Quarterly Operating & Financial Performance Report

Second Quarter FY 2005

January - March 2005

BUS ▪ RAIL ▪ HOV ▪ PARATRANSIT ▪ VANPOOL

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Table of Contents

Section 4 – Project Development Progress

FY 2005
Second Quarter Executive Summary

Total agency passenger trips were 95.0 million for the four quarters ending March 2005, an increase of 900,000 (1.0%) over last quarter.

Fixed route ridership was 58.1 million for the four rolling quarters ending March 2005, an increase of 600,000 (1.04%) over last quarter.

Sales Tax Receipts for the second quarter of FY 2005 were $547,000 (.3%) better than budget, based on accruals. Based on actual receipts (sales tax is paid by the Comptroller two months after receipt by the State), we are trending $474,500 (.28%) and 2.18% above FY 2004 for the same period.

The second quarter of FY 2005 ended with a **Sales Taxes for Operating Expense** ratio of 69.0%, a change for the better of 6.5% over the same period in FY 2004.

Subsidy per passenger for total system ended the quarter at $2.71, an increase of $.06 over last quarter. The increase is due to unscheduled absences and overtime due to vacancies.

Fixed Route On-Time Performance was 95.4% for the four quarters ending March 2005, .4% better than target.

Operating Expenses ended the second quarter at $5.2 million (3.4%) under budget due to the delay in programs and filling vacancies.

Administrative ratio continued to decline over FY 2004 due to the significant cuts to administrative costs, ending the quarter at 8.5%.

General Information

Reporting Period – DART's fiscal year begins on October 1. The FY 2005 second quarter is January through March 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 reflect the most current methodology.

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

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

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

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

Capital and Non-Operating Budget Summary – Exhibit 15 summarizes actual capital, non-operating, and road improvements expenditures by mode. Detailed cost summaries of major capital construction projects are located in the *Project Development Progress* Report section, and road improvements summaries are located in the *Planning Process* section of this report.

Revenues, Operating Expenses, and Net Financing Costs – Exhibit 16 (Appendix) summarizes actual expenditures against budget by object classification.

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

Exhibit 1 below provides a breakdown of the FY 2005 Budget by category.

Exhibit 1

FY 2005 Budget Summary
Resolution No. 050035
(In Millions)

Date	Description	Total
2/22/2005	Operating Expense	$309.2
2/22/2005	Capital Projects	269.9
2/22/2005	Net Debt Service	29.7
	Total	**$608.7**

Agency-Wide Operating Performance

Exhibit 2

Agency Scorecard - Key Performance Indicators								
	4 Qtr Rolling							
Indicators	**Q 2/04**	**Q 3/04**	**Q 4/04**	**Q 1/05**	**Q 2/05**	**Qtrly**	**FY05 Target**	**Status**
Total System								
Total Agency Ridership (M)	94.0	93.1	93.0	94.1	95.0	23.1	95.1	Green
Total System Subsidy Per Passenger	$2.55	$2.53	$2.61	$2.65	$2.71	$2.81	$2.73	Green
Fixed Route Service Quality and Customer Satisfaction								
Ridership	58.0	57.3	57.1	57.5	58.1	14.3	59.2	Yellow
Passenger Per Mile	1.60	1.62	1.65	1.67	1.69	1.66	1.71	Yellow
On-time Performance	95.5%	95.5%	95.5%	95.4%	95.4%	95.5%	95.0%	Green
Complaints Per 100,000 Passengers	42.8	41.7	40.0	38.6	38.6	38.8	36.8	Yellow
Vehicle Accidents per 100,000 Passengers	1.73	1.73	1.69	1.64	1.57	1.41	2.38	Green
Agency Efficiencies								
Subsidy Per Passenger	$3.62	$3.60	$3.72	$3.79	$3.89	$3.99	$3.84	Yellow
Cost Per Revenue Mile	$7.11	$7.18	$7.43	$7.58	$7.79	$7.75	$7.95	Green
Administrative Subsidy Per Passenger	$0.28	$0.28	$0.29	$0.28	$0.28	$0.27	$0.31	Green
Sales Taxes for Operating Expense	73.8%	70.4%	69.2%	69.1%	69.0%	69.0%	73.9%	Green
Administrative Ratio	10.0%	9.9%	10.0%	8.1%	8.3%	8.5%	10.9%	Green

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

Exhibit 3

DART Police Initiatives (all numbers are quarterly)							
Indicators	**Q 2/04**	**Q 3/04**	**Q 4/04**	**Q 1/05**	**Q 2/05**	**FY05 Target**	**Status**
Average response time to calls for service for crimes against persons				6 min. 4 sec	6 min. 38 sec	7 min.	Green
Crimes against persons				4.10%	3.90%	3.10%	Red
Crimes against property				11.5%	12.1%	12.0%	Yellow

Performance for the second quarter of FY 2005 for **Crimes Against Persons** exceeded the target due to an increase in assaults at LRT stations. Numerous incidents frequently involving altercations with school-aged children occurred at Westmoreland Station. DART Police Field Operations is focusing on this area through improvements to the deployment plan.

Ridership

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

Exhibit 4

RIDERSHIP	Q2/04	Q3/04	Q4/04	Q1/05	Q2/05	FY05 Target	Status
Total Agency (M)	94.0	93.1	93.0	94.1	95.0	95.1	Green
Fixed Route (M)	58.0	57.3	57.1	57.5	58.1	59.2	Yellow
Bus (M)	39.0	38.5	38.4	38.4	38.5	39.5	Yellow
LRT (M)	16.7	16.6	16.5	17.0	17.4	17.2	Green
Commuter Rail (M)	2.2	2.2	2.2	2.2	2.1	2.1	Green
Paratransit Actual (000s)	576.0	579.0	589.1	601.1	612.4	584.4	Red
HOV (M)	35.0	34.9	35.0	35.6	35.9	35.0	Green
Vanpool (000s)	414.6	395.4	378.5	365.6	353.6	379.7	Red

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

Exhibit 5 – Ridership Dashboards

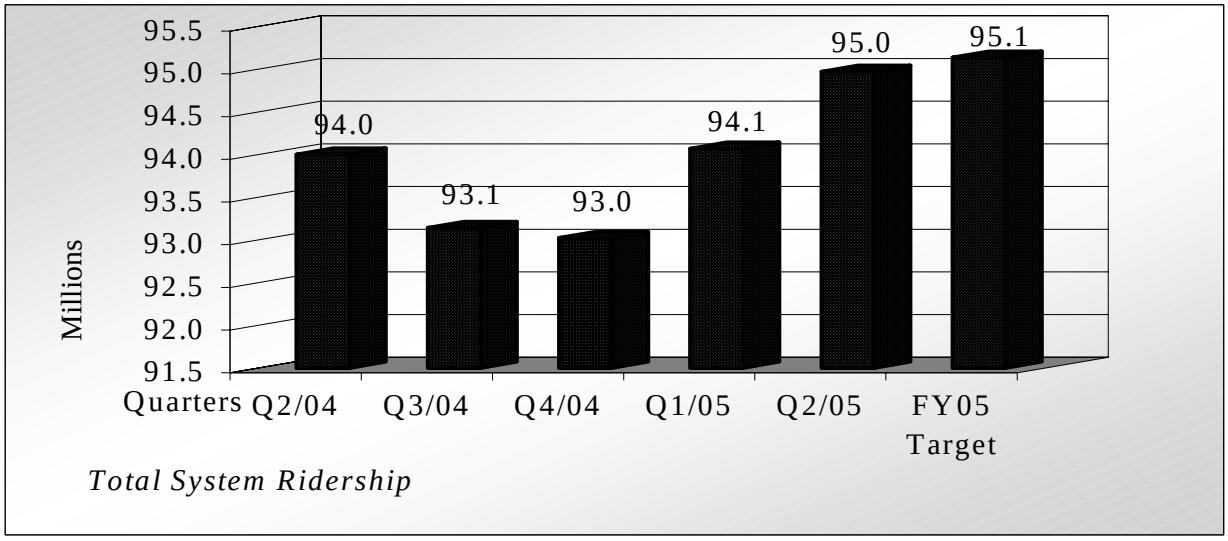
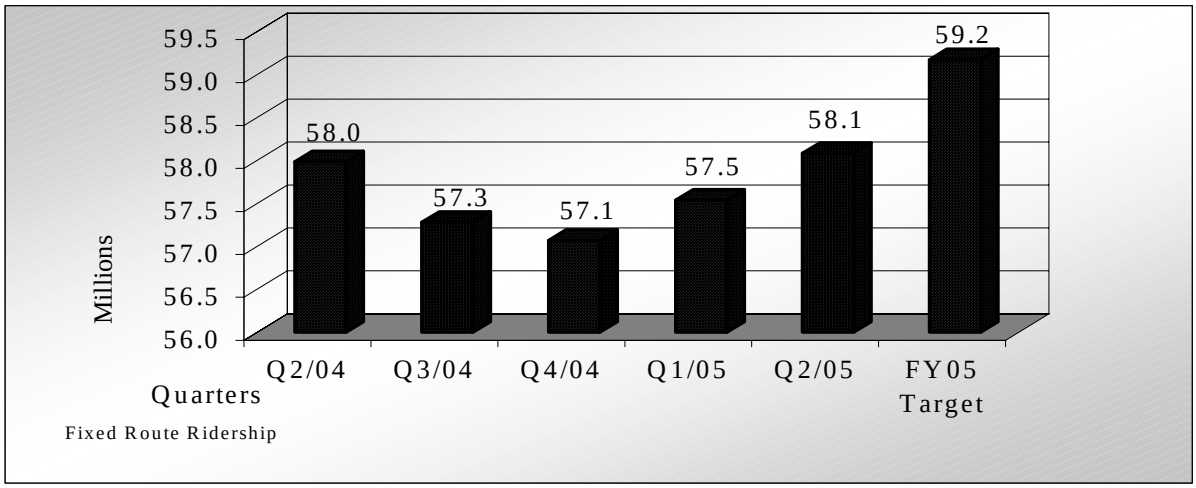
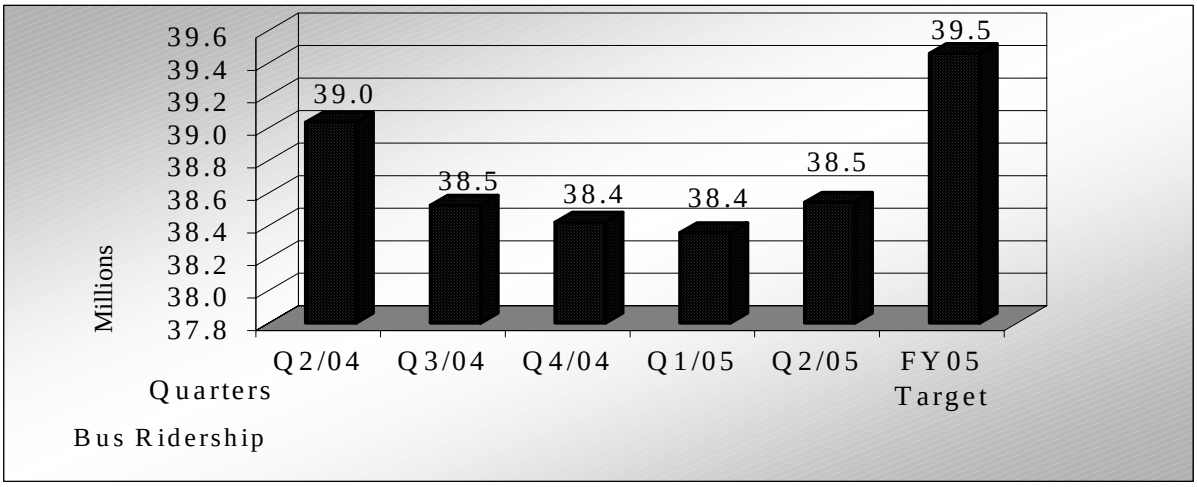


Exhibit 5 – Ridership Dashboards
(cont'd)





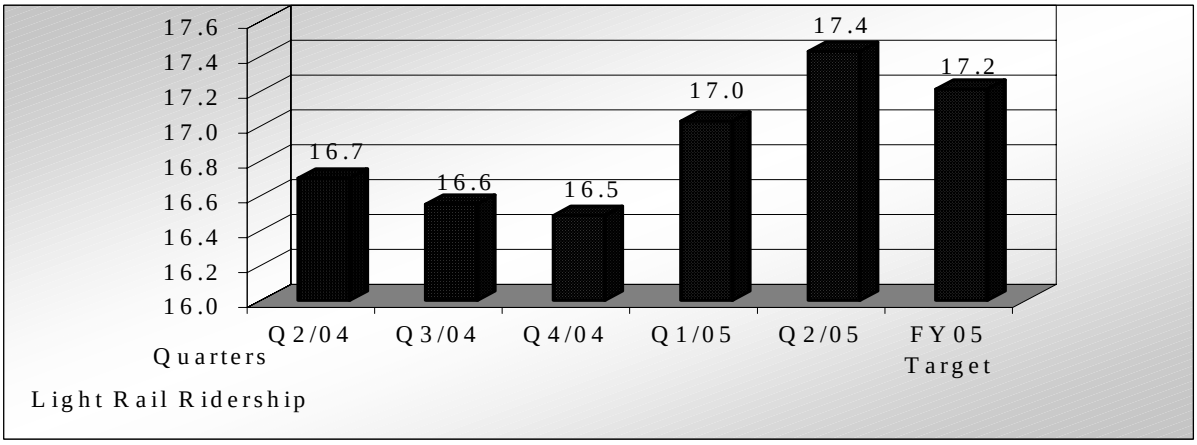
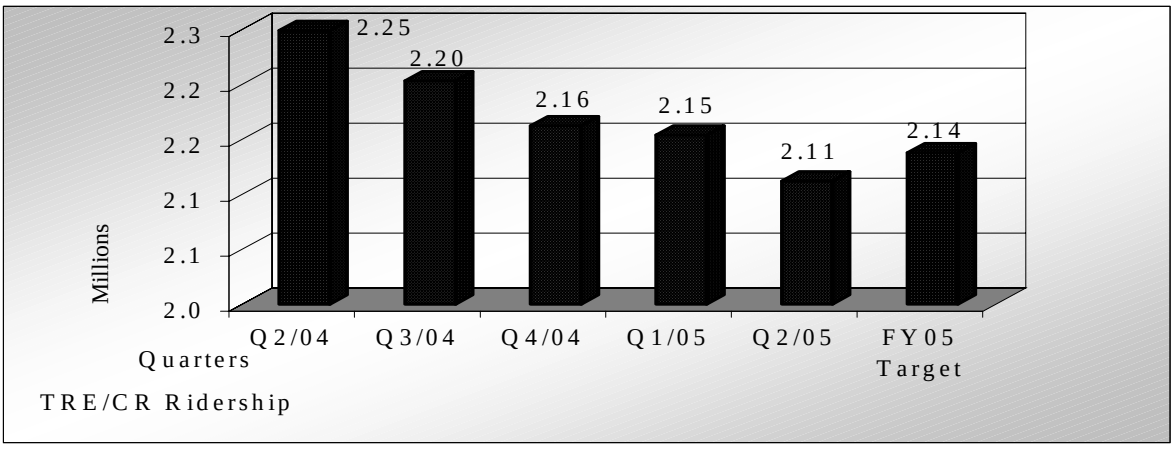
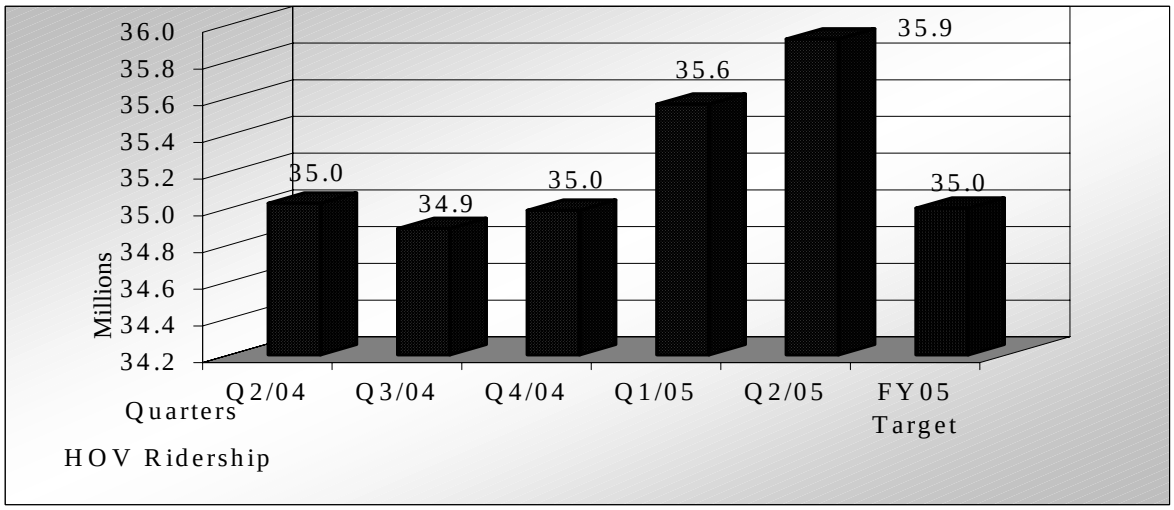


Exhibit 5 – Ridership Dashboards
(cont'd)





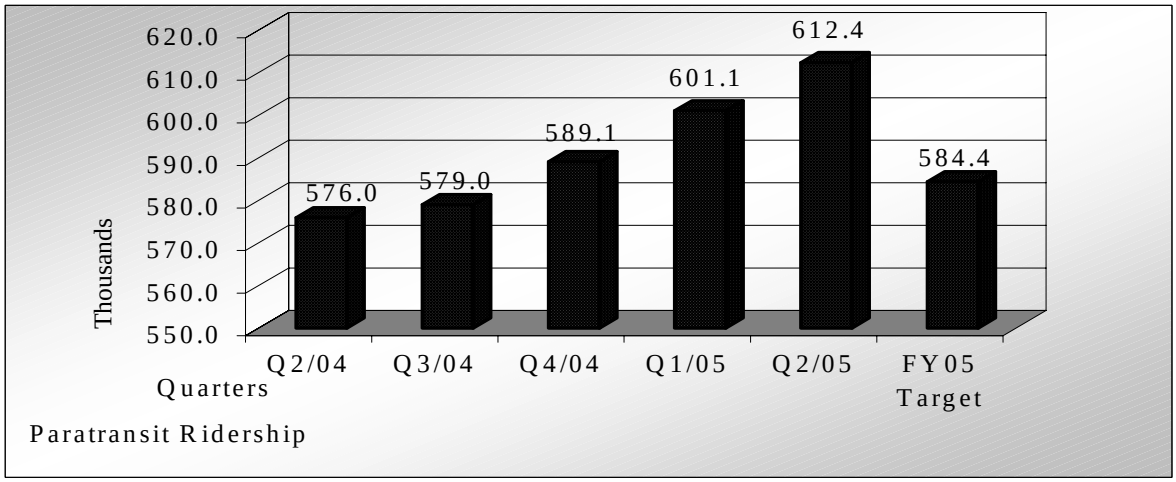
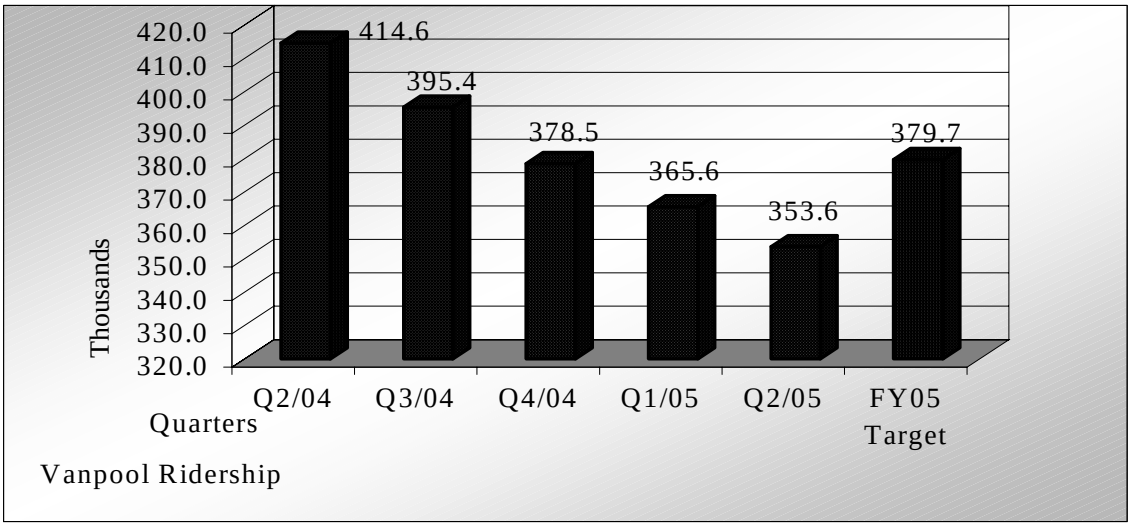


Exhibit 5 – Ridership Dashboards (cont'd)



Subsidy Per Passenger

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

Exhibit 6

	Q2/04	Q3/04	Q4/04	Q1/05	Q 2/05	FY05 Target	Status
Efficiency Indicator - Subsidy Per Passenger							
Total System	$2.55	$2.53	$2.61	$2.65	$2.71	$2.73	Green
Fixed Route	$3.62	$3.60	$3.72	$3.79	$3.89	$3.84	Yellow
Bus	$3.84	$3.82	$3.92	$4.04	$4.13	$3.99	Red
LRT	$2.88	$2.84	$2.98	$2.96	$3.09	$3.29	Green
Commuter Rail	$5.40	$5.41	$5.65	$6.04	$6.14	$6.59	Green
Paratransit	$41.11	$41.56	$42.14	$41.82	$42.21	$45.65	Green
HOV	$0.16	$0.16	$0.16	$0.15	$0.15	$0.15	Green
Vanpool	$0.91	$0.30	$0.78	$0.94	$0.98	$0.59	Red

Fixed Route, Bus, and Vanpool Subsidy Per Passenger was negatively impacted by the lower-than-budgeted ridership.

Modal Update

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

Bus and On-Call Service

The Agency operates an active fleet of 691 buses from four facilities (Northwest, East Dallas, Oak Cliff, and South Oak Cliff). In addition to the bus and light rail fleets, DART maintains an extensive passenger amenity and facility infrastructure including: 11,961 bus stops, 538 bus shelters, 1,053 benches, 15 transit centers, 2 passenger transfer locations, 20 enhanced shelters, 35 rail platforms, 5 commuter rail stations, 97 information pylons, and all operating divisions, for a total of approximately 28 million square feet. On-Call service is provided in areas that do not meet service-planning, ridership, and efficiency standards for traditional fixed-route service. DART currently has seven DART On-Call zones in operation throughout the Service Area. Five zones are operated by ATC under the oversight of the Paratransit Services staff. Two additional zones are operated through agreements with rural transit providers for Collin County and Hunt County.

Planned service improvements in FY 2005 included the opening of the J. B. Jackson, Jr. Transit Center in South Dallas. This transit center facility opened in February 2005 near Trunk Avenue and Martin Luther King, Jr. Blvd. The transit center will initially serve as a hub for connecting bus services in the South Dallas area and will become a rail station with the opening of the SE-1 line section of the Southeast LRT Line. Bus routes were be modified to serve the new transit center and schedules were adjusted to provide a convenient schedule pulse to minimize passenger transfer wait times. The transit center brings a new level of service to roughly 1,500 daily riders in South Dallas. For example, three express routes offer early morning trips directly to the Addison, South Garland, and North Irving transit centers.

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

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

Exhibit 7	Bus Scorecard - Key Performance Indicators								
		4 Qtr Rolling							
	Indicators	Q 2/04	Q 3/04	Q 4/04	Q 1/05	Q 2/05	Qtrly	FY05 Target	Status
	Customer/Quality Indicators								
	Bus Ridership (including Charter) (M)	39.0	38.5	38.4	38.4	38.5	9.4	39.5	Yellow
	Revenue Miles (M)	29.3	28.7	28.2	28.1	28.0	7.0	28.0	Green
	Passengers per Revenue Mile	1.33	1.34	1.36	1.36	1.38	1.36	1.41	Yellow
	On Time Performance	92.3%	92.1%	91.8%	91.5%	91.9%	94.1%	92.0%	Green
	Complaints Per 100k Passengers	52.5	53.7	53.6	52.5	52.8	52.7	50.1	Red
	Mean Distance Between Service calls	4,721	5,155	4,566	4,345	4,362	5,250	4,400	Green
	Vehicle Accidents Per 100k Miles	2.02	2.02	1.99	1.93	1.83	1.65	2.15	Green
	Financial/Efficiency Indicators								
	Subsidy Per Passenger	$3.84	$3.82	$3.92	$4.04	$4.13	$4.80	$3.99	Red
	Cost per Revenue Mile	$6.11	$6.13	$6.29	$6.43	$6.58	$6.51	$6.64	Green
	Pay-to-Platform Ratio - Hours	1.26	1.26	1.25	1.26	1.26	1.25	1.33	Green

Bus Ridership continued to show positive trends in the 2nd Quarter, with a 2.6% increase from last quarter, but still lagged budgeted ridership levels year-to-date. Ridership development continues to be a major organizational initiative. A briefing regarding the multi-year cross-departmental Ridership Development Initiative was presented to the Committee-of-the-Whole on June 14.

Actual ridership performance for the second quarter of FY 2005 increased in comparison to the second quarter of FY 2004 by 1.0% and exceeded budget targets. However, utilizing a four quarter rolling average to normalize seasonal variations continues to reflect the below target performance that was experienced in FY 2004, and affects the results of **Passengers Per Revenue Mile** and **Subsidy Per Passenger**.

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).

Service improvements in FY 2005 include the opening of the Victory Station, which opened in November 2004 and serves the AAC daily and accommodates additional trains for special events. Victory and Union Stations are the only two stations in the DART system that must accommodate light rail and commuter rail (Trinity Railway Express) and freight lines such as the Burlington Northern Santa Fe. Victory's light rail platforms are 450 feet long, rather than the typical 300 to 400 feet, so that special event trains to the AAC do not obstruct pedestrian crosswalks. Victory also is the first DART station with platforms specially built to service the low-floor C-Cars that enable wheelchair users and other riders to get directly on the train from the curb.

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, and Irving extensions). Planning is also underway for an additional line through the Central Business District (CBD), and extensions to Rowlett 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.

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

Exhibit 8

Light Rail Scorecard - Key Performance Indicators

	4 Qtr Rolling							
Indicators	**Q 2/04**	**Q 3/04**	**Q 4/04**	**Q 1/05**	**Q 2/05**	**Qtrly**	**FY05 Target**	**Status**
Customer/Quality Indicators								
LRT Ridership (M)	16.7	16.6	16.5	17.0	17.4	4.3	17.2	Green
Revenue Car Miles (M)	5.4	5.3	5.1	5.1	5.1	1.3	5.2	Green
Passengers per Car Mile	3.08	3.15	3.25	3.36	3.44	3.32	3.32	Green
On Time Performance	97.1%	97.1%	97.1%	97.1%	97.0%	97.0%	97.0%	Green
Complaints Per 100k Passengers	15.0	13.2	12.6	11.6	11.1	11.6	9.5	Yellow
Mean Distance Between Service calls (000s)	46.6	42.3	39.2	34.2	35.5	45.9	42.0	Yellow
Accidents per 100k Miles	0.32	0.33	0.26	0.37	0.33	0.36	0.36	Green
Financial/Efficiency Indicators								
Subsidy Per Passenger	$2.88	$2.84	$2.98	$2.96	$3.09	$3.39	$3.29	Green
Subsidy Per Passenger Mile	$0.40	$0.37	$0.37	$0.38	$0.41	$0.46	$0.40	Yellow
Cost per Revenue Car Mile	$11.24	$11.42	$12.17	$12.38	$12.91	$13.04	$13.26	Green
Pay- to- Platform Ratio - Hours	1.32	1.32	1.31	1.32	1.33	1.36	1.39	Green

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

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

Trinity Railway Express (TRE)

TRE commuter rail is a joint service provided by DART and the Fort Worth Transportation Authority (The T) pursuant to the 2003 Restated Interlocal Agreement (ILA). The TRE is operated on a rail line that was owned by the Cities of Dallas and Fort Worth and transferred to DART and the T in December 1999. DART and "the T," doing business as TRE, have jointly contracted with Herzog Transit Services, Inc. (Herzog) to maintain and operate the commuter rail vehicles and the corridor. The TRE is 35 miles and operates between downtown Dallas and downtown Fort Worth with a total of 10 stations, 5 of which are maintained by DART. The vehicle fleet is made up of 13 rail diesel cars, 6 locomotives, 10 bi-level coaches, and 7 bi-level cab cars.

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

Exhibit 9 is DART's Commuter Rail Scorecard and provides the FY 2005 KPI targets and historical quarterly KPIs.

Exhibit 9

Commuter Rail - TRE Scorecard - Key Performance Indicators								
	4 Qtr Rolling							
Indicators	Q 2/04	Q 3/04	Q 4/04	Q 1/05	Q 2/05	Qtrly	FY05 Target	Status
Customer/Quality Indicators								
TRE Ridership (M)	2.2	2.2	2.2	2.2	2.1	0.5	2.1	Green
Revenue Car Miles (M)	1.4	1.4	1.3	1.3	1.3	0.4	1.4	Green
Passengers per Car Mile	1.56	1.61	1.63	1.62	1.57	1.49	1.53	Yellow
Scheduled Train Hours (000's)	20.6	20.0	19.3	19.5	19.6	5.0	20.3	Green
On Time Performance	97.0%	97.5%	98.1%	98.1%	97.9%	97.2%	96.0%	Green
Complaints Per 100k Passengers	8.80	7.51	7.86	6.27	7.10	9.74	8.00	Green
Accidents Per 100k Miles	0.24	0.25	0.26	0.26	0.26	0.24	0.31	Green
Financial/Efficiency Indicators								
Subsidy Per Passenger	$5.40	$5.41	$5.65	$6.04	$6.14	$5.62	$6.59	Green
Subsidy Per Passenger Mile	$0.32	$0.32	$0.34	$0.37	$0.38	$0.34	$0.41	Green
Cost per Revenue Car Mile	$11.86	$12.77	$13.49	$13.63	$13.70	$12.66	$14.37	Green

Paratransit Services

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

Setting standards helps management to meet service level requirements. X-Press Booking (XPB), an automated scheduling feature was installed in FY 2004 and 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, also implemented in FY 2004. The automated voice-mail system, available from 8:00 a.m. to 5:00 p.m. on Saturdays and Sundays, receives an average of 30 calls on Saturdays and 70 calls on Sundays.

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

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

Exhibit 10

Paratransit Scorecard - Key Performance Indicators								
	4 Qtr Rolling							
Indicators	Q 2/04	Q 3/04	Q 4/04	Q 1/05	Q 2/05	Qtrly	FY05 Target	Status
Customer/Quality Indicators								
Paratransit Actual Ridership (000s)	576.0	579.0	589.1	601.1	612.4	156.7	584.4	Red
Scheduled Ridership (000s)	679.5	677.9	683.7	692.6	703.6	179.6	693.0	Red
Revenue Hours (000s)	399.3	407.1	414.8	416.6	415.3	103.3	416.0	Green
Paratransit Passengers per Hour - Scheduled	1.70	1.67	1.65	1.66	1.69	1.74	1.67	Green
Paratransit Passengers per Hour - Actual	1.44	1.42	1.42	1.44	1.47	1.52	1.40	Green
On-Time Performance	87.9%	87.8%	87.5%	87.3%	88.3%	91.1%	86.0%	Green
Accidents per 100K miles	2.51	2.34	2.30	2.21	2.23	2.73	2.50	Green
Percentage of Trips Completed	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	98.0%	Green
Passenger Canceled Trips Ratio	11.8%	11.3%	10.5%	10.0%	9.7%	9.6%	13.0%	Green
Passenger No Shows Ratio	3.4%	3.3%	3.3%	3.3%	3.2%	3.2%	4.0%	Green
Service Level - Scheduling (3 minutes)	95.4%	95.1%	94.7%	94.9%	95.7%	94.8%	92.0%	Green
Service Level - Where's My Ride (2 minutes)	93.5%	92.3%	92.2%	92.9%	94.4%	96.2%	91.0%	Green
Complaints per 1k Passengers	4.80	4.73	4.52	4.39	3.98	3.51	5.50	Green
Financial/Efficiency Indicators								
Subsidy Per Passenger	$41.11	$41.56	$42.14	$41.82	$42.21	$42.71	$45.65	Green

The red status of **Paratransit Actual Ridership** can be attributed to the enforcement of the Cancellation and No-Show policy, the Zero Denials mandate of the ADA, and a general increase in the aging population as well as those now using mobility devices.

High Occupancy Vehicle Transitway Services

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

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

Exhibit 11

HOV Scorecard - Key Performance Indicators								
	4 Qtr Rolling							
Indicators	Q 2/04	Q 3/04	Q 4/04	Q 1/05	Q 2/05	Qtrly	FY05 Target	Status
Customer/Quality Indicators								
Ridership (M)	35.0	34.9	35.0	35.6	35.9	8.6	35.0	Green
Avg. Weekday Ridership (000s)	106.8	106.2	106.4	108.2	109.6	106.5	105.0	Green
Operating Speed Ratio (Qtrly)*	1.75	1.69	1.65	1.58	1.53	1.53	1.50	Green
Opening Time Performance				100.0%	100.0%	100.0%	98.0%	Green
Financial/Efficiency Indicators								
Subsidy Per Passenger	$0.16	$0.16	$0.16	$0.15	$0.15	$0.14	$0.15	Green

General Mobility Programs

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

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

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

Exhibit 12	General Mobility (Vanpool) - Key Performance Indicators								
		4 Qtr Rolling							
	Indicators	Q 2/04	Q 3/04	Q 4/04	Q 1/05	Q 2/.05	Qtrly	FY05 Target	Status
	Customer/Quality Indicators								
	Ridership (000s)	414.6	395.4	378.5	365.6	353.6	84.4	379.7	Red
	Number Of Vanpools (current)	68	66	65	63	62	62	70	Red
	Financial/Efficiency Indicators								
	Subsidy Per Passenger	$0.91	$0.30	$0.78	$0.94	$0.98	$0.92	$0.59	Red

From October 1, 2004 to date, the number of new vanpools has increased by four. During the same period, seven vanpools have been disbanded, thereby decreasing **vanpool ridership** and increasing the **subsidy per passenger**. The primary reason vanpools are disbanding is disruptions of the vanpool groups; i.e., losing the vanpool captain (driver) or riders due to lay-offs or changes in work schedules.

The following action steps have been taken relative to improving vanpool ridership:

1) Improved the process for early detection and intervention with vanpool groups that may be in danger of disbanding.
2) Conducted a focus group of vanpool captains and participants to identify program improvements and marketing strategies to increase ridership.
3) Conducted direct mail and direct sales campaign in conjunction with the 2005 Ridership Development Initiatives scheduled to begin in June 2005.
4) Implemented additional rider incentives that were recommended by the vanpool participant focus group.

Special ozone season incentives for new vanpool groups will be offered as part of the 2005 Trip Reduction Program that began in June 2005.

General Mobility – Road Improvement Programs

Exhibit 13 represents all of the Board-approved road improvement programs with member cities and state agencies. Road improvement programs are recorded as non-operating expenses because DART does not take an ownership interest in most of these mobility improvements.

Exhibit 13

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

LAP/CMS – 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 revised program ended for all member cities in FY 2004 regardless of construction dates. Cities request funds for projects that enhance transit. DART accrues the appropriate amount at the beginning of each eligible fiscal year. Exhibit 14 reflects the balances and payments made as of March 2005.

Exhibit 14

LAP/CMS Program (In Thousands)			
Member City	**Beginning Balance**	**Payments**	**Remaining Balance**
Addison	$2,235	$0	$2,235
Buckingham	199	0	199
Carrollton	7,617	0	7,617
Cockrell Hill	133	0	133
Dallas County	52	0	52
Farmers Branch	2,452	0	2,452
Garland	2,792	0	2,792
Glenn Heights	85	0	85
Irving	13,780	87	13,693
Plano	1,428	783	645
Richardson	101	0	101
Rowlett	1,045	302	742
University Park	5	0	5
Total	**$31,920**	**$1,173**	**$30,752**

Capital and Non-Operating Budget Summary

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

Total expenditures for capital projects for Quarter 2 FY 2005 was $56.3 million (20.6%) of the Capital Projects Budget.

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

Exhibit 15

Actuals vs. Budget
Capital and Non-Operating Costs
Second Quarter, FY 2005
(In Thousands)

Mode	FY05 Actuals	Available Balance	FY05 Budget
Bus	$10,398	$14,743	$25,142
LRT	32,922	144,748	177,670
Commuter Rail	2,442	23,706	26,147
Paratransit	0	611	611
HOV	196	13,055	13,252
Total Projects	**$45,959**	**$196,863**	**$242,822**
P&D/Startup/Non-Ops	$9,785	$14,564	$24,349
Road Improvements/ITS	602	2,098	2,700
Total Capital	**$56,346**	**$213,525**	**$269,871**

APPENDIX

Exhibit 16 Revenues, Operating Expenses and Net Financing Costs
Second Quarter, FY 2005
Dollars in Thousands

Revenues:	YTD Actuals	YTD Budget	YTD Better (Worse)	% Better (Worse) Budget	Total Budget
Passenger Revenues (Fixed Route)	$17,195	$18,722	($1,527)	(8.2)%	$37,344
Vanpool Passenger Revenues	156	207	(51)	(24.6)%	414
Paratransit Passenger Revenues	726	711	15	2.1%	1,432
Passenger Revenues	**$18,077**	**$19,640**	**($1,563)**	**(8.0)%**	**$39,190**
Advertising and Other	4,470	4,211	259	6.1%	8,422
Operating Grant Revenues	674	930	(256)	(27.5)%	1,561
Total Other Revenues	**$5,144**	**$5,142**	**$2**	**0.0%**	**$9,983**
Total Operating Revenues	**$23,221**	**$24,782**	**($1,561)**	**(6.3)%**	**$49,173**
Sales Tax Revenues	$170,509	$171,056	($547)	(0.3)%	$339,335
Interest Income	1,537	3,972	(2,435)	(61.3)%	8,500
Other Non-Operating Revenues	16,865	16,876	(11)	(0.1)%	33,753
Total Revenues	**$212,132**	**$216,686**	**($4,554)**	**(2.1)%**	**$430,760**
Operating Expenses:	**YTD Actuals**	**YTD Budget**	**YTD {Better}/Worse**	**% Over / (Under) Budget**	**Total Budget**
Salaries & Wages	$72,616	$73,688	($1,072)	(1.5)%	$150,009
Benefits	31,246	30,778	468	1.5%	59,385
Services	8,822	12,049	(3,227)	(26.8)%	24,885
Materials & Supplies	17,468	18,637	(1,169)	(6.3)%	37,408
Utilities	4,395	4,557	(162)	(3.6)%	9,215
Casualty and liability	1,805	1,829	(24)	(1.3)%	3,605
Purchased Transportation	18,330	18,900	(570)	(3.0)%	38,147
Taxes, Leases, and Other	2,262	2,647	(385)	(14.5)%	5,595
Management Reserve	-	70	(70)	(100.0)%	2,204
Total Operating Expenses	**$156,943**	**$163,155**	**($6,212)**	**(3.8)%**	**$330,454**
Capital Allocation	($9,389)	($10,359)	$970	(9.4)%	($20,718)
LRT Start-up	(270)	(263)	(7)	2.7%	(526)
Total Ops Expense after Allocations	**$147,284**	**$152,533**	**($5,249)**	**(3.4)%**	**$309,210**
Net Financing Costs	**YTD Actuals**	**YTD Budget**	**YTD {Better}/Worse**	**% Over / (Under) Budget**	**Total Budget**
Financing Costs	$12,430	$15,686	($3,256)	(20.8)%	$31,341
Principal Repayments	6,815	6,815	0	0.0%	6,819
DTL Costs	12,916	12,770	146	1.1%	25,541
Less: DTL Income	(12,916)	(12,770)	(146)	(1.1)%	(25,541)
Less: Interest Income	1,537	3,972	(2,435)	61.3%	(8,500)
Total Net Financing Costs	**$20,782**	**$26,473**	**($5,691)**	**(21.5)%**	**$29,660**

Note: Numbers may vary in footing due to rounding

DALLAS AREA RAPID TRANSIT

STATEMENTS OF NET ASSETS

AS OF MARCH 31, 2005 AND SEPTEMBER 30, 2004

	(In thousands)	
	03/31/2005 Unaudited	**9/30/2004**
ASSETS		
CURRENT ASSETS		
Cash & Cash Equivalents	$35,373	$30,934
Investments	289,758	273,590
Current portion of restricted assets	13,437	15,023
Current portion of investment held to pay capital lease liability	52,346	33,069
Sales tax receivable	57,382	56,973
Transit Revenue Rec., Net	1,616	1,784
Due from Other Governments	3,522	13,149
Materials and supplies inventory	22,082	21,616
Prepaid transit expenses and other	3,507	2,504
TOTAL CURRENT ASSETS	**$479,023**	**$448,642**
NONCURRENT ASSETS		
Restricted assets	$18,029	$7,345
Investments in joint venture	10,889	11,159
Capital assets		
Land and rights of way	$385,007	$384,102
Depreciable capital assets, net of depreciation	1,703,626	1,682,611
Projects in progress	285,240	301,044
Long-term investments held to pay capital lease/lease back liabilities	410,311	449,741
Net pension asset	3,384	3,294
Unamortized long-term debt issuance costs	3,959	4,076
TOTAL NONCURRENT ASSETS	**2,820,445**	**2,843,372**
TOTAL ASSETS	**$3,299,468**	**$3,292,014**

DALLAS AREA RAPID TRANSIT

STATEMENTS OF NET ASSETS - CONT'D

AS OF MARCH 31, 2005 AND SEPTEMBER 30, 2004

	(In thousands)	
	03/31/2005 Unaudited	**9/30/2004**
LIABILITIES		
CURRENT LIABILITIES		
Accounts payable and accrued liabilities	$79,825	$79,488
Commercial paper notes payable	259,245	219,245
Current portion of Capital lease/leaseback liabilities	52,346	33,069
Current portion of amount due to the State Comptroller	913	913
Local Assistance Program Payable	30,752	31,925
Retainage Payable	20,119	20,464
Other Current Liabilities	9,057	5,458
Payable from restricted assets		
Interest payable	$8,961	$8,502
Current portion of senior lien sales tax revenue bonds payable	10,470	6,815
TOTAL CURRENT LIABILITIES	**$471,688**	**$405,879**
NON-CURRENT LIABILITIES		
Repayment due to the State Comptroller	$457	$913
Senior lien sales tax revenue bonds payable	475,280	485,686
Capital lease/leaseback liabilities	410,311	449,741
TOTAL NON-CURRENT LIABILITIES	**886,048**	**936,340**
TOTAL LIABILITIES	**$1,357,736**	**$1,342,219**
NET ASSETS		
Invested in capital assets, net of related debt	$1,608,760	$1,635,547
Restricted for		
Debt Service	$13,437	$15,023
System expansion and acquisition	18,029	7,345
Unrestricted	301,506	291,880
TOTAL NET ASSETS	**$1,941,732**	**$1,949,795**

DALLAS AREA RAPID TRANSIT
STATEMENTS OF REVENUES, EXPENSES AND CHANGES IN NET ASSETS
FOR THE SIX MONTHS ENDED MARCH 31, 2005 AND 2004

	(In thousands) Six months ended	
	03/31/2005 unaudited	**03/31/2004 unaudited**
OPERATING REVENUES:		
Passenger	18,088	18,309
Advertising, rent and other	4,525	4,856
Total Operating Revenues	**$22,613**	**$23,165**
OPERATING EXPENSES:		
Labor	72,616	66,257
Benefits	31,246	28,868
Services	8,822	8,521
Materials and Supplies	17,468	15,085
Purchased Transportation	18,330	17,109
Depreciation and amortization	52,108	48,473
Utilities	4,395	4,018
Taxes, Leases, and Other	2,261	2,339
Casualty and liability	1,805	2,066
Transit system planning, development, and start-up costs	(9,659)	(8,865)
TOTAL OPERATING EXPENSES	**$199,392**	**183,871**
NET OPERATING LOSS	**($176,779)**	**($160,706)**
NON-OPERATING REVENUES (EXPENSES):		
Sales tax revenue	170,509	162,837
Investment Income	1,537	2,280
Interest Income from investments held to pay capital lease	12,916	12,916
Interest expense on capital leases	(12,916)	(12,916)
Local Assistance Program and Street improvements	(602)	(8,329)
Transit system planning and other development	(9,659)	(8,865)
Interest and financing expenses	(12,430)	(11,757)
Other non-operating revenues	3,894	4,371
Other non-operating expenses	(126)	-
TOTAL NET NON-OPERATING REVENUES	**153,123**	**140,537**
INCOME BEFORE CAPITAL CONTRIBUTIONS, GRANTS AND REIMBURSEMENTS	**($23,656)**	**($20,169)**
CAPITAL CONTRIBUTIONS, GRANTS AND REIMBURSEMENTS:		
Federal capital contributions	14,930	9,081
Less: transfer of federally funded assets to other governments	-	(264)
Net federal capital contributions	14,930	8,817
State capital contributions	-	2,286
Local capital contributions	-	-
Total capital contributions	14,930	11,103
Federal grants and reimbursements	484	15,219
State grants and reimbursements	179	155
Total grants and reimbursements	663	15,374
TOTAL CAPITAL CONTRIBUTIONS, GRANTS AND REIMBURSEMI	**15,593**	**26,477**
CHANGE IN NET ASSETS	**($8,063)**	**$6,308**
TOTAL NET ASSETS - Beginning of the quarter	1,949,795	1,886,889
TOTAL NET ASSETS - End of the quarter	**$1,941,732**	**$1,893,197**

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.

*Calculation = [(Vehicle Accidents / Actual Mileage) * 100,000]*

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

Calculation = [(Administrative Costs – Administrative Revenues) / Direct Costs + Start-up Costs]

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

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

*Calculation = [(Fixed Route Passenger Revenue*s *- Commissions and Discounts) /*
(# 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.

*Calculation = [(Service Complaints Received / Fixed Route Passenger Boardings) * 100,000]*

Cost per Revenue Mile – Efficiency ratio that measures the cost of providing a revenue mile of service. This measurement is based on fully loaded costs and excludes operating revenues. Management's objective is to reduce this ratio.

Calculation = [Total Operating Expenses / 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.

Calculation = [Crimes Against Persons/TotalIncidents]

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

Calculation = [Crimes Against Property/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.

Calculation = [Total Miles Operated / 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.

Calculation = [(# Scheduled Trips Sampled - # of Times Late) / 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.

Calculation = [# of Canceled Trips / 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.

Calculation = [# of No Shows / # of Total Scheduled Trips]

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

Calculation = [Actual Passenger Boardings/Revenue Car Miles]

Passenger Trips - See Ridership.

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

Calculation = [Actual Passenger Boardings / 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.

Calculation = [Scheduled Passenger Boardings / 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.

Calculation = [Passenger Boardings / 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.

Calculation = [Total Operators Hours Paid / 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.

Calculation = [(# of Actual Trips - # of Trips Missed) / # 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.

*Calculation = [# of Revenue Miles operated * # of cars within a train]*

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

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

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

Calculation = [(Operating Expenses - Operating Revenues - Interest Income) / Sales Tax Revenues]

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

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

Calculation (for rail) = [Scheduled Train Miles / 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.

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

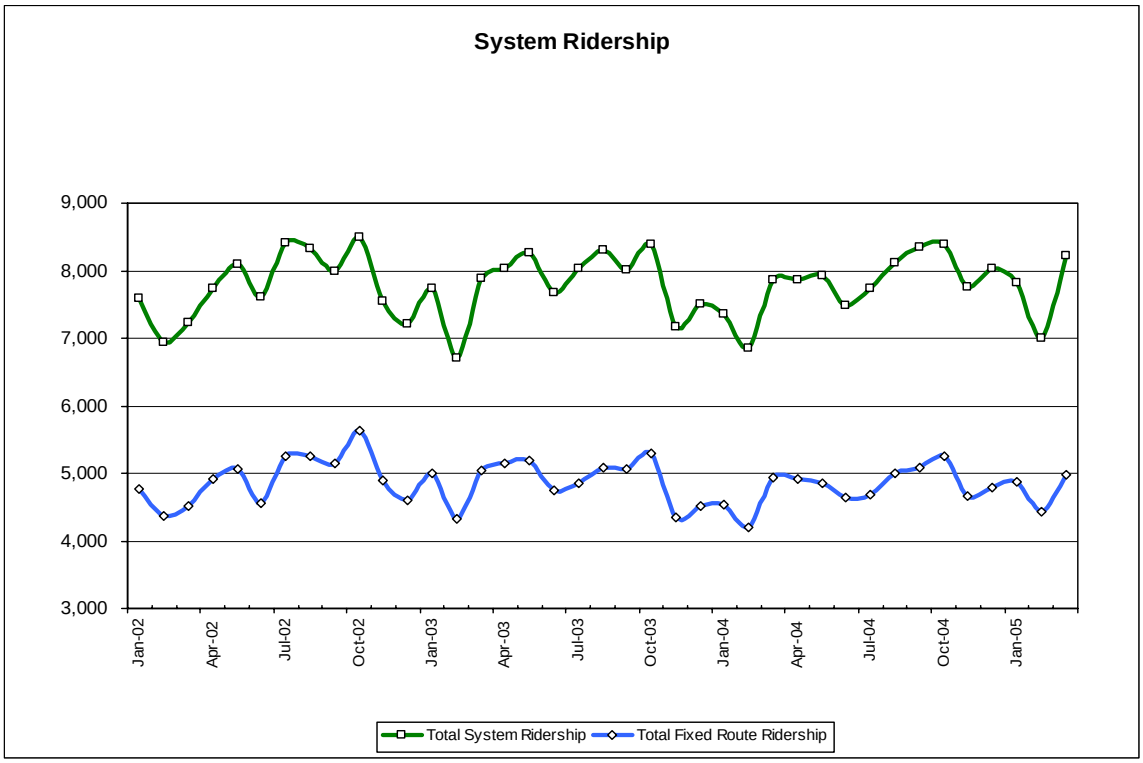
Ridership statistics can be examined in several different ways: as totals, as averages and as ratios related to service levels. Each reporting technique has its value in analyzing ridership and each presents data from a different perspective. Total ridership is an important measure. Total ridership can,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

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

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

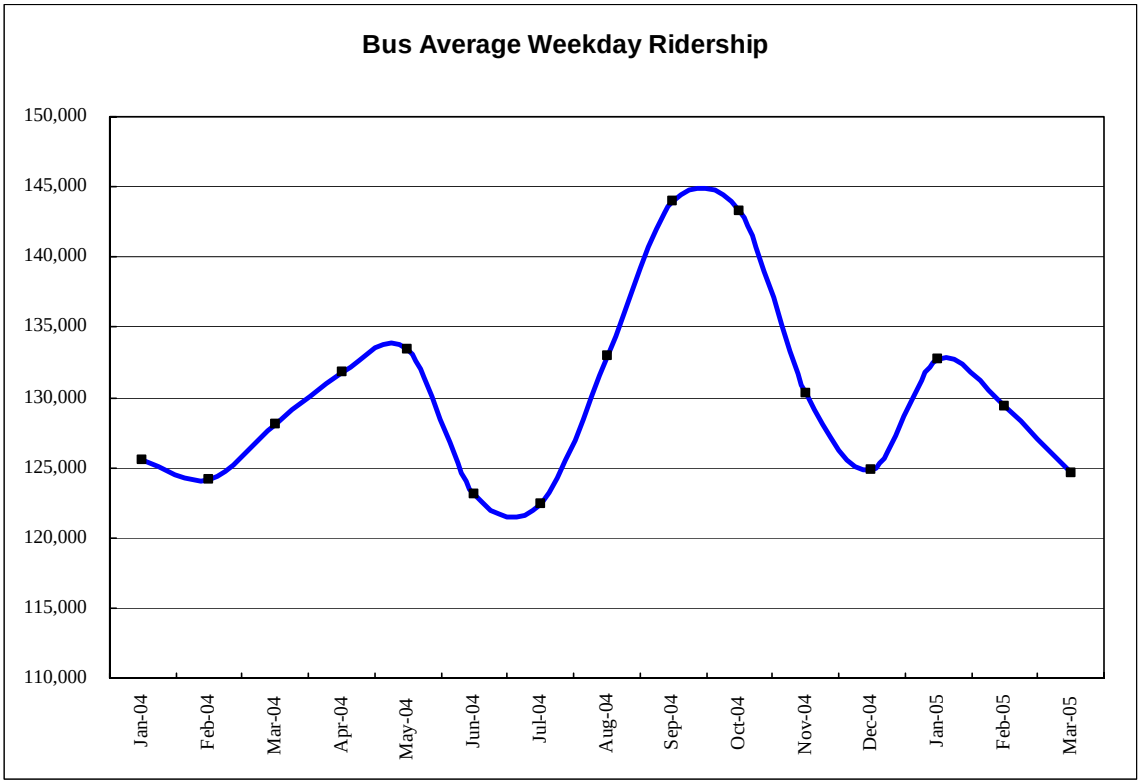
The Service Standards Monitoring Report included in this section of the Quarterly Report includes the modifications to policy made in 2003.

Total System Ridership



- Total fixed route passengers include bus, light rail and commuter rail riders. Total system passengers include fixed route, HOV and paratransit services. Riders of both scheduled and special event services are reported.
- Total system ridership in the second quarter of FY 2005 was 23.0 million riders, an increase of 3.9 percent over the second quarter of FY 2004.
- Fixed route ridership totaled 14.3 million passengers in the second quarter of FY 2005, an increase of 3.8 percent from the second quarter of FY 2004.
- Trinity Railway Express ridership was about 532,200 passengers in the second quarter, a decrease of 7.4 percent from last year. This decrease was caused, in part, by lower ridership to events at American Airlines Center because of the cancellation of NHL Hockey games.
- Light rail ridership increased to 4.3 million riders in the second quarter. This 10.3 percent increase is the result of improving economic conditions, lower unemployment rates and increasing levels of development around rail stations.
- Paratransit ridership increased to 156,700 trips in the second quarter of FY 2005, an increase of 7.8 percent from FY 2004 levels.
- Total HOV usage in the second quarter of FY 2005 was 8.6 million persons, up 4.3 percent over the second quarter of FY 2005.

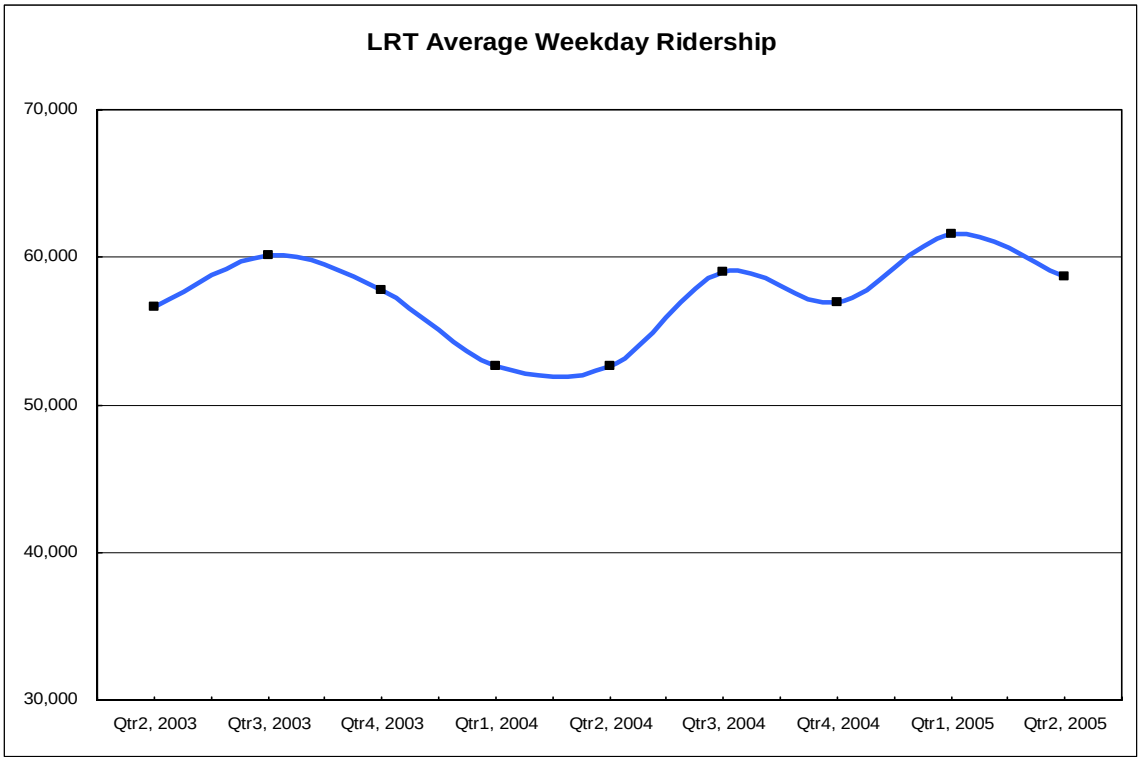
Bus System Ridership



- Total bus ridership in the second quarter of FY 2005 was 9.41 million riders, a 1.99 percent increase from the second quarter of FY 2004.
- Average weekday ridership in the second quarter was 125,870 riders, a 1.7 percent increase from last year's average.
- Ridership on Crosstown, Rail Feeder and Transit Center Feeder routes increased in the second quarter. Express, and Local Routes experienced decreases in the quarter when compared to last year.
- Express Routes decreased by 3.5 percent, Transit Center Feeder Routes increased by 6.6 percent and Rail Station Feeder Routes increased by 8.9 percent in the second quarter.
- The most heavily patronized routes in the second quarter, by route classification, were:

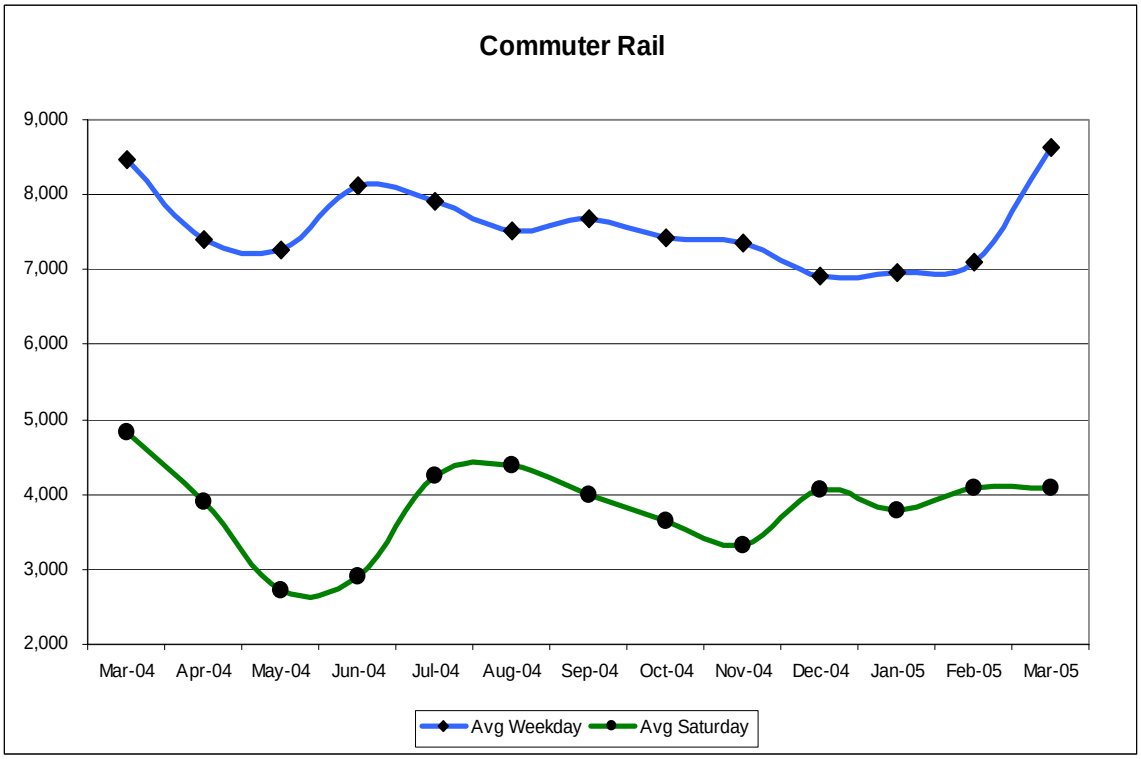
		Median
Crosstown	Route 466	5,859
Express	Route 204	1,045
Rail Feeder	Route 583	2,407
TC Feeder	Route 378	1,405
Local	Route 44	6,563

LRT Ridership



- LRT ridership in the second quarter totaled 4.30 million riders, an increase of 10.3 percent from the 3.90 million riders transported in the second quarter of FY 2004.
- Weekday ridership in the second quarter averaged almost 58,700 passengers, an increase of 11.5 percent from the second quarter of FY 2004.
- Saturday ridership in the second quarter averaged almost 25,300 passengers, an increase of 7.6 percent from the FY 2004 level.
- Sunday ridership in the second quarter averaged 17,600 passengers, an increase of 1.1 percent from the FY 2004 level.
- The increases occurred because of the improving economy and lower unemployment rates, particularly in the suburban member cities. Increasing levels of development at and near rail stations is being reflected in increasing ridership as well.
- The light rail stations in Garland, Plano and Richardson have combined to contribute about 10,200 average weekday riders to the system in the second quarter.

Commuter Rail – Trinity Railway Express



- The Trinity Railway Express ridership decreased in the second quarter in response to service reductions and reduced ridership to American Airlines Center events.
- In the second quarter of 2005, the TRE served a total of 532,205 passengers, a decrease of 7.4 percent from the second quarter of FY 2004.
- Weekday ridership on the TRE averaged 7,562 daily riders (a 4.7 percent decrease) in the second quarter.
- Saturday ridership in the second quarter averaged 3,809 daily riders, a decrease of 12.9 percent from the second quarter of FY 2004.
- Events at the American Airlines Center, served by the Victory station, attract significant levels of TRE ridership. During the second quarter, almost 46,200 passengers were counted boarding and alighting TRE trains at the Victory station.
- The TRE set records for weekday ridership in March when 14,222 passengers rode trains on March 8 and 16,291passengers rode the trains on March 9. Special events at both American Airlines Center and Reunion Arena contributed to these extraordinary ridership levels.
- Union Station in downtown Dallas is the alighting location for about 62 percent of the Eastbound TRE riders and the boarding location for about 62 percent of westbound passengers.

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

Year	Month	Bus Monthly	LRT Monthly	Commuter Rail Monthly	Total
2003	April	3,420	1,529	193	5,142
	May	3,379	1,533	181	5,093
	June	3,119	1,447	191	4,757
	July	3,186	1,497	208	4,891
	August	3,249	1,436	194	4,879
	September	3,465	1,412	189	5,066
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	1,504	181	5,194
	November	3,042	1,451	168	4,661
	December	3,035	1,531	168	4,734
	January	3,206	1,486	160	4,852
	February	2,915	1,345	158	4,418
	March	3,288	1,473	206	4,967

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

Year	Month	Bus Weekday	LRT Weekday	Commuter Rail Weekday	Total
2003	April	138.2	60.4	7.9	206.5
	May	138.1	60.8	7.7	206.6
	June	128.8	59.1	8.3	196.2
	July	126.4	57.9	8.5	192.8
	August	132.6	57.8	8.2	198.6
	September	144.3	57.6	8.1	210
2004	October	144	53	7.9	204.9
	November	135.7	53	7.7	196.4
	December	122.2	51.7	6.7	180.6
	January	125.9	52.6	7.7	186.2
	February	124.4	50.8	7.6	182.8
	March	128.6	54.6	8.5	191.7
	April	132.2	59.7	7.4	199.3
	May	133.9	61.5	7.3	202.7
	June	123.5	55.9	7.8	187.2
	July	122.9	55.4	8.1	186.4
	August	133.3	56.8	7.9	198
	September	137.5	56.8	7.5	201.8
2005	October	142.9	60.9	7.8	211.6
	November	130.1	61.3	7.1	198.5
	December	122.9	62.4	7	192.3
	January	132.3	61	7	200.3
	February	128.4	58.7	7.1	194.2
	March	124.2	56.6	8.6	189.4

Table 3 – Passenger Boardings by Member City

Dallas Area Rapid Transit

Estimated Passenger Boardings By Member City

For the Second Quarter Fiscal Year 2005, Period Ending March 31, 2005

In Thousands

Description	Qtr 2 2005	Qtr 2 2004	%%% (2) Change	YTD 2005	YTD 2004	%%% Change
Bus Ridership (1)						
Addison	67	81	-16.9%	134	157	-15.1%
Carrollton	158	158	0.1%	318	308	3.3%
Farmers Branch	45	46	-3.8%	91	91	-0.5%
Garland	510	470	8.5%	1025	964	6.3%
Glenn Heights	47	43	11.2%	91	83	8.9%
Irving	453	360	25.8%	904	720	25.5%
Plano	161	161	-0.3%	346	329	5.1%
Richardson	182	178	2.4%	363	366	-0.9%
Rowlett	22	21	5.4%	42	40	5.7%
Suburban Total	1645	1517	8.4%	3313	3059	8.3%
Dallas Total (3)	7764	7712	0.7%	15745	15891	-0.9%
Bus Total	9,409	9,230	1.9%	19,057	18,951	0.6%
Light Rail	4,304	4,008	7.4%	8791	7954	10.5%
Commuter Rail	524	578	-9.4%	1041	1104	-5.7%
Total Passenger Boardings	14,236	13,816	3.0%	28,889	28,008	3.1%

Type of Day	Qtr 1 2004	Qtr 1 2003	Inc (Dec)	YTD 2005	YTD 2004	Inc (Dec)
Weekdays	64	64	0	126	127	-1
Saturdays/Holiday	12	13	-1	27	27	0
Sundays/Holiday	14	14	0	29	29	0
Total	90	91	-1	182	183	-1

(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 2004 were used in compiling this report.

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

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

First Quarter Report

Crosstown Routes

- Five of the nineteen Crosstown routes had an RPI value of 1.0 or greater.
- Fourteen of the nineteen Crosstown routes perform above the 0.6 level.
- The five Crosstown routes that perform below the 0.6 level include routes 404 (0.4), 410 (0.5), 412 (0.2), 488 (0.5) and 475 (0.4).
- Route 410 is the subject of a current review that is developing route modifications to improve ridership and enhance connections to other routes in order to increase ridership.
- Route 488 was modified in October 2003 and is experiencing ridership increases. An evaluation is underway to identify changes that will improve its performance.
- Route 475 serves the southeast Dallas area. It was modified in February 2005 with a goal of increasing ridership.
- Route 412 underwent significant restructuring in December 2002 and continues to be monitored for further improvements.
- Route 404 was divided into two routes (route 507 was created from a portion of route 404) and will require additional time for ridership to respond to the changes.

Express Routes

- Six of DART's ten Express routes had an RPI value of 0.6 or greater.
- Routes 278 (Red Bird) and 205 (Addison) had the highest RPI values among Express routes with RPIs of 1.1 and 1.0 respectively.
- Four routes had RPI values of less than 0.6. Route 210 (West Plano) was at the 0.5 level.
- Routes 207 (Rowlett) and 247 (Farmers Branch) were at the 0.4 level.
- Route 234 (Plano/Richardson/North Irving) was the lowest performing Express route with an RPI of 0.3.

Rail Feeder Routes

- Fourteen of the 30 Rail Feeder routes performed at the 1.0 level or better. A total of 23 Rail Feeder routes performed at or above the 0.6 target.
- The top performing Rail Feeder route was route 548 (Westmoreland Station/Old Hickory) with an RPI value of 2.1. Route 554 (Ledbetter Station/Bonnieview) was second with an RPI of 2.0. Route 583 (Lovers Lane/LBJ/Skillman/Richland College) was third with an RPI of 1.9.
- Three routes recorded RPI values of 0.5 during the second quarter. These routes include 551 (LBJ/Skillman/Spring Valley), 560 (LBJ/Skillman/Kingsley) and 569 (Lovers Lane/White Rock/Ferndale).
- Routes 503 (Cityplace/Lovers Lane), 566 (Bush Turnpike/Downtown Garland), 572 (Bush Turnpike/Spring Creek) and 760 (Downtown Plano/Collin Creek Mall) had RPI values of 0.3.
- Routes 551, 566, and 760 were formerly contractor operated. These routes are being evaluated for opportunities to increase ridership to improve performance.
- Route 572 was eliminated in February 2005. Other poorly performing routes are being reviewed to determine the appropriate corrective action to improve their performance.

Transit Center Feeder Routes

- Nineteen of the 21 Transit Center Feeder routes achieved RPI values of 0.6 or greater. Four of those routes had RPI values of 1.0 or greater.
- Route378 (South Garland/Lake Ray Hubbard/Garland Central) was the top performing Transit Center Feeder route with an RPI value of 1.5.
- Routes 341 (Addison/Rosemeade) and 374 (LBJ/Skillman/South Garland) were next with RPI values of 1.3 and 1.1 respectively. Route 301(North Irving/Irving Mall/South Irving), was next with an RPI value of 1.0.
- Route 309 (South Irving Loop) performed at the 0.5 RPI level.
- Route 304 (West Dallas/South Irving/Irving Mall) performed at the 0.4 level. This route provides a connection between the residential areas of West Dallas and shopping in Irving on Saturdays only. It is very challenging to develop strong ridership when the service is only offered one day per week.
- Routes 304 and 309 are being evaluated for appropriate corrective action.

Local Routes

- Twenty-four 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 1.5 RPI as well as the most heavily patronized route.
- Routes 26 (Harry Hines Corridor/Cedars Station/Frazier Courts) and 19 (South Oak Cliff/East Dallas/South Garland) placed second with an RPI of 1.2.
- Route 165 (Lake June/Cheyenne/Bruton) performed at the 1.0 level.
- Six routes posted RPI values of 0.9 and another six routes had 0.8 RPIs.
- Routes 35 (Crozier/Keeneland), 37 (Spruce High School), 60 (Fair Park/South Garland/LBJ/Skillman) and 183 (Addison) had RPI values of 0.5.
- Routes 8 (Oak Lawn/Preston Center), 46 (Illinois Station), 155 (Paul Quinn/Bonnieview), 184 (Preston/Frankford)and 185 (Shady Trail/Farmers Branch/Carrollton) performed at the 0.4 level.

Site-specific Shuttles

- Of the seven Site-specific Shuttles, including E-shuttles, six performed above the 0.6 level.
- The Texas Instruments shuttle was the top performer with an RPI of 1.6.
- The SMU shuttle (Route 768 Mustang Express) ranked second with an RPI value of 1.5.
- The UT southwestern shuttle was third with an RPI of 1.4, and the Medical City E-shuttle was fourth at 1.2.
- The Palisades E-shuttle (from Galatyn Park station) was the only Site-specific Shuttle to fall below the 0.6 level with an RPI of 0.4. This route is experiencing increasing ridership and specific promotional efforts are being undertaken to improve its performance.

DART-on-Call

- Two of the seven DART-on-Call zones exceeded the 0.6 Service Performance Index level. The Lakewood on Call zone performed at a 1.0 level, the North Central Plano zone performed at a 0.8 level.
- The DART-on-Call zones in East Plano (SPI of 0.5) Rowlett (SPI of 0.4) and Farmers Branch (SPI of 0.4) performed reasonably well for new services that have had only a year of operation to develop ridership.
- The North Dallas zone (SPI of 0.3) and the Richardson zone performed at a 0.2 SPI level.
- Appropriate promotional efforts are being developed to stimulate ridership in these latter zones. Operational changes to increase ridership will be explored as well.

Evaluation of Routes Ranked by Performance Metrics

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

Crosstown		Express		Rail Feeders		T C Feeders		Local	
RPI	Ranking	RPI	Ranking	RPI	Ranking	RPI	Ranking	RPI	Ranking
404	404	207	207	503	503	304	304	8	8
410	412	210	234	551	551	309	305	35	35
412	475	234	247	560	560		309	37	37
475	488	247		566	566		314	46	46
488				569	569		333	60	60
				572	571			155	155
				760	572			183	183
					760			184	184
								185	185

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

Crosstown Routes

Crosstown

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

	LINE	Avg Weekday Pass 2Q05	Avg Weekday Pass 2Q04	% Change	Sub/ Pass	Index	Pass/ Trip	Index	Pass/ Rev Mile	Index	1Q05 Route Performance Index	2Q05 Route Performance Index	RPI Point Change
					$2.70		**29.00**		**1.60**				
C	466	5,734	5,076	13.0%	$2.14	1.3	59.7	2.1	2.0	1.2	**1.5**	**1.5**	**0.0**
C	445	2,098	1,969	6.6%	$2.10	1.3	25.1	0.9	2.6	1.6	**1.1**	**1.3**	**0.2**
C	409	2,137	4,069	-47.5%	$2.45	1.1	28.0	1.0	2.5	1.6	**1.4**	**1.2**	**-0.2**
C	486	2,479	1,886	31.4%	$2.92	0.9	36.7	1.3	1.8	1.1	**1.1**	**1.1**	**0.0**
C	428	3,074	3,113	-1.2%	$3.07	0.9	33.8	1.2	1.6	1.0	**1.0**	**1.0**	**0.0**
C	441	1,814	1,724	5.2%	$3.07	0.9	24.4	0.8	1.6	1.0	**0.9**	**0.9**	**0.0**
C	463	1,449	1,330	8.9%	$4.07	0.7	26.0	0.9	1.7	1.1	**0.9**	**0.9**	**0.0**
C	405	1,951	1,908	2.3%	$3.42	0.8	25.4	0.9	1.4	0.8	**0.9**	**0.8**	**0.0**
C	415	832	718	15.9%	$3.50	0.8	19.5	0.7	1.4	0.9	**0.8**	**0.8**	**0.0**
C	453	1,475	1,079	36.7%	$3.60	0.8	18.4	0.6	1.5	0.9	**0.7**	**0.8**	**0.0**
C	408	1,787		All	$3.53	0.8	21.4	0.7	1.1	0.7	**0.7**	**0.7**	**0.0**
C	400	1,777	1,640	8.4%	$5.19	0.5	30.0	1.0	1.0	0.6	**0.8**	**0.7**	**0.0**
C	451	1,779	1,454	22.4%	$5.51	0.5	17.7	0.6	1.1	0.7	**0.6**	**0.6**	**0.0**
C	444	930	877	6.1%	$4.77	0.6	13.5	0.5	1.1	0.7	**0.6**	**0.6**	**0.0**
C	410	842	669	25.8%	$5.38	0.5	14.5	0.5	0.9	0.6	**0.6**	**0.5**	**0.0**
C	488	1,136	977	16.3%	$5.46	0.5	10.7	0.4	1.0	0.6	**0.5**	**0.5**	**0.0**
C	475	645	500	29.1%	$6.21	0.4	10.3	0.4	0.8	0.5	**0.4**	**0.4**	**0.0**
C	404	822	920	-10.6%	$8.66	0.3	14.5	0.5	0.7	0.4	**0.4**	**0.4**	**0.0**
C	412	135	143	-5.8%	$11.74	0.2	4.4	0.2	0.6	0.4	**0.2**	**0.2**	**0.0**

Express Routes

Express

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

	LINE	Avg Weekday Pass 2Q05	Avg Weekday Pass 2Q04	% Change	Sub/ Pass	Index	Pass/ Trip	Index	Pass/ Rev Mile	Index	1Q05 Route Performance Index	2Q05 Route Performance Index	RPI Point Change
					$4.50		**16.50**		**1.00**				
E	278	708	690	2.6%	$4.33	1.0	13.6	0.8	1.4	1.4	**1.1**	**1.1**	**0.0**
E	205	481	742	-35.2%	$7.01	0.6	18.2	1.1	1.2	1.2	**1.1**	**1.0**	**-0.1**
E	206	741	663	11.8%	$6.45	0.7	19.2	1.2	0.9	0.9	**0.9**	**0.9**	**0.0**
E	283	921	989	-6.9%	$7.42	0.6	11.3	0.7	0.8	0.8	**0.7**	**0.7**	**0.0**
E	204	1,030	1,167	-11.7%	$8.25	0.5	12.1	0.7	0.6	0.6	**0.6**	**0.6**	**0.0**
E	202	869	791	9.8%	$8.71	0.5	10.9	0.7	0.6	0.6	**0.6**	**0.6**	**0.0**
E	210	575	623	-7.6%	$10.20	0.4	11.3	0.7	0.5	0.5	**0.5**	**0.5**	**0.0**
E	207	231	239	-3.5%	$11.97	0.4	8.1	0.5	0.4	0.4	**0.4**	**0.4**	**0.0**
E	247	107	113	-5.0%	$16.19	0.3	7.0	0.4	0.5	0.5	**0.4**	**0.4**	**0.0**
E	234	47	51	-7.2%	$25.22	0.2	7.8	0.5	0.3	0.3	**0.3**	**0.3**	**0.0**

Rail Feeder Routes

Rail Station Feeder

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

	LINE	Avg Weekday Pass 2Q05	Avg Weekday Pass 2Q04	% Change	Sub/ Pass	Index	Pass/ Trip	Index	Pass/ Rev Mile	Index	1Q05 Route Performance Index	2Q05 Route Performance Index	RPI Point Change
					$3.60		**11.00**		**1.80**				
F1	548	1,183	1,100	7.6%	$1.41	2.6	22.9	2.1	2.9	1.6	**1.2**	**2.1**	**0.9**
F1	554	783	815	-4.0%	$1.25	2.9	14.5	1.3	3.1	1.7	**1.2**	**2.0**	**0.8**
F1	583	2,456	2,027	21.2%	$1.73	2.1	25.3	2.3	2.5	1.4	**2.1**	**1.9**	**-0.2**
F1	555	653	497	31.3%	$1.73	2.1	11.8	1.1	2.5	1.4	**0.9**	**1.5**	**0.6**
F1	553	399	301	32.7%	$2.22	1.6	15.6	1.4	2.3	1.3	**0.8**	**1.4**	**0.6**
F1	574	416	352	18.3%	$2.27	1.6	18.1	1.6	1.6	0.9	**0.7**	**1.4**	**0.7**
F1	568	944	896	5.3%	$2.54	1.4	17.3	1.6	1.7	1.0	**0.8**	**1.3**	**0.5**
F1	556	752	1,237	-39.2%	$2.65	1.4	16.2	1.5	2.0	1.1	**1.3**	**1.3**	**0.0**
F1	506	1,026	998	2.8%	$2.46	1.5	10.3	0.9	2.7	1.5	**1.4**	**1.3**	**-0.1**
F1	519	1,359	1,180	15.2%	$3.89	0.9	23.6	2.1	1.4	0.8	**1.3**	**1.3**	**0.0**
F1	538	976	871	12.1%	$2.28	1.6	8.7	0.8	2.1	1.1	**0.7**	**1.2**	**0.5**
F1	549	817	797	2.5%	$3.45	1.0	18.0	1.6	1.5	0.8	**0.7**	**1.2**	**0.4**
F1	702	313	278	12.4%	$2.67	1.3	4.0	0.4	3.2	1.8	**1.4**	**1.2**	**-0.3**
F1	522	698	679	2.8%	$2.75	1.3	12.3	1.1	1.8	1.0	**0.7**	**1.1**	**0.4**
F1	582	959	929	3.3%	$3.86	0.9	11.9	1.1	1.4	0.8	**1.0**	**0.9**	**0.0**
F1	567	627	457	37.1%	$4.67	0.8	12.3	1.1	1.4	0.8	**0.9**	**0.9**	**0.0**
F1	515	934	810	15.3%	$4.85	0.7	10.2	0.9	1.1	0.6	**0.7**	**0.8**	**0.0**
F1	510	661	694	-4.8%	$4.70	0.8	8.7	0.8	1.3	0.7	**0.8**	**0.8**	**0.0**
F1	501	591	683	-13.4%	$4.88	0.7	7.5	0.7	1.3	0.7	**0.8**	**0.7**	**0.0**
F1	562	588	450	30.6%	$6.25	0.6	10.1	0.9	0.9	0.5	**0.6**	**0.7**	**0.0**
F1	571	561	420	33.5%	$6.54	0.6	9.8	0.9	0.9	0.5	**0.7**	**0.6**	**0.0**
F1	507	242	168	44.2%	$4.91	0.7	6.0	0.5	1.1	0.6	**0.6**	**0.6**	**0.0**
F1	505	377	353	6.5%	$3.61	1.0	3.7	0.3	1.0	0.6	**0.7**	**0.6**	**0.0**
F1	560	425	360	18.0%	$7.74	0.5	7.1	0.6	0.7	0.4	**0.5**	**0.5**	**0.0**
F1	551	273	268	2.1%	$7.27	0.5	5.9	0.5	0.8	0.4	**0.4**	**0.5**	**0.1**
F1	569	263	234	12.2%	$7.09	0.5	5.3	0.5	0.8	0.4	**0.5**	**0.5**	**0.0**
F1	760	119	106	12.0%	$9.28	0.4	1.7	0.2	0.9	0.5	**0.4**	**0.3**	**-0.1**
F1	572	107	203	-47.3%	$12.64	0.3	3.4	0.3	0.5	0.3	**0.3**	**0.3**	**0.0**
F1	566	236	283	-16.5%	$15.97	0.2	3.6	0.3	0.4	0.2	**0.3**	**0.3**	**0.0**
F1	503	87	112	-22.3%	$15.10	0.2	3.2	0.3	0.4	0.2	**0.3**	**0.3**	**-0.1**

Transit Center Feeder Routes

Transit Center Feeder

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

	LINE	Avg Weekday Pass 2Q05	Avg Weekday Pass 2Q04	% Change	Sub/ Pass	Index	Pass/ Trip	Index	Pass/ Rev Mile	Index	1Q05 Route Performance Index	2Q05 Route Performance Index	RPI Point Change
					$4.30		**10.00**		**1.00**				
F2	378	1,415	1,312	7.9%	$3.82	1.1	19.8	2.0	1.5	1.5	**1.6**	**1.5**	**0.0**
F2	341	601	439	36.9%	$3.13	1.4	11.5	1.1	1.5	1.5	**1.3**	**1.3**	**0.1**
F2	374	479	429	11.5%	$3.98	1.1	8.7	0.9	1.5	1.5	**1.2**	**1.1**	**-0.1**
F2	301	822	820	0.3%	$7.20	0.6	16.4	1.6	0.9	0.9	**1.1**	**1.0**	**0.0**
F2	380	380	301	26.3%	$5.24	0.8	7.6	0.8	1.2	1.2	**0.9**	**0.9**	**0.0**
F2	361	391	305	28.2%	$5.59	0.8	7.3	0.7	1.1	1.1	**0.9**	**0.9**	**0.0**
F2	350	589	563	4.8%	$7.21	0.6	11.4	1.1	0.8	0.8	**1.0**	**0.9**	**-0.1**
F2	372	516	525	-1.8%	$6.24	0.7	9.6	1.0	0.8	0.8	**0.8**	**0.8**	**0.0**
F2	310	420	376	11.7%	$5.66	0.8	7.2	0.7	0.9	0.9	**0.8**	**0.8**	**0.0**
F2	311	130	102	27.2%	$6.55	0.7	9.3	0.9	0.8	0.8	**0.7**	**0.8**	**0.1**
F2	360	572	641	-10.8%	$7.04	0.6	9.2	0.9	0.8	0.8	**0.8**	**0.8**	**-0.1**
F2	302	306	245	24.7%	$6.43	0.7	7.0	0.7	0.9	0.9	**0.8**	**0.7**	**0.0**
F2	377	546	661	-17.3%	$6.92	0.6	5.9	0.6	1.0	1.0	**0.7**	**0.7**	**0.0**
F2	303	305	271	12.5%	$6.73	0.6	6.4	0.6	0.9	0.9	**0.7**	**0.7**	**0.0**
F2	331	388	343	13.1%	$6.75	0.6	7.4	0.7	0.7	0.7	**0.6**	**0.7**	**0.1**
F2	305	628	682	-7.9%	$11.80	0.4	11.9	1.2	0.5	0.5	**0.7**	**0.7**	**0.0**
F2	333	519	674	-23.0%	$8.59	0.5	6.5	0.6	0.6	0.6	**0.6**	**0.6**	**-0.1**
F2	306	159	151	5.1%	$8.01	0.5	4.4	0.4	0.7	0.7	**0.6**	**0.6**	**0.0**
F2	314	563	696	-19.2%	$10.86	0.4	8.2	0.8	0.5	0.5	**0.6**	**0.6**	**0.0**
F2	309	210	208	1.2%	$9.21	0.5	5.7	0.6	0.6	0.6	**0.6**	**0.5**	**0.0**
F2	304	174	192	-9.1%	$13.24	0.3	5.4	0.5	0.4	0.4	**0.4**	**0.4**	**0.0**

Local Routes

Local

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

	LINE	Avg Weekday Pass 2Q05	Avg Weekday Pass 2Q04	% Change	Sub/ Pass	Index	Pass/ Trip	Index	Pass/ Rev Mile	Index	1Q05 Route Performance Index	2Q05 Route Performance Index	RPI Point Change
					$2.80		**24.50**		**2.00**				
L	44	6,597	6,963	-5.3%	$1.99	1.4	45.3	1.9	2.3	1.2	**1.6**	**1.5**	**-0.1**
L	26	3,901	4,080	-4.4%	$2.12	1.3	27.5	1.1	2.5	1.3	**1.3**	**1.2**	**-0.1**
L	19	3,425	3,550	-3.5%	$2.08	1.3	24.7	1.0	2.5	1.2	**1.2**	**1.2**	**0.0**
L	165	3,693	3,493	5.7%	$2.70	1.0	23.7	1.0	1.8	0.9	**1.0**	**1.0**	**0.0**
L	24	1,533	1,681	-8.8%	$2.78	1.0	13.8	0.6	2.5	1.2	**1.0**	**0.9**	**-0.1**
L	76	1,687	1,537	9.8%	$3.18	0.9	25.7	1.1	1.6	0.8	**0.9**	**0.9**	**0.0**
L	49	1,324	1,177	12.5%	$2.96	0.9	16.9	0.7	2.2	1.1	**1.0**	**0.9**	**-0.1**
L	11	3,415	3,401	0.4%	$3.15	0.9	24.0	1.0	1.7	0.8	**0.9**	**0.9**	**0.0**
L	39	1,137	1,173	-3.1%	$2.84	1.0	14.1	0.6	2.1	1.1	**0.9**	**0.9**	**0.0**
L	29	1,163	1,212	-4.1%	$2.91	1.0	13.8	0.6	2.1	1.1	**0.9**	**0.9**	**-0.1**
L	1	2,508	2,557	-1.9%	$3.30	0.8	18.2	0.7	1.7	0.9	**0.9**	**0.8**	**-0.1**
L	2	1,159	1,223	-5.2%	$2.94	1.0	14.8	0.6	1.8	0.9	**0.8**	**0.8**	**0.0**
L	51	1,857	2,525	-26.5%	$3.45	0.8	21.1	0.9	1.5	0.8	**0.9**	**0.8**	**-0.1**
L	12	1,008	1,051	-4.1%	$3.21	0.9	12.8	0.5	2.0	1.0	**0.8**	**0.8**	**0.0**
L	50	1,804	1,922	-6.1%	$3.65	0.8	21.6	0.9	1.4	0.7	**0.8**	**0.8**	**0.0**
L	164	3,042	2,970	2.4%	$3.67	0.8	19.4	0.8	1.4	0.7	**0.8**	**0.8**	**0.0**
L	59	878	857	2.4%	$3.75	0.7	15.3	0.6	1.7	0.8	**0.8**	**0.7**	**-0.1**
L	161	2,371	2,340	1.3%	$3.58	0.8	17.1	0.7	1.3	0.7	**0.7**	**0.7**	**0.0**
L	52	562		All	$3.42	0.8	10.0	0.4	1.7	0.8		**0.7**	**All**
L	21	1,697	1,802	-5.8%	$5.38	0.5	23.0	0.9	1.1	0.5	**0.7**	**0.7**	**0.0**
L	31	1,276	1,442	-11.5%	$4.98	0.6	19.0	0.8	1.1	0.6	**0.6**	**0.6**	**0.0**
L	42	1,677	1,711	-2.0%	$4.84	0.6	19.3	0.8	1.0	0.5	**0.6**	**0.6**	**0.0**
L	36	1,235	1,274	-3.1%	$4.88	0.6	17.0	0.7	1.2	0.6	**0.6**	**0.6**	**0.0**
L	63	811	930	-12.7%	$4.72	0.6	11.1	0.5	1.5	0.7	**0.6**	**0.6**	**0.0**
L	37	1,591	1,421	12.0%	$5.13	0.5	14.2	0.6	1.0	0.5	**0.5**	**0.5**	**0.0**
L	183	1,062	834	27.4%	$4.29	0.7	11.7	0.5	0.8	0.4	**0.6**	**0.5**	**0.0**
L	35	989	914	8.2%	$6.35	0.4	14.7	0.6	0.9	0.4	**0.5**	**0.5**	**0.0**
L	60	1,460	1,500	-2.7%	$6.00	0.5	13.1	0.5	0.9	0.5	**0.6**	**0.5**	**-0.1**
L	8	683	820	-16.7%	$6.48	0.4	8.2	0.3	1.1	0.6	**0.5**	**0.4**	**0.0**
L	155	272	343	-20.8%	$7.14	0.4	10.9	0.4	1.0	0.5	**0.5**	**0.4**	**-0.1**
L	185	951	1,134	-16.1%	$6.62	0.4	12.2	0.5	0.8	0.4	**0.5**	**0.4**	**-0.1**
L	46	239	262	-8.6%	$4.08	0.7	4.9	0.2	0.7	0.4	**0.3**	**0.4**	**0.1**
L	184	416	510	-18.4%	$8.54	0.3	12.2	0.5	0.7	0.4	**0.4**	**0.4**	**0.0**

Site-specific Shuttles

Site-Specific Shuttles

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

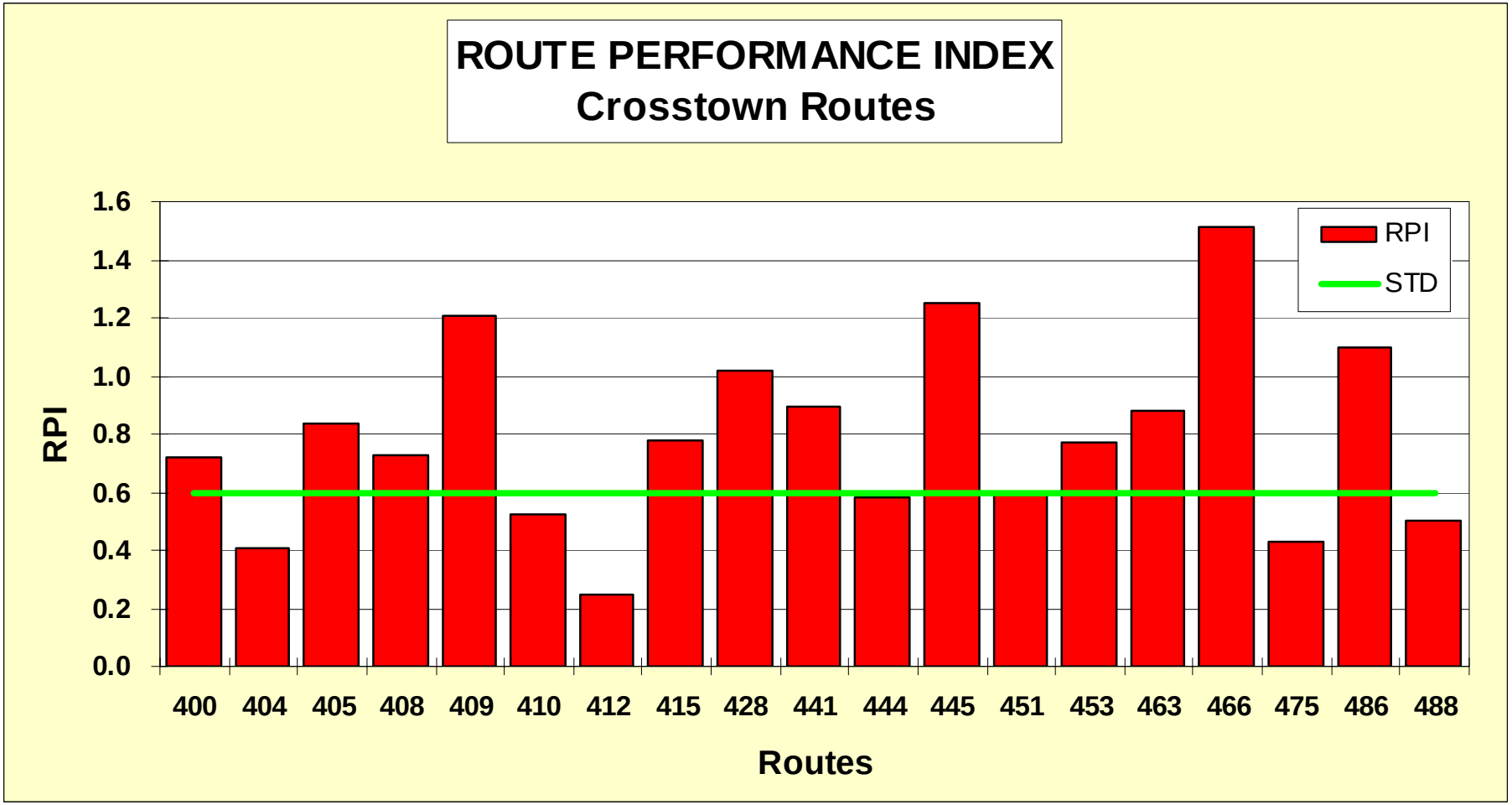
LINE	Avg Weekday Pass 2Q05	Avg Weekday Pass 2Q04	% Change	Sub/ Pass	Index	Pass/ Trip	Index	Pass/ Rev Mile	Index	1Q05 Route Performance Index	2Q05 Route Performance Index	RPI Point Change
				$3.60		**11.00**		**1.80**				
SS TI	1,009	715	41.1%	$1.03	3.5	4.3	0.4	1.6	0.9	**1.2**	**1.6**	**0.4**
SS SMU	383	341	12.2%	$1.09	3.3	5.1	0.5	1.4	0.8	**1.3**	**1.5**	**0.2**
SS UTSW	287	251	14.3%	$1.19	3.0	3.3	0.3	1.5	0.8	**0.8**	**1.4**	**0.6**
SS MCE	95	89	7.2%	$1.28	2.8	1.0	0.1	1.1	0.6	**1.3**	**1.2**	**-0.2**
SS DFW	270	292	-7.6%	$1.97	1.8	6.7	0.6	0.8	0.4	**0.9**	**1.0**	**0.0**
SS CCE	60	49	22.4%	$1.73	2.1	1.4	0.1	1.1	0.6	**0.7**	**0.9**	**0.2**
SS PE	26	31	-16.2%	$3.82	0.9	0.7	0.1	0.3	0.2	**0.4**	**0.4**	**0.0**

DART-on-Call

DART-on-Call

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

LINE	Avg Weekday Pass 2Q05	Avg Weekday Pass 2Q04	% Change	Sub/ Pass	Index	Pass/ Trip	Index	Pass/ Rev Mile	Index	1Q05 Route Performance Index	2Q05 Route Performance Index	RPI Point Change
				$4.30				**6.00**				
D LoC	94	99	-5.1%	$4.88	0.9			6.7	1.1	**0.8**	**1.0**	**0.2**
D NCPoC	93	109	-14.9%	$5.15	0.8			4.4	0.7	**0.7**	**0.8**	**0.0**
D EPoC	55		All	$9.20	0.5			3.6	0.6	**0.7**	**0.5**	**-0.1**
D FBoC	41		All	$12.89	0.3			2.6	0.4	**0.4**	**0.4**	**0.0**
D RoC	42	59	-29.1%	$12.39	0.3			2.5	0.4	**0.5**	**0.4**	**-0.1**
D ND0C	37		All	$20.63	0.2			2.8	0.5	**0.4**	**0.3**	**0.0**
D Rich	22		All	$19.99	0.2			1.7	0.3	**0.2**	**0.2**	**0.1**


ROUTE PERFORMANCE INDEX
Crosstown Routes
RPI
STD
1.6
1.4
1.2
1.0
0.8
0.6
0.4
0.2
0.0
RPI
400
404
405
408
409
410
412
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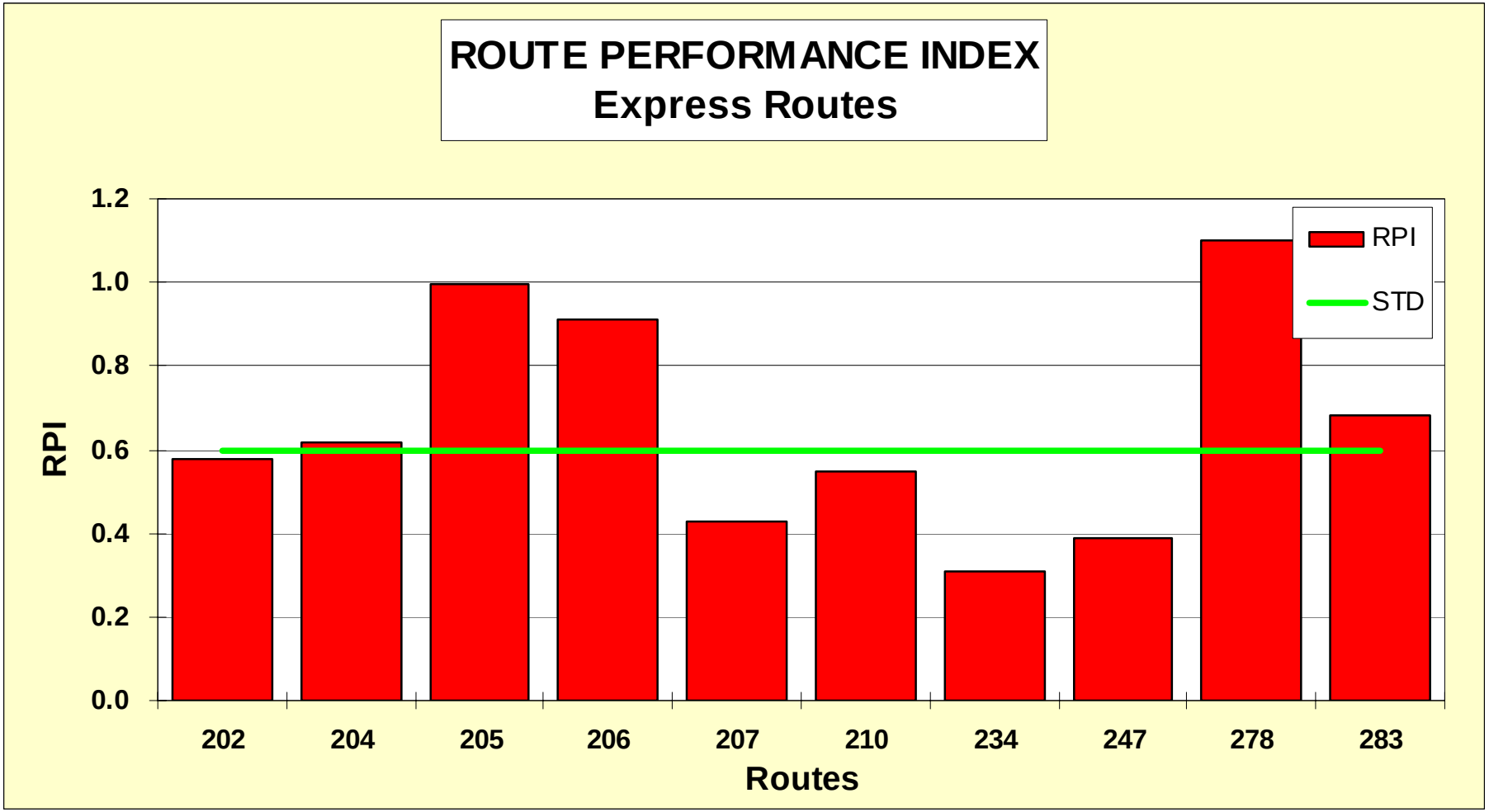
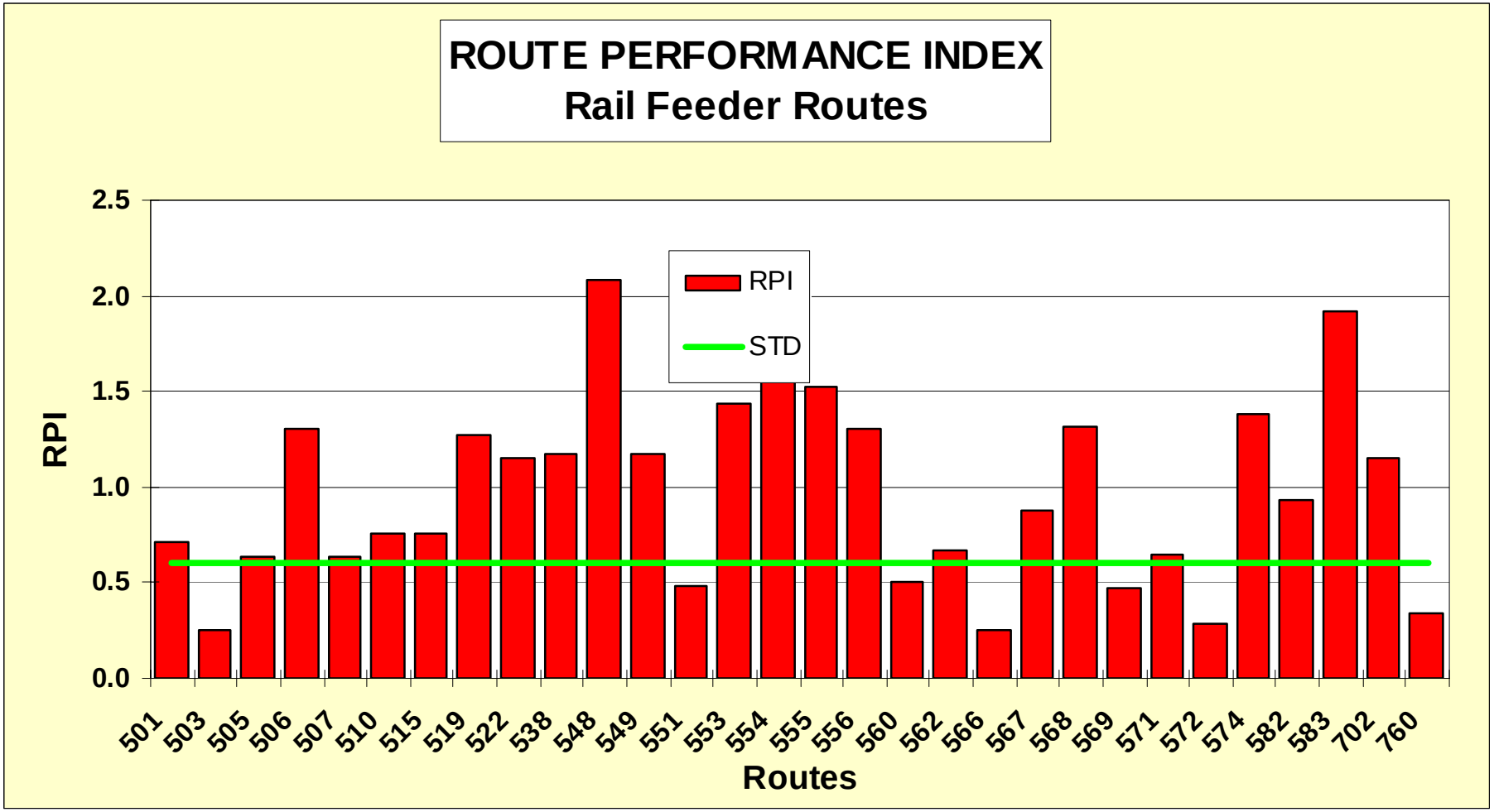
428
441
444
445
451
453
463
466
475
486
488
Routes


ROUTE PERFORMANCE INDEX
Express Routes
RPI
STD
1.2
1.0
0.8
0.6
0.4
0.2
0.0
RPI
202
204
205
206
207
210
234
247
278
283
Routes


ROUTE PERFORMANCE INDEX
Rail Feeder Routes
RPI
STD
2.5
2.0
1.5
1.0
0.5
0.0
RPI
501
503
505
506
507
510
515
519
522
538
548
549
551
553
554
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556
560
562
566
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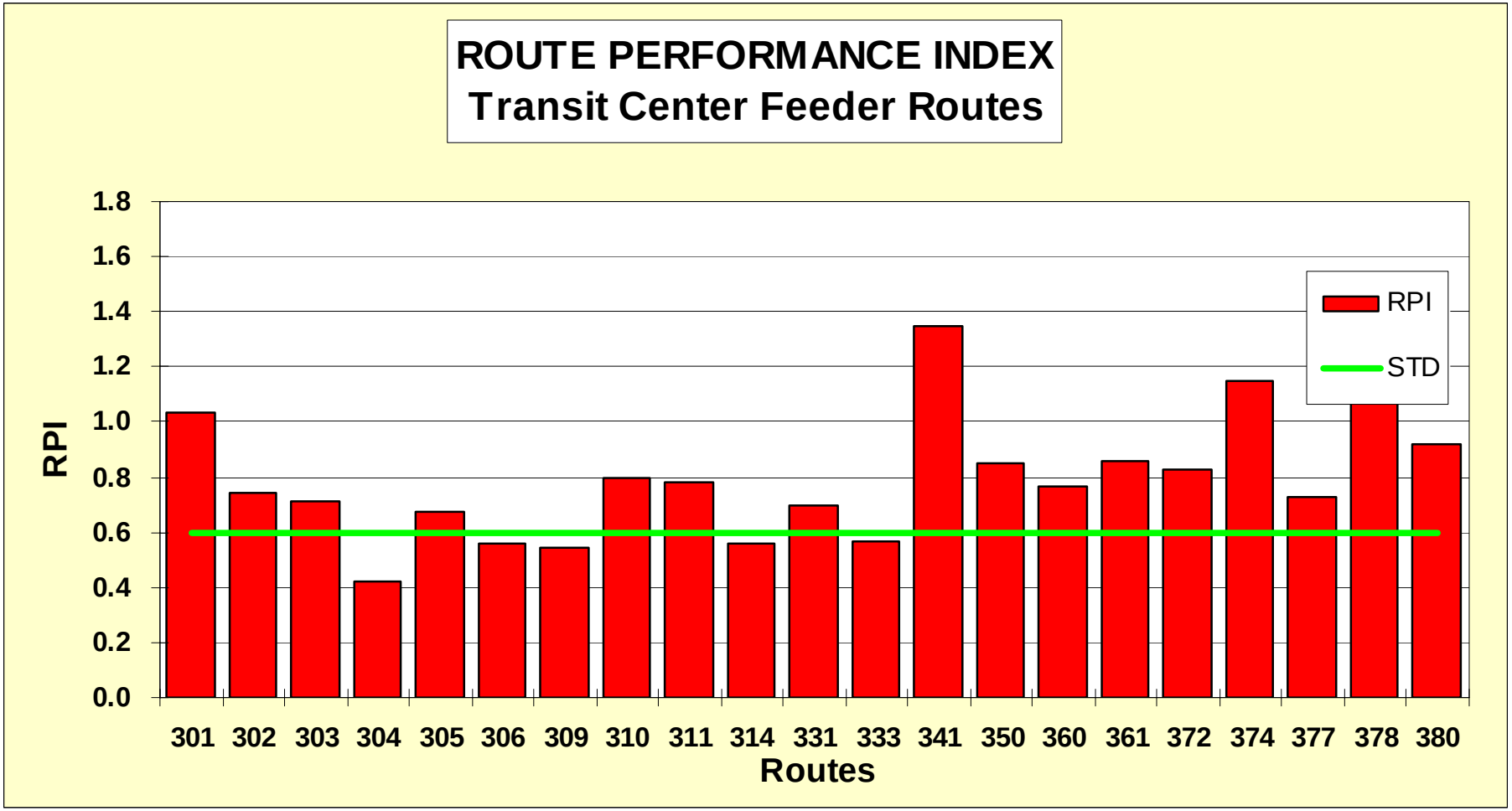
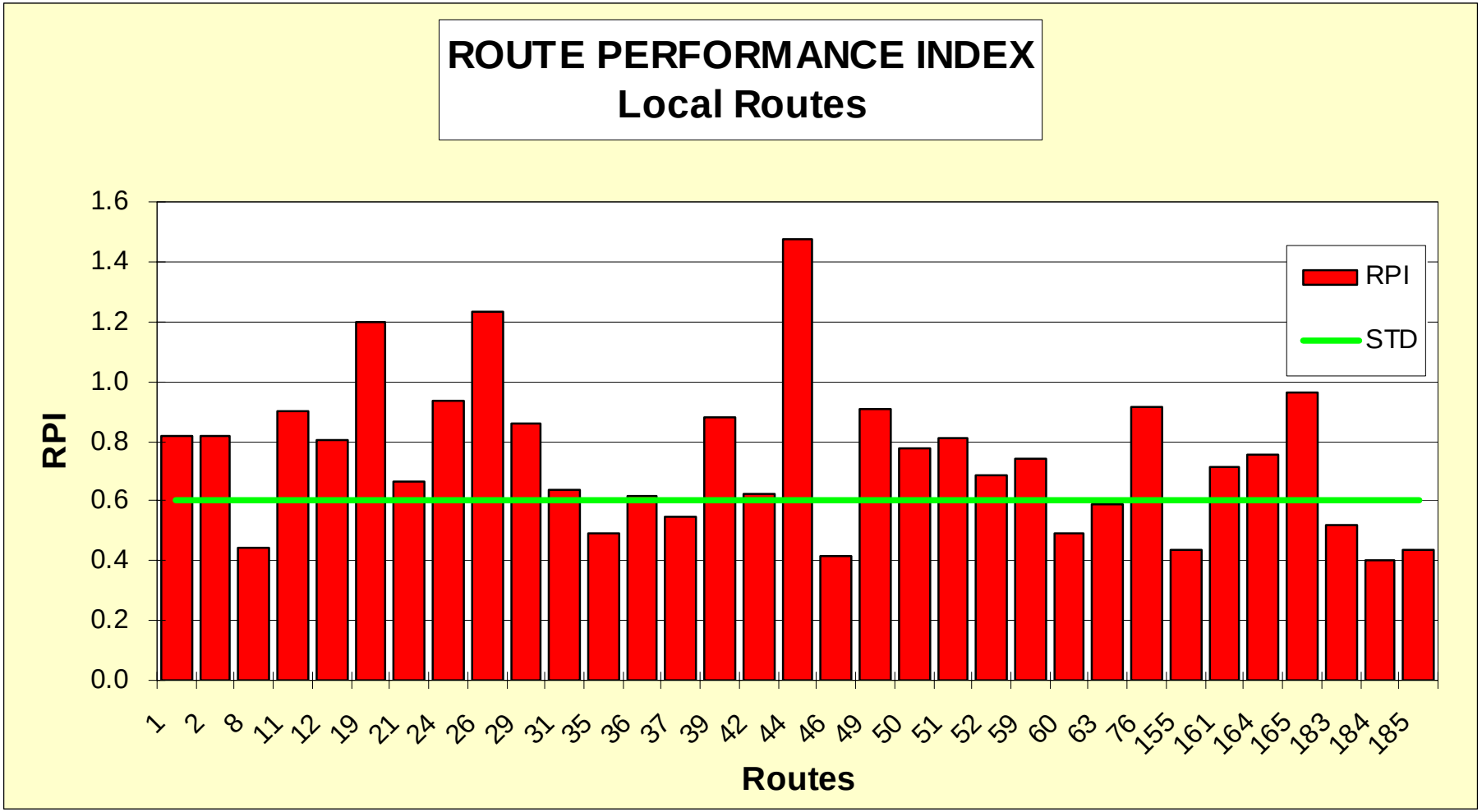
571
572
574
582
583
702
760
Routes


ROUTE PERFORMANCE INDEX
Transit Center Feeder Routes
RPI
1.8
1.6
1.4
1.2
1.0
0.8
0.6
0.4
0.2
0.0
RPI
STD
301 302 303 304 305 306 309 310 311 314 331 333 341 350 360 361 372 374 377 378 380
Routes


ROUTE PERFORMANCE INDEX
Local Routes
RPI
1.6
1.4
1.2
1.0
0.8
0.6
0.4
0.2
0.0
RPI
STD
1 2 8 11 12 19 21 24 26 29 31 35 36 37 39 42 44 46 49 50 51 52 59 60 63 76 155 161 164 165 183 184 185
Routes

PLANNING & DEVELOPMENT DEPARTMENT
Second Quarter FY 2005 Quarterly Reports

P&D1	**Highlights**
P&D2	**Capital Planning & Development**
P&D2	LAP/CMS Program
P&D3	Southeast Corridor
P&D4	Northwest Corridor (Dallas CBD to Carrollton)
P&D5	Northwest Corridor (NW HWY to Irving/DFW)
P&D6	Rowlett Corridor PE/EA
P&D7	NC-3/NC-4/NC-5 Planning Support
P&D8	2030 Transit System Plan
P&D9	Economic Development
P&D10	**Mobility Programs Development**
P&D10	East Corridor Major Investment Study
P&D11	Regional Comprehensive ITS Program for the Dallas/Fort Worth Region
P&D12	Construction and Installation of Standard Shelters
P&D13	Southern Sector Amenities
P&D14	TRE at Belt Line Road Transit PASS Project
P&D15	**Service Planning & Scheduling**
P&D15	Five-Year Action Plan
P&D16	Five-Year Action Plan Score Card
P&D17	Service Reviews
P&D18	Bus Corridor Concept Development
P&D19	Employer Service Program Development
P&D20	Community Transit Service Development
P&D21	J.B. Jackson, Jr. Transit Center
P&D22	Ticket Vending Machines (TVM)
P&D23	Customer Response Team (CRT)

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

- Kick-off meetings with staff from Cities of Garland and Rowlett were held for the Rowlett Corridor PE/EA.
- The DART Board approved programming requests for the Town of Addison ($2,301,583), the City of Carrollton ($2,100,000), the City of Plano ($265,147), and the City of Rowlett ($719,738).
- A DFW Access Coordination Meeting was held in February 2005 and included FTA, FAA, NCTCOG, The –T, DCTA, DFW, and DART.
- The second newsletter was published in March 2005 for the Northwest Corridor (NW Highway to Irving/DFW) project.
- Request for Proposals (RFPs) for six DART-owned properties were published in the Dallas Morning News and on www.dart.org/TOD. A pre-proposal meeting was held on April 13, 2005.
- Regional ITS Architecture was completed for the Regional Comprehensive ITS Program for the Dallas/Fort Worth Region and high-level design for the center-to-center communication network has begun.
- The J.B. Jackson, Jr. Transit Center opened for revenue service in February 2005. Seven bus routes serve this transit center.
- New interface and temporary decals were installed on all TVP 6000s.
- The Customer Response Team (CRT) will be deployed to impacted downtown Dallas stations when an LRT service disruption occurs. CRT procedures were drafted and will be finalized in April 2005.

LAP/CMS Program

Capital Planning and Development

Strategic Plan Consideration

C3 Improve efficiency
S1 Build relationships with Stakeholders

Description

In August 1996, the Board approved guidelines for a new program called LAP/CMS. The purpose of the program is to return a portion of the sales tax receipts of member cities for use in implementing mobility improvements that also enhance transit. Funds will be distributed to eligible cities until the fiscal year after rail construction begins in that city.

The LAP/CMS program expired on September 30, 2004. No additional funding will be added to this program for eligible cities.

Accomplishments

The DART Board approved programming requests for the following member cities between January 1, and March 31, 2005:

- The Town of Addison requested the reprogramming of previously approved funds from the Addison Road Widening and Cotton Belt RR Quiet Zones to the Arapaho Road Phase 111, Spectrum Drive and Town Wide Signal System Upgrade projects ($2,301,583)
- The City of Carrollton requested the programming of funds for the reconstruction of Belt Line Road from Milam to Webb Chapel ($2,100,000)
- The City of Plano requested the reprogramming of current funds to various intersection improvements from west city limits to Coit Road ($265,147)
- The City of Rowlett requested the programming of additional funds to Business SH 66/Main Street ($719,738)

Issues

- None

Schedule

- Cities can continue to spend programmed funds and propose projects for funds still available to the city.

Project Manager

Trip Brizell

Southeast Corridor

Capital Planning and Development

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 is pending FTA approval.

Accomplishments

- Redesign of CBD/NC/SE Junction progressing (TxDOT, City of Dallas, NCTCOG, DART)
- Held discussions with John's Trains
- Coordinated trail issues in corridor with City of Dallas
- February 18, 2005: Opened JB Jackson TC

Issues

- John's Trains Resolution
- Trail interface
- Approval to enter Final Design

Schedule

- **A**dvancement to Final Design pending FTA approval
- SE-1: 2010
- SE-2: 2011

Project Manager(s)

John Hoppie

Northwest Corridor
(Dallas CBD to Carrollton)

Capital Planning and Development

Strategic Plan Consideration

C2.3 Open/Integrate new transit services.

Description

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

- Continued coordination with Project Management to seek approval for entrance into final design.
- Continued coordination with FTA on potential changes to New Starts process.
- Initiated separate Love Field Service Options study to determine alternate Love Field airport transit service, separate from the NW/SE Federal project.

Issues

- Competitiveness for federal funds.
- Preservation of future options to serve Love Field.
- Maintaining FTA New Starts “Recommended” rating.

Schedule

- Spring 2005: Final Design approval.
- Summer 2005: Complete Love Field service options study.

Project Manager(s)

Kay Shelton

Northwest Corridor
(NW HWY to Irving/DFW)

Capital Planning and Development

Strategic Plan Consideration

C2.3 Open/Integrate new transit services.

Description

The DART Board approved the Northwest Corridor Locally Preferred Investment Strategy (LPIS) on February 22, 2000. The LPIS includes implementation of Light Rail Transit (LRT) in the Northwest Corridor. Changing conditions and the DFW Access Study has prompted consideration of alternative alignments.

The next phase of the project is the preliminary engineering/environmental assessment (PE/EA) phase scheduled for completion in FY 2006. The project revenue service date has recently been changed to 2011, 2012, and 2013.

Accomplishments

- March 10: Held Public Scoping meeting in Irving.
- March 1, 2005: ICAC (Irving Citizen Advisory Committee) meeting in Irving.
- March 2005: Published second Newsletter
- February 23, 2005: DFW Access Coordination Meeting (FTA/FAA/NCTCOG, The-T/DCTA/DFW/DART)
- January 10, 2005: Met with FAA/FTA
- Continued coordination with City of Irving, TxDOT, USACOE, DCCCD/North Lake College, DFW Airport, University of Dallas and individual property owners

Issues

- Alignment decisions will not be finalized until after ridership modeling is conducted
- Decision to Phase Project: Phase I to Irving/Phase II to DFW
- Consideration to federalizing the process meet FAA requirements

Schedule

- April 29, 2005: Publish NOI in federal register
- May 2005: Ridership results
- May 9, 2005: Agency Scoping Meeting
- May 2005: Complete Alignment Refinement.
- February 2006: Complete PE/EA.

Project Manager(s)

John Hoppie

Rowlett Corridor PE/EA

Capital Planning and Development

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

- March 2005: Consultant kick-off meeting
- March 2005: Additional meeting with City of Rowlett Staff
- Feb 2005: Held kick-off meeting with staffs from Cities of Garland and Rowlett
- Bi-monthly corridor meetings

Issues

- In Line Section G-3, an at-grade station in Downtown Garland has been built; however, due to increased traffic on the KCS line, we will examine alternatives for crossing the KCS track during PE.
- Rowlett Creek and associated wetlands
- Noise and vibration issues
- Residential impact
- Freight customers

Schedule

- March 2005-April 2006: PE/EA
- April 2005: Brief DART Planning Committee
- May 13, 2005: Public Meeting scheduled (Rowlett City Hall)
- 2006-2009: Final Engineering
- 2009-2012: Construction
- December 2012: Revenue Service

Project Manager(s)

Cheri Bush

NC-3/NC-4/NC-5 Planning Support

Capital Planning and Development

Strategic Plan Consideration

C2.3 Open/Integrate new transit services.

Description

The 12.3 mile extension of the North Central LRT project from Park Lane to the East Plano Transit Center includes 10 stations and serves several major employment and residential areas in Dallas, Richardson, and Plano. A federal environmental impact statement was prepared for the extension.

Seven (7) LRT stations opened in July 2002 from Park Lane to Galatyn Park and an additional three (3) LRT stations opened from Galatyn Park to Parker Road in December 2002.

Accomplishments

- Final Design of Walnut Hill Station Parking is complete.
- Real Estate has negotiated a lease agreement with TXU

Issues

- Ultimate use of Payless Cashways site.
- Garage lease at Park Lane Station no longer required to meet zoning requirements.
- Board approval for Walnut Hill Station lease agreement.
- Consideration being given to parking expansion at the SH 190 Station.

Schedule

Ongoing tasks as needed.

Project Manager(s)

John Hoppie

2030 Transit System Plan

Capital Planning and Development

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 l995, which was an update to the l989 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 (l989, l995) and the framework development for the 2030 Transit System Plan (Phase I) was completed during FY 01. Phase II is scheduled for completion in early FY 06.

Accomplishments

- Continued project briefings as requested including Richardson City Council and Addison City Council, Leadership Rowlett.
- Posted updated information to the 2030 TSP website.
- Continued ridership modeling in coordination with NCTCOG and completed Series 1 model runs.
- Developed Series 2 North Crosstown model runs and reviewed information with public during Open House on March 3, 2005.
- Continued cost estimating methodology, including cost estimates, and evaluation methodology report.
- Posted Corridor Opportunities/Alternatives Development report on DART website.
- Initiated Conceptual Evaluation phase.
- Continued coordination with City of Dallas Comprehensive Plan.

Issues

- Ridership modeling delays resulted in approximately 6-9 month schedule impact.
- Schedule impact delays future Member City staff and public meetings to late Spring/Summer 2005.
- Dallas CBD 2nd LRT alignment and transit circulation framework, in coordination with City of Dallas staff.
- North Crosstown corridor issues.

Schedule

- June 2005: Complete initial draft of Conceptual Evaluation Methodology and Results.
- April 2005: Complete internal review final draft of Capital Cost Methodology reports.
- May 2005: Complete series 2 model runs.
- June/July 2005 – Member City Staff meeting; City briefings; Public meetings.

Project Manager(s)

Project Manager: Kay Shelton; Deputy: Ernie Martinez

Economic Development

Capital Planning and Development

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

- Working with the City of Dallas and developers to develop concepts and finalize a plan for Kingsley Station and surrounding area.
- Staff is working with the McKinney Avenue Trolley (MATA) and City of Dallas to determine the alignment of their first phase extension to the DART transit mall, within the parameters of MATA's budget.
- Staff is working with the City of Dallas staff on Dallas' Comprehensive Plan to incorporate Transit Oriented Development into the Plan.
- The Consultant for the Dallas CBD Transportation Plan has presented their recommendation and the final transportation plan is expected to be finalized in Spring 2005.
- Request for Proposals (RFP) for six DART-owned properties were published in the March 20 and 27 editions of the Dallas Morning News and on **www.dart.org/TOD**. A pre-proposal meeting was held on April 13, 2005 and proposals are due May 13, 2005.

Issues

- Staff is working with FTA to develop a Transit Oriented Development Implementation Program
- DART received a resolution from Dallas City Council urging DART to pursue transit oriented development opportunities on its existing properties and during the property acquisition for future stations.

Schedule

- May 13, 2005: Proposals re: six DART-owned properties due.
- Sept. 2005: Rail-Volution Conference in Salt Lake City, Utah.
- Staff involved in National Steering Committee meetings for Rail-Volution.
- Sept. 2005: Staff working with APTA on the 2005 Conference and Expo to be held in Dallas. Staff will work with Member Cities to showcase current transit-oriented developments and/or potential sites to Conference attendees and developers.

Project Manager(s)

Jack Wierzenski/Cheri Bush

East Corridor Major Investment Study

Mobility Programs Development

Strategic Plan Consideration

C2.2 Develop a seamless, fully accessible, multimodal system
C2.6 Add needed passenger amenities/facilities

Description

The East Corridor Major Investment Study (MIS) is a comprehensive, multi-modal study of the transportation problems within the area bounded by Downtown Dallas in the west, the Santa Fe RR/Ferguson Road in the north, Military/Scyene/Union Pacific RR in the south, and Dalrock Rd/SH 352 in the east. The study is expected to culminate with a staff recommendation and local elected official approval of improvements that address these problems, referred to as the Locally Preferred Alternative (LPA). To solve the transportation problems in this region, various modes of transportation have been considered including freeway, arterial, HOV/managed lane, passenger rail, bus, Bus Rapid Transit (BRT), ITS, TSM, TDM, bicycle and pedestrian improvements.

Tasks completed since inception of this project include: the Project Management Plan (March 2001); Public and Agency Involvement Plan (May 2001); Purpose and Need (April 2002); and the Technical Methodology Plan (April 2002). In FY 03, staff completed the detailed evaluation of alternatives.

Accomplishments

- 2ndQ05: no activity
- 1stQ05: The City of Mesquite passed a resolution of support for the LPIS.
- 4thQ04: Dallas County passed a resolution of support for the LPIS.
- Recommendations were developed and endorsed by the Policy Advisory Committee.
- Staff conducted a final series of Public Meetings where the recommended improvements were presented.

Issues

- None

Schedule

- May-June 2005: Obtain remaining endorsements and approvals (Garland and COD) for a Locally Preferred Investment Strategy (LPIS) from affected city councils.
- Summer 2005: Finalize MIS report.
- FY 04-05: Schematic Design and the Federal Environmental process (NEPA) phase.

Project Manager(s)

Koorosh Olyai/Ernie Martinez

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

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

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

Issues

- Pending contractor from TxDOT.

Schedule

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

Project Manager(s) Abed Abukar

Construction & Installation of Standard Shelters

Mobility Programs Development

Strategic Plan Consideration

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

Description

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

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

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

The FY 04 Standard Shelter program was completed during 2004.

Accomplishments

- Seven additional I-Stops were installed.
- 10 shelters were installed.
- Investigation to provide communication devices at bus shelters (including installation of “smart” shelters) in progress.
- Streamlined shelter placement process.
- Refined/coordinated the placement process comparing boardings with shelters that are being monitored by maintenance.
- Trash collection at benches/shelters coordination improved.
- Worked with COD Legal Department to control proliferation of newspaper racks at shelters.
- Initiated investigation of CBD benches to be moved back for safety.

Issues

- Trash collection at benches/shelters and can emptying at stops continues to be a problem, creating resistance to new shelters.
- Facilities software is being revised, to streamline the shelter and stop request process.
- Some downtown benches have been placed too close to the street.

Schedule

- Third Quarter: Install 50 new shelter equivalents.
- Fourth Quarter: Install 30 new shelter equivalents.
- Sept. 2005: Complete 2005 Standard Shelter implementation.
- 2008: Complete standard shelter program with NEC.

Project Manager(s)

Rob Parks

Southern Sector Amenities

Mobility Programs Development

Strategic Plan Consideration

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

Description

The concept of enhanced shelters was created in l997 as an alternative to three PTLs in the 1993 Southern Sector Bus Passenger Amenities Plan. The DART Enhanced Bus Shelter Program is intended to provide additional amenities and a more comfortable waiting environment. Some features of the enhanced shelter include lighting, ventilation, infrared heaters, passenger information, and exterior landscaping. The requirement for placement of an enhanced shelter is a minimum daily boarding count of 110 and significant transfer activity. Enhanced shelters include regular enhanced shelters and Narrow R-O-W enhanced shelters.

A Notice to Proceed (NTP) was issued in July 2001 to manufacture 15 regular enhanced shelters.

Accomplishments

- Specifications for the Polk/Pentagon shelter under review; approval pending electrical component corrections.
- Pad construction complete.

Issues

- Shelter specs to be reviewed prior to installation.

Schedule

- July. 2005: Complete shelter construction.

Project Manager(s)

Robert Parks

TRE at Belt Line Road Transit PASS Project

Mobility Programs Development

Strategic Plan Consideration

C1 Improve Quality
C2 Improve/Add Services
C3 Improve efficiency
S1 Build Relationships with Stakeholders

Description

The project involves the grade separation of the Trinity Railway Express (TRE) over the intersections of Belt Line Road, Briery Road, and Story Road; and replacement bridges over Dry Branch Creek and West Irving Creek. The TRE tracks will be elevated and double tracked from Gilbert to Rogers Rd, for a length of 2 ¼ miles. The portions of Belt Line Road, Briery Road and Story Road within the vicinity of the TRE Line and Rock Island Rd. will be reconstructed as part of this project. The project also includes an 8,236-foot long bridge and a 1,000-foot long retaining wall that is 33 feet wide carrying Class 4 double track. The tracks are 15 ft. apart between MP 631.80 and MP 633.36. The improvements are in the City of Irving (COI) and the project involves construction of bridges, tracks, paving, drainage, signing, striping, illumination, signalization and aesthetic features. Additional ROW will be acquired by the City of Irving. Total estimated cost including ROW, engineering, and construction is approximately $40 million. In addition, COI has committed $5 million for aesthetics as part of Quite Zone.

The Regional Transportation Council of the North Central Texas Council of Governments approved this project for funding under the Strategic Programming Initiative. Secured funding sources for this project include FTA, TxDOT, City of Irving, and DART ($32M) during FY 02.

Accomplishments

- March 2005: Attended weekly utility relocation meetings. Updated final costs. CP&D in the process of securing additional funding for this project and drafting an ILA with City of Irving.
- 1stQ05: PS&E package 100% complete.

Issues

- Utility relocations remain a critical path to meet the proposed schedule.
- Additional funds needed for construction due to additional value added and unit pricing adjustments.

Schedule

- May/June 2005: Advertise for bids.
- July/Aug. 2005: Letting (receive bids).
- Oct. 2005: Complete Utility Relocation (City of Irving & others).

- Nov./Dec. 2005: Begin construction.
- Summer 2008: Complete project.

Project Manager(s) Ali Rabiee

Five-Year Action Plan

Service Planning and Scheduling

Strategic Plan Consideration

C1 Improve quality.
C2 Improve/add services.
C3 Improve efficiency.

Description

The Action Plan provides guidance for development and implementation of service improvements for a five-year period. The Board-adopted goals for the Action Plan are to increase ridership and improve cost effectiveness.

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.

Accomplishments

- 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

- Ridership declines and flattening of sales tax revenues

Schedule

- May 2005: Complete data analysis.
- May—June 2005: Update document.
- 4thQ05: Management review and internal presentations.
- 1stQ06: Incorporate revisions; finalize document.

Project Manager(s)

Katharine Eagan

FY 2005 Second Quarter Score Card
Five-Year Action Plan

Service Planning and Scheduling

Objectives	Services	Activities
INCREASE RIDERSHIP		
• ***Expand Services***		System ridership decline 3.2% from FY2004; bus system ridership was down 0.8%. 1Q05 had more weekdays than 1Q04.
	Feeders to Transit Centers and Stations	February 2005 service change implemented efficiency and service responsive based modifications.
• ***Improve Customer Waiting Conditions***	Improved Bus Stop Amenities	The 2003-2008 new Standard Shelter Program will include a total of 430 standard shelters and 90 double/modular shelters. Seventeen of 18 regular enhanced shelters have been installed.
IMPROVE COST EFFECTIVENESS		
• ***Implement Efficiencies***		
	DART On-Call Non-Traditional service	Richardson On Call, implemented May 2004, was expanded in February 2005. Potential peak-only service to be evaluated for Glenn Heights.
	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. Recently met with Crowley Courthouse to explore potential shuttle. In contact with Baylor Hospital.
	Non-Traditional Vanpool Service (E-Shuttle)	Employer outreach in rail expansion corridors is identifying new E-Shuttle opportunities. E-Shuttle implemented for Palisades business center on the west side of U.S. 75 across from the Galatyn Station. Three additional E-Shuttles pending.
	Address low-performing routes	Efficiency-related improvements implemented February 2005, both in reducing substandard performance and in adjusting routes for optimal performance. In FY05, Panning and Marketing began a new route promotion program to target marginal and improving routes.

Service Reviews

Service Planning and Scheduling

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

- 2ndQ05: final workshops for Irving review; first workshops for Garland review.
- 1stQ05: Planning staff management held work sessions for the Irving service review.
- 4thQ04: The Oak Cliff Service Review was presented at the Service Planning Committee Meeting in July 2004.
- 3rdQ04: The final draft for the Oak Cliff and Farmers Branch Service Reviews was completed.

Issues

- None

Schedule

- 2005: Complete Oak Cliff Service Review.
  - 3rdQ05: community meetings for Oak Cliff service review.
  - 4thQ05: finalize Oak Cliff service review.
- 2005: Complete Irving Service Review.
  - 2ndQ05: finalize staff recommendations.
  - 3rdQ05: community meetings and finalize plan.
- 2005: Complete Garland Service Review.
  - 2ndQ05: finish draft review and work sessions.
  - 3rdQ05: community meetings.
  - 4thQ05: finalize plan.
- 2006: Complete North Tollway Service Review.
- 2006: Complete East Dallas Service Review.

Project Manager(s)

Katharine Eagan/assigned staff

Bus Corridor Concept Development

Service Planning and Scheduling

Strategic Plan Consideration

C1 Improve quality.
C2 Improve/add services.
C3 Improve efficiency.

Description

The Five Year Action Plan included a strategy of identifying principle bus corridors and targeting improvements in bus travel times, frequency, passenger amenities and security to achieve a service level similar to that provided by light rail, but without the grade separated right-of-way.

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

Accomplishments

- 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.
- The Malcolm X Transfer Facility opened May 2004, along with feeder connections.
- The Ferguson Road Bus Corridor project is being coordinated with the East Corridor MIS. Data collection and needs analyses have been completed within the Ferguson Road Corridor.
- Enhanced bus service, for use in targeted corridors, has been further refined in coordination with the 2030 Transit System (2030 TSP) Plan. Additional enhanced bus corridors to be modeled as part of 2030 TSP process.

Issues

- 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

- 3rdQ05: Begin implementation plan (Phase II): draft operating plans for Ferguson Road corridor.
- 4thQ05: finalize operating plans.

Project Manager(s)

Katharine Eagan

Employer Service Program Development

Service Planning and Scheduling

Strategic Plan Consideration

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

Description

The Employer Services Program incorporates services targeted at employers: Employer Shuttles (E-Shuttles), Site Specific Shuttles, Airport and other services in which DART partners with employers to provide innovative transit connections between the DART system and potential trip generators. The first E-Shuttle (Campbell Centre E-Shuttle) was implemented February 1, 2000, a second was started on July 24, 2002. Site-specific shuttle services are currently operating at D/FW Airport, The UTSW Medical Center, Texas Medical City, North Park Mall, Texas Instruments, and SMU.

Accomplishments

- Met with Lori Ann Bodino (juror services) at the Crowley Courthouse about a site-specific shuttle. Judges are exploring possibility and will need to ask County Commissioners for funding for next year.
- Met with Trailblazer and their building management (8300 LBJ) to discuss e-shuttle service.
- Continue to provide Baylor Hospital with information to assist them with transportation decisions to all of their campuses.
- Scottish Rite Hospital is interested in creating an e-shuttle from City Place to their campus. Currently they are exploring their van provider options.
- Continue to work with City of Richardson to market transit services to building managers in Galatyn Park Station area.

Issues

- Economy improving, yet large company hiring continues to be an issue.
- Leasing of empty office space is picking up; will continue to follow leads as they become known.
- New job creation is with smaller and smaller service companies where interest in this program is not significant.
- Many new employment opportunities are beyond DART service area boundaries.

Schedule

- Ongoing

Project Manager(s)

John Quinn

Community Transit Service Development

Service Planning and Scheduling

Strategic Plan Consideration

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

Description

The DART Community Transit Program includes On-Call Cellular Dispatch Services, Late Night/Weekend Demand Response services, and other 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 six On-Call zones with plans for a seventh.

Accomplishments

- 2ndQ05: began community-based marketing/outreach with Community Affairs.
- February 2005: expanded East Plano and Richardson On Call zones.
- 1stQ05: began drafting solicitation to provide DART On Call and various innovative services under one contractor.
- 3rdQ04: Finalized review of Rowlett ridership.
- May 2004: Implemented service in new Richardson zone.
- 2ndQ04: Added a vehicle for peak time service in North Central Plano; established new procedures for audit of fare and revenue collections.

Issues

- 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

- 3rdQ05: evaluate feasibility of peak-only On Call service in Glenn Heights.
- FY 2006: Award solicitation for comprehensive operation of management and operation of On Call and new van-based innovative services.

Project Manager(s)

Katharine Eagan

J.B. Jackson, Jr. Transit Center

Service Planning and Scheduling

Strategic Plan Consideration

C1 Improve quality of service.
C2 Improve customer waiting conditions.
C3 Improve competitiveness of bus service.

Description

The J.B. Jackson, Jr. Transit Center is located on MLK Jr. Boulevard between J.B. Jackson and Trunk Avenue. It consists of seven bus bays, canopies, and 205 public parking spaces. It accommodates other passenger amenities such as a waiting area, public restrooms, public phones and a station agent area. The following routes serve the J.B. Jackson Transit Center: routes 12, 26, 50, 164, 202, 205, and 409.

Accomplishments

- February 21, 2005: J.B. Jackson, Jr. Transit Center opened for revenue service.

Issues

- None

Schedule

- Complete

Project Manager(s)

Jennifer Jones/Clarence Barber

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

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.

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.

Accomplishments

- February 2005: New interface and temporary decals were installed on all TVM 6000.
- April 2005: Artwork for new interface decals was approved.
- April 2005: Data for TVM usage per station was collected.

Issues

- None

Schedule

- April 2005: Data analysis for current TVM usage will be compiled.
- May 2005: Permanent TVM decals will be ordered.
- July 2005: Permanent TVM 6000 decals will be delivered and installed.

Project Manager(s)

Jennifer Jones

Customer Response Team (CRT)

Service Planning and Scheduling

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

- March 2005: Met with impacted departments to finalize procedures.
- January 2005: CRT procedures drafted.
- November 2004: Kick-off meeting held.

Issues

- None

Schedule

- April 2005: Finalize CRT procedures.
- May 2005: Executive Leadership Team buy-in.
- June 2005: Implement CRT procedures.

Project Manager(s)

Jennifer Jones

DATE: April 2005

TO: Distribution

SUBJECT: **PROJECT DEVELOPMENT PROGRESS REPORT**

This document is the 2nd Quarter FY 2005 issue of the DART Project Development Progress Report. This report addresses status of LRT Buildout activities and other Capital Development projects. Status reflects activities through March 31, 2005, including Change Control Summaries, Systems Integration, and Real Estate.

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TABLE OF CONTENTS

ACRONYMS

AC/DC - Alternating Current/Direct Current
ADA - Americans with Disabilities Act
AWP - Annual Work Plan/Program
CBD - Central Business District
CCB - Change Control Board
CPM - Critical Path Method
DART - Dallas Area Rapid Transit
DGNO - Dallas, Garland & Northeastern Railroad Company
FDR - Final Design Review
FEIS - Final Environmental Impact Statement
FEMA - Federal Emergency Management Agency
FFGA - Full Funding Grant Agreement
FTA - Federal Transit Administration
G-1 - Northeast Corridor (to Garland) Line Section 1
G-2 - Northeast Corridor (to Garland) Line Section 2
G-3 - Northeast Corridor (to Garland) Line Section 3
HVAC - Heating/Ventilation/Air Conditioning
IFB - Invitation for Bid
ILA - Interlocal Agreement
IRV-1 - Irving/DFW Corridor Line Section 1
IRV-2 - Irving/DFW Corridor Line Section 2
IRV-3 - Irving/DFW Corridor Line Section 3
KCS - Kansas City Southern Railway
LNG - Liquefied Natural Gas
LRT - Light Rail Transit
LRVs - Light Rail Vehicles
MEP - Mechanical/Electrical/Plumbing
MKT - Missouri-Kansas & Texas Railroad Company
MIS - Major Investment Study
MSE - Mechanically Stabilized Earth
N/A - Not Applicable
NC-3 - North Central Corridor Line Section 3
NC-4 - North Central Corridor Line Section 4
NC-5 - North Central Corridor Line Section 5
NTP - Notice to Proceed
NW-1 - Northwest Corridor Line Section 1
NW-2 - Northwest Corridor Line Section 2
NW-3 - Northwest Corridor Line Section 3
NW-4 - Northwest Corridor Line Section 4
OC-1 - Oak Cliff Corridor Line Section 1 (LRT Starter System)
OCIP - Owner Controlled Insurance Program
OCS - Overhead Catenary System
P&Z - Planning & Zoning
PA - Public Announcement
PE/EIS – Preliminary Engineering/Environmental Impact Statement
QA - Quality Assurance
QC - Quality Control
RDC - Rail Diesel Car

RFI – Request for Information
RFP - Request for Proposal
ROW - Right of Way
S&I Facility - Service & Inspection Facility
SA - Supplemental Agreement
SCADA - Supervisory Control and Data Acquisition
SCS - Supervisory Control System
SDC - Systems Design Consultant
SE-1 - Southeast Corridor Line Section 1
SE-2 - Southeast Corridor Line Section 2
SLRV - Super LRV (LRV with additional low-floor section)
SMR - Senior Management Review
SOC-2 - Line Section South Oak Cliff-2
SOCBOF - South Oak Cliff Bus Operating Facility
SP - Southern Pacific Railroad Company
The T - Fort Worth Transportation Authority
TBD - To Be Determined
TC - Transit Center
TDLR - Texas Department of Licensing and Regulations
TPSS - Traction Power Substation
TRE - Trinity Railway Express
TVM - Ticket Vending Machine
TxDOT - Texas Department of Transportation
TXU - TXU Lone Star Pipeline
UPS - Uninterruptible Power Supply
VAF - Vehicle Acceptance Facility

SCOPE OF PROJECTS

LIGHT RAIL TRANSIT (LRT) BUILDOUT PHASE I

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

Bush Turnpike Station

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

Walnut Hill Parking

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

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

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

LIGHT RAIL TRANSIT (LRT) BUILDOUT PHASE II

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

COMMUTER RAIL

Belt Line Road Grade Separation

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

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

The proposed double tracking is located in the city of Dallas. The project consists of a new Class 4 track, upgrade of existing track, replacement of the existing timber trestle bridge with two new 99-ft. long prestressed concrete double cell box girder bridges, two existing culvert extensions and improvements to the grade crossing at Market Center Blvd.

CentrePort/DFW Airport Station Double Tracking Project

The proposed double tracking is located in the city of Fort Worth, Tarrant County. The proposed project is to build a second main track south of the existing track with two separate 1,000-foot long bridges carrying Class 4 tracks. This project also involves building a new center island platform south of the existing one. It is anticipated that the south platform (new) will need a retaining wall due to the steep drop-off south of the existing track. The project will extend east to the Tarrant/Dallas County line.

ADDITIONAL CAPITAL DEVELOPMENT

Livable Communities

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

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

(previously known as Martin Luther King, Jr. Transit Center)

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

NW-1A/Victory Station Project

The NW-1A line section begins at the OC-1 line section near Houston Street and ends at Turtle Creek, and consists of relocating the existing TRE mainlines, constructing approximately 7,700 feet of LRT guideway, and constructing the Victory Station [joint TRE and LRT]. The station includes a pedestrian plaza and walkway to serve the adjacent American Airlines (AA) Center.

Unity Plaza

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

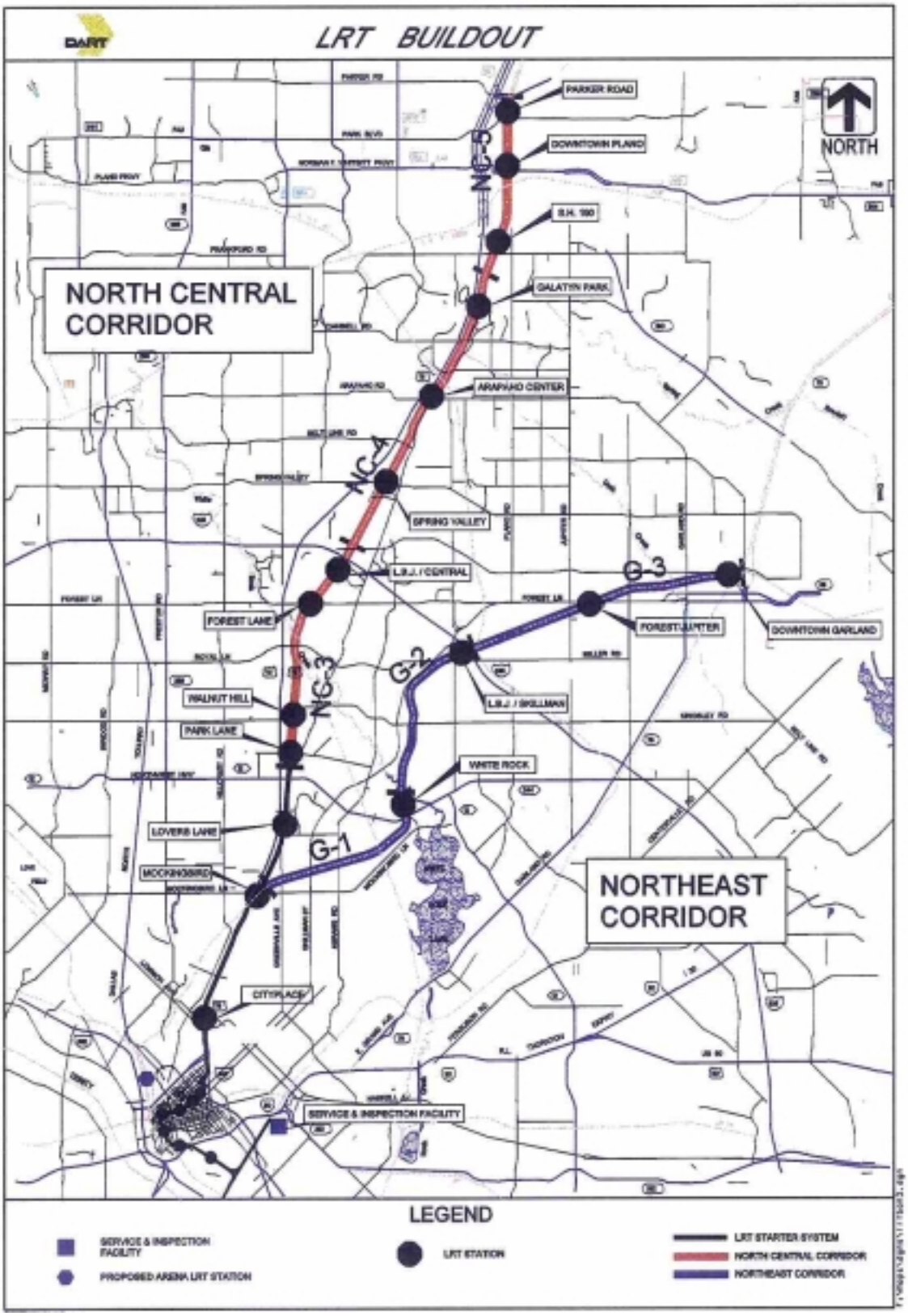
TRE Elm Fork of the Trinity River Bridge Construction

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

LRT BUILDOUT PHASE I

Map

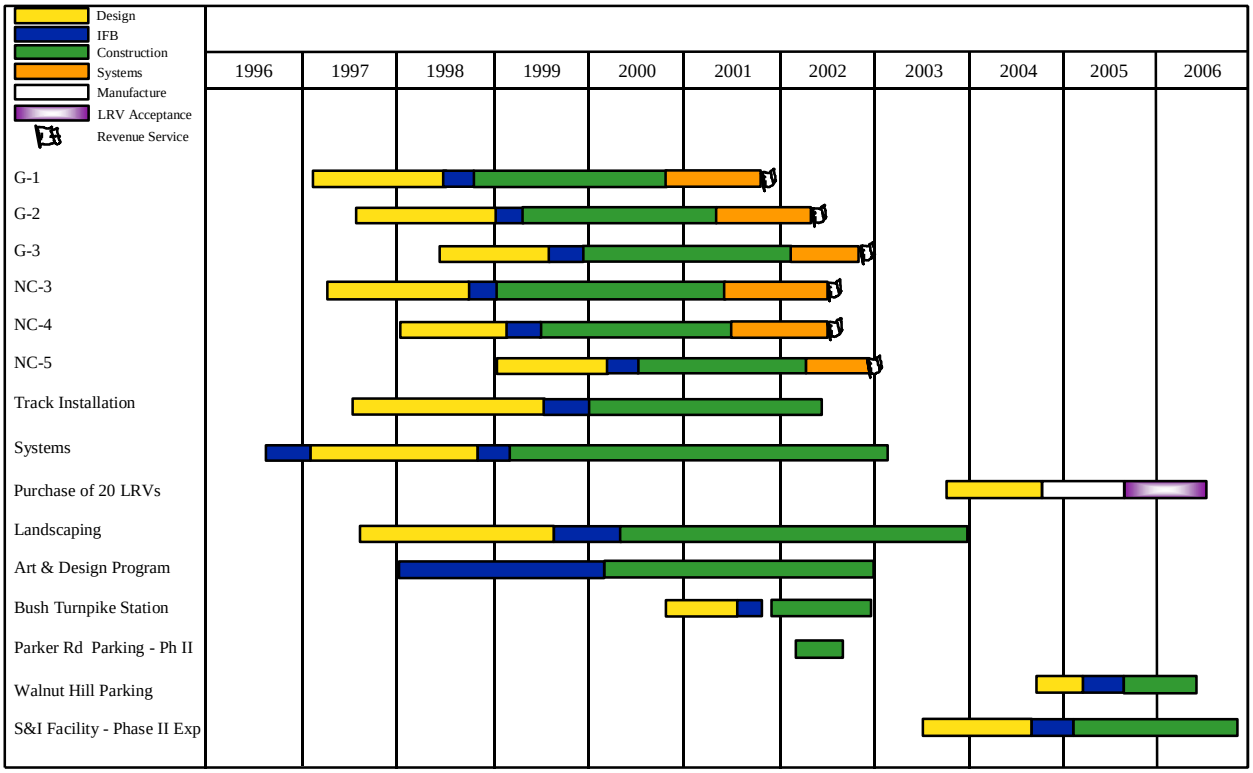
LRT Buildout Phase I



Summary Control Schedule

LRT Buildout Phase I

LRT BUILDOUT SUMMARY CONTROL SCHEDULE



Revised 09/30/04

Cost/Schedule Summary

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	$ 55.3
Cityplace Station Finishout (3)	24.9	24.7	24.7
Garland-1	53.2	52.0	51.6
Garland-2	84.2	78.0	77.3
Garland-3	101.2	92.1	90.6
North Central-3	123.1	107.0	105.6
North Central-4	82.2	77.0	75.5
North Central-5	64.5	61.2	59.9
S&I Facility Expansion/VAF	31.9	31.9	31.9
Systems	160.1	155.3	155.0
Vehicles	151.2	151.0	150.5
LRT Buildout Total	**$ 943.5**	**$885.8**	**$877.9**

Notes:

1) LRT General includes annual work programs for the Project Controls/Systems Integration Consultant, the Technical Services personnel, the professional liability insurance program, OCIP, the CADD/computer equipment, LRV Management Services, and the renovation of the Project Management floor at DART Headquarters.
2) Expended to date values reflect activity through 2/28/05.
3) At the direction of the DART Board, Cityplace Station Finishout was combined with the LRT Buildout.

LRT BUILDOUT PHASE I RELATED PROJECTS (FFGA Amendment 10) Cost Summary (in millions of dollars)			
	Control Budget	**Current Commitment**	**Expended to Date**
Bush Turnpike Station	$ 12.5	$ 12.9	$ 12.7
Parker Road Station Phase II Parking	2.6	1.7	1.6
Walnut Hill Parking	1.3	0.2	0.1
S&I Facility - Phase II Expansion	29.4	27.3	3.9
Purchase of 20 LRVs	63.0	61.4	18.3
Total	**$ 108.8**	**$ 103.5**	**$ 36.6**

Cost/Schedule Summary

LRT Buildout Phase I

SCHEDULE SUMMARY

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

Northeast Corridor Facilities
Line Section G-2

LRT Buildout
Phase I

Strategic Plan Consideration

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

Description

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

Status

Revenue service for Line Section G-2 began on schedule on May 3, 2002. Final closeout of this construction contract is complete.

Issues

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

The Contracting Officer received an additional request for equitable adjustment from GLF in January 2005.

North Central Corridor Facilities
Line Section NC-3

LRT Buildout Phase I

Strategic Plan Consideration

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

Description

Line Section NC-3 extends northerly from the temporary Park Lane Station to Restland Road on the former Southern Pacific Railroad Company alignment. This section makes up 4.1 miles of the 12.5 miles of the entire North Central Corridor. There are four stations in this line section: the permanent Park Lane Station, located north of Park Lane across from the temporary Park Lane Station; Walnut Hill Station, located on Walnut Hill Lane between North Central Expressway and Greenville Avenue; Forest Lane Station, located just south of Forest Lane on the former Southern Pacific Railroad alignment; and LBJ Central Station, located south of LBJ Freeway along the former railroad alignment.

Status

As of the end of June 2003, the contractor, GLF, is no longer on the project. Contract closeout is in progress.

Issues

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

Track Installation

LRT Buildout Phase I

Strategic Plan Consideration

C2.3 Develop/open/integrate new transit services

Description

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

Status

All line sections are in revenue service. The contractor, Marta Track Constructors, Inc., abandoned work on the project prior to completion of the contract requirements.

Issues

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

Marta appealed the Contracting Officer's final decision on its Request for Equitable Adjustment and the matter is in DART's administrative disputes process. DART Legal Department is proceeding with the litigation. First portion of the trial was conducted January 31 - February 18, 2005.

Crossing panels are not performing. The track was not properly destressed. DART is proceeding with reprocurement of crossing panels and required destressing. (See next page, "Track Crossing Panel Replacement and Rail Destressing", for further information.) It is anticipated that the cost of this work will be charged to Marta.

Track Crossing Panel Replacement and Rail Destressing

LRT Buildout Phase I

Strategic Plan Consideration

C2.3 Develop/open/integrate new transit services

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

This contract was approved by the Board on February 8, 2005, and awarded to Herzog Contracting Corporation on February 9, 2005.

Issues

None.

Systems – Traction Electrification

LRT Buildout Phase I

Strategic Plan Consideration

C2.3 Develop/open/integrate new transit services

Description

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

Status

The traction electrification effort for Buildout Phase I is complete. The project team continues its focus on contract closeout, which is anticipated to be completed the 3rd Quarter FY 2005.

Issues

None.

Systems – Signals

LRT Buildout Phase I

Strategic Plan Consideration

C2.3 Develop/open/integrate new transit services

Description

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

Status

The signals contractor, Union Switch & Signal, Inc. (US&S), has completed the fieldwork. The software escrow document between US&S and DART is with US&S. Once this document is complete and the source code is escrowed, the contract will be complete.

The contract closeout process is continuing.

Issues

None.

Systems – Communications

LRT Buildout Phase I

Strategic Plan Consideration

C2.3 Develop/open/integrate new transit services

Description

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

Status

The contractor, Mass Electric Construction Company (MEC), completed all required testing as of July 28, 2004, thus reaching substantial completion. Contract closeout is proceeding, with certain releases to be submitted by MEC.

Issues

Liquidated damages are being withheld for late completion.

Mass Electric appealed the Contracting Officer's final decision on its Request for Equitable Adjustment and the matter is in DART's administrative disputes process. DART and Mass Electric filed a joint Motion to stay the proceedings until November 1, 2004, to allow discussions between the parties. Meetings were held on October 6, 2004, and November 18, 2004. The stay was extended to December 1, 2004. DART has filed a Motion to Dismiss with Prejudice and is awaiting a decision from the judge.

Mass Electric requested a Contracting Officer's final decision on its Request for Equitable Adjustment regarding liquidated damages, which is currently in the review process.

Systems – Fare Collection

LRT Buildout Phase I

Strategic Plan Consideration

C2.3 Develop/open/integrate new transit services

Description

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

Status

Monitoring of the TVMs continues. New patron-user interface has been installed on all of the Buildout Phase I TVMs.

Issues

Resolution of problems with the TVM is ongoing. Execution of final Supplemental Agreements occurred mid-July 2004. Work had been anticipated to complete by the end of December 2004; however, there are several deliverables remaining, extending the anticipated completion date to 3rd Quarter FY 2005.

Systems – Vehicles

LRT Buildout Phase I

Strategic Plan Consideration

C2.3 Develop/open/integrate new transit services

Description

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

Status

Design and manufacturing of the 20 additional vehicles continues. The first two shipments of car shells (ten car sets) have arrived in Dallas and final assembly is in progress. The third shipment of car shells (five car sets) has left Japan and is expected to arrive in Galveston at the end of April.

Issues

None.

Systems Integration

LRT Buildout Phase I

Strategic Plan Consideration

C2.3 Develop/open/integrate new transit services

Description

Integrate systems operation for LRT Buildout.

Status

Systems Integration staff continued coordination with Operations of turnover activities for all open items systemwide. Updated turnover status was provided.

Integrated test discrepancy follow-up efforts continued.

Systems Integration staff continues Safety Certification coordination for line sections and systems elements. The items remaining are non-critical and identified as such. System Safety Certificate was issued for Cityplace Station, track installation and Line Section NC-4 in January 2005.

Issues

None.

Bush Turnpike Station

LRT Buildout Phase I

Strategic Plan Consideration

C2.6 Add needed passenger amenities/facilities

Description

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

Status

Revenue service for Bush Turnpike Station began on schedule on December 9, 2002.

DART and the contractor, Haws & Tingle, have reached a settlement on all remaining contract modifications.

Contract closeout is essentially complete.

Issues

None.

Walnut Hill Parking

LRT Buildout Phase I

Strategic Plan Consideration

C2.6 Add needed passenger amenities/facilities

Description

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

Status

Budget and schedule have been finalized. NTP for design was issued September 16, 2004. Design is progressing.

Issues

None.

Service & Inspection Facility - Phase II Expansion

LRT Buildout Phase I

Strategic Plan Consideration

C1 Improve Quality
C2 Improve/Add Services
C3 Improve Efficiency

Description

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

Status

The construction contract was approved by the Board on February 8, 2005, and awarded to Hensel Phelps Construction Company on February 9, 2005. NTP was issued on March 1, 2005. Early item submittals are in progress. The contractor has set up construction trailers.

Issues

None.

Facilities -
Six-Month Look Ahead

LRT Buildout Phase I

BUILDOUT FACILITIES – SIX-MONTH LOOK AHEAD

	2005					
	APRIL	MAY	JUNE	JULY	AUGUST	SEPTEMBER
G-1	Revenue Service Began 9/24/01					
G-2	Revenue Service Began 5/6/02					
G-3	Revenue Service Began 11/18/02					
NC-3	Revenue Service Began 7/1/02					
NC-4	Revenue Service Began 7/1/02					
NC-5	Revenue Service Began 12/9/02					
TRACK	Track Completed					
20 LRV PURCHASE	Design & Manufacturing Continues		First shipment of 5 cars from Japan			
LANDSCAPING	Landscaping Completed					
BUSH TURNPIKE STATION	Revenue Service Began 12/9/02					
PARKER RD PARKING PHASE II	Construction Completed					
WALNUT HILL PARKING		Begin IFB				
S&I PHASE II EXP	Construction Continues					

- Construction
- Manufacture
- Construction Complete
- Information Only
- Critical
- Trending toward Critical
- Change
- Revenue Service

Revised 03/31/05

Change Control Summary

LRT Buildout Phase I

Light Rail Transit Buildout - Change Control Summary

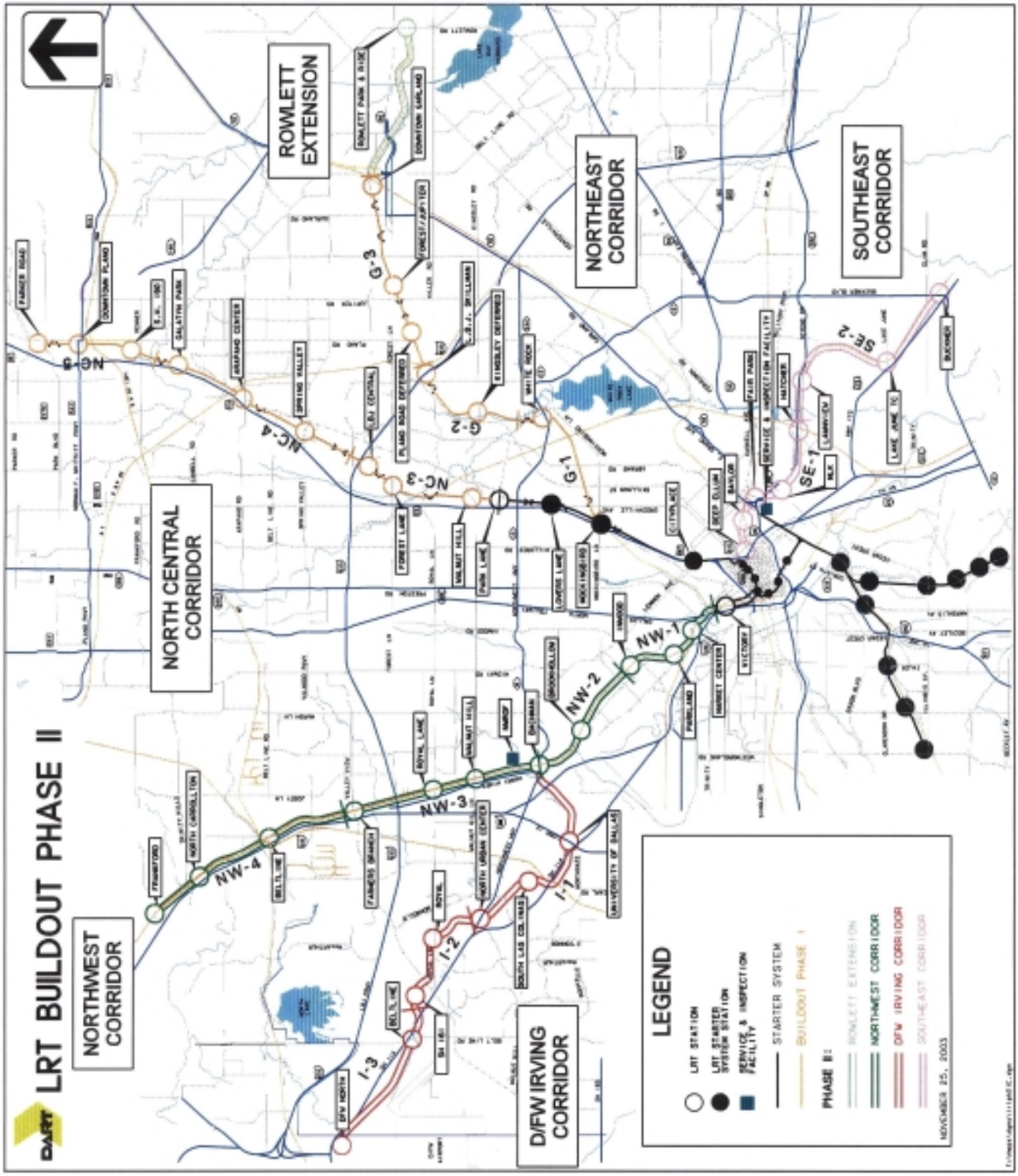
Rail Section/ Contract Package		Consultant/ Contractor	Approved Contract Amount (A)	Approved Contingency/ Allowance (B)	Total Approved Amount (C=A+B)	Executed Changes (D)	Current Contract Value (E=A+D)	Remaining Contingency/ Allowance (F=B-D)	Percent Contingency Used (G=D/B)	Percent Contract Comp.	Summary of Activity This Period & Comments (March 2004)
Professional Service	OEC	LAMSTF	$108,258,934	$11,031,433	$126,319,936	$7,962,817	$122,651,320	$3,668,616	67%	(Note a)	No changes in March
	C-98000140			$7,037,349		$7,037,349		$0	100%	30%	Contract complete
	LRV Management	LTK	$6,379,825	$331,142	$6,910,967	$181,853	$6,561,680	$349,287	54%	(Note a)	Through SA #04, A/N905
	C-97000131										No changes in March
	LRV Management	LTK	$704,675	$70,000	$854,675	$0	$704,675	$70,000	0%	(Note a)	Through SA #04, A/N905
	C-10000146-01			*20K BASE + 50K TPE							No changes in March
North Central Corridor	RC-2 Civil/Structure	GLF Constr. Corp.	$49,903,009	$4,990,301	$54,893,310	$1,904,203	$51,807,212	$3,086,098	62%	100%	Through UM-040
	C-98000080										No changes in March
	Bush Light Rail Station	Haws & Tingle	$6,748,727	$1,214,972	$7,963,699	$1,079,193	$7,827,922	$135,776	89%	100%	Work completed
	C-10000295-01										No activity in March
	Walnut Hill Sta Parking Lot	TBD	$0	$0	$0	$0	$0	$0			
Northeast Corridor	G-2 Civil/Structure	GLF Constr. Corp.	$35,381,916	$3,318,192	$38,700,108	$230,441	$35,412,357	$3,287,751	7%	100%	No changes in March
	C-98000089										
Mill Facility Expansion	Civil/Structural Phase II	Hensel Phelps	$19,898,630	$904,847	$20,803,277	$0	$0	$904,847		2%	New contract added 2005
	C- 10000306-01										No changes found
Track Material	581 BO Phase II	Progressive Rail Services	$1,649,427	$63,977	$1,713,404	$0	$0	$63,977	0%	0%	Board resolution 040082
	C-10000306-80										NTP - 3-1-05
Systemwide	Track Installation	Mutra Track	$23,397,697	$3,271,545	$26,669,242	$3,146,721	$26,544,418	$124,824	96%	100%	Change Log Closed Out
	C-98000077										Contract closeout pending
	Crossing Panel Replacement	Herzog	$2,293,417	$228,342	$2,522,759	$0	$2,293,417	$228,342	0%	0%	New contract added 2005
	C-10000268-01										NTP - 3-4-05
Systems	Communications	Mass Electric	$16,814,000	$2,804,925	$19,658,925	$1,580,620	$18,404,620	$3,254,305	56%	99%	No changes in March
	C-98000039										Contract closeout pending
	Fare Collection	Schlumberger	$6,892,379	$2,556,284	$8,648,663	$2,200,812	$8,342,391	$306,272	88%	100%	Contract closeout pending
	C-98000040					Includes Changes from Board Increases					No changes in March
	Traction Electrification	Powell Power	$38,108,911	$4,128,157	$42,238,068	$3,352,307	$41,461,218	$775,850	81%	99%	Contract closeout pending
	C-98000041					$5,213,913	- Change from Board Increases				No changes in March
	Signal System	ITSEC	$44,878,000	$10,381,858	$55,279,858	$9,986,722	$54,864,722	$315,136	97%	99%	Contract closeout pending
	C-98000042					Includes Changes from Board Increases				Note b	No changes in March
LRV Procurement	21 Additional	Kawasaki/Rotem	$56,854,100	$2,847,705	$68,218,485	$183,278	$57,137,378	$2,664,427	6%	100%	Contract closeout pending
	C-98000071-01		$416,000	$416,600	$416,600	$416,600	$416,600	$0	100%		No changes in March
	20 Additional	Kawasaki/Rotem	$58,666,378	$3,998,049	$62,664,427	$0	$62,171,553	$3,998,049	0%	49%	Through SA-017
	C-98000071-02					Reduced contract value due to SA-16 for deletion of bid work ($492,874)					
		TOTAL:	$308,858,341	$55,915,287	$364,825,628	$32,764,087	$492,808,695	$23,211,199			
Legend:	% Contingency >= 90%										

Notes:
a) The professional service 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 E along with approved contingency increases to more accurately reflect the change activity as it relates to contingency.

LRT BUILDOUT PHASE II

Map

LRT Buildout Phase II



Northwest Corridor Facilities

LRT Buildout Phase II

Strategic Plan Consideration

C2.3 Develop/Open/Integrate new transit services

Description

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

Status

The Northwest Corridor is in the preliminary engineering phase.

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

Issues

The Board maintains its commitment to serve Love Field, and an alternatives analysis of other options has been initiated as a separate project. The findings of the Love Field alternatives analysis will provide input for final design efforts, specifically for any design changes required to not preclude future service options to Love Field. Authorization to begin final design for the NW/SE MOS is expected in Spring 2005.

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

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

Irving/DFW Corridor Facilities

LRT Buildout Phase II

Strategic Plan Consideration

C2.3 Develop/Open/Integrate new transit services

Description

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

Status

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

The LRT line for the Irving/DFW Corridor was initiated in October 2003. Alternative alignments are being evaluated. Public meetings were held on January 21, 2004, April 28, 2004, and November 10, 2004. Subsequent to the November 10, 2004, public meeting, staff recommends a new preferred alignment for the Irving-1 (I-1) and Irving-2 (I-2) line segments. This alignment is referred to as the south alignment. Staff has initiated environmental analysis and preliminary engineering for these two line segments ending near Belt Line Road. Staff will continue to work with DFW Airport and other affected agencies to determine the best way to penetrate the airport.

Issues

There are several routes being considered for Line Section Irving-3 (I-3) to DFW Airport.

It has been determined that a federal Environmental Impact Statement will be required for the project since the terminus near Belt Line Road is on DFW property.

DART has been coordinating with the U.S. Army Corps of Engineers, Federal Aviation Administration, Federal Highway Administration and FTA to determine the appropriate level of federal involvement in this project. A public Scoping Meeting was held on March 10, 2005. A Draft Notice of Intent (NOI) has been sent to FTA for approval. The NOI initiates the federal process. Upon approval, the NOI will be published in the Federal Register and an Agency Scoping Meeting will be held.

Southeast Corridor Facilities

LRT Buildout Phase II

Strategic Plan Consideration

C2.3 Develop/Open/Integrate new transit services

Description

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

Status

The Southeast Corridor is in the preliminary engineering phase.

The PE/EIS phase of the LRT line to Buckner Blvd. in South Dallas is complete. A Record of Decision (ROD) was issued on February 5, 2004. The final design will begin upon FTA approval.

Issues

Redesign of CBD/North Central/Southeast Junction continues.

Rowlett Extension Facilities

LRT Buildout Phase II

Strategic Plan Consideration

C2.3 Develop/Open/Integrate new transit services

Description

The Rowlett Extension will extend 4.8 miles east from the Downtown Garland Station to the Rowlett Park and Ride. There will be one station, Rowlett Station, located adjacent to the Rowlett Park and Ride. This corridor is scheduled for revenue service in December 2012.

Status

The Rowlett Extension (Line Section R-1) is in the planning and development phase.

The project had its official kick-off in February 2005. The Rowlett Extension is in the preliminary engineering/environmental assessment phase of the FTA Project Development Process.

Staff has met with the City of Garland and Rowlett staffs to discuss general issues and concerns with the corridor.

The DART Planning Committee was briefed in March 2005 and will be briefed again in April 2005. A public meeting is planned for May 13, 2005.

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

Issues

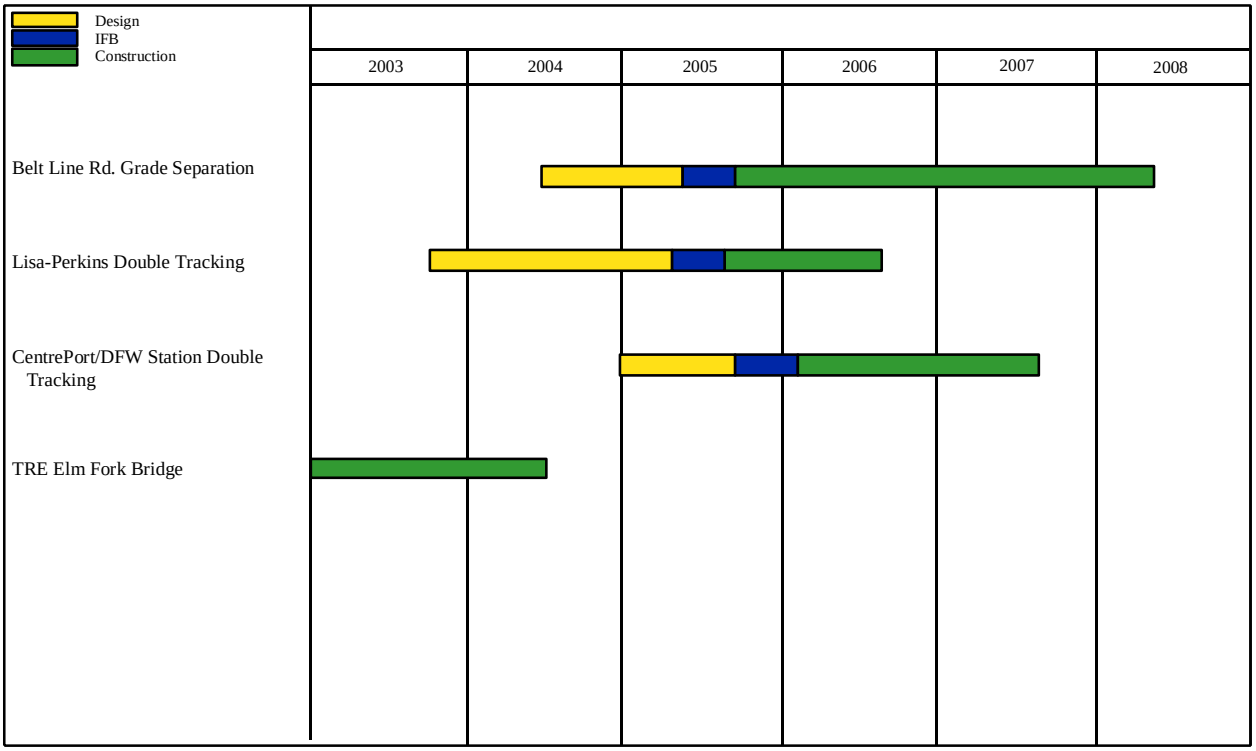
In Line Section G-3, an at-grade station in Downtown Garland has been built; however, due to increased traffic on the KCS line, alternatives will be examined during preliminary engineering for crossing the KCS track.

COMMUTER RAIL

Summary Working Schedule

Commuter Rail

COMMUTER RAIL
SUMMARY WORKING SCHEDULE



Revised 03/31/05

Cost Summary

COMMUTER RAIL Cost Summary (in millions of dollars)			
	Control Budget	**Current Commitment**	**Expended to Date (1)**
Belt Line Road Grade Separation (2)	$ 32.1	$ 0.6	$ 0.0
Lisa-Perkins Double Tracking	4.9	0.5	0.2
CentrePort Double Tracking (2)	15.0	0.0	0.0
Elm Fork of Trinity River Bridge (2)	16.2	17.2	16.6

Notes:

1) Expended to date values reflect activity through 2/28/05, per DART's General Ledger.
2) Control Budget value is from the current DART financial plan. Review of current Belt Line Road Grade Separation project estimate (approximately $40M) is ongoing.

Belt Line Road Grade Separation

Commuter Rail

Strategic Plan Consideration

C1 Improve Quality
C2 Improve/Add Services
C3 Improve Efficiency
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 Quite Zone.

The Regional Transportation Council of the North Central Texas Council of Governments approved this project for funding under the Strategic Programming Initiative. Secured funding sources for this project include FTA, TxDOT, City of Irving, and DART ($32M) during FY 02.

Status

The City of Irving has acquired all necessary real estate parcels needed for this project. DART/TRE SMR Committee will perform a final review of the Plans, Specifications and Estimate package.

DART Project Management and the design consultant, Bridgefarmer & Associates, Inc., have completed disposition of the 90% review comments from the Project Management Oversight Consultant (PMOC).

Staff attended weekly utility relocation meetings. Final costs have been updated. Capital Planning & Development is in the process of securing additional funding for this project and drafting an ILA with the City of Irving.

Issues

Utility relocations remain critical path to meet schedule.

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

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

Commuter Rail

Strategic Plan Consideration

C1 Improve Quality
C2 Improve/Add Services
C3 Improve Efficiency

Description

The proposed double tracking is located in the city of Dallas. The project consists of a new Class 4 track adjacent to and 16 feet apart from the existing track. The existing track will be upgraded to a Class 4 track between MP 641.63 and MP 642.67. The project also involves replacing the existing timber trestle bridge with two new 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

The 90% design package was distributed on January 31, 2005. The design consultant, ACT21, has finished disposition of the 90% review comments. SMR is set for April 18 – 20, 2005.

Issues

None.

CentrePort/DFW Airport Station Double Tracking Project

Commuter Rail

Strategic Plan Consideration

C1 Improve Quality
C2 Improve/Add Services
C3 Improve Efficiency

Description

The proposed double tracking is located in the city of Fort Worth, Tarrant County. The proposed project is to build a second main track south of the existing track with two separate 1,000-foot long bridges carrying Class 4 tracks that are 32 feet apart. This project also involves building a new center island platform south of the existing one. It is anticipated that the south platform (new) will need a retaining wall due to the steep drop-off south of the existing track. The project will extend east from MP 628.24 to the Tarrant/Dallas County line (approximate MP 629.5).

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

Status

A 10% design concept review meeting was held on January 17, 2005. The 30% design package was submitted on March 15, 2005, and designers have dispositioned the 30% review comments. Design is progressing toward the 65% submission, due on May 27, 2005.

Extension of the new platform is being reviewed and discussion is under way.

Designers are reviewing the cost implications of lowering the existing profile between the station platform and US 360.

Issues

None.

TRE Elm Fork of the Trinity River Bridge Construction

Commuter Rail

Strategic Plan Consideration

C1 Improve Quality
C2 Improve/Add Services
C3 Improve Efficiency

Description

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

Status

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

Construction work was completed on schedule. Contract closeout is complete.

Issues

Post-trial briefs, concerning the contractor appeal for a Contracting Officer's final decision relating to embankment material, were submitted February 1, 2005. The judge has ruled that the contractor had no entitlement to an equitable adjustment, and denied the appeal in total.

There was evidence of soil erosion/slope failure along the south slope of the embankment between Elm Fork and Regal Row. Proposals are being requested from geotechnical consultants to do an investigative study on the cause of the failure. Consultants are putting together contract documents for the proposed work.

COMMUTER RAIL
SIX-MONTH LOOK AHEAD

	2005					
	APRIL	MAY	JUNE	JULY	AUGUST	SEPTEMBER
BELT LINE RD GRADE SEPARATION	◇ →	→	◆ Begin IFB			
LISA-PERKINS DOUBLE TRACKING	→ 3/05	◆ Begin IFB				
CENTREPORT/ DFW AIRPORT STATION DOUBLE TRACKING	◆ Design Continues (FWTA)				◇ →	◆ Begin IFB
TRE ELM FORK BRIDGE	Construction Completed					

- Construction
- Construction Complete (Substantially)
- Revenue Service/Turnover to Operations
- Information Only
- Change
- Critical
- Trending toward Critical

* Senior Management Review

Revised 03/31/05

Change Control Summary

Commuter Rail

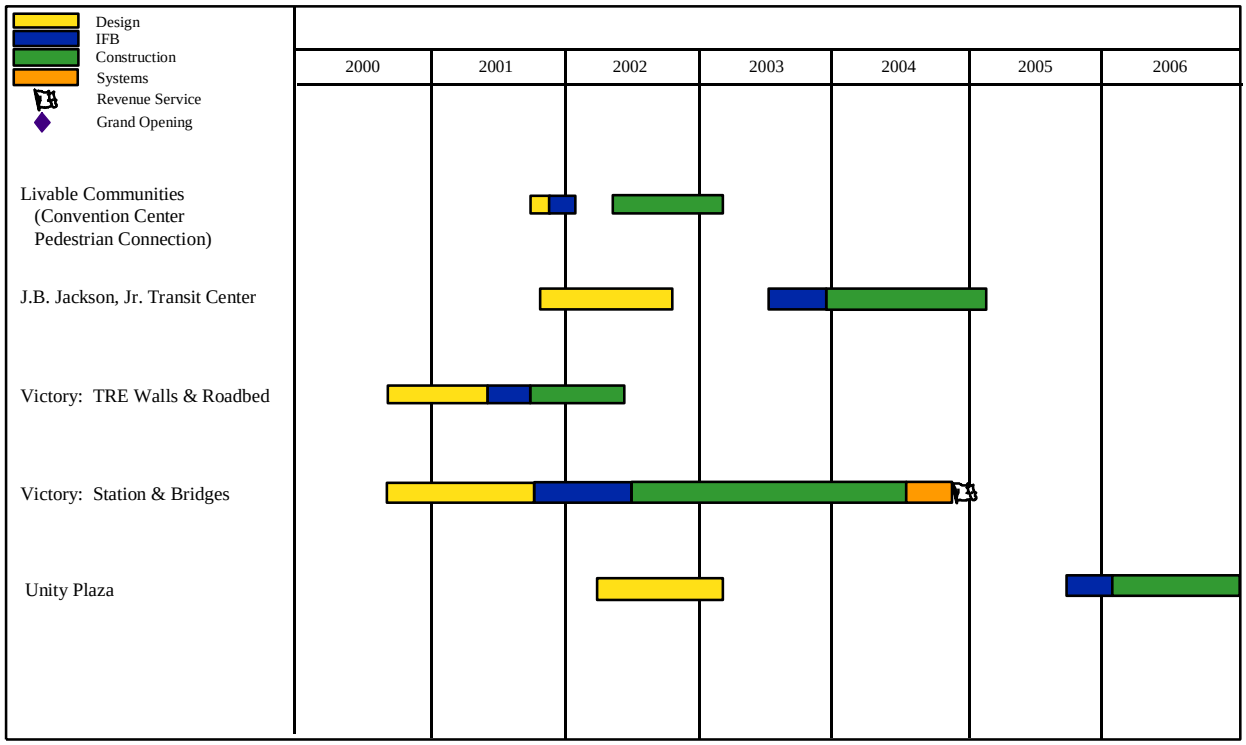
Commuter Rail - Change Control Summary

Facility/ Contract Package		Consultant/ Contractor	Approved Contract Amount	Approved Contingency Allowance	Total Approved Amount	Executed Changes	Current Contract Value	Remaining Contingency Allowance	Percent Contingency Used	Percent Contract Comp.	Summary of Activity This Period & Comments (March 2005)
			(A)	(B)	(C=A+B)	(D)	(E=A+D)	(F=B-D)	(G=D/B)		
TRE Elm Fork Bridge	Construction C-1004649-01	Austin Bridge & Road	$8,838,884	$1,060,666	$9,899,550	$393,646	$9,232,530	$634,348	38%	100%	Rev SA #22 No Change in March Work completed, Contract Closed
		TOTALS	$8,838,884	$1,060,666	$9,899,550	$393,646	$9,232,530	$634,348			

Legend: % Contingency - Red

ADDITIONAL CAPITAL DEVELOPMENT

ADDITIONAL CAPITAL DEVELOPMENT SUMMARY WORKING SCHEDULE



Revised 08/31/04

Cost Summary

ADDITIONAL CAPITAL DEVELOPMENT Cost Summary (in millions of dollars)			
	Control Budget	**Current Commitment**	**Expended to Date (1)**
Convention Center Connector	$ 1.0	$ 1.0	$ 1.0
Lancaster Road	1.6	1.6	1.6
J.B. Jackson, Jr. Transit Center	7.8	6.8	5.8
Victory Station Project	79.0	80.9	79.8
Unity Plaza	3.5	1.2	0.9

Notes:

3) Expended to date values reflect activity through 2/28/05.

Livable Communities

Strategic Plan Consideration

C2.6 Add needed passenger amenities/facilities

Description

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

Status

Convention Center Pedestrian Connector – All work is complete. This contract has been closed.

Issues

Convention Center Pedestrian Connector – Funding from the City of Dallas remains to be collected. DART and City staff are coordinating efforts to effect payment to DART.

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

Additional Capital Development

Strategic Plan Consideration

C2.3 Develop/Open/Integrate new transit services

Description

The development of the J.B. Jackson, Jr. Transit Center at Martin Luther King, Jr. Station (previously known as Martin Luther King, Jr. (MLK, Jr.) Transit Center) is planned to facilitate access from Fair Park and the South Dallas community.

Status

Substantial completion was reached on February 18, 2005, with the transit center opening on schedule on February 19, 2005.

The contractor, CME Builders and Engineers, Inc., is proceeding with punch list and closeout.

Issues

All information relating to graphics and station name change has been delivered to the contractor. Final graphics have been completed and were delivered to the project site. This issue is resolved.

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

Additional Capital Development

NW-1A/Victory Station Project

Additional Capital Development

Strategic Plan Consideration

C2.3 Develop/Open/Integrate new transit services

Description

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

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

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

Status

Line Section NW-1A Facilities Construction Contract

Line Section NW-1A and Victory Station opened for revenue service on November 15, 2004. The facilities contractor, Martin K. Eby Construction, Inc., continues final completion of punch list work. Discussions continue toward resolution of all outstanding change issues.

Line Section NW-1A Systems Construction Contract

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

Issues

Line Section NW-1A Facilities Construction Contract

Eby has refused to sign approximately 100 supplemental agreements to the contract for mutually agreed upon costs in order to preserve a possible claim for impact costs at a later date. DART has issued unilateral modifications to the contract to pay for the costs on most of the above-referenced change issues.

Eby has submitted three Requests for Equitable Adjustment (REAs) for: 1) the area of the project south of station 102+00 in the amount of $4,350,793.94, which encompasses Milestones “C” and “D”; 2) project-wide “shoring” system issues in the amount of $3,565,761.86, which includes time extension requests on Milestones A (124 days), E (15 days), and G (103 days); and 3) station platforms in the amount of $3,069,031.99, which includes a time extension request on Milestone “B”

Issues (Continued)

of 141 days. These REAs are under review and DART continues to work with the contractor on resolution. Eby has indicated that it plans to submit two additional REAs.

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.

Line Section NW-1A Systems Construction Contract

The Systems contractor (Mass Electric) does not acknowledge full and timely access as of May 16, 2004. The contractor contends it took access June 16, 2004. The project team is working with the contractor to resolve the issues.

Unity Plaza

Strategic Plan Consideration

C2.6 Add needed passenger amenities/facilities

Description

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

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

Status

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

Issues

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

ADDITIONAL CAPITAL DEVELOPMENT
SIX-MONTH LOOK AHEAD

	2005					
	APRIL	MAY	JUNE	JULY	AUGUST	SEPTEMBER
LIVABLE COMMUNITIES Conv. Ctr. Pedestrian Conn.	Construction Completed					
J.B. JACKSON, JR. TRANSIT CENTER	Substantially Completed 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)					

- Construction
- Construction Complete (Substantially)
- Revenue Service/Turnover to Operations
- Information Only
- Change
- Critical
- Trending toward Critical

* Senior Management Review

Revised 03/31/05

Change Control Summary

Additional Capital Development

Additional Capital Development - Change Control Summary

Facility/ Contract Package		Consultant/ Contractor	Approved Contract Amount (A)	Approved Contingency Allowance (B)	Total Approved Amount (C=A+B)	Executed Changes (D)	Current Contract Value (E=A+D)	Remaining Contingency Allowance (F=B-D)	Percent Contingency Used (G=D/B)	Percent Contract Comp.	Summary of Activity This Period & Comments (March 2005)
Cure Cir Connector	Design	LAMSTF									Contract Complete
	C-96000140										
	Construction	Vortex	$711,419	$71,142	$782,561	$0	$711,419	$71,142	0%	100%	Contract Completed
	C-1003977-01										
J.B. Jackson, Jr. Transit Center	Design	Kal 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	$36,864	$2,936,020	$221,161	14%	94%	Ex. 5 Executed in March
	C-3006892-1										
NW-1A Facilities Material & Systems	Construction	Martin E. Hoy	$24,986,984	$2,498,698	$27,485,682	$2,132,778	$27,119,762	$365,920	85%	99%	Includes Unilateral Mods
	C-1003513-01										8 Mods in March
	Track Procurement	L.B. Foster	$1,633,178	$163,318	$1,796,496	$80,720	$1,713,898	$82,598	49%	100%	Contract Completed
	C-1003723-01										Contract Closed
	Comm, OCS & Signals	Mass Electric	$15,890,713	$1,589,071	$17,479,784	$7,531	$15,898,244	$1,581,540	0%	91%	E&V 1,2, 4, 7, 8, 9, 10, 11,12,13,14
	C-1005139-01						*Reduced contract value due to Ex. 3, 10 for deletion of bid work				No changes in March
Unity Plaza	Design	BTEL 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
	TBD										
		TOTALS:	$47,622,466	$4,730,353	$52,352,821	$2,302,608	$49,852,407	$2,427,748			
Legend	% Contingency = 10%										

DALLAS AREA RAPID TRANSIT

QUARTERLY INVESTMENT REPORT

As Of

March 31, 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
April 29, 2005

Executive Summary
Key Guide

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

Book Value – The cost to acquire the investments.

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

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

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

Average Yield – The current expected return of the investments.

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

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

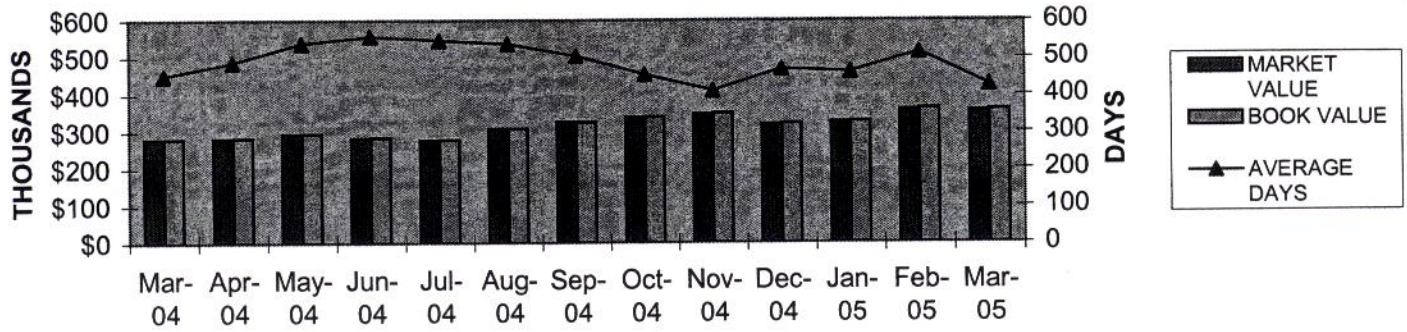
U. S. Agency Securities – Debt obligations of U. S. government agencies that have an implied guarantee of the U. S. government. This includes such organizations as Federal Home Loan Bank, Federal Home Loan Mortgage Corporation, Federal National Mortgage Association, Federal Farm Credit Board and Tennessee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

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

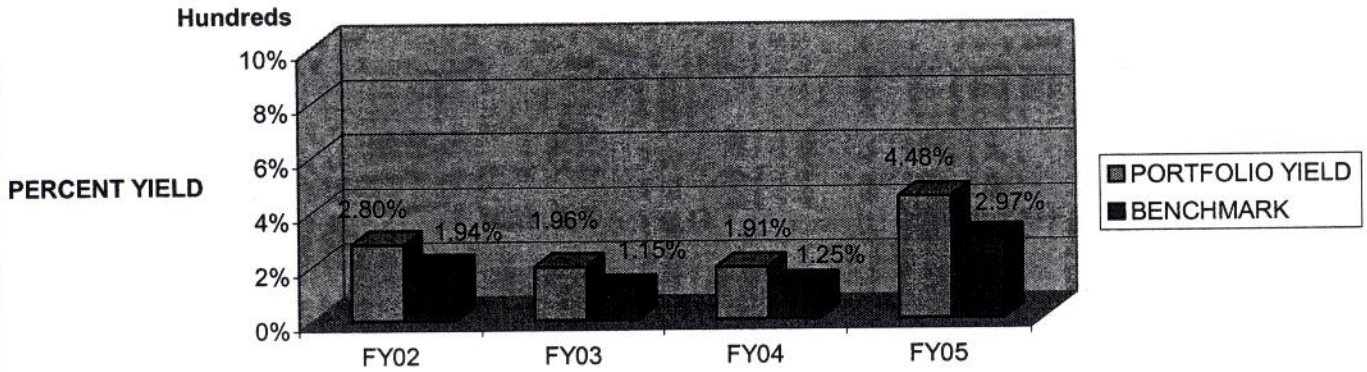
INVESTMENT PORTFOLIO

March-05

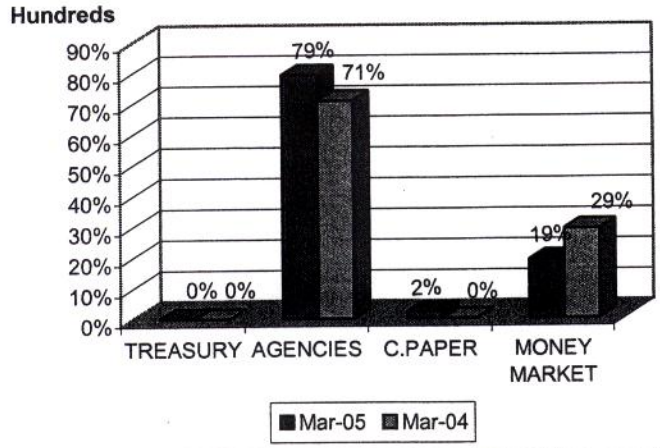
EXECUTIVE SUMMARY



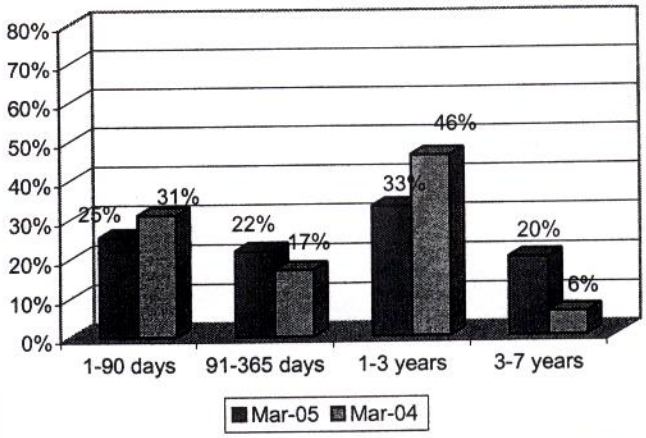
HISTORICAL PORTFOLIO PERFORMANCE



DISTRIBUTION BY MARKET SECTOR



DISTRIBUTION BY MATURITY SECTOR



Current Portfolio Report

Investment

Straight Line - Callable Life
Receipts in Period
03/31/05

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
Intl. Lease Finance 0.00 04/15/05	45974MRF7	8,000,000.00	0.000	04/15/05	2.3547	Open	2.3547	7,992,844.44	7,990,664.00		11/15/04	04-0072		Operating
FFCB 1.65 05/05/05	31331TKC4	2,000,000.00	1.650	05/05/05	1.6500	Open	1.6500	2,000,000.00	1,997,400.00	Agcy	11/05/03	03-0098		Operating
FNMA Callable 1.53 05/26/05	3136F3VY9	3,000,000.00	1.530	05/26/05	1.5300	11/26/04	1.5300	3,000,000.00	2,993,100.00	Agcy	05/27/03	03-0050	Last Call-11/26/04	Operating
FNMA Callable 1.67 05/26/05	3136F3TX4	3,000,000.00	1.670	05/26/05	1.6700	11/26/04	1.6700	3,000,000.00	2,934,900.00	Agcy	05/27/03	03-0049	Last Call-11/26/04	Operating
FFCB 1.25 06/09/05	31331TYB1	3,000,000.00	1.250	06/09/05	1.2500	Open	1.2500	3,000,000.00	2,989,800.00	Agcy	03/24/04	04-0022		Operating
FHLMC 4.25 06/15/05	3134A4PQ1	3,000,000.00	4.250	06/15/05	1.5500	Open	1.5500	3,016,360.34	3,007,440.00	Agcy	09/26/03	03-0083		Operating
FHLMC 4.25 06/15/05	3134A4PQ1	3,000,000.00	4.250	06/15/05	1.7000	Open	1.7000	3,015,450.65	3,007,440.00	Agcy	11/25/03	03-0104		Operating
FHLMC Callable 1.50 07/29/05	3128X1TX5	3,000,000.00	1.500	07/29/05	1.5637	01/29/05	1.5847	3,000,000.00	2,983,500.00	Agcy	07/29/03	03-0064	Last Call-01/29/05	Operating
FHLB Callable 1.535 08/05/05	31339YUG5	1,000,000.00	1.535	08/05/05	1.5350	05/05/05	1.5350	1,000,000.00	994,400.00	Agcy	08/05/03	03-0070		Fin. Reserve
FHLB Callable 1.95 08/12/05	3133X1TV9	3,000,000.00	1.950	08/12/05	1.9500	05/12/04	1.9500	3,000,000.00	2,986,500.00	Agcy	11/12/03	03-0099	Call-5/12/04 only	Operating
FFCB Callable 2.10 08/25/05	31331TBK6	3,000,000.00	2.100	08/25/05	1.8183	08/25/04	1.2648	3,000,000.00	2,986,500.00	Agcy	02/25/04	04-0009	NextCall-03/11/05	Operating
FHLB 5.59 09/09/05	3133M5NK2	1,000,000.00	5.590	09/09/05	5.6401	Open	5.6401	999,801.44	1,010,000.00	Agcy	01/18/01	01-0007		Fin. Reserve
FNMA 1.875 09/15/05	31359MTB9	2,000,000.00	1.875	09/15/05	1.8801	Open	1.8801	1,999,947.56	1,987,140.00	Agcy	10/17/03	03-0085		Operating
FHLMC Callable 2.28 09/30/05	3128X3UJ0	5,000,000.00	2.280	09/30/05	2.2800	06/30/05	2.2800	5,000,000.00	4,972,900.00	Agcy	08/30/04	04-0063		Operating
FHLB Callable 1.60 10/12/05	3133X5EH7	5,000,000.00	1.600	10/12/05	1.6000	04/12/05	1.6000	5,000,000.00	4,953,500.00	Agcy	04/12/04	04-0034		Operating
FHLMC Callable 2.30 11/17/05	3128X16Q5	4,000,000.00	2.300	11/17/05	2.2535	11/17/04	2.2076	4,000,000.00	3,971,600.00	Agcy	11/20/03	03-0105	Call-11/17/04 only	Operating
FFCB 6.50 11/22/05	31331HA72	1,000,000.00	6.500	11/22/05	5.2502	Open	5.2502	1,007,039.33	1,019,100.00	Agcy	04/24/01	01-0039		Fin. Reserve
FHLMC Callable 2.50 11/25/05	3128X2AV7	1,000,000.00	2.500	11/25/05	2.2324	11/26/04	1.9723	1,000,000.00	993,500.00	Agcy	11/26/03	03-0106	Call-11/26/04 only	Operating
FFCB 2.56 11/30/05	31331T2H3	3,000,000.00	2.560	11/30/05	2.5600	Open	2.5600	3,000,000.00	2,982,000.00	Agcy	06/30/04	04-0056		Operating
FNMA Callable 2.20 12/02/05	3136F4WB6	3,000,000.00	2.200	12/02/05	2.2000	12/02/04	2.2000	3,000,000.00	2,974,800.00	Agcy	12/02/03	03-0109	Call-12/02/04 only	Operating
FHLB Callable 2.81 12/19/05	3133X9Q78	4,000,000.00	2.810	12/19/05	2.8100	01/19/05	2.8100	4,000,000.00	3,980,000.00	Agcy	12/17/04	04-0078	Call-01/19/05 Only	Operating
FHLB Callable 1.64 12/30/05	3133X5FU7	3,000,000.00	1.640	12/30/05	1.6400	06/30/05	1.6400	3,000,000.00	2,958,300.00	Agcy	03/30/04	04-0031		Operating
FHLB Callable 1.75 01/12/06	3133X5J90	4,650,000.00	1.750	01/12/06	1.7500	04/12/05	1.7500	4,650,000.00	4,585,830.00	Agcy	04/12/04	04-0033		Operating
FHLMC 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	4,342,360.00	Agcy	05/03/04	04-0039	Call-07/27/04 only	Operating
FHLMC Callable 2.37 02/03/06	3128X2NC5	5,000,000.00	2.370	02/03/06	2.3700	05/03/05	2.3700	5,000,000.00	4,947,500.00	Agcy	02/03/04	04-0002		Operating
FNMA 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	989,400.00	Agcy	02/24/04	04-0012	Call-5/13/04 only	Operating
FNMA 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	123,675.00	Agcy	05/04/04	04-0040	Call-5/13/04 only	Operating
FHLMC 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	1,983,200.00	Agcy	04/16/04	04-0035	Call-08/17/04 Only	Operating
FHLB Callable 2.11 02/24/06	3133X4AF8	2,000,000.00	2.110	02/24/06	2.1100	02/24/05	2.1100	2,000,000.00	1,973,200.00	Agcy	02/24/04	04-0003	NextCall-03/09/05	Operating
FHLMC Callable 2.16 03/03/06	3128X2YN9	5,000,000.00	2.160	03/03/06	2.1600	03/03/05	2.1600	5,000,000.00	4,931,000.00	Agcy	03/03/04	04-0013	Call-03/03/05 Only	Operating
FHLB StepUp Callable 1.70 03/24/06	3133X4MF5	3,000,000.00	3.000	03/24/06	3.0000	Open	3.0000	3,000,000.00	2,979,900.00	Agcy	03/24/04	04-0024		Fin.Reserve
FHLB Callable 2.17 03/27/06	3133X4MY4	2,000,000.00	2.170	03/27/06	2.1700	04/27/05	2.1700	2,000,000.00	1,972,200.00	Agcy	03/26/04	04-0021		Fin.Reserve
FHLB Callable 2.25 03/28/06	3133X4RZ6	5,000,000.00	2.250	03/28/06	2.2500	04/28/05	2.2500	5,000,000.00	4,925,000.00	Agcy	03/30/04	04-0030		Operating
FHLB Callable 2.00 03/30/06	31339XN59	2,000,000.00	2.000	03/30/06	2.0000	06/30/05	2.0000	2,000,000.00	1,956,000.00	Agcy	06/30/03	03-0059		Operating
FHLMC Callable 1.95 04/26/06	3128X26J9	4,000,000.00	1.950	04/26/06	2.9005	04/26/05	2.9005	3,994,766.08	3,924,400.00	Agcy	05/14/04	04-0042		Operating
FNMA Callable 2.50 04/28/06	3136F5TT8	5,000,000.00	2.500	04/28/06	2.5000	04/28/05	2.5000	5,000,000.00	4,932,100.00	Agcy	04/28/04	04-0038		Operating
FNMA Callable 2.50 05/10/06	3136F5SP7	4,000,000.00	2.500	05/10/06	2.5000	05/10/05	2.5000	4,000,000.00	3,946,000.00	Agcy	05/10/04	04-0041		Operating
FHLMC Callable 2.80 05/19/06	3128X3BM1	3,000,000.00	2.800	05/19/06	2.8000	05/19/05	2.8000	3,000,000.00	2,967,300.00	Agcy	05/19/04	04-0052		Operating
FHLMC Callable 2.00 05/30/06	3128X1FP7	1,000,000.00	2.000	05/30/06	2.1254	05/27/05	2.2225	999,658.86	979,800.00	Agcy	02/19/04	04-0006		Operating
FHLMC Callable 2.28 06/02/06	3128X1PC6	1,000,000.00	2.280	06/02/06	2.2323	06/02/05	1.7518	1,000,000.00	983,100.00	Agcy	03/22/04	04-0020		Operating
FNMA Callable 2.15 06/02/06	3136F3TZ9	1,000,000.00	2.150	06/02/06	2.1259	06/02/04	1.8796	1,000,000.00	981,600.00	Agcy	03/22/04	04-0019	Call-06/02/04 Only	Operating
FHLB Callable 2.50 06/08/06	3133X45W7	5,000,000.00	2.500	06/08/06	2.5000	06/08/05	2.5000	5,000,000.00	4,926,500.00	Agcy	03/08/04	04-0014		Operating
FHLMC Callable 2.125 06/12/06	3128X1HN0	3,000,000.00	2.125	06/12/06	2.1250	06/12/05	2.1250	3,000,000.00	2,950,500.00	Agcy	06/12/03	03-0058		Insurance
FNMA Callable 2.125 06/15/06	3136F5PF3	4,435,000.00	2.125	06/15/06	2.0114	03/15/05	1.8715	4,435,000.00	4,349,404.50	Agcy	03/15/04	04-0016		Operating
FHLMC 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	1,978,800.00	Agcy	12/16/03	03-0110	Call-06/16/04 Only	Fin.Reserve

Current Portfolio Report

Investment

Straight Line - Callable Life
Receipts in Period
03/31/05

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
FFCB Callable 2.56 07/28/06	31331TPM5	3,000,000.00	2.560	07/28/06	2.5600	01/28/05	2.5600	3,000,000.00	2,951,700.00	Agcy	01/28/04	04-0001	Call-01/28/05 Only	Operating
FHLB 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	4,963,500.00	Agcy	01/28/05	05-0001		Operating
FFCB Callable 2.72 08/24/06	31331T5W7	4,000,000.00	2.720	08/24/06	2.7200	11/24/04	2.7200	4,000,000.00	3,939,600.00	Agcy	08/24/04	04-0062	NextCall-03/11/05	Operating
FHLB Callable 2.50 08/25/06	3133X4BV2	4,100,000.00	2.500	08/25/06	2.5000	05/25/05	2.5000	4,100,000.00	4,025,790.00	Agcy	02/25/04	04-0008		Operating
FNMA Step Up Callable 2.65 09/08/06	3136F56Y2	4,000,000.00	2.650	09/08/06	2.6500	06/08/05	2.6500	4,000,000.00	3,974,400.00	Agcy	09/08/04	04-0068		Operating
FHLB Callable 2.76 09/11/06	3133X4BJ9	3,000,000.00	2.760	09/11/06	2.7600	06/11/05	2.7600	3,000,000.00	2,954,400.00	Agcy	03/11/04	04-0017		Operating
FHLB Callable 2.31 09/29/06	3133X55F1	2,825,000.00	2.310	09/29/06	2.3100	06/29/05	2.3100	2,825,000.00	2,761,720.00	Agcy	03/29/04	04-0028		Operating
FNMA Callable 2.45 09/29/06	3136F5HT1	1,000,000.00	2.450	09/29/06	2.4500	06/29/04	2.4500	1,000,000.00	979,600.00	Agcy	03/29/04	04-0026	NextCall-03/14/05	Operating
FHLB Callable 2.545 09/29/06	3133X4S85	2,500,000.00	2.545	09/29/06	2.9126	06/29/05	2.9126	2,500,000.00	2,452,500.00	Agcy	08/18/04	04-0061		Operating
FNMA Callable 3.875 10/18/06	3136F6HC6	3,000,000.00	3.875	10/18/06	3.3409	07/18/05	2.4910	3,012,186.11	2,998,200.00	Agcy	10/18/04	04-0069		Operating
FHLMC Callable 2.30 10/19/06	3128X26K6	5,000,000.00	2.300	10/19/06	2.3000	04/19/05	2.3000	5,000,000.00	4,879,500.00	Agcy	04/19/04	04-0036		Operating
FHLMC 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	985,800.00	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	1,971,600.00	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	4,895,000.00	Agcy	02/27/04	04-0011	NextCall-03/11/05	Operating
FHLB Step Up Callable 3.00 12/22/06	3133X9RS1	3,000,000.00	3.000	12/22/06	3.0000	06/22/05	3.0000	3,000,000.00	2,979,300.00	Agcy	12/22/04	04-0079		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	2,929,500.00	Agcy	03/29/04	04-0025	Call-09/29/04 Only	Operating
FNMA Callable 3.00 12/29/06	3136F4J54	5,000,000.00	3.000	12/29/06	2.8525	06/29/04	1.8683	5,000,000.00	4,921,000.00	Agcy	02/20/04	04-0007	NextCall-03/14/05	Operating
FHLMC 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	4,904,500.00	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	2,964,900.00	Agcy	01/12/05	05-0002		Operating
FNMA Callable 2.80 01/12/07	3136F5RM5	2,250,000.00	2.800	01/12/07	3.3900	04/12/05	3.3900	2,250,000.00	2,218,050.00	Agcy	05/24/04	04-0047		Operating
FHLMC 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	4,888,000.00	Agcy	03/30/04	04-0029	Call-08/09/04 Only	Operating
FNMA Callable 3.42 02/09/07	3136F53R0	3,000,000.00	3.420	02/09/07	3.4200	08/09/05	3.4200	3,000,000.00	2,970,000.00	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	1,999,552.94	1,984,800.00	Agcy	02/14/05	05-0007		Operating
FNMA Callable 3.45 03/16/07	3136F6PK9	3,000,000.00	3.450	03/16/07	3.4080	03/16/05	3.0459	3,000,000.00	2,968,200.00	Agcy	12/16/04	04-0077		Operating
FNMA Callable 3.45 03/16/07	3136F6PK9	3,000,000.00	3.450	03/16/07	3.4750	03/16/05	3.6323	3,000,000.00	2,968,200.00	Agcy	12/16/04	04-0076		Operating
FFCB Callable 2.35 03/26/07	31331Q2V8	2,000,000.00	2.350	03/26/07	2.3841	03/16/04	8.2697	2,000,000.00	1,936,800.00	Agcy	03/10/04	04-0015	NextCall-03/11/05	Operating
FHLB Callable 2.75 04/27/07	3133X5VF2	5,000,000.00	2.750	04/27/07	2.7746	04/27/05	3.0339	5,000,000.00	4,872,500.00	Agcy	04/27/04	04-0037		Operating
FNMA Callable 3.00 04/30/07	3136F42R4	5,000,000.00	3.000	04/30/07	3.2911	04/30/05	3.2911	5,000,000.00	4,897,500.00	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	3,999,846.67	3,974,040.00	Agcy	05/17/04	04-0043		Operating
FHLMC 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	2,934,000.00	Agcy	07/09/03	03-0060	Call-5/21/04 only	Insurance
FHLB Callable 3.00 06/05/07	3133MYVA2	4,000,000.00	3.000	06/05/07	3.0000	06/05/05	3.0000	4,000,000.00	3,991,600.00	Agcy	06/05/03	03-0056		Fin.Reserve
FNMA Callable 5.00 06/29/07	3136F5S77	5,000,000.00	5.000	06/29/07	4.2311	06/29/05	2.8097	5,026,216.67	5,023,500.00	Agcy	06/29/04	04-0055		Operating
FNMA Callable 3.80 07/06/07	3136F5X89	3,000,000.00	3.800	07/06/07	3.6411	07/06/05	3.1000	3,005,430.60	2,982,300.00	Agcy	12/15/04	04-0074		Operating
FNMA Callable 3.50 07/20/07	3136F52L4	5,000,000.00	3.500	07/20/07	3.3517	07/20/05	2.9639	5,007,904.58	4,938,000.00		10/28/04	04-0071		Operating
FHLB Callable 3.46 08/27/07	3133X3TV5	1,600,000.00	3.460	08/27/07	3.4600	05/27/05	3.4600	1,600,000.00	1,576,960.00	Agcy	02/27/04	04-0010		Insurance
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	1,843,524.00		03/24/05	05-0009	NextCall-06/24/05	Operating
FHLB Callable 3.93 11/09/07	3133XAKP8	1,000,000.00	3.930	11/09/07	3.9300	05/09/05	3.9300	1,000,000.00	994,000.00	Agcy	02/09/05	05-0004		Fin. Reserve
FFCB Callable 3.70 11/09/07	31331SMN0	5,470,000.00	3.700	11/09/07	3.8398	11/09/05	4.2177	5,453,427.62	5,413,659.00	Agcy	02/25/05	05-0005		Operating
FNMA Step Up Callable 3.00 12/14/07	3136F6PG8	5,000,000.00	3.000	12/14/07	4.1946	06/14/05	12.2237	5,000,000.00	4,971,000.00	Agcy	02/28/05	05-0008		Operating
FHLB Callable 3.35 12/18/07	3133X4FQ9	3,000,000.00	3.350	12/18/07	3.3500	06/18/05	3.3500	3,000,000.00	2,939,700.00	Agcy	03/18/04	04-0018		Insurance
FHLB Callable 3.175 12/24/07	3133X4RT0	2,000,000.00	3.175	12/24/07	3.1750	09/24/05	3.1750	2,000,000.00	1,950,800.00	Agcy	03/24/04	04-0023		Insurance
FHLB Callable 3.05 12/28/07	3133X5DU9	1,000,000.00	3.050	12/28/07	3.0500	06/28/05	3.0500	1,000,000.00	972,100.00	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	4,101,020.49	4,070,890.00	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	4,995,081.97	4,964,500.00	Agcy	02/24/05	05-0006		Operating
FNMA Callable 3.91 08/14/08	3136F34U7	1,000,000.00	3.910	08/14/08	3.9100	05/14/05	3.9100	1,000,000.00	987,900.00	Agcy	08/14/03	03-0072		Fin. Reserve

Current Portfolio Report

Investment

Straight Line - Callable Life
Receipts in Period
03/31/05

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 Callable 4.02 08/18/08	3136F35V4	1,500,000.00	4.020	08/18/08	4.0200	08/18/05	4.0200	1,500,000.00	1,485,900.00	Agcy	08/18/03	03-0073		Fin. Reserve
FHLB Callable 4.00 09/15/08	3133X8DL3	2,000,000.00	4.000	09/15/08	4.0000	09/15/05	4.0000	2,000,000.00	1,979,200.00	Agcy	09/15/04	04-0067		Operating
FHLMC Callable 3.875 11/10/08	3128X16N2	2,988,000.00	3.875	11/10/08	3.8750	05/10/05	3.8709	2,987,985.34	2,945,869.20	Agcy	12/01/04	04-0075		Fin. Reserve
Fidelity SEAF- 690	SEAF-316175405	18,028,550.39	2.630	Open	2.6300	Open	2.6300	18,028,550.39	18,028,550.39		08/03/04	AR-0009	SEAF-316175405	SEAF-316175405
JP Morgan MMF-829	Debt Service	13,060,046.38	2.640	Open	2.6400	Open	2.6400	13,060,046.38	13,060,046.38		09/30/01	AR-0002	Debt Service	Debt Service
Provident Fin. Op Fund-1000	Operating	25,768,282.20	2.650	Open	2.6500	Open	2.6500	25,768,282.20	25,768,282.20		10/31/01	AR-0001	Operating	Operating
Provident Fin Res. Fund-2000	Fin. Reserve	132,738.97	2.650	Open	2.6500	Open	2.6500	132,738.97	132,738.97		09/30/01	AR-0006	Fin. Reserve	Fin. Reserve
AIM/ LAP Opt. Fund- 1900	Operating	8,859,850.56	2.680	Open	2.6800	Open	2.6800	8,859,850.56	8,859,850.56		04/16/03	AR-0008	Operating	Operating
Investment Total		358,637,468.50	2.705		2.7254		2.8448	358,693,990.19	355,228,724.20					

Notice of Security Transactions

Investment

Straight Line - Actual Life
Receipts in Period
01/01/05 - 03/31/05

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
01/12/05	Open	BUY	31331SKJ1	FFCB Callable 3.27 01/12/07	3,000,000.00	01/12/07	730	3.2700	07/12/05	3.2700	3,000,000.00	035999	JP Morgan	05-0002
												Total	JP Morgan	05-0002
01/26/05	Open	BUY	31331SMF7	FFCB Callable 3.94 01/25/08	4,100,000.00	01/25/08	1094	3.9070	04/25/05	3.5809	4,103,784.30	616263	PainWebber/ UBS	05-0003
												Total	PainWebber/ UBS	05-0003
02/25/05	Open	BUY	31331SMN0	FFCB Callable 3.70 11/09/07	5,470,000.00	11/09/07	987	3.8398	11/09/05	4.2177	5,450,690.90	035999	PainWebber/ UBS	05-0005
												Total	PainWebber/ UBS	05-0005
02/24/05	Open	BUY	31331SMF7	FFCB Callable 3.94 01/25/08	5,000,000.00	01/25/08	1065	4.0307	04/25/05	5.4118	4,987,500.00	035999	PainWebber/ UBS	05-0006
												Total	PainWebber/ UBS	05-0006
02/14/05	Open	BUY	31331SNR0	FFCB Callable 3.56 02/09/07	2,000,000.00	02/09/07	725	3.5861	05/09/05	3.7965	1,999,000.00	035999	JP Morgan	05-0007
												Total	JP Morgan	05-0007
03/24/05	Open	BUY	31331SSV6	FFCB 4.20 09/24/07	1,845,000.00	09/24/07	914	4.2000	06/24/05	4.2000	1,845,000.00	035999	JP Morgan	05-0009
												Total	JP Morgan	05-0009
01/28/05	Open	BUY	3133XACP0	FHLB Callable 3.25 07/28/06	5,000,000.00	07/28/06	546	3.2500	07/28/05	3.2500	5,000,000.00	035999	PainWebber/ UBS	05-0001
												Total	PainWebber/ UBS	05-0001
02/09/05	Open	BUY	3133XAKP8	FHLB Callable 3.93 11/09/07	1,000,000.00	11/09/07	1003	3.9300	05/09/05	3.9300	1,000,000.00	616263	JP Morgan	05-0004
												Total	JP Morgan	05-0004
02/28/05	Open	BUY	3136F6PG8	FNMA Step Up Callable 3.00 12/14/07	5,000,000.00	12/14/07	1019	4.1946	03/14/05	12.2237	4,982,000.00	035999	PainWebber/ UBS	05-0008
												Total	PainWebber/ UBS	05-0008
Investment Total					**32,415,000.00**		**871**	**3.6928**		**4.7316**	**32,367,975.20**			

Notice of Security Transactions

Investment

Straight Line - Actual Life
Receipts in Period
01/01/05 - 03/31/05

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
09/13/04	01/11/05	MAT	36959HNB9	GECC 0.00 01/11/05	8,000,000.00	01/11/05	10	1.8771	Open	1.8771	7,950,933.34	035999	Bank of America	04-0066-01
												Total	Bank of America	04-0066-01
10/25/04	02/24/05	MAT	45974MPQ5	Intl. Lease Finance 0.00 02/24/05	5,000,000.00	02/24/05	54	2.0622	Open	2.0622	4,965,772.22	035999	Bank of America	04-0070-01
												Total	Bank of America	04-0070-01
12/20/04	01/21/05	MAT	36959HNM5	GECC 0.00 01/21/05	5,000,000.00	01/21/05	20	2.2858	Open	2.2858	4,990,000.00	035999	Bank of America	04-0073-01
												Total	Bank of America	04-0073-01
01/17/01	02/09/05	MAT	3133M3GL3	FHLB 5.785 02/09/05	1,000,000.00	02/09/05	39	5.5802	Open	5.5802	1,007,310.00	616263	Salomon Smith Barney	01-0006-01
												Total	Salomon Smith Barney	01-0006-01
05/24/04	02/24/05	CAL	3136F5B83	FNMA Callable 4.00 05/24/06	2,000,000.00	05/24/06	508	3.1938	02/24/05	1.9118	2,031,000.00	035999	PainWebber/ UBS	04-0049-01
												Total	PainWebber/ UBS	04-0049-01
03/12/03	03/15/05	MAT	86387UBJ3	SLMA 2.00 03/15/05	2,000,000.00	03/15/05	73	1.4615	Open	1.4615	2,021,240.00	035999	PainWebber/ UBS	03-0030-01
												Total	PainWebber/ UBS	03-0030-01
Investment Total					23,000,000.00		113	2.2959		2.1108	22,966,255.56			

Dallas Area Rapid Transit
Change in Market Value

Period Ended March 31, 2005

Fund	Security Type	Coupon	Maturity	Call Date	Par Amount (000)	December 2004 Market Value	March 2005 Market Value	Change from Prior Quarter
Operating	Int lease Finance	NA	04/15/05	NA	$8,000	$7,941,664.00	$7,990,664.00	$49,000.00
Operating	FFC	1.650%	05/05/05	NA	$2,000	$1,955,400.00	$1,997,400.00	$42,000.00
Operating	FNMA Callable	1.530%	05/26/05	NA	$3,000	$2,987,700.00	$2,993,100.00	$5,400.00
Operating	FNMA Callable	1.670%	05/26/05	NA	$3,000	$2,989,500.00	$2,934,900.00	($54,600.00)
Operating	FFC	1.250%	06/09/05	NA	$3,000	$2,982,600.00	$2,989,800.00	$7,200.00
Operating	FHLMC	4.250%	06/15/05	NA	$3,000	$3,021,120.00	$3,007,440.00	($13,680.00)
Operating	FHLMC	4.250%	06/15/05	NA	$3,000	$3,021,120.00	$3,007,440.00	($13,680.00)
Operating	FHLMC Callable	1.500%	07/29/05	NA	$3,000	$2,978,400.00	$2,983,500.00	$5,100.00
Fncl Res	FHLB Callable	1.535%	08/05/05	05/05/05	$1,000	$993,000.00	$994,400.00	$1,400.00
Operating	FHLB Callable	1.950%	08/12/05	NA	$3,000	$2,985,600.00	$2,986,500.00	$900.00
Operating	FFC Callable	2.100%	08/25/05	05/24/05	$3,000	$2,987,100.00	$2,986,500.00	($600.00)
Fncl Res	FHLB Note	5.590%	09/09/05	NA	$1,000	$1,018,700.00	$1,010,000.00	($8,700.00)
Operating	FNMA	1.875%	09/15/05	NA	$2,000	$1,986,700.00	$1,987,140.00	$440.00
Operating	FHLMC Callable	2.280%	09/30/05	06/30/05	$5,000	$4,970,000.00	$4,972,900.00	$2,900.00
Operating	FHLB Callable	1.600%	10/12/05	04/12/05	$5,000	$4,952,000.00	$4,953,500.00	$1,500.00
Operating	FHLMC Callable	2.300%	11/17/05	NA	$4,000	$3,978,800.00	$3,971,600.00	($7,200.00)
Fncl Res	FFCB Note	6.500%	11/22/05	NA	$1,000	$1,031,000.00	$1,019,100.00	($11,900.00)
Operating	FHLMC Callable	2.500%	11/25/05	NA	$1,000	$995,900.00	$993,500.00	($2,400.00)
Operating	FFCB Note	2.560%	11/30/05	NA	$3,000	$2,989,800.00	$2,982,000.00	($7,800.00)
Operating	FNMA Callable	2.200%	12/02/05	NA	$3,000	$2,979,900.00	$2,974,800.00	($5,100.00)
Operating	FHLB Callable	2.810%	12/19/05	NA	$4,000	$3,994,000.00	$3,980,000.00	($14,000.00)
Operating	FHLB Note	1.640%	12/30/05	NA	$3,000	$2,960,400.00	$2,958,300.00	($2,100.00)
Operating	FHLB Callable	1.750%	01/12/06	04/12/05	$4,650	$4,590,945.00	$4,585,830.00	($5,115.00)
Operating	FHLMC Callable	2.010%	01/27/06	NA	$4,400	$4,352,040.00	$4,342,360.00	($9,680.00)
Operating	FNMA Callable	2.370%	02/03/06	NA	$5,000	$4,963,500.00	$4,947,500.00	($16,000.00)
Operating	FNMA	1.700%	02/13/06	NA	$1,000	$992,000.00	$989,400.00	($2,600.00)
Operating	FNMA	1.700%	02/13/06	NA	$125	$124,000.00	$123,675.00	($325.00)
Operating	FHLMC	2.500%	02/17/06	NA	$2,000	$1,982,600.00	$1,983,200.00	$600.00
Operating	FHLB Callable	2.110%	02/24/06	02/24/05	$2,000	$1,979,000.00	$1,973,200.00	($5,800.00)
Operating	FHLMC Callable	2.160%	03/03/06	NA	$5,000	$4,947,500.00	$4,931,000.00	($16,500.00)
Fncl Res	FHLB Callable	1.700%	03/24/06	06/24/06	$3,000	$2,988,300.00	$2,979,900.00	($8,400.00)
Fncl Res	FHLB Callable	2.170%	03/27/06	04/27/05	$2,000	$1,969,900.00	$1,972,200.00	$2,300.00
Operating	FHLB Callable	2.250%	03/28/06	04/28/05	$5,000	$4,934,500.00	$4,925,000.00	($9,500.00)
Operating	FHLB Callable	2.000%	03/30/06	06/30/05	$2,000	$1,981,000.00	$1,956,000.00	($25,000.00)
Operating	FHLMC Callable	1.950%	04/26/06	04/26/05	$4,000	$3,939,600.00	$3,924,400.00	($15,200.00)
Operating	FNMA Callable	2.500%	04/28/06	04/28/05	$5,000	$4,960,500.00	$4,932,100.00	($28,400.00)
Operating	FNMA Callable	2.500%	05/10/06	05/10/05	$4,000	$3,967,200.00	$3,946,000.00	($21,200.00)
Operating	FHLMC Callable	2.800%	05/19/06	05/19/05	$3,000	$2,972,940.00	$2,967,300.00	($5,640.00)
Operating	FHLMC Callable	2.000%	05/30/06	05/27/05	$1,000	$984,400.00	$979,800.00	($4,600.00)
Operating	FHLMC Callable	2.280%	06/02/06	06/02/05	$1,000	$988,100.00	$983,100.00	($5,000.00)
Operating	FNMA Callable	2.150%	06/02/06	06/08/05	$1,000	$986,300.00	$981,600.00	($4,700.00)
Operating	FHLB Callable	2.500%	06/08/06	06/08/05	$5,000	$4,955,000.00	$4,926,500.00	($28,500.00)
Insurance	FHLMC Callable	2.125%	06/12/06	06/12/05	$3,000	$2,956,200.00	$2,950,500.00	($5,700.00)
Operating	FNMA Callable	2.125%	06/15/06	NA	$4,435	$4,371,136.00	$4,349,404.50	($21,731.50)
Fncl Res	FHLMC Callable	2.910%	06/16/06	NA	$2,000	$1,992,600.00	$1,978,800.00	($13,800.00)
Operating	FFC Callable	2.560%	07/28/06	01/28/05	$3,000	$2,970,900.00	$2,951,700.00	($19,200.00)
Operating	FFC Callable	2.700%	08/24/06	04/24/05	$4,000	$3,968,000.00	$3,939,600.00	($28,400.00)
Operating	FHLB Callable	2.500%	08/25/06	05/25/05	$4,100	$4,052,850.00	$4,025,790.00	($27,060.00)
Operating	FNMA Callable	2.650%	09/08/06	06/08/05	$4,000	$3,994,000.00	$3,974,400.00	($19,600.00)
Operating	FHLB Callable	2.760%	09/11/06	06/11/05	$3,000	$2,976,600.00	$2,954,400.00	($22,200.00)
Operating	FHLB Callable	2.310%	09/29/06	04/29/05	$2,825	$2,780,082.50	$2,761,720.00	($18,362.50)
Operating	FHLB Callable	2.310%	09/29/06	06/29/06	$2,825	$986,500.00	$979,600.00	($6,900.00)
Operating	FNMA Callable	2.450%	09/29/06	06/29/05	$1,000	$2,470,250.00	$2,452,500.00	($17,750.00)
Operating	FNMA Callable	3.875%	10/18/06	07/18/05	$3,000	$3,018,600.00	$2,998,200.00	($20,400.00)
Operating	FHLMC Callable	2.300%	10/19/06	04/19/05	$5,000	$4,915,500.00	$4,879,500.00	($36,000.00)
Operating	FHLMC Callable	3.000%	11/17/06	NA	$1,000	$994,600.00	$985,800.00	($8,800.00)
Operating	FFC Callable	3.020%	11/24/06	NA	$2,000	$1,989,600.00	$1,971,600.00	($18,000.00)
Operating	FFC Callable	2.600%	11/27/06	NA	$5,000	$4,935,000.00	$4,895,000.00	($40,000.00)
Operating	FHLB Callable	3.000%	12/22/06	06/22/05	$3,000	$2,998,500.00	$2,979,300.00	($19,200.00)
Operating	FFC Callable	2.540%	12/29/06	04/29/05	$3,000	$2,954,100.00	$2,929,500.00	($24,600.00)
Operating	FNMA Callable	3.000%	12/29/06	04/29/05	$5,000	$4,967,000.00	$4,921,000.00	($46,000.00)
Operating	FHLMC Callable	2.850%	01/05/07	NA	$5,000	$4,953,000.00	$4,904,500.00	($48,500.00)
Operating	FNMA Callable	2.800%	01/12/07	04/12/05	$2,250	$2,226,150.00	$2,218,050.00	($8,100.00)
Operating	FHLMC Callable	2.750%	02/09/07	05/09/05	$5,000	$4,939,500.00	$4,888,000.00	($51,500.00)
Operating	FNMA Callable	3.420%	02/09/07	08/09/05	$3,000	$2,999,400.00	$2,970,000.00	($29,400.00)
Operating	FNMA Callable	3.450%	03/16/07	04/16/05	$3,000	$3,000,900.00	$2,968,200.00	($32,700.00)
Operating	FNMA Callable	3.450%	03/16/07	04/16/05	$3,000	$3,000,900.00	$2,968,200.00	($32,700.00)
Operating	FFC Callable	2.350%	03/26/07	04/26/05	$2,000	$1,956,600.00	$1,936,800.00	($19,800.00)
Operating	FHLB Callable	2.750%	04/27/07	04/27/05	$5,000	$4,894,000.00	$4,872,500.00	($21,500.00)
Operating	FNMA Callable	3.000%	04/30/07	04/30/05	$5,000	$4,957,500.00	$4,897,500.00	($60,000.00)
Operating	FNMA Callable	3.750%	05/17/07	05/17/05	$4,000	$4,006,560.00	$3,974,040.00	($32,520.00)
Insurance	FHLMC Callable	2.000%	05/21/07	NA	$3,000	$2,973,000.00	$2,934,000.00	($39,000.00)
Fncl Res	FHLB Callable	3.000%	06/05/07	06/05/07	$4,000	$3,964,000.00	$3,991,600.00	$27,600.00
Operating	FNMA Callable	5.000%	06/29/07	06/29/05	$5,000	$5,056,000.00	$5,023,500.00	($32,500.00)
Operating	FNMA Callable	3.800%	07/06/07	07/06/05	$3,000	$3,014,400.00	$2,982,300.00	($32,100.00)
Operating	FNMA Callable	3.500%	07/20/07	07/20/05	$5,000	$5,006,000.00	$4,938,000.00	($68,000.00)
Insurance	FHLB Callable	3.460%	08/27/07	05/27/05	$1,600	$1,598,720.00	$1,576,960.00	($21,760.00)
Insurance	FHLB Callable	3.350%	12/18/07	06/18/05	$3,000	$2,988,900.00	$2,939,700.00	($49,200.00)
Insurance	FHLB Callable	3.175%	12/24/07	09/24/05	$2,000	$1,984,600.00	$1,950,800.00	($33,800.00)
Insurance	FHLB Callable	3.050%	12/28/07	06/28/05	$1,000	$988,700.00	$972,100.00	($16,600.00)
Fncl Res	FNMA Callable	3.910%	08/14/08	05/14/05	$1,000	$1,001,000.00	$987,900.00	($13,100.00)
Fncl Res	FNMA Callable	4.020%	08/18/08	08/18/05	$1,500	$1,502,550.00	$1,485,900.00	($16,650.00)
Fncl Res	FHLB Callable	4.000%	09/15/08	09/15/05	$2,000	$2,009,400.00	$1,979,200.00	($30,200.00)
Fncl Res	FHLMC Callable	3.875%	11/10/08	05/10/05	$2,989	$2,977,482.24	$2,945,869.20	($31,613.04)
Sub-total for Securities held as of 12/31/04						$258,551,009.74	$257,208,482.70	(1,342,527.04)
% Change as result of market movement								(0.01)
Holdings at 12/31/05 maturing during Q2, FY05						$20,969,652.00		(20,969,652.00)
Holdings at 12/31/05 called during Q2, FY05						$2,004,400.00		(2,004,400.00)
Value of Money Market Mutual Funds						$37,626,965.22	$65,849,468.50	28,222,503.28
Holdings at 3/31/05 purchased during Q2, FY05							$32,170,773.00	32,170,773.00
Holdings at 3/31/05 purchased during Q2 FY05 and maturing during the quarter							$0.00	
TOTAL PORTFOLIO VALUE						$319,152,026.96	$355,228,724.20	36,076,697.24

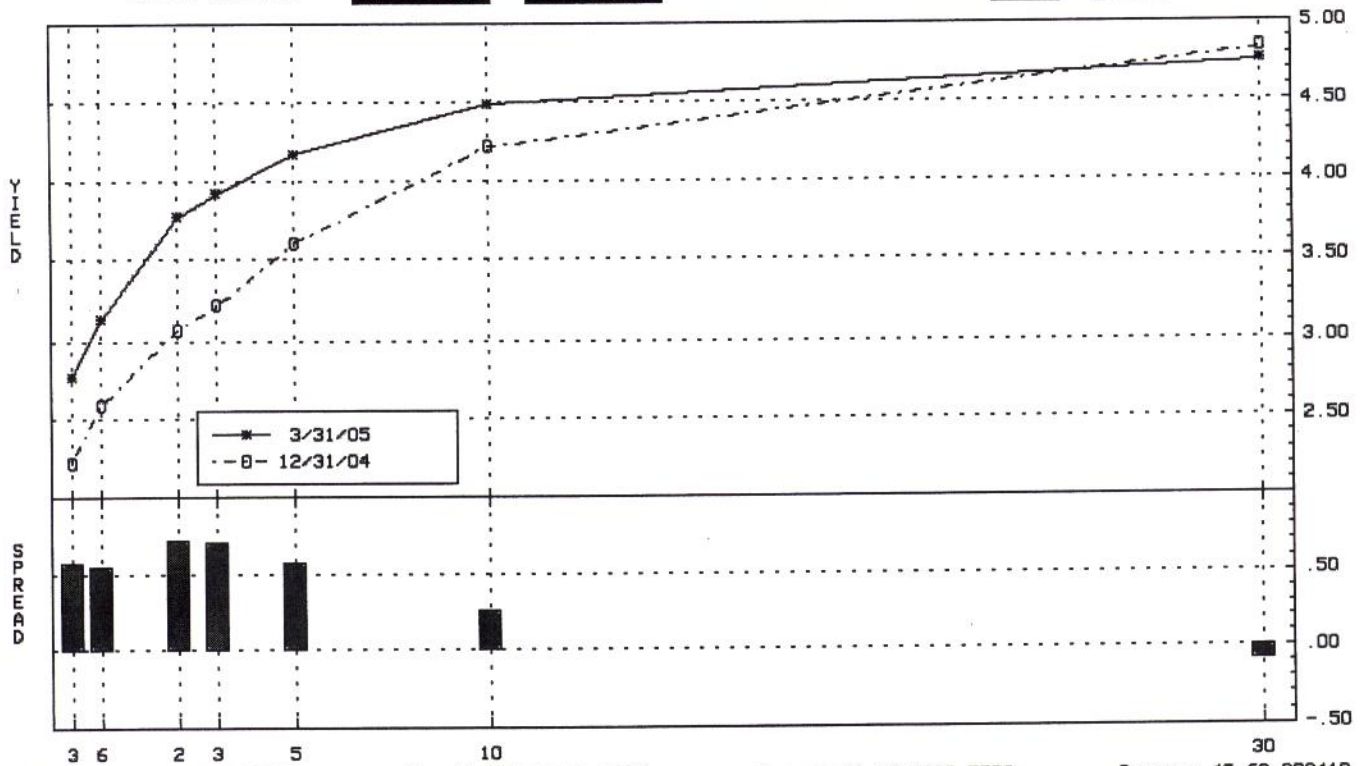
PORTFOLIO ANALYSIS BY FUND
As of March, 2005
(in Thousands)

	General Operating	Financial Reserve	Insurance Fund	DART SEAF	Debt Service Funds	TOTAL
Par Value	$284,403	$29,546	$13,600	$18,029	$13,060	$358,638
Market Value	$281,512	$29,304	$13,324	$18,029	$13,060	$355,229
Unrealized Gain (Loss)	($2,940)	($250)	($276)	$0	$0	($3,466)
Book Value	$284,452	$29,554	$13,600	$18,029	$13,060	$358,695
Accrued Interest	$1,382	$177	$62	$0	$0	$1,621
Total Book Value	$285,834	$29,731	$13,662	$18,029	$13,060	$360,316
Cash Balance	$289	$0	$0	$0	$0	$289
TOTAL FUND VALUE	$286,123	$29,731	$13,662	$18,029	$13,060	$360,605
Liquid Securities (Mkt. value)	$42,619					
Yield to Maturity (Adj for calls)	2.81%	3.38%	2.97%	2.63%	2.64%	2.84%
Average Final Maturity	13.8 Months	25.2 Months	26.7 Months	1 Day	1 Days	426 Days
KEY COMPLIANCE TARGETS						
Minimum Requirement (2)	$18,155	$28,000	$13,285			
Maximum Average Maturity	18 Months	30 Months	48 Months	90 Days	3 Years	N/A
Is Fund in Compliance	Yes	Yes	Yes	Yes	Yes	N/A
INVESTMENT COMPARISON						
6-Month T-Bill (3)	3.07%	3.07%	3.07%	3.07%	3.07%	3.07%

(1) Maturity adjusted for callable securities currently priced to call date.
(2) Insurance = GL liability for March 2005 plus Officers & Directors Liability
(3) March 2005 average yield

HISTORICAL YIELD CURVE

DATE RANGE 12/31/04 3/31/05 MTY RANGE 3M 30Y



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2ND Quarter FY 2005 Defined Benefit Plan Summary

	Market Value 31-Dec-04	Income	Benefit Payments	Transfers	Realized Gain/ (loss)	Unrealized Gain/ (loss)	Employer Contributions	Employee Contributions	Other	Market Value 31-Mar-05
Equity Managers										
Large Cap:										
Washington Mutual	$23,537,254	103,358	0	(800,000)	152,324	(594,141)	0	0	(1)	**$22,398,794**
Aeltus	$11,328,260	30,236	0	0	(12,314)	(729,118)	0	0	0	**$10,617,064**
SSGA Wilshire 5000	$15,326,994	0	0	0	0	(365,126)	0	0	0	**$14,961,868**
Small Cap:										
Atlantic Capital	$7,537,763	(10,946)	0	0	196,192	(636,463)	0	0	(2)	**$7,086,544**
Earnest Partners	$11,817,451	(7,580)	0	0	282,429	(248,621)	0	0	1	**$11,843,680**
International:										
Morgan Stanley	$14,201,460	(30,779)	0	(1,200,000)	671,282	(598,250)	0	0	0	**$13,043,713**
Fixed Income Managers										
Primco	$20,705,607	131,992	0	0	0	(194,679)	0	0	1	**$20,642,921**
Deutsche	$20,603,369	(19,316)	0	0	1,524	(45,949)	0	0	0	**$20,539,628**
Real Estate										
L&B Counsel	$546,350	0	0	(451,486)	127,684	(104,575)	0	0	1	**$117,974**
Schroder	$2,025	0	0	0	0	22	0	0	0	**$2,047**
Cash	$313,777	(30,418)	(2,196,098)	2,170,991	0	0	0	651	0	**$258,903**
Total	**$125,920,310**	**166,547**	**(2,196,098)**	**(280,495)**	**1,419,121**	**(3,516,900)**	**0**	**651**	**0**	**$121,513,136**