

# Quarterly Operating & Financial Performance Report

Fourth Quarter FY 2003

July – September 2003



RAIL

BUS

HOV

VANPOOL

PARATRANSIT



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## EXECUTIVE SUMMARY

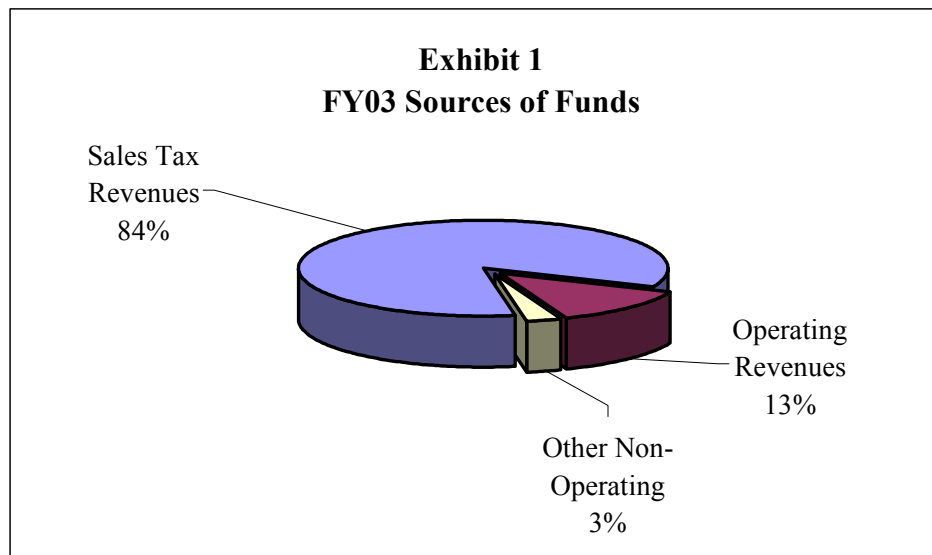
DART is a regional transportation authority consisting of the following 13 member jurisdictions: Addison, Carrollton, Cockrell Hill, Dallas, Farmers Branch, Garland, Glenn Heights, Highland Park, Irving, Plano, Richardson, Rowlett, and University Park.

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 DART's major source of revenue – the one 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 and reliable transportation to the thousands of riders who depend on us on a daily and weekly basis.

### FY 2003 Sources and Uses of Funds

#### FY 2003 Sources of Funds

Exhibit 1 shows the FY03 Sources of Funds by the three main categories. During FY 2003, revenues came in under budget. Operating Revenue was slightly above projection due to a variance to budget of \$227,000 in "Other Revenues." Other Non-Operating Revenue trended \$8.5 million below budget due to lower interest rates earned on investments, as well as lower cash balances available to invest. Sales Tax Revenues were 3.8% (\$12.2 million) below budget, but higher than the 7.3% shortfall projected in the FY 2004 Financial Plan.

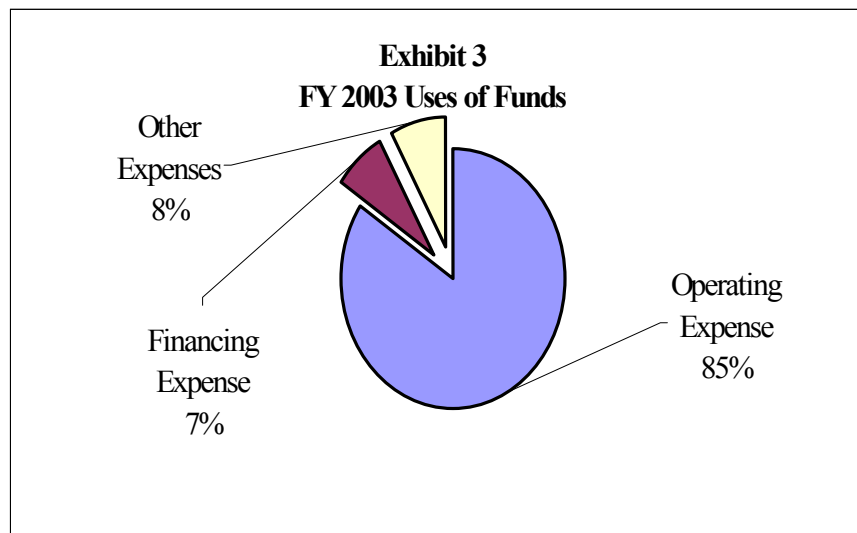


## **FY 2003 Uses of Funds**

Exhibit 2 provides the FY03 Uses of Funds by major category compared to the FY03 Budget. Exhibit 3 shows the percentage of each category to total uses of funds. Operating Expenses ended the year \$405,000 (0.1%) over budget. Consistent with expectations from aggressive cost control measures, expenses from Operations trailed budget by approximately \$8.0 million. Due to year-end audit adjustments totaling \$6.5 million, the fact that DART ended the fiscal year slightly over budget was an accomplishment in cost containment measures. The audit adjustments were a result of: a change in accounting rules for large health claims (\$2.3 million); a change to the Paid Time Off (PTO) policy (\$2.0 million); an increase to the Defined Benefit Plan (\$800,000) due to market values; a voluntary early retirement program offered in FY03; and inventory obsolescence adjustments (\$1.4 million) as a result of recommendations from Internal Audit and EVP Operations. See Page O&F17 for details by object classification.

Financing Expenses were less than budget, creating a \$2.2 million variance. The driving factors behind this shortfall are that, historically, DART has budgeted its interest income rates based on a positive spread of 150 to 200 basis points between interest expense and interest income. This spread is used to allow for changes in interest rates throughout the year. Unfortunately, as interest rates reached near or at all-time lows during FY03, this spread decreased to an average of between 25 to 50 basis points. In fact the short-term rate spread became inverted, and DART experienced a negative spread of 5 to 15 basis points in the last 5 months of the year. The second factor contributing to the shortfall is that cash balances were lower than budgeted.

<b>Exhibit 2</b>			
<b>FY03 Uses of Funds (\$000s)</b>			
	<b>Actual</b>	<b>Budget</b>	<b>Variance</b>
Operating Expense	\$306,102	\$305,697	\$405
Finance Expense	27,135	29,367	(2,232)
Other Expenses	28,979	30,581	(1,602)
<b>Total Uses of Funds</b>	<b>\$362,216</b>	<b>\$365,645</b>	<b>(\$3,429)</b>



## General Information

**Reporting Period** - DART's fiscal year begins on October 1. The FY 2003 fourth quarter is July through September 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. Several of the KPIs are not four-quarter rolling totals, but quarterly numbers; they include: Missed Worked Days (Bus and LRT) and Operating Speed Ratio (HOV). These will be marked by an asterisk.

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

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

Green – The FY 2003 target was met and is indicative of performance within established parameters.

Red – The FY 2003 target was not achieved.

**Capital and Non-Operating Budget Summary** – Exhibit 14 summarizes actual capital, non-operating, and road improvements expenditures by mode. Detailed cost summaries of major capital construction projects are located in the Project Development Progress Report section, and road improvements summaries are located in the Planning Process section of this report.

**Revenues, Operating Expenses and Net Financing Costs** – Exhibit 15 summarizes actual expenditures against budget by object classification.

The Agency's Balance Sheet, Profit and Loss Statement, and Glossary of Terms/Definitions are located in the Appendix beginning on Page O&F17.

Exhibit 4 provides a breakdown of the FY 2003 Budget by category.

<b>Exhibit 4</b> <b>FY 2003 Budget Summary</b> <b>(In Millions)</b>						
Resolution No.	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 5 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 or "red" for those parameters that did not meet the target for the year. Each of these indicators is discussed in more detail in the modal sections of this report.

**Exhibit 5**

Strategic Priority - Agency								
	KPI Measure	Q 4/02	Q 1/03	Q 2/03	Q 3/03	Q 4/03	FY03 Target	Status
<b>Ridership</b>								
	Total Ridership (M)	93.8	93.6	94.2	94.9	94.4	96.2	Red
	Fixed Route (M)	58.7	59.0	59.8	60.4	59.6	61.2	Red
<b>Efficiency</b>								
	Subsidy Per Passenger	\$2.76	\$2.85	\$2.83	\$2.80	\$2.69	\$2.65	Red
	Fixed Route Subsidy Per Passenger	\$3.93	\$4.04	\$3.98	\$3.92	\$3.77	\$3.73	Red
	Administrative Subsidy Per Passenger	\$0.37	\$0.33	\$0.34	\$0.33	\$0.31	\$0.33	Green
	Fixed Route Passenger Per Mile	1.60	1.58	1.58	1.59	1.58	1.62	Red
	Fixed Route Cost Per Revenue Mile	\$7.41	\$7.48	\$7.40	\$7.35	\$7.15	\$7.27	Green
<b>Service Quality</b>								
	On-Time Performance	95.6%	95.8%	95.8%	95.7%	95.3%	93.5%	Green
	Accidents Per 100,000 Miles	2.1	2.5	2.5	2.4	2.4	3.1	Green
	Incidents Per 100,000 Miles	n/a	n/a	n/a	n/a	n/a	1.5	n/a
<b>Customer Satisfaction</b>								
	Customer Satisfaction Index	n/a	n/a	n/a	n/a	n/a	TBD	n/a
	Complaints Per 100,000 Passengers	34.8	36.7	39.1	40.5	42.6	31.0	Red
<b>Employee Satisfaction</b>								
	Employee Satisfaction Index	n/a	n/a	n/a	n/a	n/a	TBD	n/a
<b>Stakeholder Satisfaction</b>								
	Stakeholder Satisfaction Index	n/a	n/a	n/a	n/a	n/a	TBD	n/a
<b>Missed Work Days</b>								
	Bus and LRT Missed Work Days*	n/a	23.8	24.4	16.6	20.7	20.0	Red
<b>Managed Growth</b>								
	Sales Taxes for Operating Expenses	77.5%	83.0%	83.5%	84.4%	80.1%	75.4%	Red

## KPI Overview

### **Total Ridership:**

FY 2003 total ridership fell below target by 1.8 million passenger trips, just under 2%, primarily due to the decline in Bus Ridership.

### **Fixed Route Ridership:**

The Bus mode contributes over two-thirds of this KPI, while LRT and TRE contribute the other one-third. TRE exceeded target by 200,000 (10%) and LRT was just below target at 300,000 (1.8%). However, Bus ridership did not meet expectations this year. Refer to the *Ridership* section for more details.

### **Subsidy per Passenger:**

Decreasing Bus ridership along with falling revenue and flat-trending expenses are the primary reasons for not meeting the FY 2003 target of \$2.65. Bus ridership is less than 45% of the Agency's total ridership, while Bus expenses typically exceed 60% of the Agency's modal costs. Slight drops in ridership, which typically would also lower revenue, combined with flat to increasing expenses, adversely influenced this KPI. Improvements have been made to non-productive routes and some routes have been deleted in FY 2004.

### **Fixed Route Subsidy per Passenger:**

See above explanation.

### **Fixed Route Passenger per Mile:**

Bus contributes over 80% of the miles in this measurement, while LRT contributes nearly 15%, and TRE 5%. TRE and LRT both met Target. With the majority of miles and declines in ridership, Bus drove most of the variance to Target.

### **Complaints per 100,000 Passengers:**

Complaints per 100,000 passengers have risen from 34.8 to 42.6 during FY03.

- Bus Mode (Total approximately 20,000 complaints)
  - Bus operations complaints (89% of bus mode complaints) are primarily (in order of largest to smallest number of complaints): No-Show, Late, Unsafe Operation, Pass-by, Discourteous, and Early. These six categories account for approximately 80% of the complaints. The number of complaints in all categories increased for both the contractor and DART-provided services. DART's percentage of the complaints decreased in No-Shows and Early. The service provider's percentage decreased for Pass-by. The other three areas remained relatively the same (1-2%).
  - Bus maintenance complaints (4% of bus mode complaints) can be attributed primarily to Repair Vehicle and Heat/AC Malfunction. The increases in complaints in both of these areas are primarily due to the service provider's vehicles.

- LRT Mode Complaints (Total of 1,891 complaints)
  - TVM/Validator Malfunctions account for 62% of the complaints with Pass-by (9.3%) and Early (6.8%) being the other significant issues. TVM/Validator complaints have grown from 41 complaints in FY02 to 1,164 complaints in FY03. This is primarily due to opening new stations. This includes the purchase of newer technology and an increase in the number of machines and users, and the new users unfamiliarity with the machines. The major technology issues have been addressed by the vendor, and the remaining issues are being coordinated with the appropriate departments.

### **Sales Taxes for Operating Expenses**

Management did an excellent job in aggressively containing and monitoring expenses throughout FY 2003; however, Sales Tax receipts fell \$13.2 million below FY03 target (4.1%), and is the driver behind this KPI being 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 (HOV) lane operations; and general mobility programs. DART has strategic initiatives in place to improve the quality, efficiency, and effectiveness of each of these modes.

### **Bus**

Throughout FY 2003, approximately two-thirds of the bus service was directly operated by DART, with the remainder being operated by a contractor under the direction of DART. The Agency operated 524 buses from three facilities (Northwest, East Dallas, and South Oak Cliff), while the contractor operated 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: 11,961 bus stops, 862 bus shelters, 1,369 benches, 13 transit centers, 2 passenger transfer locations, 22 enhanced shelters, 35 rail platforms, 5 commuter rail stations, 97 information pylons, and all operating divisions, for a total of approximately 28 million square feet.

### **Bus Scorecard – Key Performance Indicators**

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

**Ridership:** Bus system ridership fell short of projections for the 4th quarter of FY03. Contributing factors in the bus ridership decline included:

- ❑ Shift of bus riders to the light rail system as a result of rail expansions;
- ❑ Continuing impact of the sluggish economy and particularly employment levels; and
- ❑ Negative impacts of service quality issues relative to service operated by the contract vendor.

### Exhibit 6

Bus Key Performance Indicators								
	Measure	Q 4/02	Q 1/03	Q 2/03	Q 3/03	Q 4/03	FY03 Target	Status
<b>Ridership</b>								
	Total Ridership (M)	42.4	42.1	41.6	40.9	40.3	41.7	Red
<b>Efficiency</b>								
	Subsidy Per Passenger	\$4.12	\$4.26	\$4.28	\$4.27	\$4.01	\$3.92	Red
	Pay-to-Platform (hours)	1.30	1.29	1.31	1.27	1.30	1.29	Red
	Cost Per Revenue Mile	\$6.52	\$6.59	\$6.54	\$6.48	\$6.22	\$6.22	Green
	Passengers Per Revenue Mile	1.37	1.35	1.34	1.32	1.32	1.35	Red
	Missed Work Days (Operators Only)*	22.5	24.8	23.7	16.3	20.3	20.0	Red
<b>Service Quality</b>								
	On-Time Performance	92.8%	92.3%	92.3%	92.4%	91.7%	91.0%	Green
	Mean Distance Between Failure	3,827	3,805	3,954	4,124	4,287	4,200	Green
	Accidents Per 100,000 Miles Total	2.40	2.20	2.22	2.15	2.02	2.80	Green

**Subsidy per Passenger** was negatively impacted by the decline in ridership and an increase in operating expenses due to early retirement and a change in service providers.

DART Management made the decision this summer to bring all bus operations in-house, this was the most pivotal decision DART made in FY03 in terms of Operations. The decision resulted in Management having to provide additional training for DART operators who had never provided the service. This factor along with the voluntary early retirement program offered during FY03 negatively impacted **Pay-to-Platform (hours)** results.

**Passengers per Revenue Mile:** A primary component of this KPI is ridership, which did not meet Target expectations for FY03. See Ridership commentary above.

**Missed Work Days (Operators Only)** – This is a quarterly statistic, not a four-quarter rolling average; therefore, each quarter's events are not averaged out over the other months. The early retirement package was announced in the fourth quarter, and a larger number of hourly employees accepted the package. This resulted in an escalated use of sick leave, as those employees used their sick leave balances prior to retirement. As a result, we narrowly missed target on this KPI.

## Light Rail Transit (LRT)

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

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

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

### LRT Scorecard - Key Performance Indicators

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

**Exhibit 7**

LRT Key Performance Indicators								
	Measure	Q 4/02	Q 1/03	Q 2/03	Q 3/03	Q 4/03	FY03 Target	Status
<b>Ridership</b>								
	Total Ridership (M)	13.7	14.6	15.9	17.1	17.0	17.3	Red
<b>Efficiency</b>								
	Subsidy Per Passenger	\$2.76	\$2.90	\$2.79	\$2.78	\$2.95	\$2.91	Red
	Subsidy Per Passenger Mile	n/a	\$0.53	\$0.43	\$0.48	\$0.48	\$0.47	Green
	Pay-to-Platform (hours)	1.41	1.39	1.39	1.37	1.35	1.38	Green
	Passengers Per Car Mile	3.51	3.29	3.18	3.11	3.00	2.88	Green
	Cost Per Revenue Mile	\$12.14	\$11.69	\$11.05	\$10.74	\$11.02	\$12.94	Green
	Missed Work Days (Operators Only)*	12.5	15.1	30.6	19.8	24.0	18.0	Red
<b>Service Quality</b>								
	On-Time Performance	97.0%	97.3%	97.4%	97.4%	97.4%	97.0%	Green
	Mean Distance Between Failure (000)	n/a	45.3	58.4	60.4	80.4	10.0	Green
	Accidents Per 100,000 Miles	0.37	0.24	0.24	0.22	0.32	0.56	Green

**Light Rail Ridership** fell slightly short of the annual goal of 17.3 million passenger trips (about 1% under the goal). Ridership generally met initial projections for the new line sections added in November and December 2002. Ridership levels in downtown Dallas remained below projections. The sluggish economy had some impact on the rail system ridership.

**Subsidy per Passenger** was negatively impacted due to the shortfall in ridership and an increase in operating expenses.

**Missed Work Days (Operators Only):** The LRT mode has experienced a shortage of operators (increased workloads) with the recent line section openings as well as a high rate of Workers' Compensation claims and unscheduled absences from newly hired operators who have no available sick or vacation days. A freeze was placed on the approval of vacations, and management has been aggressively administering DART policies on absences and lose-outs, as well as pursuing Workers' Compensation claims.

## Trinity Railway Express (TRE)

TRE commuter rail is a joint service provided by DART and the Fort Worth Transportation Authority (The T) pursuant to the 2001 Restated Interlocal Agreement (ILA). The TRE is operated on a rail line that was owned by the Cities of Dallas and Fort Worth and transferred to DART and the T in December 1999.

### TRE Scorecard - Key Performance Indicators

Exhibit 8 highlights the TRE Key Performance Indicators (KPIs) in scorecard format. All KPIs fall within established performance parameters.

**Exhibit 8**

TRE Key Performance Indicators								
	Measure	Q 4/02	Q 1/03	Q 2/03	Q 3/03	Q4/03	FY03 Target	Status
<b>Ridership</b>								
	Total Ridership (M)	2.13	2.29	2.30	2.33	2.34	2.14	Green
<b>Efficiency</b>								
	Subsidy Per Passenger	\$7.64	\$7.19	\$6.74	\$6.26	\$5.53	\$6.94	Green
	Subsidy Per Passenger Mile	n/a	\$0.26	\$0.34	\$0.32	\$0.31	\$0.38	Green
	Passengers Per Car Mile	1.40	1.39	1.42	1.45	1.51	1.32	Green
	Cost Per Revenue Car Mile	\$13.36	\$13.05	\$12.66	\$12.36	\$11.45	\$11.58	Green
<b>Service Quality</b>								
	On-Time Performance	97.2%	97.9%	97.7%	97.5%	96.7%	96.0%	Green
	Accidents Per 100,000 Miles	0.11	0.01	0.01	0.00	0.00	0.31	Green
	Missed Trips	24	5	6	5	9	32	Green

## Paratransit Services

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

Service is currently contracted with one vendor who operates and maintains a total of 100 vans and 57 sedans. DART staff performs the scheduling, dispatching, certification, and administrative functions. As of September 2003, there was an average of 7,100 eligible Paratransit Services riders, which represents a 9.3% increase from the average number of 6,560 eligible riders during 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 average number of certified riders as of September 2003 was 2.4% higher than the FY03 year-end goal of 7,000 certified riders.

### Paratransit Scorecard - Key Performance Indicators

**Passengers per Hour Scheduled (PHS) and Passengers per Hour Actual (PHA)** are impacted by the number of requested trips, no-shows, and cancellations. Revenue hours could not be reduced any lower due to the requirement to accommodate all requested trips. In FY 2004 Paratransit will implement a cancellation policy; and although there is no way to completely eliminate cancellations, the new policy will help in reducing the current trend. The strict enforcement of the no-show policy has contributed to an improvement in the no-show percentage.

During FY 2003, a significant increase in **Customer Complaints** occurred during July and August. Complaints in the summer months were attributable to air conditioning in the vehicles.

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

**Exhibit 9**

Paratransit Key Performance Indicators								
	Measure	Q 4/02	Q 1/03	Q 2/03	Q 3/03	Q 4/03	FY03 Target	Status
Ridership								
	Actual Ridership (000)	585.7	588.8	587.3	582.9	577.3	595.6	Green
	Scheduled Ridership (000)	716.9	716.2	710.0	701.4	691.4	714.3	Green
Efficiency								
	Revenue Hours (000)	417.4	409.0	400.2	391.7	383.7	386.1	Green
	Subsidy Per Passenger	\$41.17	\$41.18	\$41.30	\$40.53	\$40.76	\$40.93	Green
	Passengers Per Hour-Scheduled	1.71	1.75	1.77	1.79	1.80	1.85	Red
	Passengers Per Hour-Actual	1.40	1.44	1.47	1.49	1.50	1.54	Red
	Net Subsidy (\$ Millions)	\$24.11	\$24.25	\$24.25	\$23.62	\$23.53	\$23.95	Green
Service Quality								
	On-Time Performance	89.6%	89.06%	88.87%	88.48%	88.08%	84.0%	Green
	Passenger No Shows Percentage	4.8%	4.8%	4.4%	4.0%	3.7%	5.0%	Green
	Percentage of Cancellations	13.5%	13.0%	12.8%	12.8%	12.7%	13.0%	Green
	Accidents Per 100k Passengers	0.47	0.35	0.34	0.29	0.26	2.00	Green
Customer Satisfaction								
	% of Trips Completed	98.4%	100.0%	100.0%	100.0%	100.0%	99.4%	Green
	Scheduling Telephone Service Level	88.7%	89.6%	90.5%	92.5%	94.8%	80%	Green
	Control Center Service Level	87.8%	88.3%	90.1%	91.5%	93.1%	80%	Green
	Complaints Per 1K	3.83	4.05	3.97	4.55	5.08	5.00	Red
	Travel Trained	n/a	6	6	4	4	TBD	-
	Group Travel Training	n/a	0	0	1	5	TBD	-
	Trips Transitioned to Fixed Route	n/a	1,556	2,340	1,456	520	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 10 highlights the HOV Key Performance Indicators (KPIs) in scorecard format.

**Exhibit 10**

HOV Key Performance Indicators								
	Measure	Q 4/02	Q 1/03	Q 2/03	Q 3/03	Q 4/03	FY03 Target	Status
<b>Ridership</b>								
	System Ridership (M)	34.2	33.6	33.4	33.5	33.8	34.0	Red
	Avg Weekday Ridership (000)	104.5	102.9	102.7	103.0	103.9	100.0	Green
<b>Customer Satisfaction</b>								
	Operating Speed Ratio*	n/a	1.66	1.81	1.69	1.86	1.50	Green
<b>Efficiency</b>								
	Subsidy Per Passenger	\$0.13	\$0.14	\$0.15	\$0.15	\$0.16	\$0.17	Green

**System Ridership:** All HOV lanes except LBJ (I-635) continue to perform very well. Lower ridership for the LBJ project is due to the sluggish economy, the high rate of office space vacancy in the corridor, and the ongoing construction of the High-Five Interchange.

## General Mobility Programs

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

**Vanpool Program** – DART currently offers 8- and 15-person vans through a contractor. This program is partially funded by the North Central Texas Council of Governments (NCTCOG) through a Congestion Mitigation/Air Quality grant. DART administers the Vanpool Program and incurs approximately 10% of the cost for advertising and administrative expenses. NCTCOG pays 40% of the total cost of operations (includes insurance and all service costs) and vanpool customers are responsible for 50% of cost, as well as fuel.

### Vanpool Scorecard – Key Performance Indicators

Exhibit 11 highlights Vanpool's KPIs in scorecard format.

Exhibit 11

Vanpool Key Performance Indicators								
	Measure	Q 4/02	Q 1/03	Q 2/03	Q 3/03	Q 4/03	FY03 Target	Status
<b>Ridership</b>								
	Total Ridership (000)	359.9	371.0	389.8	408.7	418.8	409.1	Green
	Number of Vanpools (current)	72	74	81	79	73	80	Red
<b>Efficiency</b>								
	Subsidy Per Passenger	\$0.48	\$0.34	\$0.48	\$1.40	\$1.07	\$1.09	Green

**Number of Vanpools** – The DART Vanpool Program ended the fiscal year with 73 vans. The economic downturn has been a factor in the decreasing number of vanpool groups. In August 2003, the DART Vanpool program lost 5 vanpools due to major company layoffs. In FY04, the DART Vanpool program will continue to aggressively market the program to attract new employers through enhanced incentives and marketing strategies.

**Subsidy per passenger** ended the year with a green status, however, has increased from \$.48 in FY02 to \$1.07 in FY03 due to a calculation error discovered in our model. During the target setting process allocated costs were appropriately allocated; however, during the FY02 an error occurred that was not discovered until the third quarter of FY03.

## General Mobility – Road Improvement Programs

The Road Improvement Programs shown in Exhibit 12 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.

<b>Exhibit 12 General Mobility – Road Improvement Programs In Millions</b>		
	<b>FY03</b>	<b>FY04 est</b>
LAP/CMS	\$8.1	\$8.2
Transit PASS	3.8	0.0
TSM-Street Repair	1.1	2.1
ITS Regional Funding	0	.6
DART/TxDOT ITS	0.8	2.9
<b>Total</b>	<b>\$13.8</b>	<b>\$13.8</b>

**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 13 reflects the LAP/CMS payable by member city as of December 31, 2002, FY 2003 LAP/CMS allocations, and the final year of LAP/CMS payments. The FY 2003 LAP/CMS allocation shown in the exhibit is the amount expensed in FY 2003.

<b>Exhibit 13 Projected LAP/CMS Program In Thousands</b>			
<b>Member City</b>	<b>12/31/02 LAP/CMS Balance</b>	<b>FY 2003 Allocation</b>	<b>LAP/CMS Program Ends</b>
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
<b>Total</b>	<b>\$40,626</b>	<b>\$8,093</b>	

## Capital and Non-Operating Budget Summary

Exhibit 14 provides a summary of the capital and non-operating costs through the fourth quarter of FY 2003.

<b>Exhibit 14</b> <b>Capital and Non-Operating Costs</b> <b>Actuals vs. Budget</b> <b>Fourth Quarter, FY 2003</b> <b>Dollars in Thousands</b>			
<b>Mode</b>	<b>FY03 Actuals</b>	<b>Available Balance</b>	<b>FY2003 Budget</b>
Bus	\$ 13,507	\$ 8,597	\$ 22,104
LRT	114,340	73,867	188,207
Commuter Rail	11,672	(5,372)	6,300
Paratransit	1,604	602	2,206
HOV	4,130	(2,230)	1,900
<b>Total Projects</b>	<b><u>\$ 145,252</u></b>	<b><u>\$ 75,465</u></b>	<b><u>\$ 220,717</u></b>
P&D/Start-Up/Non-Ops	20,379	2,509	22,888
Road Improvements/ITS	9,120	5,663	14,783
<b>Total Capital</b>	<b><u>\$ 174,751</u></b>	<b><u>\$ 83,637</u></b>	<b><u>\$ 258,388</u></b>

## **APPENDIX**

<b>Revenues, Operating Expenses and Net Financing Costs</b> <b>Actuals vs. Budget</b> <b>Fourth Quarter, FY 2003</b> <b>Dollars in Thousands</b>				
	<b>Actuals</b>	<b>Budget</b>	<b>Better (Worse) Budget</b>	<b>% Better (Worse) Budget</b>
<b>Revenues:</b>				
Passenger Revenues (Fixed Route)	\$33,634	\$35,007	(\$1,374)	(3.9)%
Special Events Revenues	624	690	(66)	(9.5)%
Advertising and Other	11,225	9,805	1,420	14.5%
Paratransit Revenues	1,065	890	175	19.7%
Vanpool Revenues	881	810	71	8.8%
<b>Total Operating Revenues</b>	<b>\$47,429</b>	<b>\$47,202</b>	<b>\$227</b>	<b>0.5%</b>
Sales Tax Revenues	\$311,818	\$324,076	(\$12,258)	(3.8)%
Other Non-Operating Revenues	10,916	19,400	(\$8,484)	(43.7)%
<b>Total Revenues</b>	<b>\$370,163</b>	<b>\$390,678</b>	<b>(\$20,515)</b>	<b>(5.3)%</b>
<b>Operating Expenses:</b>				
	<b>Actuals</b>	<b>Budget</b>	<b>Over / {Under}</b>	<b>% Over / {Under} Budget</b>
Salaries & Wages	\$132,675	\$132,756	(\$80)	(0.1)%
Benefits	54,775	50,224	4,551	9.1%
Services	24,526	27,483	(2,957)	(10.8)%
Materials & Supplies	27,191	26,080	1,111	4.3%
Utilities	8,407	8,308	100	1.2%
Claims & Insurance	3,859	5,044	(1,185)	(23.5)%
Purchased Transportation	69,641	71,370	(1,729)	(2.4)%
Taxes, Leases, and Other	4,887	5,652	(765)	(13.5)%
Management Reserve		1,270	(1,270)	100.0%
<b>Total Operating Expenses</b>	<b>\$325,961</b>	<b>\$328,185</b>	<b>(\$2,224)</b>	<b>(0.7)%</b>
Capital Allocation	(\$18,953)	(\$21,458)	\$2,505	11.7%
LRT Start-up	(906)	(1,030)	124	12.1%
<b>Total Ops Expense after Allocations</b>	<b>\$306,102</b>	<b>\$305,697</b>	<b>\$405</b>	<b>0.1%</b>
<b>Net Financing Costs</b>				
Debt Service Costs	\$27,135	\$29,367	(\$2,232)	(7.6)%
Interest Income	3,987	11,857	(7,870)	(66.4)%
<b>Total Net Financing Costs</b>	<b>\$23,148</b>	<b>\$17,510</b>	<b>(\$10,102)</b>	<b>(57.7)%</b>

<b>STATEMENT OF REVENUES, EXPENSES AND CHANGES IN NET ASSETS</b>		
	<b>For the years ended</b>	
	<b>9/30/2003</b>	
	<b>unaudited</b>	<b>9/30/02</b>
<b>OPERATING REVENUES:</b>		
Passenger	35,779	33,060
Advertising, rent and other	11,650	9,524
<b>Total Operating Revenues</b>	<b>\$47,429</b>	<b>\$42,584</b>
<b>OPERATING EXPENSES:</b>		
Labor	132,675	126,141
Benefits	54,775	55,630
Services	24,526	27,540
Materials and Supplies	27,191	27,667
Purchased Transportation	69,641	75,347
Depreciation and amortization	105,032	86,581
Utilities	8,407	7,303
Taxes, Leases, and Other	4,887	6,120
Casualty and liability	3,859	6,045
Transit system planning, development, and start-up costs	(19,859)	(27,321)
<b>TOTAL OPERATING EXPENSES</b>	<b>\$411,134</b>	<b>\$391,053</b>
<b>NET OPERATING LOSS</b>	<b>(\$363,705)</b>	<b>(\$348,469)</b>
<b>NON-OPERATING REVENUES (EXPENSES):</b>		
Sales tax revenue	311,818	325,545
Investment Income	3,987	6,175
Interest Income from investments held to pay capital lease	26,634	24,637
Interest expense on capital leases	(26,634)	(24,637)
Local Assistance Program and Street improvements	(9,120)	(10,630)
Transit system planning and other development	(19,859)	(27,321)
Interest and financing expenses	(27,135)	(22,832)
Net gain on capital lease transaction	-	2,444
Other revenue (Expense)	6,304	5,938
<b>TOTAL NET NON-OPERATING REVENUES</b>	<b>\$265,995</b>	<b>\$279,319</b>
<b>INCOME BEFORE CAPITAL CONTRIBUTIONS</b>	<b>(\$97,710)</b>	<b>(\$69,150)</b>
<b>CAPITAL CONTRIBUTIONS:</b>		
Federal Financial Assistance	66,515	64,290
Other Capital Contributions	8,316	3,713
<b>TOTAL CAPITAL CONTRIBUTIONS</b>	<b>\$74,831</b>	<b>\$68,003</b>
<b>CHANGE IN NET ASSETS</b>	<b>(\$22,879)</b>	<b>(\$1,147)</b>
TOTAL NET ASSETS - Beginning of the quarter	1,924,595	1,925,742
<b>TOTAL NET ASSETS - End of the quarter</b>	<b>\$1,901,716</b>	<b>\$1,924,595</b>

STATEMENT OF NET ASSETS	9/30/03	9/30/02
<b>ASSETS</b>		
<b>CURRENT ASSETS</b>		
Cash & Cash Equivalents	67,350	118,760
Investments	134,982	89,225
Current portion of restricted assets	11,016	8,493
Current portion of investment held to pay capital lease liability	46,864	30,851
Sales tax receivable	53,625	54,348
Transit Revenue Rec., Net	2,764	3,768
Due from Other Governments	57,752	40,089
Materials and supplies inventory	21,214	24,849
Prepaid transit expenses and other	2,034	2,867
<b>TOTAL CURRENT ASSETS</b>	<b>\$397,601</b>	<b>\$373,250</b>
Restricted assets	10,184	9,481
Capital assets		
Land and rights of way	384,185	415,158
Depreciable capital assets, net of depreciation	1,941,325	1,858,328
Long-term investments held to pay capital lease/leaseback liabilities	456,787	477,017
Net pension asset	3,277	3,385
Unamortized long-term debt issuance costs	4,345	4,502
<b>TOTAL ASSETS</b>	<b>\$3,197,704</b>	<b>\$3,131,640</b>
<b>LIABILITIES</b>		
<b>CURRENT LIABILITIES</b>		
Accounts payable and accrued liabilities	105,062	100,321
Current Portion of Commercial Paper Notes Payable	135,670	33,645
Current portion of Senior lien sales tax revenue bonds payable	1,945	855
Current portion of Capital lease/leaseback liabilities	46,864	30,851
Local Assistance Program Payable	32,860	42,941
Retainage Payable	17,537	18,854
Other Current Liabilities	6,889	8,369
<b>TOTAL CURRENT LIABILITIES</b>	<b>\$346,827</b>	<b>\$235,836</b>
Senior lien sales tax revenue bonds payable	492,374	494,192
Capital lease/leaseback liabilities	456,787	477,017
<b>TOTAL LIABILITIES</b>	<b>\$1,295,988</b>	<b>\$1,207,045</b>
<b>NET ASSETS</b>		
Invested in capital assets, net of related debt	\$1,677,983	\$1,725,940
Restricted for debt service	21,200	17,974
Unrestricted	202,533	180,681
<b>TOTAL NET ASSETS</b>	<b>\$1,901,716</b>	<b>\$1,924,595</b>
<b>TOTAL LIABILITIES &amp; NET ASSETS</b>	<b>\$3,197,704</b>	<b>\$3,131,640</b>

## 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.

**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.

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

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

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

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

**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.

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

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

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

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

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

**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.

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

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

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

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

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

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

## Glossary of Terms/Definitions (Cont.)

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

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

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

## Ridership Highlights

### Introduction

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

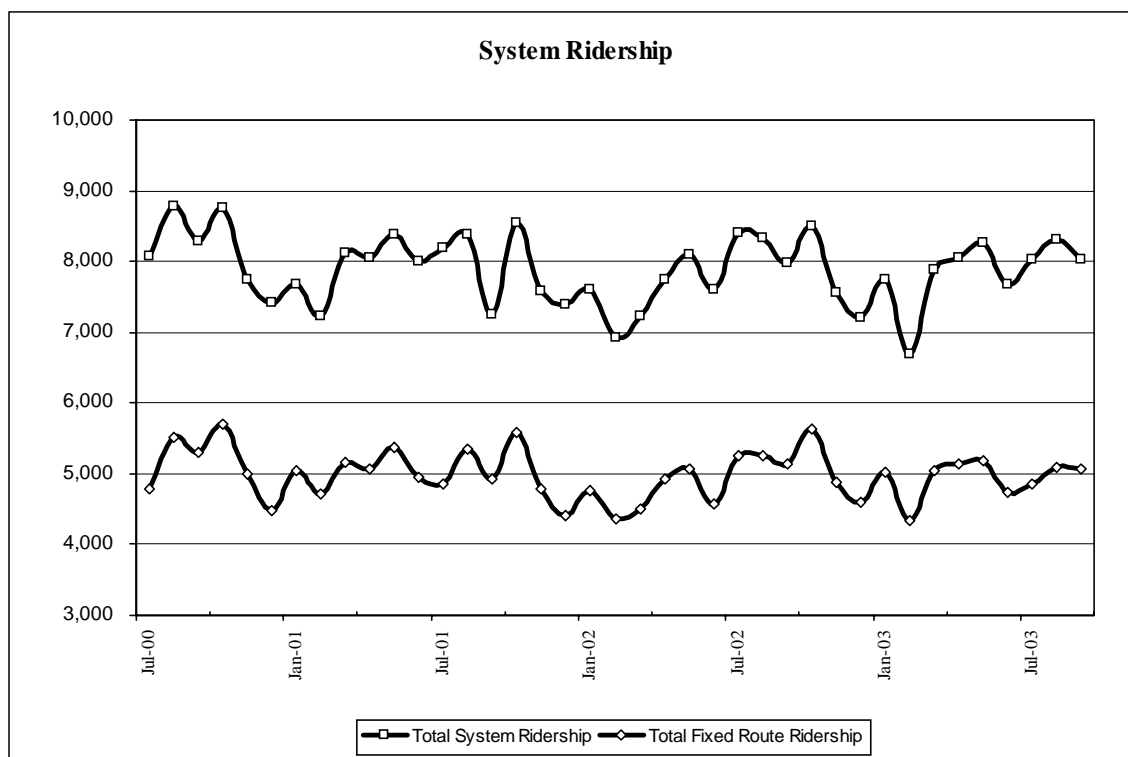
Page	Reference	Description
R2	Chart 1	System Ridership
R3-5	Charts 2-4	Average Weekday Ridership (Bus, LRT, Commuter Rail)
R6	Table 1	Monthly Trending Report
R7	Table 2	Weekday Trending Report
R8	Table 3	Passengers Boarding by Member City
R9-11	N/A	Service Standards Monitoring Report
R12	Table 4 & 5	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.

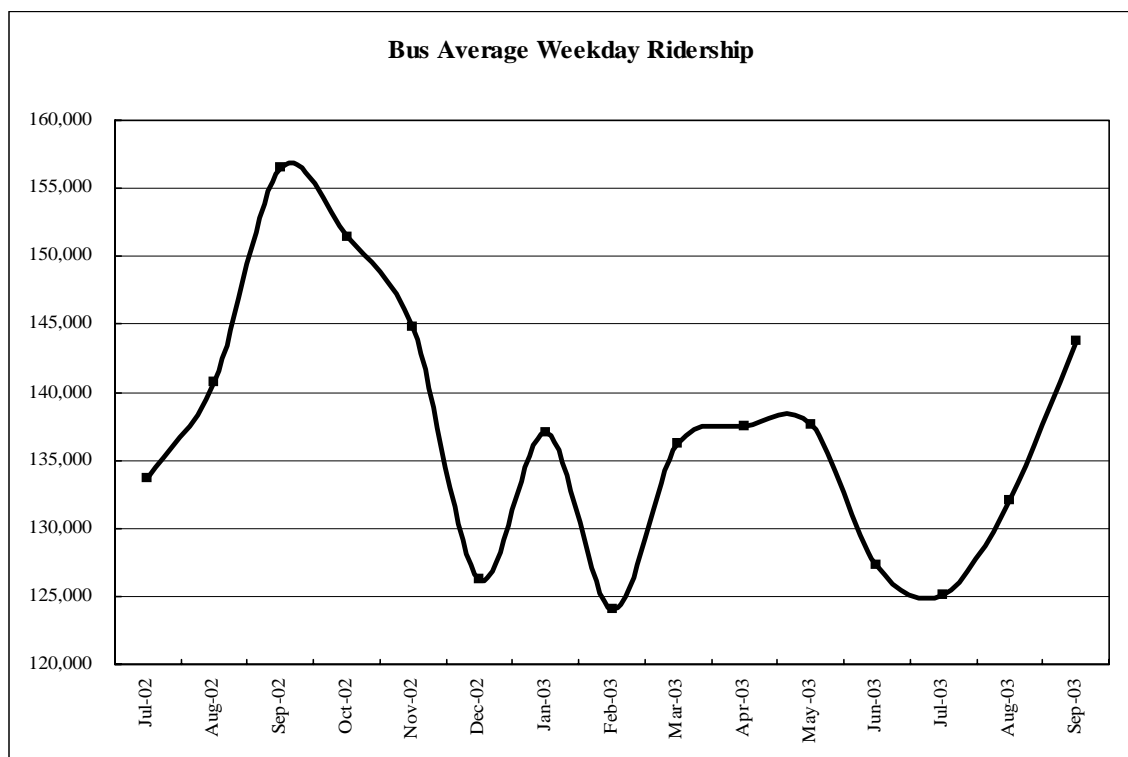
The productivity of DART services relative to the resources used to supply those services is reported by ratios, which measure performance. Service Standards were adopted in 1995 and are updated annually to define the measures of performance and to establish benchmarks against which to measure individual 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 fourth quarter of FY 2003 was 24.3 million riders, a decrease of 1.9 percent from the fourth quarter of FY 2002.
- Fixed route ridership totaled 14.9 million passengers in the fourth quarter of FY 2003, a decrease of 5.0 percent from the fourth quarter of FY 2002.
- Trinity Railway Express ridership was over 592,600 passengers in the fourth quarter, an increase of 1.2 percent from last year. This increase represents maturing of the line.
- Light rail ridership decreased to 4.3 million riders in the fourth quarter. While the performance of the system remains strong, the decrease reflects the impact of extraordinarily high ridership during the fourth quarter of FY 2002 concurrent with the extension of the lines.
- Paratransit ridership decreased to just over 143,900 trips in the fourth quarter of FY 2003, a decrease of 3.7 percent from FY 2002 levels.
- Total HOV usage in the fourth quarter of FY 2003 was 9.2 million passengers, up 3.3 percent from the fourth quarter of FY 2002.

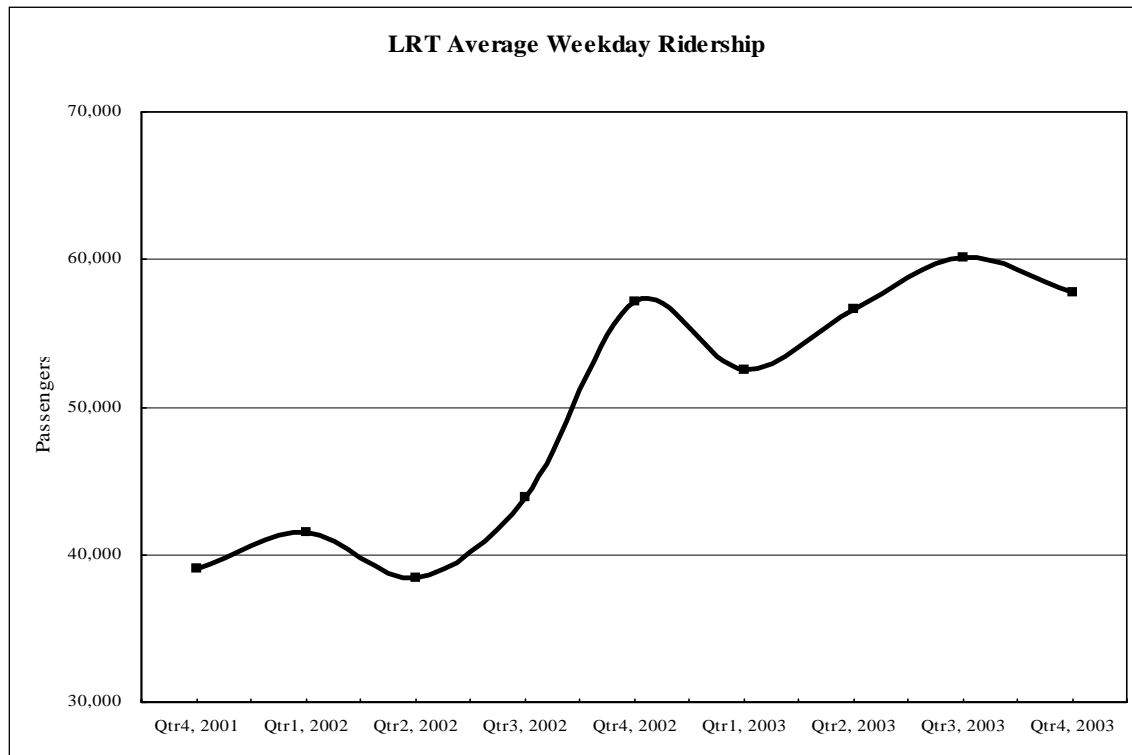
## **Bus System Ridership**



- Total bus ridership in the fourth quarter of FY 2003 was 9.9 million riders, a 6.2 percent decrease from the fourth quarter of FY 2002.
- Regularly scheduled bus routes served over 10.0 million riders in the fourth quarter, a drop of 4.8 percent from FY 2002 levels. The ridership decrease occurred on weekdays and Saturdays. Ridership in the quarter increased by 7.2 percent on Sundays while weekday and Saturday ridership decreased by 6.4 and 14.0 percent respectively.
- Average weekday ridership in the fourth quarter was 134,455 riders, a 6.4 percent decrease from last year's average.
- Ridership on each route classification except Rail Station Feeder routes decreased in the fourth quarter. Rail Station Feeder routes experienced increases in each month of the quarter. There are more routes in this classification since extension of the LRT.
- Transit Center Feeder routes experienced a ridership decrease of 15.2 percent in September when compared to 2002. Express routes experienced a decrease of 21.1 percent and Crosstown routes posted a decrease of 0.1 percent in September.
- The most heavily patronized routes in the third quarter, by route classification, were:

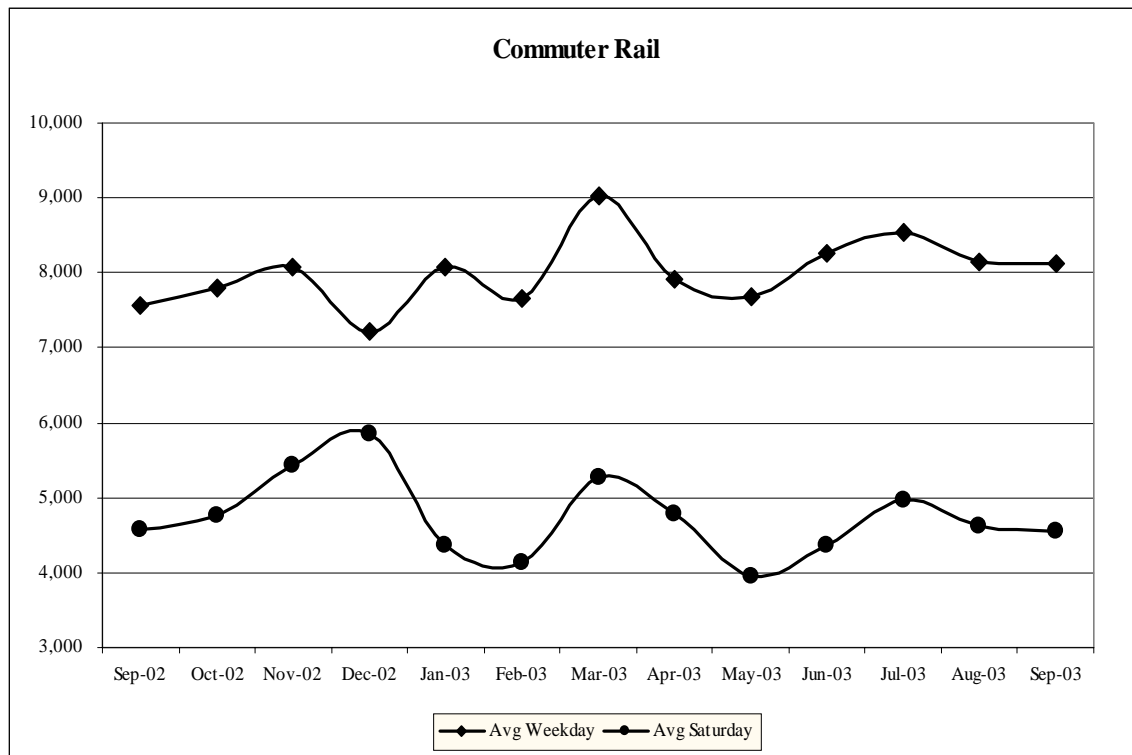
Crosstown	Route 466	5,163
Express	Route 204	1,114
Rail Feeder	Route 583	2,623
TC Feeder	Route 378	1,492
Local	Route 44	7,714

## LRT Ridership



- LRT ridership in the fourth quarter totaled 4.3 million riders, a decrease of 2.7 percent from the 4.5 million riders transported in the fourth quarter of FY 2002.
- Weekday ridership in the fourth quarter averaged over 57,700 passengers, an increase of 1.0 percent over the fourth quarter of FY 2002.
- Saturday ridership in the third quarter averaged just over 27,000 passengers, a decrease of 24.4 percent from the FY 2002 level.
- Sunday ridership in the fourth quarter averaged 19,900 passengers, a decrease of 2.8 percent from the FY 2002 level.
- These weekend decreases occurred because the FY 2002 ridership was extraordinarily high as residents of areas along the newly extended line segments tried the trains for the first time.
- The light rail stations in Garland, Plano and Richardson have combined to contribute over 9,500 average weekday riders to the system in the fourth quarter..
- Growth in light rail ridership has resulted, in part, from a shift of riders from the bus system. Ridership at the Arapaho Center, Downtown Garland and Parker Road stations, each of which was formerly home to an Express bus route, now averages between four and eight times as many passengers as were using the bus routes from the same locations.

## Commuter Rail – Trinity Railway Express



- The Trinity Railway Express ridership continues to grow. The fourth quarter of FY 2003 saw increases in ridership as the route's service continued to mature.
- In the fourth quarter of 2003, the TRE served a total of 592,695 passengers, an increase of 1.2 percent over the fourth quarter of FY 2002.
- Weekday ridership on the TRE averaged 8,270 daily riders (a 5.2 percent increase) in the fourth quarter and averaged over 8,500 daily riders in July.
- Saturday ridership in the fourth quarter averaged 4,717 daily riders, a decrease of 18.0 percent from the fourth quarter of FY 2002.
- Events at the American Airlines Center, served by the Victory station, attract significant levels of TRE ridership. During the fourth quarter, almost 18,500 passengers were counted boarding and alighting TRE trains at the Victory station.
- Summertime ridership on the TRE averages higher on weekdays than during the spring and fall. Ridership in July and August averaged more than 500 daily riders higher than in April and May.

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

Year	Month	Bus Monthly	LRT Monthly	Commuter Rail Monthly	Fixed Route Total
2001	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	3911	1366	198	5475
	November	3395	1305	189	4889
	December	3100	1318	175	4593
	January	3422	1398	195	5016
	February	2882	1274	170	4326
	March	3351	1482	216	5049
	April	3420	1529	193	5142
	May	3379	1533	181	5093
	June	3119	1447	191	4757
	July	3186	1497	208	4891
	August	3249	1436	194	4879
	September	3465	1412	189	5066
September 2003 vs 2002					
	Increase (Dec)	(160.0)	63.0	19.0	(78.0)
	% Change	-4.4%	4.7%	11.2%	-1.5%

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

Year	Month	Bus Weekday	LRT Weekday	Commuter Rail Weekday	Fixed Route Total
2001	June	159.5	39.3	5.1	203.9
	July	155.1	39.4	5.1	199.6
	August	162.2	38.0	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	198.0
	December	138.3	39.2	7.6	185.1
	January	144.1	38.1	7.5	189.7
	February	144.2	38.1	7.1	189.4
	March	138.6	38.8	8.0	185.4
	April	149.9	41.6	7.5	199.0
	May	147.0	44.1	6.7	197.8
	June	138.9	45.8	7.4	192.1
	July	133.4	60.1	8.2	201.7
	August	140.5	56.7	8	205.2
	September	156.9	54.7	7.6	219.2
2003	October	151.8	51.2	7.8	210.8
	November	145.2	53.3	8.1	206.6
	December	126.6	53.1	7.2	186.9
	January	137.6	55.5	8.1	201.2
	February	124.7	55.2	7.7	187.6
	March	136.6	59.4	9.0	205.0
	April	138.2	60.4	7.9	206.5
	May	138.1	60.8	7.7	206.6
	June	128.8	59.1	8.3	196.2
	July	126.4	57.9	8.5	192.8
	August	132.6	57.8	8.2	198.6
	September	144.3	57.6	8.1	210.0
		1630.9	681.3	96.6	2408.8
September 2003 vs 2002					
	Increase (Dec)	(12.6)	2.9	0.5	(9.2)
	% Change	-8.0%	5.3%	6.6%	-4.2%

**Table 3 – Passenger Boardings by Member City**

**Dallas Area Rapid Transit**  
**Estimated Passenger Boardings By Member City**  
**September 30, 2003**  
 In Thousands

Description	Sept 2003	Sept 2002	%%% (2) Change	YTD 2003	YTD 2002	%%% Change
<b>Bus Ridership (1)</b>						
Addison	26	27	-3.7%	307	328	-6.3%
Carrollton	49	56	-13.6%	575	637	-9.7%
Farmers Branch	12	15	-17.1%	149	164	-9.0%
Garland	178	194	-8.3%	2051	2257	-9.1%
Glenn Heights	15	14	7.6%	171	181	-5.7%
Irving	131	134	-2.5%	1459	1618	-9.8%
Plano	73	65	12.2%	791	807	-2.0%
Richardson	67	66	1.4%	734	805	-8.8%
Rowlett	8	11	-28.6%	100	147	-32.1%
<b>Suburban Total</b>	558	581	-4.1%	6336	6944	-8.7%
<b>Dallas Total (3)</b>	2908	3044	-4.5%	33542	35493	-5.5%
<b>Bus Total</b>	3,465	3,625	-4.4%	39,879	42,437	-6.0%
<b>Light Rail</b>	1412	1349	4.7%	16996	13733	23.8%
<b>Commuter Rail</b>	189	170	11.2%	2299	2134	7.7%
<b>Total Passenger Boardings</b>	5,066	5,144	-1.5%	59,175	58,304	1.5%

Type of Day	Sept 2003	Sept 2002	Inc (Dec)	YTD 2003	YTD 2002	Inc (Dec)
<b>Weekdays</b>	21	20	1	255	255	0
<b>Saturdays/Holiday</b>	4	5	-1	52	55	-3
<b>Sundays/Holiday</b>	5	5	0	58	55	3
<b>Total</b>	30	30	0	365	365	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.

### **Fourth Quarter Report**

#### **Crosstown Routes**

- Routes 409 and 486 are the best performing Crosstown routes with RPI values of 1.1. Routes 428, 463 and 466 with RPI values of 1.1 rank next. With almost 4,300 daily riders, route 409 is the second most heavily patronized Crosstown route. Route 466 with over 5,160 daily riders ranks first among crosstown routes while route 486, with almost 2,200 daily riders ranks fifth among Crosstown routes. Route 428 averages about 3,400 daily riders and Route 463 has grown to almost 1,500 daily riders.
- Five of the eighteen Crosstown routes had RPI values of 1.0 or greater.
- Fourteen of the eighteen Crosstown routes perform above the 0.6 level.
- The four Crosstown routes that perform below the 0.6 level include routes 404 (0.5), 415 and 475 (0.4) and 412 (0.3).
- Route 404 serves west Oak Cliff, West Dallas and Irving. It was divided into two routes in October 2003 and service levels were adjusted 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 475 serves the southeast Dallas area and was for significantly revised in October 2003, including the elimination of some route segments and the elimination of Sunday service.
- Route 412 underwent significant restructuring in December 2002 and continues to be monitored for further improvements.

### **Express Routes**

- Six of DART's ten Express routes had an RPI value of 0.6 or greater.
- Route 205 (Addison) had the highest RPI value among Express routes with an RPI of 1.4.
- Routes 278 (Red Bird) and 206 (Glenn Heights) had RPI values of 1.1 and 0.9, respectively.
- Four routes had RPI values of less than 0.6. Routes 202 (North Irving), 207 (Rowlett), 234 (Plano, Richardson, Irving), and 247 (Farmers Branch) were at the 0.5 level.
- Routes 202 and 207 underwent a service modification in October 2003.

### **Rail Feeder Routes**

- Eight of the 35 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 1.5. Route 519 (South Garland/Lakewood/Park Lane Station) was second with an RPI of 1.2. Routes 506 (Park Lane/Walnut Hill Stations), and 702 (NorthPark Trolley) were next with RPIs of 1.1.
- Five routes performed at the 0.5 level. They included 513 (Downtown Garland), 551 (Spring Valley), 553 (Ledbetter), 572 (Bush Turnpike, Parker Road, Spring Creek) and 574 (Westmoreland, Woods/Sugarberry).
- Six routes recorded RPI values of 0.4 during the fourth quarter. These routes include 527 (Lovers Lane), 539 (Lovers Lane), 566 (Downtown Garland/Bush Turnpike), 570 (Downtown Plano), 573 (Spring Valley/Spring Creek) and 705 (Arapaho Center/Galatyn Park).
- Three routes performed at the 0.3 RPI level. They include 503 (Highland Park/CityPlace), 569 (LBJ/Skillman/White Rock/Lovers Lane), and 585 (Forest Lane/Spring Valley).
- Route 575 (Downtown Plano) performed at the 0.1 level.
- The poorly performing routes were subjected to corrective action in October 2003, including the elimination of some of the poorest performing routes and significant restructuring of others.

### **Transit Center Feeder Routes**

- Eighteen 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.
- Routes 374 (LBJ/Skillman/South Garland) and 377 (Garland Central/ South Garland) were next at 1.3.
- Routes 301 (North Irving/Irving Mall/South Irving), 350 (Addison/West Plano/Parker Road) and 361 (Addison/Arapaho Center) ranked next with RPI values of 1.1.

- Routes 304 (West Dallas/South Irving/ Irving Mall), 309 (South Irving Loop), 321 (Addison/Farmers Branch), and 333 (Addison/North Carrollton), 358 (Spring Valley/West Plano/Parker Road) performed at the 0.5 level.
- Routes 358 (Parker Road/West Plano/Spring Valley) and 760 (Downtown Plano/Collin Creek Mall) performed at the 0.4 level.
- Route 703 (Arapaho Center/Galatyn Park) and 311 (West Irving/DeVry) performed at the 0.3 level. Route 709 (Belt Line/Galleria) performed at the 0.2 level.
- The poorly performing routes were modified in October 2003 with some of the worst performers eliminated.

### **Local Routes**

- Twenty-two of the twenty-nine Local routes posted RPI values of 0.6 or greater in the fourth quarter of FY 2003.
- Route 44 (South Dallas/Medical Center/Northwest Dallas) was both the best performing Local route with a 1.4 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) and 24 (Mockingbird Station), 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 (Downtown Dallas/Fair Park/White Rock), 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 made to the remaining routes in October 2003.

## Crosstown Routes

### Dallas Area Rapid Transit Service Standards Monitoring Report Fourth Quarter FY 2003

LINE		Avg Weekday Pass 4Q03	Avg Weekday Pass 4Q02	% Change	Sub/ Pass 4Q03	Index	Pass/ Trip 4Q03	Index	Pass/ Rev 4Q03	Index	3Q03 Route Performance Index	4Q03 Route Performance Index	RPI Point Change
					\$2.70		29.00		1.60				
C 409		4,090	4,350	-6.0%	\$3.86	0.7	45.4	1.6	1.8	1.1	1.1	1.1	0.0
C 486		2,164	2,110	2.6%	\$2.16	1.3	31.7	1.1	1.5	0.9	1.1	1.1	0.0
C 463		1,320	769	71.7%	\$2.51	1.1	24.7	0.9	1.6	1.0	0.9	1.0	0.1
C 466		4,523	4,924	-8.1%	\$5.09	0.5	43.9	1.5	1.4	0.9	1.0	1.0	-0.1
C 428		3,325	3,980	-16.5%	\$4.13	0.7	35.4	1.2	1.7	1.1	1.0	1.0	0.0
C 445		2,025	2,060	-1.7%	\$3.74	0.7	22.6	0.8	1.9	1.2	0.9	0.9	0.0
C 453		2,719	3,188	-14.7%	\$4.70	0.6	31.2	1.1	1.6	1.0	0.9	0.9	0.0
C 405		2,000	2,053	-2.6%	\$4.93	0.5	26.4	0.9	1.4	0.9	0.8	0.8	0.0
C 488		906	832	8.8%	\$3.27	0.8	16.7	0.6	1.1	0.7	0.6	0.7	0.1
C 441		1,656	1,824	-9.2%	\$5.35	0.5	20.8	0.7	1.3	0.8	0.8	0.7	-0.1
C 451		1,734	1,237	40.2%	\$3.39	0.8	17.6	0.6	1.0	0.6	0.7	0.7	0.0
C 400		1,522	1,647	-7.6%	\$4.44	0.6	20.8	0.7	0.8	0.5	0.6	0.6	0.0
C 410		782	922	-15.3%	\$3.72	0.7	13.5	0.5	0.8	0.5	0.6	0.6	0.0
C 444		1,060	831	27.6%	\$6.06	0.4	14.1	0.5	1.2	0.7	0.6	0.6	0.0
C 404		1,222	1,155	5.8%	\$10.04	0.3	22.2	0.8	0.8	0.5	0.5	0.5	0.0
C 415		516	412	25.1%	\$7.97	0.3	11.5	0.4	0.9	0.5	0.5	0.4	-0.1
C 475		600	794	-24.4%	\$10.58	0.3	10.7	0.4	0.7	0.4	0.4	0.4	0.0
C 412		194	391	-50.5%	\$10.60	0.3	2.4	0.1	0.4	0.2	0.3	0.2	-0.1

## Express Routes

### Dallas Area Rapid Transit Service Standards Monitoring Report Fourth Quarter FY 2003

LINE		Avg Weekday Pass 4Q03	Avg Weekday Pass 4Q02	% Change	Sub/ Pass 4Q03	Index	Pass/ Trip 4Q03	Index	Pass/ Rev 4Q03	Index	3Q03 Route Performance Index	4Q03 Route Performance Index	RPI Point Change
					\$2.85		19.00		1.00				
E 205		717	584	22.8%	\$2.51	1.1	25.8	1.4	1.8	1.8	1.5	1.4	-0.1
E 278		713	800	-10.8%	\$1.99	1.4	11.4	0.6	1.3	1.3	1.1	1.1	0.0
E 206		667	696	-4.2%	\$3.10	0.9	18.6	1.0	0.8	0.8	0.9	0.9	0.0
E 283		1,012	1,034	-2.1%	\$3.56	0.8	12.0	0.6	0.8	0.8	0.8	0.8	0.0
E 204		1,078	1,304	-17.3%	\$3.60	0.8	12.6	0.7	0.6	0.6	0.7	0.7	0.0
E 210		618	836	-26.1%	\$4.83	0.6	12.4	0.7	0.6	0.6	0.6	0.6	0.0
E 247		144	118	21.3%	\$5.37	0.5	9.0	0.5	0.6	0.6	0.5	0.5	0.1
E 234		71	88	-18.9%	\$6.18	0.5	12.0	0.6	0.4	0.4	0.4	0.5	0.1
E 207		253	377	-33.0%	\$5.03	0.6	9.1	0.5	0.5	0.5	0.5	0.5	0.0
E 202		735	913	-19.5%	\$5.77	0.5	8.8	0.5	0.5	0.5	0.4	0.5	0.0

## Rail Feeder Routes

### Dallas Area Rapid Transit Service Standards Monitoring Report Fourth Quarter FY 2003

LINE	Avg Weekday Pass 4Q03	Avg Weekday Pass 4Q02	% Change	Sub/ Pass 4Q03	Index	Pass/ Trip 4Q03	Index	Pass/ Rev 4Q03	Index	3Q03 Route Performance Index	4Q03 Route Performance Index	RPI Point Change
				\$3.60		9.50		1.80				
F1 583	2,343	1,862	25.8%	\$3.53	1.0	22.2	2.3	2.2	1.2	1.5	1.5	0.0
F1 519	1,238		All	\$5.84	0.6	22.0	2.3	1.3	0.7	1.2	1.2	0.0
F1 506	1,675	1,842	-9.0%	\$3.09	1.2	8.3	0.9	2.2	1.2	1.1	1.1	0.0
F1 702	246	382	-35.5%	\$2.67	1.3	3.6	0.4	2.6	1.4	1.2	1.1	-0.2
F1 582	1,095	1,103	-0.7%	\$4.97	0.7	13.3	1.4	1.6	0.9	1.0	1.0	0.0
F1 554	696	972	-28.4%	\$3.58	1.0	8.8	0.9	1.8	1.0	1.1	1.0	-0.1
F1 548	1,082	1,086	-0.4%	\$4.93	0.7	12.6	1.3	1.6	0.9	1.1	1.0	-0.1
F1 501	770	823	-6.4%	\$4.17	0.9	10.1	1.1	1.7	1.0	0.9	1.0	0.0
F1 555	545	463	17.7%	\$5.03	0.7	6.7	0.7	1.4	0.8	0.9	0.7	-0.1
F1 568	892	886	0.7%	\$6.76	0.5	10.2	1.1	1.1	0.6	0.8	0.7	-0.1
F1 567	594	509	16.7%	\$8.27	0.4	12.0	1.3	0.9	0.5	0.8	0.7	-0.1
F1 515	818	897	-8.8%	\$6.90	0.5	9.6	1.0	1.1	0.6	0.7	0.7	0.0
F1 571	435		All	\$4.89	0.7	8.8	0.9	0.8	0.4	0.7	0.7	0.0
F1 538	1,001	881	13.5%	\$5.09	0.7	5.9	0.6	1.4	0.8	0.7	0.7	0.0
F1 522	531	577	-8.0%	\$6.11	0.6	7.9	0.8	1.2	0.6	0.7	0.7	0.0
F1 510	542	736	-26.4%	\$6.55	0.5	8.0	0.8	1.1	0.6	0.7	0.7	0.0
F1 562	492	438	12.3%	\$4.84	0.7	5.8	0.6	0.9	0.5	0.6	0.6	0.0
F1 712	180	32	468.8%	\$5.78	0.6	3.0	0.3	1.6	0.9	0.2	0.6	0.5
F1 549	714	704	1.4%	\$11.26	0.3	9.8	1.0	0.7	0.4	0.6	0.6	0.0
F1 560	389	336	15.8%	\$5.78	0.6	6.3	0.7	0.7	0.4	0.5	0.6	0.0
F1 513	223		All	\$5.94	0.6	4.0	0.4	0.8	0.5	0.5	0.5	0.0
F1 574	295	275	7.2%	\$10.92	0.3	7.1	0.7	0.7	0.4	0.5	0.5	0.0
F1 553	268	261	2.8%	\$9.86	0.4	5.7	0.6	0.8	0.5	0.5	0.5	0.0
F1 551	241	273	-11.9%	\$10.31	0.3	5.4	0.6	0.8	0.5	0.5	0.5	0.0
F1 572	258		All	\$6.05	0.6	4.3	0.4	0.6	0.3	0.4	0.5	0.1
F1 573	190	246	-22.8%	\$7.21	0.5	4.4	0.5	0.7	0.4	0.5	0.4	0.0
F1 527	210	314	-33.2%	\$8.98	0.4	4.2	0.4	0.7	0.4	0.5	0.4	0.0
F1 566	332		All	\$8.06	0.4	4.8	0.5	0.5	0.3	0.4	0.4	0.0
F1 705	89	97	-8.4%	\$5.60	0.6	2.1	0.2	0.6	0.3	0.3	0.4	0.1
F1 570	125		All	\$7.94	0.5	2.5	0.3	0.7	0.4	0.3	0.4	0.1
F1 539	259	274	-5.7%	\$15.13	0.2	5.5	0.6	0.5	0.3	0.4	0.4	0.0
F1 569	262	217	20.7%	\$13.90	0.3	3.8	0.4	0.7	0.4	0.3	0.3	0.0
F1 503	138	146	-5.1%	\$18.59	0.2	5.0	0.5	0.5	0.3	0.4	0.3	0.0
F1 585	168	156	7.3%	\$13.74	0.3	2.2	0.2	0.6	0.3	0.3	0.3	0.0
F1 575	23		All	\$24.41	0.1	0.4	0.0	0.1	0.1	0.1	0.1	0.0

# Transit Center Feeder Routes

## Dallas Area Rapid Transit Service Standards Monitoring Report Fourth Quarter FY 2003

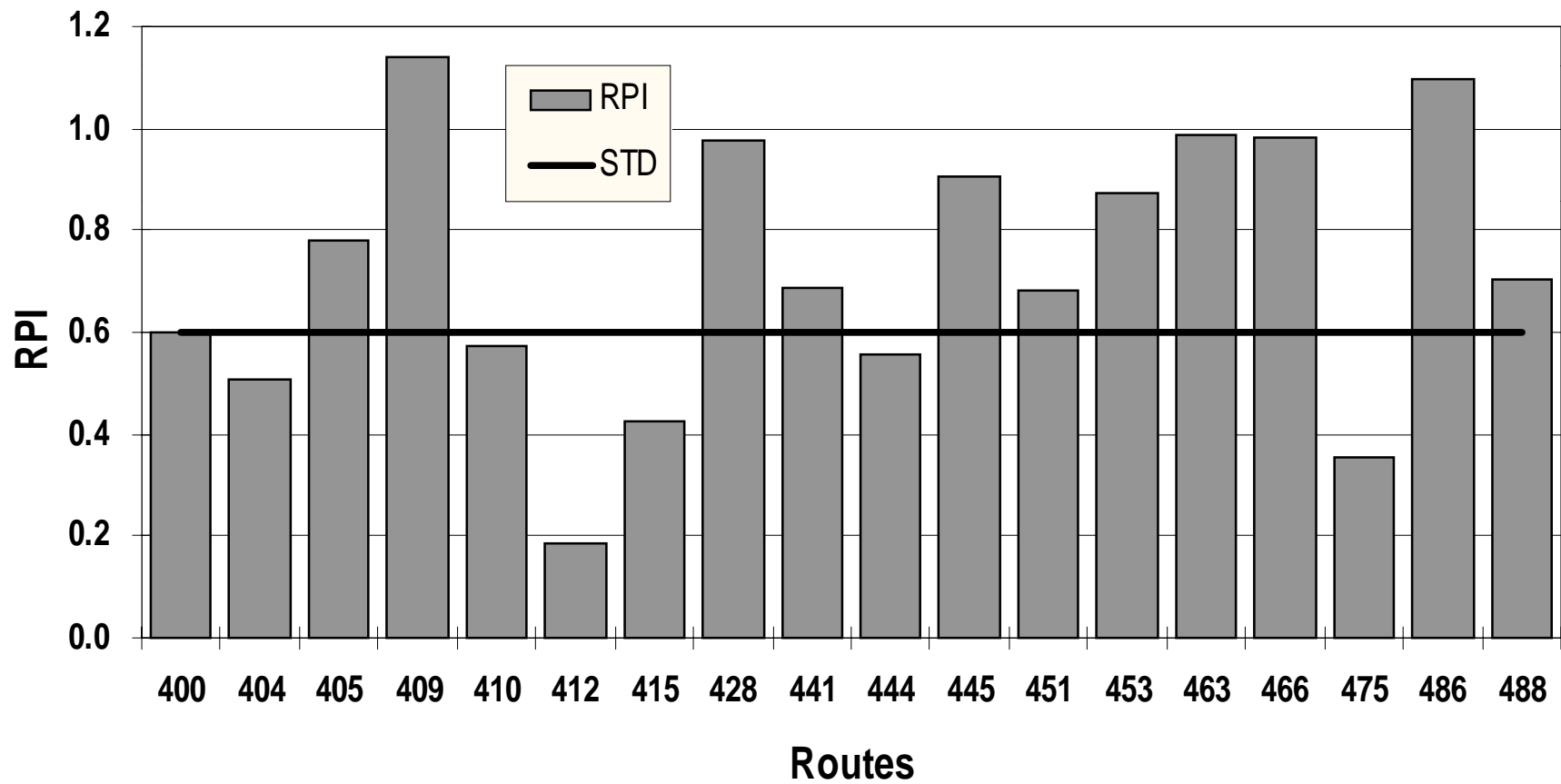
		Avg Weekday	Avg Weekday								3Q03	4Q03	
		Pass	Pass	%	Sub/ Pass		Pass/ Trip		Pass/ Rev		Route	Route	RPI
LINE		4Q03	4Q02	Change	Index	Index	Index	Index	Mile	Index	Performance Index	Performance Index	Point Change
					\$4.30		10.00		1.00				
F2 378	1,280	1,388	-7.8%	\$2.67	1.6	18.3	1.8	1.4	1.4	1.8		1.6	-0.2
F2 377	565	671	-15.9%	\$2.39	1.8	8.2	0.8	1.3	1.3	1.3		1.3	0.0
F2 374	472	392	20.3%	\$2.71	1.6	8.5	0.9	1.4	1.4	1.2		1.3	0.1
F2 301	928	910	2.0%	\$7.74	0.6	18.7	1.9	1.0	1.0	1.1		1.1	0.0
F2 350	1,110	503	120.8%	\$3.49	1.2	10.1	1.0	1.1	1.1	1.1		1.1	0.0
F2 361	397	820	-51.6%	\$4.04	1.1	8.5	0.8	1.2	1.2	0.9		1.1	0.1
F2 372	456	504	-9.4%	\$4.70	0.9	8.4	0.8	0.7	0.7	0.9		0.8	-0.1
F2 331	323	349	-7.5%	\$4.29	1.0	6.5	0.7	0.7	0.7	0.9		0.8	-0.1
F2 380	275	289	-5.0%	\$4.72	0.9	5.5	0.6	0.9	0.9	0.7		0.8	0.0
F2 376	148	205	-27.6%	\$5.61	0.8	5.6	0.6	0.9	0.9	0.8		0.7	-0.1
F2 314	472	389	21.3%	\$10.10	0.4	13.3	1.3	0.4	0.4	0.8		0.7	0.0
F2 360	483	961	-49.7%	\$6.36	0.7	7.7	0.8	0.6	0.6	0.7		0.7	0.0
F2 303	361	340	6.1%	\$6.75	0.6	8.1	0.8	0.6	0.6	0.7		0.7	0.0
F2 310	322	328	-1.9%	\$4.50	1.0	5.0	0.5	0.5	0.5	0.7		0.7	-0.1
F2 305	561	580	-3.3%	\$8.61	0.5	10.7	1.1	0.4	0.4	0.6		0.7	0.1
F2 302	227	263	-13.7%	\$6.01	0.7	5.2	0.5	0.7	0.7	0.7		0.6	-0.1
F2 306	151	145	3.8%	\$5.80	0.7	4.2	0.4	0.7	0.7	0.6		0.6	0.0
F2 322	325	499	-34.9%	\$8.42	0.5	7.0	0.7	0.5	0.5	0.7		0.6	-0.1
F2 333	576	863	-33.3%	\$8.04	0.5	5.7	0.6	0.5	0.5	0.5		0.5	0.0
F2 321	114	222	-48.7%	\$8.37	0.5	4.1	0.4	0.6	0.6	0.5		0.5	0.0
F2 309	167	252	-34.0%	\$7.77	0.6	4.5	0.5	0.5	0.5	0.7		0.5	-0.2
F2 304	202		All	\$14.50	0.3	6.4	0.6	0.5	0.5	0.5		0.5	0.0
F2 358	270	347	-22.2%	\$10.43	0.4	5.3	0.5	0.4	0.4	0.4		0.4	0.0
F2 760	182	60	202.8%	\$8.24	0.5	1.3	0.1	0.7	0.7	0.4		0.4	0.1
F2 311	82	119	-30.8%	\$17.88	0.2	4.1	0.4	0.4	0.4	0.3		0.3	0.1
F2 703	57	62	-7.6%	\$14.23	0.3	1.3	0.1	0.4	0.4	0.2		0.3	0.0
F2 709	62	104	-40.8%	\$26.37	0.2	2.5	0.2	0.2	0.2	0.4		0.2	-0.2

## Local Routes

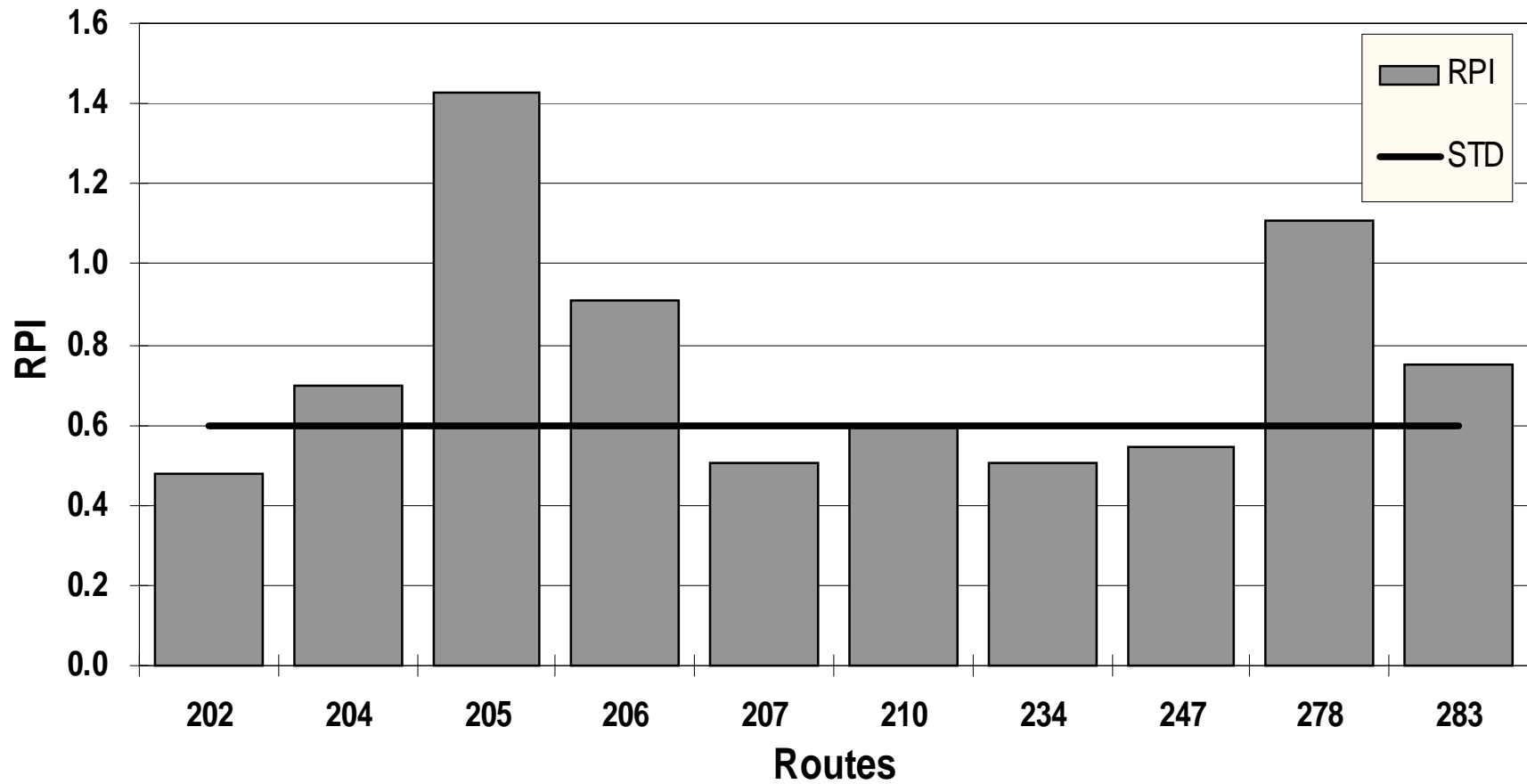
### Dallas Area Rapid Transit Service Standards Monitoring Report Fourth Quarter FY 2003

LINE		Avg Weekday Pass	Avg Weekday Pass	% Change	Sub/ Pass	Index	Pass/ Trip	Index	Pass/ Rev Mile	Index	3Q03 Route Performance Index	4Q03 Route Performance Index	RPI Point Change
		4Q03	4Q02										
					\$2.80		24.50		2.00				
L	44	7,465	7,747	-3.6%	\$2.74	1.0	49.1	2.0	2.6	1.3	1.4	1.4	0.0
L	26	4,462	4,781	-6.7%	\$2.72	1.0	28.7	1.2	2.6	1.3	1.2	1.2	0.0
L	24	1,866	1,894	-1.5%	\$2.48	1.1	16.4	0.7	2.9	1.5	1.1	1.1	0.0
L	19	3,845	5,990	-35.8%	\$2.81	1.0	24.0	1.0	2.5	1.2	1.1	1.1	0.0
L	51	2,562	2,713	-5.6%	\$3.93	0.7	27.2	1.1	1.8	0.9	0.9	0.9	0.0
L	12	1,156	1,419	-18.5%	\$3.29	0.9	14.2	0.6	2.3	1.2	0.9	0.9	0.0
L	2	1,404	1,482	-5.3%	\$3.24	0.9	16.4	0.7	2.1	1.0	0.9	0.9	0.0
L	11	3,538	3,790	-6.7%	\$4.27	0.7	24.1	1.0	1.7	0.9	0.8	0.8	0.0
L	1	2,783	3,099	-10.2%	\$3.84	0.7	20.0	0.8	1.9	0.9	0.8	0.8	0.0
L	161	6,212	6,380	-2.6%	\$5.06	0.6	28.8	1.2	1.5	0.8	0.8	0.8	0.0
L	76	1,682	1,781	-5.6%	\$4.37	0.6	25.3	1.0	1.6	0.8	0.9	0.8	-0.1
L	39	1,254	1,372	-8.6%	\$3.57	0.8	13.9	0.6	2.1	1.1	0.8	0.8	0.0
L	29	2,813	2,759	1.9%	\$5.73	0.5	26.9	1.1	1.3	0.7	0.8	0.7	0.0
L	164	3,357	3,726	-9.9%	\$4.91	0.6	21.4	0.9	1.6	0.8	0.8	0.7	0.0
L	50	2,120	2,342	-9.5%	\$4.76	0.6	21.2	0.9	1.5	0.8	0.8	0.7	-0.1
L	49	1,244	1,247	-0.2%	\$4.54	0.6	14.7	0.6	1.9	1.0	0.7	0.7	0.0
L	21	2,026	2,340	-13.4%	\$6.21	0.5	26.2	1.1	1.3	0.6	0.7	0.7	0.0
L	59	2,170	2,330	-6.9%	\$6.41	0.4	21.7	0.9	1.2	0.6	0.7	0.6	0.0
L	36	1,396	1,456	-4.2%	\$6.22	0.4	18.5	0.8	1.3	0.6	0.6	0.6	0.1
L	63	923	1,180	-21.8%	\$5.78	0.5	11.5	0.5	1.5	0.8	0.5	0.6	0.0
L	31	1,356	1,490	-9.0%	\$6.82	0.4	17.6	0.7	1.1	0.6	0.6	0.6	0.0
L	42	1,897	2,028	-6.5%	\$7.09	0.4	18.7	0.8	1.0	0.5	0.6	0.6	0.0
L	60	1,954	1,766	10.6%	\$6.73	0.4	15.1	0.6	1.2	0.6	0.6	0.5	0.0
L	184	477	629	-24.1%	\$4.55	0.6	14.1	0.6	0.9	0.4	0.5	0.5	0.0
L	35	967		All	\$7.91	0.4	15.3	0.6	1.0	0.5	0.5	0.5	0.0
L	155	538	644	-16.4%	\$7.90	0.4	11.5	0.5	1.0	0.5	0.5	0.4	-0.1
L	183	1,054	1,316	-20.0%	\$7.59	0.4	11.0	0.4	0.8	0.4	0.4	0.4	0.0
L	8	743	766	-3.0%	\$7.97	0.4	7.5	0.3	1.1	0.6	0.4	0.4	0.0
L	46	249	361	-30.9%	\$9.04	0.3	5.6	0.2	0.8	0.4	0.3	0.3	0.0

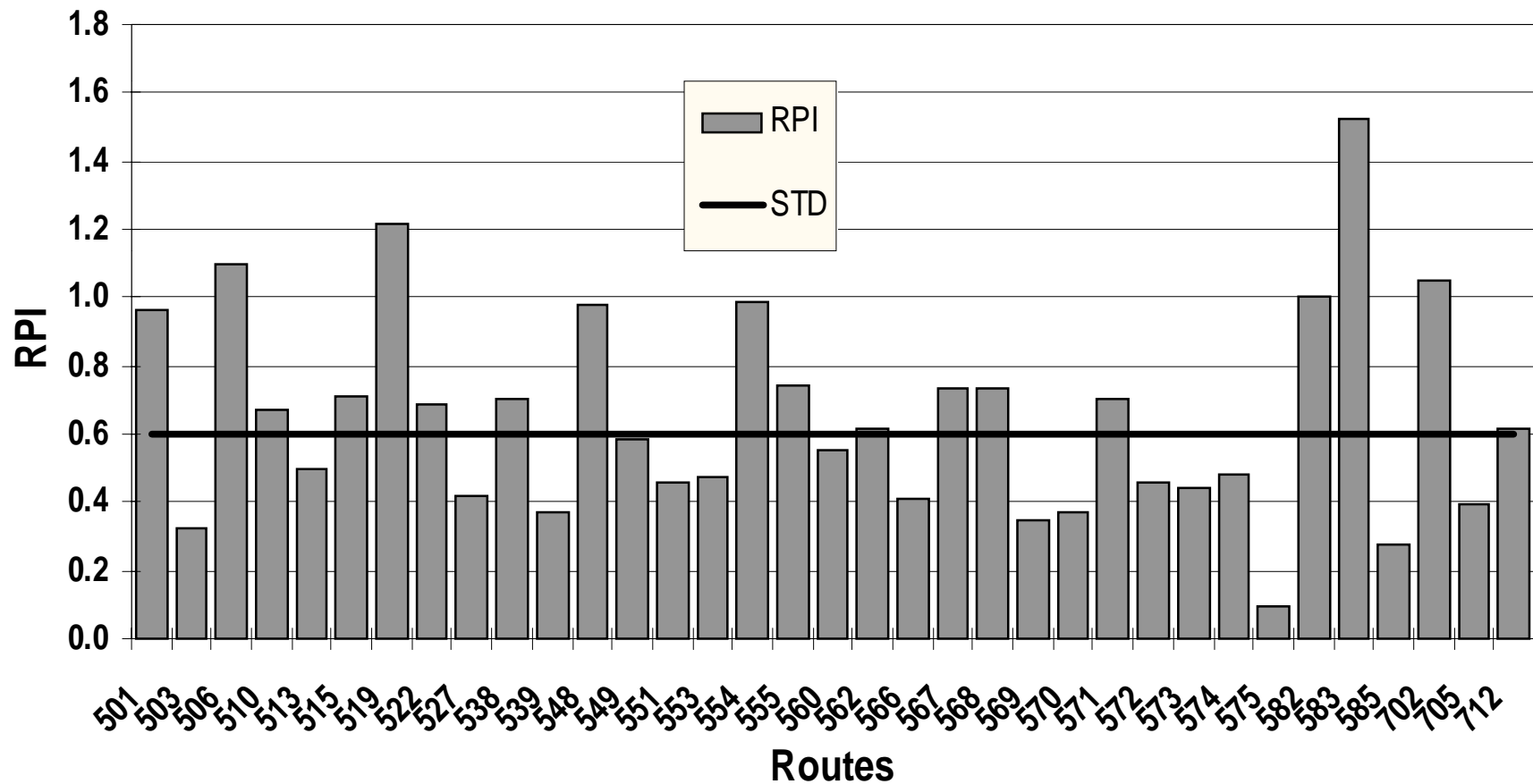
## ROUTE PERFORMANCE INDEX Crosstown Routes



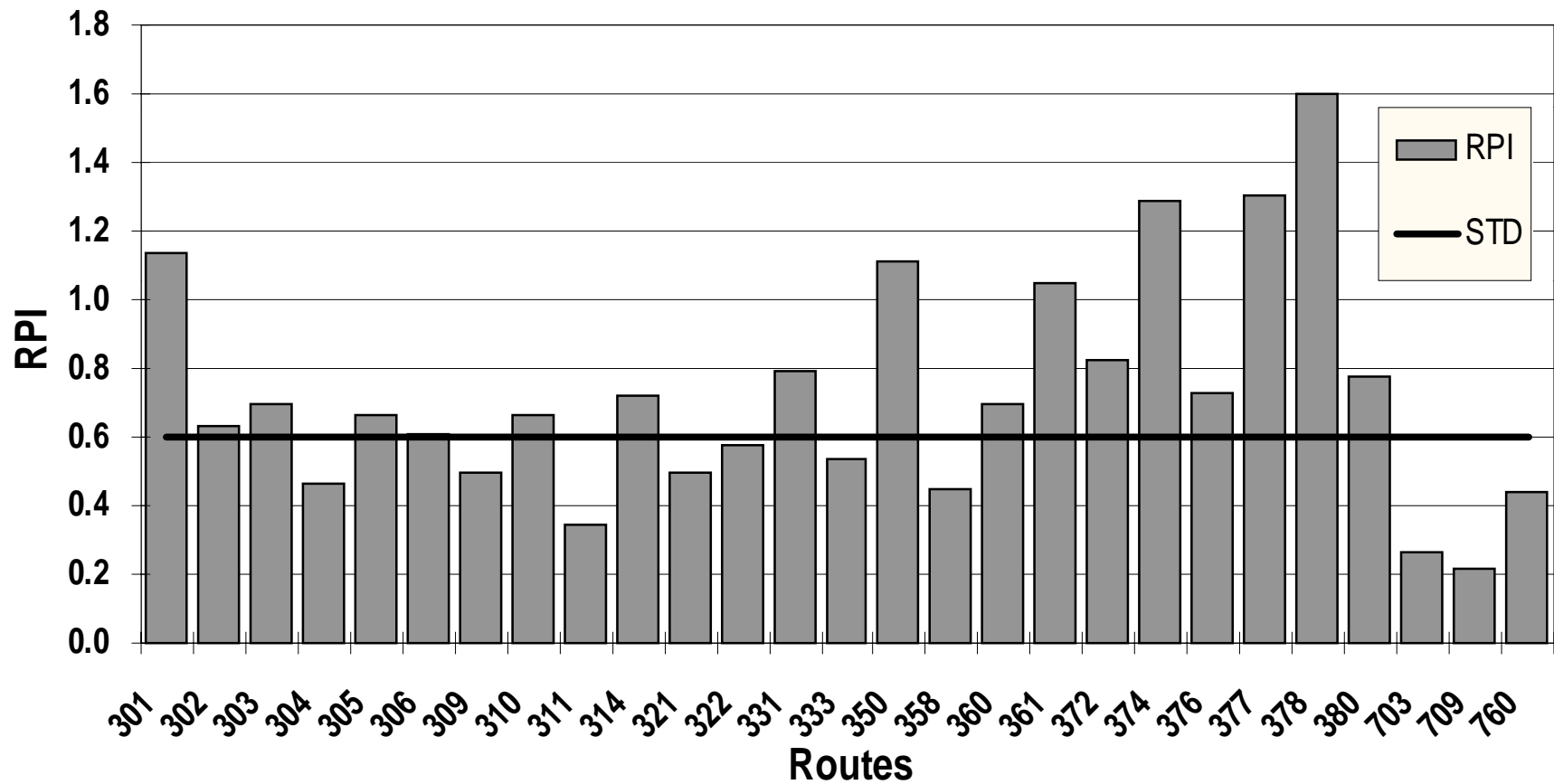
## ROUTE PERFORMANCE INDEX Express Routes



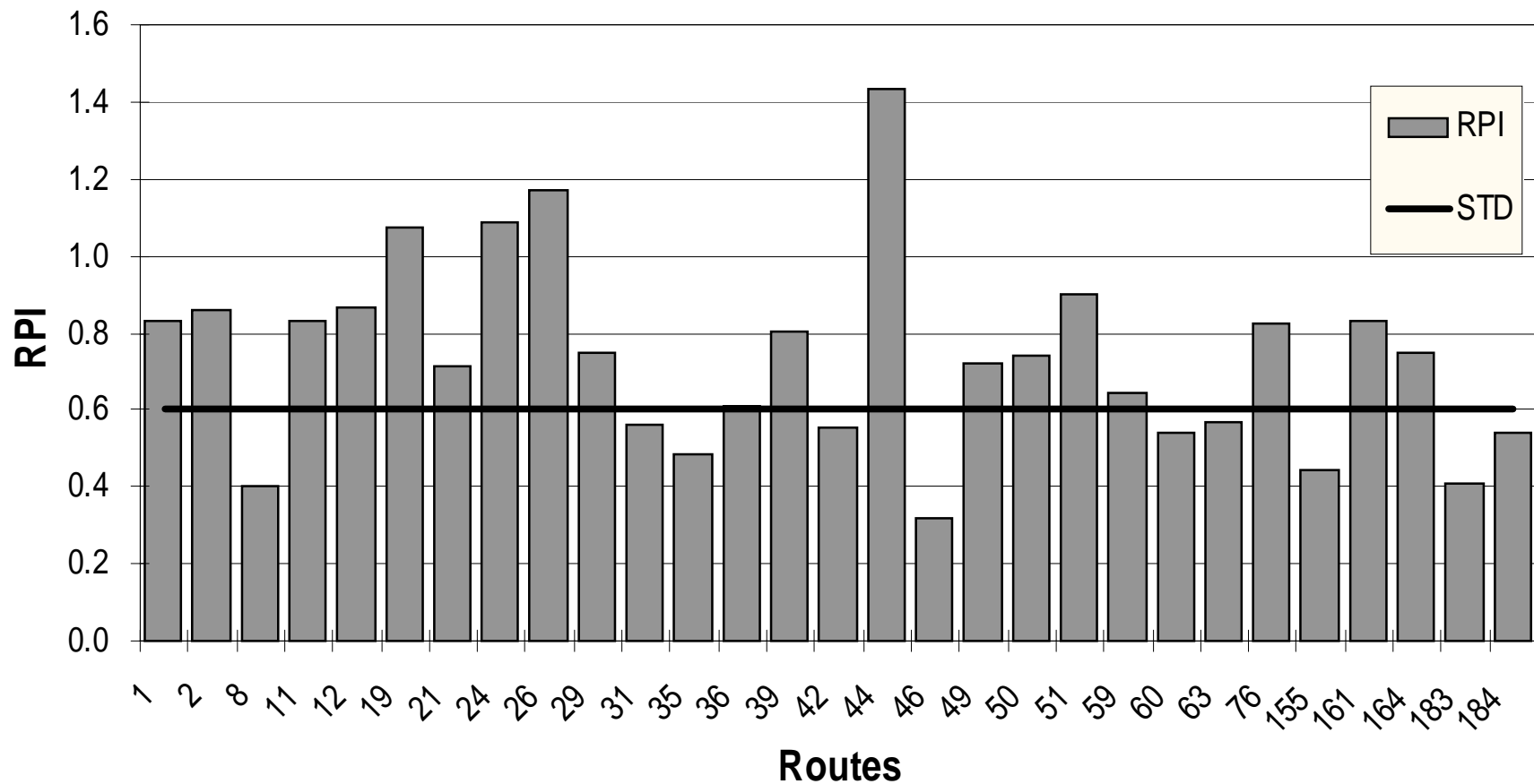
## ROUTE PERFORMANCE INDEX Rail Feeder Routes



## ROUTE PERFORMANCE INDEX Transit Center Feeder Routes



## ROUTE PERFORMANCE INDEX Local Routes



# PLANNING & DEVELOPMENT DEPARTMENT

## Fourth Quarter FY 2003 Quarterly Reports

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

# Planning and Development Department

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

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

## Highlights This Quarter

- The Draft Corridor Rail Alternatives Cost Estimates component of the Transit System Plan 2030 was completed. The Draft Mobility Needs Assessment Report was distributed.
- The DART Board approved programming requests for the City of Plano (\$1,009,000) under the LAP/CMS Program. DART disbursed \$6.3 million to cities for completed projects. FY 2004 allocations were distributed to eligible cities.
- DART and FTA signed the amended Full Funding Grant Agreement in September 2003 for the North Central line clearing the way to advance the Walnut Hill Station parking project.
- The New Starts application for the Northwest and Southeast Corridor Federal Project was submitted to FTA on September 15, 2003.
- Installation was completed for eight out of ten solar-powered bus stops (I-stops feature on demand bus signal, security down lighting and schedule illumination).
- The Alternative Analysis component of the East Corridor Major Investment Study was completed.
- The four DART operated HOV lanes carried approximately 107,150 weekday daily commuters.
- An updated noise analysis report was prepared for the TRE at Belt Line Road Transit PASS project.
- The Marketing Plan was implemented for DART On-Call.
- COGNOS Cubes (databases) have been developed for Bus, Rail and Facilities. The development of these cubes will allow for efficient data gathering and reporting.
- Staff completed their efforts to automate the data key entry process for the Quality Assessment Program.



<b>Strategic Plan Consideration</b>	C2.3 Open/Integrate new transit services.
<b>Description</b>	<p>The Board of Directors adopted DART's current Transit System Plan (TSP) in November 1995. The 1995 Transit System Plan was an update to the 1989 Plan, both of which were oriented toward a horizon year of 2010. The current undertaking of the Transit System Plan 2030 intends to examine the transit needs and opportunities within the context of the year 2030.</p> <p>The TSP 2030 update includes Phase I (Preliminary Assessment) and Phase II (Development). An assessment of DART's previous System Plan (1989, 1995) and the framework development for the Transit System Plan 2030 (Phase I) was completed during FY 01. Phase II is scheduled for completion in FY 04.</p>
<b>Accomplishments</b>	<p>July - September activities:</p> <ul style="list-style-type: none"><li>• The Draft Mobility Needs Assessment Report was distributed.</li><li>• Alternative TransCad networks for ridership forecasting was prepared.</li><li>• Corridor evaluation information revised with final 2030 demographics.</li><li>• Draft Corridor Rail Alternatives Cost Estimates was completed.</li><li>• Preparing for public outreach program to discuss Corridor Opportunities work.</li><li>• Studying Dallas CBD 2<sup>nd</sup> LRT alignment and transit circulation framework.</li></ul>
<b>Issues</b>	<ul style="list-style-type: none"><li>• Schedule revised due to additional work to be performed by DART staff.</li><li>• DART Study Team reduced due to resignations</li><li>• Working with NCTCOG to perform ridership modeling.</li></ul>
<b>Schedule</b>	<ul style="list-style-type: none"><li>• December 2003: Complete Corridor Opportunities.</li><li>• February 2004: Draft 2030 Transit System Plan.</li><li>• May 2004: Final 2030 Transit System Plan.</li><li>• (Schedule is driven by transportation modeling process)</li></ul>
<b>Project Manager(s)</b>	Jay Kline Deputy Project Manager: Jerry Tikalsky

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<b>Strategic Plan Consideration</b>	C3 Improve efficiency S1 Build relationships with Stakeholders
<b>Description</b>	<p>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.</p>
<b>Accomplishments</b>	<p>The DART Board approved programming requests for the following member cities between July 1, and September 30, 2003:</p> <ul style="list-style-type: none"><li>• City of Plano requested the programming of additional funds for previously approved projects on Independence Parkway, various intersections and technical assistance (\$1,009,000).</li></ul> <p>During this quarter, DART disbursed \$6.3 million to cities for completed projects. Staff also distributed the FY 2004 allocations to eligible cities.</p>
<b>Issues</b>	None at this time
<b>Schedule</b>	This is an ongoing activity
<b>Project Manager</b>	Trip Brizell

# North Central/Northeast Corridor Mitigation Monitoring Program

## Capital Planning and Development

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<b>Strategic Plan Consideration</b>	C2.3 Open/Integrate new transit services C2.6 Add needed passenger amenities/facilities S1.7 Operate environmentally friendly services
<b>Description</b>	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.
<b>Accomplishments</b>	<ul style="list-style-type: none"><li>• Re-grading efforts undertaken in G-2 off-site Wetland mitigation area 3 to create a shelf along the edge of the ponded area and reduce the overall depth of the area.</li></ul>
<b>Issues</b>	<ul style="list-style-type: none"><li>• Resolution of “<i>No Adverse Effect</i>” for the NC-3 White Rock Bridge with State Historic Preservation Officer (SHPO).</li><li>• Additional seeding with approved seed mix in off-site areas 1, 2, and 3.</li><li>• Re-seeding of the gabion area of the off-site wetland mitigation area.</li><li>• 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.</li></ul>
<b>Schedule</b>	The North Central and Northeast Monitoring Mitigation Program is ongoing.
<b>Project Manager(s)</b>	Victor Ibewuiké

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<b>Strategic Plan Consideration</b>	C2.3 Open/Integrate new transit services.
<b>Description</b>	<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>
<b>Accomplishments</b>	<ul style="list-style-type: none"><li>• DART is considering a proposal to lease a portion of the Payless Cashways site to Furniture Warehouse.</li><li>• On September 29, 2003, DART and FTA signed the amended Full Funding Grant Agreement for the North Central Line clearing the way to advance Walnut Hill Station parking.</li></ul>
<b>Issues</b>	<ul style="list-style-type: none"><li>• Ultimate use of Payless Cashways site.</li><li>• Garage lease at Park Lane Station no longer required to meet zoning requirements.</li><li>• Walnut Hill parking.</li></ul>
<b>Schedule</b>	Ongoing tasks as needed.
<b>Project Manager(s)</b>	John Hoppie

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<b>Strategic Plan Consideration</b>	C2.3 Open/Integrate new transit service.
<b>Description</b>	<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>
<b>Accomplishments</b>	<ul style="list-style-type: none"><li>• Department of Interior (DOI) provided comment on Section 4(f) Statement on August 7, 2003.</li><li>• Memorandum of Agreement (MOA) authorized by Advisory Council on Historic Preservation (ACHP) on August 28, 2003.</li><li>• FEIS signed by DART on September 9, 2003; final draft sent to FTA for review of legal sufficiency.</li></ul>
<b>Issues</b>	<ul style="list-style-type: none"><li>• FTA approval of FEIS anticipated in early October.</li></ul>
<b>Schedule</b>	<ul style="list-style-type: none"><li>• October 2003: Publish FEIS</li></ul>
<b>Project Manager(s)</b>	John Hoppie

<b>Strategic Plan Consideration</b>	C2.3 Open/Integrate new transit services.
<b>Description</b>	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.
<b>Accomplishments</b>	<ul style="list-style-type: none"><li>• Continued work on Draft Interlocal Agreement (ILA) regarding Love Field access.</li><li>• State Historic Preservation Officer (SHPO) and Advisory Council on Historic Preservation (ACHP) signed MOA on July 13 and August 26, respectively.</li><li>• Submitted New Starts application for NW/SE Federal Project on September 15.</li><li>• FTA legal sufficiency review completed for Final EIS to support FTA signature.</li></ul>
<b>Issues</b>	<ul style="list-style-type: none"><li>• Competitiveness for federal funds.</li><li>• Additional funding for Love Field tunnel option and timely completion of the ILA.</li><li>• Timely receipt of Record of Decision to support Final Design request.</li></ul>
<b>Schedule</b>	<ul style="list-style-type: none"><li>• October: Obtain FTA signature on Final EIS</li><li>• October: Print and distribute Final EIS</li><li>• October: Distribute Mitigation Monitoring Program</li><li>• November: Finalize Love Field ILA for Board approval</li><li>• December 2003: Record of Decision from FTA</li></ul>
<b>Project Manager(s)</b>	Kay Shelton

# 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

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

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

### Accomplishments

- New shelter contract signed with NEC and Notice to Proceed issued on May 16, 2003.
- Pad pouring continues in preparation of the new shelter contract.
- Investigation to provide communication devices at bus shelters, including installation of “smart” shelters, was initiated and continues.
- Installation of eight out of ten solar-powered bus stops (I-stops feature on-demand bus signal, security down lighting and schedule illumination).

### Issues

- Legal issues regarding City’s right-of-way delaying installation of telephones at bus shelters.

### Schedule

- November 2003: Review and approval of shop drawings.
- Nov-Dec 2003: Review and approval of first article.
- January 2004: Installation of first group of new shelters.
- 2008: Complete standard shelter program with NEC.

### Project Manager(s)

Abel Walendom

<b>Strategic Plan Consideration</b>	C1.2 Provide clean, safe, secure environment. C2.6 Add needed passenger amenities/facilities.
<b>Description</b>	<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 Magnaprima to manufacture 15 regular enhanced shelters.</p>
<b>Accomplishments</b>	<ul style="list-style-type: none"><li>• Completed shelter installation at 16 of 18 total locations.</li><li>• Site plans for two narrow right-of-way on-street enhanced shelters at Lake June/Buckner and Polk/Pentagon 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.</li></ul>
<b>Issues</b>	<ul style="list-style-type: none"><li>• Delay in enhanced shelter due to right-of-way ownership/identification problem along Buckner and Lake June.</li><li>• Vandalism of benches</li></ul>
<b>Schedule</b>	<ul style="list-style-type: none"><li>• October 2003: Completion of vandal-proofing of all enhanced shelter benches.</li><li>• November 2003: Completion of Lake June/Buckner (NW Quadrant) and Polk/Pentagon (NW Quadrant).</li></ul>
<b>Project Manager(s)</b>	Robert Parks

# East Corridor Major Investment Study

## Mobility Programs Development

<b>Strategic Plan Consideration</b>	C2.2 Develop a seamless, fully accessible, multimodal system C2.6 Add needed passenger amenities/facilities
<b>Description</b>	<p>The East Corridor Major Investment Study (MIS) is a comprehensive, multi-modal study of the transportation problems within the area bounded by Downtown Dallas in the west, the Santa Fe RR/Ferguson Road in the north, Military/Scyene/Union Pacific RR in the south, and Dalrock Rd/SH 352 in the east. The study is expected to culminate with a staff recommendation and local elected official approval of improvements that address these problems, referred to as the Locally Preferred Alternative (LPA). To solve the transportation problems in this region, various modes of transportation have been considered including freeway, arterial, HOV/managed lane, passenger rail, bus, Bus Rapid Transit (BRT), ITS, TSM, TDM, bicycle and pedestrian improvements.</p> <p>Tasks completed since inception of this project include: the Project Management Plan (March 2001); Public and Agency Involvement Plan (May 2001); Purpose and Need (April 2002); and the Technical Methodology Plan (April 2002). In FY 03, staff completed the detailed evaluation of alternatives.</p>
<b>Accomplishments</b>	<ul style="list-style-type: none"><li>• Recommendations are being developed and refined through discussions with the Agency, Community, and Policy Advisory Committees.</li><li>• 4thQ03: Completed the Alternative Analysis.</li></ul>
<b>Issues</b>	<ul style="list-style-type: none"><li>• 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.</li></ul>
<b>Schedule</b>	<ul style="list-style-type: none"><li>• January 2004: Develop and obtain approvals for a Locally Preferred Investment Strategy (LPIS).</li><li>• FY 04-05: Schematic Design and the Federal Environmental process (NEPA) phase.</li></ul>
<b>Project Manager(s)</b>	Ernie Martinez

# SH 114 Freeway Widening Including HOV Lanes

## Mobility Programs Development

### Strategic Plan Consideration

C2.3 Open/Integrate new transit services

### Description

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

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

### Accomplishments

- The cross-section of the managed/HOV lanes terminus at the western end of the project was re-evaluated to conform to the recently developed demand (design-hour) volumes.
- Schematics are at 75% review level.
- Wilbur Smith Associates has begun level of service study analysis based on revised design volumes for freeway ramps, HOV access/egress points, service roads, and intersections.
- The current 2B alternative has been developed by allowing LRT within State R-O-W so as not to significantly impact highway improvements with fewer impacts to property owners and frontage road operations.
- Developed alignment and profile grades for going over/under Loop 12 / SH 114 interchange for LRT construction.
- Currently re-examining grades and geometry to minimize sections requiring complete reconstruction

### Issues

- DFW Airport has plan for a proposed perimeter taxiway around the north end of Runway 35C-17C which could conflict with proposed SH 114 roadway improvements.
- Define limits of Loop 12 / SH 114 interchange as a result of changes to Loop 12 schematics for accommodation of LRT underpass construction.

### Schedule

- Develop cost estimate for LRT underpass construction.
- FY 04: Complete EA and schematic drawings.
- FY 04-08: PE/EA/final engineering phase.
- FY 06-08: 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

<b>Strategic Plan Consideration</b>	C2.3 Open/Integrate new transit services
<b>Description</b>	<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>
<b>Accomplishments</b>	<ul style="list-style-type: none"><li>• FHWA and TxDOT have approved schematics for the project.</li><li>• Potential location of access points and ramps has been identified.</li><li>• EA document for the project is almost complete.</li><li>• 65% plans for Phase IA (from Midpark to Arapaho) have been completed).</li></ul>
<b>Issues</b>	<ul style="list-style-type: none"><li>• The NCTCOG's Mobility Plan identifies the need for two lanes inbound and one lane outbound in the morning and the reverse for the afternoon operating periods.</li><li>• An MIS is needed to address the additional HOV needs within the corridor.</li><li>• 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.</li></ul>
<b>Schedule</b>	<ul style="list-style-type: none"><li>• 2005: Complete construction of the single HOV lane.</li><li>• 2007: Complete ramp connections from US 75 HOV lane to IH-635 HOV lane.</li></ul>
<b>Project Manager(s)</b>	Mahesh Kuimil

<b>Strategic Plan Consideration</b>	C1.1 Improve on-time performance C1.4 Provide friendly courteous service
<b>Description</b>	<p>HOV lane system is DART's most cost efficient service with \$0.14 subsidy per passenger and carrying over 35% of the total DART system ridership.</p> <p>I-30, I-35E, I-635 and I-35E/US 67 HOV lanes carried almost 34 million commuters during FY 03. The LBJ HOV lanes are one of the most utilized facilities in Texas.</p> <p>DART currently operates 31 miles of HOV Transitways along I-30, I-35E, I-635 and I-35E/US 67 freeways. The HOV lane on I-30 is a Contraflow lane which is created by borrowing the inside lane of the non-peak direction and assigned to peak direction of travel. The HOV lanes on Stemmons and LBJ are buffer separated concurrent flow lanes, constructed using the inside shoulders of the freeways. The HOV lanes on I-35E/US 67 are a combination of concurrent flow and reversible sections.</p>
<b>Accomplishments</b>	<p>The following is HOV ridership information for September 2003:</p> <ul style="list-style-type: none"><li>• The four DART operated HOV lanes carried approximately 107,150 weekday daily commuters.</li><li>• The HOV lanes along I-635, I-35E, I-30 and I-35E/US 67 carried 42,400, 29,350, 16,800 and 18,650 weekday passengers respectively.</li><li>• HOV users saved 28.9 minutes, 27.3 minutes, 13.0 minutes, and 9.6 minutes on East R.L. Thornton, Stemmons, LBJ, and South R.L. Thornton/Marvin D. Love HOV lanes respectively, on the round trip commute.</li><li>• On-time opening performance for East R. L. Thornton HOV lane was 100% during the last quarter.</li><li>• The first of the two new barrier transfer vehicles (BTVs) was delivered at the I-30 HOV lane facility.</li></ul>
<b>Issues</b>	Additional public education and marketing efforts are necessary.
<b>Schedule</b>	Ongoing.
<b>Project Manager(s)</b>	Mahesh Kuimil

# DART Personalized Public Transit (PPT) Operational Test

## Mobility Programs Development

<b>Strategic Plan Consideration</b>	C2.1 Improve service routing C4.2 Integrate information technology systems
<b>Description</b>	<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>
<b>Accomplishments</b>	<ul style="list-style-type: none"><li>• April 2003: PPT Operational Test Study completed.</li><li>• The recent project evaluation phase was completed.</li><li>• The evaluation report has been completed and forwarded to FTA.</li><li>• To evaluate this innovative concept further, FTA has requested proposals through which projects related to this operational test can be advanced.</li></ul>
<b>Issues</b>	<ul style="list-style-type: none"><li>• Limited area of service impacted the project attractiveness and effectiveness.</li></ul>
<b>Schedule</b>	April 2003: Study completed.
<b>Project Manager(s)</b>	Mahesh Kuimil

# Regional Comprehensive ITS Program for the Dallas/Fort Worth Region

## Mobility Programs Development

### Strategic Plan Consideration

C4.2 Integrate information technology systems

### Description

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

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

### Accomplishments

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

# Regional Comprehensive ITS Program for the Dallas/Fort Worth Region

## Mobility Programs Development

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

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

### Issues

- Awaiting city match.

### Schedule

- 2003: Initiate high-level video and data design.
- 2004: Complete high-level design and start of final design for complete regional network to exchange video data.
- 2005: Funding will become available for implementation of center-to-center communication network.

### Project Manager(s)

Abed Abukar

# Elm Street/Commerce Street Corridor

## Mobility Programs Development

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

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

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

**Accomplishments**

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

**Issues**

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

**Schedule**

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

**Project Manager(s)** Abed Abukar

# TRE at Belt Line Road

## Transit PASS Project

### Mobility Programs Development

<b>Strategic Plan Consideration</b>	C3 Improve efficiency S1 Build Relationships with Stakeholders
<b>Description</b>	<p>The project involves the grade separation of the Trinity Railway Express (TRE) over the intersections of Belt Line Road, Briery Road, and Story Road; and replacement bridges over Dry Branch Creek and West Irving Creek. The TRE tracks will be elevated and double tracked from Gilbert to Rogers Rd, for a length of 2 ¼ miles. The portions of Belt Line Road, Briery Road and Story Road within the vicinity of the TRE Line and Rock Island Rd. will be reconstructed as part of this project. The project also includes an 8,200-foot long bridge and a 1,000-foot long retaining wall. The improvements are in the City of Irving (COI) and the project involves construction of bridges, tracks, paving, drainage, signing, striping, illumination, signalization and aesthetic features. Additional ROW will be acquired by the COI. Total estimated cost including ROW, engineering, and construction is approximately \$29 million, of which \$5 million is donated by the COI for aesthetics.</p> <p>The Regional Transportation Council of the North Central Texas Council of Governments approved this project for funding under the Strategic Programming Initiative. DART and the City of Irving secured Federal funding (\$30M) during FY 02.</p>
<b>Accomplishments</b>	<ul style="list-style-type: none"><li>• 2ndQ03: Preliminary plans at 60% completion.</li><li>• Task Order #4 was issued in September 2003 to continue development of plans to final PS&amp;E and assist DART during construction bidding.</li><li>• A geometrically acceptable alternative for keeping Irby Lane open was developed and circulated for comments and approval by TRE and City of Irving.</li><li>• Environmental Managers Inc. prepared an updated noise analysis report for the entire length of elevated tracks as required by FTA review comments.</li></ul>
<b>Issues</b>	<ul style="list-style-type: none"><li>• Submittal of updated EA to FTA regional office for review/final approval.</li></ul>
<b>Schedule</b>	<ul style="list-style-type: none"><li>• FY 04: Complete final engineering/R-O-W plans (Phase II).</li><li>• FY 05: Construction letting.</li><li>• FY 2005-2006: Construction activities.</li></ul>
<b>Project Manager(s)</b>	Ali Rabiee

<b>Strategic Plan Consideration</b>	C1 Improve quality. C2 Improve/add services. C3 Improve efficiency.
<b>Description</b>	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
<b>Accomplishments</b>	<ul style="list-style-type: none"><li>• 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.</li><li>• The G-3 (November 2002) and NC-5 (December 2002) LRT Line Sections opened, together with associated feeder bus changes.</li><li>• Innovative services and site-specific shuttles continue to be developed as described in the attached Score Card and individual progress reports.</li><li>• January 2003: A project identification matrix was drafted to identify Plan priorities for major service changes.</li><li>• March 2003: Staff published the final 2002-2006 Action Plan and made the plan available on DARTnet.</li></ul>
<b>Issues</b>	<ul style="list-style-type: none"><li>• Ridership declines due to economy, fare structure; below-budget sales tax revenues.</li></ul>
<b>Schedule</b>	<ul style="list-style-type: none"><li>• Continue to highlight projects for possible implementation within constraints of cost containment.</li></ul>
<b>Project Manager(s)</b>	Katharine Eagan

# FY 2003 Fourth Quarter Score Card

## Five-Year Action Plan

### Service Planning and Scheduling

Objectives	Services	Activities
<b>INCREASE RIDERSHIP</b>		
<ul style="list-style-type: none"> <li><b>Expand Services</b></li> </ul>		Ridership during FY 2003 has declined due to the economy and change in fare structure. While bus ridership dropped by 6.9 percent in the quarter, DART fixed-route ridership in the third quarter grew by 3.6 percent from the third quarter of FY 2002.
	Feeders to Transit Centers and Stations	Revisions to rail and transit center feeder routes, designed to maximize efficiency, are planned for October 2003.
<ul style="list-style-type: none"> <li><b>Improve Customer Waiting Conditions</b></li> </ul>	Improved Bus Stop Amenities	To date, the Standard Shelter Program (235 new shelters) has been completed. Sixteen of 18 regular enhanced shelters have been installed.
<b>IMPROVE COST EFFECTIVENESS</b>		
<ul style="list-style-type: none"> <li><b>Implement Efficiencies</b></li> </ul>		
	DART On-Call Non-Traditional service	Three new on-call zones (East Plano, Farmers Branch, and North Dallas) have been planned for the October 2003 service change.
	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 a Medical City shuttle from Forest Lane Station.
	30-Foot Buses	Use of 30-foot buses is planned to expand with the October 2003 service change.
	Non-Traditional Vanpool Service (E-Shuttle)	Employer outreach in rail expansion corridors is identifying new E-Shuttle opportunities. E-Shuttle implemented for Palisades business center on the west side of U.S. 75 across from the Galatyn Station. Three additional E-Shuttles pending.
	Address low-performing routes	Adjustments to lower performing routes planned for implementation in October 2003.

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<b>Strategic Plan Consideration</b>	C1 Improve quality. C2 Improve/add services. C3 Improve efficiency.
<b>Description</b>	<p>DART's on-going service planning process includes completion of periodic detailed needs assessments in each member city or sub-area. These detailed needs assessments help to identify improvement projects for inclusion in the Five Year Action Plan.</p> <p>Service Planning staff is working on Service Reviews in Northeast Dallas, Irving, Farmers Branch, Oak Cliff, and Garland.</p>
<b>Accomplishments</b>	<ul style="list-style-type: none"><li>• The Garland Service Review is in the data collection phase.</li><li>• The West Dallas Service Review has been completed.</li><li>• Preliminary work has been completed for Service Reviews in Farmers Branch and Oak Cliff.</li></ul>
<b>Issues</b>	<ul style="list-style-type: none"><li>• Northeast Dallas Service Review is on hold due to departmental reorganization.</li><li>• The Garland Service Review has been reassigned due to departmental reorganization.</li></ul>
<b>Schedule</b>	<ul style="list-style-type: none"><li>• Service Reviews are no longer on hold due to October 6th service reductions.</li><li>• The Farmers Branch, Oak Cliff, Irving, and Garland Service Review timelines have been adjusted.</li></ul>
<b>Project Manager(s)</b>	Jennifer Jones

<b>Strategic Plan Consideration</b>	C1 Improve quality. C2 Improve/add services. C3 Improve efficiency.
<b>Description</b>	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.
<b>Accomplishments</b>	<ul style="list-style-type: none"><li>• 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.</li><li>• 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.</li><li>• 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.</li><li>• 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.</li><li>• February 2003: Literature review and research for operating plan completed.</li><li>• March 2003: Preliminary draft submitted for review.</li><li>• June 2003: Data submitted for travel demand modeling.</li></ul>
<b>Issues</b>	<ul style="list-style-type: none"><li>• Integration of DART's bus corridor development concepts with City of Dallas corridor overlay zoning concepts.</li><li>• Incorporation of bus corridors in the Transit System Plan.</li></ul>
<b>Schedule</b>	<ul style="list-style-type: none"><li>• December 2003: Complete final draft.</li><li>• Second quarter, FY04: review corridor selection and schedule of improvements as impacted by cost containment.</li></ul>
<b>Project Manager(s)</b>	Katharine Eagan

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<b>Strategic Plan Consideration</b>	C1 Improve service quality and effectiveness. C2 Improve service efficiency. C3 Increase ridership by opening new services.
<b>Description</b>	The Employer Services Program incorporates services targeted at employers: Employer Shuttles (E-Shuttles), Site Specific Shuttles, Airport and other services in which DART partners with employers to provide innovative transit connections between the DART system and potential trip generators. The first E-Shuttle (Campbell Centre E-Shuttle) was implemented February 1, 2000, a second was started on July 24, 2002. Site-specific shuttle services are currently operating at D/FW Airport, The UTSW Medical Center, Texas Medical City, North Park Mall, Texas Instruments, and SMU.
<b>Accomplishments</b>	<ul style="list-style-type: none"><li>• Reduced DART funding commitment to partners.</li><li>• Staff contacted Avial in Irving who is now hiring about possibility of E-shuttle.</li></ul>
<b>Issues</b>	<ul style="list-style-type: none"><li>• Lack of interest due to poor economy.</li></ul>
<b>Schedule</b>	<ul style="list-style-type: none"><li>• October 1, 2003: Reductions in Site-Specific Shuttle funding levels for DFW Airport circulators, and the M-Line will go into effect.</li></ul>
<b>Project Manager(s)</b>	John Quinn

# Employer Outreach in LRT Corridors/ TMAs

## Service Planning and Scheduling

<b>Strategic Plan Consideration</b>	C1 Improve service quality and effectiveness. C2 Improve service efficiency. C3 Increase ridership by opening new services.
<b>Description</b>	<p><b>Employer Outreach Efforts:</b> The purpose of these efforts is to educate Employers on light rail and bus feeder alignments, to introduce them to the benefits of DART's pass programs, vanpools, E-Shuttles, and other services. During FY2004 efforts will be made to contact employers as economy improves.</p> <p><b>Transportation Management Associations (TMAs):</b> 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>
<b>Accomplishments</b>	<ul style="list-style-type: none"><li>• Staff met with Orpyland Human Resources staff to discuss how DART can assist in providing service to their location in Grapevine that will employ more than 3,000 workers.</li><li>• Developing alternative route in Galatyn area to serve buildings as they come on line. There is nearly 1,000,000 SF of empty office space in the area. Staff met with Crescent Realty about E-Shuttle service to other buildings within Galatyn Park development.</li><li>• Staff attended the Farmers Market Symposium and contributed ideas on having a weekly Thursday afternoon market at Akard Station to promote awareness of the market, should City of Dallas change their vending rules.</li><li>• The possibility of creating a TMA was discussed with the Uptown Association.</li></ul>
<b>Issues</b>	<ul style="list-style-type: none"><li>• Continued lack of interest in TMA formation from employers due to poor economy.</li><li>• Service provision to employers outside of service area.</li></ul>
<b>Schedule</b>	<ul style="list-style-type: none"><li>• Contacts will be initiated with prospects uncovered during employer outreach and networking opportunities.</li><li>• Meeting with Fort Worth Chamber of Commerce to discuss service options for Orpyland.</li></ul>
<b>Project Manager(s)</b>	John Quinn

<b>Strategic Plan Consideration</b>	C1 Improve service quality and effectiveness. C2 Improve service efficiency. C3 Increase ridership by opening new services.
<b>Description</b>	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.
<b>Accomplishments</b>	<ul style="list-style-type: none"><li>• In 3rdQ03, average weekday ridership for DART On-Call Rowlett was 50.44 passengers. Lakewood averaged 78.67 with 85 average daily trips in March, which was its highest monthly average. Plano averaged 80.77 average weekday riders.</li><li>• Completed evaluation of Plano DART On-Call's Peak Hour Pilot Project.</li><li>• Started negotiations with CCART for new fare structure.</li><li>• Implemented reduction of service hours for Plano and Rowlett On-Call zones, to go into effect July 1, 2003.</li><li>• Established new procedures for audit of fare and revenue collections.</li><li>• Finalized plans for establishment of three new DART On-Call Zones, to be operated by ATC/Paratransit, with start-up October 6, 2003.</li><li>• September: Implemented marketing plan for DART On Call; finalized details for October implementation of three new DART On Call zones.</li></ul>
<b>Issues</b>	<ul style="list-style-type: none"><li>• Negotiation of new fare structure for both CCART and ATC/Paratransit.</li><li>• Coordination/development of Marketing Plan for both new and old DART On-Call services.</li></ul>
<b>Schedule</b>	<ul style="list-style-type: none"><li>• October 2003: Implement new On Call services.</li><li>• January 2004: Begin consolidation of on-call management.</li></ul>
<b>Project Manager(s)</b>	Katharine Eagan

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<b>Strategic Plan Consideration</b>	C1 Improve service quality and effectiveness. C2 Improve service efficiency. C3 Increase ridership by opening new services.
<b>Description</b>	Ongoing support will be provided for DART's vanpool program. Vanpool Program planned activities include the development of a Vanpool Marketing Plan, establishment of a Consumer Focus Group, ongoing coordination and meetings with the Employer Transportation Coordinators (ETCs), and development of a Vanpool Communication Framework System. During FY 04, staff will focus on expansion of the number of vanpools in the program, which will be achieved through the implementation of extensive outreach and enhanced incentives
<b>Accomplishments</b>	<ul style="list-style-type: none"><li>• Ended FY 2003 with 74 vanpools in operation.</li></ul>
<b>Issues</b>	<ul style="list-style-type: none"><li>• Coordination of new vanpool incentives program with Marketing Department.</li><li>• Discussion of safety issues of 15 passenger vans utilized in vanpool program.</li></ul>
<b>Schedule</b>	<ul style="list-style-type: none"><li>• FY 2004 will begin with an aggressive marketing campaign to help increase the number of operational vanpools.</li><li>• November 2004: Direct mail campaign to Employer Transportation Coordinators/</li><li>• Ongoing-Telemarketing support as well as Account Executive Sales calls will continue with major employers in the Metroplex.</li></ul>
<b>Project Manager(s)</b>	Pat Vidaurri/Tamika Jackson (for Jennifer Hall)

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<b>Strategic Plan Consideration</b>	C1 Improve quality. C2 Improve/add services.
<b>Description</b>	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.
<b>Accomplishments</b>	<ul style="list-style-type: none"><li>• 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.</li><li>• 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.</li><li>• COGNOS Cubes (databases) have been developed for Bus, Rail and Facilities. The development of these cubes will allow for efficient data gathering and reporting.</li></ul>
<b>Issues</b>	<ul style="list-style-type: none"><li>• Reports to be developed and distributed for reporting results.</li><li>• Continue to report information re: customer requirements (Customer surveys, Customer Comments and QA data collection).</li></ul>
<b>Schedule</b>	<ul style="list-style-type: none"><li>• Program is in place and on-going</li><li>• FY 04: QA Program will be incorporated into the Bus Ridership Counting Services.</li></ul>
<b>Project Manager(s)</b>	Pat Vidaurri

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<b>Strategic Plan Consideration</b>	S1.5 Identify and develop strategic partnerships. S1.6 Advocate transit-oriented development. S1.9 Pursue joint development opportunities.
<b>Description</b>	The DART Mission statement specifies that the implementation of the Service Plan should “stimulate economic development.”
<b>Accomplishments</b>	<ul style="list-style-type: none"><li>• Staff is working with Furniture Warehouse to finalize the lease of the retail building on the former Payless Cashways property.</li><li>• Staff completed the Land Use Chapter for the New Starts Submission for NW/SE Corridors to FTA.</li><li>• Staff is working on a project to bring in vendors at select rail stations.</li><li>• Staff continues to participate in monthly meetings of “In The Loop” 2003 Committee.</li><li>• Staff is working with other agencies on the Downtown Dallas CBD Transportation Study.</li><li>• Staff is working with several developers regarding transit-oriented developments along current rail corridors.</li></ul>
<b>Issues</b>	<ul style="list-style-type: none"><li>• 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.</li></ul>
<b>Schedule</b>	<ul style="list-style-type: none"><li>• As a member of the Rail-Volution National Steering Committee, DART participated in the 2003 Rail-Volution Conference held in Atlanta, Georgia in October 2003. The next Rail-Volution Conference will be held in 2004.</li></ul>
<b>Project Manager(s)</b>	Jack Wierzenski



**DATE:** October 2003

**TO:** Distribution

**SUBJECT:** **PROJECT DEVELOPMENT PROGRESS REPORT**

This document is the 4th 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 September 30, 2003, including Change Control Summaries, Systems Integration, and Real Estate.

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

THM/ta

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# ACRONYMS

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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

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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

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## LIGHT RAIL TRANSIT (LRT) BUILDOUT PHASE I

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

### **Bush Turnpike Station**

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

### **Parker Road Station Phase II Parking**

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

### **Walnut Hill Parking**

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

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

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

## LIGHT RAIL TRANSIT (LRT) BUILDOUT PHASE II

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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.

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**ADDITIONAL CAPITAL DEVELOPMENT**

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**Livable Communities**

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

**Lancaster Road Train Detection System**

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

**Martin Luther King, Jr. Transit Center**

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

**NW-1A/Victory Station Project**

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

**Unity Plaza**

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

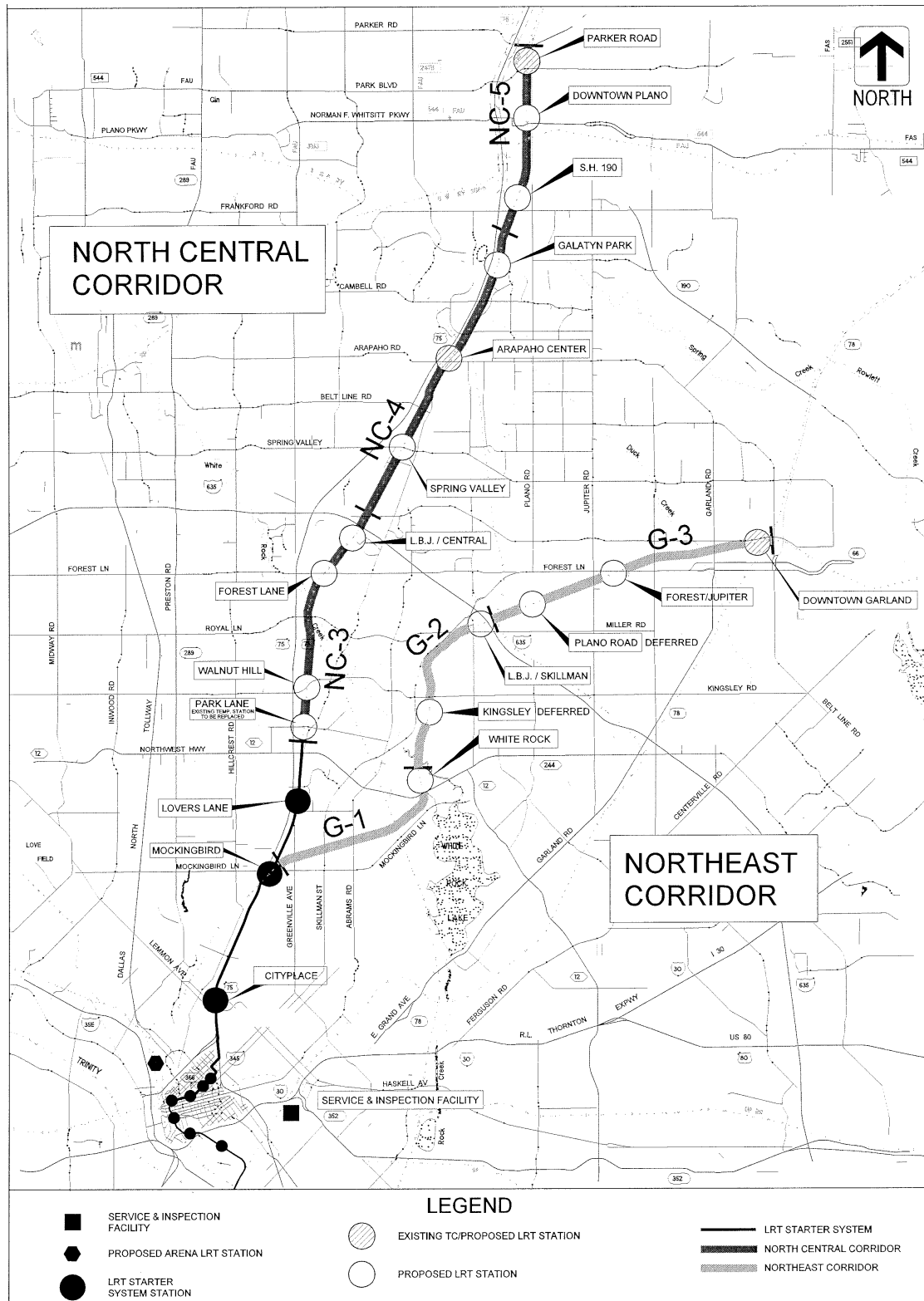
**TRE Elm Fork of the Trinity River Bridge Construction**

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

**LRT BUILDOUT  
PHASE I**

# Map

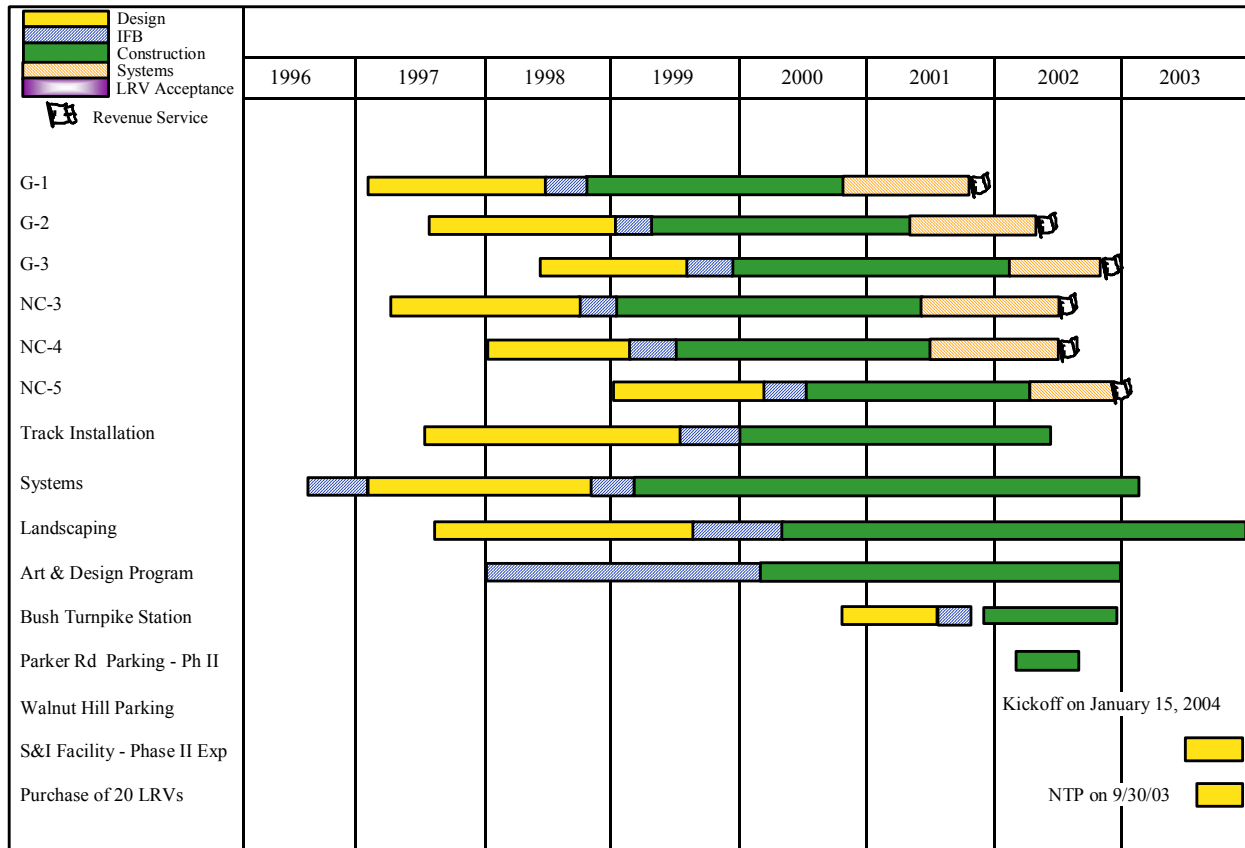
## LRT Buildout Phase I



# Summary Control Schedule

## LRT Buildout Phase I

### LRT BUILDOUT SUMMARY CONTROL SCHEDULE



Revised 09/30/03

# Cost/Schedule Summary

## LRT Buildout Phase I

LRT BUILDOUT PHASE I Cost Summary (in millions of dollars)			
	Control Budget	Current Commitment	Expended to Date (2)
LRT General (1)	\$ 67.0	\$ 54.6	\$ 53.3
Cityplace Station Finishout (3)	24.9	24.9	24.7
Garland-1	53.2	52.1	51.6
Garland-2	84.2	80.3	77.0
Garland-3	101.2	95.4	90.4
North Central-3	123.1	106.4	104.5
North Central-4	82.2	76.2	75.2
North Central-5	64.7	61.0	60.0
S&I Facility Expansion/VAF	31.7	31.7	31.7
Systems	160.1	152.1	146.0
Vehicles	151.2	151.1	150.5
<b>LRT Buildout Total (4)</b>	<b>\$ 943.5</b>	<b>\$885.8</b>	<b>\$864.9</b>

**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 08/31/03.
- 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	\$12.2	\$ 12.2
Parker Road Station Phase II Parking	2.6	1.6	1.6
Walnut Hill Parking (5)	2.2	0	0
S&I Facility - Phase II Expansion (5)	11.5	1.7	0.1
Purchase of 20 LRVs (5)	60.0	0	0
<b>Total</b>	<b>\$ 88.8</b>	<b>\$15.5</b>	<b>\$ 13.9</b>

- 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

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### LRT Buildout Phase I

<b>Strategic Plan Consideration</b>	C2.3 Develop/open/integrate new transit services C2.6 Add needed passenger amenities/facilities
<b>Description</b>	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.
<b>Status</b>	The work was sufficiently completed to open the line on schedule on May 3, 2002. Punch list work is complete. Paperwork is being processed for final closeout.
<b>Issues</b>	<p>The wetlands mitigation project progressed substantially, but some difficulty was encountered getting the seeding to take and grow in this area. This project will continue to be monitored.</p> <p>A Contracting Officer's Final Decision has been sent to the contractor regarding their previously submitted request for equitable adjustment relating only to time issues. No response has been received at this time.</p>

# Northeast Corridor Facilities

## Line Section G-3

### LRT Buildout Phase I

<b>Strategic Plan Consideration</b>	C2.3 Develop/open/integrate new transit services C2.6 Add needed passenger amenities/facilities
<b>Description</b>	<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>
<b>Status</b>	<p>The Line Section G-3 project was substantially complete as of January 18, 2002. Revenue service began November 18, 2002. Contract closeout is complete.</p>
<b>Issues</b>	<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>It appears that the current and future railroad traffic will warrant a grade separation. DART staff has developed a grade separated alternate alignment to resolve this problem. This alternate will be evaluated and processed through the planning and development phase.</p>

# North Central Corridor Facilities

## Line Section NC-3

### LRT Buildout Phase I

<b>Strategic Plan Consideration</b>	C2.3 Develop/open/integrate new transit services C2.6 Add needed passenger amenities/facilities
<b>Description</b>	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.
<b>Status</b>	As of the end of June, the contractor is no longer on the project. Task orders are in progress for the miscellaneous contractor to complete the work.
<b>Issues</b>	<p>Emergency power system replacement design for Park Lane Station is in progress. A temporary generator has been installed to power the emergency lighting until the emergency power system is replaced.</p> <p>Added fan capacity has been installed in the elevator cabs to comply with code requirements.</p> <p>Installation of mechanical room air conditioners is complete.</p>

# North Central Corridor Facilities

## Line Section NC-4

### LRT Buildout Phase I

<b>Strategic Plan Consideration</b>	C2.3 Develop/open/integrate new transit services C2.6 Add needed passenger amenities/facilities
<b>Description</b>	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.
<b>Status</b>	<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>
<b>Issues</b>	Emergency power system replacement design for Spring Valley Station is in progress. A temporary generator has been installed to power the emergency lighting until the emergency power system is replaced.

# North Central Corridor Facilities

## Line Section NC-5

### LRT Buildout Phase I

<b>Strategic Plan Consideration</b>	C2.3 Develop/open/integrate new transit services C2.6 Add needed passenger amenities/facilities
<b>Description</b>	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.
<b>Status</b>	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. Two punch list items and one non-conformance deficiency remain to be completed. Contract closeout is continuing and nearing completion.
<b>Issues</b>	None.

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

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

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

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

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

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

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

# Systems – Traction Electrification

## LRT Buildout Phase I

<b>Strategic Plan Consideration</b>	C2.3 Develop/open/integrate new transit services
<b>Description</b>	<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>
<b>Status</b>	<p>The traction electrification effort for Buildout Phase I is essentially complete. The project team continues its focus on final change documentation, contract closeout, and resolution of final integrated testing issues.</p> <p>Powell Power continues its design, manufacturing, and installation efforts to provide one new traction power substation (TPSS) and to modify two existing TPSSs. The Tower 17 TPSS, located near the West End Station, was replaced in July with the new, larger capacity substation. The unit that was removed has been remanufactured and upgraded to replace the Viaduct TPSS, located near the Cedars Station. This new Viaduct TPSS successfully completed factory testing and will be installed in October.</p>
<b>Issues</b>	None.

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<b>Strategic Plan Consideration</b>	C2.3 Develop/open/integrate new transit services
<b>Description</b>	<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>
<b>Status</b>	<p>The signals contractor, Union Switch &amp; Signal, Inc. (US&amp;S), has completed the majority of the contract work. Completion of punch list and non-conformance report (NCR) work is the main focus at this time.</p> <p>The contract closeout process began in January and is continuing.</p> <p>The contractor has requested a global settlement for all remaining open items (including NC-5 and G-3 acceleration). Negotiations were held in August; settlement is progressing.</p> <p><i>Lancaster Road</i> - Train coming signs were accepted on April 4, 2003.</p>
<b>Issues</b>	None.

<b>Strategic Plan Consideration</b>	C2.3 Develop/open/integrate new transit services
<b>Description</b>	<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>
<b>Status</b>	<p>The contractor, Mass Electric Construction Company (MEC), is progressing in all the available work areas. The miscellaneous contractor has to provide work prior to the communications contractor (MEC) completing their efforts at one aerial station.</p> <p>All station public address/visual message board systems have been installed except Spring Valley, which should be completed no later than October 15, 2003. Testing will commence at that time.</p> <p>Software updates have been installed and debugging is in process.</p>
<b>Issues</b>	<p>The contractor is behind in their paperwork submission and they have been notified. This has been a constant issue since the inception of this contract.</p> <p>Testing per the contract specifications is still behind.</p> <p>The Supervisory Control System subsystem has some issues that are yet to be resolved, such as memory leaks, licenses, performance testing and expansion capability per the specification requirements.</p> <p>DART is working with the contracting officer's representative on several issues.</p> <p>The contractor submitted a request for equitable adjustment in March. An audit was requested by the contracting officer. DART received the requested information from the contractor on July 23, 2003, and the information has been reviewed by the auditor. The auditor's report was received by DART on September 12, 2003, and DART is reviewing the findings and formulating their position to move this contract to closure.</p>

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**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.

Remedial actions to correct problems are ongoing.

**Issues**

The contractor has provided a proposal for closing the acceptance testing issues and the contract. Discussions continue and progress is being made.

<b>Strategic Plan Consideration</b>	C2.3 Develop/open/integrate new transit services
<b>Description</b>	<p>To date, 95 LRVs have been purchased. Notice to Proceed has been issued for 20 additional vehicles.</p> <p>A “Super LRV” (SLRV), an LRV with an additional low-floor center section, is currently in service and under evaluation.</p>
<b>Status</b>	<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.</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.</p> <p>A peer group review of the general plans for Buildout Phase II was conducted with a focus on the conversion to “level boarding operation” using raised platforms, humps at the stations and low-floor center sections to modify/upgrade the existing LRV fleet. Reports from the peer group members indicated concurrence and strong endorsement of the DART plans for Buildout Phase II and the conversion to level boarding operation; however, there were additional considerations suggested for evaluation.</p>
<b>Issues</b>	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 and construction issues for facilities and systems. Interface is provided with ongoing projects for areas related to operations, maintenance, system safety, quality assurance and integration. This includes coordination of Line Section NW-1A and continuation of the cutover activities for the Northwest Junction.

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

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

Systems Integration continues Safety Certification coordination for line sections and systems elements.

**Issues** None.

# Systemwide Landscaping & Amenities

**LRT Buildout  
Phase I**

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

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

**Status** The landscape contractor, Valley Crest, has completed landscape installation. Maintenance is ongoing on all line sections.

This contract is currently 98% complete.

**Issues** None.

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**Strategic Plan  
Consideration**

C2.6 Add needed passenger amenities/facilities

**Description**

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

**Status**

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

The contractor made progress on completing the outstanding punch list items in September. Currently, only five punch list items and eight non-conformance deficiencies remain to be completed. The remaining items should be completed in October.

Negotiations are in progress to resolve the remaining contract modifications.

Landscape maintenance is under way.

Progress was made on contract closeout in September. Most items should be completed in October. Contract closeout will be finalized after landscape maintenance is complete.

**Issues**

Easement rights for the parcel north of SH 190 needed for electrical power to the station were successfully acquired. This issue is resolved.

# Parker Road Station Phase II Parking

**LRT Buildout  
Phase I**

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

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

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

Landscape maintenance is continuing.

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

**Issues** None.

# Walnut Hill Parking

## LRT Buildout Phase I

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<b>Strategic Plan Consideration</b>	C2.6 Add needed passenger amenities/facilities
<b>Description</b>	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.
<b>Status</b>	This project is included in the proposed Amendment 10 projects. The DART Board approved the capital projects list on September 23, 2003. A design development schedule is being established and the targeted kickoff date is January 15, 2004.
<b>Issues</b>	None.

# Service & Inspection Facility - Phase II Expansion

**LRT Buildout  
Phase I**

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

**Description** Phase II Expansion of the Service & Inspection Facility will include expansion of the existing maintenance building, site drainage modifications, and additional yard track to expand the maintenance capacity of the facility from 109 to 125 light rail vehicles.

**Status** The designer, Halff and Associates, is progressing toward the completion and submittal of the DART and agency review scheduled for October 30, 2003.

**Issues** There is an issue concerning the environmental mitigation of the lead and particulate matter within the facilities. The study performed indicated that the present system was inadequate and suggested the inclusion of a new filtration system during this construction modification phase. An evaluation of replacing the filtration system versus the modification of the existing system is in progress.









The paint and body shop's present permit limits for the natural gas or liquid propane heating is a rating of 5,000,000 BTU per hour, which is now being exceeded by 5,000 BTU per hour. Modifications currently under design will add to the excess. The environmental department is in the process of securing a new permit with a rating of 40,000,000 BTU per hour.

Evaluation of the design criteria requiring that the shop area maintain a temperature of 85 degrees is ongoing.

# Facilities - Six-Month Look Ahead

## LRT Buildout Phase I

### BUILDOUT FACILITIES – SIX-MONTH LOOK AHEAD

	2003			2004		
	OCTOBER	NOVEMBER	DECEMBER	JANUARY	FEBRUARY	MARCH
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				▲ Kickoff on January 15, 2004		
S&I PHASE II EXP	▲ Design Continues (Anticipated completion on 5/28/04 )					
20 LRV PURCHASE	▲ NTP on 9/30/03					
<div><div> - Construction</div><div> - Manufacture</div></div> <div><div> - Constr./Manuf. Complete</div><div> - Information Only</div></div> <div><div> - Critical</div><div> - Trending toward Critical</div></div> <div><div> - Change</div><div> - Revenue Service</div></div>						

Revised 09/30/03

# Change Control Summary

## LRT Buildout Phase I

### Light Rail Transit Buildout - Change Control Summary

Rail Section/ Contract Package		Consultant/ Contractor	Approved Contract	Approved Contingency/	Total	Executed	Current	Remaining	Percent	Percent	Summary of Activity This Period & Comments (September 2003)
			Amount	Allowance	Approved Amount	Changes	Contract Value	Contingency/ Allowance	Contingency Used	Contract Comp.	
			(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 #198
	PC/SI C-97000029	FR Harris/KJM	\$33,229,087	\$7,037,549	\$33,229,087	\$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	\$250,000	\$7,897,600	\$727,986	\$7,309,319	\$588,281	55%	100%	Contract completed
	LRV Management C-97000131	LTK	\$5,137,630	\$358,883	\$5,496,513	\$0	\$5,137,630	\$358,883	0%	(Note a)	Through SA #9, AWP03
	Technical Services C-1000833-01	Business Control Systems	\$2,897,200	\$100,571	\$2,997,771	\$0	\$2,897,200	\$100,571	0%	99%	
	Technical Services C-1000833-02	B&M Assoc.	\$2,106,321	\$210,632	\$2,316,953	\$0	\$2,106,321	\$2,316,953	0%	99%	
North Central Corridor	NC-3 Civil/Struct/Sta C-98000080	GLF Constr. Corp.	\$49,903,009	\$4,990,301	\$54,893,310	\$3,535,316	\$53,438,325	\$1,454,985	71%	100%	Contract completed
	NC-4 Civil/Struct/Sta C-99000012	Archer-Western	\$36,878,776	\$3,687,877	\$40,566,653	\$1,167,268	\$38,046,044	\$2,520,609	32%	100%	Contract completed
	NC-5 Civil/Struct/Sta C-99000078	M. K. Eby	\$26,165,793	\$2,571,700	\$28,737,493	\$2,331,593	\$28,497,386	\$240,107	91%	100%	Contract completed
	Bush Light Rail Station C-1003291-01	Haws & Tingle	\$7,288,826	\$674,873	\$7,963,699	\$514,458	\$7,803,284	\$160,415	76%	100%	
	Parker Rd Sta Parking Lot II C-1003778-01	Rogers-O'Brien	\$1,488,537	\$148,854	\$1,637,391	\$36,581	\$1,525,118	\$112,273	25%	100%	Contract Completed
	Walnut Hill Sta Parking Lot	TBD	\$0	\$0	\$0	\$0	\$0	\$0			
Northeast Corridor	G-1 Civil/Struct/Sta C-98000060	Lane Construction	\$20,846,737	\$2,084,674	\$22,931,411	\$1,751,702	\$22,598,439	\$332,972	84%	100%	Contract Completed
	G-2 Civil/Struct/Sta C-98000089	GLF Constr. Corp.	\$35,181,916	\$3,518,192	\$38,700,108	\$293,480	\$35,475,396	\$3,224,712	8%	100%	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	\$3,137,890	\$26,535,587	\$133,655	96%	100%	Contract Completed
	Landscaping C-9037273-01	Valley Crest	\$8,474,522	\$1,197,452	\$9,671,974	\$1,096,156	\$9,570,678	\$101,296	92%	100%	Contract Completed
Systems	Communications C-98000039	Mass Electric	\$17,118,081	\$1,711,808	\$19,658,925	\$946,834	\$18,863,951	\$764,974	71%	100%	Contract Completed
	Fare Collection C-98000040	Schlumberger	\$7,878,956	\$769,707	\$8,648,663	\$713,186	\$8,592,142	\$56,521	93%	93%	
	Traction Electrification C-98000041	Powell Power	\$38,209,811	\$3,836,157	\$42,337,968	\$3,590,315	\$41,800,126	\$245,842	94%	79%	
	Signal System C-98000042	US&S	\$50,310,367	\$5,135,800	\$55,446,167	\$4,694,045	\$55,004,412	\$441,755	91%	100%	Contract Completed
LRV Procurement	21 Additional C-98000071	Kinkisharyo/Itochu	\$56,954,100	\$2,847,705	\$60,218,405	\$183,278	\$57,137,378	\$2,664,427	6%	100%	Contract Completed
	20 Additional C-98000071	Kinkisharyo/Itochu	\$0	\$0	\$0	\$0	\$0	\$0			
TOTALS:			\$618,019,518	\$60,843,256	\$688,115,959	\$39,143,050	\$664,999,153	\$21,700,206			
Legend:				\$9,253,185		\$7,836,585		\$1,416,600			

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**



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

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

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

The LRT line to Farmers Branch and Carrollton is nearing completion of the PE/EIS phase. The FEIS will be published in late October 2003, followed by a Record of Decision in early December 2003. The design phase will begin after completion of the planning and development phase.

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

The Board approved the Medical Center alignment "D" on September 17, 2002. A public hearing was held on April 10 to obtain comments on the proposed station and alignment changes in the Medical Center area to use the UP RR rather than Option D. These changes were approved by the DART Planning Committee on April 22, 2003, and by the DART Board on May 13, 2003. The changes have been incorporated into the FEIS. Coordination with Parkland Hospital is continuing regarding integration of the LRT station into their Master Plan.

A Memorandum of Agreement (MOA) with the State Historic Preservation Officer (SHPO) regarding historic resources has been executed and is included in the FEIS.

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

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

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

**Status** The Southeast Corridor is in the planning and development phase. The FEIS is anticipated for publication in October 2003, followed by a Record of Decision in December 2003. The design phase will begin after completion of the planning and development phase.

**Issues** A Section 4(f) Statement has been 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) have finalized the Memorandum of Agreement (MOA) regarding historic structures in the corridor. The Advisory Council on Historic Preservation approved the MOA in August 2003. Final FTA approval to publish the FEIS is anticipated in October 2003.

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<b>Strategic Plan Consideration</b>	C2.3 Develop/Open/Integrate new transit services
<b>Description</b>	<p>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.</p>
<b>Status</b>	<p>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.</p>
<b>Issues</b>	<p>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.</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>It appears that the current and future railroad traffic will warrant a grade separation. DART staff has developed a grade separated alternate alignment to resolve this problem. This alternate will be evaluated and processed through the planning and development phase.</p>

**ADDITIONAL  
CAPITAL  
DEVELOPMENT**

# Cost Summary

## Additional Capital Development

<b>ADDITIONAL CAPITAL DEVELOPMENT</b> <b>Cost Summary</b> <b>(in millions of dollars)</b>			
	<b>Control Budget</b>	<b>Current Commitment</b>	<b>Expended to Date (1)</b>
Convention Center Connector	\$ 1.0	\$ 1.0	\$ 1.0
Lancaster Road	1.6	1.6	1.6
MLK, Jr. Transit Center	7.8	2.9	2.8
Victory Station Project	75.0	74.5	40.0
Unity Plaza	3.5	1.2	0.9
TRE Elm Fork of Trinity River Bridge (2)	16.2	9.8	5.8

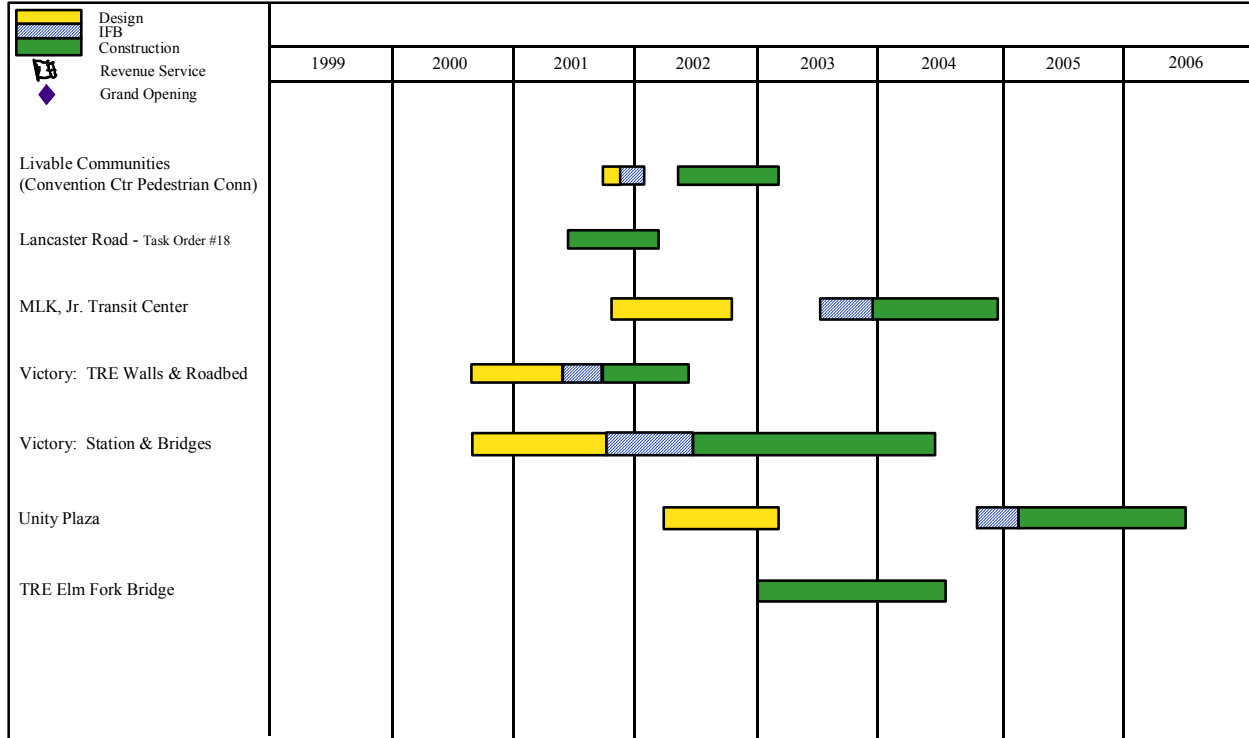
**Notes:**

- 1) Expended to date values reflect activity through 08/31/03.
- 2) Control Budget value is from the current DART financial plan.

# Summary Working Schedule

## Additional Capital Development

### ADDITIONAL CAPITAL DEVELOPMENT SUMMARY WORKING SCHEDULE



Revised 09/30/03

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

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

**Status** *Convention Center Pedestrian Connector* – All work is complete.

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

The liquidated damages issue has been resolved with the contractor agreeing to pay for not completing the project in the required time frame. The contractor has signed and returned all closeout documents. The project has been closed and retainage has been released.

# Lancaster Road Train Detection System

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**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 accepted April 4, 2003.

**Issues**

DART and the contractor are working to resolve problems with training.

# Martin Luther King, Jr. Transit Center

## Additional Capital Development

### Strategic Plan Consideration

C2.3 Develop/Open/Integrate new transit services

### Description

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

### Status

The design architect/engineer team, headed by Alliance Architects, submitted the final 100% design in August 2002. IFB was issued July 17, 2003. Three bids were received on August 27, 2003. After bid evaluation, bids were found to be non-responsive. Re-solicitation is in progress. Following scope revision, IFB will be issued on October 3, 2003. Bids will be due on October 24, 2003. Board approval is anticipated on November 25, 2003, and NTP is anticipated on December 8, 2003. Project completion date is anticipated to be December 8, 2004.

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

City Council approval for street abandonment case was received and the transaction is complete.

Early release of the building permit application was approved by the City and the building permit is ready for pick up by the contractor.

### Issues

There are two environmental monitoring wells at the site. These wells are expected to be filled and capped off prior to start of construction.

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

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

## Status

### **TRE Walls and Roadbed Construction Contract**

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

### **Line Section NW-1A Construction Contract**

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

In the **Central Business District**, the contractor has completed work on modifications of the existing systems elements, with the exception of four insulated joints near the Trinity crossover, which is anticipated to occur in December.

In the area from **Union Station to Woodall-Rodgers**, work has been completed on subgrade excavation, underground utilities, systems elements, ballast walls and subballast. The track subcontractor, Queen City, continued assembly of trackwork for the NW-1A lines from Houston Street toward Woodall-Rodgers and the Interline Connector. It is anticipated that this work will be completed by November (Milestone “D”). Eby reached substantial completion of Milestone “C” (NW-1A/OC-1 tie-in) on September 2 and is currently correcting punch list items relating to this milestone.

**Status (Continued)** Moving north to the **Continental Avenue** area, the TRE is continuing operations on the shoofly detour. Eby continues construction of the Continental Avenue and Lamar Street bridges, with pier drilling for the new bridges approximately 45% complete and placement of abutments approximately 15% complete. Erection of the first bridge girders is anticipated in November. Work also continues on MSE wall 110E.

No work has begun on the Lamar Street extension.

At the **Victory Station**, platform 1, the slab on grade has been placed and work continues on the canopies. At platform 2, work continues on the canopies and placement of pavers should begin in October. At platforms 3 and 4, the contractor reached substantial completion of Milestone "B" (TRE Platforms, etc.) on September 19 and turned over platforms 3 and 4 to TRE Operations. The temporary TRE platform has now been removed from the site. At the crew room, masonry is being installed on the exterior and interior finish work should begin in October. Around the station site, work is continuing on underground utilities and construction of the pedestrian plaza. North and south of the station, work is nearing completion on installation of the systems elements and placement of subballast is under way.

At the **north end** of the project, the TRE completed relocation of their mainline tracks onto the new Hi Line TRE bridge structure and track bed and is now in operation on the new alignment. Installation of the temporary shoring for the Hi Line LRT bridge is complete and drilling of the piers is approximately 50% complete. In September, Eby continued guideway earthwork, installation of systems elements, and construction of MSE walls. Just north of this area, site preparation for the Arena Traction Power Substation is continuing. It is anticipated that this substation site will be turned over in October to the follow-on systems contractor for installation of the substation.

Off-site fabrication of the steel bridges was completed in June. Only the Hi Line TRE bridge has been delivered to the site.

### **Line Section NW-1A Track Materials Procurement**

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

### **Line Section NW-1A Systems Construction Contract**

Fieldwork was performed in preparation for the NW-1A/OC-1 tie-in work, which occurred during the Labor Day Weekend. Coordination between the facilities and systems contractors is ongoing.

### **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 delayed the installation of the utilities, systems elements, and ballast walls in this area. DART continues to work with the contractor to mitigate schedule impacts.

Design problems with the contractor's temporary shoring and shoofly bridge along with utility conflicts with the location of the shoofly bridge caused delays to the work at Continental Drive, access by the follow-on systems contractor, and possibly to project completion. DART continues to assist in mitigating these delays in an effort to recover time on the project completion.

The select material the contractor was using for the MSE wall backfill failed to meet sulfate requirements and resulted in delays to the construction of the MSE walls. This has been corrected and this issue is resolved, but appears to have delayed the anticipated completion of the project. DART will continue to assist the contractor in mitigating this delay.

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

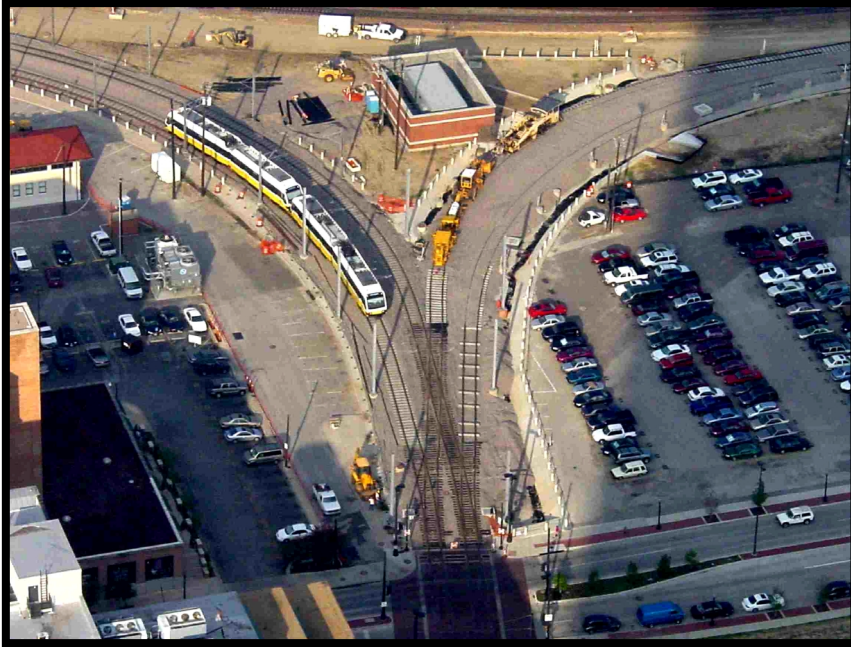
The contractor, Eby, lost approximately 10% of its DBE participation when it revised its bridge subcontractor's Intent to Perform statements. The contractor is working to recover some of the participation, but progress has been very limited.

### **Line Section NW-1A Systems Construction Contract**

Delivery of all material needed for the Labor Day cutover occurred in July.

# NW-1A/Victory Station Project

Additional Capital  
Development



OC-1/NW-1A Junction Area



# NW-1A/Victory Station Project

Additional Capital Development



Looking North Toward NW-1A

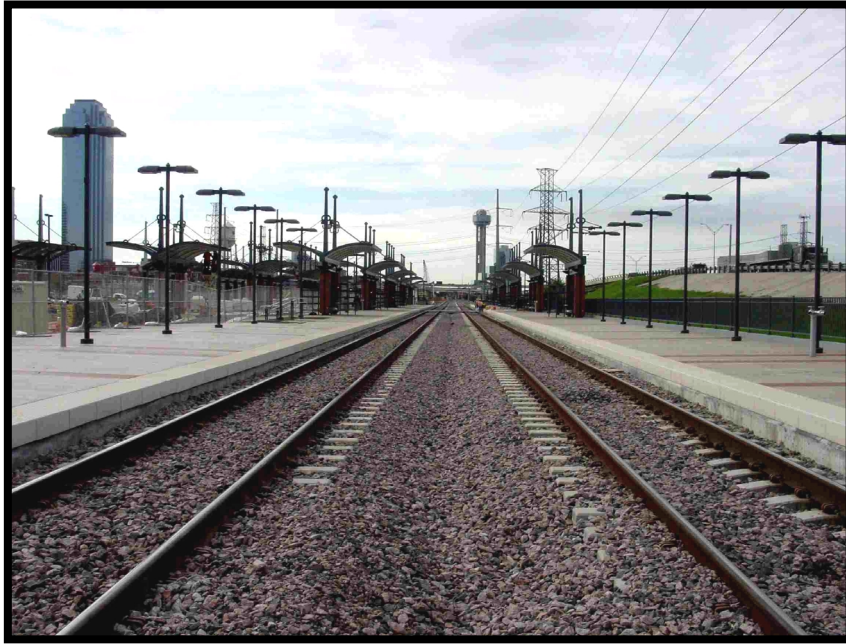
Continental Ave. Bridge



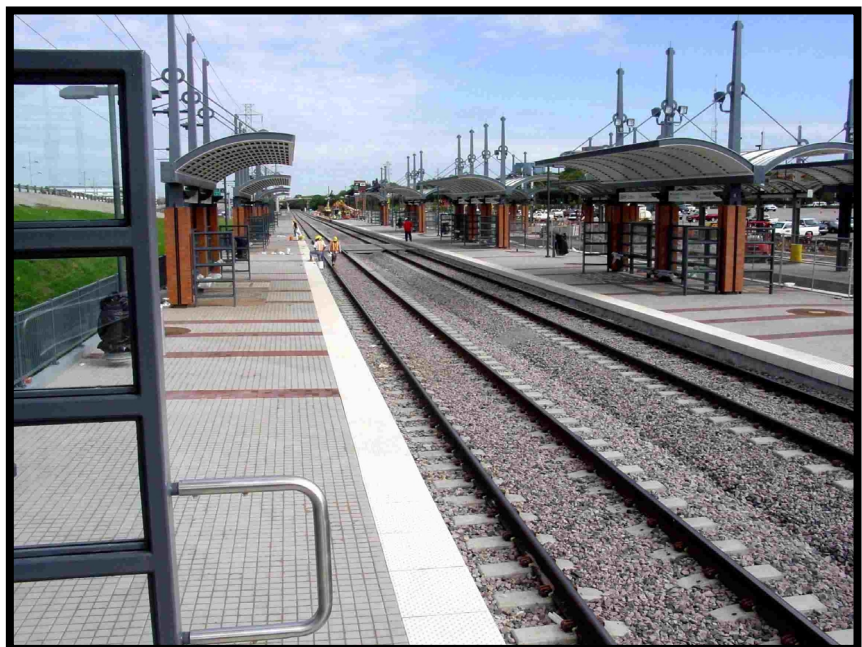
Hi Line Bridge, Looking South

# NW-1A/Victory Station Project

Additional Capital  
Development



Victory Station



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**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 100% design documents in February 2003.

Coordination meetings with the other stakeholders occurred on May 29 and June 18, 2003. Another meeting is scheduled for October 2, 2003. 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** The contractor, Austin Bridge & Road, L.P., is approximately 50% complete with pier cap installation and 50% complete with precast beam installation. Installation of Pier 28 is complete. Regal Row bridge is approximately 80% complete. Work on Wildwood Street has started. Main span girders have been placed on the south bridge. The project is approximately 55% complete and on schedule.

**Issues** None.

# TRE Elm Fork of the Trinity River Bridge Construction

Additional Capital  
Development



Girder Placement on South Bridge



# TRE Elm Fork of the Trinity River Bridge Construction

Additional Capital  
Development















Girder Placement on South Bridge



# Six-Month Look Ahead

## Additional Capital Development

### ADDITIONAL CAPITAL DEVELOPMENT SIX-MONTH LOOK AHEAD

	2003			2004		
	OCTOBER	NOVEMBER	DECEMBER	JANUARY	FEBRUARY	MARCH
LIVABLE COMMUNITIES Conv. Ctr. Pedestrian Conn.	Construction Completed - 02/05/03					
LANCASTER ROAD Task Order #18	Construction Completed					
MLK, JR. TRANSIT CENTER	 Re-Bids due		 NTP – Construction			
VICTORY STATION TRE Walls & Roadbed	Construction Completed					
VICTORY STATION Station & Bridges	  Facilities Construction Continues (Anticipated Completion on 06/22/04) Systems Work began 6/20/03					
UNITY PLAZA	Final Design Completed 02/28/03 (IFB has been deferred to 11/24/04)					
TRE ELM FORK BRIDGE	 Construction Continues (Anticipated Completion on 07/27/04)					
<div>  - Construction            - Construction Complete            - Revenue Service/Turnover to Operations         </div> <div>  - Information Only            - Change           * Senior Management Review         </div> <div>  - Critical            - Trending toward Critical         </div>						

Revised 09/30/03

# Change Control Summary

## Additional Capital Development

### Additional Capital Development - Change Control Summary

Facility/ Contract Package		Consultant/ Contractor	Approved Contract Amount	Approved Contingency Allowance	Total Approved Amount	Executed Changes	Current Contract Value	Remaining Contingency/ Allowance	Percent Contingency Used	Percent Contract Comp.	Summary of Activity This Period & Comments (September 2003)
			(A)	(B)	(C=A+B)	(D)	(E=A+D)	(F=B-D)	(G=D/B)		
Conv Ctr Connector	Design C-96000140	LAN/STV									
	Construction C1003977-01	Vortex	\$711,419	\$71,142	\$782,561	\$0	\$711,419	\$71,142	0%	100%	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 & Systems	Construction C-1003853-01	Martin K. Eby	\$24,986,984	\$2,498,698	\$27,485,682	\$807,204	\$25,794,188	\$1,691,494	32%	63%	
	Track Procurement C-1003723-01	L.B. Foster	\$1,633,178	\$163,318	\$1,796,496	\$116,622	\$1,749,800	\$46,696	71%	100%	
	Comm, OCS & Signals C-1005139-01	Mass Electric	\$15,890,713	\$1,589,071	\$17,479,784	\$0	\$15,890,713	\$1,589,071	0%	15%	
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	\$49,777	\$8,888,661	\$1,010,889	5%	55%	
TOTALS:			\$54,421,265	\$5,782,221	\$61,836,665	\$991,652	\$57,046,096	\$4,790,569			
				\$0		\$0		\$0			

Legend:

% Contingency >= 80%
----------------------

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

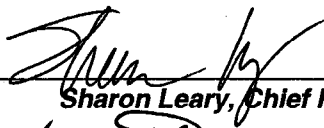
# **DALLAS AREA RAPID TRANSIT**

## **QUARTERLY INVESTMENT REPORT**

**As Of**

**September 30, 2003**

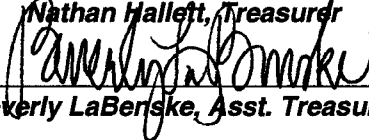
***Submitted by Authorized Investment Officers  
in Accordance with  
the Public Funds Investment Act***



**Sharon Leary, Chief Financial Officer**



**Nathan Hallett, Treasurer**



**Beverly LaBerske, Asst. Treasurer**

***Prepared by Treasury  
October 21, 2003***

# Current Portfolio Report

## Investment

Straight Line - Callable Life  
Receipts in Period  
09/30/03

Run Date: 10/13/03  
Run Time: 11:36:54  
Page 1 of 2

Security Description	CUSIP	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
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	3,004,200.00	Agcy	10/25/01	01-0050	Operating
FHLB Callable 3.02 12/10/03	3133NZUL7	5,000,000.00	3.020	12/10/03	3.0200	06/10/02	3.0200	5,000,000.00	5,019,000.00	Agcy	12/10/01	01-0059	Operating
FNMA Callable 5.45 02/05/04	31364GSH3	1,500,000.00	5.450	02/05/04	6.4996	02/05/01	8.7865	1,500,000.00	1,522,650.00	Agcy	11/10/99	99-0014	Fin. Reserve
FHLB 3.375 05/14/04	3133WNP54	3,000,000.00	3.375	05/14/04	1.0523	Open	1.0523	3,042,846.90	3,040,290.00	Agcy	07/28/03	03-0065	Operating
PHLMC 5.00 05/15/04	3134AAE28	2,000,000.00	5.000	05/15/04	1.1700	Open	1.1700	2,047,306.15	2,048,420.00		09/12/03	03-0079	Operating
PHLMC 6.25 07/15/04	3134A3YN2	3,000,000.00	6.250	07/15/04	1.1900	Open	1.1900	3,118,747.91	3,120,120.00	Agcy	09/12/03	03-0080	Operating
FHLB 1.00 07/16/04	31339YU04	3,000,000.00	1.000	07/16/04	1.0000	Open	1.0000	3,000,000.00	2,997,000.00	Agcy	07/16/03	03-0061	Operating
FNMA Callable 1.04 07/26/04	3136F3K62	800,000.00	1.040	07/26/04	1.2998	10/02/03	1.2998	799,960.64	799,360.00	Agcy	08/12/03	03-0071	Operating
FHLB Callable 1.10 07/28/04	31339YVE9	1,000,000.00	1.100	07/28/04	1.1000	10/28/03	1.1000	1,000,000.00	999,600.00	Agcy	07/28/03	03-0062	Operating
FFCB Callable 1.14 07/29/04	31331Q6E2	3,000,000.00	1.140	07/29/04	1.1400	10/29/03	1.1400	3,000,000.00	2,999,400.00	Agcy	07/29/03	03-0066	Operating
PHLMC 4.50 08/15/04	3134AGW8	3,000,000.00	4.500	08/15/04	1.4270	Open	1.4270	3,079,281.03	3,087,000.00	Agcy	02/21/03	03-0020	Operating
FNMA Callable 1.20 08/23/04	3136F34L7	2,000,000.00	1.200	08/23/04	1.2000	10/30/03	1.2000	2,000,000.00	2,000,200.00	Agcy	07/30/03	03-0067	Operating
FFCB Callable 1.31 08/25/04	31331TBL9	3,000,000.00	1.310	08/25/04	1.3100	11/25/03	1.3100	3,000,000.00	3,001,200.00	Agcy	08/25/03	03-0075	Operating
FNMA Callable 1.25 08/27/04	3136F36B7	3,000,000.00	1.250	08/27/04	1.2500	11/04/03	1.2500	3,000,000.00	3,000,600.00	Agcy	08/04/03	03-0069	Operating
FFCB 1.45 09/03/04	31331QJ08	3,000,000.00	1.450	09/03/04	1.4500	Open	1.4500	3,000,000.00	3,008,400.00	Agcy	03/03/03	03-0023	Operating
FNMA 3.50 09/15/04	31359NMW2	2,000,000.00	3.500	09/15/04	1.7803	Open	1.7803	2,032,206.86	2,045,620.00	Agcy	12/27/02	02-0057	OPF/ INS
FNMA 3.50 09/15/04	31359NMW2	2,000,000.00	3.500	09/15/04	1.7805	Open	1.7805	2,032,158.84	2,045,620.00	Agcy	12/23/02	02-0058	Fin. Reserve
FFCB Callable 1.24 09/29/04	31331TFN6	3,000,000.00	1.240	09/29/04	1.2400	12/29/03	1.2400	3,000,000.00	3,000,900.00	Agcy	09/29/03	03-0084	Operating
FNMA Callable 4.20 10/01/04	3136F1V09	2,000,000.00	4.200	10/01/04	3.7239	10/01/03	1.1047	2,000,000.00	2,000,000.00	Agcy	07/28/03	03-0063	Operating
FHLB 5.785 02/09/05	31333GJL3	1,000,000.00	5.785	02/09/05	5.5802	Open	5.5802	1,002,440.00	1,059,900.00	Agcy	01/17/01	01-0006	Fin. Reserve
FFCB Callable 1.58 02/22/05	31331QL62	3,000,000.00	1.580	02/22/05	1.5800	08/22/03	1.5800	3,000,000.00	3,000,300.00	Agcy	05/22/03	03-0048	Operating
SLMA 2.00 03/15/05	86387UBJ3	2,000,000.00	2.000	03/15/05	1.4615	Open	1.4615	2,015,353.86	2,018,200.00	Agcy	03/12/03	03-0030	Operating
FNMA Callable 1.72 03/24/05	3136F3DR4	2,000,000.00	1.720	03/24/05	1.7200	12/24/03	1.7200	2,000,000.00	2,003,200.00	Agcy	03/24/03	03-0034	Operating
FNMA Callable 1.53 05/26/05	3136F3WY9	3,000,000.00	1.530	05/26/05	1.5300	11/26/03	1.5300	3,000,000.00	3,000,600.00	Agcy	05/27/03	03-0050	Operating
FNMA Callable 1.67 05/26/05	3136F3TX4	3,000,000.00	1.670	05/26/05	1.6700	11/26/03	1.6700	3,000,000.00	3,002,700.00	Agcy	05/27/03	03-0049	Operating
FNMA Callable 2.00 05/26/05	3136F4BL7	3,000,000.00	2.000	05/26/05	2.0592	11/26/03	2.0592	2,998,166.67	3,004,500.00	Agcy	08/26/03	03-0076	Fin. Reserve
PHLMC 4.25 06/15/05	3134A4PQ1	3,000,000.00	4.250	06/15/05	1.5500	Open	1.5500	3,135,746.59	3,139,710.00	Agcy	09/26/03	03-0083	Operating
PHLMC Callable 2.25 07/06/05	3128X0U01	2,000,000.00	2.250	07/06/05	2.1376	01/06/04	1.6010	2,003,372.07	2,006,400.00	Agcy	09/15/03	03-0081	Operating
PHLMC Callable 2.25 07/06/05	3128X0U01	3,000,000.00	2.250	07/06/05	2.1843	01/06/04	2.0749	3,001,357.14	3,009,600.00	Agcy	02/21/03	03-0019	Operating
PHLMC Callable 1.50 07/29/05	3128X1TW5	3,000,000.00	1.500	07/29/05	1.5637	07/29/04	1.5637	2,996,895.83	2,994,600.00	Agcy	07/29/03	03-0064	Operating
FHLB Callable 1.535 08/05/05	31339YU05	1,000,000.00	1.535	08/05/05	1.5350	11/05/03	1.5350	1,000,000.00	999,200.00	Agcy	08/05/03	03-0070	Fin. Reserve
FNMA Callable 2.50 08/05/05	3136F2Q50	500,000.00	2.500	08/05/05	2.4355	02/05/04	2.2456	500,432.96	502,500.00	Agcy	08/06/03	03-0068	Fin. Reserve
FNMA Callable 2.375 08/10/05	3136F2T81	2,000,000.00	2.375	08/10/05	2.1204	02/10/04	1.7200	2,004,632.38	2,009,400.00	Agcy	03/07/03	03-0027	Operating
FNMA Callable 2.375 08/10/05	3136F2T81	1,500,000.00	2.375	08/10/05	2.3122	02/10/04	2.2183	1,500,826.92	1,507,050.00	Agcy	02/19/03	03-0022	Fin. Reserve
FHLB Callable 2.11 08/22/05	3133WYNB9	3,000,000.00	2.110	08/22/05	2.1908	11/22/03	2.1908	3,000,000.00	3,004,500.00	Agcy	05/22/03	03-0047	Operating
FHLB 5.59 09/09/05	3133M5NK2	1,000,000.00	5.590	09/09/05	5.6401	Open	5.6401	999,122.80	1,076,100.00	Agcy	01/18/01	01-0007	Fin. Reserve
PHLMC Callable 2.20 09/12/05	3128X0M71	3,000,000.00	2.200	09/12/05	2.2000	03/12/04	2.2000	3,000,000.00	3,014,400.00	Agcy	03/12/03	03-0028	Operating
FNMA Callable 2.33 09/12/05	3136F3A99	3,000,000.00	2.330	09/12/05	2.3300	03/12/04	2.3300	3,000,000.00	3,016,500.00	Agcy	03/12/03	03-0029	Operating
FFCB 6.50 11/22/05	31331HA72	1,000,000.00	6.500	11/22/05	5.2502	Open	5.2502	1,023,494.92	1,100,500.00	Agcy	04/24/01	01-0039	Fin. Reserve
FFCB Callable 2.70 02/27/06	31331QU04	2,500,000.00	2.700	02/27/06	2.7000	08/27/03	2.7000	2,500,000.00	2,500,750.00	Agcy	02/27/03	03-0008	Insurance
PHLMC Callable 2.25 03/24/06	3128X02K4	1,000,000.00	2.250	03/24/06	2.3785	12/24/03	3.0011	1,000,000.00	1,002,600.00		03/24/03	03-0035	Operating
FHLB Callable 2.00 03/30/06	31339XN59	2,000,000.00	2.000	03/30/06	2.0000	12/30/03	2.0000	2,000,000.00	2,000,600.00	Agcy	06/30/03	03-0059	Operating

# Current Portfolio Report

## Investment

Straight Line - Callable Life  
Receipts in Period  
09/30/03

Run Date: 10/13/03  
Run Time: 11:36:54  
Page 2 of 2

Security Description	CUSIP	Par Val/Shares	Ending Per 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 2.59 05/05/06	31359MER0	3,000,000.00	3,000,000.00	2.590	05/05/06	2.3423	05/04/04	1.8537	3,012,889.23	3,024,300.00	Agcy	05/13/03	03-0043	Operating
PHLB Step Up Callable 2.00 05/19/06	3133MYUF2	2,000,000.00	2,000,000.00	2.000	05/19/06	2.0000	11/19/03	2.0000	2,000,000.00	2,002,600.00	Agcy	05/19/03	03-0045	Fin. Reserve
PHLMC Callable 2.125 06/12/06	3128X1HW0	3,000,000.00	3,000,000.00	2.125	06/12/06	2.1250	12/12/03	2.1250	3,000,000.00	3,000,300.00		06/12/03	03-0058	Insurance
PHLB Callable 3.00 08/14/06	3133MYE60	3,000,000.00	3,000,000.00	3.000	08/14/06	3.0000	11/14/03	3.0000	3,000,000.00	3,007,200.00	Agcy	05/14/03	03-0044	Operating
FNMA Callable 3.00 08/28/06	3136P27C6	1,500,000.00	1,500,000.00	3.000	08/28/06	3.0000	02/28/04	3.0000	1,500,000.00	1,511,700.00	Agcy	02/28/03	03-0010	Insurance
PHLB Callable 3.00 09/05/06	3133X0P78	3,500,000.00	3,500,000.00	3.000	09/05/06	3.0000	12/05/03	3.0000	3,500,000.00	3,512,250.00	Agcy	09/05/03	03-0077	Fin. Reserve
PHLB Step Up Callable 2.00 09/08/06	3133X0P72	2,000,000.00	2,000,000.00	2.000	09/08/06	2.0000	12/08/03	2.0000	2,000,000.00	2,003,600.00	Agcy	09/08/03	03-0078	Fin. Reserve
PHLMC Callable 2.85 09/12/06	3128X0M47	1,135,000.00	1,135,000.00	2.850	09/12/06	2.5659	03/12/04	2.5659	1,140,482.05	1,143,626.00	Agcy	05/12/03	03-0042	Operating
PHLMC Callable 2.50 09/26/06	3128X0V0	3,000,000.00	3,000,000.00	2.500	09/26/06	2.5000	03/26/04	2.5000	3,000,000.00	3,012,000.00	Agcy	03/26/03	03-0036	Operating
PHLMC 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	2,014,800.00	Agcy	03/05/03	03-0024	Insurance
PHLMC Step Up Callable 2.00 05/21/07	3128X1PA0	3,000,000.00	3,000,000.00	2.000	05/21/07	2.0000	05/21/04	2.0000	3,000,000.00	3,006,600.00	Agcy	07/09/03	03-0060	Insurance
PHLB Callable 3.00 06/05/07	3133MYVA2	4,000,000.00	4,000,000.00	3.000	06/05/07	3.0000	12/05/03	3.0000	4,000,000.00	4,011,600.00	Agcy	06/05/03	03-0056	Fin. Reserve
PHLB Callable 4.05 06/22/07	3133X0Y68	2,000,000.00	2,000,000.00	4.050	06/22/07	4.0500	10/22/03	4.0500	2,000,000.00	2,013,600.00	Agcy	09/22/03	03-0082	Fin. Reserve
FNMA Callable 3.91 08/14/08	3136F3407	1,000,000.00	1,000,000.00	3.910	08/14/08	3.9100	11/14/03	3.9100	1,000,000.00	1,003,400.00	Agcy	08/14/03	03-0072	Fin. Reserve
FNMA Callable 4.02 08/18/08	3136F35V4	1,500,000.00	1,500,000.00	4.020	08/18/08	4.0200	02/18/04	4.0200	1,500,000.00	1,516,050.00	Agcy	08/18/03	03-0073	Fin. Reserve
Bank One WMF - 1800	Debt Service	11,017,437.79	11,017,437.79	0.860	Open	0.8600	Open	0.8600	11,017,437.79	11,017,437.79		09/30/01	AR-0002	Debt Service
Chase Vista SEAF - 1700	DART-SEAF	10,184,179.91	10,184,179.91	0.860	Open	0.8600	Open	0.8600	10,184,179.91	10,184,179.91		03/31/01	AR-0003	DART-SEAF
Provident Fin. Op Fund-1000	Operating	5,025,248.52	5,025,248.52	0.950	Open	0.9500	Open	0.9500	5,025,248.52	5,025,248.52		10/31/01	AR-0001	Operating
Provident Fin Res. Fund-2000	Fin. Reserve	260,670.13	260,670.13	0.950	Open	0.9500	Open	0.9500	260,670.13	260,670.13		09/30/01	AR-0006	Fin. Reserve
AIM/ LAP Opt. Fund- 1900	Operating	62,324,920.30	62,324,920.30	0.990	Open	0.9900	Open	0.9900	62,324,920.30	62,324,920.30		04/16/03	AR-0008	Operating
Investment Total		<u>222,247,456.65</u>	<u>222,800,258.40</u>	<u>1.975</u>		<u>1.7099</u>		<u>1.6869</u>	<u>222,800,258.40</u>	<u>223,309,472.65</u>				

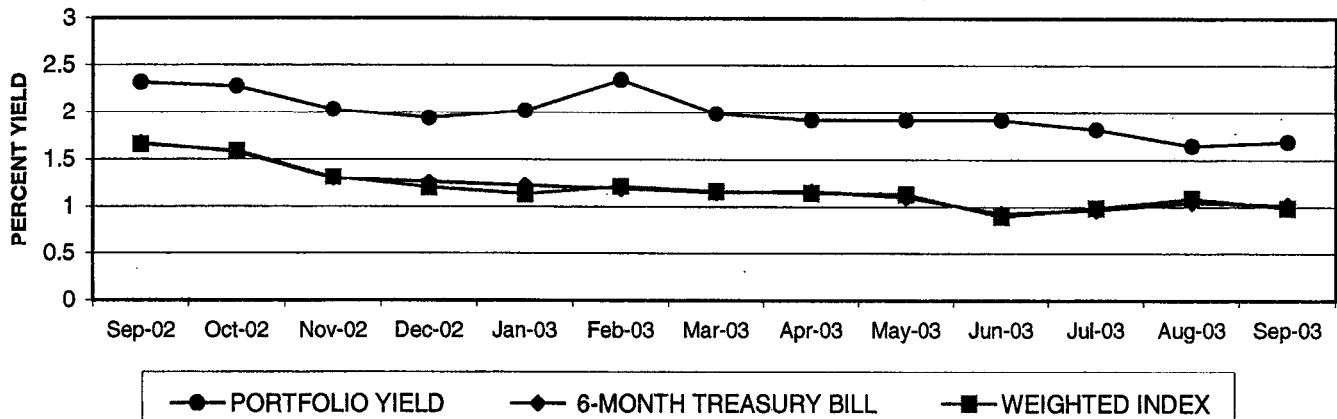
# INVESTMENT PORTFOLIO

September-03

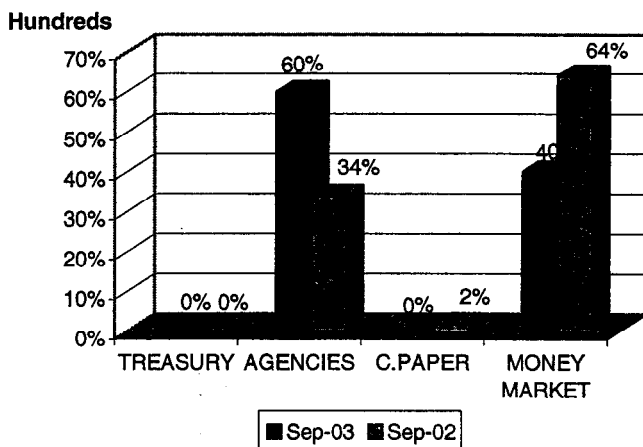
Prepared by Treasury

SUMMARY REPORT	Sept-03	Change From Prior Month
Market	\$223,309	\$2,263
Book Value	\$222,799	\$1,646
Net Unrealized Gain (Loss)	\$510	\$403
Accrued Interest	\$565	(\$209)
Average Maturity in Days*	397	23
Average Yield*	1.69%	0.04%

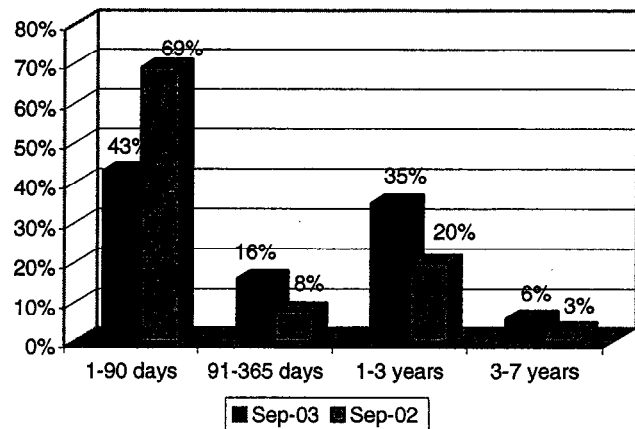
PORTFOLIO YIELD VS BENCHMARKS



DISTRIBUTION BY MARKET SECTOR



DISTRIBUTION BY MATURITY SECTOR



# Notice of Security Transactions

## Investment

Straight Line - Actual Life  
Receipts in Period  
07/01/03 - 09/30/03

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Purchase Date	Sale Order Date	CUSIP	Security Description	Ending Par Val./Shares	Maturity Date	Days to Maturity	Yield Matur	Call Date	Yield Call	Ending Unamort Val./Cost	Fund Number	Purchase Institution	Invest Number
04/24/02	09/15/03	NAT 1 3133M5Q89	PHLB 5.125 09/15/03	3,000,000.00	09/15/03	76	2.9400	Open	2.9400	3,088,650.00	035999	Salomon Smith Barney	02-0021-01
01/28/03	07/28/03	CAL 3133M2ZA0	PHLB Callable 2.22 01/28/05	2,000,000.00	01/28/05	577	2.2200	07/28/03	2.2200	2,000,000.00	035999	Salomon Smith Barney	02-0021-01
01/30/03	07/30/03	CAL 3133M0YL3	PHLB Callable 1.80 07/30/04	2,000,000.00	07/30/04	395	1.8339	07/30/03	1.9010	1,999,000.00	035999	Banc One	03-0003-01
02/06/03	08/06/03	CAL 3133M2AP8	PHLB Callable 1.80 08/06/04	2,000,000.00	08/06/04	402	1.8000	08/06/03	1.8000	2,000,000.00	035999	Salomon Smith Barney	03-0005-01
02/06/03	08/06/03	CAL 3133M2AP8	PHLB Callable 1.80 08/06/04	1,000,000.00	08/06/04	402	1.8000	08/06/03	1.8000	1,000,000.00	035999	Salomon Smith Barney	03-0005-01
02/04/03	08/04/03	CAL 3133MVF57	PHLB Callable 1.71 08/04/04	1,500,000.00	08/04/04	400	1.7100	08/04/03	1.7100	1,500,000.00	035999	Banc One	03-0014-01
04/24/03	07/24/03	CAL 3133M2Y88	PHLB Callable 3.57 07/24/07	1,000,000.00	07/24/07	1484	3.5700	07/24/03	3.5700	1,000,000.00	616263	Salomon Smith Barney	03-0015-01
04/29/03	07/29/03	CAL 3133M2ZA0	PHLB Callable 2.27 07/29/05	1,500,000.00	07/29/05	759	2.2700	07/29/03	2.2700	1,500,000.00	616263	Salomon Smith Barney	03-0015-01
04/23/03	07/23/03	CAL 3133M2Y84	PHLB Callable 1.45 05/14/04	3,000,000.00	05/14/04	318	1.4500	07/23/03	1.4500	3,000,000.00	035999	Salomon Smith Barney	03-0017-01
05/21/03	08/21/03	CAL 3133M2Y24	PHLB Callable 3.015 08/21/06	3,000,000.00	08/21/06	1147	3.0150	08/21/03	3.0150	3,000,000.00	035999	Salomon Smith Barney	03-0017-01
05/28/03	08/28/03	CAL 3133M2Y27	PHLB Callable 1.27 06/21/04	3,000,000.00	06/21/04	356	1.2700	08/28/03	1.2700	3,000,000.00	035999	Salomon Smith Barney	03-0018-01
06/05/03	07/15/03	CAL 3133M2Y09	PHLB Callable 1.758 10/15/04	1,500,000.00	10/15/04	472	1.7198	07/15/03	1.7198	1,500,756.95	035999	Salomon Smith Barney	03-0038-01
08/15/02	08/15/03	CAL 312925056	PHLM Callable 3.75 02/15/06	2,000,000.00	02/15/06	960	3.7500	08/15/03	3.7500	2,000,000.00	616263	Salomon Smith Barney	03-0039-01
08/22/02	08/22/03	CAL 312925076	PHLM Callable 4.02 08/22/06	1,500,000.00	08/22/06	1148	4.0200	08/22/03	4.0200	1,500,000.00	616263	Salomon Smith Barney	03-0040-01
09/18/02	09/12/03	CAL 312925480	PHLM Callable 3.40 09/12/06	1,200,000.00	09/12/06	1169	3.4000	09/12/03	3.4000	1,200,000.00	035999	Salomon Smith Barney	03-0040-01
01/30/03	09/03/03	CAL 31292546	PHLM Callable 3.15 09/02/05	3,000,000.00	09/02/05	794	2.8428	09/03/03	1.8507	3,022,800.00	035999	Salomon Smith Barney	03-0040-01
02/25/03	09/26/03	CAL 312925009	PHLM Callable 2.875 09/26/05	2,000,000.00	09/26/05	818	2.6129	09/26/03	1.7539	2,013,000.00	035999	Salomon Smith Barney	03-0048-01
03/05/03	07/11/03	CAL 312925008	PHLM Callable 3.65 01/11/05	3,000,000.00	01/11/05	560	3.1904	07/11/03	1.3000	3,024,488.85	035999	Salomon Smith Barney	03-0048-01
06/02/03	08/13/03	CAL 312925H37	PHLM Callable 2.625 08/13/04	1,000,000.00	08/13/04	409	2.3894	08/13/03	2.3894	1,002,745.24	035999	Salomon Smith Barney	03-0053-01
08/13/02	08/13/03	CAL 3136F2A77	PNMA Callable 2.80 08/13/04	1,500,000.00	08/13/04	409	2.8000	08/13/03	2.8000	1,500,000.00	616263	Salomon Smith Barney	03-0053-01
08/13/02	08/13/03	CAL 3136F2A77	PNMA Callable 2.80 08/13/04	1,000,000.00	08/13/04	409	2.8000	08/13/03	2.8000	1,000,000.00	035999	Salomon Smith Barney	03-0053-01
												Salomon Smith Barney	02-0041-01
												Salomon Smith Barney	02-0041-01
												Salomon Smith Barney	02-0042-01
												Salomon Smith Barney	02-0042-01

# Notice of Security Transactions

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Receipts in Period  
07/01/03 - 09/30/03

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Purchase Date	Sale Order Date Type	CUSIP	Security Description	Par Val/Shares	Ending Maturity Date	Days to Maturity	Yield Matur	Call Date	Yield Call	Unamort Val./Cost	Ending Fund Number	Purchase Institution	Invest Number
08/20/02	08/20/03 CAL	31359MW1	FNMA Callable 2.70 08/20/04	2,000,000.00	08/20/04	416	2.7162	08/20/03	2.7319	1,999,375.00	616263	Salomon Smith Barney	02-0044-01
											Total	Salomon Smith Barney	02-0044-01
02/18/03	08/18/03 CAL	31362Z4J9	FNMA Step Up Callable 2.00 08/18/05	2,000,000.00	08/18/05	779	2.0000	08/18/03	2.0000	2,000,000.00	035999	PainWebber/ UBS	03-0007-01
											Total	PainWebber/ UBS	03-0007-01
02/04/03	08/04/03 CAL	31362Z883	FNMA Callable 2.50 08/04/05	1,000,000.00	08/04/05	765	2.5000	08/04/03	2.5000	1,000,000.00	616263	PainWebber/ UBS	03-0016-01
											Total	PainWebber/ UBS	03-0016-01
02/18/03	08/11/03 CAL	31362Z736	FNMA Callable 3.05 08/11/06	3,000,000.00	08/11/06	1137	3.0270	08/11/03	2.8900	3,002,250.00	616263	PainWebber/ UBS	03-0021-01
											Total	PainWebber/ UBS	03-0021-01
05/28/03	07/02/03 CAL	313620X0	FNMA Callable 4.85 07/02/04	2,000,000.00	07/02/04	367	4.5258	07/02/03	1.2400	2,006,764.90	035999	PainWebber/ UBS	03-0051-01
											Total	PainWebber/ UBS	03-0051-01
06/02/03	07/23/03 CAL	31359MAJ8	FNMA Callable 3.20 07/23/04	2,000,000.00	07/23/04	388	2.9458	07/23/03	1.2000	2,005,618.12	035999	Banc One	03-0054-01
											Total	Banc One	03-0054-01
08/22/03	09/23/03 MAT	863872B60	SLMA Discount Note 0.00 09/23/03	3,000,000.00	09/23/03	32	1.0148	Open	1.0148	2,997,333.33	035999	Banc One	03-0074-01
											Total	Banc One	03-0074-01
Investment Total				55,700,000.00		625	2.5371		2.3202	55,862,782.39			

# Notice of Security Transactions

## Investment

Straight Line - Actual Life  
Receipts in Period  
07/01/03 - 09/30/03

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Purchase Date	Sale Order Date	CUSIP	Security Description	Par Val/Shares	Ending Maturity Date	Days to Maturity	Yield Matur	Call Date	Yield Call	Ending Fund	Unamor Val/Cost	Fund Number	Purchase Institution	Invest Number
07/29/03	Open BUY	31331Q6E2	FFCB Callable 1.14 07/29/04	3,000,000.00	07/29/04	366	1.1400	10/29/03	1.1400	3,000,000.00	035999	03-0066	PainWebber/ UBS	03-0066
										Total		03-0066	PainWebber/ UBS	03-0066
08/25/03	Open BUY	31331TEJ9	FFCB Callable 1.31 08/25/04	3,000,000.00	08/25/04	366	1.3100	11/25/03	1.3100	3,000,000.00	035999	03-0075	Citigroup Global Markets	03-0075
										Total		03-0075	Citigroup Global Markets	03-0075
09/29/03	Open BUY	31331TFN6	FFCB Callable 1.24 09/29/04	3,000,000.00	09/29/04	366	1.2400	12/29/03	1.2400	3,000,000.00	035999	03-0084	Banc One	03-0084
										Total		03-0084	Banc One	03-0084
07/16/03	Open BUY	31339YU04	FHLB 1.00 07/16/04	3,000,000.00	07/16/04	366	1.0000	Open	1.0000	3,000,000.00	035999	03-0061	Citigroup Global Markets	03-0061
										Total		03-0061	Citigroup Global Markets	03-0061
07/28/03	Open BUY	31339YUE5	FHLB Callable 1.10 07/28/04	1,000,000.00	07/28/04	366	1.1000	10/28/03	1.1000	1,000,000.00	035999	03-0062	PainWebber/ UBS	03-0062
										Total		03-0062	PainWebber/ UBS	03-0062
07/28/03	Open BUY	3133WNE54	FHLB 3.375 05/14/04	3,000,000.00	05/14/04	291	1.0523	Open	1.0523	3,054,951.63	035999	03-0065	PainWebber/ UBS	03-0065
										Total		03-0065	PainWebber/ UBS	03-0065
08/05/03	Open BUY	31339YUG5	FHLB Callable 1.535 08/05/05	1,000,000.00	08/05/05	731	1.5350	11/05/03	1.5350	1,000,000.00	616263	03-0070	Citigroup Global Markets	03-0070
										Total		03-0070	Citigroup Global Markets	03-0070
09/05/03	Open BUY	3133XOF78	FHLB Callable 3.00 09/05/06	3,500,000.00	09/05/06	1096	3.0000	12/05/03	3.0000	3,500,000.00	616263	03-0077	Citigroup Global Markets	03-0077
										Total		03-0077	Citigroup Global Markets	03-0077
09/08/03	Open BUY	3133XOF22	FHLB Step Up Callable 2.00 09/08/06	2,000,000.00	09/08/06	1096	2.0000	12/08/03	2.0000	2,000,000.00	616263	03-0078	Banc One	03-0078
										Total		03-0078	Banc One	03-0078
09/22/03	Open BUY	3133XOW68	FHLB Callable 4.05 06/22/07	2,000,000.00	06/22/07	1369	4.0500	10/22/03	4.0500	2,000,000.00	616263	03-0082	Banc One	03-0082
										Total		03-0082	Banc One	03-0082
07/09/03	Open BUY	3128XIFA0	FHLB Step Up Callable 2.00 05/21/07	3,000,000.00	05/21/07	1412	2.0000	05/21/04	2.0000	3,000,000.00	035998	03-0060	PainWebber/ UBS	03-0060
										Total		03-0060	PainWebber/ UBS	03-0060
07/29/03	Open BUY	3128XITK5	FHLB Callable 1.50 07/29/05	3,000,000.00	07/29/05	731	1.5637	07/29/04	1.5637	2,996,250.00	035999	03-0064	Banc One	03-0064
										Total		03-0064	Banc One	03-0064
09/12/03	Open BUY	3134A4EX8	FHLB 5.00 05/15/04	2,000,000.00	05/15/04	246	1.1700	Open	1.1700	2,051,318.72	035999	03-0079	PainWebber/ UBS	03-0079
										Total		03-0079	PainWebber/ UBS	03-0079
09/12/03	Open BUY	3134A3YK2	FHLB 6.25 07/15/04	3,000,000.00	07/15/04	307	1.1900	Open	1.1900	3,126,692.31	035999	03-0080	PainWebber/ UBS	03-0080
										Total		03-0080	PainWebber/ UBS	03-0080
09/15/03	Open BUY	3128X0UJ1	FHLB Callable 2.25 07/06/05	2,000,000.00	07/06/05	660	2.1376	01/06/04	1.6010	2,003,940.00	035999	03-0081	Banc One	03-0081
										Total		03-0081	Banc One	03-0081
09/26/03	Open BUY	3134A4RQ1	FHLB 4.25 06/15/05	3,000,000.00	06/15/05	628	1.5500	Open	1.5500	3,116,852.02	035999	03-0083	PainWebber/ UBS	03-0083
										Total		03-0083	PainWebber/ UBS	03-0083
07/28/03	Open BUY	3136F1V09	FNMA Callable 4.20 10/01/04	2,000,000.00	10/01/04	431	3.7239	10/01/03	1.1047	2,010,760.00	035999	03-0063	Banc One	03-0063
										Total		03-0063	Banc One	03-0063
07/30/03	Open BUY	3136F34L7	FNMA Callable 1.20 08/23/04	2,000,000.00	08/23/04	390	1.2000	10/30/03	1.2000	2,000,000.00	035999	03-0067	Banc One	03-0067
										Total		03-0067	Banc One	03-0067
08/06/03	Open BUY	3136F2Q50	FNMA Callable 2.50 08/05/05	500,000.00	08/05/05	730	2.4355	02/05/04	2.2456	500,625.00	616263	03-0068	Citigroup Global Markets	03-0068
										Total		03-0068	Citigroup Global Markets	03-0068
08/04/03	Open BUY	3136F36B7	FNMA Callable 1.25 08/27/04	3,000,000.00	08/27/04	389	1.2500	11/04/03	1.2500	3,000,000.00	035999	03-0069	Banc One	03-0069
										Total		03-0069	Banc One	03-0069
08/12/03	Open BUY	3136F3K62	FNMA Callable 1.04 07/26/04	800,000.00	07/26/04	349	1.2998	10/02/03	1.2998	798,032.00	035999	03-0071	Banc One	03-0071
										Total		03-0071	Banc One	03-0071

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Straight Line - Actual Life  
Receipts in Period  
07/01/03 - 09/30/03

Purchase Date	Sale Order Date Type	CUSIP	Security Description	Par Val/Shares	Ending Maturity Date	Days to Maturity	Yield Matur	Call Date	Yield Call	Unamor Val/Cost	Ending Fund Number	Purchase Institution	Invest Number	
08/14/03	Open BUY	3136F1407	FWMA Callable 3.91	08/14/08	1827	3.9100	11/14/03	3.9100		1,000,000.00	616263	Citigroup Global Markets	03-0072	
08/18/03	Open BUY	3136F35V4	FWMA Callable 4.02	08/18/08	1827	4.0200	02/18/04	4.0200		1,500,000.00	616263	Citigroup Global Markets	03-0072	
08/26/03	Open BUY	3136F4BL7	FWMA Callable 2.00	05/26/05	639	2.0592	11/26/03	2.0592		2,997,000.00	616263	Citigroup Global Markets	03-0073	
08/22/03	Open BUY	863872MB0	SILMA Discount Note 0.00	09/23/03	32	1.0148	Open	1.0148		2,997,333.33	035999	Banc One	03-0076	
Investment Total											Total		Banc One	03-0074
														03-0074
										</				

# **PORTFOLIO ANALYSIS BY FUND**

As of September, 2003

(in Thousands)

	General Operating	Financial Reserve	Insurance Fund	DART SEAF	Debt Service Funds	TOTAL
Par Value	\$160,285	\$28,761	\$12,000	\$10,184	\$11,017	\$222,247
Market Value	\$160,932	\$29,142	\$12,034	\$10,184	\$11,017	\$223,309
Unrealized Gain (Loss)	\$151	\$325	\$34	\$0	\$0	\$510
Book Value	\$160,781	\$28,817	\$12,000	\$10,184	\$11,017	\$222,799
Accrued Interest	\$371	\$146	\$48	\$0	\$0	\$565
Total Book Value	\$161,152	\$28,963	\$12,048	\$10,184	\$11,017	\$223,364
Cash Balance	\$274	\$0	\$0	\$0	\$0	\$274
TOTAL FUND VALUE	\$161,426	\$28,963	\$12,048	\$10,184	\$11,017	\$223,638
Liquid Securities (Mkt. value)	\$70,354					
Yield to Maturity (Adj for calls Average Final Maturity)	1.45% 297 Days	3.27% 30.0 Months	2.47% 36.3 Months	0.86% 1 Day	0.86% 1 Days	1.69% 397 Days
<b>KEY COMPLIANCE TARGETS</b>						
Minimum Requirement (2)	\$44,584	\$25,000	\$10,917	90 Days	3 Years	N/A
Maximum Average Maturity	365 Days	30 Months	48 Months	Yes	Yes	N/A
Is Fund in Compliance	Yes	Yes	Yes	1.02%	1.02%	1.02%
<b>INVESTMENT COMPARISON</b>						
6-Month T-Bill (3)	1.02%	1.02%	1.02%	1.02%	1.02%	1.02%

(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 August 2003 plus Officers & Directors Liability

(3) September 2003 average yield

Dallas Area Rapid Transit  
Change in Market Value

Period Ended September 30, 2003

Fund	Security Type	Coupon	Maturity	Call Date	Par Amount (000)	June 2003 Market Value	September 2003 Market Value	Change from Prior Quarter
Operating	SLMA	3.200%	10/24/03	NA	\$3,000	\$3,020,700.00	\$3,004,200.00	-\$16,500.00
Operating	FHLB	3.020%	12/10/03	NA	\$5,000	\$5,043,500.00	\$5,019,000.00	-\$24,500.00
FncI Res	FNMA	5.450%	02/05/04	NA	\$1,500	\$1,539,000.00	\$1,522,650.00	-\$16,350.00
Operating	FHLMC	4.500%	08/15/04	NA	\$3,000	\$3,112,380.00	\$3,087,000.00	-\$25,380.00
Operating	FFC	1.450%	09/03/04	NA	\$3,000	\$3,010,800.00	\$3,008,400.00	-\$2,400.00
Insurance	FNMA	3.500%	09/15/04	NA	\$2,000	\$2,057,040.00	\$2,045,620.00	-\$11,420.00
FncI Res	FNMA	3.500%	09/15/04	NA	\$2,000	\$2,057,040.00	\$2,045,620.00	-\$11,420.00
FncI Res	FHLB	5.785%	02/09/05	NA	\$1,000	\$1,071,400.00	\$1,059,900.00	-\$11,500.00
Operating	FFCB Callable	1.580%	02/22/05	10/22/03	\$3,000	\$3,002,700.00	\$3,000,300.00	-\$2,400.00
Operating	SLMA	2.000%	03/15/05	NA	\$2,000	\$2,023,000.00	\$2,018,200.00	-\$4,800.00
Operating	FNMA Callable	1.720%	03/24/05	12/24/03	\$2,000	\$2,003,400.00	\$2,003,200.00	-\$200.00
Operating	FNMA Callable	1.530%	05/26/05	11/26/03	\$3,000	\$3,003,600.00	\$3,000,600.00	-\$3,000.00
Operating	FNMA Callable	1.670%	05/26/05	11/26/03	\$3,000	\$3,006,900.00	\$3,002,700.00	-\$4,200.00
Operating	FHLMC Callable	2.250%	07/06/05	01/06/04	\$3,000	\$3,018,000.00	\$3,009,600.00	-\$8,400.00
Operating	FNMA Callable	2.375%	08/10/05	02/10/04	\$2,000	\$2,015,800.00	\$2,009,400.00	-\$6,400.00
FncI Res	FNMA Callable	2.375%	08/10/05	02/10/04	\$1,500	\$1,511,850.00	\$1,507,050.00	-\$4,800.00
Operating	FHLB Callable	2.110%	08/22/05	11/24/03	\$3,000	\$3,004,800.00	\$3,004,500.00	-\$300.00
FncI Res	FHLB Note	5.590%	09/09/05	NA	\$1,000	\$1,087,900.00	\$1,076,100.00	-\$11,800.00
Operating	FHLMC Callable	2.200%	09/12/05	03/12/04	\$3,000	\$3,023,700.00	\$3,014,400.00	-\$9,300.00
Operating	FNMA Callable	2.330%	09/12/05	03/12/04	\$3,000	\$3,008,100.00	\$3,016,500.00	\$8,400.00
FncI Res	FFCB Note	6.500%	11/22/05	NA	\$1,000	\$1,115,100.00	\$1,100,500.00	-\$14,600.00
Insurance	FFCB Callable	2.700%	02/27/06	10/27/03	\$2,500	\$2,506,750.00	\$2,500,750.00	-\$6,000.00
Operating	FHLB Callable	2.250%	03/24/06	12/24/06	\$1,000	\$1,003,000.00	\$1,002,600.00	-\$400.00
Operating	FHLB Callable	2.000%	03/30/06	12/30/03	\$2,000	\$2,006,600.00	\$2,000,600.00	-\$6,000.00
Operating	FNMA Callable	2.590%	05/05/06	05/04/04	\$3,000	\$3,036,900.00	\$3,024,300.00	-\$12,600.00
FncI Res	FHLB Callable	2.000%	05/19/06	11/19/03	\$2,000	\$2,002,800.00	\$2,002,600.00	-\$200.00
Insurance	FHLMC Callable	2.125%	06/12/06	12/12/03	\$3,000	\$3,011,700.00	\$3,000,300.00	-\$11,400.00
Operating	FHLB Callable	3.000%	08/14/06	11/14/03	\$3,000	\$3,007,200.00	\$3,007,200.00	\$0.00
Insurance	FNMA Callable	3.000%	08/28/06	02/28/04	\$1,500	\$1,504,500.00	\$1,511,700.00	\$7,200.00
Operating	FHLMC Callable	2.850%	09/12/06	03/12/04	\$1,135	\$1,148,960.50	\$1,143,626.00	-\$5,334.50
Operating	FHLMC Callable	2.500%	09/26/06	03/26/03	\$3,000	\$3,027,600.00	\$3,012,000.00	-\$15,600.00
Insurance	FHLMC Callable	3.000%	03/05/07	03/05/04	\$2,000	\$2,025,400.00	\$2,014,800.00	-\$10,600.00
FncI Res	FHLB Callable	3.000%	06/05/07	12/03/03	\$4,000	\$4,014,400.00	\$4,011,600.00	-\$2,800.00

Sub-total for Securities held as of 6/30/03  
% Change as result of market movement

Holdings at 6/30/03 maturing during Q4, FY03  
Holdings at 6/30/03 called during Q4, FY03  
Value of Money Market Mutual Funds  
Holdings at 9/30/03 purchased during Q4 FY03

TOTAL PORTFOLIO VALUE

\$80,032,520.50	\$79,787,516.00	-\$245,004.50
		-0.31%
\$3,024,900.00		-\$3,024,900.00
\$49,787,660.00		-\$49,787,660.00
\$95,494,192.28	\$88,812,456.65	-\$6,681,735.63
	<u>\$54,709,500.00</u>	<u>\$54,709,500.00</u>
<u>\$228,339,272.78</u>	<u>\$223,309,472.65</u>	<u>-\$5,029,800.13</u>

10/20/03

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**Analysis of Callable Securities  
September 30, 2003**

Portfolio	Maturity Date	Next Call Date	Type of Call	Issuer	PAR (in millions)	Coupon %	Treasury Curve	Probability of Call
Operating	07/26/04	10/02/03	Q/10 days	FNMA	.8	1.040	1.05	Low
Operating	07/28/04	10/28/03	Q/5 days	FHLB	1.0	1.100	1.05	Low
Operating	07/29/04	10/29/03	C/7 days	FFCB	3.0	1.140	1.05	Low
Operating	08/23/04	10/30/03	Q/10 days	FNMA	2.0	1.200	1.05	Low
Operating	08/25/04	11/25/03	C/7 days	FFCB	3.0	1.310	1.05	Moderate
Operating	08/27/04	11/04/03	Q/10 days	FNMA	3.0	1.250	1.05	Low
Operating	09/29/04	12/29/03	C/7 days	FFCB	3.0	1.240	1.05	Low
Operating	10/01/04	10/01/03	C/10 days	FNMA	4.2	1.105	1.05	High
Operating	02/22/05	10/22/03	C/7 days	FFCB	3.0	1.580	1.25	Moderate
Operating	03/24/05	12/24/03	Q/10 days	FMNA	2.0	1.720	1.25	Moderate
Operating	05/26/05	11/26/03	S/10 days	FNMA	3.0	1.670	1.30	Low
Operating	05/26/05	11/26/03	S/10 days	FNMA	3.0	1.530	1.30	Low
Financial	05/26/05	11/26/03	Q/10 days	FNMA	3.0	2.00	1.30	High
Operating	07/06/05	01/06/04	O/5 days	FHLMC	3.0	2.250	1.35	High
Operating	07/29/05	07/29/04	S/5 days	FHLMC	3.0	1.500	1.40	Low
Financial	08/05/05	02/05/04	C/10 days	FNMA	.5	2.500	1.40	High
Financial	08/05/05	11/05/03	Q/5 days	FHLB	1.0	1.535	1.40	Low
Financial	08/10/05	02/10/04	O/10 days	FNMA	1.5	2.375	1.40	High
Operating	08/10/05	02/10/04	O/5 days	FNMA	2.0	2.375	1.40	High
Operating	08/22/05	11/24/03	Q/5 days	FHLB	3.0	2.110	1.40	High
Operating	09/12/05	03/12/04	S/10 days	FNMA	3.0	2.330	1.45	High
Operating	09/12/05	03/12/04	O/5 days	FHLMC	3.0	2.200	1.45	High
Insurance	02/27/06	10/27/03	C/7 days	FFCB	2.5	2.700	1.65	High
Operating	03/24/06	12/24/03	Q/5 days	FHLMC	1.0	2.250	1.65	High
Operating	03/30/06	12/30/03	Q/5 days	FHLB	2.0	2.000	1.65	Moderate
Operating	05/05/06	05/05/04	O/10 days	FNMA	3.0	2.590	1.70	High
Financial	05/19/06	11/19/03	Q/5 days	FHLB	2.0	2.000	1.75	Moderate
Insurance	06/12/06	12/12/03	Q/5 days	FHLMC	3.0	2.125	1.75	Moderate

Operating	08/14/06	11/14/03	Q/5 days	FHLB	3.0	3,000	1.80	High
Insurance	08/28/06	02/28/04	S/10 days	FNMA	1.5	3,000	1.85	High
Financial	09/05/06	12/05/03	Q/5 days	FHLB	3.5	3,000	1.85	High
Financial	09/08/06	12/08/03	O/5 days	FHLB	2.0	2,000	1.85	Low
Operating	09/12/06	03/12/04	S/5 days	FHLMC	1.135	2,850	1.85	High
Operating	09/26/06	03/26/04	O/5 days	FHLMC	3.0	2,500	1.85	High
Insurance	03/05/07	03/05/04	O/5 days	FHLMC	2.0	3,000	2.05	High
Insurance	05/21/07	05/21/04	O/5 days	FHLMC	3.0	2,000	2.15	Low
Financial	06/05/07	12/03/03	Q/5 days	FHLB	4.0	3,000	2.20	High
Financial	06/22/07	10/22/03	M/5 days	FHLB	2.0	4,050	2.20	High
Financial	08/14/08	11/03/03	Q/10 days	FNMA	1.0	3,910	2.75	High
Financial	08/18/08	02/18/04	S/10 days	FNMA	1.5	4,020	2.75	High
<b>TOTAL</b>					95.135			

**EXPLANATORY NOTES:**

Q = Quarterly call; coupon dates only with required notice

C = Continuous call after initial call date with required notice.

O = Once only call with required notice.

S = Semi-annual call with required notice.

M= Monthly call with required notice

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

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

<HELP> for explanation.

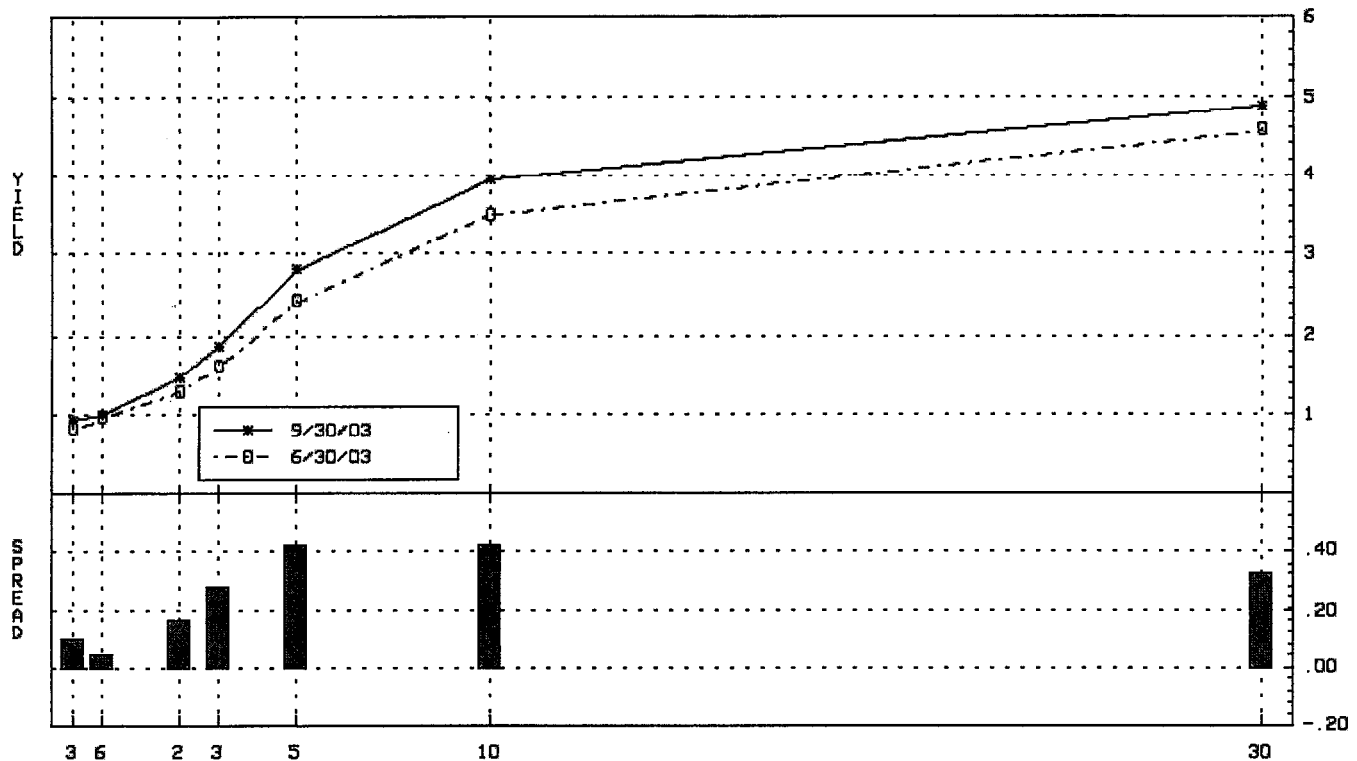
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## HISTORICAL YIELD CURVE

PAGE 1 OF 2

DATE RANGE 6/30/03 9/30/03

MTY RANGE 3M 30Y



Australia 61 2 9777 8600

Brazil 5511 3048 4500

Europe 44 20 7330 7500

Germany 49 69 920410

Hong Kong 852 2977 6000 Japan 81 3 3201 8900 Singapore 65 6212 1000 U.S. 1 212 318 2000 Copyright 2003 Bloomberg L.P.

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# 4TH Quarter FY 2003 Defined Benefit Plan Summary

	Market Value 30-Jun-03	Income	Benefit Payments	Transfers	Realized Gain/ (loss)	Unrealized Gain/ (loss)	Employer Contributions	Employee Contributions	Other	Market Value 30-Sep-03
<b>Equity Managers</b>										
<b>Large Cap:</b>										
Washington Mutual	24,006,762	120,193	0	(3,200,000)	231,416	(9,877)	0	0	(1)	\$21,148,493
Aetna	9,343,556	2,540	0	0	135,065	206,951	0	0	1	\$9,688,113
SSGA S&P 500 Index	11,800,743	(2,391)	0	0	147	312,543	0	0	1	\$12,111,043
<b>Small Cap:</b>										
Atlantic Capital	6,225,813	(11,433)	0	0	269,928	211,473	0	0	1	\$6,695,782
Earnest Partners	7,973,954	(3,572)	0	0	51,034	616,326	0	0	0	\$8,637,742
<b>International:</b>										
Morgan Stanley	11,838,901	(30,073)	0	(800,000)	301,554	596,396	0	0	0	\$11,906,778
<b>Fixed Income Managers</b>										
PIMCO	0	0	0	0	0	0	0	0	0	\$0
Deutsche	37,839,210	267,819	0	0	(627,939)	363,289	0	0	(1)	\$37,842,378
<b>Real Estate</b>										
L&B Counsel	834,884	0	0	0	0	1,795	0	0	0	\$836,679
Schroder	21,493	0	0	(14,505)	(514,073)	514,172	0	0	(1)	\$7,086
<b>Cash</b>	1,326,211	(35,022)	(3,379,856)	4,014,505	0	0	0	760	0	\$1,926,598
<b>Total</b>	<b>\$111,211,527</b>	<b>308,061</b>	<b>(3,379,856)</b>	<b>0</b>	<b>(152,868)</b>	<b>2,813,068</b>	<b>0</b>	<b>760</b>	<b>0</b>	<b>\$110,800,692</b>