004 cost containment program may result in large numbers of employers being cut off from DART services. Staff will develop a plan for identifying these employers and contacting them about E-Shuttles.
Schedule	<ul style="list-style-type: none">• Four to twelve follow-up contacts will be made monthly with prospects uncovered during phase one of employer outreach.• Plans for videotape educational outreach materials re-scheduled for a June 2003 completion date.
Project Manager(s)	John Quinn/Jeffrey Pulis

Community Transit Service Development

Service Planning and Scheduling

Strategic Plan Consideration	C1 Improve service quality and effectiveness. C2 Improve service efficiency. C3 Increase ridership by opening new services.
Description	The DART Community Transit Program includes On-Call Cellular Dispatch Services, Late Night/Weekend Demand Response services, and other non-traditional services designed to provide transit opportunities in areas where fixed-route service is unable to sustain ridership or meet DART Service Standards. DART On-Call Service was implemented in East Plano on June 7, 1999, in East Rowlett on May 22, 2000, and in Lakewood on January 15, 2001.
Accomplishments	<ul style="list-style-type: none">• In 2ndQ02, average weekday ridership for DART On-Call Rowlett was 53.1 passengers. Lakewood averaged 73.49 with 1,665 trips in March, which was its highest monthly total.• Plano averaged 87.23 average weekday riders, with 92.83 average weekday ridership in February, which is the highest DART On-Call average ever achieved.• Contact made with SPAN, in Denton, concerning potential subcontracting of DART On-Call Zones in Farmer's Branch and Carrollton.• Contact with CCART about subcontracting for two potential new zones in Plano.
Issues	<ul style="list-style-type: none">• The Rowlett DART On-Call ridership decreased during 2ndQ02. A number of customers that used DART On-Call to reach the Rowlett Park & Ride for transfer to an express bus now drive directly to the Garland LRT Station.
Schedule	<ul style="list-style-type: none">• April 2003: Complete evaluation of Plano DART On-Call's Peak Hour Pilot Project.• April 2003: Complete FY 04 budget, including potential reduction of service hours.• Decision on potential replacement of selected fixed routes by DART On-Call zones to be made by Board of Directors at April 29th, 2003 Board Retreat.
Project Manager(s)	Jeffrey D. Pulis

Vanpool Program

Service Planning and Scheduling

Strategic Plan Consideration	C1 Improve service quality and effectiveness. C2 Improve service efficiency. C3 Increase ridership by opening new services.
Description	Vanpool Program: 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 03, staff will focus on expansion of the number of vanpools in the program, which will be achieved through the implementation of sign-up bonuses, improved pricing structure and more extensive outreach.
Accomplishments	<ul style="list-style-type: none">• Ended month of March 2003 with 84 vanpools in operation.• March 2003: Vanpool ridership of 37,212.• Established Vanpool Consumer Focus Group in February 2003; however, first meeting was canceled due to ice storm.• Set up pre-tax vanpool benefit for Five Raytheon vanpools.• Shifted from paying adjusted VPSI Invoice to paying actual monthly amount owed.
Issues	<ul style="list-style-type: none">• Vanpool Consumer Focus Group meeting was rescheduled for May 2003.• Vanpool marketing plan needs to implement sign-up bonus program.
Schedule	<ul style="list-style-type: none">• May 2003: Develop Marketing Plan• May 2003: Vanpool Consumer Focus Group meeting• June 2003: E-Mail Vanpool Survey• October 2003: Increase number of vanpools
Project Manager(s)	Jeffrey Pulis/Jennifer Hall

Quality Assurance Program

Service Planning and Scheduling

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

- The program will continue to focus on “campaigns” which target specific service challenges. Quality Assurance is currently working with Service planners and DART On Call to identify specific challenges that exist within the service network. The Quality Assessment program is providing feedback to service planners in order to identify critical factors impacting service delivery.
- 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.
- An effort to automate the data key entry process for the Quality Assessment program has been completed. A PDA application has been developed in an effort to develop a paperless QA checklist. The PDA units are currently being used by the assessors, which in turn create a paperless data collection environment. The QA reporting process is currently being evaluated. There have been initial discussions with IT to integrate QA data currently stored in a Access database into the COGNOS application. The use of COGNOS will enable DART to sort data that will assist in identifying various trends of service delivery.
- The Board of Directors has approved the second contractual

Quality Assurance Program

Service Planning and Scheduling

option. The Board has requested that management provide a response to the Quality Assessment findings/checks. This process will be discussed with Executive management for direction and feedback.

- Issues**
- Reports to be developed and distributed for reporting results
 - Continue to work on integration of information re: customer requirements (Customer surveys, Customer Comments and QA data collection)

Schedule Program is in place and on-going

Project Manager(s) Pat Vidaurri

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">• Staff continues to participate in monthly meetings of “In The Loop” 2003 Committee.• Staff has met with several developers who have expressed interest in developing properties, either next to light rail stations or DART-owned property.• Staff has been working with the cities of Garland and Plano regarding zoning issues around rail stations and providing input on overlay districts and plans proposed by developers.• Staff met with the University of North Texas regarding the South Oak Cliff extension and station location at the future UNT campus.• Staff briefed the Board regarding Other Sources of Revenue at station areas.• Staff has requested funding from the UPWP for the completion of the Design Guidelines document.
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 2003: Staff will participate in a TOD panel at the National WTS 2003 conference in Boston.• As a member of the Rail-Volution National Steering Committee, DART will be planning and participating in the 2003 Rail-Volution Conference to be held in Atlanta, Georgia in October 2003.
Project Manager(s)	Jack Wierzenski

DATE: April 2003
TO: Distribution
SUBJECT: **PROJECT DEVELOPMENT PROGRESS REPORT**

This document is the 2nd Quarter FY 2003 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, 2003, including Change Control Summaries, Systems Integration, and Real Estate.

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

THM/ta

**“The mission of Dallas Area Rapid Transit is to...
operate a safe, efficient and effective transportation
system that...provides mobility...”**



**Ice Storm
February 25, 2003**



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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)

ACRONYMS

OCIP - Owner Controlled Insurance Program
OCS - Overhead Catenary System
P&Z - Planning & Zoning
PA - Public Announcement
PC/SI - Project Control/Systems Integration Consultant (Buildout Phase I)
PTL - Passenger Transfer Location
QA - Quality Assurance
QC - Quality Control
RDC - Rail Diesel Car
RFI – Request for Information
RFP - Request for Proposal
ROW - Right of Way
RTU - Remote Terminal Units
S&I Facility - Service & Inspection Facility
SA - Supplemental Agreement
SAV - Stand Alone Validator
SCADA - Supervisory Control and Data Acquisition
SCS - Supervisory Control System
SDC - Systems Design Consultant
SE-1 - Southeast Corridor Line Section 1
SE-2 - Southeast Corridor Line Section 2
SLRV - Super LRV (LRV with additional low-floor section)
SMR - Senior Management Review
SOC-2 - Line Section South Oak Cliff-2
SOCBOF - South Oak Cliff Bus Operating Facility
SOW - Statement of Work
SP - Southern Pacific Railroad Company
The T - Fort Worth Transportation Authority
TBD - To Be Determined
TC - Transit Center
TDLR - Texas Department of Licensing and Regulations
TPSS - Traction Power Substation
TRE - Trinity Railway Express
TVM - Ticket Vending Machine
TxDOT - Texas Department of Transportation
TXU - TXU Lone Star Pipeline
UPS - Uninterruptible Power Supply
VAF - Vehicle Acceptance Facility

SCOPE OF PROJECTS

LIGHT RAIL TRANSIT (LRT) BUILDOUT PHASE I

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

Bush Turnpike Station

The Bush Turnpike (SH 190) Station is located just south of State Highway 190 (George Bush Turnpike) in the NC-5 line section. Parking for this station will be provided under the SH 190 structure, with at-grade pedestrian crossings of the eastbound SH 190 service road to access the station. Bus transfer activity will take place adjacent to the SH 190 eastbound frontage road. Kiss & ride facilities will run alongside 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 will provide 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 will be modernized to conform to current ADA and TDLR standards.

Walnut Hill Parking

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

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

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

LIGHT RAIL TRANSIT (LRT) BUILDOUT PHASE II

The LRT Buildout Phase II consists of approximately 47 miles of light rail transit lines extending northward from the Dallas CBD to the City of Carrollton (Northwest Corridor), including a branch from Northwest Highway out to DFW Airport (Irving/DFW Corridor). Phase II also extends the light rail transit lines southeasterly from the Dallas CBD to Buckner Blvd. in South Dallas and easterly from the Downtown Garland Station to the Rowlett Park and Ride. The construction of Phase II will include facilities construction contracts for each line section, systemwide track installation contract, systemwide landscaping/amenities, a systems installation contract for each systems element, and vehicle procurement.

ADDITIONAL CAPITAL DEVELOPMENT

Livable Communities

The Livable Communities project consists of two elements. The first element is a defined walkway connecting the DART Convention Center Station platform to the Dallas Convention Center. The other is a landscaped

walkway (Pearl Street Connector) along Pearl Street connecting the East Transfer Center to the DART Pearl Street Station (opened to public April 2000).

Lancaster Road Train Detection System

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

Martin Luther King, Jr. Transit Center

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

NW-1A/Victory Station Project

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

Phase III Parking - Eighth & Corinth Station

The Eighth & Corinth Station is located south of the intersection of Eighth and Corinth streets in South Dallas. Phase III parking facility is proposed to be constructed on the DART property located on the northwest corner of Eighth and Corinth streets across from the station to mitigate the parking congestion problem.

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.

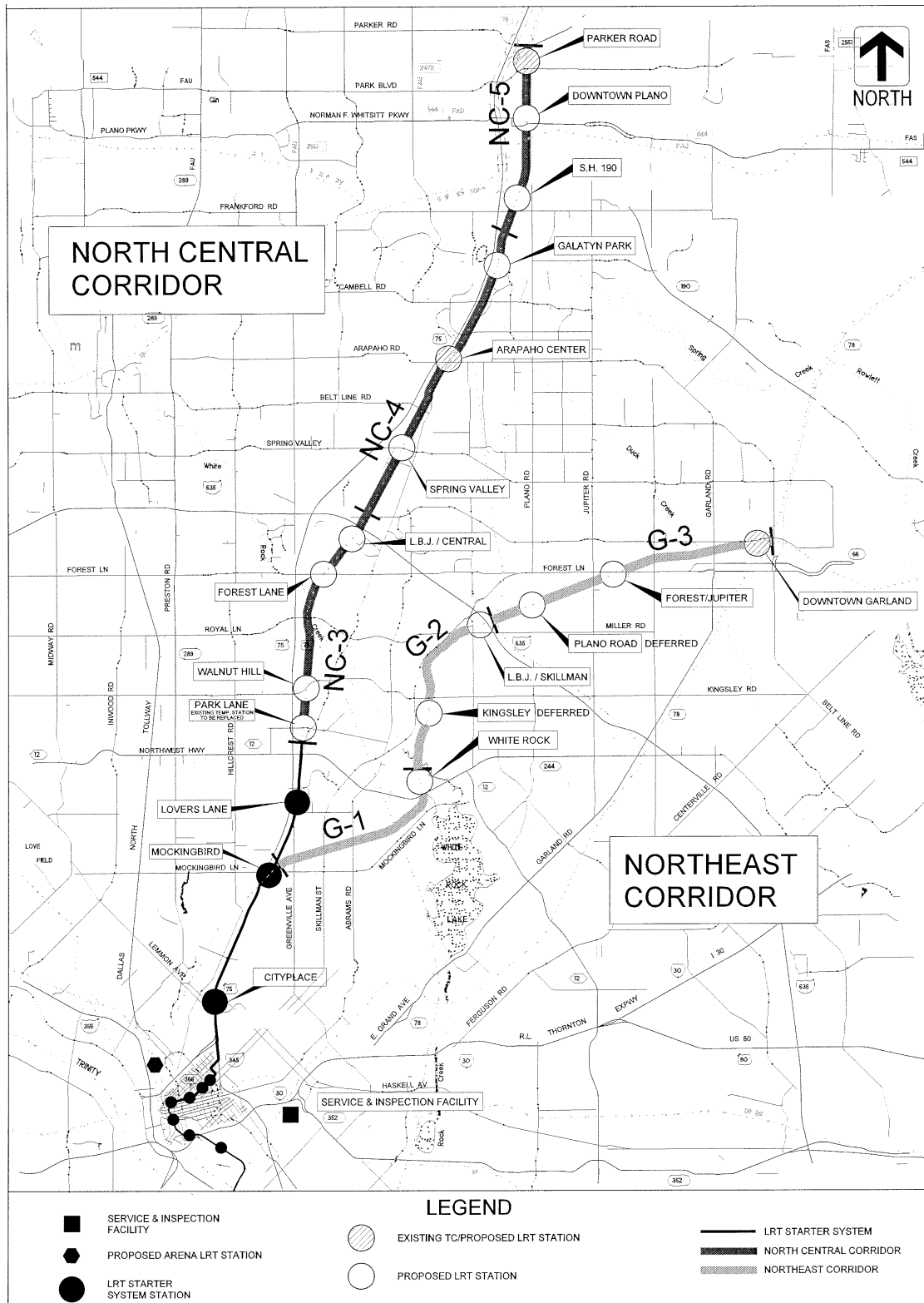
TRE Elm Fork of the Trinity River Bridge Construction

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

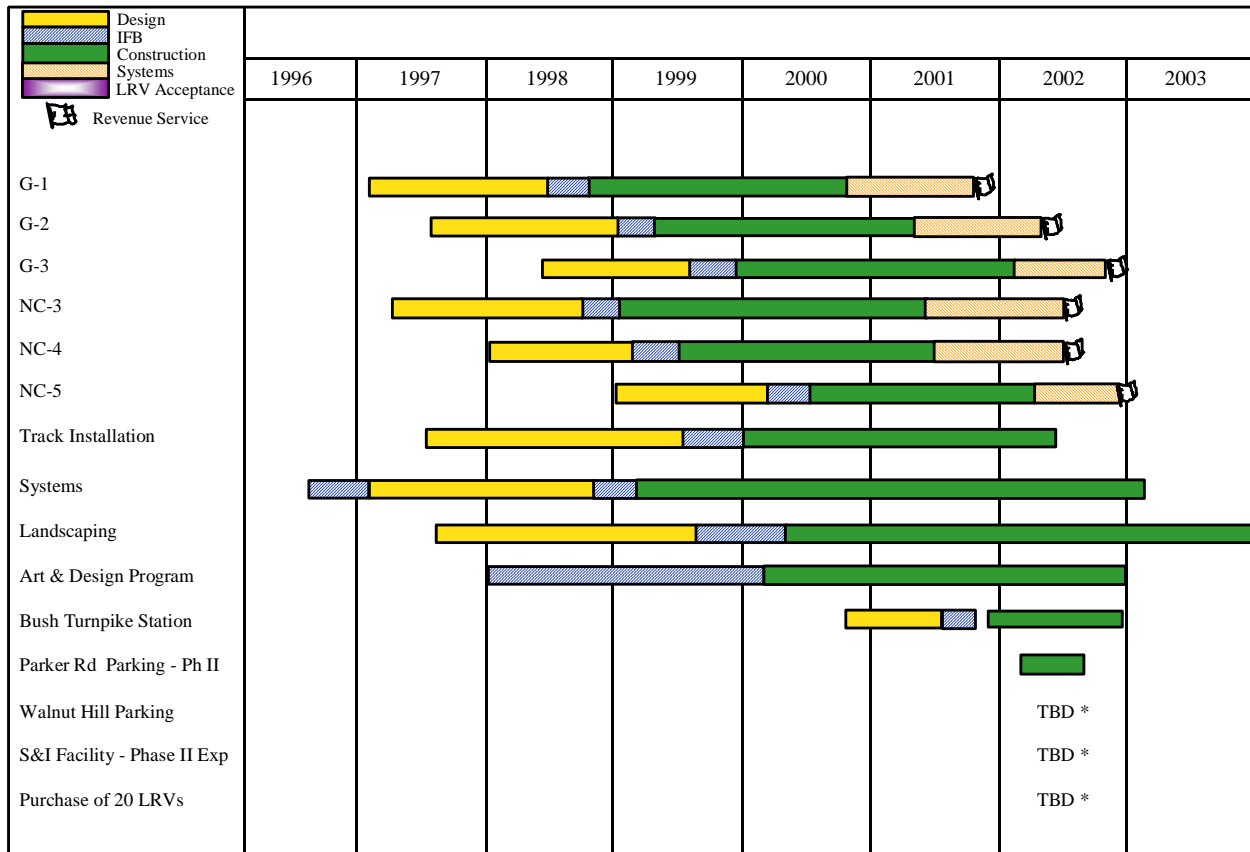
LRT Buildout Phase I



Summary Control Schedule

LRT Buildout Phase I

LRT BUILDOUT SUMMARY CONTROL SCHEDULE



* Control Schedule has not been established.

Revised 03/31/03

Cost/Schedule Summary

LRT Buildout Phase I

LRT BUILDOUT PHASE I Cost Summary (in millions of dollars)			
	Control Budget	Current Commitment	Expended to Date (2)
LRT General (1)	\$ 67.0	\$ 54.2	\$ 50.5
Cityplace Station Finishout (3)	24.9	24.9	24.7
Garland-1	53.2	52.1	51.5
Garland-2	84.2	80.3	76.8
Garland-3	101.2	96.0	90.1
North Central-3	123.1	105.8	102.8
North Central-4	82.2	76.2	74.9
North Central-5	64.7	61.4	59.4
S&I Facility Expansion/VAF	31.7	31.5	31.5
Systems	160.1	152.1	141.2
Vehicles	151.2	151.1	148.5
LRT Buildout Total (4)	\$ 943.5	\$885.6	\$851.9

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 02/28/03.
- 3) At the direction of the DART Board, Cityplace Station Finishout was combined with the LRT Buildout.
- 4) Reserve for DART Finance will no longer be shown under LRT Buildout Phase I. These budget funds have been returned to Finance and the LRT Buildout Phase I budget has been reduced accordingly.

LRT BUILDOUT PHASE I RELATED PROJECTS (Proposed FFGA Amendment 10) Cost Summary (in millions of dollars)			
	Budget	Current Commitment	Expended to Date
Bush Turnpike Station	\$ 12.5	\$11.5	\$ 11.3
Parker Road Station Phase II Parking	2.6	1.7	1.6
Walnut Hill Parking (5)	2.2	---	0
S&I Facility - Phase II Expansion (5)	17.0	---	0
Purchase of 20 LRVs (5)	60.0	---	0
Total	\$ 94.3	\$ 13.2	\$ 12.9

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

Cost/Schedule Summary

LRT Buildout Phase I

SCHEDULE SUMMARY

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

Northeast Corridor Facilities

Line Section G-2

LRT Buildout Phase I

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

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

Status The work was sufficiently completed to open the line on schedule on May 3, 2002. Some punchlist work remains as well as paperwork for final closeout.

Issues The wetlands mitigation project has progressed substantially, but some difficulty has been encountered getting the seeding to take and grow in this area. This project will continue to be monitored. The contractor has waited too late in the season to reseed. Reseeding will be done by a miscellaneous contractor at the contractor's expense.

The contractor, GLF, performed some punchlist work in January. The balance of the punchlist work will be accepted for a credit to DART.

GLF has submitted a request for equitable adjustment relating only to time issues. The resident engineer has denied this request but continues to work with GLF on resolution of the outstanding issues.

Northeast Corridor Facilities

Line Section G-3

LRT Buildout Phase I

Strategic Plan Consideration	C2.3 Develop/open/integrate new transit services C2.6 Add needed passenger amenities/facilities
Description	<p>Line Section G-3 extends northeasterly from the KCS Railway Overpass at LBJ Freeway to the existing Garland Central Transit Center on the former MKT Railroad Company alignment. This section makes up 4.6 miles of the 11.2 miles of the entire Northeast Corridor. There are two stations in this line section: Forest/Jupiter Station, located southeast of Forest Lane and Jupiter Road; and Downtown Garland Station, located across the street from the existing Garland Central Transit Center. Provision for one future station is included in this line section.</p>
Status	<p>The Line Section G-3 project was substantially complete as of January 18, 2002. Revenue service began November 18, 2002. Contract closeout is nearing completion.</p>
Issues	<p>The 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.</p> <p>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.</p> <p>Currently, DART staff is working on an alternate alignment to resolve this problem.</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 The Park Lane Station opened on June 15, 2002, and the remainder of the stations opened on July 1, 2002.

Some work has been assigned to the miscellaneous contractors. Column cladding at Walnut Hill and Forest Lane stations is complete.

The contractor, GLF, is working on punchlist items. Approximately 160 items remain out of 2,500 identified when stations opened in July 2002. Some of this work is being assigned to miscellaneous contractors to finish at GLF's expense.

This contract is approximately 98% complete and is behind schedule.

Issues Uninterruptible power supplies still do not work properly, even with the air conditioning installed. The contractor has installed isolation transformers, which appears to have solved the problem. Final testing is being completed.

Elevator performance is still not satisfactory. The report from the consultant hired to investigate and propose solutions has been received and is being evaluated.

North Central Corridor Facilities

Line Section NC-4

LRT Buildout Phase I

Strategic Plan Consideration	C2.3 Develop/open/integrate new transit services C2.6 Add needed passenger amenities/facilities
Description	Line Section NC-4 extends northerly from Restland Road to Glenville Drive on the former Southern Pacific Railroad Company alignment. This section makes up 5.2 miles of the 12.5 miles of the entire North Central Corridor. There are three stations in this line section: Spring Valley Station, located north of Spring Valley Road, west of Greenville Avenue; Arapaho Center Station, located at the existing Richardson Transit Center on the northeast corner of Arapaho Road and North Central Expressway; and Galatyn Park Station, located southeast of Renner Road and North Central Expressway.
Status	<p>The contractor, Archer Western Contractors, Ltd., has completed the NC-4 facilities contract. A Certificate of Final Completion has been issued and revenue service began on July 1, 2002.</p> <p>To fulfill their master plan, the City of Richardson will continue additional landscaping and bike path construction along the NC-4 corridor as City funding becomes available.</p>
Issues	None.

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. Four punchlist items and one non-conformance deficiency remain to be completed. Contract closeout is continuing and nearing completion.

Permanent tail track lighting was installed in March.

Issues

None.

North Central Corridor Facilities Line Section NC-5

LRT Buildout
Phase I

Artwork at
Parker Road Station



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

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

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

The entire track installation project is 98% complete, but Marta has pulled off the project.

Issues Marta has delivered an official claim. Negotiations have stalled with Marta for acceleration costs in Line Section G-3 and for replacement of substandard crossing panels.

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

Marta has delivered a request for equitable adjustment, which is being evaluated by DART staff, the resident engineering staff, and an independent consultant. The DART auditor completed the audit in March. The contracting officer's decision is being prepared.

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 contractor, Powell Power Electronics Company, Inc., is continuing efforts to correct remaining punchlist items and address warranty-related issues. The project team continues its focus on final change documentation and contract closeout.

Line Section NC-5 – Corrosion control baseline testing is being completed.

Issues None.

Strategic Plan Consideration	C2.3 Develop/open/integrate new transit services
Description	<p>The North Central and Northeast corridors that extend north to Plano and northeast to Garland from the existing North Central rail line consists of approximately 23 miles of light rail systems design and construction, including the procurement of 55 additional LRVs.</p>
Status	<p>The signals contractor, Union Switch & Signal, Inc. (US&S), has completed the majority of the contract work. Completion of punchlist and non-conformance report (NCR) work is the main focus at this time.</p> <p><i>Lancaster Road</i> - Train coming signs were placed in service on June 14, 2002. The system experienced failure in July and the contractor is working to resolve this issue. Parts from the manufacturer were received and used to repair the system. The 30-day operational test period began on March 4, 2003.</p> <p>Infocom Drive crossing was placed into service in January.</p> <p>The contract closeout process began in January and is continuing.</p>
Issues	<p>Final negotiations of the acceleration activities for NC-5 and G-3 need to be completed.</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

DART staff and management last met on January 16, 2003, with the principals of the communications and central control contractor, Mass Electric Construction Company (MEC), to try and resolve the slowness of the contractual paperwork required to be submitted. The meeting was held to establish critical dates and goals agreed to by the contractor. The next meeting was scheduled for February 19, 2003; however, weather in the Northeast prevented travel. No new date has been scheduled as yet.

The contractor has taken all the available work areas and is progressing work as far as possible. The miscellaneous contractor has to provide work prior to the communications contractor completing their efforts at four aerial stations. These delays are critical and have impacted the required dates for follow-on testing.

The transit police have been asked to verify coverage on the North Central and Northeast line sections and report any holes in the coverage patterns. This continues to be monitored for any issues. As of this date, the interference caused by others has been rectified on the police radio channel.

Direction has been given to the contractor to procure, install, and test the original visual message board signs. The signs have been ordered per the contractor. The first article inspection is scheduled for April 17, 2003, at Brookings, South Dakota.

The contract management office has received 531 submittals to date. Currently, 95 submittals have been reviewed and are approved as noted, and 381 are approved or closed. Six submittals are under review. One hundred eight (108) RFIs have been received and responded to. Four new RFIs are under review. The contract is currently 105.62% expended based on schedule, with 71.1% paid against the contract. This contract has expended \$1,741,808 from approved funds.

Issues

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

Testing per the contract specifications is still behind.

- Issues (Continued)**
- The Supervisory Control System subsystem has some issues that are yet to be resolved, such as memory leaks and licenses.
 - The Project Management team is working with the contracting officer on several issues.
 - The contractor submitted a request for equitable adjustment in March.

**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.

Shop repair training was held in February. Local Area Network and Microprocessor Repair training courses were held in March.

The main focus of the project at this time is moving forward and completing the acceptance testing of the equipment.

Issues

The process for determining the required mean cycles between failures (MCBF) and completing the acceptance testing has been slower than anticipated.

Strategic Plan Consideration	C2.3 Develop/open/integrate new transit services
Description	<p>To date, 95 LRVs have been purchased. The purchase of an additional 20 vehicles is pending approval of FFGA Amendment 10.</p> <p>A “Super LRV” (SLRV), an LRV with an additional low-floor center section, is currently in service and under evaluation.</p>
Status	<p>Meetings have been held with Kinkisharyo and DART Operations Department regarding the purchase of 20 additional vehicles under the option clause of the current contract. This purchase is pending the approval of the proposed FFGA Amendment 10 projects.</p> <p>The low-floor center section arrived at the DART Maintenance Facility on March 14, 2002, and was inserted into LRV 170. Static and dynamic testing was completed in early August and the SLRV was accepted as a revenue service vehicle on August 16, 2002.</p> <p>Currently, SLRV 170 is being successfully operated in normal revenue service. The effects of the SLRV type of rail vehicle on existing facilities (stations and maintenance), revenue operations, and maintenance of vehicles are being evaluated. Surveys are being conducted to gauge the perception of the general ridership, and a demonstration for the ADA Focus Group was completed on December 20, 2002.</p>
Issues	None.

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

Description Integrate systems operation for LRT Buildout.

Status Systems Integration continues to interface with design issues for facilities and systems. Interface is also provided with ongoing facilities/systems construction projects for areas related to operations, maintenance, systems safety, quality assurance and integration. Simulations for the latest SE-1 and NW-1B alignment data were updated.

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

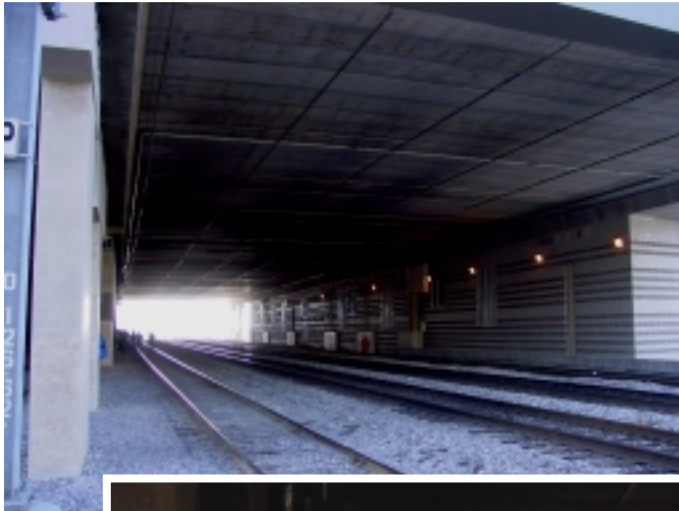
Coordination meetings were held with Service Planning and Operations and minutes were submitted. Systems Integration staff participated in a number of meetings regarding future CBD alignment and provided input. Meeting notes for Northwest Junction cutover activities were submitted.

Testing and discrepancy follow-up for all line sections was continued. Updated comprehensive discrepancy list was submitted. Systems Integration staff continued follow-up testing and submitted a number of amended test reports.

Safety Certification Committee meetings were held for G-1, G-2, G-3, Systemwide Landscaping, NC-3, NC-4, NC-5, Cityplace Station, and S&I/VAF. Design safety certification for NW-1A was submitted. Minutes and updated checklists were submitted. Safety certification checklist was submitted for Fare Collection.

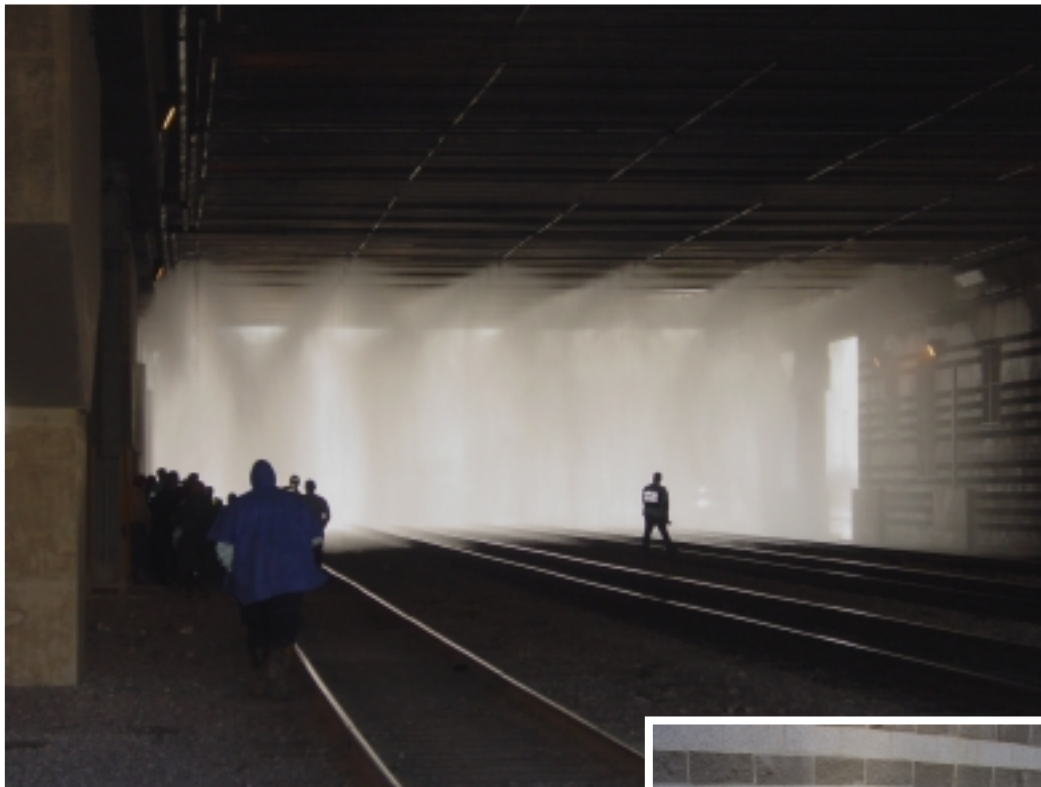
Systems Integration staff participated in Miscellaneous Construction Contract walk-throughs. The proposed QA schedule was submitted. Signals punchlist items for NC-5 and G-3 were submitted. Audit responses for NW-1A and Signals were also submitted.

Issues None.



**Testing the Fire System at
Convention Center**

⇐ Fire Sprinkler Grid



↑ Fire Sprinkler Test

Fire Hose Hookups ⇒



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 is ongoing on all line sections.

This contract is currently 94% complete.

Issues Extension of the maintenance part of this contract from August 2003 until December 2003 is needed to close the gap between this contract and the replacement contract for systemwide landscape being procured for Operations.

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

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

Status The contractor, Haws & Tingle, reached a point of substantial completion on December 6 and the station opened for revenue service on December 9, 2002. The access drives around the station were opened to the public in February.

All scheduled activities are completed except painting (95% complete), landscaping (90% complete), approximately 200 punchlist items, and approximately 50 non-conformance deficiencies. The contractor has made limited progress on completing the remaining items. It may become necessary for DART to complete the work using miscellaneous contractors and to back charge the contractor for the cost.

Contract closeout began in January but lack of effort by the contractor is hindering progress.

Issues One parcel north of SH 190 is still required for easement rights for electrical power to the station. Acquisition of easement rights is in progress.



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. Contract closeout is nearing completion.

Issues None.

Walnut Hill Parking

LRT Buildout Phase I

**Strategic Plan
Consideration**

C2.6 Add needed passenger amenities/facilities

Description

The existing Walnut Hill Station on Line Section NC-3 is currently a kiss and ride facility. The addition of parking is proposed to be located on the adjacent Oncor property.

Status

This project is included in the proposed Amendment 10 projects. Design is pending DART Board approval of the capital projects list.

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	RFP is being reviewed. Contract award is anticipated to occur in May 2003, with NTP anticipated in May 2003.
Issues	None.

Facilities - Six-Month Look Ahead

LRT Buildout Phase I

BUILDOUT FACILITIES – SIX-MONTH LOOK AHEAD

	2003					
	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					
LANDSCAPING	▲ Landscaping Continues					
BUSH TURNPIKE STATION	Revenue Service Began 12/9/02					
PARKER RD PARKING PHASE II	Construction Completed					
WALNUT HILL PARKING	TBD *					
S&I PHASE II EXP	TBD *					
20 LRV PURCHASE	TBD *					
<div><div> - Construction  - Manufacture</div><div> - Constr./Manuf. Complete  - Information Only</div><div> - Critical  - Trending toward Critical</div><div> - Change  - Revenue Service</div></div>						

*Control Schedule has not been established.

Revised 03/31/03

Change Control Summary

LRT Buildout Phase I

Light Rail Transit Buildout - Change Control Summary

Rail Section/ Contract Package		Consultant/ Contractor	Approved Contract Amount	Approved Contingency/ Allowance	Total Approved Amount	Executed Changes	Current Contract Value	Remaining Contingency/ Allowance	Percent Contingency Used	Percent Contract Comp.	Summary of Activity This Period & Comments (March 2003)
			(A)	(B)	(C=A+B)	(D)	(E=A+D)	(F=B-D)	(G=D/B)		
Professional Services	GEC C-96000140	LAN/STV	\$104,411,630	\$10,731,433	\$122,180,612	\$7,362,817	\$118,811,996	\$3,368,616	69%	(Note a)	Through SA #195
	PC/SI C-97000029	FR Harris/KJM	\$33,229,087	\$3,322,907	\$36,551,994	\$7,037,549	\$36,242,040	\$0	100%	(Note a)	Through SA #34, AWP03
	SDC C-97000031	DeLeuw Cather	\$42,970,187	\$4,297,019	\$47,517,206	\$1,597,772	\$44,567,959	\$2,699,247	37%	(Note a)	Through SA #25, AWP03
	Technical Services C-96000139	Volt	\$6,581,333	\$1,316,267	\$7,897,600	\$727,986	\$7,309,319	\$250,000	0%		
	LRV Management C-97000131	LTK	\$5,137,630	\$358,883	\$5,496,513	\$0	\$5,137,630	\$588,281	55%	100%	
	Technical Services C-1000833-01	Business Control Systems	\$2,897,200	\$100,571	\$2,997,771	\$0	\$2,897,200	\$0	0%	56%	
	Technical Services C-1000833-02	B&M Assoc.	\$2,106,321	\$210,632	\$2,316,953	\$0	\$2,106,321	\$0	0%	52%	
North Central Corridor	NC-3 Civil/Struct/Sta C-98000080	GLF Constr. Corp.	\$49,903,009	\$4,990,301	\$54,893,310	\$2,152,548	\$52,055,557	\$2,837,753	43%	99%	
	NC-4 Civil/Struct/Sta C-99000012	Archer-Western	\$36,878,776	\$3,687,877	\$40,566,653	\$1,404,253	\$38,283,029	\$2,283,624	38%	100%	Contract completed on 4/29/02
	NC-5 Civil/Struct/Sta C-99000078	M. K. Eby	\$26,165,793	\$2,571,700	\$28,737,493	\$1,885,173	\$28,050,966	\$686,527	73%	100%	Contract completed on 12/7/01
	Bush Light Rail Station C-1003291-01	Haws & Tingle	\$7,288,826	\$674,873	\$7,963,699	\$514,395	\$7,803,221	\$160,478	76%	99%	
	Parker Rd Sta Parking Lot II C-1003778-01	Rogers-O'Brien	\$1,488,537	\$148,854	\$1,637,391	\$36,581	\$1,525,118	\$112,273	25%	100%	Contract Completed
	Walnut Hill Sta Parking Lot	TBD	\$0	\$0	\$0	\$0	\$0	\$0			
Northeast Corridor	G-1 Civil/Struct/Sta C-98000060	Lane Construction	\$20,846,737	\$2,084,674	\$22,931,411	\$1,829,856	\$22,676,593	\$254,818	88%	100%	Contract Completed
	G-2 Civil/Struct/Sta C-98000089	GLF Constr. Corp.	\$35,181,916	\$3,518,192	\$38,700,108	\$254,213	\$35,436,129	\$3,263,979	7%	100%	Contract Completed
	G-3 Civil/Struct/Sta C-99000059	Hensel Phelps	\$40,589,002	\$4,058,900	\$44,647,902	\$2,449,420	\$43,038,422	\$1,609,480	60%	100%	Contract Completed
S&I Facility Expansion	Civil/Structural Phase II TBD	TBD	\$0	\$0	\$0	\$0	\$0	\$0			
Systemwide	Track Installation C-99000077	Marta Track	\$23,397,697	\$3,271,545	\$26,669,242	\$2,771,492	\$26,169,189	\$500,053	85%	99%	
	Landscaping C-9037273-01	Valley Crest	\$8,474,522	\$1,197,452	\$9,671,974	\$1,029,646	\$9,504,168	\$167,806	86%	92%	
Systems	Communications C-98000039	Mass Electric	\$17,118,081	\$1,711,808	\$19,658,925	\$540,793	\$18,457,910	\$1,171,015	71%	100%	
	Fare Collection C-98000040	Schlumberger	\$7,878,956	\$769,707	\$8,648,663	\$799,036	\$8,588,007	\$30,000	92%	80%	
	Traction Electrification C-98000041	Powell Power	\$38,209,811	\$3,836,157	\$42,337,968	\$3,339,954	\$41,549,765	\$496,203	87%	73%	
	Signal System C-98000042	US&S	\$50,310,367	\$5,135,800	\$55,446,167	\$4,428,513	\$54,738,880	\$707,287	86%	97%	
LRV Procurement	21 Additional C-98000071	Kinkisharyo/Itochu	\$56,954,100	\$2,847,705	\$60,218,405	\$200,357	\$57,154,457	\$2,647,348	7%	100%	
	20 Additional C-98000071	Kinkisharyo/Itochu	\$0	\$0	\$0	\$0	\$0	\$0			
TOTALS:			\$618,019,518	\$60,843,256	\$688,115,959	\$36,247,772	\$662,103,876	\$24,595,483			
Legend:			% Contingency >= 80%								

Notes: a) The professional services contracts are negotiated through annual workplans (AWP) ; amounts reflected on this report represent Total Board Authorized Not-to-Exceed values.

**LRT BUILDOUT
PHASE II**

**LRT Buildout
Phase II**



Strategic Plan Consideration	C2.3 Develop/Open/Integrate new transit services
Description	<p>The Northwest Corridor extends from the Dallas CBD northward along the TRE Corridor to the Medical/Market Center area. It then continues in the median of Harry Hines Blvd. and transitions into the Union Pacific Railroad alignment north of Motor Street near Parkland Hospital facilities. It then continues through the City of Farmers Branch to the City of Carrollton.</p> <p>The Northwest Corridor also includes the Irving/DFW Corridor that branches from the Northwest Corridor north of Love Field, continues past Texas Stadium to Las Colinas and then on to DFW Airport.</p>
Status	<p>The Northwest Corridor is in the planning and development phase.</p> <p><u>Farmers Branch/Carrollton Line</u> The LRT line to Farmers Branch and Carrollton is nearing completion of the PE/EIS phase. The FEIS is anticipated for publication by June 2003. The design phase will begin after completion of the planning and development phase.</p> <p><u>Irving/DFW Line</u> The LRT line to Irving/DFW recently initiated the PE/EIS phase. The design phase will begin after completion of the planning and development phase.</p>
Issues	<p>The Board approved the Medical Center alignment “D” on September 17, 2002. Action on Love Field was taken on December 19, 2002, and January 14, 2003, and includes conditions that must be met in order for the Love Field tunnel to be constructed. A new resolution regarding Love Field was approved on February 11, 2003, to respond to City of Dallas comments. The FEIS and 10% preliminary engineering will reflect the Union Pacific Railroad (UP RR) north of Mockingbird Lane (no access into Love Field) unless different direction is provided by the DART Board by January 2004.</p> <p>The FTA has requested that recent issues associated with the Medical Center alignment be resolved prior to publication of the FEIS and that project changes, if any, be incorporated into the FEIS prior to publication. A public hearing will be held on April 10 to change the alignment from Option D to the UP RR, as well as relocate three stations in the Medical Center area. DART Board approval is anticipated on May 13, 2003.</p> <p>A Memorandum of Agreement (MOA) with the State Historic Preservation Officer (SHPO) is being finalized to address adverse effects to two historic resources (Carrollton Crossing Depot and Club Schmitz).</p>

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

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

Status The Southeast Corridor is in the planning and development phase. The design phase will begin after completion of the planning and development phase.

Issues A Section 4(f) Statement is being prepared for two uses of historic property in the Southeast Corridor (Deep Ellum Tunnel and Fair Park). A public hearing was held on January 15, 2003. The Section 4(f) Statement is being incorporated into the FEIS. FTA, DART and the State Historic Preservation Officer (SHPO) are finalizing a Memorandum of Agreement (MOA) regarding historic structures in the corridor.

DART, FTA and the Comanche Nation have reached an agreement on how to mitigate any potential impacts to the Storytelling Place.

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.

Currently, DART staff is working on an alternate alignment to resolve this problem.

**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	\$ 1.1	\$ 0.7
Lancaster Road	1.6	1.6	1.6
MLK, Jr. Transit Center	6.5	2.9	2.7
Victory Station Project	75.0	53.4	22.4
Phase III Parking – 8th & Corinth	TBD	0.0	0.0
Unity Plaza	3.5	1.2	0.7
TRE Elm Fork of Trinity River Bridge (2)	16.0	9.8	1.1

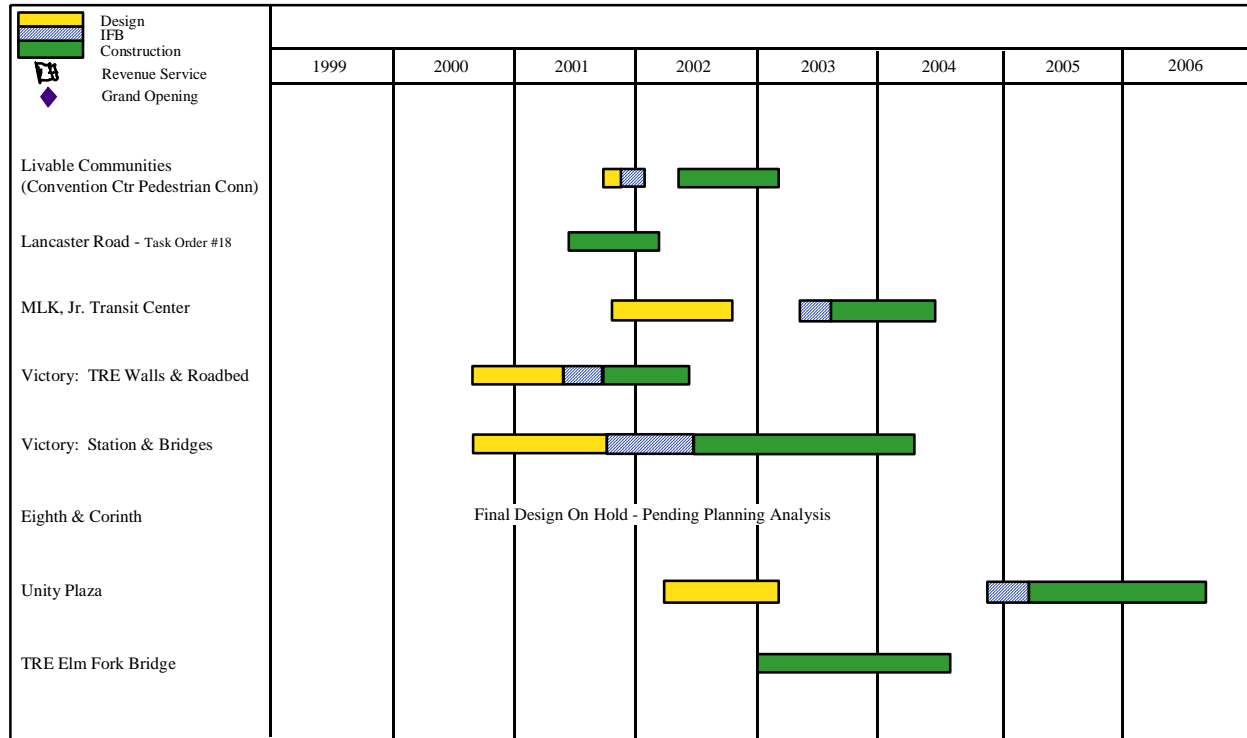
Notes:

- 1) Expended to date values reflect activity through 02/28/03.
- 2) Control Budget value is from the current DART financial plan.

Summary Working Schedule

Additional Capital Development

ADDITIONAL CAPITAL DEVELOPMENT SUMMARY WORKING SCHEDULE



Revised 03/31/03

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

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

Status *Convention Center Pedestrian Connector* – The installation of the kiosks and banners were completed in January. Initial inspection was also completed in January. This project was substantially accepted on January 5, 2003. The message board was delivered on February 27; installation was completed in March, except testing to verify correct operation. The majority of the punchlist items have been completed. Training for operation of the message board has been set up for April 16 and 17, 2003.

Issues *Convention Center Pedestrian Connector* - The Central Dallas Association and Dallas Convention Center will assist as needed in attempts to secure funding. The \$150,000 in matching funds is still outstanding from the City of Dallas. Money should be forthcoming after resolution of the City budget.

The direction in which the message board has been installed is being reviewed, because it was not installed facing the tracks, per the design intent. Once verification has been made that the board operates correctly, it will be relocated.

The contractor has been charged liquidated damages for not completing the project per the scheduled time.

Lancaster Road Train Detection System

**Additional Capital
Development**

Strategic Plan Consideration

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

Description

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

Status

The Lancaster Road "Train Coming" signs were placed into service on June 14, 2002.

Issues

The system experienced failure in July and the contractor is working to resolve this issue. Parts from the manufacturer were received and used to repair the system. The 30-day operational test period began on March 4, 2003.

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

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

The design architect/engineer team headed by Alliance Architects submitted the final 100% design in August 2002. The project is still scheduled to be completed in 365 calendar days from NTP and is on schedule, pending start of the bid process.

Issues

None.

NW-1A/Victory Station Project

Additional Capital
Development

Strategic Plan Consideration

C2.3 Develop/Open/Integrate new transit services

Description

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

- The initial contract, “**TRE Walls and Roadbed Construction Contract**,” is to facilitate the relocation of the TRE mainline tracks to their final alignment at the new station. This goal is to be achieved by constructing a retaining wall to hold the west side (TRE portion) of the station, new TRE roadbed through the station, and platform grade beams for the TRE portion of the station.
- 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 station is comprised of four at-grade platforms - platforms #1 and #2 for the LRT and platforms #3 and #4 for the TRE.
- The third contract, “**Line Section NW-1A Track Material Procurement**,” is to procure the continuously welded rail, ties, and special trackwork for the LRT guideway. This material will be installed by the second contract.
- The fourth contract, “**Line Section NW-1A Systems Construction Contract**,” will construct the TES, Communications, Signals and Fare Collection 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.

Line Section NW-1A Construction Contract

The facilities contractor, Martin K. Eby Construction, Inc., has begun LRT guideway subgrade excavation in the **OC-1 to Woodall-Rodgers** area (south end of the project). In this same area, work is nearing completion on the underground utilities, OCS foundations, and ballast walls, with the exception of the manhole at Interline Connector station 5+00, which requires a redesign due to differing site conditions from the as-built records.

Status (Continued) Moving north to the **Continental Avenue** area, relocation of MCI's underground utility is complete. The contractor has completed driving piling for the temporary TRE shoo-fly bridge and assembly of the bridge is underway. Work on the temporary retaining wall in this area remains on hold, waiting for the contractor to correct errors in his wall design. Also, in March, placement of embankment for the temporary TRE shoo-fly track bed began. On the LRT side of this area, work on MSE wall 110E was placed on hold due to non-conforming MSE wall backfill material. A contractor-requested variance on this material (at walls 110E, 125E and 140W) is under review.

At the **Victory Station** - at all platforms, work is complete on the retaining walls, earthwork, and canopy piers. At platforms 1 and 2, work continues on installation of underground utilities. At platform 3, installation of the canopy structural steel has begun and concrete placement for slab-on-grade is scheduled for placement in April. At platform 4, the concrete slab-on-grade is complete and electrical and plumbing rough-in of the canopies has begun.

At the north end of the project, assembly of the **Hi Line Bridge** structure is continuing, but the backfill of the abutments, wing walls, and MSE wall 140W is on hold pending resolution to the contractor's variance request described above for wall 110E. Also in this area, the contractor has begun work on wall 144W and continues work on wall RW-3.

Line Section NW-1A Track Materials Procurement

L.B. Foster Company has delivered all track materials. Although the track materials were delivered late, this has not impacted the follow-on track installation contractor. Closeout of this contract is in progress.

Line Section NW-1A Systems Construction Contract

The SDC has begun the procurement process to obtain a contractor to perform this work. Bids have been received and are under review, NTP is anticipated in June, with the OC-1 connection/transition work scheduled for September 2003 (over the Labor Day weekend).

Issues Line Section NW-1A Construction Contract

Buried concrete debris and differing site conditions with the existing utilities in the OC-1 to Woodall-Rodgers area is delaying the installation of the utilities, systems elements, and ballast walls. The presence of the buried debris results in large portions of the subgrade in this area to be classified as unsuitable material, requiring removal and replacement. DART continues to work with the contractor to mitigate schedule impacts.

Limited shutdowns of the existing OC-1 overhead catenary system may result in delays to completion of this portion of the work.

Issues (Continued) Design problems with the temporary shoring and shoo-fly bridge along with utility conflicts with the location of the shoo-fly bridge are causing delays to the work at Continental Drive and to project completion.

The select material the contractor is using for the MSE wall backfill fails to meet sulfate requirements and is resulting in delays to the construction of the MSE walls.

Relocation of AT&T and Xspedius overhead communication lines at Brewery Drive, required to prevent delays to progress on the retaining walls at this location, is complete.

Changes issued at the station to facilitate future low-floor LRT cars may delay some work at the station.

Limited TRE flagmen availability is preventing the contractor from accessing the site as desired and may result in major delays to project completion.

The contractor, Eby, lost approximately 10% of its DBE participation when it revised its bridge subcontractor's Intent to Perform statements.

Line Section NW-1A Systems Construction Contract

The delay in procuring a systems contractor has required that the facilities OC-1 track realignment work (Milestone C) be delayed approximately one year. DART is working with the facilities contractor to re-sequence the OC-1 track realignment activities to minimize impacts.

NW-1A/Victory Station Project

Additional Capital
Development

Victory Station Area



NW-1A/Victory Station Project

Additional Capital
Development

OC-1 / NW-1A Junction Area



NW-1A/Victory Station Project

**Additional Capital
Development**



OC-1 Area



Shoo-fly Bridge



Victory Station Platform

NW-1A/Victory Station Project

Additional Capital Development

Victory Station Canopy



Hi Line Bridge



Hi Line Bridge

Phase III Parking - Eighth & Corinth Station

**Additional Capital
Development**

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

Description The Eighth & Corinth Station is located south of the intersection of Eighth and Corinth streets in South Dallas. Phase III parking facility is proposed to be constructed on the DART property located on the northwest corner of Eighth and Corinth streets across from the station to mitigate the parking congestion problem.

Status DART Planning is evaluating potential joint development options with the interested developers. The start of final design is pending recommendation from the Planning Department on the land utilization and parking layout.

Issues Final design of this project is on hold.

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 ongoing. The design contractor, RTKL Associates, Inc., submitted the 95% design submittal in January 2003 and the 100% design documents in February 2003.

Coordination meeting with the other stakeholders occurred on January 10, 2003. The meeting scheduled for February 18, 2003, was cancelled due to inclement weather. Another meeting will be scheduled in the near future. 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

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

TRE Elm Fork of the Trinity River Bridge Construction

Additional Capital
Development

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

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












Status NTP was delivered to the contractor, Austin Bridge & Road, L.P., on January 6, 2003. The contractor has moved in, has completed clearing the right-of-way, has started embankment construction, and is driving piling. The project is approximately 15% complete and slightly behind schedule due to unusual weather during February.

Issues None.

Six-Month Look Ahead

Additional Capital Development

ADDITIONAL CAPITAL DEVELOPMENT SIX-MONTH LOOK AHEAD

	2003					
	APRIL	MAY	JUNE	JULY	AUGUST	SEPTEMBER
LIVABLE COMMUNITIES Conv. Ctr. Pedestrian Conn.	Construction Completed - 02/05/03					
LANCASTER ROAD Task Order #18	Construction Completed					
MLK, JR. TRANSIT CENTER	 IFB			 NTP – Construction		
VICTORY STATION TRE Walls & Roadbed	Construction Completed					
VICTORY STATION Station & Bridges	 Construction, excluding Systems work, Continues (Anticipated Completion 04/16/04)					
EIGHTH & CORINTH PHASE III PARKING	Final Design On Hold – Pending Planning Analysis					
UNITY PLAZA	Final Design Completed 02/28/03 (IFB has been deferred to 11/24/04)					
TRE ELM FORK BRIDGE	 Construction Continues (Anticipated Completion on 08/03/04)					
<div><div> - Construction</div><div> - Construction Complete</div><div> - Revenue Service/Turnover to Operations</div></div> <div><div> - Information Only</div><div> - Change</div><div> - Critical</div><div> - Trending toward Critical</div></div> <div>* Senior Management Review</div>						

Revised 03/31/03

Change Control Summary

Additional Capital Development

Additional Capital Development - Change Control Summary

Facility/ Contract Package		Consultant/ Contractor	Approved Contract Amount (A)	Approved Contingency/ Allowance (B)	Total Approved Amount (C=A+B)	Executed Changes (D)	Current Contract Value (E=A+D)	Remaining Contingency/ Allowance (F=B-D)	Percent Contingency Used (G=D/B)	Percent Contract Comp.	Summary of Activity This Period & Comments (March 2003)
Conv Ctr Connector	Design C-96000140	LAN/STV									
	Construction C1003977-01	Vortex	\$711,419	\$71,142	\$782,561	\$0	\$711,419	\$71,142	0%	99%	Contract Completed
MLK Transit Center	Design TBD	TBD									Design in planning phase (see Note a).
	Construction TBD	TBD									
TRE Walls & Roadbed	Construction C-1003274-01	AUI Contractors, Inc.	\$2,939,500	\$293,950	\$3,233,450	\$18,049	\$2,957,549	\$275,901	6%	100%	Contract Completed on 5/7/02
NW-1A & Track Materials	Construction C-1003853-01	Martin K. Eby	\$24,986,984	\$2,498,698	\$27,485,682	\$364,874	\$25,351,858	\$2,133,824	15%	23%	
	Track Procurement C-1003723-01	L.B. Foster	\$1,633,178	\$163,318	\$1,796,496	\$116,622	\$1,749,800	\$46,696	71%	95%	
8th & Corinth III Parking Lot	Design TBD	TBD									
	Construction TBD	TBD									
Unity Plaza	Design C-1003727-01	RTKL Assoc.	\$1,053,766	\$105,377	\$1,159,142	\$0	\$1,053,766	\$105,377	0%	0%	
	Construction TBD	TBD									
TRE Elm Fork Bridge	Construction C-1004649-01	Austin Bridge& Road	\$8,838,884	\$1,060,666	\$9,899,550	\$0	\$8,838,884	\$1,060,666	0%	11%	
TOTALS:			\$38,530,552	\$4,029,832	\$42,560,385	\$382,923	\$38,913,475	\$3,646,909			
				\$0		\$0		\$0			

Legend:

% Contingency >= 80%

Notes:

a) Design of the MLK Transit Center is currently in planning; final site and design TBD.

DALLAS AREA RAPID TRANSIT

QUARTERLY INVESTMENT REPORT

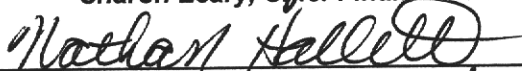
As Of

March 31, 2003

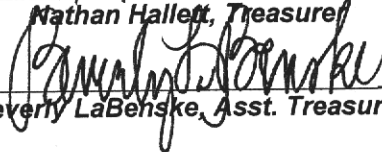
***Submitted by Authorized Investment Officers
in Accordance with
the Public Funds Investment Act***



Sharon Leary, Chief Financial Officer



Nathan Hallett, Treasurer



Beverly LaBenske, Asst. Treasurer

***Prepared by Treasury
April 30, 2003***

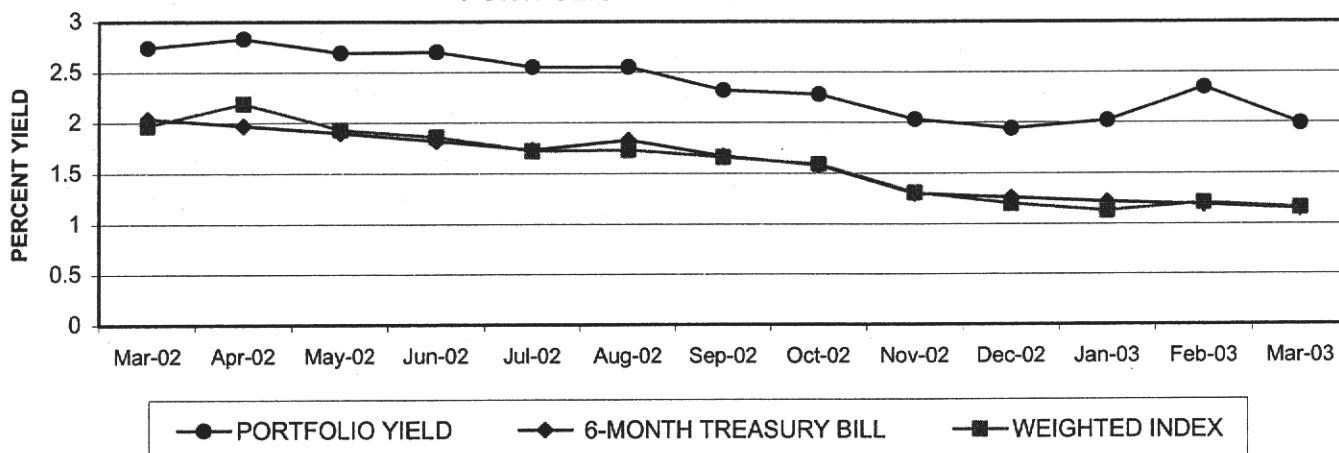
INVESTMENT PORTFOLIO

March-03

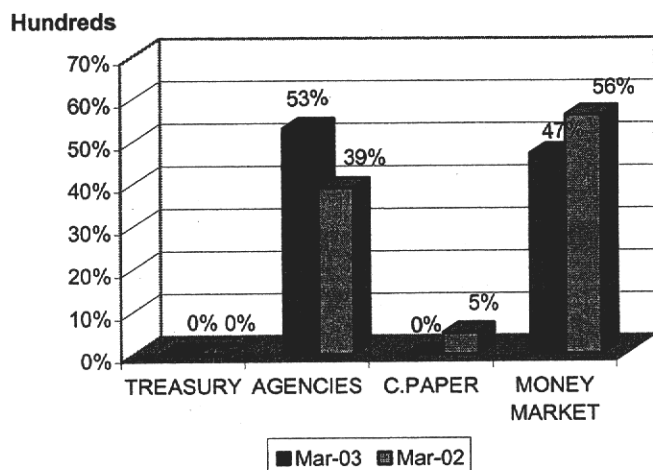
Prepared by Treasury

SUMMARY REPORT	Mar-03 (in thousands)	Change From Prior Month
Market	\$235,645	(\$24,442)
Book Value	\$234,862	(\$24,432)
Net Unrealized Gain (Loss)	\$783	(\$10)
Accrued Interest	\$609	\$19
Average Maturity in Days*	397	(72)
Average Yield*	1.99%	-0.36%
*Adjusted for callable securities		

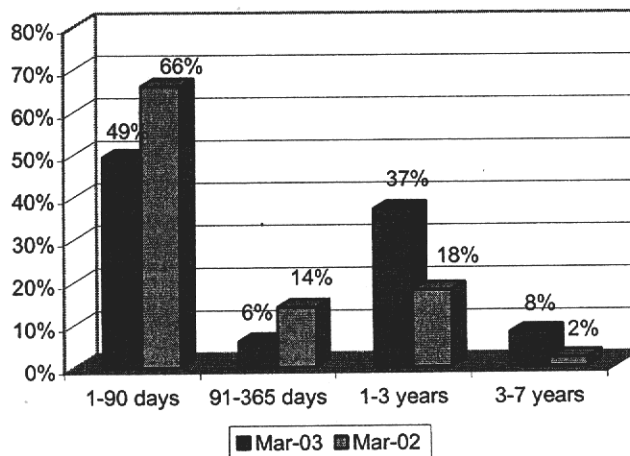
PORTFOLIO YIELD VS BENCHMARKS



DISTRIBUTION BY MARKET SECTOR



DISTRIBUTION BY MATURITY SECTOR



Current Portfolio Report

Investment

Straight Line - Callable Life

Receipts in Period

03/31/03

Run Date: 04/07/00

Run Time: 18:05:36

Page 1 of 2

Security Description	CUSIP	Par	Val./Shares	Ending	Coupon	Maturity	Yield	Call	Yield	Amor	Ending	Other	Purchase	Invest	Optional
					Rate	Date	Matur	Date	Call	Val./Cost	Market Val.	Rating	Date	Number	ID
FHLB 4.50 05/15/03	3133MEUD1	3,000,000.00			4.500	05/15/03	3.0005	Open	3.0005	3,005,352.81	3,012,300.00	Agcy	03/18/02	02-0011	Operating
FHLB 4.50 05/15/03	3133MEUD1	1,000,000.00			4.500	05/15/03	4.7016	Open	4.7016	999,765.62	1,004,100.00	Agcy	05/31/01	01-0029	Fin. Rese
Fed. Farm Credit Bank Note 5.72 06/03/03	31331RVH5	1,300,000.00			5.720	06/03/03	6.7602	Open	6.7602	1,297,949.90	1,310,140.00	Agcy	12/23/99	99-0001	OPr/ INS
FHLB 5.125 09/15/03	3133MSQB9	3,000,000.00			5.125	09/15/03	2.9400	Open	2.9400	3,029,019.16	3,053,220.00	Agcy	04/24/02	02-0021	Operating
SLMA 3.20 10/24/03	86387SEB6	3,000,000.00			3.200	10/24/03	3.2000	04/25/02	3.2000	3,000,000.00	3,033,900.00	Agcy	10/25/01	01-0050	Operating
FHLB Callable 3.02 12/10/03	3133MJZL7	5,000,000.00			3.020	12/10/03	3.0200	06/10/02	3.0200	5,000,000.00	5,063,000.00	Agcy	12/10/01	01-0059	Operating
FHLB Callable 1.45 02/05/04	31364GSH3	1,500,000.00			5.450	02/05/04	6.4996	02/05/01	8.7865	1,500,000.00	1,552,950.00	Agcy	11/10/99	99-0014	Fin. Rese.
FHLB Callable 1.445 03/26/04	3133MWQ20	1,500,000.00			1.445	03/26/04	1.3955	06/03/03	1.3955	1,500,628.38	1,500,750.00	Agcy	03/19/03	03-0031	Operating
FHLB Callable 1.25 04/08/04	3133MKCB3	2,000,000.00			1.250	04/08/04	1.3298	06/19/03	1.3298	1,998,561.33	1,999,800.00	Agcy	03/19/03	03-0032	Operating
FFCB Callable 1.62 04/23/04	31331QPX9	2,000,000.00			1.620	04/23/04	1.6200	04/23/03	1.6200	2,000,000.00	2,000,600.00	Agcy	01/23/03	03-0004	Operating
FHLB Callable 1.80 07/30/04	3133MYVL3	2,000,000.00			1.800	07/30/04	1.8339	07/30/03	1.9010	1,999,338.89	2,004,200.00	Agcy	01/30/03	03-0005	Operating
FHLB Callable 1.71 08/04/04	3133MVF57	1,500,000.00			1.710	08/04/04	1.7100	08/04/03	1.7100	1,500,000.00	1,502,700.00	Agcy	02/04/03	03-0017	Operating
FHLB Callable 1.80 08/06/04	3133MVAJ8	2,000,000.00			1.800	08/06/04	1.8000	08/06/03	1.8000	2,000,000.00	2,004,400.00	Agcy	02/06/03	03-0014	Operating
FHLB Callable 1.80 08/06/04	3133MVAJ8	1,000,000.00			1.800	08/06/04	1.8000	08/06/03	1.8000	1,000,000.00	1,002,200.00	Agcy	02/06/03	03-0015	Operating
FHLB Callable 1.80 08/06/04	3133MVAJ8	1,500,000.00			2.800	08/13/04	2.8000	08/13/03	2.8000	1,500,000.00	1,509,000.00	Agcy	08/13/02	02-0041	Fin. Rese
FHLB Callable 2.80 08/13/04	3136F2AJ7	1,000,000.00			2.800	08/13/04	2.8000	08/13/03	2.8000	1,000,000.00	1,006,000.00	Agcy	08/13/02	02-0042	OPr/ INS
FHLB Callable 2.80 08/13/04	3136F2AJ7	3,000,000.00			4.500	08/15/04	1.4270	Open	1.4270	3,124,728.76	3,128,790.00	Agcy	02/21/03	03-0020	Operating
FHLMC 4.50 08/15/04	3134A4GW8	2,000,000.00			2.700	08/20/04	2.7162	08/13/03	2.7329	1,999,766.29	2,011,800.00	Agcy	08/20/02	02-0044	Fin. Rese
FHLB Callable 2.70 08/20/04	31359MNV1	3,000,000.00			1.450	09/03/04	1.4500	Open	1.4500	3,000,000.00	3,001,800.00	Agcy	03/03/03	03-0023	Operating
FFCB 1.45 09/03/04	31331QJQ8	2,000,000.00			3.500	09/15/04	1.7803	Open	1.7803	2,049,059.29	2,061,840.00	Agcy	12/27/02	02-0057	OPr/ INS
FHLMA 3.50 09/15/04	31359MKW2	2,000,000.00			3.500	09/15/04	1.7805	Open	1.7805	2,049,047.07	2,061,840.00	Agcy	12/27/02	02-0058	Fin. Reser
FHLMA 3.50 09/15/04	31359MKW2	2,000,000.00			3.500	09/15/04	1.7805	Open	1.7805	2,049,047.07	2,061,840.00	Agcy	12/27/02	02-0058	Fin. Reser
FHLMC Callable 3.65 01/11/05	312925UN8	3,000,000.00			3.650	01/11/05	3.1904	07/11/03	1.3000	3,019,435.60	3,020,400.00	Agcy	03/05/03	03-0026	Operating
FHLMC Callable 2.32 01/21/05	3128XVMK6	5,000,000.00			2.320	01/21/05	2.3200	04/21/03	2.3200	5,000,000.00	5,003,000.00	Agcy	01/21/03	03-0001	Operating
FHLB Callable 2.22 01/28/05	3133MWZAO	2,000,000.00			2.220	01/28/05	2.2200	07/28/03	2.2200	2,000,000.00	2,006,800.00	Agcy	01/28/03	03-0003	Operating
FHLB Callable 2.375 02/07/05	3128XOXU8	2,000,000.00			2.375	02/07/05	2.3750	05/07/03	2.3750	2,000,000.00	2,002,400.00	Agcy	02/07/03	03-0012	Operating
FHLB 5.785 02/09/05	3133MGL3	1,000,000.00			5.785	02/09/05	5.5802	Open	5.5802	1,003,340.00	1,076,200.00	Agcy	01/17/01	01-0006	Fin. Rese
SLMA 2.00 03/15/05	86387UBJ3	2,000,000.00			2.000	03/15/05	1.4615	Open	1.4615	2,020,681.83	2,013,200.00	Agcy	03/12/03	03-0030	Operating
FHLMA Callable 1.72 03/24/05	3136F3DR4	2,000,000.00			1.720	03/24/05	1.7200	09/24/03	1.7200	2,000,000.00	2,000,600.00	Agcy	03/24/03	03-0034	Operating
FHLMC Step Up Callable 3.875 04/29/05	312925GZ7	2,000,000.00			3.875	04/29/05	3.7417	04/29/03	3.4902	2,000,583.33	2,000,000.00		04/29/02	02-0024	Fin. Rese
FHLB 4.00 05/13/05	3133MJGC8	1,000,000.00			4.000	05/13/05	4.0000	05/13/03	4.0000	1,000,000.00	1,003,300.00	Agcy	11/13/01	01-0055	OPr/ INS
FHLMC Callable 2.25 07/06/05	3128XOUU1	3,000,000.00			2.250	07/06/05	2.1843	01/06/04	2.0749	3,003,928.57	3,019,800.00	Agcy	02/21/03	03-0019	Operating
FHLMA Callable 2.50 08/04/05	3136F2R83	1,000,000.00			2.500	08/04/05	2.5000	08/04/03	2.5000	1,000,000.00	1,004,500.00	Agcy	02/04/03	03-0016	Fin. Reser
FHLB Callable 2.70 08/05/05	3133MSU81	1,500,000.00			2.700	08/05/05	2.1204	05/05/03	2.7000	1,500,000.00	1,507,950.00	Agcy	11/05/02	02-0055	OPr/ INS
FHLMA Callable 2.375 08/10/05	3136F2T81	2,000,000.00			2.375	08/10/05	2.1204	02/10/04	1.7200	2,011,096.16	2,017,000.00	Agcy	03/07/03	03-0027	Operating
FHLMA Callable 2.375 08/10/05	3136F2T81	1,500,000.00			2.375	08/10/05	2.3122	02/10/04	2.2183	1,501,980.77	1,512,750.00	Agcy	02/19/03	03-0022	Fin. Reser
FHLMA Step Up Callable 2.00 08/18/05	3136F2AL9	2,000,000.00			2.000	08/18/05	2.0000	08/18/03	2.0000	2,000,000.00	2,006,400.00	Agcy	02/18/03	03-0007	Operating
FHLMC Callable 3.15 09/02/05	312925Y46	3,000,000.00			3.150	09/02/05	2.8428	09/03/03	1.8507	3,016,270.42	3,024,900.00	Agcy	01/30/03	03-0006	Operating
FHLB Callable 2.535 09/06/05	3133MWAU5	2,000,000.00			2.535	09/06/05	2.5350	06/06/03	2.5350	2,000,000.00	2,005,000.00	Agcy	03/06/03	03-0025	Operating
FHLB 5.59 09/09/05	3133M5NK2	1,000,000.00			5.590	09/09/05	5.6401	Open	5.6401	998,896.59	1,087,400.00	Agcy	01/18/01	01-0007	Fin. Rese
FHLMA Callable 2.20 09/12/05	3128XOW71	3,000,000.00			2.200	09/12/05	2.2000	03/12/04	2.2000	3,000,000.00	3,015,000.00		03/12/03	03-0028	Operating
FHLMA Callable 2.33 09/12/05	3136F3AQ9	3,000,000.00			2.330	09/12/05	2.3300	09/12/03	2.3300	3,000,000.00	3,013,800.00	Agcy	03/12/03	03-0029	Operating
FHLB Callable 2.52 09/19/05	3133MWH99	1,000,000.00			2.520	09/19/05	2.5200	06/19/03	2.5200	1,000,000.00	1,003,000.00	Agcy	03/19/03	03-0033	Fin. Reser
FHLMC Callable 2.875 09/26/05	312925GJ9	2,000,000.00			2.875	09/26/05	2.6129	09/26/03	1.7539	2,010,781.99	2,016,400.00	Agcy	02/25/03	03-0018	Operating
FHLMA Callable 3.08 10/07/05	3128XOAD1	3,000,000.00			3.080	10/07/05	3.0800	04/07/03	3.0800	3,000,000.00	3,000,900.00	Agcy	10/09/02	02-0049	Fin. Reser
FHLMA Callable 3.125 10/21/05	3136F2MY1	2,000,000.00			3.125	10/21/05	3.1250	04/21/03	3.1250	2,000,000.00	2,002,200.00	Agcy	10/21/02	02-0054	Fin. Rese
FFCB 6.50 11/22/05	31331HA72	1,000,000.00			6.500	11/22/05	5.2502	Open	5.2502	1,028,980.11	1,114,900.00	Agcy	04/24/01	01-0039	OPr/ INS
FHLMA Callable 3.00 11/28/05	31359MPY3	1,000,000.00			3.000	11/28/05	3.0000	05/27/03	3.0000	1,000,000.00	1,002,900.00	Agcy	11/27/02	02-0056	OPr/ INS
FHLMC Callable 3.75 02/15/06	312925D56	2,000,000.00			3.750	02/15/06	3.7500	08/15/03	3.7500	2,000,000.00	2,019,000.00	Agcy	08/15/02	02-0037	Fin. Rese
FFCB Callable 2.70 02/27/06	31331QJQ4	2,500,000.00			2.700	02/27/06	2.7000	08/27/03	2.7000	2,500,000.00	2,514,500.00	Agcy	02/27/03	03-0008	Insurance

Current Portfolio Report

Investment

Straight Line - Callable Life

Receipts in Period

03/31/03

Run Date: 04/07/03
Run Time: 18:05:36
Page 2 of 2

Security Description	CUSIP	Par Val/Shares	Ending Par Val/Shares	Coupon Rate	Maturity Date	Yield Matur	Call Date	Yield Call	Amor Val/Cost	Ending Market Val	Other Rating	Purchase Date	Invest Number	Optional ID
FNMA Callable 2.82 02/28/06	3136F27M4	1,000,000.00	1,000,000.00	2.820	02/28/06	2.8200	05/28/03	2.8200	1,000,000.00	1,002,700.00	Agcy	02/28/03	03-0009	Insurance
FNMA Callable 2.82 02/28/06	3136F27M4	2,000,000.00	2,000,000.00	2.820	02/28/06	2.8200	05/28/03	2.8200	2,000,000.00	2,005,400.00	Agcy	02/28/03	03-0011	Insurance
FHLB Callable 2.25 03/24/06	3128X02K4	1,000,000.00	1,000,000.00	2.250	03/24/06	2.3785	09/24/03	2.3785	996,443.89	999,500.00	Agcy	03/24/03	03-0035	Operating
FHLB Callable 3.135 06/02/06	3133MTUD8	2,000,000.00	2,000,000.00	3.135	06/02/06	3.2301	04/02/03	6.9066	2,000,000.00	2,006,600.00	Agcy	12/02/02	02-0063	OPT/ INS
FHLB Callable 3.10 08/07/06	3133MW7E7	1,000,000.00	1,000,000.00	3.100	08/07/06	3.1000	05/07/03	3.1000	1,000,000.00	1,006,600.00	Agcy	02/07/03	03-0013	Fin. Reser
FNMA Callable 3.05 08/11/06	3136F2736	3,000,000.00	3,000,000.00	3.050	08/11/06	3.0270	08/11/03	2.8900	3,001,690.75	3,019,800.00	Agcy	02/18/03	03-0021	Fin. Reser
FHLMC Callable 4.02 08/22/06	312925J76	1,500,000.00	1,500,000.00	4.020	08/22/06	4.0200	08/22/03	4.0200	1,500,000.00	1,516,650.00	Agcy	08/22/02	02-0040	Fin. Rese
FNMA Callable 3.00 08/28/06	3136F27C6	1,500,000.00	1,500,000.00	3.000	08/28/06	3.0000	08/28/03	3.0000	1,500,000.00	1,509,750.00	Agcy	02/28/03	03-0010	Insurance
FHLMC Callable 3.40 09/12/06	3129254H0	1,200,000.00	1,200,000.00	3.400	09/12/06	3.4000	09/12/03	3.4000	1,200,000.00	1,211,760.00	Agcy	09/18/02	02-0048	OPT/ INS
FHLMC Callable 2.50 09/26/06	3128X02V0	3,000,000.00	3,000,000.00	2.500	09/26/06	2.5000	03/26/04	2.5000	3,000,000.00	3,001,500.00	Agcy	03/26/03	03-0036	Operating
FHLMC Callable 3.00 03/05/07	3128X0P94	2,000,000.00	2,000,000.00	3.000	03/05/07	3.0000	03/05/04	3.0000	2,000,000.00	2,014,000.00	Agcy	03/05/03	03-0024	Insurance
FHLB Callable 3.50 09/27/07	3133MWV9	3,000,000.00	3,000,000.00	3.500	09/27/07	3.5000	06/27/03	3.5000	3,000,000.00	3,015,900.00	Agcy	03/27/03	03-0037	Insurance
Bank One MMF - 1800	Debt Serv	10,052,646.77	10,052,646.77	1.060	Open	1.0600	Open	1.0600	10,052,646.77	10,052,646.77		09/30/01	AR-0002	Debt Servic
Chase Vista SEAF -1700	DART-SEAF	15,170,191.05	15,170,191.05	1.130	Open	1.1300	Open	1.1300	15,170,191.05	15,170,191.05		03/31/01	AR-0003	DART-SEAF
Provident Fin. Op Fund-1000	Operating	75,802,507.03	75,802,507.03	1.180	Open	1.1800	Open	1.1800	75,802,507.03	75,802,507.03		10/31/01	AR-0001	Operating
Provident Fin Res. Fund-2000	Fin. Rese	2,716,376.02	2,716,376.02	1.180	Open	1.1800	Open	1.1800	2,716,376.02	2,716,376.02		09/30/01	AR-0006	Fin. Reserv
Fidelity Opt Fund-1500	Operating	6,753,574.20	6,753,574.20	1.200	Open	1.2000	Open	1.2000	6,753,574.20	6,753,574.20		05/31/01	AR-0004	Operating
Investment Total		234,495,295.07	234,862,622.58	2.130		1.9988		1.9917	234,862,622.58	235,644,985.07				

Notice of Security Transactions Investment

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

Purchase Date	Sale Order Date Type	Security Description	Sale Date	Ending Par Val/Shares	Maturity Date	Days to Maturity	Yield Matur	Call Date	Yield Call	Unamor Val/Cost	Ending Fund Number	Purchase Institution	Invest Number
01/23/03	Open BUY	FFCB Callable 1.62	04/23/04	2,000,000.00	04/23/04	456	1.6200	04/23/03	1.6200	2,000,000.00	035999	PainWebber/ UBS	03--0004
											Total	PainWebber/ UBS	03--0004
02/27/03	Open BUY	FFCB Callable 2.70	02/27/06	2,500,000.00	02/27/06	1096	2.7000	08/27/03	2.7000	2,500,000.00	035998	PainWebber/ UBS	03--0008
											Total	PainWebber/ UBS	03--0008
03/03/03	Open BUY	FFCB 1.45	09/03/04	3,000,000.00	09/03/04	550	1.4500	Open	1.4500	3,000,000.00	035999	PainWebber/ UBS	03--0023
											Total	PainWebber/ UBS	03--0023
01/28/03	Open BUY	FHLB Callable 2.64	07/28/05	3,000,000.00	07/28/05	912	2.6400	06/27/03	2.6400	3,000,000.00	035999	PainWebber/ UBS	03--0002
											Total	PainWebber/ UBS	03--0002
01/28/03	Open BUY	FHLB Callable 2.22	01/28/05	2,000,000.00	01/28/05	731	2.2200	07/28/03	2.2200	2,000,000.00	035999	Banc One	03--0003
											Total	Banc One	03--0003
01/30/03	Open BUY	FHLB Callable 1.80	07/30/04	2,000,000.00	07/30/04	547	1.8339	07/30/03	1.9010	1,999,000.00	035999	Salomon Smith Barney	03--0005
											Total	Salomon Smith Barney	03--0005
02/07/03	Open BUY	FHLB Callable 3.10	08/07/06	1,000,000.00	08/07/06	1277	3.1000	05/07/03	3.1000	1,000,000.00	616263	Salomon Smith Barney	03--0013
											Total	Salomon Smith Barney	03--0013
02/06/03	Open BUY	FHLB Callable 1.80	08/06/04	2,000,000.00	08/06/04	547	1.8000	08/06/03	1.8000	2,000,000.00	035999	Banc One	03--0014
											Total	Banc One	03--0014
02/06/03	Open BUY	FHLB Callable 1.80	08/06/04	1,000,000.00	08/06/04	547	1.8000	08/06/03	1.8000	1,000,000.00	035999	Banc One	03--0015
											Total	Banc One	03--0015
02/04/03	Open BUY	FHLB Callable 1.71	08/04/04	1,500,000.00	08/04/04	547	1.7100	08/04/03	1.7100	1,500,000.00	035999	Salomon Smith Barney	03--0017
											Total	Salomon Smith Barney	03--0017
03/06/03	Open BUY	FHLB Callable 2.535	09/06/05	2,000,000.00	09/06/05	915	2.5350	06/06/03	2.5350	2,000,000.00	035999	Salomon Smith Barney	03--0025
											Total	Salomon Smith Barney	03--0025
03/19/03	Open BUY	FHLB Callable 1.445	03/26/04	1,500,000.00	03/26/04	373	1.3955	06/03/03	1.3955	1,500,750.00	035999	Salomon Smith Barney	03--0031
											Total	Salomon Smith Barney	03--0031
03/19/03	Open BUY	FHLB Callable 1.25	04/08/04	2,000,000.00	04/08/04	386	1.3298	06/03/03	1.3298	1,998,340.00	035999	Banc One	03--0032
											Total	Banc One	03--0032
03/19/03	Open BUY	FHLB Callable 2.52	09/19/05	1,000,000.00	09/19/05	915	2.5200	06/19/03	2.5200	1,000,000.00	616263	Salomon Smith Barney	03--0033
											Total	Salomon Smith Barney	03--0033
03/24/03	Open BUY	FHLB Callable 2.25	03/24/06	1,000,000.00	03/24/06	1096	2.3785	09/24/03	2.3785	996,300.00	035999	Banc One	03--0035
											Total	Banc One	03--0035
03/27/03	Open BUY	FHLB Callable 3.50	09/27/07	3,000,000.00	09/27/07	1645	3.5000	06/27/03	3.5000	3,000,000.00	035998	PainWebber/ UBS	03--0037
											Total	PainWebber/ UBS	03--0037
01/21/03	Open BUY	FHLMC Callable 2.32	01/21/05	5,000,000.00	01/21/05	731	2.3200	Open	2.3200	5,000,000.00	035999	Bank of America	03--0001
											Total	Bank of America	03--0001
01/30/03	Open BUY	FHLMC Callable 3.15	09/02/05	3,000,000.00	09/02/05	946	2.8428	09/03/03	1.8507	3,022,800.00	035999	Salomon Smith Barney	03--0006
											Total	Salomon Smith Barney	03--0006
02/07/03	Open BUY	FHLMC Callable 2.375	02/07/05	2,000,000.00	02/07/05	731	2.3750	05/28/03	2.3750	2,000,000.00	035999	PainWebber/ UBS	03--0012
											Total	PainWebber/ UBS	03--0012
02/25/03	Open BUY	FHLMC Callable 2.875	09/26/05	2,000,000.00	09/26/05	944	2.6129	09/26/03	1.7539	2,013,000.00	035999	Banc One	03--0018
											Total	Banc One	03--0018
02/21/03	Open BUY	FHLMC Callable 2.25	07/06/05	3,000,000.00	07/06/05	866	2.1843	01/06/04	2.0749	3,004,500.00	035999	Banc One	03--0019
											Total	Banc One	03--0019
02/21/03	Open BUY	FHLMC 4.50	08/15/04	3,000,000.00	08/15/04	541	1.4270	Open	1.4270	3,134,828.25	035999	PainWebber/ UBS	03--0020
											Total	PainWebber/ UBS	03--0020
03/05/03	Open BUY	FHLMC Callable 3.00	03/05/07	2,000,000.00	03/05/07	1461	3.0000	03/05/04	3.0000	2,000,000.00	035998	PainWebber/ UBS	03--0024
											Total	PainWebber/ UBS	03--0024
03/05/03	Open BUY	FHLMC Callable 3.65	01/11/05	3,000,000.00	01/11/05	678	3.1904	06/06/03	1.3000	3,024,488.85	035999	PainWebber/ UBS	03--0026
											Total	PainWebber/ UBS	03--0026
03/12/03	Open BUY	FHLMC Callable 2.20	09/12/05	3,000,000.00	09/12/05	915	2.2000	03/12/04	2.2000	3,000,000.00	035999	PainWebber/ UBS	03--0028

Notice of Security Transactions

Run Date: 04/14/03
Run Time: 17:44:19
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Straight Line - Actual Life Receipts in Period 01/01/03 - 03/31/03

Purchase Date	Sale Order Date Type	Security Description	Ending Par Val./Shares	Maturity Date	Days to Maturity	Yield Matur	Call Date	Yield Call	Unamor Val./Cost	Ending Fund Number	Purchase Institution	Invest Number
03/26/03	Open BUY	FLMNC Callable 2.50 09/26/06	3,000,000.00	09/26/06	1280	2.5000	09/24/03	2.5000	3,000,000.00	035999	PainWebber/UBS	03-0028
										Total	Banc One	03-0036
										Total	Banc One	03-0036
02/18/03	Open BUY	FNMA Step Up Callable 2.00 08/18/05	2,000,000.00	08/18/05	912	2.0000	08/18/03	2.0000	2,000,000.00	035999	PainWebber/UBS	03-0007
										Total	PainWebber/UBS	03-0007
02/28/03	Open BUY	FNMA Callable 2.82 02/28/06	1,000,000.00	02/28/06	1096	2.8200	05/28/03	2.8200	1,000,000.00	035998	Salomon Smith Barney	03-0009
										Total	Salomon Smith Barney	03-0009
02/28/03	Open BUY	FNMA Callable 3.00 08/28/06	1,500,000.00	08/28/06	1277	3.0000	05/28/03	3.0000	1,500,000.00	035998	Salomon Smith Barney	03-0010
										Total	Salomon Smith Barney	03-0010
02/28/03	Open BUY	FNMA Callable 2.82 02/28/06	2,000,000.00	02/28/06	1096	2.8200	08/28/03	2.8200	2,000,000.00	035998	Banc One	03-0011
										Total	Banc One	03-0011
02/04/03	Open BUY	FNMA Callable 2.50 08/04/05	1,000,000.00	08/04/05	912	2.5000	08/04/03	2.5000	1,000,000.00	616263	PainWebber/UBS	03-0016
										Total	PainWebber/UBS	03-0016
02/18/03	Open BUY	FNMA Callable 3.05 08/11/06	3,000,000.00	08/11/06	1270	3.0270	08/11/03	2.8900	3,002,250.00	616263	PainWebber/UBS	03-0021
										Total	PainWebber/UBS	03-0021
02/19/03	Open BUY	FNMA Callable 2.375 08/10/05	1,500,000.00	08/10/05	903	2.3122	08/11/03	2.2183	1,502,250.00	616263	PainWebber/UBS	03-0022
										Total	PainWebber/UBS	03-0022
03/07/03	Open BUY	FNMA Callable 2.375 08/10/05	2,000,000.00	08/10/05	887	2.1204	02/10/04	1.7200	2,011,958.00	035999	PainWebber/UBS	03-0027
										Total	PainWebber/UBS	03-0027
03/12/03	Open BUY	FNMA Callable 2.33 09/12/05	3,000,000.00	09/12/05	915	2.3300	09/12/03	2.3300	3,000,000.00	035999	Salomon Smith Barney	03-0029
										Total	Salomon Smith Barney	03-0029
03/24/03	Open BUY	FNMA Callable 1.72 03/24/05	2,000,000.00	03/24/05	731	1.7200	06/19/03	1.7200	2,000,000.00	035999	Salomon Smith Barney	03-0034
										Total	Salomon Smith Barney	03-0034
03/12/03	Open BUY	SIMA 2.00 03/15/05	2,000,000.00	03/15/05	734	1.4615	09/12/03	1.4615	2,021,240.00	035999	PainWebber/UBS	03-0030
										Total	PainWebber/UBS	03-0030
Investment Total			80,500,000.00		822	2.3016		2.1531	80,731,705.10			

Notice of Security Transactions

Investment

Straight Line - Actual Life

Receipts in Period

01/01/03 - 03/31/03

Run Date: 04/14/03
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Page 1 of 1

Purchase Date	Sale Date	Order Type	Security Description	Par Val	Ending Shares	Maturity Date	Days to Maturity	Yield Matur	Call Date	Yield Call	Unamor Val/Cost	Ending Fund Number	Purchase Institution	Invest Number
10/17/02	02/12/03	CAL	FFCB Callable 3.00	10/17/05	3,000,000.00	10/17/05	1020	3.0351	01/17/03	3.4034	2,997,000.00	616263	Salomon Smith Barney	02-0050-01
10/28/02	01/28/03	CAL	FHLB Callable 2.65	01/28/05	3,000,000.00	01/28/05	758	2.6654	01/10/03	2.6654	2,999,062.50	035999	Salomon Smith Barney	02-0050-01
10/29/02	01/29/03	CAL	FHLB Callable 2.315	07/29/04	3,000,000.00	07/29/04	575	2.3150	01/28/03	2.3150	3,000,000.00	035999	Salomon Smith Barney	02-0051-01
10/10/02	01/10/03	CAL	FHLB Callable 3.62	04/10/06	1,000,000.00	04/10/06	1195	3.6392	Open	3.6392	999,375.00	616263	Banc One	02-0052-01
12/19/02	03/19/03	CAL	FHLB Callable 3.06	09/19/05	500,000.00	09/19/05	992	3.0600	03/19/03	3.0600	500,000.00	035998	Banc One	02-0052-01
12/20/02	03/20/03	CAL	FHLB Callable 3.05	09/20/05	1,000,000.00	09/20/05	993	3.0500	03/20/03	3.0500	1,000,000.00	035998	Banc One	02-0053-01
12/27/02	03/27/03	CAL	FHLB Callable 3.05	09/27/05	1,500,000.00	09/27/05	1000	3.0500	03/27/03	3.0500	1,500,000.00	616263	Banc One	02-0059-01
12/27/02	03/27/03	CAL	FHLB Callable 4.00	06/27/07	1,000,000.00	06/27/07	1638	4.0000	03/27/03	4.0000	1,000,000.00	616263	Salomon Smith Barney	02-0060-01
01/28/03	02/28/03	CAL	FHLB Callable 2.64	07/28/05	3,000,000.00	07/28/05	912	2.6400	02/28/03	2.6400	3,000,000.00	035999	Banc One	02-0061-01
04/24/02	03/15/03	MAT	FHLMC 4.75	03/15/03	3,000,000.00	03/15/03	73	2.4197	Open	2.4197	3,061,230.00	035999	PainWebber/ UBS	02-0062-01
08/28/02	02/28/03	CAL	FHLMC Callable 3.00	02/28/05	5,000,000.00	02/28/05	789	3.0000	02/28/03	3.0000	5,000,000.00	035999	PainWebber/ UBS	03-0002-01
04/24/01	02/14/03	MAT	FNMA 5.00	02/14/03	1,000,000.00	02/14/03	44	4.4502	Open	4.4502	1,009,390.00	616263	Bank of America	02-0019-01
04/24/02	02/14/03	MAT	FNMA 5.00	02/14/03	3,000,000.00	02/14/03	44	2.4194	01/29/03	2.4194	3,061,290.00	035999	Bank of America	02-0019-01
08/14/02	02/14/03	CAL	FNMA Callable 3.25	02/14/05	1,500,000.00	02/14/05	775	3.2500	02/14/03	3.2500	1,500,000.00	616263	PainWebber/ UBS	02-0020-01
Investment Total														02-0038-01
											30,627,347.50		Salomon Smith Barney	02-0038-01
											2.9392			
											2.9083			
											692			

PORTFOLIO ANALYSIS BY FUND

As of March, 2003

(in Thousands)

	General Operating	Financial Reserve	Insurance Fund	DART SEAF	Debt Service Funds	TOTAL
Par Value	\$168,556	\$28,716	\$12,000	\$15,170	\$10,053	\$234,495
Market Value	\$169,141	\$29,219	\$12,062	\$15,170	\$10,053	\$235,645
Unrealized Gain (Loss)	\$302	\$419	\$62	\$0	\$0	\$783
Book Value	\$168,839	\$28,800	\$12,000	\$15,170	\$10,053	\$234,862
Accrued Interest	\$404	\$181	\$24	\$0	\$0	\$609
Total Book Value	\$169,243	\$28,981	\$12,024	\$15,170	\$10,053	\$235,471
Cash Balance	\$297	\$0	\$0	\$0	\$0	\$297
TOTAL FUND VALUE	\$169,540	\$28,981	\$12,024	\$15,170	\$10,053	\$235,768
Liquid Securities (Mkt. value)	\$82,557					
Yield to Maturity (Adj for calls)	1.81%	3.40%	3.02%	1.13%	1.06%	1.99%
Average Final Maturity	332 Days	24.3 Months	42.5 Months	1 Day	1 Days	397 Days
KEY COMPLIANCE TARGETS						
Minimum Requirement (2)	\$66,151	\$25,000	\$11,637	90 Days	3 Years	N/A
Maximum Average Maturity	365 Days	30 Months	48 Months	Yes	Yes	Yes
Is Fund in Compliance	Yes	Yes	Yes	Yes	Yes	Yes
INVESTMENT COMPARISON						
6-Month T-Bill (3)	1.19%	1.19%	1.19%	1.19%	1.19%	N/A

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

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

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

(3) March 2003 average yield

Dallas Area Rapid Transit
Change in Market Value

Period Ended March 31, 20032

Fund	Security Type	Coupon	Maturity	Call Date	Par Amount (000)	Dec 2002 Market Value	March 2003 Market Value	Change from Prior Quarter
Operating	FHLB Note	5.500%	05/15/03	NA	\$3,000	\$3,035,040.00	\$3,012,300.00	-\$22,740.00
Fnc'l Res	FHLB Coupon	4.500%	05/15/03	NA	\$1,000	\$1,011,680.00	\$1,004,100.00	-\$7,580.00
Fnc'l Res	FFCB Note	5.720%	06/03/03	NA	\$1,300	\$1,324,440.00	\$1,310,140.00	-\$14,300.00
Operating	FHLB Note	5.125%	09/15/03	NA	\$3,000	\$3,081,750.00	\$3,053,220.00	-\$28,530.00
Operating	SLMA	3.200%	10/24/03	NA	\$3,000	\$3,046,200.00	\$3,033,900.00	-\$12,300.00
Operating	FHLB	3.020%	12/10/03	NA	\$5,000	\$5,079,000.00	\$5,063,000.00	-\$16,000.00
Fnc'l Res	FNMA	5.450%	02/05/04	NA	\$1,500	\$1,565,850.00	\$1,552,950.00	-\$12,900.00
Fnc'l Res	FNMA Callable	2.800%	08/13/04	08/13/03	\$1,500	\$1,514,100.00	\$1,509,000.00	-\$5,100.00
Insurance	FNMA Callable	2.800%	08/13/04	08/13/03	\$1,000	\$1,009,400.00	\$1,006,000.00	-\$3,400.00
Fnc'l Res	FNMA Callable	2.700%	08/20/04	08/20/03	\$2,000	\$2,018,000.00	\$2,011,800.00	-\$6,200.00
Insurance	FNMA	3.500%	09/15/04	NA	\$2,000	\$2,062,140.00	\$2,061,840.00	-\$300.00
Fnc'l Res	FNMA	3.500%	09/15/04	NA	\$2,000	\$2,062,140.00	\$2,061,840.00	-\$300.00
Fnc'l Res	FHLB	5.785%	02/09/05	NA	\$1,000	\$1,079,900.00	\$1,076,200.00	-\$3,700.00
Fnc'l Res	FHLMC Callable	3.875%	04/29/05	04/29/03	\$2,000	\$2,000,000.00	\$2,000,000.00	\$0.00
Insurance	FHLB Callable	4.000%	05/13/05	05/13/03	\$1,000	\$1,009,900.00	\$1,003,300.00	-\$6,600.00
Insurance	FHLB Callable	2.700%	08/05/05	05/05/03	\$1,500	\$1,511,700.00	\$1,507,950.00	-\$3,750.00
Fnc'l Res	FHLB Note	5.590%	09/09/05	NA	\$1,000	\$1,088,900.00	\$1,087,400.00	-\$1,500.00
Operating	FHLMC Callable	3.080%	10/07/05	04/07/03	\$3,000	\$3,014,700.00	\$3,000,900.00	-\$13,800.00
Fnc'l Res	FNMA Callable	3.125%	10/21/05	04/21/03	\$2,000	\$2,002,000.00	\$2,002,200.00	\$200.00
Fnc'l Res	FFCB Note	6.500%	11/22/05	NA	\$1,000	\$1,118,200.00	\$1,114,900.00	-\$3,300.00
Insurance	FNMA Callable	3.000%	11/28/05	05/27/03	\$1,000	\$1,007,000.00	\$1,002,900.00	-\$4,100.00
Fnc'l Res	FHLMC Callable	3.750%	02/15/06	08/15/03	\$2,000	\$2,030,800.00	\$2,019,000.00	-\$11,800.00
Insurance	FHLB Callable	3.135%	06/02/06	05/02/03	\$2,000	\$2,014,400.00	\$2,006,600.00	-\$7,800.00
Fnc'l Res	FHLMC Callable	4.020%	08/22/06	08/22/03	\$1,500	\$1,526,250.00	\$1,516,650.00	-\$9,600.00
Insurance	FHLMC Callable	3.400%	09/12/06	09/12/03	\$1,200	\$1,215,600.00	\$1,211,760.00	-\$3,840.00

Sub-total for Securities held as of 12/31/02	\$47,429,090.00	\$47,229,850.00	-\$199,240.00
% Change as result of market movement			-0.42%
Holdings at 12/31/02 maturing during Q2, FY03	\$7,037,880.00		-\$7,037,880.00
Holdings at 12/31/02 called during Q2, FY03	\$20,543,450.00		-\$20,543,450.00
Value of Money Market Mutual Funds	\$144,851,796.67	\$110,495,295.07	-\$34,356,501.60
Holdings at 3/31/03 purchased during Q2 FY03		<u>\$77,919,840.00</u>	<u>\$77,919,840.00</u>
TOTAL PORTFOLIO VALUE	<u>\$219,862,216.67</u>	<u>\$235,644,985.07</u>	<u>\$15,782,768.40</u>

Analysis of Callable Securities March 31, 2003								
Portfolio	Maturity Date	Next Call Date	Type of Call	Issuer	PAR (in millions)	Coupon %	Treasury Curve	Probability of Call
Operating	03/26/04	06/03/03	Q/5 days	FHLB	1.5	1.445	1.15	Low
Operating	04/08/04	06/19/03	C/5 days	FHLB	2.0	1.25	1.15	Low
Operating	04/23/04	04/23/03	C/7 days	FFCB	2.0	1.620	1.15	Low
Operating	07/30/04	07/30/03	O/5 days	FHLB	2.0	1.834	1.25	Moderate
Operating	08/04/04	08/04/03	O/5 days	FHLB	1.5	1.710	1.25	Low
Operating	08/06/04	08/06/03	O/5 days	FHLB	2.0	1.800	1.25	Moderate
Operating	08/06/04	08/06/03	O/5 days	FHLB	1.5	1.800	1.25	Moderate
Financial	08/13/04	08/13/03	O/10 days	FNMA	1.5	2.800	1.25	High
Operating	08/13/04	08/13/03	O/10 days	FNMA	1.0	2.800	1.25	High
Financial	08/20/04	08/20/03	O/10 days	FNMA	2.0	2.700	1.25	High
Operating	01/11/05	07/11/03	O/5 days	FHLMC	3.0	3.650	1.40	High
Operating	01/21/05	04/21/03	Q/5 days	FHLMC	5.0	2.320	1.40	Moderate
Operating	01/28/05	07/28/03	O/5 days	FHLB	2.0	2.220	1.40	Moderate
Operating	02/07/05	05/07/03	C/5 days	FHLMC	2.0	2.375	1.40	Moderate
Operating	03/24/05	09/24/03	Q/10 days	FMNA	2.0	1.720	1.45	Low
Financial	04/29/05	04/29/03	O/5 days	FHLMC	2.0	3.490	1.50	High
Insurance	05/13/05	05/13/03	O/5 days	FHLB	1.0	4.000	1.50	High
Operating	07/06/05	01/06/04	O/5 days	FHLMC	3.0	2.250	1.60	Moderate
Financial	08/04/05	08/04/03	S/10 days	FNMA	1.0	2.500	1.65	Moderate
Operating	08/05/05	05/05/03	O/5 days	FHLB	1.5	2.070	1.65	Low
Financial	08/10/05	02/10/04	O/10 days	FNMA	1.5	2.375	1.65	Moderate
Operating	08/10/05	02/10/04	O/5 days	FNMA	2.0	2.375	1.65	Moderate
Operating	08/18/05	08/18/03	O/10 days	FNMA	2.0	2.000	1.65	Low
Operating	09/02/05	09/03/03	O/5 days	FHLMC	3.0	1.851	1.65	Low
Operating	09/06/05	06/06/03	Q/5 days	FHLB	2.0	2.535	1.65	Moderate
Operating	09/12/05	09/12/03	S/10 days	FNMA	3.0	2.330	1.65	Moderate
Operating	09/12/05	03/12/04	O/5 days	FHLMC	3.0	2.200	1.65	Moderate
Financial	09/19/05	06/19/03	Q/5 days	FHLB	1.0	2.520	1.65	Moderate

Operating	09/26/05	09/26/03	O/5 days	FHLMC	2.0	2.0875	1.65	Moderate
Operating	10/07/05	04/07/03	O/5 days	FHLMC	3.0	3.080	1.70	High
Financial	10/21/05	04/21/03	Q/ 10 days	FNMA	2.0	3.125	1.70	High
Insurance	11/28/05	05/27/03	S/10 days	FNMA	1.0	3.000	1.75	High
Financial	02/15/06	08/15/03	O/5 days	FHLMC	2.0	3.750	1.85	High
Insurance	02/27/06	08/27/03	C/7 days	FFCB	2.5	2.700	1.85	Moderate
Insurance	02/28/06	05/28/03	Q/10 days	FNMA	2.0	2.820	1.85	Moderate
Insurance	02/28/06	05/28/03	Q/10 days	FNMA	1.0	2.820	1.85	Moderate
Financial	03/24/06	09/24/03	Q/5 days	FHLMC	1.0	2.250	1.85	Low
Operating	06/02/06	05/02/03	M/5 days	FHLB	2.0	3.135	1.95	High
Financial	08/07/06	05/07/03	O/5 days	FHLB	1.0	3.100	2.05	High
Financial	08/11/06	02/11/04	C/10 days	FNMA	3.0	3.050	2.05	High
Financial	08/22/06	08/22/03	O/5 days	FHLMC	1.5	4.020	2.05	High
Insurance	08/28/06	08/28/03	S/10 days	FNMA	1.5	3.000	2.05	Moderate
Operating	09/12/06	09/12/03	O/5 days	FHLMC	1.2	3.400	2.05	High
Operating	09/26/06	03/26/04	O/5 days	FHLMC	3.0	2.500	2.05	Low
Insurance	03/05/07	03/05/04	O/5 days	FHLMC	2.0	3.000	2.30	Moderate
Insurance	09/27/07	06/27/03	Q/5 days	FHLB	3.0	3.500	2.50	High
TOTAL					91.7			

EXPLANATORY NOTES:

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

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

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

2ND Quarter FY 2003 Defined Benefit Plan Summary

	Market Value 31-Dec-02	Income	Benefit Payments	Transfers	Realized Gain/ (loss)	Unrealized Gain/ (loss)	Employer Contributions	Employee Contributions	Other	Market Value 31-Mar-03
Equity Managers										
Large Cap:										
Washington Mutual	\$20,539,910	125,053	0	1,200,000	0	(1,158,765)	0	0	2	\$20,706,200
Aetna	\$8,209,935	6,624	0	0	(292,133)	443,414	0	0	0	\$8,367,840
SSGA S&P 500 Index	\$8,057,070	0	0	2,495,219	(559)	(326,043)	0	0	(1)	\$10,225,686
Small Cap:										
Atlantic Capital	\$5,217,426	(8,544)	0	0	(257,863)	239,479	0	0	0	\$5,190,498
Earnest Partners	\$6,894,608	(6,055)	0	0	55,804	(369,060)	0	0	1	\$6,575,298
International:										
Morgan Stanley	\$11,147,320	(25,166)	0	(200,000)	6,399	(931,185)	0	0	0	\$9,997,368
Fixed Income Managers										
Alliance Capital	\$0	0	0	0	0	0	0	0	0	\$0
Deutsche	\$39,929,508	451,639	0	(1,800,000)	202,117	(176,087)	0	0	1	\$38,607,178
Real Estate										
L&B Counsel	\$887,053	0	0	(36,410)	0	(28,498)	0	0	1	\$822,146
Schroder	\$349,486	0	0	(184,945)	0	(143,242)	0	0	0	\$21,299
Cash										
	\$381,905	(50,390)	(1,987,443)	(1,473,864)	0	0	4,565,365	471	(2)	\$1,436,042
Total	\$101,614,221	493,161	(1,987,443)	0	(286,235)	(2,449,987)	4,565,365	471	2	\$101,949,555

<HELP> for explanation.

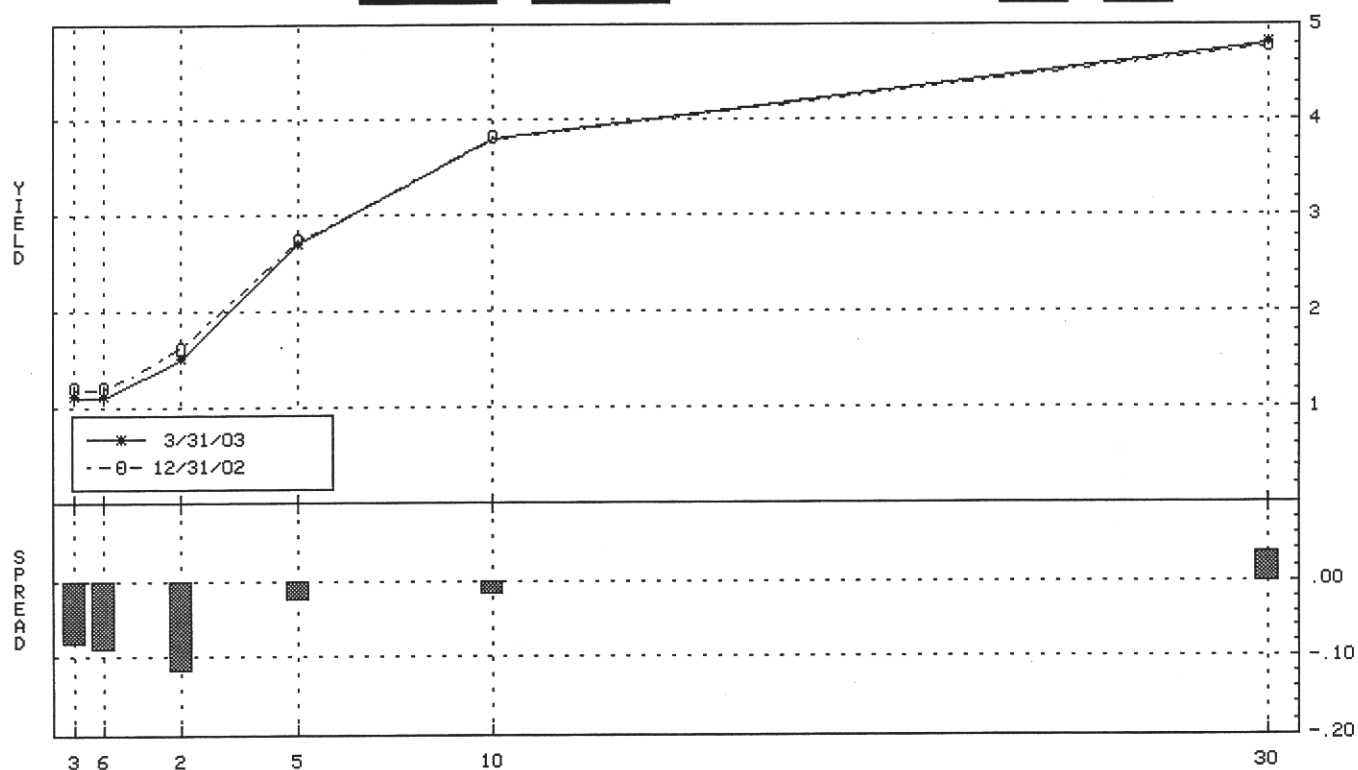
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