

Quarterly Operating & Financial Performance Report

First Quarter FY 2005
October – December 2004



BUS ■ RAIL ■ HOV ■ PARATRANSIT ■ VANPOOL

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FY 2005 First Quarter Executive Summary

Total agency passenger trips were 94.1 million for the four quarters ending December 2004, an increase of 1.1 million (1.2%) over last quarter.

Fixed route ridership was 57.5 million for the four rolling quarters ending December 2004, an increase of 400,000 (.07%) over last quarter.

Sales Tax Receipts for the first quarter of FY 2005 were \$91.2 million, \$2.3 million (2.6%) better than budget.

The first quarter of FY 2005 ended with a **Sales Taxes for Operating Expense** ratio of 69.1%, an improvement of 11.1% over the same period in FY 2004.

Subsidy per passenger for total system ended the quarter at \$2.65, an increase of \$.04 over last quarter. The increase is due to several factors including the rising costs of fuel and electricity and training expenses. Management briefed the Administrative Committee on the issues of rising fuel and electricity costs at the February 8th meeting. Budget and financial plan amendments will be brought to the Board of Directors for approval at the February 22nd meeting to address these items.

Fixed Route On-Time Performance was 95.4% for the four quarters ending December 2004.

Operating Expenses ended the first quarter at \$2.9 million (3.9%) under budget due to the delay in programs and filling vacancies.

Administrative ratio continued to decline over FY04 ending the quarter at 8.1%.

General Information

Reporting Period – DART's fiscal year begins on October 1. The FY 2005 first quarter is October through December 2004.

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

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

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

Green – There is a high probability of achieving the FY 2005 target. Indicative of performance within established parameters.

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

Red – There is a high probability that the FY 2005 target will not be achieved, and the difference is anticipated to be significant.

Capital and Non-Operating Budget Summary – Exhibit 15 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 16 (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 2005 Budget by category.

Exhibit 1	FY 2005 Budget Summary		
	Resolution #040124		
	(In Millions)		
	Date	Description	Total
	9/28/2004	Operating Expense	\$306.5
	9/28/2004	Capital Projects	272.4
	9/28/2004	Net Debt Service	29.7
	Total		\$608.6

Agency-Wide Operating Performance

Exhibit 2	Agency Scorecard - Key Performance Indicators							
	Indicators	Q 1/04	Q 2/04	Q 3/04	Q 4/04	Q 1/05	FY05 Target	Status
	Total System							
	Total Agency Ridership (M)	94.3	94.0	93.1	93.0	94.1	95.1	Green
	Total System Subsidy Per Passenger	\$2.59	\$2.55	\$2.53	\$2.61	\$2.65	\$2.70	Green
	Fixed Route Service Quality and Customer Satisfaction							
	Ridership	58.7	58.0	57.3	57.1	57.5	59.2	Yellow
	Passenger Per Mile	1.60	1.60	1.62	1.65	1.67	1.71	Green
	On-time Performance	95.5%	95.5%	95.5%	95.5%	95.4%	95.0%	Green
	Complaints Per 100,000 Passengers	44.3	42.8	41.7	40.0	38.6	36.8	Yellow
Exhibit 3	Vehicle Accidents per 100,000 Passengers	1.77	1.73	1.73	1.69	1.64	2.82	Green
	Agency Efficiencies							
	Subsidy Per Passenger	\$3.66	\$3.62	\$3.60	\$3.72	\$3.79	\$3.79	Green
	Cost Per Revenue Mile	\$7.11	\$7.11	\$7.18	\$7.43	\$7.58	\$7.87	Green
	Administrative Subsidy Per Passenger	\$0.29	\$0.28	\$0.28	\$0.29	\$0.28	\$0.32	Green
	Sales Taxes for Operating Expense	77.7%	73.8%	70.4%	69.2%	69.1%	73.1%	Green
	Administrative Ratio	10.4%	10.0%	9.9%	10.0%	8.1%	11.0%	Green

Ridership and Complaints per 100k passengers information can be found in the modal sections on the following pages.

Exhibit 3	DART Police Initiatives							
	Indicators	Q 1/04	Q 2/04	Q 3/04	Q 4/04	Q 1/05	FY05 Target	Status
	Average response time to calls for service for crimes against persons					6 min. 4 sec	7 min.	Green
	Crimes against persons					4.10%	3.10%	Red
	Crimes against property					11.5%	12.0%	Green
	Maintain fare payment ratio					99.9%	97.0%	Green

Performance for the first quarter of FY05 for **Crimes Against Persons** exceeded the target due to an increase in assaults at LRT stations. Numerous incidents frequently involving altercations with school-aged children occurred at the Westmoreland Train Station. DART Police Field Operations is focusing on this area and are making improvements to the deployment plan.

Ridership

Exhibit 4 is DART's Ridership Scorecard and provides the FY 2005 KPI targets and historical quarterly KPIs. See modal sections for variance explanations.

Exhibit 4		1/04	2/04	3/04	4/04	1/05	FY05 Target	Status
	RIDERSHIP							
	Total Agency (M)	94.3	94.0	93.1	93.0	94.1	95.1	Green
	Fixed Route (M)	58.7	58.0	57.3	57.1	57.5	59.2	Yellow
	Bus (M)	39.5	39.0	38.5	38.4	38.4	39.5	Red
	LRT (M)	17.0	16.7	16.6	16.5	17.0	17.2	Yellow
	Commuter Rail (M)	2.3	2.2	2.2	2.2	2.2	2.1	Green
	Paratransit Actual (000s)	572.5	576.0	579.0	589.1	601.1	584.4	Red
	HOV (M)	34.6	35.0	34.9	35.0	35.6	35.0	Green
	Vanpool (000s)	421.9	414.6	395.4	378.5	365.6	379.7	Red

The charts on the following pages (Exhibit 5) display the ridership for the Agency by mode over the past five quarters and compare it to the FY 2005 target.

Exhibit 5 – Ridership Dashboards

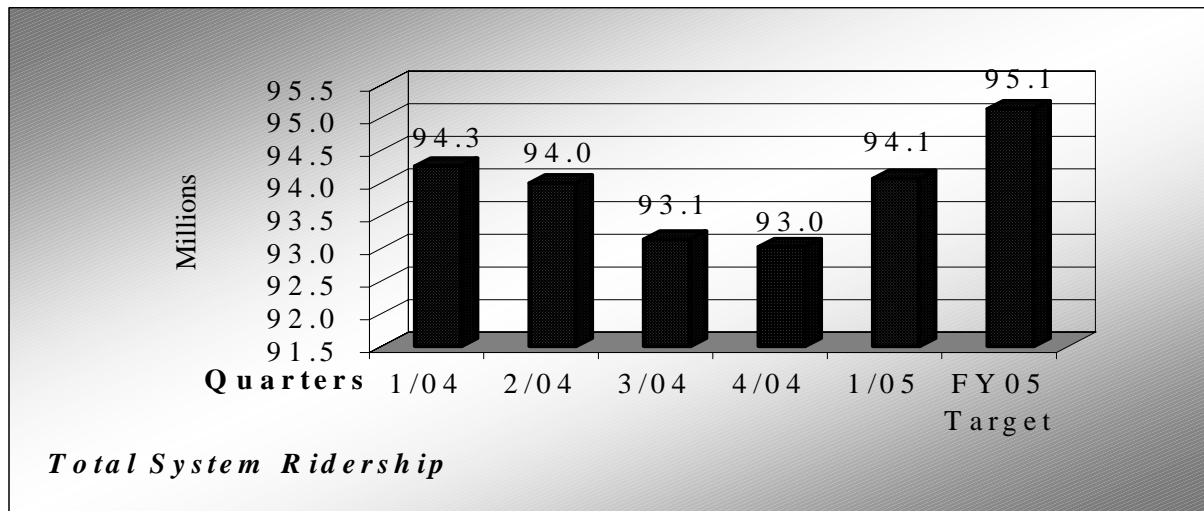


Exhibit 5 – Ridership Dashboards (cont'd)

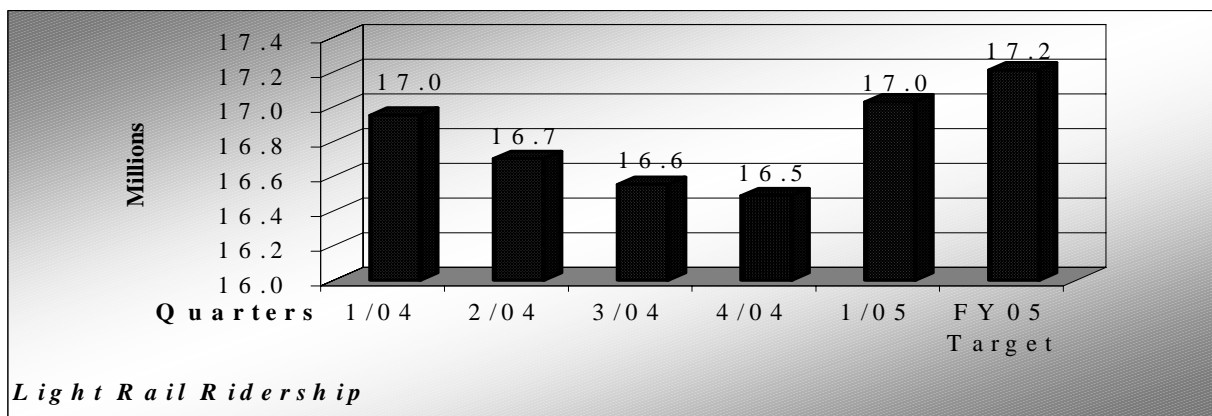
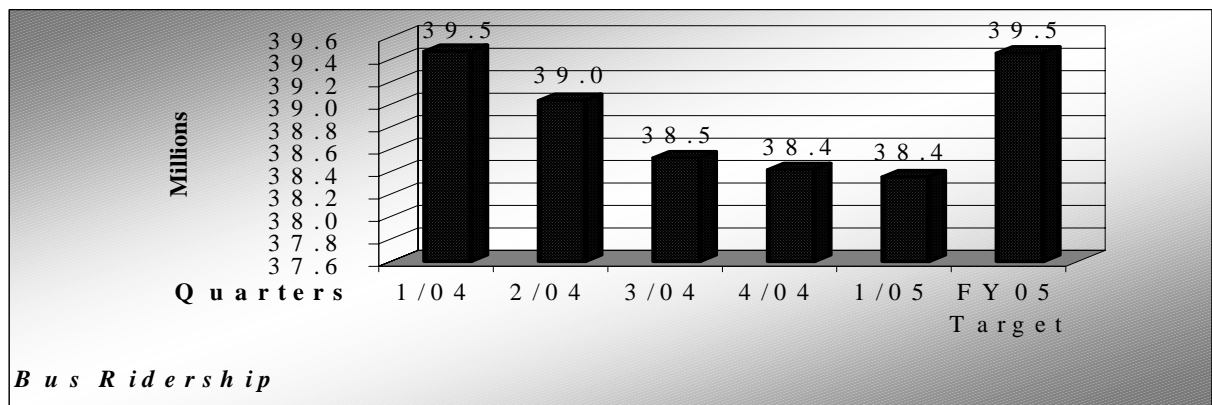
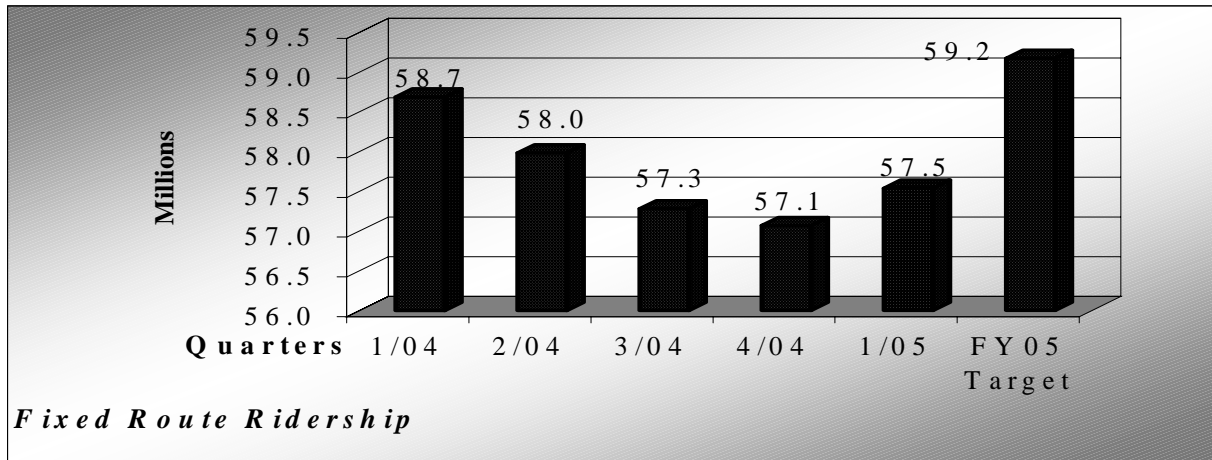


Exhibit 5 – Ridership Dashboards (cont'd)

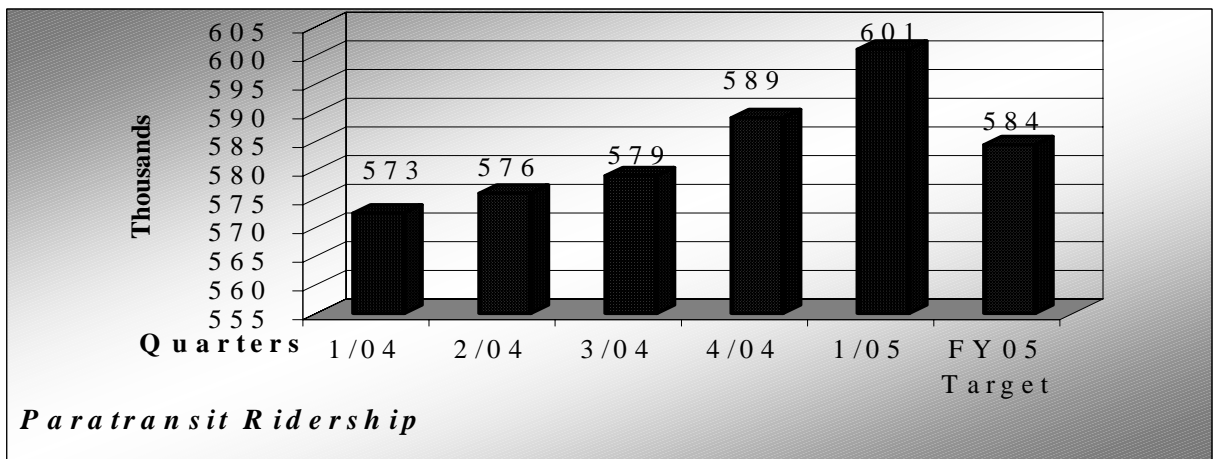
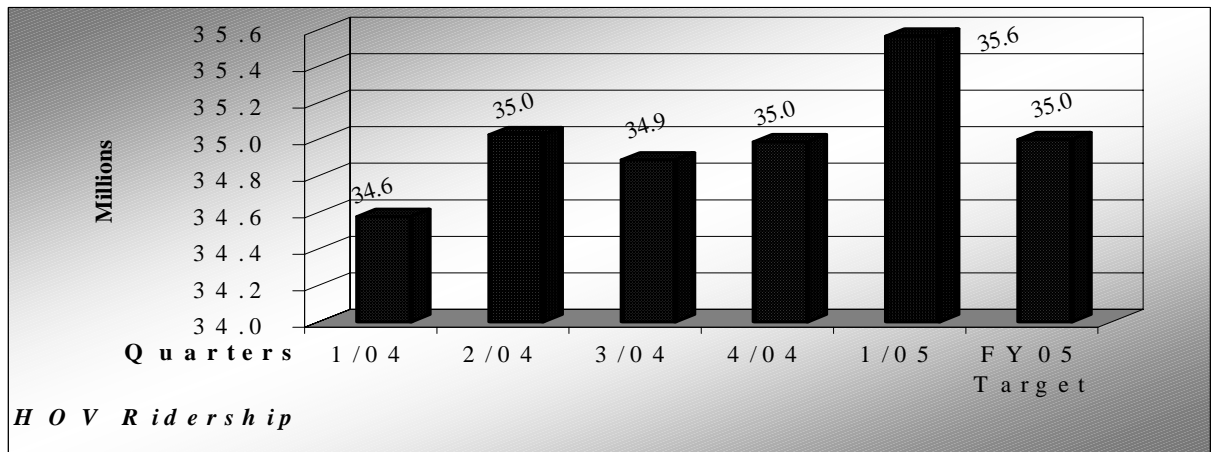
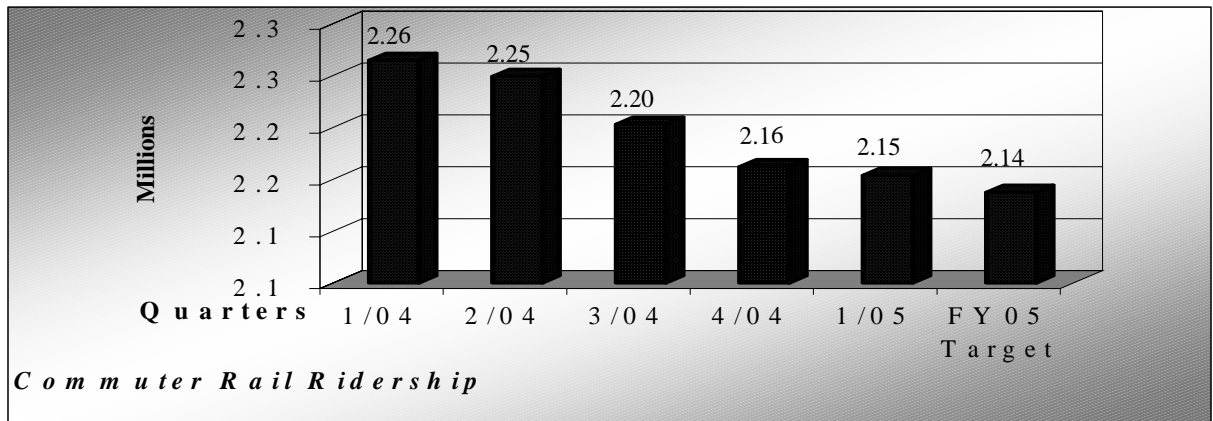
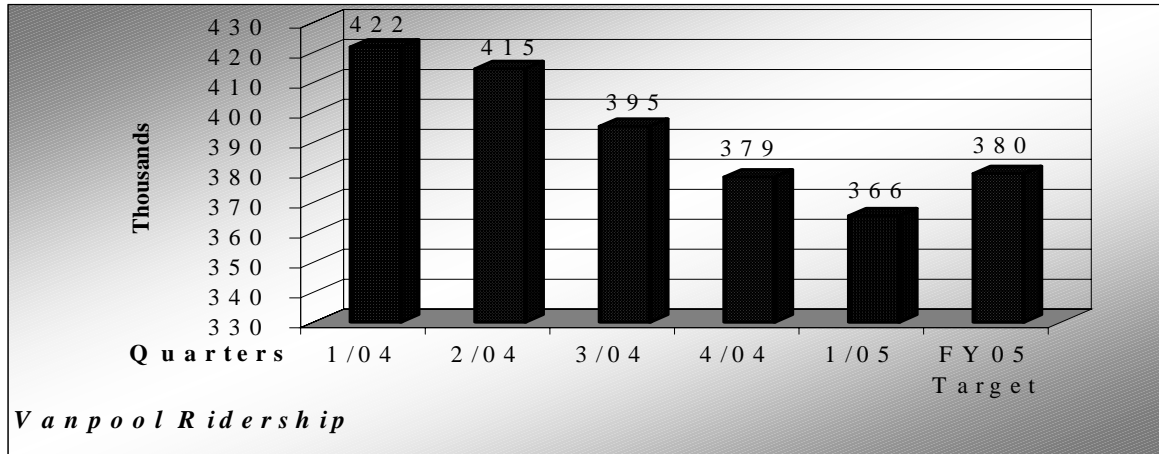


Exhibit 5 – Ridership Dashboards (cont'd)



Subsidy Per Passenger

Exhibit 6 is DART's Subsidy per Passenger Scorecard and provides the FY 2005 KPI targets and historical quarterly KPIs. A discussion of variances follows.

Exhibit 6		Q1/04	Q2/04	Q3/04	Q4/04	Q1/05	FY05 Target	Status
	Efficiency Indicator - Subsidy Per Passenger							
	Total System	\$2.59	\$2.55	\$2.53	\$2.61	\$2.65	\$2.70	Green
	Fixed Route	\$3.66	\$3.62	\$3.60	\$3.72	\$3.79	\$3.79	Green
	Bus	\$3.90	\$3.84	\$3.82	\$3.92	\$4.04	\$3.89	Red
	LRT	\$2.83	\$2.88	\$2.84	\$2.98	\$2.96	\$3.30	Green
	Commuter Rail	\$5.61	\$5.40	\$5.41	\$5.65	\$6.04	\$6.49	Green
	Paratransit	\$41.10	\$41.11	\$41.56	\$42.14	\$41.82	\$45.24	Green
	HOV	\$0.16	\$0.16	\$0.16	\$0.16	\$0.15	\$0.16	Green
	Vanpool	\$0.83	\$0.91	\$0.30	\$0.78	\$0.94	\$0.63	Red

Bus Subsidy Per Passenger was negatively impacted by the lower-than-budgeted ridership. The increases in training for new operations employees and fuel costs combined with ridership are the drivers to the current red status of this KPI.

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

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 and On-Call Service



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, 450 bus shelters, 1,042 benches, 14 transit centers, 2 passenger transfer locations, 19 enhanced shelters, 35 rail platforms, 5 commuter rail stations, 97 information pylons, and all operating divisions, for a total of approximately 28 million square feet. 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.

Planned service improvements in FY 2005 include the opening of the J B Jackson, Jr. Transit Center in South Dallas. This transit center facility is scheduled to open in February 2005 near Trunk Avenue and Martin Luther King, Jr. Blvd. The transit center will initially serve as a hub for connecting bus services in the South Dallas area and will become a rail station with the opening of the SE-1 line section of the Southeast LRT Line. Bus routes will be modified to serve the new transit center, and schedules will be adjusted to provide a convenient schedule pulse to minimize passenger transfer wait times.

In addition to the service improvements associated with the new transit center, modifications will also be made to improve on-time performance and transfer connections throughout the system.

Exhibit 7 on the next page is DART's Bus Scorecard and provides the FY 2005 KPI targets and historical quarterly KPIs. A discussion of variances follows.

Exhibit 7	Bus Scorecard - Key Performance Indicators								
	Indicators	Type	Q 1/04	Q 2/04	Q 3/04	Q 4/04	Q 1/05	FY05 Target	Status
	Customer/Quality Indicators								
	Bus Ridership (M)	4 Qtr Rolling	39.5	39.0	38.5	38.4	38.4	39.5	Red
	Charter Ridership (M)	4 Qtr Rolling	0.3	0.3	0.2	0.2	0.3	0.4	Green
	Revenue Miles (M)	4 Qtr Rolling	29.8	29.3	28.7	28.2	28.1	28.0	n/a
	Passengers per Revenue Mile	4 Qtr Rolling	1.33	1.33	1.34	1.36	1.36	1.41	Yellow
	On Time Performance	4 Qtr Rolling	92.4%	92.3%	92.1%	91.8%	91.5%	92.0%	Yellow
	Complaints Per 100k Passengers	4 Qtr Rolling	52.7	52.5	53.7	53.6	52.5	50.1	Yellow
	Complaints Per 100k Passengers	Qtr	55.8	51.1	50.5	55.5	52.4	50.1	Yellow
	Mean Distance Between Service calls	4 Qtr Rolling	4,589	4,721	5,155	4,566	4,345	4,400	Yellow
	Mean Distance Between Service calls	Qtr	5,266	5,154	4,479	3,742	4,248	4,400	Yellow
	Vehicle Accidents Per 100k Miles	4 Qtr Rolling	2.07	2.02	2.02	1.99	1.93	2.15	Green
	Vehicle Accidents Per 100k Miles	Qtr	2.31	2.02	1.89	1.76	2.04	2.15	Green
	Missed Work Days (Operators) Annualized	12 mth Annualized	12.9	15.6	14.4	14.9	16.8	20.0	Green
	Missed Work Days (Maintenance) Annualized	12 mth Annualized					9.3	12.0	Green
	Financial/Efficiency Indicators								
	Subsidy Per Passenger	4 Qtr Rolling	\$3.90	\$3.84	\$3.82	\$3.92	\$4.04	\$3.89	Red
	Cost per Revenue Mile	4 Qtr Rolling	\$6.15	\$6.11	\$6.13	\$6.29	\$6.43	\$6.56	Green
	Pay-to-Platform Ratio - Hours	4 Qtr Rolling	1.28	1.26	1.26	1.25	1.26	1.33	Green

Actual ridership performance for the first quarter of FY 2005 increased in comparison to the first quarter of FY 2004 and exceeded budget targets. However, utilizing a four quarter rolling average to normalize seasonal variations continues to reflect the below target performance that was experienced in FY 2004, and affects the results of **Passengers per Revenue Mile** and **Subsidy Per Passenger**. **Bus ridership** was up 1% from budget based on actuals.

Ridership development continues to be a major organizational focus. An update on management's approach to ridership development will be presented to the Board of Directors in March 2005.

Bus mode has been experiencing a higher-than-anticipated rate of failures with some of the components of the newer exhaust emissions systems, causing the **Mean Distance Between Service Calls** to trend yellow. Management is working closely with the manufacturers to improve the reliability of these sub-components and believes we are still on track to achieve the projected year-end target.

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.

Exhibit 8 is DART's Light Rail Scorecard and provides the FY 2005 KPI targets and historical quarterly KPIs. A discussion of variances follows.

Exhibit 8	Light Rail Scorecard - Key Performance Indicators							
	Indicators	Type	Q 1/04	Q 2/04	Q 3/04	Q 4/04	Q 1/05	FY05 Target
	Customer/Quality Indicators							
	LRT Ridership (M)	4 Qtr Rolling	17.0	16.7	16.6	16.5	17.0	17.2
	Revenue Car Miles (M)	4 Qtr Rolling	5.5	5.4	5.3	5.1	5.1	5.2
	Passengers per Car Mile	4 Qtr Rolling	3.07	3.08	3.15	3.25	3.36	3.32
	On Time Performance	4 Qtr Rolling	97.2%	97.1%	97.1%	97.1%	97.1%	97.0%
	Complaints Per 100k Passengers	4 Qtr Rolling	16.2	15.0	13.2	12.6	11.6	9.5
	Complaints Per 100k Passengers	Qtr	16.2	13.8	10.0	10.8	12.0	9.5
	Mean Distance Between Service calls (000s)	4 Qtr Rolling	49.1	46.6	42.3	39.2	34.2	42.0
	Mean Distance Between Service calls (000s)	Qtr	38.2	38.2	36.2	45.2	24.4	42.0
	Accidents per 100k Miles	4 Qtr Rolling	0.35	0.32	0.33	0.26	0.37	0.36
	Accidents per 100k Miles	Qtr	0.37	0.15	0.37	0.15	0.44	0.36
	Missed Work Days (Operators) Annualized	12 mth Annualized	29.8	20.7	22.4	19.2	16.7	21.0
	Missed Work Days (Maintenance) Annualized	12 mth Annualized					6.5	12.0
	Financial/Efficiency Indicators							
	Subsidy Per Passenger	4 Qtr Rolling	\$2.83	\$2.88	\$2.84	\$2.98	\$2.96	\$3.30
	Subsidy Per Passenger Mile	4 Qtr Rolling	\$0.42	\$0.40	\$0.37	\$0.37	\$0.38	\$0.40
	Cost per Revenue Car Mile	4 Qtr Rolling	\$11.04	\$11.24	\$11.42	\$12.17	\$12.38	\$13.45
	Pay- to- Platform Ratio - Hours	4 Qtr Rolling	1.34	1.32	1.32	1.31	1.32	1.39

Actual **LRT ridership** performance for the first quarter of FY 2005 increased in comparison to the first quarter of FY 2004 and exceeded budget targets. However, utilizing a four quarter rolling average to normalize seasonal variations continues to reflect the below target performance that was experienced in FY 2004. **LRT ridership** was up 6.7% from FY 2005 budget and 13.7% from FY 2004.

Ridership development continues to be a major organizational focus. An update on management's approach to ridership development will be presented to the Board of Directors in March 2005.

Implementation of a Customer Satisfaction Priority Action Plan, which includes a range of action steps and initiatives targeted at reducing **Customer Complaints per 100,000 passengers**, focused on five key areas: service reliability, courtesy, vehicle operation, security, and pass-bys. Of the 103 strategies identified as part of the Action Plan, 67% have been completed or are of an on-going nature. Another 19% of the strategies are in progress. Positive trends have been achieved in 4 of the 5 complaint areas.

Light Rail maintenance has experienced numerous failures in the train control circuits affecting car performance when coupled together in multiple-car units (train-lined) thus affecting the **Mean Distance between Service Calls**. Management has identified the cause of the failure and campaigned the entire fleet to replace the out-of-tolerance electrical diode that was causing the failures. Management will continue to monitor the reliability of the cars after this campaign and, if necessary, take further corrective action.

Accidents per 100k miles are trending yellow due to the experience in the first quarter of FY 2005. Operations reported 6 accidents of customers driving into the rail cars. The Safety Division continues to work with Operations on the rules for approaching crossing guards (whistle and horn blowing).

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.

TRE currently operates Monday through Saturday from Fort Worth’s Texas & Pacific (T&P) Station to Dallas’ Union Station with seven intermediate stops. TRE also serves Victory Station with DART’s Light Rail at the American Airlines Center in Dallas that opened in November 2004. Service at this location is on event-days only, and results in ridership increases of approximately 1,000 passengers per day.

Exhibit 9 on the following page is DART’s Commuter Rail Scorecard and provides the FY 2005 KPI targets and historical quarterly KPIs.

Exhibit 9	Commuter Rail - TRE Scorecard - Key Performance Indicators								
	Indicators	Type	Q 1/04	Q 2/04	Q 3/04	Q 4/04	Q 1/05	FY05 Target	Status
	Customer/Quality Indicators								
	TRE Ridership (M)	4 Qtr Rolling	2.3	2.2	2.2	2.2	2.2	2.1	Green
	Revenue Car Miles (M)	4 Qtr Rolling	1.5	1.4	1.4	1.3	1.3	1.4	n/a
	Passengers per Car Mile	4 Qtr Rolling	1.52	1.56	1.61	1.63	1.62	1.53	Green
	Scheduled Train Hours (000's)	4 Qtr Rolling	21.2	20.6	20.0	19.3	19.5	20.3	Green
	On Time Performance	4 Qtr Rolling	96.6%	97.0%	97.5%	98.1%	98.1%	96.0%	Green
	Complaints Per 100k Passengers	4 Qtr Rolling	11.41	8.80	7.51	7.86	6.27	8.00	Green
	Complaints Per 100k Passengers	Qtr	11.41	6.37	4.81	8.88	4.83	8.00	Green
	Missed Trips	4 Qtr Rolling	11	12	12	9	9	15	Green
	Accidents Per 100k Miles	4 Qtr Rolling	0.24	0.24	0.25	0.26	0.26	0.31	Green
	Accidents Per 100k Miles	Qtr	0.51	0.26	0.27	-	0.51	0.31	Red
	Financial/Efficiency Indicators								
	Subsidy Per Passenger	4 Qtr Rolling	\$5.61	\$5.40	\$5.41	\$5.65	\$6.04	\$6.49	Green
	Subsidy Per Passenger Mile	4 Qtr Rolling	\$0.32	\$0.32	\$0.32	\$0.34	\$0.37	\$0.40	Green
	Cost per Revenue Car Mile	4 Qtr Rolling	\$11.82	\$11.86	\$12.77	\$13.49	\$13.63	\$14.21	Green

Paratransit Services

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

Setting standards helps management to meet service level requirements. X-Press Booking (XPB), an automated scheduling feature was installed in FY 2004 allowing riders wishing to schedule trips when the Scheduling Center is closed to do so by using either XPB or an automated voice-mail system, which was also implemented in FY 2004 and is available from 8 a.m. to 5 p.m. on Saturdays and Sundays. The automated voice-mail system receives an average of 30 calls on Saturdays and 70 calls on Sundays.

Service is currently contracted with one vendor who operates and maintains a total of 100 vans and 77 sedans. DART staff performs the scheduling, dispatching, certification, and administrative functions. As of December 2004, there was an average of 8,336 certified Paratransit Services riders.

Exhibit 10 is DART's Paratransit Scorecard and provides the FY 2005 KPI targets and historical quarterly KPIs. A discussion of variances follows.

Exhibit 10	Paratransit Scorecard - Key Performance Indicators								
	Indicators	Type	Q 1/04	Q 2/04	Q 3/04	Q 4/04	Q 1/05	FY05 Target	Status
	Customer/Quality Indicators								
	Paratransit Actual Ridership (000s)	4 Qtr Rolling	572.5	576.0	579.0	589.1	601.1	584.4	Red
	Scheduled Ridership (000s)	4 Qtr Rolling	681.9	679.5	677.9	683.7	692.6	693.0	Green
	Revenue Hours (000s)	4 Qtr Rolling	389.2	399.3	407.1	414.8	416.6	416.0	Yellow
	Paratransit Passengers per Hour - Scheduled	4 Qtr Rolling	1.75	1.70	1.67	1.65	1.66	1.67	Green
	Paratransit Passengers per Hour - Actual	4 Qtr Rolling	1.47	1.44	1.42	1.42	1.44	1.40	Green
	On-Time Performance	4 Qtr Rolling	88.3%	87.9%	87.8%	87.5%	87.3%	86.0%	Green
	Accidents per 100K miles	4 Qtr Rolling	2.45	2.51	2.34	2.30	2.21	2.50	Green
	Accidents per 100K miles	Qtr.	2.36	2.70	2.33	1.84	2.00	2.50	Green
	Percentage of Trips Completed	4 Qtr Rolling	100.0%	100.0%	100.0%	100.0%	100.0%	98.0%	Green
	Passenger Canceled Trips Ratio	4 Qtr Rolling	12.5%	11.8%	11.3%	10.5%	10.0%	13.0%	Green
	Passenger No Shows Ratio	4 Qtr Rolling	3.4%	3.4%	3.3%	3.3%	3.3%	4.0%	Green
	Service Level - Scheduling (3 minutes)	4 Qtr Rolling	95.7%	95.4%	95.1%	94.7%	94.9%	92.0%	Green
	Service Level - Where's My Ride (2 minutes)	4 Qtr Rolling	94.1%	93.5%	92.3%	92.2%	92.9%	91.0%	Green
	Complaints per 1k Passengers	4 Qtr Rolling	4.47	4.80	4.73	4.52	4.39	5.50	Green
	Complaints per 1k Passengers	Qtr.	4.41	5.14	4.31	4.26	3.87	5.50	Green
	Financial/Efficiency Indicators								
	Subsidy Per Passenger	4 Qtr Rolling	\$41.10	\$41.11	\$41.56	\$42.14	\$41.82	\$45.24	Green

The red status of **Paratransit Actual Ridership** can be attributed to the enforcement of the Cancellation and No-show policy, the Zero Denials mandate of the ADA, and a general increase in the aging population as well as those now using mobility devices. The yellow status of **Revenue Hours** is due to the additional hours added to the schedule for the Holidays.

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.

Exhibit 11 is DART's HOV Scorecard and provides the FY 2005 KPI targets and historical quarterly KPIs.

Exhibit 11	HOV Scorecard - Key Performance Indicators						
	Indicators	Q 1/04	Q 2/04	Q 3/04	Q 4/04	Q 1/05	FY05 Target Status
	Customer/Quality Indicators						
	Ridership (M)	34.6	35.0	34.9	35.0	35.6	35.0 Green
	Avg. Weekday Ridership (000s)	106.1	106.8	106.2	106.4	108.2	105.0 Green
	Operating Speed Ratio (Qtrly)*	1.71	1.75	1.69	1.65	1.58	1.50* Green
	Opening Time Performance					100.0%	98.0% Green
	Financial/Efficiency Indicators						
	Subsidy Per Passenger	\$0.16	\$0.16	\$0.16	\$0.16	\$0.15	\$0.16 Green

* Operating Speed Ratio target was changed to reflect the appropriate speed target for our customers.

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.

Exhibit 12 on the following page is DART's Vanpool Scorecard and provides the FY 2005 KPI targets and historical quarterly KPIs. A discussion of variances follows.

Exhibit 12	General Mobility (Vanpool) - Key Performance Indicators							
	Indicators	Q 1/04	Q 2/04	Q 3/04	Q 4/04	Q 1/05	FY05 Target	Status
	Customer/Quality Indicators							
	Ridership (000s)	421.9	414.6	395.4	378.5	365.6	379.7	Red
	Number Of Vanpools (current)	70	68	66	65	63	70	Red
	Financial/Efficiency Indicators							
	Subsidy Per Passenger	\$0.83	\$0.91	\$0.30	\$0.78	\$0.94	\$0.63	Red

The **Number of Vanpools** has decreased in the first quarter due to economical factors that have impacted the Metroplex. The vanpool program continues to lose vans due to lay-offs at major employers that support the program. A second factor for the declining number of vanpools is the cost of the program.

DART staff has recently conducted a cost/benefit analysis of the vanpool program to determine cost effective measures to promote the vanpool program. The analysis is focused on vanpool service delivery alternatives that result in cost savings to the customer. The Board of Directors will be briefed on the final recommendations and findings of the Cost Benefit analysis on February 22, 2005.

General Mobility – Road Improvement Programs

Exhibit 13 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 13	General Mobility – Road Improvement Programs (In Millions)	
		FY05
	TSM-Street Repair	\$2,100
	ITS Regional funding	600
	Total	\$2,700

LAP\CMS – The agreement returned 15% of DART sales taxes collected in a member city to that city until a contract was awarded for rail construction in that city. Irving is included at a 7.5% funding level. The revised program ended for all member cities in FY 2004 regardless of construction dates. Cities request funds for projects that enhance transit. DART accrues the appropriate amount at the beginning of each eligible fiscal year. Exhibit 14 reflects the balances and payments made as of December 2004.

Exhibit 14	LAP/CMS Program (In Thousands)			
	Member City	Beginning Balance	Payments	Remaining Balance
	Addison	\$2,212	\$0	\$2,212
	Buckingham	199	0	199
	Carrollton	7,360	0	7,360
	Cockrell Hill	133	0	133
	Dallas County	52	0	52
	Farmers Branch	1,740	0	1,740
	Garland	2,792	0	2,792
	Glenn Heights	85	0	85
	Irving	13,780	9	13,771
	Plano	1,428	783	645
	Richardson	1,094	0	1,094
	Rowlett	1,045	302	742
	University Park	5	0	5
	Total	\$31,920	\$1,095	\$30,830

Capital and Non-Operating Budget Summary

Exhibit 15 provides a summary of the capital and non-operating costs for FY 2005.

Total expenditures for capital projects for Quarter 1 FY 2005 was \$24.9 million (9.1%) 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 15	Actuals vs. Budget Capital and Non-Operating Costs First Quarter, FY 2005 (In Thousands)			
	Mode	FY05 Actuals	Available Balance	FY05 Budget
	Bus	\$5,443	\$22,231	\$27,674
	LRT	13,336	164,334	177,670
	Commuter Rail	1,053	25,095	26,147
	Paratransit	0	611	611
	HOV	102	13,150	13,252
	Total Projects	\$19,933	\$225,421	\$245,354
	P&D/Startup/Non-Ops	\$4,692	\$19,657	\$24,349
	Road Improvements/ITS	255	2,445	2,700
	Total Capital	\$24,880	\$247,523	\$272,403

APPENDIX

Revenues, Operating Expenses and Net Financing Costs

First Quarter, FY 2005

Dollars in Thousands

	YTD Actuals	YTD Budget	YTD Better (Worse)	% Better (Worse) Budget	Total Budget
Revenues:					
Passenger Revenues (Fixed Route)	\$8,576	\$9,363	(\$787)	(8.4)%	\$37,236
Vanpool Passenger Revenues	75	104	(28)	(27.2)%	414
Paratransit Passenger Revenues	356	354	2	0.6%	1,432
Passenger Revenues	\$9,007	\$9,820	(\$813)	(8.3)%	\$39,082
Advertising and Other	2,045	2,143	(98)	(4.6)%	8,573
Operating Grant Revenues	344	485	(141)	(29.0)%	1,518
Total Other Revenues	\$2,389	\$2,628	(\$239)	(9.1)%	\$10,091
Total Operating Revenues	\$11,396	\$12,448	(\$1,052)	(8.4)%	\$49,173
Sales Tax Revenues	\$91,230	\$88,915	\$2,315	2.6%	\$339,335
Interest Income	838	1,930	(1,092)	(56.6)%	8,500
Other Non-Operating Revenues	9,025	8,438	587	7.0%	33,753
Total Revenues	\$112,490	\$111,731	\$758	0.7%	\$430,760
Operating Expenses:					
	YTD Actuals	YTD Budget	YTD {Better}/Worse	% Over / (Under) Budget	Total Budget
Salaries & Wages	\$34,274	\$35,602	(\$1,328)	(3.7)%	\$149,926
Benefits	17,111	16,140	971	6.0%	59,375
Services	4,131	6,053	(1,923)	(31.8)%	24,595
Materials & Supplies	8,707	8,868	(161)	(1.8)%	35,328
Utilities	1,950	2,207	(256)	(11.6)%	9,215
Casualty and liability	710	941	(232)	(24.6)%	3,605
Purchased Transportation	8,937	9,152	(215)	(2.3)%	38,178
Taxes, Leases, and Other	1,008	1,351	(343)	(25.4)%	5,611
Management Reserve	-	80	(80)	(100.0)%	1,948
Total Operating Expenses	\$76,827	\$80,394	(\$3,567)	(4.4)%	\$327,781
Capital Allocation	(\$4,547)	(\$5,179)	\$632	(12.2)%	(\$20,718)
LRT Start-up	(145)	(132)	(14)	10.3%	(526)
Total Ops Expense after Allocations	\$72,135	\$75,083	(\$2,948)	(3.9)%	\$306,537
Net Financing Costs					
	YTD Actuals	YTD Budget	YTD {Better}/Worse	% Over / (Under) Budget	Total Budget
Financing Costs	\$6,211	\$7,858	(\$1,647)	(21.0)%	\$31,341
Principal Repayments	6,815	6,819	4	0.1%	6,819
DTL Costs	6,611	6,400	(211)	(3.3)%	25,541
Less: DTL Income	(6,611)	(6,400)	211	3.3%	(25,541)
Less: Interest Income	(838)	(1,930)	1,092	56.6%	(8,500)
Total Net Financing Costs	\$12,188	\$12,747	(\$552)	(4.3)%	\$29,660

Note: Numbers may vary in footing due to rounding



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

	(In thousands)	
	12/31/2004 Unaudited	9/30/2004
ASSETS		
CURRENT ASSETS		
Cash & Cash Equivalents	\$22,128	\$30,934
Investments	281,845	273,590
Current portion of restricted assets	4,117	15,023
Current portion of investment held to pay capital lease liability	34,486	33,069
Sales tax receivable	65,300	56,973
Transit Revenue Rec., Net	2,529	1,784
Due from Other Governments	3,651	13,149
Materials and supplies inventory	22,163	21,616
Prepaid transit expenses and other	3,905	2,504
TOTAL CURRENT ASSETS	\$440,124	\$448,642
NONCURRENT ASSETS		
Restricted assets	\$11,888	\$7,345
Investments in joint venture	11,024	11,159
Capital assets		
Land and rights of way	\$384,102	\$384,102
Depreciable capital assets, net of depreciation	1,665,531	1,682,611
Projects in progress	316,217	301,044
Long-term investments held to pay capital lease/lease back liabilities	446,394	449,741
Net pension asset	3,294	3,294
Unamortized long-term debt issuance costs	4,009	4,076
TOTAL NONCURRENT ASSETS	2,842,459	2,843,372
TOTAL ASSETS	\$3,282,583	\$3,292,014

DALLAS AREA RAPID TRANSIT				
STATEMENTS OF NET ASSETS - CONT'D				
AS OF DECEMBER 31, 2004 AND SEPTEMBER 30, 2004				
		(In thousands)		
		12/31/2004		9/30/2004
LIABILITIES				
CURRENT LIABILITIES				
Accounts payable and accrued liabilities		\$60,757		\$79,488
Commercial paper notes payable		239,245		219,245
Current portion of Capital lease/leaseback liabilities		34,486		33,069
Current portion of amount due to the State Comptroller		913		913
Local Assistance Program Payable		30,830		31,925
Retainage Payable		19,965		20,464
Other Current Liabilities		8,120		5,458
Payable from restricted assets				
Interest payable		\$10,470		\$8,502
Current portion of senior lien sales tax revenue bonds payable		2,512		6,815
TOTAL CURRENT LIABILITIES		\$407,298		\$405,879
NON-CURRENT LIABILITIES				
Repayment due to the State Comptroller		\$672		\$913
Senior lien sales tax revenue bonds payable		475,248		485,686
Capital lease/leaseback liabilities		446,394		449,741
TOTAL NON-CURRENT LIABILITIES		922,314		936,340
TOTAL LIABILITIES		\$1,329,612		\$1,342,219
NET ASSETS				
Invested in capital assets, net of related debt		\$1,620,923		\$1,635,547
Restricted for				
Debt Service		\$4,117		\$15,023
System expansion and acquisition		11,888		7,345
Unrestricted		316,043		291,880
TOTAL NET ASSETS		\$1,952,971		\$1,949,795

DALLAS AREA RAPID TRANSIT STATEMENTS OF REVENUES, EXPENSES AND CHANGES IN NET ASSETS FOR THE PERIOD ENDED DECEMBER 31, 2004 AND 2003		
	(In thousands)	
	12/31/2004	12/30/2003
	unaudited	unaudited
OPERATING REVENUES:		
Passenger	9,008	9,586
Advertising, rent and other	2,044	2,590
Total Operating Revenues	\$11,052	\$12,176
OPERATING EXPENSES:		
Labor	34,274	31,907
Benefits	17,111	15,340
Services	4,131	4,160
Materials and Supplies	8,706	7,901
Purchased Transportation	8,937	8,649
Depreciation and amortization	25,758	24,536
Utilities	1,950	1,789
Taxes, Leases, and Other	1,008	1,023
Casualty and liability	710	1,140
Transit system planning, development, and start-up costs	(4,692)	(4,542)
TOTAL OPERATING EXPENSES	\$97,893	\$91,903
NET OPERATING LOSS	(\$86,841)	(\$79,727)
NON-OPERATING REVENUES (EXPENSES):		
Sales tax revenue	91,230	83,009
Investment Income	838	856
Interest Income from investments held to pay capital lease	6,611	6,742
Interest expense on capital leases	(6,611)	(6,742)
Local Assistance Program and Street improvements	(229)	(8,162)
Transit system planning and other development	(4,692)	(4,542)
Interest and financing expenses	(6,211)	(6,509)
Other non-operating revenues	2,414	1,599
Other non-operating expenses	(26)	-
TOTAL NET NON-OPERATING REVENUES	83,324	66,251
REIMBURSEMENTS	(\$3,517)	(\$13,476)
CAPITAL CONTRIBUTIONS, GRANTS AND REIMBURSEMENTS:		
Federal capital contributions	6,348	5,792
Less: transfer of federally funded assets to other governments		(264)
Net federal capital contributions	6,348	5,528
State capital contributions		
Local capital contributions		
Total capital contributions	6,348	5,528
Federal grants and reimbursements	261	14,833
State grants and reimbursements	83	78
Total grants and reimbursements	344	14,911
TOTAL CAPITAL CONTRIBUTIONS, GRANTS AND REIMBURSEMENTS	6,692	20,439
CHANGE IN NET ASSETS	\$3,175	\$6,963
TOTAL NET ASSETS - Beginning of the quarter	1,949,795	1,886,889
TOTAL NET ASSETS - End of the quarter	<u><u>\$1,952,970</u></u>	<u><u>\$1,893,852</u></u>

Glossary of Terms/Definitions

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

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

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.

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

Crimes against persons – Monitoring provides an overview of patron safety by detailing the frequency of crimes that occur on the DART system. Management's objective is to reduce this ratio.

$$\text{Calculation} = [\text{Crimes Against Persons} / \text{Total Incidents}]$$

Crimes against property – Monitoring provides an overview of the safety of our customer's property. Management's objective is to reduce this ratio.

$$\text{Calculation} = [\text{Crimes Against Property} / \text{Total Incidents}]$$

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.

Glossary of Terms/Definitions (Cont.)

Fare Payment Ratio – Monitoring of fare payment trends provides a synopsis of how patrons are adhering to the fare policy. Management's objective is to increase this ratio.

$$\text{Calculation} = [\text{Total LRT Ridership} / \text{Total Fare Evasion Violations}]$$

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.

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

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

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

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

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

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

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.

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

Glossary of Terms/Definitions (Cont.)

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

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

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

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

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

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

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

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

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

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

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.)

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.

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

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

Ridership Highlights

Introduction

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

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

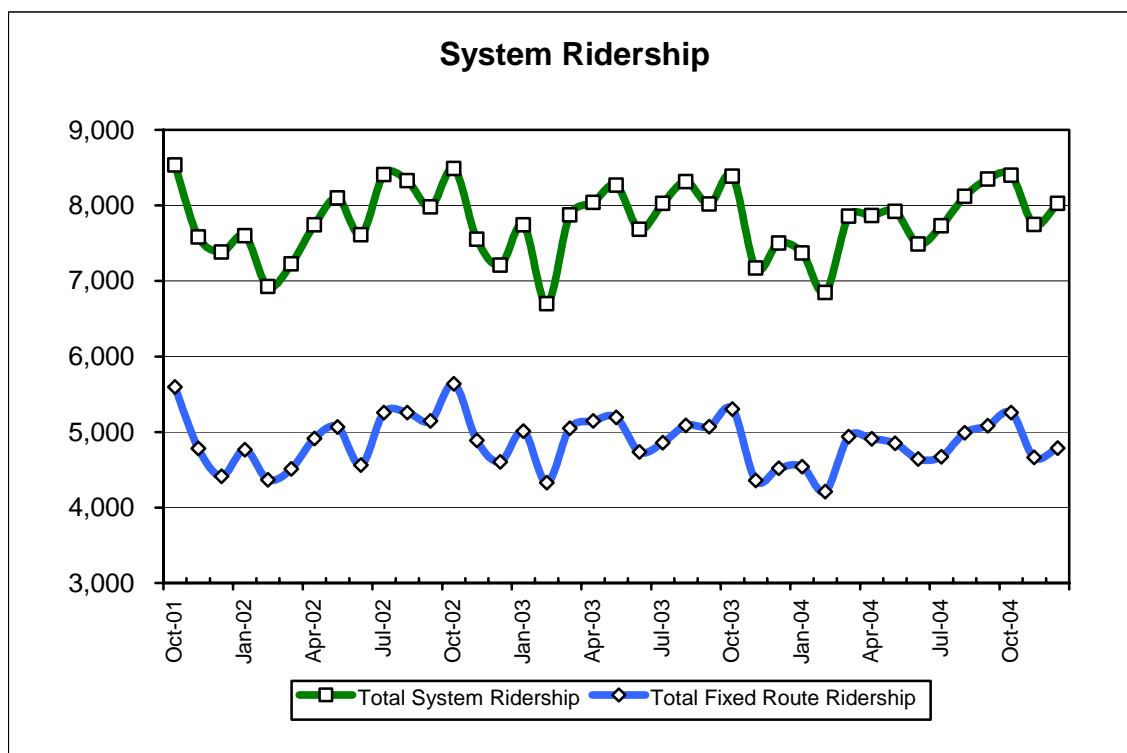
Ridership statistics can be examined in several different ways: as totals, as averages and as ratios related to service levels. Each reporting technique has its value in analyzing ridership and each presents data from a different perspective. Total ridership is an important measure. Total ridership can,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

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

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

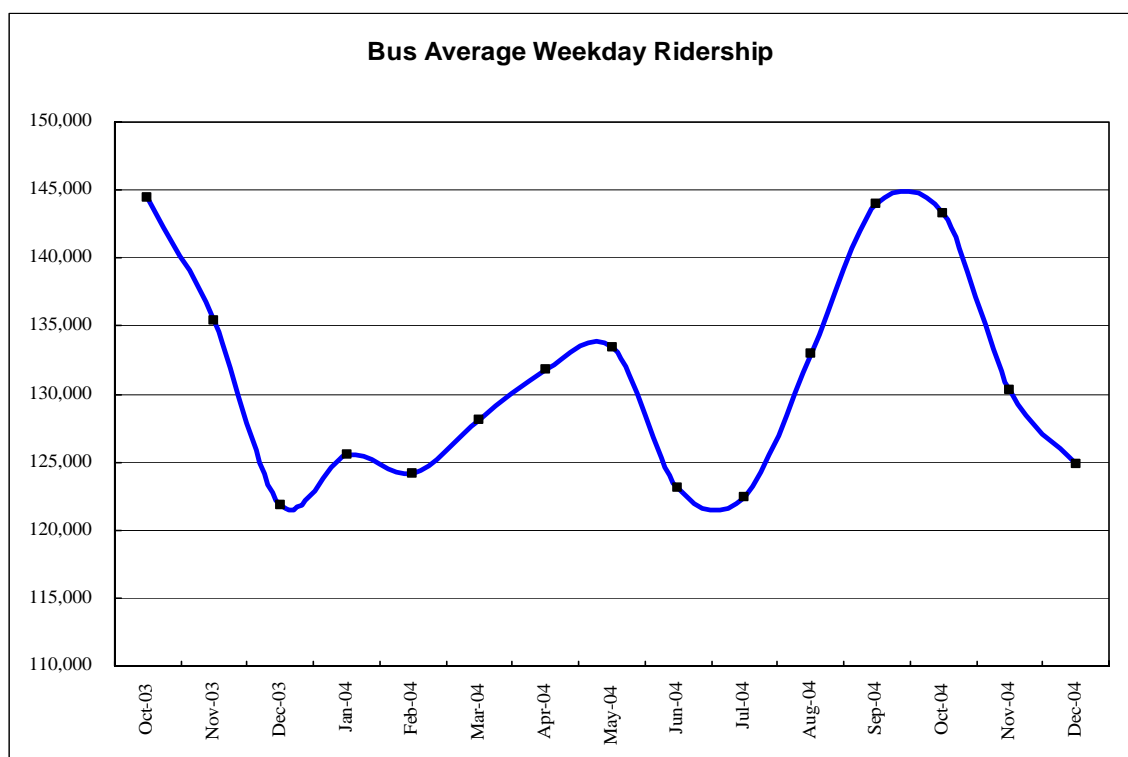
The Service Standards Monitoring Report included in this section of the Quarterly Report includes the modifications to policy made in 2003.

Total System Ridership



- Total fixed route passengers include bus, light rail and commuter rail riders. Total system passengers include fixed route, HOV and paratransit services. Riders of both scheduled and special event services are reported.
- Total system ridership in the first quarter of FY 2005 was 24.2 million riders, an increase of 4.8 percent over the first quarter of FY 2004.
- Fixed route ridership totaled 14.7 million passengers in the first quarter of FY 2005, an increase of 3.7 percent from the first quarter of FY 2004.
- Trinity Railway Express ridership was about 517,900 passengers in the first quarter, a decrease of 1.5 percent from last year. This decrease was caused, in part, by lower ridership to events at American Airlines Center because of the cancellation of NHL Hockey games.
- Light rail ridership increased to 4.5 million riders in the first quarter. This 13.7 percent increase is the result of improving economic conditions, lower unemployment rates and increasing levels of development around rail stations.
- Paratransit ridership increased to almost 152,500 trips in the first quarter of FY 2005, an increase of 8.5 percent from FY 2004 levels.
- Total HOV usage in the first quarter of FY 2005 was 9.3 million persons, up 6.6 percent over the first quarter of FY 2004.

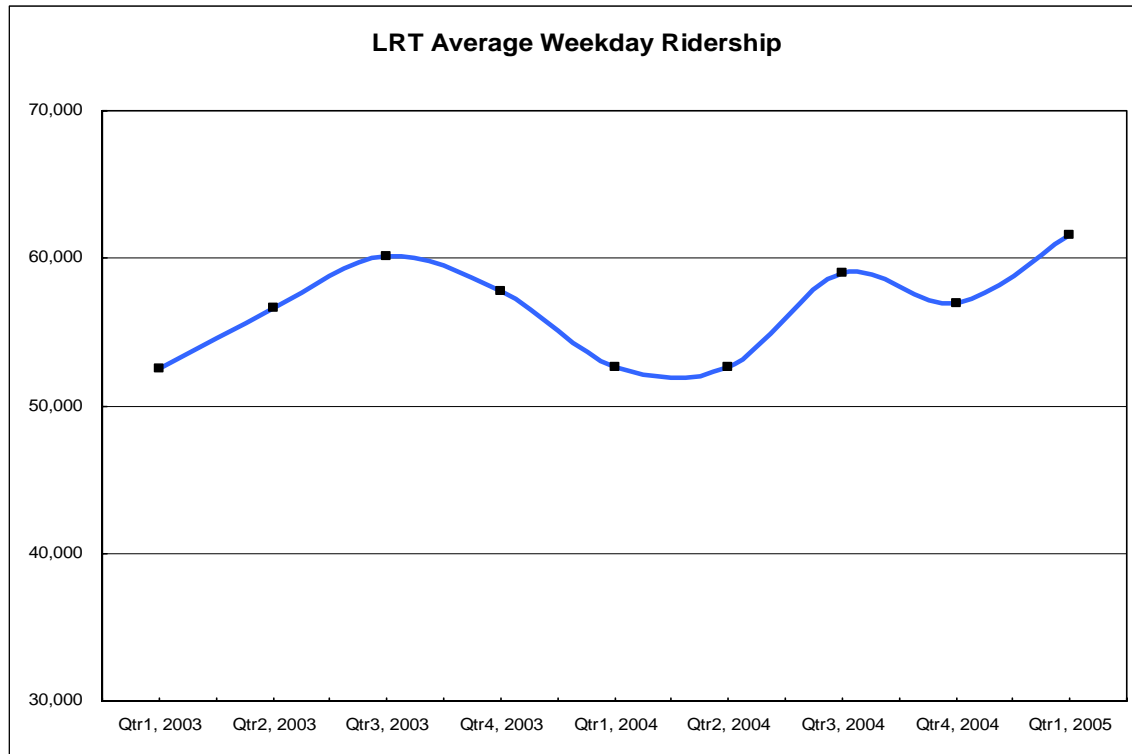
Bus System Ridership



- Total bus ridership in the first quarter of FY 2005 was 9.61 million riders, an 0.8 percent decrease from the first quarter of FY 2004.
- Average weekday ridership in the first quarter was 132,779 riders, a 0.8 percent decrease from last year's average.
- Ridership on Crosstown, Rail Feeder and Transit Center Feeder routes increased in the first quarter. Express, and Local Routes experienced decreases in the quarter when compared to last year.
- Express Routes decreased by 4.4 percent, Transit Center Feeder Routes increased by 3.1 percent and Rail Station Feeder Routes increased by 6.6 percent in the first quarter.
- The most heavily patronized routes in the first quarter, by route classification, were:

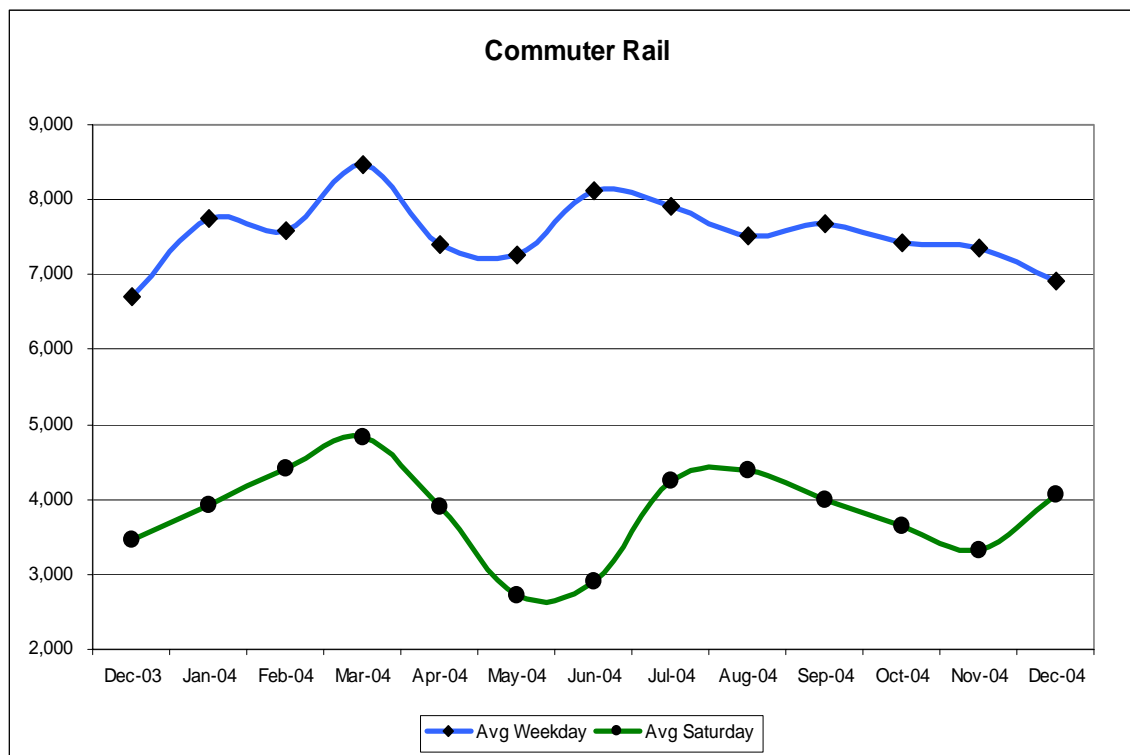
Crosstown	Route 466	5,745
Express	Route 204	924
Rail Feeder	Route 583	2,418
TC Feeder	Route 378	1,316
Local	Route 44	6,638

LRT Ridership



- LRT ridership in the first quarter totaled 4.49 million riders, an increase of 13.7 percent from the 3.95 million riders transported in the first quarter of FY 2004.
- Weekday ridership in the first quarter averaged almost 61,600 passengers, an increase of 17.1 percent from the first quarter of FY 2004.
- Saturday ridership in the first quarter averaged almost 26,300 passengers, an increase of 4.5 percent from the FY 2004 level.
- Sunday ridership in the first quarter averaged 18,400 passengers, a decrease of 1.7 percent from the FY 2004 level.
- The increases occurred because of the improving economy and lower unemployment rates, particularly in the suburban member cities. Increasing levels of development at and near rail stations is being reflected in increasing ridership as well.
- The light rail stations in Garland, Plano and Richardson have combined to contribute over 10,200 average weekday riders to the system in the December.
- In December, average weekday ridership increased at each station on the system.
- During the first quarter, the light rail system served 30.7 percent of all fixed-route riders compared to 27.9 percent in the first quarter of FY 2004.

Commuter Rail – Trinity Railway Express



- The Trinity Railway Express ridership decreased in the first quarter in response to service reductions and reduced ridership to American Airlines Center events. The elimination of trips in the midday and evening periods on weekdays has resulted in fewer riders.
- In the first quarter of 2005, the TRE served a total of 517,863 passengers, a decrease of 1.5 percent from the first quarter of FY 2004.
- Weekday ridership on the TRE averaged 7,235 daily riders (a 2.8 percent decrease) in the first quarter.
- Saturday ridership in the first quarter averaged 3,675 daily riders, a decrease of 11.3 percent from the first quarter of FY 2004.
- Events at the American Airlines Center, served by the Victory station, attract significant levels of TRE ridership. During the first quarter, almost 23,400 passengers were counted boarding and alighting TRE trains at the Victory station. This figure is a decrease of 45 percent from last year.
- 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	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
	November	3042	1451	168	4661
	December	3035	1531	168	4734

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

Year	Month	Bus Weekday	LRT Weekday	Commuter Rail Weekday	Fixed Route Total
2003	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
	November	130.1	61.3	7.1	198.5
	December	122.9	62.4	7	192.3

Table 3 – Passenger Boardings by Member City

Dallas Area Rapid Transit
Estimated Passenger Boardings By Member City
For the First Quarter Fiscal Year 2005, Period Ending December 31, 2004
 In Thousands

Description	Qtr 1 2004	Qtr 1 2003	%% (2) Change	YTD 2005	YTD 2004	%% Change
Bus Ridership (1)						
Addison	67	77	-13.3%	67	77	-13.3%
Carrollton	160	150	6.7%	160	150	6.7%
Farmers Branch	46	45	3.0%	46	45	3.0%
Garland	515	494	4.2%	515	494	4.2%
Glenn Heights	44	41	6.6%	44	41	6.6%
Irving	452	360	25.3%	452	360	25.3%
Plano	185	167	10.3%	185	167	10.3%
Richardson	181	188	-4.1%	181	188	-4.1%
Rowlett	20	19	6.0%	20	19	6.0%
	0	0				
Suburban Total	1668	1542	8.2%	1668	1542	8.2%
Dallas Total (3)	7980	8179	-2.4%	7980	8179	-2.4%
	0	0				
Bus Total	9649	9721	-0.7%	9,649	9,721	-0.7%
Light Rail	4487	3946	13.7%	4,487	3,946	13.7%
Commuter Rail	517	526	-1.6%	517	526	-1.6%
Total Passenger Boardings	14,653	14,192	3.2%	14,653	14,192	3.2%

Type of Day	Qtr 1 2004	Qtr 1 2003	Inc (Dec)	YTD 2005	YTD 2004	Inc (Dec)
Weekdays	62	63	-1	62	63	-1
Saturdays/Holiday	15	14	1	15	14	1
Sundays/Holiday	15	15	0	15	15	0
Total	92	92	0	92	92	0

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

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

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

Service Standards Monitoring Report

Purpose and Approach

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

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

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

First Quarter Report

Crosstown Routes

- Five of the nineteen Crosstown routes had an RPI value of 1.0 or greater.
- Fifteen of the nineteen Crosstown routes perform above the 0.6 level.
- The four Crosstown routes that perform below the 0.6 level include routes 404 (0.4), 412 (0.2), 488 (0.5) and 475 (0.4).
- Route 488 was modified in October 2003 and is experiencing ridership increases. An evaluation is underway to identify changes that will improve its performance.
- 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.

Express Routes

- Six of DART's ten Express routes had an RPI value of 0.6 or greater.
- Routes 205 (Addison) and 278 (Red Bird) had the highest RPI values among Express routes with RPIs of 1.1.
- Four routes had RPI values of less than 0.6. Route 210 (Wet Plano) was at the 0.5 level.
- Routes 207 (Rowlett) and 247 (Farmers Branch) were at the 0.4 level.
- Route 234 (Plano/Richardson/North Irving) was the lowest performing Express route with an RPI of 0.3.

Rail Feeder Routes

- Eight of the 30 Rail Feeder routes performed at the 1.0 level or better. A total of 23 Rail Feeder routes performed at or above the 0.6 target.
- The top performing Rail Feeder route was route 583 (Lovers Lane/LBJ/Skillman/Richland College) with an RPI value of 2.1. Routes 506 (Park Lane/Walnut Hill) and 702 (NorthPark Shuttle) performed at a 1.4 level. Routes 556 (Hampton/Southwest Center Mall) and 519 (South Garland/Park Lane) posted 1.3 RPI values.
- Two routes recorded RPI values of 0.5 during the fourth quarter. These routes include 560 (LBJ/Skillman/Kingsley) and 569 (Lovers Lane/White Rock/Ferndale).
- Two routes performed at the 0.4 RPI level. They include 551 (Spring Valley/LBJ/Skillman), and 760 (Downtown Plano/Collin Creek Mall).
- Routes 503 (Cityplace/Lovers Lane), 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

- Twenty 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 1.6.
- Routes 341 (Addison/Rosemeade) and 374 (LBJ/Skillman/South Garland) were next with RPI values of 1.3 and 1.2 respectively. Routes 301 (North Irving/Irving Mall/South Irving), followed by routes and 350 (Addison/West Plano/Parker Road) were next with RPI values of 1.1 and 1.0 respectively.
- Route 304 (West Dallas/South Irving/Irving Mall) performed at the 0.4 level. This route provides a connection between the residential areas of West Dallas and shopping in Irving on Saturdays only. It is very challenging to develop strong ridership when the service is only offered one day per week.
- Route 304 will be 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 2005.
- Route 44 (South Dallas/Medical Center/Northwest Dallas) was both the best performing Local route with a 1.6 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), 49 (Regal Row/Victory) and 165 (Lake June/Cheyenne/Bruton) performed at the 1.0 level.
- Six 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), 155 (Paul Quinn College/Bonnie View) and 185 (Shady Trail/Farmers Branch/Carrollton) had RPI values of 0.5.
- Route 184 (Preston/Frankford) 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 1.7.
- The Medical City E-shuttle ranked second with an RPI value of 1.6.
- The SMU shuttle (Route 768 Mustang Express) was third with an RPI of 1.4, and the UT southwestern shuttle was fourth at 1.2.
- 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 0.6 level.
- The DART-on-Call zones in Rowlett (SPI of 0.4) 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	207	207	503	503	304	304	8	8
412	412	210	234	551	551		305	35	35
475	475	234	247	560	560		309	37	37
488	488	247		566	562		314	46	46
				569	566			155	60
				572	569			184	155
				760	572			185	183
					760				184
									185

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

Crosstown Routes

Crosstown

Dallas Area Rapid Transit Service Standards Monitoring Report First Quarter FY 2005

LINE		Avg Weekday Pass 1Q05	Avg Weekday Pass 1Q04	% Change	Sub/ Pass 1Q05	Index	Pass/ Trip 1Q05	Index	Pass/ Rev Mile 1Q05	Index	4Q04 Route Performance Index	1Q05 Route Performance Index	RPI Point Change
					\$2.70		29.00		1.60				
C 466		5,751	5,643	1.9%	\$2.12	1.3	59.2	2.0	1.9	1.2	1.3	1.5	0.2
C 409		2,332	4,519	-48.4%	\$2.17	1.2	29.8	1.0	3.2	2.0	1.4	1.4	0.0
C 486		2,602	2,426	7.2%	\$2.79	1.0	38.0	1.3	1.8	1.1	0.9	1.1	0.2
C 445		2,207	2,186	0.9%	\$2.53	1.1	24.5	0.8	2.1	1.3	1.0	1.1	0.1
C 428		3,161	3,202	-1.3%	\$3.03	0.9	32.9	1.1	1.6	1.0	1.0	1.0	0.0
C 463		1,461	1,490	-1.9%	\$3.79	0.7	27.0	0.9	1.8	1.1	0.9	0.9	0.0
C 441		1,808	1,747	3.5%	\$3.06	0.9	22.8	0.8	1.5	0.9	0.8	0.9	0.1
C 405		2,057	2,116	-2.8%	\$3.27	0.8	26.1	0.9	1.4	0.9	0.8	0.9	0.1
C 415		812	697	16.5%	\$3.51	0.8	18.1	0.6	1.4	0.9	0.6	0.8	0.1
C 400		1,836	1,696	8.2%	\$4.83	0.6	30.7	1.1	1.0	0.6	0.8	0.8	0.0
C 453		975	1,141	-14.5%	\$3.29	0.8	13.2	0.5	1.5	0.9	0.7	0.7	0.0
C 408		1,788		All	\$3.16	0.9	19.6	0.7	1.0	0.6	0.7	0.7	0.1
C 451		1,809	1,742	3.8%	\$5.17	0.5	18.1	0.6	1.1	0.7	0.6	0.6	0.0
C 444		956	993	-3.7%	\$4.60	0.6	13.5	0.5	1.1	0.7	0.5	0.6	0.0
C 410		889	691	28.7%	\$4.96	0.5	15.2	0.5	0.9	0.6	0.5	0.6	0.0
C 488		1,198	1,098	9.2%	\$5.03	0.5	11.3	0.4	1.1	0.7	0.5	0.5	0.1
C 475		627	538	16.6%	\$5.73	0.5	9.5	0.3	0.9	0.5	0.3	0.4	0.1
C 404		849	949	-10.5%	\$8.08	0.3	14.9	0.5	0.7	0.4	0.4	0.4	0.0
C 412		130	154	-15.4%	\$12.58	0.2	3.9	0.1	0.5	0.3	0.2	0.2	0.0

Express Routes

Express

Dallas Area Rapid Transit Service Standards Monitoring Report First Quarter FY 2005

LINE		Avg Weekday Pass 1Q05	Avg Weekday Pass 1Q04	% Change	Sub/ Pass 1Q05	Index	Pass/ Trip 1Q05	Index	Pass/ Rev Mile 1Q05	Index	4Q04 Route Performance Index	1Q05 Route Performance Index	RPI Point Change
					\$4.50		16.50		1.00				
E 278		711	673	5.6%	\$4.23	1.1	12.9	0.8	1.4	1.4	1.0	1.1	0.1
E 205		502	690	-27.3%	\$6.50	0.7	19.3	1.2	1.3	1.3	1.6	1.1	-0.5
E 206		702	646	8.6%	\$6.68	0.7	18.0	1.1	0.8	0.8	0.8	0.9	0.0
E 283		931	996	-6.5%	\$7.03	0.6	11.2	0.7	0.8	0.8	0.7	0.7	0.0
E 204		1,041	1,035	0.5%	\$7.85	0.6	12.4	0.8	0.6	0.6	0.6	0.6	0.0
E 202		873	821	6.3%	\$8.42	0.5	11.1	0.7	0.6	0.6	0.5	0.6	0.1
E 210		558	560	-0.3%	\$10.13	0.4	11.2	0.7	0.5	0.5	0.6	0.5	-0.1
E 207		210	218	-3.8%	\$12.84	0.4	7.5	0.5	0.4	0.4	0.4	0.4	0.0
E 247		106	103	3.0%	\$15.76	0.3	7.0	0.4	0.5	0.5	0.4	0.4	0.0
E 234		47	76	-38.3%	\$21.36	0.2	7.8	0.5	0.3	0.3	0.4	0.3	-0.1

Rail Feeder Routes

Rail Station Feeder

Dallas Area Rapid Transit Service Standards Monitoring Report First Quarter FY 2005

LINE		Avg Weekday Pass	Avg Weekday Pass	% Change	Sub/ Pass	Index	Pass/ Trip	Index	Pass/ Rev Mile	Index	4Q04 Route Performance Index	1Q05 Route Performance Index	RPI Point Change
		1Q05	1Q04										
					\$3.60		11.00		1.80				
F1 583		2,569	2,006	28.1%	\$1.52	2.4	27.2	2.5	2.7	1.5	1.8	2.1	0.4
F1 702		416	620	-32.9%	\$2.01	1.8	5.1	0.5	3.7	2.0	1.2	1.4	0.3
F1 506		1,138	1,118	1.8%	\$2.20	1.6	11.1	1.0	2.9	1.6	1.3	1.4	0.1
F1 519		1,350	1,257	7.4%	\$3.78	1.0	23.5	2.1	1.4	0.8	1.2	1.3	0.0
F1 556		1,328	1,243	6.8%	\$2.73	1.3	15.4	1.4	1.9	1.0	1.2	1.3	0.1
F1 554		766	1,009	-24.1%	\$2.25	1.6	9.3	0.8	2.0	1.1	1.0	1.2	0.1
F1 548		1,146	1,108	3.4%	\$2.80	1.3	13.7	1.2	1.7	0.9	1.0	1.2	0.1
F1 582		1,000	1,017	-1.7%	\$3.70	1.0	12.0	1.1	1.4	0.8	0.9	1.0	0.1
F1 567		656	487	34.7%	\$4.32	0.8	12.9	1.2	1.4	0.8	0.7	0.9	0.2
F1 555		634	590	7.3%	\$3.05	1.2	7.4	0.7	1.6	0.9	0.8	0.9	0.1
F1 568		951	984	-3.3%	\$4.31	0.8	10.9	1.0	1.1	0.6	0.8	0.8	0.1
F1 553		415	295	40.5%	\$4.31	0.8	8.9	0.8	1.3	0.7	0.8	0.8	0.0
F1 510		672	721	-6.8%	\$4.52	0.8	8.9	0.8	1.3	0.7	0.8	0.8	0.0
F1 501		647	698	-7.3%	\$4.44	0.8	7.9	0.7	1.4	0.8	0.7	0.8	0.0
F1 515		918	752	22.1%	\$4.85	0.7	9.9	0.9	1.1	0.6	0.7	0.7	0.0
F1 549		814	775	5.0%	\$5.77	0.6	11.2	1.0	0.9	0.5	0.7	0.7	0.0
F1 522		732	633	15.7%	\$4.57	0.8	8.0	0.7	1.2	0.6	0.6	0.7	0.1
F1 538		951	944	0.7%	\$3.92	0.9	5.4	0.5	1.3	0.7	0.6	0.7	0.1
F1 574		407	348	17.0%	\$4.76	0.8	9.7	0.9	0.9	0.5	0.6	0.7	0.1
F1 571		569	466	22.0%	\$6.18	0.6	10.1	0.9	0.9	0.5	0.6	0.7	0.1
F1 505		387	379	1.9%	\$3.31	1.1	3.8	0.3	1.0	0.6	0.6	0.7	0.0
F1 562		554	504	9.8%	\$6.45	0.6	9.3	0.8	0.9	0.5	0.7	0.6	-0.1
F1 507		222	204	8.6%	\$5.24	0.7	5.5	0.5	1.0	0.6	0.5	0.6	0.1
F1 560		426	352	21.2%	\$7.45	0.5	7.1	0.6	0.7	0.4	0.5	0.5	0.0
F1 569		249	203	22.4%	\$7.27	0.5	5.0	0.5	0.7	0.4	0.4	0.5	0.0
F1 760		138	95	45.7%	\$6.42	0.6	1.9	0.2	1.0	0.6	0.4	0.4	0.0
F1 551		234	293	-19.9%	\$8.18	0.4	5.1	0.5	0.7	0.4	0.4	0.4	0.0
F1 572		223	225	-1.0%	\$10.68	0.3	3.9	0.4	0.5	0.3	0.3	0.3	0.0
F1 503		110	93	18.1%	\$11.58	0.3	4.1	0.4	0.5	0.3	0.4	0.3	0.0
F1 566		248	291	-14.7%	\$14.97	0.2	3.7	0.3	0.4	0.2	0.3	0.3	0.0

Transit Center Feeder Routes

Transit Center Feeder

Dallas Area Rapid Transit Service Standards Monitoring Report First Quarter FY 2005

LINE		Avg Weekday Pass	Avg Weekday Pass	% Change	Sub/ Pass	Index	Pass/ Trip	Index	Pass/ Rev Mile	Index	4Q04 Route Performance Index	1Q05 Route Performance Index	RPI Point Change
		1Q05	1Q04										
					\$4.30		10.00		1.00				
F2 378		1,466	1,477	-0.7%	\$3.60	1.2	20.2	2.0	1.5	1.5	1.4	1.6	0.2
F2 341		541	457	18.3%	\$3.27	1.3	10.7	1.1	1.4	1.4	1.0	1.3	0.3
F2 374		507	372	36.4%	\$3.62	1.2	9.2	0.9	1.5	1.5	1.1	1.2	0.1
F2 301		849	794	7.0%	\$6.76	0.6	17.0	1.7	0.9	0.9	1.1	1.1	0.0
F2 350		616	593	3.8%	\$6.28	0.7	12.6	1.3	1.0	1.0	1.0	1.0	0.0
F2 380		377	322	17.3%	\$5.13	0.8	7.6	0.8	1.2	1.2	0.8	0.9	0.1
F2 361		406	330	23.0%	\$5.56	0.8	7.6	0.8	1.1	1.1	0.9	0.9	0.0
F2 360		624	549	13.7%	\$6.43	0.7	10.3	1.0	0.9	0.9	0.9	0.8	0.0
F2 372		512	541	-5.3%	\$5.95	0.7	9.7	1.0	0.8	0.8	0.8	0.8	0.0
F2 310		437	390	12.1%	\$5.17	0.8	7.3	0.7	0.9	0.9	0.7	0.8	0.1
F2 302		313	239	31.0%	\$6.36	0.7	7.1	0.7	0.9	0.9	0.7	0.8	0.1
F2 377		549	631	-12.9%	\$6.55	0.7	5.9	0.6	1.0	1.0	0.8	0.7	0.0
F2 305		646	697	-7.4%	\$11.10	0.4	12.2	1.2	0.5	0.5	0.8	0.7	-0.1
F2 311		150	85	77.3%	\$7.88	0.5	7.9	0.8	0.7	0.7	0.5	0.7	0.1
F2 303		285	331	-13.9%	\$7.00	0.6	5.9	0.6	0.8	0.8	0.5	0.7	0.2
F2 331		417	429	-2.7%	\$7.37	0.6	7.1	0.7	0.6	0.6	0.6	0.6	0.1
F2 333		556	631	-11.9%	\$7.52	0.6	6.9	0.7	0.6	0.6	0.8	0.6	-0.1
F2 306		168	147	14.5%	\$7.29	0.6	4.7	0.5	0.7	0.7	0.6	0.6	0.0
F2 314		559	694	-19.4%	\$9.89	0.4	8.7	0.9	0.5	0.5	0.7	0.6	-0.1
F2 309		224	170	32.0%	\$8.64	0.5	6.1	0.6	0.6	0.6	0.4	0.6	0.2
F2 304		163	280	-41.9%	\$13.76	0.3	5.1	0.5	0.4	0.4	0.5	0.4	-0.1

Local Routes

Local

Dallas Area Rapid Transit Service Standards Monitoring Report First Quarter FY 2005

LINE		Avg Weekday Pass	Avg Weekday Pass	% Change	Sub/ Pass	Index	Pass/ Trip	Index	Pass/ Rev Mile	Index	4Q04 Route Performance Index	1Q05 Route Performance Index	RPI Point Change
		1Q05	1Q04										
					\$2.80		24.50		2.00				
L 44		6,951	7,440	-6.6%	\$1.83	1.5	47.1	1.9	2.4	1.2	1.5	1.6	0.0
L 26		4,305	4,615	-6.7%	\$1.87	1.5	29.1	1.2	2.7	1.4	1.3	1.3	0.0
L 19		3,618	3,772	-4.1%	\$1.93	1.4	24.3	1.0	2.5	1.3	1.2	1.2	0.1
L 24		1,629	1,773	-8.1%	\$2.53	1.1	14.4	0.6	2.6	1.3	1.0	1.0	0.0
L 165		3,786	3,590	5.5%	\$2.53	1.1	23.8	1.0	1.8	0.9	0.9	1.0	0.1
L 49		1,418	1,036	36.9%	\$2.70	1.0	18.0	0.7	2.3	1.2	0.9	1.0	0.1
L 76		1,755	1,668	5.2%	\$2.97	0.9	26.4	1.1	1.7	0.8	0.9	0.9	0.0
L 51		2,556	2,685	-4.8%	\$2.99	0.9	26.0	1.1	1.7	0.8	1.0	0.9	0.0
L 29		1,238	1,307	-5.2%	\$2.67	1.0	14.4	0.6	2.2	1.1	1.0	0.9	-0.1
L 39		1,170	1,261	-7.2%	\$2.68	1.0	14.4	0.6	2.2	1.1	1.0	0.9	-0.1
L 11		3,439	3,684	-6.6%	\$3.08	0.9	23.4	1.0	1.7	0.8	0.9	0.9	0.0
L 1		2,671	2,670	0.0%	\$3.02	0.9	19.1	0.8	1.8	0.9	0.8	0.9	0.0
L 2		1,188	1,328	-10.5%	\$2.80	1.0	15.1	0.6	1.8	0.9	0.8	0.8	0.1
L 59		890	967	-7.9%	\$2.66	1.1	14.3	0.6	1.6	0.8	0.8	0.8	0.0
L 12		1,010	1,152	-12.3%	\$3.12	0.9	12.7	0.5	2.1	1.0	0.8	0.8	0.0
L 164		3,204	3,182	0.7%	\$3.36	0.8	20.2	0.8	1.5	0.7	0.7	0.8	0.1
L 50		1,820	2,207	-17.6%	\$3.47	0.8	20.6	0.8	1.4	0.7	0.8	0.8	0.0
L 161		2,419	2,666	-9.2%	\$3.51	0.8	16.9	0.7	1.3	0.7	0.7	0.7	0.0
L 21		1,758	1,896	-7.3%	\$5.10	0.5	23.2	0.9	1.1	0.6	0.7	0.7	0.0
L 31		1,274	1,396	-8.7%	\$4.76	0.6	18.8	0.8	1.1	0.6	0.7	0.6	-0.1
L 63		856	866	-1.2%	\$4.31	0.6	11.6	0.5	1.5	0.8	0.7	0.6	-0.1
L 42		1,726	1,852	-6.8%	\$4.61	0.6	18.6	0.8	1.0	0.5	0.7	0.6	0.0
L 36		1,230	1,314	-6.4%	\$4.78	0.6	16.9	0.7	1.1	0.6	0.6	0.6	0.0
L 183		1,146	922	24.4%	\$3.87	0.7	12.5	0.5	0.9	0.5	0.4	0.6	0.1
L 60		1,632	1,817	-10.2%	\$5.18	0.5	14.5	0.6	1.0	0.5	0.5	0.6	0.0
L 37		1,598	1,436	11.2%	\$4.96	0.6	13.6	0.6	1.0	0.5	0.5	0.5	0.0
L 185		1,051	1,021	3.0%	\$5.34	0.5	13.8	0.6	0.9	0.4	0.6	0.5	-0.1
L 35		1,016	1,035	-1.9%	\$6.12	0.5	14.8	0.6	0.9	0.4	0.5	0.5	0.0
L 8		761	753	1.1%	\$5.74	0.5	8.9	0.4	1.2	0.6	0.5	0.5	0.0
L 155		300	413	-27.3%	\$6.22	0.5	12.0	0.5	1.0	0.5	0.6	0.5	-0.1
L 184		400	452	-11.4%	\$8.59	0.3	11.8	0.5	0.7	0.4	0.5	0.4	-0.1
L 46		229	256	-10.5%	\$8.09	0.3	4.9	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 First Quarter FY 2005

LINE		Avg Weekday Pass	Avg Weekday Pass	% Change	Sub/ Pass	Index	Pass/ Trip	Index	Pass/ Rev Mile	Index	4Q04 Route Performance Index	1Q05 Route Performance Index	RPI Point Change
		1Q05	1Q04										
						\$3.60		11.00		1.80			
SS	TI	1,124	775	45.0%	\$0.94	3.8	4.9	0.4	1.8	1.0	1.2	1.7	0.5
SS	MCE	120	97	23.8%	\$0.93	3.9	1.4	0.1	1.6	0.9	1.3	1.6	0.3
SS	SMU	401	345	16.4%	\$1.24	2.9	4.7	0.4	1.3	0.7	1.3	1.4	0.0
SS	UTSW	273	312	-12.4%	\$1.41	2.5	2.9	0.3	1.3	0.7	0.8	1.2	0.3
SS	DFW	307	240	27.7%	\$1.74	2.1	7.7	0.7	0.9	0.5	0.9	1.1	0.1
SS	CCE	45	56	-19.0%	\$2.25	1.6	1.1	0.1	0.8	0.5	0.7	0.7	0.0
SS	PE	20	13	59.2%	\$4.57	0.8	0.6	0.1	0.3	0.2	0.4	0.3	-0.1

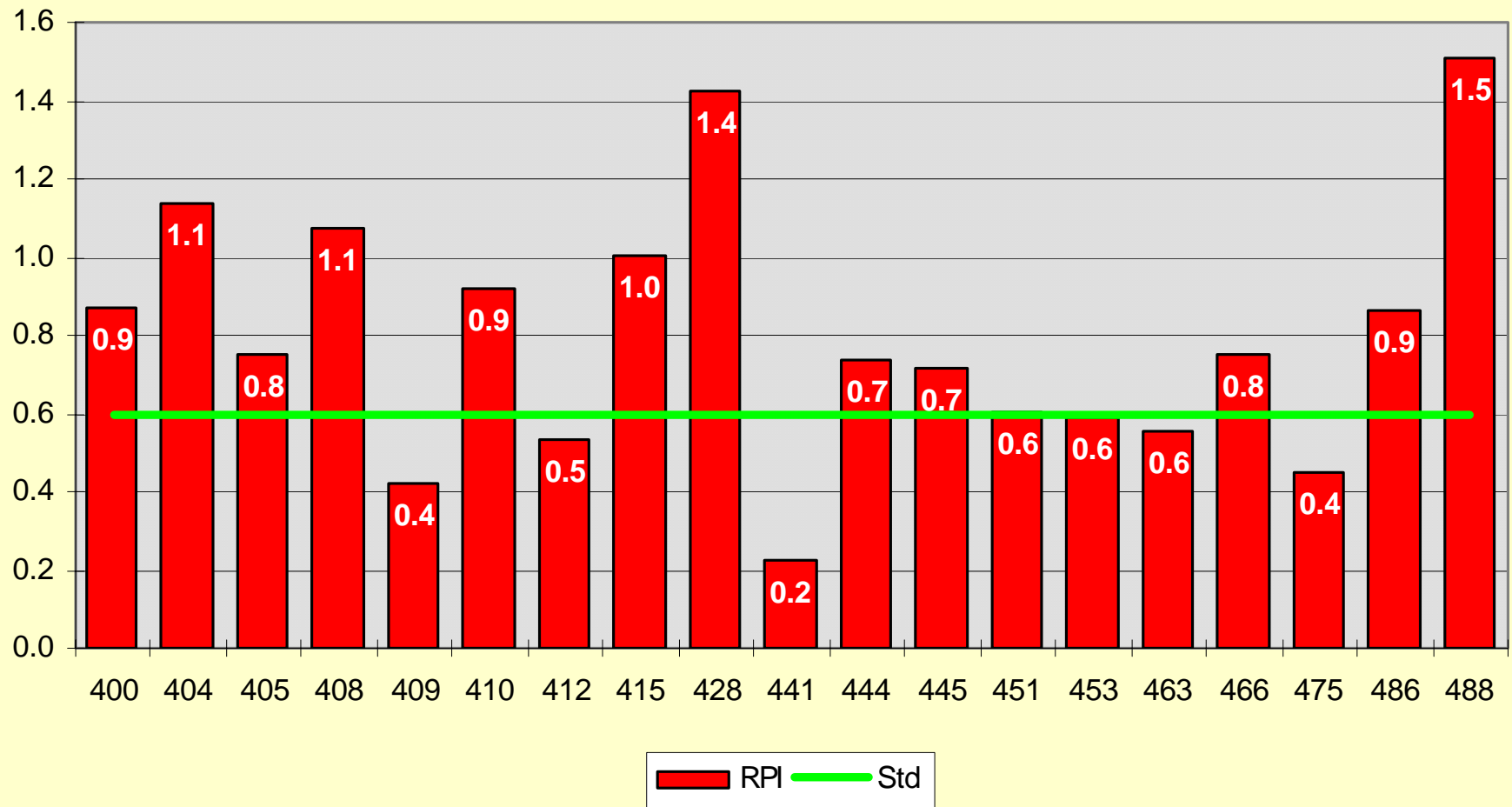
DART-on-Call

DART-on-Call

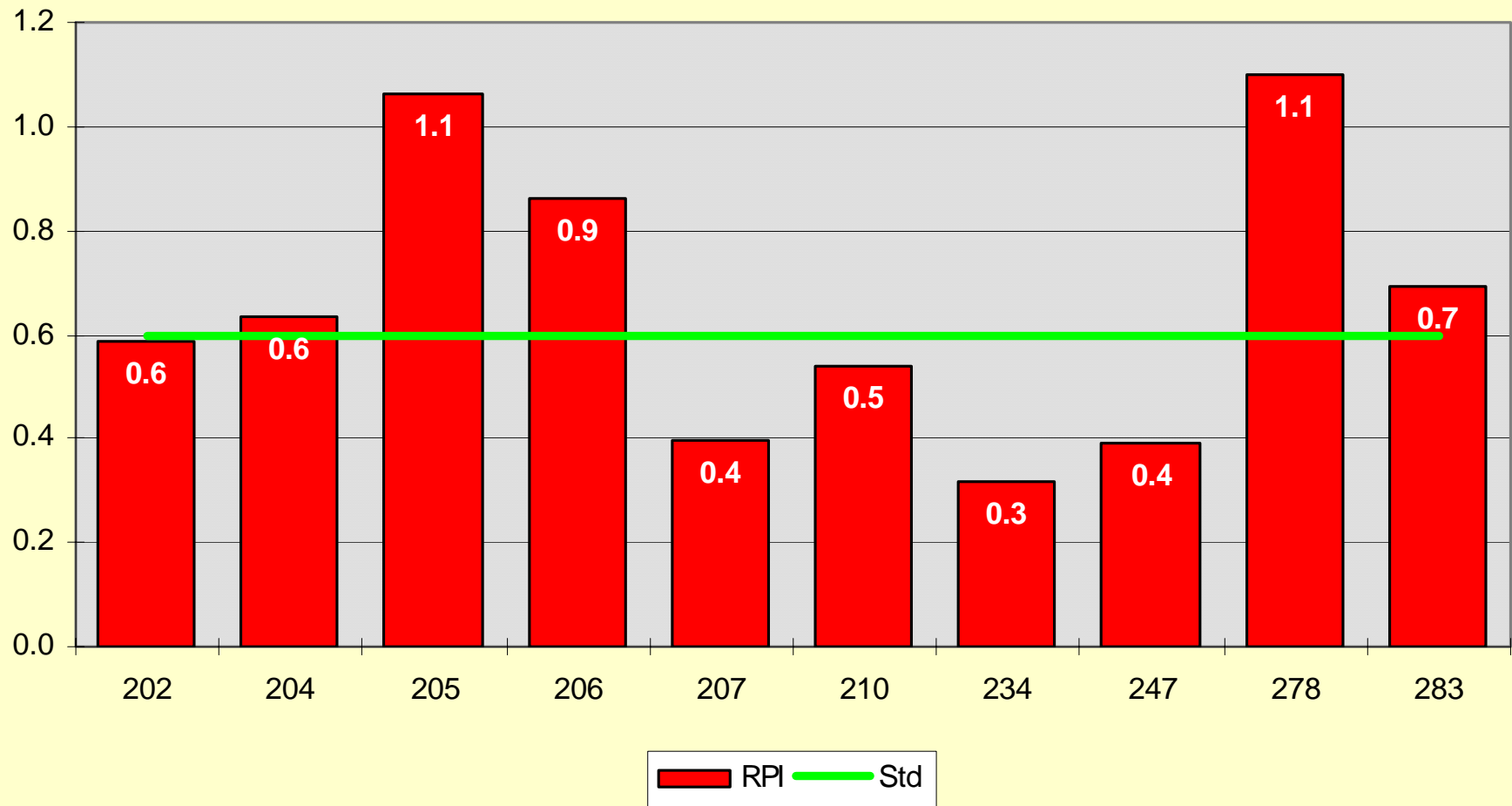
Dallas Area Rapid Transit Service Standards Monitoring Report First Quarter FY 2005

LINE		Avg Weekday Pass	Avg Weekday Pass	% Change	Sub/ Pass	Index	Pass/ Trip	Index	Pass/ Rev Mile	Index	4Q04 Route Performance Index	1Q05 Route Performance Index	RPI Point Change
		1Q05	1Q04										
						\$4.30			6.00				
D	LoC	97	70	38.0%	\$5.33	0.8			6.5	1.1	0.8	0.9	0.1
D	NCPoC	98	87	12.4%	\$8.34	0.5			4.5	0.8	0.7	0.6	-0.1
D	EPoC	65		All	\$7.94	0.5			4.3	0.7	0.7	0.6	0.0
D	RoC	45	62	-26.7%	\$11.18	0.4			2.7	0.4	0.5	0.4	-0.1
D	ND0C	42		All	\$12.45	0.3			2.9	0.5	0.4	0.4	0.0
D	FBoC	40		All	\$13.97	0.3			2.5	0.4	0.4	0.4	0.0
D	Rich	21		All	\$25.02	0.2			1.4	0.2	0.2	0.2	0.0

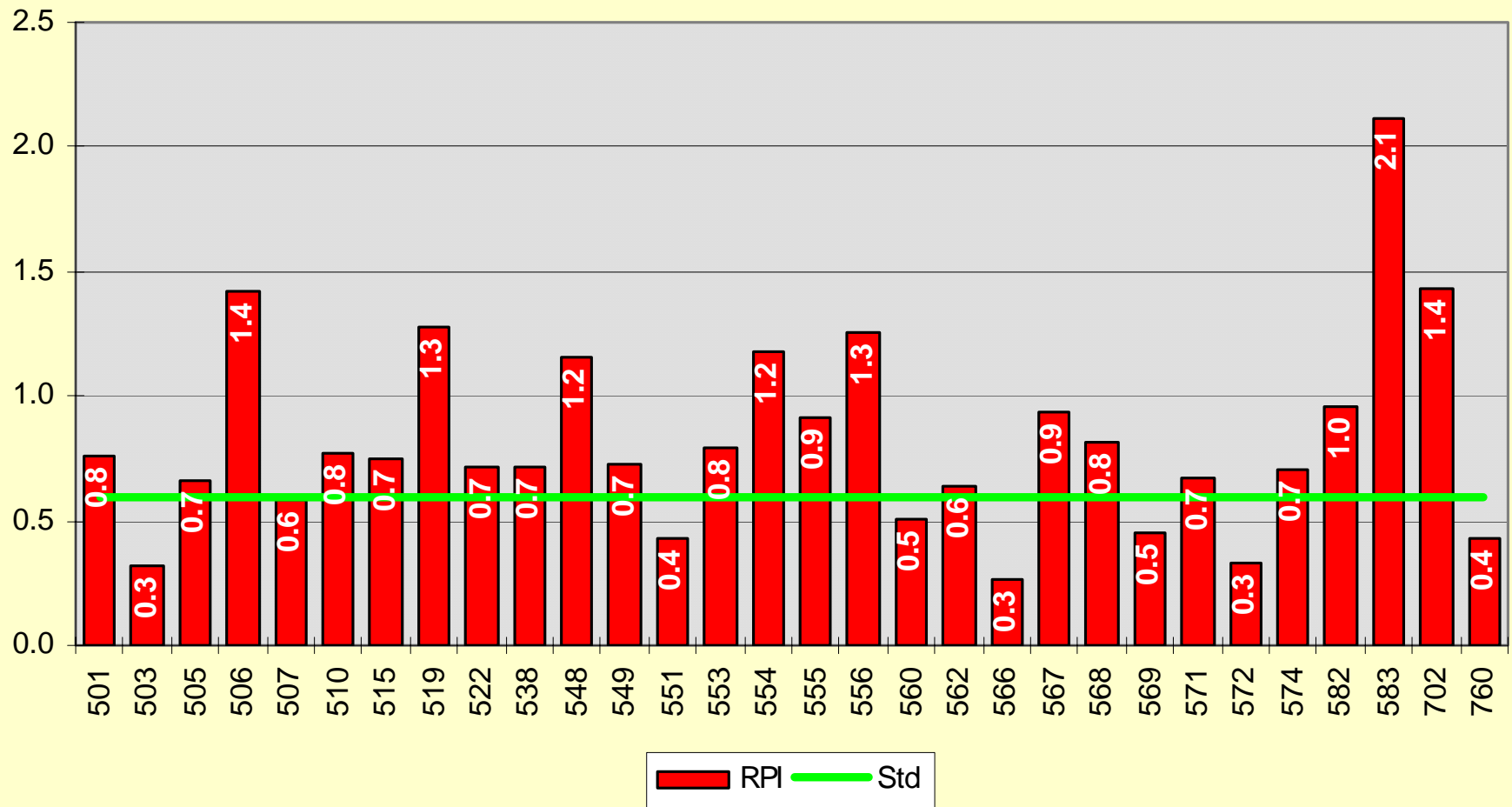
Crosstown Routes



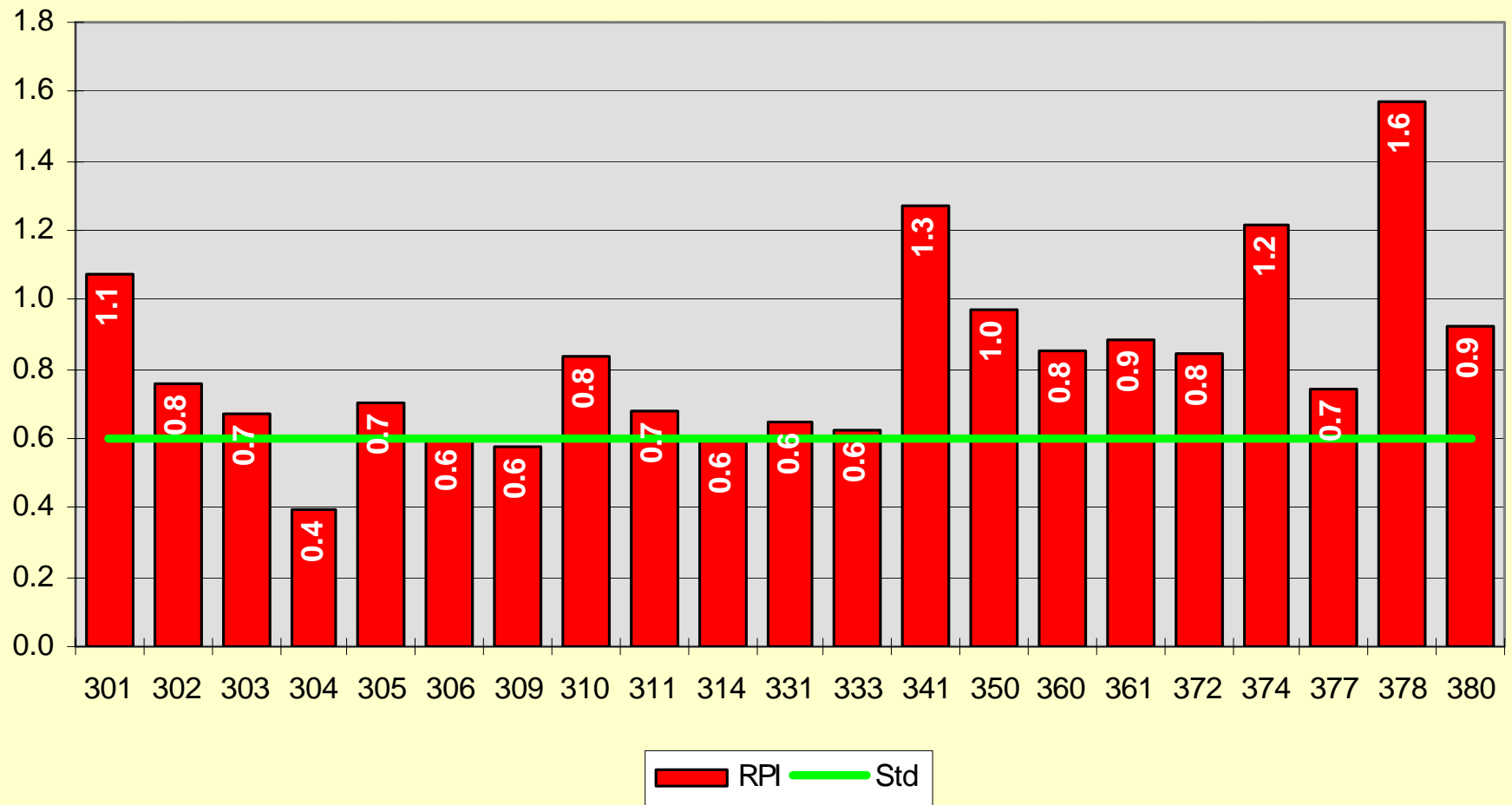
Express Routes



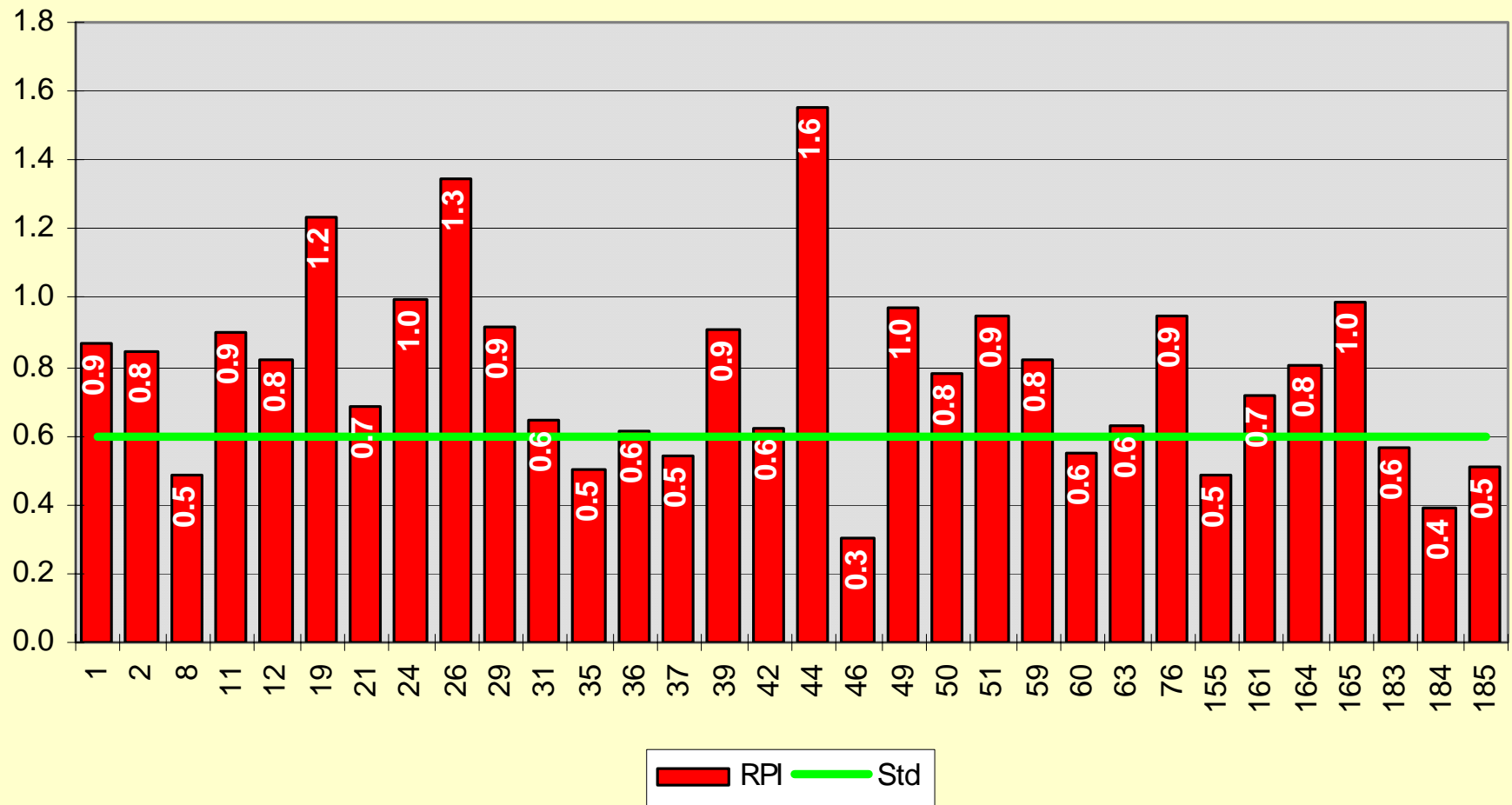
Rail Feeder Routes



Transit Center Feeder Routes



Local Routes



PLANNING & DEVELOPMENT DEPARTMENT

First Quarter FY 2005 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	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 Irving's request for the reprogramming of \$500,000 from engineering for the Loop 12 Direct Connector at SH 183 to right-of-way acquisition, previously approved in May 2003.
- The FY 2006 New Starts Northwest and Southeast MOS was completed and submitted to FTA.
- The Base Alignment was approved as the Federal Project and the Love Field option dropped as part of the New Starts project due to a "Not Recommended" rating from FTA.
- The first newsletter for the Northwest Corridor (NW Hwy. to Irving/DFW) was issued in November 2004. Also, a public meeting was held in November.
- The DART Board approved an Interagency Agreement with NCTCOG for modeling support regarding the 2030 Transit System Plan.
- Dallas County and the City of Mesquite have passed resolutions of support for the LPIS for the East Corridor Major Investment Study.
- Preparation of project schematics for implementation of a concurrent flow facility along the corridor (North Central US 75) is underway.
- The four DART operated HOV lanes carried approximately 114,840 weekday daily commuters in December 2004.
- The FY 2004 Standard Shelter Program was completed, and the shelter contract was renewed in November.
- Revised EA/Schematics were re-submitted to FHWA regarding the SH 114 Freeway Widening Project.
- The PS&E package for the TRE at Belt Line Road project was completed.
- A presentation was made to the DART Board regarding the provision of a DART Managed Vanpool Program.
- The DART Board approved the bus feeder plan for the J.B. Jackson, Jr. Transit Center. Community meetings were held in October 2004.

Strategic Plan Consideration	C3 Improve efficiency S1 Build relationships with Stakeholders
Description	<p>In August 1996, the Board approved guidelines for a new program called LAP/CMS. The purpose of the program is to return a portion of the sales tax receipts of member cities for use in implementing mobility improvements that also enhance transit. Funds will be distributed to eligible cities until the fiscal year after rail construction begins in that city.</p> <p>The LAP/CMS program expired on September 30, 2004. No additional funding will be added to this program for eligible cities.</p>
Accomplishments	<p>The DART Board approved programming requests for the following member cities between October 1, and December 31, 2004:</p> <ul style="list-style-type: none">• The City of Irving requested the reprogramming of \$500,000 from engineering for the Loop 12 Direct Connector at SH 183 to right-of-way acquisition, previously approved in May 2003.
Issues	<ul style="list-style-type: none">• None
Schedule	<ul style="list-style-type: none">• 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 is pending FTA approval.</p>
Accomplishments	<ul style="list-style-type: none">• Completed the FY 06 New Starts NW/SE MOS submittal to FTA.• Redesign of CBD/NC/SE Junction progressing (TxDOT, City of Dallas, NCTCOG, DART)• Developed proposal for John's Trains issue• Held discussions with Deep Ellum property owners regarding fencing• Coordinated trail issues in corridor
Issues	<ul style="list-style-type: none">• Residential betterments• John's Trains• Mitigation monitoring• Trail interface• SHPO coordination• Comanche Nation coordination• SE-1A schedule advancement
Schedule	<ul style="list-style-type: none">• Advancement to Final Design pending FTA approval• 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 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">• Completed the FY 06 New Starts NW/SE MOS submittal to FTA.• Completed preliminary engineering for the revised Parkland Station location and continued coordination with Medical Center representatives.• Extended Love Field ILA deadline to November 23, 2004, to allow for an FTA New Starts rating on the Love Field option, and for City of Dallas to firm up funding commitments, including FAA approval of PFC's.• Approved the Base Alignment as the Federal Project and dropped the Love Field option as a part of the New Starts project due to a "Not Recommended" rating from FTA.• Continued coordination with Project Management to seek approval for entrance into final design.
Issues	<ul style="list-style-type: none">• Competitiveness for federal funds.• Preservation of future options to serve Love Field.• Maintaining FTA New Starts "Recommended" rating.
Schedule	<ul style="list-style-type: none">• January 2005: Initiate Love Field alternatives analysis to determine other methods to serve Love Field and identify any possible modifications required to Base Alignment during final design.• Early 2005: Final Design approval.
Project Manager(s)	Kay Shelton

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. Changing conditions and the DFW Access Study has prompted consideration of alternative alignments.</p> <p>The next phase of the project is the preliminary engineering/environmental assessment (PE/EA) phase scheduled for completion in FY 2006. The project revenue service date has recently been changed to 2011, 2012, and 2013.</p>
Accomplishments	<ul style="list-style-type: none">• Continued coordination with City of Irving, TxDOT, USACOE, DCCCD/North Lake College, DFW Airport, University of Dallas and individual property owners• First newsletter issued in November 2004• Held Public Meeting on November 10, 2004• Conducted analysis of alternatives by individual line sections
Issues	<ul style="list-style-type: none">• Analysis rates an alignment south of SH 114 in the I-2 Line Section as highest.• Alignment decisions will not be made until after ridership modeling is conducted• Airport access is proving to be problematic• The number of DFW access options is growing• Consideration will be given to dividing the corridor into two Projects: 1) Irving, 2) DFW
Schedule	<ul style="list-style-type: none">• January 10, 2005: Meet with FAA• February 2005: Second Newsletter• March 10, 2005: Public Meeting• February 2005: Complete Alignment Refinement.• February 2006: Complete PE/EA.
Project Manager(s)	John Hoppie

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	The Northeast Final Local Environmental Assessment (LEA, 1997) identified impact and mitigation measures.
Accomplishments	<ul style="list-style-type: none">• No activity during 1stQ05.
Issues	<ul style="list-style-type: none">• Re-seeding of the gabion area of the off-site wetland mitigation area.
Schedule	The Northeast Monitoring Mitigation Program is ongoing.
Project Manager(s)	Victor Ibewuike

Strategic Plan Consideration	C2.3 Open/Integrate new transit services.
Description	<p>The 12.3 mile extension of the North Central LRT project from Park Lane to the East Plano Transit Center includes 10 stations and serves several major employment and residential areas in Dallas, Richardson, and Plano. A federal environmental impact statement was prepared for the extension.</p> <p>Seven (7) LRT stations opened in July 2002 from Park Lane to Galatyn Park and an additional three (3) LRT stations opened from Galatyn Park to Parker Road in December 2002.</p>
Accomplishments	<ul style="list-style-type: none">• Final Design of Walnut Hill Station Parking in progress.
Issues	<ul style="list-style-type: none">• Ultimate use of Payless Cashways site.• Garage lease at Park Lane Station no longer required to meet zoning requirements.• Oncor approval for Walnut Hill parking.• Consideration being given to parking expansion at the SH 190 Station.
Schedule	Ongoing tasks as needed.
Project Manager(s)	John Hoppie

Strategic Plan Consideration	C2.3 Open/Integrate new transit services.
Description	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 late FY 05.
Accomplishments	<ul style="list-style-type: none">• Continued project briefings as requested including Garland CAC, DART CAC and North Dallas Chamber of Commerce.• Posted updated information to the 2030 TSP website.• Obtained DART Board approval for Interagency Agreement with NCTCOG for modeling support.• Completed quality control checks for transit networks, and reinitiated ridership model runs.• Continued cost estimating methodology, including cost estimates, and evaluation methodology report.• Completed draft of Corridor Opportunities/Alternatives Development reports.• Initiated HOV Alternatives memorandum.
Issues	<ul style="list-style-type: none">• Ridership modeling delays resulted in approximately 6-9 month schedule impact.• Schedule impact delays future Member City staff and public meetings to Spring 2005.• Dallas CBD 2nd LRT alignment and transit circulation framework, in coordination with City of Dallas staff.• North Crosstown corridor issues.
Schedule	<ul style="list-style-type: none">• January 2005: Complete Corridor Opportunities/Alternatives Development and post to website• January 2005: Complete internal review final draft of Capital Cost Methodology reports.• January – March 2005: Continue transit coding and ridership modeling for first nine model runs.• Complete initial draft of Conceptual Evaluation Methodology and Results• Spring 2005 – Member City Staff meeting; City briefings; Public meetings.
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">• Working with the City of Dallas and developers to develop concepts for the development of Kingsley Station area and future Kingsley Station.• Staff is working with the McKinney Avenue Trolley (MATA) and City of Dallas to determine the alignment of their first phase extension to the DART transit mall, within the parameters of their budget.• Staff is working closely with the City of Dallas staff on Dallas’s Comprehensive Plan to incorporate transit-oriented development into the Plan.• The Consultant for the Dallas CBD Transportation Plan has given their recommendations, and the final transportation plan will be finalized in Winter 2005.• Staff has developed several requests for proposals (RFPs) for properties based upon developer interest. It is anticipated that the RFPs will be advertised in Winter 2005.• The property swap at Lake Ray Hubbard Transit Center with the City of Garland is being finalized and Garland is going to be requesting bids for the design and construction of the connector roadway.
Issues	<ul style="list-style-type: none">• Working with FTA to develop a Transit Oriented Development Implementation Program.
Schedule	<ul style="list-style-type: none">• 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.• Staff is working with APTA regarding the 2005 Conference and Expo in Dallas. We will be working with our Member Cities to showcase current transit-oriented developments and/or potential sites to conference attendees and developers.
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">• 1stQ05: The City of Mesquite passed a resolution of support for the LPIS.• 4thQ04: Dallas County passed a resolution of support for the LPIS.• 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">• Feb.-March 2005: Obtain remaining endorsements and approvals for a Locally Preferred Investment Strategy (LPIS) from affected city councils.• Feb. 2005: 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 SH 190 and Campbell 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

- 1stQ05: Preparation of project schematics 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.

Issues

- 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

- 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 December 2004:</p> <ul style="list-style-type: none">• The four DART operated HOV lanes carried approximately 114,840 weekday daily commuters.• The HOV lanes along I-635, I-35E, I-30 and I-35E/US 67 carried 43,680, 30,090, 15,960 and 25,110 weekday passengers respectively.• HOV users saved 7.0 minutes, 17.2 minutes, 9.2 minutes, and 11.4 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 99.5% 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

- 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.
- 2005: Complete Regional ITS Architecture.

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	<p>The Standard DART Bus Shelter program is intended to provide additional amenities and a more comfortable place to wait, where daily boarding activity is greater than 50 passengers or where a sensitive use is present.</p> <p>Amenity improvements identified in the 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.</p> <p>New shelter contract signed with NEC and Notice to Proceed issued in May 2003.</p>
Accomplishments	<ul style="list-style-type: none">• The FY 04 Standard Shelter program was completed during 2004.• Nov 2004: Shelter contract renewed.• Ten additional I-Stops are being investigated with Transportation supervisor input.• Pad pouring continues for the shelter contract.• Investigation to provide communication devices at bus shelters (including installation of “smart” shelters) continues.• Worked with COD Legal Department to control proliferation of newspaper racks at shelters.
Issues	<ul style="list-style-type: none">• Trash collection at benches/shelters and can emptying at stops continues to be a problem, creating resistance to new shelters.• Weekly newspaper racks being placed in handicapped space inside shelter.• Facilities software is being revised, to streamline the shelter and stop request process.• Some downtown benches have been placed too close to the street.
Schedule	<ul style="list-style-type: none">• Quarterly: Install 30 new shelter equivalents.• Sept. 2005: Complete 2005 Standard Shelter implementation.• 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">• Received and revised specifications for the Polk/Pentagon shelter for review; approval pending.• 17 of 18 enhanced shelters were completed during FY 2002-FY 2004.
Issues	<ul style="list-style-type: none">• None
Schedule	<ul style="list-style-type: none">• Feb. 2005: Issue NTP for shelter construction and installation.
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

- 1stQ05: Re-submitted revised EA/Schematics to FHWA.
- 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

SH 114 Freeway Widening Including HOV Lanes

Mobility Programs Development

HOV/managed lane on SH 114 freeway.

- 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

- TBD: Formal public hearing anticipated in advance of EA approval.
- FY 05: TxDOT/FHWA approval of EA report and schematic drawings.
- FY 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

TRE at Belt Line Road

Transit PASS Project

Mobility Programs Development

Strategic Plan Consideration

C1 Improve Quality
C2 Improve/Add Services
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 8,236-foot long bridge and a 1,000-foot long retaining wall that is 33 feet wide carrying Class 4 double track. The tracks are 15 ft. apart between MP 631.80 and MP 633.36. 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 \$40 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. Secured funding sources for this project include FTA, TxDOT, City of Irving, and DART (\$32M) during FY 02.

Accomplishments

- 1stQ05: PS&E package 100% complete.

Issues

- Acquiring ROW and easement parcels by COI and utility relocations remains a critical path to meet the proposed schedule.
- Additional funds needed for construction due to additional value added and unit pricing adjustments.

Schedule

- July 2005: City of Irving obtains project right-of-way and easements.
- March/April 2005: Advertise for bids.
- May/June 2005: Letting (receive bids).
- Aug. 2005: Complete Utility Relocation (City of Irving & others).

TRE at Belt Line Road Transit PASS Project

**Mobility Programs
Development**

- Sept./Oct. 2005: Begin construction.
- March 2008: 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 fourth quarter of FY 2004 has declined by 1.1% 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">• 2ndQ05: begin drafting plan update.• Spring 2005: complete Financial Plan update.
Project Manager(s)	Katharine Eagan

FY 2005 First Quarter Score Card

Five-Year Action Plan

Service Planning and Scheduling

Objectives	Services	Activities
INCREASE RIDERSHIP		
<ul style="list-style-type: none"> Expand Services 		Ridership during fourth quarter of FY 2004 has declined by 1.1% 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">• 1stQ05: Planning staff management held work sessions for the Irving service review.• 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">• 2005: Complete Oak Cliff Service Review.<ul style="list-style-type: none">o 2ndQ05: community meetings for Oak Cliff service review.o 3rdQ05: finalized Oak Cliff service review.• 2005: Complete Irving Service Review.<ul style="list-style-type: none">o 2ndQ05: finalize staff recommendations.o 3rdQ05: community meetings and finalize plan.• 2005: Complete Garland Service Review.<ul style="list-style-type: none">o 2ndQ05: finish draft review and work sessions.o 3rdQ05: community meetings.o 4thQ05: finalize plan.• 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.

- | | |
|---------------|---|
| 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. |
|---------------|---|

- | | |
|-----------------|--|
| Schedule | <ul style="list-style-type: none">• FY 05: Begin implementation plan (Phase II). |
|-----------------|--|

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">• Met with downtown Baylor Hospital to discuss formation of an e-shuttle or site-specific shuttle from City Place to the campus. Will continue to provide Baylor with information to assist them with transportation decisions to all of their campuses.• Met with Scottish Rite Hospital to discuss creation of e-shuttle from City Place to their campus.• Continue to work with City of Richardson staff to market transit service to building managers in Galatyn Park Station area and creating contacts for the relocation of Countrywide.
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 and will continue to follow leads as they become known.• New job creation is with smaller and smaller service companies where interest in this program is not significant; will need to develop grouped TDM programs.• Many new employment opportunities are beyond DART service area boundaries.
Schedule	<ul style="list-style-type: none">• Ongoing
Project Manager(s)	John Quinn

Strategic Plan Consideration	C1 Improve service quality and effectiveness. C2 Improve service efficiency. C3 Increase ridership by opening new services.
Description	Ongoing support will be provided for DART's vanpool program. The Vanpool program is designed to mitigate traffic congestion by providing 8 and 15 commuter passenger vans. DART will continue to benchmark best practices for a successful program and will make provisions to overcome the negative participation trend. Staff is currently undergoing a cost benefit analysis that will help reduce program costs that in turn can be passed on to the customer.
Accomplishments	<ul style="list-style-type: none">• 1stQ05: Presentation was made to the Board of Directors regarding the provision of a DART Managed Program• The cost benefit analysis has been completed and recommendations will be finalized 2ndQ05.
Issues	<ul style="list-style-type: none">• Pricing issues continue to be a concern with vanpool participants.• Economic downturn and lay-offs continue to be the primary reason for declining vanpool sales.• Marketing Plans still not available to determine strategic direction of program
Schedule	<ul style="list-style-type: none">• FY 2005: Long Term Marketing Strategies will be identified to enhance existing pricing structures to Vanpool Program• Funding requirements and strategic direction for a DART Managed Vanpool Program will be discussed with the NCTCOG• Staff will prepare a briefing for the Board of Directors to finalize the recommendations of the Cost Benefit Analysis.• Cost benefit analysis recommendations will be implemented in 2ndQ05
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">• Met at SMU with COG and interested parties concerning creation of a TMA in the North Central sub-market area around Mockingbird Station. COG suggested an urban development district rather than a TMA.
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.
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">• 1stQ05: Begin solicitation for comprehensive operation of management and operation of On Call and new van-based innovative services.• 3rdQ04: Finalized review of Rowlett ridership.• May 2004: Implemented service in new Richardson zone.• 2ndQ04: Added a vehicle for peak time service in North Central Plano; established new procedures for audit of fare and revenue collections.
Issues	<ul style="list-style-type: none">• 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">• 2ndQ05: 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: Award solicitation for comprehensive operation of management and operation of On Call and new van-based innovative 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">• 1stQ05: The database was converted from MS Access to Oracle to facilitate improved data handling and reporting including the development of COGNOS Data Cubes.• 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">• Develop improved ways to report information re: customer requirements (Customer Surveys, Customer Comments and QA data collection).• Conversion of the database to Oracle should resolve the former database issues.• Development of improved reporting is the highest priority of FY05.
Schedule	<ul style="list-style-type: none">• Program is in place and on-going• FY 05: Increase the level of assessments beginning in the second quarter; develop improved reporting.
Project Manager(s)	Gary Hufstedler


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">• November 2004: DART Board approved feeder bus plan.• October 2004: Community meetings were held regarding bus feeder bus plan.
Issues	<ul style="list-style-type: none">• 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">• February 21, 2005: J.B. Jackson, Jr. Transit Center scheduled to open for revenue service.
Project Manager(s)	Jennifer Jones/Clarence Barber

DATE: January 2005

TO: Distribution

SUBJECT: **PROJECT DEVELOPMENT PROGRESS REPORT**

This document is the 1st Quarter FY 2005 issue of the DART Project Development Progress Report. This report addresses status of LRT Build-out activities and other Capital Development projects. Status reflects activities through December 31, 2004, including. Change Control Summaries, Systems Integration, and Real Estate.

A handwritten signature in black ink, appearing to read 'Timothy H. McKay', is written over a horizontal line.

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
CPM - Critical Path Method
DART - Dallas Area Rapid Transit
DGNO - Dallas, Garland & Northeastern Railroad Company
FDR - Final Design Review
FEIS - Final Environmental Impact Statement
FEMA - Federal Emergency Management Agency
FFGA - Full Funding Grant Agreement
FTA - Federal Transit 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
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
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
PE/EIS - Preliminary Engineering/Environmental Impact Statement
QA - Quality Assurance
QC - Quality Control
RDC - Rail Diesel Car

RFI – Request for Information
RFP - Request for Proposal
ROW - Right of Way
S&I Facility - Service & Inspection Facility
SA - Supplemental Agreement
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
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.

COMMUTER RAIL

Belt Line Road Grade Separation

This grade separation project is located in the city of Irving, Dallas County. The project consists of an 8,236-foot bridge structure carrying Class 4 double track, which will span the Dry Branch of Bear Creek, Belt Line Road, Briery Road, and Story Road. The project also involves construction of a retaining wall, two double track at-grade crossings, road improvements and installation of four-quadrant gate, grade crossing protection systems.

Double Tracking at Market Center Blvd. (Lisa-Perkins)

The proposed double tracking is located in the city of Dallas. The project consists of a new Class 4 track, upgrade of existing track, replacement of the existing timber trestle bridge with two new precast concrete double track bridges, two existing culvert extensions and improvements to the grade crossing at Market Center Blvd.

CentrePort/DFW Airport Station Double Tracking Project

The proposed double tracking is located in the city of Fort Worth, Tarrant County. The proposed project is to build a second main track south of the existing track with two separate 1,200-foot long bridges carrying Class 4 tracks. This project also involves building a new center island platform south of the existing one. It is anticipated that the south platform (new) will need a retaining wall due to the steep drop-off south of the existing track. The project will extend east to the Tarrant/Dallas County line.

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 the public April 2000).

**J.B. Jackson, Jr. Transit Center at Martin Luther King, Jr. Station
(previously known as Martin Luther King, Jr. Transit Center)**

The J.B. Jackson, Jr. Transit Center at Martin Luther King, Jr. Station 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 includes a pedestrian plaza and walkway to serve the adjacent American Airlines (AA) Center.

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 has been constructed on the TRE Corridor in the cities of Dallas and Irving, Texas. The new bridge has been constructed adjacent to an existing bridge. The project has included 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.

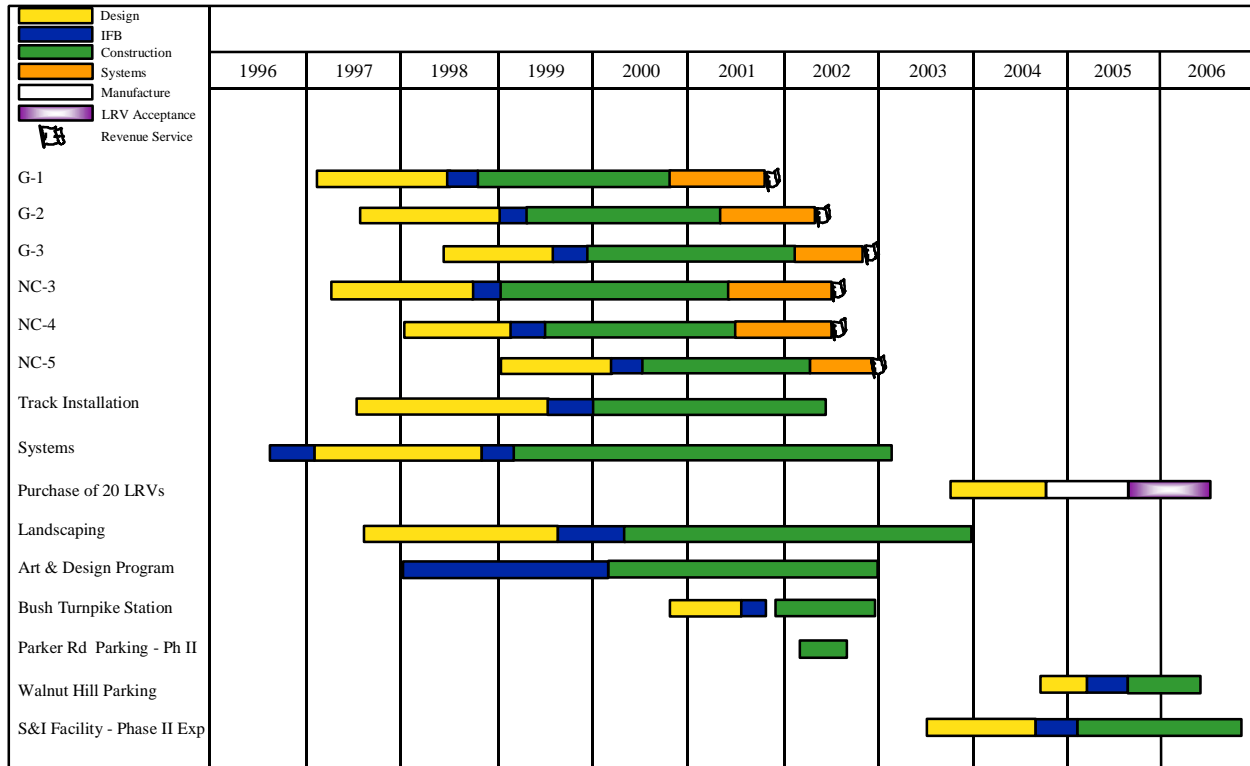
**LRT BUILDOUT
PHASE I**



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	\$ 55.2
Cityplace Station Finishout (3)	24.9	24.7	24.7
Garland-1	53.2	52.0	51.6
Garland-2	84.2	78.0	77.3
Garland-3	101.2	92.1	90.6
North Central-3	123.1	107.0	105.6
North Central-4	82.2	77.0	75.5
North Central-5	64.5	61.2	59.9
S&I Facility Expansion/VAF	31.9	31.9	31.9
Systems	160.1	155.3	155.0
Vehicles	151.2	151.0	150.6
LRT Buildout Total	\$ 943.5	\$885.8	\$877.9

Notes:

- 1) LRT General includes annual work programs for the Project Controls/Systems Integration Consultant, the Technical Services personnel, the professional liability insurance program, OCIP, the CADD/computer equipment, LRV Management Services, and the renovation of the Project Management floor at DART Headquarters.
- 2) Expended to date values reflect activity through 11/30/04.
- 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	\$ 12.7	\$ 12.6
Parker Road Station Phase II Parking	2.6	1.7	1.6
Walnut Hill Parking	1.3	0.2	0.0
S&I Facility - Phase II Expansion	29.4	7.0	3.7
Purchase of 20 LRVs	63.0	60.9	11.2
Total	\$ 108.8	\$ 82.5	\$ 29.1

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.

Issues The wetlands mitigation project progressed substantially, and plant growth has been obtained. This issue is resolved.

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.

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. Contract closeout is in progress.
Issues	Final calculation of cost of contract oversight is nearing completion. GLF has presented a Request for Equitable Adjustment. DART is evaluating the merits.

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 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 reprourement of crossing panels and required distressing. Bids have been received. The proposed contract will be sent to the Board for approval in January. 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 complete. The project team continues its focus on contract closeout, which is nearly complete.

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 field work. The software escrow document between US&S and DART is being finalized with DART. Once this document is complete and the source code is escrowed, the contract will be complete.

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 closeout is proceeding, with certain releases to be submitted by MEC.
Issues	<p>Liquidated damages are being withheld for late completion.</p> <p>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. Meetings were held on October 6, 2004, and November 18, 2004. The stay was extended to December 1, 2004. MEC withdrew their appeal. DART has filed a Motion to Dismiss with Prejudice and is awaiting a decision from the judge. Mass Electric has also requested a final decision on liquidated damages, which is currently in the review process.</p>

**Strategic Plan
Consideration**

C2.3 Develop/open/integrate new transit services

Description

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

Status

Monitoring of the TVMs continues. New patron user interface is being installed at several stations at a time. All stations will have the new patron user interface by the end of January.

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 2004. Work was anticipated to complete by the end of December 2004; however, there are several deliverables remaining.

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 of car shells (five car sets) left Japan on December 28, 2004. The contractual date for arrival of the first shipment is June 1, 2005. Anticipated actual arrival date is late January/early February 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 status was provided.

Integrated test discrepancy follow-up efforts continued.

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 NC-3 contract in October 2004.

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.

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

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. Design is progressing.
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 procurement package was sent out on October 15, 2004, with the pre-bid meeting held on October 28, 2004. Proposals were received on December 7, 2004, at 11:00 am, and have been evaluated. The construction contract will be presented to the Project Management Committee for approval on January 25, 2004.

Issues None.

Facilities - Six-Month Look Ahead

LRT Buildout Phase I

BUILDOUT FACILITIES – SIX-MONTH LOOK AHEAD

	2005					
	JANUARY	FEBRUARY	MARCH	APRIL	MAY	JUNE
G-1	Revenue Service Began 9/24/01					
G-2	Revenue Service Began 5/6/02					
G-3	Revenue Service Began 11/18/02					
NC-3	Revenue Service Began 7/1/02					
NC-4	Revenue Service Began 7/1/02					
NC-5	Revenue Service Began 12/9/02					
TRACK	Track Completed					
20 LRV PURCHASE	 Design & Manufacturing Continues (First shipment of 5 cars from Japan planned by 6/1/05)					
LANDSCAPING	Landscaping Completed					
BUSH TURNPIKE STATION	Revenue Service Began 12/9/02					
PARKER RD PARKING PHASE II	Construction Completed					
WALNUT HILL PARKING	 Design Continues			 Begin IFB		
S&I PHASE II EXP	 IFB Continues		 NTP Construction			
<div><div> - Construction</div><div> - Manufacture</div></div> <div><div> - Construction Complete</div><div> - Information Only</div></div> <div><div> - Critical</div><div> - Trending toward Critical</div></div> <div><div> - Change</div><div> - Revenue Service</div></div>						

Revised 12/31/04

Change Control Summary

LRT Buildout Phase I

Light Rail Transit Buildout - Change Control Summary

Rail Section/ Contract Package	Consultant/ Contractor	Approved Contract Amount	Approved Contingency/ Allowance	Total Approved Amount	Executed Changes	Current Contract Value	Remaining Contingency/ Allowance	Percent Contingency Used	Percent Contract Comp.	Summary of Activity This Period & Comments (December 2004)
		(A)	(B)	(C=A+B)	(D)	(E=A+D)	(F=B-D)	(G=D/B)		
Professional Services	OEC	\$108,250,954	\$11,031,433	\$126,319,390	\$7,362,817	\$122,631,330	\$3,688,616	67%	52%	(Rate 4) No changes in December
	C-99000140		\$7,837,549		\$7,037,549		\$0	308%		Contract complete
	EDC	\$42,970,187	\$4,297,019	\$47,517,266	\$1,597,732	\$44,567,959	\$2,689,247	37%	9%	(Rate 4) Contract Completed
	C-99000034		\$258,000				\$258,000	8%		Through IA #65, & WFO
North Central Corridor	LRT Management	\$6,379,823	\$33,142	\$6,918,965	\$181,833	\$6,581,680	\$349,287	34%	34%	(Rate 4) Through IA #14, & WFO
	C-99000124									IA-12 Extended
	RC-3 Civil Structures	\$49,903,009	\$4,990,301	\$54,893,310	\$1,984,203	\$53,887,212	\$3,086,098	48%	100%	Through UM-040
	C-99000080									No changes in December
Northeast Corridor	Bus Light Rail Station	\$3,280,826	\$676,873	\$3,957,699	\$336,769	\$3,623,333	\$140,124	78%	100%	Work completed
	C-3003291-08									No activity in December
	Walnut Hill Sta. Parking Lot	\$0	\$0	\$0	\$0	\$0	\$0			
	TED									
Northwest Corridor	G-3 Civil Structures	\$35,181,916	\$3,518,192	\$38,700,108	\$230,441	\$35,402,357	\$3,287,751	7%	100%	No changes in December
N&D Facility Repairs	C-99000089									
	Civil Structures Phase II		\$0	\$0	\$0	\$0	\$0			
	TED									
	TED									
Track Material	S&B BO Phase II	\$1,649,427	\$65,977	\$1,715,404	\$0	\$0	\$65,977	8%	0%	Start work on S&B082
Systemwide	C-3007306-08									No changes in December
	Track Installation	\$23,397,697	\$3,270,545	\$26,668,242	\$3,146,721	\$26,544,419	\$124,624	98%	100%	Change Log Closed Out
	C-99000077									Contract closed pending
	Communications	\$18,634,000	\$2,844,925	\$19,638,925	\$1,590,620	\$18,488,620	\$1,254,303	56%	99%	No activity in December
Systems	C-99000039									Contract closed pending
	Fan Collection	\$6,092,379	\$2,336,284	\$8,448,663	\$3,230,043	\$8,342,391	\$386,272	38%	100%	Contract closed pending
	C-99000040									
	Traction Electrification	\$38,189,911	\$4,128,137	\$42,338,068	\$3,332,307	\$41,462,218	\$773,850	87%	99%	Contract closed pending
LRT Procurement	C-99000041									
	Signal System	\$44,978,000	\$10,301,838	\$55,279,838	\$9,986,722	\$54,964,722	\$305,136	97%	99%	Contract closed pending
	C-99000042									
	21 Additional	\$36,954,180	\$2,847,705	\$38,218,465	\$183,270	\$38,137,330	\$2,684,427	8%	100%	Contract Completed
LRT Procurement	C-99000071		\$416,600							No activity in December
	39 Additional	\$38,666,378	\$0	\$38,666,378	\$0	\$38,666,378	\$0	0%	18%	Through IA-514
	C-99000071									No activity in December
	TOTALS	\$494,987,182	\$30,993,433	\$543,980,615	\$32,461,486	\$493,072,179	\$18,391,837			
Lapsed	% Contingency = 80%									
Note: a) The professional service contracts are negotiated through annual workplans (AWP); amounts reflected on this report represent Total Award indicated Not-to-Exceed values. b) The authorized award increases are captured in column B along with approved contingency increases 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

On October 1, 2004, New Starts information for the NW/SE MOS and the NW/SE MOS with Love Field Tunnel Option were submitted to FTA based on Board direction. FTA completed their New Starts review of these two options in November 2004. In a letter to DART on November 23, 2004, FTA stated that the NW/SE MOS with Love Field Tunnel Option would not be recommended under New Starts criteria due to low cost-effectiveness. Thus, on November 23, 2004, the DART Board directed staff to proceed with the NW/SE MOS. The Board maintains their commitment to serve Love Field, and an alternatives analysis of other options will be initiated as a separate project. The findings of the Love Field alternatives analysis will provide input for final design efforts, specifically for any design changes required to not preclude future service options to Love Field. Authorization to begin final design for the NW/SE MOS is expected in early 2005.

Preliminary engineering for changes to the Parkland Station and associated alignment (previously approved by DART and FTA) were completed September 30, 2004. Coordination is continuing with the Medical District to refine the design.

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	<p>The Irving/DFW Corridor is in the planning and development phase.</p> <p>The LRT line for the Irving/DFW Corridor was initiated in October 2003. Alternative alignments are being evaluated. Public meetings were held on January 21, 2004, April 28, 2004, and November 10, 2004. Subsequent to the November 10, 2004, public meeting, staff recommends a new preferred alignment for the Irving-1 (I-1) and Irving-2 (I-2) line segments. This alignment is referred to as the south alignment. Staff will initiate environmental analysis and preliminary engineering for these two line segments ending near Belt Line Road. Staff will continue to work with DFW Airport and other affected agencies to determine the best way to penetrate the airport.</p>
Issues	<p>There are several routes being considered for Line Section Irving-3 (I-3) to DFW Airport.</p> <p>DART has been coordinating with the U.S. Army Corps of Engineers, Federal Aviation Administration, Federal Highway Administration and Federal Transit Administration to determine the appropriate level of federal involvement in this project. A public meeting is scheduled for March 10, 2005.</p>

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

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

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

The 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. Efforts continue to resolve outstanding issues with the State Historic Preservation Officer (SHPO). 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.

Redesign of CBD/North Central/Southeast Junction continues.

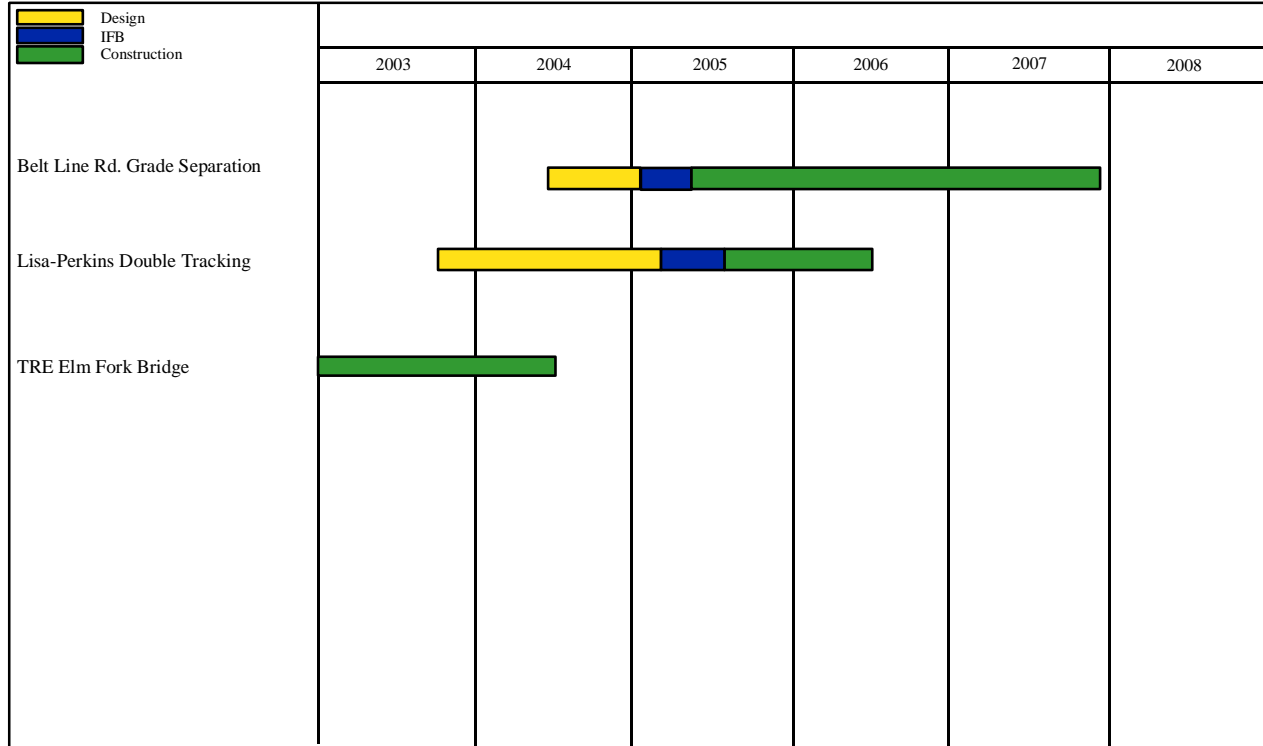
Strategic Plan Consideration	C2.3 Develop/Open/Integrate new transit services
Description	<p>The Rowlett Extension will extend easterly from the Downtown Garland Station to the Rowlett Park and Ride. This section will make up approximately 4.8 miles of the Northeast Corridor. There will be one station, Rowlett Station, located adjacent to the Rowlett Park and Ride.</p>
Status	<p>The Rowlett Extension (Line Section R-1) is in the planning and development phase.</p> <p>Work to initiate the PE/EIS is being completed in November and December 2004. Project kickoff is scheduled for January 2005.</p> <p>The design phase will begin after completion of the planning and development phase.</p>
Issues	<p>In Line Section G-3, an at-grade station in Downtown Garland has been built; however, an agreement with the KCS Railroad for an at-grade crossing of the railroad has not been negotiated.</p> <p>It appears that the current and future railroad traffic will warrant a grade separation. DART staff has developed a grade separated alternate alignment to resolve this problem. This alternate will be evaluated and processed through the planning and development phase.</p>

**COMMUTER
RAIL**

Summary Working Schedule

**Commuter
Rail**

COMMUTER RAIL SUMMARY WORKING SCHEDULE



Revised 12/31/04

Cost Summary

Commuter Rail

COMMUTER RAIL Cost Summary (in millions of dollars)			
	Control Budget	Current Commitment	Expended to Date (1)
Belt Line Road Grade Separation (2)	\$ 32.1	\$ 0.6	\$ 0.0
Lisa-Perkins Double Tracking	4.9	0.5	0.1
CentrePort Double Tracking (2)	15.0	0.0	0.0
Elm Fork of Trinity River Bridge (2)	16.2	17.0	16.3

Notes:

- 1) Expended to date values reflect activity through 11/30/04, per DART's General Ledger.
- 2) Control Budget value is from the current DART financial plan. Review of current Belt Line Road Grade Separation project estimate (approximately \$40M) is ongoing.

Belt Line Road Grade Separation

**Commuter
Rail**

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

Description This grade separation project is located in the city of Irving, Dallas County. The project consists of an 8,236-ft. bridge structure that is 33 feet wide carrying Class 4 double track. The tracks are 15 ft. apart between MP 631.80 and MP 633.36. The structure will span the Dry Branch of Bear Creek, Belt Line Road, Briery Road and Story Road. The project also involves construction of a retaining wall that is 815 feet long at the southeast corner of the bridge. A double track at-grade crossing will be constructed at Irby Lane. The double track will end west of Rogers Road. At the west end of the project, a double track at-grade crossing will be constructed at Gilbert Road, and the double track will be joined with the existing double track west of Gilbert Road. Improvements will be made to Rock Island Road, Belt Line Road, Briery Road and Story Road as well as installation of four-quadrant gate, grade crossing protection systems at Gilbert Road and Irby Lane.

Funding sources for this project include FTA, TxDOT, City of Irving, and DART.

Status The consultant (Bridgefarmer & Associates, Inc.) submitted 100% design plans and specifications on December 17, 2004. Comment disposition for 90% plans are being reviewed.

Issues Additional funds are needed for construction due to additional value added and unit pricing adjustments.

Double Tracking at Market Center Blvd. (Lisa-Perkins)

**Commuter
Rail**

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

Description The proposed double tracking is located in the city of Dallas. The project consists of a new Class 4 track adjacent to and 16 feet apart from the existing track. The existing track will be upgraded to a Class 4 track between MP 641.63 and MP 642.67. The project also involves replacing the existing timber trestle bridge with two new precast concrete double track 99-ft. long bridges, two existing culvert extensions and improvements to the grade crossing at Market Center Blvd.

Status The design consultant, ACT21, submitted 100% design plans and specifications for review dated September 3, 2004. Design comments have been submitted for disposition. The budget and schedule are being revised per design comment dispositions. The final design is under way following the resolution of some issues with regard to revised scope. The final design package is due January 21, 2005.

Issues None.

CentrePort/DFW Airport Station Double Tracking Project

**Commuter
Rail**

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

Description The proposed double tracking is located in the city of Fort Worth, Tarrant County. The proposed project is to build a second main track south of the existing track with two separate 1,200-foot long bridges carrying Class 4 tracks that are 32 feet apart. This project also involves building a new center island platform south of the existing one. It is anticipated that the south platform (new) will need a retaining wall due to the steep drop-off south of the existing track. The project will extend east from MP 628.24 to the Tarrant/Dallas County line (approximately MP 629.5).

The Fort Worth Transportation Authority (the T) is funding the design of the project, and DART and the T will split the local match for the project.

Status This project is being designed by the T. Final design was approved by the T Executive Committee (board of directors). A kick-off meeting including representatives of the T, DART and TRE was held on December 2, 2004. DART will procure the construction package and provide project/construction management services on the project. A 10% design concept review meeting is scheduled for January 17, 2005.

Issues None.

TRE Elm Fork of the Trinity River Bridge Construction

**Commuter
Rail**

**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 complete.

Issues The contractor has appealed a Contracting Officer's final decision relating to embankment material, and DART Legal Department is proceeding with this litigation in DART's administrative disputes process. A trial was held November 30 through December 2, 2004. Post-trial briefings are due February 1, 2005. Recently there was evidence of soil erosion/slope failure along the south slope of the embankment between Elm Fork and Regal Row. This situation is currently under investigation.

Six-Month Look Ahead

**Commuter
Rail**

COMMUTER RAIL SIX-MONTH LOOK AHEAD

	2005					
	JANUARY	FEBRUARY	MARCH	APRIL	MAY	JUNE
BELT LINE RD GRADE SEPARATION	◊	→			◊ Begin IFB	
LISA-PERKINS DOUBLE TRACKING		◊ Begin IFB				
TRE ELM FORK BRIDGE	Construction Completed					
<div>  - Construction  - Construction Complete (Substantially)  - Revenue Service/Turnover to Operations  - Information Only  - Change  - Critical  - Trending toward Critical * Senior Management Review </div>						

Revised 12/31/04

Change Control Summary

**Commuter
Rail**

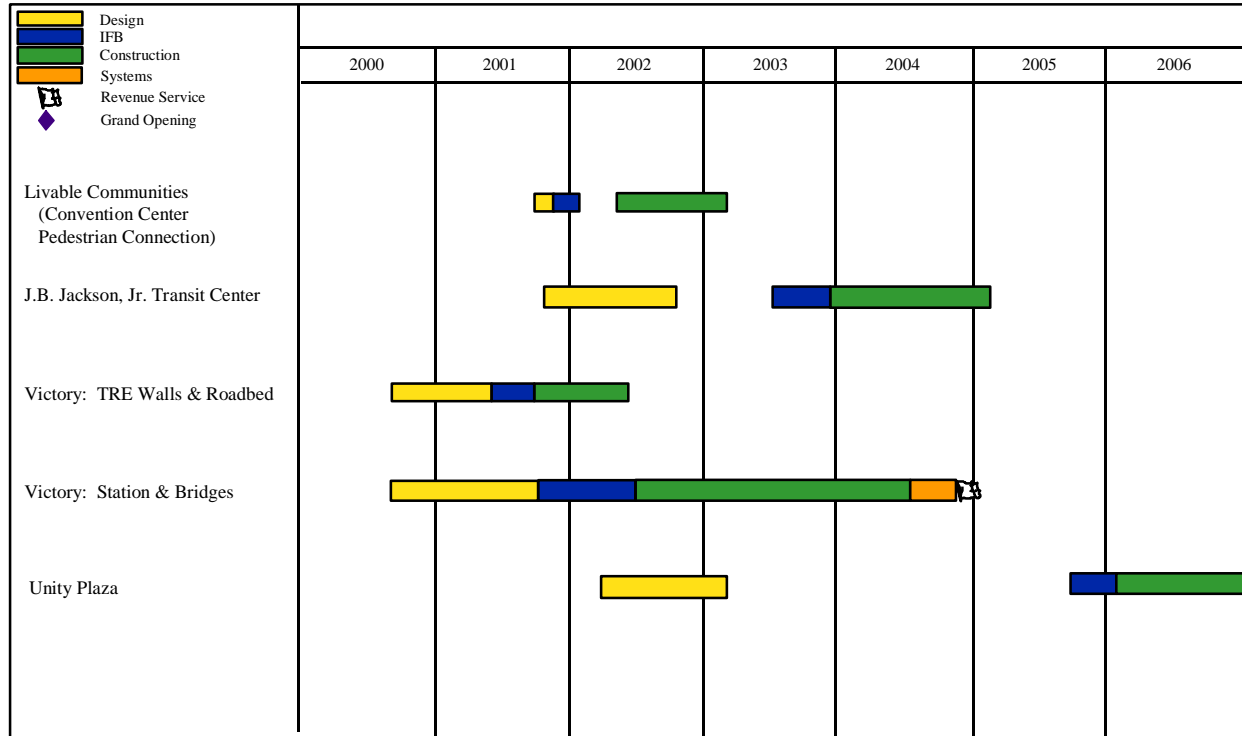
Commuter Rail - Change Control Summary											
Facility/ Contract Package		Consultant/ Contractor	Approved Contract Amount	Approved Contingency Allowance	Total Approved Amount	Executed Changes	Current Contract Value	Remaining Contingency Allowance	Percent Contingency Used	Percent Contract Comp.	Summary of Activity This Period & Comments (December 2004)
			(A)	(B)	(C=A+B)	(D)	(E=A+D)	(F=B-D)	(G=D/B)		
TRF Elm Park Bridge	Construction C-1804649-01	Aurora Bridge & Road	\$8,838,884	\$1,860,666	\$9,899,550	\$393,646	\$9,232,330	\$634,348	38%	330%	First SA #32 No Change in December Work completed, Contract Closed
		TOTALS	\$8,838,884	\$1,860,666	\$9,899,550	\$393,646	\$9,232,330	\$634,348			
Legend:	%Contingency = 98%										
Notes:											

**ADDITIONAL
CAPITAL
DEVELOPMENT**

Summary Working Schedule

Additional Capital Development

ADDITIONAL CAPITAL DEVELOPMENT SUMMARY WORKING SCHEDULE



Revised 08/31/04

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
J.B. Jackson, Jr. Transit Center	7.8	6.8	4.7
Victory Station Project	79.0	80.5	76.3
Unity Plaza	3.5	1.2	0.9

Notes:

3) Expended to date values reflect activity through 11/30/04.

**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.

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

J.B. Jackson, Jr. Transit Center at Martin Luther King, Jr. Station

Additional Capital Development

Strategic Plan Consideration

C2.3 Develop/Open/Integrate new transit services

Description

The development of the J.B. Jackson, Jr. Transit Center at Martin Luther King, Jr. Station (previously known as 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 construction activities, with finalization of all submittals.

Site excavation for the overall site is 95% complete.

All concrete at the parking lot is complete, except drive approaches. Storefront installation has begun.

Installation of structural steel at building and canopies has been completed, with roof and decking installation 70% complete.

Grading of Trunk Avenue is 100% complete. All of the station platform area has been poured. All lime stabilization activity has been completed on site. All underground utilities (storm drainage, water, and drainage) have been installed.

Masonry installation has begun and is about 90% complete. Concrete placement at the bus drive is complete.

The name of this facility has been changed to J.B. Jackson, Jr. Transit Center at Martin Luther King, Jr. Station.

Issues

Negotiations regarding various outstanding issues were completed in November 2004.

All information relating to graphics and station name change has been delivered to the contractor. Final graphics shall be completed in 8-10 weeks.

J.B. Jackson, Jr. Transit Center at Martin Luther King, Jr. Station

**Additional Capital
Development**



Storefront and Canopy Roofing Installation

West Bus Drive Pavement Installation



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:

- **TRE Walls and Roadbed Construction Contract** - to facilitate the relocation of the TRE mainline tracks to their final alignment – project is complete.
- **Line Section NW-1A Construction Contract** - to construct the remainder of new roadbed for TRE mainline track relocation, construct the LRT guideway, and construct the Victory Station – project is in closeout.
- **Line Section NW-1A Track Material Procurement** - to procure the LRT track materials – project is complete.
- **Line Section NW-1A Systems Construction Contract** - to construct the TES, communications, and signals elements – project is in closeout.

Additional work was also performed by the TRE to relocate their tracks during construction. This work is complete.

Status

Line Section NW-1A Construction Contract

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

Line Section NW-1A Systems Construction Contract

Victory Station opened for revenue service on November 15, 2004. Final submittals continue to be provided and processed. Software issues are being worked. Punch list work and contract closeout is in process.

Issues

Line Section NW-1A Construction Contract

Eby has refused to sign approximately 80 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.

Eby has submitted a Request for Equitable Adjustment (REA) 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.

NW-1A/Victory Station Project

Additional Capital Development

Issues (Continued) Eby has submitted a second REA in the amount of \$3,565,761.86, for project-wide “shoring” system issues. This REA includes time extension requests on Milestones A (124 days), E (15 days), and G (103 days). 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. DART has received a subpoena from the court for certain documents in the case.

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 is working with the contractor to resolve the issues.



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.

The Unity Plaza Project was recently recognized by the Dallas Chapter of the American Institute of Architects with an Unbuilt Design Award at their annual awards gala.










Issues

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

Six-Month Look Ahead

Additional Capital Development

ADDITIONAL CAPITAL DEVELOPMENT SIX-MONTH LOOK AHEAD

	2005					
	JANUARY	FEBRUARY	MARCH	APRIL	MAY	JUNE
LIVABLE COMMUNITIES Conv. Ctr. Pedestrian Conn.	Construction Completed					
J.B. JACKSON, JR. TRANSIT CENTER	 Construction Continues	 Construction Complete				
VICTORY STATION TRE Walls & Roadbed	Construction Completed					
VICTORY STATION Station & Bridges	Revenue Service Began - 11/15/04					
UNITY PLAZA	Final Design Completed (Project On Hold)					
<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>						

Revised 12/31/04

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 (December 2004)
			(A)	(B)	(C=A+B)	(D)	(E=A+D)	(F=B-D)	(G=D/B)		
Case Ctr Converter	Design C-94000140	LARCTV									Contract Complete
	Construction C-1083977-01	Vortex	\$711,419	\$71,142	\$782,561	\$0	\$711,419	\$71,142	0%	100%	Contract Completed
J.B. Jackson, Jr. Transit Center	Design 1082720-1	Kal Alliance	\$447,250	\$44,725	\$491,975	\$44,715	\$491,965	\$10	99.9%	100%	Design completed
	Construction C-0008992-1	CH2 Hillier	\$2,899,156	\$258,025	\$3,157,181	\$33,298	\$2,932,454	\$224,727	13%	62%	IA-003 in December
NW-1A Facilities Material & Systems	Construction C-1083853-01	Merita E. By	\$24,886,984	\$2,488,698	\$27,375,682	\$2,018,966	\$27,005,936	\$479,732	83%	99%	Includes Unilateral Mod
	Track Procurement C-1083723-01	L.B. Foster	\$1,633,178	\$163,318	\$1,796,496	\$80,720	\$1,715,898	\$82,598	49%	100%	No change in December
	Cables, OCS & Signals C-1085139-01	Blair Electric	\$15,890,713	\$1,589,071	\$17,479,784	\$0	\$15,890,713	\$1,589,071	0%	78%	Contract Completed
											No change in December
Unity Plaza	Design C-1083727-01	ETEL Assoc.	\$1,053,766	\$105,377	\$1,159,142	\$0	\$1,053,766	\$105,377	0%	100%	EA's 1, 3, 4, 5, 8, 12,13,14
	Construction TBD	TBD									No change in December
											Design complete
		TOTALS	\$47,622,466	\$4,730,303	\$52,352,821	\$2,177,896	\$49,880,164	\$2,532,657			IFB defined
Legend:	N=Contingency= 8%										
Notes:											

DALLAS AREA RAPID TRANSIT

QUARTERLY INVESTMENT REPORT

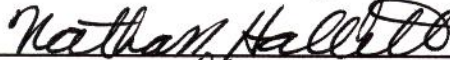
As Of

December 31, 2004

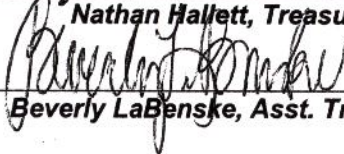
***Submitted by Authorized Investment Officers
in Accordance with
the Public Funds Investment Act***



Sharon Leary, Chief Financial Officer



Nathan Hallett, Treasurer



Beverly LaBenske, Asst. Treasurer

***Prepared by Treasury
January 26, 2005***

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.

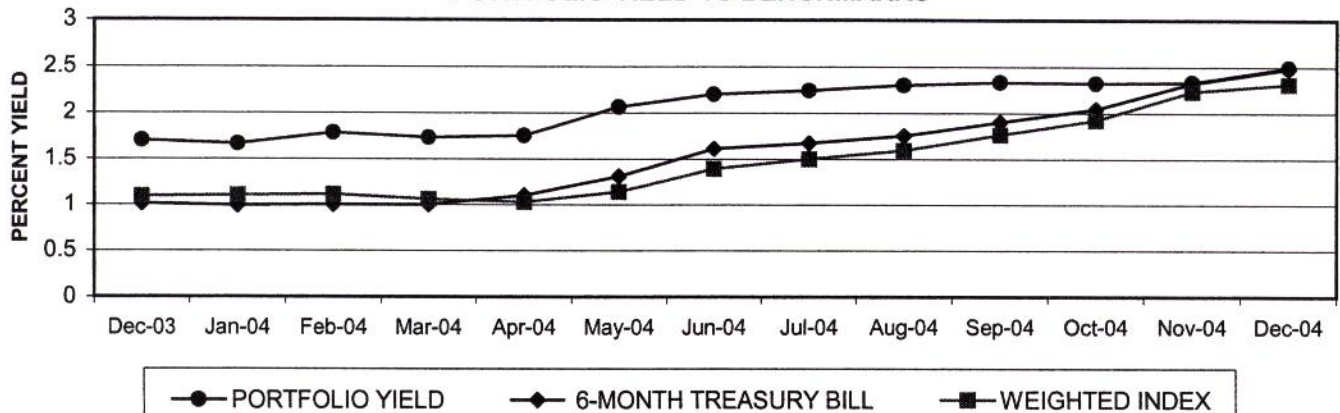
INVESTMENT PORTFOLIO

Executive Summary

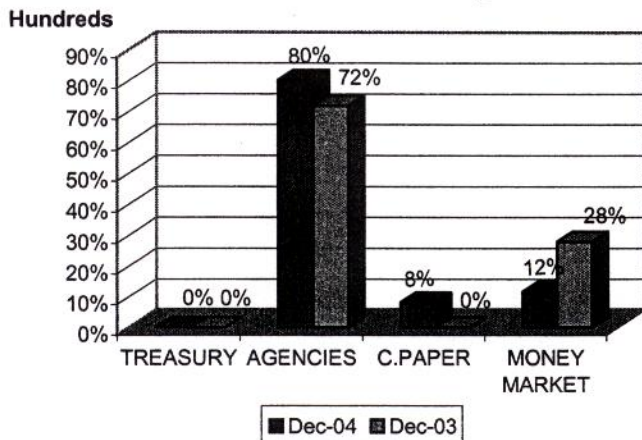
December-04

SUMMARY REPORT	Dec-04 (in thousands)	Change From Prior Month
Market Value	\$319,152	(\$28,182)
Book Value	\$321,088	(\$27,981)
Net Unrealized Gain (Loss)	(\$1,936)	(\$3,671)
Accrued Interest	\$1,378	(\$123)
Average Maturity in Days*	468	58
Average Yield*	2.49%	0.16%
*Adjusted for callable securities		

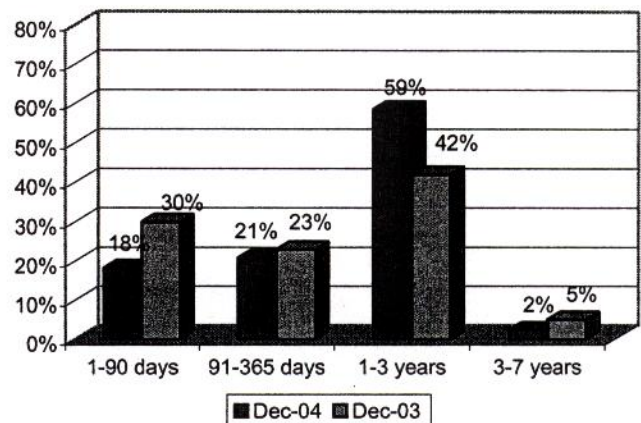
PORTFOLIO YIELD VS BENCHMARKS



DISTRIBUTION BY MARKET SECTOR



DISTRIBUTION BY MATURITY SECTOR



Current Portfolio Report

Run Date: 01/0
Run Time: 11:5
Page 1

Investment Straight Line - Callable Life Receipts in Period 12/31/04

Security Description	CUSIP	Ending Par Val/Shares	Coupon Rate	Maturity Date	Yield Matur	Call Date	Yield Call	Ending Amor Val/Cost	Ending Market Val	Other Rating	Purchase Date	Invest Number	Comments	Optional ID
GBCC 0.00 01/11/05	36959HNB9	8,000,000.00	0.000	01/11/05	1.8771	Open	1.8771	7,995,911.11	7,994,376.00	A-/P1+	09/13/04	04-0066		Operating
GBCC 0.00 01/21/05	36959HNB5	5,000,000.00	0.000	01/21/05	2.2858	Open	2.2858	4,993,750.00	4,991,909.50	A1/P1	12/20/04	04-0073		Operating
PHLB 5.785 02/09/05	3133XGDL3	1,000,000.00	5.785	02/09/05	5.5802	Open	5.5802	1,000,190.00	1,003,300.00	Agency	01/17/01	01-0006		Fin. Reserve
Intl. Lease Finance 0.00 02/24/05	45974MPY5	5,000,000.00	0.000	02/24/05	2.0622	Open	2.0622	4,984,850.00	4,981,666.50		10/25/04	04-0070		Operating
SUMA 2.00 03/15/05	863870B3	2,000,000.00	2.000	03/15/05	1.4615	Open	1.4615	2,002,173.94	1,998,400.00	Agency	03/12/03	03-0030		Operating
Intl. Lease Finance 0.00 04/15/05	45974MPY7	8,000,000.00	0.000	04/15/05	2.3547	Open	2.3547	7,946,844.45	7,941,664.00		11/15/04	04-0072		Operating
FFCB 1.65 05/05/05	31331TNC4	2,000,000.00	1.650	05/05/05	1.6500	Open	1.6500	2,000,000.00	1,955,400.00	Agency	11/05/03	03-0098		Operating
FINMA Callable 1.53 05/26/05	31336P3Y9	3,000,000.00	1.530	05/26/05	1.5300	11/26/04	1.5300	3,000,000.00	2,987,700.00	Agency	05/27/03	03-0050	Last Call-11/26/04	Operating
FINMA Callable 1.67 05/26/05	31336P3Y4	3,000,000.00	1.670	05/26/05	1.6700	11/26/04	1.6700	3,000,000.00	2,989,500.00	Agency	05/27/03	03-0049	Last Call-11/26/04	Operating
FFCB 1.25 06/09/05	31331T7B1	3,000,000.00	1.250	06/09/05	1.2500	Open	1.2500	3,000,000.00	2,982,600.00	Agency	03/24/04	04-0022		Operating
PHLMC 4.25 06/15/05	31344APQ1	3,000,000.00	4.250	06/15/05	1.5500	Open	1.5500	3,036,258.05	3,021,120.00	Agency	09/26/03	03-0083		Operating
PHLMC 4.25 06/15/05	31344APQ1	3,000,000.00	4.250	06/15/05	1.7000	Open	1.7000	3,034,241.99	3,021,120.00	Agency	11/25/03	03-0104		Operating
PHLMC 4.25 06/15/05	31344APQ1	3,000,000.00	1.500	07/29/05	1.5637	01/29/05	1.5637	3,000,000.00	2,978,400.00	Agency	07/29/03	03-0064		Operating
PHLMC 4.25 06/15/05	31344APQ1	3,000,000.00	1.535	08/05/05	1.5350	02/05/05	1.5350	1,000,000.00	993,000.00	Agency	08/05/03	03-0070		Fin. Reserve
PHLMC 4.25 06/15/05	31344APQ1	3,000,000.00	1.950	08/12/05	1.9500	05/12/04	1.9500	3,000,000.00	2,985,600.00	Agency	11/12/03	03-0099	Call-5/12/04 only	Operating
PHLB Callable 1.95 08/12/05	3133X1TW9	3,000,000.00	2.100	08/25/05	1.8183	08/25/04	1.2648	3,000,000.00	2,987,100.00	Agency	02/25/04	04-0009	NextCall-01/02/05	Operating
FFCB Callable 2.10 08/25/05	31331T8M6	1,000,000.00	5.590	09/09/05	5.6401	Open	5.6401	999,688.33	1,018,700.00	Agency	01/18/01	01-0007		Fin. Reserve
PHLB 1.875 09/15/05	31335M7B9	2,000,000.00	1.875	09/15/05	1.8801	Open	1.8801	1,999,918.78	1,986,700.00	Agency	10/17/03	03-0085		Operating
FINMA 1.875 09/15/05	31335M7B9	2,000,000.00	2.280	09/30/05	2.2800	03/30/05	2.2800	5,000,000.00	4,970,000.00	Agency	08/30/04	04-0063		Operating
PHLMC 2.28 09/30/05	31335M7B9	5,000,000.00	1.600	10/12/05	1.6000	01/12/05	1.6000	5,000,000.00	4,952,000.00	Agency	04/12/04	04-0034		Operating
PHLB Callable 2.30 11/17/05	31335M7B9	4,000,000.00	2.300	11/17/05	2.2535	11/17/04	2.2076	4,000,000.00	3,978,800.00	Agency	11/20/03	03-0105	Call-11/17/04 only	Operating
PHLMC 2.30 11/17/05	31335M7B9	1,000,000.00	6.500	11/22/05	5.2502	Open	5.2502	1,009,781.93	1,031,000.00	Agency	04/24/01	01-0039		Fin. Reserve
PHLMC 2.50 11/25/05	31331B4V2	1,000,000.00	2.500	11/25/05	2.2324	11/26/04	1.9723	1,000,000.00	995,500.00	Agency	11/26/03	03-0106	Call-11/26/04 only	Operating
PHLMC 2.50 11/30/05	31331T2B3	3,000,000.00	2.560	11/30/05	2.5600	Open	2.5600	3,000,000.00	2,989,800.00	Agency	06/30/04	04-0056		Operating
FFCB 2.20 12/02/05	31336P4B6	3,000,000.00	2.200	12/02/05	2.2000	12/02/04	2.2000	3,000,000.00	2,979,900.00	Agency	12/02/03	03-0109	Call-12/02/04 only	Operating
PHLB Callable 2.81 12/19/05	31335XQ78	4,000,000.00	2.810	12/19/05	2.8100	01/19/05	2.8100	4,000,000.00	3,994,000.00	Agency	12/17/04	04-0078		Operating
PHLB Callable 1.64 12/30/05	31335XQ77	3,000,000.00	1.640	12/30/05	1.6400	03/30/05	1.6400	3,000,000.00	2,960,400.00	Agency	03/30/04	04-0031		Operating
PHLB Callable 1.75 01/12/06	31335X390	4,650,000.00	1.750	01/12/06	1.7500	01/12/05	1.7500	4,650,000.00	4,590,945.00	Agency	04/12/04	04-0033		Operating
PHLMC 2.01 01/27/06	3128X2P89	4,400,000.00	2.010	01/27/06	2.4418	07/27/04	5.1486	4,400,000.00	4,352,040.00	Agency	05/03/04	04-0039		Operating
PHLMC 2.37 02/03/06	3128X2M5	5,000,000.00	2.370	02/03/06	2.3700	02/03/05	2.3700	5,000,000.00	4,963,500.00	Agency	02/03/04	04-0002		Operating
FINMA Step-up Callable 1.70 02/13/06	3136P44L5	1,000,000.00	1.700	02/13/06	2.0392	05/13/04	1.6991	1,000,000.00	992,000.00	Agency	02/24/04	04-0012	Call-5/13/04 only	Operating
FINMA Step-up Callable 1.70 02/13/06	3136P44L5	125,000.00	1.700	02/13/06	2.4524	05/13/04	2.4524	125,000.00	124,000.00	Agency	05/04/04	04-0040	Call-5/13/04 only	Operating
PHLMC 2.25 02/17/06	3128X2Q6	2,000,000.00	2.250	02/17/06	2.2842	08/17/04	2.4285	2,000,000.00	1,982,600.00	Agency	04/16/04	04-0035	Call-08/17/04 only	Operating
PHLB Callable 2.11 02/24/06	3133XAP8	2,000,000.00	2.110	02/24/06	2.1100	02/24/05	2.1100	2,000,000.00	1,979,000.00	Agency	02/24/04	04-0003		Operating
PHLMC 2.16 03/03/06	3128X2W9	5,000,000.00	2.160	03/03/06	2.1600	03/03/05	2.1600	5,000,000.00	4,947,500.00	Agency	03/03/04	04-0013		Operating
PHLB Step-up Callable 1.70 03/24/06	3133XAP5	3,000,000.00	1.700	03/24/06	1.7000	03/24/05	1.7000	3,000,000.00	2,988,300.00	Agency	03/24/04	04-0024		Fin. Reserve
PHLB Callable 2.17 03/27/06	3133XAP4	2,000,000.00	2.170	03/27/06	2.1700	01/27/05	2.1700	2,000,000.00	1,969,900.00	Agency	03/26/04	04-0021		Fin. Reserve
PHLB Callable 2.25 03/28/06	3133XAP26	5,000,000.00	2.250	03/28/06	2.2500	01/28/05	2.2500	5,000,000.00	4,934,500.00	Agency	03/30/04	04-0030		Operating
PHLB Callable 2.00 03/30/06	31339M59	2,000,000.00	2.000	03/30/06	2.0000	06/30/05	2.0000	2,000,000.00	1,981,000.00	Agency	06/30/03	03-0059		Operating
PHLMC 1.95 04/26/06	3128X2639	4,000,000.00	1.950	04/26/06	2.9005	04/26/05	2.9005	3,975,923.98	3,939,600.00	Agency	05/14/04	04-0042		Operating
FINMA Callable 2.50 04/28/06	3136P7P8	5,000,000.00	2.500	04/28/06	2.5000	01/28/05	2.5000	5,000,000.00	4,960,500.00	Agency	04/28/04	04-0038		Operating
FINMA Callable 2.50 05/10/06	3136P5P7	4,000,000.00	2.500	05/10/06	2.5000	02/10/05	2.5000	4,000,000.00	3,967,200.00	Agency	05/10/04	04-0041		Operating

Current Portfolio Report

Investment

Straight Line - Callable Life Receipts in Period

12/31/04

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Run Time: 11:55
Page 2

Security Description	CUSIP	Ending Par Val/Shares	Coupon Rate	Maturity Date	Yield Matur	Call Date	Yield Call	Amor Val/Cost	Ending Market Val	Other Rating	Purchase Date	Invest Number	Comments	Optional ID
PHLM Callable 2.80 05/19/06	3128318N1	3,000,000.00	2.800	05/19/06	2.8000	02/19/05	2.8000	3,000,000.00	2,972,940.00	Agcy	05/19/04	04-0052		Operating
PNMA Callable 4.00 05/24/06	3136F58B3	2,000,000.00	4.000	05/24/06	3.1938	02/24/05	1.9118	2,006,085.19	2,004,400.00	Agcy	05/24/04	04-0049		Operating
PHLM Callable 2.00 05/30/06	312831PF7	1,000,000.00	2.000	05/30/06	2.1254	05/27/05	2.2225	999,110.61	984,400.00	Agcy	02/19/04	04-0006		Operating
PHLM Callable 2.28 06/02/06	312831FC6	1,000,000.00	2.280	06/02/06	2.2323	06/02/05	1.7518	1,000,000.00	988,100.00	Agcy	03/22/04	04-0020		Operating
PNMA Callable 2.15 06/02/06	3136F3F29	1,000,000.00	2.150	06/02/06	2.1259	06/02/04	1.8796	1,000,000.00	986,300.00	Agcy	03/22/04	04-0019	Call-06/02/04 Only	Operating
PHLB Callable 2.50 06/08/06	3133X4M97	5,000,000.00	2.500	06/08/06	2.5000	03/08/05	2.5000	5,000,000.00	4,955,000.00	Agcy	03/08/04	04-0014		Operating
PHLM Callable 2.125 06/12/06	312831H40	3,000,000.00	2.125	06/12/06	2.1250	06/12/05	2.1250	3,000,000.00	2,956,200.00	Agcy	06/12/03	03-0058		Insurance
PNMA Callable 2.125 06/15/06	3136F5FF3	4,435,000.00	2.125	06/15/06	2.0114	03/15/05	1.8715	4,437,279.10	4,371,136.00	Agcy	03/15/04	04-0016		Operating
PHLM Callable 2.91 06/16/06	312832P95	2,000,000.00	2.910	06/16/06	2.9100	06/16/04	2.9100	2,000,000.00	1,992,600.00	Agcy	12/16/03	03-0110	Call-06/16/04 Only	Fin. Reserve
FFCB Callable 2.56 07/28/06	31331TFW5	3,000,000.00	2.560	07/28/06	2.5600	01/28/05	2.5600	3,000,000.00	2,970,900.00	Agcy	01/28/04	04-0001		Operating
FFCB Callable 2.72 08/24/06	31331T5W7	4,000,000.00	2.720	08/24/06	2.7200	11/24/04	2.7200	4,000,000.00	3,968,000.00	Agcy	08/24/04	04-0062	NextCall-01/12/05	Operating
PHLB Callable 2.50 08/25/06	3133X4B92	4,100,000.00	2.500	08/25/06	2.5000	02/25/05	2.5000	4,100,000.00	4,052,850.00	Agcy	02/25/04	04-0008		Operating
PNMA Step Up Callable 2.65 09/08/06	3136F5612	4,000,000.00	2.650	09/08/06	2.6500	03/08/05	2.6500	4,000,000.00	3,994,000.00	Agcy	09/08/04	04-0068		Operating
PHLB Callable 2.76 09/11/06	3133X4B39	3,000,000.00	2.760	09/11/06	2.7600	03/11/05	2.7600	3,000,000.00	2,976,600.00	Agcy	03/11/04	04-0017		Operating
PHLB Callable 2.31 09/29/06	3133X55P1	2,825,000.00	2.310	09/29/06	2.3100	03/29/05	2.3100	2,825,000.00	2,780,082.50	Agcy	03/29/04	04-0028		Operating
PNMA Callable 2.45 09/29/06	3136F5H71	1,000,000.00	2.450	09/29/06	2.4500	06/29/04	2.4500	1,000,000.00	986,500.00	Agcy	03/29/04	04-0026	NextCall-01/18/05	Operating
PHLB Callable 2.545 09/29/06	3133X4S95	5,000,000.00	2.545	09/29/06	2.5126	03/29/05	2.5126	2,500,000.00	2,470,250.00	Agcy	08/18/04	04-0061		Operating
PHLB Callable 3.875 10/18/06	3136F6H66	3,000,000.00	3.875	10/18/06	3.3409	07/18/05	2.4910	3,022,436.11	3,018,600.00	Agcy	10/18/04	04-0069		Operating
PHLM Callable 2.30 10/19/06	3128X2666	5,000,000.00	2.300	10/19/06	2.3000	04/19/05	2.3000	5,000,000.00	4,915,500.00	Agcy	04/19/04	04-0036		Operating
PHLM Callable 3.00 11/17/06	3128X2A88	1,000,000.00	3.000	11/17/06	2.6035	11/17/04	1.3999	1,000,000.00	984,600.00	Agcy	03/31/04	04-0032	Call-11/17/04 only	Operating
FFCB Callable 3.02 11/24/06	31331T069	2,000,000.00	3.020	11/24/06	3.0200	11/24/04	3.0200	2,000,000.00	1,989,600.00	Agcy	05/24/04	04-0048	Call-11/24/04 only	Operating
FFCB Callable 2.60 11/27/06	3133X99S1	5,000,000.00	2.600	11/27/06	2.6000	05/27/04	2.6000	5,000,000.00	4,935,000.00	Agcy	02/27/04	04-0011	NextCall-01/12/05	Operating
PHLB Step Up Callable 3.00 12/22/06	3133X99S1	3,000,000.00	3.000	12/22/06	3.0000	03/22/05	3.0000	3,000,000.00	2,998,500.00	Agcy	12/22/04	04-0079		Operating
FFCB Callable 2.54 12/29/06	31331TFV7	3,000,000.00	2.540	12/29/06	2.4084	09/29/04	1.8336	3,000,000.00	2,954,100.00	Agcy	03/29/04	04-0025	Call-09/29/04 Only	Operating
PNMA Callable 3.00 12/29/06	3136F4J54	5,000,000.00	3.000	12/29/06	2.8525	06/29/04	1.8683	5,000,000.00	4,967,000.00	Agcy	02/20/04	04-0007	NextCall-01/18/05	Operating
PHLM Callable 2.85 01/05/07	3128X2ZM4	5,000,000.00	2.850	01/05/07	2.6978	01/05/05	2.3599	5,000,266.88	4,953,000.00	Agcy	02/24/04	04-0004		Operating
PNMA Callable 2.80 01/12/07	3136F5M65	2,250,000.00	2.800	01/12/07	3.3900	01/12/05	3.3900	2,250,000.00	2,226,150.00	Agcy	05/24/04	04-0047		Operating
PHLM Callable 2.75 02/09/07	3128X2R92	5,000,000.00	2.750	02/09/07	2.6276	08/09/04	1.8076	5,000,000.00	4,939,500.00	Agcy	03/30/04	04-0029	Call-08/09/04 Only	Operating
PNMA Callable 3.42 02/09/07	3136F3860	3,000,000.00	3.420	02/09/07	3.4200	02/09/05	3.4200	3,000,000.00	2,999,400.00	Agcy	08/09/04	04-0058		Operating
PNMA Callable 3.45 03/16/07	3136F6P69	3,000,000.00	3.450	03/16/07	3.4080	03/16/05	3.0459	3,002,343.75	3,000,900.00	Agcy	12/16/04	04-0077		Operating
PNMA Callable 3.45 03/16/07	3136F6P69	3,000,000.00	3.450	03/16/07	3.4750	03/16/05	3.6323	2,998,750.00	3,000,900.00	Agcy	12/16/04	04-0076		Operating
FFCB Callable 2.35 03/26/07	31331Q2V8	2,000,000.00	2.350	03/26/07	2.3841	03/16/04	8.2697	2,000,000.00	1,956,600.00	Agcy	03/10/04	04-0015	NextCall-01/12/05	Operating
PHLB Callable 2.75 04/27/07	3133X5V92	5,000,000.00	2.750	04/27/07	2.7746	01/27/05	3.0339	5,000,000.00	4,894,000.00	Agcy	04/27/04	04-0037		Operating
PNMA Callable 3.00 04/30/07	3136F4Z84	5,000,000.00	3.000	04/30/07	3.2911	01/30/05	3.2911	5,000,000.00	4,957,500.00	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	3,999,546.67	4,006,560.00	Agcy	05/17/04	04-0043	Call-5/21/04 only	Operating
PHLM Step Up Callable 2.00 05/21/07	3128X1PA0	3,000,000.00	3.000	05/21/07	3.0000	05/21/04	3.0000	3,000,000.00	2,973,000.00	Agcy	07/09/03	03-0060		Insurance
PHLB Callable 3.00 06/05/07	3133XV9A2	4,000,000.00	3.000	06/05/07	3.0000	03/05/05	3.0000	4,000,000.00	3,964,000.00	Agcy	06/05/03	03-0056		Fin. Reserve
PNMA Callable 5.00 06/29/07	3136F5S77	5,000,000.00	5.000	06/29/07	4.2311	06/29/05	2.8097	5,051,029.17	5,056,000.00	Agcy	06/29/04	04-0055		Operating
PNMA Callable 3.80 07/06/07	3136F5X89	3,000,000.00	3.800	07/06/07	3.6411	07/06/05	3.1000	3,010,575.37	3,014,400.00	Agcy	12/15/04	04-0074		Operating
PNMA Callable 3.50 07/20/07	3136F5Z14	5,000,000.00	3.500	07/20/07	3.3517	07/20/05	2.9639	5,014,431.30	5,006,000.00		10/28/04	04-0071		Operating
PHLB Callable 3.46 08/27/07	3133X3TV5	1,600,000.00	3.460	08/27/07	3.4600	02/27/05	3.4600	1,600,000.00	1,598,720.00	Agcy	02/27/04	04-0010		Insurance
PHLB Callable 3.35 12/18/07	3133X4P09	3,000,000.00	3.350	12/18/07	3.3500	03/18/05	3.3500	3,000,000.00	2,988,900.00	Agcy	03/18/04	04-0018		Insurance

Current Portfolio Report

Investment

Straight Line - Callable Life
Receipts in Period
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Security Description	CUSIP	Par Val/Shares	Ending Par Val/Shares	Coupon Rate	Maturity Date	Yield Matur	Call Date	Yield Call	Ending Amer Val/Cost	Ending Market Val	Other Rating	Purchase Date	Invest Number	Comments	Optional ID
FHLB Callable 3.175 12/24/07	3133XAR00	2,000,000.00	2,000,000.00	3.175	12/24/07	3.1750	03/24/05	3.1750	2,000,000.00	1,984,600.00	Agcy	03/24/04	04-0023		Insurance
FHLB Callable 3.05 12/28/07	3133XSD09	1,000,000.00	1,000,000.00	3.050	12/28/07	3.0500	03/28/05	3.0500	1,000,000.00	988,700.00	Agcy	03/29/04	04-0027		Insurance
FMA Callable 3.91 08/14/08	3136F3A07	1,000,000.00	1,000,000.00	3.910	08/14/08	3.9100	02/14/05	3.9100	1,000,000.00	1,001,000.00	Agcy	08/14/03	03-0072		Fin. Reserve
FMA Callable 4.02 08/18/08	3136F35V4	1,500,000.00	1,500,000.00	4.020	08/18/08	4.0200	02/18/05	4.0200	1,500,000.00	1,502,550.00	Agcy	08/18/03	03-0073		Fin. Reserve
FHLB Callable 4.00 09/15/08	3133XBL03	2,000,000.00	2,000,000.00	4.000	09/15/08	4.0000	09/15/05	4.0000	2,000,000.00	2,009,400.00	Agcy	09/15/04	04-0067		Operating
FHLB Callable 3.875 11/10/08	3128X1GN2	2,988,849.21	2,988,849.21	3.875	11/10/08	3.8750	05/10/05	3.8709	2,987,951.52	2,977,482.24	Agcy	12/01/04	04-0075		Fin. Reserve
Fidelity S&P- 690	SSAP-316175405	11,887,849.21	11,887,849.21	2.100	Open	2.1000	Open	2.1000	11,887,849.21	11,887,849.21		08/03/04	AR-0009	SSAP-316175405	
JP Morgan MWP-829	Debt Service	4,133,292.00	4,133,292.00	2.110	Open	2.1100	Open	2.1100	4,133,292.00	4,133,292.00		09/30/01	AR-0002	Debt Service	
AIM/ LAP Opt. Fund- 1900	Operating	2,620,562.69	2,620,562.69	2.120	Open	2.1200	Open	2.1200	2,620,562.69	2,620,562.69		04/16/03	AR-0008	Operating	
Provident Fin. Op Fund-1000	Operating	18,940,565.64	18,940,565.64	2.170	Open	2.1700	Open	2.1700	18,940,565.64	18,940,565.64		10/31/01	AR-0001	Operating	
Provident Fin Res. Fund-2000	Fin. Reserve	44,695.68	44,695.68	2.170	Open	2.1700	Open	2.1700	44,695.68	44,695.68		09/30/01	AR-0006	Fin. Reserve	
Investment Total		320,595,965.22	320,595,965.22	2.413		2.5180		2.4914	321,088,303.45	319,152,026.96					

Notice of Security Transactions

Investment

Straight Line - Actual Life
Receipts in Period
10/01/04 - 12/31/04

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Purchase Date	Sale Order Date	CUSIP	Security Description	Par Val/Shares	Ending Par Val/Shares	Maturity Date	Days to Maturity	Yield Matur	Call Date	Yield Call	Ending Fund Unamort Val/Cost	Fund Number	Purchase Institution	Invest Number
10/25/04	Open	BUY	4597AMQ5		5,000,000.00	02/24/05	122	2.0622	Open	2.0622	4,965,772.22	035999	Bank of America	04-0070
												Total	Bank of America	04-0070
11/15/04	Open	BUY	4597AMF7		8,000,000.00	04/15/05	151	2.3547	Open	2.3547	7,922,822.22	035999	Bank of America	04-0072
12/20/04	Open	BUY	3695HNM5		5,000,000.00	01/21/05	32	2.2858	Open	2.2858	4,990,000.00	035999	Bank of America	04-0072
12/17/04	Open	BUY	3113K908		4,000,000.00	12/19/05	367	2.8100	01/19/05	2.8100	4,000,000.00	035999	JP Morgan	04-0073
12/22/04	Open	BUY	3113K9S1		3,000,000.00	12/22/06	730	3.0000	03/22/05	3.0000	3,000,000.00	035999	PainWebber/ UBS	04-0078
12/01/04	Open	BUY	3128X16W2		2,988,000.00	11/10/08	1440	3.8750	05/10/05	3.8709	2,987,940.24	616263	PainWebber/ UBS	04-0079
10/18/04	Open	BUY	3116F6HC6		3,000,000.00	10/18/06	730	3.3409	07/18/05	2.4910	3,030,750.00	035999	JP Morgan	04-0075
10/28/04	Open	BUY	3116F5Z1A		5,000,000.00	07/20/07	995	3.3517	07/20/05	2.9639	5,019,000.00	035999	PainWebber/ UBS	04-0069
12/15/04	Open	BUY	3116F5Y89		3,000,000.00	07/06/07	933	3.6411	07/06/05	3.1000	3,011,490.00	035999	PainWebber/ UBS	04-0071
12/16/04	Open	BUY	3116F6PK9		3,000,000.00	03/16/07	820	3.4750	03/16/05	3.6323	2,998,500.00	035999	PainWebber/ UBS	04-0074
12/16/04	Open	BUY	3116F6PK9		3,000,000.00	03/16/07	820	3.4080	03/16/05	3.0459	3,002,812.50	035999	PainWebber/ UBS	04-0076
Investment Total											44,929,087.18		PainWebber/ UBS	04-0077

Notice of Security Transactions

Investment

Straight Line - Actual Life

Receipts in Period

10/01/04 - 12/31/04

Purchase Date	Sale Order Date	CUSIP	Security Description	Ending Par Val./Shares	Maturity Date	Days to Maturity	Yield Matur	Call Date	Yield Call	Ending Fund Unamort Val./Cost	Fund Number	Purchase Institution	Invest Number
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09/14/04	12/17/04	MAT	36959HMT	5,000,000.00	12/17/04	77	1.8131	Open	1.8131	4,976,761.11	035999	Bank of America	04-0064-01
											Total	Bank of America	04-0064-01
09/20/04	12/20/04	MAT	69372AML3	5,000,000.00	12/20/04	80	1.8333	Open	1.8333	4,977,250.00	035999	JP Morgan	04-0065-01
											Total	JP Morgan	04-0065-01
05/26/04	11/26/04	CALL	31331TW75	1,600,000.00	02/26/07	878	3.5400	11/26/04	4.8054	1,588,000.00	035999	Banc One	04-0050-01
											Total	Banc One	04-0050-01
05/28/04	11/29/04	CALL	31331TW42	2,000,000.00	11/29/06	789	3.1000	11/29/04	3.1000	2,000,000.00	035999	Banc One	04-0050-01
											Total	Banc One	04-0051-01
10/01/03	10/01/04	MAT	31331LJX6	3,000,000.00	10/01/04	0	1.1704	Open	1.1704	2,998,650.00	035999	Banc One	04-0051-01
											Total	Banc One	03-0092-01
11/12/03	12/07/04	MAT	31332DMA0	5,000,000.00	12/07/04	67	1.5000	Open	1.5000	5,000,000.00	035999	Banc One	03-0100-01
											Total	Banc One	03-0100-01
05/21/04	10/21/04	CALL	31336VB9	5,000,000.00	05/21/07	962	3.5400	10/21/04	3.5400	5,000,000.00	035999	PainWebber/ UBS	04-0046-01
											Total	PainWebber/ UBS	04-0046-01
07/15/04	10/15/04	CALL	31337PW8	3,000,000.00	07/15/05	287	2.4400	10/15/04	2.4400	3,000,000.00	035999	PainWebber/ UBS	04-0057-01
											Total	PainWebber/ UBS	04-0057-01
08/17/04	10/27/04	CALL	31337VSD	5,000,000.00	07/27/07	1029	2.5000	10/27/04	2.5000	5,000,000.00	035999	JP Morgan	04-0060-01
											Total	JP Morgan	04-0060-01
05/21/04	11/17/04	CALL	31282LSN3	1,000,000.00	11/17/06	777	4.1052	11/17/04	4.1052	998,000.00	035999	PainWebber/ UBS	04-0045-01
											Total	PainWebber/ UBS	04-0045-01
Investment Total				35,600,000.00		326	2.1819		2.2501	35,538,661.11			

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

	General Operating	Financial Reserve	Insurance Fund	DART SEAF	Debt Service Funds	TOTAL
Par Value	\$266,021	\$25,358	\$13,600	\$11,888	\$4,133	\$321,000
Market Value	\$264,365	\$25,276	\$13,490	\$11,888	\$4,133	\$319,152
Unrealized Gain (Loss)	(\$1,735)	(\$91)	(\$110)	\$0	\$0	(\$1,936)
Book Value	\$266,100	\$25,367	\$13,600	\$11,888	\$4,133	\$321,088
Accrued Interest	\$1,115	\$177	\$86	\$0	\$0	\$1,378
Total Book Value	\$267,215	\$25,544	\$13,686	\$11,888	\$4,133	\$322,466
Cash Balance	\$462	\$0	\$0	\$0	\$0	\$462
TOTAL FUND VALUE	\$267,677	\$25,544	\$13,686	\$11,888	\$4,133	\$322,928
Liquid Securities (Mkt. value)	\$34,548					
Yield to Maturity (Adj for calls)	2.42%	3.21%	2.97%	2.10%	2.11%	2.49%
Average Final Maturity	14.6 Months	25.6 Months	29.7 Months	1 Day	1 Days	468 Days
KEY COMPLIANCE TARGETS						
Minimum Requirement (2)	\$28,764	\$24,000	\$13,482	90 Days	3 Years	N/A
Maximum Average Maturity	18 Months	30 Months	48 Months	Yes	Yes	N/A
Is Fund in Compliance	Yes	Yes	Yes	2.48%	2.48%	2.48%
INVESTMENT COMPARISON						
6-Month T-Bill (3)	2.48%	2.48%	2.48%	2.48%	2.48%	2.48%

- (1) Maturity adjusted for callable securities currently priced to call date.
(2) Insurance = GL liability for December 2004 plus Officers & Directors Liability
(3) December 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 December 31, 2004

Fund	Security Type	Coupon	Maturity	Call Date	Par Amount (000)	September 2004 Market Value	December 2004 Market Value	Change from Prior Quarter
Operating	GECC	NA	01/11/05	NA	\$8,000	\$7,955,366.40	\$7,994,376.00	\$39,009.60
Fnc'l Res	FHLB	5.785%	02/09/05	NA	\$1,000	\$1,013,400.00	\$1,003,300.00	(\$10,100.00)
Operating	SLMA	2.000%	03/15/05	NA	\$2,000	\$1,999,400.00	\$1,998,400.00	(\$1,000.00)
Operating	FFC	1.650%	05/05/05	NA	\$2,000	\$1,994,000.00	\$1,955,400.00	(\$38,600.00)
Operating	FNMA Callable	1.530%	05/26/05	11/26/04	\$3,000	\$2,987,400.00	\$2,987,700.00	\$300.00
Operating	FNMA Callable	1.670%	05/26/05	11/26/04	\$3,000	\$2,990,100.00	\$2,989,500.00	(\$600.00)
Operating	FFC	1.250%	06/09/05	NA	\$3,000	\$2,980,800.00	\$2,982,600.00	\$1,800.00
Operating	FHLMC	4.250%	06/15/05	NA	\$3,000	\$3,041,850.00	\$3,021,120.00	(\$20,730.00)
Operating	FHLMC	4.250%	06/15/05	NA	\$3,000	\$3,041,850.00	\$3,021,120.00	(\$20,730.00)
Operating	FHLMC Callable	1.500%	07/29/05	07/29/04	\$3,000	\$2,980,500.00	\$2,978,400.00	(\$2,100.00)
Fnc'l Res	FHLB Callable	1.535%	08/05/05	08/05/04	\$1,000	\$994,000.00	\$993,000.00	(\$1,000.00)
Operating	FHLB Callable	1.950%	08/12/05	NA	\$3,000	\$2,991,900.00	\$2,985,600.00	(\$6,300.00)
Operating	FFC Callable	2.100%	08/25/05	08/25/04	\$3,000	\$2,995,200.00	\$2,987,100.00	(\$8,100.00)
Fnc'l Res	FHLB Note	5.590%	09/09/05	NA	\$1,000	\$1,030,400.00	\$1,018,700.00	(\$11,700.00)
Operating	FNMA	1.875%	09/15/05	NA	\$2,000	\$1,990,600.00	\$1,986,700.00	(\$3,900.00)
Operating	FHLMC Callable	2.280%	09/30/05	03/30/05	\$5,000	\$4,993,550.00	\$4,970,000.00	(\$23,550.00)
Operating	FHLB Callable	1.600%	10/12/05	10/12/2004	\$5,000	\$4,962,500.00	\$4,952,000.00	(\$10,500.00)
Operating	FHLMC Callable	2.300%	11/17/05	11/17/04	\$4,000	\$3,995,600.00	\$3,978,800.00	(\$16,800.00)
Fnc'l Res	FFCB Note	6.500%	11/22/05	NA	\$1,000	\$1,045,900.00	\$1,031,000.00	(\$14,900.00)
Operating	FHLMC Callable	2.500%	11/25/05	11/26/04	\$1,000	\$1,000,200.00	\$995,900.00	(\$4,300.00)
Operating	FFCB Note	2.560%	11/30/05	NA	\$3,000	\$3,005,100.00	\$2,989,800.00	(\$15,300.00)
Operating	FNMA Callable	2.200%	12/02/05	12/02/04	\$3,000	\$2,992,500.00	\$2,979,900.00	(\$12,600.00)
Operating	FHLB Note	1.640%	12/30/05	09/30/04	\$3,000	\$2,970,000.00	\$2,960,400.00	(\$9,600.00)
Operating	FHLB Callable	1.750%	01/12/06	10/12/2004	\$4,650	\$4,607,685.00	\$4,590,945.00	(\$16,740.00)
Operating	FHLMC Callable	2.010%	01/27/06	10/27/2004	\$4,400	\$4,369,640.00	\$4,352,040.00	(\$17,600.00)
Operating	FNMA Callable	2.370%	02/03/06	08/03/04	\$5,000	\$4,988,000.00	\$4,963,500.00	(\$24,500.00)
Operating	FNMA	1.700%	02/13/06	NA	\$1,000	\$995,600.00	\$992,000.00	(\$3,600.00)
Operating	FNMA	1.700%	02/13/06	NA	\$125	\$124,450.00	\$124,000.00	(\$450.00)
Operating	FHLMC	2.500%	02/17/06	NA	\$2,000	\$1,992,400.00	\$1,982,600.00	(\$9,800.00)
Operating	FHLB Callable	2.110%	02/24/06	02/24/05	\$2,000	\$1,988,200.00	\$1,979,000.00	(\$9,200.00)
Operating	FHLMC Callable	2.160%	03/03/06	03/03/05	\$5,000	\$4,970,000.00	\$4,947,500.00	(\$22,500.00)
Fnc'l Res	FHLB Callable	1.700%	03/24/06	06/24/06	\$3,000	\$2,993,700.00	\$2,988,300.00	(\$5,400.00)
Fnc'l Res	FHLB Callable	2.170%	03/27/06	07/27/04	\$2,000	\$1,985,000.00	\$1,969,900.00	(\$15,100.00)
Operating	FHLB Callable	2.250%	03/28/06	07/28/04	\$5,000	\$4,967,602.40	\$4,934,500.00	(\$33,102.40)
Operating	FHLB Callable	2.000%	03/30/06	12/30/04	\$2,000	\$1,983,000.00	\$1,981,000.00	(\$2,000.00)
Operating	FHLMC Callable	1.950%	04/26/06	04/01/05	\$4,000	\$3,956,400.00	\$3,939,600.00	(\$16,800.00)
Operating	FNMA Callable	2.500%	04/28/06	10/28/04	\$5,000	\$4,984,000.00	\$4,960,500.00	(\$23,500.00)
Operating	FNMA Callable	2.500%	05/10/06	10/10/04	\$4,000	\$3,990,400.00	\$3,967,200.00	(\$23,200.00)
Operating	FHLMC Callable	2.800%	05/19/06	10/19/04	\$3,000	\$2,993,280.00	\$2,972,940.00	(\$20,340.00)
Operating	FNMA Callable	4.000%	05/24/06	02/24/05	\$2,000	\$2,015,400.00	\$2,004,400.00	(\$11,000.00)
Operating	FHLMC Callable	2.000%	05/30/06	05/27/05	\$1,000	\$998,700.00	\$984,400.00	(\$14,300.00)
Operating	FHLMC Callable	2.280%	06/02/06	12/02/04	\$1,000	\$993,400.00	\$988,100.00	(\$5,300.00)
Operating	FNMA Callable	2.150%	06/02/06	NA	\$1,000	\$991,300.00	\$986,300.00	(\$5,000.00)
Operating	FHLB Callable	2.500%	06/08/06	09/08/04	\$5,000	\$4,984,000.00	\$4,955,000.00	(\$29,000.00)
Insurance	FHLMC Callable	2.125%	06/12/06	12/12/04	\$3,000	\$2,970,300.00	\$2,956,200.00	(\$14,100.00)
Operating	FNMA Callable	2.125%	06/15/06	03/15/05	\$4,435	\$4,392,867.50	\$4,371,136.00	(\$21,731.50)
Fnc'l Res	FHLMC Callable	2.910%	06/16/06	NA	\$2,000	\$2,006,000.00	\$1,992,600.00	(\$13,400.00)
Operating	FFC Callable	2.560%	07/28/06	01/28/05	\$3,000	\$2,988,900.00	\$2,970,900.00	(\$18,000.00)
Operating	FFC Callable	2.700%	08/24/06	01/24/05	\$4,000	\$3,993,200.00	\$3,968,000.00	(\$25,200.00)
Operating	FHLB Callable	2.500%	08/25/06	08/25/04	\$4,100	\$4,076,630.00	\$4,052,850.00	(\$23,780.00)
Operating	FNMA Callable	2.650%	09/08/06	03/08/05	\$4,000	\$4,002,000.00	\$3,994,000.00	(\$8,000.00)
Operating	FHLB Callable	2.760%	09/11/06	09/11/04	\$3,000	\$2,995,200.00	\$2,976,600.00	(\$18,600.00)
Operating	FHLB Callable	2.310%	09/29/06	03/29/05	\$2,825	\$2,795,055.00	\$2,780,082.50	(\$14,972.50)
Operating	FHLB Callable	2.310%	09/29/06	07/29/04	\$2,825	\$991,280.00	\$986,500.00	(\$4,780.00)
Operating	FNMA Callable	2.450%	09/29/06	09/29/04	\$1,000	\$2,484,750.00	\$2,470,250.00	(\$14,500.00)
Operating	FHLMC Callable	2.300%	10/19/06	10/19/04	\$5,000	\$4,941,500.00	\$4,915,500.00	(\$26,000.00)
Operating	FHLMC Callable	3.000%	11/17/06	11/17/04	\$1,000	\$1,000,700.00	\$994,600.00	(\$6,100.00)
Operating	FFC Callable	3.020%	11/24/06	11/24/06	\$2,000	\$2,002,000.00	\$1,989,600.00	(\$12,400.00)
Operating	FFC Callable	2.600%	11/27/06	07/27/04	\$5,000	\$4,967,500.00	\$4,935,000.00	(\$32,500.00)
Operating	FFC Callable	2.540%	12/29/06	09/29/04	\$3,000	\$2,974,200.00	\$2,954,100.00	(\$20,100.00)
Operating	FNMA Callable	3.000%	12/29/06	07/29/04	\$5,000	\$4,999,000.00	\$4,967,000.00	(\$32,000.00)
Operating	FHLMC Callable	2.850%	01/05/07	01/05/05	\$5,000	\$4,987,500.00	\$4,953,000.00	(\$34,500.00)
Operating	FNMA Callable	2.800%	01/12/07	10/12/07	\$2,250	\$2,220,210.00	\$2,226,150.00	\$5,940.00
Operating	FHLMC Callable	2.750%	02/09/07	08/09/04	\$5,000	\$4,972,500.00	\$4,939,500.00	(\$33,000.00)
Operating	FNMA Callable	3.420%	02/09/07	02/09/05	\$3,000	\$3,014,400.00	\$2,999,400.00	(\$15,000.00)
Operating	FFC Callable	2.350%	03/26/07	07/16/04	\$2,000	\$1,968,200.00	\$1,956,600.00	(\$11,600.00)
Operating	FHLB Callable	2.750%	04/27/07	10/27/04	\$5,000	\$4,905,000.00	\$4,894,000.00	(\$11,000.00)
Operating	FNMA Callable	3.000%	04/30/07	01/30/05	\$5,000	\$4,992,500.00	\$4,957,500.00	(\$35,000.00)
Operating	FNMA Callable	3.750%	05/17/07	05/17/05	\$4,000	\$4,020,400.00	\$4,006,560.00	(\$13,840.00)
Insurance	FHLMC Callable	2.000%	05/21/07	NA	\$3,000	\$2,993,400.00	\$2,973,000.00	(\$20,400.00)
Fnc'l Res	FHLB Callable	3.000%	06/05/07	09/05/04	\$4,000	\$3,990,400.00	\$3,964,000.00	(\$26,400.00)
Operating	FNMA Callable	5.000%	06/29/07	06/29/05	\$5,000	\$5,102,000.00	\$5,056,000.00	(\$46,000.00)
Insurance	FHLB Callable	3.460%	08/27/07	08/27/04	\$1,600	\$1,603,840.00	\$1,598,720.00	(\$5,120.00)
Insurance	FHLB Callable	3.350%	12/18/07	09/18/04	\$3,000	\$3,002,700.00	\$2,988,900.00	(\$13,800.00)
Insurance	FHLB Callable	3.175%	12/24/07	09/24/07	\$2,000	\$1,994,800.00	\$1,984,600.00	(\$10,200.00)
Insurance	FHLB Callable	3.050%	12/28/07	09/28/04	\$1,000	\$993,600.00	\$988,700.00	(\$4,900.00)
Fnc'l Res	FNMA Callable	3.910%	08/14/08	08/14/04	\$1,000	\$1,002,400.00	\$1,001,000.00	(\$1,400.00)
Fnc'l Res	FNMA Callable	4.020%	08/18/08	08/18/04	\$1,500	\$1,510,950.00	\$1,502,550.00	(\$8,400.00)
Fnc'l Res	FHLB Callable	4.000%	09/15/08	09/15/05	\$2,000	\$2,025,200.00	\$2,009,400.00	(\$15,800.00)
Sub-total for Securities held as of 9/30/04						\$237,705,356.30	\$236,599,039.50	(1,106,316.80)
% Change as result of market movement								(0.00)
Holdings at 9/30/04 maturing during Q1, FY05						\$20,956,017.50		(20,956,017.50)
Holdings at 9/30/04 called during Q1, FY05						\$14,600,400.00		(14,600,400.00)
Value of Money Market Mutual Funds						\$52,917,220.22	\$37,626,965.22	(15,290,255.00)
Holdings at 12/31/04 purchased during Q1 FY05							\$44,926,022.24	44,926,022.24
Holdings at 12/31/04 purchased during Q1 FY05 and maturing during the quarter							\$0.00	
TOTAL PORTFOLIO VALUE						\$326,178,994.02	\$319,152,026.96	(7,026,967.06)

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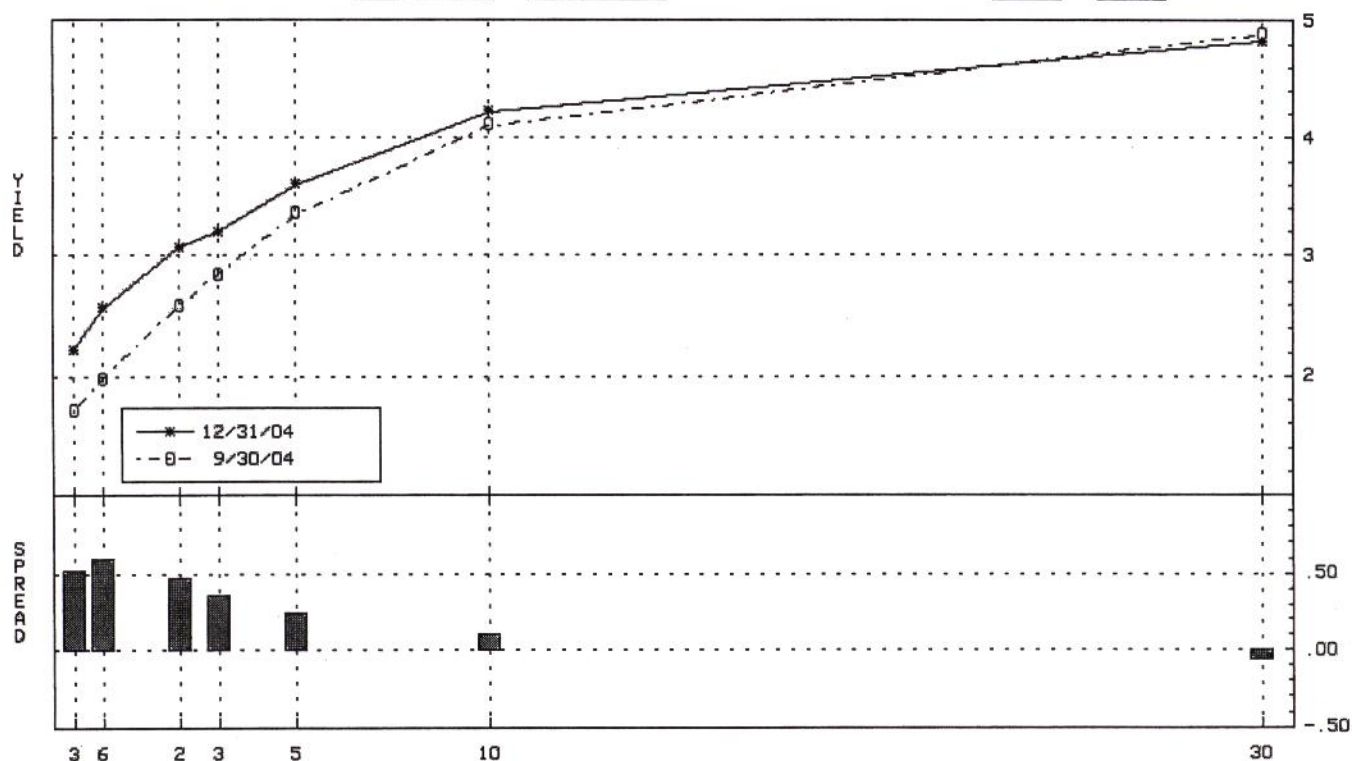
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DATE RANGE **9/30/04** **12/31/04**

MTY RANGE **3M** **30Y**



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1ST Quarter FY 2005 Defined Benefit Plan Summary

	Market Value 30-Sep-04	Income	Benefit Payments	Transfers	Realized Gain/ (loss)	Unrealized Gain/ (loss)	Employer Contributions	Employee Contributions	Other	Market Value 31-Dec-04
Equity Managers										
Large Cap:										
Washington Mutual	22,122,343	309,351	0	0	0	1,105,560	0	0	0	\$23,537,254
Aetna/Goldman	10,402,427	64,160	0	25,340	749,267	87,065	0	0	1	\$11,328,260
SSGA Wilshire 5000	13,906,426	(4,777)	0	0	1,114	1,424,231	0	0	0	\$15,326,994
Small Cap:										
Atlantic Capital	6,755,499	(10,523)	0	0	(70,526)	863,313	0	0	0	\$7,537,763
Earnest Partners	10,337,925	(6,723)	0	0	214,583	1,271,668	0	0	(2)	\$11,817,451
International:										
Morgan Stanley	12,367,057	(31,727)	0	0	16,440	1,849,689	0	0	1	\$14,201,460
Fixed Income Managers										
Primo	20,424,462	752,144	0	0	0	(470,999)	0	0	0	\$20,705,607
Deutsche	20,403,808	(19,146)	0	0	2,499	216,207	0	0	1	\$20,603,369
Real Estate										
L&B Counsel	818,524	16,304	0	(232,116)	(4,971)	(51,392)	0	0	1	\$546,350
Lend Lease	5,644	0	0	(1,813)	0	(1,806)	0	0	0	\$2,025
Cash	1,955,684	(49,427)	(2,107,663)	489,084	25,340	0	0	760	(1)	\$313,777
Total	\$119,499,799	1,019,636	(2,107,663)	280,495	933,746	6,293,536	0	760	1	\$125,920,310