



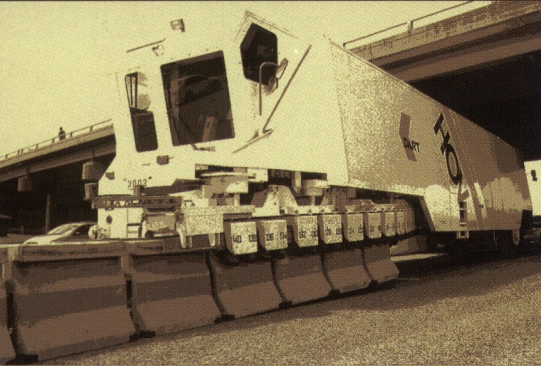
DALLAS AREA RAPID TRANSIT

Quarterly Operating & Financial Performance Report

Second Quarter FY 2006

January – March 2006

HOV



light rail



bus



paratransit



commuter rail



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FY 2006 Second Quarter Highlights

This report is for the second quarter of FY 2006 ending March 31, 2006.

Total agency passenger trips for the four quarters ending March 2006 were 100.6 million, an increase of 5.6 million (5.9%) over the same period last year and 3.9 million better than budget.

Fixed route ridership for the four rolling quarters was 62.7 million, an increase of 4.6 million (7.9%) over the same period last year and 2.6 million better than budget for FY06.

Sales Tax Receipts for the second quarter of FY 2006 were \$88.5 million, \$4.0 million (4.7%) over the projected \$84.5 million. Receipts have exceeded budgeted amounts every month thus far in FY 2006; it is therefore anticipated that sales tax revenues will surpass projections for the fiscal year.

Total system subsidy per passenger ended the quarter at \$2.67, \$0.17 (6.0%) better than budget.

Fixed Route On-Time Performance was 95.9% for the four rolling quarters, .6% better than target.

Administrative ratio for the four rolling quarters was 8.5%, above the target of 8.2%. However, the last quarter's ratio of 7.7% is significantly better than the target, and it appears that as the earlier higher-cost quarters from FY 2005 are dropped from the rolling average during the remainder of FY 2006, the target should be reached.

The quarter ended with a **Sales Taxes for Operating Expense** ratio of 68.8%, 4.3% better than target.



General Information

Reporting Period – DART’s fiscal year begins on October 1. The FY 2006 second quarter is January through March 2006.

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

Management is continually striving to improve the reporting of Key Performance Indicators (KPIs). Accordingly, prior period KPIs may not reflect the most current methodology.

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

Green – It is probable that the FY 2006 target will be met. Indicative of performance within established parameters.

Yellow – Close monitoring of performance is needed.

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

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

Revenues, Operating Expenses, and Net Financing Costs – Exhibit 11 (Appendix) summarizes actual revenues and 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 14.

Agency-Wide Operating Performance

Exhibit 1					
Agency Scorecard - Key Performance Indicators					
Indicators	Q 2/05	Q 2/06	Qtrly	FY06 Target	Status
Customer/Quality Indicators					
Total Agency Ridership (M)	95.0	100.6	24.4	96.7	Green
Fixed Route (M)	58.1	62.7	15.7	60.1	Green
Total System Subsidy Per Passenger	\$2.69	\$2.72	\$2.80	\$2.84	Green
Fixed Route Subsidy Per Passenger	\$3.86	\$3.83	\$3.80	\$4.00	Green
On-Time Performance (Fixed Route)	95.6%	95.9%	94.8%	95.3%	Green
Fixed Route Complaints Per 100,000 Passengers	38.6	41.1	43.8	36.3	Yellow
Fixed Route Accidents Per 100,000 Miles	1.57	1.6	1.65	1.70	Green
Sales Taxes for Operating Expense	70.9%	68.8%	73.3%	73.1%	Green
Administrative Ratio	8.3%	8.5%	7.7%	8.2%	Green

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

Ridership

Exhibit 2 is DART's Ridership Scorecard and provides the FY 2006 KPI targets and historical quarterly KPIs. See modal sections for variance explanations.

Exhibit 2		Q 2 / 0 5	Q 2 / 0 6	Q trly	F Y 0 6 T arget	Status
	R I D E R S H I P					
	T o t a l A g e n c y (M)	9 5 . 0	1 0 0 . 6	2 4 . 4	9 6 . 7	Green
	F i x e d R o u t e (M)	5 8 . 1	6 2 . 7	1 5 . 7	6 0 . 1	Green
	B u s (M)	3 8 . 6	4 2 . 8	1 0 . 7	3 9 . 7	Green
	L R T (M)	1 7 . 4	1 7 . 7	4 . 4	1 8 . 1	Green
	C o m m u t e r R a i l (M)	2 . 1	2 . 3	0 . 6	2 . 3	Green
	P a r a t r a n s i t (0 0 0 s)	6 1 2 . 4	6 5 0 . 6	1 6 5 . 2	6 2 1 . 1	Yellow
	H O V (M)	3 5 . 9	3 6 . 8	8 . 5	3 5 . 5	Green
	V a n p o o l (0 0 0 s)	3 5 3 . 6	4 0 2 . 4	1 0 6 . 9	4 8 2 . 1	Yellow



Subsidy Per Passenger

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

Exhibit 3		Q 2/05	Q 2/06	Q trly	FY 06 Target	Status
	Efficiency Indicator - Subsidy Per Passenger					
	Total System	\$2.69	\$2.72	\$2.80	\$2.84	Green
	Fixed Route	\$3.86	\$3.83	\$3.80	\$4.00	Green
	Bus	\$4.09	\$3.94	\$3.91	\$4.18	Green
	LRT	\$3.06	\$3.27	\$3.28	\$3.11	Yellow
	Commuter Rail	\$6.11	\$6.11	\$5.75	\$7.31	Green
	Paratransit	\$42.21	\$43.12	\$45.28	\$47.46	Green
	HOV	\$0.15	\$0.14	\$0.16	\$0.16	Green
	Vanpool	\$0.98	\$0.61	\$0.30	\$0.20	Red

Modal Update

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

Bus and On-Call Service



DART continues to operate all fixed-route service out of four DART-owned facilities: East Dallas, Northwest, Oak Cliff, and South Oak Cliff. DART operates a total of 687 buses and maintains a contingency fleet of 57 buses. In addition to buses, DART maintains an extensive bus and rail passenger amenity and facility infrastructure including: 11,961 bus stops, 450 bus shelters, 1,042 benches, 15 transit centers, 2 passenger transfer locations, 19 enhanced shelters, 35 rail platforms, 5 commuter rail stations, 97 information pylons, and all operating divisions, for a total of approximately 29 million square feet.

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

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

Exhibit 4	Bus Scorecard - Key Performance Indicators					
	Indicators	Q 2/05	Q 2/06	Qtrly	FY06 Target	Status
	Customer/Quality Indicators					
	Bus Ridership (including Charter) (M)	38.6	42.8	10.7	39.7	Green
	On-Time Performance	91.9%	91.4%	89.3%	92.0%	Yellow
	Complaints Per 100k Passengers	52.8	53.8	57.3	49.7	Yellow
	Mean Distance Between Service Calls	4,362	4,960	5,546	4,400	Green
	Vehicle Accidents Per 100k Miles	1.83	1.85	1.95	2.00	Green
	Financial/Efficiency Indicators					
	Subsidy Per Passenger	\$4.09	\$3.94	\$3.91	\$4.18	Green

Bus On-Time Performance fell below the goal in the 2nd Quarter. Contributing factors to this performance decline included; increased ridership levels on major routes – additional passenger stops and longer dwell times for passenger loading result in increased travel time and reduced on-time performance; as well as the impact of flooding on March 19.

While progress was made throughout FY 2005 in reducing the number of **Complaints Per 100k Passengers**, achieving the FY 2006 target remains challenging. Several factors contribute to the 2nd Quarter variance. A significant spike in bus timeliness and reliability complaints was experienced in February, reflecting the impact of the February 2006 Service Change. The Service Change resulted in changes to scheduled pick-up times for a significant number of routes, which is often perceived by customers as early or late arrivals if they are unaware of the changes. The Service Change also included reductions to a number of routes, which normally results in increased complaints. In addition, the Service Change was accompanied by an operator mark-up which typically results in operators working new runs and requiring a few days to acclimate to the operating conditions and how best to operate the schedule (complaints are typically at their highest level during this period). FY 2006 is unusual in that three service change/mark-ups will be implemented; one in October 2005, one in February 2006 and the final one in August 2006.

As noted above, the increased ridership that DART has experienced due to fuel price increases has started to impact on-time performance levels on some of our heavier ridership routes. The reduced reliability of service has also contributed to increased customer complaints. These issues are being addressed by Transportation and Service Planning management.



Light Rail Transit (LRT)

DART's twenty-mile Light Rail Starter System was opened in three phases from June 1996 through May 1997. DART completed the build-out of the Starter System in December 2002 with an additional 24 miles of light rail extending from Mockingbird Station to Downtown Garland (Northeast Corridor) and from Park Lane Station to Richardson and Plano (North Central Corridor). A 1.5-mile extension was completed in November 2004 to Victory Station at the American Airlines Center (AAC).

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

DART currently operates and maintains 35 rail stations and a fleet of 95 revenue vehicles. An additional 20 cars will be received and integrated into the LRV fleet in FY 2006. The Service & Inspection Facility (S&I) located near Fair Park is currently undergoing expansion to support and operate the additional fleet.

Exhibit 5 is DART's Light Rail Scorecard and provides the FY 2006 KPI targets and historical quarterly KPIs. A discussion of variances follows.

Exhibit 5	Light Rail Scorecard - Key Performance Indicators					
					FY06 Target	Status
	Indicators	Q 2/05	Q 2/06	Qtrly		
	Customer/Quality Indicators					
	LRT Ridership (M)	17.4	17.7	4.4	18.1	Green
	On-Time Performance	97.0%	98.3%	97.3%	97.0%	Green
	Complaints Per 100k Passengers	11.1	14.6	15.6	9.5	Yellow
	Mean Distance Between Service Calls (000s)	35.5	45.6	45.3	42.0	Green
	Accidents per 100k Miles	0.33	0.29	0.37	0.36	Green
Financial/Efficiency Indicators						
Subsidy Per Passenger	\$3.06	\$3.27	\$3.28	\$3.11	Yellow	
Subsidy Per Passenger Mile	\$0.42	\$0.41	\$0.42	\$0.47	Green	

Increased fuel prices in the fourth quarter of FY 2005 contributed to a significant number of new riders on the system toward the end of FY 2005 and the beginning of FY 2006. As ridership has increased, the number of reports of overcrowding on trains, lack of available parking at rail stations, and off-schedule trains has increased. Another factor contributing to complaint volume is the Service Change that occurred in February 2006; service changes always are catalysts for customer complaints. Light Rail management is finalizing a complaint processing standard operating procedure that will address the investigation process as well as provide a method of tracking complaints by type, employee, location, and time.

Subsidy per passenger over the most recent four quarters is approximately 5% over target, but for the first two quarters of FY 2006 is ahead of target due to the first quarter's result being significantly better than target.



Trinity Railway Express (TRE)

TRE commuter rail is a joint service provided by DART and the Fort Worth Transportation Authority (The T) pursuant to the 2003 Restated Interlocal Agreement (ILA). The TRE is operated on a rail line that was owned by the Cities of Dallas and Fort Worth and transferred to DART and the T in December 1999. DART and the T, doing business as TRE, have jointly contracted with Herzog Transit Services, Inc. (Herzog) to maintain and operate the commuter rail vehicles and the corridor. The TRE is 34 miles and operates between downtown Dallas and downtown Fort Worth with a total of 10 stations, 5 of which are maintained by DART. The vehicle fleet is made up of 13 rail diesel cars, 6 locomotives, 10 bi-level coaches, and 7 bi-level cab cars.

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

Exhibit 6 is DART's Commuter Rail Scorecard and provides the FY 2006 KPI targets and historical KPIs.

Exhibit 6	Commuter Rail - TRE Scorecard - Key Performance Indicators					
	Indicators	Q 2/05	Q 2/06		FY06 Target	Status
	Customer/Quality Indicators					
	TRE Ridership (M)	2.1	2.3	0.6	2.3	Green
	On-Time Performance	97.9%	98.1%	97.9%	97.0%	Green
	Complaints Per 100k Passengers	7.10	7.59	6.71	8.02	Green
	Accidents Per 100k Miles	0.26	0.24	0.22	0.31	Green
	Financial/Efficiency Indicators					
	Subsidy Per Passenger	\$6.11	\$6.11	\$5.75	\$7.31	Green
Subsidy Per Passenger Mile	\$0.38	\$0.35	\$0.33	\$0.42	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. X-Press Booking (XPB), an automated scheduling feature allows riders wishing to schedule trips when the Scheduling Center is closed to do so by using either XPB or an automated voice-mail system. Service is currently contracted with one vendor who operates and maintains a total of 99 vans and 76 sedans. DART staff performs the scheduling, dispatching, certification, and administrative functions.

Exhibit 7 is DART's Paratransit Scorecard and provides the FY 2006 KPI targets and historical quarterly KPIs. A discussion of variances follows.

Exhibit 7	Paratransit Scorecard - Key Performance Indicators					
	Indicators	Q 2/05	Q 2/06		FY06 Target	Status
	Customer/Quality Indicators					
	Paratransit Ridership (000s)	612.4	650.6	165.2	621.1	Yellow
	Revenue Hours (000s)	415.3	424.9	109.6	440.1	Green
	Paratransit Passengers per Hour	1.47	1.53	1.51	1.41	Green
	On-Time Performance	88.3%	89.7%	89.3%	86.0%	Green
	Accidents per 100K miles	2.23	2.01	1.83	2.50	Green
	Complaints per 1k Passengers	3.98	3.91	3.72	5.00	Green
	Financial/Efficiency Indicators					
	Subsidy Per Passenger	\$42.21	\$43.12	\$45.28	\$47.46	Green

The status of **Paratransit Scheduled Ridership** can be attributed to the quality and use of modern technology, reliable vehicles, and a general increase in the aging population as well as those customers now using mobility devices. The increase in ridership for the fiscal year-to-date continues to be affected by evacuees from Hurricanes Katrina and Rita as well as an increase in applicants and certifications.

High Occupancy Vehicle Transitway Services

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

Exhibit 8 is DART's HOV Scorecard and provides the FY 2006 KPI targets and historical quarterly KPIs.

Exhibit 8	HOV Scorecard - Key Performance Indicators					
	Indicators	Q 2/05	Q 2/06	Qtrly	FY06 Target	Status
	Customer/Quality Indicators					
	Ridership (M)	35.9	36.8	8.5	35.5	Green
	Avg. Weekday Ridership (000s)	109.6	119.1	132.2	110.0	Green
	Operating Speed Ratio (Qtrly)*	1.53	1.50	1.50	1.50	Green
	Lane Availability	100.0%	100.0%	100.0%	98.0%	Green
	Financial/Efficiency Indicators					
Subsidy Per Passenger	\$0.15	\$0.14	\$0.16	\$0.16	Green	

*number stated is a quarterly number

General Mobility Programs

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

Vanpool Program – DART currently offers 7- to 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. Vanpool riders are responsible for 50% of cost, as well as fuel. NCTCOG pays 80% of the operating costs not paid by vanpool riders; DART administers the Vanpool Program and incurs the remainder of the total program costs.

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

Exhibit 9	General Mobility (Vanpool) - Key Performance Indicators					
	Indicators	Q 2/05	Q 2/06	Qtrly	FY06 Target	Status
	Customer/Quality Indicators					
	Ridership (000s)	353.6	402.4	106.9	482.1	Yellow
	Number Of Vanpools (current)	62	79	79	83	Yellow
	Financial/Efficiency Indicators					
Subsidy Per Passenger	\$0.98	\$0.61	\$0.30	\$0.20	Red	

The number of vanpools had been at the target of 83, but in the second quarter dropped to 79, leading to below-target ridership as well. The subsidy has dropped, but remains well above the target. This appears to be due primarily to revenue projections higher than actual results to date, and even if revenue grows during the remainder of the year, the target is unlikely to be reached.

Capital and Non-Operating Budget Summary

Exhibit 10 provides a summary of the capital and non-operating costs for FY 2006.

Exhibit 10	Actuals vs. Budget Capital and Non-Operating Costs Through the Second Quarter, FY 2006 (In Thousands)			
	Mode	FY06 Actuals	FY06 Budget	Unspent Balance
	Agency-Wide	\$614	\$6,153	\$5,539
	Bus	4,330	14,834	10,504
	LRT	44,345	293,883	249,538
	Commuter Rail	1,490	35,263	33,772
	Paratransit		2,452	2,452
	HOV	1,490	18,226	16,736
	Total Projects	\$52,269	\$370,812	\$318,542
	P&D/Startup/Non-Ops	\$8,952	\$23,394	\$14,442
	Road Improvements/ITS	1,035	2,100	1,065
	Total Capital	\$62,256	\$396,306	\$334,049

The low rate of expenditures for the first two quarters for Capital and Non-Operating is primarily due to timing differences. LRT Phase II expenditures will accelerate later in the year, after the approval of the FFGA. Because the procurement process takes 6-9 months, and the process for proposed projects cannot start until the capital list is approved (along with the Twenty-Year Financial Plan), capital expenditures for these projects generally come later in the year.

APPENDIX

Revenues, Operating Expenses and Net Financing Costs
Exhibit 11 - Actuals vs. Budget
Second Quarter, FY 2006
Dollars in Thousands

Revenues:	YTD Actuals	YTD Budget	YTD Better (Worse)	% Better (Worse) Budget	Total Budget
Passenger Revenues (Fixed Route)	\$18,653	\$18,380	\$273	1.5%	\$36,759
Special Events Passenger Revenue	145	448	(303)	(67.6)%	791
Vanpool Passenger Revenues	154	249	(95)	(38.0)%	498
Paratransit Passenger Revenues	724	776	(52)	(6.7)%	1,552
Passenger Revenues	\$19,676	\$19,853	(\$176)	(0.9)%	\$39,600
Advertising and Other	\$4,482	\$4,174	\$309	7.4%	\$8,693
Operating Grant Revenues	424	522	(99)	(18.9)%	1,015
Total Other Revenues	\$4,906	\$4,696	\$210	4.5%	\$9,708
Total Operating Revenues	\$24,582	\$24,549	\$34	0.1%	\$49,308
Sales Tax Revenues	\$181,715	\$176,817	\$4,898	2.8%	\$352,909
Interest Income *1	7,137	7,638	(501)	(6.6)%	16,406
Other Non-Operating Revenues	3,965	4,447	(481)	(10.8)%	8,893
Total Revenues	\$217,400	\$213,451	\$3,949	1.9%	\$427,516
Operating Expenses:	YTD Actuals	YTD Budget	YTD (Better)/Worse	% Over / (Under) Budget	Total Budget
Salaries & Wages *2	\$75,555	\$75,689	(\$135)	(0.2)%	\$150,706
Benefits	32,745	32,812	(68)	(0.2)%	64,763
Services *3	9,608	12,668	(3,060)	(31.8)%	25,348
Materials & Supplies *4	21,417	21,371	46	0.2%	41,348
Utilities	5,191	5,160	31	0.6%	10,321
Casualty and liability	1,699	1,802	(104)	(6.1)%	3,573
Purchased Transportation	19,625	20,213	(588)	(3.0)%	40,861
Taxes, Leases, and Other	1,891	2,191	(300)	(15.9)%	4,635
Management Reserves	-	-	0	0.0%	2,078
Total Operating Expenses	\$167,729	\$171,906	(\$4,177)	(2.5)%	\$343,633
Capital Allocation	(\$8,822)	(\$9,885)	\$1,063	(12.1)%	(\$19,771)
Total Ops Expense after Allocations	\$158,907	\$162,021	(\$3,113)	-2.0%	\$323,863
Net Financing Costs	YTD Actuals	YTD Budget	YTD	% Over / (Under)	Total Budget
Financing Costs	\$14,191	\$9,550	\$4,641	32.7%	\$39,477
Principal Repayments	10,470	10,470	0	0.0%	10,470
DTL Costs	12,401	12,322	79	0.6%	24,645
Less: DTL Income	(12,401)	(12,322)	(79)	0.6%	(24,645)
Less: Interest Income	(7,137)	(7,638)	501	(7.0)%	(16,406)
Total Net Financing Costs	\$17,524	\$12,382	\$5,142	29.3%	\$33,541

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

DALLAS AREA RAPID TRANSIT
STATEMENTS OF REVENUES, EXPENSES AND CHANGES IN NET ASSETS
FOR THE SIX MONTHS ENDED MARCH 31, 2006 AND 2005

	(In thousands)	
	Six months ended	
	03/31/2006	03/31/2005
	unaudited	unaudited
OPERATING REVENUES:		
Passenger	\$19,765	\$18,088
Advertising, rent and other	4,394	4,525
Total Operating Revenues	\$24,159	\$22,613
OPERATING EXPENSES:		
Labor	\$75,885	\$72,616
Benefits	32,745	31,246
Services	10,541	8,822
Materials and Supplies	22,595	17,468
Purchased Transportation	19,625	18,330
Depreciation and amortization	52,212	52,108
Utilities	5,191	4,395
Taxes, Leases, and Other	1,891	2,261
Casualty and liability	1,699	1,805
Transit system planning, development, and start-up costs	(8,822)	(9,659)
TOTAL OPERATING EXPENSES	\$213,562	\$199,392
NET OPERATING LOSS	(\$189,403)	(\$176,779)
NON-OPERATING REVENUES (EXPENSES):		
Sales tax revenue	\$181,715	\$170,509
Investment Income	7,653	1,537
Interest Income from investments held to pay capital lease	12,401	12,916
Interest expense on capital leases	(12,401)	(12,916)
Local Assistance Program and Street improvements	(1,035)	(602)
Transit system planning and other development	(8,822)	(9,659)
Interest and financing expenses	(14,191)	(12,430)
Other non-operating revenues and expenses, net	4,474	3,894
Other non-operating expenses	(471)	(126)
TOTAL NET NON-OPERATING REVENUES	\$169,323	\$153,123
INCOME BEFORE CAPITAL CONTRIBUTIONS, GRANTS AND REIMBURSEMENTS	(\$20,080)	(\$23,656)
CAPITAL CONTRIBUTIONS, GRANTS AND REIMBURSEMENTS:		
Federal capital contributions	\$13,098	\$14,930
Less: transfer of federally funded assets to other governments		
Net federal capital contributions	\$13,098	\$14,930
State capital contributions		
Local capital contributions	2,000	
Total capital contributions	\$15,098	\$14,930
Federal grants and reimbursements	\$424	\$484
State grants and reimbursements		179
Total grants and reimbursements	\$424	\$663
TOTAL CAPITAL CONTRIBUTIONS, GRANTS AND REIMBURSEMENTS	\$15,522	\$15,593
CHANGE IN NET ASSETS	(\$4,558)	(\$8,063)
TOTAL NET ASSETS - Beginning of the year	1,958,508	1,949,795
TOTAL NET ASSETS - End of the quarter	<u><u>\$1,953,950</u></u>	<u><u>\$1,941,732</u></u>

DALLAS AREA RAPID TRANSIT
STATEMENTS OF NET ASSETS
AS OF MARCH 31, 2006 AND SEPTEMBER 30, 2005

	(In thousands)	
	03/31/2006 Unaudited	9/30/2005
ASSETS		
CURRENT ASSETS		
Cash & Cash Equivalents	\$103,896	\$36,787
Investments	256,209	331,990
Current portion of restricted assets	13,395	18,880
Current portion of investment held to pay capital lease liability	36,525	52,346
Sales tax receivable	59,400	59,463
Transit Revenue Rec., Net	1,504	1,729
Due from Other Governments	4,834	1,612
Materials and supplies inventory	23,976	22,652
Prepaid transit expenses and other	6,999	2,175
TOTAL CURRENT ASSETS	506,738	527,634
NONCURRENT ASSETS		
Restricted assets	11,673	12,892
Investments in joint venture	9,913	10,172
Capital assets		
Land and rights of way	387,010	387,010
Depreciable capital assets, net of depreciation	1,623,560	1,674,590
Projects in progress	386,725	328,470
Long-term investments held to pay capital lease/lease back liabilities	398,852	422,976
Net pension asset	3,550	3,384
Unamortized long-term debt issuance costs	3,806	3,883
TOTAL NONCURRENT ASSETS	2,825,089	2,843,377
TOTAL ASSETS	\$3,331,827	\$3,371,011



DALLAS AREA RAPID TRANSIT
STATEMENTS OF NET ASSETS - CONT'D
AS OF MARCH 31, 2006 AND SEPTEMBER 30, 2005

	(In thousands)	
	03/31/2006 Unaudited	9/30/2005
LIABILITIES		
CURRENT LIABILITIES		
Accounts payable and accrued liabilities	\$70,914	\$89,412
Commercial paper notes payable	335,645	297,245
Current portion of Capital lease/leaseback liabilities	36,525	52,346
Current portion of amount due to the State Comptroller	457	913
Local Assistance Program Payable	25,380	26,866
Retainage Payable	16,114	20,191
Other Current Liabilities	9,057	7,287
Payable from restricted assets		
Interest payable	9,305	9,259
Current portion of senior lien sales tax revenue bonds payable	10,820	10,470
TOTAL CURRENT LIABILITIES	514,217	513,989
NON-CURRENT LIABILITIES		
Senior lien sales tax revenue bonds payable	464,808	475,538
Capital lease/leaseback liabilities	398,852	422,976
TOTAL NON-CURRENT LIABILITIES	863,660	898,514
TOTAL LIABILITIES	1,377,877	1,412,503
NET ASSETS		
Invested in capital assets, net of related debt	1,585,539	1,615,195
Restricted for		
Debt Service	4,089	9,621
Unrestricted	364,322	333,692
TOTAL NET ASSETS	\$1,953,950	\$1,958,508

Glossary of Terms/Definitions

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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.

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

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

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

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

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

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

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

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

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

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

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

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

Passenger Trips - See Ridership.

Passengers per Hour - Actual – The total number of Paratransit passengers actually carried, divided by the total hours of revenue service.

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

Glossary of Terms/Definitions (Cont.)

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

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

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

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

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

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

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

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

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

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

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

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

Sales Taxes for Operating Expenses – Measures the amount of sales taxes required to subsidize operations. 100% minus this percentage is the amount of sales taxes available for capital and road improvement programs.

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

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

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

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

Glossary of Terms/Definitions (Cont.)

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

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

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

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

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

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

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

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

Ridership Highlights

Introduction

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

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

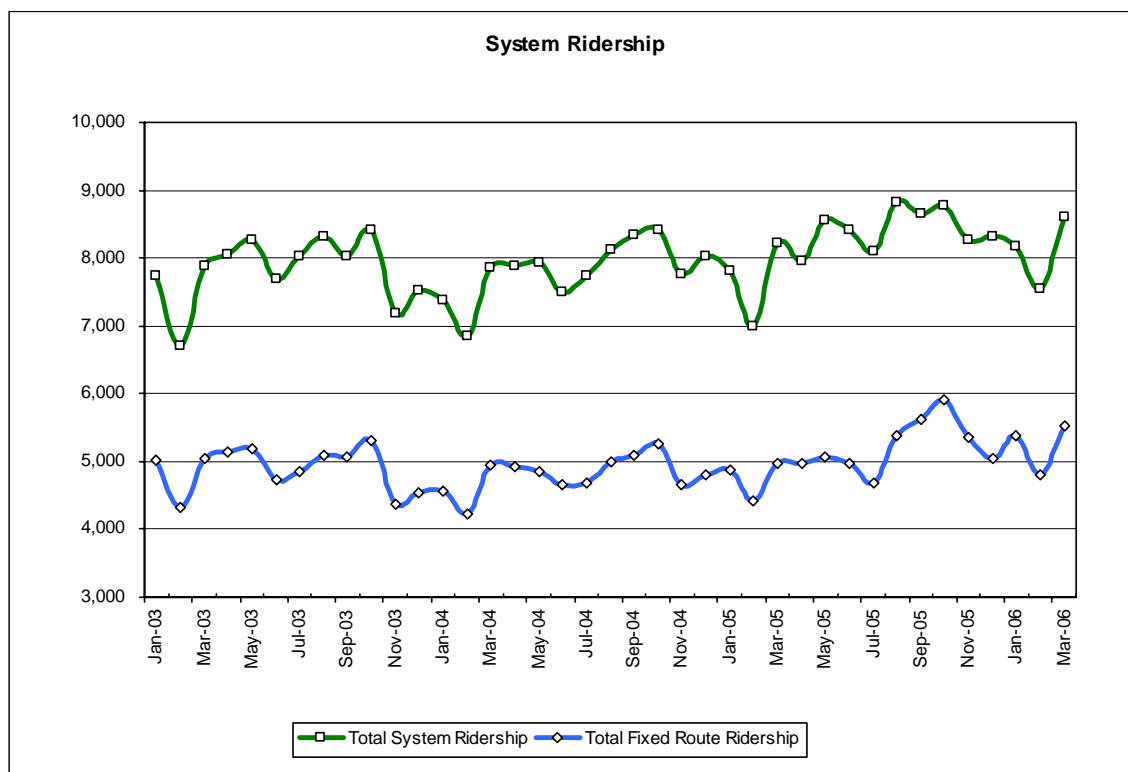
Ridership statistics can be examined in several different ways: as totals, as averages and as ratios related to service levels. Each reporting technique has its value in analyzing ridership and each presents data from a different perspective. While total ridership is an important measure, it can vary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

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

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

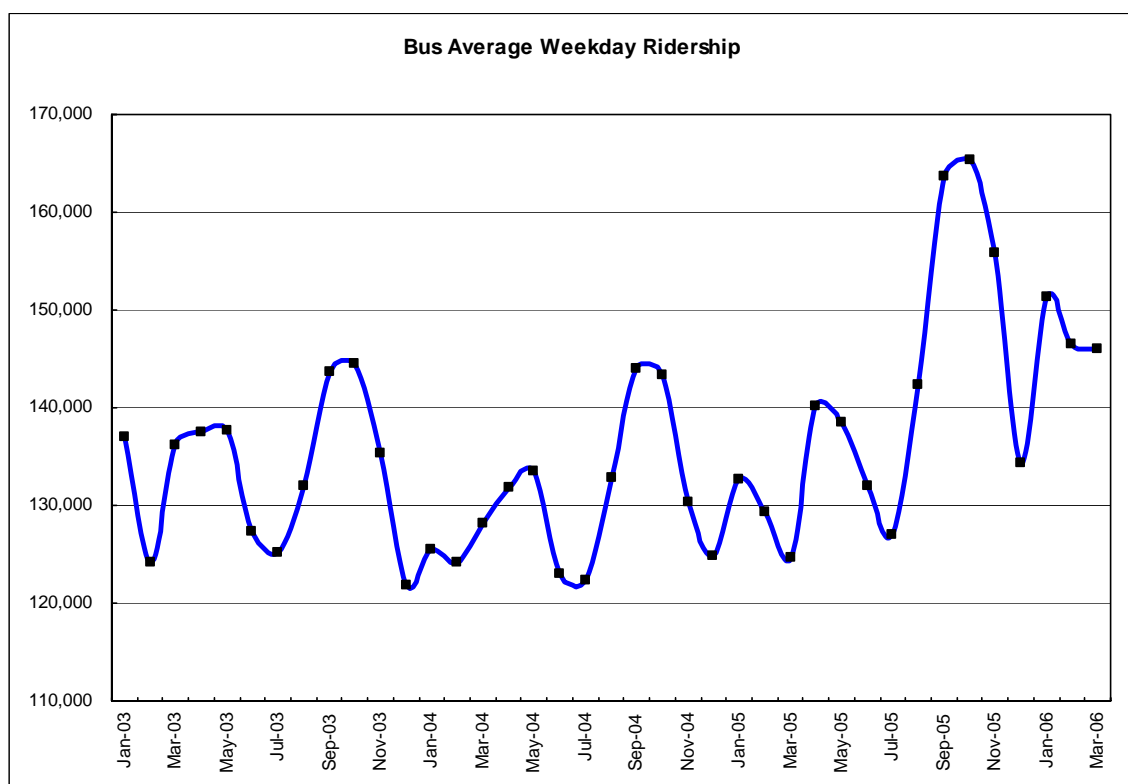
The Service Standards Monitoring Report included in this section of the Quarterly Report includes the modifications to policy made in 2003.

Total System Ridership



- Total fixed route passengers include bus, light rail and commuter rail riders. Total system passengers include fixed route, HOV and paratransit services. Riders of both scheduled and special event services are reported.
- Total system ridership in the second quarter of FY 2006 was 24.3 million riders, an increase of 5.7 percent over the second quarter of FY 2005.
- Fixed route ridership totaled 15.7 million passengers in the second quarter of FY 2006, an increase of 9.9 percent from the second quarter of FY 2005.
- Trinity Railway Express ridership was about 581,000 passengers in the second quarter, an increase of 10.9 percent from last year. This increase is the result, in part, of increases in gasoline prices.
- Light rail ridership increased to 4.4 million riders in the second quarter. This 1.7 percent increase was caused, in part, by continued high gasoline prices.
- Paratransit ridership increased to 165,215 trips in the second quarter of FY 2006, an increase of 12.6 percent from FY 2005 levels.
- Total HOV usage in the second quarter of FY 2006 was 8.5 million persons, down 1.6 percent from the second quarter of FY 2006. March usage was higher than in either January or February but was 5.2 percent lower than in March 2005. It appears that the gasoline price increases that have stimulated fixed-route ridership may have caused a reduction in use of the HOV lanes.

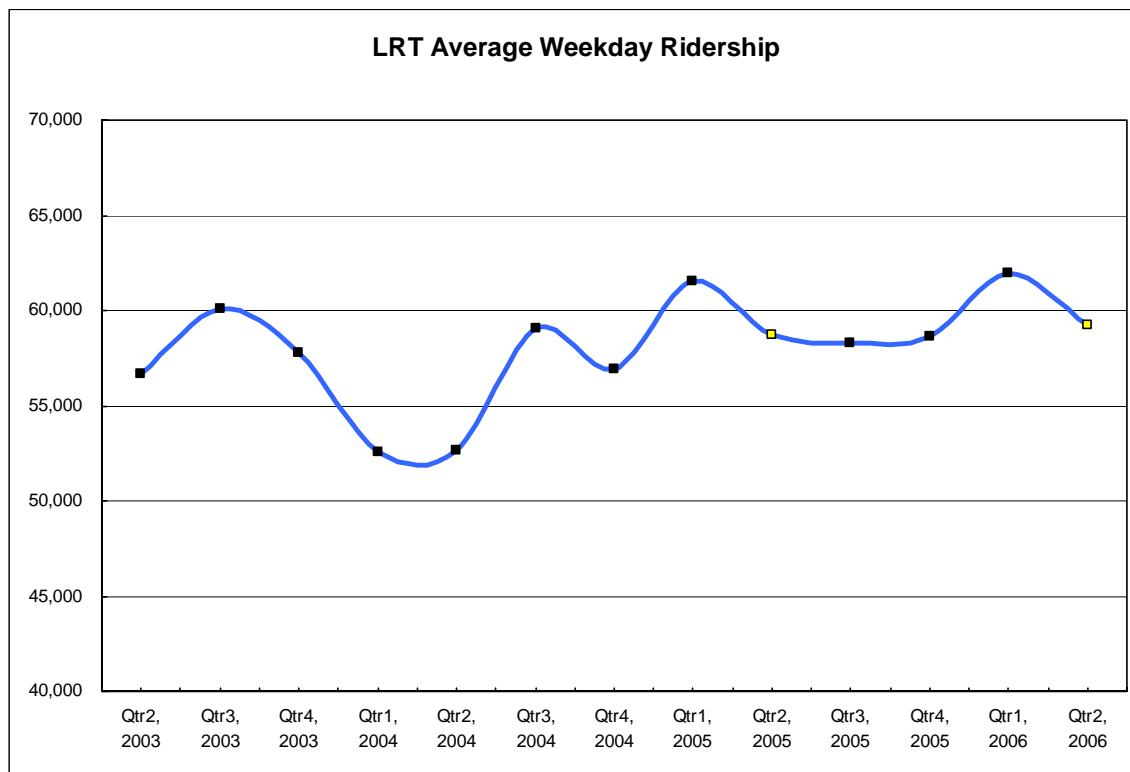
Bus System Ridership



- Total bus ridership in the second quarter of FY 2006 was 10.7 million riders, a 13.7 percent increase from the second quarter of FY 2005.
- Average weekday ridership in the second quarter was 147,980 riders, a 15.3 percent increase from last year's average.
- Ridership on each of the bus route categories, Crosstown, Express, Local, Rail Station Feeder and Transit Center Feeder routes, increased over the second quarter last year.
- Crosstown Routes increased by 9.3 percent, Transit Center Feeder Routes increased by 28.8 percent, Rail Station Feeder Routes increased by 8.6 percent and Local routes increased by 7.0 percent in the second quarter.
- The most heavily patronized routes in the second quarter, by route classification, were:

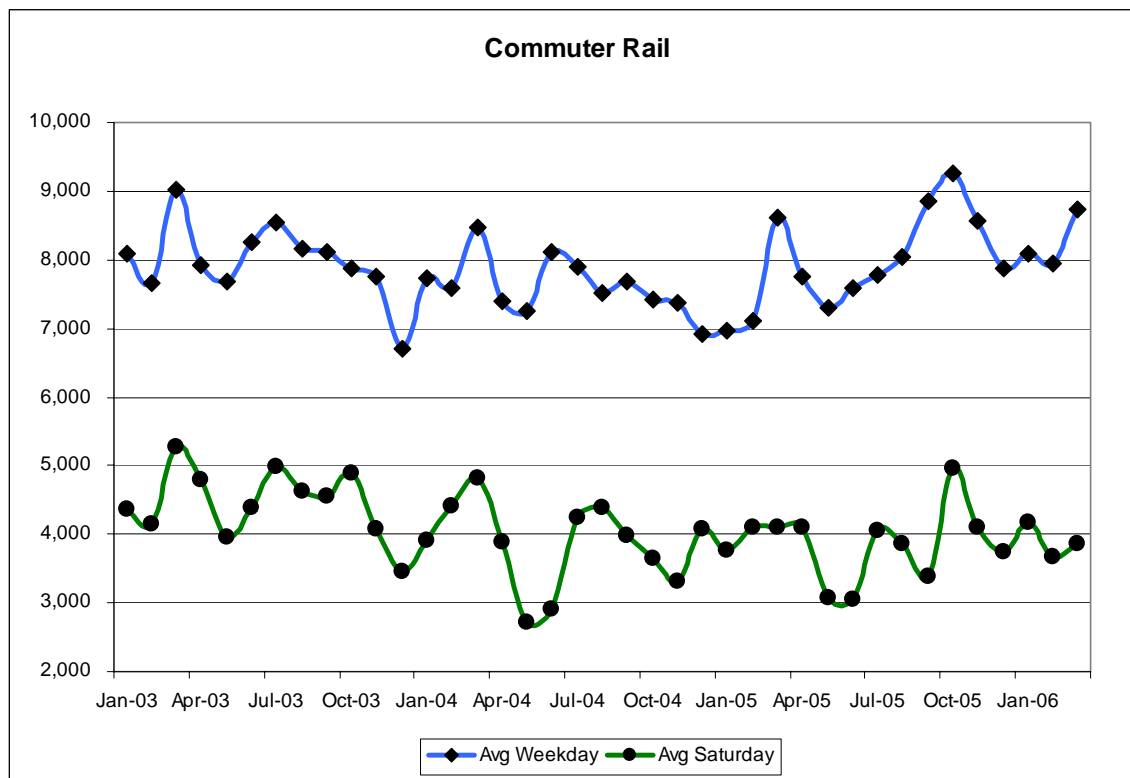
<u>Route Type</u>	<u>Route</u>	<u>Weekday Average</u>
Crosstown	466	6,098
Express	204	1,245
Rail Feeder	583	3,202
TC Feeder	378	1,594
Local	44	7,410

LRT Ridership



- LRT ridership in the second quarter totaled 4.38 million riders, an increase of 1.7 percent over the 4.30 million riders transported in the second quarter of FY 2005.
- Weekday ridership in the second quarter averaged 59,230 passengers, an increase of 0.9 percent over the second quarter of FY 2005.
- Saturday ridership in the second quarter averaged about 25,680 passengers, an increase of 1.6 percent over the FY 2005 level.
- Sunday ridership in the second quarter averaged 18,850 passengers, an increase of 7.2 percent from the FY 2005 level.
- The increases are attributed, in part to the increases seen in fuel prices. Sales of Day Passes through ticket vending machines at many stations increased significantly more than did the aggregate ridership figures. This latter statistic may indicate an overall short-term surge in ridership that is somewhat diluted by the sampling process used to calculate light rail ridership statistics. The absence of surplus parking capacity at many stations and limited unused capacity on many weekday peak period trains has served to constrain system ridership growth.
- The terminal light rail stations in Garland (Downtown Garland), Plano (Parker Road) and Dallas (Ledbetter and Westmoreland) have combined to contribute about 9,800 average weekday riders to the system in the second quarter, an increase of 9.7 percent.

Commuter Rail – Trinity Railway Express



- The Trinity Railway Express ridership increased in the second quarter in response to service improvements, increased gasoline prices and special event ridership.
- In the second quarter of 2006, the TRE served a total of 580,941 passengers, an increase of 10.9 percent over the second quarter of FY 2005.
- Weekday ridership on the TRE averaged 8,260 daily riders (a 9.2 percent increase) in the second quarter.
- Saturday ridership in the second quarter averaged 3,902 daily riders, a decrease of 2.2 percent from the second quarter of FY 2005.
- Events at the American Airlines Center, served by the Victory station, attract significant levels of TRE ridership. During the second quarter, 56,265 passengers were counted boarding and alighting TRE trains at the Victory station.
- Union Station in downtown Dallas is the alighting location for about 63 percent of the Eastbound TRE riders and the boarding location for about 64 percent of westbound passengers.
- Union Station averaged 2,630 daily weekday, boarding passengers in the second quarter. Centreport/DFW station was second in ridership, averaging 1,089 boarding passengers on weekdays. Medical/Market Center (815 daily boardings), South Irving (800 daily boardings), and the Intermodal Transit Center (678 daily boardings) in downtown Fort Worth were next in ranking.

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

Year	Month	Bus Monthly	LRT Monthly	Commuter Rail Monthly	Fixed Route Total
2004	March	3309	1426	214	4949
	April	3250	1486	178	4914
	May	3157	1472	159	4788
	June	3068	1400	182	4650
	July	3059	1399	191	4649
	August	3344	1451	191	4986
	September	3447	1430	175	5052
2005	October	3509	1505	181	5195
	November	3042	1451	168	4661
	December	3086	1531	168	4785
	January	3206	1486	160	4852
	February	2915	1345	158	4418
	March	3288	1473	206	4967
	April	3389	1396	187	4972
	May	3351	1425	166	4942
	June	3297	1487	179	4963
	July	3081	1409	176	4666
	August	3679	1505	193	5377
	September	3924	1474	199	5597
2006	October	4055	1556	219	5830
	November	3649	1514	197	5360
	December	3335	1526	188	5049
	January	3663	1509	191	5363
	February	3293	1325	174	4792
	March	3747	1542	216	5505

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

Year	Month	Bus Weekday	LRT Weekday	Commuter Rail Weekday	Fixed Route Total
2004	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	58.6	7.5	203.6
2005	October	142.9	60.9	7.8	211.6
	November	130.1	61.3	7.1	198.5
	December	122.9	62.4	7.1	192.4
	January	132.3	60.7	7	200
	February	128.4	58.7	7.1	194.2
	March	124.2	56.7	8.6	189.5
	April	139.7	57.3	7.6	204.6
	May	135.7	58.2	6.9	200.8
	June	131.8	59.4	7.6	198.8
	July	126.9	58.1	7.8	192.8
	August	142.4	57.6	8.1	208.1
	September	163.5	60.1	8.8	232.4
2006	October	165.2	62.6	9.3	237.1
	November	156	62.9	8.6	227.5
	December	134	60.3	7.9	202.2
	January	151.3	60.3	8.1	219.7
	February	146.6	57.8	7.9	212.3
	March	146.1	59.6	8.7	214.4

Table 3 – Passenger Boardings by Member City

Dallas Area Rapid Transit
Estimated Passenger Boardings By Member City
March 31, 2006
 In Thousands

Description	Mar 2006	Mar 2005	%%% (2) Change
Bus Ridership (1)			
Addison	31	23	33.4%
Carrollton	67	53	27.3%
Farmers Branch	20	15	30.6%
Garland	224	177	26.6%
Glenn Heights	22	16	39.9%
Irving	206	159	29.5%
Plano	74	53	38.8%
Richardson	84	63	33.1%
Rowlett	6	7	-12.0%
Suburban Total	734	566	29.6%
Dallas Total (3)	3,014	2,722	10.7%
Bus Total	3,747	3,288	14.0%
Light Rail	1,542	1,473	4.7%
Commuter Rail	216	206	5.2%
Total Passenger Boardings	5,506	4,967	10.9%

YTD 2006	YTD 2005	%%% Change
165	134	23.5%
381	318	20.0%
109	91	19.9%
1,251	1,025	22.0%
123	91	35.4%
1,168	906	29.0%
398	330	20.9%
455	362	25.6%
45	42	6.9%
4,097	3,298	24.2%
17,646	15,749	12.0%
21,743	19,047	14.2%
8,971	8,790	2.1%
1,185	1,041	13.8%
31,899	28,879	10.5%

Type of Day	Mar 2006	Mar 2005	Inc (Dec)
Weekdays	23	23	0
Saturdays/Holiday	4	4	0
Sundays/Holiday	4	4	0
Total	31	31	0

YTD 2006	YTD 2005	Inc (Dec)
126	126	0
29	27	2
27	29	-2
182	182	0

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

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

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

Service Standards Monitoring Report

Purpose and Approach

DART's Service Standards Policy requires the preparation of a quarterly Service Standards Monitoring Report that describes the performance of the DART bus system. Bus route performance is measured using a Route Performance Index (RPI). The RPI is calculated for each DART bus route. The RPI is based on comparisons of each individual route's performance against an adopted standard in each of three performance measures. Those measures are passengers per mile, passengers per trip and subsidy per passenger. The standards for each of these measures are defined for each of six route types, Crosstown, Express, Rail Feeder, Transit Center Feeder, Local and Site-specific Shuttle. In addition, a Service Performance Index (SPI) is calculated for the DART-on-Call service. This index measures performance against standards for subsidy per passenger and passengers per hour. The standards adopted for FY 2006 were used in compiling this report.

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

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

Second Quarter Report

Crosstown Routes

- Seven of the eighteen Crosstown routes had an RPI value of 1.0 or greater.
- Sixteen of the eighteen Crosstown routes perform above the 0.6 level.
- The two Crosstown routes that perform below the 0.6 level include routes 404 (0.4) and 475 (0.5).
- Route 475 serves the southeast Dallas area. It was modified in February 2005 with a goal of increasing ridership. Its ridership is trending upward.
- Route 404 was restructured in February 2006 and is anticipated to improve in performance.

Express Routes

- Nine of DART's ten Express routes had an RPI value of 0.6 or greater.
- Routes 205 (Addison), 278 (Red Bird) and 206 (Glenn Heights) had the highest RPI values among Express routes with RPIs of 1.4, 1.1 and 0.9 respectively.
- One route had an RPI value of less than 0.6.
- Route 247 (Farmers Branch) was at 0.3 level.
- Route 247 was modified in February 2006. The modifications are anticipated to improve their performance to acceptable levels.

Rail Feeder Routes

- Ten of the 28 Rail Feeder routes performed at the 1.0 level or better. A total of 25 Rail Feeder routes performed at or above the 0.6 target.
- The top performing Rail Feeder route was route 583 (Lovers Lane/LBJ/Skillman/Richland College) with an RPI value of 2.4. Route 554 (Ledbetter Station/ Bonnieview) was second with an RPI of 1.9. Route 555 (Ledbetter Station/Paul Quinn) with an RPI of 1.7 was next followed by route 574 (Woods/Sugarberry/Westmoreland station) with an RPI value of 1.5.
- Routes 519 (Lakewood/Dallas Zoo station/Ann Arbor) and 506 (Park Lane Station/Walnut Hill Station) were third and fourth with RPI values of 1.4 and 1.3 respectively.
- Three routes recorded RPI values of 0.5 during the second quarter. These routes include 560 (LBJ/Skillman/Kingsley), 760 (Collin Creek Mall) and 566 (Bush Turnpike/Downtown Garland).
- Route 566 was restructured in February 2006 to improve its performance.
- Routes 560 and 760 have seen recent increases in ridership that is resulting in improving performance.

Transit Center Feeder Routes

- Twenty-three of the 24 Transit Center Feeder routes achieved RPI values of 0.6 or greater. Thirteen of those routes had RPI values of 1.0 or greater.
- Route 378 (South Garland/Lake Ray Hubbard/Garland Central) and Route 301 (North Irving/South Irving) were the top performing Transit Center Feeder routes with RPI values of 1.7 and 1.5 respectively.
- Routes 374 (LBJ/Skillman/South Garland) was next with an RPI value of 1.3
- Four routes posted RPI values of 1.2, including routes 372, 377 and 385 in Garland and route 308 in Irving.
- Route 305 (West Irving/South Irving) performed at the 0.4 level. This route was significantly restructured in February 2006 and will require some time to develop ridership in its new configuration.

Local Routes

- Twenty-seven of the 32 Local routes posted RPI values of 0.6 or greater in the second quarter of FY 2005.
- Route 44 (South Dallas/Medical Center/Northwest Dallas) was both the best performing Local route with a 1.6 RPI as well as the most heavily patronized route.
- Route 26 (Harry Hines Corridor/Cedars Station/Frazier Courts) placed second with an RPI value of 1.3.
- Routes 19 (South Garland/Park Lane Station) and 24 (Mockingbird Station) performed at the 1.2 level.
- One route had an RPI value of 1.1, three routes had RPI values of 1.0, four routes posted RPI values of 0.9 and another five routes had 0.8 RPIs.
- Routes 35 (Crozier/Keeneland), 155 (Paul Quinn/Bonnieview/Downtown Dallas) and 60 (LBJ/Skillman/Downtown Dallas) had RPI values of 0.5.
- Route 8 (Oak Lawn/Preston Center) was at the 0.4 level and route 184 (Frankford) performed at the 0.3 level.

Site-specific Shuttles

- All seven Site-specific Shuttles, including E-shuttles, performed above the 0.6 level.
- The TI Shuttles were the top performer with an RPI of 1.9.
- The UT Southwestern shuttle was second with an RPI of 1.7.
- The Mustang Express, the SMU shuttle, was third with an RPI value of 1.5.
- The Palisades E-shuttle (from Galatyn Park station) performed at the 0.9 level.

DART-on-Call

- Five of the nine DART-on-Call zones exceeded the 0.6 Service Performance Index level.
- The Lakewood and North Central Plano on Call zones performed at a 1.2 level.
- The relatively new Glenn Heights zone and the East Plano zone performed at a 0.8 level.
- The East Plano zone performed at the 0.7 level.
- The Rowlett zone, which was modified in February 2006 improved to the 0.6 level.
- The DART-on-Call zone in Richardson (SPI of 0.4) performed reasonably well for a service that is continuing to develop ridership.
- The Farmers Branch, North Dallas and the new Lake Highlands zones performed at a 0.3 SPI level.
- The Lake Highlands zone is expected to improve in both ridership and performance as the service matures.
- The Farmers Branch and North Dallas zones are being examined to identify methods of increasing ridership, thereby improving performance.

Evaluation of Routes Ranked by Performance Metrics

The following table compares the results of ranking routes by performance metrics with the identification of poorly performing routes by the RPI process. Routes that fall into the lowest quartile in two or more of the performance metrics are identified as poorly performing.

<u>Crosstown</u>		<u>Express</u>		<u>Rail Feeders</u>		<u>T C Feeders</u>		<u>Local</u>	
<u>RPI</u>	<u>Ranking</u>	<u>RPI</u>	<u>Ranking</u>	<u>RPI</u>	<u>Ranking</u>	<u>RPI</u>	<u>Ranking</u>	<u>RPI</u>	<u>Ranking</u>
404	400	247	207	560	513	305	302	8	8
475	404		234	566	560		305	35	35
	410		247	760	566		311	60	37
	444				571		314	155	60
	475				760		316	184	155
									184
									185

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

Crosstown Routes

Crosstown

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

LINE		Avg Weekday Pass 2Q06	Avg Weekday Pass 2Q05	% Change	Sub/ Pass 2Q06	Index	Pass/ Trip 2Q06	Index	Pass/ Rev 2Q06	Index	1Q06 Route Performance Index	2Q06 Route Performance Index	RPI Point Change
					\$2.85		29.00		1.60				
C 466		6,343	5,734	10.6%	\$2.18	1.3	62.5	2.2	2.0	1.3	1.7	1.6	-0.1
C 409		3,047	2,137	42.6%	\$2.18	1.3	33.5	1.2	2.5	1.5	1.6	1.3	-0.2
C 486		2,691	2,479	8.6%	\$2.64	1.1	38.1	1.3	1.9	1.2	1.3	1.2	-0.2
C 463		1,772	1,449	22.3%	\$2.71	1.1	30.1	1.0	2.0	1.2	1.1	1.1	0.0
C 428		3,534	3,074	15.0%	\$3.14	0.9	35.7	1.2	1.7	1.1	1.1	1.1	-0.1
C 441		2,044	1,814	12.7%	\$3.03	0.9	27.9	1.0	1.7	1.0	1.0	1.0	0.0
C 405		2,276	1,951	16.6%	\$3.10	0.9	28.8	1.0	1.5	1.0	1.0	1.0	-0.1
C 453		2,444	1,475	65.7%	\$3.41	0.8	27.7	1.0	1.7	1.0	1.0	0.9	-0.1
C 408		2,137	1,787	19.6%	\$3.21	0.9	28.7	1.0	1.5	0.9	1.0	0.9	-0.1
C 400		2,153	1,777	21.1%	\$4.70	0.6	34.6	1.2	1.1	0.7	0.9	0.8	0.0
C 445		1,044	2,098	-50.2%	\$3.59	0.8	13.0	0.4	1.9	1.2	0.9	0.8	-0.1
C 415		922	832	10.8%	\$3.76	0.8	20.8	0.7	1.5	0.9	0.9	0.8	-0.1
C 451		2,141	1,779	20.3%	\$4.63	0.6	21.1	0.7	1.3	0.8	0.7	0.7	0.0
C 488		1,339	1,136	17.8%	\$4.52	0.6	17.1	0.6	1.3	0.8	0.6	0.7	0.0
C 410		1,020	842	21.1%	\$4.77	0.6	17.1	0.6	1.1	0.7	0.6	0.6	0.0
C 444		985	930	5.9%	\$4.92	0.6	14.0	0.5	1.2	0.7	0.6	0.6	0.0
C 475		834	645	29.3%	\$5.92	0.5	13.4	0.5	0.9	0.5	0.5	0.5	0.0
C 404		705	822	-14.3%	\$8.60	0.3	10.7	0.4	0.6	0.4	0.5	0.4	-0.1

Express Routes

Express

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

LINE		Avg Weekday Pass 2Q06	Avg Weekday Pass 2Q05	% Change	Sub/ Pass 2Q06	Index	Pass/ Trip 2Q06	Index	Pass/ Rev 2Q06	Index	1Q06 Route Performance Index	2Q06 Route Performance Index	RPI Point Change
					\$4.75		16.50		1.00				
E 205		662	481	37.8%	\$5.26	0.9	25.4	1.5	1.7	1.7	1.2	1.4	0.2
E 278		733	708	3.5%	\$4.59	1.0	14.2	0.9	1.4	1.4	1.1	1.1	0.0
E 206		953	741	28.6%	\$6.41	0.7	16.9	1.0	0.9	0.9	0.9	0.9	0.0
E 283		1,135	921	23.3%	\$6.70	0.7	14.6	0.9	0.9	0.9	0.8	0.8	0.1
E 204		1,283	1,030	24.6%	\$7.50	0.6	14.6	0.9	0.7	0.7	0.8	0.7	0.0
E 210		646	575	12.3%	\$8.71	0.5	14.3	0.9	0.7	0.7	0.6	0.7	0.0
E 202		980	869	12.8%	\$6.76	0.7	10.8	0.7	0.7	0.7	0.8	0.7	-0.1
E 234		79	47	68.5%	\$16.45	0.3	17.3	1.0	0.6	0.6	0.6	0.7	0.0
E 207		222	231	-3.8%	\$9.76	0.5	11.0	0.7	0.6	0.6	0.5	0.6	0.1
E 247		85	107	-21.2%	\$20.24	0.2	6.2	0.4	0.4	0.4	0.4	0.3	-0.1

Rail Feeder Routes

Rail Station Feeder

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

LINE		Avg Weekday Pass 2Q06	Avg Weekday Pass 2Q05	% Change	Sub/ Pass 2Q06	Index	Pass/ Trip 2Q06	Index	Pass/ Rev 2Q06	Index	1Q06 Route Performance Index	2Q06 Route Performance Index	RPI Point Change
					\$3.80		11.00		1.80				
F1	583	3,194	2,456	30.0%	\$1.47	2.6	30.7	2.8	3.0	1.7	2.5	2.4	-0.2
F1	554	1,096	783	40.1%	\$1.33	2.9	13.4	1.2	2.9	1.6	2.4	1.9	-0.5
F1	555	724	653	10.9%	\$1.56	2.4	13.4	1.2	2.8	1.6	1.5	1.7	0.2
F1	574	514		All	\$2.29	1.7	19.4	1.8	1.8	1.0		1.5	All
F1	702	371	313	18.8%	\$2.48	1.5	4.5	0.4	4.1	2.3	1.8	1.4	-0.4
F1	519	1,487	1,359	9.5%	\$3.91	1.0	24.9	2.3	1.4	0.8	1.4	1.3	-0.1
F1	506	1,105	1,026	7.6%	\$2.64	1.4	10.4	0.9	2.8	1.5	1.4	1.3	-0.1
F1	551	373	273	36.4%	\$3.59	1.1	12.4	1.1	1.6	0.9	0.6	1.0	0.4
F1	582	1,095	959	14.1%	\$3.75	1.0	13.1	1.2	1.6	0.9	1.1	1.0	-0.1
F1	548	1,329	1,183	12.3%	\$4.01	0.9	12.4	1.1	1.5	0.9	1.3	1.0	-0.3
F1	568	1,094	944	15.9%	\$4.10	0.9	12.6	1.1	1.3	0.7	0.9	0.9	0.0
F1	510	821	661	24.2%	\$4.16	0.9	9.8	0.9	1.5	0.8	0.9	0.9	0.0
F1	549	949	817	16.2%	\$5.25	0.7	13.5	1.2	1.1	0.6	0.9	0.9	0.0
F1	522	932	698	33.6%	\$4.25	0.9	9.5	0.9	1.4	0.8	0.9	0.8	-0.1
F1	562	736	588	25.2%	\$5.26	0.7	12.4	1.1	1.2	0.6	0.8	0.8	0.0
F1	538	1,113	976	14.0%	\$3.80	1.0	6.1	0.6	1.5	0.8	0.8	0.8	0.0
F1	515	999	934	7.0%	\$5.12	0.7	10.4	0.9	1.1	0.6	0.8	0.8	0.0
F1	501	673	591	13.8%	\$4.90	0.8	7.9	0.7	1.4	0.8	0.8	0.8	0.0
F1	567	539	627	-14.1%	\$5.39	0.7	9.3	0.8	1.2	0.7	1.0	0.7	-0.3
F1	571	647	561	15.4%	\$6.19	0.6	11.0	1.0	1.0	0.6	0.8	0.7	-0.1
F1	505	438	377	16.3%	\$3.49	1.1	4.3	0.4	1.2	0.7	0.8	0.7	-0.1
F1	507	272	242	12.4%	\$4.76	0.8	6.5	0.6	1.2	0.7	0.8	0.7	-0.1
F1	547	327		All	\$4.52	0.8	7.6	0.7	1.0	0.5		0.7	All
F1	553	393	399	-1.5%	\$5.57	0.7	7.9	0.7	1.2	0.6	1.1	0.7	-0.4
F1	513	296		All	\$5.05	0.8	5.1	0.5	1.0	0.5	0.7	0.6	-0.1
F1	560	460	425	8.2%	\$8.19	0.5	7.5	0.7	0.7	0.4	0.6	0.5	-0.1
F1	760	211	119	77.6%	\$8.36	0.5	2.4	0.2	1.3	0.7	0.7	0.5	-0.2
F1	566	304	236	28.5%	\$11.55	0.3	7.4	0.7	0.7	0.4	0.5	0.5	0.0

Transit Center Feeder Routes

Transit Center Feeder

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

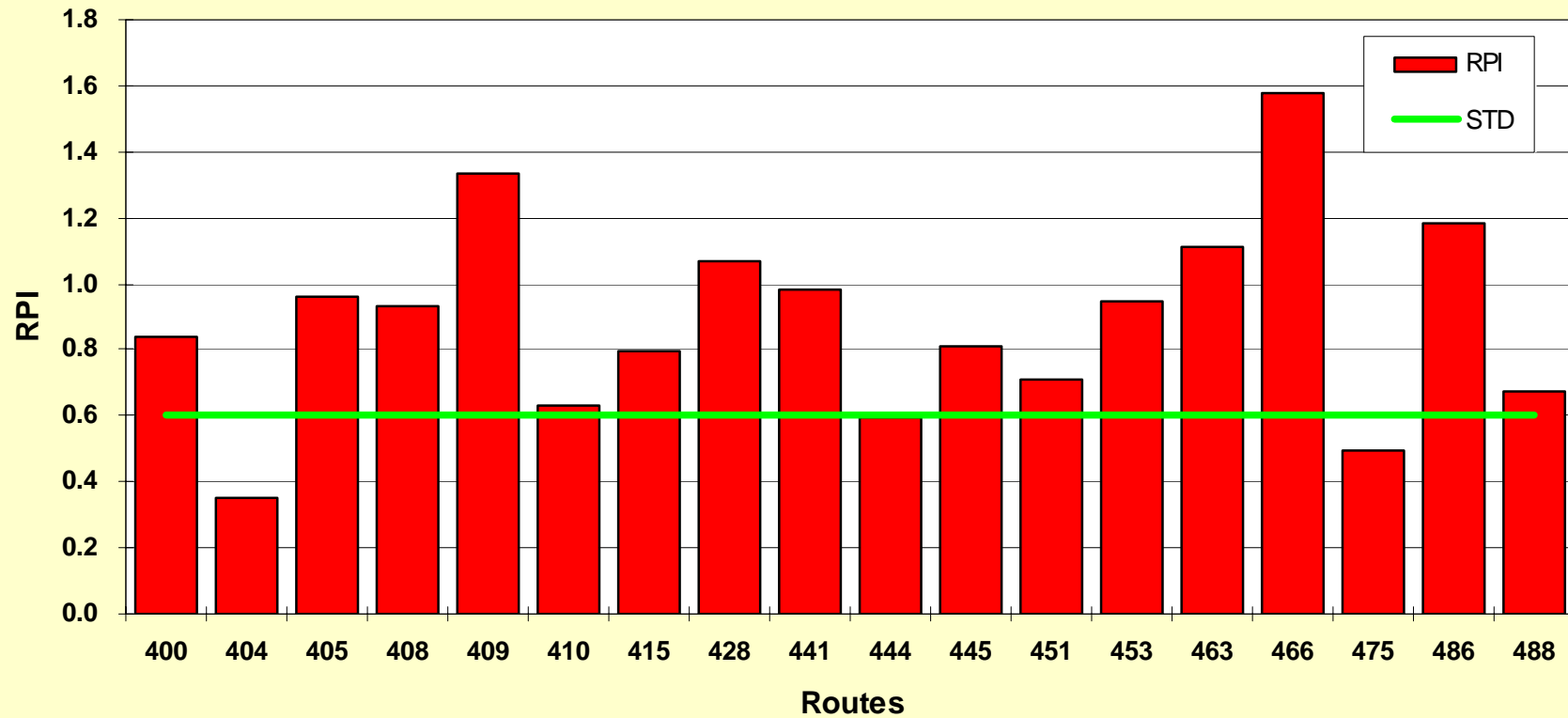
LINE	Avg Weekday Pass 2Q06	Avg Weekday Pass 2Q05	% Change	Sub/ Pass \$4.55	Index	Pass/ Trip 10.00	Index	Pass/ Rev 1.00	Index	1Q06 Route Performance Index	2Q06 Route Performance Index	RPI Point Change
F2 378	1,621	1,415	14.5%	\$3.72	1.2	21.5	2.1	1.6	1.6	1.8	1.7	-0.2
F2 301	1,150	822	39.8%	\$5.94	0.8	23.6	2.4	1.2	1.2	1.3	1.5	0.2
F2 374	550	479	14.9%	\$3.75	1.2	9.8	1.0	1.7	1.7	1.3	1.3	0.0
F2 377	719	546	31.7%	\$5.92	0.8	10.6	1.1	1.7	1.7	0.9	1.2	0.3
F2 385	129		All	\$4.09	1.1	8.4	0.8	1.5	1.5		1.2	All
F2 372	764	516	48.1%	\$4.65	1.0	13.4	1.3	1.2	1.2	1.2	1.2	-0.1
F2 308	222		All	\$5.04	0.9	12.0	1.2	1.4	1.4		1.2	All
F2 350	875	589	48.5%	\$5.33	0.9	15.3	1.5	1.1	1.1	1.2	1.1	0.0
F2 331	482	388	24.2%	\$4.33	1.1	10.8	1.1	1.2	1.2	1.0	1.1	0.1
F2 341	560	601	-6.8%	\$3.55	1.3	8.0	0.8	1.1	1.1	1.6	1.0	-0.6
F2 380	430	380	13.2%	\$4.92	0.9	8.6	0.9	1.3	1.3	1.0	1.0	0.1
F2 361	456	391	16.6%	\$5.95	0.8	8.7	0.9	1.3	1.3	0.9	1.0	0.0
F2 360	850	572	48.7%	\$5.99	0.8	10.7	1.1	1.0	1.0	0.9	1.0	0.1
F2 306	385	159	142.7%	\$6.02	0.8	10.6	1.1	1.0	1.0	0.6	0.9	0.3
F2 303	416	305	36.4%	\$5.47	0.8	7.9	0.8	1.1	1.1	1.2	0.9	-0.3
F2 307	228		All	\$7.23	0.6	11.6	1.2	0.9	0.9		0.9	All
F2 333	721	519	38.9%	\$7.36	0.6	10.8	1.1	0.9	0.9	0.8	0.9	0.1
F2 310	537	420	27.7%	\$6.11	0.7	8.4	0.8	0.9	0.9	1.1	0.8	-0.3
F2 302	387	306	26.4%	\$7.41	0.6	8.7	0.9	0.9	0.9	0.7	0.8	0.1
F2 384	176		All	\$6.28	0.7	7.1	0.7	0.9	0.9		0.8	All
F2 311	80	130	-38.7%	\$10.97	0.4	9.6	1.0	0.6	0.6	0.7	0.7	-0.1
F2 316	191		All	\$8.64	0.5	5.6	0.6	0.8	0.8		0.6	All
F2 314	624	563	10.9%	\$10.90	0.4	8.4	0.8	0.5	0.5	0.7	0.6	-0.1
F2 305	464	628	-26.1%	\$15.62	0.3	5.6	0.6	0.4	0.4	0.9	0.4	-0.5

Local

		Avg	Avg								1Q06	2Q06					
		Weekday	Weekday								Route	Route	RPI				
		Pass	Pass	%	Sub/	Pass/	Pass/	Rev		Performance	Performance	Point					
LINE		2Q06	2Q05	Change	Pass	Index	Trip	Index	Mile	Index	Index	Index	Change				
												\$2.95	24.50	2.00			
L	44	7,504	6,597	13.7%	\$1.92	1.5	49.5	2.0	2.6	1.3	1.7	1.6	-0.1				
L	26	4,526	3,901	16.0%	\$2.13	1.4	30.4	1.2	2.7	1.3	1.5	1.3	-0.2				
L	19	3,613	3,425	5.5%	\$2.33	1.3	26.4	1.1	2.5	1.3	1.2	1.2	0.0				
L	24	2,098	1,533	36.9%	\$2.30	1.3	17.3	0.7	3.2	1.6	1.2	1.2	0.0				
L	29	1,504	1,163	29.3%	\$2.45	1.2	17.3	0.7	2.6	1.3	1.1	1.1	0.0				
L	165	4,037	3,693	9.3%	\$2.83	1.0	24.8	1.0	1.8	0.9	1.1	1.0	-0.1				
L	76	1,901	1,687	12.6%	\$3.18	0.9	27.3	1.1	1.7	0.9	1.0	1.0	0.0				
L	39	1,292	1,137	13.6%	\$2.77	1.1	15.5	0.6	2.4	1.2	1.1	1.0	-0.1				
L	11	3,705	3,415	8.5%	\$3.22	0.9	25.6	1.0	1.8	0.9	1.0	0.9	-0.1				
L	49	1,349	1,324	1.9%	\$3.19	0.9	16.8	0.7	2.1	1.1	1.0	0.9	-0.1				
L	2	1,332	1,159	14.9%	\$2.93	1.0	16.2	0.7	2.0	1.0	0.9	0.9	-0.1				
L	1	2,727	2,508	8.7%	\$3.23	0.9	19.5	0.8	1.9	0.9	0.9	0.9	0.0				
L	52	1,128	562	100.8%	\$3.08	1.0	12.2	0.5	2.0	1.0	0.9	0.8	-0.1				
L	164	3,420	3,042	12.4%	\$3.64	0.8	21.0	0.9	1.5	0.8	0.9	0.8	0.0				
L	12	1,115	1,008	10.6%	\$3.39	0.9	13.1	0.5	2.0	1.0	0.9	0.8	-0.1				
L	50	1,965	1,804	8.9%	\$3.88	0.8	21.0	0.9	1.4	0.7	0.8	0.8	0.0				
L	36	1,588	1,235	28.6%	\$4.22	0.7	22.0	0.9	1.4	0.7	0.7	0.8	0.0				
L	161	2,617	2,371	10.4%	\$3.70	0.8	17.5	0.7	1.3	0.7	0.8	0.7	0.0				
L	21	1,897	1,697	11.8%	\$5.29	0.6	25.1	1.0	1.2	0.6	0.7	0.7	0.0				
L	31	1,463	1,276	14.7%	\$4.64	0.6	21.6	0.9	1.3	0.6	0.7	0.7	0.0				
L	59	1,126	878	28.3%	\$4.47	0.7	17.8	0.7	1.5	0.8	0.9	0.7	-0.1				
L	63	914	811	12.7%	\$4.01	0.7	13.1	0.5	1.7	0.8	0.8	0.7	-0.1				
L	42	1,981	1,677	18.1%	\$4.86	0.6	22.5	0.9	1.1	0.5	0.7	0.7	0.0				
L	51	1,296	1,857	-30.2%	\$4.23	0.7	15.1	0.6	1.3	0.7	0.7	0.7	-0.1				
L	183	1,344	1,062	26.5%	\$3.58	0.8	14.5	0.6	1.0	0.5	0.7	0.6	0.0				
L	37	1,888	1,591	18.7%	\$4.95	0.6	16.7	0.7	1.1	0.6	0.7	0.6	0.0				
L	185	1,268	951	33.3%	\$5.65	0.5	16.2	0.7	1.0	0.5	0.6	0.6	0.0				
L	155	335	272	22.9%	\$5.92	0.5	12.4	0.5	1.2	0.6	0.7	0.5	-0.1				
L	60	1,449	1,460	-0.7%	\$5.83	0.5	13.7	0.6	1.1	0.5	0.6	0.5	-0.1				
L	35	1,001	989	1.2%	\$7.04	0.4	14.4	0.6	0.8	0.4	0.5	0.5	-0.1				
L	8	565	683	-17.4%	\$8.16	0.4	6.1	0.3	1.0	0.5	0.4	0.4	0.0				
L	184	249	416	-40.1%	\$15.82	0.2	8.2	0.3	0.5	0.2	0.5	0.3					

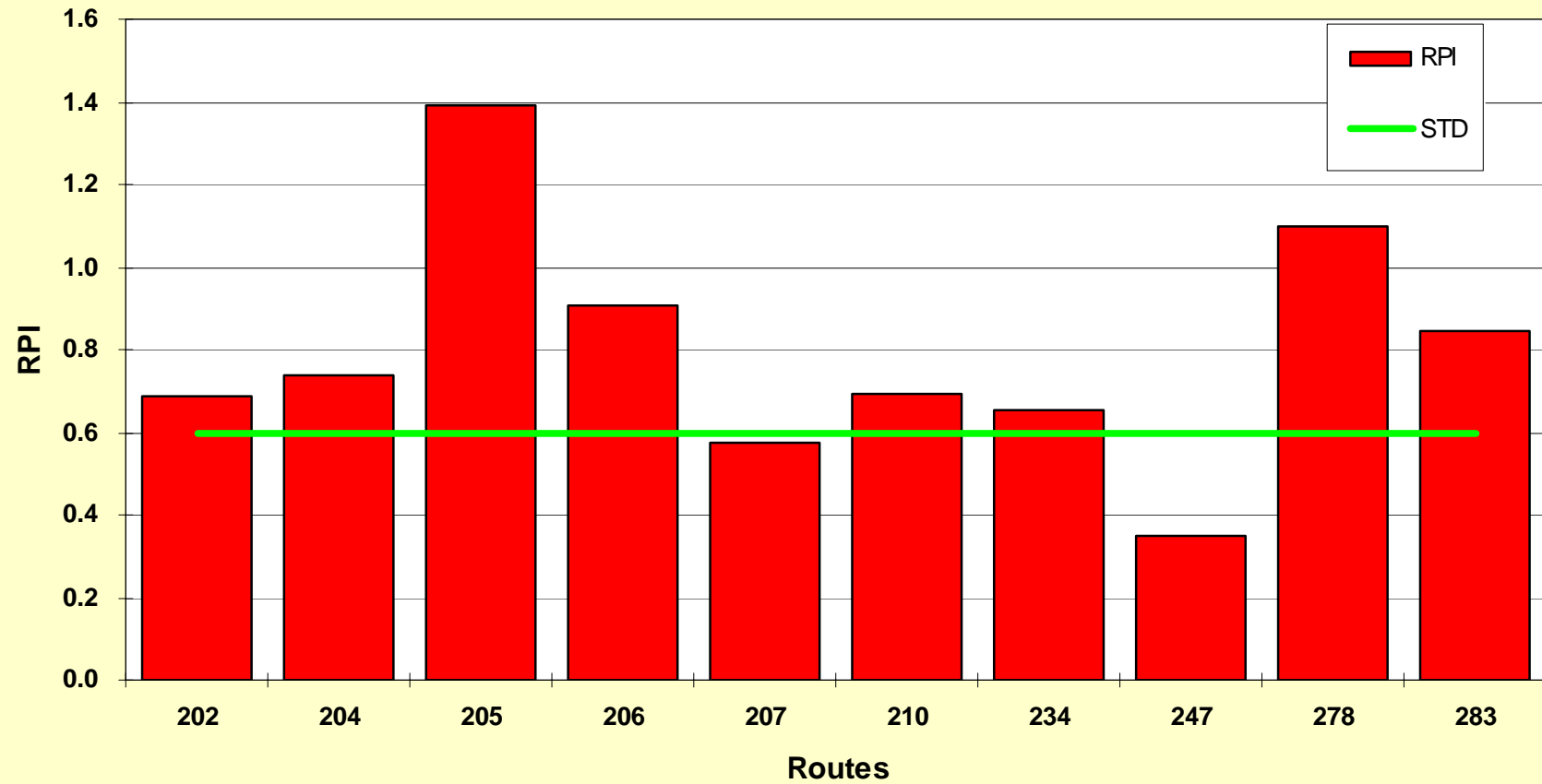
ROUTE PERFORMANCE INDEX

Crosstown Routes

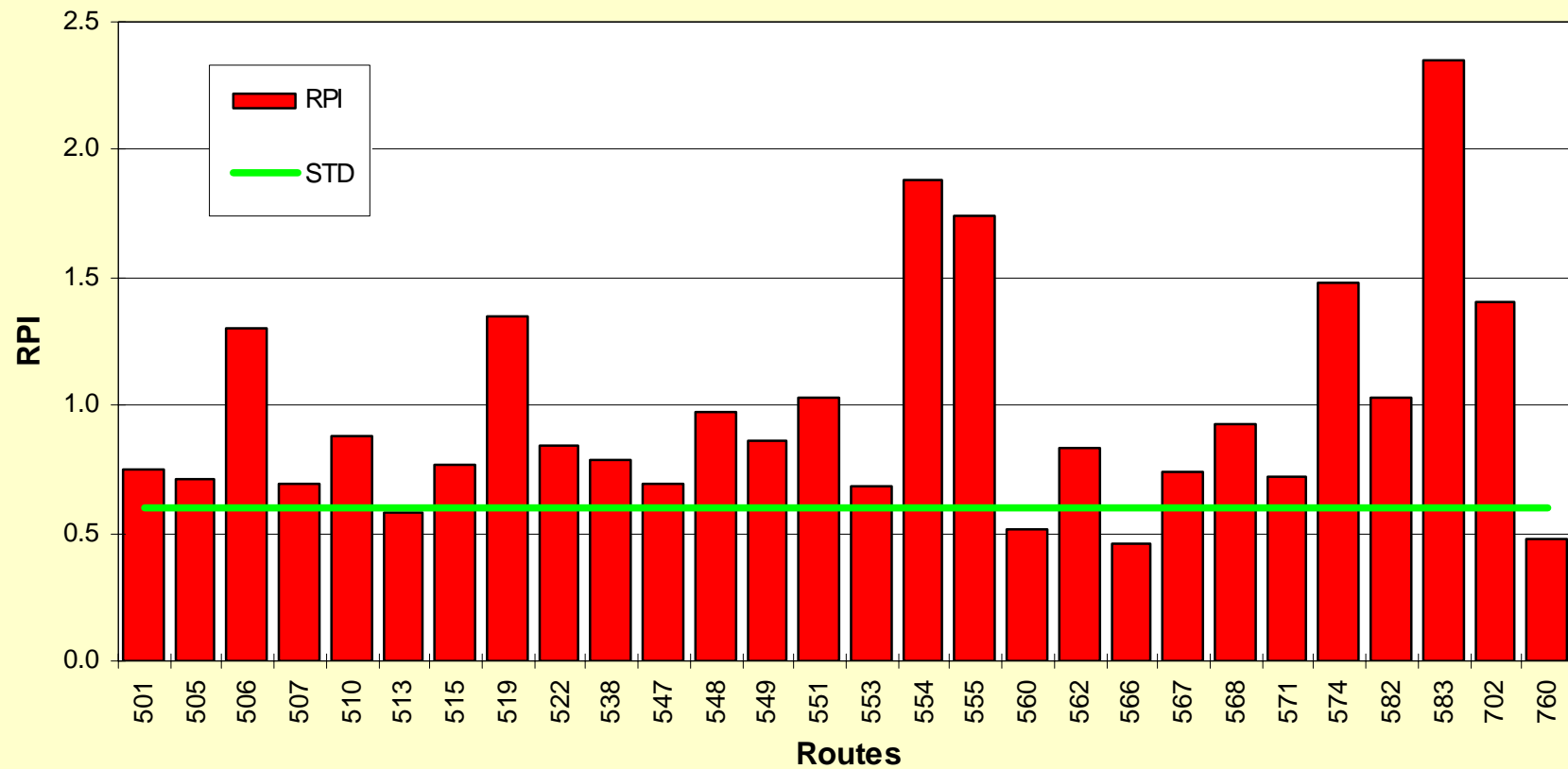


ROUTE PERFORMANCE INDEX

Express Routes

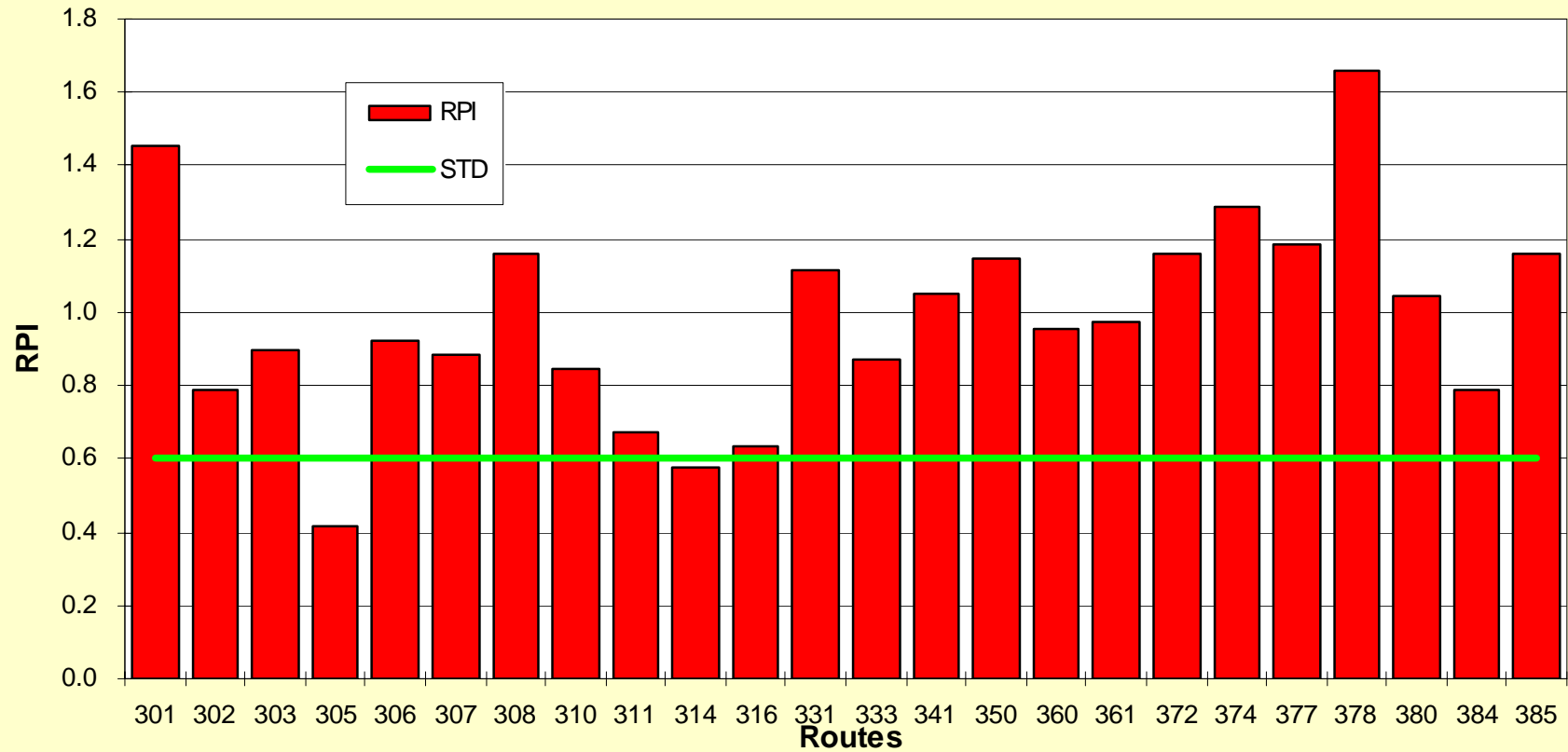


ROUTE PERFORMANCE INDEX Rail Feeder Routes



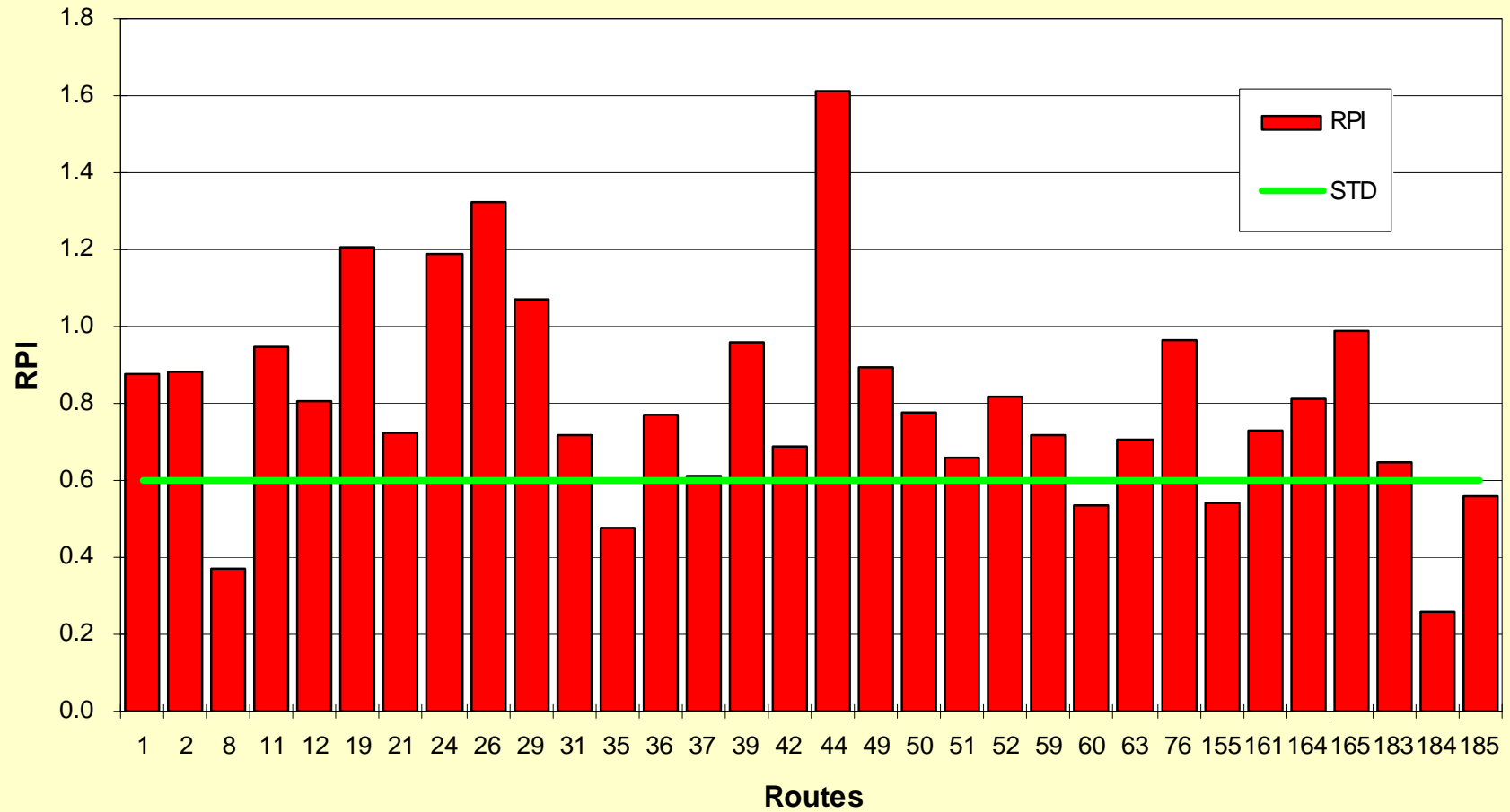
ROUTE PERFORMANCE INDEX

Transit Center Feeder Routes



ROUTE PERFORMANCE INDEX

Local Routes



Planning 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

- Coordination continues on the Northwest Corridor (Dallas CBD to Carrollton) with community stakeholders regarding station planning, mitigation issues, and the status of Love Field access.
- Staff met with various groups (North Las Colinas Property owners; Mondalay Place Home Owners Association; and, staff work group) regarding the Northwest Corridor (NW Hwy. to Irving/DFW).
- The Rowlett Corridor coordination meetings continue with the Community Workgroup, DART Planning Committee, cities of Rowlett and Garland staff, and consultant team.
- Briefings to the Dallas City Council Transportation and Environment Committee and Carrollton Heights Neighborhood were conducted for the 2030 Transit System Plan (2030 TSP). The 2030 TSP newsletter was published in February 2006.
- Staff completed City of Dallas alternative demographic sensitivity tests, including recommended approach to incorporation into the 2030 TSP. Staff also completed preliminary detailed evaluation of rail and bus corridors for the 2030 TSP.
- Sustainable Development Grant proposals were submitted to the NCTCOG.
- DART/TxDOT is working on 60% PS&E submittal for Loop 12/SH 114 interchange for early LRT project implementation.
- The North Central (US 75) Concurrent HOV Lanes project is in the letting phase.
- The four DART operated HOV lanes carried approximately 107,300 weekday daily commuters.
- The North Central Texas Council of Governments and the Regional Transportation Council approved a funding increase of 4.6 million for the TRE at Belt Line Road Transit PASS project.
- The DART Board was briefed regarding key service strategies for the Five-Year Action Plan.
- Service changes were implemented in February 2006 and included Lake Highlands DART On-Call service.
- The target number of vanpools for FY 2006 increased from 70 to 83 based on strong demand.

PLANNING & DEVELOPMENT DEPARTMENT

Second Quarter FY 2006 Quarterly Reports

P&D1	Highlights
P&D2	Capital Planning & Development
P&D2	Southeast Corridor
P&D3	Northwest Corridor (Dallas CBD to Carrollton)
P&D4	Northwest Corridor (NW HWY to Irving/DFW)
P&D5	Rowlett Corridor PE/EA
P&D6	2030 Transit System Plan
P&D7	Economic Development
P&D8	Northwest Corridor Mitigation Monitoring Program
P&D9	Southeast Corridor Mitigation Monitoring Program
P&D10	Mobility Programs Development
P&D10	I-30 Old Turnpike Managed/HOV Lanes Project
P&D11	Regional Comprehensive ITS Program for the Dallas/Fort Worth Region
P&D12	Construction and Installation of Standard Shelters
P&D13	SH 114 Freeway Widening Including Managed HOV Lanes
P&D14	HOV Lanes Operation
P&D15	North Central (US 75) Concurrent HOV Lanes
P&D16	TRE at Belt Line Road Transit PASS Project
P&D17	Service Planning & Scheduling
P&D17	Five-Year Action Plan
P&D18	Five-Year Action Plan Score Card
P&D19	Service Reviews
P&D20	Bus Corridor Concept Development
P&D21	Employer Service Program Development
P&D22	Community Transit Service Development
P&D23	Ticket Vending Machines (TVM)
P&D24	Customer Response Team (CRT)
P&D25	Connection Protection
P&D26	Vanpool

Strategic Plan Consideration

C2.3 Open/Integrate new transit service.

Description

The Transit System Plan (Phase II) identifies a transit corridor extending from the CBD through Deep Ellum near Baylor Hospital, by South Dallas, Fair Park and to Pleasant Grove. The committed MLK and Lake June Transit Centers are both located in the vicinity of DART rail right-of-way, thus enhancing the opportunity to implement rail transit from the Dallas CBD to Buckner Blvd.

FTA issued the Notice of Intent (NOI) to prepare an Environmental Impact Statement (EIS) in November 2000. DART received FTA approval to enter into Preliminary Engineering (PE) in July 2001. Draft EIS was published in February 2002. Final EIS was published in October 2004. FTA issued a Record of Decision (ROD) on February 5, 2004. Final design was initiated.

Accomplishment

2ndQ06 activities:

- Sent Comanche Nation Final Mitigation package
- January 23, 2006: SE-2 65% Public Meeting
- Met with Developer to Discuss TOD at Baylor Station

Issues Schedule

- Trail interface
- SE-1: 2010
- SE-2: 2011

Project Manager(s)

John Hoppie

Strategic Plan Consideration

C2.3 Open/Integrate new transit services.

Description

The DART Board approved the Northwest Corridor Locally Preferred Investment Strategy (LPIS) on February 22, 2000. The LPIS includes implementation of Light Rail Transit (LRT) in the Northwest Corridor. FTA issued the Notice of Intent to prepare the EIS in November 2000. DART received Federal Transit Administration (FTA) approval to enter into Preliminary Engineering in July 2001. The project completed the Preliminary Engineering/Environmental Impact Statement (PE/EIS) phase with an FTA Record of Decision issued on February 5, 2004.

Accomplishments

- Continued coordination with City of Carrollton and Denton County Transit Authority (DCTA) on project interaction and downtown Carrollton station planning.
- Received favorable reviews from SHPO on cultural resources subject to the Memorandum of Agreement (MOA) to date.
- Received favorable comments from FTA on proposed \$700 million New Starts grant.
- Met with community stakeholders regarding NWROF mitigation issues and initiated development of visual representation of facility.
- Briefed Love Field West neighborhood on status of Love Field access per Councilwoman Medrano's request.

Issues

- Full Funding Grant Agreement (FFGA) approval
- Confirm mitigation commitments around NWROF due to community concerns.
- Awaiting comments from City of Dallas and NCTCOG regarding Love Field Service Options Report.

Schedule

- June 2006: Develop Final Love Field service options study report, based on input from City of Dallas and NCTCOG.

Project Manager(s)

Kay Shelton

Strategic Plan Consideration

C2.3 Open/Integrate new transit services.

Description

The Northwest Corridor MIS was completed in February 2000. In November 2002, DART began to reevaluate the identified alignment because newly identified airport access options and changing conditions within the corridor. A new southern alignment emerged from this analysis. In January 2005, upon consultation with airport staff, FAA, and FTA a decision was made to phase the project with Phase I extending to Beltline Road. Since the alignment will utilize airport property a Federal EIS is required. Target finish is FY 07.

Accomplishments

- Coordinated Carpenter Ranch Station Design with property owners
- Coordinated North Las Colinas Station Design with property owners and TxDOT
- Met with Staff work group to discuss River/Highway Crossing Issues
- February 7: Held second meeting with Mandalay Place Home Owners Association (HOA)
- February 2: Met with North Las Colinas Property owners
- Staff recommendation to cross Walnut Hill Lane at-grade
- First review Draft EIS Chapter I completed.
- January 26: Met with JPI regarding Carpenter Ranch.
- January: Narrowed options for North Las Colinas Station.
- Continued coordination with City of Irving, TxDOT, USACOE, DCCCD/North Lake College, DFW Airport, University of Dallas, NTTA and individual property owners
- Completed Environmental Baseline Report
- Environmental Evaluation ongoing

Issues

- Decision to Phase Project: Phase I to Irving/Phase II to DFW
- DFW Airport now considering transit terminating at Terminals A & B
- North Las Colinas Station decision dependant on TxDOT design of Spur 348
- Construction sequencing along SH 114

Schedule

- April 25, 2006: Call for Public Hearing to Planning Committee
- April 2006: Corridor Newsletter
- Spring 2006: Draft EIS

Northwest Corridor (NW HWY to Irving/DFW)

**Capital Planning
and Development**

- Spring 2007: Complete PE/EIS

Project Manager(s) John Hoppie

Strategic Plan Consideration

C2.3 Open/Integrate new transit service.

Description

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

Accomplishments

- March 2006: Continuing bi-weekly coordination meetings with consultant team.
- February 2006: Met with City of Rowlett and City of Garland staff
- February 2006: Briefed Planning Committee
- January 2006: Community Work Group Meeting
- January 2006: Reviewing 5% engineering
- November 2005: Technical Work Group Meeting
- October 2005: Continuing bi-weekly coordination meetings.
- Bi-monthly corridor meetings

Issues

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

- Schedule**
- March 2005-April 2006: PE/EA
 - 2006-2009: Final Engineering
 - 2009-2012: Construction
 - December 2012: Revenue Service

Project Manager(s) Cheri Bush

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

Description The Board of Directors adopted DART's current Transit System Plan (TSP) in November 1995, which was an update to the 1989 Plan, both of which were oriented toward a horizon year of 2010. The 2030 Transit System Plan uses a horizon year of 2030. An assessment of DART's previous System Plan (1989, 1995) and the framework development for the 2030 Transit System Plan (Phase I) was completed during FY 01. Phase II is scheduled for completion in FY 06.

Accomplishments

- Completed preliminary detailed evaluation of rail and bus corridors and initiated development of priority corridor recommendation for affordability and financial analysis
- Completed City of Dallas alternative demographic sensitivity tests, including recommended approach to incorporation into 2030 TSP.
- Continued development of 2030 TSP document, including draft sections for several elements of the plan. Finalized document layout and format.
- Conducted briefings as requested including Dallas City Council Transportation and Environment Committee and Carrollton Heights Neighborhood.
- Developed public involvement and began preparations for upcoming Member City staff, DART Senior Staff, North Crosstown and General Public Meetings.
- Published newsletter in February 2006.

Issues

- North Crosstown corridor recommendations.
- Financial capacity.

Schedule

- April/May 2006: Finalize detailed evaluation and financial/affordability analysis. Complete remaining non-rail elements.
- May 2006: Complete Draft 2030 TSP for board review.
- June 2006: Finalized Draft 2030 TSP for public and agency review period.
- June 2006: Begin development of 2030 TSP study report with various report documentation and back up information, including Conceptual Evaluation Methodology and Results and Capital Cost Methodology report.
- April 2006: North Crosstown Public Meeting
- April 2006: Member City Staff Briefing

- April 2006: DART Senior Staff Briefing
- June 2006: Plan for final round of Public Meetings.

Project Manager(s) Project Manager: Kay Shelton; Deputy: Jerry Tikalsky

Strategic Plan Consideration	S1.5 Identify and develop strategic partnerships. S1.6 Advocate transit-oriented development. S1.9 Pursue joint development opportunities.
Description	The DART Mission statement specifies that the implementation of the Service Plan should “stimulate economic development.”
Accomplishments	<ul style="list-style-type: none">• Participated in TOD Event with Reconnecting America (invited).• The selected proposer for Mockingbird was presented to the DART Planning Committee.• Negotiations are underway with selected proposers for Monroe Shops and Compton/Fiji properties.• Submitted seven Sustainable Development Grant proposals to the NCTCOG.
Issues	<ul style="list-style-type: none">• Staff is continuing to work with internal staff regarding TOD development opportunities• Staff will be taking the selected proposer for Mockingbird to the Committee of the Whole for approval to enter into negotiations.
Schedule	<ul style="list-style-type: none">• Staff is anticipating initiating a second RFP process in mid-2006. <p>Staff is involved or working with the following:</p> <ul style="list-style-type: none">• DART’s annual Transit Summit, highlighting Southern Sector opportunities, will be held on April 21.• Rail-Volution National Steering Committee meetings. Next conference: Sept. 2006 in Chicago.• North Dallas Urban Land Institute (ULI) District Council Program Committee.• Co-chair for Annual 2006 WTS (Women’s Transportation Seminar) Conference to be held in Dallas May 16-21, 2006.• Invited participant for National American Planning Association conference to be held in San Antonio from April 22-26.
Project Manager(s)	Jack Wierzenski/Cheri Bush

Northwest Corridor Mitigation Monitoring Program

Capital Planning and Development

Strategic Plan Consideration	C2.3 Open/Integrate new transit services C2.6 Add needed passenger amenities/facilities S1.7 Operate environmentally friendly services
Description	DART is advancing the development of LRT extensions in the Northwest Corridor. The Northwest Final Environmental Impact Statement (FEIS, 2003) identified impact and mitigation measures. FTA requires preparation of mitigation monitoring program (MMP) updates for federally funded projects as design and construction progress. These updates review and document any changes to or completion of mitigation measures. This includes noise and vibration mitigation measures; status of commitments detailed in the Section 106 Memoranda of Agreement including continuing SHPO and Dallas Landmark Commission coordination and design submittal reviews; changes or additions to Section 404 permits; monitoring of Section 404 mitigation measures, and maintaining a sensitivity to adjacent parklands.
Accomplishments	<ul style="list-style-type: none">• Traffic impact analysis and signal warrant for NW-4 has been completed and incorporated into drawings• Determined that there are no significant impact to Jurisdictional waters
Issues	<ul style="list-style-type: none">• Relocation of the Depot is an ongoing part of the station layout• Some traffic impact analysis and signal warrant are ongoing
Schedule	<ul style="list-style-type: none">• The Northwest Monitoring Mitigation Program will be ongoing until service begins in the corridor.
Project Manager(s)	Victor Ibewuike

Southeast Corridor Mitigation Monitoring Program

Capital Planning and Development

Strategic Plan Consideration	C2.3 Open/Integrate new transit services C2.6 Add needed passenger amenities/facilities S1.7 Operate environmentally friendly services
Description	DART is advancing the development of LRT extensions in the Southeast Corridor. The Southeast Final Environmental Impact Statement (FEIS, 2003) identified impact and mitigation measures. FTA requires preparation of mitigation monitoring program (MMP) updates for federally funded projects as design and construction progress. These updates review and document any changes to or completion of mitigation measures. This includes noise and vibration mitigation measures; status of commitments detailed in the Section 106 Memoranda of Agreement including continuing SHPO and Dallas Landmark Commission coordination and design submittal reviews; changes or additions to Section 404 permits; monitoring of Section 404 mitigation measures, and maintaining a sensitivity to adjacent parklands.
Accomplishments	<ul style="list-style-type: none">• The Tree Protection and Removal Plan was finalized.
Issues	<ul style="list-style-type: none">• Fencing details for SE-2• Good Year Building and Gaston Yard mitigations• Resolution of the mitigation of South Dallas café
Schedule	<ul style="list-style-type: none">• The Southeast Monitoring Mitigation Program will be ongoing until service begins in the corridor.
Project Manager(s)	Victor Ibewuike

I-30 Old Turnpike Managed/HOV Lanes Project

Mobility Programs Development

Strategic Plan Consideration	C2.3 Open/Integrate new transit services
Description	<p>This project includes two phases. The first phase of the I-30 HOV/Managed Lanes project will open in June 2007. In the eastbound direction the facility will start in Grand Prairie with two reversible lanes added in the future and a third lane at Belt Line ramp. The third lane will drop off at Loop 12 and while two lanes will continue with access at Westmoreland ramp. Phase one will terminate east of Cockrell Hill Rd. The second phase of the project will continue with two lanes to downtown and at the completion of the Pegasus project the lanes will terminate with a choice to Commerce St. or I-35E general-purpose lanes. Changeable Message Signs, Dynamic Signs, Static Signs, Tolling system for SOV and other traffic control devices are used to guide the traffic in and out of the Managed/HOV lanes.</p>
Accomplishments	<ul style="list-style-type: none">• 1stQ06: Revised schematic sent to TxDOT for review and approval.• 4rthQ05: Preparation of project schematics for implementation of a concurrent flow facility along the corridor will be sent to TxDOT in November 2005.
Issues	<ul style="list-style-type: none">• The region stakeholders have requested no sorting of HOV/SOV vehicles on the main lanes.• Existing toll tag limitation that will not allow to turn-on and off by drivers.• Potential funding delay for I-30 Trinity River (Signature) bridge (designed and constructed by others).• TxDOT is reviewing the structural report for shifting center support for three bridges to allow two lanes Managed HOV into downtown.
Schedule	<ul style="list-style-type: none">• June 2007: Complete Phase I construction of the Managed/HOV lane facility on I-30.• 2008: Completion of phase II
Project Manager(s)	Abed Abukar

Regional Comprehensive ITS Program for the Dallas/Fort Worth Region

Mobility Programs Development

Strategic Plan Consideration

C4.2 Integrate information technology systems

Description

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

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

Accomplishments

- 1stQ06: Completed the Regional Data and Communication Agencies Assessment Summary.
- (2005) Completed the review of the Regional Data and Video Communication System agencies assessment summary report.
- (2005): High-level design for the Dallas/Fort Worth Center-to-Center Communication network has begun.
- (2005): Completed Regional ITS Architecture.
- (2003): High-level video and data design requirements has begun and an interlocal agreement was initiated for funding of the design work. A contract has been issued to SWRI to start the high-level design work.
- (2002): Final Concept of Operation and System Specification was completed for data exchange for Dallas/Ft. Worth Center-to-Center communications network.
- (2002): The Data and Software/Video Task Forces have completed the system requirements for each agency's needs.
- (2002): The Region was instrumental in defining the State data elements and requirements in order to develop the status and command/control interface control documents (version 3.0) using national standards for exchange of information among the agencies.
- (2002): A consultant, *Southwest Research Institute (S.W.R.I.)* was secured to finalize the Regional System requirements.
- (2001): The Data Deployment Task Force for Centers,

Regional Comprehensive ITS Program for the Dallas/Fort Worth Region

Mobility Programs Development

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

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

Issues

- None

Schedule

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

Project Manager(s)

Abed Abukar

Construction & Installation of Standard Shelters

Mobility Programs Development

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

Description 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.

A new shelter contract was signed with NEC and Notice to Proceed issued in May 2003. The FY 05 Standard Shelter program was completed during 2005 and the FY 06 program is in progress.

Accomplishments

- 2ndQ06: Installed 45 new shelter equivalents.
- Public/Private partnership with a South Dallas neighborhood association resulted in the installation of a needed on-street facility. A partnership with Baylor/Garland continued.
- Partnerships with other governmental units have resulted in the renovation or construction of additional standard shelters that cannot be constructed with DART funds alone. A partnership with UTD resulted in the installation of facility and accessibility improvements at Drive A and Rutger Street. Partnerships were initiated with UTSW for accessibility and facility improvements at the St. Paul campus and the ongoing care facility for amputees.
- Began work on federalized contract and purchase request.

Issues

- Winter bird populations are soiling benches and shelters under live oak trees require extra maintenance.
- Para-transit issues being addressed through accessibility improvements.
- Graffiti, vandalism, and shelter loss are ongoing costs.
- On going issues with theft at I-stops.

Schedule

- 2ndQ06: Install 30 new shelter equivalents.
- 3rdQ06: Prepare new federalized shelter contract for bid.
- 1stQ07: Begin installation of shelters under federalized contract.

Project Manager(s) Rob Parks



SH 114 Freeway Widening Including Managed/HOV Lanes

Mobility Programs Development

Strategic Plan Consideration

C2.3 Open/Integrate new transit services

Description

The SH 114 project is comprised of two segments: The section between SH 183 and Loop 12 will be widened from 4 to 6 general purpose lanes (3 in each direction) and have two lane reversible HOV lane added within the median. The section from Loop 12 to SH 121/County Line will be widened from four lanes to eight lanes with an addition of two reversible HOV lanes.

The corridor is expected to include two Park and Ride lots, located at or near International Parkway and Spur 348. Access and egress will be provided by using slip-ramps and wishbone ramps.

Accomplishments

- March 2006: DART/TxDOT working on 60% PS&E submittal for Loop 12/SH 114 Interchange for early LRT project implementation.
- January 2006: Implemented FHWA/Austin Division review comments. Submitted final schematics/EA for approvals.
- December 2005: Schematics revised to show reversible operation from SH 183 to Rochelle with ROW needed for four Managed/HOV lanes.

Issues

- The total project cost for early implementation of *Loop 12/SH 114 Interchange* to accommodate the future LRT corridor extension into Irving is estimated at \$200M. Finalization of Memorandum of Understanding (MOU) and development of necessary funding agreement between DART, TxDOT, NCTCOG, and City of Irving is ongoing.

Schedule

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

Project Manager(s)

Ali Rabiee

Strategic Plan Consideration	C1.1 Improve on-time performance C1.4 Provide friendly courteous service
Description	<p>HOV lane system is DART's most cost efficient service with \$0.14 subsidy per passenger and carrying about 38% of the total DART system ridership.</p> <p>I-30, I-35E, I-635 and I-35E/US 67 HOV lanes carried over 37 million commuters during FY 05.</p> <p>DART currently operates 31 miles of HOV Transitways along I-30, I-35E, I-635 and I-35E/US 67 freeways. The HOV lane on I-30 is a Contraflow lane which is created by borrowing the inside lane of the non-peak direction and assigned to peak direction of travel. The HOV lanes on Stemmons and LBJ are buffer separated concurrent flow lanes, constructed using the inside shoulders of the freeways. The HOV lanes on I-35E/US 67 are a combination of concurrent flow and reversible sections.</p>
Accomplishments	<p>The following is HOV ridership information for March 2006:</p> <ul style="list-style-type: none">• The four DART operated HOV lanes carried approximately 107,300 weekday daily commuters.• The HOV lanes along I-635, I-35E, I-30 and I-35E/US 67 carried 41,190, 25,060, 17,200 and 23,890 weekday passengers respectively.• HOV users saved 7.8 minutes, 8.4 minutes, 14.5 minutes, and 16.2 minutes on East R.L. Thornton, Stemmons, LBJ, and South R.L. Thornton/Marvin D. Love HOV lanes respectively, on the round trip commute.• On-time opening performance for the East R. L. Thornton HOV lane was 99.0% during the last quarter.• Efforts to extend the operating limits of the I-30 and I-635 HOV lanes and to implement new facilities on US 75 and I-30 West are in various stages of implementation.
Issues	Additional public education and marketing efforts are necessary.
Schedule	Ongoing.
Project Manager(s)	Mahesh Kuimil

North Central (US 75) Concurrent HOV Lanes

Mobility Programs Development

Strategic Plan Consideration

C2.3 Open/Integrate new transit services

Description

Development of a concurrent flow HOV lane facility is underway in the median of US 75, north of LBJ freeway to north of Parker Road in Plano. The 24-hour two-lane facility will serve both northbound and southbound commuters. The facility will be connected to the existing and later, future HOV lanes on LBJ freeway, west of US 75, via a direct connector ramp through the reconstructed US 75/I-635 Interchange. Potential access/egress locations have been identified at Park Blvd. Previously, design of a reversible HOV lane was being advanced along this corridor. This project has been replaced with the concurrent flow facility.

Accomplishments

- 2ndQ06: Project is in the letting phase and contractor selection will be completed this summer.
- 1stQ06: 100% design plans were completed and forwarded to related agencies for review.
- 1stQ06: Operational schematics have been prepared.
- 4thQ05: 30% design plans for a concurrent flow facility along the corridor was completed and forwarded to related agencies.
- Comments on 30% design plans are being reviewed for incorporation.
- The issue regarding a system of physical barriers to separate HOV lane users from main lane traffic has been resolved. Delineator posts will be used for this purpose.

Issues

- The NCTCOG's Mobility Plan identifies the need for two lanes inbound and one lane outbound in the morning and the reverse for the afternoon operating periods.
- An MIS is needed to address the additional HOV needs within the corridor.
- Access/egress locations at Campbell Road may be eliminated due to operational concerns.

Schedule

- 2007: Complete construction of the HOV lane facility on US 75.
- 2007: Complete ramp connections from US 75 HOV lane to I-635 HOV lane.

Project Manager(s)

Mahesh Kuimil

Strategic Plan Consideration

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

Description

The project involves the grade separation of the Trinity Railway Express (TRE) over the intersections of Belt Line Road, Briery Road, and Story Road; and replacement bridges over Dry Branch Creek and West Irving Creek. The TRE tracks will be elevated and double tracked from Gilbert to Rogers Road, for a length of 2 ¼ miles. The portions of Belt Line Road, Briery Road and Story Road within the vicinity of the TRE Line and Rock Island Road will be reconstructed as part of this project. The project also includes an 8,236-foot long bridge and a 1,000-foot long retaining wall that is 33 feet wide carrying Class 4 double track. The tracks are 15 ft. apart between MP 631.80 and MP 633.36. The improvements are in the City of Irving (COI) and the project involves construction of bridges, tracks, paving, drainage, signing, striping, illumination, signalization and aesthetic features. Additional ROW will be acquired by the COI. Total estimated cost including ROW, engineering, and construction is approximately \$42 million. In addition, COI has committed \$5 million for aesthetics as part of Quiet Zone.

The Regional Transportation Council of the North Central Texas Council of Governments approved this project for funding under the Strategic Programming Initiative. Funding sources (FY 2006) for this project include FTA, TxDOT, City of Irving, and DART (\$42M).

Accomplishments:

- March 2006: Denver Signal design of additional signals plans at Rogers and MacArthur is nearing completion.
- March 2006: Re-design of loading and modification of 36 structural plan sheets resulted a potential savings of approximately \$1 million.
- January 2006: NTCOG/RTC approved funding increase of \$4.6M
December 2005: Attended monthly utility relocation meeting.
December 2005: NCTCOG/STTC approved funding increase of \$4.6M.
- November 2005: City of Irving utility relocations are completed.
- October 2005: Irving City Council workshop approved funding increase.
- September 2005: A revised proposal was submitted to

NCTCOG for an additional \$7.3M.

- June 2005: Final review comments for technical specifications were dispositioned and final costs were updated.
- March 2005: Last remaining real estate parcel has been acquired by the City of Irving.
- 1stQ05: PS&E package 100% complete.
- March 2005: PS&E package completed and budget revised based on the latest estimate.

Issues

- The franchise utilities status as of March, 2006:
 - ✓ Atmos Gas lines - completed
 - ✓ TXU electric engineering - ongoing
 - ✓ MCI engineering - ongoing
 - ✓ Verizon field work - ongoing
 - ✓ AT&T - completed

Schedule

- April/May 2006: SMR review process.
- June/July 2006: Advertise for bids.
- Sept. 2006: Letting (receive bids).
- Nov. 2006: Award/Notice to Proceed.
- Jan. 2007: Begin construction.
- Aug. 2009: Project completion.

Project Manager(s)

Ali Rabiee

Strategic Plan Consideration	C1 Improve quality. C2 Improve/add services. C3 Improve efficiency.
Description	<p>The Action Plan provides guidance for development and implementation of service improvements for a five-year period. The Board-adopted goals for the Action Plan are to increase ridership and improve cost effectiveness.</p> <p>An updated Five Year Action Plan was developed and presented to the Board in 2002. Significant changes have taken place since 2002 relative to the region's economic conditions and DART's fiscal projections. As a result, a new Five Year Action Plan update is currently underway.</p>
Accomplishments	<ul style="list-style-type: none">• 2ndQ06: Presented to Board on scope of project and key service strategies.• 1stQ06: Completed supporting tasks and data review.• 3rdQ05: Revised and expanded scope of project.• 2ndQ05: Data collection completed for plan update.• 2ndQ05: Staff completed review of Plan for update to financial information and project schedules.• Innovative services and site-specific shuttles continue to be developed as described in the attached Score Card and individual progress reports.
Issues	<ul style="list-style-type: none">• Instability in service levels based on ridership changes, sluggish sales tax receipts, and volatile fuel prices.• Delays in progress on update due to shift in staff focus to FY 2006 service modifications.
Schedule	<ul style="list-style-type: none">• 3rdQ06: Draft document. Management review and internal presentations.• 4thQ06: Incorporate revisions; finalize document.
Project Manager(s)	Katharine Eagan

FY 2006 Second Quarter Score Card Five-Year Action Plan

Service Planning and Scheduling

Objectives	Services	Activities
INCREASE RIDERSHIP		
<ul style="list-style-type: none"> Expand Services 		System ridership rose 12.2% from FY 2004; bus system ridership was up 14.9%. Crosstown routes increased 19.8%, TC Feeder Routes increased 22.3% and Rail Station Feeder routes increased 11.0%.
	Feeders to Transit Centers and Stations	February 2006 service change implemented rail and bus schedule adjustments, based on service efficiencies.
<ul style="list-style-type: none"> Improve Customer Waiting Conditions 	Improved Bus Stop Amenities	The 2003-2008 new Standard Shelter Program will include a total of 430 standard shelters and 90 double/modular shelters.
IMPROVE COST EFFECTIVENESS		
<ul style="list-style-type: none"> Implement Efficiencies 		
	DART On-Call Non-Traditional service	Lake Highlands On Call began service in February 2006; service efficiency related changes made in East Rowlett, North Dallas, and Richardson zones.
	Site-specific Shuttles	On-going service partnerships with North Park, SMU, DFW, U.T. Southwestern Medical Center; American Airlines Center, Texas Instruments (TI), the McKinney Avenue Trolley, Medical City, Palisades and Campbell Center. Currently talking with UTD and TI.
	Non-Traditional Vanpool Service (E-Shuttle)	Employer outreach in rail expansion corridors is identifying new E-Shuttle opportunities. Two additional E-Shuttles pending. Potential TI expansion to UTD incubator in 2006 or 2007.
	Address low-performing routes	February 2006 service change targeted routes consistently below 0.6 RPI.

Strategic Plan Consideration	C1 Improve quality. C2 Improve/add services. C3 Improve efficiency.
Description	DART's on-going service planning process includes completion of periodic detailed needs assessments in each member city or sub-area. These detailed needs assessments help to identify improvement projects for inclusion in the Five Year Action Plan.
Accomplishments	<ul style="list-style-type: none">• 2ndQ06: Initiated Northwest Dallas and East Dallas/Pleasant Grove Service reviews.• 4thQ05: Completed reviews for Garland, Irving, and Oak Cliff. Began North Tollway review.• 3rdQ05: Conducted community meetings for Irving review. Drafts for Garland and Oak Cliff reviewed internally. Final draft of Irving document submitted for management review.• 2ndQ05: final workshops for Irving review; first workshops for Garland review.• 1stQ05: Planning staff management held work sessions for the Irving service review.
Issues	<ul style="list-style-type: none">• None
Schedule	<ul style="list-style-type: none">• 3rdQ06: Complete Northwest Dallas Service Review.• 3rdQ06: Complete East Dallas Service Review.• FY08: West Dallas, North Tollway, Richardson reviews.
Project Manager(s)	Katharine Eagan/assigned staff

Strategic Plan Consideration	C1 Improve quality. C2 Improve/add services. C3 Improve efficiency.
Description	<p>The Five Year Action Plan included a strategy of identifying principle bus corridors and targeting improvements in bus travel times, frequency, passenger amenities and security to achieve a service level similar to that provided by light rail, but without the grade separated right-of-way.</p> <p>The 1998-2002 and 2002-2006 Five Year Plans identify potential bus corridors: Harry Hines, Malcolm X, and Ferguson Road. The Northwest Corridor MIS planned light rail within the Harry Hines corridor, removing it from consideration as a bus corridor.</p>
Accomplishments	<ul style="list-style-type: none">• 2ndQ06: Working with System Planning to identify potential corridors; finalizing plans for consultant to visit DART and review plans and projects.• 1stQ06: Prepared documents for BRT consultant; completed data review.• 4thQ05: Prepared scope for BRT consultant; visited other agencies for benchmarking.• 3rdQ05: Identified properties with similar enhanced service.• 2ndQ05: No activity during this quarter.• Enhanced bus service, for use in targeted corridors, has been further refined in coordination with the 2030 Transit System (2030 TSP) Plan. Additional enhanced bus corridors to be modeled as part of 2030 TSP process.
Issues	<ul style="list-style-type: none">• Integration of DART's bus corridor development concepts with City of Dallas corridor overlay zoning concepts.• Incorporation of bus corridors in the 2030 Transit System Plan.
Schedule	<ul style="list-style-type: none">• 3rdQ06: Plan for consultant to visit DART and review plans and projects.• 4thQ06: Finalize operating plans; receive final recommendations from consultant.
Project Manager(s)	Katharine Eagan

Strategic Plan Consideration	C1 Improve service quality and effectiveness. C2 Improve service efficiency. C3 Increase ridership by opening new services.
Description	The Employer Services Program incorporates services targeted at employers: Employer Shuttles (E-Shuttles), Site Specific Shuttles, Airport and other services in which DART partners with employers to provide innovative transit connections between the DART system and potential trip generators. The first E-Shuttle (Campbell Centre E-Shuttle) was implemented February 1, 2000, a second was started on July 24, 2002. Site-specific shuttle or employer shuttle services are currently operating at D/FW Airport, The UTSW Medical Center, Texas Medical City, North Park Mall, Texas Instruments, SMU, Campbell Center, Palisades/Telecom and McKinney Avenue.
Accomplishments	<ul style="list-style-type: none">• Staff is fielding calls in regard to shuttle service for various locations throughout service area. There is current interest for service due to higher gas cost.• Staff met with North Park Management to discuss reroute of shuttle to use Park Lane due to new build-out at Mall. Still exploring options to expand the 702 and Campbell Center e-shuttle and create other potential e-shuttles in the Northwest Highway and 75/Market area.• Working on proposal for site-specific shuttle to UTD campus from Bush Station.• Spoke with 7/11 relocation consultant about possible service from Pearl Station to their new building• Met with Crescent to discuss other service possibilities.
Issues	<ul style="list-style-type: none">• Fuel cost creating high demand for this service• Budget constraints• Economy improving, yet large company hiring continues to be an issue.• Leasing of office space is picking up; will continue to follow leads, as they become known.• New job creation is with smaller service companies where interest in this program is not significant.• Many new employment opportunities are beyond DART service area boundaries.
Schedule	<ul style="list-style-type: none">• Ongoing
Project Manager(s)	John Quinn

Strategic Plan Consideration	C1 Improve service quality and effectiveness. C2 Improve service efficiency. C3 Increase ridership by opening new services.
Description	The DART Community Transit Program includes 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	<ul style="list-style-type: none">• February 6, 2006: Implemented Lake Highlands On Call zone; modified East Rowlett On Call zone, and hours for North Dallas and Richardson zones, for service efficiency.• Oct. 3, 2005: Implemented Glenn Heights On Call.• 1stQ06: Planned for Lake Highlands On Call; examined other zones for possible service efficiencies.
Issues	<ul style="list-style-type: none">• Begin consolidation of daily management under ATC.• Future financial considerations for Late Night/Weekend Demand Response services will be incorporated in next fiscal year.
Schedule	<ul style="list-style-type: none">• FY 2006: Award solicitation for comprehensive operation of management and operation of On Call and new van-based innovative services. Draft operating plans for new innovative services.• FY 2007: Consolidate operations into one contractor.
Project Manager(s)	Katharine Eagan

Ticket Vending Machines (TVM)

Service Planning and Scheduling

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

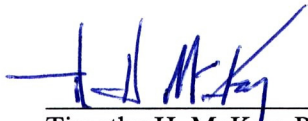
Strategic Plan Consideration	C1 Improve quality of service. C2 Improve efficiency of service.
Description	LRT service disruptions can occur as a result of track blockage, construction, track maintenance or any other event that may disrupt rail services. The Customer Response Team (CRT) will be deployed to impacted downtown Dallas stations when an LRT service disruption occurs. CRT provides bus bridge, rail service delay and rail bridge information to customers. CRT is composed of staff from Community Affairs, Customer Service, Scheduling, Service Planning and Transit Center Operations.
Accomplishments	<ul style="list-style-type: none">• Feb 2006: CRT training session completed.• .
Issues	<ul style="list-style-type: none">• Feb 2006: Customer Service raised Equipment liability concerns. CRT will be implemented after these concerns have been addressed.
Schedule	<ul style="list-style-type: none">• May 2006: Implementation
Project Manager(s)	Jennifer Jones

Strategic Plan Consideration	C1 Improve quality of service. C2 Improve efficiency of service.
Description	Bus operations have raised a concern that it is difficult to determine whether a train has pulled into an aerial station. This has caused operators to pull out from their bay prior to the arrival of customers making rail/bus connections. Rail Planning and Operations Technology have developed a notification device to address operations concerns. The notification device notifies operations when a train is approaching the station. Specifically, as trains approach the station, the notification device will trigger a light to come on in the bus bay area. The flashing light will let operations know that a train is approaching the station.
Accomplishments	<ul style="list-style-type: none">• February 2006: Bus operator hold policy approved• February 2006: Received stakeholder approval to proceed with pilot project.• March 2006: Project presented to executive management.• None
Issues Schedule	<ul style="list-style-type: none">• May 2006: Implement pilot test at Arapaho Station.• May 2006: Develop market plan for pilot test.• November 2006: Evaluate and make recommendation on pilot test.
Project Manager(s)	Jennifer Jones/Alexander O'Leary

Strategic Plan Consideration	C1 Improve service quality and effectiveness. C2 Improve service efficiency. C3 Increase ridership by opening new services.
Description	Ongoing support will be provided for DART's vanpool program. The Vanpool program is designed to mitigate traffic congestion by providing 7, 8, 12, 14 and 15 passenger commuter vans. DART will continue to benchmark best practices for a successful program.
Accomplishments	<ul style="list-style-type: none">• 2ndQ06: The target number of vanpools for FY 2006 was increased from 70 to 83 based on strong demand.• 1stQ06: Transition to new vendor vehicles completed on December 31, 2005• 4thQ05: A contract was awarded September 2005 to Enterprise Rent-A-Car (ERAC), Inc. Competitive solicitation resulted in a savings of over \$500,000 over 4 year contract base.
Issues	<ul style="list-style-type: none">• Budget constraints are limiting the expansion of the Vanpool Program. Vanpools cannot be extended to employers requesting transportation alternatives for employees. Increased fuel costs have created a stronger market for Rideshare services.• Pricing issues continue to be a concern for vanpool participants.
Schedule	<ul style="list-style-type: none">• 3rdQ06: Continue development of longer-term pricing and marketing strategies.• Conduct best practices benchmarking activities to measure benefits, incentives and program structure of other vanpool program providers• Identify overall budget savings to add more vans to service levels in an effort to address the demand for vans. Raytheon is requesting 7 -15-passenger vans for their employees.
Project Manager(s)	Pat Vidaurri/ Jennifer Hall

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

This document is the 2nd Quarter FY 2006 issue of the DART Project Development Progress Report. This report addresses status of LRT Buildout activities and other Capital Development projects. Status reflects activities through March 31, 2006, including Change Control Summaries, Systems Integration, and Real Estate.



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

THM/ta

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ACRONYMS

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

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

SCOPE OF PROJECTS

LIGHT RAIL TRANSIT (LRT) BUILDOUT PHASE I

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

Walnut Hill Parking

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

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

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

LIGHT RAIL TRANSIT (LRT) BUILDOUT PHASE II

The LRT Buildout Phase II consists of approximately 46.3 miles of light rail transit lines extending northward from the Dallas CBD to the City of Carrollton (Northwest Corridor), including a branch from Northwest Highway out to DFW Airport (Irving/DFW Corridor). Phase II also extends the light rail transit lines southeasterly from the Dallas CBD to Buckner Blvd. in South Dallas (Southeast Corridor) and easterly from the Downtown Garland Station to the Rowlett Park and Ride (Rowlett Extension). The construction of Phase II will include five construction manager/general contractor (CM/GC) contracts inclusive of pre-construction services, facilities construction, trackwork, landscaping, and systems element installation; and contracts for major equipment, material, and vehicle procurements. Construction will be done in two phases: Phase IIA, which includes the Southeast and Northwest corridors (26.8 miles), and Phase IIB, which includes the Irving/DFW Corridor and Rowlett Extension (19.5 miles).

Raise & Extend Four CBD Stations

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

COMMUTER RAIL

Belt Line Road Grade Separation

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

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

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

ADDITIONAL CAPITAL DEVELOPMENT

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

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

NW-1A/Victory Station Project

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

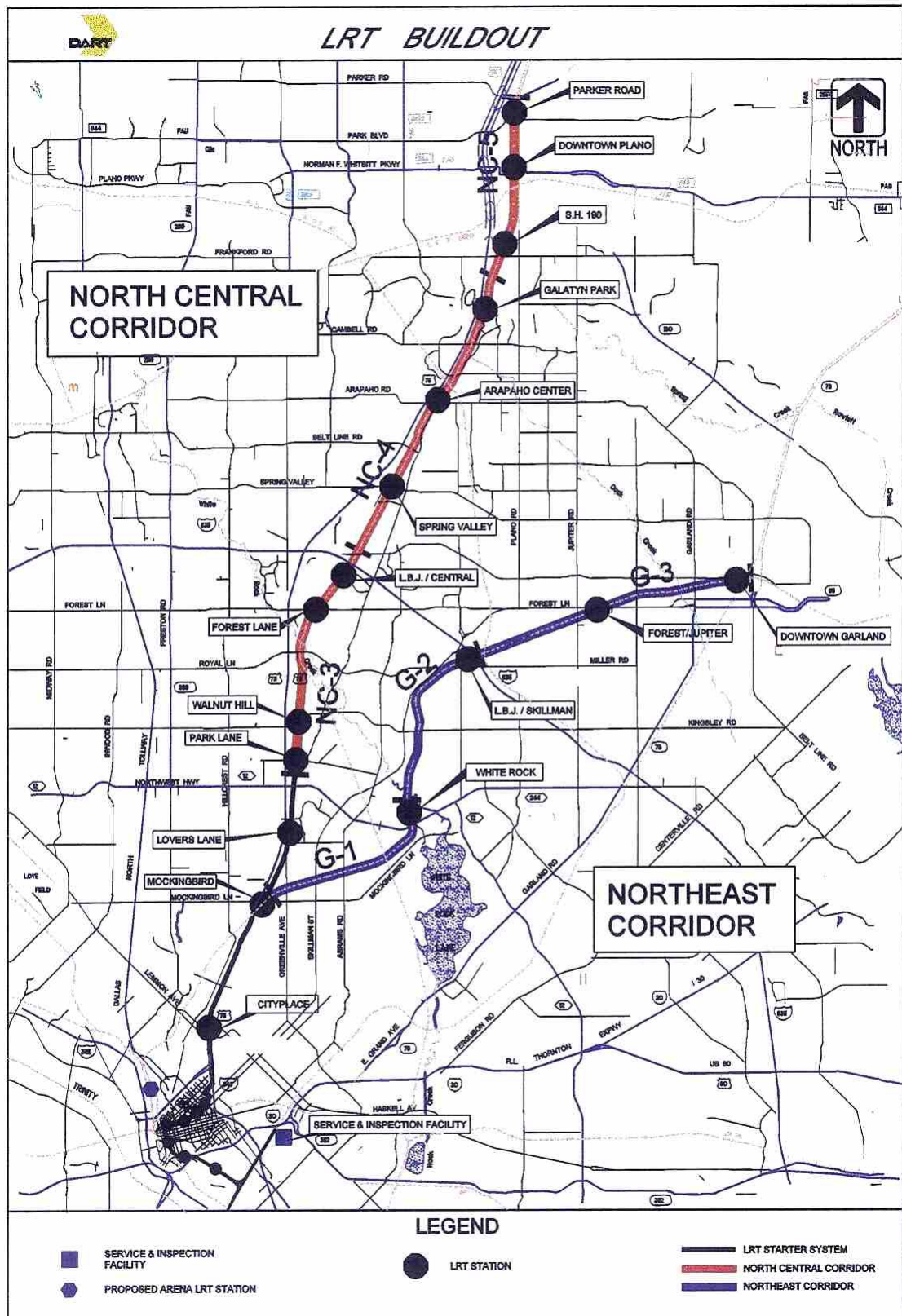
Unity Plaza

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

North Central Tunnel Delamination Repair & Monitoring Test Section

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

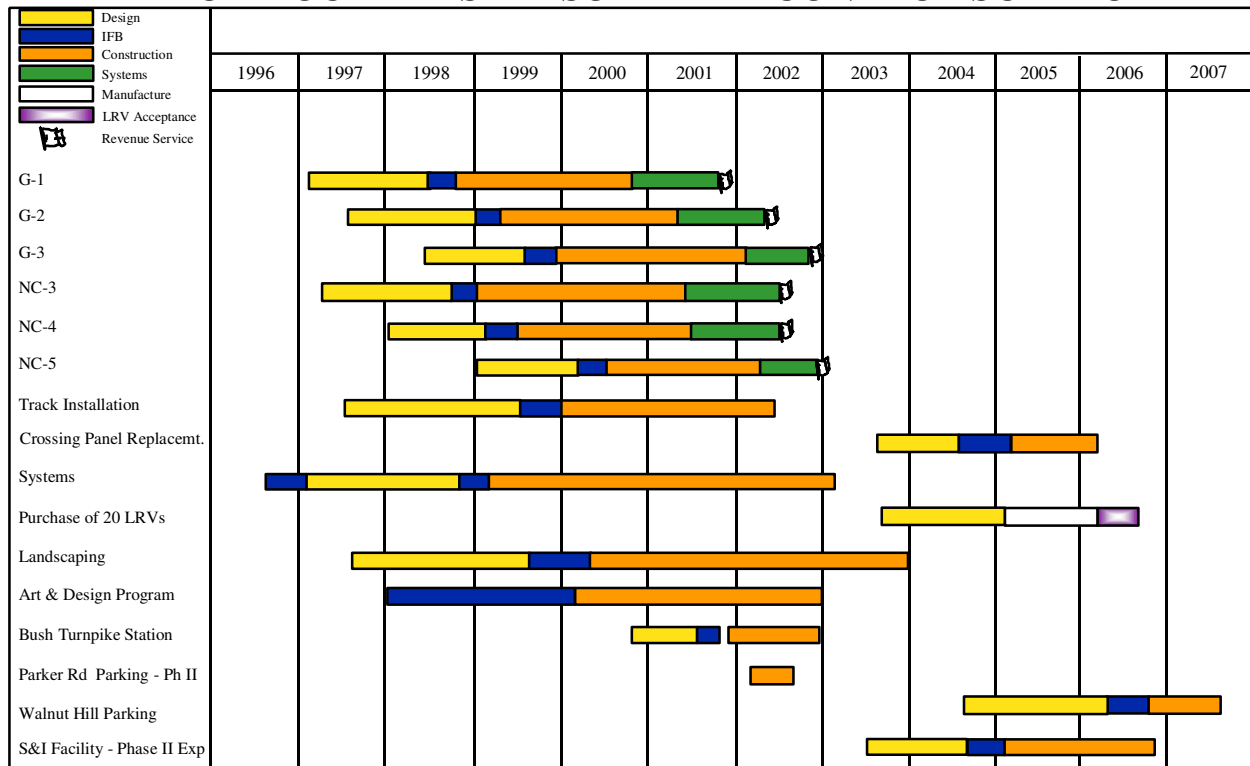
**LRT BUILDOUT
PHASE I**



Summary Control Schedule

LRT Buildout Phase I

LRT BUILDOUT PHASE I - SUMMARY CONTROL SCHEDULE



Revised 03/31/06

Cost/Schedule Summary

LRT Buildout Phase I

LRT BUILDOUT PHASE I Cost Summary (in millions of dollars)			
	Control Budget	Current Commitment	Expended to Date ⁽²⁾
LRT General ⁽¹⁾	\$ 67.0	\$ 55.6	\$ 55.4
Cityplace Station Finishout ⁽³⁾	24.9	24.7	24.7
Garland-1	53.2	52.0	51.6
Garland-2	84.2	78.0	77.3
Garland-3	101.2	92.1	90.6
North Central-3	123.1	107.0	105.6
North Central-4	82.2	77.0	75.5
North Central-5	64.5	61.2	60.0
S&I Facility Expansion/VAF	31.9	31.9	31.9
Systems	160.1	155.3	155.1
Vehicles	151.2	151.0	150.5
Crossing Panel Replacement	4.7	3.7	2.8
LRT Buildout Total	\$948.2	\$889.5	\$881.0

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 2/28/06, per DART's General Ledger.
- 3) At the direction of the DART Board, Cityplace Station Finishout was combined with the LRT Buildout.

LRT BUILDOUT PHASE I RELATED PROJECTS (FFGA Amendment 10) Cost Summary (in millions of dollars)			
	Control Budget	Current Commitment	Expended to Date ⁽¹⁾
Bush Turnpike Station	\$ 12.5	\$ 12.9	\$ 12.9
Parker Road Station Phase II Parking	2.6	1.6	1.6
Walnut Hill Parking	1.3	0.3	0.2
S&I Facility - Phase II Expansion	29.4	28.3	15.7
Purchase of 20 LRVs	63.0	61.7	49.9
Total	\$ 108.8	\$104.8	\$ 80.3

- 1) Expended to date values reflect activity through 2/28/06, per DART's General Ledger.

Cost/Schedule Summary

LRT Buildout Phase I

SCHEDULE SUMMARY

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

Northeast Corridor Facilities

Line Section G-2

LRT Buildout Phase I

Strategic Plan Consideration	C2.3 Integrate new transit services
Description	<p>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.</p>
Status	<p>Revenue service for Line Section G-2 began on schedule on May 3, 2002. Final closeout of this construction contract is complete.</p>
Issues	<p>The contractor, GLF, appealed the Contracting Officer's final decision on its schedule-related Request for Equitable Adjustment (REA).</p> <p>The Contracting Officer received an additional REA from GLF in January and March 2005. The Contracting Officer issued a final decision on the additional REA on February 7, 2006, and GLF appealed the decision.</p> <p>Both matters will proceed in DART's administrative disputes process, under the direction of DART's Legal Department.</p>

North Central Corridor Facilities

Line Section NC-3

LRT Buildout Phase I

Strategic Plan Consideration C2.3 Integrate new transit services

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

Status As of the end of June 2003, the contractor, GLF, is no longer on the project. Contract is closed; final payment was made with the Contracting Officer's final decision.

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

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

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

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

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

Marta appealed the Contracting Officer's final decision on its Request for Equitable Adjustment and the matter is in DART's administrative disputes process. DART Legal Department is proceeding with the litigation. First portion of the trial was conducted January 31 through February 18, 2005. The second portion of the trial was conducted June 6-17, 2005. The judge issued a 220-page decision on the first portion on March 14, 2006.

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

Track Crossing Panel Replacement and Rail Destressing

**LRT Buildout
Phase I**

**Strategic Plan
Consideration** C2.5 Improve passenger amenities and facilities

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

Status Herzog Contracting Corporation completed all contract milestones on time. All change work was completed in February. Punch list work was completed in March 2006. Closeout is anticipated to be complete in April 2006.

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

Systems - Fare Collection

LRT Buildout Phase I

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

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

Status Contract closeout is continuing, with release of liens the only item remaining.

Issues None.

Systems - Vehicles

LRT Buildout Phase I

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

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

Status Design and manufacturing of the 20 additional vehicles continues. All 20 LRVs have arrived in Dallas and final assembly has been completed. All 20 of the LRVs have been delivered to the DART Maintenance Yard. Acceptance testing has been completed on four LRVs.

Issues None.

Strategic Plan Consideration C2.3 Integrate new transit services

Description Integrate systems operation for LRT Buildout.

Status Systems Integration staff continued coordination with Operations of turnover activities for all open items systemwide. Integrated test discrepancy follow-up efforts continued.

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

Issues None.

Walnut Hill Parking

LRT Buildout Phase I

Strategic Plan Consideration	C2.5 Improve passenger amenities and facilities
Description	The existing Walnut Hill Station on Line Section NC-3 is currently a kiss and ride facility. The addition of parking is proposed to be constructed on the adjacent Oncor property.
Status	One hundred percent (100%) design submittal is anticipated in April 2006. Senior Management Review is pending.
Issues	None.

Service & Inspection Facility - Phase II Expansion

LRT Buildout
Phase I

Strategic Plan Consideration

- C1 Improve Customer Satisfaction
- C2 Manage System Growth
- C3 Improve Efficiency

Description

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

Status

The contractor, Hensel Phelps Construction Company, continued work in the various areas of the facility expansion.

At the Running Maintenance extension area, installation of utilities and fall protection steel continues. Interior and exterior wall panels, window frames, skylights, ceiling and exterior wall light fixtures, and the four bi-fold doors at the east end were installed. Track pedestals were installed. Caissons and pit for the truck hoist to be moved into the extension area was completed, and the relocated truck hoist was installed. Pits and pit walls were completed between the existing and new areas. Car hoist pits slab-on-grade was poured. Fire protection piping was installed. Installation of fabric air distribution duct support system began. Ballast was installed to extend rail into the east end of the extension. Rail was moved into the area and anchor drilling was begun for extension area track installation. Paving south of the extension was installed.

In the existing Running Maintenance area, the concrete pit was completed for the new car hoist and the new car hoist was installed. Electrical utilities were extended through the existing area into the extension area. Waste oil drainage line was installed. Drain line for new washbasin was installed. Piping systems were insulated.

In the Overhaul Shop extension area, rerouting for drainage systems was completed. Grounding grid at grade beam was installed. Precast concrete wall panels were installed. Support steel was erected for metal panels on walls and roof, and metal roof panels were installed.

In the existing Overhaul Shop, painting of reinforcing beams and columns was begun.

In preparation of the Paint and Body Shop extension work, the Paint and Body Shop was cleaned for lead dust. At the Paint and Body Shop extension, demolition and drilled pier installation was completed. Fire line modifications were begun. Grade beam, pit, and slab installation was completed. Structural steel installation was begun for the building extension.

Service & Inspection Facility - Phase II Expansion

**LRT Buildout
Phase I**

Status (Continued) In the storage track area, rail installation of storage tracks 4, 5, 6, and 7 continues. Installation of piers was completed. Under-drain cleanouts were set. Additional rail from NW-1A was brought in. Modifications were begun for signal houses. Installation of OCS, ballast, yard track switch, express troughs, signal conduits, and duct banks are in progress.

Issues Design options are being considered to improve ceiling lighting levels in the Running Maintenance area.



OCS Installation in Storage Track Area

Service & Inspection Facility - Phase II Expansion

LRT Buildout
Phase I



**Pits, Pedestals, and Overhead Platforms in the
Running Maintenance Extension**

New Truck Hoists in Existing Running Maintenance Shop



Service & Inspection Facility - Phase II Expansion

**LRT Buildout
Phase I**



**Bi-fold Doors of Running Maintenance Extension
& Structural Steel at Body Shop**






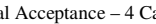





















New Cabinet Installed at Signal House #4



Facilities - Six-Month Look Ahead

LRT Buildout Phase I

BUILDOUT PHASE I FACILITIES - SIX-MONTH LOOK AHEAD

	2006					
	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					
CROSSING PANEL REPLACEMENT	Construction Completed 2/1/06					
20 LRV PURCHASE	03/06  Final Acceptance- 2 Cars	 	 Final Acceptance- 4 Cars	 	 	 F/A - 1 Car
	 	 Final Acceptance- 4 Cars	 	 	 Final Acceptance- 4 Cars	
LANDSCAPING	Landscaping Completed					
BUSH TURNPIKE STATION	Revenue Service Began 12/9/02					
PARKER RD PARKING PHASE II	Construction Completed					
WALNUT HILL PARKING	03/06  100% Submittal					
S&I PHASE II EXP	 Construction Continues					
<div><div> - Construction</div><div> - Manufacture</div></div> <div><div> - Construction Complete</div><div> - Information Only</div></div> <div><div>* Senior Management Review</div><div> - Critical</div><div> - Trending toward Critical</div></div> <div><div> - Change</div><div> - Revenue Service</div></div>						

Revised 03/31/06

Change Control Summary

LRT Buildout Phase I

Light Rail Transit Buildout Phase I - Change Control Summary											
Rail Section/ Contract Package		Consultant/ Contractor	Approved Contract Amount	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 2006)
			(A)	(B)	(C=A+B)	(D)	(E=A+D)	(F=B-D)	(G=D/B)		
Professional Services	LRV Management	LTK	\$6,379,825	\$531,142	\$6,910,967	\$181,855	\$6,561,680	\$349,287	34%	(Note a)	Through SA #14, AWP05 Accounting Closeout is Pending
	C-97000131										
North Central Corridor	NC-3 Civil/Struct/Sta C-98000080	GLF Constr. Corp.	\$49,903,009	\$4,990,301	\$54,893,310	\$1,158,261	\$51,061,270	\$3,832,040	23%	100%	Accounting Closeout is Pending Litigation
	Walnut Hill Sta Parking Lot	TBD	\$0	\$0	\$0	\$0	\$0	\$0			
Northeast Corridor	G-2 Civil/Struct/Sta C-98000089	GLF Constr. Corp.	\$35,181,916	\$3,518,192	\$38,700,108	\$843,889	\$36,025,805	\$2,674,303	24%	100%	Accounting Closeout is Pending Litigation
S&I Facility Expansion	Civil/Structural Phase II C-1007306-01	Hensel Phelps	\$19,998,410	\$904,847	\$20,903,257	\$221,055	\$20,219,465	\$683,792	24%	63%	Through SA-7
Systemwide	Track Installation C-99000077	Marta Track	\$23,397,697	\$3,271,545	\$26,669,242	\$3,146,721	\$26,544,418	\$124,824	96%	100%	Accounting Closeout is Pending Litigation
	Crossing Panel Replacement C-1007268-01	Hernog	\$2,293,417	\$229,342	\$2,522,759	\$14,611	\$2,308,028	\$214,731	6%	97%	SA-3 Executed
Systems	Fare Collection C-98000040	Schumberger	\$6,092,379	\$2,556,284	\$8,648,663	\$2,250,012	\$8,342,391	\$306,272	88%	100%	Contract closeout pending
						Includes Changes from Board Increases					
LRV Procurement	21 Additional	Kinkisharyo/Itocmu	\$56,954,100	\$2,847,705	\$60,218,405	\$183,278	\$57,065,114	\$2,664,427	6%	100%	Accounting Closeout is Pending
	C-98000071-01		\$416,600	\$416,600	\$416,600	\$0	\$0	\$0	0%		
	20 Additional C-98000071-02	Kinkisharyo/Itocmu	\$58,666,378	\$1,333,622	\$60,000,000	\$693,583	\$59,359,961	\$640,039	52%	75%	Through SA-017
TOTALS:			\$360,835,069	\$37,648,497	\$398,483,566	\$28,168,908	\$383,994,785	\$9,479,589			No changes in March
Legend:	% Contingency >= 80%										
Notes:	a) The professional services contracts are negotiated through annual workplans (AWP) ; amounts reflected on this report represent Total Board Authorized Not-to-Exceed values. b) The authorized board increases are captured in column B along with approved contingency increases to more accurately reflect the change activity as it relates to contingency. c) The totals shown on this report include balances from active contracts, shown here, and closed contracts that are in hidden cells within the sheet.										

**LRT BUILDOUT
PHASE II**

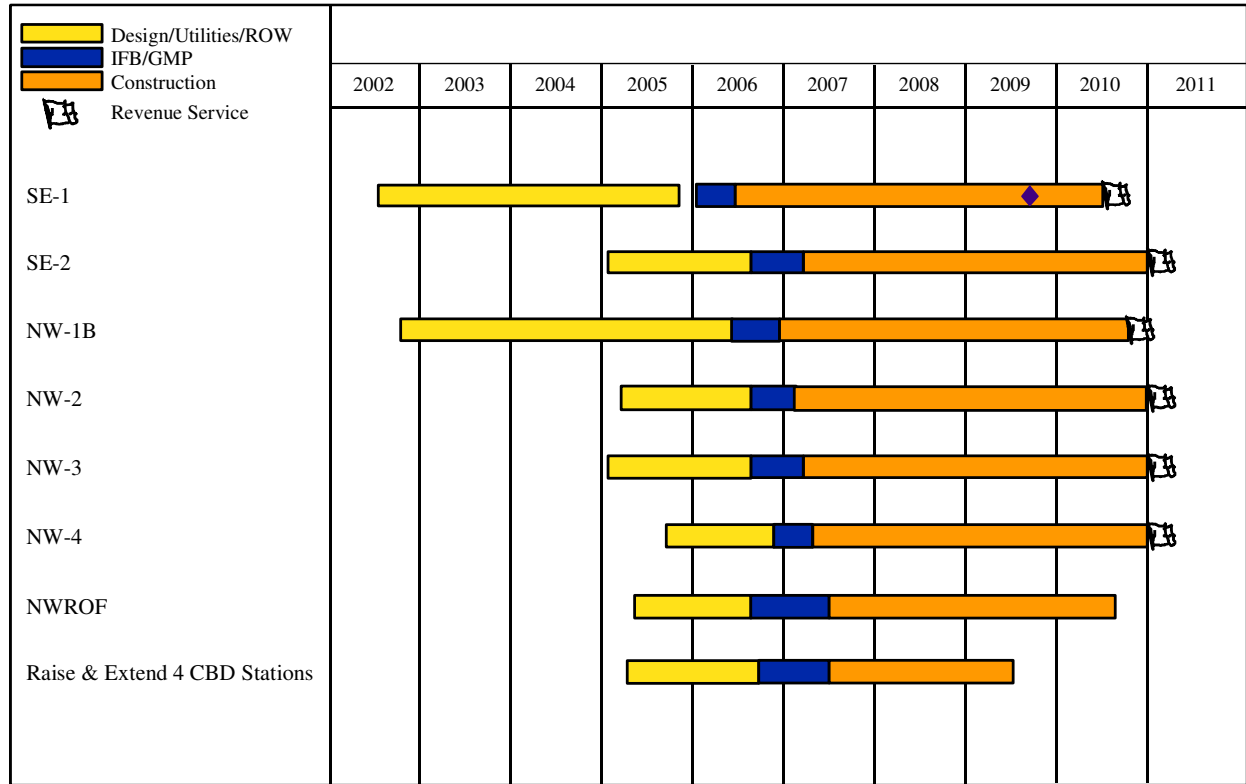
**LRT Buildout
Phase II**



Summary Control Schedule

**LRT Buildout
Phase II**

LRT BUILDOUT PHASE IIA SUMMARY CONTROL SCHEDULE



◆ Interim service to Fair Park by September 2009

Revised 02/28/06

Cost/Schedule Summary

LRT Buildout Phase II

LRT BUILDOUT PHASE IIA Cost Summary (in millions of dollars)			
	Control Budget	Current Commitment	Expended to Date ⁽¹⁾
General Buildout	\$ 250.1	\$ 67.2	\$ 52.7
Southeast-1	179.6	34.3	23.1
Southeast-2	144.5	29.8	20.3
Northwest-1B	158.7	32.4	26.5
Northwest-2	148.7	19.5	16.1
Northwest-3	216.1	20.4	17.9
Northwest-4	223.2	17.5	11.7
NWROF	48.3	11.8	13.8
Systems	122.6	16.9	15.5
Vehicles	169.1	0.4	0.2
Raise & Extend 4 CBD Stations	11.4	0.4	0.2
LRT Buildout Phase IIA Total	\$1,672.3	\$ 250.6	\$ 198.0

Notes:

1) Expended to date values reflect activity through 02/28/06, per DART's General Ledger.

Cost/Schedule Summary

**LRT Buildout
Phase II**

SCHEDULE SUMMARY

Contract Completion Dates

Revenue Service Dates

Line Section SE-1		05/2010
Line Section SE-2		12/2010
Line Section NW-1B		10/2010
Line Section NW-2		12/2010
Line Section NW-3		12/2010
Line Section NW-4		12/2010
NWROF	06/2010	

Strategic Plan Consideration	C1 Improve Customer Satisfaction C2 Manage System Growth C3 Improve Efficiency
Description	Acquisition of property required for construction of the LRT Buildout.
Status	<u>Northwest Corridor</u> Real estate acquisition for this corridor is currently in progress. <u>Southeast Corridor</u> Real estate acquisition for this corridor is currently in progress. <u>Northwest Rail Operating Facility (NWROF)</u> Real estate acquisition for this facility is currently in progress.
Issues	Real estate issues are addressed in individual line section reports.

Southeast Corridor Facilities

Line Section SE-1

LRT Buildout Phase II

Strategic Plan Consideration C2.3 Integrate new transit services

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

Status FY07 New Starts report information for the NW/SE federal project was finalized, and the FTA presented its *Annual Report on New Starts for FY 2007* to Congress in February 2006. The FTA expects an FFGA to be executed for this project in FY06.

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

Agreements have been reached with most of the franchise utilities and utility relocations are in progress.

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

Southeast Corridor Facilities

Line Section SE-2

LRT Buildout Phase II

Strategic Plan Consideration C2.3 Integrate new transit services

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

Status FY07 New Starts report information for the NW/SE federal project was finalized, and the FTA presented its *Annual Report on New Starts for FY 2007* to Congress in February 2006. The FTA expects an FFGA to be executed for this project in FY06.

SE-2 final design is at the 95% level of completion. The construction documents are due on April 15, 2006.

Issues None.

Northwest Corridor Facilities

Line Section NW-1B

LRT Buildout Phase II

Strategic Plan Consideration C2.3 Integrate new transit services

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

Status FY07 New Starts report information for the NW/SE federal project was finalized, and the FTA presented its *Annual Report on New Starts for FY 2007* to Congress in February 2006. The FTA expects an FFGA to be executed for this project in FY06.

Coordination with Parkland Hospital regarding the Southwest Medical District/Parkland Station is ongoing. A property exchange agreement was presented to the Project Management Committee on March 28, 2006.

Pre-final design submittal was November 2, 2005. Construction documents are due May 1, 2006.

Issues None.

Northwest Corridor Facilities

Line Section NW-2

LRT Buildout Phase II

Strategic Plan Consideration C2.3 Integrate new transit services

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

Status FY07 New Starts report information for the NW/SE federal project was finalized, and the FTA presented its *Annual Report on New Starts for FY 2007* to Congress in February 2006. The FTA expects an FFGA to be executed for this project in FY06.

Mockingbird underpass layout is finalized and property takes have been identified. DART is in the process of submitting final street closure report to the City of Dallas for City Council's final approval.

NW-2 pre-final design submittal is due May 1, 2006; review is scheduled to begin after May 1, 2006, to coordinate with the construction manager/general contractor contract (CM/GC-III).

Issues None.

Northwest Corridor Facilities

Line Section NW-3

LRT Buildout Phase II

Strategic Plan Consideration C2.3 Integrate new transit services

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

Status FY07 New Starts report information for the NW/SE federal project was finalized, and the FTA presented its *Annual Report on New Starts for FY 2007* to Congress in February 2006. The FTA expects an FFGA to be executed for this project in FY06.

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

NW-3 pre-final design was submitted on December 22, 2005; review is scheduled to begin on or about April 1, 2006, to coordinate with the construction manager/general contractor contract (CM/GC-III).

Issues None.

Northwest Corridor Facilities

Line Section NW-4

LRT Buildout Phase II

Strategic Plan Consideration C2.3 Integrate new transit services

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

Status Pre-final design submittal is due in May 2006.

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

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

Drainage issues related to stations as well as detention ponds are being discussed with the City of Carrollton staff. Preliminary evaluations indicate no detention ponds are required at the station. Coordination with the City of Carrollton is ongoing.

Coordination with BNSF and DGNO on related track realignments is ongoing.

Strategic Plan Consideration C2.3 Integrate new transit services

Description The Irving/DFW Corridor branches from the Northwest Corridor north of Love Field, continues through to Las Colinas and then on to DFW Airport, for a total of 14.7 miles. This corridor includes seven stations.

Status The Irving/DFW Corridor is in the planning and development phase, with the preliminary engineering/environmental impact statement (PE/EIS) phase scheduled for completion in Spring 2007. Draft EIS is scheduled for Spring 2006.

Coordination continues with the City of Irving, TxDOT, U.S. Army Corps of Engineers, Dallas County Community College District/North Lake College, DFW Airport, University of Dallas, North Texas Tollway Authority (NTTA), and individual property owners. North Las Colinas and Carpenter Ranch station designs were coordinated with property owners. North Las Colinas Station design was also coordinated with TxDOT.

Environmental baseline report was completed in January. Environmental evaluation is ongoing. Options were narrowed for the North Las Colinas Station. Staff has made the recommendation to cross Walnut Hill Lane at grade.

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

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

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

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

Strategic Plan Consideration C2.3 Integrate new transit services

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

Status The Rowlett Extension (Line Section R-1) is in the planning and development phase, with the preliminary engineering/environmental assessment (PE/EA) phase of the FTA Project Development Process anticipated to complete in April 2006.

Bi-monthly corridor meetings continue to be held. Bi-weekly coordination meetings with the consultant team continue.

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

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

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

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

Strategic Plan Consideration C2.3 Integrate new transit services

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

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

Issues None.

Northwest Rail Operating Facility

LRT Buildout Phase II

Strategic Plan Consideration

C1 Improve Customer Satisfaction
C2 Manage System Growth
C3 Improve Efficiency

Description

The Northwest Rail Operating Facility (NWROF) will provide storage, running maintenance, and administrative functions to meet DART's long-term operational and maintenance needs for Buildout Phase II. The site is bounded by Lombardy, Denton Drive, Century Drive, and Abernathy, and consists of approximately 34.3 acres. The storage tracks will be designed to accommodate approximately 75 SLRVs. The facility is intended to perform running maintenance of all vehicles, with no heavy overall maintenance at this site. The project consists of yard track layout; yard lighting; cleaning platform; non-revenue vehicle and SLRV car wash facility; service and inspection facility; ways, structures, and amenities facility; administrative offices; communications center; and yard control center.

Status

FY07 New Starts report information for the NW/SE federal project was finalized, and the FTA presented its *Annual Report on New Starts for FY 2007* to Congress in February 2006. The FTA expects an FFGA to be executed for this project in FY06.

Pre-final design was submitted on March 9, 2006. Acquisition of the required property continues.

Issues

Documentation for a flood fill permit was submitted to the City of Dallas. DART is awaiting a response from the City to discuss the flood fill permit and Letter of Map Revisions (LOMR) / Conditional Letter of Map Revisions (CLOMR).

Coordinated efforts are under way with all parties to re-evaluate the scope for the facility to bring in line with the budget.

Raise & Extend Four CBD Stations

























LRT Buildout Phase II

Strategic Plan Consideration	C1 Improve Customer Satisfaction C2 Manage System Growth
Description	This project will extend the existing CBD LRT station platforms and modify the height of the platforms to accommodate the level boarding mode of operation.
Status	<p>The project design is underway. The D&A review was submitted on October 18, 2005. The pre-final design was submitted on March 21, 2006. Construction is anticipated to begin in June 2007 and be complete for Line Section SE-1 revenue service.</p> <p>The progress of the level boarding efforts was reviewed with Michael Winter, Director, Office of Civil Rights for the FTA on March 31, 2006.</p>
Issues	<p>Construction will be sequenced to provide the least amount of service interruption. Adjacent property owners are being notified and a strategy is being developed for communicating with customers regarding the pending station modifications.</p> <p>Amenity needs for temporary platforms at the West End Station are being reviewed.</p>

Facilities - Six-Month Look Ahead

LRT Buildout Phase II

BUILDOUT PHASE IIA FACILITIES SIX-MONTH LOOK AHEAD

	2006					
	APRIL	MAY	JUNE	JULY	AUGUST	SEPTEMBER
SE-1	  Negotiations for GMP Continues 3/06		 Begin Construction			
SE-2	  Negotiations for GMP Continues 3/06  Contract Doc's					
NW-1B	  Negotiations for GMP Continues 3/06	 Contract Doc's				
NW-2		 Pre-Final Submittal Review			Contract Doc's 	
NW-3	  Pre-Final Submittal Review 3/06					
NW-4		 Pre-Final Submittal				
NWROF				 Contract Doc's		
Raise & Extend 4 CBD Stations					 Contract Doc's	
 - Construction  - Construction Complete  - Critical  - Change  - Manufacture  - Information Only * Senior Management Review  - Trending toward Critical  - Revenue Service						

Revised 03/31/06

Change Control Summary

LRT Buildout Phase II

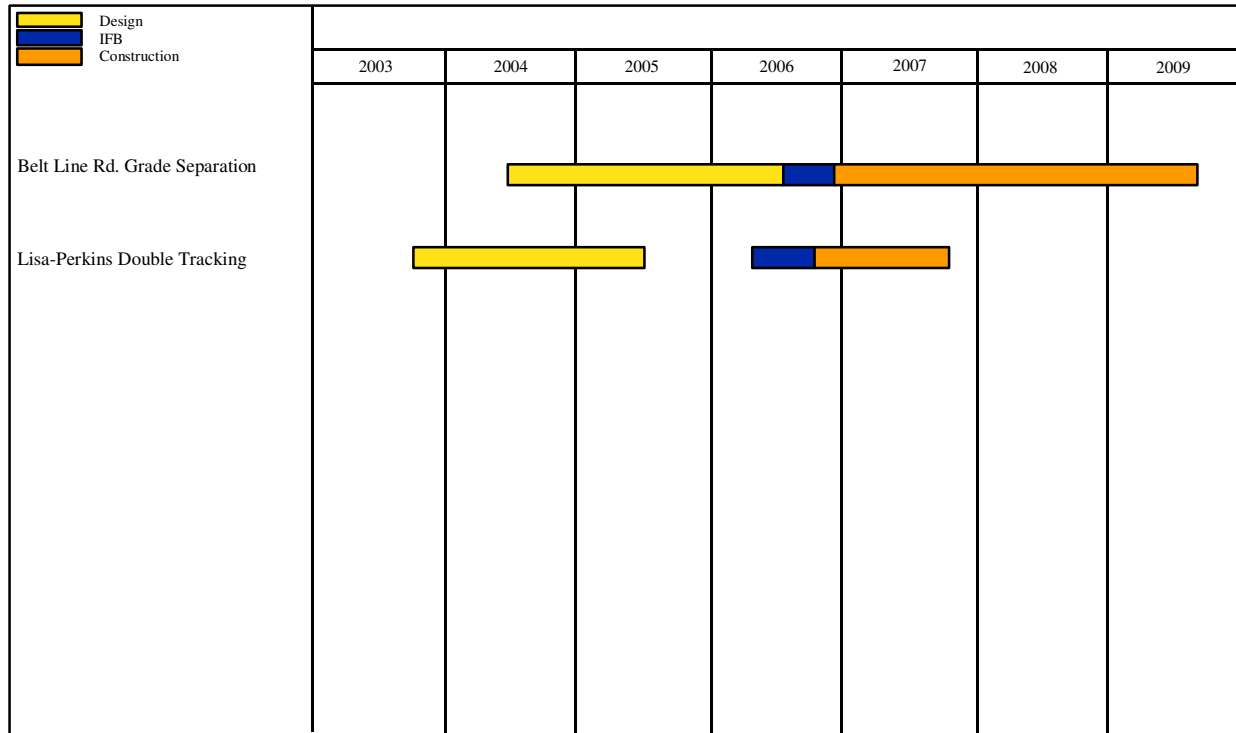
Light Rail Transit Buildout Phase IIA - Change Control Summary										
Rail Section/ Contract Package	Consultant/ Contractor	Approved Contract Amount	Approved Contingency/ Allowance	Total Approved Amount (C=A+B)	Executed Changes (D)	Current Contract Value (E=A+D)	Remaining Contingency/ Allowance (F=B-D)	Percent Contingency Used (G=D/B)	Percent Contract Comp.	Summary of Activity This Period & Comments (March 2006)
		(A)	(B)	(C=A+B)	(D)	(E=A+D)	(F=B-D)	(G=D/B)		
Professional Services	GEC	ACT-21	\$135,424,065	\$1,388,533	\$136,812,598	\$24,981	\$135,449,046	\$1,363,552	2%	(Note a) Through FY-06 AWP
	C-1002450-01	BO-PH-II								SA-67 executed 12-02-05
	SDC	Dallas System Consultants	\$37,564,492	\$827,431	\$38,391,923	\$0	\$37,564,492	\$827,431	0%	(Note a) Through FY-06 AWP
	C-1002803-01	BO-PH-II								No changes in March
	Systems Integration (SIC)	DMJM + HARRIS	\$16,862,081	\$193,161	\$17,055,242	\$0	\$16,862,081	\$193,161	0%	(Note a) Through FY-06 AWP
	C-1004187-01	BO-PH-II								No changes in March
	Project Controls (PCC)	Sunland Engineering	\$11,002,230	\$113,409	\$11,115,639	\$0	\$11,002,230	\$113,409	0%	(Note a) Through FY-06 AWP
	C-1002450-02	BO-PH-II								No changes in March
	LRV Engineering	LTK	\$1,816,680	\$95,800	\$1,912,480	\$0	\$1,816,680	\$95,800	0%	(Note a) Through FY-06 AWP
	C-1008146-01			*20K BASE + 50K TRE						
	CMGC-1	AWBC	\$5,618,850	\$0	\$5,618,850	\$0	\$5,618,850	\$0	0%	(Note c) No changes in March
	C-1007571-01									
	TOTALS:		\$208,288,398	\$2,618,334	\$210,906,732	\$24,981	\$208,313,379	\$2,593,353		
Legend:	% Contingency >= 80%									
Notes:	a) The professional services contracts are negotiated through annual workplans (AWP) ; amounts reflected on this report represent Total Board Authorized Not-to-Exceed values. b) The authorized board increases are captured in column B along with approved contingency increases to more accurately reflect the change activity as it relates to contingency. c) CMGC-1 contract is a task order type contract and therefore does not include a contingency.									

**COMMUTER
RAIL**

Summary Working Schedule



COMMUTER RAIL SUMMARY WORKING SCHEDULE



Revised 03/31/06

Cost Summary

**Commuter
Rail**

COMMUTER RAIL Cost Summary (in millions of dollars)			
	Control Budget	Current Commitment	Expended to Date⁽¹⁾
Belt Line Road Grade Separation ⁽²⁾	\$32.1	\$1.3	\$0.8
Lisa-Perkins Double Tracking	5.5	0.5	0.3

Notes:

- 1) Expended to date values reflect activity through 3/31/06, per DART's General Ledger.
- 2) Control Budget value is from the current DART financial plan.

Belt Line Road Grade Separation

Commuter
Rail

Strategic Plan Consideration

C1 Improve Customer Satisfaction
C2 Manage System Growth
C3 Improve Efficiency
S1 Build Relationships with Stakeholders

Description

The project involves the grade separation of the Trinity Railway Express (TRE) over the intersections of Belt Line Road, Briery Road, and Story Road; and replacement bridges over Dry Branch Creek and West Irving Creek. The TRE tracks will be elevated and double tracked from Gilbert to Rogers Road, for a length of 2 ¼ miles. The portions of Belt Line Road, Briery Road and Story Road within the vicinity of the TRE Line and Rock Island Road will be reconstructed as part of this project. The project also includes an 8,236-foot long bridge and a 1,000-foot long retaining wall that is 33 feet wide carrying Class 4 double track. The tracks are 15 ft. apart between MP 631.80 and MP 633.36. The improvements are in the City of Irving (COI) and the project involves construction of bridges, tracks, paving, drainage, signing, striping, illumination, signalization and aesthetic features. Additional ROW will be acquired by the City of Irving. Total estimated cost including ROW, engineering, and construction is approximately \$42 million. In addition, COI has committed \$5 million for aesthetics as part of Quiet Zone.

The Regional Transportation Council of the North Central Texas Council of Governments (NCTCOG) approved this project for funding under the Strategic Programming Initiative. Funding sources (FY 2006) for this project include FTA, TxDOT, City of Irving, and DART (\$42M).

Status

DART/TRE SMR Committee's final review of the Plans, Specifications & Estimate (PS&E) package is pending.

Redesign of loading and modification of 36 structural plan sheets resulted in a potential savings of approximately \$1 million.

Design of additional signals plans for Rogers and MacArthur intersection are nearing completion.

Staff attended utility relocation meetings. Utility work is progressing.

Issues

Funding increase was approved by the Irving City Council on October 5, 2005. Approval from NCTCOG/Surface Transportation Technical Committee was received in December 2005 for a funding increase of \$4.6 million. Approval from the NCTCOG/Regional Transportation Council was received in January 2006 for a funding increase of \$4.6 million.

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

Commuter
Rail

**Strategic Plan
Consideration** C1 Improve Customer Satisfaction
C2 Manage System Growth
C3 Improve Efficiency

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












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

Issues Additional funding for this project has been approved and secured. Procurement process is currently underway.

Six-Month Look Ahead



COMMUTER RAIL SIX-MONTH LOOK AHEAD

	2006					
	APRIL	MAY	JUNE	JULY	AUGUST	SEPTEMBER
BELT LINE RD GRADE SEPARATION		   Begin IFB * Senior Management Review				
LISA-PERKINS DOUBLE TRACKING	 Begin IFB					
<div>  - Construction  - Construction Complete (Substantially)  - Revenue Service/Turnover to Operations </div> <div>  - Information Only  - Change * Senior Management Review </div> <div>  - Critical  - Trending toward Critical </div>						

Revised 03/31/06

Change Control Summary

**Commuter
Rail**

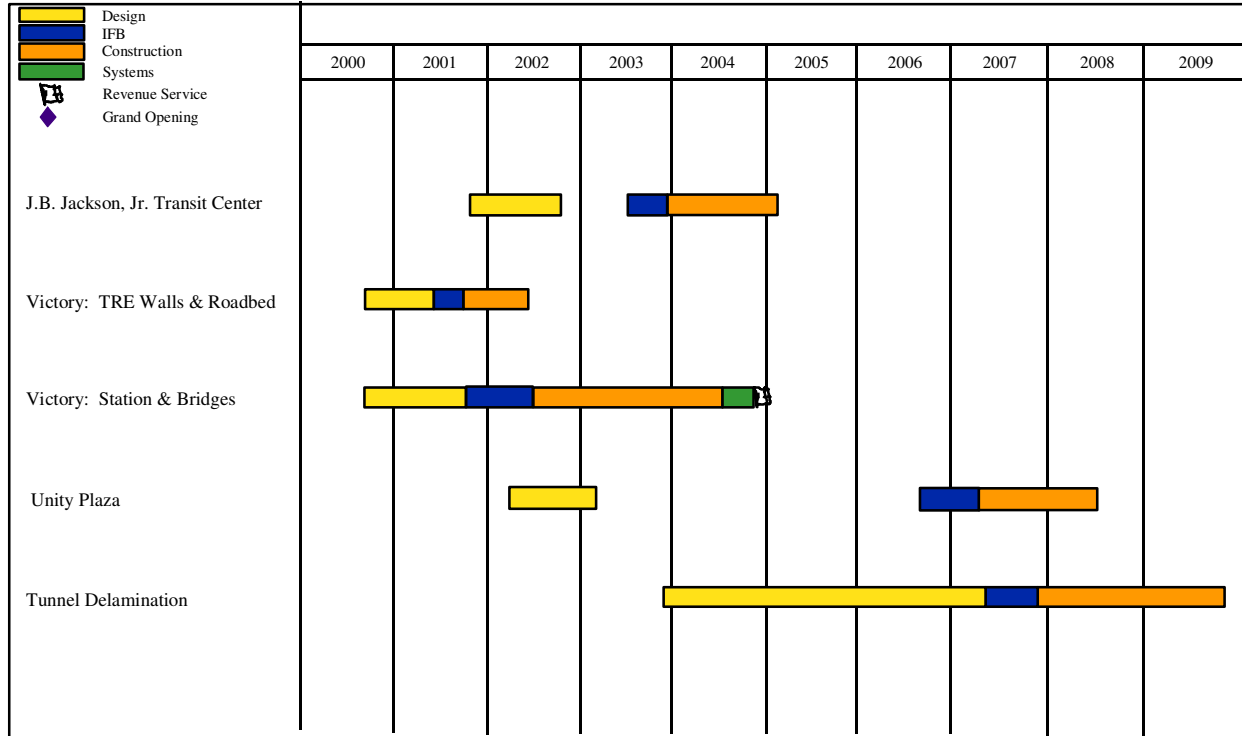
Commuter Rail - Change Control Summary											
Facility/ Contract Package		Consultant/ Contractor	Approved Contract Amount	Approved Contingency Allowance	Total Approved Amount	Executed Changes	Current Contract Value	Remaining Contingency Allowance	Percent Contingency Used	Percent Contract Comp.	Summary of Activity This Period & Comments (March 2006)
			(A)	(B)	(C=A+B)	(D)	(E=A+D)	(F=B-D)	(G=D/B)		
Currently, no active contracts	Belt Line-Story Grade Separaton	TBD	\$0	\$0	\$0	\$0	\$0	\$0	0%	0%	
Currently, no active contracts	TRE Lisa-Perkins Construction	TBD	\$0	\$0	\$0	\$0	\$0	\$0	0%	0%	
TOTALS:			\$0	\$0	\$0	\$0	\$0	\$0			
Legend:	% Contingency >= 80%										
Notes:											

**ADDITIONAL
CAPITAL
DEVELOPMENT**

Summary Working Schedule

Additional Capital Development

ADDITIONAL CAPITAL DEVELOPMENT SUMMARY WORKING SCHEDULE



Revised 03/31/06

Cost Summary

Additional Capital Development

ADDITIONAL CAPITAL DEVELOPMENT Cost Summary (in millions of dollars)			
	Control Budget	Current Commitment	Expended to Date ⁽¹⁾
J.B. Jackson, Jr. Transit Center	\$ 7.8	\$ 6.6	\$ 6.6
Victory Station Project ⁽²⁾	79.0	81.0	81.5
Unity Plaza	3.5	0.9	0.9
Tunnel Delamination	4.2	1.5	1.2

Notes:

- 1) Expended to date values reflect activity through 2/28/06, per DART's General Ledger.
- 2) Current commitment reflects anticipated Anland credit.

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

**Additional Capital
Development**

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

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

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

Contract closeout is complete.

Issues The insurance claim from community members has been closed out. This issue is resolved.

NW-1A/Victory Station Project

**Additional Capital
Development**

Strategic Plan Consideration

C2.3 Integrate new transit services

Description

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

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

Status

Line Section NW-1A Facilities Construction Contract

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

Line Section NW-1A Systems Construction Contract

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

Issues

Line Section NW-1A Facilities Construction Contract

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

Eby has submitted six Requests for Equitable Adjustment (REAs) for claimed impacts and delays to the project, consisting of: 1) the area of the project south of station 102+00 in the amount of \$4,350,793.94; 2) project-wide “shoring” system issues in the amount of \$3,565,761.86, and time extension requests to Milestones A (124 days), E (15 days), and G (103 days); 3) station platforms issues in the amount of \$3,069,031.99, and a time extension request to Milestone B of 141 days; 4) Lamar Street Extension issues in the amount of \$817,688.58, and a time extension request to Milestone A (56 days); 5) “Impacts to the Balance of the Project” in the amount of \$5,643,074.82 plus interest in the amount of \$505,554.50; and 6) a time extension request to Milestone D of 61 days. At this time, it is believed this is the entirety of the contractor’s requests. The above REAs are under review and DART continues to work with the contractor on prompt resolution of all contract matters.

Eby sued DART’s general engineering consultant, LAN/STV, in State Court. LAN/STV’s Motion for Summary Judgment was granted on March 2, 2005. Eby appealed this decision on March 30, 2005; oral arguments were heard March 8, 2006.

**Strategic Plan
Consideration** C2.5 Improve passenger amenities and facilities

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

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

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

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

North Central Tunnel Delamination Repair & Monitoring

Additional Capital
Development

Strategic Plan Consideration

C2.5 Improve passenger amenities and facilities

Description

This project consists of delamination repair, long-term monitoring/instrumentation program, and crack repair in the North Central northbound tunnel.

The delamination repair consists of two methods: the Surface Drainage System, draining water from immediately behind the tunnel liner, and the Penetration Drainage System, draining the deeper water pockets before seepage occurs at the tunnel liner.

The long-term, embedded monitoring/instrumentation program will monitor water pressure, effects of delamination repair, rock layer arrangement, and liner deformation due to piston effect and temperature changes.

The crack repair is a repair to the cast-in-place concrete liner.

Status

Procurement process for the repair and monitoring of the test section has been finalized.

Laser scanning work is complete. All deliverables including data has been delivered.

Ground Penetrating Radar (GPR) scanning work is in progress in the tunnel.








Issues

None.

Six-Month Look Ahead

Additional Capital Development

ADDITIONAL CAPITAL DEVELOPMENT SIX-MONTH LOOK AHEAD

	2006					
	APRIL	MAY	JUNE	JULY	AUGUST	SEPTEMBER
J.B. JACKSON, JR. TRANSIT CENTER	Substantially Completed on 02/18/05					
VICTORY STATION TRE Walls & Roadbed	Construction Completed					
VICTORY STATION Station & Bridges	Revenue Service Began - 11/15/04					
UNITY PLAZA	Final Design Completed (Project On Hold)					
TUNNEL DELAMINATION	▲ Engineering Continues ▲ IFB (Repair & Monitoring Test Section) Continues					
<div><div> - Construction  - Construction Complete (Substantially)  - Revenue Service/Turnover to Operations</div><div> - Information Only  - Change * Senior Management Review</div><div> - Critical  - Trending toward Critical</div></div>						

Revised 03/31/06

Change Control Summary

Additional Capital Development

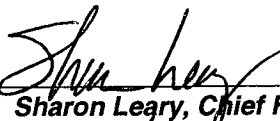
Additional Capital Development - Change Control Summary											
Facility/ Contract Package	Consultant/ Contractor	Approved Contract Amount	Approved Contingency Allowance	Total Approved Amount	Executed Changes	Current Contract Value	Remaining Contingency Allowance	Percent Contingency Used	Percent Contract Comp.	Summary of Activity This Period & Comments (March 2006)	
		(A)	(B)	(C=A+B)	(D)	(E=A+D)	(F=B-D)	(G=D/B)			
J.B. Jackson, Jr. Transit Center	Design 1002720-1	KAI Alliance	\$447,250	\$44,725	\$491,975	\$44,715	\$491,965	\$10	99.9%	100%	Design completed
	Construction C-1006892-1	CME Builders	\$2,899,156	\$258,025	\$3,157,181	\$139,785	\$3,038,941	\$118,240	54%	100%	Thru SA-011
NW-1A Facilities and Systems	Construction C-1003853-01	Martin K. Eby	\$24,986,984	\$2,498,698	\$27,485,682	\$2,467,766	\$27,454,750	\$30,932	99%	100%	Includes Unilateral Mods
	Comm, OCS & Signals C-1005139-01	Mass Electric	\$15,890,713	\$1,589,071	\$17,479,784	\$37,415	\$15,556,242	\$1,551,656	2%	100%	No changes in March
											Through SA-029
Unity Plaza	Design C-1003727-01	RTKL Assoc.	\$1,053,766	\$105,377	\$1,159,142	\$0	\$1,053,766	\$105,377	0%	100%	Design complete
	Construction TBD	TBD									IFB deferred
TOTALS:		\$45,277,869	\$4,495,895	\$49,773,764	\$2,689,681	\$47,595,664	\$1,806,214				
Legend:	% Contingency >= 80%										
Notes:	a) Totals may reflect totals of active contracts and closed contracts that are contained within hidden cells on this sheet.										

DALLAS AREA RAPID TRANSIT

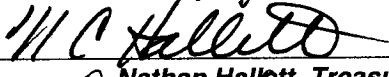
QUARTERLY INVESTMENT REPORT

As Of
March 31, 2006

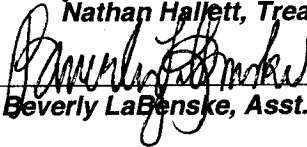
***Submitted by Authorized Investment Officers
in Accordance with
the Public Funds Investment Act***



Sharon Leary, Chief Financial Officer



Nathan Hallett, Treasurer



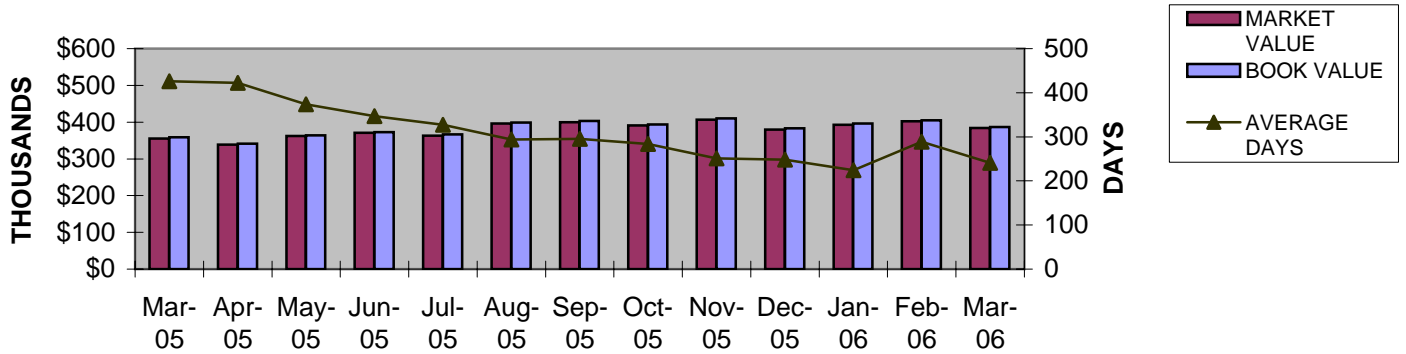
Beverly LaBenske, Asst. Treasurer

*Prepared by Treasury
April 2, 2006*

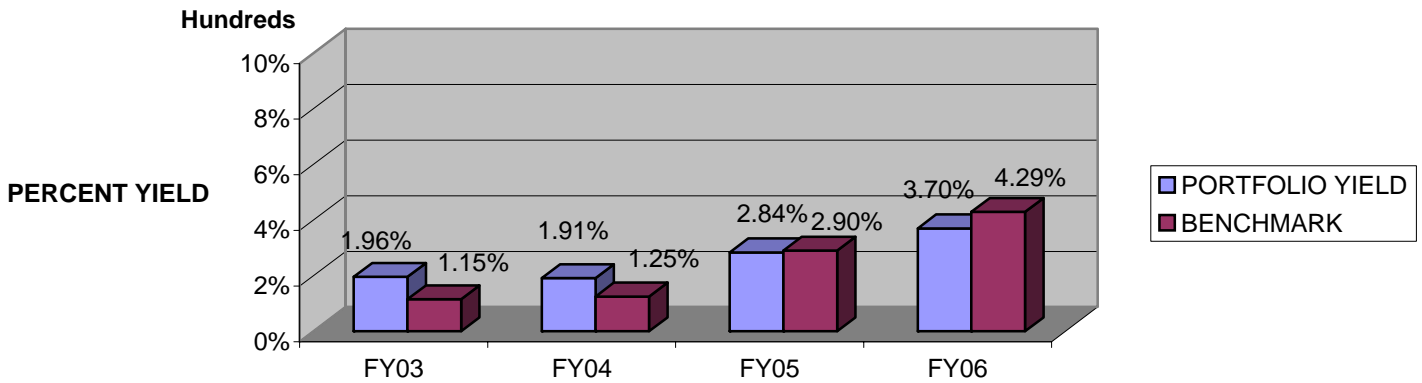
INVESTMENT PORTFOLIO

March-06

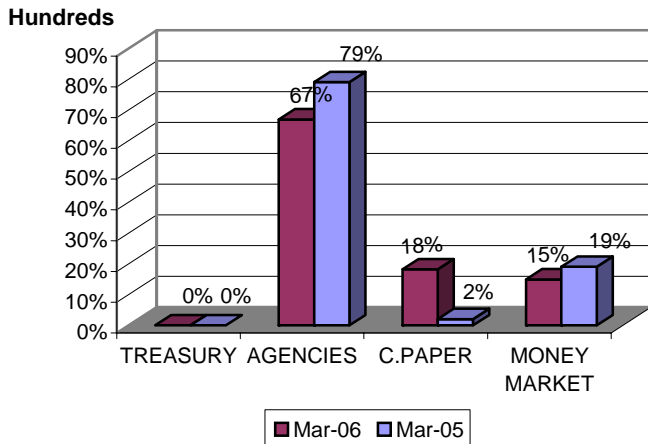
EXECUTIVE SUMMARY



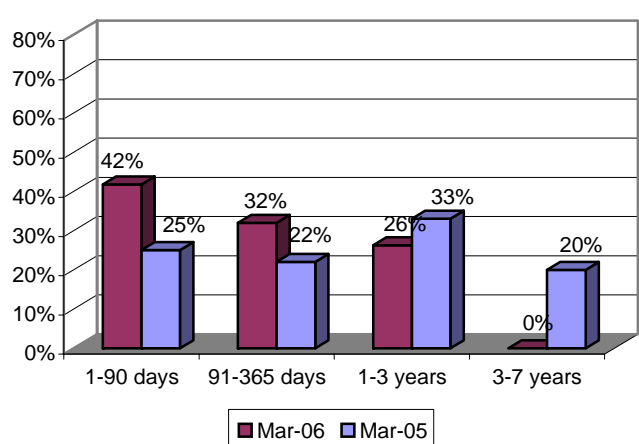
HISTORICAL PORTFOLIO PERFORMANCE



DISTRIBUTION BY MARKET SECTOR



DISTRIBUTION BY MATURITY SECTOR



Executive Summary Key Guide

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

Book Value – The cost to acquire the investments.

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

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

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

Average Yield – The current expected return of the investments.

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

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

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

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

Notice of Security Transactions

Maturities

01/01/06 - 04/01/06

<i>Purchase Date</i>	<i>Sale Date</i>	<i>CUSIP</i>	<i>Security Description</i>	<i>Ending Par Val/Shares</i>	<i>Maturity Date</i>	<i>Days to Maturity</i>	<i>Yield Matur</i>	<i>Yield Call</i>	<i>Ending Unamor Val/Cost</i>	<i>Invest Number</i>
12/1/2005	01/03/06	90262DA39	UBSFIN CP 0.00 01/03/06	5,000,000.00	01/03/06	2	4.2441	4.2441	4,980,887.50	06-0013-01
10/11/2005 1:00:00 AM	01/05/06	98719DA56	Yorkshire Bldg Society CP 0.00 01/05/06	5,000,000.00	01/05/06	4	4.0843	4.0843	4,952,341.67	06-0003-01
10/14/2005 1:00:00 AM	01/05/06	98719DA56	Yorkshire Bldg Society CP 0.00 01/05/06	5,000,000.00	01/05/06	4	4.1140	4.1140	4,953,658.33	06-0005-01
10/11/2005 1:00:00 AM	01/12/06	45974NAC0	INTL Lease Fin CP 0.00 01/12/06	4,000,000.00	01/12/06	11	4.0979	4.0979	3,958,666.67	06-0002-01
12/2/2005	01/12/06	5460F1AC6	LDRYFB CP 0.00 01/12/06	10,000,000.00	01/12/06	11	4.2890	4.2890	9,952,052.78	06-0014-01
4/12/2004 1:00:00 AM	01/12/06	3133X5J90	FHLB Callable 1.75 01/12/06	4,650,000.00	01/12/06	11	1.7500	1.7500	4,650,000.00	04-0033-01
10/14/2005 1:00:00 AM	01/17/06	74271UAH3	Procter & Gamble CP 01/17/06 0.00 01/17/06	10,000,000.00	01/17/06	16	4.0988	4.0988	9,894,444.44	06-0006-01
10/17/2005 1:00:00 AM	01/17/06	9612C1AH0	WSTPAC 01/17/06 CP 0.00 01/17/06	5,000,000.00	01/17/06	16	4.1285	4.1285	4,948,505.56	06-0007-01
12/14/2005	01/18/06	5460F1AJ1	LDRYFB 01/18/06 CP 0.00 01/18/06	5,000,000.00	01/18/06	17	4.3167	4.3167	4,979,388.89	06-0018-01
12/1/2005	01/19/06	64989TAK3	New York St Pwr 0.00 01/19/06	11,600,000.00	01/19/06	18	4.3033	4.3033	11,533,370.89	06-0012-01
12/6/2005	01/19/06	45974NAK2	ILFC CP 0.00 01/19/06	6,000,000.00	01/19/06	18	4.3110	4.3110	5,968,980.00	06-0016-01
10/19/2005 1:00:00 AM	01/23/06	02665KAP2	HNDAP 01/23/06 CP 0.00 01/23/06	5,000,000.00	01/23/06	22	4.1407	4.1407	4,946,133.33	06-0008-01
12/6/2005	01/23/06	25674KAP2	Dollar Thrifty CP 0.00 01/23/06	5,000,000.00	01/23/06	22	4.3438	4.3438	4,971,600.00	06-0015-01
12/16/2005	01/25/06	25674KAR8	DTFC CP 0.00 01/25/06	1,368,000.00	01/25/06	24	4.4011	4.4011	1,361,433.60	06-0020-01
10/12/2005 1:00:00 AM	01/26/06	90262DAS4	UBSFIN CP 0.00 01/26/06	5,000,000.00	01/26/06	25	4.1350	4.1350	4,940,669.44	06-0004-01
1/5/2006	01/26/06	90262DAS4	UBSFIN CP 0.00 01/26/06	5,000,000.00	01/26/06	21	4.3095	4.3095	4,987,633.33	06-0023-01
5/3/2004 1:00:00 AM	01/27/06	3128X2PN9	FHLMC Callable 2.01 01/27/06	4,400,000.00	01/27/06	26	2.4418	5.1486	4,367,880.00	04-0039-01
12/12/2005	01/30/06	25674KAW7	DTFC CP 0.00 01/30/06	5,000,000.00	01/30/06	29	4.3956	4.3956	4,970,668.06	06-0017-01
2/3/2004	02/03/06	3128X2NC5	FHLMC Callable 2.37 02/03/06	5,000,000.00	02/03/06	32	2.3700	2.3700	5,000,000.00	04-0002-01
12/16/2005	02/06/06	45974NB62	ILFC CP 0.00 02/06/06	1,400,000.00	02/06/06	36	4.3870	4.3870	1,391,304.44	06-0019-01
1/5/2006	02/09/06	2363F7B98	DNSKEC CP 0.00 02/09/06	5,000,000.00	02/09/06	35	4.3985	4.3985	4,979,000.00	06-0024-01
1/6/2006	02/10/06	02635SBA4	AMER GEN FIN CRP CP 0.00 02/10/06	5,000,000.00	02/10/06	35	4.3780	4.3780	4,979,097.22	06-0025-01
2/24/2004	02/13/06	3136F44L5	FNMA Step-up Callable 1.70 02/13/06	1,000,000.00	02/13/06	42	2.0392	2.0392	1,000,000.00	04-0012-01
5/4/2004 1:00:00 AM	02/13/06	3136F44L5	FNMA Step-up Callable 1.70 02/13/06	125,000.00	02/13/06	42	2.4524	2.4524	124,187.50	04-0040-01
11/17/2005	02/17/06	45974NBH8	ILFC 02/17/06 CP 0.00 02/17/06	6,000,000.00	02/17/06	47	4.3356	4.3356	5,935,140.00	06-0011-01
4/16/2004 1:00:00 AM	02/17/06	3128X2UQ6	FHLMC Callable 2.25 02/17/06	2,000,000.00	02/17/06	46	2.2842	2.4285	1,998,750.00	04-0035-01
1/20/2006	02/23/06	5460E1BP7	LDRYFA 02/23/06 CP 0.00 02/23/06	10,000,000.00	02/23/06	34	4.4797	4.4797	9,958,444.44	06-0026-01
2/24/2004	02/24/06	3133X4AF8	FHLB Callable 2.11 02/24/06	2,000,000.00	02/24/06	53	2.1100	2.1100	2,000,000.00	04-0003-01
1/24/2006	02/27/06	63743DBT7	NRUC 02/27/06 0.00 02/27/06	10,000,000.00	02/27/06	34	4.5002	4.5002	9,958,255.56	06-0029-01
12/19/2005	02/28/06	65011KBUE	NYT 02/28/06 CP 0.00 02/28/06	3,000,000.00	02/28/06	58	4.4280	4.4280	2,974,380.83	06-0021-01
1/20/2006	02/28/06	69372BBU3	PACCAR FINL CORP 02/28/06 0.00 02/28/06	9,240,000.00	02/28/06	39	4.4825	4.4825	9,195,956.00	06-0027-01

2/2/2006	03/02/06 84262MC22	SOUTHERN COM 0.00 03/02/06	5,000,000.00	03/02/06	28	4.5377	4.5377	4,982,655.55	06-0037-01
3/3/2004	03/03/06 3128X2YW9	FHLMC Callable 2.16 03/03/06	5,000,000.00	03/03/06	62	2.1600	2.1600	5,000,000.00	04-0013-01
2/13/2006	03/15/06 25674KCF2	DOLLAR THRIFTY CP 0.00 03/15/06	5,000,000.00	03/15/06	30	4.5797	4.5797	4,981,250.00	06-0039-01
2/16/2006	03/16/06 6931M1CG6	PB FINANCE DELAWARE 0.00 03/16/06	5,000,000.00	03/16/06	28	4.5989	4.5989	4,982,422.22	06-0044-01
1/23/2006	03/17/06 36959JCH4	GECC 03/17/06 CP 0.00 03/17/06	10,000,000.00	03/17/06	53	4.5107	4.5107	9,934,927.78	06-0028-01
1/27/2006	03/20/06 83365SCL5	SOCNAM 03/20/06 0.00 03/20/06	5,000,000.00	03/20/06	52	4.5718	4.5718	4,967,644.45	06-0032-01
2/6/2006	03/20/06 90262DCL7	UBS FINANCE 0.00 03/20/06	5,000,000.00	03/20/06	42	4.5661	4.5661	4,973,866.67	06-0038-01
2/23/2006	03/21/06 5762E3CM8	MASS MUTL FUND 0.00 03/21/06	5,000,000.00	03/21/06	26	4.5468	4.5468	4,983,858.33	06-0045-01
2/14/2006	03/22/06 74433HCN2	PRUDENTIAL FUND CP 0.00 03/22/06	5,000,000.00	03/22/06	36	4.6584	4.6584	4,977,131.94	06-0043-01
1/26/2006	03/24/06 4497W1CQ7	INGFDG 03/24/06 0.00 03/24/06	10,000,000.00	03/24/06	57	4.5798	4.5798	9,928,987.50	06-0031-01
3/24/2004	03/24/06 3133X4MF5	FHLB StepUp Callable 1.70 03/24/06	3,000,000.00	03/24/06	83	1.7000	1.7000	3,000,000.00	04-0024-01
3/26/2004	03/27/06 3133X4MY4	FHLB Callable 2.17 03/27/06	2,000,000.00	03/27/06	86	2.1700	2.1700	2,000,000.00	04-0021-01
3/30/2004	03/28/06 3133X4RZ6	FHLB Callable 2.25 03/28/06	5,000,000.00	03/28/06	87	2.2500	2.2500	5,000,000.00	04-0030-01
6/30/2003 1:00:00 AM	03/30/06 31339XN59	FHLB Callable 2.00 03/30/06	2,000,000.00	03/30/06	89	2.0000	2.0000	2,000,000.00	03-0059-01

Notice of Security Transactions

Purchases

01/01/06 - 04/01/06

<i>Purchase Date</i>	<i>Sale Date</i>	<i>CUSIP</i>	<i>Security Description</i>	<i>Ending Par Val/Shares</i>	<i>Maturity Date</i>	<i>Ending Unamor Val/Cost</i>	<i>Yield Matur</i>	<i>Yield Call</i>	<i>Invest Number</i>
1/5/2006	Open	90262DAS4	UBSFIN CP 0.00 01/26/06	5,000,000.00	01/26/06	4,987,633.33	4.3095	4.3095	06-0023
1/5/2006	Open	2363F7B98	DNSKEC CP 0.00 02/09/06	5,000,000.00	02/09/06	4,979,000.00	4.3985	4.3985	06-0024
1/6/2006	Open	02635SBA4	AMER GEN FIN CRP CP 0.00 02/10/06	5,000,000.00	02/10/06	4,979,097.22	4.3780	4.3780	06-0025
1/20/2006	Open	5460E1BP7	LDRYFA 02/23/06 CP 0.00 02/23/06	10,000,000.00	02/23/06	9,958,444.44	4.4797	4.4797	06-0026
1/20/2006	Open	69372BBU3	PACCAR FINL CORP 02/28/06 0.00 02/28/06	9,240,000.00	02/28/06	9,195,956.00	4.4825	4.4825	06-0027
1/23/2006	Open	36959JCH4	GECC 03/17/06 CP 0.00 03/17/06	10,000,000.00	03/17/06	9,934,927.78	4.5107	4.5107	06-0028
1/24/2006	Open	63743DBT7	NRUC 02/27/06 0.00 02/27/06	10,000,000.00	02/27/06	9,958,255.56	4.5002	4.5002	06-0029
1/26/2006	Open	4497W1CQ7	INGFDG 03/24/06 0.00 03/24/06	10,000,000.00	03/24/06	9,928,987.50	4.5798	4.5798	06-0031
1/26/2006	Open	3128X0Q44	FHLMC 3 03/21/07 3.00 03/21/07	1,100,000.00	03/21/07	1,079,019.48	4.7160	4.7160	06-0030
1/27/2006	Open	83365SCL5	SOCNAM 03/20/06 0.00 03/20/06	5,000,000.00	03/20/06	4,967,644.45	4.5718	4.5718	06-0032
1/30/2006	Open	00137FD74	AIGFUN 04/07/06 CP 0.00 04/07/06	5,000,000.00	04/07/06	4,958,311.11	4.5804	4.5804	06-0033
2/1/2006	Open	36959JD75	GECC CP 0.00 04/07/06	5,000,000.00	04/07/06	4,959,284.72	4.6102	4.6102	06-0035
2/2/2006	Open	84262MC22	SOUTHERN COM 0.00 03/02/06	5,000,000.00	03/02/06	4,982,655.55	4.5377	4.5377	06-0037
2/6/2006	Open	90262DCL7	UBS FINANCE 0.00 03/20/06	5,000,000.00	03/20/06	4,973,866.67	4.5661	4.5661	06-0038
2/13/2006	Open	90262DDH5	UBS FINANCE 0.00 04/17/06	5,000,000.00	04/17/06	4,960,056.25	4.6657	4.6657	06-0034
2/13/2006	Open	25674KCF2	DOLLAR THRIFTY CP 0.00 03/15/06	5,000,000.00	03/15/06	4,981,250.00	4.5797	4.5797	06-0039
2/14/2006	Open	74433HCN2	PRUDENTIAL FUND CP 0.00 03/22/06	5,000,000.00	03/22/06	4,977,131.94	4.6584	4.6584	06-0043
2/15/2006	Open	90262DDH5	UBS FINANCE 0.00 04/17/06	5,000,000.00	04/17/06	4,961,239.58	4.6748	4.6748	06-0041
2/16/2006	Open	1563W3DD3	CNTRCA 0.00 04/13/06	5,000,000.00	04/13/06	4,964,377.78	4.6769	4.6769	06-0042
2/16/2006	Open	6931M1CG6	PB FINANCE DELAWARE 0.00 03/16/06	5,000,000.00	03/16/06	4,982,422.22	4.5989	4.5989	06-0044
2/23/2006	Open	5762E3CM8	MASS MUTL FUND 0.00 03/21/06	5,000,000.00	03/21/06	4,983,858.33	4.5468	4.5468	06-0045
2/23/2006	Open	3128X4D81	FHLMC Callable 4.92 02/28/07	5,000,000.00	02/28/07	4,995,400.00	5.0556	5.1189	06-0036
2/24/2006	Open	1563W3DJ0	CENTRICA PLC 0.00 04/18/06	5,000,000.00	04/18/06	4,966,138.89	4.6957	4.6957	06-0046
2/27/2006	Open	2223P1DU7	COUNTRYWIDE FIN CP 0.00 04/28/06	5,000,000.00	04/28/06	4,961,500.00	4.7205	4.7205	06-0047
2/27/2006	Open	17307SDU3	CITIGROUP FIN CP 0.00 04/28/06	5,000,000.00	04/28/06	4,961,750.00	4.6896	4.6896	06-0048
2/27/2006	Open	3128X2LJ2	FHLMC Callable 4.00 01/28/09	1,000,000.00	01/28/09	987,500.00	4.7898	11.4836	06-0051
2/28/2006	Open	3133XCFF5	FHLB 3.75 3.75 01/16/07	2,470,000.00	01/16/07	2,444,583.70	4.9575	4.9575	06-0050
3/3/2006	Open	313588CF0	FNMA Discount Note 4.71 0.00 02/23/07	5,000,000.00	02/23/07	4,765,808.33	4.9639	4.9639	06-0053
3/6/2006	Open	3136F54B4	FNMA 3.31 01/26/07 3.31 01/26/07	3,000,000.00	01/26/07	2,955,240.00	5.0433	5.0433	06-0054
3/7/2006	Open	3128X4DS7	FHLMC 3.80 12/27/06	3,670,000.00	12/27/06	3,635,428.60	5.0005	5.0005	06-0055
3/8/2006	Open	313397L66	FHLMC Discount Note 0.00 10/23/06	5,000,000.00	10/23/06	4,850,132.22	4.9007	4.9007	06-0056
3/20/2006	Open	45974NEK8	Intl Lease Fin CP 4.72 0.00 05/19/06	5,000,000.00	05/19/06	4,960,666.67	4.8235	4.8235	06-0057

3/20/2006	Open	3128X4AK7	FHLMC 3.75 11/15/06	8,300,000.00	11/15/06	8,233,766.00	5.0000	5.0000	06-0058
3/21/2006	Open	65011KFD2	New York Times CP 4.83 0.00 06/13/06	5,000,000.00	06/13/06	4,943,650.00	4.9529	4.9529	06-0059
3/21/2006	Open	313397L66	FHLMC Discount Note 0.00 10/23/06	5,000,000.00	10/23/06	4,857,500.00	4.9383	4.9383	06-0061
3/21/2006	Open	31359MJ46	FNMA Callable 5.15 09/21/07	5,000,000.00	09/21/07	4,997,500.00	5.1851	5.3527	06-0060
3/22/2006	Open	3724P3E46	Genworth Fin CP 4.71 0.00 05/04/06	5,000,000.00	05/04/06	4,971,870.83	4.8024	4.8024	06-0063
3/23/2006	Open	65011KEX9	NY Times CP 4.85 0.00 05/31/06	5,776,000.00	05/31/06	5,722,307.27	4.9635	4.9635	06-0068
3/23/2006	Open	313588BA2	FNMA 4.78 0.00 01/25/07	1,300,000.00	01/25/07	1,246,663.17	5.0568	5.0568	06-0062
3/24/2006	Open	3133XEUC1	FHLB 4.999306 03/23/09	3,000,000.00	03/23/09	3,000,000.06	6.0000	6.0000	06-0064
3/27/2006	Open	8426E3EQ6	Southern Company CP 4.74 0.00 05/24/06	5,000,000.00	05/24/06	4,961,816.67	4.8428	4.8428	06-0066
3/27/2006	Open	3133XEUT4	FHLB 5.098735 03/20/09	2,000,000.00	03/20/09	2,000,000.49	5.3750	5.3750	06-0065
3/28/2006	Open	35461KFS7	Franklin Resources CP 4.84 0.00 06/26/06	5,000,000.00	06/26/06	4,939,500.00	4.9673	4.9673	06-0067

Current Portfolio Report

Investment Straight Line - Callable Life Receipts in Period 04/01/06

Run Date: 04/17/06

Run Time: 16:42:58

Page 1 of 1

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
AIGFON 04/07/06 CP 0.00 04/07/06	00137PD74	5,000,000.00	0.000	04/07/06	4.5804	Open	4.5804	4,996,888.89	4,982,000.00	✓	01/30/06	06-0033		Operating Fund
GBCC CP 0.00 04/07/06	36959JD75	5,000,000.00	0.000	04/07/06	4.6102	Open	4.6102	4,996,868.06	4,996,050.00	✓	02/01/06	06-0035		Operating Fund
CMTRCA 0.00 04/13/06	1563W3DD3	5,000,000.00	0.000	04/13/06	4.6769	Open	4.6769	4,993,002.78	4,991,300.00	✓	02/16/06	06-0042		
UBS FINANCE 0.00 04/17/06	90262DDH5	5,000,000.00	0.000	04/17/06	4.6657	Open	4.6657	4,990,489.58	4,989,400.00	✓	02/13/06	06-0034		
UBS FINANCE 0.00 04/17/06	90262DDH5	5,000,000.00	0.000	04/17/06	4.6748	Open	4.6748	4,990,468.75	4,989,400.00	✓	02/15/06	06-0041		GEN OP FUND
CENTRICA PLC 0.00 04/18/06	1563W3DJ0	5,000,000.00	0.000	04/18/06	4.6957	Open	4.6957	4,989,777.78	4,988,000.00	✓	02/24/06	06-0046		
PHLMC Callable 1.95 04/26/06	3128X26J9	4,000,000.00	1.950	04/26/06	2.9005	Open	2.9005	4,000,000.00	3,992,400.00	Agcy	05/14/04	04-0042		Operating
PNMA Callable 2.50 04/28/06	3136P5TT8	5,000,000.00	2.500	04/28/06	2.5000	Open	2.5000	5,000,000.00	4,991,500.00	Agcy	04/28/04	04-0038		Operating
CITIGROUP FIN CP 0.00 04/28/06	17307SDU3	5,000,000.00	0.000	04/28/06	4.6896	Open	4.6896	4,983,425.00	4,982,112.50	✓	02/27/06	06-0048		
COUNTRYWIDE FIN CP 0.00 04/28/06	2223PLDU7	5,000,000.00	0.000	04/28/06	4.7205	Open	4.7205	4,983,316.67	4,981,450.00	✓	02/27/06	06-0047		
Genworth Fin CP 4.71 0.00 05/04/06	3724P3B46	5,000,000.00	0.000	05/04/06	4.8024	Open	4.8024	4,979,066.66	4,977,000.00	✓	03/22/06	06-0063	GEN OP FUND	
PNMA Callable 2.50 05/10/06	3136P5SP7	4,000,000.00	2.500	05/10/06	2.5000	Open	2.5000	4,000,000.00	3,989,600.00	Agcy	05/10/04	04-0041		Operating
PHLMC Callable 2.80 05/19/06	3128X3BM1	3,000,000.00	2.800	05/19/06	2.8000	Open	2.8000	3,000,000.00	2,993,044.83	Agcy	05/19/04	04-0052		Operating
Intl Lease Fin CP 4.72 0.00 05/19/06	45974NEK8	5,000,000.00	0.000	05/19/06	4.8235	Open	4.8235	4,969,188.89	4,967,000.00	✓	03/20/06	06-0057	GEN OP FUND	
Southern Company CP 4.74 0.00 05/24/06	8426B3BQ6	5,000,000.00	0.000	05/24/06	4.8428	Open	4.8428	4,965,766.67	4,963,800.00	✓	03/27/06	06-0066	GEN OP FUND	
PHLMC Callable 2.00 05/30/06	3128X1FP7	1,000,000.00	2.000	05/30/06	2.1254	05/27/05	2.2225	1,000,000.00	995,500.00	Agcy	02/19/04	04-0006		Operating
NY Times CP 4.85 0.00 05/31/06	65011KRX9	5,776,000.00	0.000	05/31/06	4.9635	Open	4.9635	5,730,088.83	5,728,636.80	✓	03/23/06	06-0068	GEN OP FUND	
PHLMC Callable 2.28 06/02/06	3128X1PC6	1,000,000.00	2.280	06/02/06	2.2323	Open	1.7518	1,000,000.00	995,600.00	Agcy	03/22/04	04-0020		Operating
PNMA Callable 2.15 06/02/06	3136P3T29	1,000,000.00	2.150	06/02/06	2.1259	06/02/04	1.8796	1,000,000.00	995,400.00	Agcy	03/22/04	04-0019	Call-06/02/04 Only	Operating
PHLB Callable 2.50 06/08/06	3133X4SW7	5,000,000.00	2.500	06/08/06	2.5000	Open	2.5000	5,000,000.00	4,977,500.00	Agcy	03/08/04	04-0014		Operating
PHLMC Callable 2.125 06/12/06	3128X1HM0	3,000,000.00	2.125	06/12/06	2.1250	Open	2.1250	3,000,000.00	2,983,800.00	Agcy	06/12/03	03-0058		Insurance
New York Times CP 4.83 0.00 06/13/06	65011KFD2	5,000,000.00	0.000	06/13/06	4.9529	Open	4.9529	4,951,700.00	4,949,500.00	✓	03/21/06	06-0059	GEN OP FUND	
PNMA Callable 2.125 06/15/06	3136P5FP3	4,435,000.00	2.125	06/15/06	2.0114	03/15/05	1.8715	4,435,000.00	4,409,720.50	Agcy	03/15/04	04-0016		Operating
PHLMC Callable 2.91 06/16/06	3128X2FP5	2,000,000.00	2.910	06/16/06	2.9100	06/16/04	2.9100	2,000,000.00	1,991,800.00	Agcy	12/16/03	03-0110	Call-06/16/04 Only	Fin.Reserve
Franklin Resources CP 4.84 0.00 06/26/06	35461KFS7	5,000,000.00	0.000	06/26/06	4.9673	Open	4.9673	4,942,861.11	4,940,500.00	✓	03/28/06	06-0067	GEN OP FUND	
FFCB Callable 2.56 07/28/06	31331TPW5	3,000,000.00	2.560	07/28/06	2.5600	01/28/05	2.5600	3,000,000.00	2,976,600.00	Agcy	01/28/04	04-0001	Call-01/28/05 Only	Operating
PHLB Callable 3.25 07/28/06	3133XACP0	5,000,000.00	3.250	07/28/06	3.2500	07/28/05	3.2500	5,000,000.00	4,971,500.00	Agcy	01/28/05	05-0001		Operating
FFCB Callable 2.72 08/24/06	31331TWS7	4,000,000.00	2.720	08/24/06	2.7200	11/24/04	2.7200	4,000,000.00	3,963,600.00	Agcy	08/24/04	04-0062	NextCall-03/11/05	Operating
PHLB Callable 2.50 08/25/06	3133X4BV2	4,100,000.00	2.500	08/25/06	2.5000	05/25/06	2.5000	4,100,000.00	4,059,000.00	Agcy	02/25/04	04-0008		Operating
PNMA Step Up Callable 2.65 09/08/06	3136P5Y22	4,000,000.00	3.750	09/08/06	2.6500	Open	2.6500	4,000,000.00	3,977,200.00	Agcy	09/08/04	04-0068		Operating
PHLB Callable 2.76 09/11/06	3133X4BJ9	3,000,000.00	2.760	09/11/06	2.7600	06/11/06	2.7600	3,000,000.00	2,969,700.00	Agcy	03/11/04	04-0017		Operating
PHLB Callable 2.31 09/29/06	3133X5SP1	2,825,000.00	2.310	09/29/06	2.3100	06/29/06	2.3100	2,825,000.00	2,787,145.00	Agcy	03/29/04	04-0028		Operating
PNMA Callable 2.45 09/29/06	3136P5HT1	1,000,000.00	2.450	09/29/06	2.4500	06/29/04	2.4500	1,000,000.00	987,200.00	Agcy	03/29/04	04-0026	NextCall-03/14/05	Operating
PHLB Callable 2.545 09/29/06	3133X4S85	2,500,000.00	2.545	09/29/06	2.9126	06/29/06	2.9126	2,500,000.00	2,469,250.00	Agcy	08/18/04	04-0061		Operating
PHLMC Callable 2.30 10/19/06	3128X26K6	5,000,000.00	2.300	10/19/06	2.3000	04/19/06	2.3000	5,000,000.00	4,924,000.00	Agcy	04/19/04	04-0036		Operating
PHLMC Discount Note 0.00 10/23/06	313397L66	5,000,000.00	0.000	10/23/06	4.9007	Open	4.9007	4,866,493.33	4,950,000.00	✓	03/08/06	06-0056		GEN OP FUND
PHLMC Discount Note 0.00 10/23/06	313397L66	5,000,000.00	0.000	10/23/06	4.9383	Open	4.9383	4,865,416.67	4,950,000.00	✓	03/21/06	06-0061	GEN OP FUND	
PHLMC 3.75 11/15/06	3128X4AK7	8,300,000.00	3.750	11/15/06	5.0000	Open	5.0000	8,237,148.16	8,231,940.00	✓	03/20/06	06-0058	GEN OP FUND	
PHLMC Callable 3.00 11/17/06	3128X2AH8	1,000,000.00	3.000	11/17/06	2.6035	11/17/04	1.3999	1,000,000.00	987,100.00	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	1,973,600.00	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	4,920,000.00	Agcy	02/27/04	04-0011	NextCall-03/11/05	Operating
PHLB Step Up Callable 3.00 12/22/06	3133X9RS1	3,000,000.00	4.000	12/22/06	3.0000	Open	3.0000	3,000,000.00	2,976,300.00	Agcy	12/22/04	04-0079		Operating
PHLB 3.8 3.80 12/22/06	3133XB7G4	1,000,000.00	3.800	12/22/06	4.8004	Open	4.8004	993,025.97	990,550.00		12/20/05	06-0022		Operating
PHLMC 3.80 12/27/06	3128X4DS7	3,670,000.00	3.800	12/27/06	5.0005	Open	5.0005	3,638,408.89	3,636,052.50	✓	03/07/06	06-0055	GEN OP FUND	
FFCB Callable 2.54 12/29/06	31331TWS7	3,000,000.00	2.540	12/29/06	2.4084	09/29/04	1.8336	3,000,000.00	2,944,500.00	Agcy	03/29/04	04-0025	Call-09/29/04 Only	Operating

Current Portfolio Report

Investment

Straight Line - Callable Life

Receipts in Period

04/01/06

Run Date: 04/17/

Run Time: 16:42:

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Security Description	CUSIP	Ending Par Val/Shares	Coupon Rate	Maturity Date	Yield Matur	Call Date	Yield Call	Ending Amor Val/Cost	Ending Market Val	Other Rating	Purchase Date	Invest Number	Comments	Optional ID
FNMA Callable 3.00 12/29/06	3136PAJ54	5,000,000.00	3.000	12/29/06	2.8525	06/29/04	1.8683	5,000,000.00	4,923,500.00	Agcy	02/20/04	04-0007	NextCall-03/14/05	Operating
FHLMC Callable 2.85 01/05/07	3128X2K94	5,000,000.00	2.850	01/05/07	2.6978	01/05/05	2.3599	5,000,000.00	4,916,000.00	Agcy	02/24/04	04-0004	Call-01/05/05 Only	Operating
FPCB 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	2,958,000.00	Agcy	01/12/05	05-0002		Operating
FNMA Callable 2.80 01/12/07	3136P5RM5	2,250,000.00	2.800	01/12/07	3.3900	04/12/06	3.3900	2,250,000.00	2,210,625.00	Agcy	05/24/04	04-0047		Operating
FHLB 3.75 01/16/07	3133XCF55	2,470,000.00	3.750	01/16/07	4.9575	Open	4.9575	2,447,301.17	2,439,001.50	✓	02/28/06	06-0050		GRN OP FUND
FNMA 4.78 0.00 01/25/07	3135S8BA2	1,300,000.00	0.000	01/25/07	5.0568	Open	5.0568	1,248,252.68	1,287,000.00	✓	03/23/06	06-0062	Insurance Fund	
FNMA 3.31 01/26/07 3.31 01/26/07	3136P54B4	3,000,000.00	3.310	01/26/07	5.0433	Open	5.0433	2,958,876.75	2,956,800.00	✓	03/06/06	06-0054		General op fund
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	4,902,000.00	Agcy	03/30/04	04-0029	Call-08/09/04 Only	Operating
FNMA Callable 3.42 02/09/07	3136P53R0	3,000,000.00	3.420	02/09/07	3.4200	08/09/06	3.4200	3,000,000.00	2,958,000.00	Agcy	08/09/04	04-0058		Operating
FPCB Callable 3.56 02/09/07	31331SNR0	2,000,000.00	3.560	02/09/07	3.5861	05/09/05	3.7965	2,000,000.00	1,974,200.00	Agcy	02/14/05	05-0007		Operating
FNMA Discount Note 4.71 0.00 02/23/07	3135S8CF0	5,000,000.00	0.000	02/23/07	4.9639	Open	4.9639	4,785,488.30	4,950,000.00	✓	03/03/06	06-0053		General Op Fund
FHLMC Callable 4.92 02/28/07	3128X4D81	5,000,000.00	4.920	02/28/07	5.0556	08/01/06	5.1189	4,996,535.44	4,985,000.00	✓	02/23/06	06-0036		
FNMA Callable 3.45 03/16/07	3136P6PK9	3,000,000.00	3.450	03/16/07	3.4080	03/16/05	3.0459	3,000,000.00	2,953,800.00	Agcy	12/16/04	04-0077		Operating
FNMA Callable 3.45 03/16/07	3136P6PK9	3,000,000.00	3.450	03/16/07	3.4750	03/16/05	3.6323	3,000,000.00	2,953,800.00	Agcy	12/16/04	04-0076		Operating
FHLB Callable 4.0 4.00 03/20/07	3133X2DL4	2,000,000.00	4.000	03/20/07	4.5000	06/20/06	4.5000	2,000,000.00	1,991,200.00		09/20/05	05-0040		Operating
FHLMC 3 03/21/07 3.00 03/21/07	3128X0Q44	1,100,000.00	3.000	03/21/07	4.7160	Open	4.7160	1,082,356.14	1,078,110.00	✓	01/26/06	06-0030		Financial Reserve
FPCB 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	1,947,600.00	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	04/27/06	3.0339	5,000,000.00	4,879,694.15	Agcy	04/27/04	04-0037		Operating
FNMA Callable 3.00 04/30/07	3136P42R4	5,000,000.00	3.000	04/30/07	3.2911	04/30/06	6.6892	5,000,000.00	4,890,500.00	Agcy	08/17/04	04-0059		Operating
FNMA Callable 3.75 05/17/07	31359MVC4	4,000,000.00	3.750	05/17/07	3.7607	05/17/05	3.7809	4,000,000.00	3,936,600.00	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	2.7662	05/21/04	2.7662	3,000,000.00	2,930,700.00	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	06/05/06	3.0000	4,000,000.00	3,905,200.00	Agcy	06/05/03	03-0056		Fin. Reserve
FHLB 3.875 06/08/07	3133XBSU0	5,000,000.00	3.875	06/08/07	3.8975	Open	3.8975	4,998,508.40	4,927,500.00		06/14/05	05-0025		Operating
FNMA Callable 3.80 07/06/07	3136P5X89	3,000,000.00	3.800	07/06/07	3.6411	07/06/05	3.1000	3,000,000.00	2,949,300.00	Agcy	12/15/04	04-0074		Operating
FHLMC 4 4.00 07/13/07	3128X4DY4	2,000,000.00	4.000	07/13/07	4.3301	07/13/06	5.5333	2,000,000.00	1,972,600.00		08/22/05	05-0028		Operating
FNMA Callable 3.50 07/20/07	3136P52L4	5,000,000.00	3.500	07/20/07	3.3517	07/20/05	2.9639	5,000,000.00	4,900,500.00		10/28/04	04-0071		Operating
FNMA 4.25 08/08/07 4.25 08/08/07	3136P7GT8	5,000,000.00	4.250	08/08/07	4.3506	08/08/06	4.4534	4,996,505.18	4,945,000.00		08/30/05	05-0031		Operating
FHLB Callable 3.46 08/27/07	3133X3TV5	1,600,000.00	3.460	08/27/07	3.4600	05/27/06	3.4600	1,600,000.00	1,565,120.00	Agcy	02/27/04	04-0010		Insurance
FNMA Callable 4.25 4.25 09/12/07	3136P7NM8	5,000,000.00	4.250	09/12/07	4.2500	06/12/06	4.2500	5,000,000.00	4,940,500.00		09/12/05	05-0041		Operating
FNMA Callable 5.15 09/21/07	31359MJ46	5,000,000.00	5.150	09/21/07	5.1851	06/21/06	5.3527	4,997,805.56	4,988,000.00	✓	03/21/06	06-0060	GRN OP FUND	
FPCB 4.20 09/24/07	31331S5V6	1,845,000.00	4.200	09/24/07	4.2000	06/24/05	4.2000	1,845,000.00	1,821,384.00		03/24/05	05-0009	NextCall-06/24/05	Operating
FHLMC 4.0 4.00 09/27/07	3128X4KE0	5,000,000.00	4.000	09/27/07	4.2500	09/27/06	4.2500	5,000,000.00	4,953,500.00		09/27/05	05-0033		Operating
FHLB Callable 3.93 11/09/07	3133XARP8	1,000,000.00	3.930	11/09/07	3.9300	05/09/06	3.9300	1,000,000.00	982,300.00	Agcy	02/09/05	05-0004		Fin. Reserve
FPCB Callable 3.70 11/09/07	31331SNM0	5,470,000.00	3.700	11/09/07	3.8398	11/09/05	4.2177	5,470,000.00	5,355,130.00	Agcy	02/25/05	05-0005		Operating
FNMA Step Up Callable 3.00 12/14/07	3136P6PG8	5,000,000.00	4.500	12/14/07	4.1946	Open	4.1946	5,000,000.00	4,953,500.00	Agcy	02/28/05	05-0008		Operating
FHLB Callable 3.35 12/18/07	3133X4PQ9	3,000,000.00	3.350	12/18/07	3.3500	06/18/06	3.3500	3,000,000.00	2,916,600.00	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	09/24/06	3.1750	2,000,000.00	1,938,200.00	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	06/28/06	3.0500	1,000,000.00	966,900.00	Agcy	03/29/04	04-0027		Insurance
FPCB Callable 3.94 01/25/08	31331SNF7	4,100,000.00	3.940	01/25/08	3.9070	04/25/05	3.5809	4,100,000.00	4,019,640.00	Agcy	01/26/05	05-0003		Fin. Reserve
FPCB Callable 3.94 01/25/08	31331SNF7	5,000,000.00	3.940	01/25/08	4.0307	04/25/05	5.4118	5,000,000.00	4,902,000.00	Agcy	02/24/05	05-0006		Operating
FNMA Step Up Callable 3.0 3.00 03/03/08	3136P6AK5	1,000,000.00	4.750	03/03/08	3.3216	06/03/06	3.3216	1,000,000.00	994,400.00		08/05/05	05-0022		Fin. Reserve
FNMA Callable 3.91 08/14/08	3136P34U7	1,000,000.00	3.910	08/14/08	3.9100	05/14/06	3.9100	1,000,000.00	973,800.00	Agcy	08/14/03	03-0072		Fin. Reserve
FNMA Callable 4.02 08/18/08	3136P35V4	1,500,000.00	4.020	08/18/08	4.0200	08/18/06	4.0200	1,500,000.00	1,463,850.00	Agcy	08/18/03	03-0073		Fin. Reserve
FHLB 4.69 4.69 09/09/08	3133XCTK3	1,000,000.00	4.690	09/09/08	4.6900	Open	4.6900	1,000,000.00	988,000.00		09/09/05	05-0029	Callable anytime after 03/09/06	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	1,949,200.00	Agcy	09/15/04	04-0067		

Current Portfolio Report

Investment Straight Line - Callable Life Receipts in Period 04/01/06

Run Date: 04/17/

Run Time: 16:42:

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Security Description	CUSIP	Ending Par Val/Shares	Coupon Rate	Maturity Date	Yield Matur	Call Date	Yield Call	Ending Amor Val/Cost	Ending Market Val	Other Rating	Purchase Date	Invest Number	Comments	Optional ID
FHLMC Callable 3.875 11/10/08	3128X16N2	2,988,000.00	3.875	11/10/08	3.8750	05/10/05	3.8709	2,988,000.00	2,899,854.00	Agcy	12/01/04	04-0075		Fin. Reserve
FHLMC Callable 4.00 01/28/09	3128X2LJ2	1,000,000.00	4.000	01/28/09	4.6209	04/28/06	4.6209	994,672.13	987,000.00	✓	02/27/06	06-0051		
FHLB 5.098735 03/20/09	3133XBUT4	2,000,000.00	5.099	03/20/09	5.3750	03/20/07	5.3750	2,000,000.48	1,991,400.00	✓	03/27/06	06-0065	Fin Reserve Fund	
FHLB 4.999306 03/23/09	3133XBUC1	3,000,000.00	4.999	03/23/09	6.0000	06/23/06	6.0000	3,000,000.05	2,989,800.00	✓	03/24/06	06-0064	Fin Reserve Fund	
Fidelity SEAF- 690	SEAF- Fidelity	11,673,482.25	4.520	Open	4.5200	Open	4.5200	11,673,482.25	11,673,482.25		08/03/04	AR-0009	SEAF- Fidelity	SEAF- Fidelity
Deutsche MMF - 2100	Debt Service - Deutsche	13,407,234.89	4.550	Open	4.5500	Open	4.5500	13,407,234.89	13,407,234.89		09/30/01	AR-0002	Debt Service - Deutsche	Debt Service - De
Provident Fin. Op Fund-1000	Master Op Acct - Provident	13,889,065.49	4.680	Open	4.6800	Open	4.6800	13,889,065.49	13,889,065.49		10/31/01	AR-0001	Master Op Acct - Provident	Master Op Acct -
Provident Fin Res. Fund-2000	Fin. Reserve - Provident	197,680.88	4.680	Open	4.6800	Open	4.6800	197,680.88	197,680.88		09/30/01	AR-0006	Fin. Reserve - Provident	Fin. Reserve - Pr
AIM/ LAP Opt. Fund- 1900	Master Op Acct - AIM	18,636,538.92	4.690	Open	4.6900	Open	4.6900	18,636,538.92	18,636,538.92		04/16/03	AR-0008	Master Op Acct - AIM	Master Op Acct -
Investment Total		<u>388,033,002.43</u>	<u>2.790</u>		<u>3.9314</u>		<u>3.9914</u>	<u>386,986,707.40</u>	<u>384,353,563.21</u>					

Dallas Area Rapid Transit
Change in Market Value

Period Ended March 31, 2006

Fund	Security Type	Coupon	Maturity	Call Date	Par Amount (000)	December 2005 Market Value	March 2006 Market Value	Change from Prior Quarter
Operating	FHLMC Callable	1.950%	04/26/06	04/26/05	\$4,000	\$3,993,200.00	\$3,992,400.00	(\$800.00)
Operating	FNMA Callable	2.500%	04/28/06	04/28/05	\$5,000	\$4,967,000.00	\$4,991,500.00	\$24,500.00
Operating	FNMA Callable	2.500%	05/10/06	05/10/05	\$4,000	\$3,973,600.00	\$3,989,600.00	\$16,000.00
Operating	FHLMC Callable	2.800%	05/19/06	05/19/05	\$3,000	\$2,982,132.00	\$2,993,044.83	\$10,912.83
Operating	FHLMC Callable	2.000%	05/30/06	05/27/05	\$1,000	\$989,800.00	\$995,500.00	\$5,900.00
Operating	FHLMC Callable	2.280%	06/02/06	06/02/05	\$1,000	\$990,700.00	\$995,600.00	\$4,900.00
Operating	FNMA Callable	2.150%	06/02/06	06/08/05	\$1,000	\$990,000.00	\$995,400.00	\$5,400.00
Operating	FHLB Callable	2.500%	06/08/06	06/08/05	\$5,000	\$4,955,000.00	\$4,977,500.00	\$22,500.00
Insurance	FHLMC Callable	2.125%	06/12/06	06/12/05	\$3,000	\$2,967,000.00	\$2,983,800.00	\$16,800.00
Operating	FNMA Callable	2.125%	06/15/06	NA	\$4,435	\$4,386,215.00	\$4,409,720.50	\$23,505.50
Fnci Res	FHLMC Callable	2.910%	06/16/06	NA	\$2,000	\$1,984,400.00	\$1,991,800.00	\$7,400.00
Operating	FFC Callable	2.560%	07/28/06	01/28/05	\$3,000	\$2,964,900.00	\$2,976,600.00	\$11,700.00
Operating	FHLB Callable	3.250%	07/28/06	07/28/05	\$5,000	\$4,960,500.00	\$4,971,500.00	\$11,000.00
Operating	FFC Callable	2.700%	08/24/06	04/24/05	\$4,000	\$3,950,800.00	\$3,963,600.00	\$12,800.00
Operating	FHLB Callable	2.500%	08/25/06	05/25/05	\$4,100	\$4,043,830.00	\$4,059,000.00	\$15,170.00
Operating	FNMA Callable	2.650%	09/08/06	06/08/05	\$4,000	\$3,974,800.00	\$3,977,200.00	\$2,400.00
Operating	FHLB Callable	2.760%	09/11/06	06/11/05	\$3,000	\$2,961,000.00	\$2,969,700.00	\$8,700.00
Operating	FHLB Callable	2.310%	09/29/06	04/29/05	\$2,825	\$2,776,410.00	\$2,787,145.00	\$10,735.00
Operating	FHLB Callable	2.310%	09/29/06	06/29/06	\$2,825	\$983,800.00	\$987,200.00	\$3,400.00
Operating	FNMA Callable	2.450%	09/29/06	06/29/05	\$1,000	\$2,461,250.00	\$2,469,250.00	\$8,000.00
Operating	FHLMC Callable	2.300%	10/19/06	04/19/05	\$5,000	\$4,905,500.00	\$4,924,000.00	\$18,500.00
Operating	FHLMC Callable	3.000%	11/17/06	NA	\$1,000	\$985,300.00	\$987,100.00	\$1,800.00
Operating	FFC Callable	3.020%	11/24/06	NA	\$2,000	\$1,970,200.00	\$1,973,600.00	\$3,400.00
Operating	FFC Callable	2.600%	11/27/06	NA	\$5,000	\$4,906,500.00	\$4,920,000.00	\$13,500.00
Operating	FHLB Callable	3.000%	12/22/06	06/22/05	\$3,000	\$2,978,700.00	\$2,978,300.00	(\$400.00)
Operating	FHLB	3.800%	12/22/06	NA	\$1,000	\$991,000.00	\$990,550.00	(\$450.00)
Operating	FFC Callable	2.540%	12/29/06	04/29/05	\$3,000	\$2,936,400.00	\$2,944,500.00	\$8,100.00
Operating	FNMA Callable	3.000%	12/29/06	04/29/05	\$5,000	\$4,916,000.00	\$4,923,500.00	\$7,500.00
Operating	FHLMC Callable	2.850%	01/05/07	NA	\$5,000	\$4,906,000.00	\$4,916,000.00	\$10,000.00
Operating	FNMA Callable	2.800%	01/12/07	04/12/05	\$2,250	\$2,206,350.00	\$2,210,625.00	\$4,275.00
Operating	FFC Callable	3.270%	01/12/07	07/12/05	\$3,000	\$2,955,800.00	\$2,958,000.00	\$2,400.00
Operating	FHLMC Callable	2.750%	02/09/07	05/09/05	\$5,000	\$4,892,500.00	\$4,902,000.00	\$9,500.00
Operating	FNMA Callable	3.420%	02/09/07	08/09/05	\$3,000	\$2,957,400.00	\$2,958,000.00	\$600.00
Operating	FFC Callable	3.560%	02/09/07	07/09/05	\$2,000	\$1,974,400.00	\$1,974,200.00	(\$200.00)
Operating	FNMA Callable	3.450%	03/16/07	04/16/05	\$3,000	\$2,954,400.00	\$2,953,800.00	(\$600.00)
Operating	FNMA Callable	3.450%	03/16/07	04/16/05	\$3,000	\$2,954,400.00	\$2,953,800.00	(\$600.00)
Operating	FHLB Callable	4.000%	03/20/07	12/20/05	\$2,000	\$1,991,600.00	\$1,991,200.00	(\$400.00)
Operating	FFC Callable	2.350%	03/26/07	04/26/05	\$2,000	\$1,943,000.00	\$1,947,600.00	\$4,600.00
Operating	FHLB Callable	2.750%	04/27/07	04/27/05	\$5,000	\$4,862,500.00	\$4,879,694.15	\$17,194.15
Operating	FNMA Callable	3.000%	04/30/07	04/30/05	\$5,000	\$4,888,500.00	\$4,890,500.00	\$2,000.00
Operating	FNMA Callable	3.750%	05/17/07	05/17/05	\$4,000	\$3,947,600.00	\$3,938,600.00	(\$11,000.00)
Insurance	FHLMC Callable	2.000%	05/21/07	NA	\$3,000	\$2,930,100.00	\$2,930,700.00	\$600.00
Fnci Res	FHLB Callable	3.000%	06/05/07	06/05/07	\$4,000	\$3,909,600.00	\$3,905,200.00	(\$4,400.00)
Operating	FHLB Discount	NA	06/08/07	NA	\$5,000	\$4,940,500.00	\$4,927,500.00	(\$13,000.00)
Operating	FNMA Callable	3.800%	07/06/07	07/06/05	\$3,000	\$2,958,900.00	\$2,949,300.00	(\$9,600.00)
Operating	FHLMC Callable	4.000%	07/13/07	01/13/06	\$2,000	\$1,977,600.00	\$1,972,600.00	(\$5,000.00)
Operating	FNMA Callable	3.500%	07/20/07	07/20/05	\$5,000	\$4,908,500.00	\$4,900,500.00	(\$8,000.00)
Operating	FNMA Callable	4.250%	08/08/07	08/08/06	\$5,000	\$4,959,000.00	\$4,945,000.00	(\$14,000.00)
Insurance	FHLB Callable	3.480%	08/27/07	05/27/05	\$1,600	\$1,567,680.00	\$1,565,120.00	(\$2,560.00)
Operating	FNMA Callable	4.250%	09/12/07	12/12/05	\$5,000	\$4,953,000.00	\$4,940,500.00	(\$12,500.00)
Operating	FFC Callable	4.200%	09/24/07	07/24/05	\$1,845	\$1,826,181.00	\$1,821,384.00	(\$4,797.00)
Operating	FHLMC Callable	4.000%	09/27/07	03/27/05	\$5,000	\$4,963,500.00	\$4,953,500.00	(\$10,000.00)
Fnci Res	FHLB Callable	3.930%	11/09/07	11/09/05	\$1,000	\$985,100.00	\$982,300.00	(\$2,800.00)
Operating	FHLB Callable	3.700%	11/09/07	08/09/05	\$5,470	\$5,371,540.00	\$5,355,130.00	(\$16,410.00)
Operating	FNMA Callable	3.000%	12/14/07	09/14/2005	\$5,000	\$4,979,500.00	\$4,953,500.00	(\$26,000.00)
Insurance	FHLB Callable	3.350%	12/18/07	06/18/05	\$3,000	\$2,923,200.00	\$2,916,600.00	(\$6,600.00)
Insurance	FHLB Callable	3.175%	12/24/07	09/24/05	\$2,000	\$1,942,400.00	\$1,938,200.00	(\$4,200.00)
Insurance	FHLB Callable	3.050%	12/28/07	06/28/05	\$1,000	\$968,600.00	\$966,900.00	(\$1,700.00)
Fnci Res	FFC Callable	3.940%	01/25/08	09/25/05	\$4,100	\$4,032,760.00	\$4,019,640.00	(\$13,120.00)
Operating	FFC Callable	3.940%	01/25/08	09/25/05	\$5,000	\$4,918,000.00	\$4,902,000.00	(\$16,000.00)
Fnci Res	FNMA Callable	3.000%	03/03/08	12/03/05	\$1,000	\$995,000.00	\$994,400.00	(\$600.00)
Fnci Res	FNMA Callable	3.910%	08/14/08	05/14/05	\$1,000	\$978,400.00	\$973,800.00	(\$4,600.00)
Fnci Res	FNMA Callable	4.020%	08/18/08	08/18/05	\$1,500	\$1,483,950.00	\$1,483,850.00	(\$20,100.00)
Fnci Res	FHLB Callable	4.690%	09/09/08	03/09/06	\$1,000	\$991,800.00	\$988,000.00	(\$3,800.00)
Fnci Res	FHLB Callable	4.000%	09/15/08	09/15/05	\$2,000	\$1,959,000.00	\$1,949,200.00	(\$9,800.00)
Fnci Res	FHLMC Callable	3.875%	11/10/08	05/10/05	\$2,989	\$2,921,367.60	\$2,899,854.00	(\$21,513.60)

Sub-total for Securities held as of 12/31/06	\$205,625,165.60	\$205,703,307.48	78,141.88
% Change as result of market movement			0.00
Holdings at 12/31/06 maturing during Q2, FY06	\$133,923,697.80		(133,923,697.80)
Holdings at 12/31/06 called during Q2, FY06	\$0.00		0.00
Value of Money Market Mutual Funds	\$40,461,948.85	\$57,804,002.43	17,342,053.58
Holdings at 3/31/06 purchased during Q2, FY06		\$120,846,253.30	120,846,253.30
Holdings at 3/31/06 purchased during Q2 FY06 and maturing during the quarter			
TOTAL PORTFOLIO VALUE	<u>\$380,010,812.25</u>	<u>\$384,353,563.21</u>	<u>4,342,750.96</u>

<HELP> for explanation.

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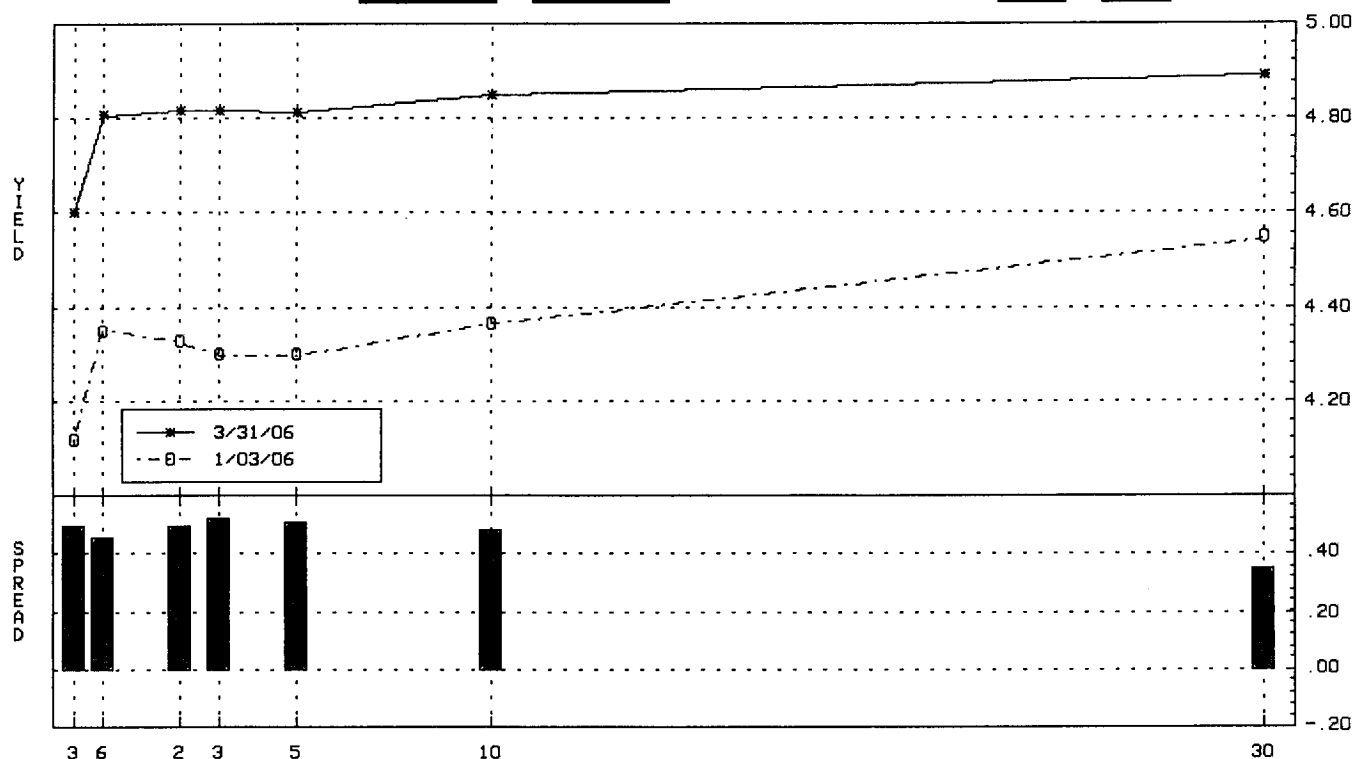
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DATE RANGE 1/ 3/06 3/31/06

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Australia 61 2 9777 8600

Brazil 5511 3048 4500

Europe 44 20 7330 7500

Germany 49 69 920410

Hong Kong 852 2977 6000 Japan 81 3 3201 8900 Singapore 65 6212 1000 U.S. 1 212 318 2000 Copyright 2006 Bloomberg L.P.

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2ND Quarter FY 2006 Defined Benefit Plan Summary

	<u>Market Value 31-Dec-05</u>	<u>Income</u>	<u>Benefit Payments</u>	<u>Transfers</u>	<u>Realized Gain/ (loss)</u>	<u>Unrealized Gain/ (loss)</u>	<u>Employer Contributions</u>	<u>Employee Contributions</u>	<u>Other</u>	<u>Market Value 31-Mar-06</u>
<u>Equity Managers</u>										
Large Cap:										
Washington Mutual	\$20,426,987	40,097	0	(13,000,000)	2,417,622	(1,813,008)	0	0	0	\$8,071,698
Capital Guardian	\$0	117,874	0	9,000,000	0	(69,136)	0	0	0	\$9,048,738
Goldman	\$12,448,354	29,954	0	0	115,258	415,488	0	0	0	\$13,009,054
SSGA Wilshire 5000	\$16,274,794	(2,548)	0	0	669	887,964	0	0	(1)	\$17,160,878
Small Cap:										
Friess	\$8,041,747	0	0	0	0	1,478,235	0	0	0	\$9,519,982
Earnest Partners	\$13,047,079	(1,843)	0	0	258,614	993,352	0	0	0	\$14,297,202
International:										
Morgan Stanley	\$12,857,318	(29,892)	0	(6,800,000)	4,127,081	(2,857,342)	0	0	2	\$7,297,167
SSGA Internat. Index	\$0	0	0	10,200,000	0	200,129	0	0	(2)	\$10,400,127
<u>Fixed Income Managers</u>										
Primco	\$16,233,454	178,913	0	0	0	(264,417)	0	0	1	\$16,147,951
Aberdeen	\$16,160,248	(14,908)	0	0	166	(64,547)	0	0	0	\$16,080,959
<u>Real Estate</u>										
L&B Counsel	\$121,943	0	0	(120,719)	19,998	(14,601)	0	0	0	\$6,621
Lend Lease	\$11,600,000	356,359	0	0	0	0	0	0	0	\$11,956,359
<u>Cash</u>										
	(\$45,663)	(32,844)	(2,136,771)	720,719	0	0	5,531,772	1,440	(2)	\$4,038,651
Total	\$127,166,261	641,162	(2,136,771)	0	6,939,408	(1,107,883)	5,531,772	1,440	(2)	\$137,035,387