



DALLAS AREA RAPID TRANSIT

Quarterly Operating & Financial Performance Report

First Quarter FY 2006
October – December 2005

HOV



bus



light rail



commuter rail



paratransit

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FY 2006 First Quarter Highlights

This report is for the first quarter of FY 2006 ending December 31, 2005.

Total agency passenger trips for the four quarters ending December 2005 were 99.3 million, an increase of 1.2 million (1.2%) over the last quarter and 2.6 million better than budget.

Fixed route ridership for the four rolling quarters was 61.3 million, an increase of 1.6 million (2.7%) over the last quarter and 1.2 million better than budget for FY06.

Sales Tax Receipts for the first quarter of FY 2006 were \$93.2 million, \$0.9 million (1%) over the projected \$92.3 million. However, actual receipts received in February covering the month of December were significantly higher than the December projection, leading to the expectation that sales tax revenues will surpass projections for the full fiscal year.

Total system subsidy per passenger ended the quarter at \$2.71, \$.13 (4.6%) better than budget.

Fixed Route On-Time Performance was 96.2% for the four rolling quarters, 1% better than target.

Administrative ratio for the four rolling quarters was 8.7%, above the target of 8.2%. However, the last quarter's ratio of 7.6% is significantly better than the target, and it appears that as the earlier higher-cost quarters from FY 2005 are dropped from the rolling average during the remainder of FY 2006, the target should be reached.

The quarter ended with a **Sales Taxes for Operating Expense** ratio of 73.3%, slightly higher than target due to the increase in health claims costs and fuel costs during the FY 2005 periods still included in the rolling four-quarter average. However, the ratio for the last quarter is 67.0%, a significant improvement. The sharp increase in sales tax receipts reported this month suggests that this ratio will continue to improve.



General Information

Reporting Period – DART's fiscal year begins on October 1. The FY 2006 first quarter is October through December 2005.

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 not 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 – It is probable that the FY 2006 target will be met. Indicative of performance within established parameters.

Yellow – Close monitoring of performance is needed.

Red – It is probable that the FY 2006 target will not be achieved.

Capital and Non-Operating Budget Summary – Exhibit 12 summarizes actual capital, non-operating, and road improvement expenditures by mode. Detailed cost summaries of major capital construction projects are located in the *Project Development Progress Report* section, and road improvement summaries are located in the *Planning Process* section of this report.

Revenues, Operating Expenses, and Net Financing Costs – Exhibit 13 (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 15.

Exhibit 1 provides a breakdown of the FY 2006 Budget by category.

Exhibit 1	FY 2006 Budget Summary		
	Resolution No. 050142		
	(In Millions)		
	Date	Description	Total
	9/20/2005	Operating Expense	\$323.9
	9/20/2005	Capital Projects	396.3
	9/20/2005	Net Debt Service	33.5
	Total		\$753.7



Agency-Wide Operating Performance

Exhibit 2								
Agency Scorecard - Key Performance Indicators								
Indicators	Q 1/05	Q 2/05	Q 3/05	Q 4/05	Q 1/06		FY06 Target	Status
Customer/Quality Indicators								
Total Agency Ridership (M)	94.1	95.0	96.6	98.1	99.3	25.5	96.7	Green
Fixed Route (M)	57.6	58.1	58.7	59.7	61.3	16.3	60.1	Green
Total System Subsidy Per Passenger	\$2.65	\$2.69	\$2.69	\$2.69	\$2.71	\$2.58	\$2.84	Green
Fixed Route Subsidy Per Passenger	\$3.79	\$3.86	\$3.90	\$3.88	\$3.85	\$3.53	\$4.00	Green
Administrative Subsidy Per Passenger	\$0.28	\$0.28	\$0.27	\$0.28	\$0.27	\$0.22	\$0.25	Yellow
Fixed Route Passengers Per Mile	1.67	1.69	1.70	1.73	1.78	1.91	1.77	Green
Fixed Route Cost Per Revenue Mile	\$7.58	\$7.78	\$7.90	\$8.02	\$8.19	\$8.17	\$8.43	Green
On-Time Performance (Fixed Route)	95.5%	95.6%	95.9%	96.2%	96.2%	95.7%	95.3%	Green
Fixed Route Complaints Per 100,000 Passengers	38.6	38.6	39.1	38.7	40.9	41.9	36.3	Yellow
Fixed Route Accidents Per 100,000 Miles	1.64	1.57	1.56	1.60	1.5	1.41	1.70	Green
Sales Taxes for Operating Expense	69.1%	70.9%	72.1%	74.1%	73.3%	67.0%	73.1%	Green
Administrative Ratio	8.1%	8.3%	8.2%	8.9%	8.7%	7.6%	8.2%	Green

Subsidy Per Passenger and **Complaints per 100k Passengers** information can be found in the modal sections on the following pages.

Ridership

Exhibit 3 is DART's Ridership Scorecard and provides the FY 2006 KPI targets and historical quarterly KPIs. See modal sections for variance explanations.

Exhibit 3		Q1/05	Q2/05	Q3/05	Q4/05	Q 1/06	FY06 Target	Status
	RIDERSHIP							
	Total Agency (M)	94.1	95.0	96.6	98.1	99.3	96.7	Green
	Fixed Route (M)	57.6	58.1	58.7	59.7	61.3	60.1	Green
	Bus (M)	38.4	38.6	39.2	40.1	41.5	39.7	Green
	LRT (M)	17.0	17.4	17.4	17.5	17.6	18.1	Yellow
	Commuter Rail (M)	2.2	2.1	2.1	2.1	2.2	2.3	Yellow
	Paratransit (000s)	601.1	612.4	623.9	635.0	642.1	621.1	Yellow
	HOV (M)	35.6	35.9	36.9	37.4	36.9	35.5	Green
	Vanpool (000s)	365.6	353.6	349.8	354.6	380.0	482.1	Yellow

Subsidy Per Passenger

Exhibit 4 is DART's Subsidy Per Passenger Scorecard and provides the FY 2006 KPI targets and historical quarterly KPIs. A discussion of variances follows.

Exhibit 4		Q1/05	Q 2/05	Q 3/05	Q 4/05	Q 1/06	FY06 Target	Status
	Efficiency Indicator - Subsidy Per Passenger							
	Total System	\$2.65	\$2.69	\$2.69	\$2.69	\$2.71	\$2.84	Green
	Fixed Route	\$3.79	\$3.86	\$3.90	\$3.88	\$3.85	\$4.00	Green
	Bus	\$4.03	\$4.09	\$4.11	\$4.04	\$3.97	\$4.18	Green
	LRT	\$2.96	\$3.06	\$3.13	\$3.24	\$3.28	\$3.11	Green
	Commuter Rail	\$6.04	\$6.11	\$6.24	\$6.23	\$6.07	\$7.31	Green
	Paratransit	\$41.82	\$42.21	\$41.78	\$41.83	\$42.46	\$47.46	Green
	HOV	\$0.15	\$0.15	\$0.14	\$0.13	\$0.13	\$0.16	Green
	Vanpool	\$0.94	\$0.98	\$0.80	\$0.64	\$0.76	\$0.11	Yellow

Modal Update

DART provides six modes of transportation: bus; 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 (vanpool services, carpool services, and bicycle programs). DART has strategic initiatives in place to improve the quality, efficiency, and effectiveness of each of these modes.

Bus and On-Call Service



DART continues to operate all fixed-route service out of four DART-owned facilities: East Dallas, Northwest, Oak Cliff, and South Oak Cliff. DART operates a total of 687 buses and maintains a contingency fleet of 57 buses. In addition to buses, DART maintains an extensive bus and rail passenger amenity and facility infrastructure including: 11,961 bus stops, 450 bus shelters, 1,042 benches, 15 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 29 million square feet.

DART On-Call service is provided in areas that do not meet ridership and efficiency standards for traditional fixed-route service. DART currently has nine On-Call zones in operation throughout the Service Area. Seven 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.

Exhibit 5 on the next page is DART's Bus Scorecard and provides the FY 2006 KPI targets and historical quarterly KPIs. A discussion of variances follows.

Exhibit 5	Bus Scorecard - Key Performance Indicators								
	Indicators	Q 1/05	Q 2/05	Q 3/05	Q 4/05	Q 1/06	Qtrly	FY06 Target	Status
	Customer/Quality Indicators								
	Bus Ridership (including Charter) (M)	38.4	38.6	39.2	40.1	41.5	11.1	39.7	Green
	Revenue Miles (M)	28.1	28.0	28.0	28.0	27.9	6.9	27.4	Green
	Passengers per Revenue Mile	1.37	1.38	1.40	1.43	1.48	1.60	1.45	Green
	On-Time Performance	91.5%	91.9%	92.5%	93.0%	92.6%	90.4%	92.0%	Green
	Complaints Per 100k Passengers	52.4	52.8	52.5	51.7	52.6	54.9	49.7	Yellow
	Mean Distance Between Service Calls	4,345	4,362	4,460	4,682	4,902	5,090	4,400	Green
	Vehicle Accidents Per 100k Miles	1.93	1.83	1.84	1.87	1.78	1.65	2.00	Green
	Financial/Efficiency Indicators								
	Subsidy Per Passenger	\$4.03	\$4.09	\$4.11	\$4.04	\$3.97	\$3.67	\$4.18	Green
	Cost per Revenue Mile	\$6.43	\$6.58	\$6.71	\$6.78	\$6.93	\$7.00	\$7.17	Green
	Pay-to-Platform Ratio	1.30	1.34	1.38	1.43	1.37	1.36	1.38	Green

While progress was made throughout FY 2005 in reducing the number of **Complaints Per 100k Passengers**, targets remain challenging. Several factors contribute to the variance. Increased fuel prices led to a significant number of new riders on the system, particularly toward the end of FY 2005 and the beginning of FY 2006. In addition, evacuees from Hurricanes Katrina and Rita became new riders on the system. New riders who are not familiar with the DART transit network or operating procedures tend to experience more problems in using the system and therefore contribute disproportionately to the number of complaints. In addition, as ridership has increased, the number of reports of overcrowding and off-schedule buses has increased. All issues are being addressed by Transportation and Service Planning management.

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). A 1.5-mile extension was completed in November 2004 to Victory Station at the American Airlines Center (AAC).

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). Planning is also underway for an additional line through the Central Business District (CBD), and extensions to Rowlett and Irving and 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. An additional 20 cars will be received and integrated into the LRV fleet in FY 2006.

Exhibit 6 is DART's Light Rail Scorecard and provides the FY 2006 KPI targets and historical quarterly KPIs. A discussion of variances follows.

Exhibit 6	Light Rail Scorecard - Key Performance Indicators								
	Indicators	Q 1/05	Q 2/05	Q 3/05	Q 4/05	Q 1/06		Qtrly	FY06 Target
	Customer/Quality Indicators								
	LRT Ridership (M)	17.0	17.4	17.4	17.5	17.6	4.6	18.1	Yellow
	Revenue Car Miles (M)	5.1	5.1	5.1	5.2	5.1	1.2	5.0	Green
	Passengers per Car Mile	3.34	3.42	3.39	3.36	3.42	3.71	3.64	Green
	On-Time Performance	97.1%	97.0%	97.0%	97.4%	98.2%	100.0%	97.0%	Green
	Complaints Per 100k Passengers	11.6	11.1	11.4	12.9	13.6	14.7	9.5	Yellow
	Mean Distance Between Service Calls (000s)	34.2	35.5	36.0	36.6	45.8	52.7	42.0	Green
Accidents per 100k Miles	0.37	0.33	0.27	0.33	0.29	0.29	0.36	Green	
Financial/Efficiency Indicators									
Subsidy Per Passenger	\$2.96	\$3.06	\$3.13	\$3.24	\$3.28	\$2.89	\$3.11	Green	
Subsidy Per Passenger Mile	\$0.38	\$0.42	\$0.39	\$0.41	\$0.40	\$0.35	\$0.47	Green	
Cost per Revenue Car Mile	\$12.32	\$12.85	\$12.88	\$13.17	\$13.53	\$13.30	\$13.92	Green	
Pay-to-Platform-Dollars Ratio	1.36	1.40	1.45	1.51	1.54	1.54	1.43	Yellow	

LRT is 2.2% above FY 2005, but is approximately 64,000 riders (1.3%) below the budget target; the slower growth on LRT partially reflects the capacity constraints in terms of parking at key stations and on-board capacity during peak periods. Management will continue to closely monitor LRT ridership in comparison to budget targets.

Increased fuel prices in the fourth quarter contributed to a significant number of new riders on the system toward the end of FY 2005 and the beginning of FY 2006. In addition, evacuees from Hurricanes Katrina and Rita increased the number of new riders. New riders who are not familiar with the DART transit network or operating procedures tend to experience more problems in using the system and therefore contribute disproportionately to the number of complaints. As ridership has increased, the number of reports of overcrowding on trains, lack of available parking at rail stations, and off-schedule trains has increased.

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 34 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 7 is DART's Commuter Rail Scorecard and provides the FY 2006 KPI targets and historical KPIs.

Exhibit 7	Commuter Rail - TRE Scorecard - Key Performance Indicators								
	Indicators	Q 1/05	Q 2/05	Q 3/05	Q 4/05	Q 1/06		Qtrly	FY06 Target
	Customer/Quality Indicators								
	TRE Ridership (M)	2.2	2.1	2.1	2.1	2.2	0.6	2.3	Green
	Revenue Car Miles (M)	1.3	1.3	1.4	1.4	1.4	0.4	1.7	Green
	Passengers per Car Mile	1.62	1.57	1.56	1.56	1.59	1.61	1.35	Green
	Scheduled Train Hours (000's)	19.5	19.6	19.8	20.0	19.9	4.8	21.3	Green
	On-Time Performance	98.1%	97.9%	98.0%	98.3%	97.9%	96.8%	97.0%	Green
	Complaints Per 100k Passengers	6.27	7.10	7.49	7.03	8.32	9.93	8.02	Yellow
	Accidents Per 100k Miles	0.26	0.26	0.25	0.25	0.24	0.46	0.31	Green
	Financial/Efficiency Indicators								
	Subsidy Per Passenger	\$6.04	\$6.11	\$6.24	\$6.23	\$6.07	\$5.86	\$7.31	Green
	Subsidy Per Passenger Mile	\$0.37	\$0.38	\$0.37	\$0.36	\$0.35	\$0.34	\$0.42	Green
	Cost per Revenue Car Mile	\$13.63	\$13.70	\$13.55	\$13.72	\$13.62	\$13.00	\$12.70	Green

The "spike" in **Complaints Per 100k passengers** is attributed to the service change that affected schedules, resulting in a short-term increase in customer complaints.

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. X-Press Booking (XPB), an automated scheduling feature allows riders wishing to schedule trips when the Scheduling Center is closed to do so by using either XPB or an automated voice-mail system. 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.

Exhibit 8 is DART's Paratransit Scorecard and provides the FY 2006 KPI targets and historical quarterly KPIs. A discussion of variances follows.

Exhibit 8	Paratransit Scorecard - Key Performance Indicators								
	Indicators	Q 1/05	Q 2/05	Q 3/05	Q 4/05	Q 1/06	Qtrly	FY06 Target	Status
	Customer/Quality Indicators								
	Paratransit Actual Ridership (000s)	601.1	612.4	623.9	635.0	642.1	159.5	621.1	Yellow
	Scheduled Ridership (000s)	692.6	703.6	714.4	726.6	734.7	184.3	714.9	Yellow
	Revenue Hours (000s)	416.6	415.3	415.7	415.6	418.6	106.2	440.1	Green
	Paratransit Passengers per Hour - Scheduled	1.66	1.69	1.72	1.75	1.75	1.74	1.62	Green
	Paratransit Passengers per Hour - Actual	1.44	1.47	1.50	1.53	1.53	1.50	1.41	Green
	On-Time Performance	87.3%	88.3%	89.0%	89.8%	90.2%	88.2%	86.0%	Green
	Accidents per 100K miles	2.21	2.23	2.24	2.24	3.00	2.00	2.50	Green
	Percentage of Trips Completed	100.0%	100.0%	100.0%	100.0%	100.0%	99.9%	98.0%	Green
	Passenger Canceled Trips Ratio	10.0%	9.7%	9.5%	9.5%	10.3%	10.3%	12.0%	Green
	Passenger No Shows Ratio	3.3%	3.2%	3.2%	3.2%	3.1%	3.2%	4.0%	Green
	Service Level - Scheduling (3 minutes)	94.9%	95.7%	95.8%	95.3%	94.6%	92.5%	93.0%	Green
	Service Level - Where's My Ride (2 minutes)	92.9%	94.4%	95.8%	96.7%	96.3%	95.2%	92.0%	Green
	Complaints per 1k Passengers	4.39	3.98	3.72	3.49	3.48	3.82	5.00	Green
	Financial/Efficiency Indicators								
	Subsidy Per Passenger	\$41.82	\$42.21	\$41.78	\$41.83	\$42.46	\$43.18	\$47.46	Green

The status of **Paratransit Actual and Scheduled Ridership** can be attributed to the quality and use of modern technology, reliable vehicles, and a general increase in the aging population as well as those now using mobility devices. The increase in ridership is also attributed to evacuees from Hurricanes Katrina and Rita as well as an increase in applicants and certifications.

High Occupancy Vehicle Transitway Services

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

Exhibit 9 is DART's HOV Scorecard and provides the FY 2006 KPI targets and historical quarterly KPIs.

Exhibit 9	HOV Scorecard - Key Performance Indicators								
								FY06 Target	Status
	Indicators	Q 1/05	Q 2/05	Q 3/05	Q 4/05	Q 1/06	Qtrly		
	Customer/Quality Indicators								
	Ridership (M)	35.6	35.9	36.9	37.4	36.9	8.9	35.5	Green
	Avg. Weekday Ridership (000s)	108.2	109.6	112.7	113.9	112.7	108.5	110.0	Green
	Operating Speed Ratio (Qtrly)*	1.58	1.53	1.52	1.50	1.50	1.50	1.50	Green
	Lane Availability	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	98.0%	Green
	Financial/Efficiency Indicators								
Subsidy Per Passenger	\$0.15	\$0.15	\$0.14	\$0.13	\$0.13	\$0.12	\$0.16	Green	

* number stated is a quarterly number

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 10 is DART's Vanpool Scorecard and provides the FY 2006 KPI targets and historical quarterly KPIs.

Exhibit 10	General Mobility (Vanpool) - Key Performance Indicators							
	Indicators	Q 1/05	Q 2/05	Q 3/05	Q 4/05	Q 1/06	Qtrly	FY06 Target
	Customer/Quality Indicators							
	Ridership (000s)	365.6	353.6	349.8	354.6	380.0	112.4	482.1
	Number Of Vanpools (current)	63	62	65	67	83	83	
	Financial/Efficiency Indicators							
	Subsidy Per Passenger	\$0.94	\$0.98	\$0.80	\$0.64	\$0.76	\$1.06	

An upward trend in the number of vanpools has led to meeting the FY 2006 target number of 83 during the first quarter. Revenue timing issues caused the reported subsidy to be inflated. This issue should be resolved for the second quarter. However, ridership increases will be required if the target subsidy is to be achieved.

LAP/CMS – This 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 was included at a 7.5% funding level. The 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 11 reflects the balances and payments made as of December 2005.

Exhibit 11	LAP/CMS Program			
	(In Thousands)			
	Member City	Beginning Balance 10/01/05	Payments	Remaining Balance 12/31/05
	Addison	\$1,680		\$1,680
	Buckingham	199		199
	Carrollton	5,517		5,517
	Cockrell Hill	122		122
	Dallas County	52	25	27
	Farmers Branch	2,452		2,452
	Garland	2,792		2,792
	Glenn Heights	85		85
	Irving	13,193		13,193
	Plano	645		645
	Richardson	101		101
	Rowlett	23		23
	University Park	5		5
	Total	\$26,866	25	\$26,841

Capital and Non-Operating Budget Summary

Exhibit 12 provides a summary of the capital and non-operating costs for FY 2006.

Exhibit 12	Actuals vs. Budget Capital and Non-Operating Costs First Quarter, FY 2006 (In Thousands)			
	Mode	FY06 Actuals	FY06 Budget	Unspent Balance
	Agency-Wide	\$439	\$6,153	\$5,714
	Bus	2,469	14,834	12,365
	LRT	12,128	293,883	281,754
	Commuter Rail	248	35,263	35,015
	Paratransit		2,452	2,452
	HOV	98	18,226	18,128
	Total Projects	\$15,383	\$370,812	\$355,429
	P&D/Startup/Non-Ops	\$4,883	\$23,394	\$18,511
	Road Improvements/ITS	498	2,100	1,602
	Total Capital	\$20,764	\$396,306	\$375,542

The low rate of expenditures for the first quarter for Capital and Non-Operating is primarily due to timing differences. LRT Phase II expenditures will accelerate later in the year, after the approval of the FFGA. Because the procurement process for newly approved projects cannot start until the capital list is approved (along with the Twenty-Year Financial Plan), capital expenditures for these projects generally come later in the year.

APPENDIX



Revenues, Operating Expenses and Net Financing Costs

Exhibit 13 - Actuals vs. Budget

First Quarter, FY 2006

Dollars in Thousands

	YTD Actuals	YTD Budget	YTD Better (Worse)	% Better (Worse) Budget	Total Budget
Revenues:					
Passenger Revenues (Fixed Route)	\$9,537	\$9,190	\$347	3.8%	\$36,759
Special Events Passenger Revenue	105	261	(156)	(59.8)%	791
Vanpool Passenger Revenues	72	125	(52)	(42.2)%	498
Paratransit Passenger Revenues	394	388	6	1.6%	1,552
Passenger Revenues	\$10,108	\$9,963	\$145	1.5%	\$39,600
Advertising and Other	\$2,107	\$2,010	\$97	4.8%	\$8,693
Operating Grant Revenues	163	264	(101)	(38.4)%	1,057
Total Other Revenues	\$2,270	\$2,274	(\$4)	(0.2)%	\$9,750
Total Operating Revenues	\$12,378	\$12,237	\$141	1.2%	\$49,350
Sales Tax Revenues	\$93,212	\$92,327	\$885	1.0%	\$352,909
Interest Income *1	3,340	3,764	(424)	(11.3)%	16,406
Other Non-Operating Revenues	1,741	2,223	(483)	(21.7)%	8,893
Total Revenues	\$110,671	\$110,551	\$120	0.1%	\$427,558
Operating Expenses:					
	YTD Actuals	YTD Budget	YTD {Better}/Worse	% Over / (Under) Budget	Total Budget
Salaries & Wages *2	\$36,344	\$36,884	(\$539)	(1.5)%	\$150,060
Benefits	16,923	16,979	(56)	(0.3)%	64,763
Services *3	4,827	6,822	(1,995)	(41.3)%	25,361
Materials & Supplies *4	11,015	10,837	178	1.6%	39,988
Utilities	2,528	2,579	(51)	(2.0)%	10,321
Casualty and liability	978	921	57	5.8%	3,573
Purchased Transportation	9,559	10,040	(481)	(5.0)%	40,967
Taxes, Leases, and Other	803	1,073	(270)	(33.6)%	4,574
Management Reserves	-	-	0	0.0%	4,027
Total Operating Expenses	\$82,978	\$86,134	(\$3,157)	(3.8)%	\$343,633
Capital Allocation	(\$4,838)	(\$4,943)	\$105	(2.2)%	(\$19,771)
Total Ops Expense after Allocations	\$78,140	\$81,192	(\$3,052)	-3.9%	\$323,863
Net Financing Costs					
	YTD Actuals	YTD Budget	YTD	% Over / (Under)	Total Budget
Financing Costs	\$6,669	\$9,158	(\$2,489)	(37.3)%	\$39,477
Principal Repayments	10,470	10,470	0	0.0%	10,470
DTL Costs	6,522	6,161	361	5.5%	24,645
Less: DTL Income	(6,522)	(6,161)	(361)	5.5%	(24,645)
Less: Interest Income	(3,340)	(3,764)	424	(12.7)%	(16,406)
Total Net Financing Costs	\$13,799	\$15,864	(\$2,065)	-15.0%	\$33,541

*1) Accounting rules require DART to value to market its investments as if sold in that month. However DART does not sell investments, they are allowed to mature. Therefore, the accounting for those amounts is not reflected interest income. *2-4) Expenditures do not include items that were budgeted for Board-approved capital and non-operating projects, but for financial reporting purposes, cannot be capitalized.

DALLAS AREA RAPID TRANSIT			
STATEMENTS OF NET ASSETS			
AS OF DECEMBER 31, 2005 AND SEPTEMBER 30, 2005			
		(In thousands)	
		12/31/2005 Unaudited	9/30/2005
ASSETS			
CURRENT ASSETS			
Cash & Cash Equivalents		\$110,613	\$36,787
Investments		256,681	331,990
Current portion of restricted assets		4,598	18,880
Current portion of investment held to pay capital lease liability		48,070	52,346
Sales tax receivable		65,801	59,463
Transit Revenue Rec., Net		2,669	1,729
Due from Other Governments		1,211	1,612
Materials and supplies inventory		23,659	22,652
Prepaid transit expenses and other		5,009	2,175
TOTAL CURRENT ASSETS		518,311	527,634
NONCURRENT ASSETS			
Restricted assets		9,036	12,892
Investments in joint venture		10,043	10,172
Capital assets			
Land and rights of way		387,010	387,010
Depreciable capital assets, net of depreciation		1,649,586	1,674,590
Projects in progress		342,960	328,470
Long-term investments held to pay capital lease/lease back liabilities		423,816	422,976
Net pension asset		3,384	3,384
Unamortized long-term debt issuance costs		3,844	3,883
TOTAL NONCURRENT ASSETS		2,829,679	2,843,377
TOTAL ASSETS		\$3,347,990	\$3,371,011

DALLAS AREA RAPID TRANSIT

STATEMENTS OF NET ASSETS - CONT'D

AS OF DECEMBER 31, 2005 AND SEPTEMBER 30, 2005

	(In thousands)	
	12/31/2005 Unaudited	9/30/2005
LIABILITIES		
CURRENT LIABILITIES		
Accounts payable and accrued liabilities	\$68,635	\$89,412
Commercial paper notes payable	317,245	297,245
Current portion of Capital lease/leaseback liabilities	48,070	52,346
Current portion of amount due to the State Comptroller	685	913
Local Assistance Program Payable	26,841	26,866
Retainage Payable	16,185	20,191
Other Current Liabilities	9,848	7,287
Payable from restricted assets		
Interest payable	2,714	9,259
Current portion of senior lien sales tax revenue bonds payable	13,720	10,470
TOTAL CURRENT LIABILITIES	503,943	513,989
NON-CURRENT LIABILITIES		
Senior lien sales tax revenue bonds payable	461,854	475,538
Capital lease/leaseback liabilities	423,816	422,976
TOTAL NON-CURRENT LIABILITIES	885,670	898,514
TOTAL LIABILITIES	1,389,613	1,412,503
NET ASSETS		
Invested in capital assets, net of related debt	1,595,197	1,615,195
Restricted for		
Debt Service	1,884	9,621
Unrestricted	361,296	333,692
TOTAL NET ASSETS	\$1,958,377	\$1,958,508

DALLAS AREA RAPID TRANSIT STATEMENTS OF REVENUES, EXPENSES AND CHANGES IN NET ASSETS FOR THE THREE MONTHS ENDED DECEMBER 31, 2005 AND 2004		
	(In thousands)	
	Three months ended	
	12/31/2005	12/31/2004
	unaudited	unaudited
OPERATING REVENUES:		
Passenger	\$10,108	\$9,008
Advertising, rent and other	2,107	2,044
Total Operating Revenues	\$12,215	\$11,052
OPERATING EXPENSES:		
Labor	\$36,509	\$34,274
Benefits	16,923	17,111
Services	4,857	4,131
Materials and Supplies	11,502	8,706
Purchased Transportation	9,559	8,937
Depreciation and amortization	25,925	25,758
Utilities	2,528	1,950
Taxes, Leases, and Other	803	1,008
Casualty and liability	978	710
Transit system planning, development, and start-up costs	(4,838)	(4,692)
TOTAL OPERATING EXPENSES	\$104,746	\$97,893
NET OPERATING LOSS	(\$92,531)	(\$86,841)
NON-OPERATING REVENUES (EXPENSES):		
Sales tax revenue	\$93,212	\$91,230
Investment Income	3,106	838
Interest Income from investments held to pay capital lease	6,522	6,611
Interest expense on capital leases	(6,522)	(6,611)
Local Assistance Program and Street improvements	(498)	(229)
Transit system planning and other development	(4,838)	(4,692)
Interest and financing expenses	(6,669)	(6,211)
Other non-operating revenues and expenses, net	1,741	2,414
Other non-operating expenses	(29)	(26)
TOTAL NET NON-OPERATING REVENUES	\$86,025	\$83,324
INCOME BEFORE CAPITAL CONTRIBUTIONS, GRANTS AND REIMBURSEMENTS	(\$6,506)	(\$3,517)
CAPITAL CONTRIBUTIONS, GRANTS AND REIMBURSEMENTS:		
Federal capital contributions	\$6,212	\$6,348
Less: transfer of federally funded assets to other governments		
Net federal capital contributions	\$6,212	\$6,348
State capital contributions		
Local capital contributions		
Total capital contributions	\$6,212	\$6,348
Federal grants and reimbursements	\$163	\$261
State grants and reimbursements		83
Total grants and reimbursements	\$163	\$344
TOTAL CAPITAL CONTRIBUTIONS, GRANTS AND REIMBURSEMENTS	\$6,375	\$6,692
CHANGE IN NET ASSETS	(\$131)	\$3,175
TOTAL NET ASSETS - Beginning of the quarter	1,958,508	1,949,795
TOTAL NET ASSETS - End of the quarter	<u><u>\$1,958,377</u></u>	<u><u>\$1,952,970</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.)

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.

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

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.

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

Passengers 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, divided by the total hours of revenue service.

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

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. 100% minus this 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.

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

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

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

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

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

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

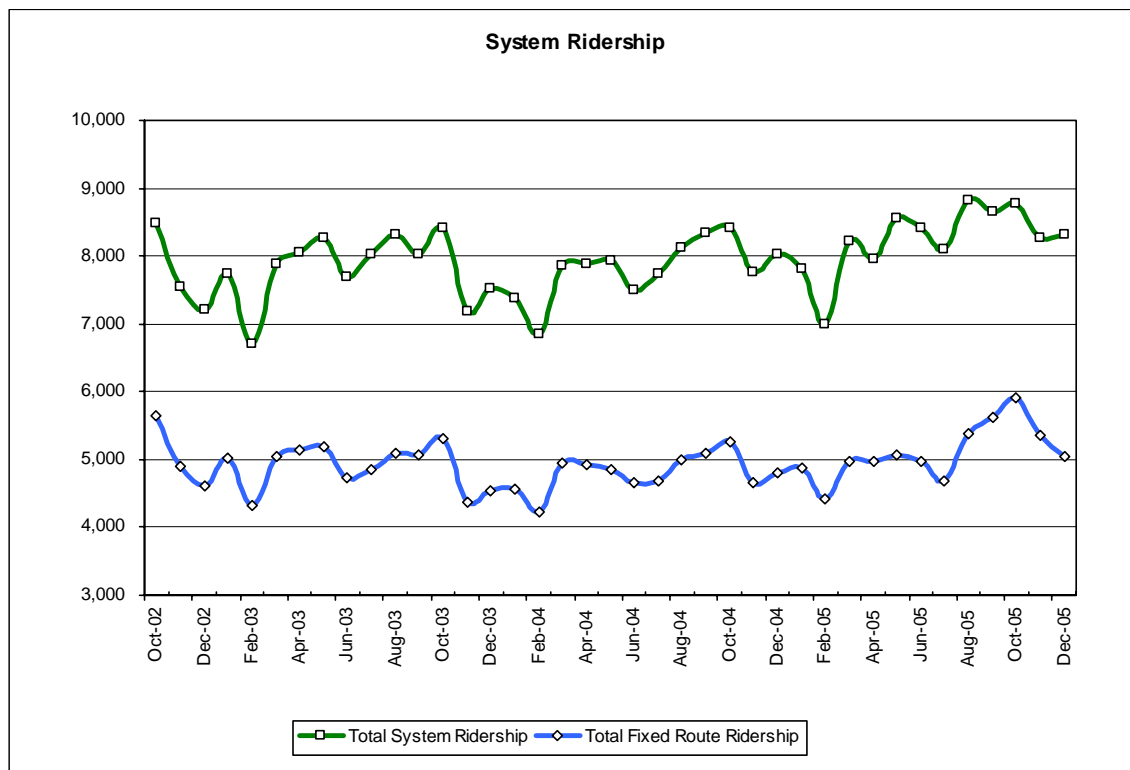
Ridership statistics can be examined in several different ways: as totals, as averages and as ratios related to service levels. Each reporting technique has its value in analyzing ridership and each presents data from a different perspective. While total ridership is an important measure, it can vary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

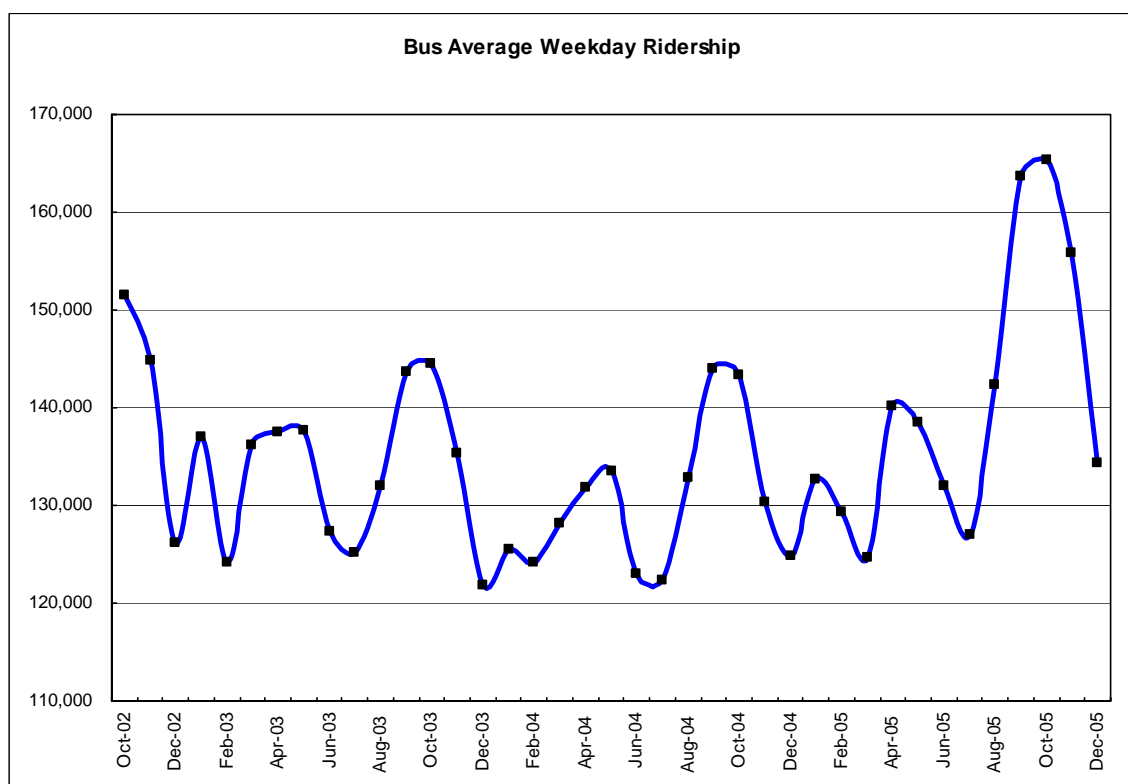
The Service Standards Monitoring Report included in this section of the Quarterly Report includes the modifications to policy made in 2003.

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 2006 was 25.4 million riders, an increase of 4.8 percent over the first quarter of FY 2005.
- Fixed route ridership totaled 16.3 million passengers in the first quarter of FY 2006, an increase of 10.8 percent from the first quarter of FY 2005.
- Trinity Railway Express ridership was about 604,000 passengers in the first quarter, an increase of 16.8 percent from last year. This increase is the result, in part, of increases in gasoline prices.
- Light rail ridership increased to 4.6 million riders in the first quarter. This 2.4 percent increase was caused by continued increases in gasoline prices.
- Paratransit ridership increased to 159,542 trips in the first quarter of FY 2006, an increase of 4.6 percent from FY 2005 levels.
- Total HOV usage in the first quarter of FY 2006 was 8.7 million persons, down 4.8 percent from the first quarter of FY 2006. December usage was higher than in either October or November and was 0.5 percent higher than in December 2005. It appears that the gasoline price increases that have stimulated fixed-route ridership may have caused a reduction in use of the HOV lanes.

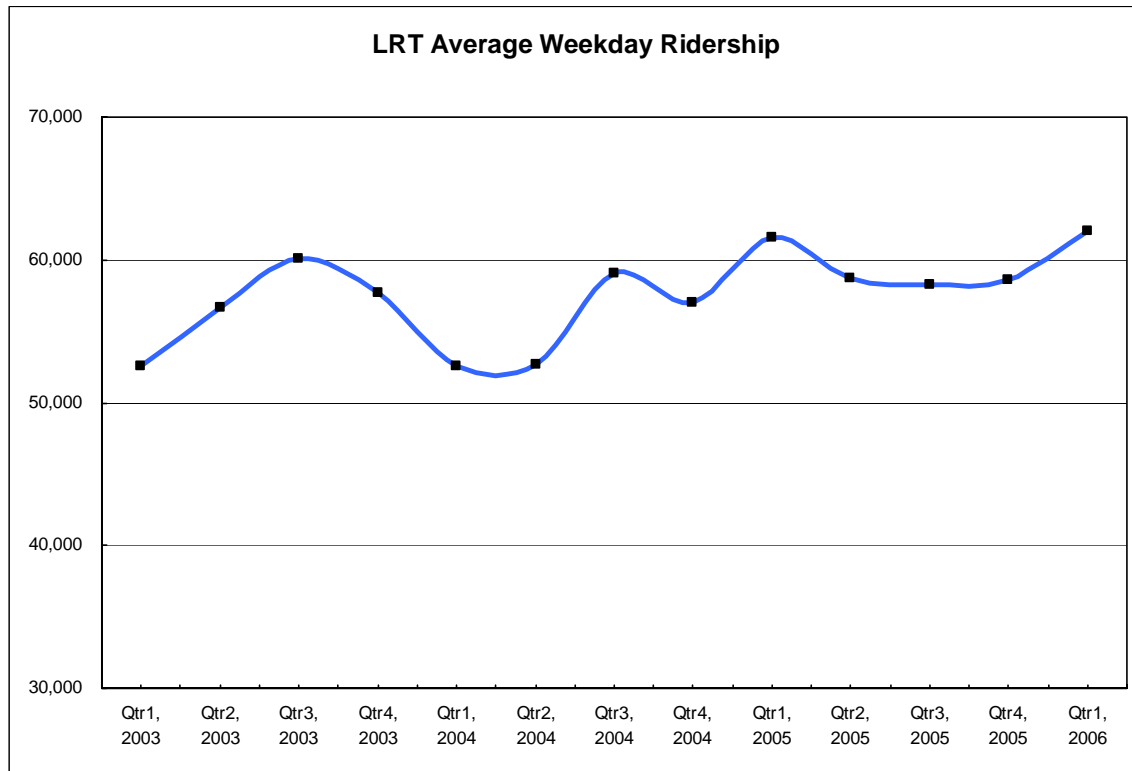
Bus System Ridership



- Total bus ridership in the first quarter of FY 2006 was 11.0 million riders, a 14.6 percent increase from the first quarter of FY 2005.
- Average weekday ridership in the first quarter was 151,834 riders, a 15.7 percent increase from last year's average.
- Ridership on each of the bus route categories, Crosstown, Express, Local, Rail Station Feeder and Transit Center Feeder routes, increased over the first quarter last year.
- Crosstown Routes increased by 13.0 percent, Transit Center Feeder Routes increased by 15.6 percent, Rail Station Feeder Routes increased by 5.6 percent and Local routes increased by 5.6 percent in the first quarter.
- The most heavily patronized routes in the first quarter, by route classification, were:

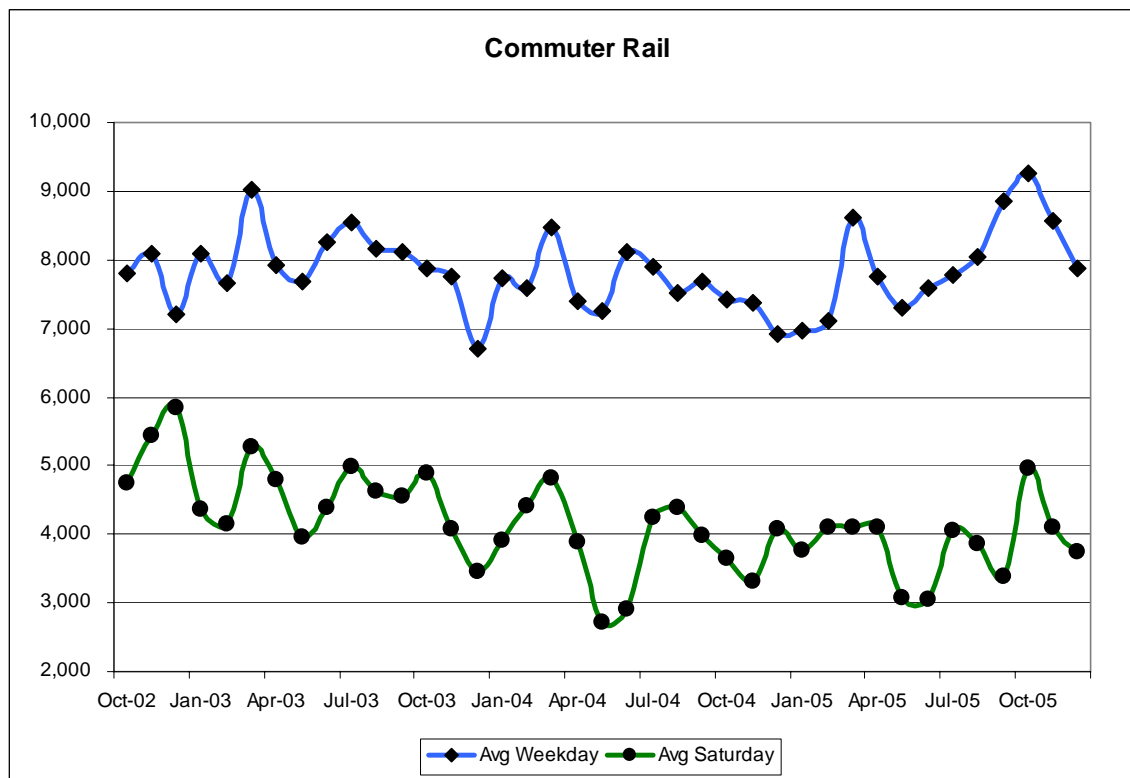
<u>Route Type</u>	<u>Route</u>	<u>Weekday Average</u>
Crosstown	466	6,403
Express	204	1,306
Rail Feeder	583	3,186
TC Feeder	378	1,677
Local	44	7,860

LRT Ridership



- LRT ridership in the first quarter totaled 4.60 million riders, an increase of 2.4 percent over the 4.49 million riders transported in the first quarter of FY 2005.
- Weekday ridership in the first quarter averaged 61,968 passengers, an increase of 0.7 percent over the first quarter of FY 2005.
- Saturday ridership in the first quarter averaged about 28,400 passengers, an increase of 8.1 percent over the FY 2005 level.
- Sunday ridership in the first quarter averaged 21,400 passengers, an increase of 16.7 percent from the FY 2005 level.
- The increases are attributed, in part to the increases seen in fuel prices. Sales of Day Passes through ticket vending machines at many stations increased significantly more than did the aggregate ridership figures. This latter statistic may indicate an overall short-term surge in ridership that is somewhat diluted by the sampling process used to calculate light rail ridership statistics. The absence of surplus parking capacity at many stations and limited unused capacity on many weekday peak period trains has served to constrain system ridership growth.
- The terminal light rail stations in Garland (Downtown Garland), Plano (Parker Road) and Dallas (Ledbetter and Westmoreland) have combined to contribute about 10,255 average weekday riders to the system in the first quarter, an increase of 11.0 percent.

Commuter Rail – Trinity Railway Express



- The Trinity Railway Express ridership increased in the first quarter in response to service improvements and increased gasoline prices
- In the first quarter of 2006, the TRE served a total of 604,023 passengers, an increase of 16.8 percent from the first quarter of FY 2005.
- Weekday ridership on the TRE averaged 8,576 daily riders (an 17.1 percent increase) in the first quarter.
- Saturday ridership in the first quarter averaged 4,395 daily riders, an increase of 17.5 percent from the first quarter of FY 2005.
- Events at the American Airlines Center, served by the Victory station, attract significant levels of TRE ridership. During the first quarter, almost 58,100 passengers were counted boarding and alighting TRE trains at the Victory station.
- Union Station in downtown Dallas is the alighting location for about 63 percent of the Eastbound TRE riders and the boarding location for about 64 percent of westbound passengers.
- Union Station averaged 2,840 daily weekday boarding passengers in the first quarter. Centreport/DFW station was second in ridership, averaging 1,200 boarding passengers on weekdays. Medical/Market Center (841 daily boardings), South Irving (797 daily boardings), and the Intermodal Transit Center (676 daily boardings) in downtown Fort Worth were next in ranking.

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

Year	Month	Bus Monthly	LRT Monthly	Commuter Rail Monthly	Fixed Route
2004	October	3,703	1,404	201	5,308
	November	3,395	1,305	189	4,889
	December	3,047	1,315	161	4,523
	January	3,068	1,426	182	4,676
	February	2,853	1,186	169	4,208
	March	3,309	1,426	214	4,949
	April	3,250	1,486	178	4,914
	May	3,157	1,472	159	4,788
	June	3,068	1,400	182	4,650
	July	3,059	1,399	191	4,649
	August	3,344	1,451	191	4,986
	September	3,447	1,430	175	5,052
2005	October	3,509	1,505	181	5,195
	November	3,042	1,451	168	4,661
	December	3,086	1,531	168	4,785
	January	3,206	1,486	160	4,852
	February	2,915	1,345	158	4,418
	March	3,288	1,473	206	4,967
	April	3,389	1,396	187	4,972
	May	3,351	1,425	166	4,942
	June	3,297	1,487	179	4,963
	July	3,081	1,409	176	4,666
	August	3,679	1,505	193	5,377
	September	3,924	1,474	199	5,597
2006	October	4,055	1,556	219	5,830
	November	3,649	1,514	197	5,360
	December	3,335	1,526	188	5,049

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

Year	Month	Bus Monthly	LRT Monthly	Commuter Rail Monthly	Fixed Route
2004	October	144.0	53.0	7.9	204.9
	November	135.7	53.0	7.7	196.4
	December	122.2	51.7	6.7	180.6
	January	125.9	52.6	7.7	186.2
	February	124.4	50.8	7.6	182.8
	March	128.6	54.6	8.5	191.7
	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	198.0
	September	137.5	58.6	7.5	203.6
2005	October	142.9	60.9	7.8	211.6
	November	130.1	61.3	7.1	198.5
	December	122.9	62.4	7.1	192.4
	January	132.3	61.0	7.0	200.3
	February	128.4	58.7	7.1	194.2
	March	124.2	56.6	8.6	189.4
	April	139.7	57.3	7.6	204.6
	May	135.7	58.2	6.9	200.8
	June	131.8	59.4	7.6	198.8
	July	126.9	58.1	7.8	192.8
	August	142.4	57.6	8.1	208.1
	September	163.5	60.1	8.8	232.4
2006	October	165.2	62.6	9.3	237.1
	November	156.0	62.9	8.6	227.5
	December	134.0	60.3	7.9	202.2

Table 3 – Passenger Boardings by Member City

Dallas Area Rapid Transit
Estimated Passenger Boardings By Member City
For the First Quarter Fiscal Year 2006, Period Ending December 31, 2005
In Thousands

Description	Qtr 1 2005	Qtr 1 2004	%%% (2) Change
Bus Ridership (1)			
Addison	81	67	22.3%
Carrollton	190	160	19.1%
Farmers Branch	54	46	17.3%
Garland	624	515	21.1%
Glenn Heights	60	44	36.9%
Irving	592	452	31.1%
Plano	196	169	16.4%
Richardson	224	181	24.2%
Rowlett	24	20	19.9%
Suburban Total	2046	1653	23.8%
Dallas Total (3)	8993	7985	12.6%
Bus Total	11,039	9,637	14.5%
Light Rail	4,595	4,487	2.4%
Commuter Rail	604	517	16.7%
Total Passenger Boardings	16,239	14,641	10.9%

YTD 2006	YTD 2005	%%% Change
81	67	22.3%
190	160	19.1%
54	46	17.3%
624	515	21.1%
60	44	36.9%
592	452	31.1%
196	169	16.4%
224	181	24.2%
24	20	19.9%
2046	1653	23.8%
8993	7985	12.6%
11,039	9,637	14.5%
4595	4487	2.4%
604	517	16.7%
16,239	14,641	10.9%

Type of Day	Qtr 1 2005	Qtr 1 2004	Inc (Dec)
Weekdays	62	62	0
Saturdays/Holiday	16	15	1
Sundays/Holiday	14	15	-1
Total	92	92	0

YTD 2006	YTD 2005	Inc (Dec)
62	62	0
16	15	1
14	15	-1
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. Percentage 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 2006 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

- Nine of the nineteen Crosstown routes had an RPI value of 1.0 or greater.
- Sixteen of the nineteen Crosstown routes perform above the 0.6 level.
- The three Crosstown routes that perform below the 0.6 level include routes 404 (0.5), 412 (0.2), and 475 (0.5).
- Route 475 serves the southeast Dallas area. It was modified in February 2005 with a goal of increasing ridership. Its ridership is trending upward.
- Route 412 is approved for significant modification in February 2006.
- Route 404 is approved for restructuring in February 2006.

Express Routes

- Eight of DART's ten Express routes had an RPI value of 0.6 or greater.
- Routes 205 (Addison), 278 (Red Bird) and 206 (Glenn Heights) had the highest RPI values among Express routes with RPIs of 1.2, 1.1 and 0.9 respectively.
- Two routes had RPI values of less than 0.6.
- Routes 207 (Rowlett) and 247 (Farmers Branch) were at the 0.5 and 0.4 level respectively.
- These routes will be modified in February 2006. The modifications are anticipated to improve their performance to acceptable levels.

Rail Feeder Routes

- Ten of the 29 Rail Feeder routes performed at the 1.0 level or better. A total of 25 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 2.5. Route 554 (Ledbetter Station/ Bonnieview) was second with an RPI of 2.4. Route 555 (Ledbetter Station/Paul Quinn) with an RPI of 1.8 was next followed by route 519 (South Garland/Lakewood/Park Lane station) with an RPI value of 1.5.
- Routes 506 (Park Lane Station/Walnut Hill Station) and 548 (Westmoreland Station/Old Hickory) were third with RPI values of 1.4.
- Two routes recorded RPI values of 0.5 during the first quarter. These routes include 569 (Lovers Lane/White Rock/Ferndale) and 566 (Bush Turnpike/Downtown Garland) 760 (Collin Creek Mall).
- Route 564 (Bush Turnpike/West Plano) posted an RPI value of 0.3 while route 503 (Cityplace/Lovers Lane) was last with an RPI of 0.2.,
- Routes 564 will be incorporated into route 566 at a lower service frequency in February 2006.
- Route 503 will be eliminated in February 2006.

Transit Center Feeder Routes

- Twenty of the 21 Transit Center Feeder routes achieved RPI values of 0.6 or greater. Ten of those routes had RPI values of 1.0 or greater.
- Route 378 (South Garland/Lake Ray Hubbard/Garland Central) and Route 341 (Addison/Rosemeade) were the top performing Transit Center Feeder routes with RPI values of 1.8 and 1.6 respectively.
- Routes 374 (LBJ/Skillman/South Garland) and 301 (North Irving/South Irving) were next with RPI values of 1.3.
- Route 304 (West Dallas/South Irving/Irving Mall) performed at the 0.5 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 incorporated into Route 59 in February 2006.

Local Routes

- Twenty-nine of the 33 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 1.7 RPI as well as the most heavily patronized route.
- Route 26 (Harry Hines Corridor/Cedars Station/Frazier Courts) placed second with an RPI value of 1.5.
- Routes 19 (South Garland/Park Lane Station) and 24 (Mockingbird Station) performed at the 1.2 level.
- Three routes had RPI values of 1.1, three routes had RPI values of 1.0, six routes posted RPI values of 0.9 and another three routes had 0.8 RPIs.
- Routes 35 (Crozier/Keeneland) and 184 (Preston/Frankford) had RPI values of 0.5.
- Route 8 (Oak Lawn/Preston Center) was at the 0.4 level and route 46 (Illinois Station) performed at the 0.2 level.
- Route 8 will be modified in February 2006 and route 46 will be eliminated with the productive portions of the route being served by and extension of route 59.

Site-specific Shuttles

- All seven Site-specific Shuttles, including E-shuttles, performed above the 0.6 level.
- The TI Shuttles were the top performer with an RPI of 1.8.
- The UT Southwestern shuttle was second with an RPI of 1.7.
- The Medical City E-shuttle and the Mustang Express, the SMU shuttle, were third with RPI values of 1.5.
- The Palisades E-shuttle (from Galatyn Park station) performed at the 0.7 level.

DART-on-Call

- Four of the seven DART-on-Call zones exceeded the 0.6 Service Performance Index level. The Lakewood on Call zone performed at a 1.1 level.
- The new Glenn Heights zone and the East Plano zone performed at a 0.7 level.
- The oldest DART-on-Call zone, North Central Plano is also the only zone to operate with a second vehicle, performed at the 0.6 level.
- The DART-on-Call zones in Rowlett (SPI of 0.5) and North Dallas (SPI of 0.4) performed reasonably well for services that are continuing to develop ridership.
- The Farmers Branch zone and the Richardson zone performed at a 0.3 SPI level.
- The Rowlett zone will be modified in February 2006 to replace service formerly provided by route 412. Appropriate promotional efforts are being developed to stimulate ridership in these poorly performing 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. Routes that fall into the lowest quartile in two or more of the performance metrics are identified as poorly performing.

<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	247	234	564	513		305	35	21
475	444		247	566	551		306	46	35
	475			569	560		314	184	46
					564		333		183
					566				184
					569				185

The ranking process identifies the one more Crosstown and Express route, respectively as poorly performing. Three more Rail Feeder routes, four more Transit Center Feeder routes and three more Local routes are identified as poorly performing by the ranking process.

Crosstown

		Avg Weekday	Avg Weekday								4Q05	1Q06	
		Pass	Pass	%	Sub/ Pass		Pass/ Trip		Pass/ Rev		Route	Route	RPI
LINE		1Q06	1Q05	Change		Index	Index	Index	Mile	Index	Performance Index	Performance Index	Point Change
					\$2.85		29.00		1.60				
C	466	6,400	5,751	11.3%	\$2.03	1.4	67.2	2.3	2.2	1.4	1.5	1.7	0.2
C	409	3,395	2,332	45.6%	\$1.84	1.5	39.0	1.3	2.9	1.8	1.3	1.6	0.2
C	486	2,930	2,602	12.6%	\$2.40	1.2	44.0	1.5	2.1	1.3	1.3	1.3	0.1
C	428	3,641	3,161	15.2%	\$2.89	1.0	37.7	1.3	1.8	1.1	1.1	1.1	0.1
C	463	1,750	1,461	19.7%	\$2.68	1.1	30.0	1.0	2.0	1.2	1.0	1.1	0.1
C	405	2,387	2,057	16.1%	\$2.88	1.0	30.9	1.1	1.6	1.0	0.9	1.0	0.1
C	408	2,275	1,788	27.3%	\$2.92	1.0	30.5	1.1	1.5	1.0	0.9	1.0	0.1
C	453	2,492	975	155.5%	\$3.21	0.9	29.1	1.0	1.7	1.1	1.0	1.0	0.0
C	441	2,013	1,808	11.3%	\$3.00	1.0	28.1	1.0	1.7	1.1	0.9	1.0	0.1
C	415	968	812	19.2%	\$3.19	0.9	23.0	0.8	1.6	1.0	0.7	0.9	0.2
C	445	1,091	2,207	-50.5%	\$3.26	0.9	13.9	0.5	2.0	1.3	0.9	0.9	0.0
C	400	2,163	1,836	17.8%	\$4.57	0.6	35.8	1.2	1.2	0.7	0.8	0.9	0.1
C	451	2,169	1,809	19.9%	\$4.70	0.6	22.3	0.8	1.3	0.8	0.7	0.7	0.1
C	410	1,011	889	13.8%	\$4.61	0.6	17.5	0.6	1.1	0.7	0.6	0.6	0.1
C	488	1,426	1,198	19.0%	\$4.49	0.6	13.6	0.5	1.3	0.8	0.6	0.6	0.1
C	444	966	956	1.1%	\$4.86	0.6	14.2	0.5	1.2	0.7	0.6	0.6	0.0
C	475	830	627	32.4%	\$5.71	0.5	13.8	0.5	0.9	0.6	0.4	0.5	0.1
C	404	962	849	13.3%	\$7.76	0.4	16.9	0.6	0.8	0.5	0.5	0.5	0.0
C	412	161	130	24.1%	\$9.55	0.3	5.8	0.2	0.8	0.5	0.2	0.3	0.1

Express

		Avg Weekday	Avg Weekday								4Q05	1Q06	
		Pass	Pass	%	Sub/ Pass		Pass/ Trip		Pass/ Rev		Route Performance	Route Performance	RPI Point Change
LINE		1Q06	1Q05	Change		Index		Index	Mile	Index	Index	Index	
					\$4.75		16.50		1.00				
E	205	574	502	14.4%	\$6.23	0.8	21.3	1.3	1.5	1.5	1.5	1.2	-0.3
E	278	692	711	-2.5%	\$4.44	1.1	13.6	0.8	1.3	1.3	1.1	1.1	0.0
E	206	920	702	31.1%	\$5.88	0.8	17.1	1.0	1.0	1.0	1.1	0.9	-0.2
E	202	1,193	873	36.6%	\$6.63	0.7	14.8	0.9	0.8	0.8	0.7	0.8	0.1
E	283	1,049	931	12.6%	\$6.94	0.7	13.1	0.8	0.9	0.9	0.7	0.8	0.1
E	204	1,306	1,041	25.5%	\$6.93	0.7	15.2	0.9	0.7	0.7	0.7	0.8	0.1
E	210	612	558	9.5%	\$8.99	0.5	13.0	0.8	0.6	0.6	0.7	0.6	0.0
E	234	95	47	102.7%	\$15.36	0.3	15.8	1.0	0.6	0.6	0.5	0.6	0.1
E	207	256	210	22.0%	\$11.49	0.4	8.8	0.5	0.5	0.5	0.4	0.5	0.0
E	247	118	106	11.9%	\$15.81	0.3	7.4	0.4	0.5	0.5	0.4	0.4	0.0

Rail Feeder Routes

Rail Station Feeder

Dallas Area Rapid Transit Service Standards Monitoring Report First Quarter FY 2006

LINE	Avg Weekday Pass 1Q06	Avg Weekday Pass 1Q05	% Change	Sub/ Pass 1Q06	Index	Pass/ Trip 1Q06	Index	Pass/ Rev 1Q06	Index	4Q05 Route Performance Index	1Q06 Route Performance Index	RPI Point Change
				\$3.80		11.00		1.80				
F1 583	3,185	2,569	24.0%	\$1.34	2.8	32.5	3.0	3.2	1.8	2.0	2.5	0.5
F1 554	978	766	27.7%	\$0.82	4.6	12.0	1.1	2.5	1.4	1.2	2.4	1.2
F1 702	450	416	8.2%	\$1.89	2.0	5.7	0.5	5.2	2.9	1.2	1.8	0.6
F1 555	743	634	17.3%	\$1.40	2.7	8.8	0.8	1.9	1.0	0.8	1.5	0.7
F1 519	1,511	1,350	11.9%	\$3.65	1.0	26.5	2.4	1.5	0.9	1.4	1.4	0.0
F1 506	1,127	1,138	-1.0%	\$2.50	1.5	11.1	1.0	2.9	1.6	1.3	1.4	0.1
F1 548	1,322	1,146	15.4%	\$2.69	1.4	16.0	1.5	2.0	1.1	1.3	1.3	0.0
F1 553	402	415	-3.2%	\$2.11	1.8	9.0	0.8	1.3	0.7	0.7	1.1	0.4
F1 582	1,133	1,000	13.3%	\$3.53	1.1	13.8	1.3	1.6	0.9	1.1	1.1	0.0
F1 567	741	656	12.9%	\$4.13	0.9	14.5	1.3	1.6	0.9	1.0	1.0	0.1
F1 522	906	732	23.7%	\$3.87	1.0	10.2	0.9	1.5	0.8	0.7	0.9	0.2
F1 568	1,048	951	10.1%	\$4.21	0.9	12.3	1.1	1.2	0.7	0.8	0.9	0.1
F1 549	1,014	814	24.6%	\$5.05	0.8	13.8	1.3	1.2	0.7	0.7	0.9	0.1
F1 510	800	672	19.1%	\$4.27	0.9	9.8	0.9	1.5	0.8	0.8	0.9	0.0
F1 505	527	387	36.3%	\$3.09	1.2	5.1	0.5	1.4	0.8	1.0	0.8	-0.2
F1 538	1,127	951	18.5%	\$3.71	1.0	6.2	0.6	1.5	0.8	0.7	0.8	0.1
F1 562	721	554	30.2%	\$5.48	0.7	12.0	1.1	1.1	0.6	0.7	0.8	0.1
F1 571	675	569	18.7%	\$5.57	0.7	12.2	1.1	1.1	0.6	0.7	0.8	0.1
F1 507	305	222	37.5%	\$4.13	0.9	7.5	0.7	1.4	0.8	0.8	0.8	0.0
F1 501	675	647	4.3%	\$4.69	0.8	8.3	0.8	1.4	0.8	0.8	0.8	0.0
F1 515	953	918	3.8%	\$5.14	0.7	10.2	0.9	1.1	0.6	0.8	0.8	0.0
F1 760	290	138	109.5%	\$5.37	0.7	3.5	0.3	1.9	1.1	0.5	0.7	0.2
F1 513	299		All	\$4.10	0.9	5.5	0.5	1.0	0.6	0.3	0.7	0.3
F1 551	363	234	54.9%	\$5.95	0.6	7.5	0.7	1.0	0.5	0.5	0.6	0.1
F1 560	495	426	16.1%	\$6.99	0.5	8.2	0.7	0.8	0.5	0.6	0.6	0.0
F1 569	285	249	14.4%	\$6.98	0.5	5.7	0.5	0.8	0.5	0.5	0.5	0.0
F1 566	325	248	30.7%	\$12.90	0.3	8.3	0.8	0.7	0.4	0.4	0.5	0.1
F1 564	66		All	\$10.88	0.3	2.1	0.2	0.4	0.2	0.3	0.3	0.0
F1 503	83	110	0	\$16.88	0.2	3.07	0.3	0.39	0.2	0.3	0.2	0.0

Transit Center Feeder Routes

Transit Center Feeder

Dallas Area Rapid Transit Service Standards Monitoring Report First Quarter FY 2006

LINE	Avg Weekday Pass 1Q06	Avg Weekday Pass 1Q05	% Change	Sub/ Pass	Index	Pass/ Trip	Index	Pass/ Rev Mile	Index	4Q05 Route Performance Index	1Q06 Route Performance Index	RPI Point Change
				\$4.55		10.00		1.00				
F2 378	1,674	1,466	14.2%	\$3.34	1.4	23.4	2.3	1.8	1.8	1.5	1.8	0.3
F2 341	736	541	36.1%	\$2.70	1.7	13.8	1.4	1.8	1.8	1.5	1.6	0.2
F2 374	553	507	8.9%	\$3.64	1.3	10.0	1.0	1.7	1.7	1.2	1.3	0.1
F2 301	1,025	849	20.7%	\$6.08	0.7	20.5	2.1	1.1	1.1	1.1	1.3	0.2
F2 372	771	512	50.4%	\$4.37	1.0	14.2	1.4	1.2	1.2	1.1	1.2	0.1
F2 350	859	616	39.4%	\$5.20	0.9	16.0	1.6	1.1	1.1	1.2	1.2	0.0
F2 303	497	285	74.4%	\$4.28	1.1	10.4	1.0	1.4	1.4	1.0	1.2	0.2
F2 310	595	437	35.9%	\$4.39	1.0	9.9	1.0	1.3	1.3	0.9	1.1	0.1
F2 380	404	377	7.0%	\$5.23	0.9	8.1	0.8	1.3	1.3	0.8	1.0	0.2
F2 331	440	417	5.5%	\$4.92	0.9	9.4	0.9	1.1	1.1	0.9	1.0	0.1
F2 361	392	406	-3.4%	\$5.83	0.8	8.2	0.8	1.2	1.2	0.9	0.9	0.1
F2 305	836	646	29.4%	\$9.20	0.5	15.8	1.6	0.7	0.7	0.8	0.9	0.1
F2 377	705	549	28.3%	\$5.95	0.8	7.3	0.7	1.2	1.2	0.9	0.9	0.0
F2 360	706	624	13.1%	\$6.61	0.7	10.7	1.1	0.9	0.9	0.9	0.9	0.0
F2 333	748	556	34.5%	\$7.04	0.6	8.9	0.9	0.8	0.8	0.6	0.8	0.2
F2 309	283	224	26.1%	\$6.83	0.7	7.6	0.8	0.8	0.8	0.6	0.7	0.1
F2 311	72	150	-52.3%	\$6.41	0.7	9.0	0.9	0.6	0.6	0.7	0.7	0.0
F2 302	291	313	-6.9%	\$6.75	0.7	6.6	0.7	0.8	0.8	0.7	0.7	0.0
F2 314	654	559	16.9%	\$8.89	0.5	10.4	1.0	0.6	0.6	0.7	0.7	0.0
F2 306	179	168	6.4%	\$7.45	0.6	5.0	0.5	0.8	0.8	0.7	0.6	-0.1
F2 304	205	163	25.7%	\$11.90	0.4	6.4	0.6	0.5	0.5	0.5	0.5	0.0

Local

		Avg	Avg								4Q05	1Q06				
		Weekday	Weekday								Route	Route	RPI			
		Pass	Pass	%	Sub/	Pass/	Pass/	Rev			Performance	Performance	Point			
LINE		1Q06	1Q05	Change	Pass	Index	Trip	Index	Mile	Index	Index	Index	Change			
												\$2.95	24.50	2.00		
L	44	7,858	6,951	13.0%	\$1.76	1.7	53.4	2.2	2.8	1.4	1.6	1.7	0.1			
L	26	4,889	4,305	13.6%	\$1.81	1.6	34.2	1.4	3.1	1.5	1.4	1.5	0.1			
L	19	3,588	3,618	-0.8%	\$2.18	1.4	26.9	1.1	2.6	1.3	1.2	1.2	0.0			
L	24	2,125	1,629	30.5%	\$2.17	1.4	17.6	0.7	3.2	1.6	1.2	1.2	0.0			
L	29	1,472	1,238	18.9%	\$2.46	1.2	17.1	0.7	2.6	1.3	1.1	1.1	0.0			
L	39	1,391	1,170	18.9%	\$2.47	1.2	17.1	0.7	2.6	1.3	1.0	1.1	0.1			
L	165	4,091	3,786	8.1%	\$2.62	1.1	26.3	1.1	1.9	1.0	1.0	1.1	0.1			
L	11	3,842	3,439	11.7%	\$2.98	1.0	27.7	1.1	1.9	0.9	0.9	1.0	0.1			
L	76	1,869	1,755	6.5%	\$3.06	1.0	28.2	1.1	1.8	0.9	1.0	1.0	0.0			
L	49	1,460	1,418	3.0%	\$2.88	1.0	18.2	0.7	2.3	1.2	0.8	1.0	0.2			
L	2	1,366	1,188	15.0%	\$2.68	1.1	17.1	0.7	2.1	1.0	0.9	0.9	0.1			
L	52	1,231		All	\$2.69	1.1	13.7	0.6	2.2	1.1	0.9	0.9	0.0			
L	12	1,168	1,010	15.6%	\$2.96	1.0	14.7	0.6	2.3	1.1	0.8	0.9	0.1			
L	1	2,857	2,671	7.0%	\$3.14	0.9	20.2	0.8	1.9	1.0	0.9	0.9	0.0			
L	59	1,144	890	28.5%	\$4.29	0.7	20.2	0.8	2.1	1.1	0.8	0.9	0.1			
L	164	3,476	3,204	8.5%	\$3.41	0.9	22.0	0.9	1.6	0.8	0.8	0.9	0.1			
L	50	1,980	1,820	8.8%	\$3.65	0.8	21.9	0.9	1.5	0.7	0.8	0.8	0.0			
L	63	962	856	12.4%	\$3.61	0.8	14.2	0.6	1.8	0.9	0.7	0.8	0.1			
L	161	2,620	2,419	8.3%	\$3.49	0.8	18.5	0.8	1.4	0.7	0.7	0.8	0.1			
L	51	1,361	2,556	-46.7%	\$3.70	0.8	16.9	0.7	1.5	0.7	0.7	0.7	0.0			
L	31	1,484	1,274	16.5%	\$4.59	0.6	21.9	0.9	1.3	0.7	0.7	0.7	0.0			
L	36	1,476	1,230	20.0%	\$4.41	0.7	19.8	0.8	1.4	0.7	0.7	0.7	0.0			
L	21	1,836	1,758	4.4%	\$5.27	0.6	24.8	1.0	1.2	0.6	0.7	0.7	0.0			
L	42	1,990	1,726	15.3%	\$4.61	0.6	23.3	1.0	1.1	0.6	0.7	0.7	0.1			
L	183	1,407	1,146	22.7%	\$3.40	0.9	15.7	0.6	1.1	0.6	0.5	0.7	0.1			
L	37	1,952	1,598	22.1%	\$4.53	0.7	17.9	0.7	1.2	0.6	0.6	0.7	0.1			
L	155	408	300	36.1%	\$5.16	0.6	16.3	0.7	1.4	0.7	0.5	0.7	0.1			
L	60	1,847	1,632	13.1%	\$4.91	0.6	16.7	0.7	1.2	0.6	0.5	0.6	0.1			
L	185	1,287	1,051	22.5%	\$5.33	0.6	16.7	0.7	1.0	0.5	0.5	0.6	0.1			
L	35	1,105	1,016	8.8%	\$6.15	0.5	16.1	0.7	0.9	0.5	0.5	0.5	0.0			
L	184	503	400	25.6%	\$7.39	0.4	14.8	0.6	0.9	0.4	0.4	0.5	0.1			
L	8	664	761	-12.8%	\$7.32	0.4	7.7	0.3	1.1	0.5	0.4	0.4	0.0			

Site-specific Shuttles

Site-Specific Shuttles

Dallas Area Rapid Transit Service Standards Monitoring Report First Quarter FY 2006

LINE	Avg Weekday		%	Sub/ Pass	Index	Pass/ Trip	Index	Pass/ Rev		4Q05 Route Performance	1Q06 Route Performance	RPI Point Change
	Pass	Pass						Mile	Index			
	1Q06	1Q05	Change							Index	Index	
				\$3.80		11.00		1.80				
SS TI	914	822	11.2%	\$0.92	4.1	3.3	0.3	2.0	1.1	1.2	1.8	0.6
SS UTSW	298	257	15.8%	\$1.04	3.7	3.7	0.3	1.7	1.0	0.8	1.7	0.8
SS MCE	96	114	-16.5%	\$1.04	3.7	1.2	0.1	1.4	0.8	1.3	1.5	0.2
SS SMU	388	281	38.2%	\$1.46	2.6	7.6	0.7	2.2	1.2	1.3	1.5	0.2
SS DFW	440	296	48.7%	\$1.16	3.3	3.2	0.3	1.3	0.7	0.9	1.4	0.5
SS CCE	60	50	20.0%	\$1.50	2.5	1.3	0.1	1.2	0.7	0.7	1.1	0.4
SS PE	43	25	70.9%	\$2.19	1.7	1.2	0.1	0.6	0.3	0.4	0.7	0.3

DART-on-Call

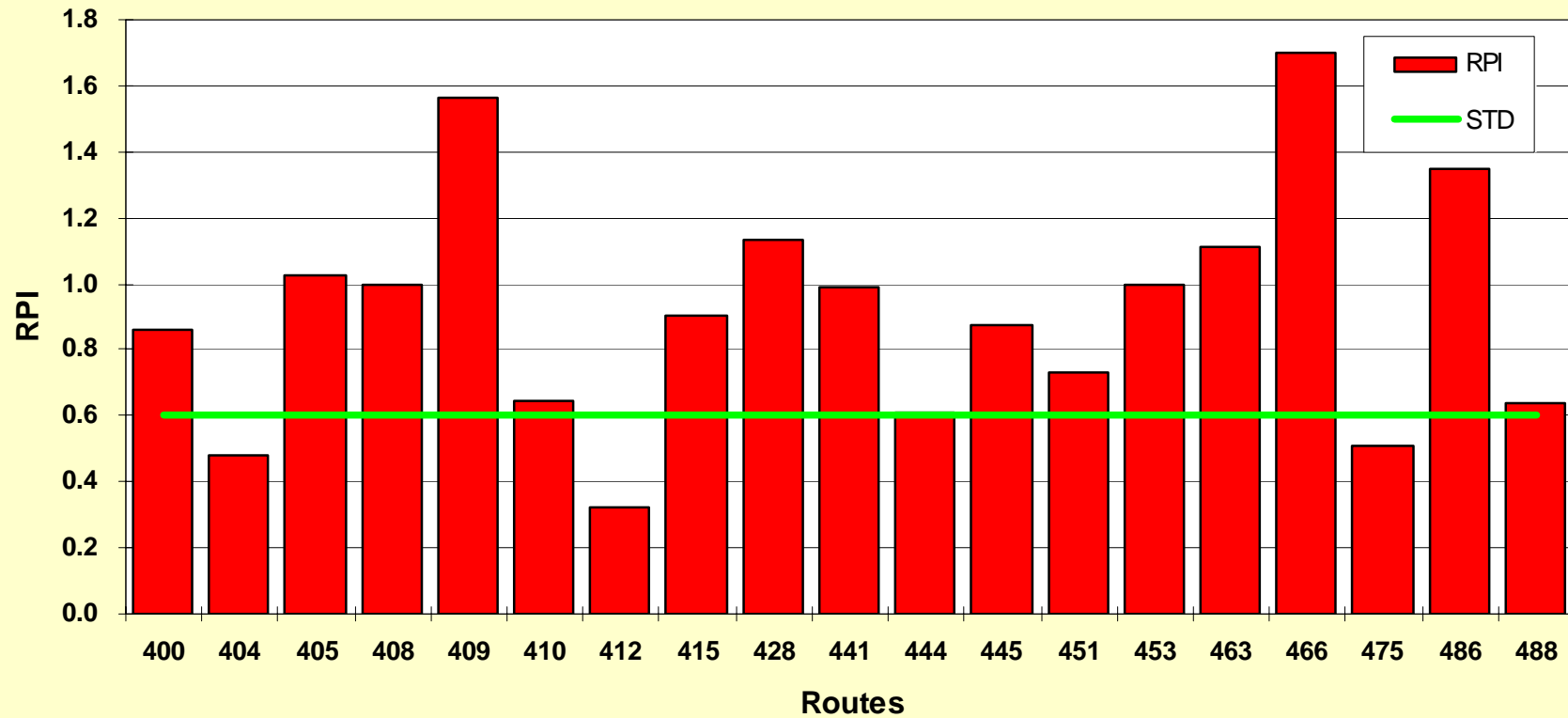
DART-on-Call

Dallas Area Rapid Transit Service Standards Monitoring Report First Quarter FY 2006

LINE	Avg Weekday		%	Sub/ Pass	Index	Pass/ Trip	Index	Pass/ Rev		4Q05 Service Performance	1Q06 Service Performance	SPI Point Change
	Pass	Pass						Mile	Index			
	1Q06	1Q05	Change							Index	Index	
				\$4.30				6.00				
D LoC	104	95	9.3%	\$4.53	0.9			7.5	1.3	1.0	1.1	0.1
D GH	39		All	\$8.06	0.5			5.7	0.9		0.7	0.7
D EPoC	69	57	20.7%	\$7.34	0.6			4.7	0.8	0.6	0.7	0.0
D NCPoC	99	85	16.6%	\$8.42	0.5			4.6	0.8	0.6	0.6	0.0
D RoC	48	41	19.1%	\$9.84	0.4			3.3	0.5	0.4	0.5	0.1
D ND0C	36	38	-4.3%	\$13.56	0.3			2.8	0.5	0.4	0.4	0.0
D Rich	29	19	51.6%	\$16.25	0.3			2.2	0.4	0.3	0.3	0.0
D FBoC	27	41	-33.8%	\$19.70	0.2			1.9	0.3	0.3	0.3	0.0

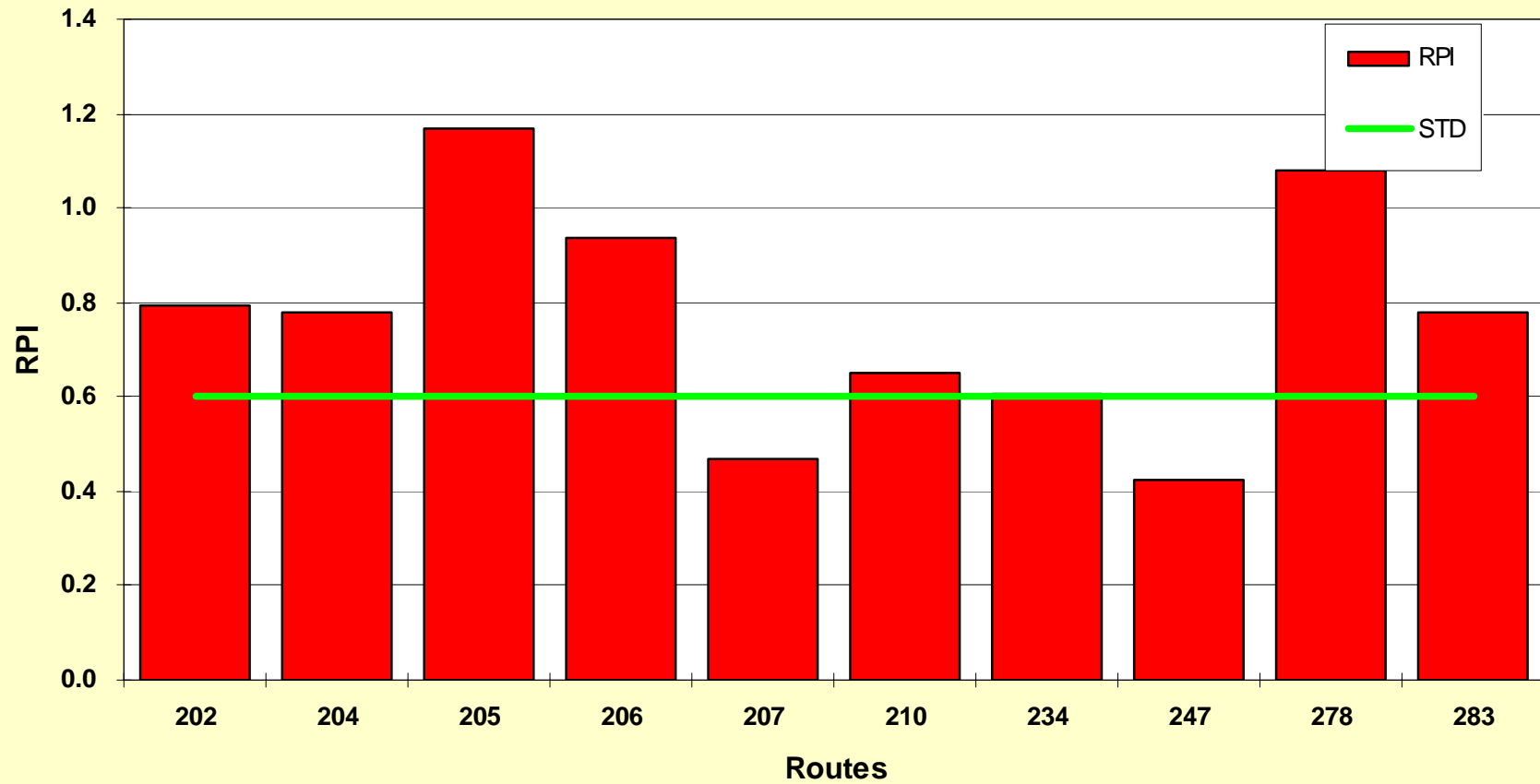
ROUTE PERFORMANCE INDEX

Crosstown Routes

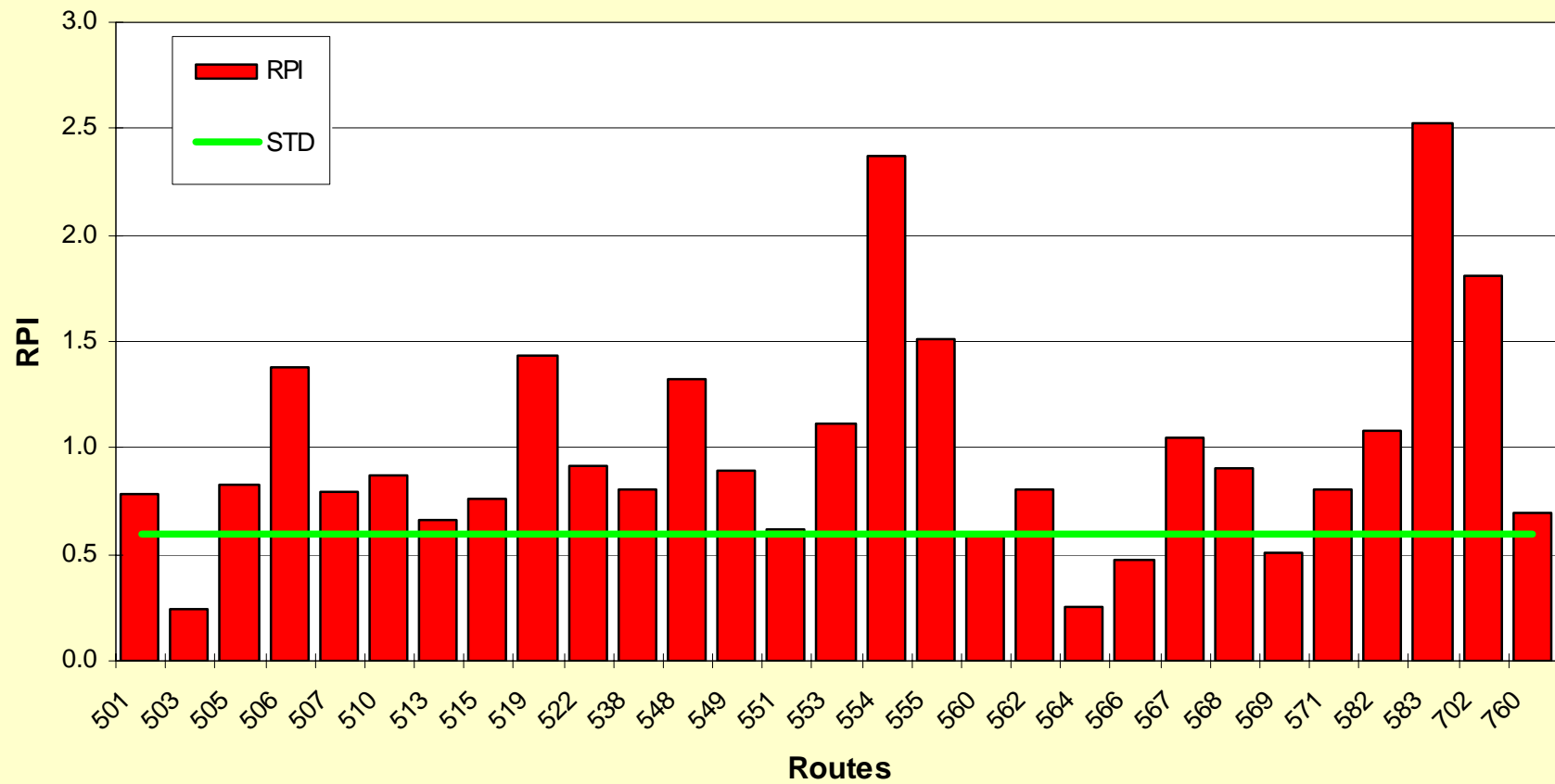


ROUTE PERFORMANCE INDEX

Express Routes

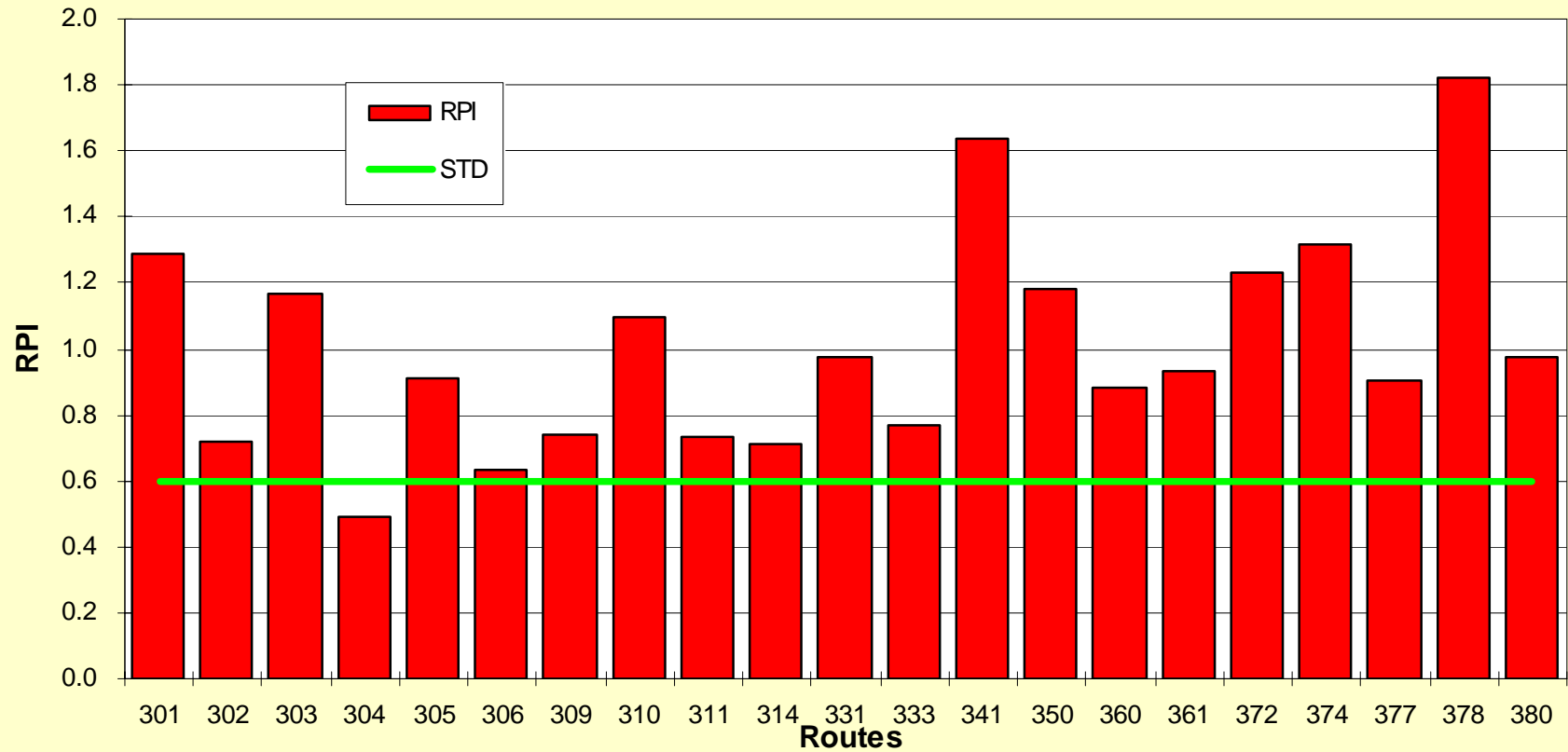


ROUTE PERFORMANCE INDEX Rail Feeder Routes



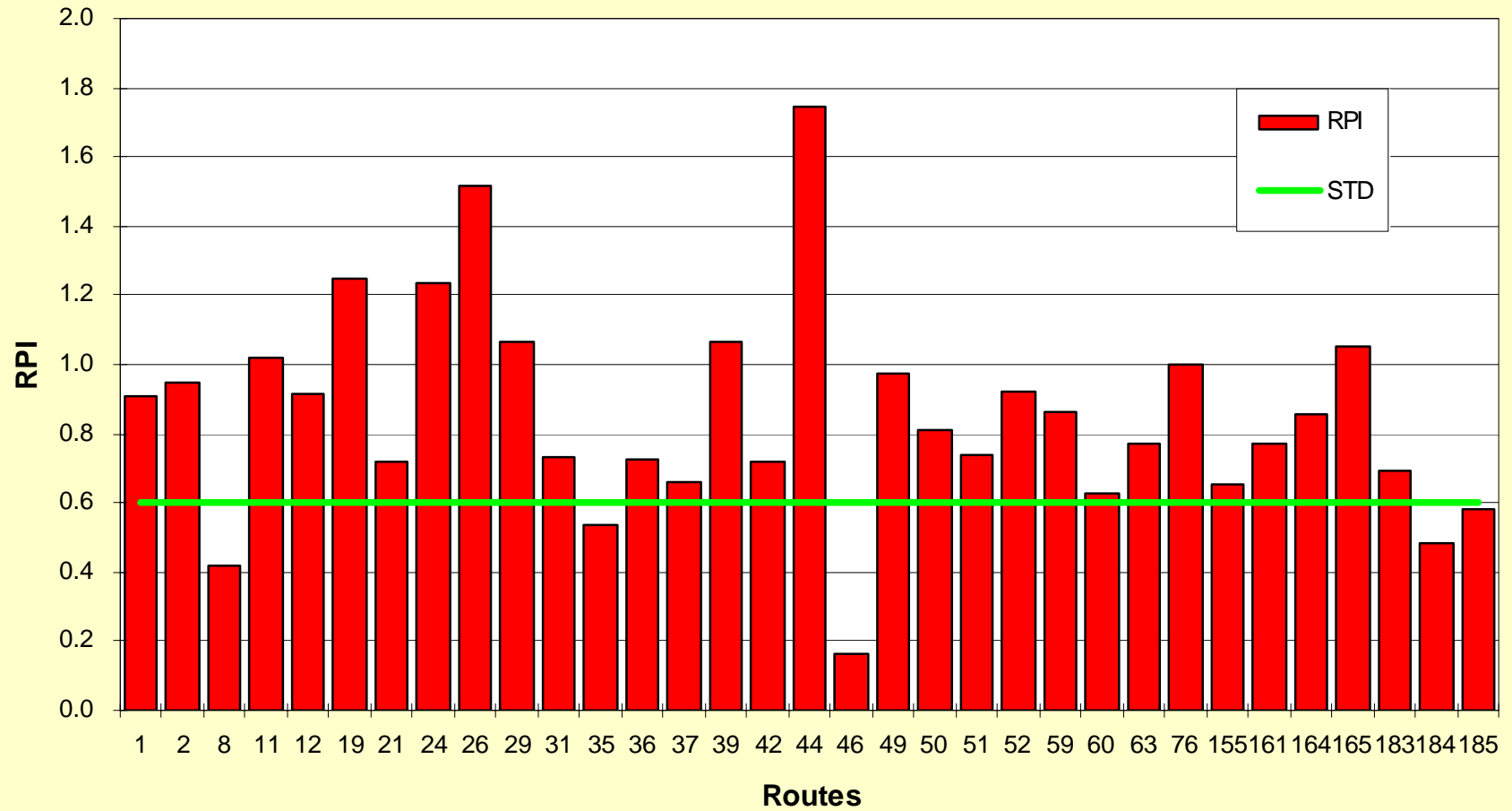
ROUTE PERFORMANCE INDEX

Transit Center Feeder Routes



ROUTE PERFORMANCE INDEX

Local Routes



PLANNING & DEVELOPMENT DEPARTMENT

First Quarter FY 2006 Quarterly Reports

P&D1	Highlights
P&D2	Capital Planning & Development
P&D2	Southeast Corridor
P&D3	Northwest Corridor (Dallas CBD to Carrollton)
P&D4	Northwest Corridor (NW HWY to Irving/DFW)
P&D5	Rowlett Corridor PE/EA
P&D6	2030 Transit System Plan
P&D7	Economic Development
P&D8	Northwest Corridor Mitigation Monitoring Program
P&D9	Southeast Corridor Mitigation Monitoring Program
P&D10	Mobility Programs Development
P&D10	I-30 Old Turnpike Managed/HOV Lanes Project
P&D11	Regional Comprehensive ITS Program for the Dallas/Fort Worth Region
P&D12	Construction and Installation of Standard Shelters
P&D13	SH 114 Freeway Widening Including Managed HOV Lanes
P&D14	HOV Lanes Operation
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P&D16	TRE at Belt Line Road Transit PASS Project
P&D17	Service Planning & Scheduling
P&D17	Five-Year Action Plan
P&D18	Five-Year Action Plan Score Card
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P&D21	Employer Service Program Development
P&D22	Community Transit Service Development
P&D23	Ticket Vending Machines (TVM)
P&D24	Customer Response Team (CRT)
P&D25	Connection Protection
P&D26	Vanpool

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

- Staff completed the FY 2007 New Starts report information for NW and SE Federal Project and maintained recommended rating.
- The Environmental Baseline Report for the Northwest Corridor (NW Hwy. to Irving/DFW) was completed.
- Various 2030 Transit System Plan draft reports were completed: Capital Cost Methodology and Results report and Conceptual Evaluation Methodology and Results report.
- Staff presented at the Southern Dallas Economic Summit and at the Texas American Planning Association conference in Fort Worth in reference to transit-oriented development.
- Revised schematics were sent to TxDOT for review and approval for the I-30 Old Turnpike Managed/HOV Lanes Project.
- The Regional Data and Communications Agencies Assessment Summary was completed.
- A federal earmark of approximately 15 million dollars was obtained to augment funding of the standard shelter program.
- DART/TxDOT is working on 60% PS&E submittal for Loop 12/SH 114 interchange for early LRT project implementation.
- Design plans, for the North Central (US 75) Concurrent HOV Lanes project, were completed and forwarded to related agencies for review.
- The four DART operated HOV lanes carried approximately 115,800 weekday daily commuters.
- The City of Irving utility relocations are complete for the TRE at Belt Line Road Transit PASS project.
- Service changes were implemented in October 2005.
- Glenn Heights DART On-Call service was implemented in October 2005. Planning for Lake Highlands DART On-Call in progress.
- Transition to new vendor vehicles completed in December 2005 for Vanpool Program.



Strategic Plan Consideration

C2.3 Open/Integrate new transit service.

Description

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.

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 was initiated.

Accomplishment

1stQ06 activities:

- Finalized Comanche Nation package.
- Reviewed all parkland mitigation plans, which included park crossing, scenic overlook access, Comanche Storytelling Place, tree replacement.
- Sent Mitigation Monitoring Report to FTA.

Issues

- Trail interface

Schedule

- SE-2 65% Public Meeting: January 23, 2006
- SE-1: 2010
- SE-2: 2011

Project Manager(s)

John Hoppie

Strategic Plan Consideration

C2.3 Open/Integrate new transit services.

Description

The DART Board approved the Northwest Corridor Locally Preferred Investment Strategy (LPIS) on February 22, 2000. The LPIS includes implementation of Light Rail Transit (LRT) in the Northwest Corridor. 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.

Accomplishments

- Completed FY07 New Starts report information for NW/SE Federal Project and maintained recommended rating.
- Briefed Dallas City Council Transportation and Environment Committee on Draft Report for Love Field Service Options study based on stakeholder comments.
- Continued coordination with City of Carrollton and Denton County Transit Authority (DCTA) on Frankford Station and downtown Carrollton station planning.
- Received favorable reviews from SHPO on cultural resources subject to the Memorandum of Agreement (MOA) to date.

Issues

- Competitiveness for federal funds.
- Full Funding Grant Agreement (FFGA) approval
- Confirm mitigation commitments around NWROF due to community concerns.

Schedule

- Feb. 2006: FY 07 Receive New Starts rating.
- March 2006: Develop Final Love Field service options study report, based on input from City of Dallas and NCTCOG.

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 impact statement (PE/EIS) phase scheduled for completion in FY 2007. The project revenue service date has recently been changed to 2011, 2012, and 2013.</p>
Accomplishments	<ul style="list-style-type: none">• December: Identified parameters for final ridership runs• Continued coordination with City of Irving, TxDOT, USACOE, DCCCD/North Lake College, DFW Airport, University of Dallas, NTTA and individual property owners• Completed Environmental Baseline Report• November 8: Met with North Las Colinas property owners• November 14: Met with Mandalay Place HOA• November 17: Station Location Public meeting• November 28: Meet with DFW Director• Coordinated plans with TxDOT/City of Irving For Spur 348 Concept• Environmental Evaluation ongoing
Issues	<ul style="list-style-type: none">• Decision to Phase Project: Phase I to Irving/Phase II to DFW• DFW Airport now considering transit terminating at Terminals A & B• North Las Colinas Station decision dependant on TxDOT design of Spur 348• Construction sequencing along SH 114
Schedule	<ul style="list-style-type: none">• Spring 2006: Draft EIS• Spring 2007: Complete PE/EIS
Project Manager(s)	John Hoppie

Strategic Plan Consideration

C2.3 Open/Integrate new transit service.

Description

The Rowlett LRT Corridor Extension (PE/EA), which was identified in the Northeast Major Investment Study (1996), is a 4.8-mile corridor from the Downtown Garland LRT station to the proposed terminus in Rowlett. This project involves development of Preliminary Engineering (PE) plans (10%) and development of the draft and final EA. Work was initiated in March 2005 and is scheduled for completion during 2006.

Accomplishments

- November 2005: Technical Work Group Meeting
- October 2005: Continuing bi-weekly coordination meetings.
- September 2005: Public Meeting held (Austin Academy in Garland)
- September 2005: Briefed Planning Committee regarding staff recommended alternative for crossing KCS track.
- August 2005: Alternatives for crossing the KCS track are being finalized and it is anticipated that a final recommendation will be made in September 2005.

Issues

- Bi-monthly corridor meetings
- Distribution lines, which cross the alignment at the KCS tracks, have become a new issue. These lines will have to be raised; however, they are controlled by TMPA (Texas Municipal Power Agency) and are part of a larger grid serving Dallas. Permission from ERCOT (Electric Reliability Council of Texas) will also be needed before construction. Planning and Project Management staff is currently examining records for license agreements and will begin coordination with the appropriate agencies regarding raising these lines.
- The issue regarding crossing the KCS track has been tentatively resolved and the KCS Railroad has given DART permission for 22' clearance over the freight track.
- In Line Section G-3, an at-grade station in Downtown Garland has been built; however, due to increased traffic on the KCS line, alternatives for crossing the KCS track during PE will be examined.
- Rowlett Creek and associated wetlands
- Noise and vibration issues
- Residential impact
- Freight customers

Schedule

- March 2005-April 2006: PE/EA

-
- 2006-2009: Final Engineering
 - 2009-2012: Construction
 - December 2012: Revenue Service

Project Manager(s) Cheri Bush

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 FY 06.
Accomplishments	<ul style="list-style-type: none">• Completed model coding for detailed evaluation of rail and bus corridors and initiated travel demand modeling for transit network alternatives.• Continued development of 2030 TSP document, including draft sections for several elements of the plan.• Completed draft of Capital Cost Methodology and Results report.• Conducted briefings as requested, including Dallas Regional Mobility Coalition, Plano West Rotary, and various neighborhood groups.• Completed draft of Conceptual Evaluation Methodology and Results Report• Coordinated receipt of City of Dallas Comprehensive Plan "vision" demographics for use in sensitivity testing.• Held DART Senior Staff meeting to review outline of 2030 TSP, various elements and overall coordination efforts.
Issues	<ul style="list-style-type: none">• North Crosstown corridor issues.• Alternative demographics analyses.
Schedule	<ul style="list-style-type: none">• January 2006: Complete final draft of Conceptual Evaluation Methodology and Results report.• January 2006: Complete final draft of Capital Cost Methodology report.• January-March 2006: Analysis of detailed evaluation transit system networks.• January – March 2006: Board briefings on plan development.• February-March 2006 – Member City Staff meeting; City briefings; DART Senior Staff meeting; North Crosstown Public meeting.
Project Manager(s)	Project Manager: Kay Shelton; Deputy: Ernie Martinez

Strategic Plan Consideration

S1.5 Identify and develop strategic partnerships.
S1.6 Advocate transit-oriented development.
S1.9 Pursue joint development opportunities.

Description

The DART Mission statement specifies that the implementation of the Service Plan should “stimulate economic development.”

Accomplishments

- Oct. 2005: Presented at the Southern Dallas Economic Summit
- Oct. 2005: Presented at the TX APA (American Planning Association) conference in Fort Worth.
- Staff continues to work with the Cities of Carrollton and Farmers Branch re: master planning their station areas for TOD.
- Staff is working with City of Dallas to develop TOD related TIF districts and develop a TOD zoning district for inclusion in the Comprehensive Plan the City is developing
- Negotiations are underway with selected proposers for Monroe Shops and Compton/Fiji. The proposal for Mockingbird is pending approval by the DART Board.
- Nov. 2005: Met with the Real Estate Council to discuss a TOD masterplan process for the Westmoreland Station.
- Provided letters of support for those member cities who were applying for Sustainable Development grant funds from NCTCOG.

Issues

- Staff is continuing to work with FTA to develop a Transit Oriented Development Implementation Program using proceeds of property to leverage TOD projects.
- Staff will be presenting a development proposal for Mockingbird Station at the October Planning Committee meeting.
- Meeting with development team regarding the future Lake Highlands Station

Schedule

- Staff is anticipating initiating a second RFP process in late Winter/Early Spring 2006.
 - NCTCOG Call for Projects for Sustainable Development is October 17, 2005 with proposals due on January 20, 2006.
- Staff is involved or working with the following:
- Rail-Volution National Steering Committee meetings. Next conference: Sept. 2006 in Chicago.
 - North Dallas Urban Land Institute (ULI) District Council Program Committee.

- Co-chair for Annual 2006 WTS (Women's Transportation Seminar) Conference to be held in Dallas May 16-21, 2006.

Project Manager(s) Jack Wierzenski/Cheri Bush

Northwest Corridor Mitigation Monitoring Program

Capital Planning and Development

Strategic Plan Consideration	C2.3 Open/Integrate new transit services C2.6 Add needed passenger amenities/facilities S1.7 Operate environmentally friendly services
Description	DART is advancing the development of LRT extensions in the Northwest Corridor. The Northwest Final Environmental Impact Statement (FEIS, 2003) identified impact and mitigation measures. FTA requires preparation of mitigation monitoring program (MMP) updates for federally funded projects as design and construction progress. These updates review and document any changes to or completion of mitigation measures. This includes noise and vibration mitigation measures; status of commitments detailed in the Section 106 Memoranda of Agreement including continuing SHPO and Dallas Landmark Commission coordination and design submittal reviews; changes or additions to Section 404 permits; monitoring of Section 404 mitigation measures, and maintaining a sensitivity to adjacent parklands.
Accomplishments	<ul style="list-style-type: none">• Mitigation at Southwestern Gage (Sta. 286+00) not needed because Southwestern Gage vibration sensitive business has relocated. The current Lawn Mow business is not vibration sensitive• Traffic impact analysis and signal warrant for NW-1B and NW-2 has been completed and incorporated into drawings• Detailed noise & vibration impacts have been finalized
Issues	<ul style="list-style-type: none">• The eight areas of potential Jurisdictional waters are being reviewed to determine impacts.• Relocation of the Depot is an ongoing part of the Station Layout• Some traffic impact analysis and signal warrant ongoing
Schedule	<ul style="list-style-type: none">• The Northwest Monitoring Mitigation Program will be ongoing until service begins in the corridor.
Project Manager(s)	Victor Ibewuike

Southeast Corridor Mitigation Monitoring Program

Capital Planning and Development

Strategic Plan Consideration	C2.3 Open/Integrate new transit services C2.6 Add needed passenger amenities/facilities S1.7 Operate environmentally friendly services
Description	DART is advancing the development of LRT extensions in the Southeast Corridor. The Southeast Final Environmental Impact Statement (FEIS, 2003) identified impact and mitigation measures. FTA requires preparation of mitigation monitoring program (MMP) updates for federally funded projects as design and construction progress. These updates review and document any changes to or completion of mitigation measures. This includes noise and vibration mitigation measures; status of commitments detailed in the Section 106 Memoranda of Agreement including continuing SHPO and Dallas Landmark Commission coordination and design submittal reviews; changes or additions to Section 404 permits; monitoring of Section 404 mitigation measures, and maintaining a sensitivity to adjacent parklands.
Accomplishments	<ul style="list-style-type: none">• Final of Historic American Engineering Record (HAER) level. One has been approved by SHPO• The safety fence issue between Bruton and Indian Story Telling has been resolved
Issues	<ul style="list-style-type: none">• Finalizing the tree plan for the parkland area• Fencing details are being developed.
Schedule	<ul style="list-style-type: none">• The Southeast Monitoring Mitigation Program will be ongoing until service begins in the corridor.
Project Manager(s)	Victor Ibewuike

I-30 Old Turnpike Managed/HOV Lanes Project

Mobility Programs Development

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

Description Development of the first Managed/HOV lanes project in Dallas. The Managed/HOV lanes will be designed in the median of I-30 from the Dallas/Tarrant County line to downtown Dallas. This facility will operate 20-hours a day. The facility will have two-lane Managed/HOV lanes from Dallas/Tarrant County line to Westmoreland wishbone ramp. Starting at Westmoreland to downtown Dallas the facility will have one reversible Managed/HOV lane. During special events a second westbound Managed/HOV lane will be added in the westbound direction using movable barrier machine. Slip ramps have been identified for access/egress at SH 360 also, the first wishbone will serve SH 161 and Belt Line Road SH 190 and second will serve Westmoreland Rd. Access/egress slip ramps are identified to serve Loop 12. Previously, design of a reversible HOV lane was being advanced along this corridor. This project has been replaced with the Managed/HOV lane facility.

Accomplishments

- 1stQ06: Revised schematic sent to TxDOT for review and approval.
- 4rthQ05: Preparation of project schematics for implementation of a concurrent flow facility along the corridor will be sent to TxDOT in November 2005.

Issues

- The region stakeholders have requested no sorting of HOV/SOV vehicles on the main lanes.
- Existing toll tag limitation that will not allow to turn-on and off by drivers.
- Potential funding delay for I-30 Trinity River (Signature) bridge (designed and constructed by others).

Schedule

- 2007: Complete construction of the Managed/HOV lane facility on I-30.

Project Manager(s) Abed Abukar

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

- 1stQ06: Completed the Regional Data and Communication Agencies Assessment Summary.
- (2005) Completed the review of the Regional Data and Video Communication System agencies assessment summary report.
- (2005): High-level design for the Dallas/Fort Worth Center-to-Center Communication network has begun.
- (2005): Completed Regional ITS Architecture.
- (2003): High-level video and data design requirements has begun and an interlocal 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,

Regional Comprehensive ITS Program for the Dallas/Fort Worth Region

Mobility Programs Development

Software/Video Task Force for Centers, and Interagency Agreements Task Force were formed.

- (2001): The *Communications Analysis and recommendation Report* was approved by the Executive Committee.
- (2000): The *Executive Committee* was formed to provide direction and oversight in the development of this program. Committee members include: CEOs from DART, Texas Department of Transportation (TxDOT Dallas and Fort Worth Districts), Fort Worth Transportation Authority (the "T"), North Texas Tollway Authority (NTTA), North Central Texas Council of Governments (NCTCOG), D/FW International Airport, Dallas Regional Mobility Coalition (DRMC), and the City of Dallas.
- (2000): The Executive Committee authorized formation of a *Steering Committee* to develop the program. Members include representatives from DART, Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Federal Railroad Administration (FRA), area cities, TxDOT, NCTCOG, DRMC, NTTA, The "T", D/FW Airport, and others. The Steering Committee convenes monthly.
- (1998): *Memorandum of Understanding* developed.

Issues

- None

Schedule

- 2006: Funding will become available for implementation of center-to-center communication network.
- 2006: Complete high-level design and start of final design for complete regional network to exchange video data.
- 2007: Start of detail design for regional network

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 standard shelters each year for five years.</p> <p>New shelter contract signed with NEC and Notice to Proceed issued in May 2003.</p> <p>The FY 05 Standard Shelter program was completed during 2005.</p>
Accomplishments	<ul style="list-style-type: none">• Obtained federal earmark of approximately 15 million dollars to augment funding of standard shelter program.• 1stQ06: Installed 30 new shelter equivalents.• Continued to investigate provision of communication devices at bus stops and shelters (including “smart” shelter devices).
Issues	<ul style="list-style-type: none">• Problem with trash collection at benches/shelters and can emptying at stops has worsened due to noncompliance of maintenance contractor.• Winter bird populations are soiling benches and shelters under live oak trees.• Facilities software is being revised to streamline the shelter and stop request process.• Graffiti, vandalism, and shelter loss are ongoing costs.• Thieves have dismantled some shelters near metal recycling centers.
Schedule	<ul style="list-style-type: none">• 2ndQ06: Install 30 new shelter equivalents.• 2ndQ06: Establish new 5-year schedule of shelter installation.• 3rdQ06: Prepare new federalized shelter contract for bid.• 2008: Complete standard shelter program with NEC.
Project Manager(s)	Rob Parks

SH 114 Freeway Widening Including Managed/ 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

- 1stQ06: Implemented FHWA/Austin Division review comments. Submitted final schematics/EA for approvals.
- 1stQ06: Schematics revised to show reversible operation from SH 183 to Rochelle with ROW needed for four Managed/HOV lanes.
- 1stQ06: DART/TxDOT working on 60% PS&E submittal for Loop 12/SH 114 Interchange for early LRT project implementation.

Issues

- 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.

Schedule

- April 06: Formal public hearing anticipated in advance of EA approval.
- FY 06: TxDOT/FHWA approval of EA report and schematic drawings.
- FY 05-07: 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 07-09: PE/PS&E for remainder of SH 114 corridor.
- FY 09-11: Utilities relocation/coordination and R-O-W.
- FY 12-15: Construction phase, pending funding availability.

Project Manager(s)

Ali Rabiee

Strategic Plan Consideration	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 about 38% of the total DART system ridership.</p> <p>I-30, I-35E, I-635 and I-35E/US 67 HOV lanes carried over 37 million commuters during FY 05.</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 2005:</p> <ul style="list-style-type: none">• The four DART operated HOV lanes carried approximately 115,800 weekday daily commuters.• The HOV lanes along I-635, I-35E, I-30 and I-35E/US 67 carried 48,440, 24,970, 17,560 and 24,850 weekday passengers respectively.• HOV users saved 16.6 minutes, 10.1 minutes, 10.7 minutes, and 13.5 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 the 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

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, future 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

- 1stQ06: 100% design plans were completed and forwarded to related agencies for review.
- 1stQ06: Operational schematics are being developed.
- 4thQ05: 30% design plans for a concurrent flow facility along the corridor was completed and forwarded to related agencies.
- Comments on 30% design plans are being reviewed for incorporation.
- The issue regarding a system of physical barriers to separate HOV lane users from main lane traffic has been resolved. Delineator posts will be used for this purpose.

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 I-635 HOV lane.

Project Manager(s)

Mahesh Kuimil

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 of bridges over Dry Branch Creek and West Irving Creek. The TRE tracks will be elevated and double tracked from Gilbert to Rogers Road, 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 Road 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 COI. Total estimated cost including ROW, engineering, and construction is approximately \$42 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. Funding sources (FY 2002) for this project include FTA, TxDOT, City of Irving, and DART (\$32M).

Accomplishments:

- December 2005: Attended monthly utility relocation meeting.
- December 2005: NCTCOG/STTC approved funding increase of \$3,289,817.
- December 2005: Design of additional signal plans at Rogers and MacArthur is 75% complete (Denver Signal).
- November 2005: City of Irving utility relocations are complete.
- October 5, 2005: Irving City Council workshop approved funding increase.
- September 2005: A revised proposal was submitted to NCTCOG for an additional \$4.8M.
- June 2005: Final review comments for technical specifications were dispositioned and final costs were updated.
- March 2005: Last remaining real estate parcel has been acquired by the City of Irving.

- 1stQ05: PS&E package 100% complete.
- March 2005: PS&E package completed and budget revised based on the latest estimate.

Issues

- The Senior Management Review is scheduled to commence on January 23, 2006 to perform a final review of the PS&E package prior to construction letting.
- The franchise utilities status as of December 2005:
 - ✓ Atmos Gas lines completed
 - ✓ TXU electric engineering ongoing
 - ✓ MCI engineering ongoing
 - ✓ Verizon field work ongoing
 - ✓ AT&T completed

Schedule

- January 12, 2006: /RTC / Funding Increase Approval.
- May 2006: Advertise for bids.
- August 2006: Letting (receive bids).
- October 2006: Award/Notice to Proceed (NTP)
- January 2007: Begin construction.
- August 2009: Project completion.

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.</p> <p>An updated Five Year Action Plan was developed and presented to the Board in 2002. Significant changes have taken place since 2002 relative to the region's economic conditions and DART's fiscal projections. As a result, a new Five Year Action Plan update is currently underway.</p>
Accomplishments	<ul style="list-style-type: none">• 1stQ06: Completed supporting tasks and data review.• 3rdQ05: Revised and expanded scope of project.• 2ndQ05: Data collection completed for plan update.• 2ndQ05: Staff completed 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">• Instability in service levels based on ridership changes, sluggish sales tax receipts, and volatile fuel prices.• Delays in progress on update due to shift in staff focus to FY 2006 service modifications.
Schedule	<ul style="list-style-type: none">• 2ndQ06: Board presentation re: project scope and preliminary findings; begin draft document based on presentations and feedback.• 2ndQ06: Management review and internal presentations.• 2ndQ06: Incorporate revisions; finalize document.
Project Manager(s)	Katharine Eagan

FY 2006 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 		System ridership rose 6.5% from FY2004; bus system ridership was up 8.5%. Crosstown routes increased 18.5%, TC Feeder Routes increased 15.7% and Rail Station Feeder routes increased 12.5%.
<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. All 18 regular enhanced shelters have been installed.
IMPROVE COST EFFECTIVENESS		
<ul style="list-style-type: none"> Implement Efficiencies 		
	Feeders to Transit Centers and Stations	October 2005 Service change implemented rail and bus schedule adjustments, based on service efficiencies.
	DART On-Call Non-Traditional service	Glenn Heights On Call began service October 2005. Lake Highlands On Call currently in planning for February 2006.
	Site-specific Shuttles	On-going service partnerships with North Park, SMU, DFW, U.T. Southwestern Medical Center; American Airlines Center, Texas Instruments (TI), the McKinney Avenue Trolley, Medical City, Palisades and Campbell Center. Currently talking with UTD.
	Non-Traditional Vanpool Service (E-Shuttle)	Employer outreach in rail expansion corridors is identifying new E-Shuttle opportunities. Three additional E-Shuttles pending. Potential TI expansion to UTD incubator in 2006.
	Address low-performing routes	All routes consistently below 0.6 targeted for revision or reduction in February 2006.

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">• 4thQ05: Completed reviews for Garland, Irving, and Oak Cliff. Began North Tollway review.• 3rdQ05: Conducted community meetings for Irving review. Drafts for Garland and Oak Cliff reviewed internally. Final draft of Irving document submitted for management review.• 2ndQ05: final workshops for Irving review; first workshops for Garland review.• 1stQ05: Planning staff management held work sessions for the Irving service review.
Issues	<ul style="list-style-type: none">• None
Schedule	<ul style="list-style-type: none">• 3rdQ06: Complete North Tollway Service Review.• 3rdQ06: 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	<p>The Five Year Action Plan included a strategy of identifying principle bus corridors and targeting improvements in bus travel times, frequency, passenger amenities, service identity, and security to achieve a service level similar to that provided by light rail, but without the grade separated right-of-way.</p> <p>The 1998-2002 and 2002-2006 Five Year Plans identify potential bus corridors: Harry Hines, Malcolm X, and Ferguson Road. The Northwest Corridor MIS recommended light rail within the Harry Hines corridor, removing it from consideration as a bus corridor.</p>
Accomplishments	<ul style="list-style-type: none">• 1stQ06: Prepared documents for BRT consultant; completed data review.• 4thQ05: Prepared scope for BRT consultant; visited other agencies for benchmarking.• 3rdQ05: Identified properties with similar enhanced service.• 2ndQ05: No activity during this quarter.• 4thQ04: Completed the final draft (concept paper), Phase I. Reviewed corridor selection and schedule of improvements as impacted by cost containment.• 3rdQ04: Finalized performance standards for enhanced service.• 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">• 2ndQ06: Plan for consultant to visit DART and review plans and projects.• 3rdQ06: Finalize operating plans; receive final recommendations from consultant.
Project Manager(s)	Katharine Eagan

Strategic Plan Consideration	C1 Improve service quality and effectiveness. C2 Improve service efficiency. C3 Increase ridership by opening new services.
Description	The Employer Services Program incorporates services targeted at employers: Employer Shuttles (E-Shuttles), Site Specific Shuttles, Airport and other services in which DART partners with employers to provide innovative transit connections between the DART system and potential trip generators. The first E-Shuttle (Campbell Centre E-Shuttle) was implemented February 1, 2000. Site-specific shuttles or employer shuttle services are currently operating at D/FW Airport, The UTSW Medical Center, Texas Medical City, North Park Mall, Texas Instruments, SMU, Campbell Center, Palisades/Telecom and McKinney Avenue.
Accomplishments	<ul style="list-style-type: none">• Still fielding calls in regard to shuttle service for various locations throughout service area. There is currently a higher level of interest for service due to higher gas costs.• North Park Management will continue to have service provided by DART. Third party contract was more expensive. Still exploring options to expand the 702 and Campbell Center e-shuttle and create other potential e-shuttles in the Northwest Highway and IH-75 market area.• Met with Winthrop Management 8750 North Central to discuss transit service and expanding e-shuttle service. Will serve this location with a reroute of 567 in February. Working on proposal for site specific shuttle to UTD campus from Bush Station.
Issues	<ul style="list-style-type: none">• Fuel cost creating high demand for this service.• Budget constraints limit expansion in FY 2006.• Economy improving, large company hiring continues to be an issue.• Leasing of office space is picking up; will continue to follow leads, as they become known.• New job creation is with smaller service companies where interest in this program is not significant.• 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	The DART Community Transit Program includes DART On-Call services, Late Night/Weekend Demand Response services, and other innovative 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 seven DART On-Call zones with plans for an eighth.
Accomplishments	<ul style="list-style-type: none">• Oct. 3, 2005: Implemented Glenn Heights DART On-Call.• 1stQ06: Planned for Lake Highlands DART On-Call; examined other zones for possible service efficiencies.
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">• February 6, 2006: Implement Lake Highlands DART On-Call; implement modified schedules for North Dallas DART On-Call and Richardson DART On-Call; implement modified zone for East Rowlett DART On-Call.• FY 2006: Award solicitation for comprehensive management and operation of DART On-Call and new van-based innovative services. Draft operating plans for new innovative services.
Project Manager(s)	Katharine Eagan

Ticket Vending Machines (TVM)

Service Planning and Scheduling

Strategic Plan Consideration	C1 Improve quality of service. C2 Improve efficiency of service. C3 To Increase ridership.
Description	<p>A new ticket vending machine (TVM) interface was developed in January 2005 to allow for easier purchase of multiple tickets. It reduces the number of screens required to purchase a ticket. The new interface has been installed on all of the TVM 6000s.</p> <p>New TVMs will be ordered for the Phase II rail build out. Current DART standards require four TVM to be installed per station. TVM transaction analysis will allow staff to determine if the standard four TVMs per station can be reduced on Phase II of the light rail build out.</p>
Accomplishments	<ul style="list-style-type: none">• Oct. 2006: TVM stakeholder meeting was held.• Dec. 2005: Project Management will add TVMs at future stations, based on ridership analysis.• January 2006: TVM decals ordered and shipped.
Issues	None
Schedule	<ul style="list-style-type: none">• February 2006: TVM decals scheduled to be installed.• June 2006: Finalization of specifications for new TVM's for Phase II stations.
Project Manager(s)	Jennifer Jones


Strategic Plan Consideration	C1 Improve quality of service. C2 Improve efficiency of service.
Description	LRT service disruptions can occur as a result of track blockage, construction, track maintenance or any other event that may disrupt rail services. The Customer Response Team (CRT) will be deployed to impacted downtown Dallas stations when an LRT service disruption occurs. CRT provides bus bridge, rail service delay and rail bridge information to customers. CRT is composed of staff from Community Affairs, Customer Service, Scheduling, Service Planning and Transit Center Operations.
Accomplishments	<ul style="list-style-type: none">• 1stQ06: Work in progress for upcoming CRT training.• September 2005: CRT procedures reviewed and approved by impacted department heads.• July 2005: CRT equipment purchased.
Issues	<ul style="list-style-type: none">• None
Schedule	<ul style="list-style-type: none">• Feb. 24: CRT training will be provided.• February 2006: Implementation
Project Manager(s)	Jennifer Jones

Strategic Plan Consideration	C1 Improve quality of service. C2 Improve efficiency of service.
Description	Bus operations have raised a concern that it is difficult to determine whether a train has pulled into an aerial station. This has caused operators to pull out from their bay prior to the arrival of customers making rail/bus connections. Rail Planning and Operations Technology have developed a notification device to address these concerns. The notification device notifies the bus operator when a train is approaching the station. Specifically, as trains approach the station, the notification device will trigger a light to come on in the bus bay area. This notification allows the operator to make a judgment whether they can wait for transferring customers.
Accomplishments	<ul style="list-style-type: none">• January 2006: Notification device developed and tested.• May 2005: Data collection and field analysis at Arapaho Station completed.
Issues	<ul style="list-style-type: none">• None
Schedule	<ul style="list-style-type: none">• February 2006: Develop bus operator hold policy.• February 2006: Stakeholder approval.• March 2006: Implement pilot test at Arapaho Station.• September 2006: Evaluate and make recommendation on pilot test.
Project Manager(s)	Jennifer Jones/Alexander O'Leary

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 7, 8, 12, 14 and 15 passenger commuter vans. DART will continue to benchmark best practices for a successful program.
Accomplishments	<ul style="list-style-type: none">• 1stQ06: Transition to new vendor vehicles completed on December 31, 2005. The target number of vanpools for FY 2006 was increased from 70 to 83 based on strong demand.• 4thQ05: A contract was awarded September 2005 to Enterprise Rent-A-Car (ERAC), Inc. Competitive solicitation resulted in a savings of over \$900,000 over 4 year contract base.
Issues	<ul style="list-style-type: none">• Budget constraints are limiting the expansion of the Vanpool Program. Vanpools cannot be further extended to employers requesting transportation alternatives for employees. Increased fuel costs have created a stronger market for Rideshare services.• Pricing issues continue to be a concern for vanpool participants.
Schedule	<ul style="list-style-type: none">• 2ndQ06: Continue development of longer-term pricing and marketing strategies.• Conduct best practices benchmarking activities to measure benefits, incentives and program structure of other vanpool program providers
Project Manager(s)	Pat Vidaurri/ Jennifer Hall

DATE: January 2006
TO: Distribution
SUBJECT: **PROJECT DEVELOPMENT PROGRESS REPORT**

This document is the 1st Quarter FY 2006 issue of the DART Project Development Progress Report. This report addresses status of LRT Buildout activities and other Capital Development projects. Status reflects activities through December 31, 2005, including Change Control Summaries, Systems Integration, and Real Estate.



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

THM/ta

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ACRONYMS

AC/DC - Alternating Current/Direct Current
ADA - Americans with Disabilities Act
AWP - Annual Work Plan/Program
CBD - Central Business District
CCB - Change Control Board
CPM - Critical Path Method
D&A – DART & Agency
DART - Dallas Area Rapid Transit
DFW - Dallas/Fort Worth
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
GMP - Guaranteed Maximum Price
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
NWROF – Northwest Rail Operating Facility
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).

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 46.3 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 (Southeast Corridor) and easterly from the Downtown Garland Station to the Rowlett Park and Ride (Rowlett Extension). The construction of Phase II will include five construction manager/general contractor (CM/GC) contracts inclusive of pre-construction services, facilities construction, trackwork, landscaping, and systems element installation; and contracts for major equipment, material, and vehicle procurements. Construction will be done in two phases: Phase IIA, which includes the Southeast and Northwest corridors (26.8 miles), and Phase IIB, which includes the Irving/DFW Corridor and Rowlett Extension (19.5 miles).

Raise & Extend Four CBD Stations

This project will extend the existing CBD LRT station platforms and modify the height of the platforms to accommodate the level boarding mode of operation.

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 99-ft. long prestressed concrete double cell box girder bridges, two existing culvert extensions and improvements to the grade crossing at Market Center Blvd.

ADDITIONAL CAPITAL DEVELOPMENT

**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 is located near Fair Park in South Dallas and includes 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.

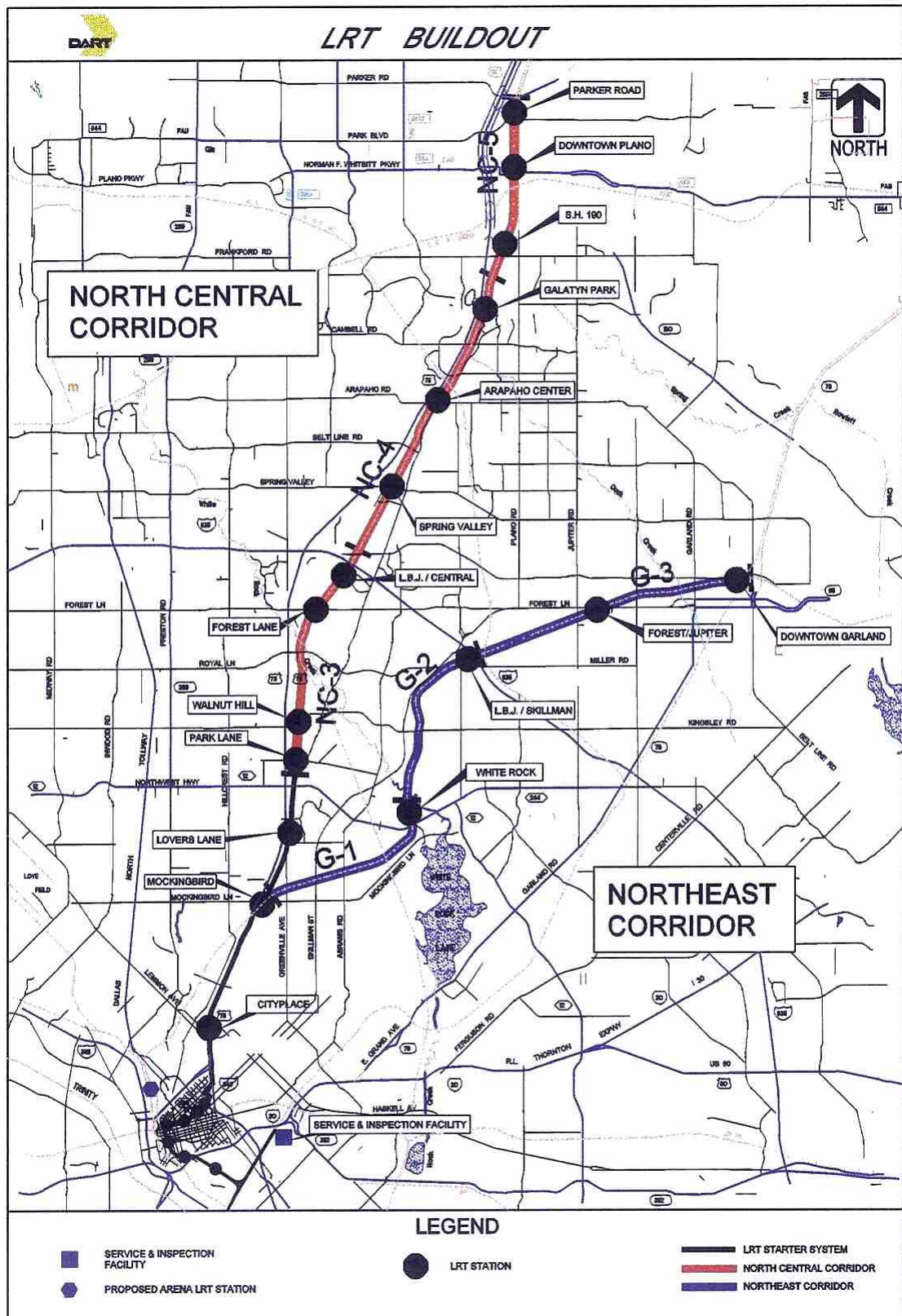
Unity Plaza

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.

North Central Tunnel Delamination Repair & Monitoring Test Section

Water seepage and liner delamination was discovered at the North Central northbound and southbound tunnel liners. After investigation, a series of procedures has been developed to correct the problem. This project consists of: 1) delamination repair, which consists of two methods, Surface Drainage System and Penetration Drainage System; 2) long-term monitoring/instrumentation program; and 3) crack repair of the cast-in-place concrete liner.

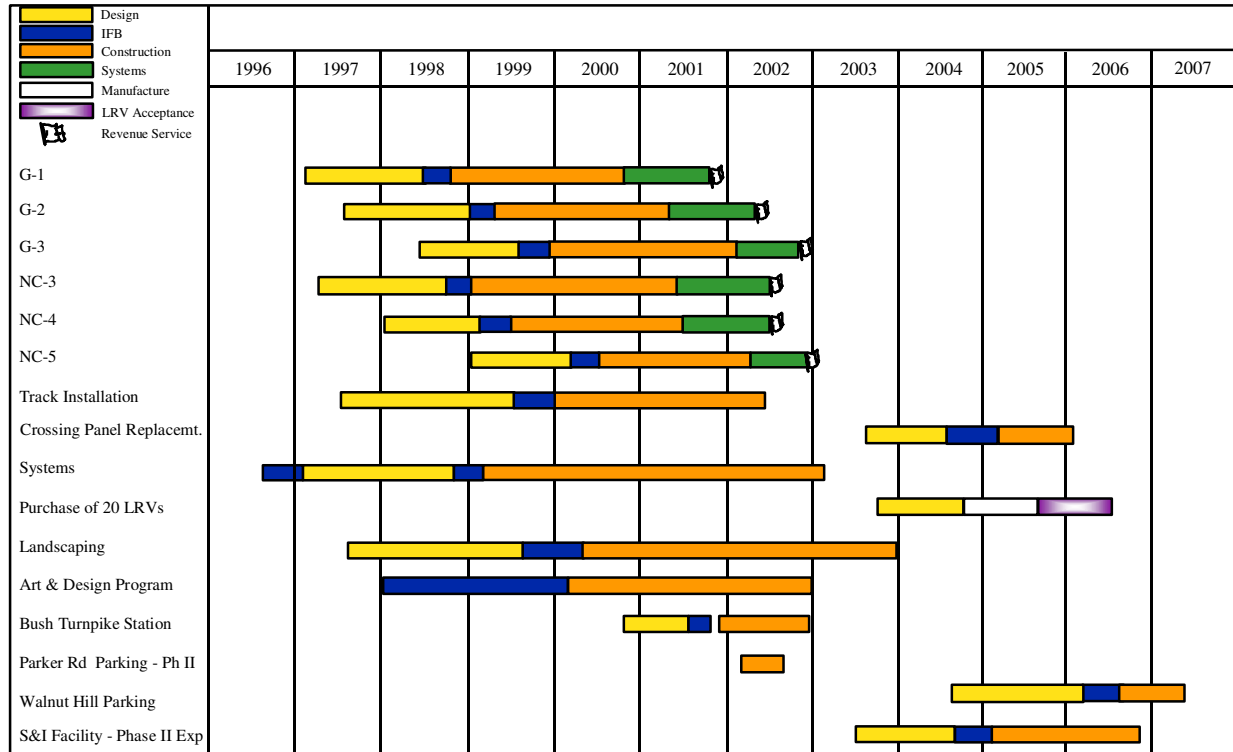
**LRT BUILDOUT
PHASE I**



Summary Control Schedule

LRT Buildout Phase I

LRT BUILDOUT PHASE I - SUMMARY CONTROL SCHEDULE



Revised 11/30/05

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	\$ 55.4
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	60.0
S&I Facility Expansion/VAF	31.9	31.9	31.9
Systems	160.1	155.3	155.1
Vehicles	151.2	151.0	150.5
Crossing Panel Replacement	4.7	3.6	2.2
LRT Buildout Total	\$948.2	\$889.4	\$880.4

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 11/30/05, per DART's General Ledger.
- 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 ⁽¹⁾
Bush Turnpike Station	\$ 12.5	\$ 12.8	\$ 12.8
Parker Road Station Phase II Parking	2.6	1.6	1.6
Walnut Hill Parking	1.3	0.3	0.2
S&I Facility - Phase II Expansion	29.4	28.2	11.5
Purchase of 20 LRVs	63.0	61.8	46.7
Total	\$ 108.8	\$ 104.7	\$ 72.8

- 1) Expended to date values reflect activity through 11/30/05, per DART's General Ledger.

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 Integrate new transit services

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 contractor, GLF, appealed the Contracting Officer's final decision on its schedule-related Request for Equitable Adjustment (REA) and the matter is in DART's administrative disputes process. DART Legal Department is proceeding with the litigation.

The Contracting Officer received an additional REA from GLF in January and March 2005. DART Legal Department is addressing this issue.

The Contracting Officer is preparing a decision on the additional REA to be issued on or before February 8, 2006.

North Central Corridor Facilities

Line Section NC-3

LRT Buildout Phase I

Strategic Plan Consideration C2.3 Integrate new transit services

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 is closed; final payment was made with the Contracting Officer's final decision.

Issues Calculation of the cost of contract oversight is complete. The contractor submitted a Request for Equitable Adjustment (REA) requesting relief from liquidated damages and additional costs totaling over \$37 million. Contracting Officer's final decision on the REA was issued on May 24, 2005. GLF appealed the Contracting Officer's final decision and the matter is in DART's administrative disputes process, under the direction of DART's Legal Department.

Strategic Plan Consideration C2.3 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 against the bonding company 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. First portion of the trial was conducted January 31 through February 18, 2005. The second portion of the trial was conducted June 6-17, 2005.

Negotiations in October 2005 resolved the outstanding issues related to specific changes to contract work. As a result, the last portion of the trial scheduled for December and January was cancelled.

Crossing panels installed by Marta did not perform properly and the track was not properly distressed. DART reprocured the crossing panels and the required distressing. The cost of this work has been charged to Marta in the above-referenced litigation.

Track Crossing Panel Replacement and Rail Destressing

**LRT Buildout
Phase I**

Strategic Plan Consideration C2.5 Improve passenger amenities and facilities

Description The track crossing panel replacement and rail destressing contract involves the replacement of grade crossing panels in 30 locations and destressing of approximately 15 miles of rail in 51 locations on the North Central and Northeast corridors.

Status Herzog Contracting Corporation is progressing on schedule on destressing and crossing panel replacement. Destressing is complete; Herzog is in the process of testing for proper rail installation. Twenty-nine out of 31 road crossings have been replaced to date.

Issues DART is seeking reimbursement for the cost of this contract in the litigation with Marta Track Constructors, Inc.

Systems – Traction Electrification

LRT Buildout Phase I

**Strategic Plan
Consideration** C2.3 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. All contract changes are complete. Contract closeout is complete; Procurement is doing a final review. Documents are being archived.

Issues None.

**Strategic Plan
Consideration** C2.3 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 fieldwork. Release of liens has been received. The source code escrow document was received. Contract closeout is complete. Archiving of the contract documents remains.

Issues None.

**Strategic Plan
Consideration** C2.3 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 contract is closed. Final payment has been made to the contractor, Mass Electric Construction Company (MEC). The final total amount of the contract is \$17,404,619.86.

Issues The settlement terms have been completed. All legal actions were dismissed in November 2005.

Systems – Fare Collection

LRT Buildout Phase I

**Strategic Plan
Consideration** C2.3 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 Contract closeout is continuing, with release of liens the only item remaining.

Issues None.

Strategic Plan Consideration C2.3 Integrate new transit services

Description To date, 95 LRVs have been purchased. Twenty additional vehicles have been purchased under the option clause of the current contract.

Status Design and manufacturing of the 20 additional vehicles continues. All 20 LRVs have arrived in Dallas and final assembly is in progress. The first 19 LRVs (#196-214) have been delivered to the DART Maintenance Yard. Final assembly of LRV 215 will be completed in early January 2006. Design verification testing on LRV 196 has been completed. Acceptance testing of the remainder of the vehicles is scheduled to begin in January 2006.

Issues None.

Strategic Plan Consideration C2.3 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. Integrated test discrepancy follow-up efforts continued.

Systems Integration staff continues Safety Certification coordination for systems elements. The items remaining are non-critical and identified as such.

Issues None.

Walnut Hill Parking

LRT Buildout Phase I

Strategic Plan Consideration	C2.5 Improve passenger amenities and 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	One hundred percent (100%) design submittal is anticipated in January 2006. Senior Management Review is pending.
Issues	None.

Service & Inspection Facility – Phase II Expansion

**LRT Buildout
Phase I**

**Strategic Plan
Consideration** C1 Improve Customer Satisfaction
C2 Manage System Growth
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 contractor, Hensel Phelps Construction Company, continued work in the various areas of the facility expansion.

At the Running Maintenance extension area, installation of steel building framing, roof panels, curbs, concrete precast wall panels, and steel stairs in the pits was completed. Installation of utilities and fall protection steel was begun. Evaporative coolers were placed on the roof. Jambs for the overhead and bi-fold doors were installed.

In the existing Running Maintenance area, stairs and platforms were completed, and demolition at the east end of the existing building was completed. Installation of utilities and fabric air dispersion system continues. Excavation and shoring for the new hoist pit and caisson installation for the new truck hoist were completed.

In the storage track area, lime stabilization, ballast installation, sub-ballast installation, and drainage installation was completed. Turnout No. 62 was installed in October 2005. Installation of storage tracks and OCS poles continued.

North of the Overhaul Shop (Overhaul Shop extension area), new pavement installation was completed, old pavement was demolished, storm lines were rerouted, piers were completed, new grade beams were completed, rerouting for drainage system began, and over-excavation for the select fill at the slab extension was completed.

At the existing Overhaul Shop, reinforcement of existing beams and columns is continuing.

Issues None.

Service & Inspection Facility – Phase II Expansion

**LRT Buildout
Phase I**



Turnout No. 62 Installed

**Running Maintenance
Extension**












Storage Track Area

Facilities - Six-Month Look Ahead

LRT Buildout Phase I

BUILDOUT PHASE I FACILITIES - SIX-MONTH LOOK AHEAD

	2006					
	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					
CROSSING PANEL REPLACEMENT	 Construction Continues		▲ Milestone A Complete			
20 LRV PURCHASE	Final Acceptance ▲ - 1 Car		▲ Final Acceptance - 2 Cars Final Acceptance - 4 Cars ▲		▲ Final Acceptance - 4 Cars Final Acceptance - 4 Cars ▲	
LANDSCAPING	Landscaping Completed					
BUSH TURNPIKE STATION	Revenue Service Began 12/9/02					
PARKER RD PARKING PHASE II	Construction Completed					
WALNUT HILL PARKING	▲ 100% Submittal					
S&I PHASE II EXP	 Construction Continues					
<div> - Construction</div> <div> - Manufacture</div> <div> - Construction Complete</div> <div>▲ - Information Only</div> <div>* Senior Management Review</div> <div> - Critical</div> <div> - Trending toward Critical</div> <div> - Change</div> <div> - Revenue Service</div>						

Revised 12/31/05

Change Control Summary

LRT Buildout Phase I

Light Rail Transit Buildout Phase I - Change Control Summary												
Rail Section/ Contract Package		Consultant/ Contractor	Approved Contract Amount (A)	Approved Contingency/ Allowance (B)	Total Approved Amount (C=A+B)	Executed Changes (D)	Current Contract Value (E=A+D)	Remaining Contingency/ Allowance (F=B-D)	Percent Contingency Used (G=D/B)	Percent Contract Comp.	Summary of Activity This Period & Comments (December 2005)	
Professional Services	LRV Management C-97000131	LTK	\$6,379,825	\$531,142	\$6,910,967	\$181,855	\$6,561,680	\$349,287	34%	(Note a)	Through SA #14, AWP05 Closeout Pending	
North Central Corridor	NC-3 Civil/Struct/Sta C-98000080	GLF Constr. Corp.	\$49,903,009	\$4,990,301	\$54,893,310	\$1,158,261	\$51,061,270	\$3,832,040	23%	100%	Mods 1 thru 44 No changes in December	
	Walnut Hill Sta Parking Lot	TBD	\$0	\$0	\$0	\$0	\$0	\$0				
Northeast Corridor	G-2 Civil/Struct/Sta C-98000089	GLF Constr. Corp.	\$35,181,916	\$3,518,192	\$38,700,108	\$843,889	\$36,025,805	\$2,674,303	24%	100%	Mods 1 thru 55 No changes in December	
	S&I Facility Expansion C-1007306-01	Hensel Phelps	\$19,998,410	\$904,847	\$20,903,257	\$178,699	\$20,177,109	\$726,148	20%	52%	Through SA-5	
Track Material	S&I BO Phase II C-1007306-00	Progressive Rail Services	\$1,649,427	\$65,977	\$1,715,404	\$14,936	\$1,664,363	\$51,041	23%	100%	Contract Closed in October Through SA-2	
	Track Installation C-99000077	Marta Track	\$23,397,697	\$3,271,545	\$26,669,242	\$3,146,721	\$26,544,418	\$124,824	96%	100%	Change Log Closed Out Contract closeout pending	
Systemwide	Crossing Panel Replacement C-1007268-01	Herzog	\$2,293,417	\$229,342	\$2,522,759	\$0	\$2,293,417	\$229,342	0%	70%	No executed mods to date	
Systems	Communications C-98000039	Mass Electric	\$16,814,000	\$2,844,925	\$19,658,925	\$1,590,620	\$18,404,620	\$1,254,305	56%	100%	Contract closed	
	Fare Collection C-98000040	Schlumberger	\$6,092,379	\$2,556,284	\$8,648,663	\$2,250,012 Includes Changes from Board Increases		\$8,342,391	\$306,272	88%	100%	Contract closeout pending
	Traction Electrification C-98000041	Powell Power	\$38,109,911	\$3,836,157	\$41,946,068	\$3,484,205	\$41,472,949	\$351,952	91%	100%	Contract closed	
	Signal System C-98000042	US&S	\$44,978,000	\$10,301,858	\$55,279,858	\$5,092,744	- Changes from Board Increases					
						\$9,986,722	\$54,964,722	\$315,136	97%	100%	Contract closed	
LRV Procurement	21 Additional C-98000071-01	Kinkisharyo/Itocmi	\$56,954,100	\$2,847,705	\$60,218,405	\$183,278	\$57,065,114	\$2,664,427	6%	100%	Contract closeout pending	
	20 Additional C-98000071-02	Kinkisharyo/Itocmi	\$416,600	\$416,600	\$416,600	\$0	\$0	\$0	0%	0%		
			\$58,666,378	\$1,333,622	\$60,000,000	\$0	\$58,666,378	\$1,333,622	0%	75%	Through SA-016	
						Reduced contract value due to SA-15 for deletion of bid work (\$488,874)						No changes in December
Legend:	% Contingency >= 80%											
Notes:	a) The professional services contracts are negotiated through annual workplans (AWP) ; amounts reflected on this report represent Total Board Authorized Not-to-Exceed values. b) The authorized board increases are captured in column B along with approved contingency increases to more accurately reflect the change activity as it relates to contingency. c) The totals shown on this report include balances from active contracts, shown here, and closed contracts that are in hidden cells within the sheet.											

**LRT BUILDOUT
PHASE II**

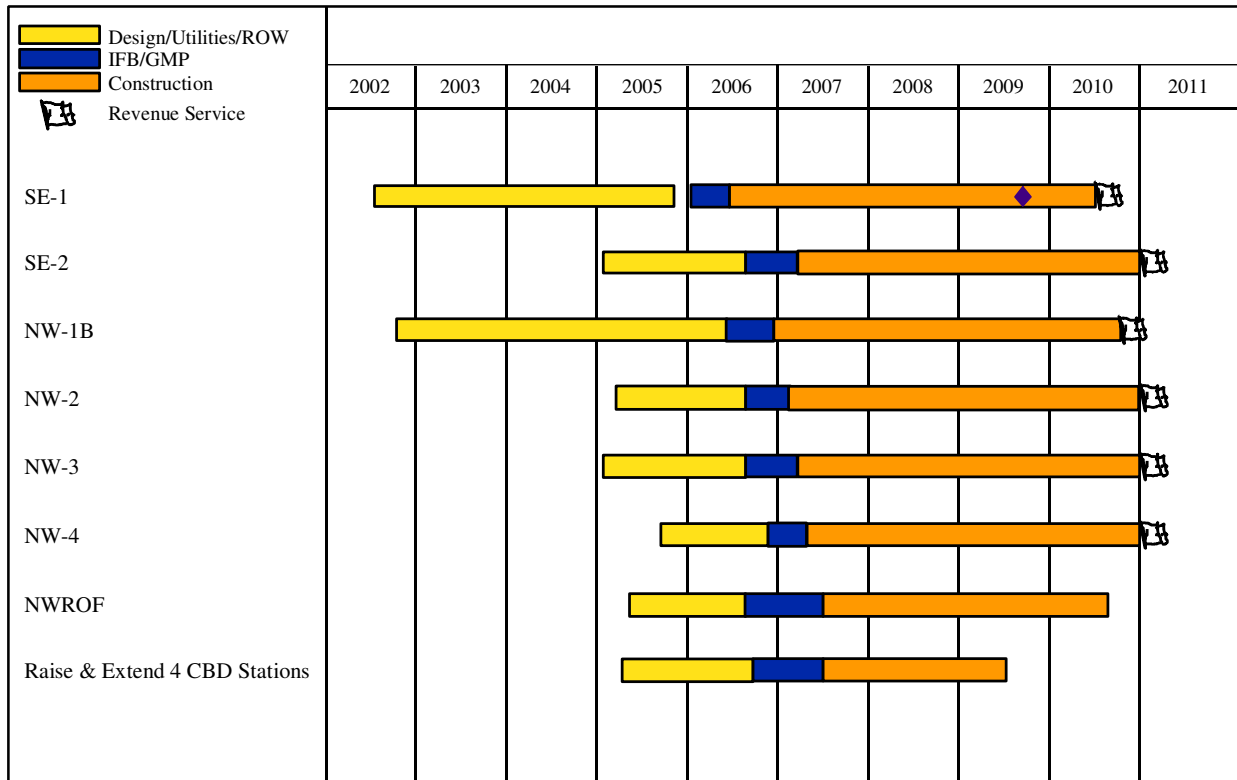
**LRT Buildout
Phase II**



Summary Control Schedule

**LRT Buildout
Phase II**

LRT BUILDOUT PHASE IIA SUMMARY CONTROL SCHEDULE



◆ Interim service to Fair Park by September 2009

Revised 10/31/05

Cost/Schedule Summary

LRT Buildout Phase II

LRT BUILDOUT PHASE IIA Cost Summary (in millions of dollars)			
	Control Budget	Current Commitment	Expended to Date ⁽¹⁾
General Buildout	\$ 253.7	\$ 64.7	\$ 49.5
Southeast-1	176.1	24.1	21.4
Southeast-2	145.0	23.0	18.3
Northwest-1B	158.1	27.7	24.2
Northwest-2	148.7	19.5	15.1
Northwest-3	216.1	20.2	14.5
Northwest-4	223.2	17.4	10.1
NWROF	48.3	11.8	12.0
Systems	122.6	16.9	14.4
Vehicles	169.1	0.4	0.1
Raise & Extend 4 CBD Stations	11.4	0.4	0.1
LRT Buildout Phase IIA Total	\$1,672.3	\$ 226.1	\$ 179.7

Notes:

1) Expended to date values reflect activity through 11/30/05, per DART's General Ledger.

Cost/Schedule Summary

**LRT Buildout
Phase II**

SCHEDULE SUMMARY

	<u>Contract Completion Dates</u>	<u>Revenue Service Dates</u>
Line Section SE-1		05/2010
Line Section SE-2		12/2010
Line Section NW-1B		10/2010
Line Section NW-2		12/2010
Line Section NW-3		12/2010
Line Section NW-4		12/2010
NWROF	06/2010	

Southeast Corridor Facilities

Line Section SE-1

LRT Buildout Phase II

Strategic Plan Consideration C2.3 Integrate new transit services

Description Line Section SE-1 extends southeasterly from near Bryan Street to Hatcher Street on City of Dallas, TxDOT, and DART rights-of-way (ROWs). This section makes up 4.4 miles of the 10.5 miles of the entire Southeast Corridor. There are five stations in this line section: Deep Ellum Station, located on Good Latimer Ave. between Swiss Street and Gaston Ave; Baylor Station, located in front of Baylor Hospital; Fair Park Station, located in front of the main Fair Park entrance; Martin Luther King, Jr. Station, located at the existing J.B. Jackson, Jr. Transit Center; and Hatcher Station, located at Scyene and Hatcher crossing.

Status FY07 New Starts review with the FTA for the NW/SE federal project began in December 2005. Coordination is continuing with the FTA to finalize FY07 New Starts report information. Completion is anticipated in February 2006.

Bryan/Hawkins (CBD/NC/SE) Junction and SE-1 final designs were completed in November 2005. Construction contract negotiation is in progress and construction is anticipated to start on or about June 2006.

Issues Resolution is still needed on City of Dallas trail interface and TxDOT East Corridor project. These projects are in conceptual planning stages.

Southeast Corridor Facilities

Line Section SE-2

**LRT Buildout
Phase II**

Strategic Plan Consideration C2.3 Integrate new transit services

Description Line Section SE-2 extends southeasterly from Hatcher Street to Buckner Blvd. on the existing DGNO/DART alignment. This section makes up 6.1 miles of the 10.5 miles of the entire Southeast Corridor. There are three stations in this line section: Lawnview Station, located east of Lawnview Avenue; Lake June Station, located west of Lake June Transit Center; and Buckner Station, located at Buckner Blvd.

Status FY07 New Starts review with the FTA for the NW/SE federal project began in December 2005. Coordination is continuing with the FTA to finalize FY07 New Starts report information. Completion is anticipated in February 2006.

SE-2 final design is at the 80% level of completion.

Issues None.

Northwest Corridor Facilities

Line Section NW-1B

LRT Buildout Phase II

Strategic Plan Consideration C2.3 Integrate new transit services

Description Line Section NW-1B extends northwesterly from Hi Line Drive to Inwood Road on the former Union Pacific railroad alignment. This section makes up 2.8 miles of the 16.3 miles of the entire Northwest Corridor. There are three stations in this line section: Market Center Station, located at Harry Hines Blvd. between Vagas and Wycliff Avenue; Southwest Medical District/Parkland Station, located near Motor Street; and Inwood Station, located at Inwood Road and Denton Drive.

Status FY07 New Starts review with the FTA for the NW/SE federal project began in December 2005. Coordination is continuing with the FTA to finalize FY07 New Starts report information. Completion is anticipated in February 2006.

Coordination with Parkland Hospital regarding the Southwest Medical District/Parkland Station is ongoing. Pre-final design submittal was November 2, 2005. Final design is due February 1, 2006.

Issues None.

Northwest Corridor Facilities

Line Section NW-2

LRT Buildout Phase II

Strategic Plan Consideration C2.3 Integrate new transit services

Description Line Section NW-2 extends northwesterly from south of Mockingbird Lane at Bowen Avenue to Community Drive before Northwest Highway on the former Union Pacific railroad alignment. This section makes up 3.1 miles of the 16.3 miles of the entire Northwest Corridor. There are two stations in this line section: Brookhollow Station, located opposite to Southwest Airlines headquarters building to the west side of Denton Drive, between Burbank Street and Wyman Street; and Bachman Station, located close to Bachman Lake and walking distance from DART's Northwest Bus Operating Center, between Webb Chapel Extension and Community Drive.

Status FY07 New Starts review with the FTA for the NW/SE federal project began in December 2005. Coordination is continuing with the FTA to finalize FY07 New Starts report information. Completion is anticipated in February 2006.

Mockingbird underpass layout is finalized and property takes have been identified. DART Project Management has received preliminary approval from the City of Dallas for additional street closures, such as Hawes Ave. and Fielder Court. DART also obtained preliminary approval from the Federal Aviation Administration for authorization to encroach to Love Field Airport fence line.

NW-2 pre-final design submittal is due April 3, 2006; review is scheduled to begin on May 1, 2006, to coordinate with the construction manager/general contractor contract award for this project.

Issues None.

Northwest Corridor Facilities

Line Section NW-3

LRT Buildout Phase II

Strategic Plan Consideration C2.3 Integrate new transit services

Description Line Section NW-3 extends northwesterly from Northwest Highway to Valley View Lane on the former Union Pacific railroad alignment. This section makes up 4.9 miles of the 16.3 miles of the entire Northwest Corridor. There are three stations in this line section: Walnut Hill/Denton Station, an aerial station at Walnut Hill and Denton Drive; Royal Lane Station, an aerial station at Royal Lane and Denton Drive; and Farmers Branch Station, an at-grade station near Valley View Lane and Rossford Street. All three have bus bays and park and ride lots.

Status FY07 New Starts review with the FTA for the NW/SE federal project began in December 2005. Coordination is continuing with the FTA to finalize FY07 New Starts report information. Completion is anticipated in February 2006.

Coordination with the City of Farmers Branch regarding station design is ongoing.

NW-3 pre-final design was submitted on December 22, 2005; review is scheduled to begin on April 1, 2006, to coordinate with the construction manager/general contractor contract award for this project.

Issues None.

Northwest Corridor Facilities

Line Section NW-4

LRT Buildout Phase II

Strategic Plan Consideration C2.3 Integrate new transit services

Description Line Section NW-4 extends northwesterly from Valley View Lane to Frankford Road in Carrollton along the former Union Pacific railroad alignment. This section makes up 5.5 miles of the 16.3 miles of the entire Northwest Corridor. There are three stations in this line section: Carrollton Square Station, located at Belt Line Road along the former railroad alignment; Trinity Mills Station, located at Trinity Mills along the former railroad alignment; and Frankford Station, located at Frankford Road on the former railroad alignment.

Status D&A submittal was made on December 22, 2005. Pre-final design submittal is due in May 2006.

Issues The City of Carrollton, as part of their master plan for the Carrollton Square Station area, would like to relocate the Mercer Yard. The cost and operational impacts continue to be evaluated. Coordination with the City regarding station design is ongoing, and impacts to adjacent properties are under review.

Meetings are being held with the City of Carrollton and Dallas Water Utilities (DWU) concerning the relocation of the 66-inch waterline between Belt Line Road and Crosby.

Discussions on parking for the various stations appeared to be resolved except for Frankford Station. Discussions are ongoing concerning the need for further parking at the Frankford Station.

Strategic Plan Consideration C2.3 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, for a total of 14.7 miles. This corridor includes seven stations.

Status The Irving/DFW Corridor is in the planning and development phase, with the preliminary engineering/environmental impact statement (PE/EIS) phase scheduled for completion in Spring 2007. Draft EIS is scheduled for Spring 2006. Alternative alignments are being evaluated due to changing conditions and the DFW Access Study.

Coordination continues with the City of Irving, TxDOT, U.S. Army Corps of Engineers, Dallas County Community College District/North Lake College, DFW Airport, University of Dallas, North Texas Tollway Authority (NTTA), and individual property owners. Meetings were held with the Irving Citizen Advisory Commission, the Dallas County Utilities Reclamation District, North Las Colinas property owners, Mandalay Place Homeowners Association, and DFW Airport. A station location public meeting was held November 17, 2005.

Staff recommendation for station locations was prepared. Environmental baseline report was completed. Environmental evaluation is ongoing. Parameters for final ridership runs were identified.

Issues A decision needs to be made on phasing the project. Proposed phasing is Phase I to Irving/Phase II to DFW.

DFW Airport is now considering transit terminating at Terminals A and B.

North Las Colinas Station decision is dependent on TxDOT design of Spur 348.

Coordination of construction sequencing of TxDOT and DART projects along SH 114 is needed to effect as few disruptions as possible.

Strategic Plan Consideration C2.3 Integrate new transit services

Description The Rowlett Extension extends 4.8 miles east from the Downtown Garland Station to the Rowlett Park and Ride. There is one station, Rowlett Station, located adjacent to the Rowlett Park and Ride.

Status The Rowlett Extension (Line Section R-1) is in the planning and development phase, with the preliminary engineering/environmental assessment (PE/EA) phase of the FTA Project Development Process progressing.

Bi-weekly meetings continue to be held. The Technical Work group met in November 2005.

The design phase will begin after completion of the planning and development phase.

Issues Distribution lines that cross the alignment at the KCS tracks have become a new issue. These lines will have to be raised; however, they are controlled by Texas Municipal Power Agency and are part of a larger grid servicing Dallas. Permission from Electric Reliability Council of Texas will also be needed before construction. Planning and Project Management staff is currently examining records for license agreements and will begin coordination with the appropriate agencies regarding raising these lines.

In Line Section G-3, an at-grade station in Downtown Garland has been built; however, due to increased traffic on the KCS line, alternatives are being examined during preliminary engineering for crossing the KCS track. A tentative resolution has been reached resulting in KCS Railroad giving DART a 22-foot clearance over the freight track.

Other items being evaluated are: Rowlett Creek and associated wetlands; noise and vibration issues; and residential and freight customer impact.

**Strategic Plan
Consideration** C2.3 Integrate new transit services

Description The existing fleet of 115 LRVs (each composed of an A-unit and a B-unit) will be modified by adding a 31-foot long, low-floor center section (C-unit) to each A/B vehicle, creating a fleet of 115 Super LRVs (SLRVs). This modified fleet will provide for direct, level boarding, from 16” high platforms, into each vehicle. Also, a total of 48 new SLRVs will be procured. The procurement of the C-units for modifying the existing fleet and the procurement of the new SLRVs will be divided into phases.

Status Definition of plans and specifications for the C-units for modifying the existing fleet have been prepared. A request for proposal (RFP) for procurement of 115 C-units has been issued and preliminary negotiations have been initiated.

Issues None.

Northwest Rail Operating Facility

LRT Buildout Phase II

Strategic Plan Consideration	C1 Improve Customer Satisfaction C2 Manage System Growth C3 Improve Efficiency
Description	<p>The Northwest Rail Operating Facility (NWROF) will provide storage, running maintenance, and administrative functions to meet DART's long-term operational and maintenance needs for Buildout Phase II. The site is bounded by Lombardy, Denton Drive, Century Drive, and Abernathy, and consists of approximately 34.3 acres. The storage tracks will be designed to accommodate approximately 75 SLRVs. The facility is intended to perform running maintenance of all vehicles, with no heavy overall maintenance at this site. The project consists of yard track layout; yard lighting; cleaning platform; non-revenue vehicle and SLRV car wash facility; service and inspection facility; ways, structures, and amenities facility; administrative offices; communications center; and yard control center.</p>
Status	<p>A revised D&A was delivered on November 7, 2005, which addressed the issues of drainage within the site, as well as floor plan and architectural layouts. Pre-final design submittal is set for March 7, 2006. Acquisition of the required property is underway.</p>
Issues	<p>The concern about spot cooling of the shop area has been resolved. Cooling of the shop area will be addressed wholly utilizing evaporative cooling.</p> <p>Documentation for a flood fill permit was submitted to the City of Dallas. The City has requested additional information, which DART is presently preparing.</p>

Raise & Extend Four CBD Stations









LRT Buildout Phase II

Strategic Plan Consideration	C1 Improve Customer Satisfaction C2 Manage System Growth
Description	This project will extend the existing CBD LRT station platforms and modify the height of the platforms to accommodate the level boarding mode of operation.
Status	The project design is underway. The D&A review was submitted on October 18, 2005. The pre-final design is progressing and is due on March 21, 2006. Construction is anticipated to begin in June 2007 and be complete for Line Section SE-1 revenue service.
Issues	Construction will be sequenced to provide the least amount of service interruption. Adjacent property owners are being notified and a strategy is being developed for communicating with customers regarding the pending station modifications.

Facilities - Six-Month Look Ahead

LRT Buildout Phase II

BUILDOUT PHASE IIA FACILITIES SIX-MONTH LOOK AHEAD

	2006					
	JANUARY	FEBRUARY	MARCH	APRIL	MAY	JUNE
SE-1	▲ Negotiations for GMP Continues	▲ IFB Begins, if necessary				
SE-2	▲ Negotiations for GMP Continues	Final Submittal ▲		▲ Contract Doc's		
NW-1B	▲ Negotiations for GMP Continues Final Submittal ▲		▲ Contract Doc's			
NW-2					▲ Pre-Final Submittal Review	
NW-3				▲ Pre-Final Submittal Review		
NW-4					Pre-Final Submittal ▲	
NWROF		Pre-Final Submittal ▲				
Raise & Extend 4 CBD Stations		Pre-Final Submittal ▲				
<div>  - Construction  - Manufacture  - Construction Complete  - Information Only * Senior Management Review  - Critical  - Trending toward Critical  - Change  - Revenue Service </div>						

Revised 12/31/05

Change Control Summary

LRT Buildout Phase II

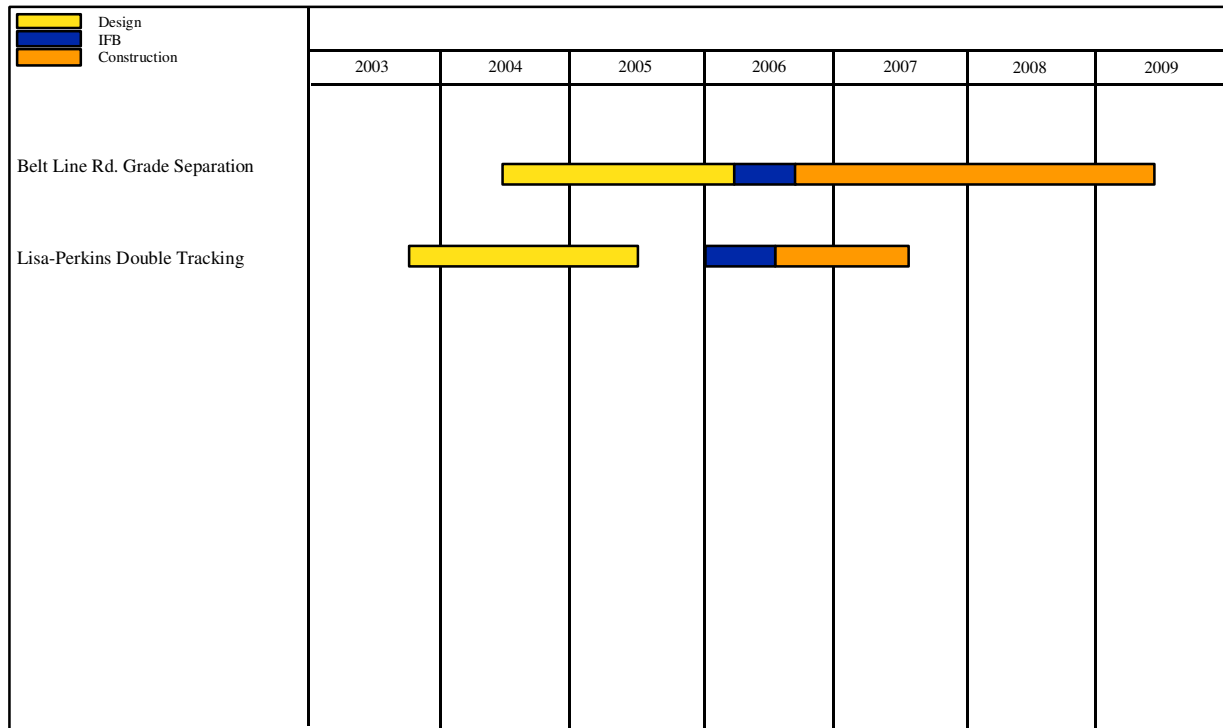
Light Rail Transit Buildout Phase IIA - Change Control Summary												
Rail Section/ Contract Package		Consultant/ Contractor	Approved Contract Amount	Approved Contingency/ Allowance	Total Approved Amount	Executed Changes	Current Contract Value	Remaining Contingency/ Allowance	Percent Contingency Used	Percent Contract Comp.	Summary of Activity This Period & Comments (December 2005)	
			(A)	(B)	(C=A+B)	(D)	(E=A+D)	(F=B-D)	(G=D/B)			
Professional Services	GEC C-1002450-01	ACT-21 BO-PH-II	\$135,075,180	\$1,388,533	\$136,463,713	\$0	\$135,075,180	\$1,388,533	0%	(Note a)	Through FY-06 AWP SA-67 Pending	
	SDC C-1002803-01	Dallas System Consultants BO-PH-II	\$37,564,492	\$827,431	\$38,391,923	\$0	\$37,564,492	\$827,431	0%	(Note a)	Through FY-06 AWP No changes in December	
	Systems Integration (SIC) C-1004187-01	DMJM + HARRIS BO-PH-II	\$16,862,081	\$193,161	\$17,055,242	\$0	\$16,862,081	\$193,161	0%	(Note a)	Through FY-06 AWP No changes in December	
	Project Controls (PCC) C-1002450-02	Sunland Engineering BO-PH-II	\$11,002,230	\$113,409	\$11,115,639	\$0	\$11,002,230	\$113,409	0%	(Note a)	Through FY-06 AWP No changes in December	
	LRV Engineering C-1008146-01	LTK	\$1,816,680	\$95,800 *20K BASE + 50K TRE	\$1,912,480	\$0	\$1,816,680	\$95,800	0%	(Note a)	Through FY-06 AWP No changes in December	
	CMGC-1 C-1007571-01	AWBC	\$5,618,850	\$0	\$5,618,850	\$0	\$5,618,850	\$0	0%	(Note c)	No changes in December	
	TOTALS:		\$207,939,513	\$2,618,334	\$210,557,847	\$0	\$207,939,513	\$2,618,334				
	Legend:	% Contingency >= 80%										
	Notes:	a) The professional services contracts are negotiated through annual workplans (AWP) ; amounts reflected on this report represent Total Board Authorized Not-to-Exceed values. b) The authorized board increases are captured in column B along with approved contingency increases to more accurately reflect the change activity as it relates to contingency. c) CMGC-1 contract is a task order type contract and therefore does not include a contingency.										

**COMMUTER
RAIL**

Summary Working Schedule



COMMUTER RAIL SUMMARY WORKING SCHEDULE



Revised 12/31/05

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	\$1.3	\$0.7
Lisa-Perkins Double Tracking	4.9	0.5	0.2

Notes:

- 1) Expended to date values reflect activity through 11/30/05, per DART's General Ledger.
- 2) Control Budget value is from the current DART financial plan.

Belt Line Road Grade Separation

Commuter
Rail

Strategic Plan Consideration

C1 Improve Customer Satisfaction
C2 Manage System Growth
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 Road, 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 Road 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 Quiet Zone.

The Regional Transportation Council of the North Central Texas Council of Governments (NCTCOG) 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.

Status

DART/TRE SMR Committee's final review of the Plans, Specifications & Estimate (PS&E) package is scheduled to commence on January 23, 2006.

A revised proposal was submitted in September 2005 to NCTCOG for an additional \$4.8 million.

Additional signals plans for Rogers and MacArthur intersection are 75% complete.

Staff attended utility relocation meetings. City of Irving utility relocations were completed in November 2005. TXU Electric, Verizon, and MCI utility work is under way. Atmos gas lines and AT&T utility work is complete.

Issues

Funding increase was approved by the Irving City Council on October 5, 2005. Approval from NCTCOG/Surface Transportation Technical Committee was received in December 2005. Approval from the Regional Transportation Council will be sought on January 12, 2006.

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

**Commuter
Rail**

**Strategic Plan
Consideration** C1 Improve Customer Satisfaction
C2 Manage System Growth
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 99-ft. long prestressed concrete double cell box girder bridges, two existing culvert extensions and improvements to the grade crossing at Market Center Blvd.











Status All engineering documents are complete. IFB documents are anticipated to be released by January 2006.

Issues None.

Six-Month Look Ahead

**Commuter
Rail**

COMMUTER RAIL SIX-MONTH LOOK AHEAD

	2006					
	JANUARY	FEBRUARY	MARCH	APRIL	MAY	JUNE
BELT LINE RD GRADE SEPARATION		 Begin IFB * Senior Management Review				
LISA-PERKINS DOUBLE TRACKING	  Begin IFB 12/05					
<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 12/31/05

Change Control Summary

**Commuter
Rail**

Commuter Rail - Change Control Summary

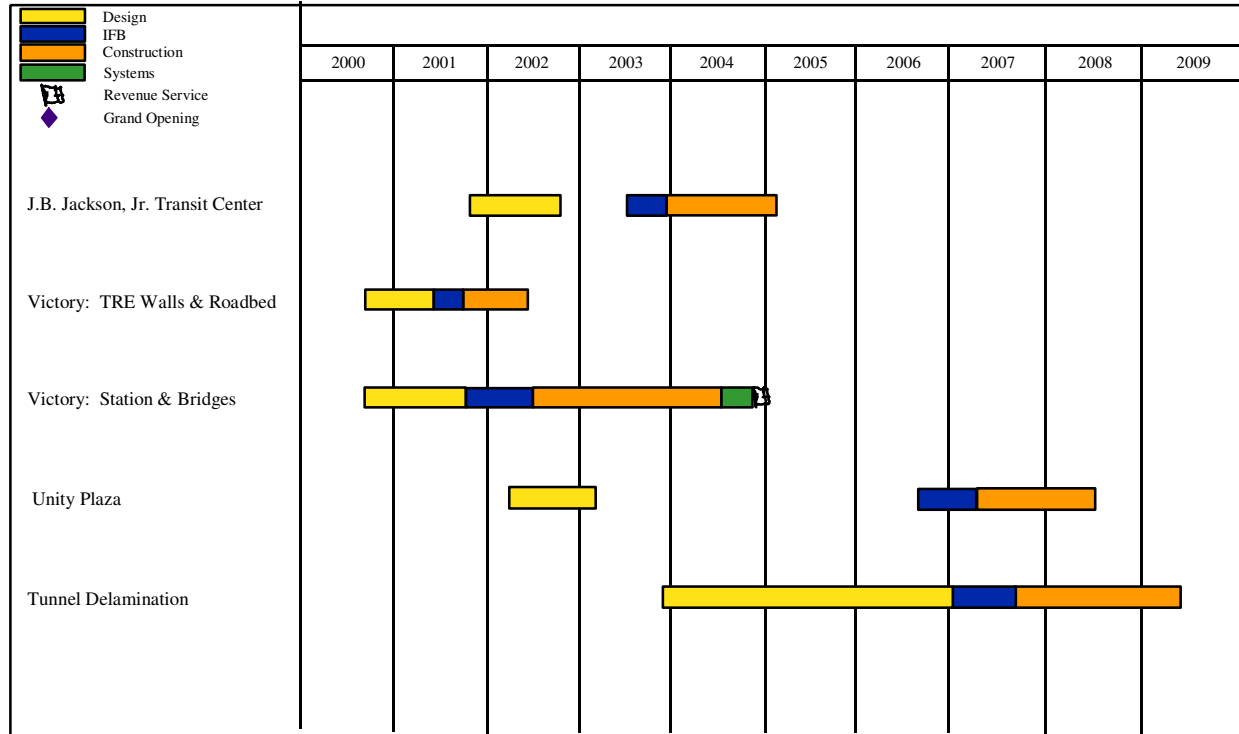
Commuter Rail - Change Control Summary											
Facility/ Contract Package		Consultant/ Contractor	Approved	Approved	Total		Current	Remaining	Percent	Percent	Summary of Activity This Period & Comments (December 2005)
			Contract	Contingency	Approved	Executed	Contract	Contingency	Contingency	Contract	
			Amount	Allowance	Amount	Changes	Value	Allowance	Used	Comp.	
			(A)	(B)	(C=A+B)	(D)	(E=A+D)	(F=B-D)	(G=D/B)		
Currently, no active contracts	Belt Line-Story Grade Separation	TBD	\$0	\$0	\$0	\$0	\$0	\$0	0%	0%	
Currently, no active contracts	TRE Lisa-Perkins Construction	TBD	\$0	\$0	\$0	\$0	\$0	\$0	0%	0%	
TOTALS:			\$0	\$0	\$0	\$0	\$0	\$0			
Legend:	% Contingency >= 80%										
Notes:											

**ADDITIONAL
CAPITAL
DEVELOPMENT**

Summary Working Schedule

Additional Capital Development

ADDITIONAL CAPITAL DEVELOPMENT SUMMARY WORKING SCHEDULE



Revised 09/30/05

Cost Summary

Additional Capital Development

ADDITIONAL CAPITAL DEVELOPMENT Cost Summary (in millions of dollars)			
	Control Budget	Current Commitment	Expended to Date ⁽¹⁾
J.B. Jackson, Jr. Transit Center	\$ 7.8	\$ 6.6	\$6.6
Victory Station Project ⁽²⁾	79.0	81.0	81.5
Unity Plaza	3.5	0.9	0.9
Tunnel Delamination	4.2	1.5	1.0

Notes:

- 1) Expended to date values reflect activity through 11/30/05, per DART's General Ledger.
- 2) Current commitment reflects anticipated Anland credit.

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

**Additional Capital
Development**

**Strategic Plan
Consideration** C2.3 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 Substantial completion was reached on February 18, 2005, with the transit center opening on schedule on February 19, 2005.

Contract closeout is nearing completion. The contractor is completing warranty work.

Issues The insurance claim has been closed out; awaiting final report from the contractor closing the issue.

NW-1A/Victory Station Project

Additional Capital Development

Strategic Plan Consideration

C2.3 Integrate new transit services

Description

The NW-1A/Victory Station project was developed with four contracts:

- **TRE Walls and Roadbed Construction Contract** – project is complete.
- **Line Section NW-1A Construction Contract** – project is in closeout.
- **Line Section NW-1A Track Material Procurement** – project is complete.
- **Line Section NW-1A Systems Construction Contract** – project is in closeout.

Status

Line Section NW-1A Facilities Construction Contract

The facilities contractor, Martin K. Eby Construction, Inc., has completed all work and contract closeout continues.

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. Contract closeout is in process.

Issues

Line Section NW-1A Facilities Construction Contract

Eby has refused to sign approximately 100 supplemental agreements to the contract for mutually agreed upon costs for claims reasons. DART has issued unilateral modifications to the contract to pay for the work on the above-referenced change issues.

Eby has submitted five Requests for Equitable Adjustment (REAs) for claimed impacts and delays to the project, consisting of: 1) the area of the project south of station 102+00 in the amount of \$4,350,793.94; 2) project-wide “shoring” system issues in the amount of \$3,565,761.86, and time extension requests to Milestones A (124 days), E (15 days), and G (103 days); 3) station platforms issues in the amount of \$3,069,031.99, and a time extension request to Milestone B of 141 days; 4) Lamar Street Extension issues in the amount of \$817,688.58, and a time extension request to Milestone A (56 days); and 5) “Impacts to the Balance of the Project” in the amount of \$5,643,074.82 plus interest in the amount of \$505,554.50. At this time, it is believed this is the entirety of the contractor’s requests. The above REAs are under review and DART continues to work with the contractor on prompt resolution of all contract matters.

On December 29, 2005, Eby submitted an additional request for time extension of 64 days to Milestone D.

NW-1A/Victory Station Project

**Additional Capital
Development**

Issues (Continued) Eby sued DART's general engineering consultant, LAN/STV, in State Court. LAN/STV's Motion for Summary Judgment was granted on March 2, 2005. Eby appealed this decision on March 30, 2005; oral argument is scheduled for March 8, 2006.

**Strategic Plan
Consideration**

C2.5 Improve passenger amenities and 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.

Issues

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

North Central Tunnel Delamination Repair & Monitoring of Test Section








Additional Capital
Development

Strategic Plan Consideration	C2.5 Improve passenger amenities and facilities
Description	<p>This project consists of delamination repair, long-term monitoring/instrumentation program, and crack repair in the North Central northbound tunnel.</p> <p>The delamination repair consists of two methods: the Surface Drainage System, draining water from immediately behind the tunnel liner, and the Penetration Drainage System, draining the deeper water pockets before seepage occurs at the tunnel liner.</p> <p>The long-term, embedded monitoring/instrumentation program will monitor water pressure, effects of delamination repair, rock layer arrangement, and liner deformation due to piston effect and temperature changes.</p> <p>The crack repair is a repair to the cast-in-place concrete liner.</p>
Status	<p>Procurement process is underway for the repair and monitoring of the test section.</p> <p>Laser scanning fieldwork is complete. Post processing of further development of scanned images is in progress.</p> <p>Ground penetrating radar (GPR) mapping contractor has submitted draft work plan for project team's review. DART's operation and maintenance departments are currently evaluating this work plan.</p>
Issues	None.

Six-Month Look Ahead

Additional Capital Development

ADDITIONAL CAPITAL DEVELOPMENT SIX-MONTH LOOK AHEAD

	2006					
	JANUARY	FEBRUARY	MARCH	APRIL	MAY	JUNE
J.B. JACKSON, JR. TRANSIT CENTER	Substantially Completed on 02/18/05					
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)					
TUNNEL DELAMINATION	<div>▲ Engineering Continues</div> <div>▲ IFB (Repair & Monitoring Test Section) Continues</div>					
<div><div> - Construction</div><div> - Construction Complete (Substantially)</div><div> - Revenue Service/Turnover to Operations</div><div> - Information Only</div><div> - Change</div><div>* Senior Management Review</div><div> - Critical</div><div> - Trending toward Critical</div></div>						

Revised 12/31/05

Change Control Summary

Additional Capital Development

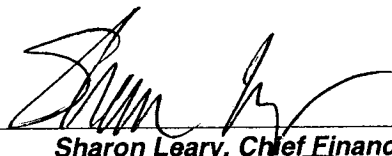
Additional Capital Development - Change Control Summary											
Facility/ Contract Package	Consultant/ Contractor	Approved Contract Amount	Approved Contingency Allowance	Total Approved Amount	Executed Changes	Current Contract Value	Remaining Contingency Allowance	Percent Contingency Used	Percent Contract Comp.	Summary of Activity This Period & Comments (December 2005)	
		(A)	(B)	(C=A+B)	(D)	(E=A+D)	(F=B-D)	(G=D/B)			
J.B. Jackson, Jr. Transit Center	Design	KAI Alliance	\$447,250	\$44,725	\$491,975	\$44,715	\$491,965	\$10	99.9%	100%	Design completed
	1002720-1										
	Construction	CME Builders	\$2,899,156	\$258,025	\$3,157,181	\$141,421	\$3,040,577	\$116,604	55%	99%	SA 9 & 10 Executed in June No changes in December
NW-1A Facilities and Systems	Construction	Martin K. Eby	\$24,986,984	\$2,498,698	\$27,485,682	\$2,467,766	\$27,454,750	\$30,932	99%	100%	Includes Unilateral Mods No changes in December
	C-1003853-01										
	Comm, OCS & Signals	Mass Electric	\$15,890,713	\$1,589,071	\$17,479,784	\$37,415	\$15,556,242	\$1,551,656	2%	99%	Through SA-028 SA-29 Pending
Unity Plaza	Design	RTKL Assoc.	\$1,053,766	\$105,377	\$1,159,142	\$0	\$1,053,766	\$105,377	0%	100%	Design complete
	C-1003727-01										
	Construction	TBD									IFB deferred
TOTALS:			\$45,277,869	\$4,495,895	\$49,773,764	\$2,691,317	\$47,597,300	\$1,804,579			
Legend:	% Contingency >= 80%										
Notes:	a) Totals may reflect totals of active contracts and closed contracts that are contained within hidden cells on this sheet.										

DALLAS AREA RAPID TRANSIT

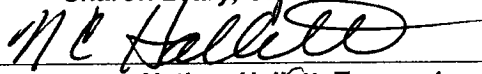
QUARTERLY INVESTMENT REPORT

As Of
December 30, 2005

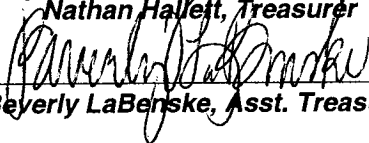
***Submitted by Authorized Investment Officers
in Accordance with
the Public Funds Investment Act***



Sharon Leary, Chief Financial Officer



Nathan Hallett, Treasurer



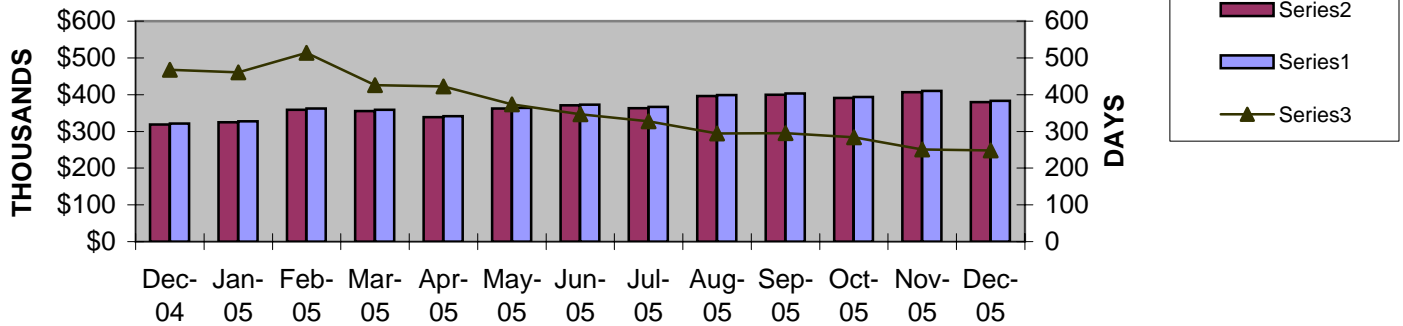
Beverly LaBenske, Asst. Treasurer

***Prepared by Treasury
January 31, 2006***

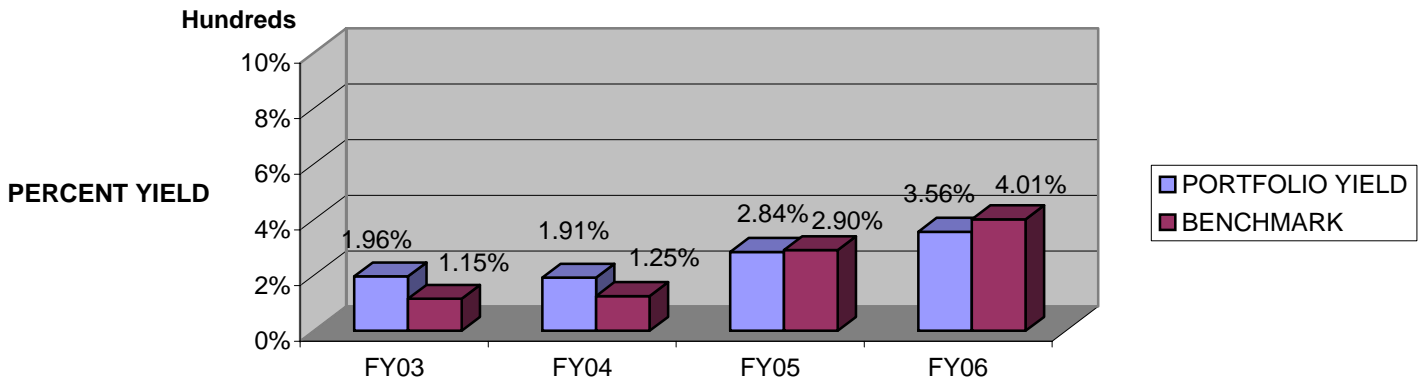
INVESTMENT PORTFOLIO

December-05

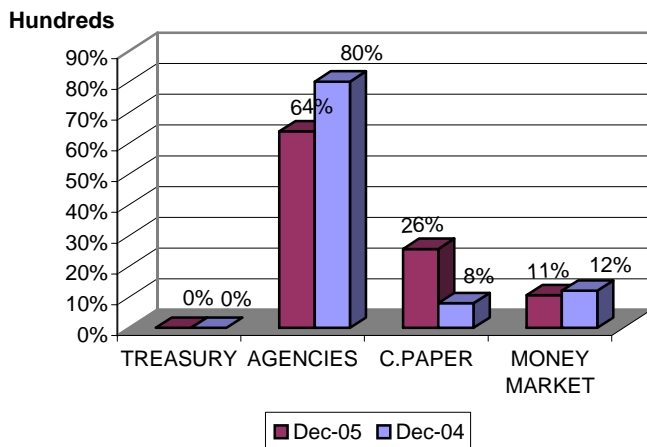
EXECUTIVE SUMMARY



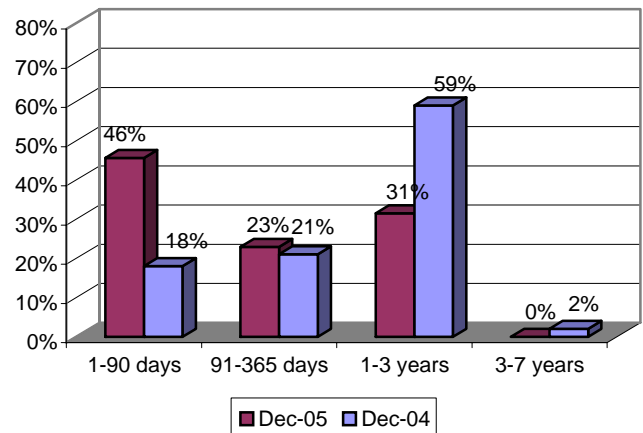
HISTORICAL PORTFOLIO PERFORMANCE



DISTRIBUTION BY MARKET SECTOR



DISTRIBUTION BY MATURITY SECTOR



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.

Notice of Security Transactions

Investment Straight Line - Actual Life Receipts in Period 10/01/05 - 12/31/05

Run Date: 01/09/06

Run Time: 07:42:37

Page 1 of 1

Purchase Date	Sale Date	Order Type	CUSIP	Security Description	Ending Par Val/Shares	Maturity Date	Days to Maturity	Yield Matur	Call Date	Yield Call	Ending Unamor Val/Cost	Fund Number	Purchase Institution	Invest Number
07/11/05	10/11/05	MAT	90262CKX8	UBSFIN 10/11/05 CP 3.45 0.00 10/11/05	5,000,000.00	10/11/05	10	3.5290	Open	3.5290	4,955,916.67	035999	Bank of America	05-0018-01
											Total		Bank of America	05-0018-01
07/19/05	10/19/05	MAT	90262CKX8	UBSFIN 10/19/05 CP 3.48 0.00 10/19/05	5,000,000.00	10/19/05	18	3.5600	Open	3.5600	4,955,533.33	035999	Bank of America	05-0020-01
											Total		Bank of America	05-0020-01
07/25/05	11/01/05	MAT	93114EY19	Wal-Mart Stores 3.53 CP 0.00 11/01/05	5,000,000.00	11/01/05	31	3.6141	Open	3.6141	4,951,462.50	035999	Lehman Brothers Inc	05-0021-01
											Total		Lehman Brothers Inc	05-0021-01
08/15/05	10/26/05	MAT	36959HXS1	GECC 10/26/05 CP 0.00 10/26/05	5,000,000.00	10/26/05	25	3.6353	Open	3.6353	4,964,400.00	035999	Bank of America	05-0024-01
											Total		Bank of America	05-0024-01
08/17/05	10/17/05	MAT	78009RXH5	Royal Bank of Scotland CP 0.00 10/17/05	5,000,000.00	10/17/05	16	3.6621	Open	3.6621	4,969,584.72	035999	Lehman Brothers Inc	05-0026-01
											Total		Lehman Brothers Inc	05-0026-01
08/25/05	11/17/05	MAT	6385E0YH0	Nationwide Bldg CP 0.00 11/17/05	5,000,000.00	11/17/05	47	3.8047	Open	3.8047	4,956,600.00	035999	Lehman Brothers Inc	05-0030-01
											Total		Lehman Brothers Inc	05-0030-01
09/01/05	11/03/05	MAT	69372AY30	PACCAR 11/03/05 CP 0.00 11/03/05	5,000,000.00	11/03/05	33	3.7245	Open	3.7245	4,968,062.50	035999	Bank of America	05-0032-01
											Total		Bank of America	05-0032-01
09/09/05	12/01/05	MAT	65011JZ19	NYT 12/01/05 CP 0.00 12/01/05	10,000,000.00	12/01/05	61	3.7630	Open	3.7630	9,915,155.56	035999	Bank of America	05-0034-01
											Total		Bank of America	05-0034-01
09/12/05	11/03/05	MAT	25674JY38	Dollar Thrifty CP 0.00 11/03/05	4,000,000.00	11/03/05	33	3.7613	Open	3.7613	3,978,680.00	035999	JP Morgan	05-0035-01
											Total		JP Morgan	05-0035-01
09/13/05	12/06/05	MAT	7426M4Z67	PEPCPP 12/06/05 CP 0.00 12/06/05	5,000,000.00	12/06/05	66	3.7634	Open	3.7634	4,957,066.67	035999	Bank of America	05-0036-01
											Total		Bank of America	05-0036-01
09/15/05	10/12/05	MAT	02003TXC8	ALLTEL CP 0.00 10/12/05	5,000,000.00	10/12/05	11	3.7312	Open	3.7312	4,986,237.50	035999	Bank of America	05-0037-01
											Total		Bank of America	05-0037-01
09/15/05	10/06/05	MAT	25674JX62	Dollar Thrifty CP 0.00 10/06/05	1,538,000.00	10/06/05	5	3.7493	Open	3.7493	1,534,689.46	035999	JP Morgan	05-0038-01
											Total		JP Morgan	05-0038-01
09/16/05	11/07/05	MAT	45974MY77	International Lease Finance CP 0.00 11/07/05	6,700,000.00	11/07/05	37	3.7613	Open	3.7613	6,664,289.00	035999	JP Morgan	05-0039-01
											Total		JP Morgan	05-0039-01
10/11/05	12/08/05	MAT	42805L288	Herflt CP 12/08/05 0.00 12/08/05	1,000,000.00	12/08/05	58	3.9997	Open	3.9997	993,684.44	035999	JP Morgan	06-0001-01
											Total		JP Morgan	06-0001-01
10/26/05	12/19/05	MAT	81989CZK7	Sharp Elec Corp CP 0.00 12/19/05	3,400,000.00	12/19/05	54	4.0800	Open	4.0800	3,379,600.00	035999	JP Morgan	06-0009-01
											Total		JP Morgan	06-0009-01
11/01/05	12/02/05	MAT	5460E0Z24	LDRYFA 12/02/05 CP 0.00 12/02/05	5,000,000.00	12/02/05	31	4.0798	Open	4.0798	4,982,734.72	035999	Bank of America	06-0010-01
											Total		Bank of America	06-0010-01
04/24/01	11/22/05	MAT	31331HA72	FFCB 6.50 11/22/05	1,000,000.00	11/22/05	52	5.2502	Open	5.2502	1,050,220.00	616263	Salomon Smith Barney	01-0039-01
											Total		Salomon Smith Barney	01-0039-01
06/30/04	11/30/05	MAT	31331TZH3	FFCB 2.56 11/30/05	3,000,000.00	11/30/05	60	2.5600	Open	2.5600	3,000,000.00	035999	PainWebber/ UBS	04-0056-01
											Total		PainWebber/ UBS	04-0056-01
03/30/04	12/30/05	MAT	3133X5FU7	FHLE Callable 1.64 12/30/05	3,000,000.00	12/30/05	90	1.6400	Open	1.6400	3,000,000.00	035999	PainWebber/ UBS	04-0031-01
											Total		PainWebber/ UBS	04-0031-01
04/12/04	10/12/05	MAT	3133X5EH7	FHLE Callable 1.60 10/12/05	5,000,000.00	10/12/05	11	1.6000	Open	1.6000	5,000,000.00	035999	Banc One	04-0034-01
											Total		Banc One	04-0034-01
12/17/04	12/19/05	MAT	3133X9Q78	FHLE Callable 2.81 12/19/05	4,000,000.00	12/19/05	79	2.8100	01/19/05	2.8100	4,000,000.00	035999	JP Morgan	04-0078-01
											Total		JP Morgan	04-0078-01
11/20/03	11/17/05	MAT	3128X16Q5	FHLMC Callable 2.30 11/17/05	4,000,000.00	11/17/05	47	2.2535	11/17/04	2.2076	4,003,600.00	035999	PainWebber/ UBS	03-0105-01
											Total		PainWebber/ UBS	03-0105-01
11/26/03	11/25/05	MAT	3128X2AV7	FHLMC Callable 2.50 11/25/05	1,000,000.00	11/25/05	55	2.2324	11/26/04	1.9723	1,005,200.00	035999	PainWebber/ UBS	03-0106-01

Notice of Security Transactions

Investment Straight Line - Actual Life Receipts in Period 10/01/05 - 12/31/05

Run Date: 01/09/06
Run Time: 07:42:30
Page 2 of 2

Purchase Date	Sale Date	Order Type	CUSIP	Security Description		Ending Par Val/Shares	Maturity Date	Days to Maturity	Yield Matur	Call Date	Yield Call	Ending Unamor Val/Cost	Fund Number	Purchase Institution	Invest Number
12/02/03	12/02/05	PAT	3136F4WB6	FNMA Callable 2.20	12/02/05	3,000,000.00	12/02/05	62	2.2000	12/02/04	2.2000	3,000,000.00	035999	PainWebber/ UBS	03-0106-01
													Total	PainWebber/ UBS	03-0109-01
													Total	PainWebber/ UBS	03-0109-01
Investment Total						<u>100,638,000.00</u>		<u>52</u>	<u>3.3271</u>		<u>3.3214</u>	<u>100,172,717.07</u>			

Notice of Security Transactions

Investment Straight Line - Actual Life Receipts in Period 10/01/05 - 12/31/05

Run Date: 01/09/0
Run Time: 07:47:0
Page 1 of

Purchase Date	Sale Date	Order Type	CUSIP	Security Description	Ending Par Val/Shares	Maturity Date	Days to Maturity	Yield Matur	Call Date	Yield Call	Ending Unamor Val/Cost	Fund Number	Purchase Institution	Invest Number
10/11/05	Open	BUY	42805LZ88	Herflt CP 12/08/05 0.00 12/08/05	1,000,000.00	12/08/05	58	3.9997	Open	3.9997	993,684.44	035999	JP Morgan	06-0001
												Total	JP Morgan	06-0001
10/11/05	Open	BUY	45974NAC0	INTL Lease Pin CP 0.00 01/12/06	4,000,000.00	01/12/06	93	4.0979	Open	4.0979	3,958,666.67	035999	JP Morgan	06-0002
												Total	JP Morgan	06-0002
10/11/05	Open	BUY	98719DA56	Yorkshire Bldg Society CP 0.00 01/05/06	5,000,000.00	01/05/06	86	4.0843	Open	4.0843	4,952,341.67	035999	Bank of America	06-0003
												Total	Bank of America	06-0003
10/12/05	Open	BUY	90262DAS4	UBSPIN CP 0.00 01/26/06	5,000,000.00	01/26/06	106	4.1350	Open	4.1350	4,940,669.44	035999	Bank of America	06-0004
												Total	Bank of America	06-0004
10/14/05	Open	BUY	98719DA56	Yorkshire Bldg Society CP 0.00 01/05/06	5,000,000.00	01/05/06	83	4.1140	Open	4.1140	4,953,658.33	035999	Bank of America	06-0005
												Total	Bank of America	06-0005
10/14/05	Open	BUY	74271UAH3	Procter & Gamble CP 01/17/06 0.00 01/17/06	10,000,000.00	01/17/06	95	4.0988	Open	4.0988	9,894,444.44	035999	JP Morgan	06-0006
												Total	JP Morgan	06-0006
10/17/05	Open	BUY	9612C1AH0	WSTPAC 01/17/06 CP 0.00 01/17/06	5,000,000.00	01/17/06	92	4.1285	Open	4.1285	4,948,505.56	035999	Bank of America	06-0007
												Total	Bank of America	06-0007
10/19/05	Open	BUY	02665KAP2	HNDAP 01/23/06 CP 0.00 01/23/06	5,000,000.00	01/23/06	96	4.1407	Open	4.1407	4,946,133.33	035999	Bank of America	06-0008
												Total	Bank of America	06-0008
10/26/05	Open	BUY	81989CZK7	Sharp Elec Corp CP 0.00 12/19/05	3,400,000.00	12/19/05	54	4.0800	Open	4.0800	3,379,600.00	035999	JP Morgan	06-0009
												Total	JP Morgan	06-0009
11/01/05	Open	BUY	5460E0Z24	LDRYFA 12/02/05 CP 0.00 12/02/05	5,000,000.00	12/02/05	31	4.0798	Open	4.0798	4,982,734.72	035999	Bank of America	06-0010
												Total	Bank of America	06-0010
11/17/05	Open	BUY	45974NBH8	ILFC 02/17/06 CP 0.00 02/17/06	6,000,000.00	02/17/06	92	4.3356	Open	4.3356	5,935,140.00	035999	Bank of America	06-0011
												Total	Bank of America	06-0011
12/01/05	Open	BUY	64989TAK3	New York St Pwr 0.00 01/19/06	11,600,000.00	01/19/06	49	4.3033	Open	4.3033	11,533,370.89	035999	JP Morgan	06-0012
												Total	JP Morgan	06-0012
12/01/05	Open	BUY	90262DA39	UBSPIN CP 0.00 01/03/06	5,000,000.00	01/03/06	33	4.2441	Open	4.2441	4,980,887.50	035999	Bank of America	06-0013
												Total	Bank of America	06-0013
12/02/05	Open	BUY	5460F1AC6	LDRYFB CP 0.00 01/12/06	10,000,000.00	01/12/06	41	4.2890	Open	4.2890	9,952,052.78	035999	Bank of America	06-0014
												Total	Bank of America	06-0014
12/06/05	Open	BUY	25674KAP2	Dollar Thrifty CP 0.00 01/23/06	5,000,000.00	01/23/06	48	4.3438	Open	4.3438	4,971,600.00	035999	JP Morgan	06-0015
												Total	JP Morgan	06-0015
12/06/05	Open	BUY	45974NAK2	ILFC CP 0.00 01/19/06	6,000,000.00	01/19/06	44	4.3110	Open	4.3110	5,968,980.00	035999	Bank of America	06-0016
												Total	Bank of America	06-0016
12/12/05	Open	BUY	25674KAW7	DTFC CP 0.00 01/30/06	5,000,000.00	01/30/06	49	4.3956	Open	4.3956	4,970,668.06	035999	JP Morgan	06-0017
												Total	JP Morgan	06-0017
12/14/05	Open	BUY	5460F1AJ1	LDRYFB 01/18/06 CP 0.00 01/18/06	5,000,000.00	01/18/06	35	4.3167	Open	4.3167	4,979,388.89	035999	Bank of America	06-0018
												Total	Bank of America	06-0018
12/16/05	Open	BUY	45974NB62	ILFC CP 0.00 02/06/06	1,400,000.00	02/06/06	52	4.3870	Open	4.3870	1,391,304.44	035999	JP Morgan	06-0019
												Total	JP Morgan	06-0019
12/16/05	Open	BUY	25674KAR8	DTFC CP 0.00 01/25/06	1,368,000.00	01/25/06	40	4.4011	Open	4.4011	1,361,433.60	035999	JP Morgan	06-0020
												Total	JP Morgan	06-0020
12/19/05	Open	BUY	65011KB08	NYT 02/28/06 CP 0.00 02/28/06	3,000,000.00	02/28/06	71	4.4280	Open	4.4280	2,974,380.83	035999	Bank of America	06-0021
												Total	Bank of America	06-0021
12/20/05	Open	BUY	3133XB7G4	FHLB 3.8 12/22/06	1,000,000.00	12/22/06	367	4.8004	Open	4.8004	990,290.00	035999	JP Morgan	06-0022
												Total	JP Morgan	06-0022
Investment Total					108,768,000.00		77	4.1758		4.1758	107,959,935.59			

Current Portfolio Report

Investment

Straight Line - Callable Life

Receipts in Period

12/31/05

Run Date: 01/09/06

Run Time: 07:49:16

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Security Description	CUSIP	Ending Par Val/Shares	Coupon Rate	Maturity Date	Yield Matur	Call Date	Yield Call	Ending Amor Val/Cost	Ending Market Val	Other Rating	Purchase Date	Invest Number	Comments	Optional ID
UBSPIN CP 0.00 01/03/06	90262DA39	5,000,000.00	0.000	01/03/06	4.2441	Open	4.2441	4,998,841.67	4,980,900.00		12/01/05	06-0013		Operating
Yorkshire Bldg Society CP 0.00 01/05/06	98719DA56	5,000,000.00	0.000	01/05/06	4.0843	Open	4.0843	4,997,783.33	4,955,000.00		10/11/05	06-0003		Operating
Yorkshire Bldg Society CP 0.00 01/05/06	98719DA56	5,000,000.00	0.000	01/05/06	4.1140	Open	4.1140	4,997,766.67	4,955,000.00		10/14/05	06-0005		Operating
PHLB Callable 1.75 01/12/06	3133X5J90	4,650,000.00	1.750	01/12/06	1.7500	Open	1.7500	4,650,000.00	4,646,745.00	Agcy	04/12/04	04-0033		Operating
INTL Lease Pin CP 0.00 01/12/06	45974NAC0	4,000,000.00	0.000	01/12/06	4.0979	Open	4.0979	3,995,111.11	3,993,800.00		10/11/05	06-0002		Operating
LDRYFB CP 0.00 01/12/06	5460F1AC6	10,000,000.00	0.000	01/12/06	4.2890	Open	4.2890	9,987,136.11	9,960,000.00		12/02/05	06-0014		Operating
Procter & Gamble CP 01/17/06 0.00 01/17/06	74271UAH3	10,000,000.00	0.000	01/17/06	4.0988	Open	4.0988	9,982,222.22	9,978,600.00		10/14/05	06-0006		Operating
WSTPAC 01/17/06 CP 0.00 01/17/06	9612C1AH0	5,000,000.00	0.000	01/17/06	4.1285	Open	4.1285	4,991,044.45	4,952,500.00		10/17/05	06-0007		Operating
LDRYFB 01/18/06 CP 0.00 01/18/06	5460F1AJ1	5,000,000.00	0.000	01/18/06	4.3167	Open	4.3167	4,989,988.89	4,980,000.00		12/14/05	06-0018		Operating
New York St Pwr 0.00 01/19/06	64989TAK3	11,600,000.00	0.000	01/19/06	4.3033	Open	4.3033	11,575,524.00	11,572,276.00		12/01/05	06-0012		
ILPC CP 0.00 01/19/06	45974NAK2	6,000,000.00	0.000	01/19/06	4.3110	Open	4.3110	5,987,310.00	5,970,000.00		12/06/05	06-0016		Operating
HMDF 01/23/06 CP 0.00 01/23/06	02665KAP2	5,000,000.00	0.000	01/23/06	4.1407	Open	4.1407	4,987,655.55	4,985,500.00		10/19/05	06-0008		Operating
Dollar Thrifty CP 0.00 01/23/06	25674KAP2	5,000,000.00	0.000	01/23/06	4.3438	Open	4.3438	4,986,983.33	4,975,000.00		12/06/05	06-0015		Operating
DTFC CP 0.00 01/25/06	25674KAR8	1,368,000.00	0.000	01/25/06	4.4011	Open	4.4011	1,364,060.16	1,363,690.80		12/16/05	06-0020		Operating
UBSPIN CP 0.00 01/26/06	90262DAS4	5,000,000.00	0.000	01/26/06	4.1350	Open	4.1350	4,986,006.94	4,945,000.00		10/12/05	06-0004		Operating
PHLMC Callable 2.01 01/27/06	3128X2PN9	4,400,000.00	2.010	01/27/06	2.4418	07/27/04	5.1486	4,400,000.00	4,392,520.00	Agcy	05/03/04	04-0039	Call-07/27/04 only	Operating
DTFC CP 0.00 01/30/06	25674KAM7	5,000,000.00	0.000	01/30/06	4.3956	Open	4.3956	4,982,640.28	4,981,250.00		12/12/05	06-0017		Operating
PHLMC Callable 2.37 02/03/06	3128X2NC5	5,000,000.00	2.370	02/03/06	2.3700	Open	2.3700	5,000,000.00	4,990,500.00	Agcy	02/03/04	04-0002		Operating
ILPC CP 0.00 02/06/06	45974NB62	1,400,000.00	0.000	02/06/06	4.3870	Open	4.3870	1,393,980.00	1,393,616.00		12/16/05	06-0019		Operating
PNMA Step-up Callable 1.70 02/13/06	3136F44L5	1,000,000.00	2.375	02/13/06	2.3750	05/13/04	2.3750	1,000,000.00	997,600.00	Agcy	02/24/04	04-0012	Call-5/13/04 only	Operating
PNMA Step-up Callable 1.70 02/13/06	3136F44L5	125,000.00	2.375	02/13/06	3.0399	05/13/04	3.0399	125,000.00	124,700.00	Agcy	05/04/04	04-0040	Call-5/13/04 only	Operating
PHLMC Callable 2.25 02/17/06	3128X2UQ6	2,000,000.00	2.250	02/17/06	2.2842	08/17/04	2.4285	2,000,000.00	1,994,200.00	Agcy	04/16/04	04-0035	Call-08/17/04 only	Operating
ILPC 02/17/06 CP 0.00 02/17/06	45974NBH8	6,000,000.00	0.000	02/17/06	4.3356	Open	4.3356	5,966,865.00	5,943,000.00		11/17/05	06-0011		Operating
PHLB Callable 2.11 02/24/06	3133X4AP8	2,000,000.00	2.110	02/24/06	2.1100	02/24/05	2.1100	2,000,000.00	1,993,000.00	Agcy	02/24/04	04-0003	NextCall-03/09/05	Operating
NYT 02/28/06 CP 0.00 02/28/06	65011KB08	3,000,000.00	0.000	02/28/06	4.4280	Open	4.4280	2,979,071.66	2,976,000.00		12/19/05	06-0021		Operating
PHLMC Callable 2.16 03/03/06	3128X2YW9	5,000,000.00	2.160	03/03/06	2.1600	03/03/05	2.1600	5,000,000.00	4,980,000.00	Agcy	03/03/04	04-0013	Call-03/03/05 Only	Operating
PHLB StepUp Callable 1.70 03/24/06	3133X4MP5	3,000,000.00	3.000	03/24/06	3.0000	Open	3.0000	3,000,000.00	2,989,500.00	Agcy	03/24/04	04-0024		Pin.Reserve
PHLB Callable 2.17 03/27/06	3133X4MY4	2,000,000.00	2.170	03/27/06	2.1700	01/27/06	2.1700	2,000,000.00	1,991,000.00	Agcy	03/26/04	04-0021		Pin.Reserve
PHLB Callable 2.25 03/28/06	3133X4RZ6	5,000,000.00	2.250	03/28/06	2.2500	01/28/06	2.2500	5,000,000.00	4,975,000.00	Agcy	03/30/04	04-0030		Operating
PHLB Callable 2.00 03/30/06	31339XN59	2,000,000.00	2.000	03/30/06	2.0000	Open	2.0000	2,000,000.00	1,987,800.00	Agcy	06/30/03	03-0059		Operating
PHLMC Callable 1.95 04/26/06	3128X26J9	4,000,000.00	1.950	04/26/06	2.9005	Open	2.9005	4,000,000.00	3,993,200.00	Agcy	05/14/04	04-0042		Operating
PNMA Callable 2.50 04/28/06	3136F5TT8	5,000,000.00	2.500	04/28/06	2.5000	01/28/06	2.5000	5,000,000.00	4,967,000.00	Agcy	04/28/04	04-0038		Operating
PNMA Callable 2.50 05/10/06	3136F5SP7	4,000,000.00	2.500	05/10/06	2.5000	02/10/06	2.5000	4,000,000.00	3,973,600.00	Agcy	05/10/04	04-0041		Operating
PHLMC Callable 2.80 05/19/06	3128X3BM1	3,000,000.00	2.800	05/19/06	2.8000	02/19/06	2.8000	3,000,000.00	2,982,132.00	Agcy	05/19/04	04-0052		Operating
PHLMC Callable 2.00 05/30/06	3128X1PF7	1,000,000.00	2.000	05/30/06	2.1254	05/27/05	2.2225	1,000,000.00	989,600.00	Agcy	02/19/04	04-0006		Operating
PHLMC Callable 2.28 06/02/06	3128X1PC6	1,000,000.00	2.280	06/02/06	2.2323	Open	1.7518	1,000,000.00	990,700.00	Agcy	03/22/04	04-0020		Operating
PNMA Callable 2.15 06/02/06	3136F5T29	1,000,000.00	2.150	06/02/06	2.1259	06/02/04	1.8796	1,000,000.00	990,000.00	Agcy	03/22/04	04-0019	Call-06/02/04 Only	Operating
PHLB Callable 2.50 06/08/06	3133X45M7	5,000,000.00	2.500	06/08/06	2.5000	03/08/06	2.5000	5,000,000.00	4,955,000.00	Agcy	03/08/04	04-0014		Operating
PHLMC Callable 2.125 06/12/06	3128X1NM0	3,000,000.00	2.125	06/12/06	2.1250	Open	2.1250	3,000,000.00	2,967,000.00	Agcy	06/12/03	03-0058		Insurance
PNMA Callable 2.125 06/15/06	3136F5FP3	4,435,000.00	2.125	06/15/06	2.0114	03/15/05	1.8715	4,435,000.00	4,386,215.00	Agcy	03/15/04	04-0016		Operating
PHLMC Callable 2.91 06/16/06	3128X2FP5	2,000,000.00	2.910	06/16/06	2.9100	06/16/04	2.9100	2,000,000.00	1,984,400.00	Agcy	12/16/03	03-0110	Call-06/16/04 Only	Pin.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	2,964,900.00	Agcy	01/28/04	04-0001	Call-01/28/05 Only	Operating
PHLB Callable 3.25 07/28/06	3133XACP0	5,000,000.00	3.250	07/28/06	3.2500	07/28/05	3.2500	5,000,000.00	4,960,500.00	Agcy	01/28/05	05-0001		Operating
FFCB Callable 2.72 08/24/06	31331TFW7	4,000,000.00	2.720	08/24/06	2.7200	11/24/04	2.7200	4,000,000.00	3,950,800.00	Agcy	08/24/04	04-0062	NextCall-03/11/05	Operating
PHLB Callable 2.50 08/25/06	3133X4BV2	4,100,000.00	2.500	08/25/06	2.5000	02/25/06	2.5000	4,100,000.00	4,043,830.00	Agcy	02/25/04	04-0008		Operating

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Investment

Straight Line - Callable Life

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Security Description	CUSIP	Ending Par Val/Shares	Coupon Rate	Maturity Date	Yield Matur	Call Date	Yield Call	Ending Amort Val/Cost	Ending Market Val	Other Rating	Purchase Date	Invest Number	Comments	Optional ID
FNMA Step Up Callable 2.65 09/08/06	3136P56Y2	4,000,000.00	3.750	09/08/06	3.7500	Open	3.7500	4,000,000.00	3,974,800.00	Agcy	09/08/04	04-0068		Operating
PHLB Callable 2.76 09/11/06	3133X4BJ9	3,000,000.00	2.760	09/11/06	2.7600	03/11/06	2.7600	3,000,000.00	2,961,000.00	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	03/29/06	2.3100	2,825,000.00	2,776,410.00	Agcy	03/29/04	04-0028		Operating
FNMA Callable 2.45 09/29/06	3136P5HT1	1,000,000.00	2.450	09/29/06	2.4500	06/29/04	2.4500	1,000,000.00	983,800.00	Agcy	03/29/04	04-0026	NextCall-03/14/05	Operating
PHLB Callable 2.545 09/29/06	3133X4S85	2,500,000.00	2.545	09/29/06	2.9126	03/29/06	2.9126	2,500,000.00	2,461,250.00	Agcy	08/18/04	04-0061		Operating
PHLMC Callable 2.30 10/19/06	3128X2K66	5,000,000.00	2.300	10/19/06	2.3000	04/19/06	2.3000	5,000,000.00	4,905,500.00	Agcy	04/19/04	04-0036		Operating
PHLMC Callable 3.00 11/17/06	3128X2AH8	1,000,000.00	3.000	11/17/06	2.6035	11/17/04	1.3999	1,000,000.00	985,300.00	Agcy	03/31/04	04-0032	Call-11/17/04 only	Operating
FFCB Callable 3.02 11/24/06	31331TJ69	2,000,000.00	3.020	11/24/06	3.0200	11/24/04	3.0200	2,000,000.00	1,970,200.00	Agcy	05/24/04	04-0048	Call-11/24/04 only	Operating
FFCB Callable 2.60 11/27/06	31331TUN9	5,000,000.00	2.600	11/27/06	2.6000	05/27/04	2.6000	5,000,000.00	4,906,500.00	Agcy	02/27/04	04-0011	NextCall-03/11/05	Operating
PHLB Step Up Callable 3.00 12/22/06	3133X9RS1	3,000,000.00	4.000	12/22/06	4.0000	Open	4.0000	3,000,000.00	2,978,700.00	Agcy	12/22/04	04-0079		Operating
PHLB 3.8 3.80 12/22/06	3133XB7G4	1,000,000.00	3.800	12/22/06	4.8004	Open	4.8004	990,585.06	991,000.00		12/20/05	06-0022		Operating
FFCB Callable 2.54 12/29/06	31331TVS7	3,000,000.00	2.540	12/29/06	2.4084	09/29/04	1.8336	3,000,000.00	2,936,400.00	Agcy	03/29/04	04-0025	Call-09/29/04 Only	Operating
FNMA Callable 3.00 12/29/06	3136P4J54	5,000,000.00	3.000	12/29/06	2.8525	06/29/04	1.8683	5,000,000.00	4,916,000.00	Agcy	02/20/04	04-0007	NextCall-03/14/05	Operating
PHLMC Callable 2.85 01/05/07	3128X2KM4	5,000,000.00	2.850	01/05/07	2.6978	01/05/05	2.3599	5,000,000.00	4,906,000.00	Agcy	02/24/04	04-0004	Call-01/05/05 Only	Operating
FFCB Callable 3.27 01/12/07	31331SKJ1	3,000,000.00	3.270	01/12/07	3.2700	07/12/05	3.2700	3,000,000.00	2,955,600.00	Agcy	01/12/05	05-0002		Operating
FNMA Callable 2.80 01/12/07	3136P5RMS	2,250,000.00	2.800	01/12/07	3.3900	01/12/06	3.3900	2,250,000.00	2,206,350.00	Agcy	05/24/04	04-0047		Operating
PHLMC Callable 2.75 02/09/07	3128X2RP2	5,000,000.00	2.750	02/09/07	2.6276	08/09/04	1.8076	5,000,000.00	4,892,500.00	Agcy	03/30/04	04-0029	Call-08/09/04 Only	Operating
FNMA Callable 3.42 02/09/07	3136P53R0	3,000,000.00	3.420	02/09/07	3.4200	02/09/06	3.4200	3,000,000.00	2,957,400.00	Agcy	08/09/04	04-0058		Operating
FFCB Callable 3.56 02/09/07	31331SNR0	2,000,000.00	3.560	02/09/07	3.5861	05/09/05	3.7965	2,000,000.00	1,974,400.00	Agcy	02/14/05	05-0007		Operating
FNMA Callable 3.45 03/16/07	3136P6PK9	3,000,000.00	3.450	03/16/07	3.4080	03/16/05	3.0459	3,000,000.00	2,954,400.00	Agcy	12/16/04	04-0077		Operating
PHLB Callable 3.45 03/16/07	3136P6PK9	3,000,000.00	3.450	03/16/07	3.4750	03/16/05	3.6323	3,000,000.00	2,954,400.00	Agcy	12/16/04	04-0076		Operating
PHLB Callable 4.0 4.00 03/20/07	3133XD2L4	2,000,000.00	4.000	03/20/07	4.0000	03/20/06	4.0000	2,000,000.00	1,991,600.00		09/20/05	05-0040		Operating
FFCB Callable 2.35 03/26/07	31331QZV8	2,000,000.00	2.350	03/26/07	2.3841	03/16/04	8.2697	2,000,000.00	1,943,000.00	Agcy	03/10/04	04-0015	NextCall-03/11/05	Operating
PHLB Callable 2.75 04/27/07	3133X5VP2	5,000,000.00	2.750	04/27/07	2.7746	01/27/06	3.0339	5,000,000.00	4,862,500.00	Agcy	04/27/04	04-0037		Operating
FNMA Callable 3.00 04/30/07	3136P4ZM4	5,000,000.00	3.000	04/30/07	3.2911	01/30/06	6.6892	5,000,000.00	4,888,500.00	Agcy	08/17/04	04-0059		Operating
FNMA Callable 3.75 05/17/07	31359MVC4	4,000,000.00	3.750	05/17/07	3.7607	05/17/05	3.7809	4,000,000.00	3,947,600.00	Agcy	05/17/04	04-0043		Operating
PHLMC Step Up Callable 2.00 05/21/07	3128X1FA0	3,000,000.00	3.000	05/21/07	3.0000	05/21/04	3.0000	3,000,000.00	2,930,100.00	Agcy	07/09/03	03-0060	Call-5/21/04 only	Insurance
PHLB Callable 3.00 06/05/07	3133MYVA2	4,000,000.00	3.000	06/05/07	3.0000	03/05/06	3.0000	4,000,000.00	3,909,600.00	Agcy	06/05/03	03-0056		Fin. Reserve
PHLB 3.875 06/08/07	3133XBST0	5,000,000.00	3.875	06/08/07	3.8975	Open	3.8975	4,998,189.78	4,940,500.00		06/14/05	05-0025		Operating
FNMA Callable 3.80 07/06/07	3136P5X89	3,000,000.00	3.800	07/06/07	3.6411	07/06/05	3.1000	3,000,000.00	2,958,900.00	Agcy	12/15/04	04-0074		Operating
PHLMC 4 4.00 07/13/07	3128X4DY4	2,000,000.00	4.000	07/13/07	4.3301	01/13/06	5.5333	1,998,983.83	1,977,600.00		08/22/05	05-0028		Operating
FNMA Callable 3.50 07/20/07	3136P5ZL4	5,000,000.00	3.500	07/20/07	3.3517	07/20/05	2.9639	5,000,000.00	4,908,500.00		10/28/04	04-0071		Operating
FNMA 4.25 08/08/07 4.25 08/08/07	3136P7GT8	5,000,000.00	4.250	08/08/07	4.3506	08/08/06	4.4534	4,993,981.14	4,959,000.00		08/30/05	05-0031		Operating
PHLB Callable 3.46 08/27/07	3133X3TV5	1,600,000.00	3.460	08/27/07	3.4600	02/27/06	3.4600	1,600,000.00	1,567,680.00	Agcy	02/27/04	04-0010		Insurance
FNMA Callable 4.25 4.25 09/12/07	3136P7KM8	5,000,000.00	4.250	09/12/07	4.2500	03/12/06	4.2500	5,000,000.00	4,953,000.00		09/12/05	05-0041		Operating
FFCB 4.20 09/24/07	31331SSV6	1,845,000.00	4.200	09/24/07	4.2000	06/24/05	4.2000	1,845,000.00	1,826,181.00		03/24/05	05-0009	NextCall-06/24/05	Operating
PHLMC 4.0 4.00 09/27/07	3128X4KE0	5,000,000.00	4.000	09/27/07	4.0000	03/27/06	4.0000	5,000,000.00	4,963,500.00		09/27/05	05-0033		Operating
PHLB Callable 3.93 11/09/07	3133XAEF8	1,000,000.00	3.930	11/09/07	3.9300	02/09/06	3.9300	1,000,000.00	985,100.00	Agcy	02/09/05	05-0004		Fin. Reserve
FFCB Callable 3.70 11/09/07	31331SMNO	5,470,000.00	3.700	11/09/07	3.8398	11/09/05	4.2177	5,470,000.00	5,371,540.00	Agcy	02/25/05	05-0005		Operating
FNMA Step Up Callable 3.00 12/14/07	3136P6PG8	5,000,000.00	4.500	12/14/07	4.6907	Open	4.6907	5,000,000.00	4,979,500.00	Agcy	02/28/05	05-0008		Operating
PHLB Callable 3.35 12/18/07	3133X4PQ9	3,000,000.00	3.350	12/18/07	3.3500	03/18/06	3.3500	3,000,000.00	2,923,200.00	Agcy	03/18/04	04-0018		Insurance
PHLB Callable 3.175 12/24/07	3133X4RT0	2,000,000.00	3.175	12/24/07	3.1750	03/24/06	3.1750	2,000,000.00	1,942,400.00	Agcy	03/24/04	04-0023		Insurance
PHLB Callable 3.05 12/28/07	3133X5DU9	1,000,000.00	3.050	12/28/07	3.0500	03/28/06	3.0500	1,000,000.00	968,600.00	Agcy	03/29/04	04-0027		Insurance
FFCB Callable 3.94 01/25/08	31331SMF7	4,100,000.00	3.940	01/25/08	3.9070	04/25/05	3.5809	4,100,000.00	4,032,760.00	Agcy	01/26/05	05-0003		Fin. Reserve
FFCB Callable 3.94 01/25/08	31331SMF7	5,000,000.00	3.940	01/25/08	4.0307	04/25/05	5.4118	5,000,000.00	4,918,000.00	Agcy	02/24/05	05-0006		Operating

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Security Description	CUSIP	Ending Par Val/Shares	Coupon Rate	Maturity Date	Yield Matur	Call Date	Yield Call	Ending Amor Val/Cost	Ending Market Val	Other Rating	Purchase Date	Invest Number	Comments	Optional ID
FNMA Step Up Callable 3.0 3.00 03/03/08	3136F6AK5	1,000,000.00	3.000	03/03/08	3.3216	03/03/06	13.0947	1,000,000.00	995,000.00		08/05/05	05-0022		Fin. Reserve
FNMA Callable 3.91 08/14/08	3136F34U7	1,000,000.00	3.910	08/14/08	3.9100	02/14/06	3.9100	1,000,000.00	978,400.00	Agcy	08/14/03	03-0072		Fin. Reserve
FNMA Callable 4.02 08/18/08	3136F35V4	1,500,000.00	4.020	08/18/08	4.0200	02/18/06	4.0200	1,500,000.00	1,483,950.00	Agcy	08/18/03	03-0073		Fin. Reserve
FHLB 4.69 4.69 09/09/08	3133XCYK3	1,000,000.00	4.690	09/09/08	4.6900	03/09/06	4.6900	1,000,000.00	991,800.00		09/09/05	05-0029	Callable anytime after 03/09/06	Fin. Reserve
FHLB Callable 4.00 09/15/08	3133H8DL3	2,000,000.00	4.000	09/15/08	4.0000	09/15/05	4.0000	2,000,000.00	1,959,000.00	Agcy	09/15/04	04-0067		Operating
FHLMC Callable 3.875 11/10/08	3128X16W2	2,988,000.00	3.875	11/10/08	3.8750	05/10/05	3.8709	2,988,000.00	2,921,367.60	Agcy	12/01/04	04-0075		Fin. Reserve
JP Morgan MMF-829	Debt Service	4,597,464.84	4.170	Open	4.1700	Open	4.1700	4,597,464.84	4,597,464.84		09/30/01	AR-0002	Debt Service	Debt Service
Provident Fin Res. Fund-2000	Fin. Reserve	1,189,924.91	4.170	Open	4.1700	Open	4.1700	1,189,924.91	1,189,924.91		09/30/01	AR-0006	Fin. Reserve	Fin. Reserve
Fidelity SRAP- 690	SRAP-316175405	9,035,637.82	4.170	Open	4.1700	Open	4.1700	9,035,637.82	9,035,637.82		08/03/04	AR-0009	SRAP-316175405	SRAP-316175405
AIM/ LAP Opt. Fund- 1900	Operating	9,969,044.06	4.190	Open	4.1900	Open	4.1900	9,969,044.06	9,969,044.06		04/16/03	AR-0008	Operating	Operating
Provident Fin. Op Fund-1000	Operating	15,669,877.22	4.220	Open	4.2200	Open	4.2200	15,669,877.22	15,669,877.22		10/31/01	AR-0001	Operating	Operating
Investment Total		383,617,948.85	2.384		3.4967		3.6116	383,381,680.03	380,010,812.25					

Dallas Area Rapid Transit
Change in Market Value

Period Ended December 31, 2005

Fund	Security Type	Coupon	Maturity	Call Date	Par Amount (000)	September 2005 Market Value	December 2005 Market Value	Change from Prior Quarter
Operating	FHLB Callable	1.750%	01/12/06	04/12/05	\$4,650	\$4,622,565.00	\$4,646,745.00	\$24,180.00
Operating	FHLMC Callable	2.010%	01/27/06	NA	\$4,400	\$4,373,160.00	\$4,392,520.00	\$19,360.00
Operating	FNMA Callable	2.370%	02/03/06	NA	\$5,000	\$4,973,500.00	\$4,990,500.00	\$17,000.00
Operating	FNMA	1.700%	02/13/06	NA	\$1,000	\$994,200.00	\$997,600.00	\$3,400.00
Operating	FNMA	1.700%	02/13/06	NA	\$125	\$124,275.00	\$124,700.00	\$425.00
Operating	FHLMC	2.500%	02/17/06	NA	\$2,000	\$1,987,000.00	\$1,994,200.00	\$7,200.00
Operating	FHLB Callable	2.110%	02/24/06	02/24/05	\$2,000	\$1,985,000.00	\$1,993,000.00	\$8,000.00
Operating	FHLMC Callable	2.160%	03/03/06	NA	\$5,000	\$4,961,000.00	\$4,980,000.00	\$19,000.00
Fnci Res	FHLB Callable	1.700%	03/24/06	06/24/06	\$3,000	\$2,984,700.00	\$2,989,500.00	\$4,800.00
Fnci Res	FHLB Callable	2.170%	03/27/06	04/27/05	\$2,000	\$1,980,000.00	\$1,991,000.00	\$11,000.00
Operating	FHLB Callable	2.250%	03/28/06	04/28/05	\$5,000	\$4,954,500.00	\$4,975,000.00	\$20,500.00
Operating	FHLB Callable	2.000%	03/30/06	06/30/05	\$2,000	\$1,980,000.00	\$1,987,800.00	\$7,800.00
Operating	FHLMC Callable	1.950%	04/26/06	04/26/05	\$4,000	\$3,950,400.00	\$3,993,200.00	\$42,800.00
Operating	FNMA Callable	2.500%	04/28/06	04/28/05	\$5,000	\$4,954,000.00	\$4,967,000.00	\$13,000.00
Operating	FNMA Callable	2.500%	05/10/06	05/10/05	\$4,000	\$3,960,400.00	\$3,973,600.00	\$13,200.00
Operating	FHLMC Callable	2.800%	05/19/06	05/19/05	\$3,000	\$2,972,700.00	\$2,982,132.00	\$9,432.00
Operating	FHLMC Callable	2.000%	05/30/06	05/27/05	\$1,000	\$985,900.00	\$989,600.00	\$3,700.00
Operating	FHLMC Callable	2.280%	06/02/06	06/02/05	\$1,000	\$987,600.00	\$990,700.00	\$3,100.00
Operating	FNMA Callable	2.150%	06/02/06	06/08/05	\$1,000	\$986,700.00	\$990,000.00	\$3,300.00
Operating	FHLB Callable	2.500%	06/08/06	06/08/05	\$5,000	\$4,943,500.00	\$4,955,000.00	\$11,500.00
Insurance	FHLMC Callable	2.125%	06/12/06	06/12/05	\$3,000	\$2,957,100.00	\$2,967,000.00	\$9,900.00
Operating	FNMA Callable	2.125%	06/15/06	NA	\$4,435	\$4,372,023.00	\$4,386,215.00	\$14,192.00
Fnci Res	FHLMC Callable	2.910%	06/16/06	NA	\$2,000	\$1,981,600.00	\$1,984,400.00	\$2,800.00
Operating	FFC Callable	2.560%	07/28/06	01/28/05	\$3,000	\$2,977,200.00	\$2,964,900.00	(\$12,300.00)
Operating	FHLB Callable	3.250%	07/28/06	07/28/05	\$5,000	\$4,959,500.00	\$4,960,500.00	\$1,000.00
Operating	FFC Callable	2.700%	08/24/06	04/24/05	\$4,000	\$3,945,200.00	\$3,950,800.00	\$5,600.00
Operating	FHLB Callable	2.500%	08/25/06	05/25/05	\$4,100	\$4,035,630.00	\$4,043,830.00	\$8,200.00
Operating	FNMA Callable	2.650%	09/08/06	06/08/05	\$4,000	\$3,979,600.00	\$3,974,800.00	(\$4,800.00)
Operating	FHLB Callable	2.760%	09/11/06	06/11/05	\$3,000	\$2,957,400.00	\$2,961,000.00	\$3,600.00
Operating	FHLB Callable	2.310%	09/29/06	04/29/05	\$2,825	\$2,769,912.50	\$2,776,410.00	\$6,497.50
Operating	FHLB Callable	2.310%	09/29/06	06/29/06	\$2,825	\$981,800.00	\$983,800.00	\$2,000.00
Operating	FNMA Callable	2.450%	09/29/06	06/29/05	\$1,000	\$2,457,000.00	\$2,461,250.00	\$4,250.00
Operating	FHLMC Callable	2.300%	10/19/06	04/19/05	\$5,000	\$4,896,000.00	\$4,905,500.00	\$9,500.00
Operating	FHLMC Callable	3.000%	11/17/06	NA	\$1,000	\$985,000.00	\$985,300.00	\$300.00
Operating	FFC Callable	3.020%	11/24/06	NA	\$2,000	\$1,970,600.00	\$1,970,200.00	(\$400.00)
Operating	FFC Callable	2.600%	11/27/06	NA	\$5,000	\$4,902,500.00	\$4,906,500.00	\$4,000.00
Operating	FHLB Callable	3.000%	12/22/06	06/22/05	\$3,000	\$2,980,200.00	\$2,978,700.00	(\$1,500.00)
Operating	FFC Callable	2.540%	12/29/06	04/29/05	\$3,000	\$2,934,900.00	\$2,936,400.00	\$1,500.00
Operating	FNMA Callable	3.000%	12/29/06	04/29/05	\$5,000	\$4,918,500.00	\$4,916,000.00	(\$2,500.00)
Operating	FHLMC Callable	2.850%	01/05/07	NA	\$5,000	\$4,908,000.00	\$4,906,000.00	(\$2,000.00)
Operating	FHLMC Callable	2.800%	01/12/07	04/12/05	\$2,250	\$2,206,800.00	\$2,206,350.00	(\$450.00)
Operating	FNMA Callable	3.270%	01/12/07	07/12/05	\$3,000	\$2,959,800.00	\$2,955,600.00	(\$4,200.00)
Operating	FHLMC Callable	2.750%	02/09/07	05/09/05	\$5,000	\$4,894,500.00	\$4,892,500.00	(\$2,000.00)
Operating	FNMA Callable	3.420%	02/09/07	08/09/05	\$3,000	\$2,963,100.00	\$2,957,400.00	(\$5,700.00)
Operating	FFC Callable	3.560%	02/09/07	07/09/05	\$2,000	\$1,978,800.00	\$1,974,400.00	(\$4,400.00)
Operating	FNMA Callable	3.450%	03/16/07	04/16/05	\$3,000	\$2,961,300.00	\$2,954,400.00	(\$6,900.00)
Operating	FNMA Callable	3.450%	03/16/07	04/16/05	\$3,000	\$2,961,300.00	\$2,954,400.00	(\$6,900.00)
Operating	FHLB Callable	4.000%	03/20/07	12/20/05	\$2,000	\$1,995,200.00	\$1,991,600.00	(\$3,600.00)
Operating	FFC Callable	2.350%	03/26/07	04/26/05	\$2,000	\$1,942,600.00	\$1,943,000.00	\$400.00
Operating	FHLB Callable	2.750%	04/27/07	04/27/05	\$5,000	\$4,888,000.00	\$4,862,500.00	(\$25,500.00)
Operating	FNMA Callable	3.000%	04/30/07	04/30/05	\$5,000	\$4,896,500.00	\$4,888,500.00	(\$8,000.00)
Operating	FNMA Callable	3.750%	05/17/07	05/17/05	\$4,000	\$3,960,800.00	\$3,947,600.00	(\$13,200.00)
Insurance	FHLMC Callable	2.000%	05/21/07	NA	\$3,000	\$2,934,900.00	\$2,930,100.00	(\$4,800.00)
Fnci Res	FHLB Callable	3.000%	06/05/07	06/05/07	\$4,000	\$3,912,000.00	\$3,909,600.00	(\$2,400.00)
Operating	FHLB Discount	NA	06/08/07	NA	\$5,000	\$4,957,000.00	\$4,940,500.00	(\$16,500.00)
Operating	FNMA Callable	3.800%	07/06/07	07/06/05	\$3,000	\$2,970,600.00	\$2,958,900.00	(\$11,700.00)
Operating	FHLMC Callable	4.000%	07/13/07	01/13/06	\$2,000	\$1,985,200.00	\$1,977,600.00	(\$7,600.00)
Operating	FNMA Callable	3.500%	07/20/07	07/20/05	\$5,000	\$4,924,500.00	\$4,908,500.00	(\$16,000.00)
Operating	FNMA Callable	4.250%	08/08/07	08/08/06	\$5,000	\$4,980,000.00	\$4,959,000.00	(\$21,000.00)
Insurance	FHLB Callable	3.460%	08/27/07	05/27/05	\$1,600	\$1,572,800.00	\$1,567,680.00	(\$5,120.00)
Operating	FNMA Callable	4.250%	09/12/07	12/12/05	\$5,000	\$4,974,000.00	\$4,953,000.00	(\$21,000.00)
Operating	FFC Callable	4.200%	09/24/07	07/24/05	\$1,845	\$1,833,930.00	\$1,826,181.00	(\$7,749.00)
Operating	FHLMC Callable	4.000%	09/27/07	03/27/05	\$5,000	\$4,979,000.00	\$4,963,500.00	(\$15,500.00)
Fnci Res	FHLB Callable	3.930%	11/09/07	11/09/05	\$1,000	\$989,200.00	\$985,100.00	(\$4,100.00)
Operating	FHLB Callable	3.700%	11/09/07	08/09/05	\$5,470	\$5,393,967.00	\$5,371,540.00	(\$22,427.00)
Operating	FNMA Callable	3.000%	12/14/07	9/14/2005	\$5,000	\$4,978,000.00	\$4,979,500.00	\$1,500.00
Insurance	FHLB Callable	3.350%	12/18/07	06/18/05	\$3,000	\$2,933,100.00	\$2,923,200.00	(\$9,900.00)
Insurance	FHLB Callable	3.175%	12/24/07	09/24/05	\$2,000	\$1,948,200.00	\$1,942,400.00	(\$5,800.00)
Insurance	FHLB Callable	3.050%	12/28/07	06/28/05	\$1,000	\$971,200.00	\$968,600.00	(\$2,600.00)
Fnci Res	FFC Callable	3.940%	01/25/08	09/25/05	\$4,100	\$4,050,390.00	\$4,032,760.00	(\$17,630.00)
Operating	FFC Callable	3.940%	01/25/08	09/25/05	\$5,000	\$4,939,500.00	\$4,918,000.00	(\$21,500.00)
Fnci Res	FNMA Callable	3.000%	03/03/08	12/03/05	\$1,000	\$992,100.00	\$995,000.00	\$2,900.00
Fnci Res	FNMA Callable	3.910%	08/14/08	05/14/05	\$1,000	\$983,000.00	\$978,400.00	(\$4,600.00)
Fnci Res	FNMA Callable	4.020%	08/18/08	08/18/05	\$1,500	\$1,477,950.00	\$1,483,950.00	\$6,000.00
Fnci Res	FHLB Callable	4.690%	09/09/08	03/09/06	\$1,000	\$991,400.00	\$991,800.00	\$400.00
Fnci Res	FHLB Callable	4.000%	09/15/08	09/15/05	\$2,000	\$1,968,600.00	\$1,959,000.00	(\$9,600.00)
Fnci Res	FHLMC Callable	3.875%	11/10/08	05/10/05	\$2,989	\$2,935,710.00	\$2,921,367.60	(\$14,342.40)
								\$0.00
Sub-total for Securities held as of 9/30/05						\$240,715,712.50	\$240,696,730.60	(18,981.90)
% Change as result of market movement								(0.00)
Holdings at 9/30/05 maturing during Q1, FY06						\$90,917,519.00		(90,917,519.00)
Holdings at 9/30/05 called during Q1, FY06						\$0.00		0.00
Value of Money Market Mutual Funds						\$68,171,394.17	\$40,461,948.85	(27,709,445.32)
Holdings at 12/31/05 purchased during Q1, FY06							\$98,852,132.80	98,852,132.80
Holdings at 12/31/05 purchased during Q1 FY06 and maturing during the quarter								
TOTAL PORTFOLIO VALUE						<u>\$399,804,625.67</u>	<u>\$380,010,812.25</u>	<u>(19,793,813.42)</u>

PORTFOLIO ANALYSIS BY FUND						
As of December, 2005						
(in Thousands)						
	General Operating	Financial Reserve	Insurance Fund	DART SEAF	Debt Service Funds	TOTAL
Par Value	\$328,782	\$29,603	\$11,600	\$9,035	\$4,598	\$383,618
Market Value	\$325,833	\$29,188	\$11,357	\$9,035	\$4,598	\$380,011
Unrealized Gain (Loss)	(\$2,713)	(\$415)	(\$243)	\$0	\$0	(\$3,371)
Book Value	\$328,546	\$29,603	\$11,600	\$9,035	\$4,598	\$383,382
Accrued Interest	\$1,607	\$241	\$69	\$0	\$0	\$1,917
Total Book Value	\$330,153	\$29,844	\$11,669	\$9,035	\$4,598	\$385,299
Cash Balance	\$335	\$0	\$0	\$0	\$0	\$335
TOTAL FUND VALUE	\$330,488	\$29,844	\$11,669	\$9,035	\$4,598	\$385,634
Liquid Securities (Mkt. value)	\$96,587					
Yield to Maturity (Adj for calls)	3.61%	3.67%	2.93%	4.17%	4.17%	3.61%
Average Final Maturity	221 Days	18.5 Months	16.6 Months	1 Day	1 Days	248 Days
KEY COMPLIANCE TARGETS						
Minimum Requirement (2)	\$12,511	\$28,000	\$14,785			
Maximum Average Maturity	18 Months	30 Months	48 Months	90 Days	3 Years	N/A
Is Fund in Compliance	Yes	Yes	No (3)	Yes	Yes	N/A
INVESTMENT COMPARISON						
6-Month T-Bill (3)	4.32%	4.32%	4.32%	4.32%	4.32%	4.32%

(1) Maturity adjusted for callable securities currently priced to call date.
(2) Insurance = GL liability for December 2005 plus Officers & Directors Liability
(3) Insurance liability has increased. The balance inl be increased in January.

PORTFOLIO ANALYSIS BY FUND						
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(in Thousands)						
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Is Fund in Compliance	Yes	Yes	No (3)	Yes	Yes	N/A
INVESTMENT COMPARISON						
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<HELP> for explanation.

N151 Corp **C15**

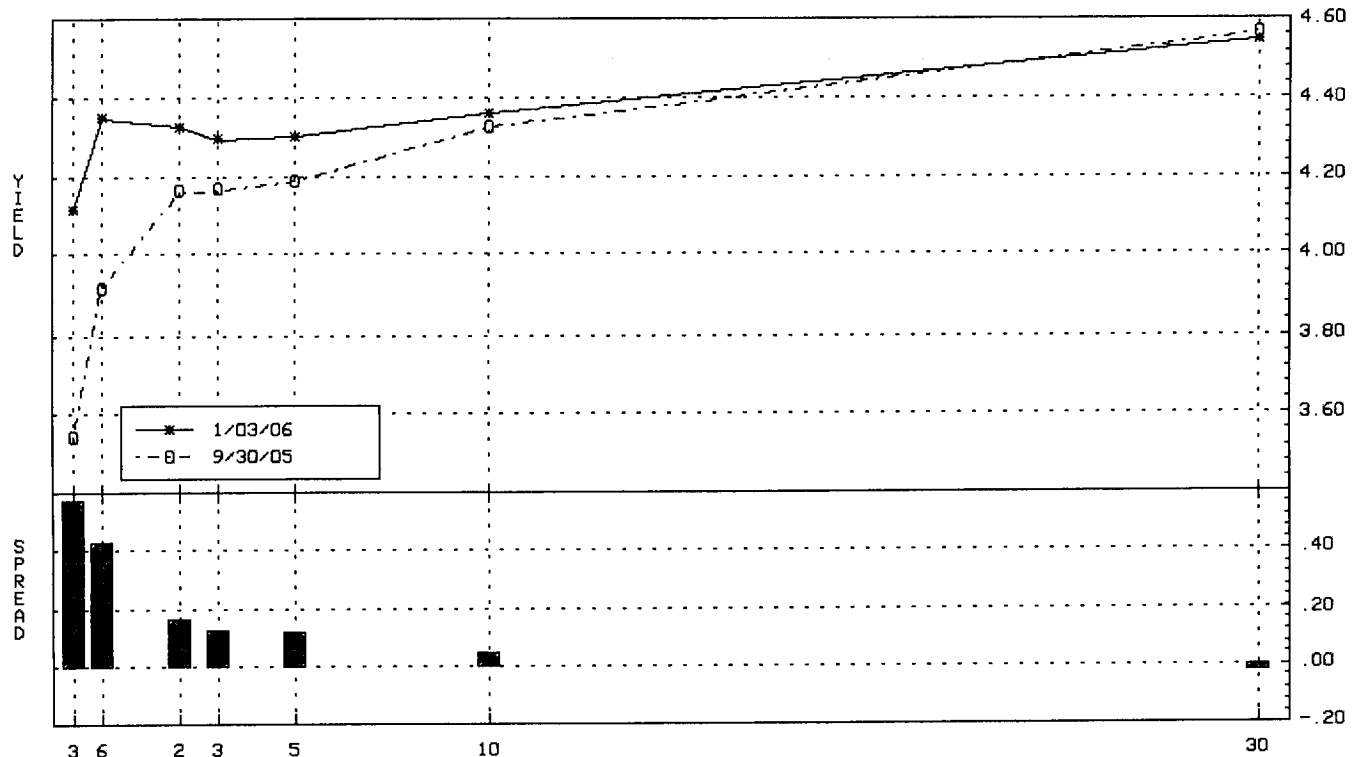
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PAGE 1 OF 2

DATE RANGE **9/30/05** **1/ 3/06**

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



Australia 61 2 9777 8600 Brazil 5511 3048 4500 Europe 44 20 7330 7500 Germany 49 69 920410
Hong Kong 852 2977 6000 Japan 81 3 3201 8900 Singapore 65 6212 1000 U.S. 1 212 318 2000 Copyright 2006 Bloomberg L.P.
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1ST Quarter FY 2005 Defined Benefit Plan Summary

	<u>Market Value 30-Sep-05</u>	<u>Income</u>	<u>Benefit Payments</u>	<u>Transfers</u>	<u>Realized Gain/ (loss)</u>	<u>Unrealized Gain/ (loss)</u>	<u>Employer Contributions</u>	<u>Employee Contributions</u>	<u>Other</u>	<u>Market Value 31-Dec-05</u>
<u>Equity Managers</u>										
Large Cap:										
Washington Mutual	21,668,623	383,538	0	(1,500,000)	661,691	(786,865)	0	0	0	\$20,426,987
Goldman	12,059,924	7,625	0	0	42,748	338,057	0	0	0	\$12,448,354
SSGA Wilshire 5000	15,920,618	(2,517)	0	0	594	356,099	0	0	0	\$16,274,794
Small Cap:										
Atlantic Capital/Friess	7,794,703	(18,726)	0	0	1,681,790	(1,416,019)	0	0	(1)	\$8,041,747
Earnest Partners	13,251,734	3,567	0	0	172,708	(380,931)	0	0	1	\$13,047,079
International:										
Morgan Stanley	13,666,358	(20,163)	0	(500,000)	291,964	(580,841)	0	0	0	\$12,857,318
<u>Fixed Income Managers</u>										
Primco	21,925,934	410,613	0	(5,800,000)	(119,088)	(184,006)	0	0	1	\$16,233,454
Aberdeen	21,842,225	(19,821)	0	(5,800,000)	1,966,778	(1,828,934)	0	0	0	\$16,160,248
<u>Real Estate</u>										
L&B Counsel	120,488	0	0	0	0	1,455	0	0	0	\$121,943
Lend Lease	0	0	0	11,600,000	0	0	0	0	0	\$11,600,000
<u>Cash</u>	111,235	(41,021)	(2,116,312)	2,000,000	0	0	0	434	1	(\$45,663)
Total	<u>\$128,361,842</u>	<u>703,095</u>	<u>(2,116,312)</u>	<u>0</u>	<u>4,699,185</u>	<u>(4,481,985)</u>	<u>0</u>	<u>434</u>	<u>2</u>	<u>\$127,166,261</u>