

Quarterly Operating & Financial Performance Report

Fourth Quarter FY 2005

July - September 2005



BUS ■ RAIL ■ HOV ■ PARATRANSIT ■ VANPOOL



we'll take you there

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FY 2005 Highlights

This report is for the fourth quarter of FY 2005 ending September 30, 2005.

Total agency passenger trips for FY 2005 were 98.1 million, an increase of 5.1 million (5.5%) over FY 2004 and 3.1 million over the FY 2005 target.

Fixed route ridership for FY 2005 was 59.7 million, an increase of 2.6 million (4.6%) over last fiscal year.

Sales Tax Receipts for FY 2005 were \$342.7 million, \$3.3 million (1%) over the projected \$339.3 million.

Subsidy per passenger for total system ended the fiscal year at \$2.69, \$.04 (1.5%) better than budget.

Fixed Route On-Time Performance was 96.2% for the fiscal year, 1.3% better than target.

Administrative ratio for FY 2005 was 8.9%, a dramatic reduction when compared to the target of 10.9%.

Fiscal Year 2005 ended with a **Sales Taxes for Operating Expense** ratio of 74.1%, slightly higher than target due to the increase in health claims costs and fuel costs.

General Information

Reporting Period – DART's fiscal year begins on October 1. The FY 2005 fourth quarter is July through September 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 or Red status for each measurement.

Green – The FY 2005 target was met and is indicative of performance within established parameters.

Red – The FY 2005 target was not achieved.

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 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

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

Exhibit 2	Agency Scorecard - Key Performance Indicators								
	Indicators						Qtrly		
		Q 4/04	Q 1/05	Q 2/05	Q 3/05	Q 4/05		FY05 Target	Status
	Total System								
	Total Agency Ridership (M)	93.0	94.1	95.0	96.6	98.1	25.7	95.1	Green
	Total System Subsidy Per Passenger	\$2.61	\$2.65	\$2.69	\$2.69	\$2.69	\$2.90	\$2.73	Green
	Fixed Route Service Quality and Customer Satisfaction								
	Ridership	57.1	57.6	58.1	58.7	59.7	15.7	59.2	Green
	Passengers Per Mile	1.65	1.67	1.69	1.70	1.73	1.81	1.71	Green
	On-time Performance	95.5%	95.5%	95.6%	95.9%	96.2%	96.6%	95.0%	Green
Subsidy Per Passenger	\$3.72	\$3.79	\$3.86	\$3.90	\$3.88	\$4.19	\$3.84	Red	
Cost Per Revenue Mile	\$7.43	\$7.58	\$7.78	\$7.90	\$8.02	\$8.92	\$7.95	Red	
Complaints Per 100,000 Passengers	40.0	38.6	38.6	39.1	38.7	40.8	36.8	Red	
Vehicle Accidents per 100,000 Passengers	1.69	1.64	1.57	1.56	1.60	1.60	2.38	Green	
Agency Efficiencies									
Administrative Subsidy Per Passenger	\$0.29	\$0.28	\$0.28	\$0.27	\$0.28	\$0.35	\$0.31	Green	
Sales Taxes for Operating Expense	69.2%	69.1%	70.9%	72.1%	74.1%	84.0%	73.9%	Green	
Administrative Ratio	10.0%	8.1%	8.3%	8.2%	8.9%	10.7%	10.9%	Green	

Exhibit 3	DART Police Initiatives (all numbers are quarterly)							
	Indicators	Q 4/04	Q 1/05	Q 2/05	Q 3/05	Q 4/05	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	5 min. 18 sec	7 min.	Green
	Crimes against persons		4.1%	3.9%	4.9%	4.9%	3.1%	Red
	Crimes against property		11.5%	12.1%	11.3%	12.4%	12.0%	Red

The **Crimes Against Persons** indicator did not meet target due to an upswing in assaults at busy transit centers & rail stations. The **Crimes Against Property** was off target due to an increase in criminal mischief, burglary of motor vehicles, and thefts at busy transit centers and rail stations. DART Police continue to review the deployment plan to provide service in critical areas.



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		Q4/04	Q1/05	Q2/05	Q3/05	Q4/05	FY05 Target	Status
	RIDERSHIP							
	Total Agency (M)	93.0	94.1	95.0	96.6	98.1	95.1	Green
	Fixed Route (M)	57.1	57.6	58.1	58.7	59.7	59.2	Green
	Bus (M)	38.4	38.4	38.6	39.2	40.1	39.5	Green
	LRT (M)	16.5	17.0	17.4	17.4	17.5	17.2	Green
	Commuter Rail (M)	2.2	2.2	2.1	2.1	2.1	2.1	Green
	Paratransit Actual (000s)	589.1	601.1	612.4	623.9	635.0	584.4	Red
	HOV (M)	35.0	35.6	35.9	36.9	37.4	35.0	Green
	Vanpool (000s)	378.5	365.6	353.6	349.8	354.6	379.7	Red

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

Exhibit 5 – Ridership Dashboards

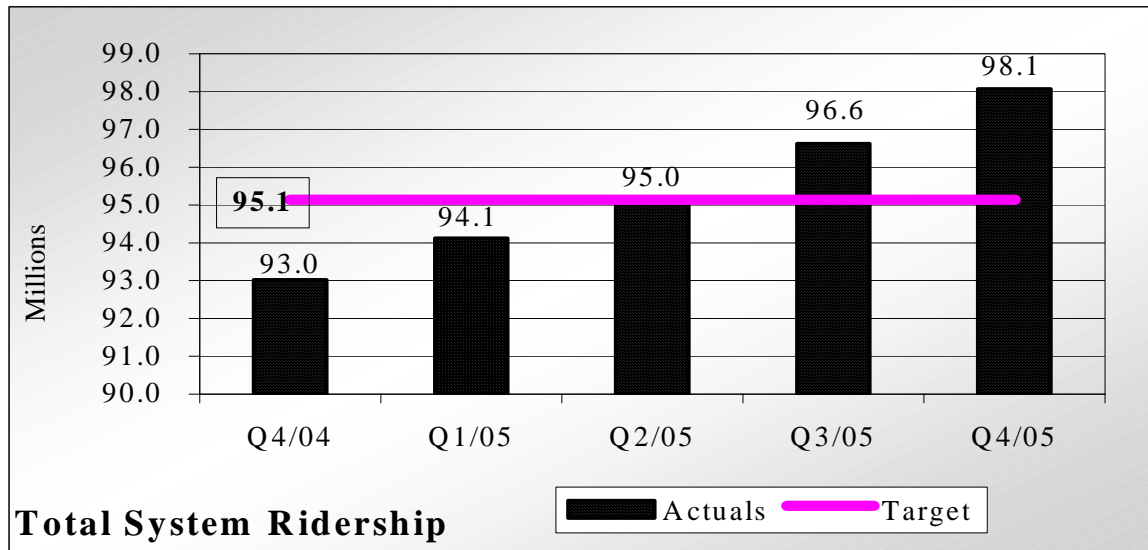


Exhibit 5 – Ridership Dashboards (cont'd)

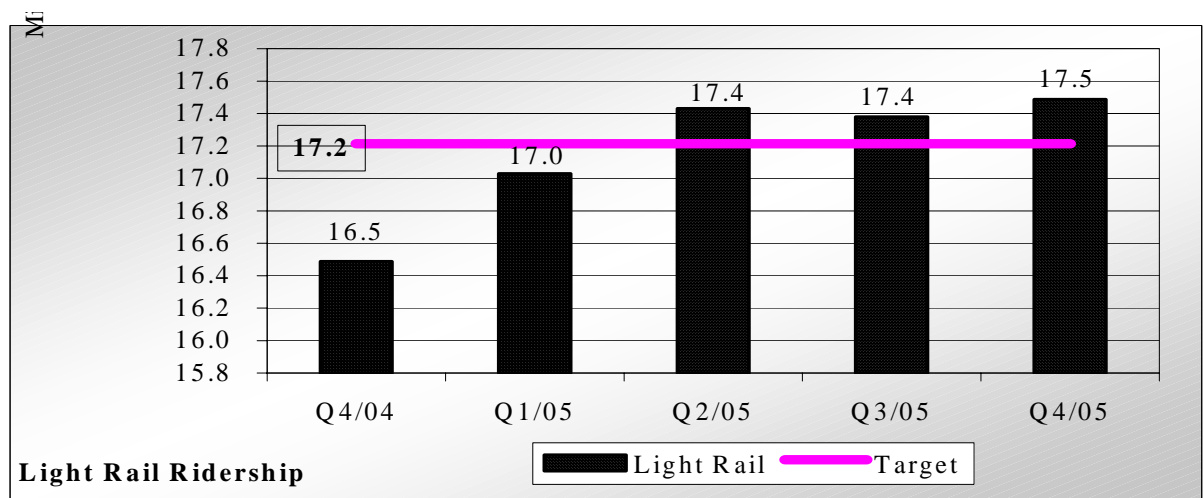
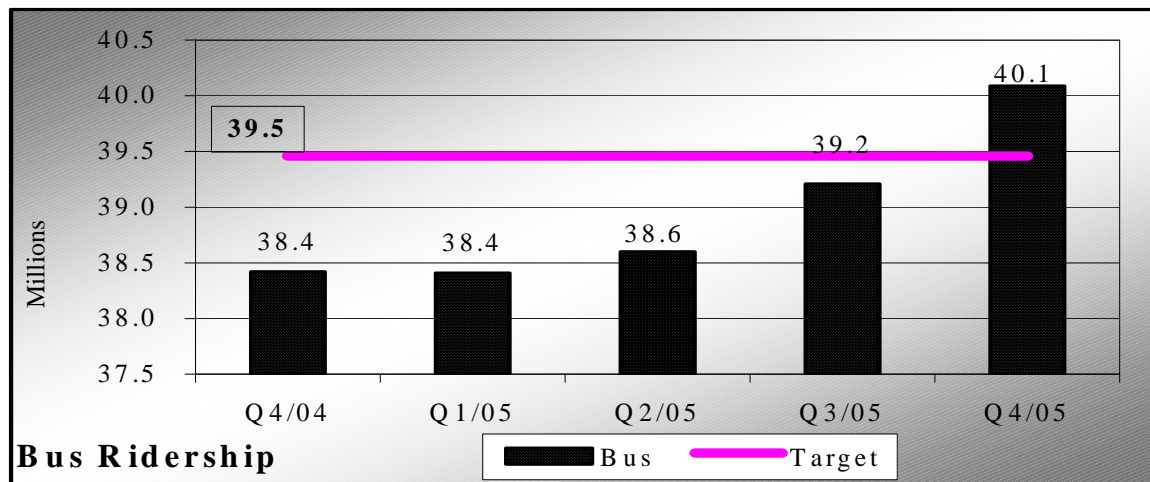
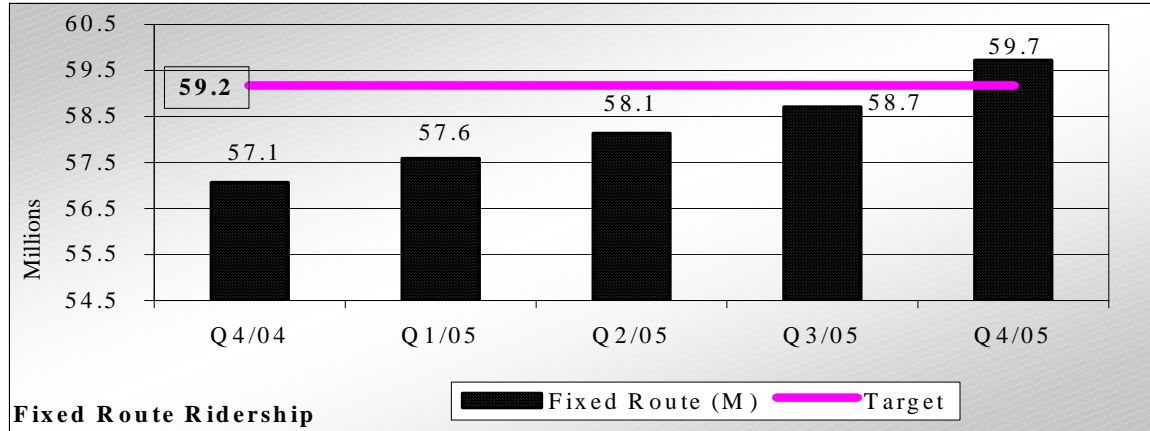


Exhibit 5 – Ridership Dashboards
(cont'd)

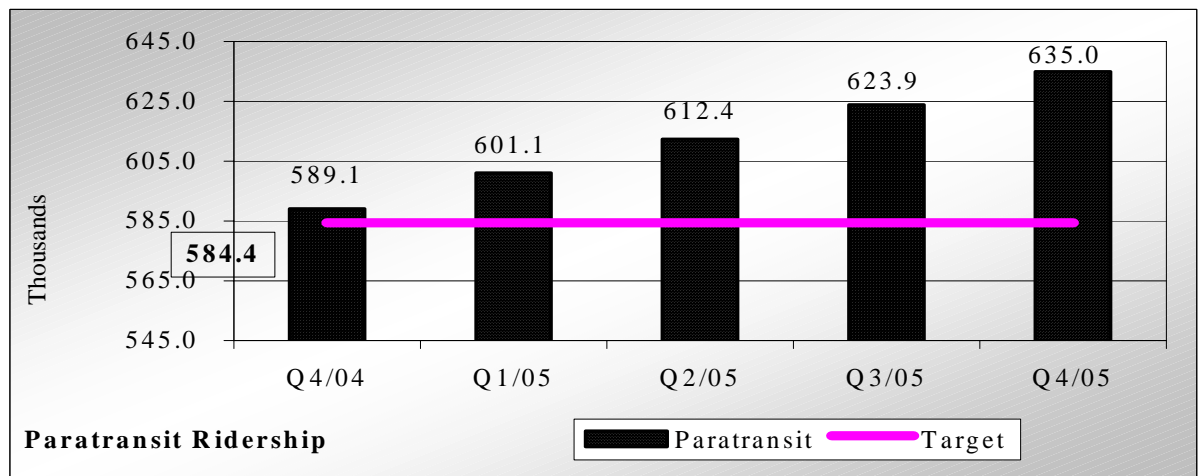
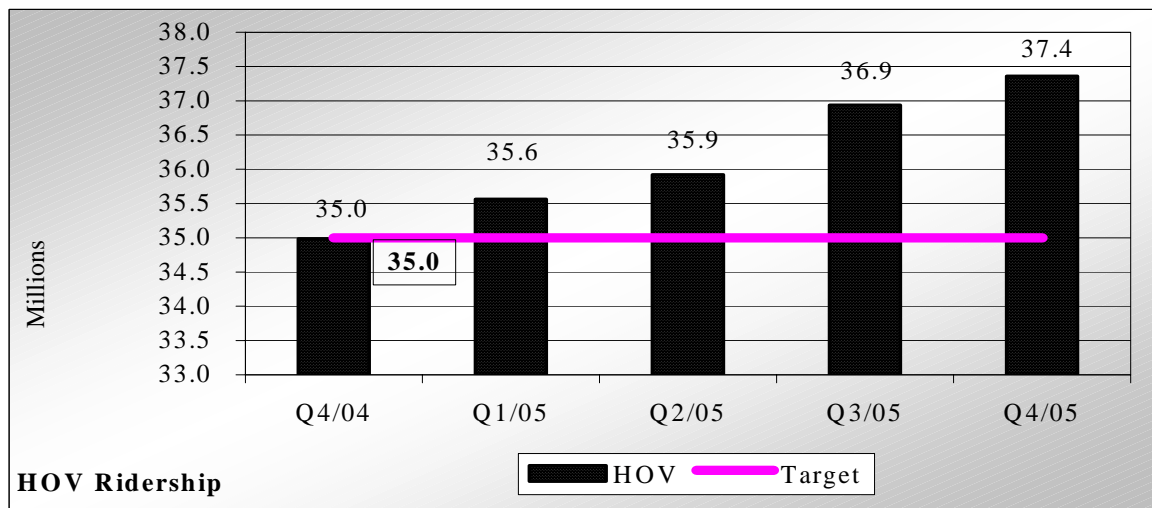
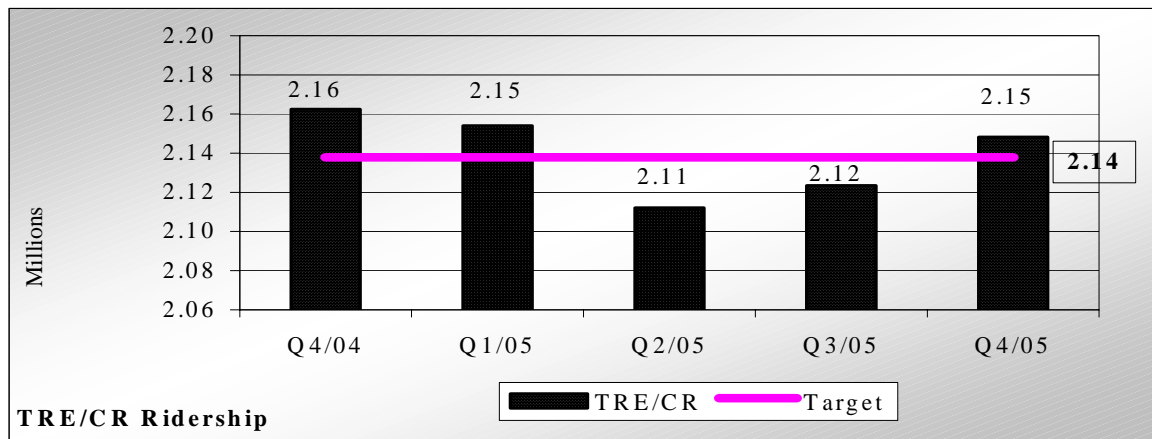
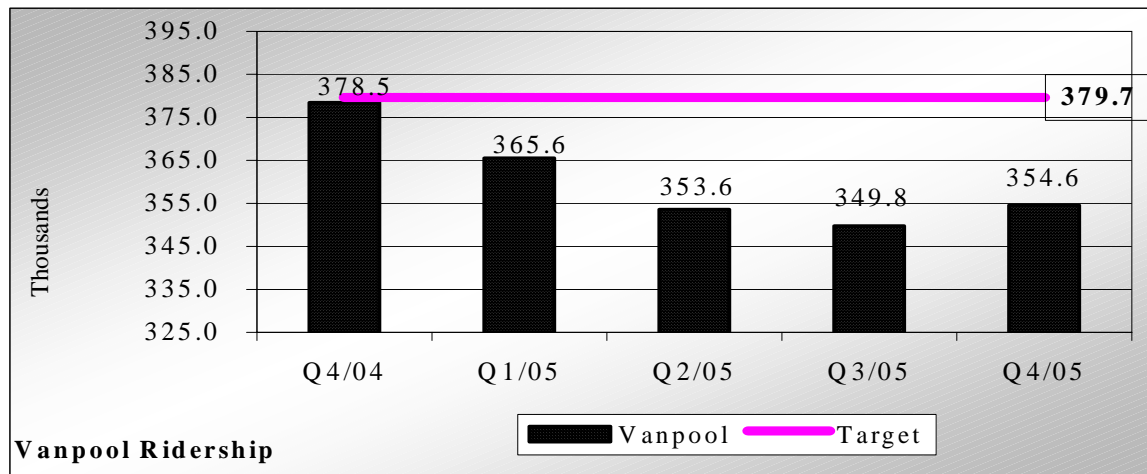


Exhibit 5 – Ridership Dashboards (cont'd)



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.

		Q4/04	Q1/05	Q 2/05	Q 3/05	Q 4/05	FY05 Target	Status
	Efficiency Indicator - Subsidy Per Passenger							
Exhibit 6	Total System	\$2.61	\$2.65	\$2.69	\$2.69	\$2.69	\$2.73	Green
	Fixed Route	\$3.72	\$3.79	\$3.86	\$3.90	\$3.88	\$3.84	Red
	Bus	\$3.92	\$4.03	\$4.09	\$4.11	\$4.04	\$3.99	Red
	LRT	\$2.98	\$2.96	\$3.06	\$3.13	\$3.24	\$3.29	Green
	Commuter Rail	\$5.65	\$6.04	\$6.11	\$6.24	\$6.23	\$6.59	Green
	Paratransit	\$42.14	\$41.82	\$42.21	\$41.78	\$41.83	\$45.65	Green
	HOV	\$0.16	\$0.15	\$0.15	\$0.14	\$0.13	\$0.15	Green
	Vanpool	\$0.78	\$0.94	\$0.98	\$0.80	\$0.64	\$0.59	Red

Modal Update

DART provides six modes of transportation: bus; light rail transit; commuter rail service in partnership with the Fort Worth Transportation Authority (the T); paratransit services for persons qualifying under the Americans with Disabilities Act of 1990 (ADA); high occupancy vehicle (HOV) lane operations; and general mobility programs. 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. DART 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 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								
	Indicators	Q 4/04	Q 1/05	Q 2/05	Q 3/05	Q 4/05		FY05 Target	Status
	Customer/Quality Indicators								
	Bus Ridership (including Charter) (M)	38.4	38.4	38.6	39.2	40.1	10.7	39.5	Green
	Revenue Miles (M)	28.2	28.1	28.0	28.0	28.0	7.0	28.0	Green
	Passengers per Revenue Mile	1.36	1.37	1.38	1.40	1.43	1.52	1.41	Green
	On-Time Performance	91.8%	91.5%	91.9%	92.5%	93.0%	92.6%	92.0%	Green
	Complaints Per 100k Passengers	53.6	52.4	52.8	52.5	51.7	52.6	50.1	Red
	Mean Distance Between Service Calls	4,566	4,345	4,362	4,460	4,682	4,445	4,400	Green
Vehicle Accidents Per 100k Miles	1.99	1.93	1.83	1.84	1.87	1.88	2.15	Green	
Financial/Efficiency Indicators									
Subsidy Per Passenger	\$3.92	\$4.03	\$4.09	\$4.11	\$4.04	\$4.89	\$3.99	Red	
Cost per Revenue Mile	\$6.29	\$6.43	\$6.58	\$6.71	\$6.78	\$7.45	\$6.64	Red	
Pay-to-Platform Ratio - Hours	1.25	1.30	1.34	1.38	1.43	1.43	1.33	Red	

While progress was made throughout FY 2005 in reducing the number of **Complaints Per 100k Passengers**, the target of 50.1 was not achieved. Several factors contributed to the variance. Increasing fuel prices contributed to a significant number of new riders on the system, particularly toward the end of FY 2005. In addition, evacuees from Hurricanes Katrina and Rita contributed to new riders on the system. New riders who are not familiar with the DART transit network or operating procedures tend to experience more problems in using the system and therefore contribute disproportionately to the number of complaints. In addition, as ridership has increased, the number of reports of overcrowding and off-schedule buses has increased. Comments regarding the FY 2005 route change proposals also contributed to a higher number of complaints.

Due to the increase in fuel prices and higher than projected health claims, the targets for **Subsidy Per Passenger** and **Cost Per Revenue Mile** were not met.

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

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

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								
							Qtrly		
	Indicators	Q 4/04	Q 1/05	Q 2/05	Q 3/05	Q 4/05		FY05 Target	Status
	Customer/Quality Indicators								
	LRT Ridership (M)	16.5	17.0	17.4	17.4	17.5	4.4	17.2	Green
	Revenue Car Miles (M)	5.1	5.1	5.1	5.1	5.2	1.3	5.2	Green
	Passengers per Car Mile	3.25	3.34	3.42	3.39	3.36	3.34	3.32	Green
	On-Time Performance	97.1%	97.1%	97.0%	97.0%	97.4%	98.9%	97.0%	Green
	Complaints Per 100k Passengers	12.6	11.6	11.1	11.4	12.9	16.6	9.5	Red
	Mean Distance Between Service Calls (000s)	39.2	34.2	35.5	36.0	36.6	48.8	42.0	Red
	Accidents per 100k Miles	0.26	0.37	0.33	0.27	0.33	0.37	0.36	Green
	Financial/Efficiency Indicators								
	Subsidy Per Passenger	\$2.98	\$2.96	\$3.06	\$3.13	\$3.24	\$3.86	\$3.29	Green
	Subsidy Per Passenger Mile	\$0.37	\$0.38	\$0.42	\$0.39	\$0.40	\$0.49	\$0.40	Green
	Cost per Revenue Car Mile	\$12.17	\$12.32	\$12.85	\$12.88	\$13.17	\$15.19	\$13.26	Green
Pay- to- Platform Ratio - Hours	1.31	1.36	1.40	1.45	1.51	1.49	1.39	Red	

Light Rail vehicles have 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.

As with the bus system, there was a decrease in **Complaints Per 100k Passengers** in the first three quarters of the fiscal year. Increased fuel prices in the fourth quarter contributed to significant number of new riders on the system toward the end of FY 2005. In addition, evacuees from Hurricane Katrina and Rita increased the number of new riders. New riders who are not familiar with the DART transit network or operating procedures tend to experience more problems in using the system and therefore contribute disproportionately to the number of complaints. In addition, as ridership has increased, the number of reports of overcrowding on trains, lack of available parking at rail stations, and off-schedule trains has increased.

Trinity Railway Express (TRE)

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

TRE currently operates Monday through Saturday from Fort Worth's Texas & Pacific (T&P) Station to Dallas' Union Station with seven intermediate stops. TRE also serves Victory Station with DART's Light Rail at the American Airlines Center in Dallas that opened in November 2004. Service at this location is on event-days only, and results in ridership increases of approximately 1,000 passengers per day. TRE ridership was impacted in the first and second quarters of FY 2005 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								
								FY05 Target	Status
	Indicators	Q 4/04	Q 1/05	Q 2/05	Q 3/05	Q 4/05	Qtrly		
	Customer/Quality Indicators								
	TRE Ridership (M)	2.2	2.2	2.1	2.1	2.1	0.6	2.1	Green
	Revenue Car Miles (M)	1.3	1.3	1.3	1.4	1.4	0.3	1.4	Green
	Passengers per Car Mile	1.63	1.62	1.57	1.56	1.56	1.68	1.53	Green
	Scheduled Train Hours (000's)	19.3	19.5	19.6	19.8	20.0	5.1	20.3	Green
	On-Time Performance	98.1%	98.1%	97.9%	98.0%	98.3%	98.4%	96.0%	Green
Complaints Per 100k Passengers	7.86	6.27	7.10	7.49	7.03	7.11	8.00	Green	
Accidents Per 100k Miles	0.26	0.26	0.26	0.25	0.25	-	0.31	Green	
Financial/Efficiency Indicators									
Subsidy Per Passenger	\$5.65	\$6.04	\$6.11	\$6.24	\$6.23	\$6.50	\$6.59	Green	
Subsidy Per Passenger Mile	\$0.34	\$0.37	\$0.38	\$0.37	\$0.36	\$0.37	\$0.41	Green	
Cost per Revenue Car Mile	\$13.49	\$13.63	\$13.70	\$13.55	\$13.72	\$15.17	\$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 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. 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 September 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								
	Indicators	Q 4/04	Q 1/05	Q 2/05	Q 3/05	Q 4/05	Qtrly	FY05 Target	Status
	Customer/Quality Indicators								
	Paratransit Actual Ridership (000s)	589.1	601.1	612.4	623.9	635.0	165.1	584.4	Red
	Scheduled Ridership (000s)	683.7	692.6	703.6	714.4	726.6	188.0	693.0	Red
	Revenue Hours (000s)	414.8	416.6	415.3	415.7	415.6	104.6	416.0	Green
	Paratransit Passengers per Hour - Scheduled	1.65	1.66	1.69	1.72	1.75	1.80	1.67	Green
	Paratransit Passengers per Hour - Actual	1.42	1.44	1.47	1.50	1.53	1.58	1.40	Green
	On-Time Performance	87.5%	87.3%	88.3%	89.0%	89.8%	90.4%	86.0%	Green
Exhibit 10	Accidents per 100K miles	2.30	2.21	2.23	2.24	2.24	1.86	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	10.5%	10.0%	9.7%	9.5%	9.5%	9.1%	13.0%	Green
	Passenger No Shows Ratio	3.3%	3.3%	3.2%	3.2%	3.2%	3.1%	4.0%	Green
	Service Level - Scheduling (3 minutes)	94.7%	94.9%	95.7%	95.8%	95.3%	94.6%	92.0%	Green
	Service Level - Where's My Ride (2 minutes)	92.2%	92.9%	94.4%	95.8%	96.7%	97.3%	91.0%	Green
	Complaints per 1k Passengers	4.52	4.39	3.98	3.72	3.49	3.33	5.50	Green
	Financial/Efficiency Indicators								
	Subsidy Per Passenger	\$42.14	\$41.82	\$42.21	\$41.78	\$41.83	\$42.77	\$45.65	Green

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

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								
	Indicators	Q 4/04	Q 1/05	Q 2/05	Q 3/05	Q 4/05	Qtrly	FY05 Target	Status
	Customer/Quality Indicators								
	Ridership (M)	35.0	35.6	35.9	36.9	37.4	9.7	35.0	Green
	Avg. Weekday Ridership (000s)	106.4	108.2	109.6	112.7	113.9	117.1	105.0	Green
	Operating Speed Ratio (Qtrly)*	1.65	1.58	1.53	1.52	1.50	1.50	1.50	Green
	Opening Time Performance		100.0%	100.0%	100.0%	100.0%	100.0%	98.0%	Green
	Financial/Efficiency Indicators								
Subsidy Per Passenger	\$0.16	\$0.15	\$0.15	\$0.14	\$0.13	\$0.16	\$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							
	Indicators	Q 4/04	Q 1/05	Q 2/05	Q 3/05	Q 4/05	Qtrly	FY05 Target
	Customer/Quality Indicators							
	Ridership (000s)	378.5	365.6	353.6	349.8	354.6	94.0	379.7
	Number Of Vanpools (current)	65	63	62	65	67	67	70
	Financial/Efficiency Indicators							
	Subsidy Per Passenger	\$0.78	\$0.94	\$0.98	\$0.80	\$0.64	\$0.64	\$0.59

While the number of vanpools and the vanpool ridership ended the fiscal year below targets, an upward trend was experienced in the fourth quarter that continued into the first quarter of FY 2006, with the number of vanpools in service increasing from 67 to 83, due to the increasing price of fuel.

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. Any unspent funds are rolled into future years.

Exhibit 13	General Mobility – Road Improvement Programs (In Millions)		
	Actuals	Budget	Variance
	TSM-Street Repair	\$234	\$2,100
	ITS Regional funding	396	600
	Total	\$630	\$2,700

LAP/CMS – This agreement returned 15% of DART sales taxes collected in a member city to that city until a contract was awarded for rail construction in that city. Irving was included at a 7.5% funding level. The 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 September 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
	Total	\$31,925	5,058	\$26,866

Capital and Non-Operating Budget Summary

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

Project cashflow changes were made to several projects and monies not spent in FY 2005 have been moved forward to FY 2006. Under the Bus mode the DART Police Mobile Data Computers, Southern Sector Modifications, On-Street Passenger Facilities, vehicle lifts for the East Dallas Division and a delay in the delivery of the non-revenue vehicles were some of the major project delays. Under TRE the Beltline, Medical and Market projects were delayed and moved to FY 2006. The Paratransit VBS systems will move to FY 2006.

Due to circumstances beyond DART's control many of the LRT and HOV projects were delayed. There was an ten month delay in receiving permission from the FTA to enter final design for LRT; and HOV projects are dependent upon the Texas Department of Transportation project schedules.

Expenditures for Road Improvement/ITS is dependent upon requests for improvements.

Exhibit 15	Actuals vs. Budget Capital and Non-Operating Costs Fourth Quarter, FY 2005 (In Thousands)			
	Mode	FY05 Actuals	FY05 Budget	Unspent Balance
	Bus	\$16,068	\$25,142	\$9,074
	LRT	118,434	177,670	59,236
	Commuter Rail	5,692	26,147	20,456
	Paratransit	0	611	611
	HOV	769	13,252	12,483
	Total Projects	\$140,963	\$242,822	\$101,859
	P&D/Startup/Non-Ops	\$21,873	\$24,349	\$2,476
	Road Improvements/ITS	630	2,700	2,070
	Total Capital	\$163,466	\$269,871	\$106,405

APPENDIX

Revenues, Operating Expenses and Net Financing Costs

Exhibit 16 - Actuals vs. Budget

Fourth Quarter, FY 2005

Dollars in Thousands

	YTD Actuals	YTD Budget	YTD Better (Worse)	% Better (Worse) Budget
Revenues:				
Passenger Revenues (Fixed Route)	\$35,222	\$37,344	(\$2,122)	(5.7)%
Vanpool Passenger Revenues	295	414	(119)	(28.7)%
Paratransit Passenger Revenues	1,615	1,432	183	12.8%
Passenger Revenues	\$37,132	\$39,190	(\$2,058)	(5.3)%
Advertising and Other	9,096	8,422	673	8.0%
Operating Grant Revenues	1,191	1,561	(369)	(23.7)%
Total Other Revenues	\$10,287	\$9,983	\$304	3.0%
Total Operating Revenues	\$47,419	\$49,173	(\$1,754)	(3.6)%
Sales Tax Revenues	\$342,670	\$339,335	\$3,335	1.0%
Interest Income	7,274	8,500	(1,226)	(14.4)%
Other Non-Operating Revenues	36,107	33,753	2,354	7.0%
Total Revenues	\$433,469	\$430,760	\$2,709	0.6%
Operating Expenses:	YTD Actuals	YTD Budget	YTD {Better}/Worse	% Over / (Under) Budget
Salaries & Wages	\$151,572	\$150,415	\$1,157	0.8%
Benefits	62,325	59,385	2,940	5.0%
Services	24,291	25,038	(747)	(3.0)%
Materials & Supplies	41,451	37,416	4,034	10.8%
Utilities	9,799	9,215	584	6.3%
Casualty and liability	9,589	3,605	5,983	166.0%
Purchased Transportation	38,071	38,172	(101)	(0.3)%
Taxes, Leases, and Other	5,478	5,600	(122)	(2.2)%
Management Reserve	-	1,607	(1,607)	(100.0)%
Total Operating Expenses	\$342,576	\$330,454	\$12,122	3.7%
Capital Allocation	(\$20,708)	(\$20,718)	\$9	(0.0)%
LRT Start-up	(524)	(526)	2	(0.3)%
Total Ops Expense after Allocations	\$321,343	\$309,210	\$12,133	3.9%
Net Financing Costs	YTD Actuals	YTD Budget	YTD	% Over / (Under)
Financing Costs	\$32,024	\$31,341	\$683	2.2%
Principal Repayments	6,815	6,815	0	0.0%
DTL Costs	25,581	25,541	40	0.2%
Less: DTL Income	(25,581)	(25,541)	(40)	(0.2)%
Less: Interest Income	7,274	8,500	(1,226)	14.4%
Total Net Financing Costs	\$46,113	\$46,656	(\$543)	(1.2)%

Note: Numbers may vary in footing due to rounding

DALLAS AREA RAPID TRANSIT

STATEMENTS OF NET ASSETS

AS OF SEPTEMBER 30, 2005 AND SEPTEMBER 30, 2004

	(In thousands)	
	09/30/2005 Unaudited	9/30/2004
ASSETS		
CURRENT ASSETS		
Cash & Cash Equivalents	\$36,787	\$30,934
Investments	331,990	273,590
Current portion of restricted assets	18,880	15,023
Current portion of investment held to pay capital lease liability	52,346	33,069
Sales tax receivable	59,463	56,973
Transit Revenue Rec., Net	1,729	1,784
Due from Other Governments	1,612	13,149
Materials and supplies inventory	22,652	21,616
Prepaid transit expenses and other	2,175	2,504
TOTAL CURRENT ASSETS	527,634	448,642
NONCURRENT ASSETS		
Restricted assets	12,892	7,345
Investments in joint venture	10,172	11,159
Capital assets		
Land and rights of way	387,010	384,102
Depreciable capital assets, net of depreciation	1,674,590	1,682,611
Projects in progress	328,470	301,044
Long-term investments held to pay capital lease/lease back liabilities	422,976	449,741
Net pension asset	3,384	3,294
Unamortized long-term debt issuance costs	3,883	4,076
TOTAL NONCURRENT ASSETS	2,843,377	2,843,372
TOTAL ASSETS	\$3,371,011	\$3,292,014

DALLAS AREA RAPID TRANSIT
STATEMENTS OF NET ASSETS - CONT'D

AS OF SEPTEMBER 30, 2005 AND SEPTEMBER 30, 2004

	(In thousands)	
	09/30/2005 Unaudited	9/30/2004
LIABILITIES		
CURRENT LIABILITIES		
Accounts payable and accrued liabilities	\$145,324	\$79,488
Commercial paper notes payable	297,245	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	26,866	31,925
Retainage Payable	20,191	20,464
Other Current Liabilities	7,287	5,458
Payable from restricted assets		
Interest payable	9,259	8,502
Current portion of senior lien sales tax revenue bonds payable	10,470	6,815
TOTAL CURRENT LIABILITIES	569,901	405,879
NON-CURRENT LIABILITIES		
Repayment due to the State Comptroller		913
Senior lien sales tax revenue bonds payable	475,537	485,686
Capital lease/leaseback liabilities	422,976	449,741
TOTAL NON-CURRENT LIABILITIES	898,513	936,340
TOTAL LIABILITIES	1,468,414	1,342,219
NET ASSETS		
Invested in capital assets, net of related debt	1,615,195	1,647,239
Restricted for		
Debt Service	9,621	6,521
Unrestricted	333,692	296,035
TOTAL NET ASSETS	\$1,958,508	\$1,949,795

DALLAS AREA RAPID TRANSIT
STATEMENTS OF REVENUES, EXPENSES AND CHANGES IN NET ASSETS
FOR THE TWELVE MONTHS ENDED SEPTEMBER 30, 2005 AND 2004

	(In thousands)	
	Twelve months ended	
	09/30/2005 unaudited	09/30/2004 unaudited
OPERATING REVENUES:		
Passenger	\$37,131	\$35,818
Advertising, rent and other	9,096	9,069
Total Operating Revenues	46,227	44,887
OPERATING EXPENSES:		
Labor	151,572	147,267
Benefits	62,325	55,345
Services	24,291	20,658
Materials and Supplies	41,451	32,622
Purchased Transportation	38,071	35,908
Depreciation and amortization	106,225	99,185
Utilities	9,799	8,554
Taxes, Leases, and Other	5,478	4,990
Casualty and liability	9,589	3,802
Transit system planning, development, and start-up costs	(21,233)	(19,444)
TOTAL OPERATING EXPENSES	427,568	388,887
NET OPERATING LOSS	(381,341)	(344,000)
NON-OPERATING REVENUES (EXPENSES):		
Sales tax revenue	342,670	333,309
Investment Income	7,274	3,932
Interest Income from investments held to pay capital lease	25,581	26,023
Interest expense on capital leases	(25,581)	(26,023)
Local Assistance Program and Street improvements	(630)	(9,790)
Transit system planning and other development	(21,233)	(19,444)
Interest and financing expenses	(26,472)	(23,505)
Other non-operating revenues and expenses, net	10,822	13,166
Other non-operating expenses	(3,958)	(2,740)
TOTAL NET NON-OPERATING REVENUES	308,473	294,928
INCOME BEFORE CAPITAL CONTRIBUTIONS, GRANTS AND REIMBURSEMENTS	(72,868)	(49,072)
CAPITAL CONTRIBUTIONS, GRANTS AND REIMBURSEMENTS:		
Federal capital contributions	39,739	51,102
Less: transfer of federally funded assets to other governments	(297)	(1,490)
Net federal capital contributions	39,442	49,612
State capital contributions		5,359
Local capital contributions		1,270
Total capital contributions	39,442	56,241
Federal grants and reimbursements	41,925	55,278
State grants and reimbursements	179	459
Total grants and reimbursements	42,104	55,737
TOTAL CAPITAL CONTRIBUTIONS, GRANTS AND REIMBURSEMENTS	81,546	111,978
CHANGE IN NET ASSETS	8,678	62,906
TOTAL NET ASSETS - Beginning of the quarter	1,949,795	1,886,889
TOTAL NET ASSETS - End of the quarter	<u><u>\$1,958,473</u></u>	<u><u>\$1,949,795</u></u>

Glossary of Terms/Definitions

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Glossary of Terms/Definitions (Cont.)

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

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

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

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

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

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

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

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

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

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

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

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

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

Passenger Trips - See Ridership.

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

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

Glossary of Terms/Definitions (Cont.)

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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



Glossary of Terms/Definitions (Cont.)

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

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

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

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.

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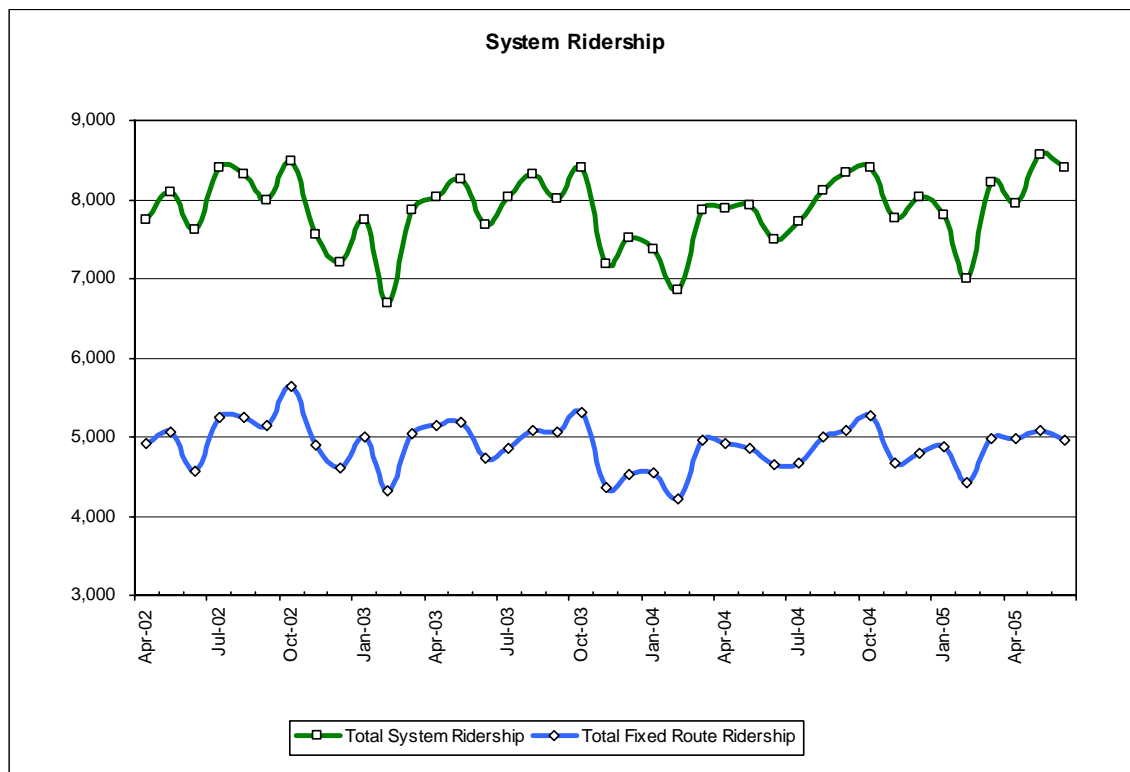
Ridership statistics can be examined in several different ways: as totals, as averages and as ratios related to service levels. Each reporting technique has its value in analyzing ridership and each presents data from a different perspective. Total ridership is an important measure. Total ridership can,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

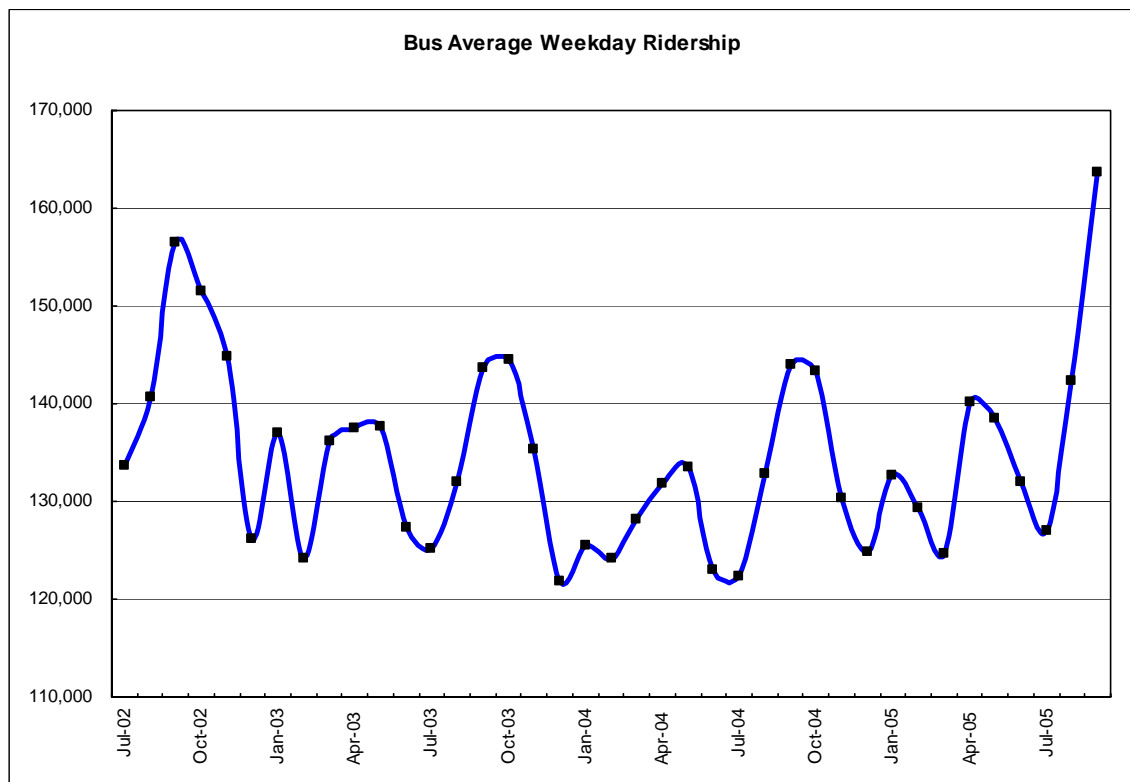
The Service Standards Monitoring Report included in this section of the Quarterly Report includes the modifications to policy made in 2003.

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 fourth quarter of FY 2005 was 25.6 million riders, an increase of 5.7 percent over the fourth quarter of FY 2004.
- Fixed route ridership totaled 15.7 million passengers in the fourth quarter of FY 2005, an increase of 6.4 percent from the fourth quarter of FY 2004.
- Trinity Railway Express ridership was about 575,900 passengers in the fourth quarter, an increase of 4.6 percent from last year. This increase is the result, in part, of increases in gasoline prices.
- Light rail ridership increased to 4.4 million riders in the fourth quarter. This 2.5 percent increase was caused by increases in gasoline prices in the aftermath of hurricanes Katrina and Rita.
- Paratransit ridership increased to 165,060 trips in the fourth quarter of FY 2005, an increase of 7.2 percent from FY 2004 levels.
- Total HOV usage in the fourth quarter of FY 2005 was 9.7 million persons, up 4.6 percent over the fourth quarter of FY 2004. September usage was lower than in either July or August and was 7.1% lower than in September 2004.

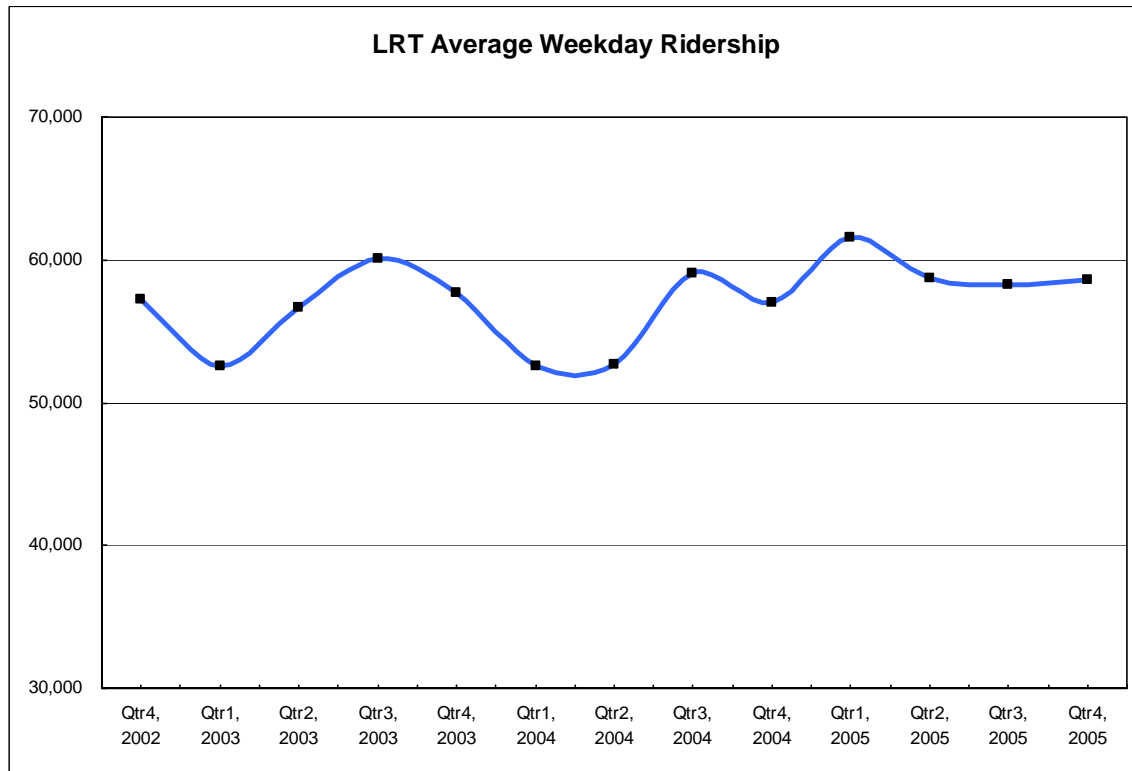
Bus System Ridership



- Total bus ridership in the fourth quarter of FY 2005 was 10.7 million riders, an 8.3 percent increase from the fourth quarter of FY 2004.
- Average weekday ridership in the fourth quarter was 144,275 riders, an 8.4 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 fourth quarter last year.
- Crosstown Routes increased by 17.2 percent, Transit Center Feeder Routes increased by 15.9 percent, Rail Station Feeder Routes increased by 7.5 percent and Local routes increased by 4.4 percent in the fourth quarter.
- The most heavily patronized routes in the fourth quarter, by route classification, were:

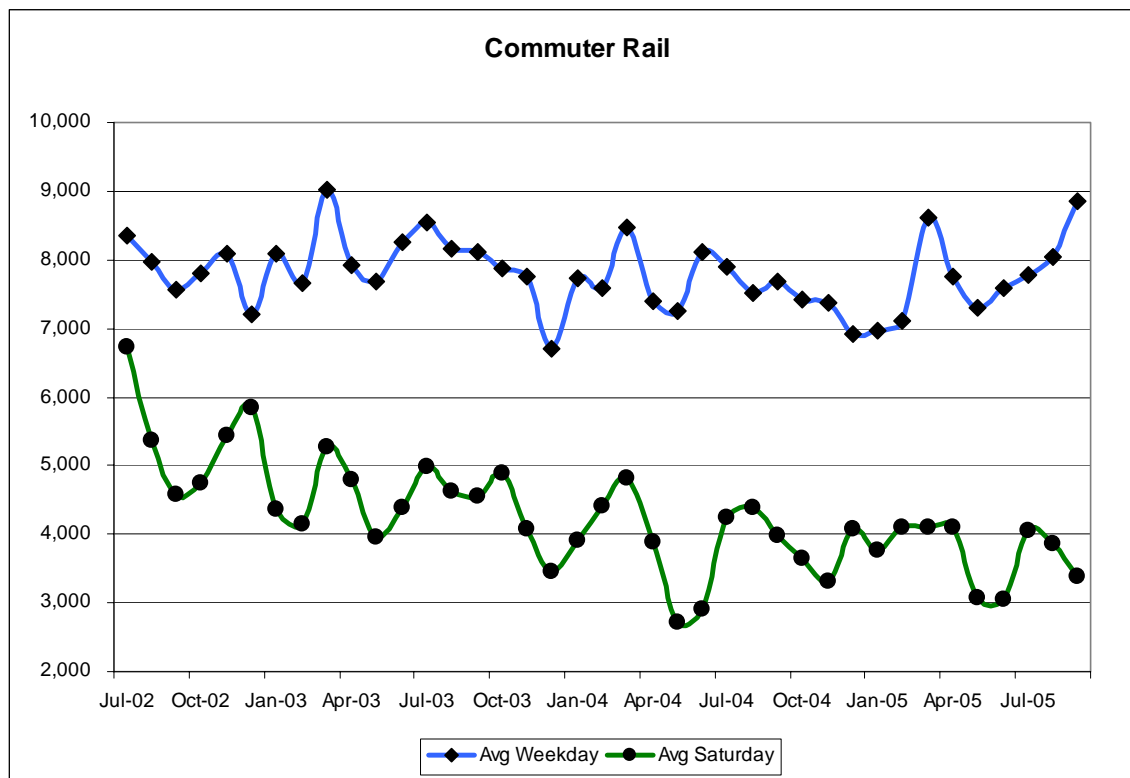
<u>Route Type</u>	<u>Route</u>	<u>Weekday Average</u>
Crosstown	466	6,830
Express	204	1,403
Rail Feeder	583	3,325
TC Feeder	378	1,675
Local	44	8,269

LRT Ridership



- LRT ridership in the fourth quarter totaled 4.39 million riders, an increase of 2.5 percent over the 4.28 million riders transported in the fourth quarter of FY 2004.
- Weekday ridership in the fourth quarter averaged 58,600 passengers, an increase of 2.9 percent over the fourth quarter of FY 2004.
- Saturday ridership in the fourth quarter averaged about 26,800 passengers, an increase of 0.3 percent over the FY 2004 level.
- Sunday ridership in the fourth quarter averaged 19,500 passengers, an increase of 3.9 percent from the FY 2004 level.
- The increases are attributed, in part to the increases seen in fuel prices as a result of the late summer hurricanes. Sales of Day Passes through ticket vending machines at many stations increased significantly more than did the aggregate ridership figures. This latter statistic may indicate an overall short-term surge in ridership that is somewhat diluted by the sampling process used to calculate light rail ridership statistics. The absence of surplus parking capacity at many stations and limited unused capacity on many peak period trains has served to constrain system ridership growth.
- The terminal light rail stations in Garland (Downtown Garland), Plano (Parker Road) and Dallas (Ledbetter and Westmoreland) have combined to contribute about 9,700 average weekday riders to the system in the fourth quarter.

Commuter Rail – Trinity Railway Express



- The Trinity Railway Express ridership increased in the fourth quarter in response to service restorations and increased gasoline prices
- In the fourth quarter of 2005, the TRE served a total of 75,858 passengers, an increase of 3.3 percent from the fourth quarter of FY 2004.
- Weekday ridership on the TRE averaged 8,224 daily riders (a 6.8 percent increase) in the fourth quarter.
- Saturday ridership in the fourth quarter averaged 3,767 daily riders, a decrease of 10.4 percent from the fourth quarter of FY 2004.
- Events at the American Airlines Center, served by the Victory station, attract significant levels of TRE ridership. During the fourth quarter, almost 12,900 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 almost 3,000 daily weekday boarding passengers in September. Centreport/DFW station was second in ridership, averaging over 1,350 boarding passengers on weekdays. South Irving (900 daily boardings), Medical/Market Center (860 daily boardings) and the Intermodal Transit Center (660 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	September	3465	1412	189	5066
2004	October	3703	1404	201	5308
	November	3395	1305	189	4889
	December	3047	1315	161	4523
	January	3068	1426	182	4676
	February	2853	1186	169	4208
	March	3309	1426	214	4949
	April	3250	1486	178	4914
	May	3157	1472	159	4788
	June	3068	1400	182	4650
	July	3059	1399	191	4649
	August	3344	1451	191	4986
	September	3447	1430	175	5052
2005	October	3509	1504	181	5194
	November	3042	1451	168	4661
	December	3035	1531	168	4734
	January	3206	1486	160	4852
	February	2915	1345	158	4418
	March	3288	1473	206	4967
	April	3389	1396	187	4972
	May	3351	1425	166	4942
	June	3297	1487	179	4963
	July	3081	1409	176	4666
	August	3679	1505	193	5377
	September	3924	1474	199	5597

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

Year	Month	Bus Weekday	LRT Weekday	Commuter Rail Weekday	Fixed Route
2003	September	144.3	57.6	8.1	210
2004	October	144	53	7.9	204.9
	November	135.7	53	7.7	196.4
	December	122.2	51.7	6.7	180.6
	January	125.9	52.6	7.7	186.2
	February	124.4	50.8	7.6	182.8
	March	128.6	54.6	8.5	191.7
	April	132.2	59.7	7.4	199.3
	May	133.9	61.5	7.3	202.7
	June	123.5	55.9	7.8	187.2
	July	122.9	55.4	8.1	186.4
	August	133.3	56.8	7.9	198
	September	137.5	58.6	7.5	203.6
2005	October	142.9	60.9	7.8	211.6
	November	130.1	61.3	7.1	198.5
	December	122.9	62.4	7	192.3
	January	132.3	61	7	200.3
	February	128.4	58.7	7.1	194.2
	March	124.2	56.6	8.6	189.4
	April	139.7	57.3	7.6	204.6
	May	135.7	58.2	6.9	200.8
	June	131.8	59.4	7.6	198.8
	July	126.9	58.1	7.8	192.8
	August	142.4	57.6	8.1	208.1
	September	163.5	60.1	8.8	232.4

Table 3 – Passenger Boardings by Member City

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

Description	Qtr 4 2005	Qtr 4 2004	%% (2) Change
Bus Ridership (1)			
Addison	92	88	4.3%
Carrollton	182	173	5.1%
Farmers Branch	53	52	2.4%
Garland	578	520	11.2%
Glenn Heights	62	50	23.6%
Irving	557	458	21.8%
Plano	200	185	8.4%
Richardson	219	193	13.8%
Rowlett	23	22	1.1%
Suburban Total	1966	1740	13.0%
Dallas Total (3)	8718	8109	7.5%
Bus Total	10,684	9,850	8.5%
Light Rail	4,388	4,280	2.5%
Commuter Rail	568	557	2.0%
Total Passenger Boardings	15,641	14,687	6.5%

YTD 2005	YTD 2004	%% Change
313	330	-5.2%
671	644	4.2%
194	192	1.1%
2160	1970	9.6%
207	178	16.3%
1969	1581	24.6%
708	682	3.7%
785	744	5.6%
85	83	2.2%
7092	6404	10.7%
24467	24001	1.9%
31,559	30,405	3.8%
17487	16488	6.1%
2140	2167	-1.3%
51,186	49,061	4.3%

Type of Day	Qtr 4 2005	Qtr 4 2004	Inc (Dec)
Weekdays	64	65	-1
Saturdays/Holiday	13	14	-1
Sundays/Holiday	15	14	1
Total	92	93	-1

YTD 2005	YTD 2004	Inc (Dec)
254	256	-2
53	54	-1
58	57	1
365	367	-2

(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.

Fourth Quarter Report

Crosstown Routes

- Six of the nineteen Crosstown routes had an RPI value of 1.0 or greater.
- Sixteen of the nineteen Crosstown routes perform above the 0.6 level.
- The three Crosstown routes that perform below the 0.6 level include routes 404 (0.5), 412 (0.2), and 475 (0.4).
- 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 February 2006.
- Route 404 is proposed for restructuring in February 2006.

Express Routes

- Seven of DART's ten Express routes had an RPI value of 0.6 or greater.
- Routes 205 (Addison), 206 (Glenn Heights) and 278 (Red Bird) had the highest RPI values among Express routes with RPIs of 1.5, 1.1 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.
- These routes have been proposed for modification in February 2006. The modifications are anticipated to improve their performance to acceptable levels.

Rail Feeder Routes

- Nine of the 29 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 2.0. Route 519 (South Garland/Lakewood/Park Lane station) was second with an RPI value of 1.4. Routes 506 (Park Lane Station/Walnut Hill Station) and 548 (Westmoreland Station/Old Hickory) were third with RPI values of 1.3.
- Three routes recorded RPI values of 0.5 during the fourth quarter. These routes include 551 (LBJ/Skillman/Spring Valley), 569 (Lovers Lane/White Rock/Ferndale) and 760 (Collin Creek Mall).
- Route 566 (Bush Turnpike/Downtown Garland) performed at the 0.4 level.
- Routes 503 (Cityplace/Lovers Lane), 513 (Firewheel Town Center) and 564 (Bush Turnpike/West Plano) posted RPI values of 0.3.
- Route 551, is proposed for service modification in February 2006. Routes 564 and 566 are proposed for schedule revisions in February 2006.
- Route 503 is proposed for elimination in February 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) and Route 341 (Addison/Rosemeade) were the top performing Transit Center Feeder routes with RPI values of 1.5.
- Routes 374 (LBJ/Skillman/South Garland) and 350 Addison/West Plano/Parker Road) were next with RPI values of 1.2.
- Route 304 (West Dallas/South Irving/Irving Mall) performed at the 0.5 level. This route provides a connection between the residential areas of West Dallas and shopping in Irving on Saturdays only. It is very challenging to develop strong ridership when the service is only offered one day per week.
- Route 304 is planned for modification in February 2006.

Local Routes

- Twenty-five of the 33 Local routes posted RPI values of 0.6 or greater in the fourth quarter of FY 2005.
- Route 44 (South Dallas/Medical Center/Northwest Dallas) was both the best performing Local route with a 1.6 RPI as well as the most heavily patronized route.
- Route 26 (Harry Hines Corridor/Cedars Station/Frazier Courts) placed second with an RPI value of 1.4 .
- Routes 19 (south Garland/Park Lane Station) and 24 (Mockingbird Station) performed at the 1.2 level. Route 29 (Maple Avenue) posted a 1.1 RPI for the quarter.
- 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), 46 (Illinois Station) and 184 (Preston/Frankford) performed at the 0.4 level.

Site-specific Shuttles

- All seven Site-specific Shuttles, including E-shuttles, performed above the 0.6 level.
- The Mustang Express, the SMU shuttle, shuttle was the top performer with an RPI of 2.4.
- The TI Shuttles ranked second with an RPI value of 2.0. The UT Southwestern shuttle was third with an RPI of 1.7.
- The Medical City E-shuttle was fourth with an RPI value of 1.6.
- The Palisades E-shuttle (from Galatyn Park station) climbed to the 0.8 level.

DART-on-Call

- Three of the seven DART-on-Call zones exceeded the 0.6 Service Performance Index level. The Lakewood on Call zone performed at a 1.0 level, the East Plano and North Central Plano zones performed at a 0.6 level.
- The DART-on-Call zones in Rowlett (SPI of 0.4) and North Dallas (SPI of 0.4) performed reasonably well for services that are continuing to develop ridership.
- The Farmers Branch zone and the Richardson zone performed at a 0.3 SPI level.
- 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.

<u>Crosstown</u>		<u>Express</u>		<u>Rail Feeders</u>		<u>T C Feeders</u>		<u>Local</u>	
<u>RPI</u>	<u>Ranking</u>	<u>RPI</u>	<u>Ranking</u>	<u>RPI</u>	<u>Ranking</u>	<u>RPI</u>	<u>Ranking</u>	<u>RPI</u>	<u>Ranking</u>
404	412	207	207	503	503	304	304	8	8
412	444	234	234	513	513		305	35	35
475	445	247	247	551	551		309	46	46
	475			564	564		314	60	60
	488			566	566		333	155	155
				569	569			183	183
				760	760			184	184
								185	185

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

Crosstown

LINE	Avg		Avg								3Q05	4Q05	
	Weekday	Weekday									Route	Route	RPI
	Pass	Pass	%	Sub/		Pass/		Pass/		Performance	Performance		
	4Q05	4Q04	Change	Pass	Index	Trip	Index	Rev	Index	Index	Index	Index	Point
								Mile					Change
				\$2.70			29.00		1.60				
C 466	5,888	4,846	21.5%	\$2.41	1.1	60.8	2.1	2.0	1.2	1.5	1.5	0.0	
C 409	2,981	2,252	32.4%	\$2.26	1.2	34.8	1.2	2.5	1.6	1.3	1.3	0.0	
C 486	2,885	2,102	37.3%	\$2.72	1.0	43.0	1.5	2.1	1.3	1.2	1.3	0.1	
C 428	3,461	3,222	7.4%	\$3.22	0.8	36.4	1.3	1.8	1.1	1.1	1.1	0.0	
C 463	1,800	1,516	18.8%	\$3.79	0.7	31.0	1.1	2.0	1.3	1.0	1.0	0.0	
C 453	2,472	993	148.9%	\$3.49	0.8	29.0	1.0	1.7	1.1	0.9	1.0	0.0	
C 405	2,199	1,969	11.7%	\$3.33	0.8	28.8	1.0	1.5	1.0	0.9	0.9	0.0	
C 441	1,833	1,523	20.3%	\$3.50	0.8	25.9	0.9	1.6	1.0	0.9	0.9	0.0	
C 408	2,083	1,810	15.1%	\$3.45	0.8	28.1	1.0	1.4	0.9	0.8	0.9	0.1	
C 445	1,132	2,050	-44.8%	\$3.38	0.8	14.2	0.5	2.1	1.3	0.9	0.9	0.0	
C 400	1,987	1,907	4.2%	\$5.32	0.5	33.3	1.1	1.1	0.7	0.8	0.8	0.0	
C 415	751	674	11.3%	\$4.53	0.6	18.2	0.6	1.3	0.8	0.7	0.7	0.0	
C 451	2,041	1,764	15.7%	\$5.34	0.5	21.0	0.7	1.2	0.8	0.6	0.7	0.0	
C 444	1,085	881	23.2%	\$4.78	0.6	15.3	0.5	1.3	0.8	0.6	0.6	0.0	
C 410	958	893	7.2%	\$5.24	0.5	16.6	0.6	1.1	0.7	0.6	0.6	0.0	
C 488	1,332	1,108	20.3%	\$5.23	0.5	12.5	0.4	1.2	0.7	0.5	0.6	0.0	
C 404	952	879	8.3%	\$8.39	0.3	16.9	0.6	0.8	0.5	0.5	0.5	0.0	
C 475	691	417	65.9%	\$7.24	0.4	11.7	0.4	0.8	0.5	0.4	0.4	0.0	
C 412	107	117	-9.0%	\$15.80	0.2	3.8	0.1	0.5	0.3	0.2	0.2	0.0	

Express

		Avg Weekday	Avg Weekday								3Q05	4Q05			
		Pass	Pass	%	Sub/ Pass		Pass/ Trip		Pass/ Rev		Route Performance	Route Performance	RPI Point Change		
LINE	4Q05	4Q04	Change		Index		Index		Mile	Index	Index	Index			
												\$4.50	16.50	1.00	
E 205	753	804	-6.4%	\$5.00	0.9	27.9	1.7	1.9	1.9		1.5	1.5	0.0		
E 206	951	775	22.8%	\$5.64	0.8	25.1	1.5	1.1	1.1		1.0	1.1	0.1		
E 278	744	741	0.4%	\$4.76	0.9	15.2	0.9	1.5	1.5		1.1	1.1	0.0		
E 204	1,253	1,183	5.9%	\$7.83	0.6	14.6	0.9	0.7	0.7		0.7	0.7	0.0		
E 202	1,109	835	32.8%	\$7.76	0.6	13.7	0.8	0.7	0.7		0.6	0.7	0.1		
E 283	979	1,004	-2.5%	\$8.21	0.5	12.2	0.7	0.8	0.8		0.7	0.7	0.0		
E 210	724	710	2.0%	\$9.34	0.5	13.9	0.8	0.6	0.6		0.6	0.7	0.1		
E 234	80	63	27.5%	\$19.57	0.2	13.3	0.8	0.5	0.5		0.4	0.5	0.1		
E 207	252	234	7.7%	\$12.57	0.4	8.7	0.5	0.5	0.5		0.4	0.4	0.0		
E 247	128	129	-0.6%	\$15.76	0.3	8.0	0.5	0.6	0.6		0.4	0.4	0.0		

Rail Feeder Routes

Rail Station Feeder

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

LINE	Avg Weekday Pass 4Q05	Avg Weekday Pass 4Q04	% Change	Sub/ Pass 4Q05	Index	Pass/ Trip 4Q05	Index	Pass/ Rev 4Q05	Index	3Q05 Route Performance Index	4Q05 Route Performance Index	RPI Point Change
				\$3.60		11.00		1.80				
F1 583	2,807	2,455	14.3%	\$1.79	2.0	28.2	2.6	2.8	1.5	1.9	2.0	0.1
F1 519	1,551	1,333	16.3%	\$3.85	0.9	26.8	2.4	1.6	0.9	1.4	1.4	0.0
F1 506	1,071	1,132	-5.3%	\$2.65	1.4	10.9	1.0	2.9	1.6	1.3	1.3	0.0
F1 548	1,376	1,056	30.3%	\$2.87	1.3	16.4	1.5	2.0	1.1	1.4	1.3	-0.1
F1 702	309	357	-13.4%	\$2.84	1.3	4.1	0.4	3.7	2.1	1.1	1.2	0.2
F1 554	836	673	24.2%	\$2.41	1.5	10.3	0.9	2.2	1.2	1.2	1.2	0.0
F1 582	1,131	950	19.1%	\$3.67	1.0	14.1	1.3	1.7	0.9	1.0	1.1	0.1
F1 505	655	407	61.1%	\$2.52	1.4	6.5	0.6	1.8	1.0	1.0	1.0	0.0
F1 567	720	510	41.2%	\$4.58	0.8	14.1	1.3	1.6	0.9	1.0	1.0	0.0
F1 555	632	583	8.4%	\$3.59	1.0	7.4	0.7	1.6	0.9	0.9	0.8	-0.1
F1 510	780	693	12.5%	\$4.54	0.8	9.8	0.9	1.5	0.8	0.8	0.8	0.0
F1 501	679	641	5.9%	\$4.79	0.8	8.5	0.8	1.5	0.8	0.8	0.8	0.0
F1 568	933	890	4.9%	\$5.08	0.7	11.0	1.0	1.1	0.6	0.8	0.8	0.0
F1 515	980	939	4.4%	\$5.20	0.7	10.7	1.0	1.2	0.6	0.7	0.8	0.0
F1 507	299	202	47.8%	\$4.33	0.8	7.5	0.7	1.4	0.8	0.7	0.8	0.1
F1 549	856	826	3.7%	\$6.21	0.6	12.1	1.1	1.0	0.6	0.8	0.7	0.0
F1 562	671	597	12.5%	\$6.23	0.6	11.5	1.0	1.1	0.6	0.7	0.7	0.0
F1 538	1,041	820	27.0%	\$4.15	0.9	6.0	0.5	1.4	0.8	0.7	0.7	0.0
F1 571	614	514	19.5%	\$6.54	0.6	11.1	1.0	1.0	0.6	0.7	0.7	0.0
F1 522	738	615	20.1%	\$5.25	0.7	8.1	0.7	1.2	0.6	0.8	0.7	-0.1
F1 553	367	425	-13.6%	\$5.70	0.6	8.2	0.7	1.2	0.7	0.6	0.7	0.1
F1 560	514	433	18.7%	\$7.19	0.5	8.6	0.8	0.9	0.5	0.6	0.6	0.0
F1 551	303	236	28.5%	\$7.46	0.5	6.5	0.6	0.9	0.5	0.5	0.5	0.0
F1 569	288	235	22.1%	\$7.36	0.5	5.8	0.5	0.8	0.5	0.5	0.5	0.0
F1 760	189	138	36.7%	\$8.14	0.4	2.5	0.2	1.4	0.8	0.5	0.5	0.0
F1 566	297	248	19.6%	\$15.24	0.2	7.6	0.7	0.6	0.3	0.3	0.4	0.2
F1 513	132		All	\$8.64	0.4	2.6	0.2	0.5	0.3		0.3	All
F1 564	81		All	\$9.28	0.4	2.6	0.2	0.5	0.3		0.3	All
F1 503	91	127	0	\$16.30	0.2	3.37	0.3	0.43	0.2	0.3	0.3	0.0

Transit Center Feeder Routes

Transit Center Feeder

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

LINE	Avg Weekday Pass 4Q05	Avg Weekday Pass 4Q04	% Change	Sub/ Pass	Index	Pass/ Trip	Index	Pass/ Rev Mile	Index	3Q05 Route Performance Index	4Q05 Route Performance Index	RPI Point Change
				\$4.30		10.00		1.00				
F2 378	1,395	1,363	2.3%	\$4.35	1.0	19.8	2.0	1.5	1.5	1.5	1.5	0.0
F2 341	723	452	59.9%	\$3.10	1.4	12.8	1.3	1.7	1.7	1.3	1.5	0.1
F2 374	506	479	5.8%	\$4.24	1.0	9.3	0.9	1.6	1.6	1.1	1.2	0.1
F2 350	834	627	33.0%	\$5.66	0.8	16.2	1.6	1.1	1.1	1.1	1.2	0.1
F2 301	912	851	7.1%	\$7.34	0.6	18.2	1.8	0.9	0.9	1.1	1.1	0.1
F2 372	708	550	28.6%	\$5.10	0.8	13.1	1.3	1.1	1.1	1.0	1.1	0.1
F2 303	442	204	116.3%	\$5.22	0.8	9.2	0.9	1.2	1.2	1.0	1.0	0.0
F2 310	536	410	30.6%	\$5.31	0.8	9.0	0.9	1.1	1.1	0.9	0.9	0.0
F2 377	737	606	21.7%	\$6.04	0.7	7.8	0.8	1.3	1.3	0.9	0.9	0.0
F2 360	733	683	7.3%	\$6.75	0.6	11.3	1.1	0.9	0.9	0.8	0.9	0.1
F2 361	387	323	19.9%	\$6.22	0.7	7.7	0.8	1.1	1.1	0.9	0.9	0.0
F2 331	408	387	5.3%	\$5.83	0.7	8.7	0.9	1.0	1.0	0.9	0.9	-0.1
F2 305	765	711	7.5%	\$10.90	0.4	14.4	1.4	0.6	0.6	0.7	0.8	0.1
F2 380	338	354	-4.5%	\$6.73	0.6	6.8	0.7	1.1	1.1	0.9	0.8	-0.1
F2 302	310	288	7.7%	\$6.77	0.6	7.0	0.7	0.9	0.9	0.8	0.7	-0.1
F2 306	211	169	24.7%	\$6.68	0.6	5.9	0.6	0.9	0.9	0.7	0.7	0.0
F2 311	70	124	-43.5%	\$7.08	0.6	8.8	0.9	0.6	0.6	0.6	0.7	0.1
F2 314	640	550	16.4%	\$9.77	0.4	10.1	1.0	0.6	0.6	0.6	0.7	0.1
F2 309	251	159	57.9%	\$8.34	0.5	6.8	0.7	0.7	0.7	0.6	0.6	0.0
F2 333	612	747	-18.1%	\$9.10	0.5	7.4	0.7	0.6	0.6	0.6	0.6	0.0
F2 304	198	210	-5.8%	\$12.97	0.3	6.2	0.6	0.4	0.4	0.4	0.5	0.0

Local Routes

Local

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

		Avg	Avg								3Q05	4Q05	
		Weekday	Weekday								Route	Route	RPI
		Pass	Pass	%	Sub/		Pass/		Pass/		Performance	Performance	RPI
LINE		4Q05	4Q04	Change	Pass	Index	Trip	Index	Rev	Index	Index	Index	Point
													Change
					\$2.80		24.50		2.00				
L	44	7,548	7,126	5.9%	\$1.96	1.4	52.1	2.1	2.7	1.3	1.6	1.6	0.1
L	26	4,709	4,522	4.1%	\$2.02	1.4	33.4	1.4	3.0	1.5	1.3	1.4	0.1
L	24	2,108	1,761	19.7%	\$2.29	1.2	18.3	0.7	3.3	1.6	1.1	1.2	0.1
L	19	3,498	3,679	-4.9%	\$2.33	1.2	27.0	1.1	2.6	1.3	1.2	1.2	0.0
L	29	1,458	1,381	5.6%	\$2.54	1.1	17.5	0.7	2.7	1.3	1.0	1.1	0.1
L	76	1,981	1,784	11.0%	\$3.09	0.9	29.7	1.2	1.9	0.9	1.0	1.0	0.0
L	39	1,340	1,275	5.1%	\$2.65	1.1	16.8	0.7	2.6	1.3	0.9	1.0	0.1
L	165	3,853	3,557	8.3%	\$3.02	0.9	25.0	1.0	1.8	0.9	1.0	1.0	0.0
L	11	3,646	3,543	2.9%	\$3.34	0.8	26.5	1.1	1.8	0.9	0.9	0.9	0.0
L	52	1,216		All	\$2.83	1.0	13.7	0.6	2.3	1.1	0.8	0.9	0.1
L	2	1,304	1,176	11.0%	\$2.93	1.0	16.8	0.7	2.0	1.0	0.9	0.9	0.0
L	1	2,801	2,765	1.3%	\$3.33	0.8	20.3	0.8	1.9	1.0	0.9	0.9	0.0
L	12	1,121	1,009	11.0%	\$3.30	0.8	14.2	0.6	2.2	1.1	0.8	0.8	0.0
L	50	1,929	1,889	2.1%	\$4.01	0.7	24.5	1.0	1.4	0.7	0.8	0.8	0.0
L	49	1,216	1,328	-8.4%	\$3.69	0.8	15.5	0.6	2.0	1.0	0.7	0.8	0.1
L	59	1,052	872	20.7%	\$4.86	0.6	19.0	0.8	2.0	1.0	0.7	0.8	0.1
L	164	3,230	3,092	4.5%	\$3.94	0.7	20.7	0.8	1.5	0.8	0.8	0.8	0.0
L	51	1,400	2,672	-47.6%	\$3.83	0.7	17.8	0.7	1.6	0.8	0.7	0.7	0.0
L	31	1,510	1,491	1.3%	\$4.83	0.6	22.3	0.9	1.3	0.7	0.7	0.7	0.0
L	21	1,880	1,794	4.8%	\$5.51	0.5	25.3	1.0	1.2	0.6	0.7	0.7	0.0
L	161	2,538	2,313	9.7%	\$3.89	0.7	18.0	0.7	1.4	0.7	0.7	0.7	0.0
L	63	969	1,042	-7.0%	\$4.47	0.6	13.5	0.5	1.7	0.9	0.7	0.7	0.0
L	36	1,437	1,236	16.2%	\$4.81	0.6	19.4	0.8	1.3	0.7	0.7	0.7	0.0
L	42	1,843	1,857	-0.7%	\$5.12	0.5	22.1	0.9	1.1	0.5	0.7	0.7	0.0
L	37	1,760	1,586	11.0%	\$5.38	0.5	16.2	0.7	1.1	0.5	0.6	0.6	0.0
L	183	1,144	890	28.5%	\$4.46	0.6	13.0	0.5	0.9	0.5	0.5	0.5	0.1
L	60	1,650	1,589	3.9%	\$5.94	0.5	15.0	0.6	1.1	0.5	0.5	0.5	0.0
L	185	1,262	1,325	-4.7%	\$6.16	0.5	15.6	0.6	1.0	0.5	0.5	0.5	0.0
L	35	1,089	1,035	5.2%	\$6.53	0.4	16.1	0.7	0.9	0.5	0.5	0.5	0.0
L	155	327	372	-12.2%	\$6.72	0.4	13.1	0.5	1.1	0.6	0.5	0.5	0.0
L	184	468	527	-11.3%	\$8.69	0.3	13.8	0.6	0.8	0.4	0.4	0.4	0.0
L	8	698	747	-6.5%	\$7.24	0.4	8.2	0.3	1.1	0.6	0.4	0.4	0.0
L	46	332		All	\$6.00	0.5	6.0	0.2	0.9	0.4		0.4	All

Site-Specific Shuttles

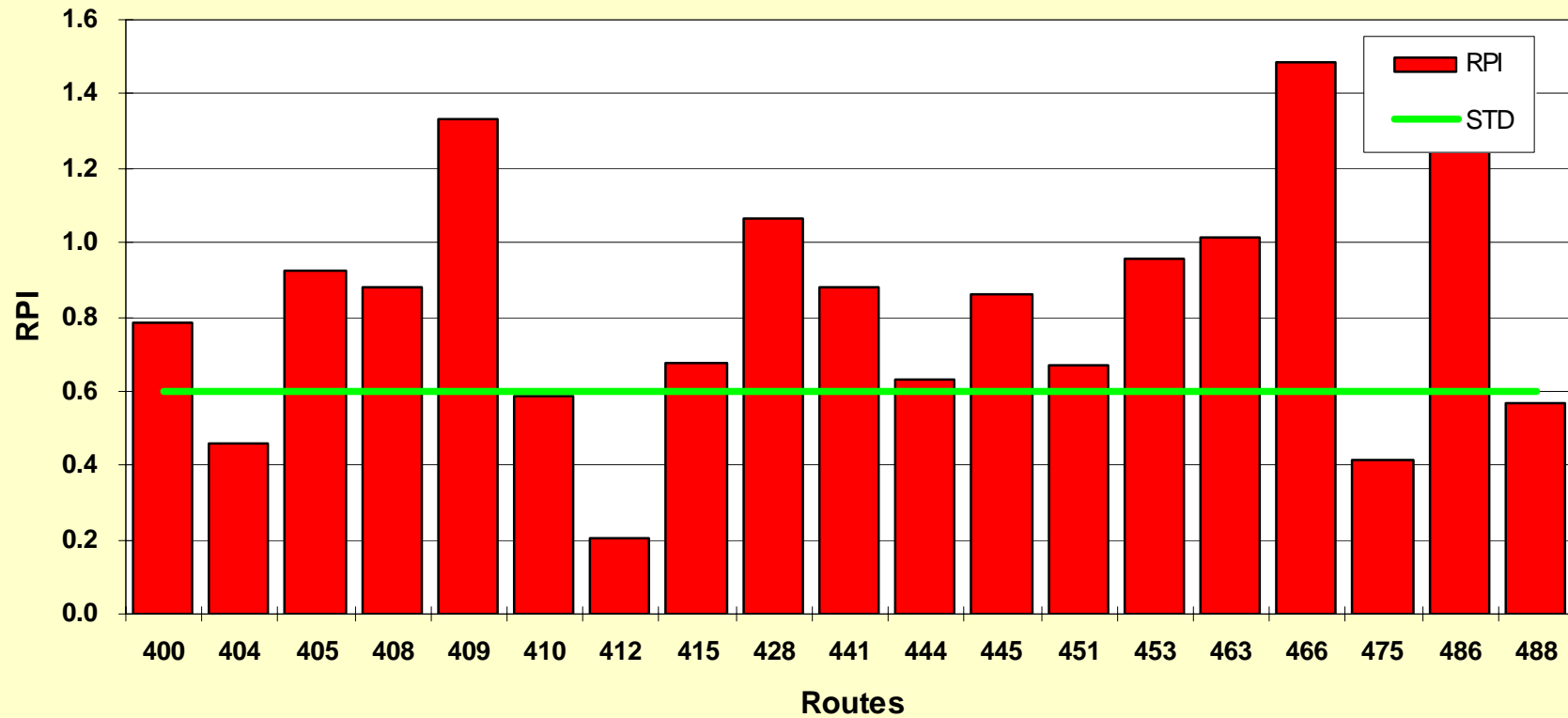
Performance Metrics													
		Avg Weekday	Avg Weekday								3Q05	4Q05	
		Pass	Pass	%	Sub/		Pass/		Pass/		Route	Route	RPI
LINE	4Q05	4Q04	Change	Pass	Index	Trip	Index	Mile	Index	Performance	Performance	Point	
											Index	Index	Change
SS SMU	337	281	20.0%	\$0.69	5.2	8.0	0.7	2.3	1.3	1.3	2.4	1.1	
SS TI	966	822	17.6%	\$0.80	4.5	3.3	0.3	2.0	1.1	1.2	2.0	0.7	
SS UTSW	317	257	23.3%	\$0.98	3.7	3.8	0.3	1.8	1.0	0.8	1.7	0.9	
SS MCE	91	114	-20.3%	\$0.95	3.8	1.3	0.1	1.5	0.8	1.3	1.6	0.2	
SS DFW	281	296	-5.0%	\$1.43	2.5	2.6	0.2	1.1	0.6	0.9	1.1	0.2	
SS CCE	56	50	12.2%	\$1.52	2.4	1.3	0.1	1.2	0.7	0.7	1.0	0.3	
SS PE	42	25	68.5%	\$1.84	2.0	1.4	0.1	0.7	0.4	0.4	0.8	0.4	

DART-on-Call

LINE		Avg	Avg	% Change	Sub/	Index	Pass/	Index	3Q05	4Q05	SPI Point Change
		Weekday	Weekday		Pass		Pass		Service	Service	
		Pass	Pass		Performance		Performance				
4Q05	4Q04		Pass		Trip	Rev		Index	Index		
				\$4.30					6.00		
D LoC	94	103	-8.9%	\$5.32	0.8		6.6	1.1	0.8	1.0	0.1
D NCPoC	90	117	-23.0%	\$8.23	0.5		4.6	0.8	0.7	0.6	-0.1
D EPoC	52	59	All	\$7.85	0.5		4.4	0.7	0.7	0.6	0.0
D RoC	45	58	-21.5%	\$10.97	0.4		2.8	0.5	0.5	0.4	-0.1
D ND0C	40	32	All	\$12.88	0.3		2.9	0.5	0.4	0.4	0.0
D Rich	32	15	All	\$16.67	0.3		2.2	0.4	0.2	0.3	0.2
D FBoC	38	34	All	\$18.87	0.2		1.9	0.3	0.4	0.3	-0.1

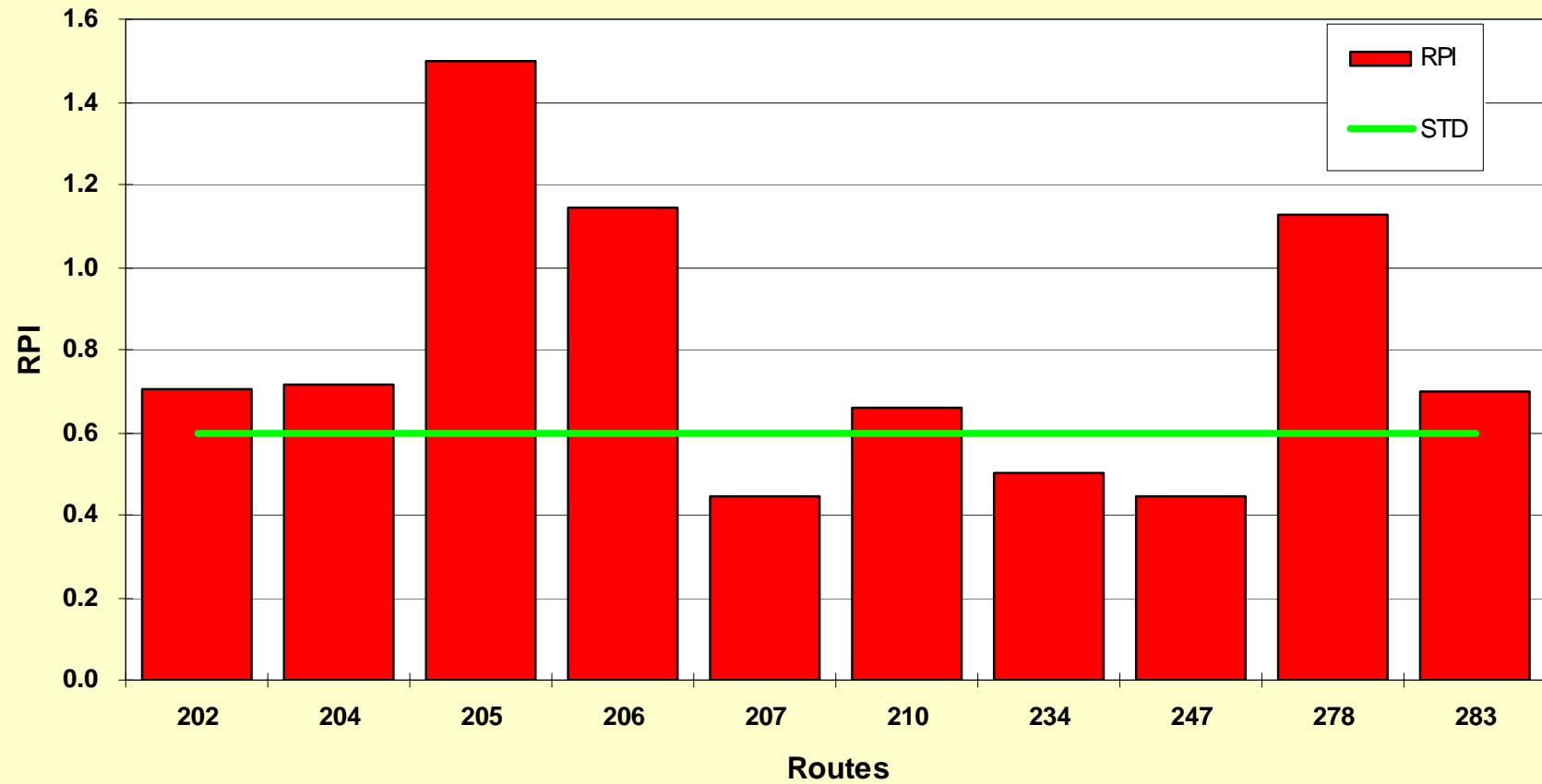
ROUTE PERFORMANCE INDEX

Crosstown Routes

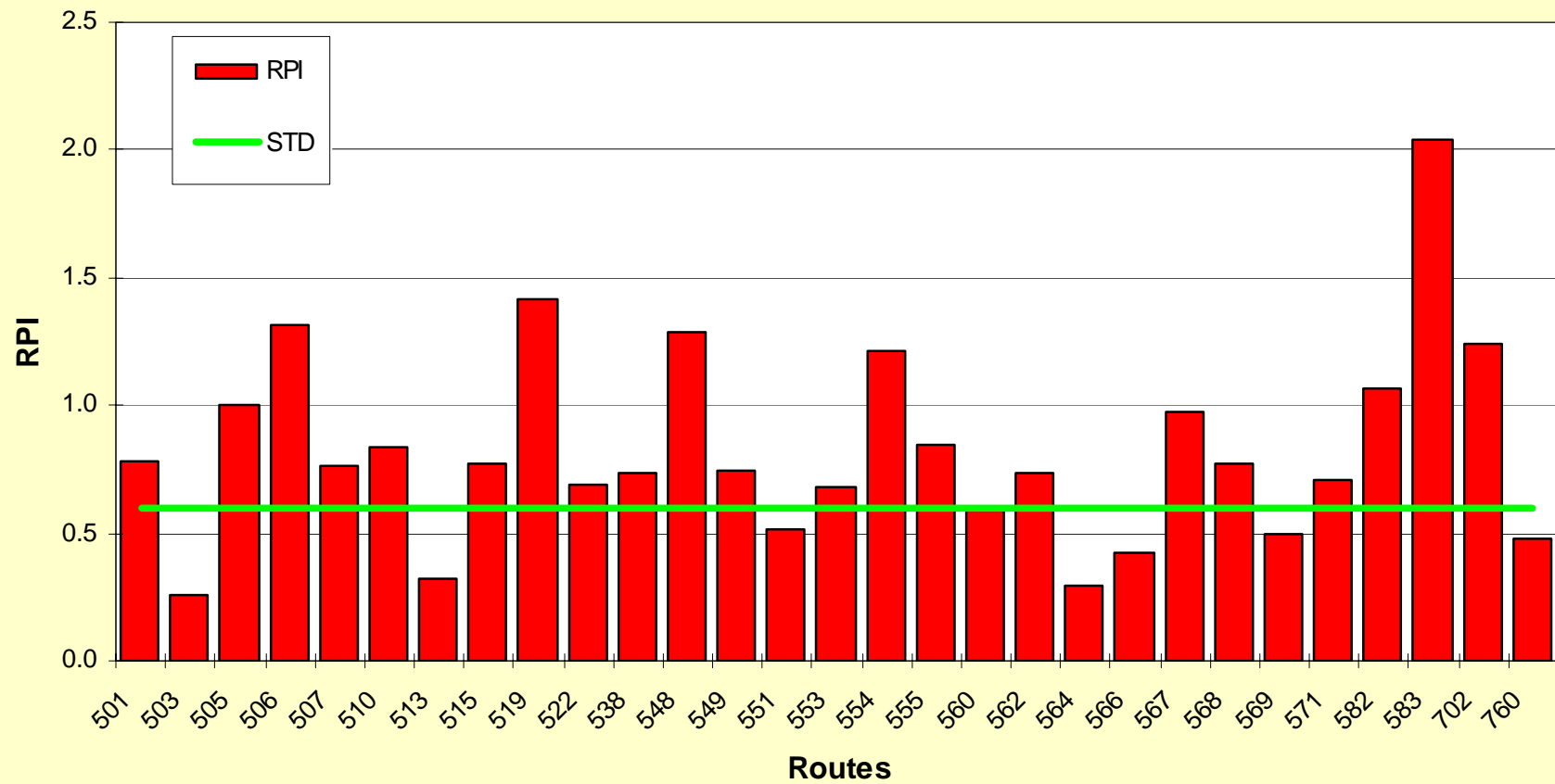


ROUTE PERFORMANCE INDEX

Express Routes

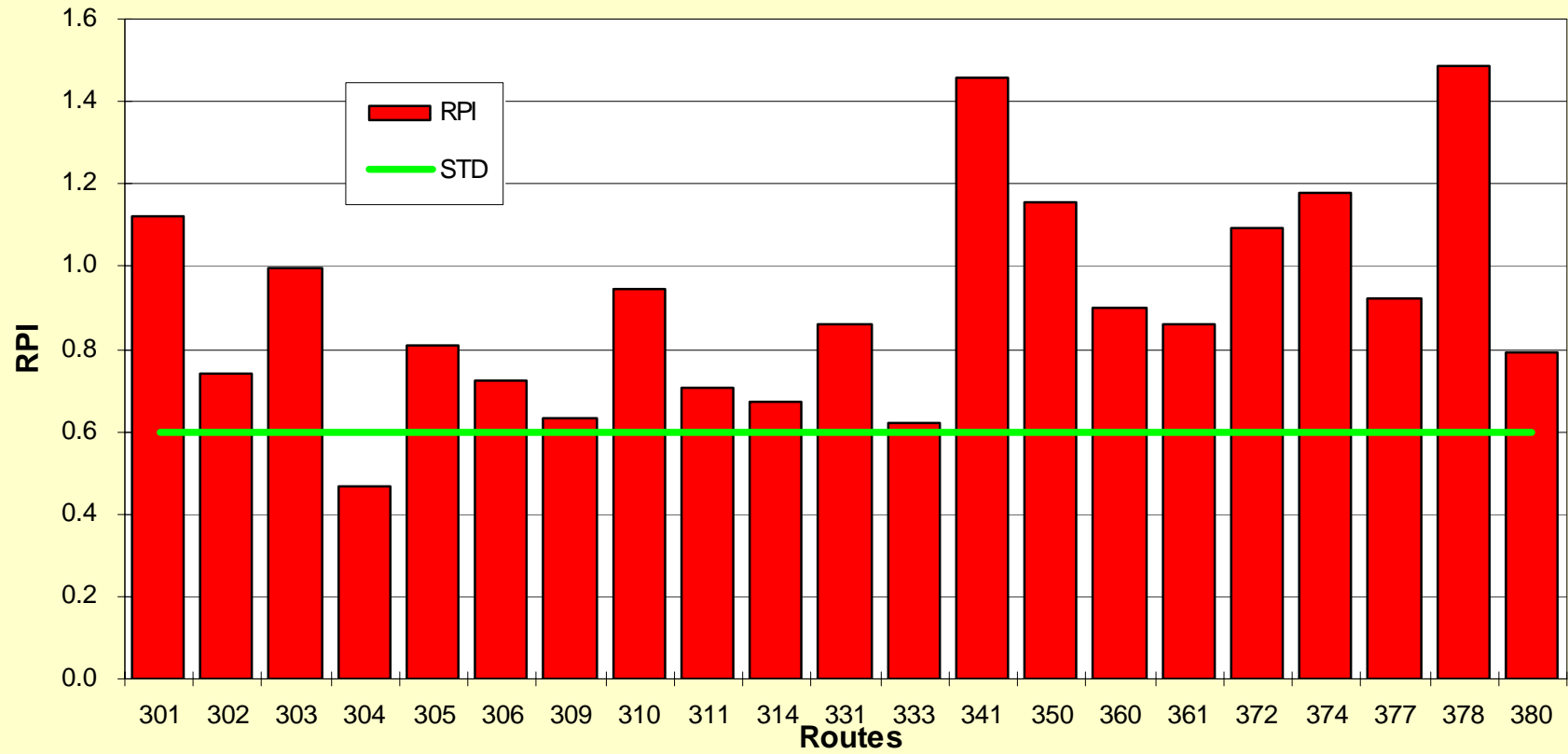


ROUTE PERFORMANCE INDEX Rail Feeder Routes



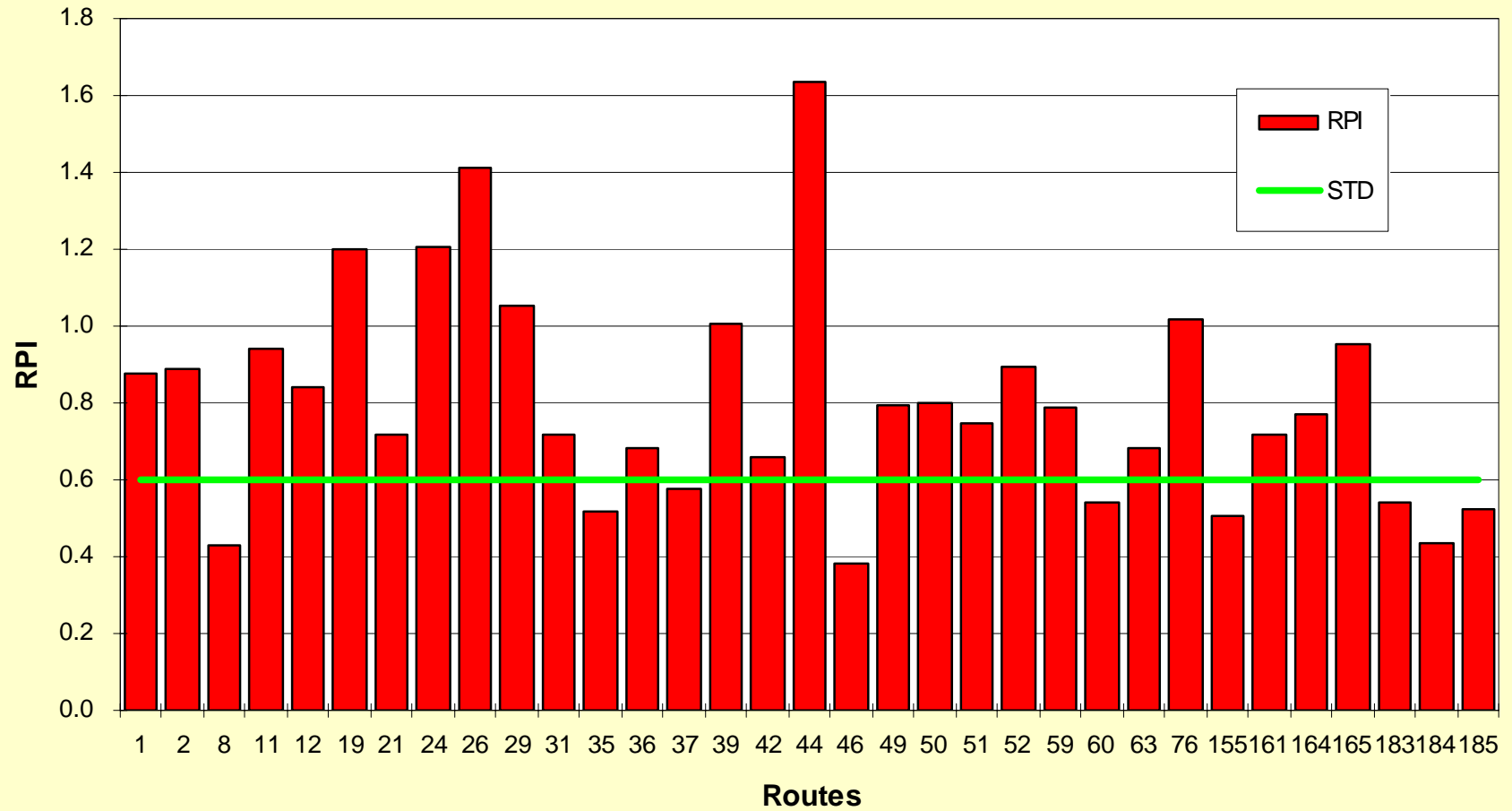
ROUTE PERFORMANCE INDEX

Transit Center Feeder Routes



ROUTE PERFORMANCE INDEX

Local Routes



PLANNING & DEVELOPMENT DEPARTMENT

Fourth Quarter FY 2005 Quarterly Reports

P&D1	Highlights
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P&D2	Southeast Corridor
P&D3	Northwest Corridor (Dallas CBD to Carrollton)
P&D4	Northwest Corridor (NW HWY to Irving/DFW)
P&D5	Rowlett Corridor PE/EA
P&D6	2030 Transit System Plan
P&D7	Economic Development
P&D8	Northwest Corridor Mitigation Monitoring Program
P&D9	Southeast Corridor Mitigation Monitoring Program
P&D10	Mobility Programs Development
P&D10	I-30 Old Turnpike Managed/HOV Lanes Project
P&D11	Regional Comprehensive ITS Program for the Dallas/Fort Worth Region
P&D12	Construction and Installation of Standard Shelters
P&D13	Southern Sector Amenities
P&D14	HOV Lanes Operation
P&D15	North Central (US 75) Concurrent HOV Lanes
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Planning and Development Department

The scope of work of the Planning and Development Department includes the following responsibilities and functions:

The department directs a broad range of planning and development activities from ongoing refinement of DART's current bus system to conceptualizing future services and projects and advancing them through various levels of development. Specific functions include short range bus service planning and scheduling, long range system planning, and capital planning for rail and bus passenger facilities. Planning and Development is also responsible for planning and project definition of rail and bus passenger facilities from environmental impact analysis through preliminary engineering and for planning, design, development, and operation of the High Occupancy Vehicle (HOV) lane system. Finally, the Department is responsible for providing planning support by encouraging and promoting transit-oriented development surrounding or adjacent to DART properties.

Highlights This Quarter

- Coordination continues with FTA to finalize the FY 2007 New Starts report information for NW and SE Federal Project.
- The Draft Report for Love Field Service Options study was completed and distributed to interested parties/stakeholders for comments.
- The DART Board approved the SPA for Bryan/Hawkins Junction. FTA approval followed.
- A public meeting was held at Austin Academy in Garland for the Rowlett Corridor PE/EA study.
- Staff held eight (8) public meetings in August to present results of the Conceptual Evaluation phase and present initial transit networks for the Detailed Evaluation regarding the 2030 Transit System Plan.
- Transit-oriented tours were conducted during the APTA conference in September.
- Installation of 30 new shelter equivalents was completed during 4thQ05.
- The last of the enhanced shelters was installed in July 2005 as part of the Southern Sector Amenities program.
- Thirty percent (30%) design plans for a concurrent flow facility along the North Central (US 75) Concurrent HOV Lanes project were completed and forwarded to related agencies.
- The four DART operated HOV lanes carried approximately 110,400 weekday daily commuters during September 2005.
- A revised proposal was submitted to NCTCOG for an additional \$4.8 million regarding the TRE at Belt Line Road Transit PASS Project.
- Service Reviews were completed for Garland, Irving, and Oak Cliff.
- A contract was awarded in September to Enterprise Rent-A-Car (ERAC), Inc. regarding the Vanpool Program.

Strategic Plan Consideration

C2.3 Open/Integrate new transit service.

Description

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

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

Accomplishment

- FTA approval for Bryan/Hawkins Junction: 9/14/05
- SPA for Bryan/Hawkins Junction: 9/13/05

Issues

- Trail interface
- Transportation Bill Funding for Santa Fe Underpass set to \$800,000

Schedule

- SE-1: 2010
- SE-2: 2011

Project Manager(s)

John Hoppie

Strategic Plan Consideration

C2.3 Open/Integrate new transit services.

Description

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

Accomplishments

- Continued coordination with FTA to finalize FY 07 New Starts report information for NW/SE Federal Project
- Completed Draft Report for Love Field Service Options study and distribution to interested parties/stakeholders for comments.
- Continued coordination with City of Carrollton and Denton County Transit Authority (DCTA) on Frankford Station and downtown Carrollton station planning.

Issues

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

Schedule

- November 2005: Complete FY 07 New Starts review with FTA staff
- November 2005: Develop Final Love Field service options study report.

Project Manager(s)

Kay Shelton

Strategic Plan Consideration	C2.3 Open/Integrate new transit services.
Description	<p>The DART Board approved the Northwest Corridor Locally Preferred Investment Strategy (LPIS) on February 22, 2000. The LPIS includes implementation of Light Rail Transit (LRT) in the Northwest Corridor. Changing conditions and the DFW Access Study has prompted consideration of alternative alignments.</p> <p>The next phase of the project is the preliminary engineering/environmental impact statement (PE/EIS) phase scheduled for completion in FY 2007. The project revenue service date has recently been changed to 2011, 2012, and 2013.</p>
Accomplishments	<ul style="list-style-type: none">• Continued coordination with City of Irving, TxDOT, USACOE, DCCCD/North Lake College, DFW Airport, University of Dallas, NTTA and individual property owners• Coordinated plans with TxDOT/City of Irving For Spur 348 Concept• Preliminary Station Evaluation Results• Environmental Evaluation ongoing
Issues	<ul style="list-style-type: none">• Decision to Phase Project: Phase I to Irving/Phase II to DFW• DFW Airport now considering transit terminating at Terminals A & B• North Las Colinas Station decision dependant on TxDOT design of Spur 348
Schedule	<ul style="list-style-type: none">• October 11, 2005: Meet with Irving Citizen Advisory Commission• October 19, 2005: Meet with DCURD• October 25: Brief DART Planning Committee• November 17: Station Location Public meeting• Spring 2007: Complete PE/EIS
Project Manager(s)	John Hoppie

Strategic Plan Consideration

C2.3 Open/Integrate new transit service.

Description

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

Accomplishments

- September 2005: Public Meeting held (Austin Academy in Garland)
- September 2005: Briefed Planning Committee regarding staff recommended alternative for crossing KCS track.
- August 2005: Alternatives for crossing the KCS track are being finalized and it is anticipated that a final recommendation will be made in September 2005.
- July 2005: Community Work Group Meeting
- June 2005: Met with City of Garland staff
- June 2005: Technical Work Group (TWG)
- June 2005: Briefed DART Board Planning Committee
- May 2005: Public Meeting held (Rowlett City Hall)
- May 2005: Met with City of Garland Planning & Public Works Staff
- April 2005: Briefed DART Board Planning Committee
- March 2005: Consultant kick-off meeting
- March 2005: Additional meeting with City of Rowlett Staff
- Feb 2005: Held kick-off meeting with staffs from Cities of Garland and Rowlett
- Bi-monthly corridor meetings

Issues

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

Schedule

- March 2005-April 2006: PE/EA
- 2006-2009: Final Engineering
- 2009-2012: Construction

-
- December 2012: Revenue Service

Project Manager(s) Cheri Bush

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

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

Accomplishments

- Held eight (8) public meetings in August 2005 to present results of Conceptual Evaluation phase and presented initial transit networks for Detailed Evaluation.
- Held joint Member City staff meeting on August 4, 2005.
- Initiated model coding for detailed evaluation of rail and bus corridors.
- Initiated development of 2030 TSP document, including outline and layout and content of non-rail elements.
- Continued development of final cost estimating methodology.
- Conducted briefings as requested, including Richardson City Council, Dallas City Council TEC, and Richardson HOA meeting.
- Initiated evaluation of bus corridor alternatives.
- Continued development of Conceptual Evaluation Methodology and Results Report
- Continued coordination with City of Dallas Comprehensive Plan and alternative demographic tests.

Issues

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

Schedule

- November 2005: Complete draft of Conceptual Evaluation Methodology and Results report.
- October 2005: Complete draft of Capital Cost Methodology reports.

- August-December 2005: Detailed evaluation of initial system plan scenarios.
- October 2005-January 2006: Board briefings on plan development.
- Early 2006 – Member City Staff meeting; City briefings; Public meetings on Draft 2030 TSP.

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

Strategic Plan Consideration	S1.5 Identify and develop strategic partnerships. S1.6 Advocate transit-oriented development. S1.9 Pursue joint development opportunities.
Description	The DART Mission statement specifies that the implementation of the Service Plan should “stimulate economic development.”
Accomplishments	<ul style="list-style-type: none">• Recommended proposers for Monroe Shops and Compton to Planning Committee.• Staff conducted several transit-oriented development tours during the APTA conference.• Staff participated in a TAP Panel for ULI in Lakewood Colorado.• Staff is working with the Cities of Carrollton and Farmers Branch for master planning their station areas for TOD.• Staff is working with City of Dallas to develop TOD related TIF districts and develop a TOD zoning district.
Issues	<ul style="list-style-type: none">• Staff is continuing to work with FTA to develop a Transit Oriented Development Implementation Program using proceeds of property to leverage TOD projects.• Staff will be presenting a development proposal for Mockingbird Station at the October Planning Committee meeting.• Working with City of Dallas staff regarding the future Kingsley Station.
Schedule	<ul style="list-style-type: none">• Staff will be entering into negotiations with selected proposers for Compton, Monroe Shops and Mockingbird Station.• Staff is anticipating initiating a second RFP process in late Winter/Early Spring 2006.• NCTCOG Call for Projects for Sustainable Development is October 17, 2005 with proposals due on January 20, 2006. <p>Staff is involved or working with the following:</p> <ul style="list-style-type: none">• Rail-Volution National Steering Committee meetings. Next conference: Sept. 2006 in Chicago.• North Dallas Urban Land Institute (ULI) District Council Program Committee.• Co-chair for Annual 2006 WTS (Women’s Transportation Seminar) Conference to be held in Dallas May 16-21, 2006.
Project Manager(s)	Jack Wierzenski/Cheri Bush

Northwest Corridor Mitigation Monitoring Program

Capital Planning and Development

Strategic Plan Consideration	C2.3 Open/Integrate new transit services C2.6 Add needed passenger amenities/facilities S1.7 Operate environmentally friendly services
Description	DART is advancing the development of LRT extensions in the Northwest Corridor. The Northwest Final Environmental Impact Statement (FEIS, 2003) identified impact and mitigation measures. FTA requires preparation of mitigation monitoring program (MMP) updates for federally funded projects as design and construction progress. These updates review and document any changes to or completion of mitigation measures. This includes noise and vibration mitigation measures; status of commitments detailed in the Section 106 Memoranda of Agreement including continuing SHPO and Dallas Landmark Commission coordination and design submittal reviews; changes or additions to Section 404 permits; monitoring of Section 404 mitigation measures, and maintaining a sensitivity to adjacent parklands.
Accomplishments	<ul style="list-style-type: none">• Mitigation at Southwestern Gage (Sta. 286+00) not needed because Southwestern Gage vibration sensitive business has relocated. The current Lawn Mow business is not vibration sensitive• Mitigation at Residence at 2727 Kimsey (Sta. 290+00) not needed because DART has purchased the property to accommodate a required control instrument house facility
Issues	<ul style="list-style-type: none">• Detailed noise & vibration impacts are currently being evaluated for the corridor by Harris Miller Miller & Hanson, Inc. (HMMH) to refine and identify specific appropriate mitigation measure• The eight areas of potential Jurisdictional waters are being reviewed to determine impacts.• Relocation of the Depot is an ongoing part of the Station Layout• Traffic impact analysis and signal warrant ongoing
Schedule	<ul style="list-style-type: none">• The Northwest Monitoring Mitigation Program will be ongoing until service begins in the corridor.
Project Manager(s)	Victor Ibewuike

Southeast Corridor Mitigation Monitoring Program

Capital Planning and Development

Strategic Plan Consideration	C2.3 Open/Integrate new transit services C2.6 Add needed passenger amenities/facilities S1.7 Operate environmentally friendly services
Description	DART is advancing the development of LRT extensions in the Southeast Corridor. The Southeast Final Environmental Impact Statement (FEIS, 2003) identified impact and mitigation measures. FTA requires preparation of mitigation monitoring program (MMP) updates for federally funded projects as design and construction progress. These updates review and document any changes to or completion of mitigation measures. This includes noise and vibration mitigation measures; status of commitments detailed in the Section 106 Memoranda of Agreement including continuing SHPO and Dallas Landmark Commission coordination and design submittal reviews; changes or additions to Section 404 permits; monitoring of Section 404 mitigation measures, and maintaining a sensitivity to adjacent parklands.
Accomplishments	<ul style="list-style-type: none">• The limits of Noise and Vibration impacts have been resolved with the recent Harris Miller Miller & Hanson Inc. (HMMH) report• Design completed to preserve portion of Deep Ellum tunnel
Issues	<ul style="list-style-type: none">• Draft of Historic American Engineering Record (HAER) level 1 transmitted to SHPO awaiting approval.• Need to resolve the safety fence issue between Bruton and Indian Story Telling Place.• Finalizing the tree plan for the parkland area• Fencing details are being developed.
Schedule	<ul style="list-style-type: none">• The Southeast Monitoring Mitigation Program will be ongoing until service begins in the corridor.
Project Manager(s)	Victor Ibewuike

I-30 Old Turnpike Managed/HOV Lanes Project

Mobility Programs Development

Strategic Plan Consideration	C2.3 Open/Integrate new transit services
Description	<p>Development of the first Managed/HOV Lanes project in Dallas. The Managed/HOV lanes facility will be designed in the median of I-30 starting from the Dallas/Tarrant County line to downtown Dallas. This facility will operate 20-hour a day. The facility will have two-lane Managed/HOV Lanes from Dallas/Tarrant County line to Westmoreland wishbone ramp. Starting at Westmoreland to downtown Dallas the facility will have one reversible Managed/HOV lane. During special events a second westbound HOV/Managed lane will be added in the westbound direction using movable barrier machine. Slip ramps have been identified for access/egress at SH 360 also, the first wishbone will serve SH 161 and belt Line Road SH 190 and second will serve Westmoreland Rd. Access/Egress slip ramps are identified to serve loop 12. Previously, design of a reversible HOV lane was being advanced along this corridor. This project has been replaced with the Managed/HOV Lanes facility.</p>
Accomplishments	<ul style="list-style-type: none">• 4rthQ05: Preparation of project schematics for implementation of a concurrent flow facility along the corridor will be sent to TxDOT in November 2005.
Issues	<ul style="list-style-type: none">• The region stakeholders have requested no sorting of HOV/SOV vehicles on the main lanes.• Existing Toll tag limitation that will not allow to turn-on and off by drivers.• Potential funding delay for I-30 Trinity River (Signature) bridge (designed and constructed by others City of Dallas and TxDOT).
Schedule	<ul style="list-style-type: none">• 2007: Complete construction of the Managed/HOV lanes facility on I-30.
Project Manager(s)	Abed Abukar

Regional Comprehensive ITS Program for the Dallas/Fort Worth Region

Mobility Programs Development

Strategic Plan Consideration

C4.2 Integrate information technology systems

Description

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

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

Accomplishments

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

Regional Comprehensive ITS Program for the Dallas/Fort Worth Region

Mobility Programs Development

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

Issues

- None

Schedule

- 2006: 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 05 Standard Shelter program was completed during 2005.

Accomplishments

- Investigation to provide communication devices at bus shelters (including installation of “smart” shelters) in progress.
- 4thQ05: Installed 30 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.
- Graffiti, vandalism, and shelter loss are ongoing costs.

Schedule

- 1stQ06: Install 30 new shelter equivalents.
- 2008: Complete standard shelter program with NEC.

Project Manager(s)

Rob Parks

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

Description 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.

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

Accomplishments

- Continued installation of standard shelters, benches in southern sector.
- Final large shelter installed.
- This portion of the Southern Sector Amenities Program is now complete.

Issues • Opportunity associated with new grant earmark

Schedule • July 15, 2005: Install shelter.
• Installation of regular shelters, benches and crosswalks in southern sector to continue.

Project Manager(s) Robert Parks

Strategic Plan Consideration	C1.1 Improve on-time performance C1.4 Provide friendly courteous service
Description	<p>HOV lane system is DART's most cost efficient service with \$0.14 subsidy per passenger and carrying about 38% of the total DART system ridership.</p> <p>I-30, I-35E, I-635 and I-35E/US 67 HOV lanes carried almost 34 million commuters during FY 03. The LBJ HOV lanes are one of the most utilized facilities in Texas.</p> <p>DART currently operates 31 miles of HOV Transitways along I-30, I-35E, I-635 and I-35E/US 67 freeways. The HOV lane on I-30 is a Contraflow lane which is created by borrowing the inside lane of the non-peak direction and assigned to peak direction of travel. The HOV lanes on Stemmons and LBJ are buffer separated concurrent flow lanes, constructed using the inside shoulders of the freeways. The HOV lanes on I-35E/US 67 are a combination of concurrent flow and reversible sections.</p>
Accomplishments	<p>The following is HOV ridership information for September 2005:</p> <ul style="list-style-type: none">• The four DART operated HOV lanes carried approximately 110,400 weekday daily commuters.• The HOV lanes along I-635, I-35E, I-30 and I-35E/US 67 carried 47,730, 23,590, 16,520 and 22,590 weekday passengers respectively.• HOV users saved 8.1 minutes, 17.7 minutes, 16.1 minutes, and 8.6 minutes on East R.L. Thornton, Stemmons, LBJ, and South R.L. Thornton/Marvin D. Love HOV lanes respectively, on the round trip commute.• On-time opening performance for East R. L. Thornton HOV lane was 99.5% during the last quarter.
Issues	Additional public education and marketing efforts are necessary.
Schedule	Ongoing.
Project Manager(s)	Mahesh Kuimil

North Central (US 75) Concurrent HOV Lanes

Mobility Programs Development

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

Description Development of a concurrent flow HOV lane facility is underway in the median of US 75, north of LBJ freeway to north of Parker Road in Plano. The 24-hour two-lane facility will serve both northbound and southbound commuters. The facility will be connected to the existing and later, future HOV lanes on LBJ freeway, west of US 75, via a direct connector ramp through the reconstructed US 75/I-635 interchange. Potential access/egress locations have been identified at SH 190 and Campbell Road. Previously, design of a reversible HOV lane was being advanced along this corridor. This project has been replaced with the concurrent flow facility.

Accomplishments

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

Issues

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

Schedule

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

Project Manager(s) Mahesh Kuimil

TRE at Belt Line Road

Transit PASS Project

Mobility Programs Development

Strategic Plan Consideration

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

Description

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

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

Accomplishments:

- September 2005: Attended monthly utility relocation utility meeting.
- September 2005: A revised proposal was submitted to NCTCOG for an additional \$4.8M.
- June 2005: Final review comments for technical specifications were dispositioned and final costs were updated.
- March 2005: Last remaining real estate parcel has been acquired by the City of Irving.
- 1stQ05: PS&E package 100% complete.
- March 2005: PS&E package completed and budget revised based on the latest estimate.

Issues

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

- City of Irving utility relocations are underway and scheduled to be completed by November 2005.
 - The franchise utilities status as of July:
 - ✓ Gas lines completed
 - ✓ TXU electric ongoing
- Verizon and other utilities underway.

Schedule

- October 5, 2005: Irving City Council workshop/Funding Increase approval.
- December 2, 2005 & January 12, 2006: STTC &/RTC / Funding Increase Approval.
- January 2006: Advertise for bids.
- March 2006: Letting (receive bids).
- May 2006: Award/Notice to Proceed (NTP)
- Fall 2006: Begin construction.
- Winter 2008: Project completion.

Project Manager(s) Ali Rabiee

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

FY 2005 Fourth Quarter Score Card

Five-Year Action Plan

Service Planning and Scheduling

Objectives	Services	Activities
INCREASE RIDERSHIP		
<ul style="list-style-type: none"> Expand Services 		System ridership rose 4.0% from FY2004; bus system ridership was up 2.0%.
	Feeders to Transit Centers and Stations	October 2005 Service change implemented rail and bus schedule adjustments, based on service efficiencies.
<ul style="list-style-type: none"> Improve Customer Waiting Conditions 	Improved Bus Stop Amenities	The 2003-2008 new Standard Shelter Program will include a total of 430 standard shelters and 90 double/modular shelters. All 18 regular enhanced shelters have been installed.
IMPROVE COST EFFECTIVENESS		
<ul style="list-style-type: none"> Implement Efficiencies 		
	DART On-Call Non-Traditional service	Glenn Heights On Call scheduled to begin service October 2005. Lake Highlands On Call currently in planning for February 2006.
	Site-specific Shuttles	On-going service partnerships with North Park, SMU, DFW, U.T. Southwestern Medical Center; American Airlines Center, Texas Instruments (TI), the McKinney Avenue Trolley, Medical City, Palisades and Campbell Center. 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 February 2006 service changes.
	Address low-performing routes	Due to cost constraints, all routes consistently below 0.6 targeted for revision or reduction in February 2006.

Strategic Plan Consideration	C1 Improve quality. C2 Improve/add services. C3 Improve efficiency.
Description	DART's on-going service planning process includes completion of periodic detailed needs assessments in each member city or sub-area. These detailed needs assessments help to identify improvement projects for inclusion in the Five Year Action Plan.
Accomplishments	<ul style="list-style-type: none">• 4thQ05: Completed reviews for Garland, Irving, and Oak Cliff. Began North Tollway review.• 3rdQ05: Conducted community meetings for Irving review. Drafts for Garland and Oak Cliff reviewed internally. Final draft of Irving document submitted for management review.• 2ndQ05: final workshops for Irving review; first workshops for Garland review.• 1stQ05: Planning staff management held work sessions for the Irving service review.
Issues	<ul style="list-style-type: none">• None
Schedule	<ul style="list-style-type: none">• 2006: Complete North Tollway Service Review.• 2006: Complete East Dallas Service Review.
Project Manager(s)	Katharine Eagan/assigned staff

Strategic Plan Consideration	C1 Improve quality. C2 Improve/add services. C3 Improve efficiency.
Description	<p>The Five Year Action Plan included a strategy of identifying principle bus corridors and targeting improvements in bus travel times, frequency, passenger amenities and security to achieve a service level similar to that provided by light rail, but without the grade separated right-of-way.</p> <p>The 1998-2002 and 2002-2006 Five Year Plans identify potential bus corridors: Harry Hines, Malcolm X, and Ferguson Road. The Northwest Corridor MIS planned light rail within the Harry Hines corridor, removing it from consideration as a bus corridor.</p>
Accomplishments	<ul style="list-style-type: none">• 4thQ05: Prepared scope for BRT consultant.• 3rdQ05: Identified properties with similar enhanced service.• 2ndQ05: No activity during this quarter.• 4thQ04: Completed the final draft (concept paper), Phase I. Reviewed corridor selection and schedule of improvements as impacted by cost containment.• 3rdQ04: Finalized performance standards for enhanced service.• Enhanced bus service, for use in targeted corridors, has been further refined in coordination with the 2030 Transit System (2030 TSP) Plan. Additional enhanced bus corridors to be modeled as part of 2030 TSP process.
Issues	<ul style="list-style-type: none">• Integration of DART's bus corridor development concepts with City of Dallas corridor overlay zoning concepts.• Incorporation of bus corridors in the 2030 Transit System Plan.
Schedule	<ul style="list-style-type: none">• 4thQ05: visit other agencies for benchmarking.• 1stQ06: prepare documents for BRT consultant; complete data review.• 2ndQ06: finalize operating plans; receive final recommendations from consultant.
Project Manager(s)	Katharine Eagan

Strategic Plan Consideration

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

Description

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

Accomplishments

- Fielding three to four calls per week in regard to shuttle service for various locations along Red Line north. There is interest now for service due to high gas cost.
- Met with North Park Management to discuss 3rd party contract and to expand the 702 and Campbell Center e-shuttle and create other potential e-shuttles in the Northwest Highway and IH-75 market area.
- Met with Winthrop Management 8750 North Central to discuss transit service and expanding e-shuttle service.
- Met with American Airlines Center management to discuss shuttling options and existing transit services to the center for their employees
- Discussed possibility of site specific shuttle to UTD campus from Arapaho Station
- Promoted Route 21 as an alternative to the overcrowding on the SMU 768 Shuttle
- Contacted all existing shuttle partners for end of year wrap-up

Issues

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

Employer Service Program Development

**Service Planning
and Scheduling**

Schedule • Ongoing

Project Manager(s) John Quinn

Strategic Plan Consideration	C1 Improve service quality and effectiveness. C2 Improve service efficiency. C3 Increase ridership by opening new services.
Description	The DART Community Transit Program includes On-Call Cellular Dispatch Services, Late Night/Weekend Demand Response services, and other innovative services designed to provide transit opportunities in areas where fixed-route service is unable to sustain ridership or meet DART Service Standards. DART On-Call Service was first implemented in Plano on June 7, 1999; currently there are six On-Call zones with plans for a seventh.
Accomplishments	<ul style="list-style-type: none">• 4thQ05: Completed marketing and preparation for Glenn Heights On Call; began planning for Lake Highlands On Call, 2ndQ06 implementation.• 3rdQ05: completed planning for Glenn Heights On Call.• 2ndQ05: began community-based marketing/outreach with Community Affairs.• February 2005: expanded East Plano and Richardson On Call zones.• 1stQ05: began drafting solicitation to provide DART On Call and various innovative services under one contractor.
Issues	<ul style="list-style-type: none">• Begin consolidation of daily management under ATC.• Future financial considerations for Late Night/Weekend Demand Response services will be incorporated in next fiscal year.
Schedule	<ul style="list-style-type: none">• Oct. 3, 2005: Implement Glenn Heights On Call.• 1stQ06: Plan for Lake Highlands On Call.; examine other zones for possible service efficiencies.• 2ndQ06: Implement Lake Highlands On Call.• FY 2006: Award solicitation for comprehensive operation of management and operation of On Call and new van-based innovative services.
Project Manager(s)	Katharine Eagan

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

Strategic Plan Consideration	C1 Improve quality of service. C2 Improve efficiency of service.
Description	LRT service disruptions can occur as a result of track blockage, construction, track maintenance or any other event that may disrupt rail services. The Customer Response Team (CRT) will be deployed to impacted downtown Dallas stations when an LRT service disruption occurs. CRT provides bus bridge, rail service delay and rail bridge information to customers. CRT is composed of staff from Community Affairs, Customer Service, Scheduling, Service Planning and Transit Center Operations.

Accomplishments

- September 2005: CRT procedures reviewed and approved by impacted department heads.
- July 2005: CRT equipment purchased.

Issues

- CRT approval process was delayed by one month. Implementation will occur in November 2005.

Schedule

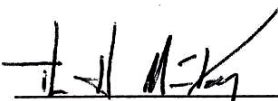
- October 2005: CRT training will be provided.
- November 2005: Implementation

Project Manager(s) Jennifer Jones

Strategic Plan Consideration	C1 Improve service quality and effectiveness. C2 Improve service efficiency. C3 Increase ridership by opening new services.
Description	Ongoing support will be provided for DART's vanpool program. The Vanpool program is designed to mitigate traffic congestion by providing 8, 12, and 15 passenger commuter vans. DART will continue to benchmark best practices for a successful program.
Accomplishments	<ul style="list-style-type: none">• 4thQ05: A contract was awarded September 2005 to Enterprise Rent-A-Car (ERAC), Inc. Competitive solicitation resulted in a savings of over \$900,000 over 4 year contract base.
Issues	<ul style="list-style-type: none">• Budget constraints are limiting the expansion of the Vanpool Program. Vanpools cannot be extended to employers requesting transportation alternatives for employees. Increased fuel costs have created a market for Rideshare opportunities.• Pricing issues continue to be a concern with vanpool participants.
Schedule	<ul style="list-style-type: none">• 2ndQ06: Transition to new contractor.• FY 2006: Continue development of larger term pricing and marketing strategies.
Project Manager(s)	Pat Vidaurri/ Jennifer Hall

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

This document is the 4th 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 September 30, 2005, including Change Control Summaries, Systems Integration, and Real Estate.



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

THM/ta

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ACRONYMS

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

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

SCOPE OF PROJECTS

LIGHT RAIL TRANSIT (LRT) BUILDOUT PHASE I

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

Walnut Hill Parking

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

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

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

LIGHT RAIL TRANSIT (LRT) BUILDOUT PHASE II

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

Raise & Extend Four CBD Stations

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

COMMUTER RAIL

Belt Line Road Grade Separation

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

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

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

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. The project will extend east to the Tarrant/Dallas County line.

ADDITIONAL CAPITAL DEVELOPMENT

Livable Communities

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

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

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

NW-1A/Victory Station Project

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

Unity Plaza

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

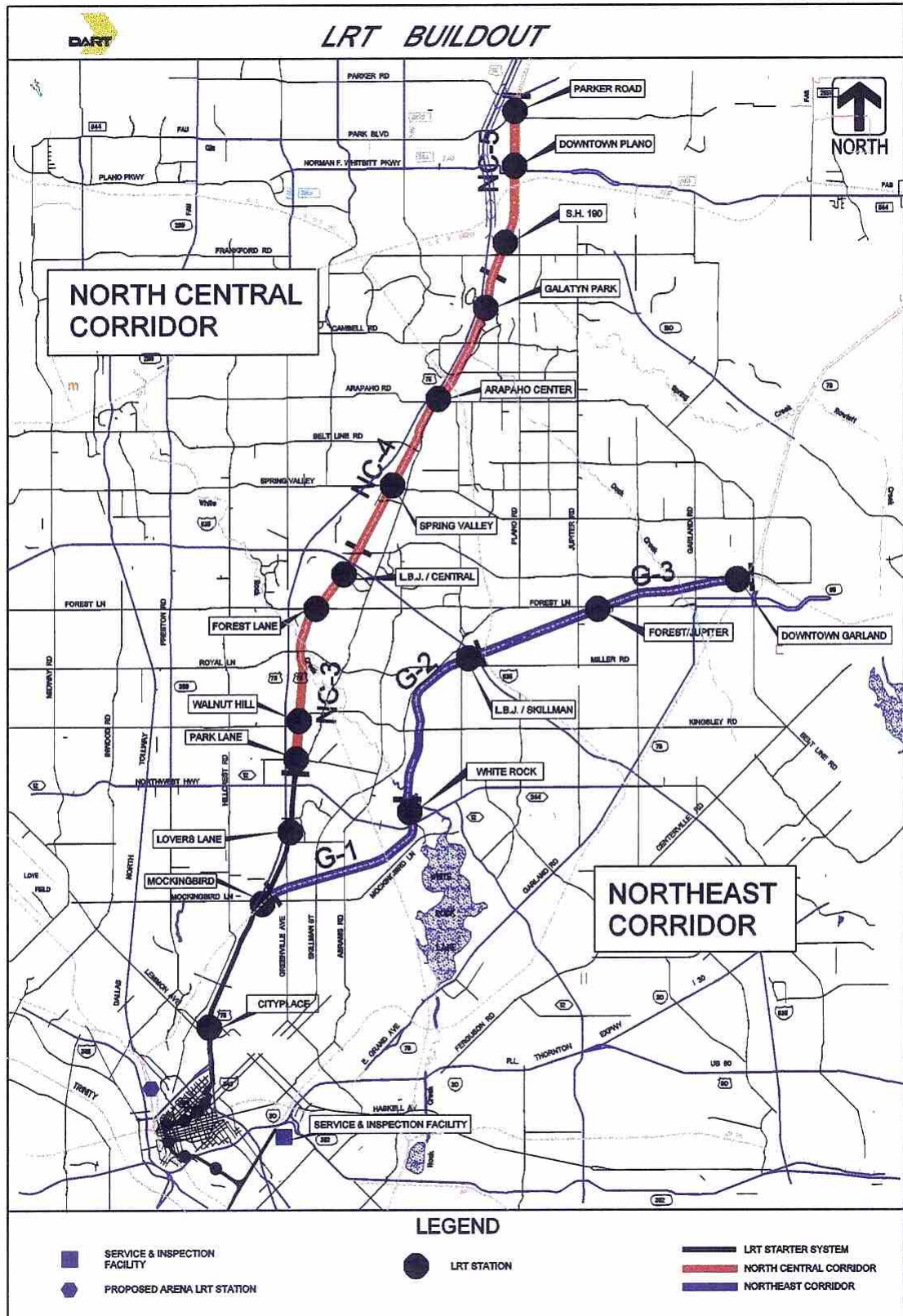
North Central Tunnel Delamination Repair & Monitoring Test Section

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

**LRT BUILDOUT
PHASE I**

Map

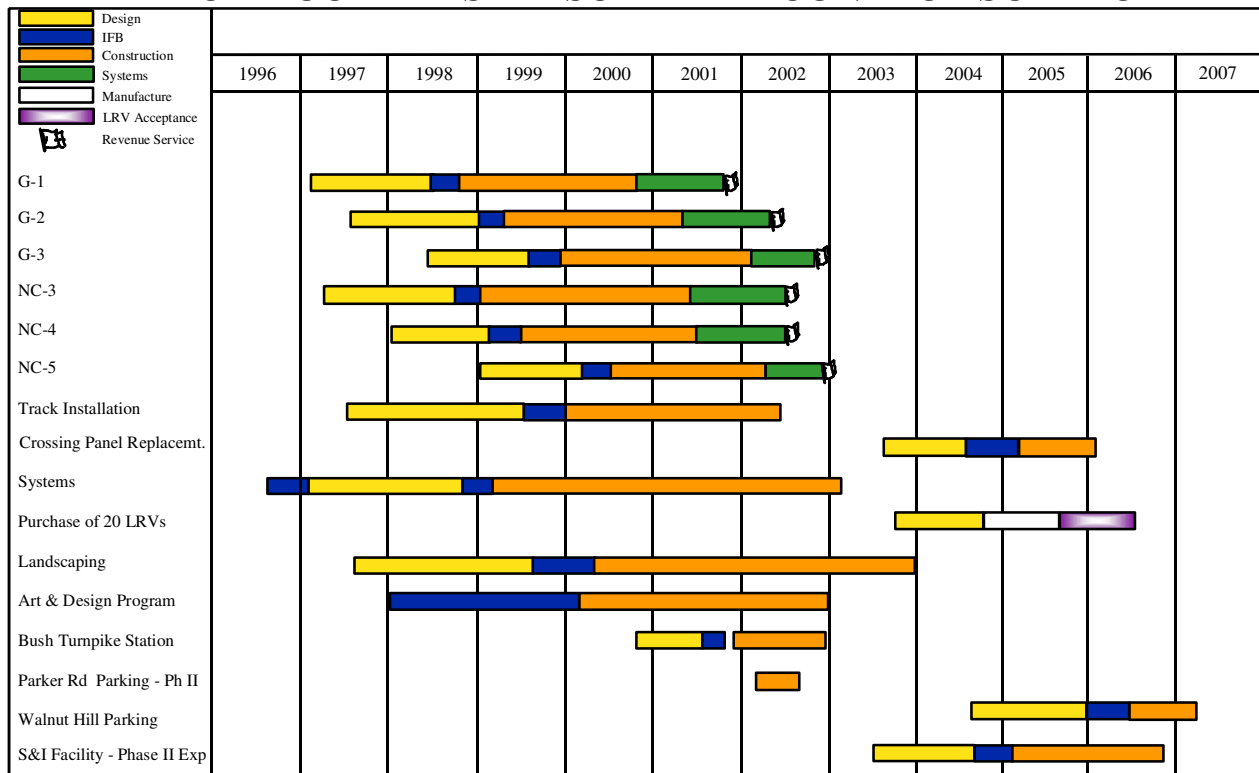
LRT Buildout Phase I



Summary Control Schedule

LRT Buildout Phase I

LRT BUILDOUT PHASE I - SUMMARY CONTROL SCHEDULE



Revised 09/30/05

Cost/Schedule Summary

LRT Buildout Phase I

LRT BUILDOUT PHASE I Cost Summary (in millions of dollars)			
	Control Budget	Current Commitment	Expended to Date ⁽²⁾
LRT General ⁽¹⁾	\$ 67.0	\$ 55.6	\$ 55.4
Cityplace Station Finishout ⁽³⁾	24.9	24.7	24.7
Garland-1	53.2	52.0	51.6
Garland-2	84.2	78.0	77.3
Garland-3	101.2	92.1	90.6
North Central-3	123.1	107.0	105.6
North Central-4	82.2	77.0	75.5
North Central-5	64.5	61.2	60.0
S&I Facility Expansion/VAF	31.9	31.9	31.9
Systems	160.1	155.3	155.1
Vehicles	151.2	151.0	150.5
Crossing Panel Replacement	4.7	3.6	1.3
LRT Buildout Total	\$943.5	\$885.8	\$878.5

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 8/31/05, per DART's General Ledger.
- 3) At the direction of the DART Board, Cityplace Station Finishout was combined with the LRT Buildout.

LRT BUILDOUT PHASE I RELATED PROJECTS (FFGA Amendment 10) Cost Summary (in millions of dollars)			
	Control Budget	Current Commitment	Expended to Date ⁽¹⁾
Bush Turnpike Station	\$ 12.5	\$ 12.9	\$ 12.9
Parker Road Station Phase II Parking	2.6	1.6	1.6
Walnut Hill Parking	1.3	0.2	0.2
S&I Facility - Phase II Expansion	29.4	27.3	9.1
Purchase of 20 LRVs	63.0	61.4	40.7
Total	\$ 108.8	\$ 103.4	\$ 64.5

- 1) Expended to date values reflect activity through 8/31/05, per DART's General Ledger.

Cost/Schedule Summary

LRT Buildout Phase I

SCHEDULE SUMMARY

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

Northeast Corridor Facilities

Line Section G-2

LRT Buildout Phase I

Strategic Plan C2.3 Integrate new transit services

Consideration

Description

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

Status

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

Issues

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

The Contracting Officer received an additional request for equitable adjustment from GLF in January 2005. DART Legal Department is addressing this issue.

North Central Corridor Facilities

Line Section NC-3

LRT Buildout Phase I

Strategic Plan Consideration C2.3 Integrate new transit services

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

Status As of the end of June 2003, the contractor, GLF, is no longer on the project. Final closeout of this construction contract is nearing completion.

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

Strategic Plan Consideration C2.3 Integrate new transit services

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

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

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

Marta appealed the Contracting Officer's final decision on its Request for Equitable Adjustment and the matter is in DART's administrative disputes process. DART Legal Department is proceeding with the litigation. First portion of the trial was conducted January 31 through February 18, 2005. The second portion of the trial was conducted June 6-17, 2005. The last portion of the trial is scheduled to begin December 5, 2005.

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

Track Crossing Panel Replacement and Rail Destressing

LRT Buildout
Phase I

Strategic Plan Consideration

C2.5 Improve passenger amenities and facilities

Description

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

Status

Herzog Contracting Corporation is progressing on schedule on destressing and crossing panel replacement. Destressing is nearly complete. Thirteen road crossings have been replaced to date. The Fifth Street crossing in Garland is scheduled to be replaced next.

Issues

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



Systems – Traction Electrification

LRT Buildout Phase I

Strategic Plan Consideration C2.3 Integrate new transit services

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

Status The traction electrification effort for Buildout Phase I is complete. All contract changes have been completed; awaiting certificate of completion to closeout the contract.

Issues None.

Strategic Plan Consideration C2.3 Integrate new transit services

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

Status The signals contractor, Union Switch & Signal, Inc. (US&S), has completed the fieldwork. Release of liens has been received. The contract closeout process is continuing, with source code escrow the only item remaining.

Issues None.

Strategic Plan Consideration C2.3 Integrate new transit services

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

Status The 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.

Issues Liquidated damages are being withheld for late completion.

MEC appealed the Contracting Officer's final decision on a Request for Equitable Adjustment and the matter is in DART's administrative disputes process. DART has filed a Motion to Dismiss with Prejudice and is awaiting a decision from the judge.

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 on this decision on June 17, 2005. DART Legal Department is proceeding with the litigation.

The parties reached a tentative agreement that would settle the above litigation and close all contract issues. Final negotiations are continuing and documentation is being drafted. This item was approved by the DART Board on September 13, 2005.

Systems – Fare Collection

LRT Buildout Phase I

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

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

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

Issues None.

Strategic Plan Consideration	C2.3 Integrate new transit services
Description	To date, 95 LRVs have been purchased. Twenty additional vehicles have been purchased under the option clause of the current contract.
Status	Design and manufacturing of the 20 additional vehicles continues. All 20 LRVs have arrived in Dallas and final assembly is in progress. The first 11 LRVs (#196, 197, 198, 199, 200, 201, 202, 203, 204, 205, and 206) have been delivered to the DART Maintenance Yard. Design verification testing on LRV 196 is continuing.
Issues	None.

Strategic Plan Consideration C2.3 Integrate new transit services

Description Integrate systems operation for LRT Buildout.

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

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

Issues None.

Walnut Hill Parking

LRT Buildout Phase I

Strategic Plan Consideration	C2.5 Improve passenger amenities and facilities
Description	The existing Walnut Hill Station on Line Section NC-3 is currently a kiss and ride facility. The addition of parking is proposed to be constructed on the adjacent Oncor property.
Status	Budget and schedule have been finalized. NTP for design was issued September 16, 2004. Design is progressing.
Issues	None.

Service & Inspection Facility - Phase II Expansion

**LRT Buildout
Phase I**

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

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

Status The contractor, Hensel Phelps Construction Company, continued sitework. Ductbank and OCS structure foundation installation continued. Fire and water line relocation east of the facility building was completed. Inlet and storm drainage lines east of the facility building were installed.

Drilled shafts were installed east of the Running Maintenance Shop. Excavation was completed for the extension of the running maintenance area, and 90% of grade beams were installed. Installation of underground utilities is in progress.

In the existing running maintenance area, installation of service platforms, fall protection, and guardrails continued; painting work continued; installation of conduit, conductors, and electrical panels continued; installation of support structure for the air handler units continued; installation of rooftop air handler units began; and utilities were started to the units.

In the storage track area, ballast retaining wall installation was completed. Relocation of existing cable trough at Signal House No. 3 was completed. Ballast drain installation is in progress. Lime stabilization, ballast installation, and sub-ballast installation is ongoing.

North of the Overhaul Shop, light poles were relocated, and storm drainage was installed. Pavement formwork began.

In preparation for the Overhaul Shop extension, the Hazardous Materials Building was moved and associated slab demolished.

At the existing Overhaul Shop, installation of beam stiffeners and cover plates began.

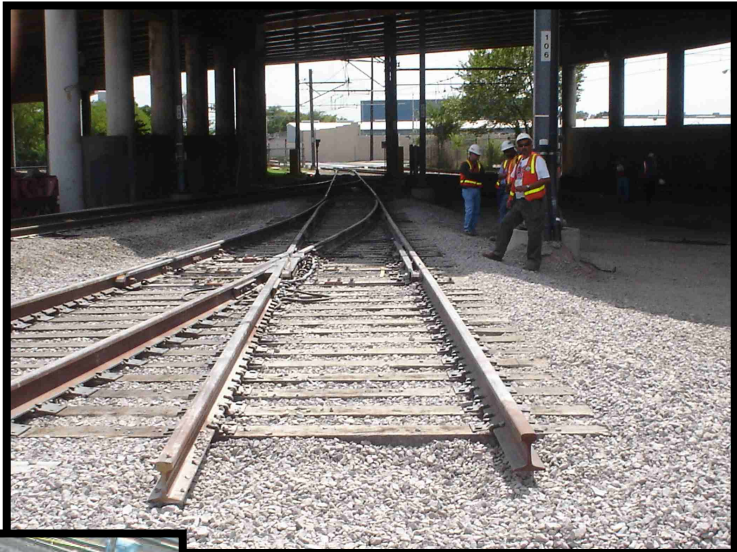
Turnout No. 34 was installed. Turnout No. 62 was prefabricated and will be installed in October 2005. Signal conductors were relocated through the new ductbank.

Issues None.

Service & Inspection Facility - Phase II Expansion

LRT Buildout
Phase I

Turnout No. 34 Installed



Grade Beam Formwork and
Plumbing Rough-In for the
Running Maintenance Addition
















Air Handlers Installed on the Existing
Running Maintenance Shop



Facilities - Six-Month Look Ahead

LRT Buildout Phase I

BUILDOUT PHASE I FACILITIES - SIX-MONTH LOOK AHEAD

	2005			2006		
	OCTOBER	NOVEMBER	DECEMBER	JANUARY	FEBRUARY	MARCH
G-1	Revenue Service Began 9/24/01					
G-2	Revenue Service Began 5/6/02					
G-3	Revenue Service Began 11/18/02					
NC-3	Revenue Service Began 7/1/02					
NC-4	Revenue Service Began 7/1/02					
NC-5	Revenue Service Began 12/9/02					
TRACK	Track Completed					
CROSSING PANEL REPLACEMENT	 Construction Continues			Milestone A Complete 		
20 LRV PURCHASE	 All cars shipped from Japan/Acceptance Testing On-going				Final Acceptance – 2 Cars   Final Acceptance – 1 Car	
LANDSCAPING	Landscaping Completed					
BUSH TURNPIKE STATION	Revenue Service Began 12/9/02					
PARKER RD PARKING PHASE II	Construction Completed					
WALNUT HILL PARKING		 100% Submittal				
S&I PHASE II EXP	 Construction Continues					
<div><div> - Construction</div><div> - Manufacture</div></div> <div><div> - Construction Complete</div><div> - Information Only</div></div> <div><div>* Senior Management Review</div><div> - Critical</div><div> - Trending toward Critical</div></div> <div><div> - Change</div><div> - Revenue Service</div></div>						

Revised 09/30/05

Change Control Summary

LRT Buildout Phase I

Light Rail Transit Buildout Phase I - Change Control Summary											
Rail Section/ Contract Package	Consultant/ Contractor	Approved Contract Amount	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 (September 2005)	
		(A)	(B)	(C=A+B)	(D)	(E=A+D)	(F=B-D)	(G=D/B)			
Professional Services	LRV Management C-97000131	LTK	\$6,379,825	\$531,142	\$6,910,967	\$181,855	\$6,561,680	\$349,287	34%	(Note a)	Through SA #14, AWP05 No changes in September
	NC-3 Civil/Struct/Sta C-98000080	GLF Constr. Corp.	\$49,903,009	\$4,990,301	\$54,893,310	\$1,158,261	\$51,061,270	\$3,832,040	23%	100%	Mods 1 thru 44 No changes in September
North Central Corridor	Walnut Hill Sta Parking Lot	TBD	\$0	\$0	\$0	\$0	\$0	\$0	0%	0%	
	G-2 Civil/Struct/Sta C-98000089	GLF Constr. Corp.	\$35,181,916	\$3,518,192	\$38,700,108	\$843,889	\$36,025,805	\$2,674,303	24%	100%	Mods 1 thru 55 No changes in September
S&I Facility Expansion	Civil/Structural Phase II C-1008130-01	Hensel Phelps	\$19,998,410	\$904,847	\$20,903,257	\$19,681	\$20,018,091	\$885,166	2%	33%	SA-2 In September Closeout Pending
Track Material	S&I BO Phase II C-1007306-00	Progressive Rail Services	\$1,649,427	\$65,977	\$1,715,404	\$14,936	\$0	\$51,041	23%	100%	Through SA-2
	Track Installation C-99000077	Marta Track	\$23,397,697	\$3,271,545	\$26,669,242	\$3,146,721	\$26,544,418	\$124,824	96%	100%	Change Log Closed Out Contract closeout pending
Systemwide	Crossing Panel Replacement C-1007268-01	Herzog	\$2,293,417	\$229,342	\$2,522,759	\$0	\$2,293,417	\$229,342	0%	44%	No mods to date
	Communications C-98000039	Mass Electric	\$16,814,000	\$2,844,925	\$19,658,925	\$1,590,620	\$18,404,620	\$1,254,305	56%	100%	No changes in September Contract closeout pending
Systems	Fare Collection C-98000040	Schunberger	\$6,092,379	\$2,556,284	\$8,648,663	\$2,250,012	\$8,342,391	\$306,272	88%	100%	Contract closeout pending No changes in September
	Traction Electrification C-98000041	Powell Power	\$38,109,911	\$4,128,157	\$42,238,068	\$3,352,307	\$41,462,218	\$775,850	87%	100%	Contract closeout pending No changes in September
	Signal System C-98000042	US&S	\$44,978,000	\$10,301,858	\$55,279,858	\$9,986,722	\$54,964,722	\$315,136	97%	100%	Contract closeout pending Note b
	21 Additional C-98000071-01	Kinkisharyo/Itoclu	\$56,954,100	\$2,847,705	\$60,218,405	\$183,278	\$57,137,378	\$2,664,427	6%	100%	Contract closeout pending No changes in September
	20 Additional C-98000071-02	Kinkisharyo/Itoclu	\$58,666,378	\$1,333,622	\$60,000,000	\$0	\$59,511,126	\$1,333,622	0%	72%	Through SA-016 No changes in September
TOTALS:			\$360,835,069	\$37,940,497	\$398,775,566	\$28,358,792	\$382,743,735	\$9,581,705			
Legend:	% Contingency >= 80%										
Notes:	a) The professional services contracts are negotiated through annual workplans (AWP) ; amounts reflected on this report represent Total Board Authorized Not-to-Exceed values.										
	b) The authorized board increases are captured in column B along with approved contingency increases to more accurately reflect the change activity as it relates to contingency.										

**LRT BUILDOUT
PHASE II**

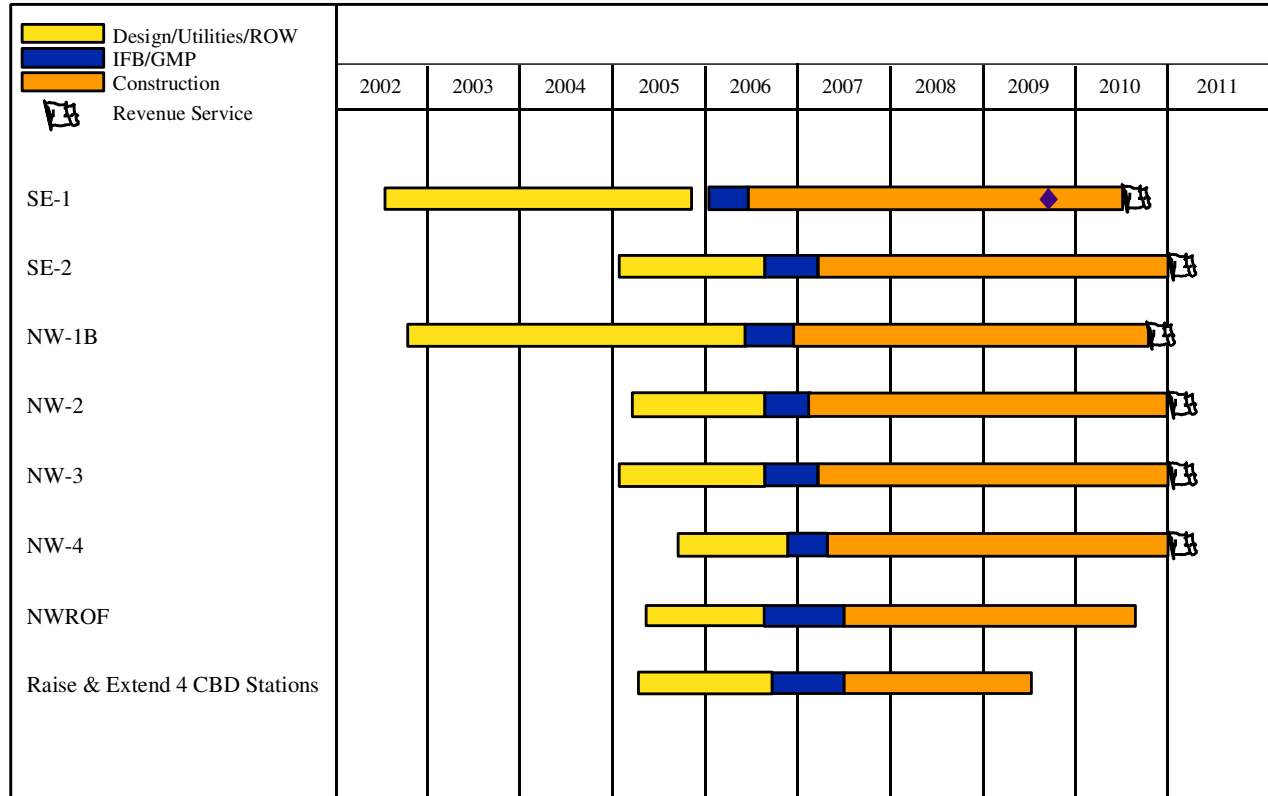
**LRT Buildout
Phase II**



Summary Control Schedule

**LRT Buildout
Phase II**

LRT BUILDOUT PHASE IIA SUMMARY CONTROL SCHEDULE



◆ Interim service to Fair Park by September 2009

Revised 08/31/05

Cost/Schedule Summary

LRT Buildout Phase II

LRT BUILDOUT PHASE IIA Cost Summary (in millions of dollars)			
	Control Budget	Current Commitment	Expended to Date ⁽¹⁾
General Buildout	\$ 253.7	\$ 51.8	\$ 44.4
Southeast-1	176.1	21.5	20.2
Southeast-2	145.0	19.6	16.7
Northwest-1B	158.1	25.1	22.3
Northwest-2	148.7	16.2	13.5
Northwest-3	216.1	16.4	13.0
Northwest-4	223.2	12.3	8.9
NWROF	48.3	12.5	10.4
Systems	122.6	14.0	13.8
Vehicles	169.1	0.2	0.0
Raise & Extend 4 CBD Stations	11.4	0.4	0.0
LRT Buildout Phase IIA Total	\$1,672.3	\$ 190.0	\$ 163.2

Notes:

1) Expended to date values reflect activity through 8/31/05, per DART's General Ledger.

Cost/Schedule Summary

**LRT Buildout
Phase II**

SCHEDULE SUMMARY

Contract Completion Dates

Revenue Service Dates

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

Strategic Plan Consideration C2.3 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. This corridor covers 10.5 miles and includes eight stations. Revenue service is scheduled for 2010.

Status The Southeast Corridor is in the final design phase.

FY07 New Starts submittal to FTA was completed on August 15, 2005, for the NW/SE federal project. Completion of the FY07 New Starts review with the FTA is anticipated in November 2005. Coordination is continuing with the FTA to finalize FY07 New Starts report information.

Approvals for historic design have been received from SHPO and Dallas Landmark Commission.

Bryan/Hawkins (CBD/NC/SE) Junction public hearing was held on July 21, 2005. The Junction environmental study has been finalized. The Board approved the Service Plan Amendment (SPA) for Bryan/Hawkins Junction on September 13, 2005. The FTA approved the Bryan/Hawkins Junction on September 14, 2005.

Issues A final resolution has been reached on the John's Trains issue. Resolution is still needed on trail interface.

Transportation Bill funding for Santa Fe Underpass was set to \$800,000.

**Strategic Plan
Consideration** C2.3 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. This corridor covers 16.3 miles and includes 12 stations (including Victory Station, completed November 2004). Revenue service is scheduled for 2010.

Status The Northwest Corridor is in the final design phase.

FY07 New Starts submittal to FTA was completed on August 15, 2005, for the NW/SE federal project. Completion of the FY07 New Starts review with the FTA is anticipated in November 2005. Coordination is continuing with the FTA to finalize FY07 New Starts report information.

Coordination is continuing 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 draft report for the Love Field service options study was completed and distributed to interested parties/stakeholders for comments. Final report will be developed in November 2005.

The FTA New Starts “Recommended” rating must be maintained.

Strategic Plan Consideration C2.3 Integrate new transit services

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

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

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, North Texas Tollway Authority (NTTA), and individual property owners. The North Lake Station Forum was held August 25, 2005. Plans were coordinated with the NTTA for the SH161 crossing, as well as with TxDOT/City of Irving for the Spur 348 concept. A meeting is scheduled with the Irving Citizen Advisory Commission on October 11, 2005. A meeting with Dallas County Utilities Reclamation District is scheduled for October 19, 2005. A station location public meeting is scheduled for November 17, 2005.

Final ridership modeling results have been developed, and preliminary station evaluation results have been determined. Environmental evaluation is ongoing.

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

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

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

Strategic Plan Consideration C2.3 Integrate new transit services

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

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

A Community Work Group meeting was held in July 2005. A public meeting was held in September 2005. Bi-monthly corridor meetings continue to be held.

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

Issues In Line Section G-3, an at-grade station in Downtown Garland has been built; however, due to increased traffic on the KCS line, alternatives are being examined during preliminary engineering for crossing the KCS track. A recommended alternative was presented to the Planning Committee in September 2005.

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

Strategic Plan Consideration C2.3 Integrate new transit services

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

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

Issues None.

Northwest Rail Operating Facility

LRT Buildout Phase II

Strategic Plan Consideration	C1 Improve Customer Satisfaction C2 Manage System Growth C3 Improve Efficiency
Description	<p>The Northwest Rail Operating Facility (NWROF) will provide storage, running maintenance, and administrative functions to meet DART's long-term operational and maintenance needs for Buildout Phase II. The site is bounded by Lombardy, Denton Drive, Century Drive, and Abernathy, and consists of approximately 34.3 acres. The storage tracks will be designed to accommodate approximately 75 SLRVs. The facility is intended to perform running maintenance of all vehicles, with no heavy overall maintenance at this site. The project consists of yard track layout; yard lighting; cleaning platform; non-revenue vehicle and SLRV car wash facility; service and inspection facility; ways, structures, and amenities facility; administrative offices; communications center; and yard control center.</p>
Status	<p>Preliminary DART & Agency (D&A) comments were submitted on August 5, 2005. A revised D&A is scheduled to be delivered on November 7, 2005, to address the issues of drainage within the site, as well as floor plan and architectural layouts. Pre-final design submittal is set for March 7, 2006. Acquisition of the required property is underway.</p>
Issues	<p>Spot cooling of the shop area is a concern; additional meetings have been scheduled with the S&I maintenance and technical support group to resolve this issue.</p> <p>The issue with the 100-year floodplain valley storage appears to be resolved, and the City of Dallas has tentatively agreed with DART's proposal that the project will have negligible impact on the flooding downstream. Documentation for approval is being prepared.</p>

Raise & Extend Four CBD Stations



























LRT Buildout Phase II

Strategic Plan Consideration	C1 Improve Customer Satisfaction C2 Manage System Growth
Description	This project will extend the existing CBD LRT station platforms and modify the height of the platforms to accommodate the level boarding mode of operation.
Status	The project design is underway with the DART & Agency (D&A) submittal due on October 19, 2005. Construction is anticipated to begin in June 2007 and be complete for Line Section SE-1 revenue service.
Issues	Construction will be sequenced to provide the least amount of service interruption. Adjacent property owners are being notified and a strategy is being developed for communicating with customers regarding the pending station modifications.

Six-Month Look Ahead

LRT Buildout Phase II

BUILDOUT PHASE IIA FACILITIES SIX-MONTH LOOK AHEAD

	2005			2006		
	OCTOBER	NOVEMBER	DECEMBER	JANUARY	FEBRUARY	MARCH
SE-1	 Contract Doc's Submittal  Negotiations for GMP Continues			 IFB Begins, if necessary		
SE-2			 Pre-Final Submittal		Begin negotiations for GMP  Final Submittal 	
NW-1B		 Pre-Final Submittal		Begin negotiations for GMP  Final Submittal 		
NW-2				 Pre-Final Submittal		
NW-3			 Pre-Final Submittal		Begin negotiations for GMP  Final Submittal 	
NW-4			 D&A Submittal			
NWROF		 D&A Submittal			Pre-Final Submittal 	
Raise & Extend 4 CBD Stations	 D&A Submittal				Pre-Final Submittal 	
<div>  - Construction  - Construction Complete  - Critical  - Change </div> <div>  - Manufacture  - Information Only * Senior Management Review  - Trending toward Critical  - Revenue Service </div>						

Revised 09/30/05

Change Control Summary

LRT Buildout Phase II

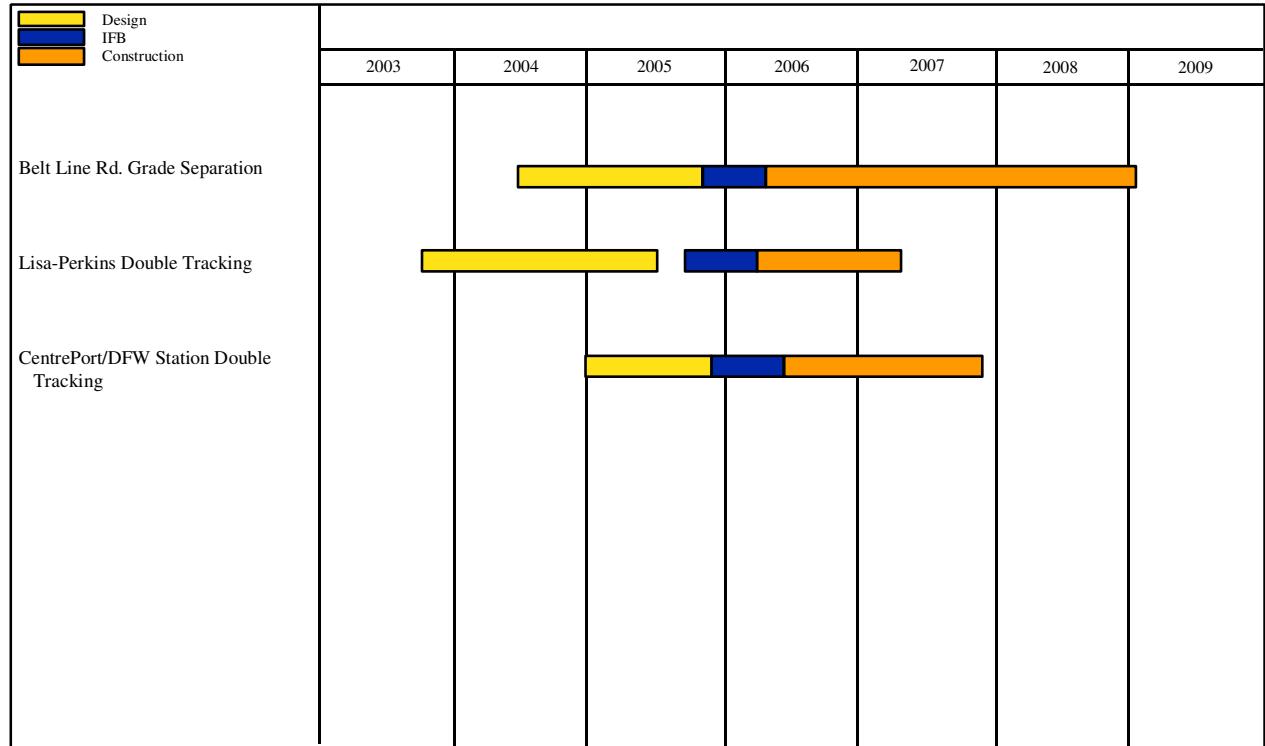
Light Rail Transit Buildout Phase IIA - Change Control Summary										
Rail Section/ Contract Package	Consultant/ Contractor	Approved Contract Amount	Approved Contingency/ Allowance	Total Approved Amount (C=A+B)	Executed Changes (D)	Current Contract Value (E=A+D)	Remaining Contingency/ Allowance (F=B-D)	Percent Contingency Used (G=D/B)	Percent Contract Comp.	Summary of Activity This Period & Comments (September 2005)
		(A)	(B)	(C=A+B)	(D)	(E=A+D)	(F=B-D)	(G=D/B)		
Professional Services	GEC	ACT-21	\$99,577,621	\$1,249,862	\$100,827,483	\$325,903	\$101,153,386	\$923,959	26%	(Note a) Through FY-05 AWP
	C-1002450-01	BO-PH-IIA								FY-06 AWP Pending
	SDC	Dallas System Consultants	\$23,822,923	\$315,864	\$24,138,787	\$0	\$23,822,923	\$315,864	0%	(Note a) Through FY-05 AWP
	C-1002803-01	BO-PH-IIA								FY-06 AWP Pending
	Systems Integration (SIC)	DMJM + HARRIS	\$11,727,201	\$90,463	\$11,817,664	\$0	\$11,727,201	\$90,463	0%	(Note a) Through AWP05
	C-1004187-01	BO-PH-IIA								FY-06 AWP Pending
	Project Controls (PCC)	Sunland Engineering	\$8,384,434	\$61,173	\$8,445,607	\$0	\$8,384,434	\$61,173	0%	(Note a) Through AWP05
	C-1002450-02	BO-PH-IIA								FY-06 AWP Pending
	LRV Engineering	LTK	\$784,673	\$70,000	\$854,673	\$0	\$784,673	\$70,000	0%	(Note a) Through SA #14, AWP05
	C-1008146-01	BO-PH-IIA		\$20K BASE + 50K TRE						FY-06 AWP Pending
	CMGC-1	AWBC	\$5,618,850	\$0	\$5,618,850	\$0	\$5,618,850	\$0	0%	(Note c)
	C-1007571-01									No changes in September
	TOTALS:		\$149,915,702	\$1,787,362	\$151,703,064	\$325,903	\$151,491,467	\$1,461,459		
Legend:	% Contingency >= 80%									
Notes:	a) The professional services contracts are negotiated through annual workplans (AWP) ; amounts reflected on this report represent Total Board Authorized Not-to-Exceed values.									
	b) The authorized board increases are captured in column B along with approved contingency increases to more accurately reflect the change activity as it relates to contingency.									
	c) CMGC-1 contract is a task order type contract and therefore does not include a contingency.									

**COMMUTER
RAIL**

Summary Working Schedule



COMMUTER RAIL SUMMARY WORKING SCHEDULE



Revised 09/30/05

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	\$ 0.1	\$ 0.1
Lisa-Perkins Double Tracking	4.9	0.8	0.2
CentrePort Double Tracking ⁽²⁾	22.0	0.0	0.0

Notes:

- 1) Expended to date values reflect activity through 8/31/05, per DART's General Ledger.
- 2) Control Budget value is from the current DART financial plan.

Belt Line Road Grade Separation

Commuter
Rail

Strategic Plan Consideration

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

Description

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

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

Status

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

Staff attended utility relocation meetings. City of Irving utility relocations are under way and scheduled to be completed in November 2005. TXU Electric, Verizon, and other utility work is under way.

Issues

Funding increase approvals will be requested at the Irving City Council workshop on October 5, 2005, and subsequently from the Surface Transportation Technical Committee and Regional Transportation Council on December 2, 2005, and January 12, 2006, respectively.

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

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

Commuter
Rail

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

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

Status All engineering documents are complete. IFB documents are anticipated to be ready by November 2005 and released by December 2005.

Issues None.

CentrePort/DFW Airport Station Double Tracking Project

Commuter
Rail

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

Description The proposed double tracking is located in the city of 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 The 90% design submittal was received on August 31, 2005. A design review meeting has been set for September 19, 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.
















The Fort Worth Transportation Authority (the T) is now responsible for 100% of the design and construction of this project. This project will no longer be reported in this document.

Issues None.

Six-Month Look Ahead

**Commuter
Rail**

COMMUTER RAIL SIX-MONTH LOOK AHEAD

	2005			2006		
	OCTOBER	NOVEMBER	DECEMBER	JANUARY	FEBRUARY	MARCH
BELT LINE RD GRADE SEPARATION	 	 Begin IFB * Senior Management Review				
LISA-PERKINS DOUBLE TRACKING	 09/05	 Begin IFB				
CENTREPORT/ DFW AIRPORT STATION DOUBLE TRACKING		 100% Submittal (FWTA)   Begin IFB * Senior Management Review				
<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 09/30/05

Change Control Summary

**Commuter
Rail**

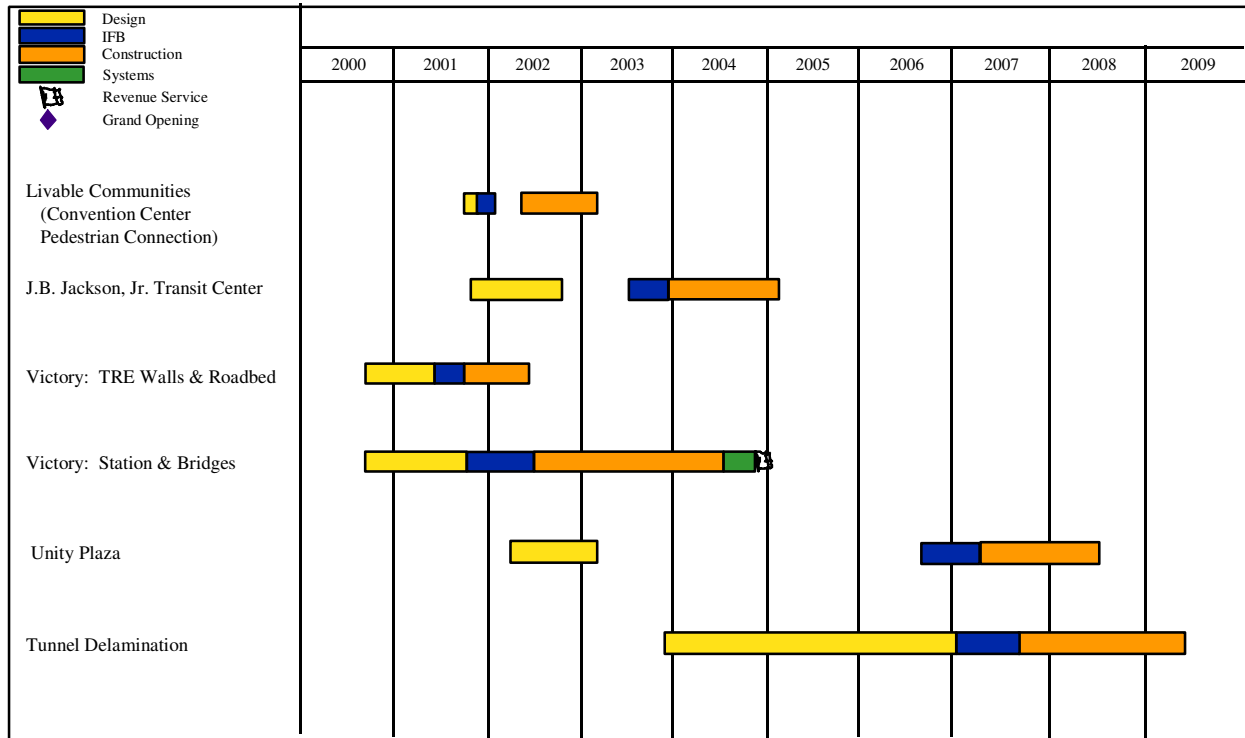
Commuter Rail - Change Control Summary											
Facility/ Contract Package		Consultant/ Contractor	Approved Contract Amount	Approved Contingency/ Allowance	Total Approved Amount	Executed Changes	Current Contract Value	Remaining Contingency/ Allowance	Percent Contingency Used	Percent Contract Comp.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

**ADDITIONAL
CAPITAL
DEVELOPMENT**

Summary Working Schedule

**Additional Capital
Development**

ADDITIONAL CAPITAL DEVELOPMENT SUMMARY WORKING SCHEDULE



Revised 09/30/05

Cost Summary

Additional Capital Development

ADDITIONAL CAPITAL DEVELOPMENT Cost Summary (in millions of dollars)			
	Control Budget	Current Commitment	Expended to Date ⁽¹⁾
Convention Center Connector	\$ 1.0	\$ 1.0	\$ 1.0
J.B. Jackson, Jr. Transit Center	7.8	6.7	6.6
Victory Station Project ⁽²⁾	79.0	81.6	81.0
Unity Plaza	3.5	0.9	0.9
Tunnel Delamination	4.2	1.3	1.0

Notes:

- 1) Expended to date values reflect activity through 8/31/05, per DART's General Ledger.
- 2) Current commitment reflects anticipated Anland credit.

**Strategic Plan
Consideration** C2.5 Improve passenger amenities and 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* – DART received funding from the City of Dallas. This issue is closed.

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

**Additional Capital
Development**

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

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

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

Contract closeout is nearing completion.

Issues Community members are pursuing potential insurance claims. DART has agreed to keep the contract open until this matter is closed.

NW-1A/Victory Station Project

Additional Capital
Development

Strategic Plan Consideration

C2.3 Integrate new transit services

Description

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

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

Status

Line Section NW-1A Facilities Construction Contract

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

Line Section NW-1A Systems Construction Contract

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

Issues

Line Section NW-1A Facilities Construction Contract

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

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

NW-1A/Victory Station Project

**Additional Capital
Development**

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

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 REA time issues have been resolved.

**Strategic Plan
Consideration**

C2.5 Improve passenger amenities and facilities

Description

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

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

Status

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

Issues

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

North Central Tunnel Delamination Repair & Monitoring Test Section

**Additional Capital
Development**

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

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

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

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

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

Status QA/QC requirements were finalized for the North Central tunnel delamination repair and monitoring of the test section. Final documents were completed on September 22, 2005.




Negotiation with two mapping contractors, including the revised scope, has been finalized. Both mapping contracts were approved on September 23, 2005. Project work commenced on September 26, 2005.

Issues None.

Six-Month Look Ahead

Additional Capital Development

ADDITIONAL CAPITAL DEVELOPMENT SIX-MONTH LOOK AHEAD

	2005			2006		
	OCTOBER	NOVEMBER	DECEMBER	JANUARY	FEBRUARY	MARCH
LIVABLE COMMUNITIES Conv. Ctr. Pedestrian Conn.	Construction Completed					
J.B. JACKSON, JR. TRANSIT CENTER	Substantially Completed on 02/18/05					
VICTORY STATION TRE Walls & Roadbed	Construction Completed					
VICTORY STATION Station & Bridges	Revenue Service Began - 11/15/04					
UNITY PLAZA	Final Design Completed (Project On Hold)					
TUNNEL DELAMINATION	▲ Engineering Continues 9/05 → ▲ IFB (Repair & Monitoring Test Section)					
<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 09/30/05

Change Control Summary

Additional Capital Development

Additional Capital Development - Change Control Summary											
	Facility/ Contract Package	Consultant/ Contractor	Approved Contract Amount (A)	Approved Contingency Allowance (B)	Total Approved Amount (C=A+B)	Executed Changes (D)	Current Contract Value (E=A+D)	Remaining Contingency/ Allowance (F=B-D)	Percent Contingency Used (G=D/B)	Percent Contract Comp.	Summary of Activity This Period & Comments (September 2005)
Conv Ctr Connector	Design C-96000140	LANSTV								100%	Contract Complete
	Construction C-1003977-01	Vortex	\$711,419	\$71,142	\$782,561	\$0	\$711,419	\$71,142	0%	100%	Contract Completed
J.B. Jackson, Jr. Transit Center	Design 1002720-1	KAI Alliance	\$447,250	\$44,725	\$491,975	\$44,715	\$491,965	\$10	99.9%	100%	Design completed
	Construction C-1006892-1	CME Builders	\$2,899,156	\$258,025	\$3,157,181	\$141,421	\$3,040,577	\$116,604	55%	98%	SA 9 & 10 Executed in June No changes in September
NW-1A Facilities and Systems	Construction C-1003853-01	Martin K. Eby	\$24,986,984	\$2,498,698	\$27,485,682	\$2,339,912	\$27,326,896	\$158,786	94%	100%	Includes Unilateral Mods SA-169 & 171 Pending
	Comm, OCS & Signals C-1005139-01	Mass Electric	\$15,890,713	\$1,589,071	\$17,479,784	\$29,207	\$15,627,254	\$1,559,864	2%	99%	Through SA-022
							* Reduced contract value due to SA=7, 3, 10 for deletion of bid work				
Unity Plaza	Design C-1003727-01	RTKL Assoc.	\$1,053,766	\$105,377	\$1,159,142	\$0	\$1,053,766	\$105,377	0%	100%	Design complete
	Construction TBD	TBD									IFB deferred
		TOTALS:	\$45,989,288	\$4,567,037	\$50,556,325	\$2,555,255	\$48,251,877	\$2,011,783			
Legend:	% Contingency >= 80%										
Notes:											

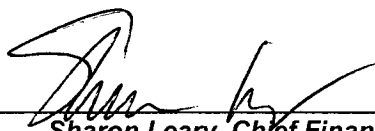
DALLAS AREA RAPID TRANSIT

QUARTERLY INVESTMENT REPORT

As Of

September 30, 2005

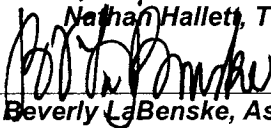
*Submitted by Authorized Investment Officers
in Accordance with
the Public Funds Investment Act*



Sharon Leary, Chief Financial Officer



Nathan Hallett, Treasurer



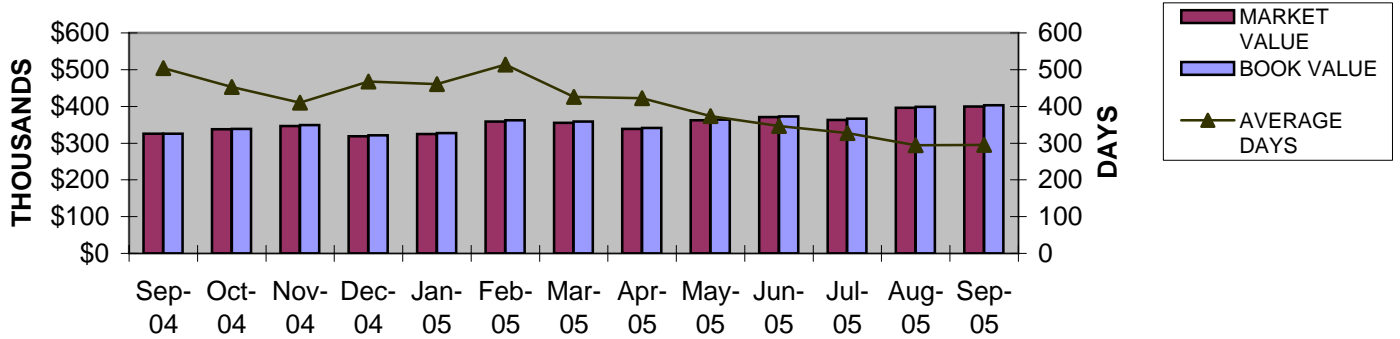
Beverly LaBenske, Asst. Treasurer

*Prepared by Treasury
October 26, 2005*

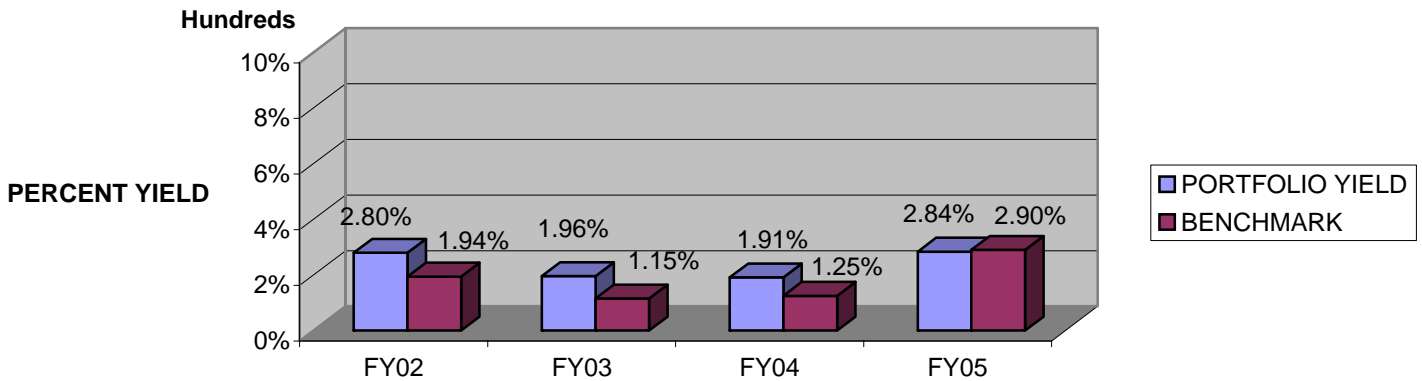
INVESTMENT PORTFOLIO

September-05

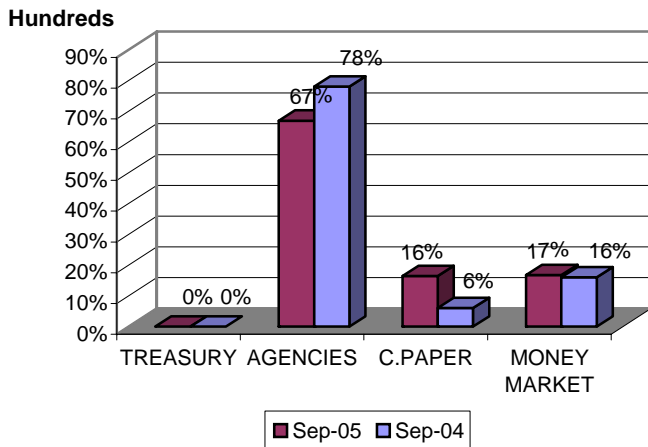
EXECUTIVE SUMMARY



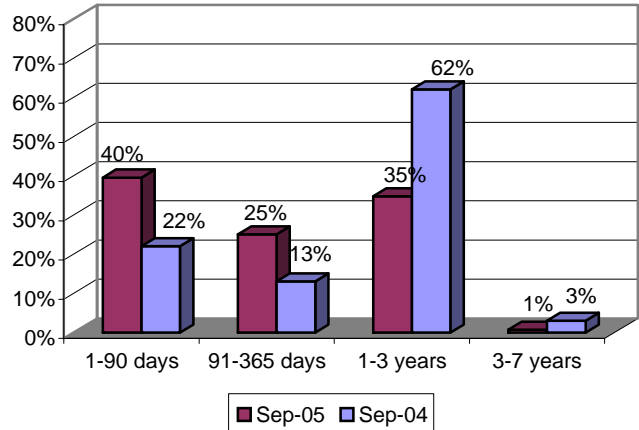
HISTORICAL PORTFOLIO PERFORMANCE



DISTRIBUTION BY MARKET SECTOR



DISTRIBUTION BY MATURITY SECTOR



Executive Summary Key Guide

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

Book Value – The cost to acquire the investments.

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

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

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

Average Yield – The current expected return of the investments.

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

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

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

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

Current Portfolio Report

Run Date: 10/

Run Time: 09:

Page

Investment
Straight Line - Callable Life
Receipts in Period
09/30/05

Security Description	CUSIP	Ending Par Val/Shares	Coupon Rate	Maturity Date	Yield Matur	Call Date	Yield Call	Ending Amor Val/Cost	Ending Market Val	Other Rating	Purchase Date	Invest Number	Comments	Optional ID
PHLMC Callable 2.28 09/30/05	3128X3UJ0	5,000,000.00	2.280	09/30/05	2.2800	Open	2.2800	5,000,000.00	5,000,000.00	Agcy	08/30/04	04-0063-01		Operating
Dollar Thrifty CP 0.00 10/06/05	25674JX62	1,538,000.00	0.000	10/06/05	3.7493	Open	3.7493	1,537,211.78	1,538,000.00		09/15/05	05-0038		Operating
UBSPFN 10/11/05 CP 3.45 0.00 10/11/05	90262CX88	5,000,000.00	0.000	10/11/05	3.5290	Open	3.5290	4,995,208.33	4,994,300.00		07/11/05	05-0018		Operating
PHLB Callable 1.60 10/12/05	3133X5EH7	5,000,000.00	1.600	10/12/05	1.6000	Open	1.6000	5,000,000.00	4,997,000.00	Agcy	04/12/04	04-0034		Operating
ALLTEL CP 0.00 10/12/05	02003TXC8	5,000,000.00	0.000	10/12/05	3.7312	Open	3.7312	4,994,393.06	4,993,750.00		09/15/05	05-0037		Operating
Royal Bank of Scotland CP 0.00 10/17/05	78009RXH5	5,000,000.00	0.000	10/17/05	3.6621	Open	3.6621	4,992,022.22	4,992,650.00		08/17/05	05-0026		Operating
UBSPFN 10/19/05 CP 3.48 0.00 10/19/05	90262CXK8	5,000,000.00	0.000	10/19/05	3.5600	Open	3.5600	4,991,300.00	4,990,100.00		07/19/05	05-0020		Operating
GRCC 10/26/05 CP 0.00 10/26/05	36959HXS1	5,000,000.00	0.000	10/26/05	3.6353	Open	3.6353	4,987,638.89	4,986,500.00		08/15/05	05-0024		Operating
Wal-Mart Stores 3.53 CP 0.00 11/01/05	93114MY19	5,000,000.00	0.000	11/01/05	3.6141	Open	3.6141	4,984,801.39	4,983,200.00		07/25/05	05-0021	Lehman Brothers Inc - Broker	Operating
PACCAR 11/03/05 CP 0.00 11/03/05	69372AY30	5,000,000.00	0.000	11/03/05	3.7245	Open	3.7245	4,983,270.83	4,982,000.00		09/01/05	05-0032		Operating
Dollar Thrifty CP 0.00 11/03/05	25674JY38	4,000,000.00	0.000	11/03/05	3.7613	Open	3.7613	3,986,470.00	3,978,680.00		09/12/05	05-0035		Operating
International Lease Finance CP 0.00 11/07/05	45974MY77	6,700,000.00	0.000	11/07/05	3.7613	Open	3.7613	6,674,590.25	6,664,289.00		09/16/05	05-0039		Operating
PHLMC Callable 2.30 11/17/05	3128X16Q5	5,000,000.00	2.300	11/17/05	2.2535	11/17/04	2.2076	4,000,000.00	3,992,000.00	Agcy	11/20/03	03-0105	Call-11/17/04 only	Operating
Nationwide Bldg CP 0.00 11/17/05	6185E0YH0	4,000,000.00	0.000	11/17/05	3.8047	Open	3.8047	4,975,716.67	4,974,200.00		08/25/05	05-0030		Operating
FFCB 6.50 11/22/05	31331HA72	1,000,000.00	6.500	11/22/05	5.2502	Open	5.2502	1,001,554.14	1,003,400.00	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	998,000.00	Agcy	11/26/03	03-0106	Call-11/26/04 only	Operating
FFCB 2.56 11/30/05	31331T2H3	3,000,000.00	2.560	11/30/05	2.5600	Open	2.5600	3,000,000.00	2,993,700.00	Agcy	06/30/04	04-0056		Operating
NYT 12/01/05 CP 0.00 12/01/05	65011JZ19	10,000,000.00	0.000	12/01/05	3.7630	Open	3.7630	9,937,644.45	9,932,500.00		09/09/05	05-0034		Operating
FNMA Callable 2.20 12/02/05	3136F4WB6	3,000,000.00	2.200	12/02/05	2.2000	12/02/04	2.2000	3,000,000.00	2,991,600.00	Agcy	12/02/03	03-0109	Call-12/02/04 only	Operating
PERFCPP 12/06/05 CP 0.00 12/06/05	7426M4Z67	5,000,000.00	0.000	12/06/05	3.7634	Open	3.7634	4,966,266.67	4,957,050.00		09/13/05	05-0036		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	3,990,800.00	Agcy	12/17/04	04-0078	Call-01/19/05 Only	Operating
PHLB Callable 1.64 12/30/05	3133X5F07	3,000,000.00	1.640	12/30/05	1.6400	09/30/05	1.6400	3,000,000.00	2,983,800.00	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	10/12/05	1.7500	4,650,000.00	4,622,565.00	Agcy	04/12/04	04-0033		Operating
PHLMC Callable 2.01 01/27/06	3128X2PN9	4,400,000.00	2.010	01/27/06	2.4418	07/27/04	5.1486	4,400,000.00	4,373,160.00	Agcy	05/03/04	04-0039	Call-07/27/04 only	Operating
PHLMC Callable 2.37 02/03/06	3128X2MC5	5,000,000.00	2.370	02/03/06	2.3700	11/03/05	2.3700	5,000,000.00	4,973,500.00	Agcy	02/03/04	04-0002		Operating
FNMA Step-up Callable 1.70 02/13/06	3136F44L5	1,000,000.00	2.375	02/13/06	2.3750	05/13/04	2.3750	1,000,000.00	994,200.00	Agcy	02/24/04	04-0012	Call-5/13/04 only	Operating
FNMA Step-up Callable 1.70 02/13/06	3136F44L5	125,000.00	2.375	02/13/06	3.0399	05/13/04	3.0399	125,000.00	124,275.00	Agcy	05/04/04	04-0040	Call-5/13/04 only	Operating
PHLMC Callable 2.25 02/17/06	3128X2ZQ6	2,000,000.00	2.250	02/17/06	2.2842	08/17/04	2.4285	2,000,000.00	1,987,000.00	Agcy	04/16/04	04-0035	Call-08/17/04 Only	Operating
PHLB Callable 2.11 02/24/06	313314AP8	2,000,000.00	2.110	02/24/06	2.1100	02/24/05	2.1100	2,000,000.00	1,985,000.00	Agcy	02/24/04	04-0003	NextCall-03/09/05	Operating
PHLMC Callable 2.16 03/03/06	3128X2YV9	5,000,000.00	2.160	03/03/06	2.1600	03/03/05	2.1600	5,000,000.00	4,961,000.00	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	2,984,700.00	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	10/27/05	2.1700	2,000,000.00	1,980,000.00	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	10/28/05	2.2500	5,000,000.00	4,954,500.00	Agcy	03/30/04	04-0030		Operating
PHLB Callable 2.00 03/30/06	3133X2N59	2,000,000.00	2.000	03/30/06	2.0000	12/30/05	2.0000	2,000,000.00	1,980,000.00	Agcy	06/30/03	03-0059		Operating
PHLMC Callable 1.95 04/26/06	3128X26J9	4,000,000.00	1.950	04/26/06	2.9005	10/26/05	2.9005	4,000,000.00	3,950,400.00	Agcy	05/14/04	04-0042		Operating
FNMA Callable 2.50 04/28/06	3136F5TT8	5,000,000.00	2.500	04/28/06	2.5000	10/28/05	2.5000	5,000,000.00	4,954,000.00	Agcy	04/28/04	04-0038		Operating
FNMA Callable 2.50 05/10/06	3136F5SP7	4,000,000.00	2.500	05/10/06	2.5000	11/10/05	2.5000	4,000,000.00	3,960,400.00	Agcy	05/10/04	04-0041		Operating
PHLMC Callable 2.80 05/19/06	3128X3EM1	3,000,000.00	2.800	05/19/06	2.8000	11/19/05	2.8000	3,000,000.00	2,972,700.00	Agcy	05/19/04	04-0052		Operating
PHLMC Callable 2.00 05/30/06	3128X1FP7	1,000,000.00	2.000	05/30/06	2.1254	05/27/05	2.2225	1,000,000.00	985,900.00	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	987,600.00	Agcy	03/22/04	04-0020		Operating
FNMA 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	986,700.00	Agcy	03/22/04	04-0019	Call-06/02/04 Only	Operating
PHLB Callable 2.50 06/08/06	3133X45W7	5,000,000.00	2.500	06/08/06	2.5000	12/08/05	2.5000	5,000,000.00	4,943,500.00	Agcy	03/08/04	04-0014		Operating
PHLMC Callable 2.125 06/12/06	3128X1HW0	3,000,000.00	2.125	06/12/06	2.1250	12/12/05	2.1250	3,000,000.00	2,957,100.00	Agcy	06/12/03	03-0058		Insurance
FNMA Callable 2.125 06/15/06	3136F5FP3	4,435,000.00	2.125	06/15/06	2.0114	03/15/05	1.8715	4,435,000.00	4,372,023.00	Agcy	03/15/04	04-0016		Operating
PHLMC Callable 2.91 06/16/06	3128X2FP5	2,000,000.00	2.910	06/16/06	2.9100	06/16/04	2.9100	2,000,000.00	1,981,600.00	Agcy	12/16/03	03-0110	Call-06/16/04 Only	Fin. Reserve

Current Portfolio Report

Investment Straight Line - Callable Life Receipts in Period 09/30/05

Run Date: 10/10/05
Run Time: 09:05
Page

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
FPCB 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	2,977,200.00	Agcy	01/28/04	04-0001	Call-01/28/05 Only	Operating
FHLB Callable 3.25 07/28/06	3133XACP0	5,000,000.00	3.250	07/28/06	3.2500	07/28/05	3.2500	5,000,000.00	4,959,500.00	Agcy	01/28/05	05-0001		Operating
FPCB Callable 2.72 08/24/06	31331TSW7	4,000,000.00	2.720	08/24/06	2.7200	11/24/04	2.7200	4,000,000.00	3,945,200.00	Agcy	08/24/04	04-0062	NextCall-03/11/05	Operating
FHLB Callable 2.50 08/25/06	3133X4BV2	4,100,000.00	2.500	08/25/06	2.5000	11/25/05	2.5000	4,100,000.00	4,035,630.00	Agcy	02/25/04	04-0008		Operating
FNMA Step Up Callable 2.65 09/08/06	3136P5GY2	4,000,000.00	3.750	09/08/06	3.7500	Open	3.7500	4,000,000.00	3,979,600.00	Agcy	09/08/04	04-0068		Operating
FHLB Callable 2.76 09/11/06	3133X4BJ9	3,000,000.00	2.760	09/11/06	2.7600	12/11/05	2.7600	3,000,000.00	2,957,400.00	Agcy	03/11/04	04-0017		Operating
FHLB Callable 2.31 09/29/06	3133X55P1	2,825,000.00	2.310	09/29/06	2.3100	12/29/05	2.3100	2,825,000.00	2,769,912.50	Agcy	03/29/04	04-0028		Operating
FNMA Callable 2.45 09/29/06	3136P5HT1	1,000,000.00	2.450	09/29/06	2.4500	06/29/04	2.4500	1,000,000.00	981,800.00	Agcy	03/29/04	04-0026	NextCall-03/14/05	Operating
FHLB Callable 2.545 09/29/06	3133X4S85	2,500,000.00	2.545	09/29/06	2.9126	12/29/05	2.9126	2,500,000.00	2,457,000.00	Agcy	08/18/04	04-0061		Operating
FHLMC 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	4,896,000.00	Agcy	04/19/04	04-0036		Operating
FHLMC Callable 3.00 11/17/06	3128X2AH8	1,000,000.00	3.000	11/17/06	2.6035	11/17/04	1.3999	1,000,000.00	985,000.00	Agcy	03/31/04	04-0032	Call-11/17/04 only	Operating
FPCB Callable 3.02 11/24/06	31331TJ69	2,000,000.00	3.020	11/24/06	3.0200	11/24/04	3.0200	2,000,000.00	1,970,600.00	Agcy	05/24/04	04-0048	Call-11/24/04 only	Operating
FPCB Callable 2.60 11/27/06	31331TWN9	5,000,000.00	2.600	11/27/06	2.6000	05/27/04	2.6000	5,000,000.00	4,902,500.00	Agcy	02/27/04	04-0011	NextCall-03/11/05	Operating
FHLB Step Up Callable 3.00 12/22/06	3133X9RS1	3,000,000.00	3.000	12/22/06	3.0000	12/22/05	3.0000	3,000,000.00	2,980,200.00	Agcy	12/22/04	04-0079		Operating
FPCB Callable 2.54 12/29/06	31331TVS7	3,000,000.00	2.540	12/29/06	2.4084	09/29/04	1.8336	3,000,000.00	2,934,900.00	Agcy	03/29/04	04-0025	Call-09/29/04 Only	Operating
FNMA Callable 3.00 12/29/06	3136F4J54	5,000,000.00	3.000	12/29/06	2.8525	06/29/04	1.8683	5,000,000.00	4,918,500.00	Agcy	02/20/04	04-0007	NextCall-03/14/05	Operating
FHLMC Callable 2.85 01/05/07	3128X2KMA	5,000,000.00	2.850	01/05/07	2.6978	01/05/05	2.3599	5,000,000.00	4,908,000.00	Agcy	02/24/04	04-0004	Call-01/05/05 Only	Operating
FPCB Callable 3.27 01/12/07	31331SKJ1	3,000,000.00	3.270	01/12/07	3.2700	07/12/05	3.2700	3,000,000.00	2,959,800.00	Agcy	01/12/05	05-0002		Operating
FNMA Callable 2.80 01/12/07	3136P5RM5	2,250,000.00	2.800	01/12/07	3.3900	10/12/05	3.3900	2,250,000.00	2,206,800.00	Agcy	05/24/04	04-0047		Operating
FHLMC Callable 2.75 02/09/07	3128X2RP2	5,000,000.00	2.750	02/09/07	2.6276	08/09/04	1.8076	5,000,000.00	4,894,500.00	Agcy	03/30/04	04-0029	Call-08/09/04 Only	Operating
FNMA Callable 3.42 02/09/07	3136P53R0	3,000,000.00	3.420	02/09/07	3.4200	02/09/06	3.4200	3,000,000.00	2,963,100.00	Agcy	08/09/04	04-0058		Operating
FPCB Callable 3.56 02/09/07	31331SNR0	2,000,000.00	3.560	02/09/07	3.5861	05/09/05	3.7965	2,000,000.00	1,978,800.00	Agcy	02/14/05	05-0007		Operating
FNMA Callable 3.45 03/16/07	3136F6PK9	3,000,000.00	3.450	03/16/07	3.4080	03/16/05	3.0459	3,000,000.00	2,961,300.00	Agcy	12/16/04	04-0077		Operating
FNMA Callable 3.45 03/16/07	3136F6PK9	3,000,000.00	3.450	03/16/07	3.4750	03/16/05	3.6323	3,000,000.00	2,961,300.00	Agcy	12/16/04	04-0076		Operating
FHLB Callable 4.0 4.00 03/20/07	3133XD2LA	2,000,000.00	4.000	03/20/07	4.0000	12/20/05	4.0000	2,000,000.00	1,995,200.00		09/20/05	05-0040		Operating
FPCB Callable 2.35 03/26/07	31331Q2V8	2,000,000.00	2.350	03/26/07	2.3841	03/16/04	8.2697	2,000,000.00	1,942,600.00	Agcy	03/10/04	04-0015	NextCall-03/11/05	Operating
FHLB Callable 2.75 04/27/07	3133X5VF2	5,000,000.00	2.750	04/27/07	2.7746	11/27/05	3.0339	5,000,000.00	4,888,000.00	Agcy	04/27/04	04-0037		Operating
FNMA Callable 3.00 04/30/07	3136F42R4	5,000,000.00	3.000	04/30/07	3.2911	10/30/05	6.6892	5,000,000.00	4,896,500.00	Agcy	08/17/04	04-0059		Operating
FNMA Callable 3.75 05/17/07	31359WVC4	4,000,000.00	3.750	05/17/07	3.7607	05/17/05	3.7809	4,000,000.00	3,960,800.00	Agcy	05/17/04	04-0043		Operating
FHLMC Step Up Callable 2.00 05/21/07	3128X1FA0	3,000,000.00	3.000	05/21/07	3.0000	05/21/04	3.0000	3,000,000.00	2,934,900.00	Agcy	07/09/03	03-0060	Call-5/21/04 only	Insurance
FHLB Callable 3.00 06/05/07	3133MYVA2	4,000,000.00	3.000	06/05/07	3.0000	12/05/05	3.0000	4,000,000.00	3,912,000.00	Agcy	06/05/03	03-0056		Fin. Reserve
FHLB 3.875 06/08/07	3133XBSU0	5,000,000.00	3.875	06/08/07	3.8975	Open	3.8975	4,997,874.65	4,957,000.00		06/14/05	05-0025		Operating
FNMA Callable 3.80 07/06/07	3136P5X89	3,000,000.00	3.800	07/06/07	3.6411	07/06/05	3.1000	3,000,000.00	2,970,600.00	Agcy	12/15/04	04-0074		Operating
FHLMC 4 4.00 07/13/07	3128X4DY4	2,000,000.00	4.000	07/13/07	4.3301	01/13/06	5.5333	1,991,362.55	1,985,200.00		08/22/05	05-0028		Operating
FNMA Callable 3.50 07/20/07	3136P52LA	5,000,000.00	3.500	07/20/07	3.3517	07/20/05	2.9639	5,000,000.00	4,924,500.00		10/28/04	04-0071		Operating
FNMA 4.25 08/08/07 4.25 08/08/07	3136F7GT8	5,000,000.00	4.250	08/08/07	4.3506	08/08/06	4.4534	4,991,484.84	4,980,000.00		08/30/05	05-0031		Operating
FHLB Callable 3.46 08/27/07	3133X3TV5	1,600,000.00	3.460	08/27/07	3.4600	11/27/05	3.4600	1,600,000.00	1,572,800.00	Agcy	02/27/04	04-0010		Insurance
FNMA Callable 4.25 4.25 09/12/07	3136F7YM8	5,000,000.00	4.250	09/12/07	4.2500	12/12/05	4.2500	5,000,000.00	4,974,000.00		09/12/05	05-0041		Operating
FPCB 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	1,833,930.00		03/24/05	05-0009	NextCall-06/24/05	Operating
FHLMC 4.0 4.00 09/27/07	3128X4KE0	5,000,000.00	4.000	09/27/07	4.0000	03/27/06	4.0000	5,000,000.00	4,979,000.00		09/27/05	05-0033		Operating
FHLB Callable 3.93 11/09/07	3133XAE88	1,000,000.00	3.930	11/09/07	3.9300	11/09/05	3.9300	1,000,000.00	989,200.00	Agcy	02/09/05	05-0004		Fin. Reserve
FPCB Callable 3.70 11/09/07	31331SMNO	5,470,000.00	3.700	11/09/07	3.8398	11/09/05	4.2177	5,467,111.24	5,393,967.00	Agcy	02/25/05	05-0005		Operating
FNMA Step Up Callable 3.00 12/14/07	3136P6PG8	5,000,000.00	3.000	12/14/07	4.1946	12/14/05	12.2237	5,000,000.00	4,978,000.00	Agcy	02/28/05	05-0008		Operating
FHLB Callable 3.35 12/18/07	3133X4FQ9	3,000,000.00	3.350	12/18/07	3.3500	12/18/05	3.3500	3,000,000.00	2,933,100.00	Agcy	03/18/04	04-0018		Insurance
FHLB Callable 3.175 12/24/07	3133X4RT0	2,000,000.00	3.175	12/24/07	3.1750	03/24/06	3.1750	2,000,000.00	1,948,200.00	Agcy	03/24/04	04-0023		Insurance

Current Portfolio Report

Investment Straight Line - Callable Life Receipts in Period 09/30/05

Run Date: 10/1/05
Run Time: 09:00
Page: 1

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
FHLB Callable 3.05 12/28/07	3133X5D09	1,000,000.00	3.050	12/28/07	3.0500	12/28/05	3.0500	1,000,000.00	971,200.00	Agcy	03/29/04	04-0027		Insurance
FPCB Callable 3.94 01/25/08	31331SMF7	4,100,000.00	3.940	01/25/08	3.9070	04/25/05	3.5809	4,100,000.00	4,050,390.00	Agcy	01/26/05	05-0003		Fin. Reserve
FPCB Callable 3.94 01/25/08	31331SMF7	5,000,000.00	3.940	01/25/08	4.0307	04/25/05	5.4118	5,000,000.00	4,939,500.00	Agcy	02/24/05	05-0006		Operating
FNMA Step Up Callable 3.0 3.00 03/03/08	3136P6AK5	1,000,000.00	3.000	03/03/08	3.3216	12/03/05	13.0947	995,849.15	992,100.00		08/05/05	05-0022		Fin. Reserve
FNMA Callable 3.91 08/14/08	3136F34U7	1,000,000.00	3.910	08/14/08	3.9100	11/14/05	3.9100	1,000,000.00	983,000.00	Agcy	08/14/03	03-0072		Fin. Reserve
FNMA Callable 4.02 08/18/08	3136F35V4	1,500,000.00	4.020	08/18/08	4.0200	02/18/06	4.0200	1,500,000.00	1,477,950.00	Agcy	08/18/03	03-0073		Fin. Reserve
FHLB 4.69 4.69 09/09/08	3133XCYK3	1,000,000.00	4.690	09/09/08	4.6900	03/09/06	4.6900	1,000,000.00	991,400.00		09/09/05	05-0029	Callable anytime after 03/09/06	Fin Reserve
FHLB Callable 4.00 09/15/08	3133X8DL3	2,000,000.00	4.000	09/15/08	4.0000	09/15/05	4.0000	2,000,000.00	1,968,600.00	Agcy	09/15/04	04-0067		Operating
FHLMC Callable 3.875 11/10/08	3128X16N2	2,988,000.00	3.875	11/10/08	3.8750	05/10/05	3.8709	2,988,000.00	2,935,710.00	Agcy	12/01/04	04-0075		Fin. Reserve
JP Morgan MMF-829	Debt Service	18,882,940.59	3.640	Open	3.6400	Open	3.6400	18,882,940.59	18,882,940.59		09/30/01	AR-0002	Debt Service	Debt Service
Fidelity SRAP- 690	SRAP-316175405	12,891,974.22	3.640	Open	3.6400	Open	3.6400	12,891,974.22	12,891,974.22		08/03/04	AR-0009	SRAP-316175405	SRAP-316175405
Provident Fin. Op Fund-1000	Operating	17,423,248.00	3.660	Open	3.6600	Open	3.6600	17,423,248.00	17,423,248.00		10/31/01	AR-0001	Operating	Operating
Provident Fin Res. Fund-2000	Fin. Reserve	103,030.85	3.660	Open	3.6600	Open	3.6600	103,030.85	103,030.85		09/30/01	AR-0006	Fin. Reserve	Fin. Reserve
AIM/ LAP Opt. Fund- 1900	Operating	18,870,200.51	3.730	Open	3.7300	Open	3.7300	18,870,200.51	18,870,200.51		04/16/03	AR-0008	Operating	Operating
Investment Total		408,197,394.17	2.573		3.2200		3.4281	407,941,165.28	404,804,625.67					

Notice of Security Transactions

Investment Straight Line - Actual Life Receipts in Period 07/01/05 - 09/30/05

Run Date: 10/1
Run Time: 09:0
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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	08/18/05	MAT	45974MVJ4	Commercial Paper 0.00 08/18/05	5,000,000.00	08/18/05	48	3.2294	Open	3.2294	4,960,500.00	035999	Bank of America	05-0010-01
											Total		Bank of America	05-0010-01
05/23/05	07/07/05	MAT	90262CU70	Commercial Paper 0.00 07/07/05	5,000,000.00	07/07/05	6	3.1042	Open	3.1042	4,980,937.50	035999	Bank of America	05-0011-01
											Total		Bank of America	05-0011-01
06/06/05	07/21/05	MAT	90262CUM7	Commercial Paper 0.00 07/21/05	5,000,000.00	07/21/05	20	3.1808	Open	3.1808	4,980,468.75	035999	Bank of America	05-0012-01
											Total		Bank of America	05-0012-01
06/09/05	08/11/05	MAT	91411SVB3	Commercial Paper 0.00 08/11/05	5,000,000.00	08/11/05	41	3.2012	Open	3.2012	4,972,525.00	035999	Bank of America	05-0013-01
											Total		Bank of America	05-0013-01
06/15/05	09/16/05	MAT	45974MMG9	Commercial Paper 0.00 09/16/05	10,000,000.00	09/16/05	77	3.3643	Open	3.3643	9,915,008.33	035999	JP Morgan	05-0015-01
											Total		JP Morgan	05-0015-01
06/15/05	09/13/05	MAT	92254RWD8	Commercial Paper 0.00 09/13/05	10,000,000.00	09/13/05	74	3.3943	Open	3.3943	9,917,000.00	035999	Bank of America	05-0016-01
											Total		Bank of America	05-0016-01
06/16/05	09/22/05	MAT	36959HMN3	GECC 09/22/05 CP 0.00 09/22/05	5,000,000.00	09/22/05	83	3.3968	Open	3.3968	4,954,811.10	035999	Bank of America	05-0017-01
											Total		Bank of America	05-0017-01
07/14/05	09/29/05	MAT	65011JMV6	New York Times CP 09/29/05 0.00 09/29/05	1,800,000.00	09/29/05	77	3.4622	Open	3.4622	1,786,948.50	035999	JP Morgan	05-0019-01
											Total		JP Morgan	05-0019-01
08/15/05	08/29/05	MAT	90262CVV6	UBSFIN 08/29/05 CP 0.00 08/29/05	5,000,000.00	08/29/05	14	3.4925	Open	3.4925	4,993,311.11	035999	Bank of America	05-0023-01
											Total		Bank of America	05-0023-01
08/18/05	09/16/05	MAT	02003TNG0	ALLTEL CP 0.00 09/16/05	5,000,000.00	09/16/05	29	3.5586	Open	3.5586	4,985,902.78	035999	Bank of America	05-0027-01
											Total		Bank of America	05-0027-01
02/25/04	08/25/05	MAT	31331TBR6	FFCB Callable 2.10 08/25/05	3,000,000.00	08/25/05	55	1.8183	08/25/04	1.2648	3,012,450.00	035999	Banc One	04-0009-01
											Total		Banc One	04-0009-01
01/18/01	09/09/05	MAT	3133M5NK2	FHLB 5.59 09/09/05	1,000,000.00	09/09/05	70	5.6401	Open	5.6401	997,900.00	616263	Salomon Smith Barney	01-0007-01
											Total		Salomon Smith Barney	01-0007-01
08/05/03	08/05/05	MAT	31339YUG5	FHLB Callable 1.535 08/05/05	1,000,000.00	08/05/05	35	1.5350	Open	1.5350	1,000,000.00	616263	Citigroup Global Markets	03-0070-01
											Total		Citigroup Global Markets	03-0070-01
11/12/03	08/12/05	MAT	3133X1TV9	FHLB Callable 1.95 08/12/05	3,000,000.00	08/12/05	42	1.9500	05/12/04	1.9500	3,000,000.00	035999	Banc One	03-0099-01
											Total		Banc One	03-0099-01
07/29/03	07/29/05	MAT	3128X1TX5	FHLMC Callable 1.50 07/29/05	3,000,000.00	07/29/05	28	1.5637	01/29/05	1.5847	2,996,250.00	035999	Banc One	03-0064-01
											Total		Banc One	03-0064-01
08/30/04	09/30/05	MAT	3128X3UJ0	FHLMC Callable 2.28 09/30/05	5,000,000.00	09/30/05	91	2.2800	Open	2.2800	5,000,000.00	035999	JP Morgan	04-0063-01
											Total		JP Morgan	04-0063-01
10/17/03	09/15/05	MAT	31359MTB9	FNMA 1.875 09/15/05	2,000,000.00	09/15/05	76	1.8801	Open	1.8801	1,999,780.00	035999	PainWebber/ UBS	03-0085-01
											Total		PainWebber/ UBS	03-0085-01
10/18/04	07/18/05	CAL	3136F6HC6	FNMA Callable 3.875 10/18/06	3,000,000.00	10/18/06	474	3.3409	07/18/05	2.4910	3,030,750.00	035999	JP Morgan	04-0069-01
											Total		JP Morgan	04-0069-01
Investment Total					<u>77,800,000.00</u>		<u>72</u>	<u>3.0626</u>		<u>3.0293</u>	<u>77,484,543.07</u>			

Dallas Area Rapid Transit
Change in Market Value

Period Ended September 30, 2005

Fund	Security Type	Coupon	Maturity	Call Date	Par Amount (000)	June 2005 Market Value	September 2005 Market Value	Change from Prior Quarter
Operating	FHLB Callable	1.600%	10/12/05	04/12/05	\$5,000	\$4,974,500.00	\$4,997,000.00	\$22,500.00
Operating	FHLMC Callable	2.300%	11/17/05	NA	\$4,000	\$3,981,600.00	\$3,992,000.00	\$10,400.00
Fnci Res	FFCB Note	6.500%	11/22/05	NA	\$1,000	\$1,011,400.00	\$1,003,400.00	(\$8,000.00)
Operating	FHLMC Callable	2.500%	11/25/05	NA	\$1,000	\$995,700.00	\$998,000.00	\$2,300.00
Operating	FFCB Note	2.560%	11/30/05	NA	\$3,000	\$2,987,700.00	\$2,993,700.00	\$6,000.00
Operating	FNMA Callable	2.200%	12/02/05	NA	\$3,000	\$2,982,900.00	\$2,991,600.00	\$8,700.00
Operating	FHLB Callable	2.810%	12/19/05	NA	\$4,000	\$3,985,200.00	\$3,990,800.00	\$5,600.00
Operating	FHLB Note	1.640%	12/30/05	NA	\$3,000	\$2,970,600.00	\$2,983,800.00	\$13,200.00
Operating	FHLB Callable	1.750%	01/12/06	04/12/05	\$4,650	\$4,603,965.00	\$4,622,565.00	\$18,600.00
Operating	FHLMC Callable	2.010%	01/27/06	NA	\$4,400	\$4,358,640.00	\$4,373,160.00	\$14,520.00
Operating	FNMA Callable	2.370%	02/03/06	NA	\$5,000	\$4,962,000.00	\$4,973,500.00	\$11,500.00
Operating	FNMA	1.700%	02/13/06	NA	\$1,000	\$992,100.00	\$994,200.00	\$2,100.00
Operating	FNMA	1.700%	02/13/06	NA	\$125	\$124,012.50	\$124,275.00	\$262.50
Operating	FHLMC	2.500%	02/17/06	NA	\$2,000	\$1,982,400.00	\$1,987,000.00	\$4,600.00
Operating	FHLB Callable	2.110%	02/24/06	02/24/05	\$2,000	\$1,980,000.00	\$1,985,000.00	\$5,000.00
Operating	FHLMC Callable	2.160%	03/03/06	NA	\$5,000	\$4,949,000.00	\$4,961,000.00	\$12,000.00
Fnci Res	FHLB Callable	1.700%	03/24/06	06/24/06	\$3,000	\$2,952,000.00	\$2,984,700.00	\$32,700.00
Fnci Res	FHLB Callable	2.170%	03/27/06	04/27/05	\$2,000	\$1,977,600.00	\$1,980,000.00	\$2,400.00
Operating	FHLB Callable	2.250%	03/28/06	04/28/05	\$5,000	\$4,950,000.00	\$4,954,500.00	\$4,500.00
Operating	FHLB Callable	2.000%	03/30/06	06/30/05	\$2,000	\$1,975,200.00	\$1,980,000.00	\$4,800.00
Operating	FHLMC Callable	1.950%	04/26/06	04/26/05	\$4,000	\$3,942,400.00	\$3,950,400.00	\$8,000.00
Operating	FNMA Callable	2.500%	04/28/06	04/28/05	\$5,000	\$4,945,000.00	\$4,954,000.00	\$9,000.00
Operating	FNMA Callable	2.500%	05/10/06	05/10/05	\$4,000	\$3,958,000.00	\$3,960,400.00	\$2,400.00
Operating	FHLMC Callable	2.800%	05/19/06	05/19/05	\$3,000	\$2,970,900.00	\$2,972,700.00	\$1,800.00
Operating	FHLMC Callable	2.000%	05/30/06	05/27/05	\$1,000	\$984,300.00	\$985,900.00	\$1,600.00
Operating	FHLMC Callable	2.280%	06/02/06	06/02/05	\$1,000	\$986,700.00	\$987,600.00	\$900.00
Operating	FNMA Callable	2.150%	06/02/06	06/08/05	\$1,000	\$985,500.00	\$986,700.00	\$1,200.00
Operating	FHLB Callable	2.500%	06/08/06	06/08/05	\$5,000	\$4,942,000.00	\$4,943,500.00	\$1,500.00
Insurance	FHLMC Callable	2.125%	06/12/06	06/12/05	\$3,000	\$2,954,400.00	\$2,957,100.00	\$2,700.00
Operating	FNMA Callable	2.125%	06/15/06	NA	\$4,435	\$4,366,701.00	\$4,372,023.00	\$5,322.00
Fnci Res	FHLMC Callable	2.910%	06/16/06	NA	\$2,000	\$1,983,800.00	\$1,981,600.00	(\$2,200.00)
Operating	FFC Callable	2.560%	07/28/06	01/28/05	\$3,000	\$2,961,300.00	\$2,977,200.00	\$15,900.00
Operating	FHLB Callable	3.250%	07/28/06	07/28/05	\$5,000	\$4,971,500.00	\$4,959,500.00	(\$12,000.00)
Operating	FFC Callable	2.700%	08/24/06	04/24/05	\$4,000	\$3,952,000.00	\$3,945,200.00	(\$6,800.00)
Operating	FHLB Callable	2.500%	08/25/06	05/25/05	\$4,100	\$4,040,550.00	\$4,035,630.00	(\$4,920.00)
Operating	FNMA Callable	2.650%	09/08/06	06/08/05	\$4,000	\$3,987,200.00	\$3,979,600.00	(\$7,600.00)
Operating	FHLB Callable	2.760%	09/11/06	06/11/05	\$3,000	\$2,963,700.00	\$2,957,400.00	(\$6,300.00)
Operating	FHLB Callable	2.310%	09/29/06	04/29/05	\$2,825	\$2,774,150.00	\$2,769,912.50	(\$4,237.50)
Operating	FHLB Callable	2.310%	09/29/06	06/29/06	\$2,825	\$983,700.00	\$981,800.00	(\$1,900.00)
Operating	FNMA Callable	2.450%	09/29/06	06/29/05	\$1,000	\$2,462,000.00	\$2,457,000.00	(\$5,000.00)
Operating	FHLMC Callable	2.300%	10/19/06	04/19/05	\$5,000	\$4,906,000.00	\$4,896,000.00	(\$10,000.00)
Operating	FHLMC Callable	3.000%	11/17/06	NA	\$1,000	\$989,200.00	\$985,000.00	(\$4,200.00)
Operating	FFC Callable	3.020%	11/24/06	NA	\$2,000	\$1,978,600.00	\$1,970,600.00	(\$8,000.00)
Operating	FFC Callable	2.600%	11/27/06	NA	\$5,000	\$4,917,500.00	\$4,902,500.00	(\$15,000.00)
Operating	FHLB Callable	3.000%	12/22/06	06/22/05	\$3,000	\$2,987,700.00	\$2,980,200.00	(\$7,500.00)
Operating	FFC Callable	2.540%	12/29/06	04/29/05	\$3,000	\$2,944,800.00	\$2,934,900.00	(\$9,900.00)
Operating	FNMA Callable	3.000%	12/29/06	04/29/05	\$5,000	\$4,941,000.00	\$4,918,500.00	(\$22,500.00)
Operating	FHLMC Callable	2.850%	01/05/07	NA	\$5,000	\$4,931,000.00	\$4,908,000.00	(\$23,000.00)
Operating	FNMA Callable	2.800%	01/12/07	04/12/05	\$2,250	\$2,216,250.00	\$2,206,800.00	(\$9,450.00)
Operating	FFC Callable	3.270%	01/12/07	07/12/05	\$3,000	\$2,975,700.00	\$2,959,800.00	(\$15,900.00)
Operating	FHLMC Callable	2.750%	02/09/07	05/09/05	\$5,000	\$4,919,000.00	\$4,894,500.00	(\$24,500.00)
Operating	FNMA Callable	3.420%	02/09/07	08/09/05	\$3,000	\$2,979,900.00	\$2,963,100.00	(\$16,800.00)
Operating	FFC Callable	3.560%	02/09/07	07/09/05	\$2,000	\$1,990,200.00	\$1,978,800.00	(\$11,400.00)
Operating	FNMA Callable	3.450%	03/16/07	04/16/05	\$3,000	\$2,979,300.00	\$2,961,300.00	(\$18,000.00)
Operating	FNMA Callable	3.450%	03/16/07	04/16/05	\$3,000	\$2,979,300.00	\$2,961,300.00	(\$18,000.00)
Operating	FFC Callable	2.350%	03/26/07	04/26/05	\$2,000	\$1,950,800.00	\$1,942,600.00	(\$8,200.00)
Operating	FHLB Callable	2.750%	04/27/07	04/27/05	\$5,000	\$4,877,500.00	\$4,888,000.00	\$10,500.00
Operating	FNMA Callable	3.000%	04/30/07	04/30/05	\$5,000	\$4,926,500.00	\$4,896,500.00	(\$30,000.00)
Operating	FNMA Callable	3.750%	05/17/07	05/17/05	\$4,000	\$3,992,800.00	\$3,960,800.00	(\$32,000.00)
Insurance	FHLMC Callable	2.000%	05/21/07	NA	\$3,000	\$2,956,500.00	\$2,934,900.00	(\$21,600.00)
Fnci Res	FHLB Callable	3.000%	06/05/07	06/05/07	\$4,000	\$3,937,600.00	\$3,912,000.00	(\$25,600.00)
Operating	FHLB Discount	NA	06/08/07	NA	\$5,000	\$4,998,000.00	\$4,957,000.00	(\$41,000.00)
Operating	FNMA Callable	3.800%	07/06/07	07/06/05	\$3,000	\$2,997,600.00	\$2,970,600.00	(\$27,000.00)
Operating	FNMA Callable	3.500%	07/20/07	07/20/05	\$5,000	\$4,966,500.00	\$4,924,500.00	(\$42,000.00)
Insurance	FHLB Callable	3.460%	08/27/07	05/27/05	\$1,600	\$1,585,600.00	\$1,572,800.00	(\$12,800.00)
Operating	FFC Callable	4.200%	09/24/07	07/24/05	\$1,845	\$1,844,262.00	\$1,833,930.00	(\$10,332.00)
Fnci Res	FHLB Callable	3.930%	11/09/07	11/09/05	\$1,000	\$997,300.00	\$989,200.00	(\$8,100.00)
Operating	FHLB Callable	3.700%	11/09/07	08/09/05	\$5,470	\$5,445,932.00	\$5,393,967.00	(\$51,965.00)
Operating	FNMA Callable	3.000%	12/14/07	9/14/2005	\$5,000	\$4,885,000.00	\$4,978,000.00	\$93,000.00
Insurance	FHLB Callable	3.350%	12/18/07	06/18/05	\$3,000	\$2,961,900.00	\$2,933,100.00	(\$28,800.00)
Insurance	FHLB Callable	3.175%	12/24/07	09/24/05	\$2,000	\$1,989,800.00	\$1,948,200.00	(\$41,600.00)
Insurance	FHLB Callable	3.050%	12/28/07	06/28/05	\$1,000	\$980,800.00	\$971,200.00	(\$9,600.00)
Fnci Res	FFC Callable	3.940%	01/25/08	09/25/05	\$4,100	\$4,087,700.00	\$4,050,390.00	(\$37,310.00)
Operating	FFC Callable	3.940%	01/25/08	09/25/05	\$5,000	\$4,985,000.00	\$4,939,500.00	(\$45,500.00)
Fnci Res	FNMA Callable	3.910%	08/14/08	05/14/05	\$1,000	\$994,900.00	\$983,000.00	(\$11,900.00)
Fnci Res	FNMA Callable	4.020%	08/18/08	08/18/05	\$1,500	\$1,494,900.00	\$1,477,950.00	(\$16,950.00)
Fnci Res	FHLB Callable	4.000%	09/15/08	09/15/05	\$2,000	\$1,992,000.00	\$1,968,600.00	(\$23,400.00)
Fnci Res	FHLMC Callable	3.875%	11/10/08	05/10/05	\$2,989	\$2,986,207.20	\$2,935,710.00	(\$50,497.20)
Sub-total for Securities held as of 6/30/05						\$244,382,869.70	\$243,769,112.50	(613,757.20)
% Change as result of market movement								(0.00)
Holdings at 6/30/05 maturing during Q4, FY05						\$62,756,550.00		(62,756,550.00)
Holdings at 6/30/05 called during Q4, FY05						\$2,999,700.00		(2,999,700.00)
Value of Money Market Mutual Funds						\$60,917,192.94	\$68,171,394.17	7,254,201.23
Holdings at 9/30/05 purchased during Q4, FY05							\$87,864,119.00	87,864,119.00
Holdings at 9/30/05 purchased during Q4 FY05 and maturing during the quarter							\$0.00	\$0.00
TOTAL PORTFOLIO VALUE						\$371,056,312.64	\$389,804,625.67	28,748,313.03

PORTFOLIO ANALYSIS BY FUND

As of September, 2005

(in Thousands)

	General Operating	Financial Reserve	Insurance Fund	DART SEAF	Debt Service Funds	TOTAL
Par Value	\$330,306	\$29,516	\$11,600	\$12,892	\$18,883	\$403,197
Market Value	\$327,538	\$29,123	\$11,369	\$12,892	\$18,883	\$399,805
Unrealized Gain (Loss)	(\$2,515)	(\$390)	(\$231)	\$0	\$0	(\$3,136)
Book Value	\$330,053	\$29,513	\$11,600	\$12,892	\$18,883	\$402,941
Accrued Interest	\$1,319	\$193	\$61	\$0	\$0	\$1,573
Total Book Value	\$331,372	\$29,706	\$11,661	\$12,892	\$18,883	\$404,514
Cash Balance	\$334	\$0	\$0	\$0	\$0	\$334
TOTAL FUND VALUE	\$331,706	\$29,706	\$11,661	\$12,892	\$18,883	\$404,848
Liquid Securities (Mkt. value)	\$67,785					
Yield to Maturity (Adj for calls)	3.40%	3.70%	2.93%	3.64%	3.64%	3.43%
Average Final Maturity	281 Days	21.5 Months	19.6 Months	1 Day	1 Days	295 Days
<u>KEY COMPLIANCE TARGETS</u>						
Minimum Requirement (2)	\$26,596	\$28,000	\$13,409			
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
<u>INVESTMENT COMPARISON</u>						
6-Month T-Bill (3)	3.77%	3.77%	3.77%	3.77%	3.77%	3.77%

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

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

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

<HELP> for explanation.

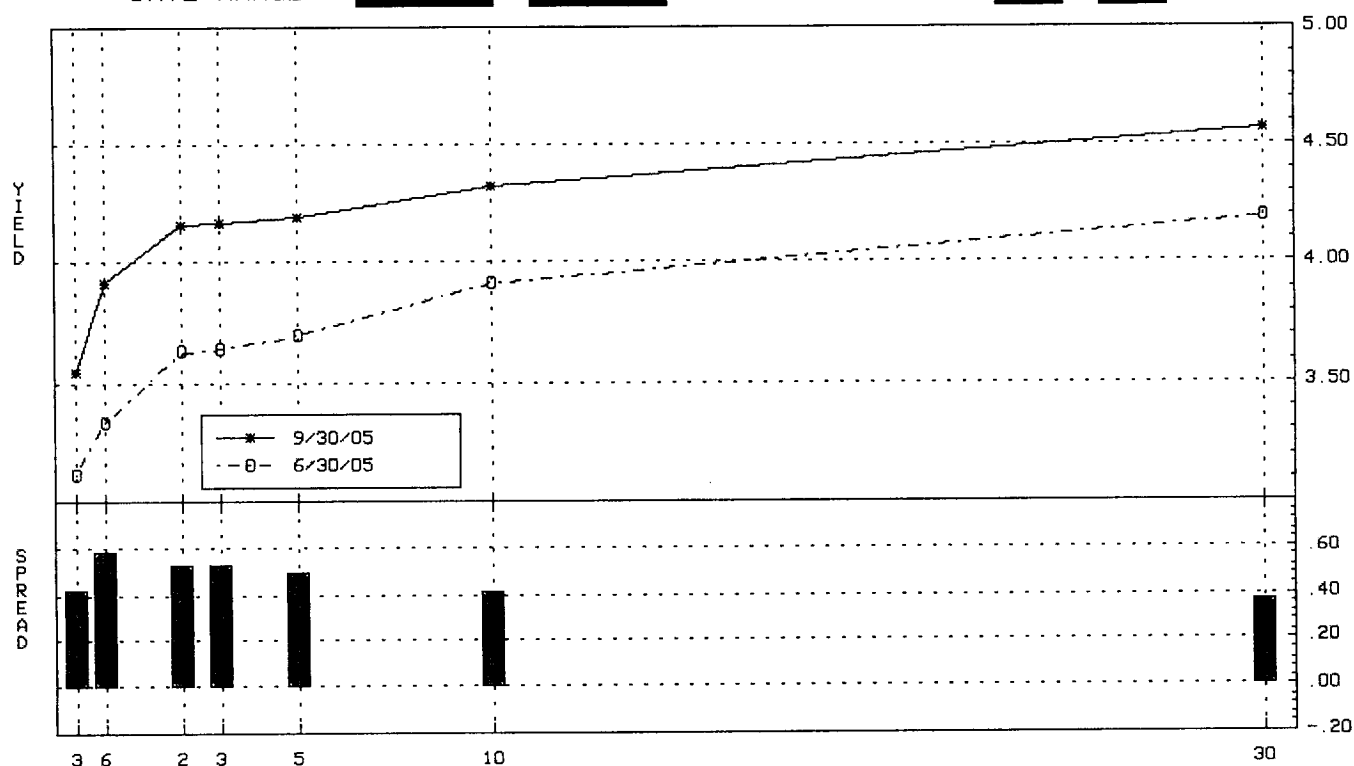
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DATE RANGE 6/30/05 9/30/05

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4TH Quarter FY 2005 Defined Benefit Plan Summary

	<u>Market Value 30-Jun-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-Sep-05</u>
<u>Equity Managers</u>										
Large Cap:										
Washington Mutual	22,708,047	104,584	0	(1,500,000)	319,754	36,238	0	0	0	\$21,668,623
Aeltus	11,737,897	28,310	0	0	(61,232)	354,949	0	0	0	\$12,059,924
SSGA Wilshire 5000	15,309,614	(2,311)	0	0	498	612,817	0	0	0	\$15,920,618
Small Cap:										
Atlantic Capital	7,266,228	2,790	0	0	365,343	160,341	0	0	1	\$7,794,703
Earnest Partners	12,457,267	(3,261)	0	0	528,363	269,364	0	0	1	\$13,251,734
International:										
Morgan Stanley	12,815,547	(29,662)	0	0	16,959	863,514	0	0	0	\$13,666,358
<u>Fixed Income Managers</u>										
PIMCO	22,335,765	220,061	0	(300,000)	(207)	(329,685)	0	0	0	\$21,925,934
Deutsche	22,194,534	(20,807)	0	(200,000)	20,035	(151,536)	0	0	(1)	\$21,842,225
<u>Real Estate</u>										
L&B Counsel	119,065	0	0	0	0	1,423	0	0	0	\$120,488
Schroder	1,451	0	0	(1,451)	(17,492)	17,492	0	0	0	\$0
<u>Cash</u>	216,457	(13,897)	(2,093,537)	2,001,451	0	0	0	760	1	\$111,235
Total	\$127,161,872	285,807	(2,093,537)	0	1,172,021	1,834,917	0	760	2	\$128,361,842