

# Quarterly Operating & Financial Performance Report

Third Quarter FY 2005  
April - June 2005



BUS ■ RAIL ■ HOV ■ PARATRANSIT ■ VANPOOL

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## FY 2005 Third Quarter Executive Summary

**Total agency passenger trips** were 96.6 million for the four quarters ending June 2005, an increase of 1.6 million (1.7%) over last quarter and 1.5 million over the FY 2005 target.

**Fixed route ridership** was 58.7 million for the four rolling quarters ending June 2005, an increase of 1.4 million (2.4%) over last the same time period last year.

**Sales Tax Receipts** for the third quarter of FY 2005 were \$1.4 million (.5%) better than budget, based on accruals. Based on actual receipts (sales tax is paid by the Comptroller two months after receipt by the State), we are trending \$857,753 (.30%) above budget and 2.49% above FY 2004 for the same period.

The third quarter of FY 2005 ended with a **Sales Taxes for Operating Expense** ratio of 68.7%, a change for the better of 2.5% over the same period in FY 2004.

**Subsidy per passenger** for total system ended the quarter at \$2.65, a decrease of \$0.06 over last quarter.

**Fixed Route On-Time Performance** was 95.7% for the four quarters ending June 2005, 0.7% better than target.

**Operating Expenses** ended the second quarter at \$4.5 million (2.0%) under budget due to the delay in programs and filling vacancies. Management continues to monitor fuel and benefits costs.

**Administrative ratio** continued to decline over FY04 due to the significant cuts to administrative costs, ending the quarter at 8.2%.

## General Information

**Reporting Period** – DART's fiscal year begins on October 1. The FY 2005 third quarter is April through June 2005.

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

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

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

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

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

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

**Capital and Non-Operating Budget Summary** – Exhibit 15 summarizes actual capital, non-operating, and road 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 16 (Appendix) summarizes actual expenditures against budget by object classification.

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

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

Exhibit 1	FY 2005 Budget Summary as amended Resolution No. 050035 (In Millions)		
	Date	Description	Total
	2/22/2005	Operating Expense	\$309.2
	2/22/2005	Capital Projects	269.9
	2/22/2005	Net Debt Service	29.7
	Total		\$608.7

## Agency-Wide Operating Performance

Exhibit 2	Agency Scorecard - Key Performance Indicators								
	Indicators	4 qtr rolling					Qtrly		
		Q 3/04	Q 4/04	Q 1/05	Q 2/05	Q 3/05		FY05 Target	Status
	Total System								
	Total Agency Ridership (M)	93.1	93.0	94.1	95.0	96.6	25.0	95.1	Green
	Total System Subsidy Per Passenger	\$2.53	\$2.61	\$2.65	\$2.71	\$2.65	\$2.39	\$2.73	Green
	Fixed Route Service Quality and Customer Satisfaction								
	Ridership	57.3	57.1	57.6	58.2	58.7	15.0	59.2	Yellow
	Passengers Per Mile	1.62	1.65	1.67	1.69	1.70	1.74	1.71	Green
	On-time Performance	95.5%	95.5%	95.4%	95.4%	95.7%	96.4%	95.0%	Green
Subsidy Per Passenger	\$3.60	\$3.72	\$3.79	\$3.89	\$3.85	\$3.51	\$3.84	Yellow	
Cost Per Revenue Mile	\$7.18	\$7.43	\$7.58	\$7.79	\$7.73	\$7.20	\$7.95	Green	
Complaints Per 100,000 Passengers	41.7	40.0	38.6	38.6	39.1	37.5	36.8	Red	
Vehicle Accidents per 100,000 Passengers	1.73	1.69	1.64	1.57	1.56	1.61	2.38	Green	
Agency Efficiencies									
Administrative Subsidy Per Passenger	\$0.28	\$0.29	\$0.28	\$0.28	\$0.27	\$0.24	\$0.31	Green	
Sales Taxes for Operating Expense	70.4%	69.2%	69.1%	69.0%	68.7%	65.7%	73.9%	Green	
Administrative Ratio	9.9%	10.0%	8.1%	8.3%	8.2%	8.1%	10.9%	Green	

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

Exhibit 3	DART Police Initiatives (all numbers are quarterly)							
	Indicators	Q 3/04	Q 4/04	Q 1/05	Q 2/05	Q 3/05	FY05 Target	Status
	Average response time to calls for service for crimes against persons			6 min. 4 sec	6 min. 38 sec	6 min. 11 sec	7 min.	Green
	Crimes against persons			4.10%	3.90%	4.90%	3.10%	Red
	Crimes against property			11.5%	12.1%	11.3%	12.0%	Green



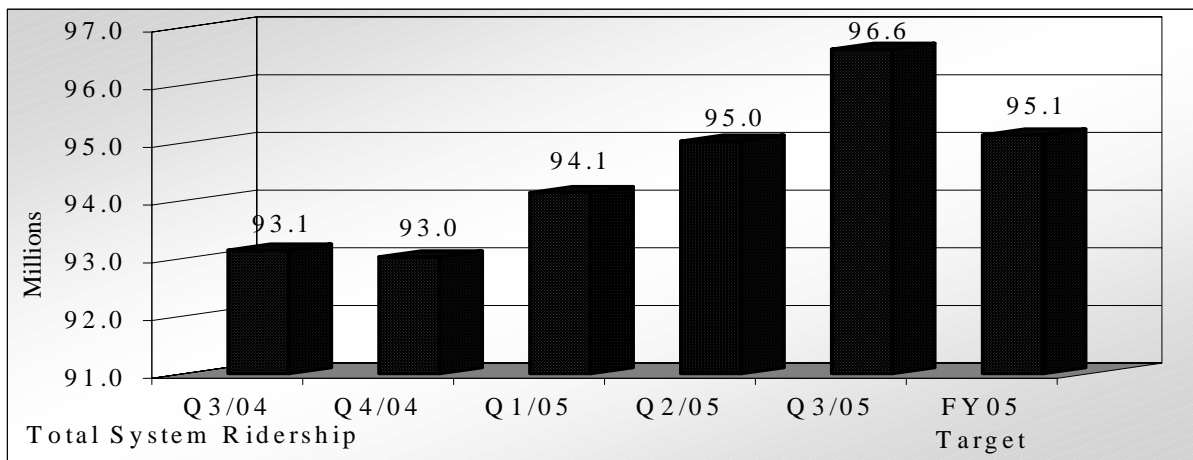
# Ridership

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

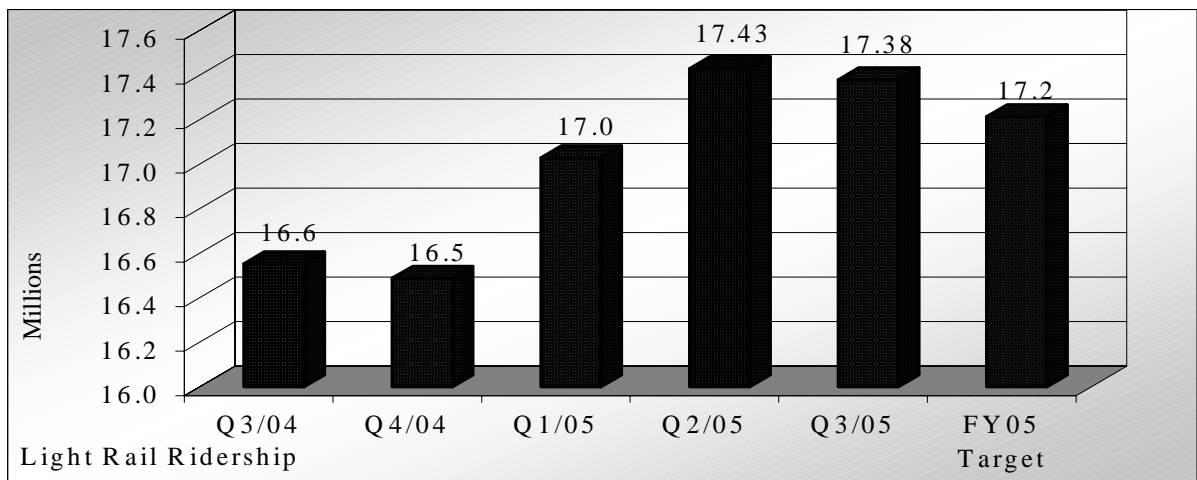
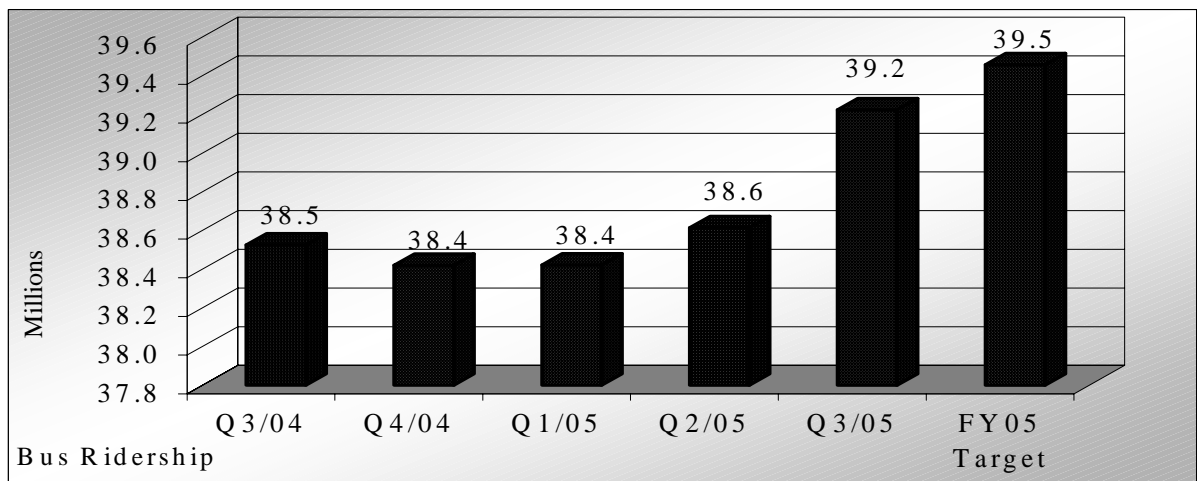
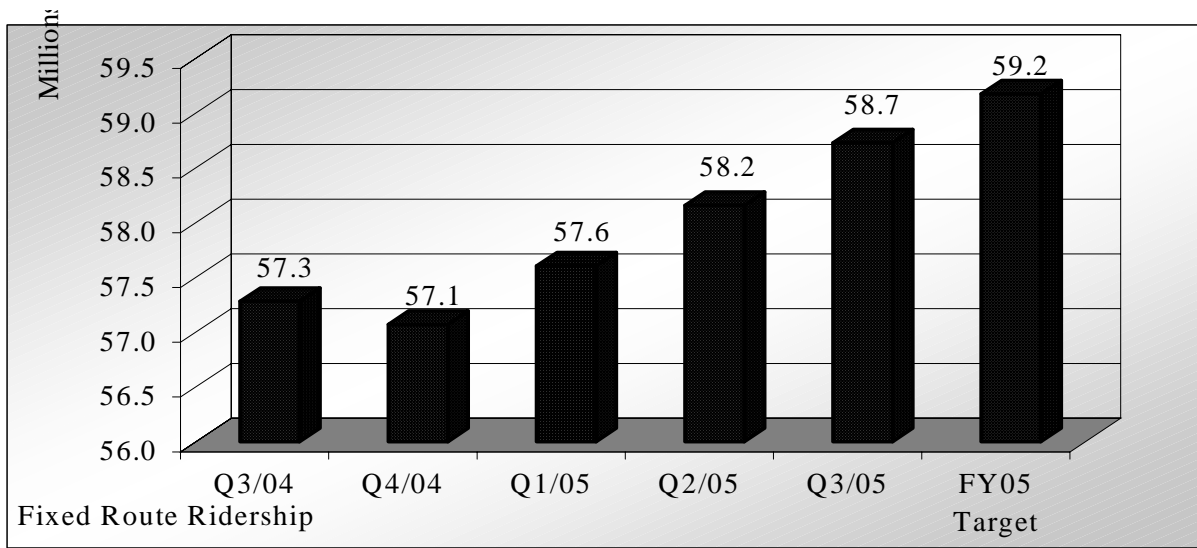
Exhibit 4		Q 3/04	Q 4/04	Q 1/05	Q 2/05	Q 3/05	FY 05 Target	Status
	<b>RIDERSHIP</b>							
	Total Agency (M)	93.1	93.0	94.1	95.0	96.6	95.1	Green
	Fixed Route (M)	57.3	57.1	57.6	58.2	58.7	59.2	Yellow
	Bus (M)	38.5	38.4	38.4	38.6	39.2	39.5	Yellow
	LRT (M)	16.6	16.5	17.0	17.43	17.38	17.2	Green
	Commuter Rail (M)	2.2	2.2	2.2	2.1	2.1	2.1	Green
	Paratransit Actual (000s)	579.0	589.1	601.1	602.4	613.9	584.4	Red
	HOV (M)	34.9	35.0	35.6	35.9	36.9	35.0	Green
	Vanpool (000s)	395.4	378.5	365.6	353.6	349.8	379.7	Red

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

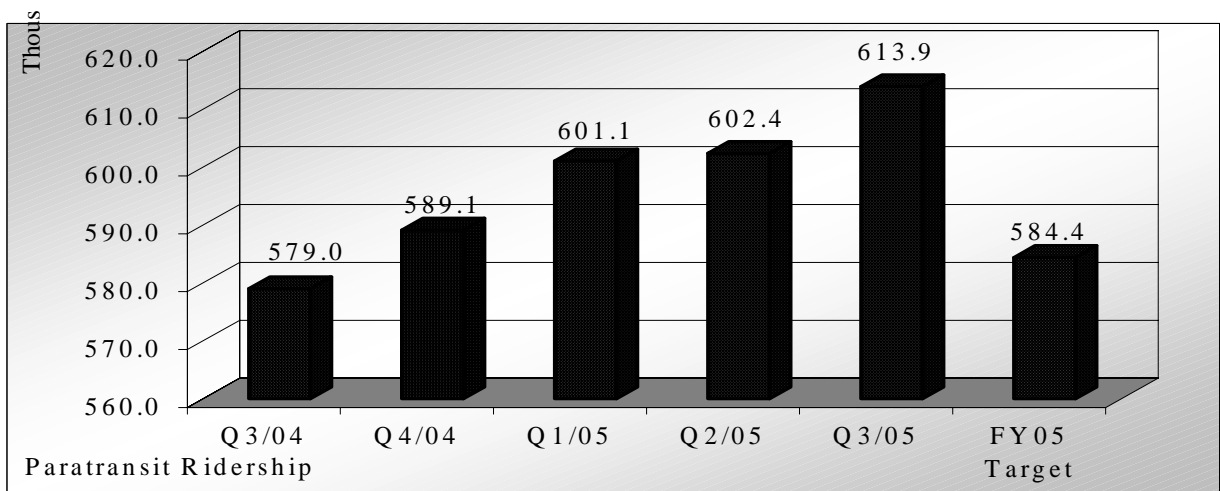
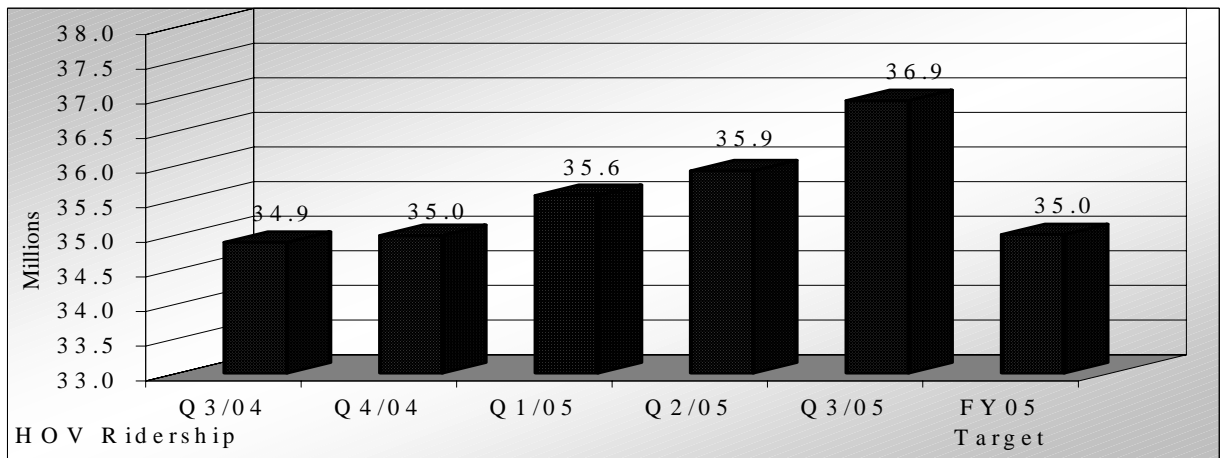
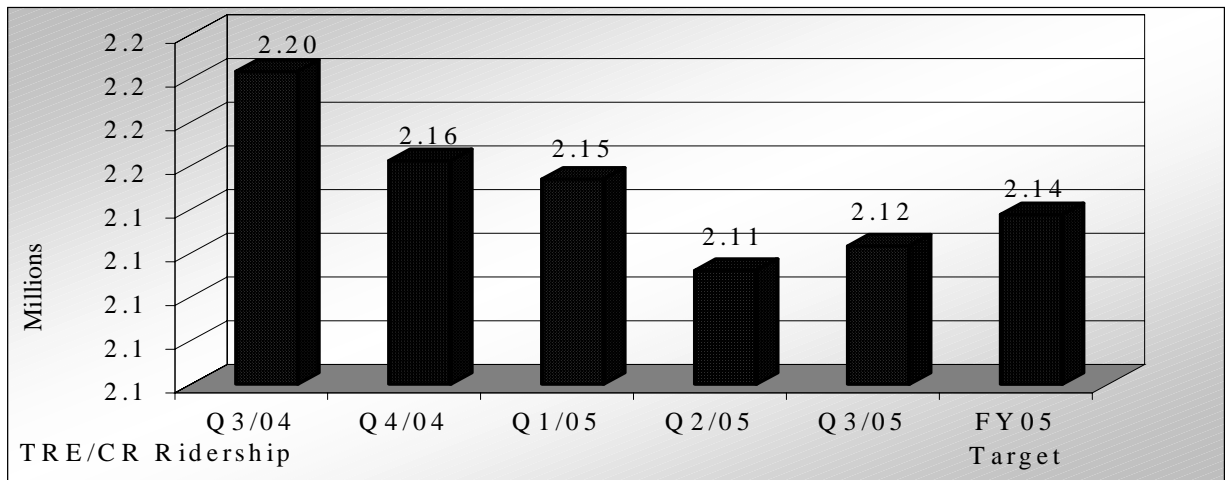
## Exhibit 5 – Ridership Dashboards



### Exhibit 5 – Ridership Dashboards (cont'd)

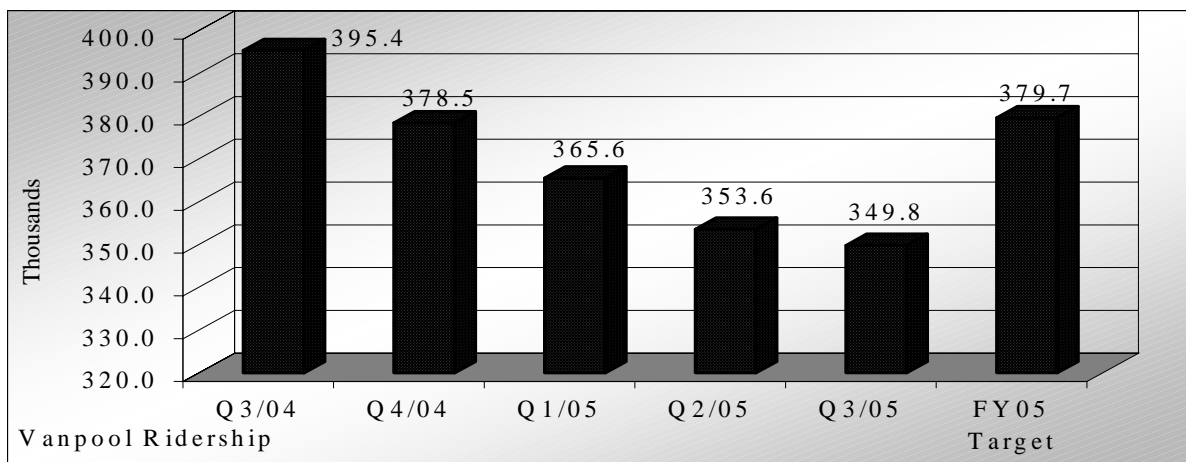


**Exhibit 5 – Ridership Dashboards**  
(cont'd)





### Exhibit 5 – Ridership Dashboards (cont'd)



### Subsidy Per Passenger

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

Exhibit 6		Q3/04	Q4/04	Q1/05	Q 2/05	Q 3/05	FY05 Target	Status
	<b>Efficiency Indicator - Subsidy Per Passenger</b>							
	Total System	\$2.53	\$2.61	\$2.65	\$2.71	\$2.65	\$2.73	Green
	Fixed Route	\$3.60	\$3.72	\$3.79	\$3.89	\$3.85	\$3.84	Green
	Bus	\$3.82	\$3.92	\$4.03	\$4.12	\$4.06	\$3.99	Yellow
	LRT	\$2.84	\$2.98	\$2.96	\$3.09	\$3.10	\$3.29	Green
	Commuter Rail	\$5.41	\$5.65	\$6.04	\$6.14	\$6.09	\$6.59	Green
	Paratransit	\$41.56	\$42.14	\$41.82	\$42.91	\$41.44	\$45.65	Green
	HOV	\$0.16	\$0.16	\$0.15	\$0.15	\$0.13	\$0.15	Green
	Vanpool	\$0.30	\$0.78	\$0.94	\$0.98	\$0.74	\$0.59	Red

**Bus and Vanpool Subsidies Per Passenger** were negatively impacted by the lower-than-budgeted ridership.

## Modal Update

DART provides six modes of transportation service: 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. DART has strategic initiatives in place to improve the quality, efficiency, and effectiveness of each of these modes.

### Bus and On-Call Service



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

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

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

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

Exhibit 7	Bus Scorecard - Key Performance Indicators								
		4 qtr rolling							
	Indicators	Q 3/04	Q 4/04	Q 1/05	Q 2/05	Q 3/05		Qtrly	FY05 Target
	Customer/Quality Indicators								
	Bus Ridership (including Charter) (M)	38.5	38.4	38.4	38.6	39.2	9.4	39.5	Yellow
	Revenue Miles (M)	28.7	28.2	28.1	28.0	28.0	7.0	28.0	Green
	Passengers per Revenue Mile	1.34	1.36	1.37	1.38	1.40	1.36	1.41	Green
	On Time Performance	92.1%	91.8%	91.5%	91.9%	92.5%	94.1%	92.0%	Green
	Complaints Per 100k Passengers	53.7	53.6	52.4	52.7	52.5	52.7	50.1	Red
	Mean Distance Between Service calls	5,155	4,566	4,345	4,362	4,460	5,250	4,400	Green
	Vehicle Accidents Per 100k Miles	2.02	1.99	1.93	1.83	1.84	1.65	2.15	Green
	Financial/Efficiency Indicators								
	Subsidy Per Passenger	\$3.82	\$3.92	\$4.03	\$4.12	\$4.06	\$4.80	\$3.99	Yellow
	Cost per Revenue Mile	\$6.13	\$6.29	\$6.43	\$6.58	\$6.56	\$6.51	\$6.64	Green
	Pay-to-Platform Ratio - Hours	1.26	1.25	1.30	1.34	1.38	1.41	1.33	Red

**Bus Ridership** continued to show positive trends in the 3<sup>rd</sup> Quarter, with a 2.6% increase from last quarter, but still lagged budgeted ridership levels year-to-date. Ridership development continues to be a major organizational initiative.

**Customer complaints** continue to be a concern with Management. More stringent policies concerning disciplinary actions have been implemented and will continue to be monitored.



## Light Rail Transit (LRT)

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

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

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

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

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

Exhibit 8	Light Rail Scorecard - Key Performance Indicators								
		4 qtr rolling							
						FY05 Target		Status	
	Indicators	Q 3/04	Q 4/04	Q 1/05	Q 2/05	Q 3/05	Qtrly		
	Customer/Quality Indicators								
	LRT Ridership (M)	16.6	16.5	17.0	17.43	17.38	4.3	17.2	Green
	Revenue Car Miles (M)	5.3	5.1	5.1	5.1	5.1	1.3	5.2	Green
	Passengers per Car Mile	3.15	3.25	3.36	3.44	3.40	3.30	3.32	Green
	On Time Performance	97.1%	97.1%	97.1%	97.0%	97.0%	96.9%	97.0%	Green
	Complaints Per 100k Passengers	13.2	12.6	11.6	11.1	11.4	11.4	9.5	Red
Mean Distance Between Service calls (000s)	42.3	39.2	34.2	35.5	36.0	38.2	42.0	Yellow	
Accidents per 100k Miles	0.33	0.26	0.37	0.33	0.27	0.15	0.36	Green	
Financial/Efficiency Indicators									
Subsidy Per Passenger	\$2.84	\$2.98	\$2.96	\$3.09	\$3.10	\$2.84	\$3.29	Green	
Subsidy Per Passenger Mile	\$0.37	\$0.37	\$0.38	\$0.41	\$0.41	\$0.36	\$0.40	Green	
Cost per Revenue Car Mile	\$11.42	\$12.17	\$12.38	\$12.91	\$12.65	\$11.34	\$13.26	Green	
Pay- to- Platform Ratio - Hours	1.32	1.31	1.36	1.40	1.45	1.49	1.39	Red	

Implementation of a Customer Satisfaction Priority Action Plan, which includes a range of action steps and initiatives targeted at reducing **Customer Complaints per 100,000 Passengers**, focuses on five key areas: service reliability, courtesy, vehicle operation, security, and pass-bys (bus/rail). Of the 103 strategies identified as part of the Action Plan, 91% have been completed or are in progress.

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

## Trinity Railway Express (TRE)

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

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

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

Exhibit 9	Commuter Rail - TRE Scorecard - Key Performance Indicators								
		4 qtr rolling							
	Indicators	Q 3/04	Q 4/04	Q 1/05	Q 2/05	Q 3/05	Qtrly	FY05 Target	Status
	Customer/Quality Indicators								
	TRE Ridership (M)	2.2	2.2	2.2	2.1	2.1	0.5	2.1	Green
	Revenue Car Miles (M)	1.4	1.3	1.3	1.3	1.4	0.3	1.4	Green
	Passengers per Car Mile	1.61	1.63	1.62	1.57	1.56	1.57	1.53	Green
	Scheduled Train Hours (000's)	20.0	19.3	19.5	19.6	19.8	5.0	20.3	Green
	On Time Performance	97.5%	98.1%	98.1%	97.9%	98.0%	99.2%	96.0%	Green
	Complaints Per 100k Passengers	7.51	7.86	6.27	7.10	7.49	6.41	8.00	Green
	Accidents Per 100k Miles	0.25	0.26	0.26	0.26	0.25	0.25	0.31	Green
	Financial/Efficiency Indicators								
	Subsidy Per Passenger	\$5.41	\$5.65	\$6.04	\$6.14	\$6.09	\$5.68	\$6.59	Green
	Subsidy Per Passenger Mile	\$0.32	\$0.34	\$0.37	\$0.38	\$0.36	\$0.34	\$0.41	Green
Cost per Revenue Car Mile	\$12.77	\$13.49	\$13.63	\$13.70	\$13.24	\$12.50	\$14.37	Green	

## Paratransit Services

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

Setting standards helps management to meet service level requirements. X-Press Booking (XPB), an automated scheduling feature, was installed in FY 2004 and allows riders wishing to schedule trips when the Scheduling Center is closed to do so by using either XPB or an automated voice-mail system, also implemented in FY 2004. The automated voice-mail system, available from 8:00 a.m. to 5:00 p.m. on Saturdays and Sundays, receives an average of 30 calls on Saturdays and 70 calls on Sundays.

Service is currently contracted with one vendor who operates and maintains a total of 100 vans and 77 sedans. DART staff performs the scheduling, dispatching, certification, and administrative functions. As of June 2005, there was an average of 8,738 certified Paratransit Services riders.

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

Exhibit 10	Paratransit Scorecard - Key Performance Indicators								
		4 qtr rolling							
	Indicators	Q 3/04	Q 4/04	Q 1/05	Q 2/05	Q 3/05		Qtrly	FY05 Target
	Customer/Quality Indicators								
	Paratransit Actual Ridership (000s)	579.0	589.1	601.1	602.4	613.9	160.7	584.4	Red
	Scheduled Ridership (000s)	677.9	683.7	692.6	703.6	714.4	182.8	693.0	Red
	Revenue Hours (000s)	407.1	414.8	416.6	415.3	415.7	104.6	416.0	Green
	Paratransit Passengers per Hour - Scheduled	1.67	1.65	1.66	1.69	1.72	1.75	1.67	Green
	Paratransit Passengers per Hour - Actual	1.42	1.42	1.44	1.45	1.48	1.54	1.40	Green
	On-Time Performance	87.8%	87.5%	87.3%	88.3%	89.0%	91.0%	86.0%	Green
	Accidents per 100K miles	2.34	2.30	2.21	2.23	2.24	2.36	2.50	Green
	Percentage of Trips Completed	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	98.0%	Green
	Passenger Canceled Trips Ratio	11.3%	10.5%	10.0%	9.7%	9.5%	9.0%	13.0%	Green
	Passenger No Shows Ratio	3.3%	3.3%	3.3%	3.2%	3.2%	3.1%	4.0%	Green
	Service Level - Scheduling (3 minutes)	95.1%	94.7%	94.9%	95.7%	95.8%	96.4%	92.0%	Green
	Service Level - Where's My Ride (2 minutes)	92.3%	92.2%	92.9%	94.4%	95.8%	96.4%	91.0%	Green
	Complaints per 1k Passengers	4.73	4.52	4.39	3.98	3.72	3.26	5.50	Green
	Financial/Efficiency Indicators								
	Subsidy Per Passenger	\$41.56	\$42.14	\$41.82	\$42.91	\$41.44	\$37.29	\$45.65	Green



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

## High Occupancy Vehicle Transitway Services

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

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

Exhibit 11	HOV Scorecard - Key Performance Indicators								
		4 qtr rolling							
	Indicators	Q 3/04	Q 4/04	Q 1/05	Q 2/05	Q 3/05		Qtrly	FY05 Target
	Customer/Quality Indicators								
	Ridership (M)	34.9	35.0	35.6	35.9	36.9	8.6	35.0	Green
	Avg. Weekday Ridership (000s)	106.2	106.4	108.2	109.6	112.7	106.5	105.0	Green
	Operating Speed Ratio (Qtrly)*	1.69	1.65	1.58	1.53	1.52	1.52	1.50	Green
	Opening Time Performance			100.0%	100.0%	100.0%	100.0%	98.0%	Green
	Financial/Efficiency Indicators								
	Subsidy Per Passenger	\$0.16	\$0.16	\$0.15	\$0.15	\$0.13	\$0.14	\$0.15	Green

\* number stated is a quarterly number

## General Mobility Programs

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

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

Exhibit 12 is DART's Vanpool Scorecard and provides the FY 2005 KPI targets and historical quarterly KPIs.

Exhibit 12	General Mobility (Vanpool) - Key Performance Indicators								
		4 qtr rolling							
	Indicators	Q 3/04	Q 4/04	Q 1/05	Q 2/.05	Q 3/05		Qtrly	FY05 Target
	Customer/Quality Indicators								
	Ridership (000s)	395.4	378.5	365.6	353.6	349.8	89.2	379.7	Red
	Number Of Vanpools (current)	66	65	63	62	65	65	70	Yellow
	Financial/Efficiency Indicators								
	Subsidy Per Passenger	\$0.30	\$0.78	\$0.94	\$0.98	\$0.74	\$0.13	\$0.59	Red

## General Mobility – Road Improvement Programs

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

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

**LAP/CMS** – This agreement returned 15% of DART sales taxes collected in a member city to that city until a contract was awarded for rail construction in that city. Irving was included at a 7.5% funding level. The revised program ended for all member cities in FY 2004 regardless of construction dates. Cities request funds for projects that enhance transit. DART accrues the appropriate amount at the beginning of each eligible fiscal year. Exhibit 14 reflects the balances and payments made as of June 2005.

Exhibit 14	LAP/CMS Program (In Thousands)			
	Member City	Beginning Balance	Payments	Remaining Balance
	Addison	\$2,235	555	\$1,680
	Buckingham	199	0	199
	Carrollton	7,617	2,100	5,517
	Cockrell Hill	133	11	122
	Dallas County	52	0	52
	Farmers Branch	2,452	0	2,452
	Garland	2,792	0	2,792
	Glenn Heights	85	0	85
	Irving	13,780	587	13,193
	Plano	1,428	783	645
	Richardson	101	0	101
	Rowlett	1,045	1,022	23
	University Park	5	0	5
	<b>Total</b>	<b>\$31,925</b>	<b>5,058</b>	<b>\$26,866</b>

## Capital and Non-Operating Budget Summary

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

Total expenditures for capital projects for FY 2005 through Quarter 3 was \$101.3 million (37.5%) of the Capital Projects Budget.

Exhibit 15	<b>Actuals vs. Budget</b> <b>Capital and Non-Operating Costs</b> <b>Third Quarter, FY 2005</b> <b>(In Thousands)</b>			
	<b>Mode</b>	<b>FY05 Actuals</b>	<b>Available Balance</b>	<b>FY05 Budget</b>
	Bus	\$12,586	\$12,556	\$25,142
	LRT	68,654	109,016	177,670
	Commuter Rail	3,911	22,236	26,147
	Paratransit	0	611	611
	HOV	386	12,866	13,252
	<b>Total Projects</b>	<b>\$85,537</b>	<b>\$157,285</b>	<b>\$242,822</b>
	P&D/Startup/Non-Ops	\$14,859	\$9,490	\$24,349
	Road Improvements/ITS	872	1,828	2,700
	<b>Total Capital</b>	<b>\$101,268</b>	<b>\$168,603</b>	<b>\$269,871</b>

## **APPENDIX**



# Revenues, Operating Expenses and Net Financing Costs

## Exhibit 16 - Actuals vs. Budget

Third Quarter, FY 2005

Dollars in Thousands

	YTD Actuals	YTD Budget	YTD Better (Worse)	% Better (Worse) Budget	Total Budget
<b>Revenues:</b>					
Passenger Revenues (Fixed Route)	\$25,876	\$29,405	(\$3,530)	(12.0)%	\$37,344
Vanpool Passenger Revenues	224	311	(86)	(27.8)%	414
Paratransit Passenger Revenues	1,096	1,071	25	2.4%	1,432
<b>Passenger Revenues</b>	<b>\$27,196</b>	<b>\$30,787</b>	<b>(\$3,591)</b>	<b>(11.7)%</b>	<b>\$39,190</b>
Advertising and Other	6,756	6,317	439	6.9%	8,422
Operating Grant Revenues	972	1,246	(273)	(21.9)%	1,561
<b>Total Other Revenues</b>	<b>\$7,728</b>	<b>\$7,562</b>	<b>\$166</b>	<b>2.2%</b>	<b>\$9,983</b>
<b>Total Operating Revenues</b>	<b>\$34,924</b>	<b>\$38,349</b>	<b>(\$3,425)</b>	<b>(8.9)%</b>	<b>\$49,173</b>
Sales Tax Revenues	\$257,546	\$256,149	\$1,398	0.5%	\$339,335
Interest Income	5,057	6,251	(1,194)	(19.1)%	8,500
Other Non-Operating Revenues	25,018	25,315	(296)	(1.2)%	33,753
<b>Total Revenues</b>	<b>\$322,546</b>	<b>\$326,063</b>	<b>(\$3,518)</b>	<b>(1.1)%</b>	<b>\$430,760</b>
<b>Operating Expenses:</b>					
	YTD Actuals	YTD Budget	YTD (Better)/Worse	% Over / (Under) Budget	Total Budget
Salaries & Wages	\$109,893	\$110,618	(\$725)	(0.7)%	\$150,415
Benefits	45,735	45,057	678	1.5%	59,385
Services	14,025	18,707	(4,682)	(25.0)%	25,038
Materials & Supplies	27,592	27,737	(145)	(0.5)%	37,416
Utilities	6,845	6,885	(40)	(0.6)%	9,215
Casualty and liability	2,620	2,717	(97)	(3.6)%	3,605
Purchased Transportation	28,062	28,518	(456)	(1.6)%	38,172
Taxes, Leases, and Other	3,655	4,109	(453)	(11.0)%	5,600
Management Reserve	-	70	(70)	(100.0)%	1,607
<b>Total Operating Expenses</b>	<b>\$238,428</b>	<b>\$244,419</b>	<b>(\$5,991)</b>	<b>(2.5)%</b>	<b>\$330,454</b>
Capital Allocation	(\$14,069)	(\$15,538)	\$1,469	(9.5)%	(\$20,718)
LRT Start-up	(400)	(395)	(5)	1.3%	(526)
<b>Total Ops Expense after Allocations</b>	<b>\$223,959</b>	<b>\$228,486</b>	<b>(\$4,527)</b>	<b>(2.0)%</b>	<b>\$309,210</b>
<b>Net Financing Costs</b>					
	YTD Actuals	YTD Budget	YTD (Better)/Worse	% Over / (Under) Budget	Total Budget
Financing Costs	\$19,251	\$23,513	(\$4,263)	(18.1)%	\$31,341
Principal Repayments	6,815	6,815	0	0.0%	6,819
DTL Costs	19,221	19,156	66	0.3%	25,541
Less: DTL Income	(19,221)	(19,156)	(66)	(0.3)%	(25,541)
Less: Interest Income	5,057	6,251	(1,194)	19.1%	(8,500)
<b>Total Net Financing Costs</b>	<b>\$31,123</b>	<b>\$36,579</b>	<b>(\$5,456)</b>	<b>(14.9)%</b>	<b>\$29,660</b>

Note: Numbers may vary in footing due to rounding



**DALLAS AREA RAPID TRANSIT**

**STATEMENTS OF NET ASSETS**

**AS OF JUNE 30, 2005 AND SEPTEMBER 30, 2004**

		<b>(In thousands)</b>	
		<b>06/30/2005</b>	<b>9/30/2004</b>
		<b>Unaudited</b>	
<b>ASSETS</b>			
<b>CURRENT ASSETS</b>			
Cash & Cash Equivalents		\$36,498	\$30,934
Investments		310,485	273,590
Current portion of restricted assets		9,446	15,023
Current portion of investment held to pay capital lease liability		52,346	33,069
Sales tax receivable		60,770	56,973
Transit Revenue Rec., Net		2,588	1,784
Due from Other Governments		3,787	13,149
Materials and supplies inventory		23,626	21,616
Prepaid transit expenses and other		2,652	2,504
<b>TOTAL CURRENT ASSETS</b>		<b>\$502,198</b>	<b>\$448,642</b>
<b>NONCURRENT ASSETS</b>			
Restricted assets		\$15,507	\$7,345
Investments in joint venture		10,296	11,159
Capital assets			
Land and rights of way		\$385,007	\$384,102
Depreciable capital assets, net of depreciation		1,685,140	1,682,611
Projects in progress		306,891	301,044
Long-term investments held to pay capital lease/lease back liabilities		416,616	449,741
Net pension asset		3,384	3,294
Unamortized long-term debt issuance costs		3,921	4,076
<b>TOTAL NONCURRENT ASSETS</b>		<b>2,826,762</b>	<b>2,843,372</b>
<b>TOTAL ASSETS</b>		<b>\$3,328,960</b>	<b>\$3,292,014</b>

**DALLAS AREA RAPID TRANSIT**  
**STATEMENTS OF NET ASSETS - CONT'D**  
**AS OF JUNE 30, 2005 AND SEPTEMBER 30, 2004**

	(In thousands)		
	06/30/2005 Unaudited		9/30/2004
<b>LIABILITIES</b>			
<b>CURRENT LIABILITIES</b>			
Accounts payable and accrued liabilities	\$66,854		\$79,488
Commercial paper notes payable	279,245		219,245
Current portion of Capital lease/leaseback liabilities	52,346		33,069
Current portion of amount due to the State Comptroller	913		913
Local Assistance Program Payable	26,867		31,925
Retainage Payable	20,270		20,464
Other Current Liabilities	7,012		5,458
Payable from restricted assets			
Interest payable	\$2,694		\$8,502
Current portion of senior lien sales tax revenue bonds payable	10,470		6,815
<b>TOTAL CURRENT LIABILITIES</b>	<b>\$466,671</b>		<b>\$405,879</b>
<b>NON-CURRENT LIABILITIES</b>			
Repayment due to the State Comptroller	\$228		\$913
Senior lien sales tax revenue bonds payable	475,312		485,686
Capital lease/leaseback liabilities	416,616		449,741
<b>TOTAL NON-CURRENT LIABILITIES</b>	<b>892,156</b>		<b>936,340</b>
<b>TOTAL LIABILITIES</b>	<b>\$1,358,827</b>		<b>\$1,342,219</b>
<b>NET ASSETS</b>			
Invested in capital assets, net of related debt	\$1,591,741		\$1,635,547
Restricted for			
Debt Service	\$9,446		\$15,023
System expansion and acquisition	15,507		7,345
Unrestricted	353,439		291,880
<b>TOTAL NET ASSETS</b>	<b>\$1,970,133</b>		<b>\$1,949,795</b>

<b>DALLAS AREA RAPID TRANSIT</b> <b>STATEMENTS OF REVENUES, EXPENSES AND CHANGES IN NET ASSETS</b> <b>FOR THE NINE MONTHS ENDED JUNE 30, 2005 AND 2004</b>		
	(In thousands)	
	Nine months ended	
	06/30/2005 unaudited	06/30/2004 unaudited
<b>OPERATING REVENUES:</b>		
Passenger	27,196	27,419
Advertising, rent and other	6,755	7,330
<b>Total Operating Revenues</b>	<b>\$33,951</b>	<b>\$34,749</b>
<b>OPERATING EXPENSES:</b>		
Labor	109,893	101,979
Benefits	45,735	43,347
Services	14,025	13,695
Materials and Supplies	27,592	23,856
Purchased Transportation	28,063	26,319
Depreciation and amortization	79,058	72,431
Utilities	6,845	6,093
Taxes, Leases, and Other	3,654	3,622
Casualty and liability	2,620	2,917
Transit system planning, development, and start-up costs	(14,469)	(13,767)
<b>TOTAL OPERATING EXPENSES</b>	<b>\$303,016</b>	<b>280,492</b>
<b>NET OPERATING LOSS</b>	<b>(\$269,065)</b>	<b>(\$245,743)</b>
<b>NON-OPERATING REVENUES (EXPENSES):</b>		
Sales tax revenue	257,547	250,554
Investment Income	5,057	1,654
Interest Income from investments held to pay capital lease	19,221	19,137
Interest expense on capital leases	(19,221)	(19,137)
Local Assistance Program and Street improvements	(872)	(8,668)
Transit system planning and other development	(14,469)	(13,767)
Interest and financing expenses	(19,251)	(17,655)
Other non-operating revenues and expenses, net	5,746	8,933
Other non-operating expenses	-	-
<b>TOTAL NET NON-OPERATING REVENUES</b>	<b>233,758</b>	<b>221,051</b>
<b>INCOME BEFORE CAPITAL CONTRIBUTIONS, GRANTS AND REIMBURSEMENTS</b>	<b>(\$35,307)</b>	<b>(\$24,692)</b>
<b>CAPITAL CONTRIBUTIONS, GRANTS AND REIMBURSEMENTS:</b>		
Federal capital contributions	26,651	24,308
Less: transfer of federally funded assets to other governments	-	(264)
Net federal capital contributions	26,651	24,044
State capital contributions	-	4,516
Local capital contributions	-	-
Total capital contributions	26,651	28,560
Federal grants and reimbursements	28,815	15,593
State grants and reimbursements	179	155
Total grants and reimbursements	28,994	15,748
<b>TOTAL CAPITAL CONTRIBUTIONS, GRANTS AND REIMBURSEMENTS</b>	<b>55,645</b>	<b>44,308</b>
<b>CHANGE IN NET ASSETS</b>	<b>\$20,338</b>	<b>\$19,616</b>
TOTAL NET ASSETS - Beginning of the quarter	1,949,795	1,886,889
TOTAL NET ASSETS - End of the quarter	<u><b>\$1,970,133</b></u>	<u><b>\$1,906,505</b></u>

## Glossary of Terms/Definitions

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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



## Glossary of Terms/Definitions (Cont.)

**Mean Distance Between Service Calls** – Quality ratio that measures the number of miles a vehicle operates before a roadcall occurs. Management's objective is to increase this ratio.

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

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

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

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

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

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

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

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

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

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

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

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

**Passenger Trips** - See Ridership.

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

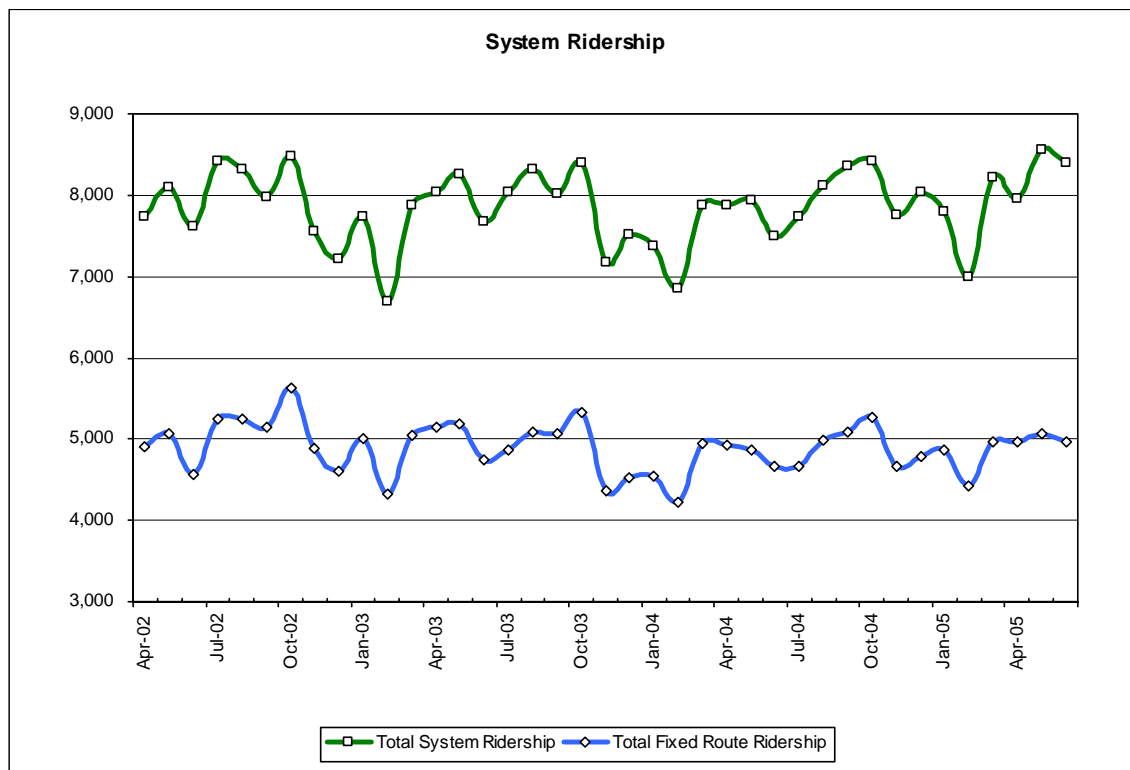
Ridership statistics can be examined in several different ways: as totals, as averages and as ratios related to service levels. Each reporting technique has its value in analyzing ridership and each presents data from a different perspective. Total ridership is an important measure. Total ridership can,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

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

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

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

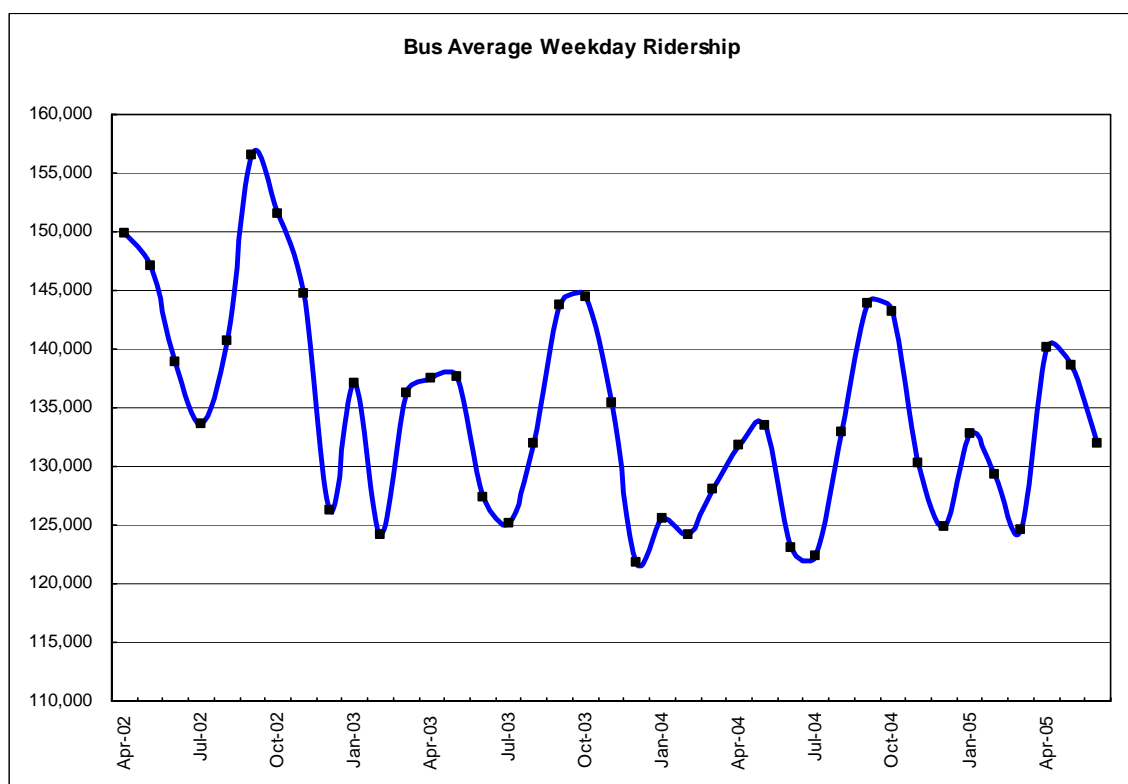
## Total System Ridership



- Total fixed route passengers include bus, light rail and commuter rail riders. Total system passengers include fixed route, HOV and paratransit services. Riders of both scheduled and special event services are reported.
- Total system ridership in the third quarter of FY 2005 was 24.9 million riders, an increase of 6.8 percent over the third quarter of FY 2004.
- Fixed route ridership totaled 15.0 million passengers in the third quarter of FY 2005, an increase of 3.9 percent from the third quarter of FY 2004.
- Trinity Railway Express ridership was about 530,400 passengers in the third quarter, an increase of 2.2 percent from last year. This increase is the result of gradual growth in ridership on both weekdays and Saturday.
- Light rail ridership decreased to 4.3 million riders in the third quarter. This 1.2 percent decrease seems to have been the result of some settling of ridership patterns and relatively high ridership levels last year. There is no indication that there is any change in the overall growth trend indicated by this minor decrease.
- Paratransit ridership increased to 160,700 trips in the third quarter of FY 2005, an increase of 7.7 percent from FY 2004 levels.
- Total HOV usage in the third quarter of FY 2005 was 9.7 million persons, up 11.6 percent over the third quarter of FY 2004.



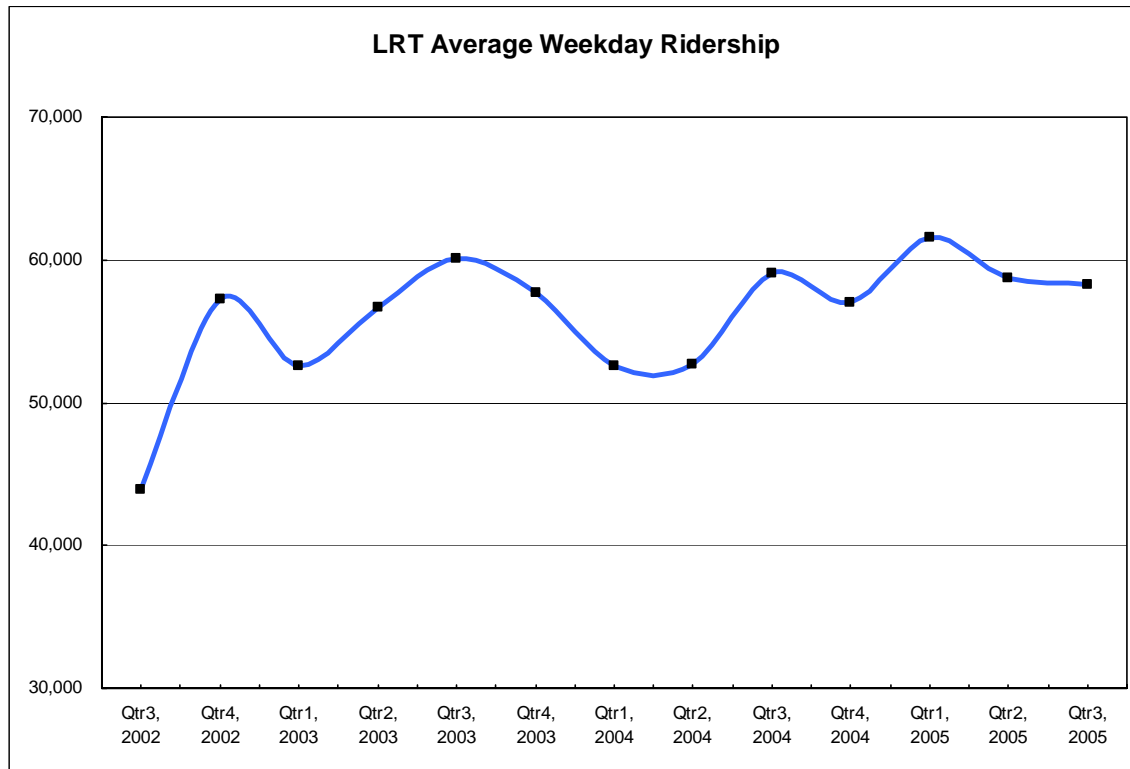
## **Bus System Ridership**



- Total bus ridership in the third quarter of FY 2005 was 10.0 million riders, a 5.9 percent increase from the third quarter of FY 2004.
- Average weekday ridership in the third quarter was 136,890 riders, a 5.2 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 third quarter last year.
- Crosstown Routes increased by 14.1 percent, Transit Center Feeder Routes increased by 13.0 percent and Rail Station Feeder Routes increased by 7.8 percent in the third quarter.
- The most heavily patronized routes in the third quarter, by route classification, were:

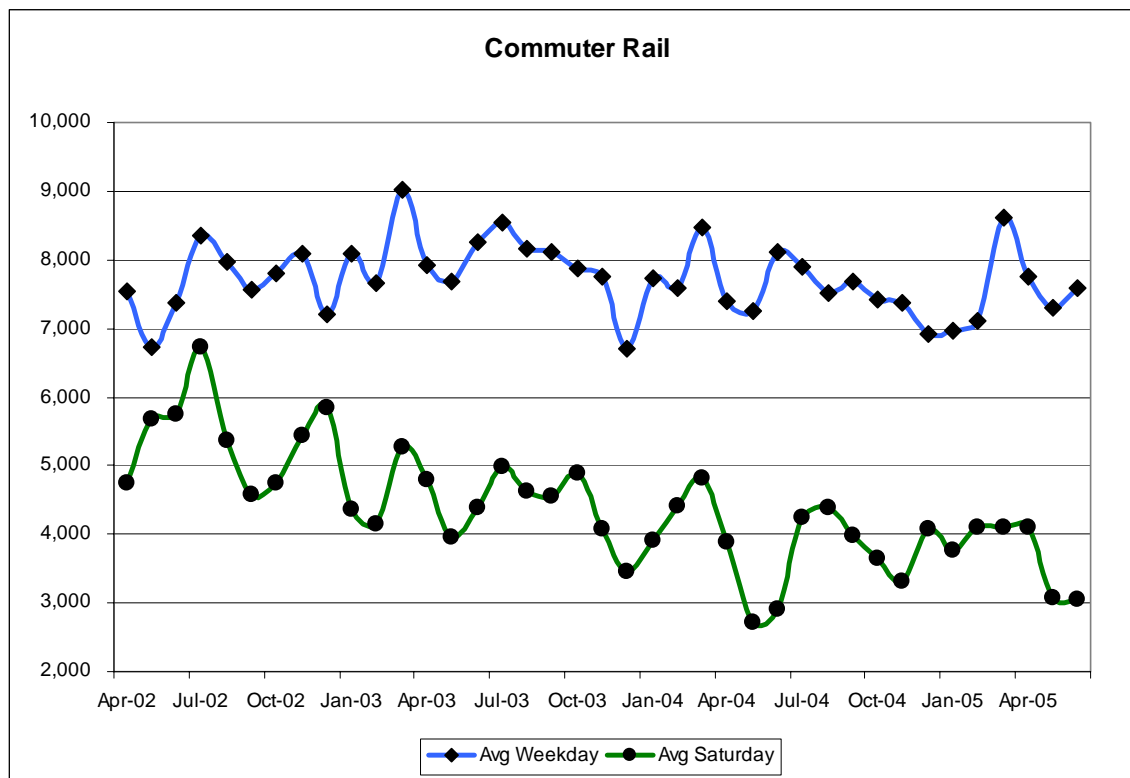
<u>Route Type</u>	<u>Route</u>	<u>Weekday Average</u>
Crosstown	466	5,778
Express	204	1,177
Rail Feeder	583	2,620
TC Feeder	378	1,403
Local	44	7,142

## LRT Ridership



- LRT ridership in the third quarter totaled 4.31 million riders, a decrease of 1.2 percent from the 4.36 million riders transported in the third quarter of FY 2004.
- Weekday ridership in the third quarter averaged 58,300 passengers, a decrease of 1.2 percent from the third quarter of FY 2004.
- Saturday ridership in the third quarter averaged about 24,900 passengers, a decrease of 4.5 percent from the FY 2004 level.
- Sunday ridership in the third quarter averaged 18,100 passengers, an increase of 3.5 percent from the FY 2004 level.
- The decreases are not seen as a reversal of the ridership growth trend the system has experienced. Particularly high ridership in the third quarter last year coupled with some apparent settling-in of ridership patterns may have contributed to the drop. Because light rail ridership figures are developed from sampling, the decrease may be the result of an anomaly in the quarter's ridership sample. An analysis of Ticket Vending Machine revenue indicates that ridership in both April and May may have been under reported by the sample.
- The light rail stations in Garland, Plano and Richardson have combined to contribute about 10,300 average weekday riders to the system in the third quarter.

## Commuter Rail – Trinity Railway Express



- The Trinity Railway Express ridership increased in the third quarter in response to service restorations.
- In the third quarter of 2005, the TRE served a total of 530,391 passengers, an increase of 2.2 percent from the third quarter of FY 2004.
- Weekday ridership on the TRE averaged 7,551 daily riders (a 1.1 percent increase) in the third quarter.
- Saturday ridership in the third quarter averaged 3,937 daily riders, an increase of 24.0 percent from the third quarter of FY 2004.
- Events at the American Airlines Center, served by the Victory station, attract significant levels of TRE ridership. During the third quarter, almost 18,100 passengers were counted boarding and alighting TRE trains at the Victory station.
- Union Station in downtown Dallas is the alighting location for about 62 percent of the Eastbound TRE riders and the boarding location for about 62 percent of westbound passengers.
- Union Station averaged over 2,600 daily weekday boarding passengers in June. Centreport/DFW station was second in ridership, averaging over 1,100 boarding passengers on weekdays. South Irving (805 daily boardings), Medical/Market Center (759 daily boardings) and the Intermodal Transit Center (648 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
2003	June	3,119	1,447	191	4,757
	July	3,186	1,497	208	4,891
	August	3,249	1,436	194	4,879
	September	3,465	1,412	189	5,066
2004	October	3,703	1,404	201	5,308
	November	3,395	1,305	189	4,889
	December	3,047	1,315	161	4,523
	January	3,068	1,426	182	4,676
	February	2,853	1,186	169	4,208
	March	3,309	1,426	214	4,949
	April	3,250	1,486	178	4,914
	May	3,157	1,472	159	4,788
	June	3,068	1,400	182	4,650
	July	3,059	1,399	191	4,649
	August	3,344	1,451	191	4,986
	September	3,447	1,430	175	5,052
2005	October	3,509	1,504	181	5,194
	November	3,042	1,451	168	4,661
	December	3,035	1,531	168	4,734
	January	3,206	1,486	160	4,852
	February	2,915	1,345	158	4,418
	March	3,288	1,473	206	4,967
	April	3,389	1,396	187	4,972
	May	3,351	1,425	166	4,942
	June	3,297	1,487	179	4,963

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

Year	Month	Bus Weekday	LRT Weekday	Commuter Rail Weekday	Fixed Route
2003	June	128.8	59.1	8.3	196.2
	July	126.4	57.9	8.5	192.8
	August	132.6	57.8	8.2	198.6
	September	144.3	57.6	8.1	210.0
2004	October	144.0	53.0	7.9	204.9
	November	135.7	53.0	7.7	196.4
	December	122.2	51.7	6.7	180.6
	January	125.9	52.6	7.7	186.2
	February	124.4	50.8	7.6	182.8
	March	128.6	54.6	8.5	191.7
	April	132.2	59.7	7.4	199.3
	May	133.9	61.5	7.3	202.7
	June	123.5	55.9	7.8	187.2
	July	122.9	55.4	8.1	186.4
	August	133.3	56.8	7.9	198.0
	September	137.5	56.8	7.5	201.8
2005	October	142.9	60.9	7.8	211.6
	November	130.1	61.3	7.1	198.5
	December	122.9	62.4	7.0	192.3
	January	132.3	61.0	7.0	200.3
	February	128.4	58.7	7.1	194.2
	March	124.2	56.6	8.6	189.4
	April	139.7	57.3	7.6	204.6
	May	135.7	58.2	6.9	200.8
	June	131.8	59.4	7.6	198.8



**Table 3 – Passenger Boardings by Member City**

**Dallas Area Rapid Transit**  
**Estimated Passenger Boardings By Member City**  
**For the Third Quarter Fiscal Year 2005, Period Ending June 30, 2005**  
 In Thousands

Description	Qtr 3 2005	Qtr 3 2004	%%% (2) Change
<b>Bus Ridership (1)</b>			
Addison	88	85	3.4%
Carrollton	172	163	5.2%
Farmers Branch	50	49	2.2%
Garland	556	486	14.5%
Glenn Heights	54	44	21.9%
Irving	506	403	25.6%
Plano	178	169	5.4%
Richardson	204	185	10.0%
Rowlett	20	21	-4.3%
<b>Suburban Total</b>	1828	1605	13.9%
<b>Dallas Total (3)</b>	8211	7870	4.3%
<b>Bus Total</b>	10,038	9,475	5.9%
<b>Light Rail</b>	4,308	4,359	-1.2%
<b>Commuter Rail</b>	531	519	2.2%
<b>Total Passenger Boardings</b>	14,877	14,353	3.6%

YTD 2005	YTD 2004	%%% Change
221	242	-8.6%
490	471	3.9%
141	140	0.5%
1581	1450	9.0%
145	128	13.4%
1411	1123	25.6%
524	498	5.2%
566	551	2.7%
62	61	2.2%
5141	4664	10.2%
23959	23761	0.8%
29,100	28,426	2.4%
13098	12208	7.3%
1572	1610	-2.4%
43,770	42,244	3.6%

Type of Day	Qtr 3 2004	Qtr 3 2003	Inc (Dec)
<b>Weekdays</b>	64	64	0
<b>Saturdays/Holiday</b>	13	13	0
<b>Sundays/Holiday</b>	14	14	0
<b>Total</b>	91	91	0

YTD 2005	YTD 2004	Inc (Dec)
190	191	-1
40	40	0
43	43	0
273	274	-1

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

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

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

## **Service Standards Monitoring Report**

### **Purpose and Approach**

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

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

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

### **Third Quarter Report**

#### **Crosstown Routes**

- Five of the nineteen Crosstown routes had an RPI value of 1.0 or greater.
- Fifteen of the nineteen Crosstown routes perform above the 0.6 level.
- The four Crosstown routes that perform below the 0.6 level include routes 404 (0.5), 412 (0.2), 488 (0.5) and 475 (0.4).
- Route 488 has been reviewed and modifications are proposed for January 2006 implementation.
- Route 475 serves the southeast Dallas area. It was modified in February 2005 with a goal of increasing ridership. Its ridership is trending upward.
- Route 412 is proposed for significant modification in January 2006.
- Route 404 is proposed for restructuring in January 2006.

### **Express Routes**

- Seven of DART's ten Express routes had an RPI value of 0.6 or greater.
- Routes 205 (Addison) and 278 (Red Bird) had the highest RPI values among Express routes with RPIs of 1.5 and 1.1 respectively.
- Three routes had RPI values of less than 0.6.
- Routes 207 (Rowlett), Route 234 (Plano/Richardson/North Irving) and 247 (Farmers Branch) were at the 0.4 level.
- Routes 207 and 247 are planned for service modification. Route 234 is proposed for elimination.

### **Rail Feeder Routes**

- Nine of the 27 Rail Feeder routes performed at the 1.0 level or better. A total of 22 Rail Feeder routes performed at or above the 0.6 target.
- The top performing Rail Feeder route was route 583 (Lovers Lane/LBJ/Skillman/Richland College) with an RPI value of 1.9. Routes 519 (South Garland/Lakewood/Park Lane station) and route 548 (Westmoreland Station/Old Hickory) were second with RPI values of 1.4.
- Three routes recorded RPI values of 0.5 during the third quarter. These routes include 551 (LBJ/Skillman/Spring Valley), 569 (Lovers Lane/White Rock/Ferndale) and 760 (Collin Creek Mall).
- Routes 503 (Cityplace/Lovers Lane) and 566 (Bush Turnpike/Downtown Garland), RPI values of 0.3.
- Route 551, is proposed for service modification in January 2006. Route 566 is proposed for restructuring in January 2006.
- Route 503 is proposed for elimination in January 2006.

### **Transit Center Feeder Routes**

- Twenty of the 21 Transit Center Feeder routes achieved RPI values of 0.6 or greater. Seven of those routes had RPI values of 1.0 or greater.
- Route 378 (South Garland/Lake Ray Hubbard/Garland Central) was the top performing Transit Center Feeder route with an RPI value of 1.5.
- Route 341 (Addison/Rosemeade) was next with an RPI value of 1.3. Routes 301 (North Irving/Irving Mall/South Irving), 350 Addison/West Plano/Parker Road) and 374 (LBJ/Skillman/South Garland) were next with RPI values of 1.1.
- Route 304 (West Dallas/South Irving/Irving Mall) performed at the 0.4 level. This route provides a connection between the residential areas of West Dallas and shopping in Irving on Saturdays only. It is very challenging to develop strong ridership when the service is only offered one day per week.
- Routes 304 will be evaluated for appropriate corrective action.

### **Local Routes**

- Twenty-five of the 32 Local routes posted RPI values of 0.6 or greater in the third 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.
- Routes 26 (Harry Hines Corridor/Cedars Station/Frazier Courts) and 19 (South Oak Cliff/East Dallas/South Garland) placed second and third respectively with RPI values of 1.3 and 1.2.
- Route 24 (Mockingbird Station) performed at the 1.1 level.
- Three routes had RPI values of 1.0, four routes posted RPI values of 0.9 and another four routes had 0.8 RPIs.
- Routes 35 (Crozier/Keeneland), 60 (Fair Park/South Garland/LBJ/Skillman), 155 (Paul Quinn/Bonnieview), 183 (Addison) and 185 (Shady Trail/Farmers Branch/Carrollton) had RPI values of 0.5.
- Routes 8 (Oak Lawn/Preston Center) and 184 (Preston/Frankford) performed at the 0.4 level.

### **Site-specific Shuttles**

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

### **DART-on-Call**

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

### **Evaluation of Routes Ranked by Performance Metrics**

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

<b><u>Crosstown</u></b>		<b><u>Express</u></b>		<b><u>Rail Feeders</u></b>		<b><u>T C Feeders</u></b>		<b><u>Local</u></b>	
<b><u>RPI</u></b>	<b><u>Ranking</u></b>	<b><u>RPI</u></b>	<b><u>Ranking</u></b>	<b><u>RPI</u></b>	<b><u>Ranking</u></b>	<b><u>RPI</u></b>	<b><u>Ranking</u></b>	<b><u>RPI</u></b>	<b><u>Ranking</u></b>
404	404	207	207	503	503	304	304	8	8
412	412	234	234	551	551		305	35	35
475	475	247	247	566	553		311	60	37
488	488			569	560		314	155	60
				760	566		333	183	155
					569			184	183
					760			185	184
									185

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

### **Crosstown Routes**

## Crosstown

### Dallas Area Rapid Transit Service Standards Monitoring Report Third Quarter FY 2005

LINE		Avg Weekday Pass 3Q05	Avg Weekday Pass 3Q04	% Change	Sub/ Pass Index	Pass/ Trip Index	Pass/ Rev Mile Index		2Q05 Route Performance Index	3Q05 Route Performance Index	RPI Point Change
					\$2.70	29.00	1.60				
C 466	5,778	4,982	16.0%	\$2.26	1.2	59.1	2.0	1.9	1.2	1.5	0.0
C 409	2,876	3,191	-9.9%	\$2.15	1.3	33.4	1.2	2.5	1.5	1.3	0.1
C 486	2,600	1,875	38.7%	\$2.78	1.0	38.7	1.3	1.9	1.2	1.2	0.1
C 428	3,379	3,380	0.0%	\$3.00	0.9	35.5	1.2	1.7	1.1	1.0	0.0
C 463	1,684	1,369	23.0%	\$3.67	0.7	28.9	1.0	1.9	1.2	0.9	0.1
C 453	2,292	1,022	124.3%	\$3.45	0.8	26.9	0.9	1.6	1.0	0.8	0.1
C 405	2,101	1,929	8.9%	\$3.25	0.8	27.2	0.9	1.4	0.9	0.8	0.1
C 445	1,119	1,990	-43.8%	\$3.10	0.9	14.2	0.5	2.1	1.3	0.9	-0.4
C 441	1,774	1,689	5.0%	\$3.29	0.8	25.1	0.9	1.5	0.9	0.9	0.0
C 408	1,939	844	129.8%	\$3.49	0.8	25.6	0.9	1.3	0.8	0.7	0.1
C 400	1,933	1,822	6.1%	\$4.96	0.5	32.3	1.1	1.1	0.7	0.7	0.1
C 415	717	694	3.3%	\$4.29	0.6	17.4	0.6	1.2	0.8	0.8	-0.1
C 451	1,906	1,629	17.0%	\$5.19	0.5	19.6	0.7	1.2	0.7	0.6	0.1
C 444	1,032	861	19.8%	\$4.61	0.6	14.6	0.5	1.2	0.8	0.6	0.0
C 410	918	769	19.4%	\$4.99	0.5	15.9	0.5	1.0	0.6	0.5	0.1
C 488	1,229	899	36.7%	\$5.17	0.5	11.6	0.4	1.1	0.7	0.5	0.0
C 404	910	950	-4.2%	\$8.00	0.3	16.1	0.6	0.7	0.5	0.4	0.0
C 475	672	485	38.5%	\$6.78	0.4	11.4	0.4	0.7	0.5	0.4	0.0
C 412	124	151	-17.8%	\$12.20	0.2	4.5	0.2	0.6	0.4	0.2	0.0

## Express Routes

## Express

### Dallas Area Rapid Transit Service Standards Monitoring Report Third Quarter FY 2005

LINE		Avg Weekday Pass 3Q05	Avg Weekday Pass 3Q04	% Change	Sub/ Pass Index	Pass/ Trip Index	Pass/ Rev Mile Index		2Q05 Route Performance Index	3Q05 Route Performance Index	RPI Point Change
					\$4.50	16.50	1.00				
E 205	740	792	-6.6%	\$4.53	1.0	27.5	1.7	1.9	1.9	1.0	0.5
E 278	723	743	-2.6%	\$4.34	1.0	14.8	0.9	1.5	1.5	1.1	0.0
E 206	840	688	22.0%	\$5.73	0.8	22.1	1.3	1.0	1.0	0.9	0.1
E 204	1,177	1,175	0.2%	\$7.43	0.6	13.7	0.8	0.7	0.7	0.6	0.1
E 283	938	977	-4.0%	\$7.61	0.6	11.7	0.7	0.8	0.8	0.7	0.0
E 202	961	769	24.9%	\$8.05	0.6	11.9	0.7	0.6	0.6	0.6	0.1
E 210	649	625	4.0%	\$9.31	0.5	12.5	0.8	0.6	0.6	0.5	0.1
E 247	116	111	4.0%	\$15.49	0.3	7.3	0.4	0.5	0.5	0.4	0.0
E 207	221	232	-4.8%	\$12.85	0.4	7.6	0.5	0.4	0.4	0.4	0.0
E 234	59	54	8.7%	\$23.82	0.2	9.9	0.6	0.3	0.3	0.3	0.1



## Rail Feeder Routes

### Rail Station Feeder

### Dallas Area Rapid Transit Service Standards Monitoring Report Third Quarter FY 2005

LINE		Avg Weekday Pass	Avg Weekday Pass	% Change	Sub/ Pass	Index	Pass/ Trip	Index	Pass/ Rev Mile	Index	2Q05 Route Performance Index	3Q05 Route Performance Index	RPI Point Change
		3Q05	3Q04										
					<b>\$3.60</b>		<b>11.00</b>		<b>1.80</b>				
F1	583	2,620	2,180	20.2%	\$1.76	2.0	26.1	2.4	2.6	1.4	<b>1.9</b>	<b>1.9</b>	<b>0.0</b>
F1	519	1,500	1,249	20.2%	\$3.63	1.0	26.0	2.4	1.5	0.8	<b>1.3</b>	<b>1.4</b>	<b>0.1</b>
F1	548	1,406	1,093	28.6%	\$2.57	1.4	16.7	1.5	2.1	1.1	<b>2.1</b>	<b>1.4</b>	<b>-0.7</b>
F1	506	1,108	1,069	3.6%	\$2.49	1.4	10.6	1.0	2.8	1.6	<b>1.3</b>	<b>1.3</b>	<b>0.0</b>
F1	554	810	739	9.6%	\$2.32	1.5	9.9	0.9	2.1	1.2	<b>2.0</b>	<b>1.2</b>	<b>-0.8</b>
F1	702	269	258	4.5%	\$3.19	1.1	3.5	0.3	3.1	1.7	<b>1.2</b>	<b>1.1</b>	<b>-0.1</b>
F1	582	1,053	971	8.5%	\$3.67	1.0	13.0	1.2	1.6	0.9	<b>0.9</b>	<b>1.0</b>	<b>0.1</b>
F1	505	541	341	58.7%	\$2.31	1.6	5.6	0.5	1.5	0.9	<b>0.6</b>	<b>1.0</b>	<b>0.3</b>
F1	567	689	480	43.5%	\$4.36	0.8	13.5	1.2	1.5	0.8	<b>0.9</b>	<b>1.0</b>	<b>0.1</b>
F1	555	665	538	23.6%	\$3.16	1.1	7.7	0.7	1.6	0.9	<b>1.5</b>	<b>0.9</b>	<b>-0.6</b>
F1	522	879	650	35.1%	\$4.09	0.9	9.5	0.9	1.4	0.8	<b>1.1</b>	<b>0.8</b>	<b>-0.3</b>
F1	510	730	707	3.3%	\$4.46	0.8	9.2	0.8	1.4	0.8	<b>0.8</b>	<b>0.8</b>	<b>0.1</b>
F1	568	942	854	10.3%	\$4.60	0.8	11.0	1.0	1.1	0.6	<b>1.3</b>	<b>0.8</b>	<b>-0.5</b>
F1	501	644	725	-11.2%	\$4.70	0.8	8.0	0.7	1.4	0.8	<b>0.7</b>	<b>0.8</b>	<b>0.0</b>
F1	549	851	768	10.8%	\$5.80	0.6	11.8	1.1	1.0	0.6	<b>1.2</b>	<b>0.8</b>	<b>-0.4</b>
F1	515	937	852	10.0%	\$5.04	0.7	10.1	0.9	1.1	0.6	<b>0.8</b>	<b>0.7</b>	<b>0.0</b>
F1	538	980	803	22.1%	\$4.00	0.9	5.7	0.5	1.4	0.8	<b>1.2</b>	<b>0.7</b>	<b>-0.4</b>
F1	507	270	169	59.9%	\$4.44	0.8	6.8	0.6	1.3	0.7	<b>0.6</b>	<b>0.7</b>	<b>0.1</b>
F1	562	615	500	23.0%	\$6.24	0.6	10.5	1.0	1.0	0.5	<b>0.7</b>	<b>0.7</b>	<b>0.0</b>
F1	571	583	458	27.3%	\$6.33	0.6	10.5	1.0	1.0	0.5	<b>0.6</b>	<b>0.7</b>	<b>0.0</b>
F1	560	494	366	35.3%	\$6.85	0.5	8.2	0.7	0.8	0.5	<b>0.5</b>	<b>0.6</b>	<b>0.1</b>
F1	553	305	320	-4.8%	\$6.38	0.6	6.6	0.6	1.0	0.5	<b>1.4</b>	<b>0.6</b>	<b>-0.9</b>
F1	551	290	261	11.0%	\$7.21	0.5	6.1	0.6	0.8	0.5	<b>0.5</b>	<b>0.5</b>	<b>0.0</b>
F1	569	270	252	6.9%	\$7.15	0.5	5.4	0.5	0.8	0.4	<b>0.5</b>	<b>0.5</b>	<b>0.0</b>
F1	760	183	113	61.3%	\$8.20	0.4	2.3	0.2	1.3	0.7	<b>0.3</b>	<b>0.5</b>	<b>0.1</b>
F1	503	93	112	-17.3%	\$14.54	0.2	3.4	0.3	0.4	0.2	<b>0.3</b>	<b>0.3</b>	<b>0.0</b>
F1	566	305	298	2.7%	\$16.39	0.2	3.6	0.3	0.4	0.2	<b>0.3</b>	<b>0.3</b>	<b>0.0</b>

## Transit Center Feeder Routes

### Transit Center Feeder

### Dallas Area Rapid Transit Service Standards Monitoring Report Third Quarter FY 2005

		Avg	Avg								2Q05	3Q05	
		Weekday	Weekday								Route	Route	RPI
		Pass	Pass	%	Sub/	Pass/		Rev			Performance	Performance	Point
LINE		3Q05	3Q04	Change	Pass	Index	Trip	Index	Mile	Index	Index	Index	Change
					\$4.30		10.00		1.00				
F2	378	1,403	1,247	12.6%	\$3.98	1.1	19.7	2.0	1.5	1.5	1.5	1.5	0.0
F2	341	653	423	54.4%	\$3.17	1.4	11.6	1.2	1.5	1.5	1.3	1.3	0.0
F2	374	476	444	7.3%	\$4.22	1.0	8.6	0.9	1.5	1.5	1.1	1.1	0.0
F2	350	757	641	18.0%	\$5.71	0.8	14.6	1.5	1.0	1.0	0.9	1.1	0.2
F2	301	851	788	7.9%	\$7.17	0.6	17.0	1.7	0.9	0.9	1.0	1.1	0.0
F2	303	443	249	78.2%	\$4.73	0.9	9.2	0.9	1.3	1.3	0.7	1.0	0.3
F2	372	645	584	10.4%	\$5.10	0.8	11.9	1.2	1.0	1.0	0.8	1.0	0.2
F2	380	382	270	41.3%	\$5.41	0.8	7.7	0.8	1.2	1.2	0.9	0.9	0.0
F2	310	495	336	47.1%	\$5.00	0.9	8.3	0.8	1.0	1.0	0.8	0.9	0.1
F2	331	392	369	6.2%	\$4.81	0.9	8.7	0.9	1.0	1.0	0.7	0.9	0.2
F2	377	696	667	4.3%	\$5.59	0.8	7.3	0.7	1.2	1.2	0.7	0.9	0.2
F2	361	380	307	23.9%	\$5.74	0.7	7.5	0.8	1.1	1.1	0.9	0.9	0.0
F2	360	662	685	-3.4%	\$6.07	0.7	10.0	1.0	0.8	0.8	0.8	0.8	0.1
F2	302	321	281	14.1%	\$5.89	0.7	7.3	0.7	0.9	0.9	0.7	0.8	0.0
F2	305	675	816	-17.3%	\$11.26	0.4	12.8	1.3	0.5	0.5	0.7	0.7	0.0
F2	306	194	132	47.0%	\$6.61	0.7	5.4	0.5	0.9	0.9	0.6	0.7	0.1
F2	309	244	171	43.0%	\$7.77	0.6	6.6	0.7	0.7	0.7	0.5	0.6	0.1
F2	314	591	573	3.3%	\$10.11	0.4	9.1	0.9	0.5	0.5	0.6	0.6	0.1
F2	333	545	680	-19.8%	\$8.64	0.5	6.6	0.7	0.6	0.6	0.6	0.6	0.0
F2	311	54	110	-50.6%	\$8.58	0.5	6.8	0.7	0.5	0.5	0.8	0.6	-0.2
F2	304	15	234	-93.6%	\$13.36	0.3	5.6	0.6	0.4	0.4	0.4	0.4	0.0

## Local Routes

Local

### Dallas Area Rapid Transit Service Standards Monitoring Report Third Quarter FY 2005

LINE		Avg Weekday Pass	Avg Weekday Pass	% Change	Sub/ Pass	Index	Pass/ Trip	Index	Pass/ Rev Mile	Index	2Q05 Route Performance Index	3Q05 Route Performance Index	RPI Point Change
		3Q05	3Q04										
					<b>\$2.80</b>		<b>24.50</b>		<b>2.00</b>				
L 44		7,142	6,956	2.7%	\$1.91	1.5	49.1	2.0	2.5	1.3	<b>1.5</b>	<b>1.6</b>	<b>0.1</b>
L 26		4,308	4,240	1.6%	\$2.02	1.4	30.7	1.3	2.7	1.4	<b>1.2</b>	<b>1.3</b>	<b>0.1</b>
L 19		3,447	3,621	-4.8%	\$2.20	1.3	26.2	1.1	2.5	1.3	<b>1.2</b>	<b>1.2</b>	<b>0.0</b>
L 24		1,792	1,725	3.9%	\$2.46	1.1	15.8	0.6	2.8	1.4	<b>0.9</b>	<b>1.1</b>	<b>0.1</b>
L 76		1,991	1,691	17.7%	\$2.82	1.0	29.7	1.2	1.9	0.9	<b>0.9</b>	<b>1.0</b>	<b>0.1</b>
L 29		1,300	1,356	-4.2%	\$2.68	1.0	15.5	0.6	2.4	1.2	<b>0.9</b>	<b>1.0</b>	<b>0.1</b>
L 165		3,735	3,565	4.8%	\$2.84	1.0	24.1	1.0	1.8	0.9	<b>1.0</b>	<b>1.0</b>	<b>0.0</b>
L 39		1,227	1,257	-2.4%	\$2.74	1.0	15.2	0.6	2.3	1.2	<b>0.9</b>	<b>0.9</b>	<b>0.1</b>
L 11		3,461	3,455	0.2%	\$3.22	0.9	25.1	1.0	1.7	0.9	<b>0.9</b>	<b>0.9</b>	<b>0.0</b>
L 1		2,784	2,607	6.8%	\$3.13	0.9	19.8	0.8	1.9	0.9	<b>0.8</b>	<b>0.9</b>	<b>0.1</b>
L 2		1,246	1,184	5.2%	\$2.83	1.0	16.1	0.7	1.9	1.0	<b>0.8</b>	<b>0.9</b>	<b>0.1</b>
L 12		1,052	1,028	2.4%	\$3.22	0.9	13.4	0.5	2.1	1.0	<b>0.8</b>	<b>0.8</b>	<b>0.0</b>
L 52		1,094		All	\$2.96	0.9	12.2	0.5	2.0	1.0	<b>0.7</b>	<b>0.8</b>	<b>0.1</b>
L 50		1,894	1,914	-1.0%	\$3.75	0.7	23.9	1.0	1.4	0.7	<b>0.8</b>	<b>0.8</b>	<b>0.0</b>
L 164		3,161	3,179	-0.6%	\$3.66	0.8	20.1	0.8	1.5	0.7	<b>0.8</b>	<b>0.8</b>	<b>0.0</b>
L 49		1,111	1,236	-10.1%	\$3.72	0.8	14.1	0.6	1.8	0.9	<b>0.9</b>	<b>0.7</b>	<b>-0.2</b>
L 51		1,312	2,638	-50.3%	\$3.73	0.8	16.7	0.7	1.5	0.7	<b>0.8</b>	<b>0.7</b>	<b>-0.1</b>
L 161		2,479	2,408	3.0%	\$3.63	0.8	17.4	0.7	1.3	0.7	<b>0.7</b>	<b>0.7</b>	<b>0.0</b>
L 21		1,812	1,783	1.6%	\$5.22	0.5	24.5	1.0	1.2	0.6	<b>0.7</b>	<b>0.7</b>	<b>0.0</b>
L 31		1,434	1,490	-3.8%	\$4.67	0.6	21.1	0.9	1.3	0.6	<b>0.6</b>	<b>0.7</b>	<b>0.1</b>
L 36		1,408	1,326	6.2%	\$4.51	0.6	18.9	0.8	1.3	0.7	<b>0.6</b>	<b>0.7</b>	<b>0.1</b>
L 63		911	1,061	-14.2%	\$4.33	0.6	12.7	0.5	1.6	0.8	<b>0.6</b>	<b>0.7</b>	<b>0.1</b>
L 42		1,790	1,724	3.8%	\$4.84	0.6	21.4	0.9	1.0	0.5	<b>0.6</b>	<b>0.7</b>	<b>0.0</b>
L 59		1,137	844	34.7%	\$3.67	0.8	11.8	0.5	1.4	0.7	<b>0.7</b>	<b>0.7</b>	<b>-0.1</b>
L 37		1,690	1,485	13.8%	\$5.15	0.5	15.5	0.6	1.0	0.5	<b>0.5</b>	<b>0.6</b>	<b>0.0</b>
L 60		1,622	1,662	-2.4%	\$5.51	0.5	14.7	0.6	1.1	0.5	<b>0.5</b>	<b>0.5</b>	<b>0.1</b>
L 185		1,178	1,250	-5.8%	\$5.94	0.5	14.6	0.6	0.9	0.4	<b>0.4</b>	<b>0.5</b>	<b>0.1</b>
L 183		997	840	18.7%	\$4.65	0.6	11.3	0.5	0.8	0.4	<b>0.5</b>	<b>0.5</b>	<b>0.0</b>
L 35		982	977	0.4%	\$6.70	0.4	14.5	0.6	0.8	0.4	<b>0.5</b>	<b>0.5</b>	<b>0.0</b>
L 155		295	338	-12.6%	\$6.70	0.4	11.8	0.5	1.0	0.5	<b>0.4</b>	<b>0.5</b>	<b>0.0</b>
L 184		453	578	-21.6%	\$8.06	0.3	13.3	0.5	0.8	0.4	<b>0.4</b>	<b>0.4</b>	<b>0.0</b>
L 8		657	819	-19.9%	\$7.05	0.4	7.8	0.3	1.1	0.5	<b>0.4</b>	<b>0.4</b>	<b>0.0</b>

## Site-Specific Shuttles

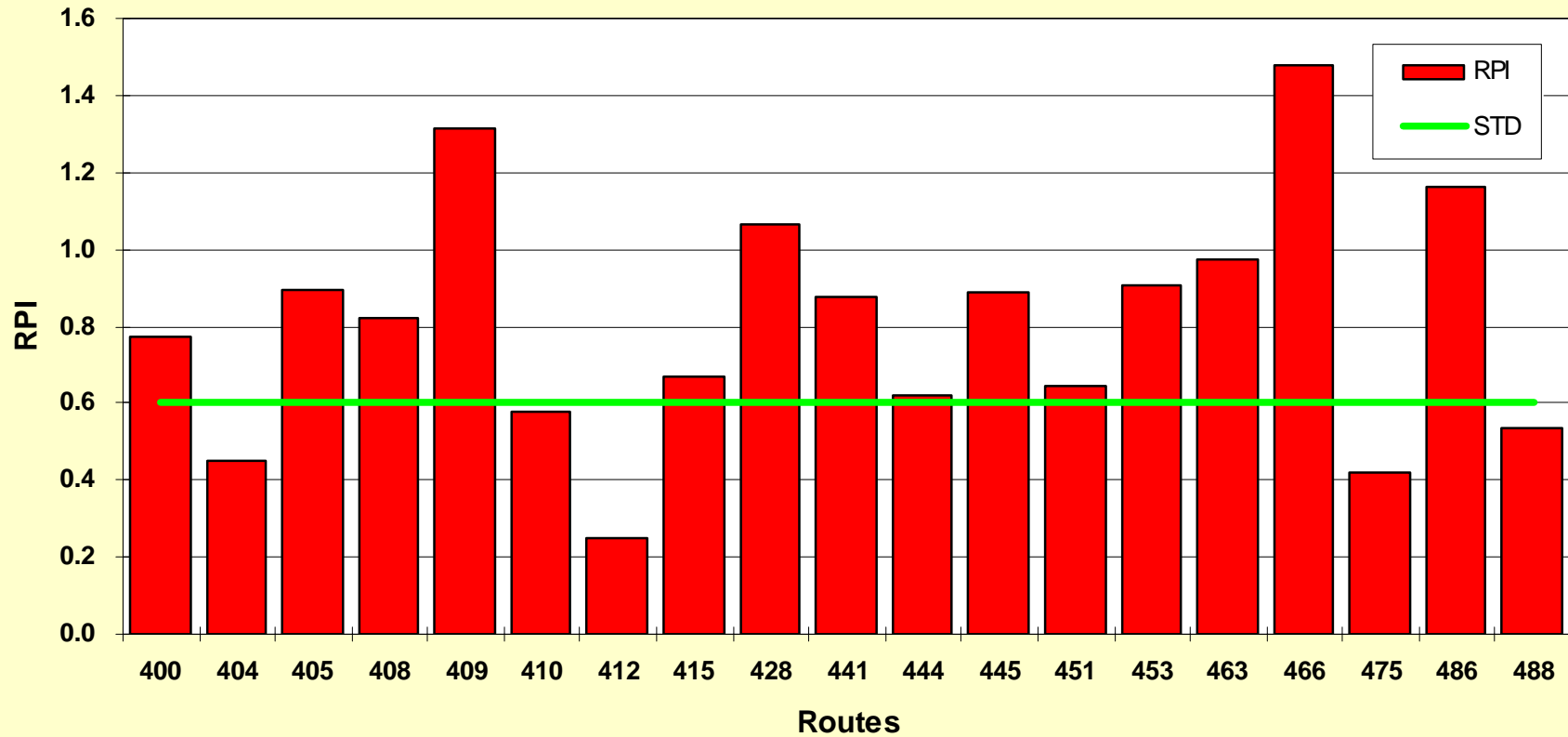
		Avg	Avg								2Q05	3Q05	
		Weekday	Weekday								Route	Route	RPI
		Pass	Pass	%	Sub/	Pass/	Pass/	Rev			Performance	Performance	Point
LINE		3Q05	3Q04	Change	Pass	Index	Trip	Index	Mile	Index	Index	Index	Change
					\$3.60		11.00		1.80				
SS	TI	966	822	17.6%	\$1.00	3.6	4.4	0.4	1.6	0.9	1.2	1.6	0.4
SS	UTSW	317	257	23.3%	\$1.11	3.2	3.5	0.3	1.6	0.9	0.8	1.5	0.7
SS	SMU	337	281	20.0%	\$1.33	2.7	4.2	0.4	1.2	0.6	1.3	1.2	-0.1
SS	MCE	91	114	-20.3%	\$1.21	3.0	1.1	0.1	1.2	0.7	1.3	1.2	-0.1
SS	DFW	281	296	-5.0%	\$1.86	1.9	7.1	0.6	0.8	0.4	0.9	1.0	0.1
SS	CCE	56	50	12.2%	\$1.96	1.8	1.2	0.1	0.9	0.5	0.7	0.8	0.1
SS	PE	42	25	68.5%	\$2.62	1.4	1.0	0.1	0.5	0.3	0.4	0.6	0.2

# DART-on-Call

		Avg	Avg							2Q05	3Q05		
		Weekday	Weekday							Service	Service	SPI	
		Pass	Pass	%	Sub/	Pass/		Rev		Performance	Performance	Point	
LINE		3Q05	3Q04	Change	Pass	Index	Trip	Index	Mile	Index	Index	Change	
									\$4.30	6.00			
D LoC	94	103	-8.9%	\$4.88	0.9				6.7	1.1	0.8	1.0	0.2
D NCPoC	90	117	-23.0%	\$5.15	0.8				4.4	0.7	0.7	0.8	0.0
D EPoC	52	59	All	\$9.20	0.5				3.6	0.6	0.7	0.5	-0.1
D FBoC	38	34	All	\$12.89	0.3				2.6	0.4	0.4	0.4	0.0
D RoC	45	58	-21.5%	\$12.39	0.3				2.5	0.4	0.5	0.4	-0.1
D ND0C	40	32	All	\$20.63	0.2				2.8	0.5	0.4	0.3	0.0
D Rich	32	15	All	\$19.99	0.2				1.7	0.3	0.2	0.2	0.1

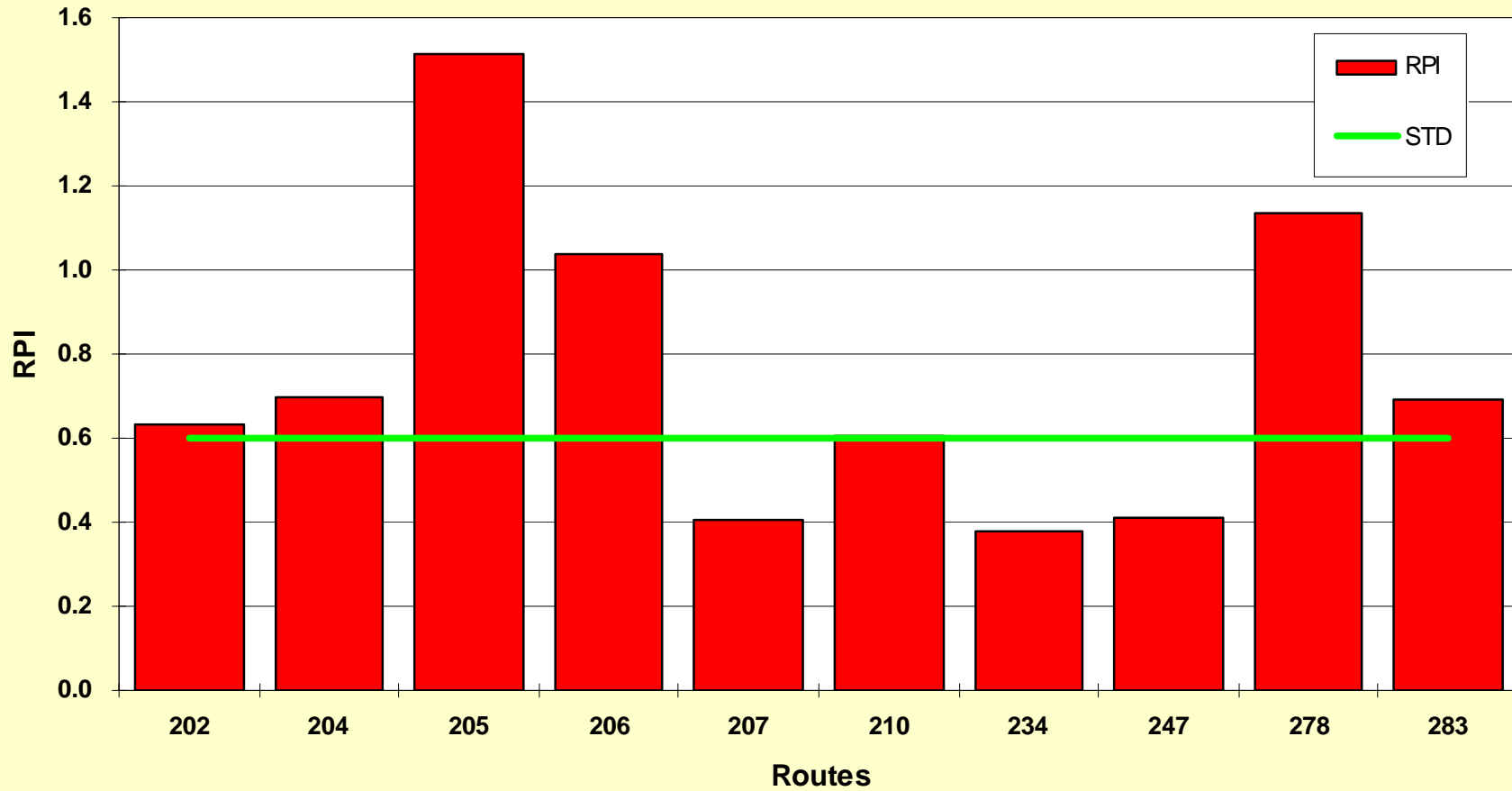
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Crosstown Routes



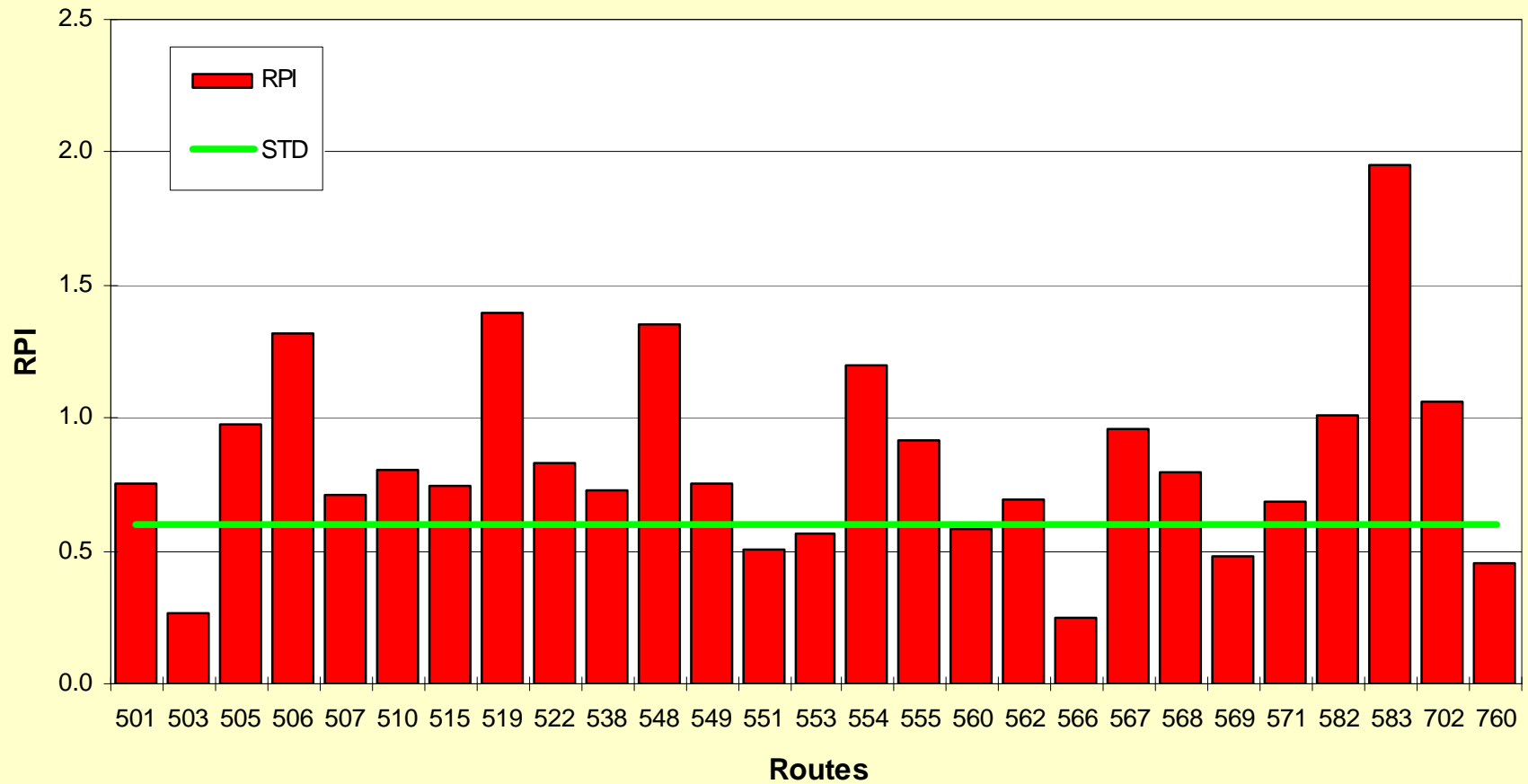
## ROUTE PERFORMANCE INDEX

Express Routes



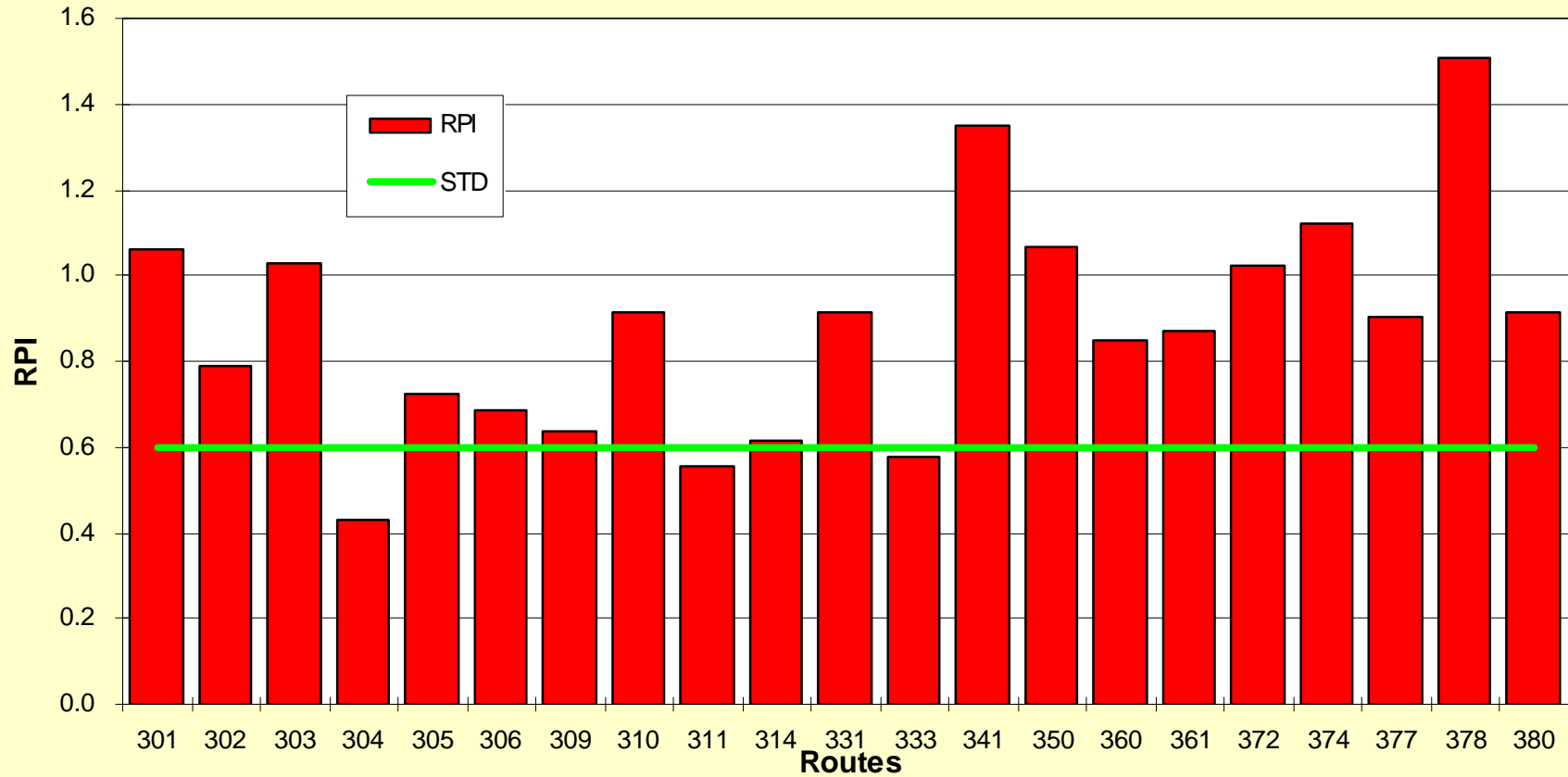


## ROUTE PERFORMANCE INDEX Rail Feeder Routes



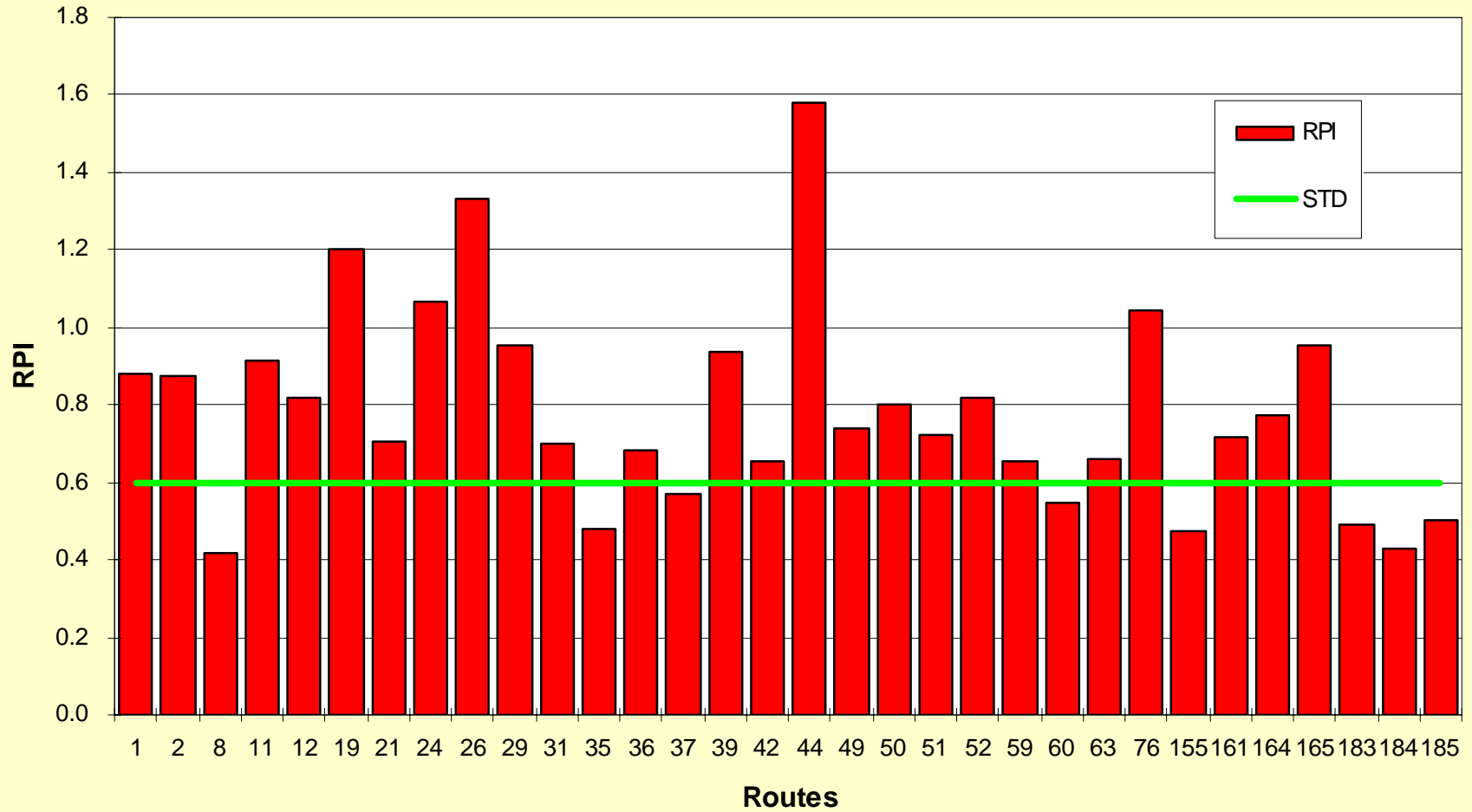
## ROUTE PERFORMANCE INDEX

### Transit Center Feeder Routes



## ROUTE PERFORMANCE INDEX

### Local Routes



# PLANNING & DEVELOPMENT DEPARTMENT

## Third Quarter FY 2005 Quarterly Reports

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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
<b>P&amp;D8</b>	<b>Mobility Programs Development</b>
P&D8	East Corridor Major Investment Study
P&D9	Regional Comprehensive ITS Program for the Dallas/Fort Worth Region
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P&D12	HOV Lanes Operation
P&D13	North Central (US 75) Concurrent HOV Lanes
P&D14	TRE at Belt Line Road Transit PASS Project
<b>P&amp;D15</b>	<b>Service Planning &amp; Scheduling</b>
P&D15	Five-Year Action Plan
P&D16	Five-Year Action Plan Score Card
P&D17	Service Reviews
P&D18	Bus Corridor Concept Development
P&D19	Employer Service Program Development
P&D20	Community Transit Service Development
P&D21	Quality Assurance Program
P&D22	Ticket Vending Machines (TVM)
P&D23	Customer Response Team (CRT)
P&D24	Vanpool

# Planning and Development Department

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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

- FTA authorization to enter Final Design for the Northwest Corridor (Dallas CBD to Carrollton) and the Southeast Corridor was received June 6, 2005.
- The initial FY 07 New Starts information for the Northwest and Southeast Federal project was submitted to FTA in June 2005.
- The final Public Scoping meeting for the NW Corridor (NW Hwy. to Irving/DFW) was held June 29, 2005.
- The DART Board Planning Committee was briefed regarding the Rowlett Corridor PE/EA. Staff met with City of Garland staff and the Technical Work Group (TWG) in June 2005.
- The preliminary rail corridor recommendations regarding the 2030 Transit System Plan were presented to the Planning Committee on June 28, 2005.
- Installation of 50 new shelter equivalents was completed during 3rdQ05.
- Preparation of project schematics for implementation of a concurrent flow facility along the corridor: North Central (US 75) Concurrent HOV Lanes project was completed and approved. Thirty percent design plans have been completed.
- The four DART operated HOV lanes carried approximately 123,400 weekday daily commuters during June 2005.
- Final review comments for technical specifications for the TRE at Belt Line Road Transit PASS Project were dispositioned and final costs were updated.
- Community meetings were conducted for the Irving Service Review.
- Staff completed planning for Glenn Heights On Call.
- Customer Response Team (CRT) procedures were finalized in April 2005.
- Solicitation is in progress to determine the best service delivery option for the vanpool program.

<b>Strategic Plan Consideration</b>	C2.3 Open/Integrate new transit service.
<b>Description</b>	<p>The Transit System Plan (Phase II) identifies a transit corridor extending from the CBD through Deep Ellum near Baylor Hospital, by South Dallas, Fair Park and to Pleasant Grove. The committed MLK and Lake June Transit Centers are both located in the vicinity of DART rail right-of-way, thus enhancing the opportunity to implement rail transit from the Dallas CBD to Buckner Blvd.</p> <p>FTA issued the Notice of Intent (NOI) to prepare an Environmental Impact Statement (EIS) in November 2000. DART received FTA approval to enter into Preliminary Engineering (PE) in July 2001. Draft EIS was published in February 2002. Final EIS was published in October 2004. FTA issued a Record of Decision (ROD) on February 5, 2004. Final design was initiated.</p>
<b>Accomplishment</b>	<ul style="list-style-type: none"><li>• Met with Fair Park Task Force (Dallas Landmark Commission) on several occasions to finalize Fair Park issues</li><li>• Distributed Draft Junction Environmental Study for comment</li><li>• June 6, 2005: FTA Permission to Enter into Final Design</li><li>• Junction discussed in three Public Meetings: City of Dallas June 8 and June 29; SE-1 Final Design June 28.</li></ul>
<b>Issues</b>	<ul style="list-style-type: none"><li>• John's Trains Resolution</li><li>• Trail interface</li><li>• Junction approvals (design and environmental) needed prior to FFGA</li></ul>
<b>Schedule</b>	<ul style="list-style-type: none"><li>• Junction Public Hearing: July 21, 2005</li><li>• SE-1: 2010</li><li>• SE-2: 2011</li></ul>
<b>Project Manager(s)</b>	John Hoppie

<b>Strategic Plan Consideration</b>	C2.3 Open/Integrate new transit services.
<b>Description</b>	<p>The DART Board approved the Northwest Corridor Locally Preferred Investment Strategy (LPIS) on February 22, 2000. The LPIS includes implementation of Light Rail Transit (LRT) in the Northwest Corridor. FTA issued the Notice of Intent to prepare the EIS in November 2000. DART received Federal Transit Administration (FTA) approval to enter into Preliminary Engineering in July 2001. The project completed the Preliminary Engineering/Environmental Impact Statement (PE/EIS) phase with an FTA Record of Decision issued on February 5, 2004.</p>
<b>Accomplishments</b>	<ul style="list-style-type: none"><li>• FTA authorization to enter Final Design received on June 6, 2005.</li><li>• Initial FY07 New Starts information submitted to FTA on June 30, 2005 for NW/SE Federal Project</li><li>• SHPO letter received indicating no comments on NW-1B 30% design.</li><li>• Continued coordination with FTA on potential changes to New Starts process.</li><li>• Continued preparation of Final Draft Report for Love Field Service Options study</li><li>• Continued coordination with City of Carrollton and Denton County Transit Authority (DCTA) on Frankford Station and downtown Carrollton station planning.</li></ul>
<b>Issues</b>	<ul style="list-style-type: none"><li>• Competitiveness for federal funds.</li><li>• Preservation of future options to serve Love Field.</li><li>• Maintaining FTA New Starts “Recommended” rating.</li></ul>
<b>Schedule</b>	<ul style="list-style-type: none"><li>• August 2005: Remaining FY07 New Starts information to be sent to FTA</li><li>• Summer 2005: Complete Love Field service options study.</li></ul>
<b>Project Manager(s)</b>	Kay Shelton



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<b>Strategic Plan Consideration</b>	C2.3 Open/Integrate new transit services.
<b>Description</b>	<p>The DART Board approved the Northwest Corridor Locally Preferred Investment Strategy (LPIS) on February 22, 2000. The LPIS includes implementation of Light Rail Transit (LRT) in the Northwest Corridor. Changing conditions and the DFW Access Study has prompted consideration of alternative alignments.</p> <p>The next phase of the project is the preliminary engineering/environmental assessment (PE/EA) phase scheduled for completion in FY 2006. The project revenue service date has recently been changed to 2011, 2012, and 2013.</p>
<b>Accomplishments</b>	<ul style="list-style-type: none"><li>• Continued coordination with City of Irving, TxDOT, USACOE, DCCCD/North Lake College, DFW Airport, University of Dallas and individual property owners</li><li>• Early ridership results support South Alignment</li><li>• Coordinated environmental documentation with consultants</li><li>• June 23, 2005: Met with North Lake College</li><li>• June 29, 2005: Held final Public Scoping meeting</li></ul>
<b>Issues</b>	<ul style="list-style-type: none"><li>• Alignment/Station decisions will not be finalized until after ridership modeling is conducted</li><li>• Decision to Phase Project: Phase I to Irving/Phase II to DFW</li></ul>
<b>Schedule</b>	<ul style="list-style-type: none"><li>• July 2005: Ridership results</li><li>• February 2006: Complete PE/EA.</li></ul>
<b>Project Manager(s)</b>	John Hoppie

<b>Strategic Plan Consideration</b>	C2.3 Open/Integrate new transit service.
<b>Description</b>	<p>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.</p>
<b>Accomplishments</b>	<ul style="list-style-type: none"><li>• June 2005: Met with City of Garland staff</li><li>• June 2005: Technical Work Group (TWG)</li><li>• June 2005: Briefed DART Board Planning Committee</li><li>• May 2005: Public Meeting held (Rowlett City Hall)</li><li>• May 2005: Met with City of Garland Planning &amp; Public Works Staff</li><li>• April 2005: Briefed DART Board Planning Committee</li><li>• March 2005: Consultant kick-off meeting</li><li>• March 2005: Additional meeting with City of Rowlett Staff</li><li>• Feb 2005: Held kick-off meeting with staffs from Cities of Garland and Rowlett</li></ul>
<b>Issues</b>	<ul style="list-style-type: none"><li>• Bi-monthly corridor meetings</li><li>• 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.</li><li>• Rowlett Creek and associated wetlands</li><li>• Noise and vibration issues</li><li>• Residential impact</li><li>• Freight customers</li></ul>
<b>Schedule</b>	<ul style="list-style-type: none"><li>• March 2005-April 2006: PE/EA</li><li>• 2006-2009: Final Engineering</li><li>• 2009-2012: Construction</li><li>• December 2012: Revenue Service</li></ul>
<b>Project Manager(s)</b>	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 early FY 06.

**Accomplishments**

- Continued project briefings as requested including Las Colinas/Irving Chamber of Commerce Transportation Committee.
- Completed ridership modeling for conceptual evaluation of rail corridors in coordination with NCTCOG.
- Completed draft of cost estimating methodology, including cost estimates, and evaluation methodology report.
- Presented preliminary rail corridor recommendations to Planning Committee on June 28, 2005.
- Initiated evaluation of bus corridor alternatives.
- Initiated conceptual evaluation documentation in Conceptual Evaluation Methodology and Results Report
- Developed possible Initial System Plan scenarios for further detailed evaluation.
- Continued coordination with City of Dallas Comprehensive Plan.

**Issues**

- Ridership modeling delays resulted in approximately 6-9 month schedule impact.
- Minor schedule impact due to Board request to delay future Member City staff and public meetings to August 2005.
- Dallas CBD 2<sup>nd</sup> LRT alignment and transit circulation framework, in coordination with City of Dallas staff.
- North Crosstown corridor issues.

**Schedule**

- August 2005: Complete initial draft of Conceptual Evaluation Methodology and Results.
- July 2005: Complete internal review final draft of Capital Cost Methodology reports.
- August 2005: Begin detailed evaluation of initial system plan scenarios.

- August 2005 – Member City Staff meeting; City briefings; Public meetings.

**Project Manager(s)**    Project Manager: Kay Shelton; Deputy: Ernie Martinez

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<b>Strategic Plan Consideration</b>	S1.5 Identify and develop strategic partnerships. S1.6 Advocate transit-oriented development. S1.9 Pursue joint development opportunities.
<b>Description</b>	The DART Mission statement specifies that the implementation of the Service Plan should “stimulate economic development.”
<b>Accomplishments</b>	<ul style="list-style-type: none"><li>• 3rdQ05: Staff has made a preliminary cut for proposers regarding the properties out for bid. There were 17 submittals with 12 proposers.</li><li>• June 2005: Staff accompanied representatives from the City of Austin Planning Department to the transit oriented developments at light rail stations.</li></ul>
<b>Issues</b>	<ul style="list-style-type: none"><li>• Staff is continuing to work with FTA to develop a Transit Oriented Development Implementation Program using proceeds of property to leverage TOD projects.</li><li>• DART has received a resolution from Dallas City Council urging DART to pursue TOD opportunities on its existing properties as well as during the acquisition of property for future stations.</li></ul>
<b>Schedule</b>	Staff is involved or working with the following: <ul style="list-style-type: none"><li>• Rail-Volution National Steering Committee meetings. Next conference: Sept. 2005 in Salt Lake City Utah.</li><li>• 2005 Conference and Expo in Dallas (APTA). Staff will work with DART Member Cities to showcase current transit-oriented developments and/or potential sites to conference attendees and developers.</li><li>• North Dallas Urban Land Institute (ULI) District Council Program Committee.</li><li>• National 2006 WTS (Women’s Transportation Seminar) Conference to be held in Dallas May 16-21, 2006.</li></ul>
<b>Project Manager(s)</b>	Jack Wierzenski/Cheri Bush

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# East Corridor Major Investment Study

## Mobility Programs Development

<b>Strategic Plan Consideration</b>	C2.2 Develop a seamless, fully accessible, multimodal system C2.6 Add needed passenger amenities/facilities
<b>Description</b>	<p>The East Corridor Major Investment Study (MIS) is a comprehensive, multi-modal study of the transportation problems within the area bounded by Downtown Dallas in the west, the Santa Fe RR/Ferguson Road in the north, Military/Scyene/Union Pacific RR in the south, and Dalrock Rd/SH 352 in the east. The study is expected to culminate with a staff recommendation and local elected official approval of improvements that address these problems, referred to as the Locally Preferred Alternative (LPA). To solve the transportation problems in this region, various modes of transportation have been considered including freeway, arterial, HOV/managed lane, passenger rail, bus, Bus Rapid Transit (BRT), ITS, TSM, TDM, bicycle and pedestrian improvements.</p> <p>Tasks completed since inception of this project include: the Project Management Plan (March 2001); Public and Agency Involvement Plan (May 2001); Purpose and Need (April 2002); and the Technical Methodology Plan (April 2002). In FY 03, staff completed the detailed evaluation of alternatives.</p>
<b>Accomplishments</b>	<ul style="list-style-type: none"><li>• 3rdQ05: no activity</li><li>• 2ndQ05: no activity</li><li>• 1stQ05: The City of Mesquite passed a resolution of support for the LPIS.</li><li>• 4thQ04: Dallas County passed a resolution of support for the LPIS.</li><li>• Recommendations were developed and endorsed by the Policy Advisory Committee.</li><li>• Staff conducted a final series of Public Meetings where the recommended improvements were presented.</li></ul>
<b>Issues Schedule</b>	<ul style="list-style-type: none"><li>• None</li><li>• May-Sept. 2005: Obtain remaining endorsements and approvals (Garland and COD) for a Locally Preferred Investment Strategy (LPIS) from affected city councils.</li><li>• Oct. 2005: Finalize MIS report.</li><li>• FY 04-05: Schematic Design and the Federal Environmental process (NEPA) phase.</li></ul>
<b>Project Manager(s)</b>	Koorosh Olyai/Ernie Martinez

# Regional Comprehensive ITS Program for the Dallas/Fort Worth Region

## Mobility Programs Development

### Strategic Plan Consideration

C4.2 Integrate information technology systems

### Description

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

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

### Accomplishments

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



# Regional Comprehensive ITS Program for the Dallas/Fort Worth Region

## Mobility Programs Development

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

### Issues

- Pending contractor from TxDOT.

### Schedule

- 2006: Start of detail design for regional network
- 2005: Complete high-level design and start of final design for complete regional network to exchange video data.
- 2005: Funding will become available for implementation of center-to-center communication network.

### Project Manager(s)

Abed Abukar

# Construction & Installation of Standard Shelters

## Mobility Programs Development

### Strategic Plan Consideration

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

### Description

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

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

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

The FY 04 Standard Shelter program was completed during 2004.

### Accomplishments

- Investigation to provide communication devices at bus shelters (including installation of “smart” shelters) in progress.
- Investigation of CBD benches to be moved back for safety completed, benches moved.
- 3rdQ05: Installed 50 new shelter equivalents.

### Issues

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

### Schedule

- 4thQ05: Install 30 new shelter equivalents.
- Sept. 2005: Complete 2005 Standard Shelter implementation.
- 1stQ06: Install 40 new shelter equivalents.
- 2008: Complete standard shelter program with NEC.

### Project Manager(s)

Rob Parks

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<b>Strategic Plan Consideration</b>	C1.2 Provide clean, safe, secure environment. C2.6 Add needed passenger amenities/facilities.
<b>Description</b>	<p>The concept of enhanced shelters was created in 1997 as an alternative to three PTLs in the 1993 Southern Sector Bus Passenger Amenities Plan. The DART Enhanced Bus Shelter Program is intended to provide additional amenities and a more comfortable waiting environment. Some features of the enhanced shelter include lighting, ventilation, infrared heaters, passenger information, and exterior landscaping. The requirement for placement of an enhanced shelter is a minimum daily boarding count of 110 and significant transfer activity. Enhanced shelters include regular enhanced shelters and Narrow R-O-W enhanced shelters. The standard shelter component of this program, to add additional standard shelters and related amenities in the Southern Sector of Dallas is ongoing and is included under the standard shelter program.</p> <p>A Notice to Proceed (NTP) was issued in July 2001 to manufacture 15 regular enhanced shelters.</p>
<b>Accomplishments</b>	<ul style="list-style-type: none"><li>• July 2005: Completed assembly</li><li>• Specifications for the Polk/Pentagon shelter under review; approval pending electrical component corrections.</li><li>• Pad construction complete.</li></ul>
<b>Issues</b>	<ul style="list-style-type: none"><li>• Shelter specs to be reviewed prior to installation.</li></ul>
<b>Schedule</b>	<ul style="list-style-type: none"><li>• July 15, 2005: Install shelter.</li></ul>
<b>Project Manager(s)</b>	Robert Parks

<b>Strategic Plan Consideration</b>	C1.1 Improve on-time performance C1.4 Provide friendly courteous service
<b>Description</b>	<p>HOV lane system is DART's most cost efficient service with \$0.14 subsidy per passenger and carrying over 35% of the total DART system ridership.</p> <p>I-30, I-35E, I-635 and I-35E/US 67 HOV lanes carried almost 34 million commuters during FY 03. The LBJ HOV lanes are one of the most utilized facilities in Texas.</p> <p>DART currently operates 31 miles of HOV Transitways along I-30, I-35E, I-635 and I-35E/US 67 freeways. The HOV lane on I-30 is a Contraflow lane which is created by borrowing the inside lane of the non-peak direction and assigned to peak direction of travel. The HOV lanes on Stemmons and LBJ are buffer separated concurrent flow lanes, constructed using the inside shoulders of the freeways. The HOV lanes on I-35E/US 67 are a combination of concurrent flow and reversible sections.</p>
<b>Accomplishments</b>	<p>The following is HOV ridership information for June 2005:</p> <ul style="list-style-type: none"><li>• The four DART operated HOV lanes carried approximately 123,400 weekday daily commuters.</li><li>• The HOV lanes along I-635, I-35E, I-30 and I-35E/US 67 carried 49,630, 32,340, 16,280 and 25,180 weekday passengers respectively.</li><li>• HOV users saved 16.6 minutes, 12.5 minutes, 13.7 minutes, and 11.2 minutes on East R.L. Thornton, Stemmons, LBJ, and South R.L. Thornton/Marvin D. Love HOV lanes respectively, on the round trip commute.</li><li>• On-time opening performance for East R. L. Thornton HOV lane was 99.5% during the last quarter.</li></ul>
<b>Issues</b>	Additional public education and marketing efforts are necessary.
<b>Schedule</b>	Ongoing.
<b>Project Manager(s)</b>	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, proposed HOV lanes on LBJ freeway, west of US 75, via a direct connector ramp through the reconstructed US 75/I-635 interchange. Potential access/egress locations have been identified at SH 190 and Campbell Road. Previously, design of a reversible HOV lane was being advanced along this corridor. This project has been replaced with the concurrent flow facility.

**Accomplishments**

- 3rdQ05: Preparation of project schematics for implementation of a concurrent flow facility along the corridor was completed and approved.
- 30% design plans have been completed.
- 3rdQ05: The issue regarding a system of physical barriers to separate HOV lane users from main lane traffic has been resolved.

**Issues**

- The NCTCOG's Mobility Plan identifies the need for two lanes inbound and one lane outbound in the morning and the reverse for the afternoon operating periods.
- An MIS is needed to address the additional HOV needs within the corridor.

**Schedule**

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

**Project Manager(s)** Mahesh Kuimil

#### Strategic Plan Consideration

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

#### Description

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

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

#### Accomplishments:

- June 2005: Attended monthly utility relocation utility meetings.
- June 2005: Final review comments for technical specifications were dispositioned and final costs were updated.
- CP&D in the process of securing additional funding for this project and drafting an ILA with City of Irving.
- March 2005: Last remaining real estate parcel has been acquired by the City of Irving.
- 1stQ05: PS&E package 100% complete.
- January 2005: PS&E package was submitted to DART for final comments and bidding process.

#### Issues

- SMR Committee will perform a final review of the PS&E package prior to construction letting.

- Utility relocations remain on critical path to meet schedule. City of Irving utility relocations are underway and scheduled to be completed by August 05.
- The franchise utilities status as of April:
  - ✓ Gas lines completed
  - ✓ TXU electric ready to move in
  - ✓ Verizon and other utilities unknown at this time
- Utility relocations remain a critical path to meet the proposed schedule.
- Additional funds needed for construction due to additional value added and unit pricing adjustments predominately due to the significant increases to the cost of steel and concrete.
- A proposal to NCTCOG is being prepared regarding the additional cost of \$8.4M to construct this project. Since the project is overmatched by DART and the City of Irving, the increased cost can come from federal funds (\$7.4M) coupled with Irving providing \$1M of local funds.

### Schedule

- Aug. 2005: Advertise for bids.
- Oct. 2005: Letting (receive bids).
- Oct. 2005: Complete Utility Relocation (City of Irving & others).
- Dec. 2005: Award contract/Notice to Proceed (NTI)
- Feb. 2006: Begin construction.
- Summer 2008: Complete project.

**Project Manager(s)** Ali Rabiee

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<b>Strategic Plan Consideration</b>	C1 Improve quality. C2 Improve/add services. C3 Improve efficiency.
<b>Description</b>	<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>
<b>Accomplishments</b>	<ul style="list-style-type: none"><li>• 3rdQ05: Revised and expanded scope of project.</li><li>• 2ndQ05: Data collection completed for plan update.</li><li>• 2ndQ05: Staff completed review of Plan for update to financial information and project schedules.</li><li>• Innovative services and site-specific shuttles continue to be developed as described in the attached Score Card and individual progress reports.</li></ul>
<b>Issues</b>	<ul style="list-style-type: none"><li>• Ridership declines and flattening of sales tax revenues</li></ul>
<b>Schedule</b>	<ul style="list-style-type: none"><li>• 4thQ05: Complete supporting tasks and data review.</li><li>• 1stQ06: Update draft document.</li><li>• 2ndQ06: Management review and internal presentations.</li><li>• 2ndQ06: Incorporate revisions; finalize document.</li></ul>
<b>Project Manager(s)</b>	Katharine Eagan



# FY 2005 Third Quarter Score Card

## Five-Year Action Plan

### Service Planning and Scheduling

Objectives	Services	Activities
INCREASE RIDERSHIP		
<ul style="list-style-type: none"> <li><i>Expand Services</i></li> </ul>		System ridership rose 4.0% from FY2004; bus system ridership was up 2.0%.
	Feeders to Transit Centers and Stations	February 2005 service change implemented efficiency and service responsive based modifications.
<ul style="list-style-type: none"> <li><i>Improve Customer Waiting Conditions</i></li> </ul>	Improved Bus Stop Amenities	The 2003-2008 new Standard Shelter Program will include a total of 430 standard shelters and 90 double/modular shelters. Seventeen of 18 regular enhanced shelters have been installed.
IMPROVE COST EFFECTIVENESS		
<ul style="list-style-type: none"> <li><i>Implement Efficiencies</i></li> </ul>		
	DART On-Call Non-Traditional service	Richardson On Call, implemented May 2004, was expanded in February 2005. Glenn Heights On Call planned for October 2005 implementation.
	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. Continue to be in contact with Baylor Hospital.
	Non-Traditional Vanpool Service (E-Shuttle)	Employer outreach in rail expansion corridors is identifying new E-Shuttle opportunities. E-Shuttle implemented for Palisades business center on the west side of U.S. 75 across from the Galatyn Station. Three additional E-Shuttles pending. Potential TI expansion to UTD incubator in 2006. Identifying potential e-shuttles for Oct 2005 and January 2006 service changes.
	Address low-performing routes	In FY05, Planning and Marketing began a new route promotion program to target marginal and improving routes. Efficiency related improvements planned for Oct. 2005 and Jan. 2006 implementation; plans to be finalized 4Q05.

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<b>Strategic Plan Consideration</b>	C1 Improve quality. C2 Improve/add services. C3 Improve efficiency.
<b>Description</b>	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.
<b>Accomplishments</b>	<ul style="list-style-type: none"><li>• 3rdQ05: Conducted community meetings for Irving review. Drafts for Garland and Oak Cliff reviewed internally. Final draft of Irving document submitted for management review.</li><li>• 2ndQ05: final workshops for Irving review; first workshops for Garland review.</li><li>• 1stQ05: Planning staff management held work sessions for the Irving service review.</li><li>• 4thQ04: The Oak Cliff Service Review was presented at the Service Planning Committee Meeting in July 2004.</li><li>• 3rdQ04: The final draft for the Oak Cliff and Farmers Branch Service Reviews was completed.</li></ul>
<b>Issues</b>	<ul style="list-style-type: none"><li>• None</li></ul>
<b>Schedule</b>	<ul style="list-style-type: none"><li>• 2005: Complete Oak Cliff Service Review.<ul style="list-style-type: none"><li>▪ 4thQ05: community meetings, finalize Oak Cliff service review.</li></ul></li><li>• 2005: Complete Irving Service Review.<ul style="list-style-type: none"><li>▪ 4thQ05: management approval and distribution of document/</li></ul></li><li>• 2005: Complete Garland Service Review.<ul style="list-style-type: none"><li>▪ 4thQ05: community meetings, finalize plan.</li><li>▪ 1stQ06: management approval, distribute document.</li></ul></li><li>• 2006: Complete North Tollway Service Review.</li><li>• 2006: Complete East Dallas Service Review.</li></ul>
<b>Project Manager(s)</b>	Katharine Eagan/assigned staff

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<b>Strategic Plan Consideration</b>	C1 Improve quality. C2 Improve/add services. C3 Improve efficiency.
<b>Description</b>	<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>
<b>Accomplishments</b>	<ul style="list-style-type: none"><li>• 3rdQ05: Identified properties with similar enhanced service.</li><li>• 2ndQ05: No activity during this quarter.</li><li>• 4thQ04: Completed the final draft (concept paper), Phase I. Reviewed corridor selection and schedule of improvements as impacted by cost containment.</li><li>• 3rdQ04: Finalized performance standards for enhanced service.</li><li>• The Malcolm X Transfer Facility opened May 2004, along with feeder connections.</li><li>• The Ferguson Road Bus Corridor project is being coordinated with the East Corridor MIS. Data collection and needs analyses have been completed within the Ferguson Road Corridor.</li><li>• 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.</li></ul>
<b>Issues</b>	<ul style="list-style-type: none"><li>• Integration of DART's bus corridor development concepts with City of Dallas corridor overlay zoning concepts.</li><li>• Incorporation of bus corridors in the 2030 Transit System Plan.</li></ul>
<b>Schedule</b>	<ul style="list-style-type: none"><li>• 4thQ05: visit other agencies for benchmarking.</li><li>• 4thQ05: finalize operating plans.</li></ul>
<b>Project Manager(s)</b>	Katharine Eagan

<b>Strategic Plan Consideration</b>	C1 Improve service quality and effectiveness. C2 Improve service efficiency. C3 Increase ridership by opening new services.
<b>Description</b>	The Employer Services Program incorporates services targeted at employers: Employer Shuttles (E-Shuttles), Site Specific Shuttles, Airport and other services in which DART partners with employers to provide innovative transit connections between the DART system and potential trip generators. The first E-Shuttle (Campbell Centre E-Shuttle) was implemented February 1, 2000, a second was started on July 24, 2002. Site-specific shuttle services are currently operating at D/FW Airport, The UTSW Medical Center, Texas Medical City, North Park Mall, Texas Instruments, and SMU.
<b>Accomplishments</b>	<ul style="list-style-type: none"><li>• Met with Lori Ann Bodino (juror services) at the Crowley Courthouse about a site-specific shuttle. Judges are exploring possibility and will need to ask County Commissioners for funding for next year.</li><li>• Continue to provide Baylor Hospital with information to assist them with transportation decisions to all of their campuses.</li><li>• Scottish Rite Hospital is interested in creating an e-shuttle from City Place to their campus. Currently they are exploring their van provider options.</li></ul>
<b>Issues</b>	<ul style="list-style-type: none"><li>• Economy improving, yet large company hiring continues to be an issue.</li><li>• Leasing of empty office space is picking up; will continue to follow leads, as they become known.</li><li>• New job creation is with smaller and smaller service companies where interest in this program is not significant.</li><li>• Many new employment opportunities are beyond DART service area boundaries.</li></ul>
<b>Schedule</b>	<ul style="list-style-type: none"><li>• Ongoing</li></ul>
<b>Project Manager(s)</b>	John Quinn

<b>Strategic Plan Consideration</b>	C1 Improve service quality and effectiveness. C2 Improve service efficiency. C3 Increase ridership by opening new services.
<b>Description</b>	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.
<b>Accomplishments</b>	<ul style="list-style-type: none"><li>• 3rdQ05: completed planning for Glenn Heights On Call.</li><li>• 2ndQ05: began community-based marketing/outreach with Community Affairs.</li><li>• February 2005: expanded East Plano and Richardson On Call zones.</li><li>• 1stQ05: began drafting solicitation to provide DART On Call and various innovative services under one contractor.</li><li>• 3rdQ04: Finalized review of Rowlett ridership.</li><li>• May 2004: Implemented service in new Richardson zone.</li><li>• 2ndQ04: Added a vehicle for peak time service in North Central Plano; established new procedures for audit of fare and revenue collections.</li></ul>
<b>Issues</b>	<ul style="list-style-type: none"><li>• Begin consolidation of daily management under ATC.</li><li>• Future financial considerations for Late Night/Weekend Demand Response services will be incorporated in next fiscal year.</li></ul>
<b>Schedule</b>	<ul style="list-style-type: none"><li>• Oct. 3, 2005: Implement Glenn Heights On Call.</li><li>• 4thQ05: prepare for implementation of Glenn Heights On Call (October 3, 2005).</li><li>• FY 2006: Award solicitation for comprehensive operation of management and operation of On Call and new van-based innovative services.</li></ul>
<b>Project Manager(s)</b>	Katharine Eagan

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<b>Strategic Plan Consideration</b>	C1 Improve quality. C2 Improve/add services.
<b>Description</b>	In response to needs identified in the Texas Quality Awards process, a quality assurance program was included in the FY 2001 Business Plan strategies. The program will focus on utilizing customer complaint data, customer market research and quality assessment data to define customer requirements and assure that DART's processes are targeted at responding to those requirements. An executive management level Customer Satisfaction Committee was initiated in January 2001 and meets quarterly. A Complaint Process Team has been chartered to address specific process issues and report back to the Customer Satisfaction Committee.
<b>Accomplishments</b>	<ul style="list-style-type: none"><li>• 1stQ05: The database was converted from MS Access to Oracle to facilitate improved data handling and reporting including the development of COGNOS Data Cubes.</li><li>• Customer satisfaction priorities (milestones and strategies) were identified and reviewed by the ELT. A cross-functional oversight team has been formed to implement the strategies.</li><li>• A Customer Satisfaction Index has been developed to measure customer perceptions about service delivery. The index measures responses from three customer feedback mechanisms including: the Quality Assessment data, the Customer Complaint data and the Customer Satisfaction survey.</li></ul>
<b>Issues</b>	<ul style="list-style-type: none"><li>• Develop improved ways to report information re: customer requirements (Customer Surveys, Customer Comments and QA data collection).</li><li>• Conversion of the database to Oracle should resolve the former database issues.</li><li>• Development of improved reporting is the highest priority of FY05.</li></ul>
<b>Schedule</b>	<ul style="list-style-type: none"><li>• Program is in place and on-going</li><li>• FY 05: Continue to collect data through the end of the year. Plan to discontinue data collection in FY 06.</li></ul>
<b>Project Manager(s)</b>	Gary Hufstedler

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<b>Strategic Plan Consideration</b>	C1 Improve quality of service. C2 Improve efficiency of service. C3 To Increase ridership.
<b>Description</b>	<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>
<b>Accomplishments</b>	<ul style="list-style-type: none"><li>• 3rdQ05: no activity</li></ul>
<b>Issues</b>	<ul style="list-style-type: none"><li>• July 2005: Revised date for TVM usage analysis. Analysis is ongoing.</li></ul>
<b>Schedule</b>	<ul style="list-style-type: none"><li>• July 2005: Revised order date for TVM decals. Decals were reordered due to a procurement oversight.</li><li>• August 2005: Meet with stakeholders to discuss TVM analysis.</li><li>• October 2005: Revised Permanent TVM decal delivery date.</li></ul>
<b>Project Manager(s)</b>	Jennifer Jones

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**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**

- May 2005: Presented procedures to Executive Leadership
- April 2005: Finalized CRT procedures.

**Issues**

- September 2005: Revised implementation date.

**Schedule**

- July 2005: CRT procedures approved.

**Project Manager(s)**

Jennifer Jones



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<b>Strategic Plan Consideration</b>	C1 Improve service quality and effectiveness. C2 Improve service efficiency. C3 Increase ridership by opening new services.
<b>Description</b>	Ongoing support will be provided for DART's vanpool program. The Vanpool program is designed to mitigate traffic congestion by providing 8 and 15 commuter passenger vans. DART will continue to benchmark best practices for a successful program and will make provisions to overcome the negative participation trend. Staff is currently undergoing a cost benefit analysis that will help reduce program costs that in turn can be passed on to the customer.
<b>Accomplishments</b>	<ul style="list-style-type: none"><li>• 3rdQ05: A solicitation is in progress to determine the best service delivery option for the vanpool program. The solicitation will be complete in 4thQ05.</li></ul>
<b>Issues</b>	<ul style="list-style-type: none"><li>• Pricing issues continue to be a concern with vanpool participants.</li><li>• Economic downturn and lay-offs continue to be the primary reason for declining vanpool sales.</li></ul>
<b>Schedule</b>	<ul style="list-style-type: none"><li>• FY 2005: Long Term Marketing Strategies will be identified to enhance existing pricing structures to Vanpool Program</li><li>• Funding requirements and strategic direction for a DART Managed Vanpool Program will be discussed with the NCTCOG</li><li>• 4thQ05: Complete Solicitation.</li></ul>
<b>Project Manager(s)</b>	Pat Vidaurri/ Jennifer Hall

**DATE:** July 2005  
**TO:** Distribution  
**SUBJECT:** **PROJECT DEVELOPMENT PROGRESS REPORT**

This document is the 3rd Quarter FY 2005 issue of the DART Project Development Progress Report. This report addresses status of LRT Buildout activities and other Capital Development projects. Status reflects activities through June 30, 2005, including Change Control Summaries, Systems Integration, and Real Estate.

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

THM/ta

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# ACRONYMS

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

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

# SCOPE OF PROJECTS

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## LIGHT RAIL TRANSIT (LRT) BUILDOUT PHASE I

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

### **Bush Turnpike Station**

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

### **Walnut Hill Parking**

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

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

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

## LIGHT RAIL TRANSIT (LRT) BUILDOUT PHASE II

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

## COMMUTER RAIL

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### **Belt Line Road Grade Separation**

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

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

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

**CentrePort/DFW Airport Station Double Tracking Project**

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

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**ADDITIONAL CAPITAL DEVELOPMENT**

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**Livable Communities**

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

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

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

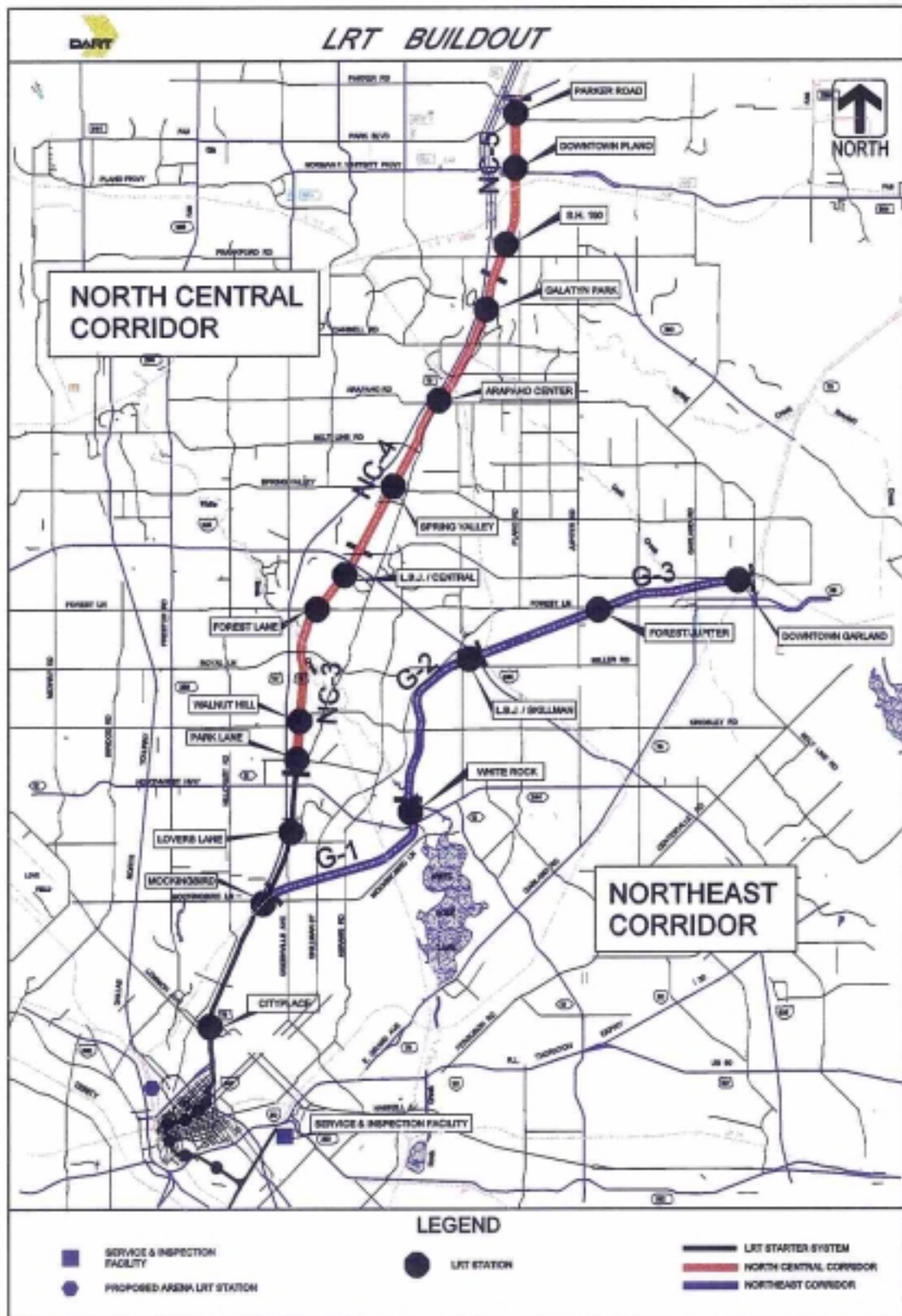
The Unity Plaza Project will be located southwest of the intersection of Central Expressway and Haskell Avenue at the present location of DART's western entrance to the Cityplace Station and future location of the terminal for the McKinney Avenue Trolley. The project consists of the reconstruction of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

**LRT BUILDOUT  
PHASE I**



# Map

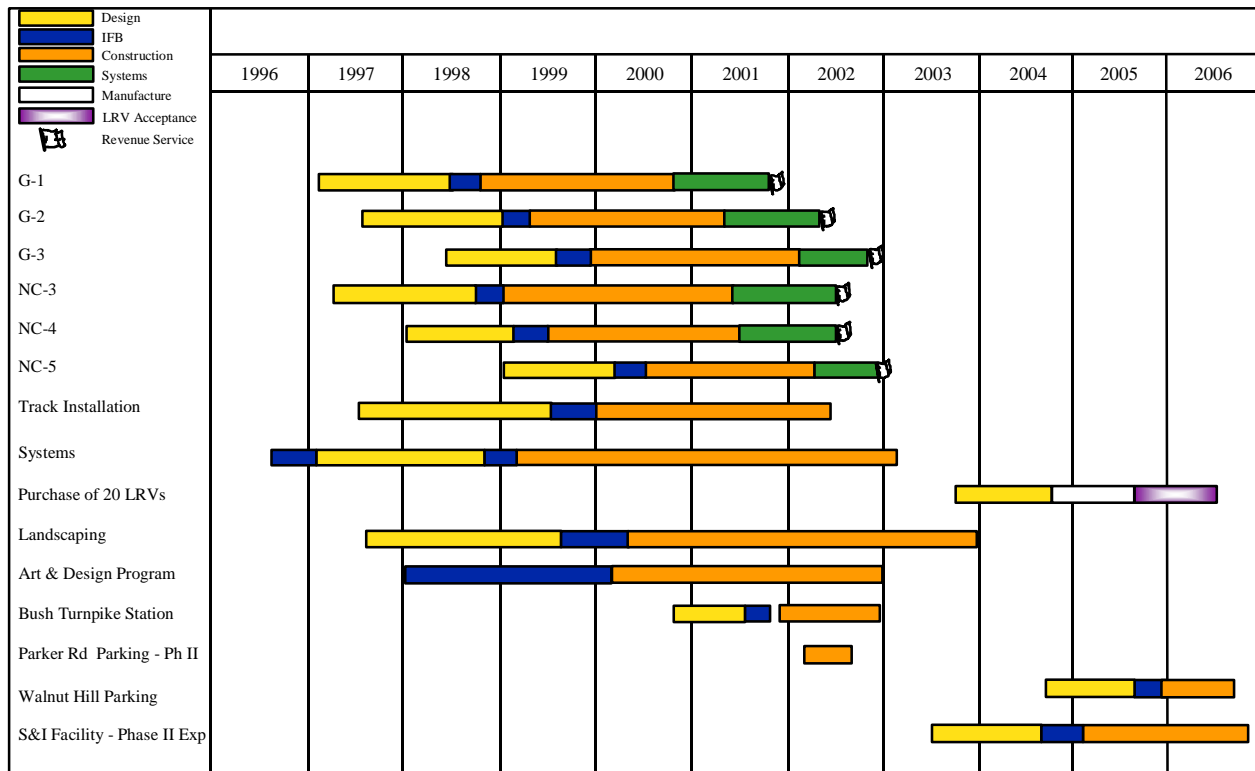
## LRT Buildout Phase I



# Summary Control Schedule

## LRT Buildout Phase I

### LRT BUILDOUT SUMMARY CONTROL SCHEDULE



Revised 06/30/05

# Cost/Schedule Summary

## LRT Buildout Phase I

LRT BUILDOUT PHASE I Cost Summary (in millions of dollars)			
	Control Budget	Current Commitment	Expended to Date (2)
LRT General (1)	\$ 67.0	\$ 55.6	\$ 55.4
Cityplace Station Finishout (3)	24.9	24.7	24.7
Garland-1	53.2	52.0	51.6
Garland-2	84.2	78.0	77.3
Garland-3	101.2	92.1	90.6
North Central-3	123.1	107.0	105.6
North Central-4	82.2	77.0	75.5
North Central-5	64.5	61.2	60.0
S&I Facility Expansion/VAF	31.9	31.9	31.9
Systems	160.1	155.3	155.0
Vehicles	151.2	151.0	150.5
<b>LRT Buildout Total</b>	<b>\$ 943.5</b>	<b>\$885.8</b>	<b>\$878.1</b>

**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 6/30/05, per DART's General Ledger.
- 3) At the direction of the DART Board, Cityplace Station Finishout was combined with the LRT Buildout.

LRT BUILDOUT PHASE I RELATED PROJECTS (FFGA Amendment 10) Cost Summary (in millions of dollars)			
	Control Budget	Current Commitment	Expended to Date
Bush Turnpike Station	\$ 12.5	\$ 12.9	\$ 12.9
Parker Road Station Phase II Parking	2.6	1.7	1.6
Walnut Hill Parking	1.3	0.2	0.2
S&I Facility - Phase II Expansion	29.4	27.3	6.6
Purchase of 20 LRVs	63.0	61.4	34.1
<b>Total</b>	<b>\$ 108.8</b>	<b>\$ 103.5</b>	<b>\$ 55.4</b>

# 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

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### LRT Buildout Phase I

<b>Strategic Plan Consideration</b>	C2.3 Develop/open/integrate new transit services C2.6 Add needed passenger amenities/facilities
<b>Description</b>	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.
<b>Status</b>	Revenue service for Line Section G-2 began on schedule on May 3, 2002. Final closeout of this construction contract is complete.
<b>Issues</b>	<p>The contractor, GLF, appealed the Contracting Officer's final decision on its schedule-related Request for Equitable Adjustment and the matter is in DART's administrative disputes process. DART Legal Department is proceeding with the litigation.</p> <p>The Contracting Officer received an additional request for equitable adjustment from GLF in January 2005.</p>

# North Central Corridor Facilities

## Line Section NC-3

### LRT Buildout Phase I

<b>Strategic Plan Consideration</b>	C2.3 Develop/open/integrate new transit services C2.6 Add needed passenger amenities/facilities
<b>Description</b>	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.
<b>Status</b>	As of the end of June 2003, the contractor, GLF, is no longer on the project. Final closeout of this construction contract is nearing completion.
<b>Issues</b>	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.

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

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

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

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

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

Crossing panels are not performing. The track was not properly destressed. DART has reprocured the crossing panels and 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** C2.3 Develop/open/integrate new transit services

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

**Status** Herzog Contracting Corporation is progressing on destressing and crossing panel replacement. Fisher Road, Worcola and Royal Lane crossing panels have been replaced.

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



# Systems – Traction Electrification

## LRT Buildout Phase I

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<b>Strategic Plan Consideration</b>	C2.3 Develop/open/integrate new transit services
<b>Description</b>	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.
<b>Status</b>	The traction electrification effort for Buildout Phase I is complete. The project team has progressed significantly in contract closeout. Final closeout will extend into the 4th Quarter FY 2005.
<b>Issues</b>	None.

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**Strategic Plan  
Consideration**

C2.3 Develop/open/integrate new transit services

**Description**

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

**Status**

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

The contract closeout process is continuing.

**Issues**

None.

<b>Strategic Plan Consideration</b>	C2.3 Develop/open/integrate new transit services
<b>Description</b>	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.
<b>Status</b>	The contractor, Mass Electric Construction Company (MEC), completed all required testing as of July 28, 2004, thus reaching substantial completion. Contract closeout is proceeding, with certain releases to be submitted by MEC. Legal will be responsible for collecting releases.
<b>Issues</b>	<p>Liquidated damages are being withheld for late completion.</p> <p>MEC appealed the Contracting Officer's final decision on its Request for Equitable Adjustment and the matter is in DART's administrative disputes process. DART and MEC filed a joint Motion to stay the proceedings until November 1, 2004, to allow discussions between the parties. Meetings were held on October 6, 2004, and November 18, 2004. The stay was extended to December 1, 2004. DART has filed a Motion to Dismiss with Prejudice and is awaiting a decision from the judge.</p> <p>Contracting Officer's final decision on MEC's Request for Equitable Adjustment regarding liquidated damages was issued on April 4, 2005. MEC filed an appeal request on June 17, 2005. DART Legal Department is proceeding with the litigation.</p>

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<b>Strategic Plan Consideration</b>	C2.3 Develop/open/integrate new transit services
<b>Description</b>	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.
<b>Status</b>	All technical deliverables have been received. Contract closeout is continuing.
<b>Issues</b>	Release of liens are needed for closeout.

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<b>Strategic Plan Consideration</b>	C2.3 Develop/open/integrate new transit services
<b>Description</b>	To date, 95 LRVs have been purchased. Twenty additional vehicles are being purchased under the option clause of the current contract.
<b>Status</b>	Design and manufacturing of the 20 additional vehicles continues. The first three shipments of car shells (15 car sets) have arrived in Dallas and final assembly is in progress. The fourth (final) shipment of five car sets departed Japan on May 15 and arrived in Galveston on June 23, 2005. The last five LRVs will be delivered to Dallas starting July 11, 2005. The first two LRVs (#196 and #197) have been delivered to the DART Maintenance Yard and have started preliminary testing.
<b>Issues</b>	None.

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

**Description** Integrate systems operation for LRT Buildout.

**Status** Systems Integration staff continued coordination with Operations of turnover activities for all open items systemwide. 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.

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

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

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

Contract closeout is complete.

**Issues** None.

# Walnut Hill Parking

## LRT Buildout Phase I

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<b>Strategic Plan Consideration</b>	C2.6 Add needed passenger amenities/facilities
<b>Description</b>	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.
<b>Status</b>	Budget and schedule have been finalized. NTP for design was issued September 16, 2004. Design is progressing.
<b>Issues</b>	None.



# Service & Inspection Facility - Phase II Expansion

**LRT Buildout  
Phase I**

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

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

**Status** The contractor, Hensel Phelps Construction Company, has completed installation of the double-diamond crossover. Re-routing of communication ducts at the north end of the building continues and is scheduled for completion within the next three weeks. The end-cap cleaning pads have been constructed and final work is being completed for water and sewer lines to serve the new pads. Storm sewer improvements for Line 'Y' are currently being bored beneath existing tracks. Ductbank installation continued. Lime stabilization for Tracks 4-7 and OCS demolition have been completed.

At the running maintenance area, stiffeners are being installed in the existing roof framing and a temporary fire lane to the east of the building has been completed.

In the track storage area, sub-ballast installation and relocation of existing cable troughs have begun. Ballast retaining wall installation and grading for storage tracks continued. Excavation is nearly complete.

**Issues** None.



**Double-diamond Crossover Installed**

# Service & Inspection Facility - Phase II Expansion

**LRT Buildout  
Phase I**



**New Structural Steel Framing at  
Running Maintenance Bay**

**Ductbank Installation**











**Sub-ballast Installation at  
Storage Track Yard Area**

# Facilities - Six-Month Look Ahead

## LRT Buildout Phase I

### BUILDOUT FACILITIES – SIX-MONTH LOOK AHEAD

	2005					
	JULY	AUGUST	SEPTEMBER	OCTOBER	NOVEMBER	DECEMBER
G-1	Revenue Service Began 9/24/01					
G-2	Revenue Service Began 5/6/02					
G-3	Revenue Service Began 11/18/02					
NC-3	Revenue Service Began 7/1/02					
NC-4	Revenue Service Began 7/1/02					
NC-5	Revenue Service Began 12/9/02					
TRACK	Track Completed					
20 LRV PURCHASE	▲ Last shipment of 5 cars from Japan/Acceptance Testing On-going					
LANDSCAPING	Landscaping Completed					
BUSH TURNPIKE STATION	Revenue Service Began 12/9/02					
PARKER RD PARKING PHASE II	Construction Completed					
WALNUT HILL PARKING	△  ▲ Begin IFB * Senior Management Review					
S&I PHASE II EXP	 Construction Continues					
<div><div> - Construction  - Manufacture</div><div> - Construction Complete ▲ - Information Only</div><div>* Senior Management Review</div><div> - Critical  - Trending toward Critical</div><div> - Change ◆ - Revenue Service</div></div>						

Revised 06/30/05

# Change Control Summary

## LRT Buildout Phase I

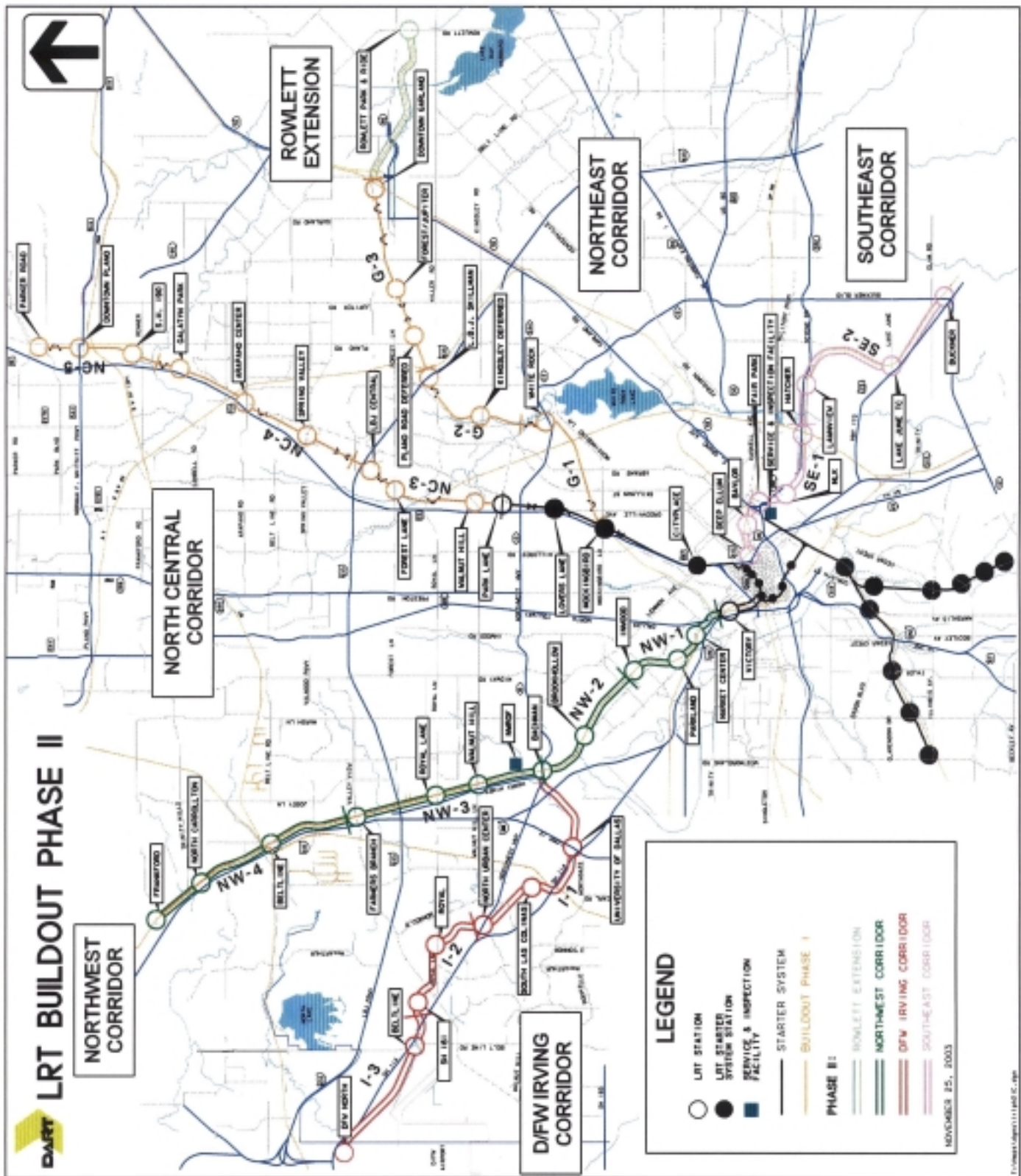
Light Rail Transit Buildout - Change Control Summary												
Rail Section/ Contract Package		Contract/ Contractor	Approved Contract Amount	Approved Contingency/ Allowance	Total Approved Amount	Executed Changes	Current Contract Value	Remaining Contingency/ Allowance	Percent Contingency Used	Percent Contract Comp.	Summary of Activity This Period & Comments (June 2005)	
			(A)	(B)	(C)=(A+B)	(D)	(E)=(A+D)	(F)=(B-D)	(G)=(F/E)			
Professional Services	OSC C-9800140	LARST?	\$308,230,934	\$11,031,433	\$319,262,367	\$7,362,817	\$326,625,184	\$3,668,516	67%	(Note a)	No changes in June	
	LRT Management C-9700131	LYE	\$6,379,825	\$33,142	\$6,412,967	\$33,833	\$6,446,800	\$349,287	34%	(Note a)	Through 1A #14, AWP03	
	LRT Engineering C-1005146-81	LYE	\$764,635	\$70,080	\$834,715	\$0	\$764,635	\$70,080	44%	(Note a)	Through 1A #14, AWP03	
			70% BASE - NO TRE									No changes in June
North Central Corridor	BCO Construction C-9800080	SLP Const. Corp.	\$48,860,089	\$4,868,361	\$53,728,450	\$1,158,261	\$54,886,711	\$3,622,848	23%	100%	Mod 1 thru 44	
	Bob Light Rail Station C-1003291-81	Hess & Tingle	\$6,348,727	\$1,308,196	\$7,656,923	\$1,308,196	\$8,965,119	\$0	100%	100%	Work completed	
	Walker Hill Via Parking Lot	TBD	\$0	\$0	\$0	\$0	\$0	\$0			Final 1A in April	
Northwest Corridor	G-2 Construction C-9800089	SLP Const. Corp.	\$35,181,956	\$3,518,192	\$38,700,148	\$843,889	\$39,544,037	\$2,674,303	24%	100%	Mod 1 thru 55	
Mid Facility Expansion	Construction Phase II C-1007306-81	Hessel Plange	\$18,969,455	\$804,387	\$19,773,842	\$0	\$19,773,842	\$0		85%	(Note a)	New contract added 2005
Track Material	SRI 30 Phase II C-1007306-80	Progressive Rail Services	\$1,849,427	\$65,977	\$1,915,404	\$18,903	\$1,934,307	\$33,874	17%	93%	1A-081 to May	
Systemwide	Track Installation C-9800077	Hessel Trach	\$23,397,697	\$3,275,545	\$26,673,242	\$3,346,731	\$30,019,973	\$124,824	96%	100%	Change Log Closed Out	
	Conveyance Replacement C-1007268-81	Hessing	\$1,393,417	\$228,342	\$1,621,759	\$0	\$1,393,417	\$228,342	0%	65%	(Note a)	Contract closedout pending
Systems	Communications C-9800039	Hess Electric	\$16,814,085	\$2,844,925	\$19,659,010	\$1,398,620	\$21,057,630	\$1,254,305	56%	99%	(Note a)	No changes in June
	Power Collection C-9800040	Schlenker	\$6,092,379	\$2,336,284	\$8,428,663	\$2,258,012	\$10,686,675	\$306,272	88%	100%	(Note a)	Contract closedout pending
	Traction Electrification C-9800041	Power Power	\$38,108,911	\$4,328,137	\$42,437,048	\$3,252,307	\$45,689,355	\$775,858	87%	99%	(Note a)	Contract closedout pending
	Signal System C-9800042	OS&S	\$44,978,080	\$10,301,858	\$55,279,938	\$9,898,722	\$65,178,660	\$345,136	97%	99%	(Note a)	Contract closedout pending
			Includes Change From Bond Increases								(Note b)	No changes in June
			Includes Change From Bond Increases								(Note b)	No changes in June
LRT Procurement	21 Additional C-9800075-01	Katichayco/locks	\$58,934,180	\$2,847,765	\$61,781,945	\$33,278	\$57,137,376	\$2,684,427	6%	100%	(Note a)	Contract closedout pending
	20 Additional C-9800075-01		\$416,680	\$416,680	\$833,360	\$416,680	\$416,680	\$0	100%		(Note a)	No changes in June
	20 Additional C-9800075-02	Katichayco/locks	\$58,666,378	\$3,898,049	\$62,564,427	\$0	\$62,175,535	\$3,998,849	0%	57%	Through 1A-017	No changes in June
			Reduced contract value due to 1A-16 for deletion of bid work (\$485,874)									
Legend:		7% Contingency on 90%										
Notes:												
a) The professional service contracts are negotiated through annual workplans (AWP) ; amounts reflected in this report represent Total Board Authorized Not-to-Exceed values.												
b) The authorized/total amounts are captured in column B along with approved contingency amounts. To more accurately reflect the change activity, as it relates to contingency.												

**LRT BUILDOUT  
PHASE II**



# Map

## LRT Buildout Phase II



### Strategic Plan Consideration

C2.3 Develop/Open/Integrate new transit services

### Description

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

### Status

The Northwest Corridor is in the preliminary engineering phase.

The PE/EIS phase of the LRT line to Farmers Branch and Carrollton is complete. A Record of Decision (ROD) was issued on February 5, 2004. FTA approval to begin final design was received June 6, 2005. Initial FY07 New Starts information was submitted to FTA on June 30, 2005, for the NW/SE federal project. The remaining FY07 New Starts information is scheduled to be sent to FTA in August 2005. Coordination is in progress with the FTA on potential changes to the New Starts process.

The DART Board approved renaming Parkland Station as the Southwestern Medical District/Parkland Station on April 26, 2005.

Line Section Northwest-1B (NW-1B) 30% submittal was sent to SHPO for review in May. A letter from SHPO was received in June indicating no comments on NW-1B 30% design.

Coordination is in progress with the City of Carrollton and Denton County Transit Authority (DCTA) on Frankford Station and Downtown Carrollton Station planning.

### Issues

The Board maintains its commitment to serve Love Field. A preliminary draft report was completed for a Love Field service options study to determine alternate Love Field airport transit service (separate from the NW/SE federal project). Preliminary recommendations are to serve Love Field airport with a site-specific bus shuttle from the Brookhollow Station, but retain the possibility of a capital project (LRT or People Mover) to access the airport in the future should additional funding be secured. A final draft report is being prepared. The service options study should be completed in Summer 2005.

The FTA New Starts "Recommended" rating must be maintained.

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<b>Strategic Plan Consideration</b>	C2.3 Develop/Open/Integrate new transit services
<b>Description</b>	<p>The Irving/DFW Corridor branches from the Northwest Corridor north of Love Field, continues through to Las Colinas and then on to DFW Airport.</p>
<b>Status</b>	<p>The Irving/DFW Corridor is in the planning and development phase. The preliminary engineering/environmental assessment (PE/EA) phase is scheduled for completion in FY 2006.</p> <p>The LRT line for the Irving/DFW Corridor was initiated in October 2003. Alternative alignments are being evaluated. Early ridership results support the south alignment.</p> <p>Coordination is in progress 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 and individual property owners. Environmental documentation was coordinated with consultants.</p> <p>The Notice of Intent (NOI), which initiates the federal process, was published in the Federal Register on May 11, 2005. An Agency Scoping Meeting was held on May 25, 2005. A final public scoping meeting was held on June 29, 2005.</p>
<b>Issues</b>	<p>Alignment/station decisions will not be finalized until after ridership modeling is conducted.</p> <p>A decision needs to be made on phasing the project. Proposed phasing is Phase I to Irving/Phase II to DFW.</p>



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

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

**Status** The Southeast Corridor is in the preliminary engineering phase.

The PE/EIS phase of the LRT line to Buckner Blvd. in South Dallas is complete. A Record of Decision (ROD) was issued on February 5, 2004. FTA approval to begin final design was received on June 6, 2005.

Concurrence letter from SHPO was received on April 26, 2005, for Fair Park Station design. Fair Park Task Force (Dallas Landmark Commission) coordination is currently in process to finalize Fair Park issues.

Design of CBD/North Central/Southeast Junction continues with TxDOT, City of Dallas, and North Central Texas Council of Governments (NCTCOG). A draft environmental study for the Junction was distributed for comment. City of Dallas Junction meetings were held on June 8 and 29, 2005, and a Junction Public Hearing is scheduled for July 21, 2005. A letter has been sent to SHPO regarding the Junction.

DART staff met with Southeast Corridor property owners on April 15, 2005. An SE-1 final design public meeting was held on June 28, 2005.

Trail issues in the corridor were coordinated with the City of Dallas.

**Issues** Junction design/environmental impact approvals are needed prior to approval of the Full Funding Grant Agreement.

Resolution is needed on the John's Trains issue and trail interface.

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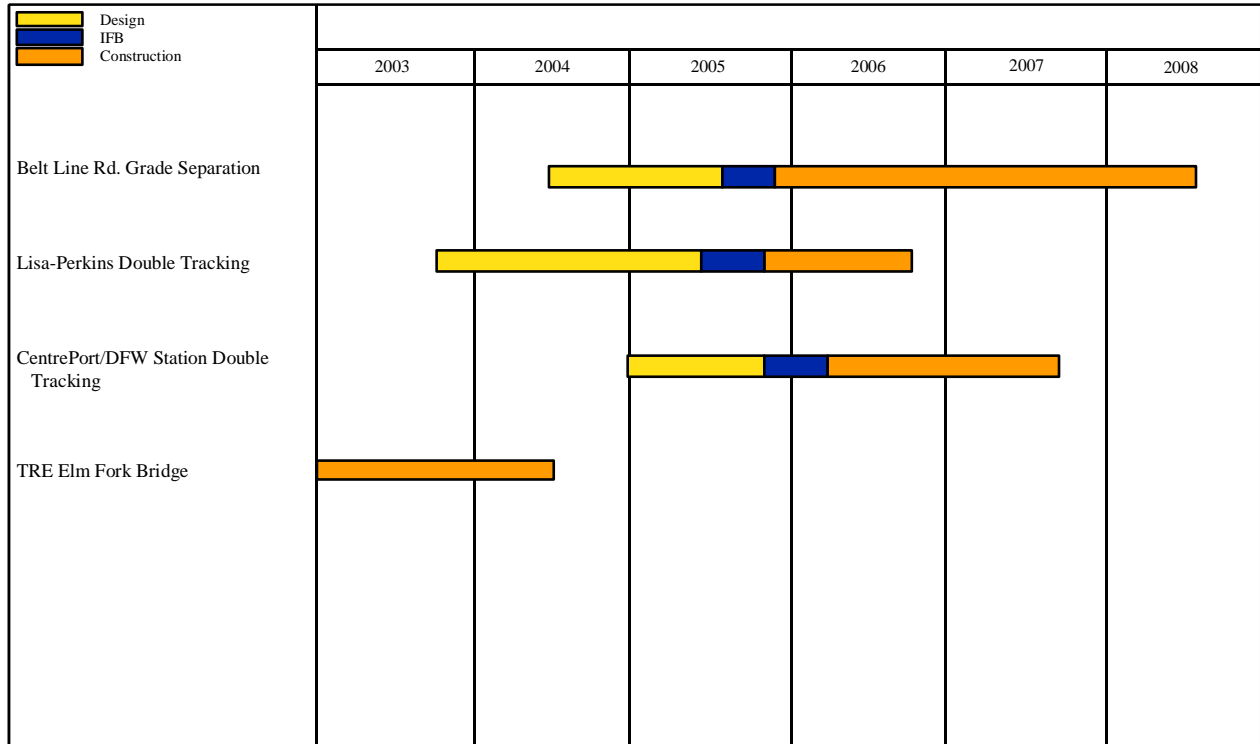
<b>Strategic Plan Consideration</b>	C2.3 Develop/Open/Integrate new transit services
<b>Description</b>	<p>The Rowlett Extension will extend 4.8 miles east from the Downtown Garland Station to the Rowlett Park and Ride. There will be one station, Rowlett Station, located adjacent to the Rowlett Park and Ride. This corridor is scheduled for revenue service in December 2012.</p>
<b>Status</b>	<p>The Rowlett Extension (Line Section R-1) is in the planning and development phase.</p> <p>The project had its official kick-off in February 2005. The Rowlett Extension is in the preliminary engineering/environmental assessment phase of the FTA Project Development Process.</p> <p>Staff continues to coordinate with city staff.</p> <p>DART Planning Committee was briefed in April and June 2005. A public meeting was held in May 2005.</p> <p>A Technical Work Group (TWG) began their efforts in June 2005.</p> <p>The design phase will begin after completion of the planning and development phase.</p>
<b>Issues</b>	<p>In Line Section G-3, an at-grade station in Downtown Garland has been built; however, due to increased traffic on the KCS line, alternatives will be examined during preliminary engineering for crossing the KCS track.</p> <p>Other items being evaluated are: Rowlett Creek and associated wetlands; noise and vibration issues; and residential and freight customer impact.</p>

**COMMUTER  
RAIL**

# Summary Working Schedule

**Commuter  
Rail**

## COMMUTER RAIL SUMMARY WORKING SCHEDULE



Revised 06/30/05

# Cost Summary

## Commuter Rail

COMMUTER RAIL Cost Summary (in millions of dollars)			
	Control Budget	Current Commitment	Expended to Date (1)
Belt Line Road Grade Separation (2)	\$ 32.1	\$ 0.7	\$ 0.7
Lisa-Perkins Double Tracking	4.9	0.7	0.2
CentrePort Double Tracking (2)	28.0	0.0	0.0

**Notes:**

- 1) Expended to date values reflect activity through 6/30/05, per DART's General Ledger.
- 2) Control Budget value is from the current DART financial plan. Review of current Belt Line Road Grade Separation project estimate (approximately \$40M) is ongoing.

# Belt Line Road Grade Separation

Commuter  
Rail

**Strategic Plan Consideration** C1 Improve Quality  
C2 Improve/Add Services  
C3 Improve Efficiency  
S1 Build Relationships with Stakeholders

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

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

**Status** The City of Irving has acquired all necessary real estate parcels needed for this project.

Plans, Specifications & Estimate (PS&E) package was submitted to DART for final comments on January 20, 2005. DART/TRE SMR Committee's final review is pending.

Staff attended utility relocation meetings. Final review comments for technical specifications were dispositioned and final costs were updated. Capital Planning & Development is in the process of securing additional funding for this project and drafting an ILA with the City of Irving.

City of Irving utility relocations are under way and scheduled to be completed by August 2005. Gas lines have been completed. TXU Electric is ready to mobilize and begin relocations.

**Issues** Utility relocations remain on critical path to meet schedule.

# Belt Line Road Grade Separation

**Commuter  
Rail**

**Issues (Continued)** Additional funds are needed for construction due to value added and unit pricing adjustments, predominately due to the significant increases to the cost of steel and concrete.

A proposal to NCTCOG is being prepared regarding the additional cost of \$8.4 million to construct this project. Since the project is overmatched by DART and the City of Irving, the increased cost can come from federal funds (\$7.4M) coupled with Irving providing \$1M of local funds.

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

Commuter  
Rail

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

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

**Status** SMR was completed April 25 and 26, 2005. Minor additions/deletions to plans are ongoing. Final cost estimate is being revised/finalized. Revised Exhibit D and special provisions are being reviewed.

**Issues** None.



# CentrePort/DFW Airport Station Double Tracking Project

Commuter  
Rail

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

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

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

**Status** Design is progressing toward the 90% submission, expected on August 29, 2005. A design review meeting has been set for September 12, 2005.

Extension of the new platform has been finalized and a total length of 503'-7" is set. Platform design and station amenities will be designed per this new length.








Originally proposed No. 24 LH Turnout just east of the Dallas-Tarrant county line has now been relocated to just west of the county line with the South Mainline track stub out at the county line.

**Issues** None.

# Six-Month Look Ahead

**Commuter  
Rail**

## COMMUTER RAIL SIX-MONTH LOOK AHEAD

	2005					
	JULY	AUGUST	SEPTEMBER	OCTOBER	NOVEMBER	DECEMBER
BELT LINE RD GRADE SEPARATION		▲ Begin IFB * Senior Management Review				
LISA-PERKINS DOUBLE TRACKING	→▲ Begin IFB 06/05					
CENTREPORT/ DFW AIRPORT STATION DOUBLE TRACKING	▲ Design Continues (FWTA)			△ →▲ Begin IFB * Senior Management Review		
TRE ELM FORK BRIDGE	Construction Completed					
<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 06/30/05

# Change Control Summary

Commuter  
Rail

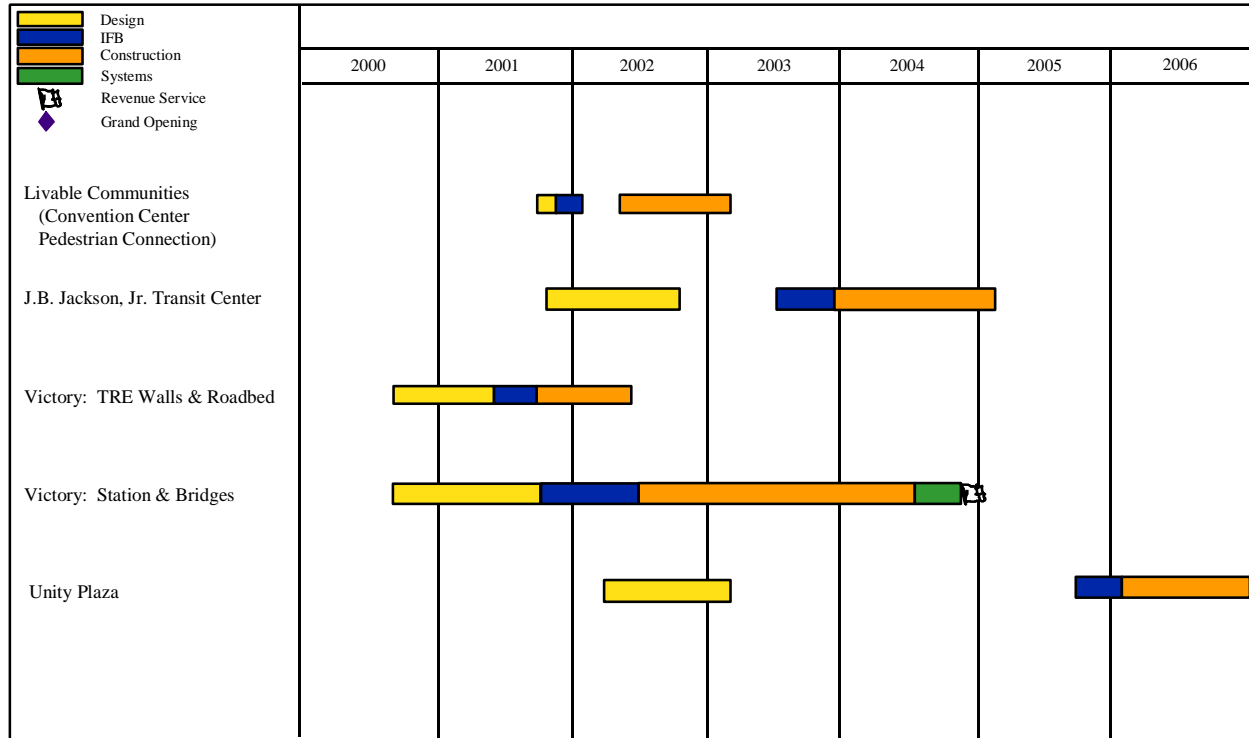
Commuter Rail - Change Control Summary											
Facility/ Contract Package	Contract/ Contractor	Approved Contract Amount	Approved Contingency/ Allowance	Total Approved Amount	Executed Changes	Current Contract Value	Remaining Contingency/ Allowance	Percent Contingency/ Used	Percent Contract Comp.	Summary of Activity This Period & Comments (June 2005)	
		(A)	(B)	(C)=(A)+(B)	(D)	(E)=(A)+(D)	(F)=(B)-(D)	(G)=(D/B)			
Currently, no active contracts				\$0		\$0					
	TOTALS	\$0	\$0	\$0	\$0	\$0	\$0				
Legend:	% Contingency = (B/C)										

**ADDITIONAL  
CAPITAL  
DEVELOPMENT**

# Summary Working Schedule

Additional Capital Development

## ADDITIONAL CAPITAL DEVELOPMENT SUMMARY WORKING SCHEDULE



Revised 08/31/04

# Cost Summary

## Additional Capital Development

ADDITIONAL CAPITAL DEVELOPMENT Cost Summary (in millions of dollars)			
	Control Budget	Current Commitment	Expended to Date (1)
Convention Center Connector	\$ 1.0	\$ 1.0	\$ 1.0
Lancaster Road	1.6	1.6	1.6
J.B. Jackson, Jr. Transit Center	7.8	6.8	6.5
Victory Station Project	79.0	81.4	80.8
Unity Plaza	3.5	1.2	0.9

**Notes:**

3) Expended to date values reflect activity through 6/30/05, per DART's General Ledger.

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

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

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

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

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

**Additional Capital  
Development**

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**Strategic Plan  
Consideration**

C2.3 Develop/Open/Integrate new transit services

**Description**

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

**Status**

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

Contract closeout is nearing completion.

**Issues**

None.



# NW-1A/Victory Station Project

## Additional Capital Development

### Strategic Plan Consideration

C2.3 Develop/Open/Integrate new transit services

### Description

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

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

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

### Status

#### Line Section NW-1A Facilities Construction Contract

Line Section NW-1A and Victory Station opened for revenue service on November 15, 2004. The facilities contractor, Martin K. Eby Construction, Inc., has completed all remaining punch list work and is continuing contract closeout efforts.

#### Line Section NW-1A Systems Construction Contract

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

### Issues

#### Line Section NW-1A Facilities Construction Contract

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

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

**Issues (Continued)** of 141 days; and 4) the Lamar Street Extension in the amount of \$817,688.58, which includes a time extension request on Milestone A (56 days). These REAs are under review and DART continues to work with the contractor on resolution. Eby has indicated that it plans to submit at least one additional REA.

Eby sued DART's general engineering consultant, LAN/STV, in State Court. LAN/STV's Motion for Summary Judgment was granted on March 2, 2005. Eby appealed this decision on March 30, 2005.

### **Line Section NW-1A Systems Construction Contract**

The Systems contractor (Mass Electric) does not acknowledge full and timely access as of May 16, 2004. The contractor contends it took access June 16, 2004. Mass Electric submitted an REA on May 13, 2005. The project team is working with the contractor to resolve the issues.

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**Strategic Plan  
Consideration**

C2.6 Add needed passenger amenities/facilities

**Description**

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

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

**Status**

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









**Issues**

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

# Six-Month Look Ahead

## Additional Capital Development

### ADDITIONAL CAPITAL DEVELOPMENT SIX-MONTH LOOK AHEAD

	2005					
	JULY	AUGUST	SEPTEMBER	OCTOBER	NOVEMBER	DECEMBER
LIVABLE COMMUNITIES Conv. Ctr. Pedestrian Conn.	Construction Completed					
J.B. JACKSON, JR. TRANSIT CENTER	Substantially Completed 02/18/05					
VICTORY STATION TRE Walls & Roadbed	Construction Completed					
VICTORY STATION Station & Bridges	Revenue Service Began - 11/15/04					
UNITY PLAZA	Final Design Completed (Project On Hold)					
<div><div> - Construction</div><div> - Construction Complete (Substantially)</div><div> - Revenue Service/Turnover to Operations</div></div> <div><div> - Information Only</div><div> - Change</div><div> Senior Management Review</div></div> <div><div> - Critical</div><div> - Trending toward Critical</div></div>						

Revised 06/30/05

# Change Control Summary

## Additional Capital Development

Additional Capital Development - Change Control Summary											
Facility/ Contract Package		Contract/ Contractor	Approved Contract Amount	Approved Contingency Allowance	Total Approved Amount	Executed Changes	Current Contract Value	Remaining Contingency/ Allowance	Percent Contingency Used	Percent Contract Comp.	Summary of Activity This Period & Comments (June 2005)
			(A)	(B)	(C=A+B)	(D)	(E=A+D)	(F=B,D)	(G=D/B)		
Case Of Converter	Design C-96001140	LANET7								100%	Contract Complete
	Construction C-1003977-01	Vortex	\$711,439	\$71,142	\$782,581	\$0	\$711,439	\$71,142	0%	100%	Contract Completed
J.B. Jackson, Jr. Transfer Center	Design 1003720-1	E&I Alliance	\$447,250	\$44,725	\$491,975	\$44,715	\$491,965	\$10	99.9%	100%	Design completed
	Construction C-3006892-1	CME Builders	\$3,896,156	\$258,325	\$4,154,481	\$141,431	\$3,994,577	\$114,604	55%	96%	SA 9 & 10 Executed in June
NW-1A Facilities Material & Systems	Construction C-1003833-01	Marin E. By	\$24,986,984	\$2,498,698	\$27,485,682	\$2,467,766	\$27,434,150	\$30,932	99%	100%	Includes Unilateral Mode No changes in June
	Track Procurement C-1003723-01	L.B. Forns	\$1,633,178	\$163,318	\$1,796,496	\$86,720	\$1,713,898	\$82,598	46%	100%	Contract Completed Contract Closed
	Comms, OCS & Signals C-1005139-01	Blair Electric	\$15,890,713	\$1,589,071	\$17,479,784	\$8,063	\$15,606,110	\$1,581,008	1%	97%	SA's 1,2, 4, 7, 8, 9, 10, 11,12,13,14, 15 No changes in June
	*Reduced contract value due to EIR 1, 3, 10 for deletion of bid work										
Unity Plaza	Design C-1003723-01	BTCL Assoc.	\$1,853,766	\$105,377	\$1,158,142	\$0	\$1,053,766	\$105,377	0%	100%	Design complete
	Construction TED	TED									IFB defined
		TOTALS	\$47,622,468	\$4,730,353	\$52,352,821	\$2,342,685	\$50,072,485	\$1,887,670			
Legend	N/Contingency = 88%										
Notes:											

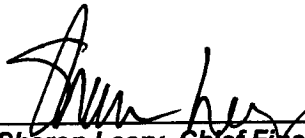
# **DALLAS AREA RAPID TRANSIT**

## **QUARTERLY INVESTMENT REPORT**

**As Of**

**June 30, 2005**

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



**Sharon Leary, Chief Financial Officer**



**Nathan Hallett, Treasurer**



**Beverly LaBerske, Asst. Treasurer**

***Prepared by Treasury  
July 25, 2005***

## **Executive Summary Key Guide**

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

**Book Value** – The cost to acquire the investments.

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

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

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

**Average Yield** – The current expected return of the investments.

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

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

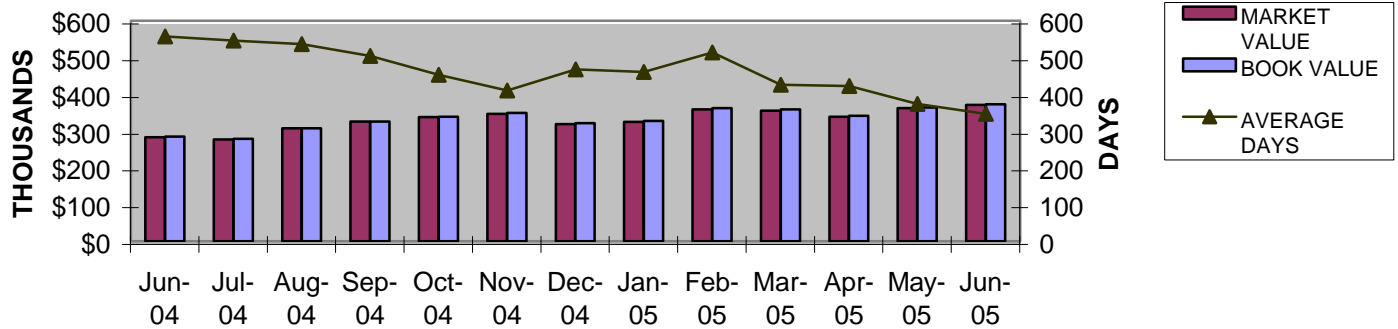
**U. S. Agency Securities** – Debt obligations of U. S. government agencies that have an implied guarantee of the U. S. government. This includes such organizations as Federal Home Loan Bank, Federal Home Loan Mortgage Corporation, Federal National Mortgage Association, Federal Farm Credit Board and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

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

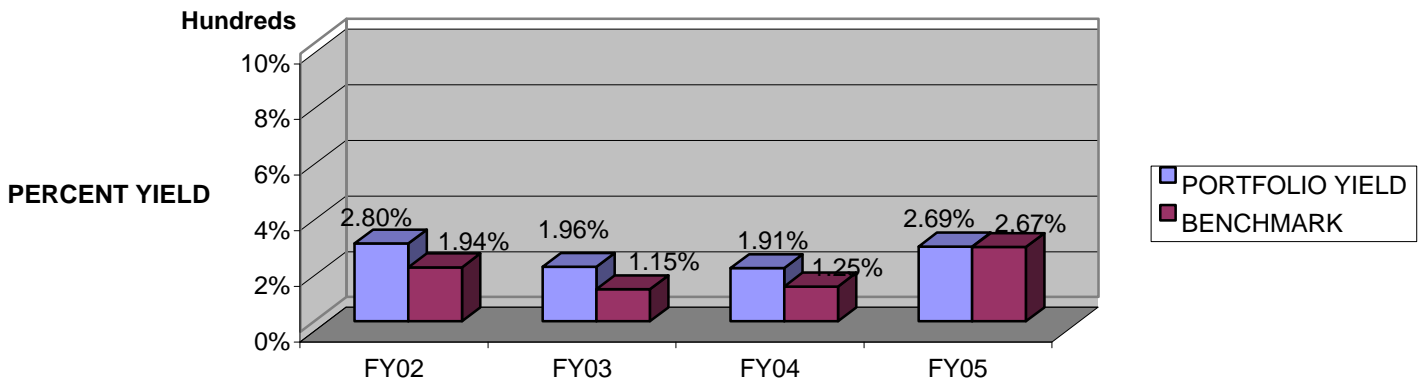
# INVESTMENT PORTFOLIO

June-05

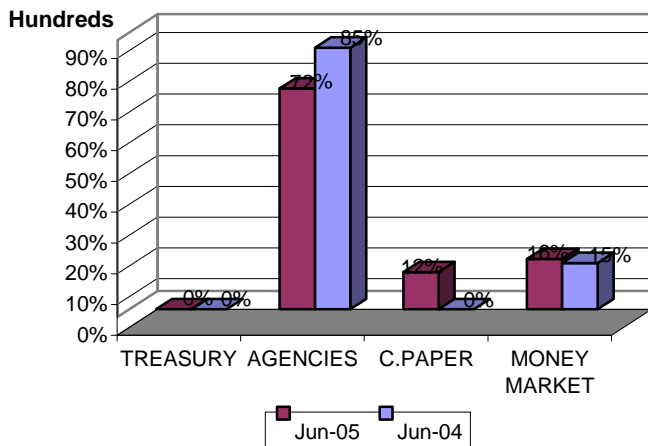
## EXECUTIVE SUMMARY



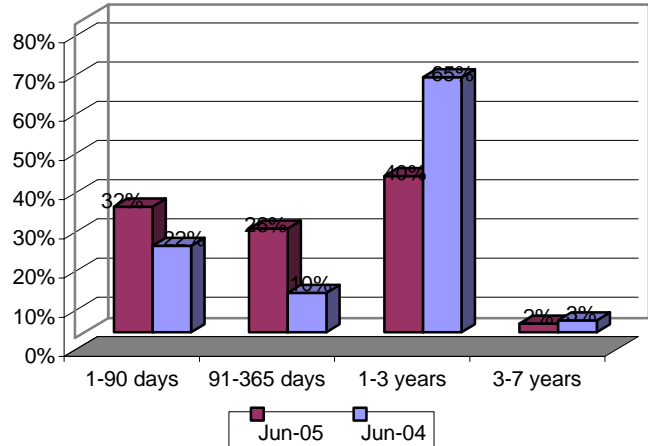
## HISTORICAL PORTFOLIO PERFORMANCE



## DISTRIBUTION BY MARKET SECTOR



## DISTRIBUTION BY MATURITY SECTOR





# Current Portfolio Report

## Investment Straight Line - Callable Life Receipts in Period 06/30/05

Run Date: 07/11

Run Time: 09:16

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Security Description	CUSIP	Ending Par Val/Shares	Coupon Rate	Maturity Date	Yield Matur	Call Date	Yield Call	Ending Amort Val/Cost	Ending Market Val	Other Rating	Purchase Date	Invest Number	Comments	Optional ID
Commercial Paper 0.00 07/07/05	90262CU70	5,000,000.00	0.000	07/07/05	3.1042	Open	3.1042	4,997,458.33	4,980,450.00		05/23/05	05-0011		Operating
Commercial Paper 0.00 07/21/05	90262CUM7	5,000,000.00	0.000	07/21/05	3.1808	Open	3.1808	4,991,319.44	4,996,800.00		06/06/05	05-0012		Operating
PHLMC Callable 1.50 07/29/05	3128X1TX5	3,000,000.00	1.500	07/29/05	1.5637	01/29/05	1.5847	3,000,000.00	2,995,500.00	Agcy	07/29/03	03-0064	Last Call-01/29/05	Operating
PHLB Callable 1.535 08/05/05	31339YUG5	1,000,000.00	1.535	08/05/05	1.5350	Open	1.5350	1,000,000.00	998,300.00	Agcy	08/05/03	03-0070		Fin. Reserve
Commercial Paper 0.00 08/11/05	91411SVB3	5,000,000.00	0.000	08/11/05	3.2012	Open	3.2012	4,982,119.44	4,972,500.00		06/09/05	05-0013		Operating
PHLB Callable 1.95 08/12/05	3133K1TV9	3,000,000.00	1.950	08/12/05	1.9500	05/12/04	1.9500	3,000,000.00	2,995,200.00	Agcy	11/12/03	03-0099	Call-5/12/04 only	Operating
Commercial Paper 0.00 08/18/05	45974MVJ4	5,000,000.00	0.000	08/18/05	3.2294	Open	3.2294	4,978,933.33	4,977,200.00		05/20/05	05-0010		
PPCB Callable 2.10 08/25/05	31331TBE6	3,000,000.00	2.100	08/25/05	1.8183	08/25/04	1.2648	3,000,000.00	2,994,000.00	Agcy	02/25/04	04-0009	NextCall-03/11/05	Operating
PHLB 5.59 09/09/05	3133MSNR2	1,000,000.00	5.590	09/09/05	5.6401	Open	5.6401	999,914.54	1,004,000.00	Agcy	01/18/01	01-0007		Fin. Reserve
Commercial Paper 0.00 09/13/05	92254RWD8	10,000,000.00	0.000	09/13/05	3.3943	Open	3.3943	9,931,755.56	9,917,000.00		06/15/05	05-0016	Operating	
FINMA 1.875 09/15/05	31359MTB9	2,000,000.00	1.875	09/15/05	1.8801	Open	1.8801	1,999,976.34	1,993,500.00	Agcy	10/17/03	03-0085		Operating
Commercial Paper 0.00 09/16/05	45974MVG9	10,000,000.00	0.000	09/16/05	3.3643	Open	3.3643	9,929,630.55	9,992,300.00		06/15/05	05-0015	Operating	
GRCC 09/22/05 CP 0.00 09/22/05	36959HMB3	5,000,000.00	0.000	09/22/05	3.3968	Open	3.3968	4,961,727.77	4,954,800.00		06/16/05	05-0017	Operating	
PHLMC Callable 2.28 09/30/05	3128X3UJ0	5,000,000.00	2.280	09/30/05	2.2800	06/30/05	2.2800	5,000,000.00	4,985,000.00	Agcy	08/30/04	04-0063		Operating
PHLB Callable 1.60 10/12/05	3133X5BH7	5,000,000.00	1.600	10/12/05	1.6000	07/12/05	1.6000	5,000,000.00	4,974,500.00	Agcy	04/12/04	04-0034		Operating
PHLMC Callable 2.30 11/17/05	3128X1LQ5	4,000,000.00	2.300	11/17/05	2.2535	11/17/04	2.2076	4,000,000.00	3,981,600.00	Agcy	11/20/03	03-0105	Call-11/17/04 only	Operating
PPCB 6.50 11/22/05	31331HR72	1,000,000.00	6.500	11/22/05	5.2502	Open	5.2502	1,004,296.74	1,011,400.00	Agcy	04/24/01	01-0039		Fin. Reserve
PHLMC Callable 2.50 11/25/05	3128X2AV7	1,000,000.00	2.500	11/25/05	2.2324	11/26/04	1.9723	1,000,000.00	995,700.00	Agcy	11/26/03	03-0106	Call-11/26/04 only	Operating
PPCB 2.56 11/30/05	31331T2B3	3,000,000.00	2.560	11/30/05	2.5600	Open	2.5600	3,000,000.00	2,987,700.00	Agcy	06/30/04	04-0056		Operating
FINMA Callable 2.20 12/02/05	3136P4MB6	3,000,000.00	2.200	12/02/05	2.2000	12/02/04	2.2000	3,000,000.00	2,982,900.00	Agcy	12/02/03	03-0109	Call-12/02/04 only	Operating
PHLB Callable 2.81 12/19/05	3133X9Q78	4,000,000.00	2.810	12/19/05	2.8100	01/19/05	2.8100	4,000,000.00	3,985,200.00	Agcy	12/17/04	04-0078	Call-01/19/05 Only	Operating
PHLB Callable 1.64 12/30/05	3133X5FU7	3,000,000.00	1.640	12/30/05	1.6400	06/30/05	1.6400	3,000,000.00	2,970,600.00	Agcy	03/30/04	04-0031		Operating
PHLB Callable 1.75 01/12/06	3133X5J90	4,650,000.00	1.750	01/12/06	1.7500	07/12/05	1.7500	4,650,000.00	4,603,965.00	Agcy	04/12/04	04-0033		Operating
PHLMC Callable 2.01 01/27/06	3128X2M99	4,400,000.00	2.010	01/27/06	2.4418	07/27/04	5.1486	4,400,000.00	4,358,640.00	Agcy	05/03/04	04-0039	Call-07/27/04 only	Operating
PHLMC Callable 2.37 02/03/06	3128X2BC5	5,000,000.00	2.370	02/03/06	2.3700	08/03/05	2.3700	5,000,000.00	4,962,000.00	Agcy	02/03/04	04-0002		Operating
FINMA Step-up Callable 1.70 02/13/06	3136P4AL5	1,000,000.00	2.375	02/13/06	2.3750	05/13/04	2.3750	1,000,000.00	992,100.00	Agcy	02/24/04	04-0012	Call-5/13/04 only	Operating
FINMA Step-up Callable 1.70 02/13/06	3136P4AL5	125,000.00	2.375	02/13/06	3.0399	05/13/04	3.0399	125,000.00	124,012.50	Agcy	05/04/04	04-0040	Call-5/13/04 only	Operating
PHLMC Callable 2.25 02/17/06	3128X2UQ6	2,000,000.00	2.250	02/17/06	2.2842	08/17/04	2.4285	2,000,000.00	1,982,400.00	Agcy	04/16/04	04-0035	Call-08/17/04 Only	Operating
PHLB Callable 2.11 02/24/06	3133X4AP8	2,000,000.00	2.110	02/24/06	2.1100	02/24/05	2.1100	2,000,000.00	1,980,000.00	Agcy	02/24/04	04-0003	NextCall-03/09/05	Operating
PHLMC Callable 2.16 03/03/06	3128X2W99	5,000,000.00	2.160	03/03/06	2.1600	03/03/05	2.1600	5,000,000.00	4,949,000.00	Agcy	03/03/04	04-0013	Call-03/03/05 Only	Operating
PHLB StepUp Callable 1.70 03/24/06	3133X4MP5	3,000,000.00	3.000	03/24/06	3.0000	Open	3.0000	3,000,000.00	2,952,000.00	Agcy	03/24/04	04-0024		Fin. Reserve
PHLB Callable 2.17 03/27/06	3133X4MY4	2,000,000.00	2.170	03/27/06	2.1700	07/27/05	2.1700	2,000,000.00	1,977,600.00	Agcy	03/26/04	04-0021		Fin. Reserve
PHLB Callable 2.25 03/28/06	3133X4RZ6	5,000,000.00	2.250	03/28/06	2.2500	07/28/05	2.2500	5,000,000.00	4,950,000.00	Agcy	03/30/04	04-0030		Operating
PHLB Callable 2.00 03/30/06	31339XMS9	2,000,000.00	2.000	03/30/06	2.0000	06/30/05	2.0000	2,000,000.00	1,975,200.00	Agcy	06/30/03	03-0059		Operating
PHLMC Callable 1.95 04/26/06	3128X2GJ9	4,000,000.00	1.950	04/26/06	2.9005	10/26/05	2.9005	4,000,000.00	3,942,400.00	Agcy	05/14/04	04-0042		Operating
FINMA Callable 2.50 04/28/06	3136P5TT8	5,000,000.00	2.500	04/28/06	2.5000	07/28/05	2.5000	5,000,000.00	4,945,000.00	Agcy	04/28/04	04-0038		Operating
FINMA Callable 2.50 05/10/06	3136P5SP7	4,000,000.00	2.500	05/10/06	2.5000	08/10/05	2.5000	4,000,000.00	3,958,000.00	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	08/19/05	2.8000	3,000,000.00	2,970,900.00	Agcy	05/19/04	04-0052		Operating
PHLMC Callable 2.00 05/30/06	3128X1PP7	1,000,000.00	2.000	05/30/06	2.1254	05/27/05	2.2225	1,000,000.00	984,300.00	Agcy	02/19/04	04-0006		Operating
PHLMC Callable 2.28 06/02/06	3128X1PC6	1,000,000.00	2.280	06/02/06	2.2323	12/02/05	1.7518	1,000,000.00	986,700.00	Agcy	03/22/04	04-0020		Operating
FINMA Callable 2.15 06/02/06	3136F3T29	1,000,000.00	2.150	06/02/06	2.1259	06/02/04	1.8796	1,000,000.00	985,500.00	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	09/08/05	2.5000	5,000,000.00	4,942,000.00	Agcy	03/08/04	04-0014		Operating
PHLMC Callable 2.125 06/12/06	3128X1BN0	3,000,000.00	2.125	06/12/06	2.1250	12/12/05	2.1250	3,000,000.00	2,954,400.00	Agcy	06/12/03	03-0058		Insurance
FINMA Callable 2.125 06/15/06	3136P5PF3	4,435,000.00	2.125	06/15/06	2.0114	03/15/05	1.8715	4,435,000.00	4,366,701.00	Agcy	03/15/04	04-0016		Operating
PHLMC Callable 2.91 06/16/06	3128X2PF5	2,000,000.00	2.910	06/16/06	2.9100	06/16/04	2.9100	2,000,000.00	1,983,800.00	Agcy	12/16/03	03-0110	Call-06/16/04 Only	Fin. Reserve

## Current Portfolio Report

Investment  
Straight Line - Callable Life  
Receipts in Period  
06/30/05

Run Date: 07/1

Run Time: 09:1

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Security Description	CUSIP	Ending Par Val/Shares	Coupon Rate	Maturity Date	Yield Matur	Call Date	Yield Call	Ending Amort Val/Cost	Ending Market Val	Other Rating	Purchase Date	Invest Number	Comments	Optional ID
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	2,961,300.00	Agcy	01/28/04	04-0001	Call-01/28/05 Only	Operating
PHLB Callable 3.25 07/28/06	31331XACP0	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	31331TSM7	4,000,000.00	2.720	08/24/06	2.7200	11/24/04	2.7200	4,000,000.00	3,952,000.00	Agcy	08/24/04	04-0062	NextCall-03/11/05	Operating
PHLB Callable 2.50 08/25/06	31331XBY2	4,100,000.00	2.500	08/25/06	2.5000	08/25/05	2.5000	4,100,000.00	4,040,550.00	Agcy	02/25/04	04-0008		Operating
FINMA Step Up Callable 2.65 09/08/06	3136P5GT2	4,000,000.00	2.650	09/08/06	2.6500	09/08/05	2.6500	4,000,000.00	3,987,200.00	Agcy	09/08/04	04-0068		Operating
PHLB Callable 2.76 09/11/06	31331XBJ9	3,000,000.00	2.760	09/11/06	2.7600	09/11/05	2.7600	3,000,000.00	2,963,700.00	Agcy	03/11/04	04-0017		Operating
PHLB Callable 2.31 09/29/06	31331XSP1	2,825,000.00	2.310	09/29/06	2.3100	09/29/05	2.3100	2,825,000.00	2,774,150.00	Agcy	03/29/04	04-0028		Operating
FINMA Callable 2.45 09/29/06	3136P5HT1	1,000,000.00	2.450	09/29/06	2.4500	06/29/04	2.4500	1,000,000.00	983,700.00	Agcy	03/29/04	04-0026	NextCall-03/14/05	Operating
PHLB Callable 2.545 09/29/06	31331XSB5	2,500,000.00	2.545	09/29/06	2.9126	09/29/05	2.9126	2,500,000.00	2,462,000.00	Agcy	08/18/04	04-0061		Operating
FINMA Callable 3.875 10/18/06	3136P6KC6	3,000,000.00	3.875	10/18/06	3.3409	07/18/05	2.4910	3,001,936.11	2,999,700.00	Agcy	10/18/04	04-0069		Operating
PHLMC Callable 2.30 10/19/06	3128X26K6	5,000,000.00	2.300	10/19/06	2.3000	10/19/05	2.3000	5,000,000.00	4,906,000.00	Agcy	04/19/04	04-0036		Operating
PHLMC Callable 3.00 11/17/06	3128X2AB0	1,000,000.00	3.000	11/17/06	2.6035	11/17/04	1.3999	1,000,000.00	989,200.00	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	1,978,600.00	Agcy	05/24/04	04-0048	Call-11/24/04 only	Operating
FFCB Callable 2.60 11/27/06	31331TYM9	5,000,000.00	2.600	11/27/06	2.6000	05/27/04	2.6000	5,000,000.00	4,917,500.00	Agcy	02/27/04	04-0011	NextCall-03/11/05	Operating
PHLB Step Up Callable 3.00 12/22/06	31331XSB1	3,000,000.00	3.000	12/22/06	3.0000	09/22/05	3.0000	3,000,000.00	2,987,700.00	Agcy	12/22/04	04-0079		Operating
FFCB Callable 2.54 12/29/06	31331TVB7	3,000,000.00	2.540	12/29/06	2.4084	09/29/04	1.8336	3,000,000.00	2,944,800.00	Agcy	03/29/04	04-0025	Call-09/29/04 Only	Operating
FINMA Callable 3.00 12/29/06	3136P4J54	5,000,000.00	3.000	12/29/06	2.8525	06/29/04	1.8683	5,000,000.00	4,941,000.00	Agcy	02/20/04	04-0007	NextCall-03/14/05	Operating
PHLMC Callable 2.85 01/05/07	3128X2XW4	5,000,000.00	2.850	01/05/07	2.6978	01/05/05	2.3599	5,000,000.00	4,931,000.00	Agcy	02/24/04	04-0004	Call-01/05/05 Only	Operating
FFCB Callable 3.27 01/12/07	31331SKJ1	3,000,000.00	3.270	01/12/07	3.2700	07/12/05	3.2700	3,000,000.00	2,975,700.00	Agcy	01/12/05	05-0002		Operating
FINMA Callable 2.80 01/12/07	3136P5RW5	2,250,000.00	2.800	01/12/07	3.3900	07/12/05	3.3900	2,250,000.00	2,216,250.00	Agcy	05/24/04	04-0047		Operating
PHLMC Callable 2.75 02/09/07	3128X2RP2	5,000,000.00	2.750	02/09/07	2.6276	08/09/04	1.8076	5,000,000.00	4,919,000.00	Agcy	03/30/04	04-0029	Call-08/09/04 Only	Operating
FINMA Callable 3.42 02/09/07	3136P53R0	3,000,000.00	3.420	02/09/07	3.4200	08/09/05	3.4200	3,000,000.00	2,979,900.00	Agcy	08/09/04	04-0058		Operating
FFCB Callable 3.56 02/09/07	31331SNR0	2,000,000.00	3.560	02/09/07	3.5861	05/09/05	3.7965	2,000,000.00	1,990,200.00	Agcy	02/14/05	05-0007		Operating
FINMA 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	2,979,300.00	Agcy	12/16/04	04-0077		Operating
FINMA 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	2,979,300.00	Agcy	12/16/04	04-0076		Operating
FFCB Callable 2.35 03/26/07	31331Q2V8	2,000,000.00	2.350	03/26/07	2.3841	03/16/04	8.2697	2,000,000.00	1,950,800.00	Agcy	03/10/04	04-0015	NextCall-03/11/05	Operating
PHLB Callable 2.75 04/27/07	31331XVP2	5,000,000.00	2.750	04/27/07	2.7746	07/27/05	3.0339	5,000,000.00	4,877,500.00	Agcy	04/27/04	04-0037		Operating
FINMA Callable 3.00 04/30/07	3136P42R4	5,000,000.00	3.000	04/30/07	3.2911	07/30/05	3.2911	5,000,000.00	4,926,500.00	Agcy	08/17/04	04-0059		Operating
FINMA Callable 3.75 05/17/07	3135MWC4	4,000,000.00	3.750	05/17/07	3.7607	05/17/05	3.7809	4,000,000.00	3,992,800.00	Agcy	05/17/04	04-0043		Operating
PHLMC Step Up Callable 2.00 05/21/07	3128X1FA0	3,000,000.00	3.000	05/21/07	3.0000	05/21/04	3.0000	3,000,000.00	2,956,500.00	Agcy	07/09/03	03-0060	Call-5/21/04 only	Insurance
PHLB Callable 3.00 06/05/07	3133MTVA2	4,000,000.00	3.000	06/05/07	3.0000	09/05/05	3.0000	4,000,000.00	3,937,600.00	Agcy	06/05/03	03-0056		Fin. Reserve
PHLB Discount Note 0.00 06/08/07	31331BSU0	5,000,000.00	0.000	06/08/07	0.0252	Open	0.0252	4,997,558.70	4,998,000.00		06/14/05	05-0014		Operating
FINMA Callable 3.80 07/06/07	3136P5XB9	3,000,000.00	3.800	07/06/07	3.6411	07/06/05	3.1000	3,000,285.82	2,997,600.00	Agcy	12/15/04	04-0074		Operating
FINMA Callable 3.50 07/20/07	3136P52L4	5,000,000.00	3.500	07/20/07	3.3517	07/20/05	2.9639	5,001,377.86	4,966,500.00		10/28/04	04-0071		Operating
PHLB Callable 3.46 08/27/07	31331XTP5	1,600,000.00	3.460	08/27/07	3.4600	08/27/05	3.4600	1,600,000.00	1,585,600.00	Agcy	02/27/04	04-0010		Insurance
FFCB 4.20 09/24/07	31331SSV6	1,845,000.00	4.200	09/24/07	4.2000	06/24/05	4.2000	1,845,000.00	1,844,262.00		03/24/05	05-0009	NextCall-06/24/05	Operating
PHLB Callable 3.93 11/09/07	31331XAP8	1,000,000.00	3.930	11/09/07	3.9300	08/09/05	3.9300	1,000,000.00	997,300.00	Agcy	02/09/05	05-0004		Fin. Reserve
FFCB Callable 3.70 11/09/07	31331SNR0	5,470,000.00	3.700	11/09/07	3.8398	11/09/05	4.2177	5,460,269.43	5,445,932.00	Agcy	02/25/05	05-0005		Operating
FINMA Step Up Callable 3.00 12/14/07	3136P6PGB	5,000,000.00	3.000	12/14/07	4.1946	09/14/05	12.2237	5,000,000.00	4,985,000.00	Agcy	02/28/05	05-0008		Operating
PHLB Callable 3.35 12/18/07	31331XAPQ9	3,000,000.00	3.350	12/18/07	3.3500	09/18/05	3.3500	3,000,000.00	2,961,900.00	Agcy	03/18/04	04-0018		Insurance
PHLB Callable 3.175 12/24/07	31331XRT0	2,000,000.00	3.175	12/24/07	3.1750	09/24/05	3.1750	2,000,000.00	1,989,800.00	Agcy	03/24/04	04-0023		Insurance
PHLB Callable 3.05 12/28/07	31331XUD9	1,000,000.00	3.050	12/28/07	3.0500	09/28/05	3.0500	1,000,000.00	980,800.00	Agcy	03/29/04	04-0027		Insurance
FFCB 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	4,087,700.00	Agcy	01/26/05	05-0003		Fin. Reserve
FFCB 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	4,985,000.00	Agcy	02/24/05	05-0006		Operating
FINMA Callable 3.91 08/14/08	3136P34U7	1,000,000.00	3.910	08/14/08	3.9100	08/14/05	3.9100	1,000,000.00	994,900.00	Agcy	08/14/03	03-0072		Fin. Reserve

# Current Portfolio Report

## Investment Straight Line - Callable Life Receipts in Period 06/30/05

Run Date: 07/11/05  
Run Time: 09:16:00  
Page 3 of 3

Security Description	CUSIP	Ending Par Val/Shares	Coupon Rate	Maturity Date	Yield Matur	Call Date	Yield Call	Ending Amort Val/Cost	Ending Market Val	Other Rating	Purchase Date	Invest Number	Comments	Optional ID
FHMA Callable 4.02 08/18/08	3136F35V4	1,500,000.00	4.020	08/18/08	4.0200	08/18/05	4.0200	1,500,000.00	1,494,900.00	Agcy	08/18/03	03-0073		Fin. Reserve
FHMA 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	1,992,000.00	Agcy	09/15/04	04-0067		Operating
FHMA Callable 3.875 11/10/08	3128X16M2	2,988,000.00	3.875	11/10/08	3.8750	05/10/05	3.8709	2,988,000.00	2,986,207.20	Agcy	12/01/04	04-0075		Fin. Reserve
Provident Fin. Op Fund-1000	Operating	1,958,604.51	3.090	Open	3.0900	Open	3.0900	1,958,604.51	1,958,604.51		10/31/01	AR-0001	Operating	Operating
Provident Fin Res. Fund-2000	Fin. Reserve	29,550.50	3.090	Open	3.0900	Open	3.0900	29,550.50	29,550.50		09/30/01	AR-0006	Fin. Reserve	Fin. Reserve
Fidelity SEAF- 690	SEAF-316175405	15,507,388.19	3.090	Open	3.0900	Open	3.0900	15,507,388.19	15,507,388.19		08/03/04	AR-0009	SEAF-316175405	SEAF-316175405
JP Morgan MMF-829	Debt Service	9,447,096.89	3.110	Open	3.1100	Open	3.1100	9,447,096.89	9,447,096.89		09/30/01	AR-0002	Debt Service	Debt Service
AIN/ LAP Opt. Fund- 1900	Operating	33,974,552.85	3.240	Open	3.2400	Open	3.2400	33,974,552.85	33,974,552.85		04/16/03	AR-0008	Operating	Operating
Investment Total		<u>373,705,192.94</u>	<u>2.467</u>		<u>2.8850</u>		<u>3.0188</u>	<u>373,473,752.90</u>	<u>371,056,312.64</u>					

# Notice of Security Transactions

## Investment Straight Line - Actual Life Receipts in Period 04/01/05 - 06/30/05

Run Date: 07/11/11  
Run Time: 09:11:11  
Page 1 of 1

Purchase Date	Sale Date	Order Type	CUSIP	Security Description	Ending Par Val/Shares	Maturity Date	Days to Maturity	Yield Matur	Call Date	Yield Call	Ending Unamor Val/Cost	Fund Number	Purchase Institution	Invest Number
11/15/04	04/15/05	MAT	45974MRP7	Intl. Lease Finance 0.00 04/15/05	8,000,000.00	04/15/05	14	2.3547	Open	2.3547	7,922,822.22	035999	Bank of America	04-0072-01
												Total	Bank of America	04-0072-01
11/05/03	05/05/05	MAT	31331TKC4	FFCB 1.65 05/05/05	2,000,000.00	05/05/05	34	1.6500	Open	1.6500	2,000,000.00	035999	PainWebber/ UBS	03-0098-01
												Total	PainWebber/ UBS	03-0098-01
03/24/04	06/09/05	MAT	31331TYB1	FFCB 1.25 06/09/05	3,000,000.00	06/09/05	69	1.2500	Open	1.2500	3,000,000.00	035999	PainWebber/ UBS	04-0022-01
												Total	PainWebber/ UBS	04-0022-01
09/26/03	06/15/05	MAT	3134APQ1	PHLMC 4.25 06/15/05	3,000,000.00	06/15/05	75	1.5500	Open	1.5500	3,136,852.02	035999	PainWebber/ UBS	03-0083-01
												Total	PainWebber/ UBS	03-0083-01
11/25/03	06/15/05	MAT	3134APQ1	PHLMC 4.25 06/15/05	3,000,000.00	06/15/05	75	1.7000	Open	1.7000	3,116,923.85	035999	PainWebber/ UBS	03-0104-01
												Total	PainWebber/ UBS	03-0104-01
05/27/03	05/26/05	MAT	3136P3TX4	FNMA Callable 1.67 05/26/05	3,000,000.00	05/26/05	55	1.6700	11/26/04	1.6700	3,000,000.00	035999	Banc One	03-0049-01
												Total	Banc One	03-0049-01
05/27/03	05/26/05	MAT	3136P3VY9	FNMA Callable 1.53 05/26/05	3,000,000.00	05/26/05	55	1.5300	11/26/04	1.5300	3,000,000.00	035999	Banc One	03-0050-01
												Total	Banc One	03-0050-01
06/29/04	06/29/05	CAL	3136P5S77	FNMA Callable 5.00 06/29/07	5,000,000.00	06/29/07	819	4.2311	06/29/05	2.8097	5,107,250.00	035999	Banc One	04-0055-01
												Total	Banc One	04-0055-01
Investment Total					<u>30,000,000.00</u>		<u>271</u>	<u>2.3490</u>		<u>1.9536</u>	<u>30,283,848.09</u>			

# Notice of Security Transactions

Investment  
Straight Line - Actual Life  
Receipts in Period  
04/01/05 - 06/30/05

Run Date: 07/11/05

Run Time: 09:13:01

Page 1 of 1

Purchase Date	Sale Date	Order Type	CUSIP	Security Description	Ending Par Val/Shares	Maturity Date	Days to Maturity	Yield Matur	Call Date	Yield Call	Ending Unamor Val/Cost	Fund Number	Purchase Institution	Invest Number
05/20/05	Open	BUY	45974MVJ4	Commercial Paper 0.00 08/18/05	5,000,000.00	08/18/05	90	3.2294	Open	3.2294	4,960,500.00	035999	Bank of America	05-0010
											Total		Bank of America	05-0010
05/23/05	Open	BUY	90262CU70	Commercial Paper 0.00 07/07/05	5,000,000.00	07/07/05	45	3.1042	Open	3.1042	4,980,937.50	035999	Bank of America	05-0011
											Total		Bank of America	05-0011
06/06/05	Open	BUY	90262CUM7	Commercial Paper 0.00 07/21/05	5,000,000.00	07/21/05	45	3.1808	Open	3.1808	4,980,468.75	035999	Bank of America	05-0012
											Total		Bank of America	05-0012
06/09/05	Open	BUY	91411SVB3	Commercial Paper 0.00 08/11/05	5,000,000.00	08/11/05	63	3.2012	Open	3.2012	4,972,525.00	035999	Bank of America	05-0013
											Total		Bank of America	05-0013
06/15/05	Open	BUY	45974MMG9	Commercial Paper 0.00 09/16/05	10,000,000.00	09/16/05	93	3.3643	Open	3.3643	9,915,008.33	035999	JP Morgan	05-0015
											Total		JP Morgan	05-0015
06/15/05	Open	BUY	92254RWD8	Commercial Paper 0.00 09/13/05	10,000,000.00	09/13/05	90	3.3943	Open	3.3943	9,917,000.00	035999	Bank of America	05-0016
											Total		Bank of America	05-0016
06/16/05	Open	BUY	36959HWN3	GBCC 09/22/05 CP 0.00 09/22/05	5,000,000.00	09/22/05	98	3.3968	Open	3.3968	4,954,811.10	035999	Bank of America	05-0017
											Total		Bank of America	05-0017
06/14/05	Open	BUY	3133XBSU0	PHLB Discount Note 0.00 06/08/07	5,000,000.00	06/08/07	724	0.0252	Open	0.0252	4,997,500.00	035999	PainWebber/ UBS	05-0014
											Total		PainWebber/ UBS	05-0014
Investment Total					<u>50,000,000.00</u>		<u>124</u>	<u>3.0087</u>		<u>3.0087</u>	<u>49,678,750.68</u>			

Dallas Area Rapid Transit  
Change in Market Value

Period Ended June 30, 2005

Fund	Security Type	Coupon	Maturity	Call Date	Par Amount (000)	March 2005 Market Value	June 2005 Market Value	Change from Prior Quarter
Operating	FHLMC Callable	1.500%	07/29/05	NA	\$3,000	\$2,983,500.00	\$2,995,500.00	\$12,000.00
Fnci Res	FHLB Callable	1.535%	08/05/05	05/05/05	\$1,000	\$994,400.00	\$998,300.00	\$3,900.00
Operating	FHLB Callable	1.950%	08/12/05	NA	\$3,000	\$2,988,500.00	\$2,995,200.00	\$6,700.00
Operating	FFC Callable	2.100%	08/25/05	05/24/05	\$3,000	\$2,988,500.00	\$2,994,000.00	\$7,500.00
Fnci Res	FHLB Note	5.590%	09/09/05	NA	\$1,000	\$1,010,000.00	\$1,004,000.00	(\$6,000.00)
Operating	FNMA	1.875%	09/15/05	NA	\$2,000	\$1,987,140.00	\$1,993,500.00	\$6,360.00
Operating	FHLMC Callable	2.280%	09/30/05	08/30/05	\$5,000	\$4,972,900.00	\$4,985,000.00	\$12,100.00
Operating	FHLB Callable	1.600%	10/12/05	04/12/05	\$5,000	\$4,953,500.00	\$4,974,500.00	\$21,000.00
Operating	FHLMC Callable	2.300%	11/17/05	NA	\$4,000	\$3,971,800.00	\$3,981,800.00	\$10,000.00
Fnci Res	FFCB Note	6.500%	11/22/05	NA	\$1,000	\$1,019,100.00	\$1,011,400.00	(\$7,700.00)
Operating	FHLMC Callable	2.500%	11/25/05	NA	\$1,000	\$993,500.00	\$995,700.00	\$2,200.00
Operating	FFCB Note	2.560%	11/30/05	NA	\$3,000	\$2,982,000.00	\$2,987,700.00	\$5,700.00
Operating	FNMA Callable	2.200%	12/02/05	NA	\$3,000	\$2,974,800.00	\$2,982,900.00	\$8,100.00
Operating	FHLB Callable	2.810%	12/19/05	NA	\$4,000	\$3,980,000.00	\$3,985,200.00	\$5,200.00
Operating	FHLB Note	1.640%	12/30/05	NA	\$3,000	\$2,958,300.00	\$2,970,800.00	\$12,300.00
Operating	FHLB Callable	1.750%	01/12/06	04/12/05	\$4,850	\$4,585,830.00	\$4,603,985.00	\$18,135.00
Operating	FHLMC Callable	2.010%	01/27/06	NA	\$4,400	\$4,342,380.00	\$4,358,640.00	\$16,260.00
Operating	FNMA Callable	2.370%	02/03/06	NA	\$5,000	\$4,947,500.00	\$4,962,000.00	\$14,500.00
Operating	FNMA	1.700%	02/13/06	NA	\$1,000	\$989,400.00	\$992,100.00	\$2,700.00
Operating	FNMA	1.700%	02/13/06	NA	\$125	\$123,875.00	\$124,012.50	\$337.50
Operating	FHLMC	2.500%	02/17/06	NA	\$2,000	\$1,983,200.00	\$1,982,400.00	(\$800.00)
Operating	FHLB Callable	2.110%	02/24/06	02/24/05	\$2,000	\$1,973,200.00	\$1,980,000.00	\$6,800.00
Operating	FHLMC Callable	2.160%	03/03/06	NA	\$5,000	\$4,931,000.00	\$4,949,000.00	\$18,000.00
Fnci Res	FHLB Callable	1.700%	03/24/06	06/24/06	\$3,000	\$2,979,900.00	\$2,952,000.00	(\$27,900.00)
Fnci Res	FHLB Callable	2.170%	03/27/06	04/27/05	\$2,000	\$1,972,200.00	\$1,977,800.00	\$5,400.00
Operating	FHLB Callable	2.250%	03/28/06	04/28/05	\$5,000	\$4,925,000.00	\$4,950,000.00	\$25,000.00
Operating	FHLB Callable	2.000%	03/30/06	08/30/05	\$2,000	\$1,958,000.00	\$1,975,200.00	\$19,200.00
Operating	FHLMC Callable	1.950%	04/28/06	04/28/05	\$4,000	\$3,924,400.00	\$3,942,400.00	\$18,000.00
Operating	FNMA Callable	2.500%	04/28/06	04/28/05	\$5,000	\$4,932,100.00	\$4,945,000.00	\$12,900.00
Operating	FNMA Callable	2.500%	05/10/06	05/10/05	\$4,000	\$3,946,000.00	\$3,958,000.00	\$12,000.00
Operating	FHLMC Callable	2.800%	05/19/06	05/19/05	\$3,000	\$2,987,300.00	\$2,970,900.00	\$3,800.00
Operating	FHLMC Callable	2.000%	05/30/06	05/27/05	\$1,000	\$979,800.00	\$984,300.00	\$4,500.00
Operating	FHLMC Callable	2.280%	06/02/06	06/02/05	\$1,000	\$983,100.00	\$988,700.00	\$5,600.00
Operating	FNMA Callable	2.150%	06/02/06	06/08/05	\$1,000	\$981,800.00	\$985,500.00	\$3,900.00
Operating	FHLB Callable	2.500%	06/08/06	06/08/05	\$5,000	\$4,928,500.00	\$4,942,000.00	\$15,500.00
Insurance	FHLMC Callable	2.125%	06/12/06	06/12/05	\$3,000	\$2,950,500.00	\$2,954,400.00	\$3,900.00
Operating	FNMA Callable	2.125%	06/15/06	NA	\$4,435	\$4,349,404.50	\$4,368,701.00	\$17,296.50
Fnci Res	FHLMC Callable	2.910%	06/16/06	NA	\$2,000	\$1,978,800.00	\$1,983,800.00	\$5,000.00
Operating	FFC Callable	2.580%	07/28/06	01/28/05	\$3,000	\$2,951,700.00	\$2,961,300.00	\$9,600.00
Operating	FHLB Callable	3.250%	07/28/06	07/28/05	\$5,000	\$4,983,500.00	\$4,971,500.00	\$8,000.00
Operating	FFC Callable	2.700%	08/24/06	04/24/05	\$4,000	\$3,939,800.00	\$3,952,000.00	\$12,400.00
Operating	FHLB Callable	2.500%	08/25/06	05/25/05	\$4,100	\$4,025,790.00	\$4,040,550.00	\$14,760.00
Operating	FNMA Callable	2.850%	09/08/06	08/08/05	\$4,000	\$3,974,400.00	\$3,987,200.00	\$12,800.00
Operating	FHLB Callable	2.780%	09/11/06	08/11/05	\$3,000	\$2,954,400.00	\$2,963,700.00	\$9,300.00
Operating	FHLB Callable	2.310%	09/29/06	04/29/05	\$2,825	\$2,781,720.00	\$2,774,150.00	\$12,430.00
Operating	FHLB Callable	2.310%	09/29/06	06/29/05	\$2,825	\$979,800.00	\$983,700.00	\$4,100.00
Operating	FNMA Callable	2.450%	09/29/06	08/29/05	\$1,000	\$2,452,500.00	\$2,462,000.00	\$9,500.00
Operating	FNMA Callable	3.875%	10/18/06	07/18/05	\$3,000	\$2,998,200.00	\$2,999,700.00	\$1,500.00
Operating	FHLMC Callable	2.300%	10/19/06	04/19/05	\$5,000	\$4,879,500.00	\$4,906,000.00	\$26,500.00
Operating	FHLMC Callable	3.000%	11/17/06	NA	\$1,000	\$985,800.00	\$989,200.00	\$3,400.00
Operating	FFC Callable	3.020%	11/24/06	NA	\$2,000	\$1,971,800.00	\$1,978,800.00	\$7,000.00
Operating	FFC Callable	2.800%	11/27/06	NA	\$5,000	\$4,895,000.00	\$4,917,500.00	\$22,500.00
Operating	FHLB Callable	3.000%	12/22/06	08/22/05	\$3,000	\$2,979,300.00	\$2,987,700.00	\$8,400.00
Operating	FFC Callable	2.540%	12/29/06	04/29/05	\$3,000	\$2,929,500.00	\$2,944,800.00	\$15,300.00
Operating	FNMA Callable	3.000%	12/29/06	04/29/05	\$5,000	\$4,921,000.00	\$4,941,000.00	\$20,000.00
Operating	FHLMC Callable	2.850%	01/05/07	NA	\$5,000	\$4,904,500.00	\$4,931,000.00	\$26,500.00
Operating	FNMA Callable	2.800%	01/12/07	04/12/05	\$2,250	\$2,218,050.00	\$2,216,250.00	(\$1,800.00)
Operating	FFC Callable	3.270%	01/12/07	07/12/05	\$3,000	\$2,984,900.00	\$2,975,700.00	\$10,800.00
Operating	FHLMC Callable	2.750%	02/09/07	05/09/05	\$5,000	\$4,888,000.00	\$4,919,000.00	\$31,000.00
Operating	FNMA Callable	3.420%	02/09/07	08/09/05	\$3,000	\$2,970,000.00	\$2,979,900.00	\$9,900.00
Operating	FFC Callable	3.560%	02/09/07	07/09/05	\$2,000	\$1,984,800.00	\$1,990,200.00	\$5,400.00
Operating	FNMA Callable	3.450%	03/18/07	04/18/05	\$3,000	\$2,988,200.00	\$2,979,300.00	\$11,100.00
Operating	FNMA Callable	3.450%	03/18/07	04/18/05	\$3,000	\$2,988,200.00	\$2,979,300.00	\$11,100.00
Operating	FFC Callable	2.350%	03/26/07	04/26/05	\$2,000	\$1,936,800.00	\$1,950,800.00	\$14,000.00
Operating	FHLB Callable	2.750%	04/27/07	04/27/05	\$5,000	\$4,872,500.00	\$4,877,500.00	\$5,000.00
Operating	FNMA Callable	3.000%	04/30/07	04/30/05	\$5,000	\$4,897,500.00	\$4,928,500.00	\$29,000.00
Operating	FNMA Callable	3.750%	05/17/07	05/17/05	\$4,000	\$3,874,040.00	\$3,992,800.00	\$118,760.00
Insurance	FHLMC Callable	2.000%	05/21/07	NA	\$3,000	\$2,934,000.00	\$2,958,500.00	\$22,500.00
Fnci Res	FHLB Callable	3.000%	06/05/07	06/05/07	\$4,000	\$3,991,800.00	\$3,937,800.00	(\$54,000.00)
Operating	FNMA Callable	3.800%	07/08/07	07/08/05	\$3,000	\$2,982,300.00	\$2,997,800.00	\$15,300.00
Operating	FNMA Callable	3.500%	07/20/07	07/20/05	\$5,000	\$4,938,000.00	\$4,988,500.00	\$28,500.00
Insurance	FHLB Callable	3.480%	08/27/07	05/27/05	\$1,800	\$1,576,980.00	\$1,585,800.00	\$8,840.00
Operating	FFC Callable	4.200%	09/24/07	07/24/05	\$1,845	\$1,843,524.00	\$1,844,282.00	\$738.00
Fnci Res	FHLB Callable	3.930%	11/09/07	11/09/05	\$1,000	\$994,000.00	\$997,300.00	\$3,300.00
Operating	FHLB Callable	3.700%	11/09/07	08/09/05	\$5,470	\$5,413,859.00	\$5,445,932.00	\$32,273.00
Operating	FNMA Callable	3.000%	12/14/07	9/14/2005	\$5,000	\$4,971,000.00	\$4,985,000.00	\$14,000.00
Insurance	FHLB Callable	3.350%	12/18/07	08/18/05	\$3,000	\$2,939,700.00	\$2,961,900.00	\$22,200.00
Insurance	FHLB Callable	3.175%	12/24/07	09/24/05	\$2,000	\$1,950,800.00	\$1,989,800.00	\$39,000.00
Insurance	FHLB Callable	3.050%	12/28/07	08/28/05	\$1,000	\$972,100.00	\$980,800.00	\$8,700.00
Fnci Res	FFC Callable	3.940%	01/25/08	09/25/05	\$4,100	\$4,070,890.00	\$4,087,700.00	\$16,810.00
Operating	FFC Callable	3.940%	01/25/08	09/25/05	\$5,000	\$4,984,500.00	\$4,985,000.00	\$20,500.00
Fnci Res	FNMA Callable	3.910%	08/14/08	05/14/05	\$1,000	\$987,900.00	\$994,900.00	\$7,000.00
Fnci Res	FNMA Callable	4.020%	08/18/08	08/18/05	\$1,500	\$1,485,900.00	\$1,494,900.00	\$9,000.00
Fnci Res	FHLB Callable	4.000%	09/15/08	09/15/05	\$2,000	\$1,979,200.00	\$1,992,000.00	\$12,800.00
Fnci Res	FHLMC Callable	3.875%	11/10/08	05/10/05	\$2,989	\$2,945,889.20	\$2,988,207.20	\$40,338.00
Sub-total for Securities held as of 3/30/05						\$259,435,011.70	\$260,350,069.70	\$915,058.00
% Change as result of market movement								0.00
Holdings at 3/31/05 maturing during Q3, FY05						\$24,920,744.00		(24,920,744.00)
Holdings at 3/31/05 called during Q3, FY05						\$5,023,500.00		(5,023,500.00)
Value of Money Market Mutual Funds						\$85,849,468.50	\$80,917,192.94	(4,932,275.56)
Holdings at 6/30/05 purchased during Q3, FY05							\$49,789,050.00	49,789,050.00
Holdings at 6/30/05 purchased during Q3 FY05 and maturing during the quarter							\$0.00	\$0.00
TOTAL PORTFOLIO VALUE						\$355,228,724.20	\$371,058,312.64	\$15,827,588.44

# **PORTFOLIO ANALYSIS BY FUND**

**As of June, 2005**

**(in Thousands)**

	<b>General Operating</b>	<b>Financial Reserve</b>	<b>Insurance Fund</b>	<b>DART SEAF</b>	<b>Debt Service Funds</b>	<b>TOTAL</b>
Par Value	\$307,708	\$29,443	\$11,600	\$15,507	\$9,447	\$373,705
Market Value	\$305,441	\$29,221	\$11,439	\$15,507	\$9,447	\$371,055
Unrealized Gain (Loss)	(\$2,032)	(\$226)	(\$161)	\$0	\$0	(\$2,419)
Book Value	\$307,473	\$29,447	\$11,600	\$15,507	\$9,447	\$373,474
Accrued Interest	\$1,494	\$246	\$69	\$0	\$0	\$1,809
Total Book Value	\$308,967	\$29,693	\$11,669	\$15,507	\$9,447	\$375,283
Cash Balance	\$322	\$0	\$0	\$0	\$0	\$322
<b>TOTAL FUND VALUE</b>	<b>\$309,289</b>	<b>\$29,693</b>	<b>\$11,669</b>	<b>\$15,507</b>	<b>\$9,447</b>	<b>\$375,605</b>
Liquid Securities (Mkt. value)	\$48,907					
Yield to Maturity (Adj for calls)	3.02%	3.34%	2.93%	3.34%	3.11%	3.02%
Average Final Maturity	10.9 Months	22.3 Months	22.6 Months	1 Day	1 Days	347 Days
<b>KEY COMPLIANCE TARGETS</b>						
Minimum Requirement (2)	\$19,707	\$28,000	\$13,465			
Maximum Average Maturity	18 Months	30 Months	48 Months	90 Days	3 Years	N/A
Is Fund in Compliance	Yes	Yes	No (3)	Yes	Yes	N/A
<b>INVESTMENT COMPARISON</b>						
6-Month T-Bill (3)	3.21%	3.21%	3.21%	3.21%	3.21%	3.21%

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

(2) Insurance = GL liability for May 2005 plus Officers & Directors Liability

(3) Insurance liability recently increased. The balance will be monitored and investments added as needed.

<HELP> for explanation.

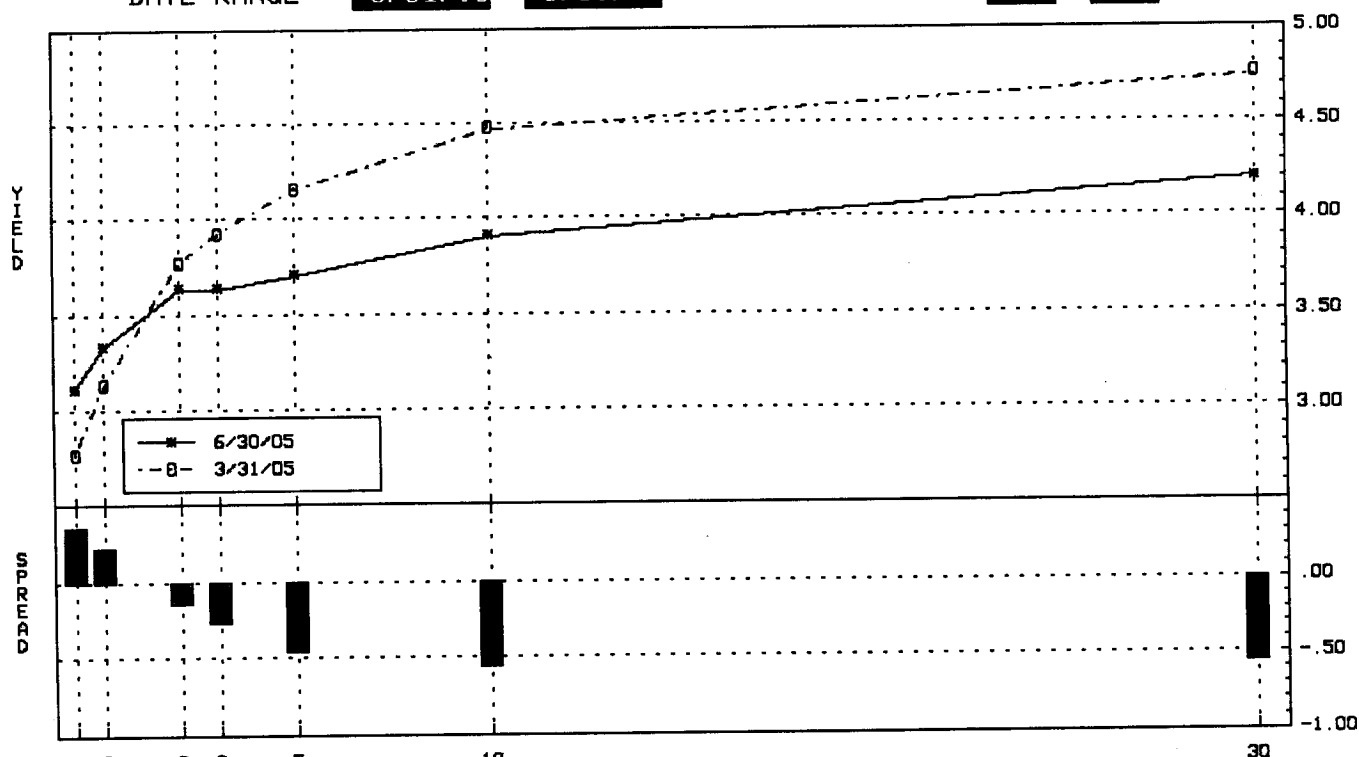
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# HISTORICAL YIELD CURVE

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DATE RANGE 3/31/05 6/30/05

MTY RANGE 3M 30Y



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

	<u>Market Value 31-Mar-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 30-Jun-05</u>
<b><u>Equity Managers</u></b>										
<b>Large Cap:</b>										
Washington Mutual	22,398,794	111,252	0	0	0	198,001	0	0	0	\$22,708,047
Aeltus	10,617,064	(23,883)	0	800,000	(6,777)	351,492	0	0	1	\$11,737,897
SSGA Wilshire 5000	14,961,868	(4,954)	0	0	901	351,799	0	0	0	\$15,309,614
<b>Small Cap:</b>										
Atlantic Capital	7,086,544	(11,038)	0	0	32,811	157,912	0	0	(1)	\$7,266,228
Earnest Partners	11,843,680	(6,127)	0	0	399,306	220,408	0	0	0	\$12,457,267
<b>International:</b>										
Morgan Stanley	13,043,713	(29,615)	0	0	16,520	(215,071)	0	0	0	\$12,815,547
<b><u>Fixed Income Managers</u></b>										
PIMCO	20,642,921	202,572	0	1,000,000	0	490,272	0	0	0	\$22,335,765
Deutsche	20,539,628	(20,193)	0	1,000,000	1,943	673,158	0	0	(2)	\$22,194,534
<b><u>Real Estate</u></b>										
L&B Counsel	117,974	0	0	0	0	1,091	0	0	0	\$119,065
Schroder	2,047	0	0	0	0	(597)	0	0	1	\$1,451
<b><u>Cash</u></b>	258,903	(66,666)	(2,120,178)	(2,810,370)	0	0	4,954,333	434	1	\$216,457
<b>Total</b>	<b>\$121,513,136</b>	<b>151,348</b>	<b>(2,120,178)</b>	<b>(10,370)</b>	<b>444,704</b>	<b>2,228,465</b>	<b>4,954,333</b>	<b>434</b>	<b>0</b>	<b>\$127,161,872</b>