

A photograph of a transit station platform. A train with orange and white panels is stopped at the platform. The platform has a brick-paved walkway and several large white planters filled with orange and yellow flowers. The scene is illuminated by warm sunlight filtering through the trees, creating a lens flare effect. The DART logo is visible in the upper right corner.

Quarterly Operating & Financial Performance Report
Fourth Quarter FY 2004
July - September 2004



BUS • RAIL • HOV • PARATRANSIT • VANPOOL

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FY 2004 Executive Summary

Total agency passenger trips were 93.0 million for the four quarters ending September 2004, a decrease of 1.4 million (1.4%) from the same period a year ago. Total ridership was under target by 2.3 million, or approximately 2.4%.

Fixed route ridership was 57.1 million for the four quarters ending September 2004, a 2.5 million (4.1%) decrease from FY 2003.

Management attributes the decline in ridership to continued levels of higher unemployment in the region. Secondary factors impacting ridership include demographic and system changes. A detailed discussion of ridership by mode is included on pages O&F 3 – 7.

Subsidy per passenger for total system declined eight cents from the same period last year. However, total system subsidy per passenger was five cents above the FY 2004 target of \$2.56. Fixed route subsidy per passenger was \$3.72, which is 18 cents above the target of \$3.54. Both of these ratios were negatively impacted by lower-than-budgeted ridership on Bus and LRT.

Fixed Route On-Time Performance on-time performance was 95.5% for the four quarters ending September 2004.

Sales Taxes for Operating Expense improved 10.5% (decreased) over the FY 2003 results. This ratio now stands at 69.2%, which is 3.2% better (lower) than the FY 2004 target of 72.4%. A combination of improved sales tax receipts and reduced administrative costs helped reduce this ratio.

Sales Tax Receipts for FY 2004 were \$3.9 million (1.2%) over the FY 2004 revised target of \$329.4 million.

Operating Expenses for FY 2004 were \$4.4 million (1.5%) under budget.

Administrative ratio continued to decline over FY03 due to the major cuts in FY04 and ended the year at 10.0% a 6% improvement.

General Information

Reporting Period – DART's fiscal year begins on October 1. The FY 2004 fourth quarter is July through September 2004. The numbers included in this report are unaudited at this time.

Operating Performance – Except where noted, the Quarterly Report includes four-quarter trending of strategic operating information by mode for the past five quarters. Amounts represent four-quarter rolling totals or averages. In order to remove seasonality from financial and operating information, annual amounts are used. Operating Speed Ratio for HOV is not a four-quarter rolling number, but a quarterly number, and is marked by an asterisk.

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

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

Green – The FY 2004 target was met and is indicative of performance within established parameters.

Red – The FY 2004 target was not achieved.

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

Revenues, Operating Expenses, and Net Financing Costs – Exhibit 18 (Appendix) summarizes actual expenditures against budget by object classification.

The Agency's Balance Sheet, Profit and Loss Statement, and Glossary of Terms/Definitions are located in the Appendix beginning on Page O&F 19.

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

Exhibit 1	FY 2004 Budget Summary		
	Resolution #040095 and #040096		
	(In Millions)		
	Date	Description	Total
	8/10/2004	Operating Expense	\$294.2
	8/10/2004	Capital Projects	336.1
	8/10/2004	Net Debt Service	32.2
	Total		\$662.5

DART Scorecard of Key Performance Indicators (KPIs)

Ridership

Total Agency Ridership for FY 2004 fell below target by 2.3 million passenger trips (2.4%).

Fixed Route Ridership fell below budget on Bus by 3.5%. LRT is 2.9% below the same period last year, and 7.8% below FY 2004 target, which can be attributed to the LRT headway changes implemented in October 2003, fewer “novelty” LRT riders and limited growth in new ridership as a result of continuing higher unemployment levels in the region.

Bus Ridership continues to reflect the results of unemployment levels in the region. Secondary factors influencing ridership trends include; an anticipated shift of ridership from bus to LRT, reductions in service levels in October, 2003, demographic changes and customer retention issues. There were some positive signs in terms of bus ridership in August and September. In August average weekday ridership increased for the first time in three years.

Light Rail Ridership trended below its year-end budget target by 1.4 million passenger trips. The factors described above relative to lagging bus ridership have also impacted light rail ridership during this period. The October, 2003 reduction in service frequency during the midday period (from fifteen minutes to twenty minutes), together with the decrease in service during early and late parts of the peak period, have contributed to some reduction in light rail ridership.

In response to the below-target ridership in FY 2004, a set of ridership improvement strategies has been developed and is in the early stages of implementation. Some of the key strategies include:

- Internal communication of ridership targets and performance with front-line staff through the Division Level Measurement Initiative.
- Continued development of the DART Destination Deals marketing initiative.
- Re-engineering and expansion of the route promotion process.
- Rollout of new training programs that incorporate skills-based customer contact training modules.
- Increased security visibility through implementation of the fare inspector program and fine-tuning of the DART Police deployment plan,
- Implementation of new annual pass programs targeted at residential and school markets.
- Implementation of a Customer Satisfaction Priority Action Plan, which includes a range of action steps and initiatives targeted at reducing customer complaints in five key areas: service reliability, courtesy, vehicle operation, security, and pass-bys.

Vanpool Ridership fell below budget (203%) due largely to the decline in the number of vanpools. This decline continues to be attributed to the downturn in the area economy. Layoffs at major corporations have forced vanpool customers to terminate their vanpool groups. During FY 2004, there was limited vanpool promotion due to staff vacancies.

Management will introduce incentives to attract vanpool groups; the funding for these incentives has been identified in the Marketing Plan in conjunction with the North Central Texas Council of Governments. In addition, the Marketing Department has developed a direct mail campaign designed to promote vanpool benefits to major employers in the Metroplex. A follow-up telemarketing campaign will also support the efforts of the direct mail campaign. Management is also evaluating service delivery alternatives that could result in more attractive vanpool fares and help to stimulate increased vanpool ridership.

Exhibit 2 is DART's Ridership Scorecard and provides the FY 2004 KPI targets and historical quarterly KPIs.

		Q4/03	Q1/04	Q2/04	Q3/04	Q4/04	FY04 Target	Status
Exhibit 2	RIDERSHIP							
	Total Agency (M)	94.4	94.3	94.0	93.1	93.0	95.3	Red
	Fixed Route (M)	59.6	58.7	58.0	57.3	57.1	60.2	Red
	Bus (M)	40.3	39.5	39.0	38.5	38.4	39.8	Red
	LRT (M)	17.0	17.0	16.7	16.6	16.5	17.9	Red
	Commuter Rail (M)	2.3	2.3	2.2	2.2	2.2	2.2	Green
	Paratransit Actual (000s)	577.3	572.5	576.0	579.0	589.1	605.1	Green
	HOV (M)	33.8	34.6	35.0	34.9	35.0	34.0	Green
	Vanpool (000s)	418.8	421.9	414.6	395.4	378.5	475.0	Red

The charts on the following pages (Exhibit 3) display the ridership for the agency by mode over the past 5 quarters and compare it to the FY 2004 target. Discussions on ridership can be found on the previous page (O&F3).

Exhibit 3 – Ridership Dashboards

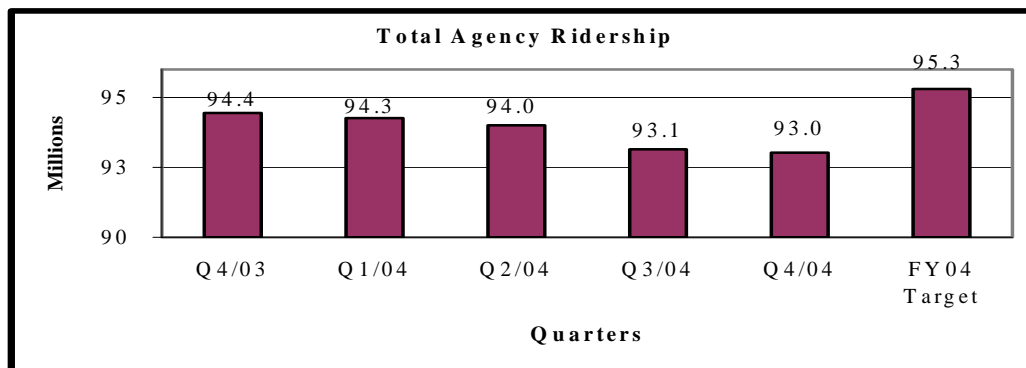


Exhibit 3 – Ridership Dashboards (cont'd.)

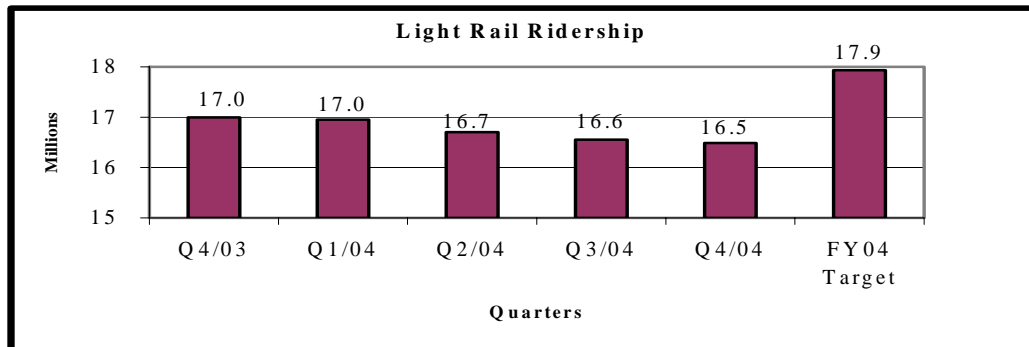
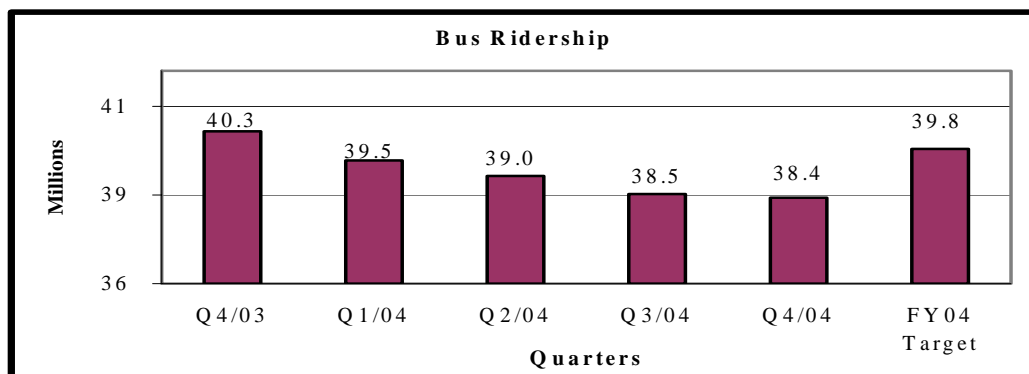
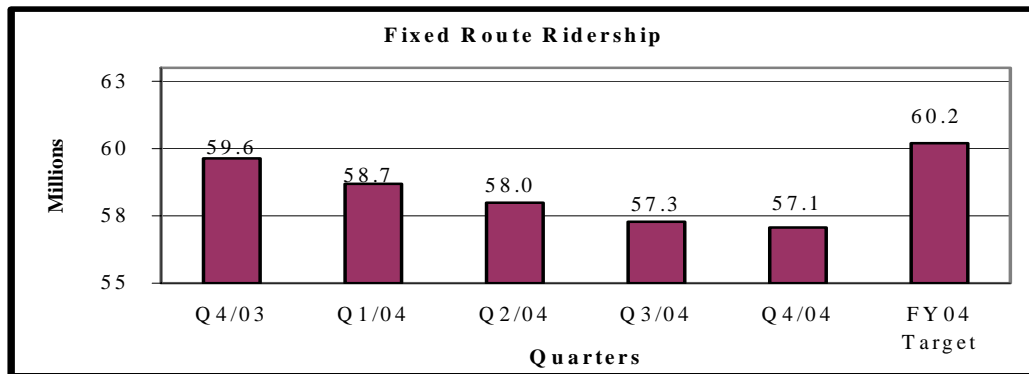


Exhibit 3 – Ridership Dashboards (cont'd.)

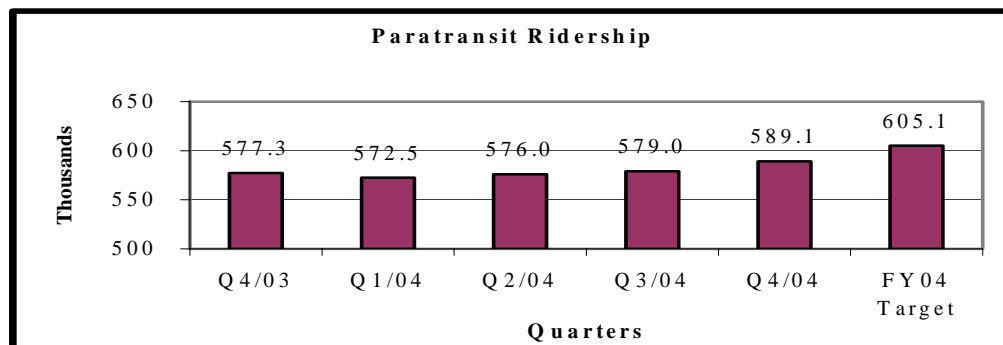
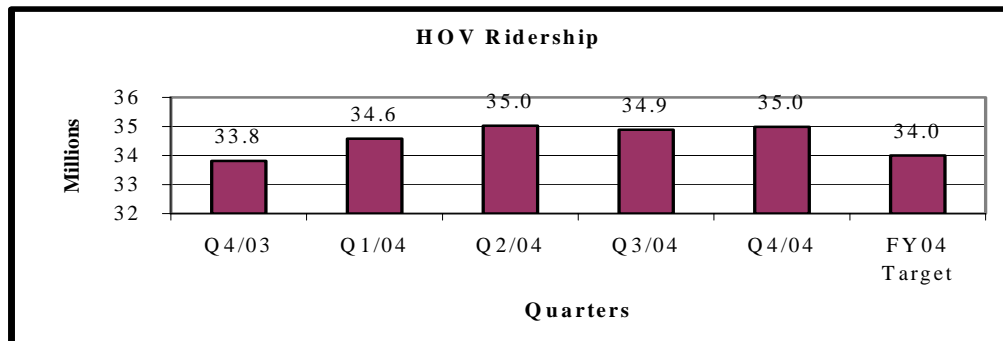
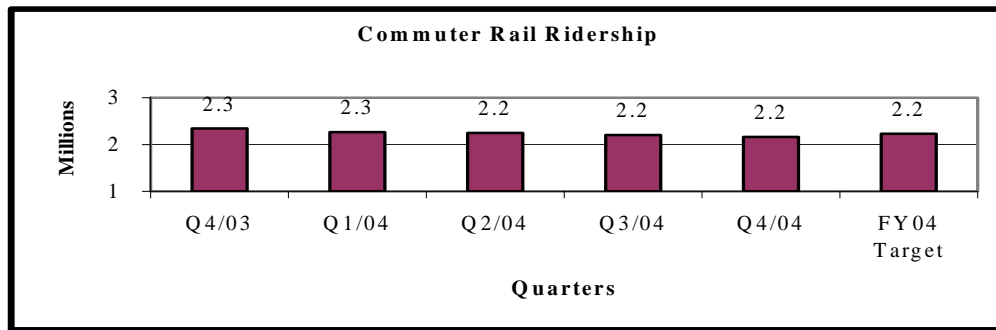
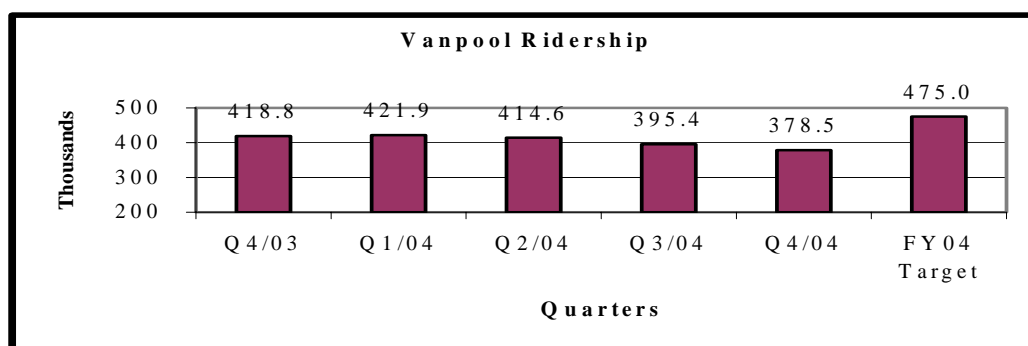


Exhibit 3 – Ridership Dashboards (cont'd.)



Subsidy Per Passenger

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

Total System Subsidy Per Passenger and Fixed Route Subsidy Per Passenger were negatively impacted by the lower-than-budgeted ridership on Bus and LRT. The numbers shown take into consideration a full year of the major service cuts that were implemented in October 2003, an overall improvement of \$.08 cents per passenger over FY 2003 for total system and \$.05 cents for fixed route.

Due to the significant decline in ridership of approximately 2.4 million passengers on Bus and LRT the FY 2004 target for **Total System and Fixed Route Subsidy Per Passenger** was not met.

Subsidy per passenger for Paratransit was above target by \$.36 cents due in part to lower ridership and current contractual guarantees which guarantees the contractor a minimum number of hours per day, thus the agency incurs the costs with or without the rider.

Vanpool subsidy per passenger exceeded the target due to lower than expected ridership.

	Q4/03	Q1/04	Q2/04	Q3/04	Q4/04	FY04 Target	Status
Exhibit 4							
Efficiency Indicator - Subsidy Per Passenger *							
Total System	\$2.69	\$2.59	\$2.55	\$2.53	\$2.61	\$2.56	Red
Fixed Route	\$3.77	\$3.66	\$3.62	\$3.60	\$3.72	\$3.54	Red
Bus	\$4.01	\$3.90	\$3.84	\$3.82	\$3.92	\$3.72	Red
LRT	\$2.95	\$2.83	\$2.88	\$2.84	\$2.98	\$2.81	Red
Commuter Rail	\$5.53	\$5.61	\$5.40	\$5.41	\$5.65	\$6.16	Green
Paratransit	\$40.76	\$41.10	\$41.11	\$41.56	\$42.14	\$41.78	Red
HOV	\$0.16	\$0.16	\$0.16	\$0.16	\$0.16	\$0.17	Green
Vanpool	\$1.07	\$0.83	\$0.91	\$0.30	\$0.78	\$0.57	Red

* FY04 targets have been modified due to Budget Amendment (8/10/04)

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

	Q4/03	Q1/04	Q2/04	Q3/04	Q4/04	FY04 Target	Status
Exhibit 5							
Service Quality - On-Time Performance							
Fixed Route	95.3%	95.5%	95.5%	95.5%	95.5%	94.7%	Green
Bus	91.7%	92.4%	92.3%	92.1%	91.8%	91.0%	Green
LRT	97.4%	97.2%	97.1%	97.1%	97.1%	97.0%	Green
Commuter Rail	96.7%	96.6%	97.0%	97.5%	98.1%	96.0%	Green
Paratransit	88.1%	88.3%	87.9%	87.8%	87.5%	85.0%	Green

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

Exhibit 6							
	Q4/03	Q1/04	Q2/04	Q3/04	Q4/04	FY04 Target	Status
	Service Quality - Accidents per 100k Passengers						
	Bus	2.02	2.07	2.02	2.02	1.99	2.80 Green
	LRT	0.32	0.35	0.32	0.33	0.26	0.56 Green
	Commuter Rail	0.28	0.24	0.24	0.25	0.26	0.31 Green
	Paratransit	n/a	2.45	2.51	2.34	2.30	1.00 n/a

The **Paratransit KPI for Accidents per 100k passengers** trended above target due to a calculation error in setting the FY 2004 targets. The target was set using only FTA accidents, which is defined as any accident (preventable or non-preventable) with injuries requiring medical attention from the scene for two or more persons, property damage equal to or exceeding \$7,500, evacuation due to life safety reasons, a collision at a grade crossing or a collision with person(s) on a rail right of way resulting in injuries requiring immediate medical attention away from the scene for one or more persons and all non-arson fires.

To keep consistent with all modes, all accidents are used to calculate this measurement and the past 4 quarters of FY 2004, were recalculated, however, a new target was not developed. The FY 2005 KPI target will reflect the change in reporting.

Exhibit 7 is DART's Complaints per 100k Passengers Scorecard and provides the FY 2004 KPI historical quarterly KPIs. The ratio of complaints improved 6.1% for **fixed route** over the same period last year.

Exhibit 7	Q4/03	Q1/04	Q2/04	Q3/04	Q4/04	FY04 Target	Status
	Customer Satisfaction - Complaints per 100k Passengers						
	Fixed route	42.6	44.3	42.8	41.7	40.0	32.5 Red
	Bus	49.6	52.7	52.5	53.7	53.6	
	LRT	-	16.2	15.0	9.6	9.9	
	Commuter Rail	-	11.4	8.8	7.5	7.9	
	Paratransit	4.3	4.5	4.8	4.7	4.5	6.0 Green

Modal Update

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

Bus

The Agency operates an active fleet of 691 buses from four facilities (Northwest, East Dallas, Oak Cliff, and South Oak Cliff). In addition to the bus and light rail fleets, DART maintains an extensive passenger amenity and facility infrastructure including: 11,961 bus stops, 862 bus shelters, 1,369 benches, 14 transit centers (J B Jackson, Jr. Opening FY 2005), 2 passenger transfer locations, 22 enhanced shelters, 35 rail platforms (Victory Station opening FY 2005), 5 commuter rail stations, 97 information pylons, and all operating divisions, for a total of approximately 28 million square feet.

On-Call Service

On-Call service is provided in areas that do not meet service-planning, ridership, and efficiency standards for traditional fixed-route service. DART currently has seven DART On-Call zones in operation throughout the Service Area. Five zones are operated by ATC under the oversight of the Paratransit Services staff. Two additional zones are operated through agreements with rural transit providers for Collin County and Hunt County

Light Rail Transit (LRT)

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

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

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

Trinity Railway Express (TRE)

TRE commuter rail is a joint service provided by DART and the Fort Worth Transportation Authority (The T) pursuant to the 2003 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. DART and “the T,” doing business as TRE, have jointly contracted with Herzog Transit Services, Inc. (Herzog) to maintain and operate the commuter rail vehicles and the corridor. The TRE is 35 miles and operates between downtown Dallas and downtown Fort Worth with a total of 10 stations, 5 of which are maintained by DART. The vehicle fleet is made up of 13 rail diesel cars, 6 locomotives, 10 bi-level coaches, and 7 bi-level cab cars.

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 2004, there was an average of 7,680 eligible Paratransit Services riders, which represents a 7.1% increase from the average number of 7,170 eligible riders during the previous year.

High Occupancy Vehicle Transitway Services

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

General Mobility Programs

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

System Management (TSM) program, and the Intelligent Transportation Systems (ITS) program.

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

General Mobility – Road Improvement Programs

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

Exhibit 8	General Mobility – Road Improvement Programs (In Millions)	
		FY04
	LAP/CMS	\$8,550
	TSM Program-	2,100
	TSM-Street Repair	2,100
	ITS Regional funding	600
	DART/TxDOT ITS	2,900
	Total	\$16,250

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. Irving is included at a 7.5% funding level. The revised program ends for all member cities in FY 2004 regardless of construction dates. Cities request LAP/CMS funds for projects that enhance transit. DART accrues the appropriate LAP/CMS amount at the beginning of each fiscal year. Exhibit 9 reflects the LAP/CMS October 2003 allocation and FY 2004 Budget by member city.

Projected LAP/CMS Program (In Thousands)			
Member City	Actuals	Budget	\$ Variance
Addison	\$1,213	\$1,345	(\$132)
Carrollton	2,425	2,513	(88)
Cockrell Hill	7	6	1
Farmers Branch	1,371	1,669	(298)
Glenn Heights	19	17	2
Irving	2,409	2,620	(211)
Rowlett	372	381	(9)
Total	\$7,816	\$8,550	(\$734)

Capital and Non-Operating Budget Summary

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

Total expenditures for capital projects for FY 2004 was \$174.5 million (48.1%) of the Capital Projects Budget.

This budget underrun is attributed primarily to schedule delays of capital projects and timing differences in completion and payment in some projects.

Exhibit 10	Actuals vs. Budget Capital and Non-Operating Costs Fourth Quarter, FY 2004 (In Thousands)			
	Mode	FY04 Actuals	Available Balance	FY04 Budget
	Bus	\$ 39,854	\$ 25,716	\$ 65,570
	LRT	91,727	106,816	198,543
	Commuter Rail	11,844	14,483	26,327
	Paratransit	200	(200)	0
	HOV	1,580	6,729	8,310
	Total Projects	\$145,205	\$ 153,545	\$ 298,750
	P&D/Startup/Non-Ops	19,417	1,699	21,116
	Road Improvements/ITS	9,871	6,379	16,250
	Total Capital	\$174,494	\$ 161,623	\$ 336,117

Agency Scorecard – Key Performance Indicators

Exhibit 11							
Agency Scorecard - Key Performance Indicators							
Indicators	Q 4/03	Q 1/04	Q 2/04	Q 3/04	Q 4/04	FY04 Target	Status
Customer/Quality Indicators							
Administrative Subsidy Per Passenger *	\$0.31	\$0.29	\$0.28	\$0.28	\$0.29	\$0.30	Green
Fixed Route Passenger Per Mile	1.58	1.60	1.60	1.62	1.65	1.76	Red
Fixed Route Cost Per Revenue Mile *	\$7.15	\$7.11	\$7.11	\$7.18	\$7.43	\$7.62	Green
On-Time Performance (Fixed Route)	95.3%	95.5%	95.5%	95.5%	95.5%	94.7%	Green
Sales Taxes for Operating Expense *	80.1%	77.7%	73.8%	70.4%	69.2%	72.5%	Green
Administrative Ratio	10.6%	10.4%	10.0%	9.9%	10.0%	10.1%	Green

* FY04 targets have been modified due to Budget Amendment (8/10/04)

Fixed Route Passengers Per Mile improved 4.4% over FY 2003 to 1.65, but did not meet the FY 2004 target of 1.76 because of continued ridership declines.

Scorecards – Key Performance Indicators by Mode of Service

Exhibit 12							
Bus Scorecard - Key Performance Indicators							
Indicators	Q 4/03	Q 1/04	Q 2/04	Q 3/04	Q 4/04	FY04 Target	Status
Customer/Quality Indicators							
Revenue Miles (M)	30.5	29.8	29.3	28.7	28.2	28.1	n/a
Passengers per Revenue Mile	1.32	1.33	1.33	1.34	1.36	1.43	Red
Mean Distance Between Service calls	4,221	4,589	4,721	5,155	4,566	4,200	Green
Vehicle Accidents Per 100k Miles	2.02	2.07	2.02	2.02	1.99	2.80	Green
Missed Work Days (Operators) Annualized	20.3	12.9	15.6	14.4	14.9	23.0	Green
Financial/Efficiency Indicators							
Cost per Revenue Mile *	\$6.22	\$6.15	\$6.11	\$6.13	\$6.29	\$6.32	Green
Pay-to-Platform Ratio - Hours	1.30	1.28	1.26	1.26	1.25	1.28	Green

* FY04 targets have been modified due to Budget Amendment (8/10/04)

Passengers per Revenue Mile – Exhibit 12 is reflective of the decline in ridership and shows an improvement of 3.0% over FY 2003, but did not reach the target for FY 2004.

Exhibit 13							
Light Rail Scorecard - Key Performance Indicators							
Indicators	Q 4/03	Q 1/04	Q 2/04	Q 3/04	Q 4/04	FY04 Target	Status
Customer/Quality Indicators							
Revenue Car Miles (M)	5.7	5.5	5.4	5.3	5.1	5.0	n/a
Passengers per Car Mile	3.00	3.07	3.08	3.15	3.25	3.62	Red
Mean Distance Between Service calls (000s)	36.7	49.1	46.6	42.3	39.2	35.0	Green
Accidents per 100k Miles	0.32	0.35	0.32	0.33	0.26	0.56	Green
Missed Work Days (Operators) Annualized	28.7	29.8	20.7	22.4	19.2	17.4	Red
Financial/Efficiency Indicators							
Subsidy Per Passenger Mile *	\$0.48	\$0.42	\$0.40	\$0.37	\$0.37	\$0.34	Red
Cost per Revenue Car Mile *	\$11.02	\$11.04	\$11.24	\$11.42	\$12.17	\$12.95	Green
Pay- to- Platform Ratio - Hours	1.35	1.34	1.32	1.32	1.31	1.31	Green

* FY04 targets have been modified due to Budget Amendment (8/10/04)

Passengers per Car Mile and Subsidy per Passenger Mile – Exhibit 13 is reflective of the decline in ridership and reflects the major service changes incorporated in October 2003.

Missed Work Days for FY 2004 improved by 9.5 (33.1%) days per employee. Management has made significant improvement in this area, however, the target was not met. Excessive absences from workers compensation, sick leave and leave without pay (total of 91.2%) are the contributing factors. Work rules are being reviewed for possible revisions to further reduce missed workdays.

Exhibit 14							
Commuter Rail - TRE Scorecard - Key Performance Indicators							
Indicators	Q 4/03	Q 1/04	Q 2/04	Q 3/04	Q 4/04	FY04 Target	Status
Customer/Quality Indicators							
Revenue Car Miles (M)	1.6	1.5	1.4	1.4	1.3	1.4	n/a
Passengers per Car Mile	1.51	1.52	1.56	1.61	1.63	1.63	Green
Scheduled Train Hours (000's)	22.0	21.2	20.6	20.0	19.3	19.4	n/a
Missed Trips	9	11	12	12	9	32	Green
Accidents Per 100k Miles	0.28	0.24	0.24	0.25	0.26	0.31	Green
Financial/Efficiency Indicators							
Subsidy Per Passenger Mile *	\$0.31	\$0.32	\$0.32	\$0.32	\$0.34	\$0.34	Green
Cost per Revenue Car Mile *	\$11.45	\$11.82	\$11.86	\$12.77	\$13.49	\$13.79	Green

Exhibit 15							
Paratransit Scorecard - Key Performance Indicators							
Indicators	Q 4/03	Q 1/04	Q 2/04	Q 3/04	Q 4/04	FY04 Target	Status
Customer/Quality Indicators							
Scheduled Ridership (000s)	691.4	681.9	679.5	677.9	683.7	714.0	Green
Revenue Hours (000s)	383.7	389.2	399.3	407.1	414.8	403.4	n/a
Paratransit Passengers per Hour - Scheduled	1.80	1.75	1.70	1.67	1.65	1.77	Red
Paratransit Passengers per Hour - Actual	1.50	1.47	1.44	1.42	1.42	1.50	Red
Percentage of Trips Completed	100.0%	100.0%	100.0%	100.0%	100.0%	98.0%	Green
Passenger Canceled Trips Ratio	12.7%	12.5%	11.8%	11.3%	10.5%	13.0%	Green
Passenger No Shows Ratio	3.7%	3.4%	3.4%	3.3%	3.3%	5.0%	Green
Service Level - Scheduling (3 minutes)	94.8%	95.7%	95.4%	95.1%	94.7%	88.0%	Green
Service Level - Where's My Ride (2 minutes)	93.1%	94.1%	93.5%	92.3%	92.2%	85.0%	Green

Paratransit Passengers per Hour – Scheduled and Actual – The red status of Scheduled Passengers per Hour and Actual Passengers per hour in Exhibit 15 can be attributed to the addition of unproductive hours to the schedule to accommodate zero denials. The current contract also guarantees the contractor a minimum number of scheduled hours per day. Cancellations and No-Shows continue to improve as seen in Exhibit 15, however, they are a contributing factor in the calculation for Actual Passengers per Hour. In order to remedy the Scheduled Passenger per Hour issue, trips would have to be denied. This is not feasible due to the zero denial mandates by the ADA. However, staff is scheduling trips as efficiently as possible within system parameters.

Exhibit 16							
HOV Scorecard - Key Performance Indicators							
Indicators	Q 4/03	Q 1/04	Q 2/04	Q 3/04	Q 4/04	FY04 Target	Status
Customer/Quality Indicators							
Avg. Weekday Ridership (000s)	103.9	106.1	106.8	106.2	106.4	100.0	Green
Operating Speed Ratio (Qtrly)*	1.86	1.71	1.75	1.69	1.65	1.50	Green

Exhibit 17							
General Mobility (Vanpool) - Key Performance Indicators							
Indicators	Q 4/03	Q 1/04	Q 2/04	Q 3/04	Q 4/04	FY04 Target	Status
Customer/Quality Indicators							
Number Of Vanpools (current)	73	70	68	66	65	85	Red

Number of Vanpools continues to decline, and is under the FY 2004 target by 20 vanpools, or 30.7%. Management will introduce incentives to attract vanpool groups; the funding for these incentives has been identified in the Marketing Plan in conjunction with the North Central Texas Council of Governments. In addition, the Marketing Department has developed a direct mail campaign designed to promote vanpool benefits to major employers in the Metroplex. A follow-up telemarketing campaign will also support the efforts of the direct mail campaign. Management is also evaluating service delivery alternatives that could result in more attractive vanpool fares and help to stimulate increased vanpool ridership.

APPENDIX

Revenues, Operating Expenses and Net Financing Costs

Exhibit 18 - Actuals vs. Budget

Fourth Quarter, FY 2004

Dollars in Thousands

	YTD Actuals	YTD Budget	YTD Better (Worse) Budget	% Better (Worse) Budget
Revenues:				
Passenger Revenues (Fixed Route)	\$33,567	\$37,550	(\$3,982)	(10.6)%
Vanpool Passenger Revenues	310	442	(131)	(29.7)%
Paratransit Passenger Revenues	1,427	1,088	339	31.2%
Special Events Revenues	387	499	(112)	(22.4)%
Advertising and Other	9,195	8,342	853	10.2%
Sub-totals	\$44,887	\$47,920	(\$3,033)	(6.3)%
Grant Revenues	2,045	2,616	(571)	(21.8)%
Total Operating Revenues	\$46,932	\$50,536	(\$3,604)	(7.1)%
Sales Tax Revenues	\$333,309	\$329,424	\$3,884	1.2%
Interest Income	3,932	5,706	(1,774)	(31.1)%
Other Non-Operating Revenues	39,189	27,132	12,057	44.4%
Total Revenues	\$423,361	\$412,798	\$10,563	2.6%
Operating Expenses:	Actuals	Budget	Over / (Under)	% Over / (Under) Budget
Salaries & Wages	\$147,267	\$147,538	(\$271)	(0.2)%
Benefits	55,421	57,599	(2,177)	(3.8)%
Services	20,658	23,358	(2,700)	(11.6)%
Materials & Supplies	32,622	32,694	(72)	(0.2)%
Utilities	8,554	7,780	774	10.0%
Claims & Insurance	3,802	4,158	(356)	(8.6)%
Purchased Transportation	35,908	36,357	(449)	(1.2)%
Taxes, Leases, and Other	4,989	5,312	(323)	(6.1)%
Total Operating Expenses	\$309,222	\$314,795	(\$5,574)	(1.8)%
Capital Allocation	(\$18,952)	(\$20,171)	\$1,219	(6.0)%
LRT Start-up	(492)	(433)	(59)	13.6%
Total Ops Expense after Allocations	\$289,778	\$294,192	(\$4,413)	(1.5)%
Net Financing Costs				
Financing Costs	\$23,505	\$22,374	\$1,131	5.1%
Less: Interest Income	3,932	5,706	(1,774)	(31.1)%
Total Net Financing Costs	\$19,572	\$16,668	\$2,904	17.4%

Note: Numbers may vary due to rounding

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

	(In thousands)	
	9/30/2004 Unaudited	9/30/2003
ASSETS		
CURRENT ASSETS		
Cash & Cash Equivalents	\$30,934	\$68,351
Investments	273,590	134,982
Current portion of restricted assets	15,023	11,016
Current portion of investment held to pay capital lease liability	33,069	46,864
Sales tax receivable	56,973	53,625
Transit Revenue Rec., Net	1,784	2,186
Due from Other Governments	13,149	42,879
Materials and supplies inventory	21,616	21,215
Prepaid transit expenses and other	2,504	2,034
TOTAL CURRENT ASSETS	\$448,642	\$383,152
Restricted assets	\$7,345	\$10,184
Investments in joint venture	11,159	11,702
Capital assets		
Land and rights of way	\$384,102	\$384,185
Depreciable capital assets, net of depreciation	1,682,611	1,685,344
Projects in progress	301,044	247,941
Long-term investments held to pay capital lease/lease back liabilities	449,741	456,787
Net pension asset	3,294	3,277
Unamortized long-term debt issuance costs	4,076	4,345
TOTAL ASSETS	\$3,292,014	\$3,186,917

DALLAS AREA RAPID TRANSIT
STATEMENTS OF NET ASSETS - CONT'D
AS OF SEPTEMBER 30, 2004 AND 2003

	(In thousands)	
	9/30/2004 Unaudited	9/30/2003
LIABILITIES		
CURRENT LIABILITIES		
Accounts payable and accrued liabilities	\$79,564	\$98,184
Commercial paper notes payable	219,245	135,670
Current portion of Capital lease/leaseback liabilities	33,069	46,864
Current portion of amount due to the State Comptroller	913	913
Local Assistance Program Payable	31,925	32,860
Retainage Payable	20,464	17,537
Other Current Liabilities	5,458	6,679
Payable from restricted assets		
Interest payable	\$8,502	\$8,389
Current portion of senior lien sales tax revenue bonds payable	6,815	1,945
TOTAL CURRENT LIABILITIES	\$405,955	\$349,041
Repayment due to the State Comptroller	\$913	\$1,826
Senior lien sales tax revenue bonds payable	485,686	492,374
Capital lease/leaseback liabilities	449,741	456,787
TOTAL LIABILITIES	\$1,342,295	\$1,300,028
NET ASSETS		
Invested in capital assets, net of related debt	\$1,635,547	\$1,669,943
Restricted for		
Debt Service	\$15,023	\$11,016
System expansion and acquisition	7,345	10,184
Unrestricted	291,804	195,746
TOTAL NET ASSETS	\$1,949,719	\$1,886,889

DALLAS AREA RAPID TRANSIT
STATEMENTS OF REVENUES, EXPENSES AND CHANGES IN NET ASSETS
FOR THE YEAR ENDED SEPTEMBER 30, 2004 AND 2003

	(In thousands)	
	Nine months ended	
	9/30/2004	9/30/2003
	unaudited	unaudited
OPERATING REVENUES:		
Passenger	35,818	35,134
Advertising, rent and other	9,069	7,775
Total Operating Revenues	\$44,887	\$42,909
OPERATING EXPENSES:		
Labor	147,267	132,675
Benefits	55,421	55,255
Services	20,658	24,623
Materials and Supplies	32,622	27,235
Purchased Transportation	35,908	69,641
Depreciation and amortization	99,185	105,032
Utilities	8,554	8,426
Taxes, Leases, and Other	4,990	4,912
Casualty and liability	3,802	2,941
Transit system planning, development, and start-up costs	(19,444)	(19,859)
TOTAL OPERATING EXPENSES	\$388,963	\$410,881
NET OPERATING LOSS	(\$344,076)	(\$367,972)
NON-OPERATING REVENUES (EXPENSES):		
Sales tax revenue	333,309	312,731
Less: Repayment due to the State Comptroller	-	(3,652)
Net sales tax revenue	333,309	309,079
Investment Income	3,932	3,987
Interest Income from investments held to pay capital lease	26,022	26,634
Interest expense on capital leases	(26,022)	(26,634)
Local Assistance Program and Street improvements	(9,790)	(9,120)
Transit system planning and other development	(19,444)	(19,859)
Interest and financing expenses	(23,505)	(23,342)
Other non-operating revenues	13,166	6,826
Other non-operating expenses	(2,740)	(1,095)
TOTAL NET NON-OPERATING REVENUES	294,928	266,476
INCOME BEFORE CAPITAL CONTRIBUTIONS, GRANTS AND REIMBURSEMENTS	(\$49,148)	(\$101,496)
CAPITAL CONTRIBUTIONS, GRANTS AND REIMBURSEMENTS:		
Federal capital contributions	51,102	52,213
Less: transfer of federally funded assets to other governments	(1,490)	
Net federal capital contributions	49,612	52,213
State capital contributions	5,359	1,597
Local capital contributions	1,270	7,666
Total capital contributions	56,241	61,476
Federal grants and reimbursements	55,278	2,167
State grants and reimbursements	459	147
Total grants and reimbursements	55,737	2,314
TOTAL CAPITAL CONTRIBUTIONS, GRANTS AND REIMBURSEMENTS	111,978	63,790
CHANGE IN NET ASSETS	\$62,830	(\$37,706)
TOTAL NET ASSETS - Beginning of the year	1,886,889	1,924,595
TOTAL NET ASSETS - End of the year	\$1,949,719	\$1,886,889

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.

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

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.

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

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.

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

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

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

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

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

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.

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

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

Mean Distance Between Service calls – 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.

Glossary of Terms/Definitions (Cont.)

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

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

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

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

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

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

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

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

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

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

Passenger Trips - See Ridership.

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

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

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

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

Glossary of Terms/Definitions (Cont.)

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Glossary of Terms/Definitions (Cont.)

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

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

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

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

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

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

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

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

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

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

Ridership Highlights

Introduction

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

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

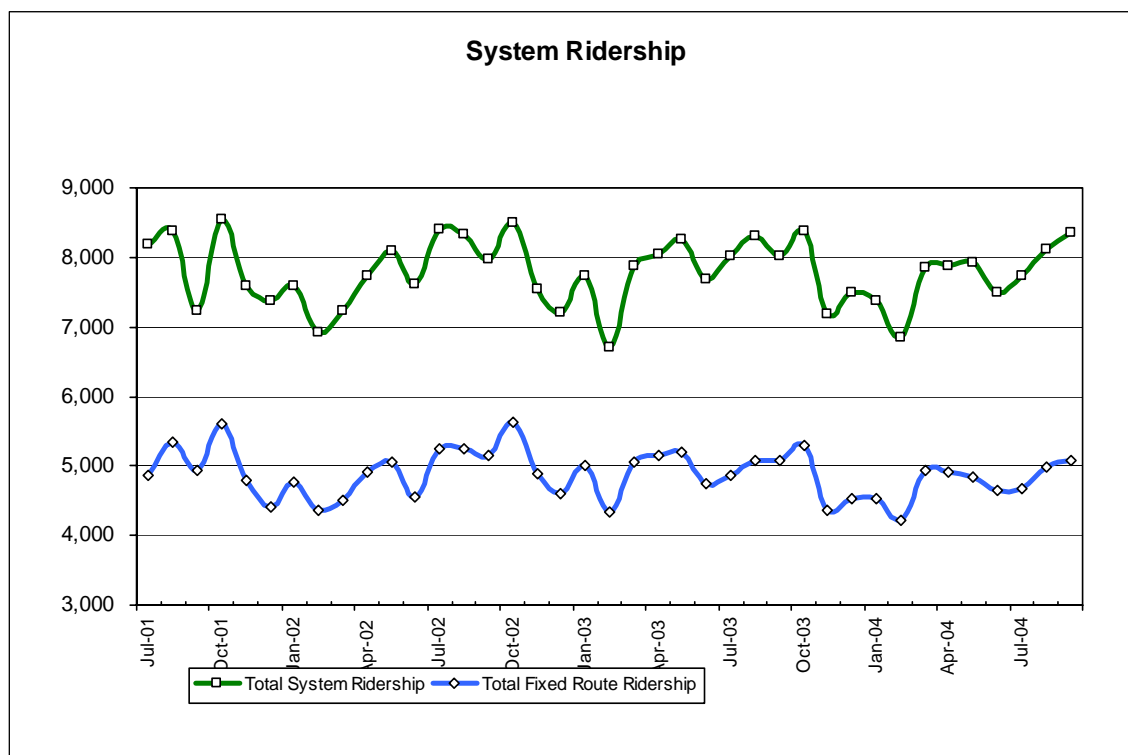
Ridership statistics can be examined in several different ways: as totals, as averages and as ratios related to service levels. Each reporting technique has its value in analyzing ridership and each presents data from a different perspective. Total ridership is an important measure. Total ridership can,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

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

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

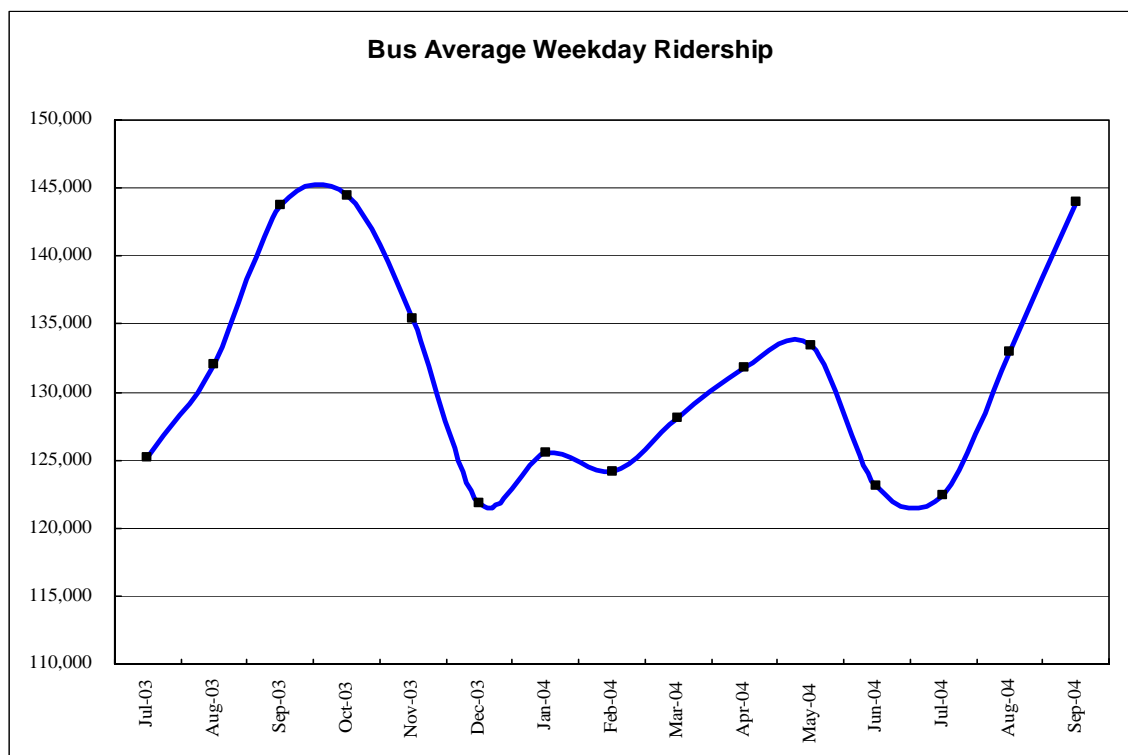
The Service Standards Monitoring Report included in this section of the Quarterly Report includes the modifications to policy made in 2003.

Total System Ridership



- Total fixed route passengers include bus, light rail and commuter rail riders. Total system passengers include fixed route, HOV and paratransit services. Riders of both scheduled and special event services are reported.
- Total system ridership in the fourth quarter of FY 2004 was 24.2 million riders, a decrease of 0.6 percent from the fourth quarter of FY 2003.
- Fixed route ridership totaled 14.7 million passengers in the fourth quarter of FY 2004, a decrease of 1.8 percent from the fourth quarter of FY 2003.
- Trinity Railway Express ridership was about 557,200 passengers in the fourth quarter, a decrease of 6.0 percent from last year. This decrease represents the impact of service reductions and higher fares.
- 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 2003 concurrent with the extension of the lines and of service reductions made in October 2003. Some impact from the March 2003 fare increase is also reflected in the lower numbers.
- Paratransit ridership increased to almost 154,000 trips in the fourth quarter of FY 2004, an increase of 7.0 percent from FY 2003 levels.
- Total HOV usage in the fourth quarter of FY 2004 was 9.3 million persons, up 1.1 percent over the fourth quarter of FY 2003.

Bus System Ridership

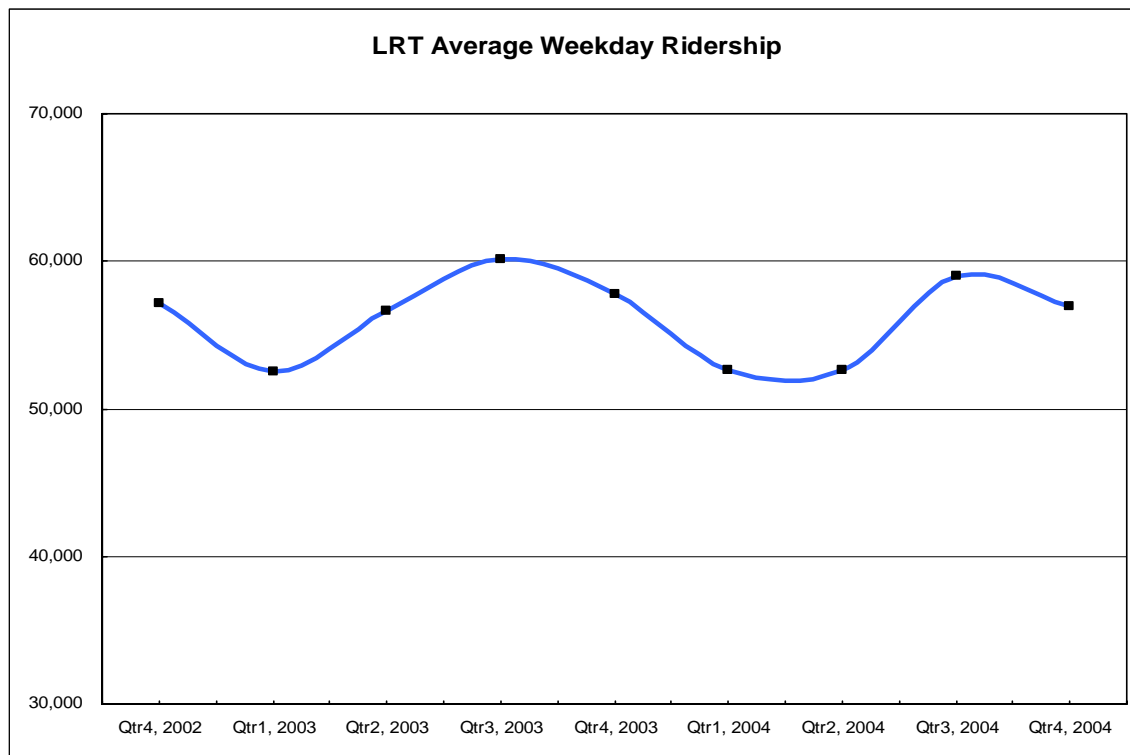


- Total bus ridership in the fourth quarter of FY 2004 was 9.85 million riders, a 2.0 percent decrease from the fourth quarter of FY 2003.
- Average weekday ridership in the fourth quarter was 133,077 riders, a 0.4 percent decrease from last year's average.
- Ridership on Crosstown and Local routes decreased in the fourth quarter. Express, Transit Center Feeder and Rail Station Feeder Routes experienced increases in the quarter when compared to last year.
- Express Routes increased by 7.8 percent, Transit Center Feeder Routes increased by 1.5 percent and Rail Station Feeder Routes increased by 3.8 percent in the fourth quarter.

- The most heavily patronized routes in the fourth quarter, by route classification, were:

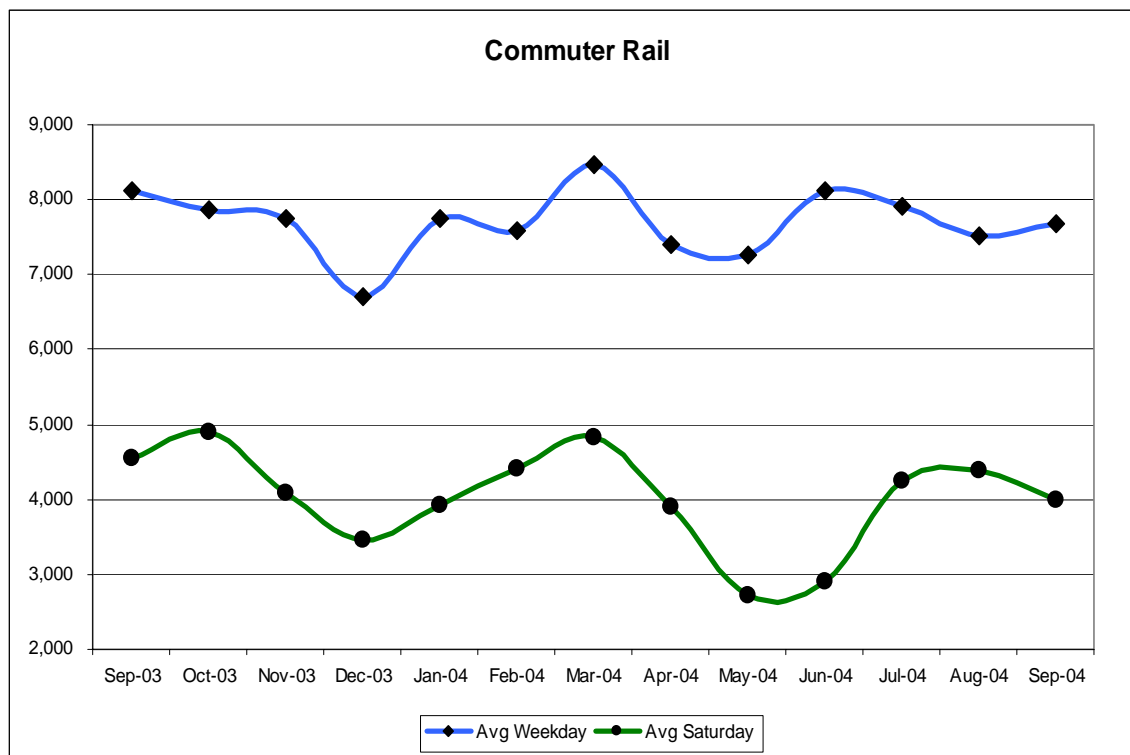
Crosstown	Route 466	5,429
Express	Route 204	1,195
Rail Feeder	Route 583	2,916
TC Feeder	Route 378	1,610
Local	Route 44	7,474

LRT Ridership



- LRT ridership in the fourth quarter totaled 4.28 million riders, a decrease of 0.9 percent from the 4.32 million riders transported in the fourth quarter of FY 2003.
- Weekday ridership in the fourth quarter averaged almost 57,000 passengers, a decrease of 1.4 percent from the fourth quarter of FY 2003.
- Saturday ridership in the fourth quarter averaged almost 26,700 passengers, a decrease of 1.2 percent from the FY 2003 level.
- Sunday ridership in the fourth quarter averaged 18,700 passengers, an increase of 2.4 percent over the FY 2003 level.
- The decreases occurred because the FY 2003 ridership was extraordinarily high as residents of areas along the newly extended line segments tried the trains for the first time. The service reductions in October 2003 and the fare increase in March 2003 contributed to ridership decreases.
- The light rail stations in Garland, Plano and Richardson have combined to contribute over 9,600 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 six times as many passengers as were using the bus routes from the same locations.

Commuter Rail – Trinity Railway Express



- The Trinity Railway Express ridership decreased in the fourth quarter in response to service reductions. The elimination of trips in the midday and evening periods on weekdays has resulted in fewer riders.
- In the fourth quarter of 2004, the TRE served a total of 557,219 passengers, a decrease of 6.0 percent from the third quarter of FY 2003.
- Weekday ridership on the TRE averaged 7,701 daily riders (a 6.9 percent decrease) in the fourth quarter and averaged 7,902 daily riders in July.
- Saturday ridership in the fourth quarter averaged 4,202 daily riders, a decrease of 10.9 percent from the fourth quarter of FY 2004.
- Events at the American Airlines Center, served by the Victory station, attract significant levels of TRE ridership. During the fourth quarter, over 16,300 passengers were counted boarding and alighting TRE trains at the Victory station.
- Union Station in downtown Dallas is the alighting location for about 62 percent of the Eastbound TRE riders and the boarding location for about 62 percent of westbound passengers.

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

Year	Month	Bus Monthly	LRT Monthly	Commuter Rail Monthly	Fixed Route Total
2003	October	3911	1366	198	5475
	November	3395	1305	189	4889
	December	3100	1318	175	4593
	January	3422	1398	196	5016
	February	2882	1274	170	4326
	March	3351	1482	216	5049
	April	3420	1529	193	5142
	May	3379	1533	181	5093
	June	3119	1447	191	4757
	July	3186	1497	208	4891
	August	3249	1436	194	4879
	September	3465	1412	189	5066
2004	October	3703	1404	201	5308
	November	2971	1226	164	4361
	December	3047	1315	161	4523
	January	3068	1426	182	4676
	February	2853	1186	169	4208
	March	3309	1821	214	5344
	April	3250	1486	178	4914
	May	3157	1472	159	4788
	June	3068	1400	182	4650
	July	3059	1399	191	4649
	August	3344	1451	191	4986
	September	3447	1430	175	5052
2005	October	3509	1504	181	5194
	Increase (Dec)	(194.0)	100.0	(20.0)	(114.0)
	% Change	-5.2%	7.1%	-10.0%	-2.1%

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

Year	Month	Bus Weekday	LRT Weekday	Commuter Rail Weekday	Fixed Route Total
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	205
	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
2004	October	144	53	7.9	204.9
	November	135.7	53	7.7	196.4
	December	122.2	51.7	6.7	180.6
	January	125.9	52.6	7.7	186.2
	February	124.4	50.8	7.6	182.8
	March	128.6	54.6	8.5	191.7
	April	132.2	59.7	7.4	199.3
	May	133.9	61.5	7.3	202.7
	June	123.5	55.9	7.8	187.2
	July	122.9	55.4	8.1	186.4
	August	133.3	56.8	7.9	198
	September	137.5	56.8	7.5	201.8
2005	October	142.9	60.9	7.8	211.6
	Increase (Dec)	(1.1)	7.9	(0.1)	6.7
	% Change	-0.8%	14.9%	-1.3%	3.3%

Table 3 – Passenger Boardings by Member City

Dallas Area Rapid Transit
Estimated Passenger Boardings By Member City
September 30, 2004
 In Thousands

Description	Sept 2004	Sept 2003	%% (2) Change	YTD 2004	YTD 2003	%% Change
Bus Ridership (1)						
Addison	29	26	12.3%	330	307	7.5%
Carrollton	59	49	21.3%	644	575	12.0%
Farmers Branch	17	12	42.1%	192	149	28.8%
Garland	187	178	5.1%	1970	2051	-3.9%
Glenn Heights	16	15	4.5%	178	171	4.1%
Irving	157	131	20.1%	1581	1459	8.4%
Plano	63	73	-13.6%	682	791	-13.7%
Richardson	68	67	2.0%	744	734	1.3%
Rowlett	8	8	3.4%	83	100	-16.9%
Suburban Total	604	558	8.3%	6404	6336	1.1%
Dallas Total (3)	2843	2908	-2.2%	31871	33542	-5.0%
Bus Total	3,447	3,465	-0.5%	38,275	39,879	-4.0%
Light Rail	1430	1412	1.3%	16488	16996	-3.0%
Commuter Rail	175	189	-7.2%	2168	2299	-5.7%
Total Passenger Boardings	5,052	5,066	-0.3%	56,931	59,175	-3.8%

Type of Day	Sept 2004	Sept 2003	Inc (Dec)	YTD 2004	YTD 2003	Inc (Dec)
Weekdays	21	21	0	255	255	0
Saturdays/Holiday	4	4	0	54	52	2
Sundays/Holiday	5	5	0	57	58	-1
Total	30	30	0	366	365	1

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

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

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

Service Standards Monitoring Report

Purpose and Approach

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

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

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

Fourth Quarter Report

Crosstown Routes

- Four of the nineteen Crosstown routes had an RPI value of 1.0 or greater.
- Thirteen of the nineteen Crosstown routes perform above the 0.6 level.
- The six Crosstown routes that perform below the 0.6 level include routes 404 (0.4), 410 (0.5), 444 (0.5), 488 (0.5), 475 (0.3) and 412 (0.2).
- Routes 410 and 444 have seen recent drops in performance and are being evaluated for appropriate corrective action.
- Route 488 was modified in October 2003 and is improving as riders respond to the modification. Its RPI increased from 0.4 in the third quarter to 0.5
- Route 475 serves the southeast Dallas area. It is planned for modification in February 2005 with a goal of increasing ridership.
- Route 412 underwent significant restructuring in December 2002 and continues to be monitored for further improvements.
- Route 404 was divided into two routes (route 507 was created from a portion of route 404) and will require additional time for ridership to respond to the changes.
- Route 410 will be reviewed and appropriate action recommended for future implementation.

Express Routes

- 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 1.6.
- Routes 278 (Red Bird) had an RPI value of 1.0.
- Four routes had RPI values of less than 0.6. Route 202 (North Irving) was at the 0.5 level.
- Routes 207 (Rowlett), 234 (Plano, Richardson, Irving) and 247 (Farmers Branch) were at the 0.4 level.
- The routes falling below 0.6 are being reviewed to determine the appropriate corrective action.

Rail Feeder Routes

- Seven of the 30 Rail Feeder routes performed at the 1.0 level or better. A total of 22 Rail Feeder routes performed at or above the 0.6 target.
- The top performing Rail Feeder route was route 583 (Lovers Lane/LBJ/Skillman/Richland College) with an RPI value of 1.8. Route 506 (Park Lane/Walnut Hill) performed at a 1.3 level. Routes 556 (Hampton/Southwest Center Mall), 519 (South Garland/Park Lane) and 702 (NorthPark Shuttle) posted 1.2 RPI values.
- Two routes recorded RPI values of 0.5 during the fourth quarter. These routes include 548 (Westmoreland/Old Hickory) and 554 (Ledbetter/Bonnie View/Paul Quinn).
- Four routes performed at the 0.4 RPI level. They include 503 (Cityplace/Lovers Lane), 551 (Spring Valley/LBJ/Skillman), 569 (Lovers Lane/White Rock/Ferndale), and 760 (Downtown Plano/Collin Creek Mall).
- Route 566 (Bush Turnpike/Downtown Garland) and 572 (Bush Turnpike/Spring Creek) had RPI values of 0.3.
- Routes 551, 566, and 760 were formerly contractor operated. These routes are being evaluated for opportunities to increase ridership to improve performance.
- Route 572 is being planned for elimination in February 2005. Other poorly performing routes are being reviewed to determine the appropriate corrective action to improve their performance.

Transit Center Feeder Routes

- Seventeen of the 21 Transit Center Feeder routes achieved RPI values of 0.6 or greater. Five of those routes had RPI values of 1.0 or greater.
- Route 378 (South Garland/Lake Ray Hubbard/Garland Central) was the top performing Transit Center Feeder route with an RPI value of 1.4.
- Routes 301 (North Irving/Irving Mall/South Irving) and 374 (LBJ/Skillman/South Garland) were next with RPI values of 1.1, followed by routes 341 (Addison/Rosemeade) and 350 (Addison/West Plano/Parker Road) with RPI values of 1.0.
- Routes 303 (North Irving/South Irving), 304 (West Dallas/South Irving/Irving Mall) and 311 (West Irving/DeVry) performed at the 0.5 level.
- Route 309 (South Irving Loop) performed at the 0.4 RPI level.
- The poorly performing routes are being evaluated for appropriate corrective action.

Local Routes

- Twenty-five of the 32 Local routes posted RPI values of 0.6 or greater in the first quarter of FY 2004.
- Route 44 (South Dallas/Medical Center/Northwest Dallas) was both the best performing Local route with a 1.5 RPI as well as the most heavily patronized route.
- Route 26 (Harry Hines Corridor/Cedars Station/Frazier Courts) placed second with an RPI of 1.3 while route 19 (South Oak Cliff/East Dallas/South Garland) was third at 1.2.
- Routes 24 (Mockingbird Station), 29 (Maple), 39 (Love Field) and 51 (Walnut Hill/Bickers) performed at the 1.0 level.
- Four routes posted RPI values of 0.9 and another five routes had 0.8 RPIs.
- Routes 8 (Oak Lawn), 35 (Crozier/Keeneland), 37 (Spruce High School), 60 (White Rock) and 184 (Preston/Frankford) had RPI values of 0.5.
- Routes 183 (Addison) performed at the 0.4 level and route 46 (Illinois Station) performed at the 0.3 level. Both routes are being examined to determine appropriate corrective action.

Site-specific Shuttles

- Of the seven Site-specific Shuttles, including E-shuttles, six performed above the 0.6 level.
- The Texas Instruments shuttle was the top performer with an RPI of 1.9.
- The Medical City E-shuttle ranked second with an RPI value of 1.7.
- The SMU shuttle (Route 768 Mustang Express) was third with an RPI of 1.5 and the DFW Airport/Centerport shuttle was fourth at 1.1.
- The Palisades E-shuttle (from Galatyn Park station) was the only Site-specific Shuttle to fall below the 0.6 level with an RPI of 0.3. This route is experiencing increasing ridership and specific promotional efforts are being undertaken to improve its performance.

DART-on-Call

- Three of the seven DART-on-Call zones exceeded the 0.6 Service Performance Index level. The Lakewood on Call zone performed at a 0.9 level, the North Central Plano and East Plano on Call zones performed at a 0.7 level.
- The Rowlett zone achieved a 0.5 SPI rating. Ridership has increased in Rowlett and is expected to grow further as operating changes are made and promotional efforts are increased.
- The DART-on-Call zones in North Dallas (SPI of 0.4) and Farmers Branch (SPI of 0.4) performed reasonably well for new services that have had only a year of operation to develop ridership.
- The Richardson zone, initiated in May 2004, performed at a 0.2 level. With less than six months of operation, this zone has not had sufficient time to develop ridership.
- Appropriate promotional efforts are being developed to stimulate ridership in these latter zones. Operational changes to increase ridership will be explored as well.

Evaluation of Routes Ranked by Performance Metrics

The following table compares the results of ranking routes by performance metrics with the identification of poorly performing routes by the RPI process.

<u>Crosstown</u>		<u>Express</u>		<u>Rail Feeders</u>		<u>T C Feeders</u>		<u>Local</u>	
<u>RPI</u>	<u>Ranking</u>	<u>RPI</u>	<u>Ranking</u>	<u>RPI</u>	<u>Ranking</u>	<u>RPI</u>	<u>Ranking</u>	<u>RPI</u>	<u>Ranking</u>
404	404	202	207	503	503	303	303	8	8
410	410	207	234	507	551	304	304	35	35
412	412	234	247	551	560	309	305	37	37
444	475	247		560	566	311	309	46	46
475	488			566	569		311	60	60
488				569	571			183	183
				572	572			185	184
				760	760				

The ranking process identifies one less Crosstown route. Two fewer Express routes are identified as poorly performing. The same number of Rail Feeder routes, one more Transit Center Feeder route and the same number of Local routes are identified as poorly performing.

Crosstown

		Avg Weekday	Avg Weekday					Pass/ Rev		3Q04 Route	4Q04 Route	RPI	
		Pass	Pass	%	Sub/	Pass/		Rev		Performance	Performance	RPI	
LINE		4Q04	4Q03	Change	Pass	Index	Trip	Index	Mile	Index	Index	Index	Point Change
					\$2.70	29.00		1.60					
C 409	2,252	4,090	-44.9%	\$2.52	1.1	30.1	1.0	3.2	2.0	1.3	1.4	0.0	
C 466	4,846	4,523	7.1%	\$2.89	0.9	52.0	1.8	1.7	1.1	1.3	1.3	-0.1	
C 428	3,222	3,325	-3.1%	\$3.39	0.8	34.4	1.2	1.6	1.0	1.2	1.0	-0.2	
C 445	2,050	2,025	1.2%	\$3.10	0.9	23.5	0.8	2.0	1.3	1.0	1.0	-0.1	
C 463	1,516	1,320	14.8%	\$4.63	0.6	28.6	1.0	1.9	1.2	0.9	0.9	0.0	
C 486	2,102	2,164	-2.9%	\$4.03	0.7	32.5	1.1	1.5	1.0	0.9	0.9	0.0	
C 405	1,969	2,000	-1.6%	\$3.93	0.7	25.7	0.9	1.4	0.9	0.9	0.8	0.0	
C 441	1,523	1,656	-8.0%	\$3.82	0.7	21.3	0.7	1.4	0.9	0.9	0.8	-0.1	
C 400	1,907	1,522	25.3%	\$5.60	0.5	32.3	1.1	1.1	0.7	0.8	0.8	0.0	
C 453	993	2,719	-63.5%	\$3.60	0.7	13.9	0.5	1.6	1.0	0.8	0.7	-0.1	
C 408	1,810		All	\$3.85	0.7	19.6	0.7	1.0	0.6	0.7	0.7	0.0	
C 415	674	516	30.7%	\$4.88	0.6	15.4	0.5	1.2	0.7	0.6	0.6	0.0	
C 451	1,764	1,734	1.7%	\$5.82	0.5	18.4	0.6	1.1	0.7	0.6	0.6	0.0	
C 444	881	1,060	-16.9%	\$5.44	0.5	13.0	0.4	1.1	0.7	0.6	0.5	0.0	
C 410	893	782	14.3%	\$5.94	0.5	15.6	0.5	1.0	0.6	0.5	0.5	0.0	
C 488	1,108	906	22.3%	\$6.29	0.4	10.5	0.4	1.0	0.6	0.4	0.5	0.1	
C 404	879	1,222	-28.1%	\$8.50	0.3	16.0	0.6	0.7	0.5	0.5	0.4	0.0	
C 475	417	600	-30.5%	\$9.39	0.3	6.8	0.2	0.6	0.4	0.4	0.3	-0.1	
C 412	117	194	-39.4%	\$15.84	0.2	3.6	0.1	0.5	0.3	0.3	0.2	-0.1	

Express

		Avg Weekday	Avg Weekday							3Q04 Route	4Q04 Route	RPI	
		Pass	Pass	%	Sub/ Pass	Index	Pass/ Trip	Index	Pass/ Rev Mile	Index	Performance Index	Performance Index	RPI Point Change
LINE		4Q04	4Q03	Change									
					\$3.00		17.00		1.00				
E 205	804	717	12.1%	\$4.43	0.7	31.3	1.8	2.2	2.2	1.6	1.6	0.0	
E 278	741	713	3.9%	\$4.68	0.6	13.7	0.8	1.5	1.5	1.0	1.0	0.0	
E 206	775	667	16.2%	\$6.87	0.4	20.1	1.2	0.9	0.9	0.8	0.8	0.1	
E 283	1,004	1,012	-0.8%	\$7.35	0.4	12.3	0.7	0.8	0.8	0.6	0.7	0.0	
E 204	1,183	1,078	9.7%	\$7.68	0.4	14.3	0.8	0.7	0.7	0.6	0.6	0.0	
E 210	710	618	15.0%	\$8.81	0.3	14.4	0.8	0.6	0.6	0.5	0.6	0.1	
E 202	835	735	13.7%	\$9.87	0.3	10.7	0.6	0.5	0.5	0.5	0.5	0.0	
E 247	129	144	-10.0%	\$14.45	0.2	8.7	0.5	0.6	0.6	0.4	0.4	0.1	
E 234	63	71	-12.2%	\$17.65	0.2	10.6	0.6	0.4	0.4	0.3	0.4	0.1	
E 207	234	253	-7.4%	\$12.78	0.2	8.5	0.5	0.4	0.4	0.4	0.4	0.0	

Rail Feeder Routes

Rail Station Feeder

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

LINE		Avg Weekday Pass	Avg Weekday Pass	% Change	Sub/ Pass	Index	Pass/ Trip	Index	Pass/ Rev Mile	Index	3Q04 Route Performance Index	4Q04 Route Performance Index	RPI Point Change
		4Q04	4Q03										
					\$3.60		11.00		1.80				
F1	583	2,455	2,343	4.8%	\$2.43	1.5	26.0	2.4	2.6	1.4	1.8	1.8	-0.1
F1	506	1,132	1,675	-32.4%	\$2.95	1.2	11.2	1.0	2.9	1.6	1.4	1.3	-0.1
F1	519	1,333	1,238	7.7%	\$4.61	0.8	23.7	2.2	1.4	0.8	1.2	1.2	0.0
F1	556	1,306		All	\$3.19	1.1	15.3	1.4	1.9	1.0	1.2	1.2	0.0
F1	702	357	246	44.8%	\$2.81	1.3	4.5	0.4	3.2	1.8	1.0	1.2	0.2
F1	548	1,056	1,082	-2.4%	\$3.47	1.0	12.9	1.2	1.6	0.9	1.1	1.0	-0.1
F1	554	673	696	-3.3%	\$2.84	1.3	8.8	0.8	1.9	1.0	1.2	1.0	-0.2
F1	582	950	1,095	-13.3%	\$4.86	0.7	11.5	1.0	1.4	0.8	1.0	0.9	-0.1
F1	555	583	545	6.9%	\$3.68	1.0	7.1	0.6	1.5	0.8	0.9	0.8	0.0
F1	510	693	542	27.9%	\$4.81	0.7	9.4	0.9	1.3	0.7	0.9	0.8	-0.1
F1	553	425	268	58.4%	\$4.87	0.7	9.0	0.8	1.3	0.7	0.6	0.8	0.2
F1	568	890	892	-0.3%	\$5.03	0.7	10.6	1.0	1.1	0.6	0.8	0.8	0.0
F1	515	939	818	14.8%	\$5.29	0.7	10.2	0.9	1.1	0.6	0.7	0.7	0.0
F1	501	641	770	-16.7%	\$5.30	0.7	8.0	0.7	1.4	0.8	0.9	0.7	-0.2
F1	549	826	714	15.7%	\$6.30	0.6	11.5	1.0	1.0	0.5	0.7	0.7	0.0
F1	567	510	594	-14.1%	\$6.38	0.6	10.1	0.9	1.1	0.6	0.7	0.7	0.0
F1	562	597	492	21.4%	\$6.43	0.6	10.6	1.0	1.0	0.6	0.6	0.7	0.1
F1	574	384	295	30.0%	\$5.79	0.6	9.2	0.8	0.8	0.5	0.6	0.6	0.0
F1	505	407		All	\$3.96	0.9	4.1	0.4	1.1	0.6	0.6	0.6	0.0
F1	571	514	435	18.2%	\$7.62	0.5	9.6	0.9	0.9	0.5	0.6	0.6	0.0
F1	538	820	1,001	-18.1%	\$4.97	0.7	4.9	0.4	1.2	0.7	0.6	0.6	0.0
F1	522	615	531	15.9%	\$6.06	0.6	6.9	0.6	1.0	0.6	0.7	0.6	-0.1
F1	507	202		All	\$6.57	0.5	5.1	0.5	1.0	0.5	0.5	0.5	0.0
F1	560	433	389	11.2%	\$8.70	0.4	7.2	0.7	0.7	0.4	0.4	0.5	0.0
F1	551	236	241	-2.1%	\$9.20	0.4	5.3	0.5	0.7	0.4	0.5	0.4	-0.1
F1	569	235	262	-10.2%	\$8.87	0.4	4.8	0.4	0.7	0.4	0.5	0.4	-0.1
F1	760	138		All	\$7.68	0.5	1.8	0.2	1.0	0.5	0.4	0.4	0.0
F1	503	127	138	-7.9%	\$11.04	0.3	4.8	0.4	0.6	0.3	0.4	0.4	0.0
F1	572	213	258	-17.5%	\$12.67	0.3	3.7	0.3	0.5	0.3	0.2	0.3	0.1
F1	566	248	332	-25.2%	\$17.38	0.2	3.6	0.3	0.4	0.2	0.3	0.3	-0.1

Transit Center Feeder Routes

Transit Center Feeder

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

		Avg	Avg							3Q04	4Q04	
		Weekday	Weekday					Pass/		Route	Route	RPI
		Pass	Pass	%	Sub/	Pass/		Rev		Performance	Performance	Point
LINE		4Q04	4Q03	Change	Pass	Index	Trip	Index	Mile	Index	Index	Change
					\$4.30		10.00		1.00			
F2	378	1,363	1,280	6.4%	\$4.81	0.9	19.3	1.9	1.4	1.4	1.4	0.0
F2	374	479	472	1.3%	\$4.77	0.9	8.9	0.9	1.5	1.5	1.1	0.0
F2	301	851	928	-8.3%	\$7.50	0.6	17.2	1.7	0.9	0.9	1.0	0.1
F2	350	627	1,110	-43.5%	\$7.28	0.6	13.0	1.3	1.0	1.0	1.0	-0.1
F2	341	452		All	\$5.09	0.8	8.7	0.9	1.2	1.2	1.0	0.0
F2	360	683	483	41.4%	\$6.98	0.6	11.2	1.1	0.9	0.9	0.9	0.0
F2	361	323	397	-18.6%	\$6.11	0.7	7.5	0.7	1.1	1.1	0.9	0.0
F2	380	354	275	28.9%	\$6.45	0.7	7.2	0.7	1.1	1.1	0.7	0.2
F2	372	550	456	20.6%	\$6.89	0.6	10.0	1.0	0.9	0.9	0.9	-0.1
F2	305	711	561	26.8%	\$11.11	0.4	13.6	1.4	0.6	0.6	0.9	-0.1
F2	377	606	565	7.2%	\$7.30	0.6	6.4	0.6	1.1	1.1	0.9	-0.1
F2	333	747	576	29.9%	\$6.86	0.6	8.8	0.9	0.8	0.8	0.7	0.0
F2	310	410	322	27.3%	\$6.41	0.7	6.8	0.7	0.9	0.9	0.6	0.1
F2	302	288	227	26.7%	\$7.74	0.6	6.6	0.7	0.8	0.8	0.7	0.0
F2	314	550	472	16.5%	\$9.83	0.4	9.8	1.0	0.5	0.5	0.8	-0.1
F2	306	169	151	12.1%	\$8.07	0.5	4.8	0.5	0.8	0.8	0.5	0.1
F2	331	387	323	19.8%	\$9.50	0.5	6.5	0.6	0.6	0.6	0.6	0.0
F2	311	124	82	51.5%	\$10.79	0.4	6.6	0.7	0.6	0.6	0.5	0.0
F2	304	210	202	3.9%	\$10.73	0.4	7.1	0.7	0.5	0.5	0.6	-0.1
F2	303	204	361	-43.4%	\$10.91	0.4	4.3	0.4	0.6	0.6	0.6	-0.1
F2	309	159	167	-4.6%	\$13.64	0.3	4.3	0.4	0.5	0.5	0.4	0.0

Local Routes

Local

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

LINE		Avg Weekday Pass	Avg Weekday Pass	% Change	Sub/ Pass	Index	Pass/ Trip	Index	Pass/ Rev Mile	Index	3Q04 Route Performance Index	4Q04 Route Performance Index	RPI Point Change
		4Q04	4Q03										
					\$2.80		24.50		2.00				
L 44		7,126	7,465	-4.5%	\$2.11	1.3	49.5	2.0	2.6	1.3	1.6	1.5	-0.1
L 26		4,522	4,462	1.4%	\$2.10	1.3	31.1	1.3	2.9	1.4	1.4	1.3	-0.1
L 19		3,679	3,845	-4.3%	\$2.41	1.2	25.3	1.0	2.6	1.3	1.3	1.2	-0.1
L 29		1,381	2,813	-50.9%	\$2.71	1.0	16.4	0.7	2.5	1.3	1.1	1.0	-0.1
L 24		1,761	1,866	-5.6%	\$3.07	0.9	15.7	0.6	2.8	1.4	1.1	1.0	-0.1
L 51		2,672	2,562	4.3%	\$3.22	0.9	28.1	1.1	1.8	0.9	1.0	1.0	-0.1
L 39		1,275	1,254	1.6%	\$2.80	1.0	16.0	0.7	2.4	1.2	1.1	1.0	-0.1
L 76		1,784	1,682	6.1%	\$3.65	0.8	27.6	1.1	1.7	0.9	1.0	0.9	0.0
L 165		3,557		All	\$3.08	0.9	22.9	0.9	1.7	0.9	0.9	0.9	0.0
L 11		3,543	3,538	0.2%	\$3.40	0.8	24.5	1.0	1.7	0.9	0.9	0.9	0.0
L 49		1,328	1,244	6.8%	\$3.25	0.9	17.4	0.7	2.2	1.1	0.9	0.9	0.0
L 1		2,765	2,783	-0.6%	\$3.62	0.8	20.0	0.8	1.9	1.0	0.9	0.8	0.0
L 2		1,176	1,404	-16.3%	\$3.51	0.8	15.2	0.6	1.8	0.9	0.9	0.8	-0.1
L 12		1,009	1,156	-12.7%	\$3.59	0.8	12.7	0.5	2.1	1.0	0.9	0.8	-0.1
L 59		872	2,170	-59.8%	\$3.14	0.9	14.5	0.6	1.7	0.8	0.8	0.8	0.0
L 50		1,889	2,120	-10.9%	\$4.11	0.7	21.5	0.9	1.5	0.7	0.8	0.8	0.0
L 63		1,042	923	12.8%	\$3.92	0.7	14.3	0.6	1.9	0.9	0.8	0.7	-0.1
L 164		3,092	3,357	-7.9%	\$4.36	0.6	19.8	0.8	1.5	0.7	0.8	0.7	-0.1
L 31		1,491	1,356	10.0%	\$4.67	0.6	22.0	0.9	1.3	0.7	0.8	0.7	0.0
L 21		1,794	2,026	-11.4%	\$5.83	0.5	24.2	1.0	1.2	0.6	0.7	0.7	0.0
L 161		2,313	6,212	-62.8%	\$4.09	0.7	16.7	0.7	1.3	0.6	0.7	0.7	-0.1
L 42		1,857	1,897	-2.1%	\$4.76	0.6	20.3	0.8	1.1	0.5	0.6	0.7	0.0
L 185		1,325		All	\$4.69	0.6	17.7	0.7	1.1	0.6	0.6	0.6	0.0
L 36		1,236	1,396	-11.4%	\$5.24	0.5	17.5	0.7	1.2	0.6	0.7	0.6	-0.1
L 155		372	538	-30.8%	\$5.58	0.5	15.1	0.6	1.3	0.7	0.5	0.6	0.0
L 60		1,589	1,954	-18.7%	\$6.24	0.4	14.5	0.6	1.1	0.5	0.6	0.5	-0.1
L 37		1,586		All	\$5.73	0.5	13.4	0.5	1.0	0.5	0.5	0.5	0.0
L 184		527	477	10.5%	\$7.11	0.4	15.8	0.6	1.0	0.5	0.6	0.5	-0.1
L 35		1,035	967	7.0%	\$6.54	0.4	15.5	0.6	0.9	0.5	0.5	0.5	0.0
L 8		747	743	0.5%	\$6.70	0.4	8.8	0.4	1.2	0.6	0.6	0.5	-0.1
L 183		890	1,054	-15.6%	\$5.58	0.5	10.1	0.4	0.7	0.4	0.4	0.4	0.0
L 46		229	249	-8.1%	\$9.03	0.3	5.0	0.2	0.7	0.4	0.3	0.3	0.0

Site-specific Shuttles

Site-Specific Shuttles

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

		Avg	Avg								3Q04	4Q04		
		Weekday	Weekday					Pass/			Route	Route	RPI	
		Pass	Pass	%	Sub/		Pass/	Rev			Performance	Performance	Point	
LINE		4Q04	4Q03	Change	Pass	Index	Trip	Index	Mile	Index	Index	Index	Change	
					\$3.60		11.00		1.80					
SS	TI	1,124	775	45.0%	\$0.85	4.2	5.2	0.5	1.9	1.1	1.2	1.9	0.7	
SS	MCE	120	97	23.8%	\$0.90	4.0	1.4	0.1	1.5	0.9	1.3	1.7	0.3	
SS	SMU	401	345	16.4%	\$1.12	3.2	5.0	0.5	1.4	0.8	1.3	1.5	0.2	
SS	DFW	307	240	27.7%	\$1.72	2.1	7.7	0.7	0.9	0.5	0.9	1.1	0.1	
SS	UTSW	273	312	-12.4%	\$2.58	1.4	3.0	0.3	1.3	0.7	0.8	0.8	0.0	
SS	CCE	45	56	-19.0%	\$2.42	1.5	1.0	0.1	0.7	0.4	0.7	0.7	-0.1	
SS	PE	20	13	59.2%	\$5.39	0.7	0.5	0.0	0.2	0.1	0.4	0.3	-0.1	

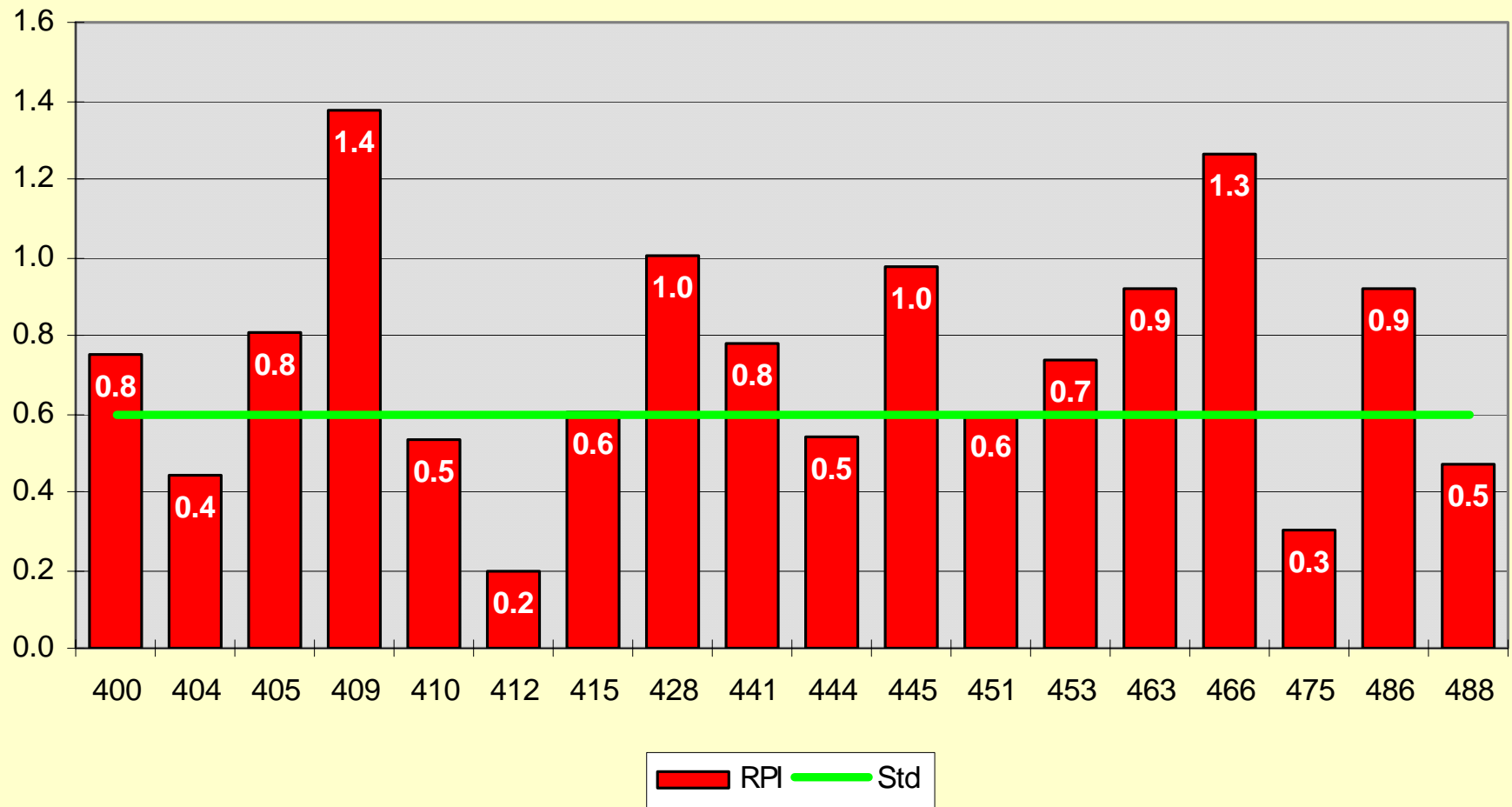
DART-on-Call

DART-on-Call

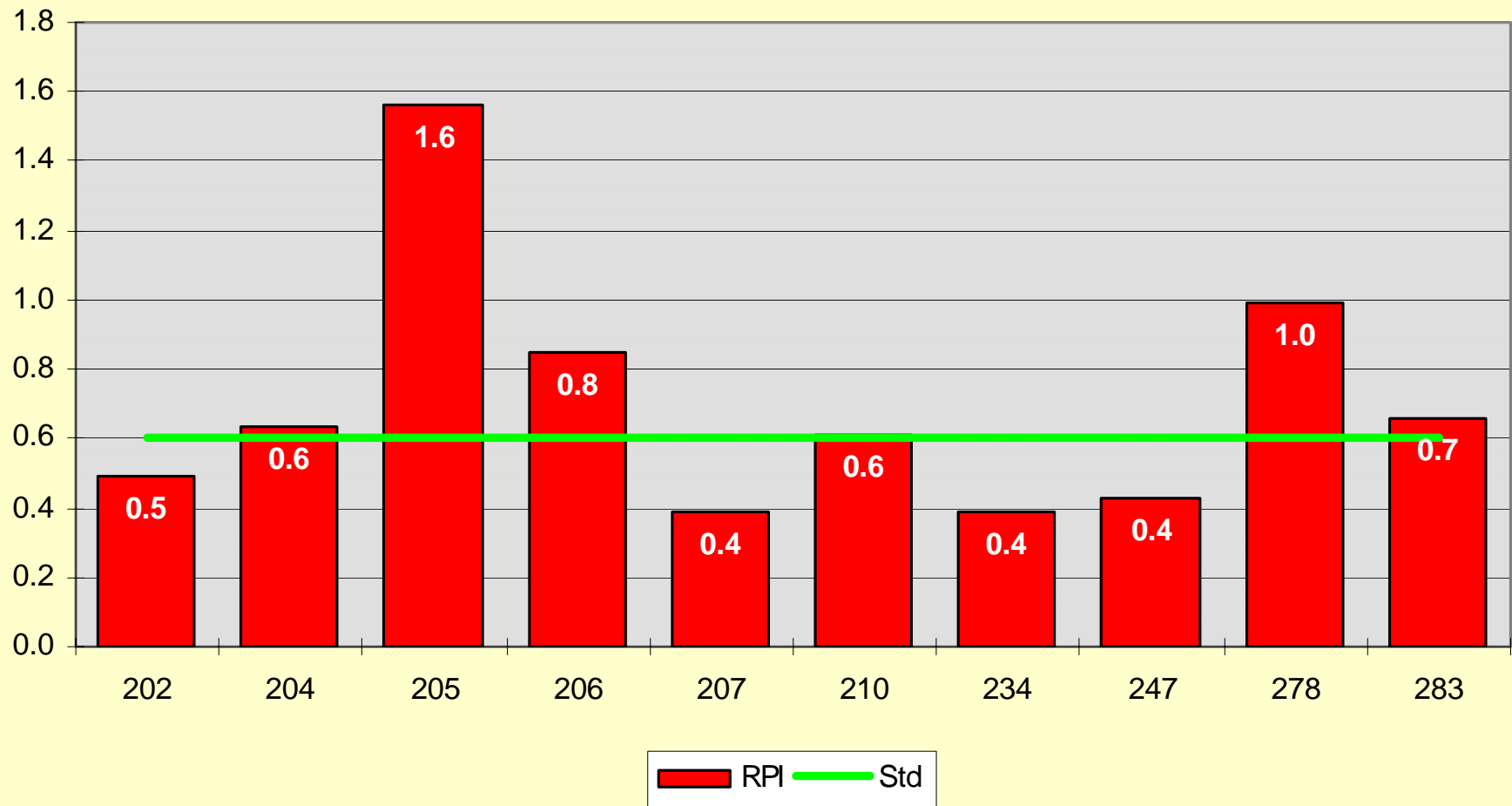
Dallas Area Rapid Transit Service Standards Monitoring Report Fourth Quarter FY 2004

LINE	Avg	Avg	% Change	Sub/Pass	Index	Pass/Rev	Index	3Q04	4Q04	SPI	
	Weekday	Weekday						Service	Service		Point Change
	Pass	Pass						Performance	Performance		
4Q04	4Q03	4Q03	Pass	Index	Mile	Index	Index	Index	Change		
\$4.30					6.00						
D LoC	91	70	29.2%	\$5.88	0.7	5.8	1.0	0.9	0.8	-0.1	
D NCPoC	101	87	16.0%	\$7.06	0.6	5.3	0.9	0.3	0.7	0.4	
D EPoC	67		All	\$7.66	0.6	4.5	0.7	0.5	0.7	0.1	
D RoC	55	62	-11.4%	\$9.02	0.5	3.2	0.5	0.5	0.5	0.0	
D ND0C	37		All	\$13.35	0.3	2.7	0.4	0.8	0.4	-0.4	
D FBoC	40		All	\$13.20	0.3	2.6	0.4	0.3	0.4	0.0	
D Rich	14		All	\$32.52	0.1	1.1	0.2		0.2	0.2	

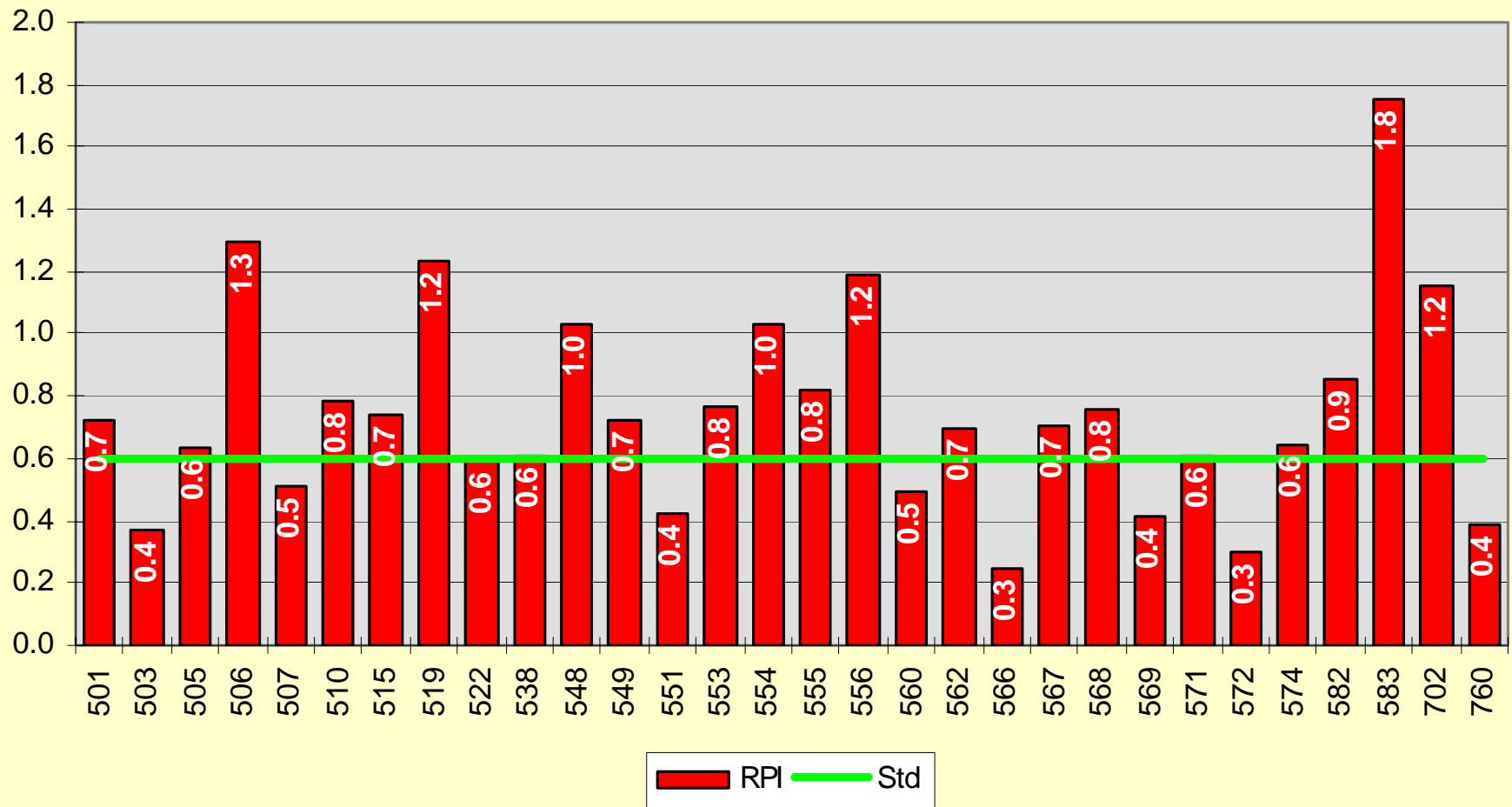
Crosstown Routes



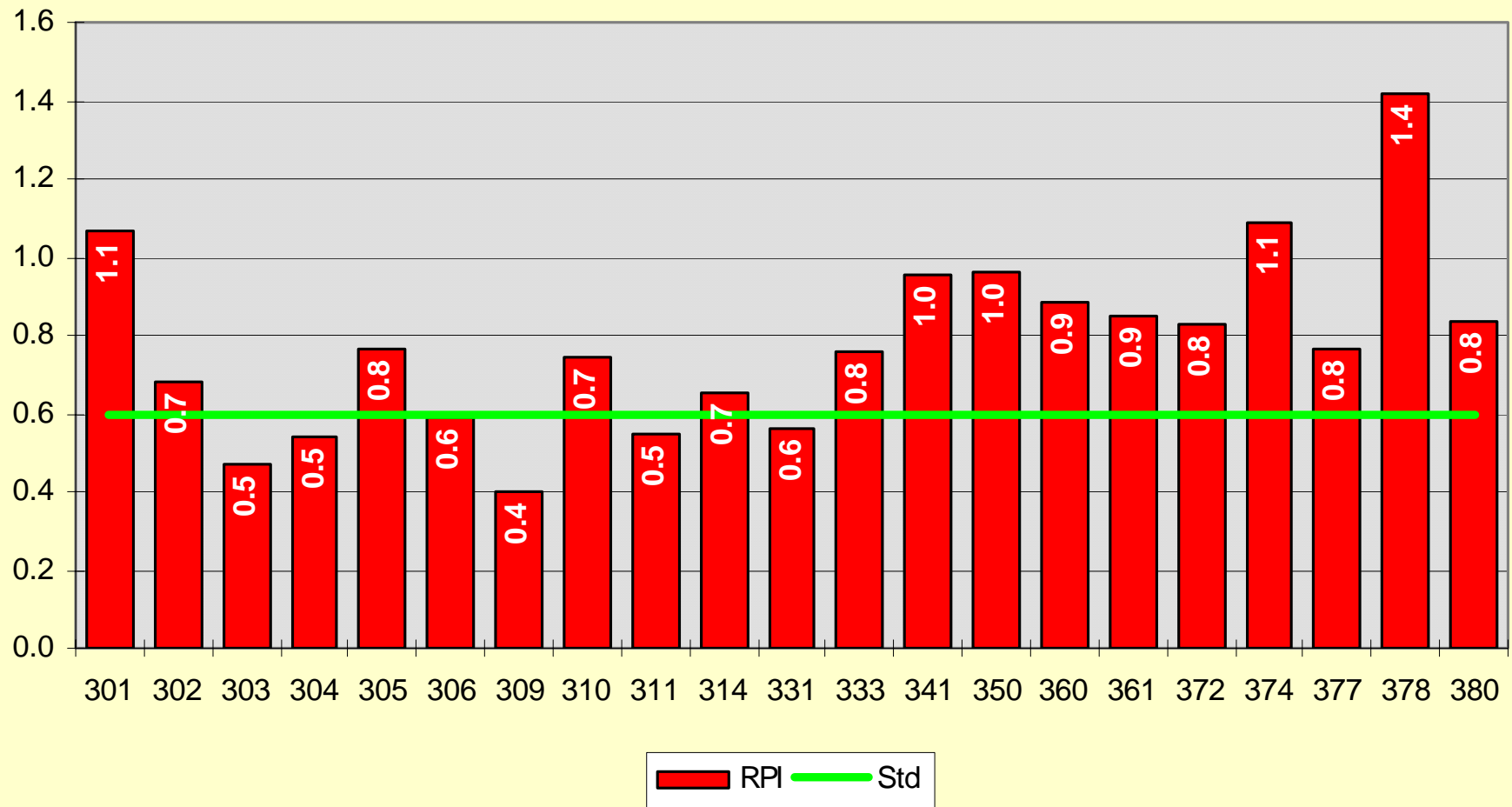
Express Routes



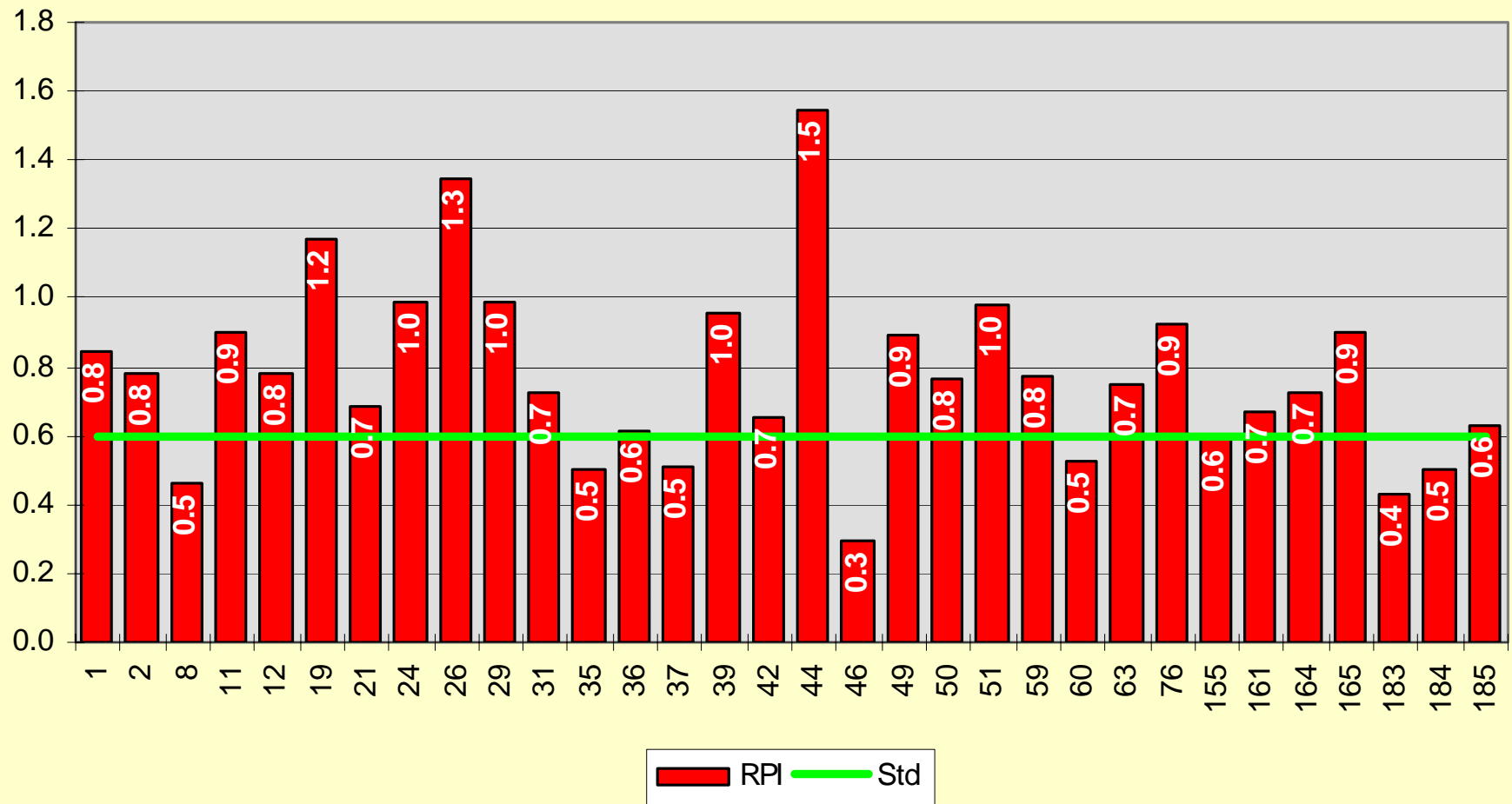
Rail Feeder Routes



Transit Center Feeder Routes



Local Routes



PLANNING & DEVELOPMENT DEPARTMENT

Fourth Quarter FY 2004 Quarterly Reports

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

Planning and Development Department

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

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

Highlights This Quarter

- The DART Board approved the City of Farmer's Branch request for programming of funds (\$1,178,000) for expansion of Valley View Road west from Nicholson and Luna Roads.
- The LAP/CMS program expired on September 30, 2004. Cities may continue to spend programmed funds and propose projects for funds still available to the city.
- Southeast Corridor activities during third quarter include: a 30% Design Public Meeting in July; meetings with SHPO in August and September regarding the Fair Park Station; and a briefing to the Dallas Landmark Commission in August.
- The Love Field ILA deadline was extended from September 30, 2004 to November 9, 2004 to allow for FTA New Starts review of Love Field option, and for City of Dallas to firm up funding commitments, including FAA approval of PFC's.
- "The Link" 2030 TSP newsletter was published in July 2004.
- The Transit Service Concepts report was finalized and reposted on the website for the 2030 TSP.
- Staff participated in the 2004 Rail-Volution Conference in September held in Los Angeles.
- Project development for implementation of a concurrent flow facility along the corridor (North Central US 75) is underway. Potential access/egress points have been identified.
- The Irving City Council held a special meeting on August 17, 2004 to provide an opportunity for the public to comment and discuss the proposed plan for total reconstruction of the proposed SH 114 Freeway.
- Staff held a transportation fair at Gaylord Texan in Grapevine.
- Texas Instruments signed an E-Shuttle agreement for service from Parker Road to Spring Creek campus.
- The last contract option with VPSI was presented to the Board of Directors and approved in September.
- The Service Planning Committee was briefed on the J.B. Jackson, Jr. Transit Center Bus Feeder Plan. The transit center will open in February 2005.

Strategic Plan Consideration	C3 Improve efficiency S1 Build relationships with Stakeholders
Description	In August 1996, the Board approved guidelines for a new program called LAP/CMS. The purpose of the program is to return a portion of the sales tax receipts of member cities for use in implementing mobility improvements that also enhance transit. Funds will be distributed to eligible cities until the fiscal year after rail construction begins in that city.
Accomplishments	<p>The DART Board approved programming requests for the following member cities between July 1, and September 30, 2004:</p> <ul style="list-style-type: none">• City of Farmers Branch requested the programming of funds for expansion of Valley View Road West from Nicholson and Luna Roads. (\$1,178,000)
Issues	Program term complete.
Schedule	The LAP/CMS program expired on September 30, 2004. No additional funding will be added to this program for eligible cities. Cities can continue to spend programmed funds and propose projects for funds still available to the city.
Project Manager	Trip Brizell

Strategic Plan Consideration	C2.3 Open/Integrate new transit service.
Description	<p>The Transit System Plan (Phase II) identifies a transit corridor extending from the CBD through Deep Ellum near Baylor Hospital, by South Dallas, Fair Park and to Pleasant Grove. The committed MLK and Lake June Transit Centers are both located in the vicinity of DART rail right-of-way, thus enhancing the opportunity to implement rail transit from the Dallas CBD to Buckner Blvd.</p> <p>FTA issued the Notice of Intent (NOI) to prepare an Environmental Impact Statement (EIS) in November 2000. DART received FTA approval to enter into Preliminary Engineering (PE) in July 2001. Draft EIS was published in February 2002. Final EIS was published in October 2004. FTA issued a Record of Decision (ROD) on February 5, 2004. Final design will be initiated in FY 04.</p>
Accomplishments	<ul style="list-style-type: none">• 30 % Design Public Meeting: July 27, 2004• Met with SHPO on August 12 and September 28 to discuss Fair Park Station• Briefed Dallas Landmark Commission on August 2, 2004• Advance for redesign plans of CBD/NC/SE Junction (TxDOT, City of Dallas, NCTCOG, DART)• Met with John's Trains
Issues	<ul style="list-style-type: none">• Residential Betterments• John's Trains• Mitigation Monitoring• SHPO Coordination• Comanche Nation Coordination• SE-1A Schedule advancement
Schedule	<ul style="list-style-type: none">• Advancement to Final Design pending.• SE-1: 2010• SE-2: 2011
Project Manager(s)	John Hoppie

Strategic Plan Consideration	C2.3 Open/Integrate new transit services.
Description	<p>The DART Board approved the Northwest Corridor Locally Preferred Investment Strategy (LPIS) on February 22, 2000. The LPIS includes implementation of Light Rail Transit (LRT) in the Northwest Corridor. FTA issued the Notice of Intent to prepare the EIS in November 2000. DART received Federal Transit Administration (FTA) approval to enter into Preliminary Engineering in July 2001. The project recently completed the Preliminary Engineering/Environmental Impact Statement (PE/EIS) phase with an FTA Record of Decision issued on February 5, 2004.</p>
Accomplishments	<ul style="list-style-type: none">• Continued coordination with City of Dallas and NCTCOG on Love Field funding.• Initiated preliminary engineering for the revised Parkland Station location and continued coordination with Medical Center representatives.• Extended Love Field ILA deadline from September 30, 2004 to November 9, 2004, to allow for FTA New Starts review of Love Field option, and for City of Dallas to firm up funding commitments, including FAA approval of PFC's.• Resolved modeling issues related to Fall 2003 FY 05 New Starts submittal for NW/SE MOS.• Submitted land use information for FY 06 New Starts submittal on August 20, 2004.• Prepared remaining information for FY 06 New Starts submittal for both NW/SE MOS and NW/SE MOS with Love Field for October 1 submittal.
Issues	<ul style="list-style-type: none">• Competitiveness for federal funds.• Additional funding for Love Field tunnel option.• FTA New Starts rating.
Schedule	<ul style="list-style-type: none">• October 1: Submit remaining FTA New Starts information for NW/SE MOS and NW/SE MOS with Love Field Tunnel.• November 9, 2004: Love Field tunnel decision.• Late 2004: Approval to enter Final Design.
Project Manager(s)	Kay Shelton

Strategic Plan Consideration	C2.3 Open/Integrate new transit services.
Description	The DART Board approved the Northwest Corridor Locally Preferred Investment Strategy (LPIS) on February 22, 2000. The LPIS includes implementation of Light Rail Transit (LRT) in the Northwest Corridor. The next phase of the project is the preliminary engineering/environmental assessment phase scheduled for completion by November 2005. Project revenue service date has recently been changed from 2009 to 2012 due to revenue shortfall.
Accomplishments	<ul style="list-style-type: none">• Continued coordination with City of Irving, TxDOT, USACOE, TxDOT, DCCCD/North Lake College, DFW Airport, University of Dallas and individual property owners• Continue analysis of alignments with focus on the number of alternatives• Developed plans to directly serve Airport terminals and potentially beyond.
Issues	<ul style="list-style-type: none">• Due to development in corridor, MIS alignment may no longer be a cost affordable, viable alternative. New alternatives are being considered.• DFW access study identified three alternatives to DFW• New concept being developed that would pass through rather than terminate at airport
Schedule	<ul style="list-style-type: none">• December 2004: Complete Alignment Refinement.• November 2005: Complete PE/EA.
Project Manager(s)	John Hoppie

North Central/Northeast Corridor Mitigation Monitoring Program

Capital Planning and Development

Strategic Plan Consideration	C2.3 Open/Integrate new transit services C2.6 Add needed passenger amenities/facilities S1.7 Operate environmentally friendly services
Description	DART is advancing the development of LRT extensions in the North Central and Northeast Corridors. The North Central Final Environmental Impact Statement (FEIS, 1997) and the Northeast Final Local Environmental Assessment (LEA, 1997) identified impact and mitigation measures. FTA requires preparation of Mitigation Monitoring Program (MMP) updates for federally funded projects.
Accomplishments	<ul style="list-style-type: none">• 4thQ04: Completed irrigation in off-site area 2 of the G-2 Wetland area.• 4thQ04: Completed 4th Quarter Wetland mitigation monitoring of G-2 area.• 3rdQ04: Met with US Army Corps of Engineers (USACE) to determine action to finalize the off-site wetland mitigation requirement.• 3rdQ04: Seeding with approved seed mix in off-site areas 1, 2, and 3.
Issues	<ul style="list-style-type: none">• Resolution of “<i>No Adverse Effect</i>” for the NC-3 White Rock Bridge with State Historic Preservation Officer (SHPO).• Re-seeding of the gabion area of the off-site wetland mitigation area.
Schedule	The North Central and Northeast Monitoring Mitigation Program is ongoing.
Project Manager(s)	Victor Ibewuike

Strategic Plan Consideration	C2.3 Open/Integrate new transit services.
Description	<p>The 12.3 mile extension of the North Central LRT project from Park Lane to the East Plano Transit Center includes 10 stations and serves several major employment and residential areas in Dallas, Richardson, and Plano. A federal environmental impact statement was prepared for the extension.</p> <p>Seven (7) LRT stations opened in July 2002 from Park Lane to Galatyn Park and an additional three (3) LRT stations opened from Galatyn Park to Parker Road in December 2002.</p>
Accomplishments	<ul style="list-style-type: none">• 4thQ04: No activity.• Final Design of Walnut Hill Station Parking in progress.
Issues	<ul style="list-style-type: none">• Ultimate use of Payless Cashways site.• Garage lease at Park Lane Station no longer required to meet zoning requirements.• Oncor approval for Walnut Hill parking.
Schedule	Ongoing tasks as needed.
Project Manager(s)	John Hoppie

Strategic Plan Consideration	C2.3 Open/Integrate new transit services.
Description	<p>The Board of Directors adopted DART's current Transit System Plan (TSP) in November 1995, which was an update to the 1989 Plan, both of which were oriented toward a horizon year of 2010. The 2030 Transit System Plan uses a horizon year of 2030. An assessment of DART's previous System Plan (1989, 1995) and the framework development for the 2030 Transit System Plan (Phase I) was completed during FY 01. Phase II is scheduled for completion in FY 05.</p>
Accomplishments	<ul style="list-style-type: none">• Held various meetings and conducted presentations for interested groups including West Dallas Chamber, Garland Citizens Advisory Committee.• Published "The Link" 2030 TSP newsletter in July 2004.• Continued quality control checks for transit networks, and reinitiated coordination with NCTCOG to revise and rerun travel demand model runs.• DART Planning Committee approved interlocal agreement and UPWP amendment to enable NCTCOG modeling support.• Finalized Transit Service Concepts report and reposted on website.• Continued cost estimating methodology and preparing cost estimates and associated report.• Continued revision of evaluation methodology report.• Continued work on Corridor Opportunities/Alternatives Development reports, focusing on development and evaluation of bus and HOV alternatives.
Issues	<ul style="list-style-type: none">• Ridership modeling delays resulted in approximately six-month schedule impact.• Schedule impact delays future Member City staff and public meetings to late 2004 and early 2005.• Dallas CBD 2nd LRT alignment and transit circulation framework, in coordination with City of Dallas staff.
Schedule	<ul style="list-style-type: none">• Oct-Dec. 2004: Complete Corridor Opportunities/Alternatives Development, Evaluation Methodology and Capital Cost Methodology reports.• Oct-Dec. 2004: Continue transit coding and ridership modeling.• Late 2004 – Member City Staff meeting.
Project Manager(s)	Project Manager: Kay Shelton; Deputy: Ernie Martinez

Strategic Plan Consideration	S1.5 Identify and develop strategic partnerships. S1.6 Advocate transit-oriented development. S1.9 Pursue joint development opportunities.
Description	The DART Mission statement specifies that the implementation of the Service Plan should “stimulate economic development.”
Accomplishments	<ul style="list-style-type: none">• Sept. 2004: Staff participated in the 2004 Rail-Volution Conference held in Los Angeles.• Per requests from the City of Dallas and a developer, staff is looking at the feasibility of undeferring the deferred Kingsley Station on the Blue Line.• Staff is working with the McKinney Avenue Trolley (MATA) to determine the alignment of their first phase extension to the DART transit mall, within the parameters of their budget.• NCTCOG staff shared preliminary modeling information with DART regarding the Main Street Station in Richardson. Staff is working with other internal departments to develop checklists to determine the feasibility of the station.• Staff is continuing to work with the City of Dallas, Dallas County and NCTCOG on the CBD Transportation Study. A draft plan is expected in November 2004.• Staff is developing several request for proposals (RFPs) for properties based upon developer interest. Upon the resolution of the TOD Implementation Program from FTA, these RFPs will be ready for advertising.
Issues	<ul style="list-style-type: none">• Finalizing details regarding a property swap at the Lake Ray Hubbard Transit Center with the City of Garland. DART Board approval scheduled for November 2004.• Working with FTA to develop Transit Oriented Development Implementation Program.
Schedule	<ul style="list-style-type: none">• October 2004: Staff will participate on a panel at the State Texas APA conference in Austin.• Sept. 2005: Staff is involved in the Rail-Volution National Steering Committee meetings. The next conference will be held in Sept. 2005 in Salt Lake City Utah.
Project Manager(s)	Jack Wierzenski/Cheri Bush

East Corridor Major Investment Study

Mobility Programs Development

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

North Central (US 75) Concurrent HOV Lanes

Mobility Programs Development

Strategic Plan Consideration	C2.3 Open/Integrate new transit services
Description	Development of a concurrent flow HOV lane facility is underway in the median of US 75, north of LBJ freeway to north of Parker Road in Plano. The 24-hour two-lane facility will serve both northbound and southbound commuters. The facility will be connected to the existing and later, proposed HOV lanes on LBJ freeway, west of US 75, via a direct connector ramp through the reconstructed US 75/I-635 interchange. Potential access/egress locations have been identified at Midpark Road, SH 190 and Parker Road. Previously, design of a reversible HOV lane was being advanced along this corridor. This project has been replaced with the concurrent flow facility.
Accomplishments	<ul style="list-style-type: none">• 4thQ04: Project development for implementation of a concurrent flow facility along the corridor is underway.• 4thQ04: Potential access/egress points have been identified.• 4thQ04: A system of physical barriers has been identified to separate HOV lane users from main lane traffic.• 3rdQ04: Revised facility type has been identified.
Issues	<ul style="list-style-type: none">• The NCTCOG's Mobility Plan identifies the need for two lanes inbound and one lane outbound in the morning and the reverse for the afternoon operating periods.• An MIS is needed to address the additional HOV needs within the corridor.
Schedule	<ul style="list-style-type: none">• 2007: Complete construction of the HOV lane facility on US 75.• 2007: Complete ramp connections from US 75 HOV lane to IH-635 HOV lane.
Project Manager(s)	Mahesh Kuimil

Strategic Plan Consideration	C1.1 Improve on-time performance C1.4 Provide friendly courteous service
Description	<p>HOV lane system is DART's most cost efficient service with \$0.14 subsidy per passenger and carrying over 35% of the total DART system ridership.</p> <p>I-30, I-35E, I-635 and I-35E/US 67 HOV lanes carried almost 34 million commuters during FY 03. The LBJ HOV lanes are one of the most utilized facilities in Texas.</p> <p>DART currently operates 31 miles of HOV Transitways along I-30, I-35E, I-635 and I-35E/US 67 freeways. The HOV lane on I-30 is a Contraflow lane which is created by borrowing the inside lane of the non-peak direction and assigned to peak direction of travel. The HOV lanes on Stemmons and LBJ are buffer separated concurrent flow lanes, constructed using the inside shoulders of the freeways. The HOV lanes on I-35E/US 67 are a combination of concurrent flow and reversible sections.</p>
Accomplishments	<p>The following is HOV ridership information for September 2004:</p> <ul style="list-style-type: none">• The four DART operated HOV lanes carried approximately 118,900 weekday daily commuters.• The HOV lanes along I-635, I-35E, I-30 and I-35E/US 67 carried 44,650, 34,950, 19,200 and 20,100 weekday passengers respectively.• HOV users saved 9.4 minutes, 13.0 minutes, 15.5 minutes, and 13.2 minutes on East R.L. Thornton, Stemmons, LBJ, and South R.L. Thornton/Marvin D. Love HOV lanes respectively, on the round trip commute.• On-time opening performance for East R. L. Thornton HOV lane was 99% during the last quarter.
Issues	Additional public education and marketing efforts are necessary.
Schedule	Ongoing.
Project Manager(s)	Mahesh Kuimil

Regional Comprehensive ITS Program for the Dallas/Fort Worth Region

Mobility Programs Development

Strategic Plan Consideration

C4.2 Integrate information technology systems

Description

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

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

Accomplishments

- (2003): High-level video and data design requirements has begun and an inter-local agreement was initiated for funding of the design work. A contract has been issued to SWRI to start the high-level design work.
- (2002): Final Concept of Operation and System Specification was completed for data exchange for Dallas/Ft. Worth Center-to-Center communications network.
- (2002): The Data and Software/Video Task Forces have completed the system requirements for each agency's needs.
- (2002): The Region was instrumental in defining the State data elements and requirements in order to develop the status and command/control interface control documents (version 3.0) using national standards for exchange of information among the agencies.
- (2002): A consultant, *Southwest Research Institute (S.W.R.I.)* was secured to finalize the Regional System requirements.
- (2001): The Data Deployment Task Force for Centers, Software/Video Task Force for Centers, and Interagency Agreements Task Force were formed.
- (2001): The *Communications Analysis and recommendation Report* was approved by the Executive Committee.
- (2000): The *Executive Committee* was formed to provide direction and oversight in the development of this program. Committee members include: CEOs from DART, Texas

Regional Comprehensive ITS Program for the Dallas/Fort Worth Region

Mobility Programs Development

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

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

Issues

- Pending contractor from TxDOT.

Schedule

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

Project Manager(s)

Abed Abukar

Elm Street/Commerce Street Corridor

Mobility Programs Development

Strategic Plan Consideration	X2.14 Implement LAP/PASS/TSM road improvement programs.
Description	<p>Elm and Commerce Streets are heavily used by major bus traffic, resulting in deterioration over time. Both streets are one-way; Commerce Street runs eastbound and Elm Street runs westbound. The asphalt overlay has been done several times leaving a high center with the buses riding at a severe angle, creating an unsafe condition.</p> <p>The entire street section needs to be reconstructed. A comprehensive planning study has been completed to consider creating a more pedestrian oriented streetscape with selected bus stops with shelters, landscaping and storm drainage away from curb line. The limits of the projects are between North Central Expressway and Houston Street.</p>
Accomplishments	<ul style="list-style-type: none">• Preliminary engineering for Phase I reconstruction of Elm Street was completed in December 2001.
Issues	<ul style="list-style-type: none">• The City of Dallas has no funds allocated for this project.• Temporary DART funding limitations have halted completion of design for Elm Street. Project design is 80% complete.
Schedule	<ul style="list-style-type: none">• Final design for Elm Street pending funding.• Construction plans will be prepared in sections as funding becomes available.
Project Manager(s)	Abed Abukar

Construction & Installation of Standard Shelters

Mobility Programs Development

Strategic Plan Consideration

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

Description

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

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

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

Accomplishments

- August 2004: Initiated discussion with City of Dallas to control newspaper racks.
- August/Sept. 2004: Installation of new contract shelters continues.
- July 2004: Additional ten I-Stops received in response to supervisors' requests.
- June 2004: First eight shelters installed under new NEC shelter contract.
- 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.
- March 2004: Completed installation of ten solar-powered bus stops (I-Stops feature on-demand bus signal, security down lighting and schedule illumination).
- February 2004: Two prototype shelters installed under new shelter contract.

Issues

- Performance of contractor trash collection at benches/shelters and can emptying at shelters becoming a problem, creating resistance to new shelters.
- Weekly newspaper racks being placed at handicapped spaces in shelters blocking access. Racks causing trash around shelters and blocking access to buses.
- Roof material selections delayed first article installation.
- Fire at factory delayed roof fabrication. Manufacture moved to backup factory.
- Problem at back-up factory delayed roof fabrication.

Construction & Installation of Standard Shelters

**Mobility Programs
Development**

Schedule

- Jan-April 2004: Review of first articles.
- July 2004: Complete installation of first group of new shelters.
- October 2004: Installation of second group of new shelters.
- 2008: Complete standard shelter program with NEC.

Project Manager(s)

Rob Parks

Strategic Plan Consideration	C1.2 Provide clean, safe, secure environment. C2.6 Add needed passenger amenities/facilities.
Description	<p>The concept of enhanced shelters was created in 1997 as an alternative to three PTLs in the 1993 Southern Sector Bus Passenger Amenities Plan. The DART Enhanced Bus Shelter Program is intended to provide additional amenities and a more comfortable waiting environment. Some features of the enhanced shelter include lighting, ventilation, infrared heaters, passenger information, and exterior landscaping. The requirement for placement of an enhanced shelter is a minimum daily boarding count of 110 and significant transfer activity. Enhanced shelters include regular enhanced shelters and Narrow R-O-W enhanced shelters.</p> <p>A Notice to Proceed (NTP) was issued in July 2001 to manufacture 15 regular enhanced shelters.</p>
Accomplishments	<ul style="list-style-type: none">• 4thQ04: Reviewed initial contractor specifications for Polk/Pentagon shelter and requested revisions.• 3rdQ04: Completion of Polk/Pentagon (NW Quadrant) pad installation and electrical sleeve.• 2ndQ04: Completed installation of enhanced shelter #17 at Lake June/Prichard (NW Quadrant).• The Lake June/Prichard enhanced shelter has precluded the need for a \$ 500,000 – 1 million street reconstruction originally required.• Vandalism of bench seats at existing shelters was addressed by rebuilding shelter seats at all locations.
Issues	<ul style="list-style-type: none">• Delay in new shelter contract due to roofing issues.• Polk/Pentagon specifications delay due to sagging roof problem.
Schedule	<ul style="list-style-type: none">• Dec. 2004: Installation of Polk/Pentagon (NW Quadrant) shelter.
Project Manager(s)	Robert Parks

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 Loop 12 will be widened from 4 to 6 general purpose lanes (3 in each direction) and have two lane reversible HOV lane added within the median. The section from Loop 12 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 slip-ramps and wishbone ramps.

Accomplishments

- 4thQ04: The Irving City Council held a special meeting on August 17, 2004 to provide an opportunity for the public to comment and discuss the proposed plan for total reconstruction of the proposed *SH 114 Freeway* that includes two managed HOV lanes and right-of-way requirements impact on adjacent properties.
- 4thQ04: Formal comments on the proposed schematic plan from the State, FHWA, and the adjacent property owners were received on September 8, 2004. The schematic is set to be completed in November 04.
- 3rdQ04: Developed and submitted final schematics to TxDOT in Austin for the entire corridor, which included limits of managed lanes/tolling zones.
- 3rdQ04: Level of service analysis based on NTCOG revised design volumes for freeway main lanes, ramps, HOV access/egress points, service roads, and intersections have been completed.
- 3rdQ04: Developed and submitted final schematics to TxDOT in Austin defining limits of Loop 12 and SH 114 interchange for early project implementation as a result of changes to Loop 12 schematics for accommodation of LRT underpass construction.
- 3rdQ04: Completed LRT alternative 2B within State R-O-W between Texas Stadium and BNSF Railroad along SH 114 so as not to significantly impact highway improvements with fewer impacts to property owners and frontage road operations.
- 3rdQ04: Re-examination of a section of SH 183 for grades, ramps, and main lanes geometric due to adding one more HOV/managed lane on SH 114 freeway.

SH 114 Freeway Widening Including HOV Lanes

Mobility Programs Development

- 1stQ04: Developed cost estimates for LRT, Loop 12 and SH 114 within the proposed interchange underpass construction.
- 1stQ04: The western end of the project terminus was re-drawn to conform to the recently developed demand volumes.
- Working with DFW Airport regarding SH 114 R-O-W impact on the proposed perimeter taxiway around the north end of Runway 35C-17C.

Issues

- TP&P in Austin will validate NTCOG revised traffic projections for the entire SH 121/SH 114 Corridors as part of their formal review process.
- Finalization of Memorandum of Understanding and development of necessary funding agreement between DART, TxDOT, NCTCOG, and City of Irving for early implementation of *Loop 12/SH 114 Interchange* to accommodate the future LRT corridor extension into Irving.
- TxDOT has approved and issued a NTP for its portion of the PS&E design contract while DART is working on its part of the PS&E effort.

Schedule

- Nov.-Dec. 2004: Formal public hearing anticipated in advance of EA approval.
- FY 04-05: TxDOT/FHWA approval of EA report and schematic drawings.
- FY 04-06: PS&E for Loop 12/SH 114 interchange for early LRT project implementation.
- FY 07-09: Construction phase for Loop 12/SH 114 interchange for early LRT project implementation.
- FY 06-09: PE/PS&E for remainder of SH 114 Corridor.
- FY 09-11: Utilities relocation/coordination and R-O-W.
- FY 12-15: Construction phase, pending funding availability.

Project Manager(s) Ali Rabiee

Strategic Plan Consideration C3 Improve efficiency
S1 Build Relationships with Stakeholders

Description The project involves the grade separation of the Trinity Railway Express (TRE) over the intersections of Belt Line Road, Briery Road, and Story Road; and replacement bridges over Dry Branch Creek and West Irving Creek. The TRE tracks will be elevated and double tracked from Gilbert to Rogers Rd, for a length of 2 ¼ miles. The portions of Belt Line Road, Briery Road and Story Road within the vicinity of the TRE Line and Rock Island Rd. will be reconstructed as part of this project. The project also includes an 8,200-foot long bridge and a 1,000-foot long retaining wall. The improvements are in the City of Irving (COI) and the project involves construction of bridges, tracks, paving, drainage, signing, striping, illumination, signalization and aesthetic features. Additional ROW will be acquired by the City of Irving. Total estimated cost including ROW, engineering, and construction is approximately \$32 million. In addition, COI has committed \$5 million for aesthetics as part of Quite Zone. The Regional Transportation Council of the North Central Texas Council of Governments approved this project for funding under the Strategic Programming Initiative. DART and the City of Irving secured Federal funding (\$30M) during FY 02.

Accomplishments • 4thQ04: Final plans at 90% completion.

Issues • Acquiring ROW and easement parcels by COI and utility relocations remains a critical path to meet the proposed schedule.

Schedule • September 4, 2004 – October 22, 2004: Disposition and implement 90% comments.
• September 1 – November 15, 2004: Final plans (PS&E Package) from 90% to 100%.
• November 1, 2004: Submit signed sealed drawings/specifications for final review.
• November 15, 2004: Final bid documents completed.
• November 30, 2004: City of Irving obtains project right-of-way and easements.
• January 15, 2004: Advertise for bids.
• March 7, 2005: Letting (receive bids).
• Jan. 31, 2005: Complete City of Irving Utility Relocation

TRE at Belt Line Road Transit PASS Project

**Mobility Programs
Development**

(construction by others).

- May 2, 2005: Begin construction.
- July 2006: Complete Phase 1 Construction / Begin Phase 2 Construction.
- October 2007: Complete project.

Project Manager(s) Ali Rabiee

Strategic Plan Consideration	C1 Improve quality. C2 Improve/add services. C3 Improve efficiency.
Description	<p>The Action Plan provides guidance for development and implementation of service improvements for a five-year period. The Board-adopted goals for the Action Plan are to increase ridership and improve cost effectiveness. Since mid-1997, the bus service improvements identified in the Action Plan have helped to turn around bus ridership from a six-year decline. After three years of successive ridership growth (FY98—FY00), bus ridership for FY 2001 showed a slight decline in comparison to the same period in FY 2000 and further declines have been experienced in FY 2002, reflecting an increase in unemployment and the results of a change in fare structure.</p> <p>Service improvements for the first Five-Year Plan were implemented with seven major changes. LRT improvements included extending service to Downtown Garland Station on the blue line and to Parker Road Station on the red line.</p> <p>In March 2003, staff published the final 2002-2006 Action Plan and made the plan available on DARTnet.</p> <p>Ridership during the first and second quarters of FY 2004 declined due to the service reductions and the effects of the 2003 fare increase.</p>
Accomplishments	<ul style="list-style-type: none">• 3rdQ04: Staff initiated review of Plan for update to financial information and project schedules.• Innovative services and site-specific shuttles continue to be developed as described in the attached Score Card and individual progress reports.
Issues	<ul style="list-style-type: none">• Ridership declines due to economy, fare structure; below-budget sales tax revenues.• Continue to highlight projects for possible implementation within constraints of cost containment.
Schedule	<ul style="list-style-type: none">• October 2004: complete Financial Plan update.• 3rdQ05: begin drafting plan update.
Project Manager(s)	Katharine Eagan

FY 2004 Fourth Quarter Score Card

Five-Year Action Plan

Service Planning and Scheduling

Objectives	Services	Activities
INCREASE RIDERSHIP		
<ul style="list-style-type: none"> Expand Services 		Ridership during first and second quarters of FY 2004 has declined due to the service reductions and the effects of the 2003 fare increase.
	Feeders to Transit Centers and Stations	Implemented revisions to rail and transit center feeder routes, designed to maximize efficiency, in October 2003, which improved productivity and performance.
<ul style="list-style-type: none"> Improve Customer Waiting Conditions 	Improved Bus Stop Amenities	The 2003-2008 new Standard Shelter Program will include a total of 430 standard shelters and 90 double/modular shelters. Seventeen of 18 regular enhanced shelters have been installed.
IMPROVE COST EFFECTIVENESS		
<ul style="list-style-type: none"> Implement Efficiencies 		
	DART On-Call Non-Traditional service	Richardson On Call, implemented May 2004, will be expanded in February 2005. Implementation of service saves over \$1 million in fixed route operating costs.
	Site-specific Shuttles	On-going service partnerships with North Park, SMU, DFW and U.T. Southwestern Medical Center; American Airlines Center, Dallas Arboretum, Texas Instruments (TI), the McKinney Avenue Trolley, and Medical City.
	Non-Traditional Vanpool Service (E-Shuttle)	Employer outreach in rail expansion corridors is identifying new E-Shuttle opportunities. E-Shuttle implemented for Palisades business center on the west side of U.S. 75 across from the Galatyn Station. Three additional E-Shuttles pending.
	Address low-performing routes	Adjustments to lower performing routes implemented in October 2003. Efficiency-related improvements implemented May 2004. In FY05, Planning and Marketing will begin a new route promotion program to target marginal and improving routes.

Strategic Plan Consideration	C1 Improve quality. C2 Improve/add services. C3 Improve efficiency.
Description	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.
Accomplishments	<ul style="list-style-type: none">• 4thQ04: The Oak Cliff Service Review was presented at the Service Planning Committee Meeting in July 2004.• 3rdQ04: The final draft for the Oak Cliff and Farmers Branch Service Reviews was completed.
Issues	<ul style="list-style-type: none">• None
Schedule	<ul style="list-style-type: none">• 2004: Complete Farmers Branch Service Review.• 2005: Complete Oak Cliff Service Review.• 2005: Complete Irving Service Review.• 2005: Complete Garland Service Review.• 2006: Complete North Tollway Service Review.• 2006: Complete East Dallas Service Review.
Project Manager(s)	Katharine Eagan/assigned staff

Strategic Plan Consideration	C1 Improve quality. C2 Improve/add services. C3 Improve efficiency.
Description	The Five Year Action Plan included a strategy of identifying principle bus corridors and targeting improvements in bus travel times, frequency, passenger amenities and security to achieve a service level similar to that provided by light rail, but without the grade separated right-of-way.

The 1998-2002 and 2002-2006 Five Year Plans identify potential bus corridors: Harry Hines, Malcolm X, and Ferguson Road. The Northwest Corridor MIS planned light rail within the Harry Hines corridor, removing it from consideration as a bus corridor.

Accomplishments

- 4thQ04: Completed the final draft (concept paper), Phase I.
- 4thQ04: Reviewed corridor selection and schedule of improvements as impacted by cost containment.
- 3rdQ04: Finalized performance standards for enhanced service.
- The Malcolm X Transfer Facility opened May 2004, along with feeder connections.
- The Ferguson Road Bus Corridor project is being coordinated with the East Corridor MIS. Data collection and needs analyses have been completed within the Ferguson Road Corridor.
- Enhanced bus service, for use in targeted corridors, has been further refined in coordination with the 2030 Transit System (2030 TSP) Plan. Additional enhanced bus corridors to be modeled as part of 2030 TSP process.

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| Issues | <ul style="list-style-type: none">• Integration of DART's bus corridor development concepts with City of Dallas corridor overlay zoning concepts.• Incorporation of bus corridors in the 2030 Transit System Plan. |
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| Schedule | <ul style="list-style-type: none">• FY 05: Begin implementation plan (Phase II). |
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Project Manager(s)	Katharine Eagan
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Strategic Plan Consideration	C1 Improve service quality and effectiveness. C2 Improve service efficiency. C3 Increase ridership by opening new services.
Description	The Employer Services Program incorporates services targeted at employers: Employer Shuttles (E-Shuttles), Site Specific Shuttles, Airport and other services in which DART partners with employers to provide innovative transit connections between the DART system and potential trip generators. The first E-Shuttle (Campbell Centre E-Shuttle) was implemented February 1, 2000, a second was started on July 24, 2002. Site-specific shuttle services are currently operating at D/FW Airport, The UTSW Medical Center, Texas Medical City, North Park Mall, Texas Instruments, and SMU.
Accomplishments	<ul style="list-style-type: none">• 4thQ04: Staff held a transportation fair at Gaylord Texan in Grapevine.• T.I. signed E-Shuttle agreement from Parker Road to Spring Creek campus.• Met with Baylor staff about possible outreach to the near downtown campus.
Issues	<ul style="list-style-type: none">• Economy improving, yet large company hiring continues to be an issue.• Leasing of empty office space is picking up but not at a significant pace in many area sub-markets.• New job creation is with smaller and smaller service companies where interest in this program is not significant; will need to develop grouped TDM programs.• Many new employment opportunities are beyond DART service area boundaries.
Schedule	<ul style="list-style-type: none">• Ongoing• Oct.-Dec. 2004: Staff will hold a transportation fair at UTSW to raise awareness of transit and vanpool services offered by DART. Details and dates are pending.
Project Manager(s)	John Quinn

Strategic Plan Consideration

C1 Improve service quality and effectiveness.
C2 Improve service efficiency.
C3 Increase ridership by opening new services.

Description

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.

FY 2003 ended with 74 vanpools in operation.

During FY 04, staff will focus on expansion of the number of vanpools in the program, which will be achieved through the implementation of extensive outreach and enhanced incentives.

Accomplishments

- 4thQ04: The last contract option with VPSI was presented to the Board of Directors and approved in September.
- 4thQ04: A Cost/Benefit Study was initiated in September. The objective of the study is to identify the best service delivery option to DART vanpool customers (contract vs. DART managed).
- 3rdQ04: A Scope of work was developed to study the feasibility of operating the vanpool program internally. Currently, the vans are leased through a contract with VPSI. The study should be complete by end of FY 04.
- Vanpool Coordination Meetings with Marketing are being held monthly to determine the progress of Marketing strategies and program status.
- Long/Short range strategies were developed to enhance vanpool program
- Presentation of vanpool program and strategies were presented to the Service Planning Committee for review.

Issues

- Coordination of new vanpool incentives program with Marketing Department.
- Pricing issues continue to be a concern with vanpool participants. Project Manager will continue to explore efficient pricing options to make program more attractive.
- Economic downturn and lay-offs continue to be the primary reason for declining vanpool sales.

- Schedule**
- Nov. 2004: The Cost/Benefit Analysis Study results will be presented to the Board of Directors.
 - FY 2004: Promote an aggressive marketing campaign to help increase the number of operational vanpools.
 - FY 2005: Long Term Marketing Strategies will be identified to enhance existing pricing structures to Vanpool Program
 - Ongoing telemarketing support as well as Account Executive Sales calls will continue with major employers in the Metroplex.

Project Manager(s) Pat Vidaurri/ Jennifer Hall

Employer Outreach in LRT Corridors/ TMAs

Service Planning and Scheduling

Strategic Plan Consideration	C1 Improve service quality and effectiveness. C2 Improve service efficiency. C3 Increase ridership by opening new services.
Description	<p>Employer Outreach Efforts:</p> <p>The purpose of these efforts is to educate Employers on light rail and bus feeder alignments, to introduce them to the benefits of DART's pass programs, vanpools, E-Shuttles, and other services. During FY2004 efforts will be made to contact employers as economy improves.</p> <p>Transportation Management Associations (TMAs): TMA's are designed to address issues of air quality and congestion in our region. They function to foster public-private partnerships between transit agencies, city governments, and employers within defined geographic areas, and may also encourage pass programs, vanpooling, and various shuttle services.</p>
Accomplishments	<ul style="list-style-type: none">• Continuing to meet with SMU and interested parties concerning creation of a TMA in the North Central sub-market area around Mockingbird Station.• Staff coordinated with Race For the Cure and Heart Walk to plan for both of their Fall 2004 events.
Issues	<ul style="list-style-type: none">• Continued lack of interest in TMA formation from employers due to poor economy.• Service provision to employers outside of service area.
Schedule	<ul style="list-style-type: none">• Contacts will be initiated with prospects uncovered during employer outreach and networking opportunities.• Providing assistance on potential TMA at Mockingbird, Lovers Lane, and Park Lane Stations.
Project Manager(s)	John Quinn

Strategic Plan Consideration	C1 Improve service quality and effectiveness. C2 Improve service efficiency. C3 Increase ridership by opening new services.
Description	The DART Community Transit Program includes On-Call Cellular Dispatch Services, Late Night/Weekend Demand Response services, and other non-traditional services designed to provide transit opportunities in areas where fixed-route service is unable to sustain ridership or meet DART Service Standards. DART On-Call Service was first implemented in Plano on June 7, 1999; currently there are six On-Call zones with plans for a seventh.
Accomplishments	<ul style="list-style-type: none">• 3rdQ04: Finalized review of Rowlett ridership.• May 2004: Implemented service in new Richardson zone.• Subsidy per passenger continues to trend downward for all six established zones.• 2ndQ04: Added a vehicle for peak time service in North Central Plano.• 2ndQ04: Established new procedures for audit of fare and revenue collections.
Issues	<ul style="list-style-type: none">• Coordination/development of Marketing Plan for both new and old DART On-Call services.• Begin consolidation of daily management under ATC.• Future financial considerations for Late Night/Weekend Demand Response services will be incorporated in next fiscal year.
Schedule	<ul style="list-style-type: none">• Oct.-Dec. 2004: Implement marketing plan for Farmers Branch and North Dallas zones; begin community outreach for Rowlett zone.• February 2005: expand Richardson On Call zone.• FY 2006: Begin solicitation for comprehensive operation of management and operation of On Call and new van-based services.
Project Manager(s)	Katharine Eagan

Strategic Plan Consideration	C1 Improve quality. C2 Improve/add services.
Description	In response to needs identified in the Texas Quality Awards process, a quality assurance program was included in the FY 2001 Business Plan strategies. The program will focus on utilizing customer complaint data, customer market research and quality assessment data to define customer requirements and assure that DART's processes are targeted at responding to those requirements. An executive management level Customer Satisfaction Committee was initiated in January 2001 and meets quarterly. A Complaint Process Team has been chartered to address specific process issues and report back to the Customer Satisfaction Committee.
Accomplishments	<ul style="list-style-type: none">• 3rdQ04: New handheld devices were purchased and programmed to help support the program. The devices have helped the assessors in the field process the data in a more expedient manner.• Customer satisfaction priorities (milestones and strategies) were identified and reviewed by the ELT. A cross-functional oversight team has been formed to implement the strategies.• A Customer Satisfaction Index has been developed to measure customer perceptions about service delivery. The index measures responses from three customer feedback mechanisms including: the Quality Assessment data, the Customer Complaint data and the Customer Satisfaction survey.
Issues	<ul style="list-style-type: none">• Continue to report information re: customer requirements (Customer Surveys, Customer Comments and QA data collection).• Problems with the maintenance of the COGNOS database continue to be an issue. Service Planning will continue to explore options to maintain accurate data within the COGNOS database for accurate and timely reporting of QA data.
Schedule	<ul style="list-style-type: none">• Program is in place and on-going• FY 04: QA Program will be incorporated into the Bus Ridership Counting Services.
Project Manager(s)	Gary Hufstедler

Strategic Plan Consideration	C1 Improve quality of service. C2 Improve customer waiting conditions. C3 Improve competitiveness of bus service.
Description	The J.B. Jackson, Jr. Transit Center is located on MLK Jr. Boulevard between J.B. Jackson and Trunk Avenue. It will consist of seven bus bays, canopies, and 205 public parking spaces. It will also accommodate other passenger amenities such as a waiting area, public restrooms, public phones and a station agent area. Five current DART bus routes will serve the T.C.
Accomplishments	<ul style="list-style-type: none">• Aug. 2004: The Service Planning Committee was briefed regarding the bus feeder plan.• 3rdQ04: The feeder plan was presented at the Manager's Forum in July.
Issues	<ul style="list-style-type: none">• City of Dallas has agreed to add no parking signage on J.B. Jackson & Grand to minimize bus and auto conflicts.• In August 2005, the MLK T.C was renamed J.B. Jackson, Jr. T.C.• As a result of construction delays, the T.C will open on February 21, 2005 instead of January 24, 2005.
Schedule	<ul style="list-style-type: none">• Oct. 2004: Hold community meetings regarding the bus feeder plan.• Nov. 2004: Board approval of the feeder plan.• February 21, 2005: J.B. Jackson, Jr. Transit Center scheduled to open for revenue service.
Project Manager(s)	Jennifer Jones/Clarence Barber

DATE: October 2004
TO: Distribution
SUBJECT: **PROJECT DEVELOPMENT PROGRESS REPORT**

This document is the 4th Quarter FY 2004 issue of the DART Project Development Progress Report. This report addresses status of LRT Buildout activities and other Capital Development projects. Status reflects activities through September 30, 2004, including Change Control Summaries, Systems Integration, and Real Estate.



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

THM/ta

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ACRONYMS

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

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

SCOPE OF PROJECTS

LIGHT RAIL TRANSIT (LRT) BUILDOUT PHASE I

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

Bush Turnpike Station

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

Walnut Hill Parking

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

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

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

LIGHT RAIL TRANSIT (LRT) BUILDOUT PHASE II

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

ADDITIONAL CAPITAL DEVELOPMENT

Livable Communities

The Livable Communities project consists of two elements. The first element is a defined walkway connecting the DART Convention Center Station platform to the Dallas Convention Center (completed July 2003). The other is a landscaped walkway (Pearl Street Connector) along Pearl Street connecting the East Transfer Center to the DART Pearl Street Station (opened to public April 2000).

Martin Luther King, Jr. Transit Center

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

NW-1A/Victory Station Project

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

Unity Plaza

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

TRE Elm Fork of the Trinity River Bridge Construction

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

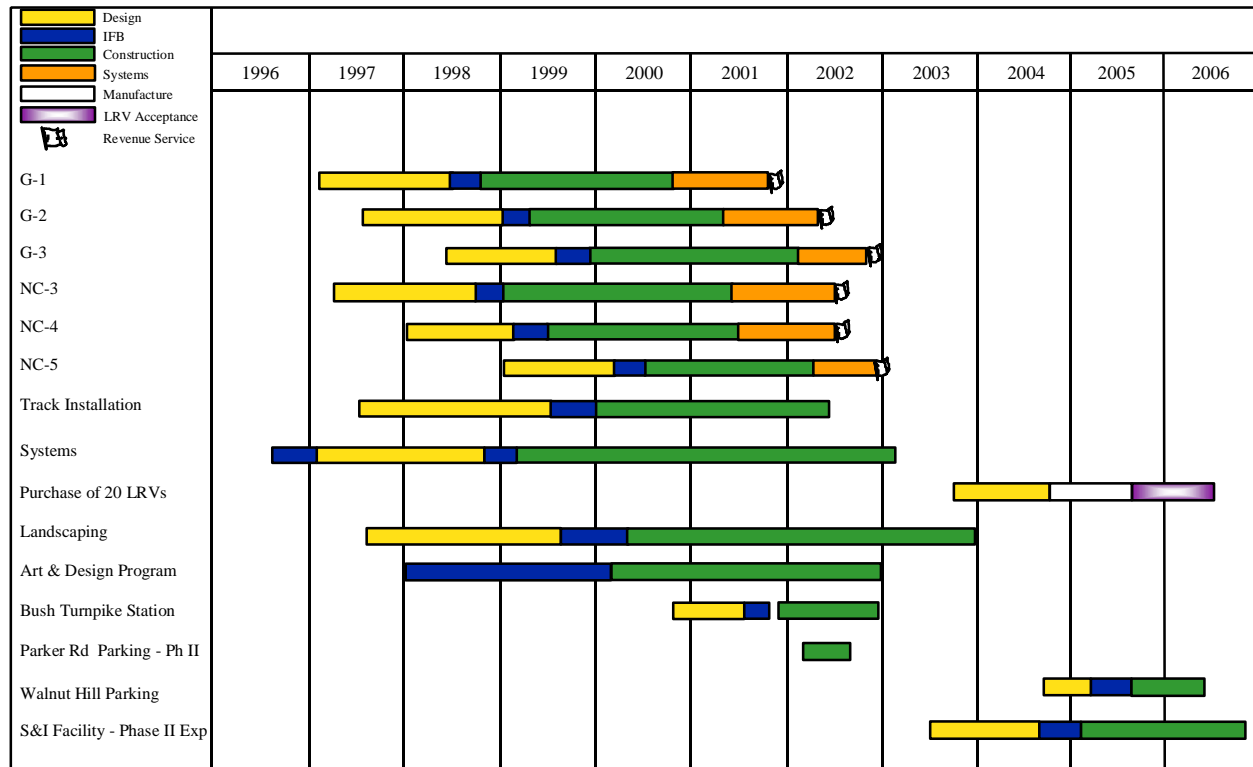
**LRT BUILDOUT
PHASE I**



Summary Control Schedule

LRT Buildout Phase I

LRT BUILDOUT SUMMARY CONTROL SCHEDULE



Revised 09/30/04

Cost/Schedule Summary

LRT Buildout Phase I

LRT BUILDOUT PHASE I Cost Summary (in millions of dollars)			
	Control Budget	Current Commitment	Expended to Date (2)
LRT General (1)	\$ 67.0	\$ 55.6	\$ 54.9
Cityplace Station Finishout (3)	24.9	24.7	24.7
Garland-1	53.2	52.0	51.6
Garland-2	84.2	78.0	77.2
Garland-3	101.2	92.1	90.7
North Central-3	123.1	107.0	105.4
North Central-4	82.2	77.0	75.6
North Central-5	64.7	61.2	60.1
S&I Facility Expansion/VAF	31.7	31.9	31.9
Systems	160.1	155.3	155.1
Vehicles	151.2	151.0	150.6
LRT Buildout Total	\$ 943.5	\$885.8	\$877.8

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 08/31/04.
- 3) At the direction of the DART Board, Cityplace Station Finishout was combined with the LRT Buildout.

LRT BUILDOUT PHASE I RELATED PROJECTS (FFGA Amendment 10) Cost Summary (in millions of dollars)			
	Control Budget	Current Commitment	Expended to Date
Bush Turnpike Station	\$ 12.5	\$ 12.6	\$ 12.6
Parker Road Station Phase II Parking	2.6	1.6	1.6
Walnut Hill Parking	1.3	0	0
S&I Facility - Phase II Expansion	29.4	4.1	3.3
Purchase of 20 LRVs	63.0	60.6	10.9
Total	\$ 108.8	\$ 78.9	\$ 28.4

Cost/Schedule Summary

LRT Buildout Phase I

SCHEDULE SUMMARY

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

Northeast Corridor Facilities

Line Section G-2

LRT Buildout Phase I

Strategic Plan Consideration	C2.3 Develop/open/integrate new transit services C2.6 Add needed passenger amenities/facilities
Description	Line Section G-2 extends northeasterly from the south end of White Rock Lake Park to the KCS Railway Overpass on the former MKT Railroad Company alignment. This section makes up 3.5 miles of the 11.2 miles of the entire Northeast Corridor. There is one station in this line section, LBJ/Skillman Station, located north of LBJ Freeway and Miller Road. Provision for a future station is also included in this line section.
Status	Revenue service for Line Section G-2 began on schedule on May 3, 2002. Final closeout of this construction contract is complete, pending an outstanding appeal and required releases.
Issues	<p>The wetlands mitigation project progressed substantially, and plant growth has been obtained. This project will continue to be monitored to determine whether additional mitigation will be required.</p> <p>The contractor, GLF, appealed the Contracting Officer's final decision on its schedule-related Request for Equitable Adjustment and the matter is in DART's administrative disputes process. DART Legal Department is proceeding with the litigation.</p>

North Central Corridor Facilities

Line Section NC-3

LRT Buildout Phase I

Strategic Plan Consideration	C2.3 Develop/open/integrate new transit services C2.6 Add needed passenger amenities/facilities
Description	Line Section NC-3 extends northerly from the temporary Park Lane Station to Restland Road on the former Southern Pacific Railroad Company alignment. This section makes up 4.1 miles of the 12.5 miles of the entire North Central Corridor. There are four stations in this line section: the permanent Park Lane Station, located north of Park Lane across from the temporary Park Lane Station; Walnut Hill Station, located on Walnut Hill Lane between North Central Expressway and Greenville Avenue; Forest Lane Station, located just south of Forest Lane on the former Southern Pacific Railroad alignment; and LBJ Central Station, located south of LBJ Freeway along the former railroad alignment.
Status	As of the end of June 2003, the contractor, GLF, is no longer on the project. Survey of some of the MSE walls to assure they are in compliance with the contract is complete. No problems were discovered. All construction work on the project is complete. Contract closeout is in progress.
Issues	Calculation of backcharges to GLF is complete. GLF has indicated that it will present a Request for Equitable Adjustment in early October.

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 now substantially complete and are in revenue service. The contractor, Marta Track Constructors, Inc., abandoned work on the project prior to completion of the contract requirements.

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

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

Crossing panels are not performing. The track was not properly distressed. DART is proceeding with reprocurement of crossing panels and required distressing. The solicitation is being finalized for release in early October. It is anticipated that the cost of this work will be charged to Marta.

Systems – Traction Electrification

LRT Buildout Phase I

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

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

Status The traction electrification effort for Buildout Phase I is essentially complete. The project team continues its focus on contract closeout and resolution of final integrated testing issues.

Powell Power completed punch list corrections on NW-1A substations and supported testing during August and began commissioning and final testing of Arena TPSS in September. Powell will continue to provide start-up support to the NW-1A systems contractor as required.

Issues None.

**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.

Status

The signals contractor, Union Switch & Signal, Inc. (US&S), has completed the majority of the contract work. Two items remain to be completed.

The contract closeout process is continuing.

Issues

None.

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.

Status The contractor, Mass Electric Construction Company (MEC), completed all required testing as of July 28, 2004, thus reaching substantial completion. Contract paperwork is still required. To date, Mass Electric has failed to provide the date for completion of the contract.

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

A meeting with the contractor was held on June 14, 2004, to review all open items for this contract. The contractor concurs that the items reviewed are open; however, they have not given a completion date.

Liquidated damages are being withheld for late completion.

Mass Electric appealed the Contracting Officer's final decision on its Request for Equitable Adjustment and the matter is in DART's administrative disputes process. DART and Mass Electric filed a joint Motion to stay the proceedings until November 1, 2004, to allow discussions between the parties. DART has requested a meeting for October 6, 2004, to start the negotiation process.

**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.

Status

Monitoring of the TVMs continues. New patron user interface was installed on one TVM at Park Lane Station and one TVM at White Rock Station for evaluation.

Issues

Resolution of problems with the TVM is ongoing. Major progress has been made in resolving issues. Execution of final Supplemental Agreements occurred mid-July, with work to be completed within 90 days of execution.

Systems – Vehicles

LRT Buildout Phase I

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

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

Description Integrate systems operation for LRT Buildout.

Status Systems Integration staff continued coordination with Operations of turnover activities for all open items systemwide. Updated turnover reports were submitted to Operations.

Testing and discrepancy follow-up efforts were continued. Updated comprehensive discrepancy list was submitted in July.

Systems Integration staff continues Safety Certification coordination for line sections and systems elements. The items remaining are non-critical and identified as such. System Safety Certificate was issued for the Communications contract in August.

Issues None.

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

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

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

Landscape maintenance was completed in August 2004 and was turned over to the DART Maintenance Department.

Contract closeout is pending resolution of five outstanding contract modifications, which are in negotiations.

Issues Five contract modifications remain to be settled that will resolve all outstanding issues on the contract.

Walnut Hill Parking

LRT Buildout Phase I

Strategic Plan Consideration	C2.6 Add needed passenger amenities/facilities
Description	The existing Walnut Hill Station on Line Section NC-3 is currently a kiss and ride facility. The addition of parking is proposed to be constructed on the adjacent Oncor property.
Status	Budget and schedule have been finalized. NTP for design was issued September 16, 2004.
Issues	None.

Service & Inspection Facility - Phase II Expansion







**LRT Buildout
Phase I**

Strategic Plan Consideration	C1 Improve Quality C2 Improve/Add Services C3 Improve Efficiency
Description	Phase II Expansion of the Service & Inspection Facility will include expansion of the existing maintenance building, site drainage modifications, and additional yard track. Maintenance capacity of the facility will be expanded from 109 to 125 light rail vehicles.
Status	The designer, Halff and Associates, has incorporated the dispositioned comments into the drawings. Contract documents were submitted July 15, 2004. The SMR took place July 28-30, 2004. IFB documents were delivered to DART on August 16, 2004. The procurement package is scheduled to be sent out in early October 2004.
Issues	The request for additional ventilation system in the existing running maintenance area was presented to the Change Control Board for approval on September 3, 2004. Upon approval, Halff and Associates proceeded, completed the design, and submitted the mylars on September 30, 2004.

Facilities - Six-Month Look Ahead

LRT Buildout Phase I

BUILDOUT FACILITIES – SIX-MONTH LOOK AHEAD

	2004			2005		
	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					
20 LRV PURCHASE	▲ Design & Manufacturing Continues (First shipment of 5 cars from Japan planned by 6/1/05)					
LANDSCAPING	Landscaping Completed					
BUSH TURNPIKE STATION	Revenue Service Began 12/9/02					
PARKER RD PARKING PHASE II	Construction Completed					
WALNUT HILL PARKING	▲ Design Continues					
S&I PHASE II EXP	▲ IFB Continues			🚧 → 🚧 NTP Construction		
<div><div> - Construction  - Manufacture</div><div> - Construction Complete ▲ - Information Only</div><div> - Critical  - Trending toward Critical</div><div> - Change ◆ - Revenue Service</div></div>						

Revised 09/30/04

Change Control Summary

LRT Buildout Phase I

Light Rail Transit Buildout Change Control Summary											
Rail Section/ Contract Package		Contract/ Contractor	Approved Contract Amount	Approved Contingency/ Allowance	Total Approved Amount	Executed Changes	Current Contract Value	Remaining Contingency/ Allowance	Percent Contingency Used	Percent Contract Comp.	Summary of Activity This Period & Comments (September 2004)
			(A)	(B)	(C=A+B)	(D)	(E=A+D)	(F=B-D)	(G=D/B)		
Professional Services	OSC C-99000140	LARSTY	\$108,230,934	\$11,031,433	\$128,318,936	\$7,362,817	\$120,956,119	\$3,668,616	67%	0%	No activity in September
	SDC C-97000024	DeLeon-Gerber	\$42,970,187	\$4,297,019	\$47,317,286	\$1,597,772	\$45,719,514	\$2,699,347	37%	100%	Contract complete
	LRF Management C-97000131	LYE	\$6,379,822	\$23,142	\$6,392,964	\$181,833	\$6,211,131	\$246,287	34%	0%	Through SA 405, a 90% Through SA 404, a 90% SA-32 Essential
	SC-3 Construction C-99000080	SLF Const. Corp.	\$49,983,089	\$4,898,384	\$54,881,473	\$2,381,382	\$52,499,091	\$2,789,838	43%	100%	No activity in September
North Central Corridor	Bus Light Rail Station C-3002291-01	Ham & Tingle	\$7,288,836	\$674,873	\$7,963,689	\$334,749	\$7,628,940	\$140,124	79%	100%	Work completed
	Walton B&T's Parking Lot	TEO	\$0	\$0	\$0	\$0	\$0	\$0			No activity in September
Northwest Corridor	G-2 Construction C-99000089	SLF Const. Corp.	\$35,181,916	\$3,518,192	\$38,700,108	\$280,441	\$38,419,667	\$3,287,150	7%	100%	No changes in September
S&B Facility Expansion	Construction Phase II TBD	TEO	\$0	\$0	\$0	\$0	\$0	\$0			
Track Material	S&B BO Phase II C-3007306-00	Progressive Rail Services	\$1,649,427	\$65,977	\$1,715,404	\$0	\$65,977	\$65,977	0%	0%	Final resolution 040802
Systemwide	Track Installation C-99000077	Marta Track	\$23,397,697	\$1,270,545	\$24,668,242	\$3,146,721	\$21,521,521	\$124,824	96%	100%	Change Log Closed Out
	Communications C-99000039	Mass Electric	\$17,108,081	\$1,711,808	\$18,819,889	\$1,683,491	\$17,136,398	\$138,311	96%	80%	No change in September
Systems	Fan Collection C-99000040	Schlenker	\$7,878,956	\$768,707	\$8,647,663	\$760,036	\$7,887,627	\$9,371	99%	100%	Contract closed pending
	Traction Electrification C-99000041	Power Power	\$38,189,911	\$4,138,137	\$42,328,048	\$3,302,307	\$41,025,741	\$773,838	87%	99%	No changes in September
	Signal System C-99000042	TEO	\$44,938,000	\$9,873,838	\$54,811,838	\$9,873,838	\$44,938,000	\$0	100%	99%	No changes in September
				\$428,080		\$305,136	\$122,944				Notes
LRF Procurement	2) Additional C-99000071	Kniskern/Proctor	\$36,934,190	\$2,843,700	\$39,777,890	\$183,278	\$39,594,612	\$2,684,427	87%	100%	Contract Completed
	20 additional C-99000071	Kniskern/Proctor	\$38,666,370	\$0	\$38,666,370	\$0	\$38,666,370	\$0	0%	38%	No activity in September
											Through SA-414
Legend		TOTALS	\$497,077,890	\$47,645,128	\$544,723,018	\$13,069,890	\$531,653,128	\$16,278,849			No activity in September
		% Contingency vs B0%		\$8,961,281		\$9,557,257		\$596,072			
Notes:											
a) The professional services contracts are negotiated through annual workplans (AWP); amounts reflected on this report represent Total Award Authorized Not-to-Exceed values.											
b) The authorized award amounts are captured in column B along with approved contingency amounts; to more accurately reflect the change activity as it relates to contingency.											

**LRT BUILDOUT
PHASE II**

**LRT Buildout
Phase II**



Strategic Plan Consideration

C2.3 Develop/Open/Integrate new transit services

Description

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

Status

The Northwest Corridor is in the planning and development phase.

The PE/EIS phase of the LRT line to Farmers Branch and Carrollton is complete. A Record of Decision (ROD) was issued on February 5, 2004. The federal project, Northwest/Southeast Minimum Operable Segment (NW/SE MOS), extends from the Northwest Corridor Farmers Branch Station to the Buckner Station in the Southeast Corridor. Final design will begin upon FTA approval.

Issues

The FEIS and 10% preliminary engineering reflect the Union Pacific Railroad (UP RR) north of Mockingbird Lane (no tunnel access into Love Field). An Interlocal Agreement (ILA) with the City of Dallas was approved by the DART Board on February 24, 2004, and by the Dallas City Council on February 25, 2004. The ILA outlines conditions that must be met in order to reconsider the tunnel option by June 30, 2004. This deadline was extended to September 30, 2004, by mutual agreement of the City and DART. DART, City of Dallas and North Central Texas Council of Governments (NCTCOG) are coordinating on funding sources in accordance with the ILA. In addition to funding commitments for the additional \$160 million tunnel cost, one of the ILA conditions is a “recommended” New Starts rating from FTA. DART staff provided FTA with the New Starts submittal for the federal project with the Love Field tunnel in May 2004 to determine if a “recommended” rating can be achieved. FTA did not provide a rating pending resolution of modeling issues. The current FTA New Starts submittal was due August 20, 2004 (only Land Use information was submitted; FTA extended the deadline to October 1, 2004, for remaining technical and financial information). On September 28, 2004, the DART Board directed staff to submit two New Starts submittals – one with and one without Love Field. On October 1, the remaining New Starts information will be submitted to FTA based on Board direction. An unofficial New Starts rating is expected in early November. Thus the Board authorized a second ILA extension to November 9, 2004, to obtain the FTA New Starts rating and allow the City of Dallas additional time to firm up funding commitments for the Love Field tunnel. Authorization to begin final design is expected in late 2004 unless the Love Field option is selected, in which case staff will need to amend the FTA ROD and seek a separate ROD from the Federal Aviation Administration (FAA). This would delay final design approval by up to six months.

Issues (Continued)

A public hearing was held on May 18, 2004, for proposed changes to the Parkland Station and Market Center/Oak Lawn Station. The Parkland Board approved the changes on May 25, 2004, and the DART Board approved the changes on June 8, 2004. FTA approved Draft Environmental Studies for both stations on June 24, 2004, to amend the FEIS. Preliminary engineering for the station changes is in progress and coordination with Parkland Hospital, the City of Dallas, and adjacent developers is continuing.

A Mitigation Monitoring Program, which will track the commitments in the FEIS and the Memorandum of Agreement (MOA) with the State Historic Preservation Officer (SHPO), has been finalized and is included as an attachment to the ROD.

**Strategic Plan
Consideration**

C2.3 Develop/Open/Integrate new transit services

Description

The Irving/DFW Corridor branches from the Northwest Corridor north of Love Field, continues through to Las Colinas and then on to DFW Airport.

Status

The Irving/DFW Corridor is in the planning and development phase.

The LRT line to Irving/DFW was initiated in October 2003. Alternative alignments are being evaluated. Public meetings were held on January 21, 2004, and April 28, 2004. Ongoing discussions with DFW Airport will determine the best way to penetrate the airport. The design phase will begin after completion of the planning and development phase.

Issues

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

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

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

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

Description 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 PE/EIS phase of the LRT line to Buckner Blvd. in South Dallas is complete. A Record of Decision (ROD) was issued on February 5, 2004. A 30% design package was submitted to the State Historic Preservation Officer (SHPO) on May 10, 2004. The final design will begin upon FTA approval.

Issues A Mitigation Monitoring Program, which will track the commitments in the FEIS and the Memorandum of Agreement (MOA) with the SHPO, is in development.

Comments from SHPO on the May 10 submittal have been received and are currently being evaluated by DART staff.

DART has been involved with discussions to build a stadium in Fair Park.

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

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

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

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

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

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

**ADDITIONAL
CAPITAL
DEVELOPMENT**

Cost Summary

Additional Capital Development

ADDITIONAL CAPITAL DEVELOPMENT Cost Summary (in millions of dollars)			
	Control Budget	Current Commitment	Expended to Date (1)
Convention Center Connector	\$ 1.0	\$ 1.0	\$ 1.0
Lancaster Road	1.6	1.6	1.6
MLK, Jr. Transit Center	7.8	6.7	3.9
Victory Station Project	79.0	79.9	68.7
Unity Plaza	3.5	1.2	0.9
TRE Elm Fork of Trinity River Bridge (2)	16.2	15.3	14.1

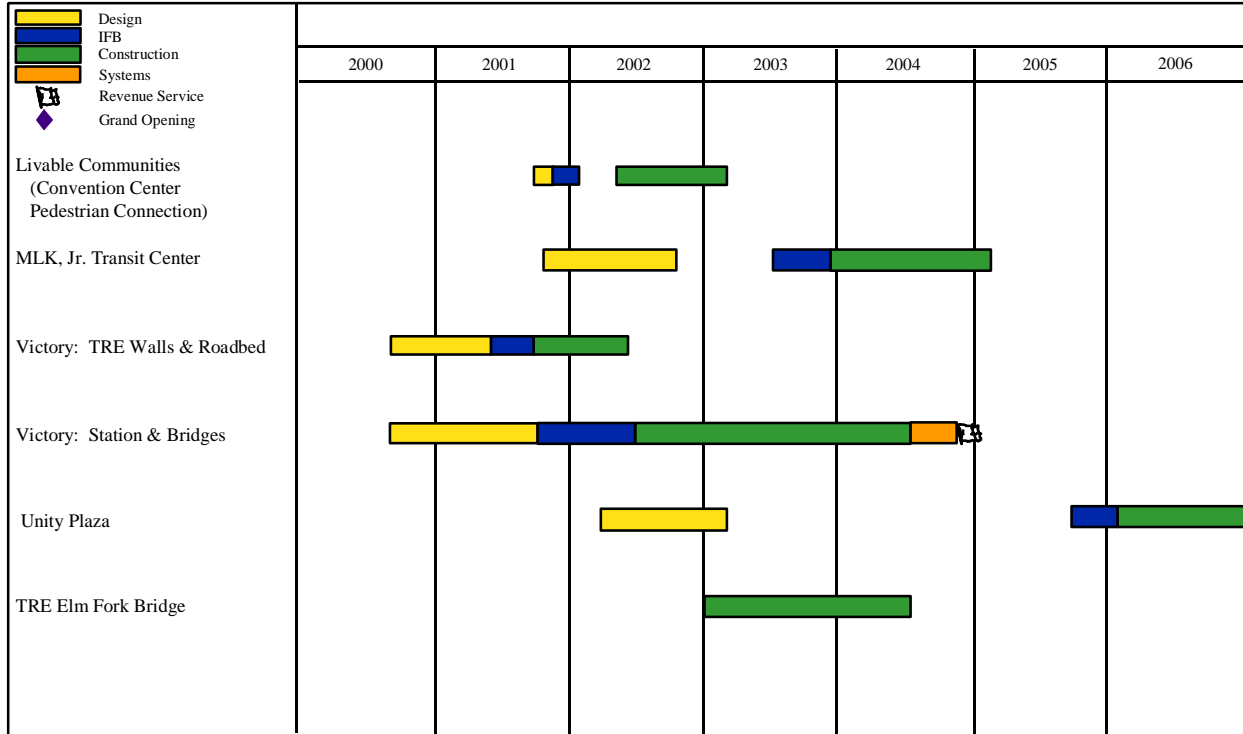
Notes:

- 1) Expended to date values reflect activity through 08/31/04.
- 2) Control Budget value is from the current DART financial plan.

Summary Working Schedule

Additional Capital Development

ADDITIONAL CAPITAL DEVELOPMENT SUMMARY WORKING SCHEDULE



Revised 08/31/04

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

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

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

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

Martin Luther King, Jr. Transit Center

Additional Capital Development

Strategic Plan Consideration

C2.3 Develop/Open/Integrate new transit services

Description

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

Status

The construction contractor, CME Builders and Engineers, Inc., continues to submit various submittals for approval.

Site excavation for the overall site is 90% complete.

Installation of columns for canopies has been completed. Installation of structural steel at building and canopies is over 98% complete.

Grading of the site and Trunk Avenue is approximately 100% complete. Installation of site utilities and water line has been completed along Trunk Avenue. The first third of the station platform area has been poured, with the forming of the remaining area being completed. Site is being prepared to start lime stabilization activity. The enclosure slab has been poured.

Completion of the installation of the handholds and conduit has been completed.

Issues

Delays in submitting submittals for approval and completing other paperwork continue to be problematic.

Structural steel has had the wrong primer removed and the system has been hot-dipped galvanized.

The contractor is having difficulty finalizing contracts with various subcontractors, delaying critical areas of the project.

Unknown utilities that were encountered, requiring removal and redesign efforts, have caused project delays.

June rains impacted June production and caused schedule slippage.

Martin Luther King, Jr. Transit Center

**Additional Capital
Development**



MLK, Jr. Transit Center Platform

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**, was to facilitate the relocation of the TRE mainline tracks to their final alignment at the site. This contract is complete.
- 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); construct the LRT guideway (including three LRT bridges and rehabilitation of one bridge); and construct the Victory Station.
- The third contract, **Line Section NW-1A Track Material Procurement**, was to procure the LRT track materials, to be installed by the second contract. This contract is complete.
- The fourth contract, **Line Section NW-1A Systems Construction Contract**, is under way to construct the TES, communications, and signals elements.

There was also additional work performed by the TRE to relocate their tracks during construction of the line section and the station. This work is complete.

Status

Line Section NW-1A Construction Contract

Martin K. Eby Construction, Inc., continues completion of punch list work, clean up, and demobilization from the site.

Line Section NW-1A Systems Construction Contract

Submittals and design continue. Access was given to the contractor on May 16, 2004. During this quarter, all systems equipment was installed and testing was begun. The Northwest Junction live wire test was performed September 9, 2004. Software at the Operations Control Center was upgraded to include the NW-1A line section. Live wire testing and turnover for integrated testing is scheduled for the first week of October. Software upgrade continues.

Issues

Line Section NW-1A Construction Contract

Eby has refused to sign approximately 72 bilateral supplemental agreements to the contract for mutually agreed upon costs in order to preserve its claim for impact costs at a later date. DART has issued unilateral modifications to the contract to pay for the costs on the above-referenced change issues.

NW-1A/Victory Station Project

Additional Capital Development

Issues (Continued) Eby submitted a global Request for Equitable Adjustment (REA), with two subsequent updates, which were presented in a “total cost” format that did not support entitlement. These requests were denied. Eby has submitted a new Request for Equitable Adjustment in the amount of \$4,350,793.94, for the area of the project south of station 102+00, which encompasses Milestones “C” and “D”. This REA is under review.

Eby sued DART’s general engineering consultant, LAN/STV. The case is proceeding in State Court. LAN/STV’s Motion for Summary Judgment is pending.

Line Section NW-1A Systems Construction Contract

The Systems contractor (Mass Electric) does not acknowledge full and timely access as of May 16, 2004. The contractor contends they took access June 16, 2004. The project team continues to meet weekly with the contractor to mitigate the schedule issues.

NW-1A/Victory Station Project

Additional Capital
Development



Aerial of Victory Station & NW-1A



Victory Station & Walkway to
American Airlines Center

**Strategic Plan
Consideration**

C2.6 Add needed passenger amenities/facilities

Description

The Unity Plaza Project will be located southwest of the intersection of Central Expressway and Haskell Avenue at the present location of DART's western entrance to the Cityplace Station and future location of the terminal for the McKinney Avenue Trolley.

The project consists of the reconstruction of the western entrance to Cityplace Station and the creation of a transit plaza surrounding the new building. This will include removing the existing portal and building a new one that is oriented to face the McKinney Avenue Trolley turntable to the west. The new entrance, a one-story glass and steel structure, will sit atop expanded foundation walls. The new entrance design incorporates a 150' tower that will serve as a landmark identifying the station. The existing Cityplace HVAC and electrical systems will be upgraded and augmented to accommodate the new configuration.

Status

Design of the project is complete, and the contract for design services has been closed.

A coordination meeting with the other stakeholders occurred on June 18, 2004. Other parties with an interest in the Unity Plaza Project include the City of Dallas, the McKinney Avenue Trolley Authority, the adjacent landowner, and others involved in the planning and construction of North Central Expressway.

Issues

The coordination of the schedule of the DART contract for construction with the construction contracts from the other stakeholders is ongoing.

TRE Elm Fork of the Trinity River Bridge Construction

**Additional Capital
Development**

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

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

Status The contractor, Austin Bridge & Road, L.P., reached substantial completion on August 2, 2004.










Construction work was completed on schedule. Contract closeout is in progress.

Issues The contractor has appealed a Contracting Officer's final decision relating to embankment material. DART's Motion for Summary Judgment was not granted. DART Legal Department is proceeding with this litigation in DART's administrative disputes process. Discussions between the parties and legal counsel were held on July 30, 2004. Litigation is continuing.

Six-Month Look Ahead

Additional Capital Development

ADDITIONAL CAPITAL DEVELOPMENT SIX-MONTH LOOK AHEAD

	2004			2005		
	OCTOBER	NOVEMBER	DECEMBER	JANUARY	FEBRUARY	MARCH
LIVABLE COMMUNITIES Conv. Ctr. Pedestrian Conn.	Construction Completed - 02/05/03					
MLK, JR. TRANSIT CENTER					 Construction Complete	
VICTORY STATION TRE Walls & Roadbed	Construction Completed					
VICTORY STATION Station & Bridges	Facilities Construction Completed - 7/22/04  Systems Complete	◆ Revenue Service				
UNITY PLAZA	Final Design Completed - 2/28/03 (Project On Hold)					
TRE ELM FORK BRIDGE	Construction Completed – 08/02/04					
<div><div> - Construction  - Construction Complete (Substantially)  - Revenue Service/Turnover to Operations</div><div> - Information Only  - Change * Senior Management Review</div><div> - Critical  - Trending toward Critical</div></div>						

Revised 09/30/04

Change Control Summary

Additional Capital Development

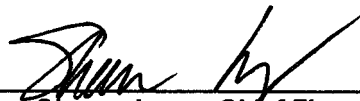
Additional Capital Development - Change Control Summary											
Facility/ Contract Package	Contract/ Contractor	Approved Contract Amount	Approved Contingency/ Allowance	Total Approved Amount	Executed Changes	Current Contract Value	Remaining Contingency/ Allowance	Percent Contingency Used	Percent Contract Comp.	Summary of Activity This Period & Comments (September 2004)	
		(A)	(B)	(C)=(A+B)	(D)	(E)=(A+D)	(F)=(B-D)	(G)=(D/B)			
Case Of Converter	Design C-96000140									Contract Complete	
	Construction C-1003977-01	\$711,419	\$71,142	\$782,561	\$0	\$711,419	\$71,142	0%	100%	Contract Completed	
NEK Transit Center	Design 1002720-1	\$447,250	\$44,725	\$491,975	\$44,715	\$491,965	\$10	99.9%	100%	Design completed	
	Construction C-0006892-1	\$2,896,156	\$258,025	\$3,153,181	\$18,918	\$2,910,074	\$245,107	4%	30%		
NW-1A Facilities Material & Systems	Construction C-1008853-01	\$24,986,984	\$2,498,698	\$27,485,682	\$1,978,788	\$26,965,772	\$519,910	79%	98%	Excludes Unilateral Mods	
	Track Procurement C-1003723-01	\$1,633,178	\$163,318	\$1,796,496	\$88,720	\$1,713,898	\$82,598	48%	100%	No change in September	
	Cables, OCS & Signals C-1005129-01	\$15,890,713	\$1,589,071	\$17,479,784	\$0	\$15,890,713	\$1,589,071	0%	49%	Closeout Pending SA's 1, 3, 4, 5, 8, 12,13,14	
Unity Plaza	Design C-1003727-01	\$1,053,766	\$185,377	\$1,158,142	\$0	\$1,053,766	\$185,377	0%	100%	Design complete	
	Construction TBD									IFB defined	
TRF Elm Fork Bridge	Construction C-1004649-01	\$8,838,894	\$1,060,666	\$9,899,550	\$393,646	\$9,232,530	\$654,948	38%	99%	TRC/SA #22 No Change in September	
	TOTALS	\$36,481,300	\$3,791,021	\$63,232,371	\$2,308,787	\$38,993,136	\$3,269,563			Work completed, Closeout Pending	
Legend:	3:Contingency: 88%										
Notes:											

DALLAS AREA RAPID TRANSIT

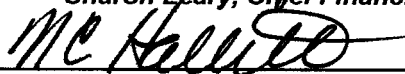
QUARTERLY INVESTMENT REPORT

As Of
September 30, 2004

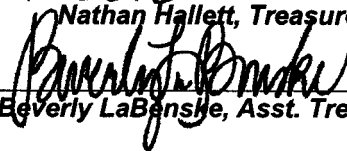
***Submitted by Authorized Investment Officers
in Accordance with
the Public Funds Investment Act***



Sharon Leary, Chief Financial Officer



Nathan Hallett, Treasurer



Beverly LaBenske, Asst. Treasurer

*Prepared by Treasury
November 1, 2004*

Executive Summary Key Guide

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

Book Value – The cost to acquire the investments.

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

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

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

Average Yield – The current expected return of the investments.

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

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

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

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

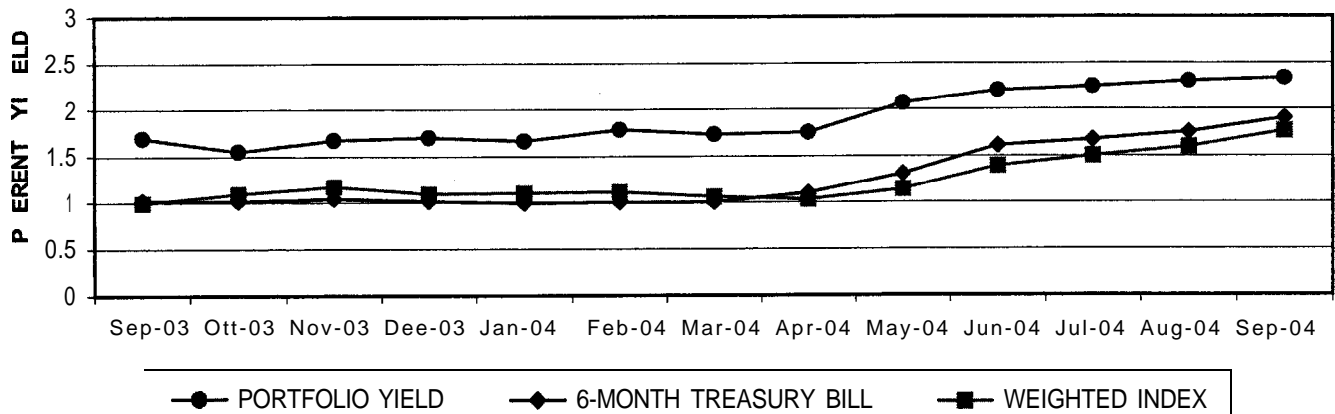
INVESTMENT PORTFOLIO

Executive Summary

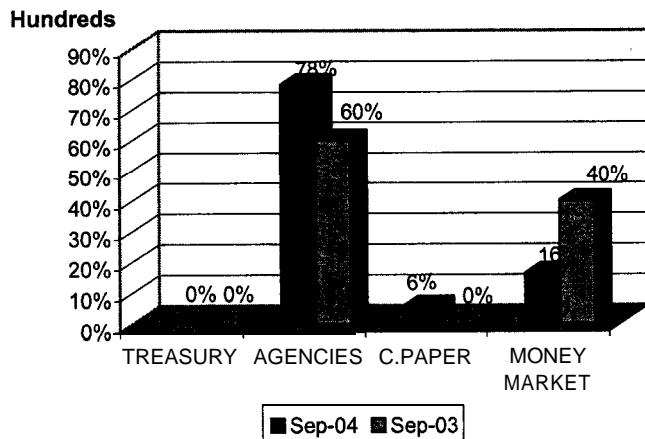
September-04

SUMMARY REPORT	Current	Change From
Market Value	\$326,179	\$18,718
Book Value	\$326,995	\$19,187
Net Unrealized Gain (Loss)	(\$816)	(\$1,163)
Accrued Interest	\$1,411	(\$76)
Average Maturity in Days*	504	(32)
Average Yield*	2.33%	0.03%
Eligible Securities		

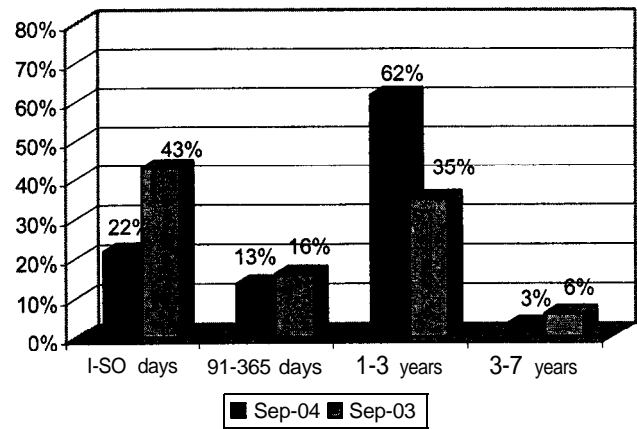
PORTFOLIO YIELD VS BENCHMARKS



DISTRIBUTION BY MARKET SECTOR



DISTRIBUTION BY MATURITY SECTOR



Current Portfolio Report

Investment

Straight Line - Callable Life

Receipts in Period

09/30/04

Run Date: 10/07/04

Run Time: 17:18

Page 1 of 1

Security Description	CUSIP	Par	Ending Val/Shares	Coupon Rate	Maturity Date	Yield Matur	call Date	Yield Call	Ending Amort Val/Cost	Ending Market Val	Other Rating	Purchase Date	Invest Number	Comments	Optional ID
PHLB 1.125 10/01/04	3133X1JX6	3,000,000.00		1.125	10/01/04	1.1704	Open	1.1704	3,000,000.00	3,000,000.00	Agcy	10/01/03	03-0092		Operating
PHLB 1.50 12/07/04	3133X2DA0	5,000,000.00		1.500	12/07/04	1.5000	Open	1.5000	5,000,000.00	4,996,500.00	Agcy	11/12/03	03-0100		Operating
GBCC 0.00 12/17/04	36959HMH7	5,000,000.00		0.000	12/17/04	1.8131	Open	1.8131	4,980,963.89	4,979,955.00	A/1, P1+	09/14/04	04-0064		Operating
PACCAR Financial 0.00 12/20/04	69372AML3	5,000,000.00		0.000	12/20/04	1.8333	Open	1.8333	4,980,000.00	4,978,962.50	A/1, P1+	09/20/04	04-0065		Operating
GBCC 0.00 01/11/05	36959HNB9	8,000,000.00		0.000	01/11/05	1.8771	Open	1.8771	7,958,293.34	7,955,366.40	A/1, P1+	09/13/04	04-0066		Operating
PHLB 5.785 02/09/05	3133M3GL3	1,000,000.00		5.785	02/09/05	5.5802	Open	5.5802	1,000,640.00	1,013,400.00	Agcy	01/17/01	01-0006		Fin. Reserve
SLMA 2.00 03/15/05	863870BJ3	2,000,000.00		2.000	03/15/05	1.4615	Open	1.4615	2,004,817.93	1,999,400.00	Agcy	03/12/03	03-0030		operating
FFCB 1.65 05/05/05	31331TKC4	2,000,000.00		1.650	05/05/05	1.6500	Open	1.6500	2,000,000.00	1,994,000.00	Agcy	11/05/03	03-0098		Operating
PNMA callable 1.53 05/26/05	3136F3VY9	3,000,000.00		1.530	05/26/05	1.5300	11/26/04	1.5300	3,000,000.00	2,987,400.00	Agcy	05/27/03	03-0050		Operating
PNMA Callable 1.67 05/26/05	3136F3TK4	3,000,000.00		1.670	05/26/05	1.6700	11/26/04	1.6700	3,000,000.00	2,990,100.00	Agcy	05/27/03	03-0049		Operating
FFCB 1.25 06/09/05	31331TYB1	3,000,000.00		1.250	06/09/05	1.2500	Open	1.2500	3,000,000.00	2,980,800.00	Agcy	03/24/04	04-0022		Operating
PHLMC 4.25 06/15/05	3134AAPQ1	3,000,000.00		4.250	06/15/05	1.5500	Open	1.5500	3,056,155.76	3,041,850.00	Agcy	09/26/03	03-0083		Operating
PHLMC 4.25 06/15/05	3134AAPQ1	3,000,000.00		4.250	06/15/05	1.7000	Open	1.7000	3,053,033.32	3,041,850.00	Agcy	11/25/03	03-0104		Operating
PHLB Callable 2.44 07/15/05	3133X7PM8	3,000,000.00		2.440	07/15/05	2.4400	10/15/04	2.4400	3,000,000.00	3,000,600.00	Agcy	07/15/04	04-0057		@rating
PHLMC Callable 1.50 07/29/05	3128X1TX5	3,000,000.00		1.500	07/29/05	1.5637	01/29/05	1.5637	3,000,000.00	2,980,500.00	Agcy	07/29/03	03-0064		Operating
PHLB Callable 1.535 08/05/05	31339YU35	1,000,000.00		1.535	08/05/05	1.5350	11/05/04	1.5350	1,000,000.00	994,000.00	Agcy	08/05/03	03-0070		Fin. Reserve
PHLB Callable 1.95 08/12/05	3133X1TV9	3,000,000.00		1.950	08/12/05	1.9500	05/12/04	1.9500	3,000,000.00	2,991,900.00	Agcy	11/12/03	03-0099	Call-5/12/04 only	Operating
FFCB Callable 2.10 08/25/05	31331YBK6	3,000,000.00		2.100	08/25/05	1.8183	08/25/04	1.8183	3,000,000.00	2,995,200.00	Agcy	02/25/04	04-0009	NextCall-10/13/04	Operating
PHLB 5.59 09/09/05	3133H5NR2	1,000,000.00		5.590	09/09/05	5.6401	Open	5.6401	999,575.22	1,030,400.00	Agcy	01/18/01	01-0007		Pin. Reserve
PNMA 1.875 09/15/05	31359MTB9	2,000,000.00		1.875	09/15/05	1.8801	Open	1.8801	1,999,890.00	1,990,600.00	Agcy	10/17/03	03-0085		Operating
PHLMC Callable 2.20 09/30/05	3128X3UJ0	5,000,000.00		2.280	09/30/05	2.2800	12/30/04	2.2800	5,000,000.00	4,993,550.00	Agcy	08/30/04	04-0063		Operating
PHLB Callable 1.60 10/12/05	3133X5EX7	5,000,000.00		1.600	10/12/05	1.6000	10/12/04	1.6000	5,000,000.00	4,962,500.00	Agcy	04/12/04	04-0034		Operating
PHLMC Callable 2.30 11/17/05	3128X16Q5	4,000,000.00		2.300	11/17/05	2.2535	11/17/04	2.2076	4,000,463.87	3,995,600.00	Agcy	11/20/03	03-0105		Operating
FFCB 6.50 11/22/05	31331HA72	1,000,000.00		6.500	11/22/05	5.2502	Open	5.2502	1,012,524.53	1,045,900.00	Agcy	04/24/01	01-0039		Fin. Reserve
PHLMC Callable 2.50 11/25/05	3128X2AV7	1,000,000.00		2.500	11/25/05	2.2324	11/26/04	1.9723	1,000,794.44	1,000,200.00	Agcy	11/26/03	03-0106		Operating
FFCB 2.56 11/30/05	31331Y2H3	3,000,000.00		2.560	11/30/05	2.5600	Open	2.5600	3,000,000.00	3,005,100.00	Agcy	06/30/04	04-0056		Operating
PNMA Callable 2.20 12/02/05	3136P4WB6	3,000,000.00		2.200	12/02/05	2.2000	12/02/04	2.2000	3,000,000.00	2,992,500.00	Agcy	12/02/03	03-0109		Operating
PHLB Callable 1.64 12/30/05	3133X5PU7	3,000,000.00		1.640	12/30/05	1.6400	09/30/04	1.6400	3,000,000.00	2,970,000.00	Agcy	03/30/04	04-0031		Operating
PHLB callable 1.75 01/12/06	3133X5J90	4,650,000.00		1.750	01/12/06	1.7500	10/12/04	1.7500	4,650,000.00	4,607,685.00	Agcy	04/11/04	04-0033		Operating
PHLMC Callable 2.01 01/12/06	3128X2PM9	4,400,000.00		2.010	01/12/06	2.4418	07/12/04	5.1486	4,400,000.00	4,369,640.00	Agcy	05/03/04	04-0039	Call-07/12/04 only	Operating
PHLMC Callable 2.37 02/03/06	3128X2NC5	5,000,000.00		2.370	02/03/06	2.3700	11/03/04	2.3700	5,000,000.00	4,988,000.00	Agcy	02/03/04	04-0002		Operating
PNMA step-up Callable 1.70 02/13/06	3136P4AL5	1,000,000.00		1.700	02/13/06	2.0392	05/13/04	1.6991	1,000,000.00	995,600.00	Agcy	02/24/04	04-0012	Call-5/13/04only	Operating
PNMA Step-up Callable 1.70 02/13/06	3136P4AL5	125,000.00		1.700	02/13/06	2.4524	05/13/04	2.4524	125,000.00	124,450.00	Agcy	05/04/04	04-0040	Call-5/13/04only	Operating
PHLMC Callable 2.25 02/17/06	3128X2UQ6	2,000,000.00		2.250	02/17/06	2.2842	08/17/04	2.4285	2,000,000.00	1,992,400.00	Agcy	04/16/04	04-0035	Call-08/17/04 Only	Operating
PHLB Callable 2.11 02/24/06	3133X4AP8	2,000,000.00		2.110	02/24/06	2.1100	02/24/05	2.1100	2,000,000.00	1,988,200.00	Agcy	02/24/04	04-0003		Operating
PHLMC Callable 2.16 03/03/06	3128X2YH9	5,000,000.00		2.160	03/03/06	2.1600	03/03/05	2.1600	5,000,000.00	4,970,000.00	Agcy	03/03/04	04-0013		@rating
PHLB StepUp Callable 1.70 03/12/06	3133X4MP5	3,000,000.00		1.700	03/12/06	1.7000	12/24/04	1.7000	3,000,000.00	2,993,700.00	Agcy	03/12/04	04-0024		Fin. Reserve
PHLB Callable 2.17 03/27/06	3133X4MY4	2,000,000.00		2.170	03/27/06	2.1700	10/27/04	2.1700	2,000,000.00	1,985,000.00	Agcy	03/26/04	04-0021		Fin. Reserve
PHLB Callable 2.25 03/28/06	3133X4R26	5,000,000.00		2.250	03/28/06	2.2500	10/28/04	2.2500	5,000,000.00	4,967,602.40	Agcy	03/30/04	04-0030		@rating
PHLB Callable 2.00 03/30/06	3133X4N59	2,000,000.00		2.000	03/30/06	2.0000	12/30/04	2.0000	2,000,000.00	1,983,000.00	Agcy	06/30/03	03-0059		Operating
PHLMC Callable 1.95 04/26/06	3128X26J9	4,000,000.00		1.950	04/26/06	2.9005	04/26/05	2.9005	3,957,081.87	3,956,400.00	Agcy	05/14/04	04-0042		Operating
PNMA Callable 2.50 04/28/06	3136P5YH8	5,000,000.00		2.500	04/28/06	2.5000	10/28/04	2.5000	5,000,000.00	4,984,000.00	Agcy	04/28/04	04-0038		Operating

Current Portfolio Report

Investment

Straight Line - Callable Life

Receipts in Period

09/30/04

Run Date: 10/07/

Run Time: 17:18

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Security Description	CUSIP	Ending Par Val/Shares	Coupon Rate	Maturity Date	Yield Matur	Call Date	Yield call	Ending Amor Val/Cost	Ending Market Val	Other Rating	Purchase Date	Invest Number	Comments	Optional m
PNMA Callable 2.50 05110106	3136P5SP7	4,000,000.00	2.500	05/10/06	2.5000	11/10/04	2.5000	4,000,000.00	3,990,400.00	Agcy	05/10/04	04-0041		Operating
PHLMC Callable 2.80 05/19/06	3128X3EM1	3,000,000.00	2.800	05119106	2.8000	11119104	2.8000	3,000,000.00	2,993,280.00	Agcy	05/19/04	04-0052		Operating
PNMA Callable 4.00 05124106	3136P5B83	2,000,000.00	4.000	05/24/06	3.1938	02/24/05	1.9118	2,016,418.52	2,015,400.00	Agcy	05/24/04	04-0049		Operating
PHLMC Callable 2.00-05130106	3128X1FP7	1,000,000.00	2.000	05130106	2.1254	05/27/05	2.2225	998,562.36	998,700.00	Agcy	02119104	04-0006		Operating
PHLMC Callable 2.28 06/02/06	3128X1PC6	1,000,000.00	2.280	06/02/06	2.2323	12/02/04	1.7518	1,000,000.00	993,400.00	Agcy	03/22/04	04-0020		Operating
PNMA Callable 2.15 06102106	3136P3TZ9	1,000,000.00	2.150	06/02/06	2.1259	06/02/04	1.8796	1,000,000.00	991,300.00	Agcy	03/22/04	04-0019	Call-06/02/04 Only	Operating
PHLB Callable 2.50 06100106	3133X45W7	5,000,000.00	2.500	06/08/06	2.5000	12/08/04	2.5000	5,000,000.00	4,984,000.00	Agcy	03/08/04	04-0014		Operating
PHLMC Callable 2.125 06/12/06	3128X1HM0	3,000,000.00	2.125	06/12/06	2.1250	12112104	2.1250	3,000,000.00	2,970,300.00	Agcy	06/12/03	03-0058		Insurance
PNMA Callable 2.125 06/15/06	3136P5FP3	4,435,000.00	2.125	06/15/06	2.0114	03/15/05	1.8715	4,440,050.97	4,392,867.50	Agcy	03115104	04-0016		Operating
PHLMC Callable 2.91 06116106	3128X2FP5	2,000,000.00	2.910	06/16/06	2.9100	06/16/04	2.9100	2,000,000.00	2,006,000.00	Agcy	12/16/03	03-0110	Call-06/16/04Only	Fin.Reserve
FFCB Callable 2.56 07/28/06	31331TFM5	3,000,000.00	2.560	07/28/06	2.5600	01/28/05	2.5600	3,000,000.00	2,988,900.00	Agcy	01128104	04-0001		Operating
FFCB Callable 2.72 08/24/06	31331T5W7	4,000,000.00	2.720	08/24/06	2.7200	11124104	2.7200	4,000,000.00	3,993,200.00	Agcy	08/24/04	04-0062		operating
PHLB Callable 2.50 08/25/06	3133X4BV2	4,100,000.00	2.500	08/25/06	2.5000	11125104	2.5000	4,100,000.00	4,076,630.00	Agcy	02/25/04	04-0008		Operating
PNMA Step Up Callable 2.65 09/08/06	3136P56Y2	4,000,000.00	2.650	09/08/06	2.6500	12/08/04	2.6500	4,000,000.00	4,002,000.00	Agcy	09/08/04	04-0068		Operating
PHLB Callable 2.76 09/11/06	3133X4BJ9	3,000,000.00	2.760	09111106	2.7600	12/11/04	2.7600	3,000,000.00	2,995,200.00	Agcy	03/11/04	04-0017		Operating
PHLB Callable 2.31 09129106	3133X55P1	2,825,000.00	2.310	09/29/06	2.3100	12/29/04	2.3100	2,825,000.00	2,795,055.00	Agcy	03/29/04	04-0028		Operating
PNMA Callable 2.45 09/29/06	3136P5HT1	1,000,000.00	2.450	09/29/06	2.4500	06/29/04	2.4500	1,000,000.00	991,280.00	Agcy	03/29/04	04-0026	NextCall-10/18/04	Operating
PHLB Callable 2.545 09/29/06	3133X4S85	2,500,000.00	2.545	09/29/06	2.9126	12129104	2.9126	2,500,000.00	2,484,750.00	Agcy	08/18/04	04-0061		Operating
PHLMC Callable 2.30 10/19/06	3128X26R6	5,000,000.00	2.300	10119106	2.3000	10/19/04	2.3000	5,000,000.00	4,941,500.00	Agcy	04/19/04	04-0036		Operating
PHLMC Callable 3.00 11117106	3128X2AH8	1,000,000.00	3.000	11/17/06	2.6035	11/17/04	1.3999	1,002,035.40	1,000,700.00	Agcy	03/31/04	04-0032		Operating
PHLMC Step up Callable 2.00 11117106	3128X15N3	1,000,000.00	2.000	11/17/06	3.6774	11/17/04	2.4134	999,477.27	1,000,100.00	Agcy	05/21/04	04-0045		Operating
FFCB Callable 3.02 11/24/06	31331TJG9	2,000,000.00	3.020	11/24/06	3.0200	11124104	3.0200	2,000,000.00	2,002,000.00	Agcy	05/24/04	04-0048		Operating
FFCB Callable 2.60 11/27/06	31331TYM9	5,000,000.00	2.600	11127106	2.6000	05127104	2.6000	5,000,000.00	4,967,500.00	Agcy	02/27/04	04-0011	NextCall-10/13/04	Operating
FFCB Callable 3.10 11/29/06	31331X42	2,000,000.00	3.100	11129106	3.1000	11/29/04	3.1000	2,000,000.00	2,003,200.00	Agcy	05/28/04	04-0051		Operating
FFCB Callable 2.54 12/29/06	31331TVS7	3,000,000.00	2.540	12/29/06	2.4084	09/29/04	1.8336	3,000,000.00	2,974,200.00	Agcy	03/29/04	04-0025	Call-09/29/04 Only	Operating
PNMA Callable 3.00 12/29/06	3136P4J54	5,000,000.00	3.000	12/29/06	2.8525	06/29/04	1.8683	5,000,000.00	4,999,000.00	Agcy	02/20/04	04-0007	NextCall-10/18/04	Operating
PHLMC Callable 2.85 01105107	3128X2KN4	5,000,000.00	2.850	01/05/07	2.6978	01/05/05	2.3599	5,006,271.70	4,987,500.00	Agcy	02/24/04	04-0004		Operating
PNMA Callable 2.80 01112107	3136P5RM5	2,250,000.00	2.800	01/12/07	3.3900	10/12/04	3.3900	2,250,000.00	2,220,210.00	Agcy	05/24/04	04-0047		Operating
PHLMC Callable 2.75 02/09/07	3128X2RP2	5,000,000.00	2.750	02109107	2.6276	08109104	1.8076	5,000,000.00	4,972,500.00	Agcy	03/30/04	04-0029	Call-08/09/04Only	Operating
PNMA Callable 3.42 02/09/07	3136P53R0	3,000,000.00	3.420	02109107	3.4200	02/09/05	3.4200	3,000,000.00	3,014,400.00	Agcy	08/09/04	04-0058		Operating
FFCB Callable 3.25 02126107	31331TK75	1,600,000.00	3.250	02/26/07	3.5400	11/26/04	4.8054	1,596,333.33	1,603,200.00	Agcy	05/26/04	04-0050		Operating
FFCB Callable 2.35 03/26/07	31331Q2V8	2,000,000.00	2.350	03/26/07	2.3841	03116104	8.2697	2,000,000.00	1,968,200.00	Agcy	03/10/04	04-0015	NextCall-10/13/04	Operating
PHLB Callable 2.75 04127107	3133X5VF2	5,000,000.00	2.750	04/27/07	2.7746	10127104	3.0139	5,000,000.00	4,905,000.00	Agcy	04127104	M-0037		Operating
PNMA Callable 3.W 04/30/07	3136P42R4	5,000,000.00	3.000	04/30/07	3.2911	10/30/04	3.2911	4,985,102.74	4,992,500.00	Agcy	08/17/04	04-0059		Operating
PNMA Callable 3.75 05/17/07	31359MVC4	4,000,000.00	3.750	05/17/07	3.7607	05/17/05	3.7809	3,999,246.67	4,020,400.00	Agcy	05/17/04	04-0043		Operating
PHLMC Step Up Callable 2.00 05121107	3128X1PA0	3,000,000.00	3.000	05/21/07	3.0000	05/21/04	3.0000	3,000,000.00	2,993,400.00	Agcy	07/09/03	03-0060	Call-5/21/04only	Insurance
PHLB Callable 3.54 05/21/07	3133X6VB9	5,000,000.00	3.540	05121107	3.5400	10/21/04	3.5400	5,000,000.00	4,992,400.00	Agcy	05/21/04	04-0046		Operating
PHLB Callable 3.W 06/05/07	3133XWVA2	4,000,000.00	3.000	06/05/07	3.0000	12/05/04	3.0000	4,000,000.00	3,990,400.00	Agcy	06105103	03-0056		Fin.Reserve
PNMA Callable 5.00 06129107	3136P5S77	5,000,000.00	5.000	06/29/07	4.2311	06129105	2.8097	5,079,841.67	5,102,000.00	Agcy	06/29/04	M-W55		Operating
PHLB Step Up Callable 2.25 07127107	3133X7VS0	5,000,000.00	2.250	07/27/07	4.1583	10/27/04	2.2489	5,000,000.00	5,001,500.00	Agcy	08/17/04	04-0060		Operating
PHLB Callable 3.46 08/27/07	3133X7VY5	1,600,000.00	3.460	08/27/07	3.4600	11/27/04	3.4600	1,600,000.00	1,603,840.00	Agcy	02/27/04	04-0010		Insurance
PHLB Callable 3.35 12118107	3133X4PQ9	3,000,000.00	3.350	12/18/07	3.3500	12118104	3.3500	3,000,000.00	3,002,700.00	Agcy	03/18/04	04-0018		Insurance

Current Portfolio Report

Investment
Straight Line - Callable Life
Receipts in Period
09/30/04

Run Date: 10/01/04

Run Time: 17:11

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Security Description	CUSIP	Ending Par Val/Shares	Coupon Rate	Maturity Date	Yield Matur	cdl Date	Yield Call	Ending Amor Val/Cost	Ending Market Val	Other Rating	Purchase Date	Invest Number	Comments	Optional m
PHLB Callable 3.175 12/24/07	3133X4RT0	2,000,000.00	3.175	12/24/07	3.1750	03/24/05	3.1750	2,000,000.00	1,994,800.00	Agcy	03/24/04	04-0023		Insurance
PHLB Callable 3.05 12/28/07	3133X5009	1,000,000.00	3.050	12/28/07	3.0500	12/28/04	3.0500	1,000,000.00	993,600.00	Agcy	03/29/04	04-0027		Insurance
PRMA Callable 3.91 08/14/08	3136P3407	1,000,000.00	3.910	08/14/08	3.9100	11/14/04	3.9100	1,000,000.00	1,002,400.00	Agcy	08/14/03	03-0072		Fin. Reserve
PRMA Callable 4.02 08118108	3136P35V4	1,500,000.00	4.020	08/18/08	4.0200	02118105	4.0200	1,500,000.00	1,510,950.00	Agcy	08118103	03-0073		Fin. Reserve
PHLB Callable 4.00 09/15/08	3133X8DL3	2,000,000.00	4.000	09115108	4.0000	09/15/05	4.0000	2,000,000.00	2,025,200.00	Agcy	09/15/04	04-0067		Operating
Provident Fin. Op Fund-1000	Operating	14,185,343.26	1.540	Open	1.5400	Open	1.5400	14,185,343.26	14,185,343.26		10/31/01	AR-0001	Operating	Operating
provident FinRes.Fund-2000	Fin. Reserve	155,521.61	1.540	Open	1.5400	Open	1.5400	155,521.61	155,521.61		09/30/01	AR-0006	Fin. Reserve	Fin. Reserve
JP Morgan W-829	DebtService	15,025,456.28	1.570	Open	1.5700	Open	1.5700	15,025,456.28	15,025,456.28		09/30/01	AR-0002	DebtService	Debt Service
Fidelity SEAF- 690	SEAF-316175405	7,344,502.91	1.610	Open	1.6100	Open	1.6100	7,344,502.91	7,344,502.91		08/03/04	AR-0009	SEAF-316175405	SEAF-316175405
AIM/ LAP Opt. Fund- 1900	Operating	16,206,396.16	1.6600	Open	1.6600	Open	1.6600	16,206,396.16	16,206,396.16		04/16/03	AR-0008	Operating	Operating
Investment Total		<u>326,982,220.22</u>	<u>2.283</u>		<u>2.3631</u>		<u>2.3306</u>	<u>326,994,795.02</u>	<u>326,178,994.02</u>					

Notice of Security Transactions

Investment

Straight Line - Actual Life

Receipts in Period

07/01/04 - 09/30/04

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Purchase Date	Sale Date	Order Type	CUSIP	Security Description	Ending Par Val/Shares	Maturity Date	Days to Maturity	Yield Matur	Call Date	Yield Call	Unamor	Ending Val/Cost	Fund Number	Purchase Institution	Invest Number
09/14/04	Open	BUY	36959HMR7	GBCC 0.00 12/17/04	5,000,000.00	12/17/04	94	1.8131	Open	1.8131		4,976,761.11	035999	Bank of America	04-0064
														Total	04-0064
09/20/04	Open	BUY	69372AML3	PACCAR Financial 0.00 12/20/04	5,000,000.00	12/20/04	91	1.8333	Open	1.8333		4,977,250.00	035999	Bank of America	04-0065
														Total	04-0065
09/13/04	Open	BUY	36959HNB9	GBCC 0.00 01/11/05	8,000,000.00	01/11/05	120	1.8771	Open	1.8771		7,950,933.34	035999	JP Morgan	04-0066
														Total	04-0066
08/24/04	Open	BUY	31331T5W7	PFCB Callable 2.72 08/24/06	4,000,000.00	08/24/06	730	2.7200	11/24/04	2.7200		4,000,000.00	035999	Bank of America	04-0062
														Total	04-0062
07/15/04	Open	BUY	3133X7PN8	PHLB Callable 2.44 07/15/05	3,000,000.00	07/15/05	365	2.4400	10/15/04	2.4400		3,000,000.00	035999	PainWebber/ UBS	04-0057
														Total	04-0057
08/17/04	Open	BUY	3133X7VS0	PHLB Step Up Callable 2.25 07/27/07	5,000,000.00	07/27/07	1074	4.1583	10/27/04	2.2489		5,000,000.00	035999	JP Morgan	04-0060
														Total	04-0060
08/18/04	Open	BUY	3133X4S85	PHLB Callable 2.545 09/29/06	2,500,000.00	09/29/06	772	2.9126	09/29/04	2.9126		2,481,250.00	035999	JP Morgan	04-0061
														Total	04-0061
09/15/04	Open	BUY	3133X8DL3	PHLB Callable 4.00 09/15/08	2,000,000.00	09/15/08	1461	4.0000	09/15/05	4.0000		2,000,000.00	616263	Banc One	04-0067
														Total	04-0067
08/30/04	Open	BUY	3128X3UJ0	PHLMC Callable 2.28 09/30/05	5,000,000.00	09/30/05	396	2.2800	12/30/04	2.2800		5,000,000.00	035999	JP Morgan	04-0063
														Total	04-0063
08/09/04	Open	BUY	3136P53R0	PNMA Callable 3.42 02/09/07	3,000,000.00	02/09/07	914	3.4200	02/09/05	3.4200		3,000,000.00	035999	Banc One	04-0058
														Total	04-0058
08/17/04	Open	BUY	3136P42R4	PNMA Callable 3.00 04/30/07	5,000,000.00	04/30/07	986	1.2911	07/30/04	3.2911		4,962,500.00	035999	JP Morgan	04-0059
														Total	04-0059
09/08/04	Open	BUY	3136P56Y2	PNMA Step Up Callable 2.65 09/08/06	4,000,000.00	09/08/06	730	2.6500	12/08/04	2.6500		4,000,000.00	035999	PainWebber/ UBS	04-0068
														Total	04-0068
08/03/04	Open		SEAF-316175405	Fidelity SEAF- 690	7,344,502.91	Open	1	1.6100	Open	1.6100		7,344,502.91	877618	Fidelity	AR-0009
														Total	AR-0009
Investment Total					58,844,502.91		g	2.6338		2.4235		58,693,197.36			

Notice of Security Transactions

Investment

Straight Line - Actual Life

Receipts in Period

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Purchase Date	Sale Date	Order Type	CUSIP	Security Description	Ending Par Val/Shares	Maturity Date	Days to Maturity	Yield Matur	Call Date	Yield c a l l	Ending Fund Unamor Val/Cost Number	Purchase Institution	Invest Number
03/03/03	09/03/04	MAT	31331QUQ8	PFCB 1.45 09/03/04	3,000,000.00	09103104	64	1.4500	Open	1.4500	3,000,000.00 035999	PainWebber/	03-0023-01
											Total	PainWebber/ UBS	03-0023-01
07/29/03	07/29/04	M T	31331Q6E2	PFCB Callable 1.14 07/29/04	3,000,000.00	07/29/04	28	1.1400	10/29/03	1.1400	3,000,000.00 035999	PainWebber/ UBS	03-0066-01
											Total	PainWebber/ UBS	03-0066-01
07/16/03	07/16/04	MAT	31339YU04	PHLB 1.00 07/16/04	3,000,000.00	07/16/04	15	1.0000	Open	1.0000	3,000,000.00 035999	Citigroup Global Markets	03-0061-01
											Total	Citigroup Global Markets	03-0061-01
02/21/03	08/15/04	MT	3134A4GWB	PHLMC 4.50 08115104	3,000,000.00	08/15/04	45	1.4270	Open	1.4270	3,134,828.25 035999	PainWebber/ UBS	03-0020-01
											Total	PainWebber/ UBS	03-0020-01
09/12/03	07/15/04	MAT	3134A3YM2	PHLMC 6.25 07/15/04	3,000,000.00	07/15/04	14	1.1900	Open	1.1900	3,126,692.31 035999	PainWebber/ GM	03-0080-01
											Total	PainWebber/ UBS	03-0080-01
12/27/02	09/15/04	MT	31359MKW2	PNMA 3.50 09115104	2,000,000.00	09115104	76	1.7803	Open	1.7803	2,057,860.00 035999	Salomon Smith Barney	02-0057-01
											Total	Salomon Smith Barney	02-0057-01
12/23/02	09/15/04	MAT	31359MKW2	PNMA 3.50 09/15/04	2,000,000.00	09/15/04	76	1.7805	Open	1.7805	2,058,220.00 616263	Salomon Smith Barney	02-0058-01
											Total	Salomon Smith Barney	02-0058-01
03/31/01	08103104		DART-SEAF	Chase Vista SW -1700	0.00	Open	1	0.0000	Open	0.0000	0.00 877618	CHASE	AR-0003
											Total	CHASE	AR-0003
Investment Total					19,000,000.00		43	1.1556		1.1556	19,377,600.56		

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

	General Operating	Financial Reserve	Insurance Fund	DART SEAF	Debt Service Funds	TOTAL
Par Value	\$268,452	\$22,481	\$13,600	\$7,345	\$15,025	\$326,903
Market Value	\$267,702	\$22,548	\$13,559	\$7,345	\$15,025	\$326,175
Unrealized Gain (Loss)	(\$830)	\$55	(\$41)	\$0	\$0	(\$816)
Book Value	\$268,532	\$22,493	\$13,600	\$7,345	\$15,025	\$326,995
Accrued Interest	\$1,238	\$111	\$62	\$0	\$0	\$1,411
Total Book Value	\$269,770	\$22,604	\$13,662	\$7,345	\$15,025	\$328,406
Cash Balance	\$377	\$0	\$0	\$0	\$0	\$377
TOTAL FUND VALUE	\$270,147	\$22,604	\$13,662	\$7,345	\$15,025	\$328,783
Liquid Securities (Mkt. value)	\$33,391					
Yield to Maturity (Adj for call)	2.29%	3.11%	2.97%	1.61%	1.57%	2.33%
Average Final Maturity	16.3 Months	25.7 Months	32.7 Months	1 Day	1 Day	504 Days
KEY COMPLIANCE TARGETS						
Minimum Requirement (2)		\$19,000	\$13,454			
Maximum Average Maturity	18 Months	30 Months	48 Months	90 Days	3 Year	N/A
Is Fund in Compliance	Yes	Yes	Yes	Yes	Yes	N/A
INVESTMENT COMPARISON						
6-Month T-Bill (3)	1.90%	1.90%	1.90%	1.90%	1.90%	1.90%

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

(2) Insurance = GL liability for September 2004 plus Officers & Directors Liability

(3) September 2004 average yield

(4) The insurance liabilities exceed the value of the fund. This will be monitored and the fund increased if necessary

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

Period Ended September 30, 2004

Fund	Security Type	coupon	Maturity	Call Date	Par Amount (000)	June2004 Market Value	September2004 Market Value	Changefrom Prior Quarter
Operating	FHLB	1. 125%	10/01/04	NA	\$3,000	\$2,997,900.00	\$3,000,000.00	\$2,100.00
Operating	FHLB	1. 500%	12/07/04	NA	\$5,000	\$4,996,000.00	\$4,996,500.00	\$500.00
Fnc'l Res	FHLB	5. 785%	02/09/05	NA	\$1,000	\$1,023,400.00	\$1,013,400.00	(\$10,000.00)
Operating	SLMA	2. 000%	03/15/05	NA	\$2,000	\$2,000,400.00	\$1,999,400.00	(\$1,000.00)
Operating	FFC	1. 650%	05/05/05	NA	\$2,000	\$1,992,400.00	\$1,994,000.00	\$1,600.00
Operating	FNMA Callable	1. 530%	05/26/05	11/26/04	\$3,000	\$2,983,200.00	\$2,987,400.00	\$4,200.00
Operating	FNMA Callable	1. 670%	05/26/05	11/26/04	\$3,000	\$2,986,800.00	\$2,990,100.00	\$3,300.00
Operating	FFC	1. 250%	06/09/05	NA	\$3,000	\$2,973,900.00	\$2,980,800.00	\$6,900.00
Operating	FHLMC	4. 250%	06/15/05	NA	\$3,000	\$3,048,300.00	\$3,041,850.00	(\$6,450.00)
Operating	FHLMC	4. 250%	06/15/05	NA	\$3,000	\$3,048,300.00	\$3,041,850.00	(\$6,450.00)
Operating	FHLMC Callable	1. 500%	07/29/05	07/29/04	\$3,000	\$2,972,700.00	\$2,980,500.00	\$7,800.00
Fnc'l Res	FHLB Callable	1. 535%	08/05/05	08/05/04	\$1,000	\$991,500.00	\$994,000.00	\$2,500.00
Operating	FHLB Callable	1. 950%	08/12/05	NA	\$3,000	\$2,987,100.00	\$2,991,900.00	\$4,800.00
Operating	FFC Callable	2. 100%	08/25/05	08/25/04	\$3,000	\$2,991,000.00	\$2,995,200.00	\$4,200.00
Fnc'l Res	FHLB Note	5. 590%	09/09/05	NA	\$1,000	\$1,037,200.00	\$1,030,400.00	(\$6,800.00)
Operating	FNMA	1. 875%	09/15/05	NA	\$2,000	\$1,989,200.00	\$1,990,600.00	\$1,400.00
Operating	FHLB Callable	1. 600%	10/12/05	10/12/2004	\$5,000	\$5,000,000.00	\$4,962,500.00	(\$37,500.00)
Operating	FHLMC Callable	2. 300%	11/17/05	11/17/04	\$4,000	\$3,986,400.00	\$3,995,600.00	\$9,200.00
Fnc'l Res	FFCB Note	6.500%	11/22/05	NA	\$1,000	\$1,053,700.00	\$1,045,900.00	(\$7,800.00)
Operating	FHLMC Callable	2. 500%	11/25/05	11/26/04	\$1,000	\$998,300.00	\$1,000,200.00	\$1,900.00
Operating	FFCB Note	2. 560%	11/30/05	NA	\$3,000	\$2,999,400.00	\$3,005,100.00	\$5,700.00
Operating	FNMA Callable	2. 200%	12/02/05	12/02/04	\$3,000	\$2,984,100.00	\$2,992,500.00	\$8,400.00
Operating	FHLB Note	1. 640%	12/30/05	09/30/04	\$3,000	\$3,000,000.00	\$2,970,000.00	(\$30,000.00)
Operating	FHLB Callable	1. 750%	01/12/06	10/12/2004	\$4,650	\$4,650,000.00	\$4,607,685.00	(\$42,315.00)
Operating	FHLMC Callable	2. 010%	01/27/06	10/27/2004	\$4,400	\$4,349,840.00	\$4,369,640.00	\$19,800.00
Operating	FNMA Callable	2. 370%	02/03/06	08/03/04	\$5,000	\$4,969,000.00	\$4,988,000.00	\$19,000.00
Operating	FNMA	1. 700%	02/13/06	NA	\$1,000	\$990,100.00	\$995,600.00	\$5,500.00
Operating	FNMA	1. 700%	02/13/06	NA	\$125	\$123,762.50	\$124,450.00	\$687.50
Operating	FHLMC	2. 500%	02/17/06	NA	\$2,000	\$1,984,400.00	\$1,992,400.00	\$8,000.00
Operating	FHLB Callable	2. 110%	02/24/06	02/24/05	\$2,000	\$1,979,000.00	\$1,988,200.00	\$9,200.00
Operating	FHLMC Callable	2. 160%	03/03/06	03/03/05	\$5,000	\$4,945,000.00	\$4,970,000.00	\$25,000.00
Fnc'l Res	FHLB Callable	1. 700%	03/24/06	06/24/06	\$3,000	\$3,000,000.00	\$2,993,700.00	(\$6,300.00)
Fnc'l Res	FHLB Callable	2. 170%	03/27/06	07/27/04	\$2,000	\$2,000,000.00	\$1,985,000.00	(\$15,000.00)
Operating	FHLB Callable	2. 250%	03/28/06	07/28/04	\$5,000	\$5,000,000.00	\$4,967,602.40	(\$32,397.60)
Operating	FHLB Callable	2. 000%	03/30/06	12/30/04	\$2,000	\$1,971,600.00	\$1,983,000.00	\$11,400.00
Operating	FHLMC Callable	1. 950%	04/26/06	04/01/05	\$4,000	\$3,929,200.00	\$3,956,400.00	\$27,200.00
Operating	FNMA Callable	2. 500%	04/28/06	10/28/04	\$5,000	\$5,000,000.00	\$4,984,000.00	(\$16,000.00)
Operating	FNMA Callable	2. 500%	05/10/06	10/10/04	\$4,000	\$3,969,600.00	\$3,990,400.00	\$20,800.00
Operating	FHLMC Callable	2. 800%	05/19/06	10/19/04	\$3,000	\$3,000,000.00	\$2,993,280.00	(\$6,720.00)
Operating	FNMA Callable	4. 000%	05/24/06	02/24/05	\$2,000	\$2,032,000.00	\$2,015,400.00	(\$16,600.00)
Operating	FHLMC Callable	2.000%	05/30/06	05/27/05	\$1,000	\$980,900.00	\$998,700.00	\$17,800.00
Operating	FHLMC Callable	2. 280%	06/02/06	12/02/04	\$1,000	\$987,100.00	\$993,400.00	\$6,300.00
Operating	FNMA Callable	2. 150%	06/02/06	NA	\$1,000	\$984,700.00	\$991,300.00	\$6,600.00
Operating	FHLB Callable	2. 500%	06/08/06	09/08/04	\$5,000	\$4,954,500.00	\$4,984,000.00	\$29,500.00
Insurance	FHLMC Callable	2. 125%	06/12/06	12/12/04	\$3,000	\$2,946,900.00	\$2,970,300.00	\$23,400.00
Operating	FNMA Callable	2. 125%	06/15/06	03/15/05	\$4,435	\$4,361,822.50	\$4,392,867.50	\$31,045.00
Fnc'l Res	FHLMC Callable	2. 910%	06/16/06	NA	\$2,000	\$1,993,800.00	\$2,006,000.00	\$12,200.00
Operating	FFC Callable	2. 560%	07/28/06	01/28/05	\$3,000	\$2,968,800.00	\$2,988,900.00	\$20,100.00
Operating	FHLB Callable	2. 500%	08/25/06	08/25/04	\$4,100	\$4,047,520.00	\$4,076,630.00	\$29,110.00
Operating	FHLB Callable	2. 760%	09/11/06	09/11/04	\$3,000	\$2,976,600.00	\$2,995,200.00	\$18,600.00
Operating	FHLB Callable	2. 310%	09/29/06	07/29/04	\$2,825	\$2,825,000.00	\$991,280.00	(\$1,833,720.00)
Operating	FNMA Callable	2. 450%	09/29/06	09/29/04	\$1,000	\$1,000,000.00	\$2,484,750.00	\$1,484,750.00
Operating	FHLMC Callable	2. 300%	10/19/06	10/19/04	\$5,000	\$4,895,500.00	\$4,941,500.00	\$46,000.00
Operating	FHLMC Callable	3. 000%	11/17/06	11/17/04	\$1,000	\$995,000.00	\$1,000,700.00	\$5,700.00
Operating	FHLMC Callable	2.000% 1	11/17/06	11/17/04	\$1,000	\$1,001,200.00	\$1,000,100.00	(\$1,100.00)
Operating	FFC Callable	3. 020%	11/24/06	11/24/06	\$2,000	\$1,990,400.00	\$2,002,000.00	\$11,600.00
Operating	FFC Callable	2. 600%	11/27/06	07/27/04	\$5,000	\$4,926,500.00	\$4,967,500.00	\$41,000.00
Operating	FFC Callable	3.100%	11/29/06	11/29/04	\$2,000	\$1,993,800.00	\$2,003,200.00	\$9,400.00
Operating	FFC Callable	2. 540%	12/29/06	09/29/04	\$3,000	\$2,947,200.00	\$2,974,200.00	\$27,000.00
Operating	FNMA Callable	3. 000%	12/29/06	07/29/04	\$5,000	\$4,966,500.00	\$4,999,000.00	\$32,500.00
Operating	FHLMC Callable	2. 850%	01/05/07	01/05/05	\$5,000	\$4,939,500.00	\$4,987,500.00	\$48,000.00
Operating	FNMA Callable	2. 800%	01/12/07	10/12/07	\$2,250	\$2,250,000.00	\$2,220,210.00	(\$29,790.00)
Operating	FHLMC Callable	2. 750%	02/09/07	08/09/04	\$5,000	\$4,920,000.00	\$4,972,500.00	\$52,500.00
Operating	FFC Callable	3. 250%	02/26/07	11/26/04	\$1,600	\$1,595,840.00	\$1,603,200.00	\$7,360.00
Operating	FFC Callable	2. 350%	03/26/07	07/16/04	\$2,000	\$1,945,400.00	\$1,968,200.00	\$22,800.00
Operating	FHLB Callable	2. 750%	04/27/04	10/27/04	\$5,000	\$5,000,000.00	\$4,905,000.00	(\$95,000.00)
Operating	FNMA Callable	3. 750%	05/17/07	05/17/05	\$4,000	\$4,004,800.00	\$4,020,400.00	\$15,600.00
Insurance	FHLMC Callable	2. 000%	05/21/07	NA	\$3,000	\$2,955,900.00	\$2,993,400.00	\$37,500.00
Operating	FHLB Callable	3. 540%	05/21/07	10/21/07	\$5,000	\$5,000,000.00	\$4,992,400.00	(\$7,600.00)
Fnc'l Res	FHLB Callable	3. 000%	06/05/07	09/05/04	\$4,000	\$3,944,800.00	\$3,990,400.00	\$45,600.00
Operating	FNMA Callable	5. 000%	06/29/07	06/29/05	\$5,000	\$5,134,500.00	\$5,102,000.00	(\$32,500.00)
Insurance	FHLB Callable	3. 460%	08/27/07	08/27/04	\$1,600	\$1,593,760.00	\$1,603,840.00	\$10,080.00
Insurance	FHLB Callable	3. 350%	12/18/07	09/18/04	\$3,000	\$2,965,200.00	\$3,002,700.00	\$37,500.00
Insurance	FHLB Callable	3. 175%	12/24/07	09/24/07	\$2,000	\$1,965,000.00	\$1,994,800.00	\$29,800.00
Insurance	FHLB Callable	3. 050%	12/28/07	09/28/04	\$1,000	\$1,000,000.00	\$993,600.00	(\$6,400.00)
Fnc'l Res	FNMA Callable	3.910%	08/14/08	08/14/04	\$1,000	\$996,700.00	\$1,002,400.00	\$5,700.00
Fnc'l Res	FNMA Callable	4. 020%	08/18/08	08/18/04	\$1,500	\$1,499,250.00	\$1,510,950.00	\$11,700.00

Sub-total for Securities held as of 6/30/04
% Change as result of market movement

\$221,389,095.00 \$221,529,484.90 140,389.90
0.00

Holdings at 6/30/04 maturing during Q4, FY04

\$19,013,750.00 (19,013,750.00)

Holdings at 6/30/04 called during Q4, FY04

\$0.00 0.00

Value of Money Market Mutual Funds

\$43,459,916.69 \$52,917,220.22 9,457,303.53

Holdings at 9/30/04 purchased during Q4 FY04

\$41,773,371.40 41,773,371.40

Holdings at 9/30/04 purchased during Q4 FY04 and maturing during the quarter

\$9,958,917.50

TOTAL PORTFOLIO VALUE

\$283,862,761.69 \$326,178,994.02 32,357,314.83

<HELP> for explanation.

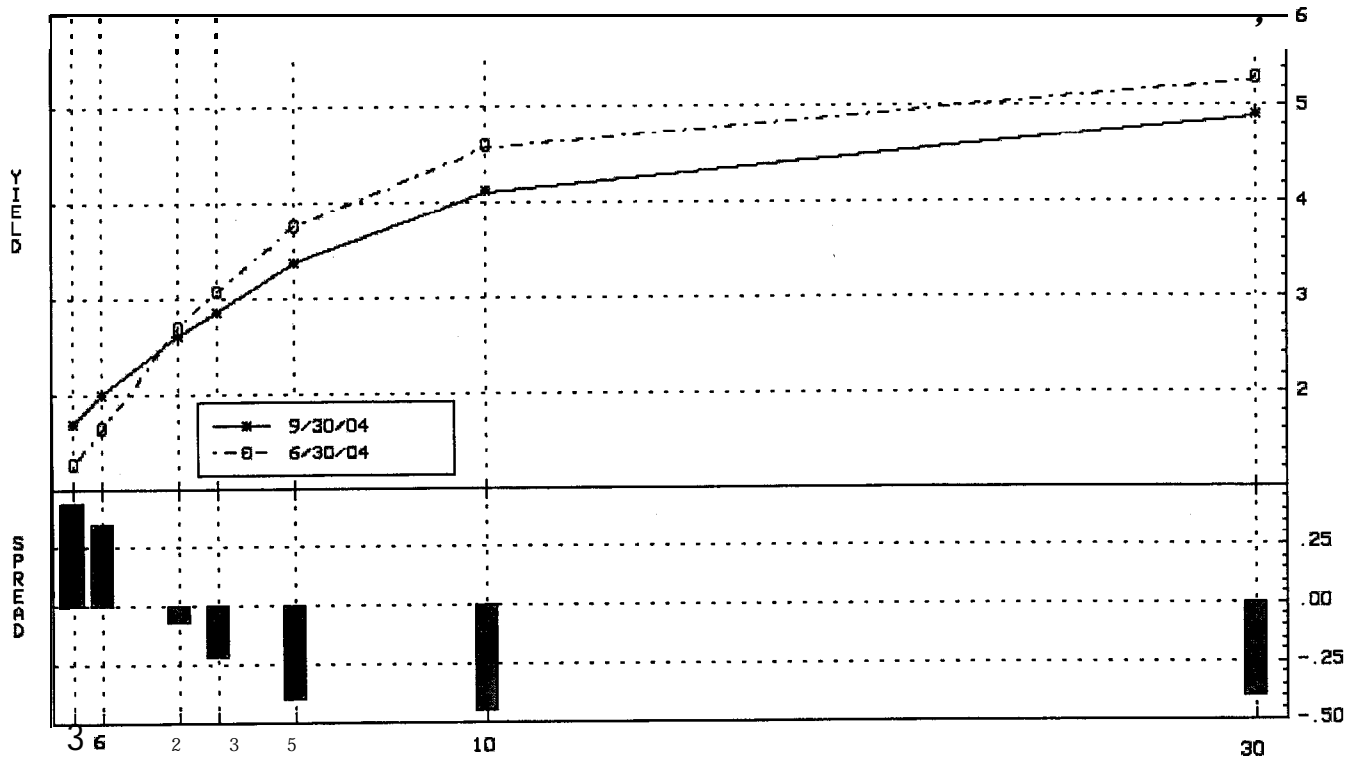
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HISTORICAL YIELD CURVE

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DATE RANGE 6/30/04 9/30/04

MTY RANGE 3M 30Y



Australia 61 2 9777 8600 Et-uzil 5511 3048 4500 Europe 44 20 7330 7500 Germany 49 69 920410
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4TH Quarter FY 2004 Defined Benefit Plan Summary

	Market Value <u>30-Jun-04</u>	<u>Income</u>	<u>Benefit Payments</u>	<u>Transfers</u>	Realized <u>Gain/</u> (loss)	Unrealized <u>Gain/</u> (loss)	<u>Employer Contributions</u>	<u>Employee Contributions</u>	<u>Other</u>	Market Value <u>30-Sep-04</u>
<u>EquityManagers</u>										
Large Cap:										
Washington Mutual	23,588,089	105,137	0	(1,500,000)	226,863	(297,746)	0	0	0	\$22,122,343
Aeltus	10,914,826	3,105	0	0	(126,587)	(388,917)	0	0	0	\$10,402,427
SSGA Wilshire 5000	14,158,963	(2,376)	0	0	0	(250,162)	0	0	1	\$13,906,426
Small Cap:										
Atlantic Capital	7,308,314	(11,462)	0	0	47,640	(588,994)	0	0	1	\$6,755,499
Earnest Partners	10,303,167	(7,482)	0	0	128,224	(85,984)	0	0	0	\$10,337,925
International:										
Morgan Stanley	12,484,517	(30,834)	0	0	14,930	(101,555)	0	0	(1)	\$12,367,057
<u>FixedIncomeManagers</u>										
PIMCO	20,942,162	127,075	0	(1,200,000)	23,601	531,624	0	0	0	\$20,424,462
Deutsche	21,031,858	(19,734)	0	(1,300,000)	71,972	619,714	0	0	(2)	\$20,403,808
<u>Real Estate</u>										
L&B Counsel	862,791	0	0	(58,386)	11,950	2,169	0	0	0	\$818,524
Schroder	3,852	1,813	0	0	0	(21)	0	0	0	\$5,644
<u>Cash</u>	48,980	(23,493)	(2,128,914)	4,058,386	0	0	0	724	1	\$1,955,684
Total	\$121,647,519	141,749	(2,128,914)	0	398,593	(559,872)	0	724	0	\$119,499,799