Quarterly Operating & Financial Performance Report

Third Quarter FY 2004
April - June 2004

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Third Quarter FY 2004
Executive Summary

Total agency passenger trips were 93.1 million for the four quarters ending June 2004, a decrease of 1.8 million (1.9%) from the same period a year ago. Total ridership is currently under target by 2.2 million, or approximately 2.3%.

Fixed route ridership was 57.3 million for the four quarters ending June 2004, a 3.1 million (5.1%) decrease from the same period last year.

Management attributes the decline in ridership to continued levels of higher unemployment in the region and the impact of October service reductions. A detailed discussion of ridership by mode is included on pages O&F 3 – 7.

Subsidy per passenger for total system and for fixed route has been improving (declining) for the last four quarters. However, total system subsidy per passenger remains four cents above the FY 2004 target of $2.50. Fixed route subsidy per passenger is $3.59, which is 15 cents above the target of $3.44. Both of these ratios have been negatively impacted by lower-than-budgeted ridership on bus and LRT, but continue to trend in the right direction due to lower than anticipated operating expenses.

Fixed Route On-Time Performance continues to be above the FY 2004 target of 94.7%. For the four quarters ending June 2004, on-time performance was 95.5%.

Sales Taxes for Operating Expense has improved (decreased) for the fourth consecutive quarter. This ratio now stands at 70.5%, which is 5.6% better (lower) than the FY 2004 target of 76.1%. A combination of improved sales tax receipts and reduced administrative costs has helped reduce this ratio.

Sales Tax Receipts for FY 2004 through the third quarter were $15.5 million (6.6%) over the same time period last year based on actual receipts.

Operating Expenses through the third quarter of FY 2004 are $5.8 million (2.7%) under budget.

General Information

Reporting Period – DART's fiscal year begins on October 1. The FY 2004 third quarter is April through June 2004.

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

Management is continually striving to improve the reporting of Key Performance Indicators (KPIs). Accordingly, prior period KPIs may reflect the most current methodology.

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

Green – There is a high probability of achieving the FY 2004 target. Indicative of performance within established parameters.

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

Red – There is a high probability that the FY 2004 target will not be achieved, and the difference is anticipated to be significant.

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

Revenues, Operating Expenses, and Net Financing Costs – Exhibit 18 (Appendix) summarizes actual expenditures against budget by object classification.

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

Exhibit 1 provides a breakdown of the FY 2004 Budget by category.

Exhibit 1

FY 2004 Budget Summary
Resolution #030117
(In Millions)

Date	Description	Total
9/23/2003	Operating Expense	$287.9
9/23/2003	Capital Projects	335.3
9/23/2003	Net Debt Service	32.2
	Total	**$655.5**

DART Scorecard of Key Performance Indicators (KPIs)

Ridership

Total Agency Ridership for Quarter 3 fell below target by 2.2 million passenger trips (2.3%).

Fixed Route Ridership is trending below budget on bus by 3.2%, four quarter rolling. LRT is 2.9% below the same period last year, and 7.2% below FY 2004 target, which can be attributed to the headway changes implemented in October 2003, fewer "novelty" LRT riders and additional riders lost due to unemployment.

Bus Ridership continues to reflect the results of unemployment levels in the region, together with the impact of service reductions and fare increases within the past year. Some of the decline in ridership has been linked to service quality issues, and an associated rise in customer complaints (actions to address these issues are identified below).

Light Rail Ridership trended more significantly below its year-end budget target than bus ridership. The factors described above relative to lagging bus ridership have also impacted light rail ridership during this period. The October, 2003 reduction in service frequency during the midday period (from fifteen minutes to twenty minutes), together with the decrease in service during early and late parts of the peak period, have contributed to some reduction in light rail ridership. An unusually high number of rain days resulted in lower ridership on bus and light rail during the month of June.

In response to the below-target ridership in the three quarters of FY 2004, a set of ridership development strategies has been developed and is in the early stages of implementation. Some of the key strategies include:

- Internal communication of ridership targets and performance with front-line staff through the Division Level Measurement Initiative.
- Continued development of the DART Destination Deals marketing initiative.
- Re-engineering and expansion of the route promotion process.
- Rollout of new training programs that incorporate skills-based customer contact training modules.
- Increased security visibility through implementation of the fare inspector program and fine-tuning of the DART Police deployment plan,
- Implementation of new annual pass programs targeted at apartment complexes and schools.
- Implementation of a Customer Satisfaction Priority Action Plan, which includes a range of action steps and initiatives targeted at reducing customer complaints in five key areas: service reliability, courtesy, vehicle operation, security, and pass-bys.

Vanpool Ridership fell below budget (16.7%) due in part to the decline in the number of vanpools – from 73 to 66 – and the number of passengers per vanpool. This decline continues to be attributed to the downturn in the area economy. Layoffs at major corporations have forced vanpool customers to terminate their vanpool groups. During the first three quarters of FY 2004, there was limited vanpool promotion due to staff vacancies.

Management will introduce incentives to attract vanpool groups; the funding for these incentives has been identified in the Marketing Plan in conjunction with the North Central Texas Council of Governments. In addition, the Marketing Department has developed a direct mail campaign designed to promote vanpool benefits to major employers in the Metroplex. A follow-up telemarketing campaign will also support the efforts of the direct mail campaign.

Exhibit 2 is DART's Ridership Scorecard and provides the FY 2004 KPI targets and historical quarterly KPIs.

Exhibit 2

	Q3/03	Q4/03	Q1/04	Q2/04	Q3/04	FY04 Target	Status
RIDERSHIP							
Total Agency (M)	94.9	94.4	94.3	94.0	93.1	95.3	Red
Fixed Route (M)	60.4	59.6	58.7	58.0	57.3	60.2	Red
Bus (M)	40.9	40.3	39.5	39.0	38.5	39.8	Red
LRT (M)	17.1	17.0	17.0	16.7	16.6	17.9	Red
Commuter Rail (M)	2.3	2.3	2.3	2.2	2.2	2.2	Green
Paratransit Actual (000s)	582.9	577.3	572.5	576.0	579.0	605.1	Green
HOV (M)	33.5	33.8	34.6	35.0	34.9	34.0	Green
Vanpool (000s)	408.7	418.8	421.9	414.6	395.4	475.0	Red

The charts on the following pages (Exhibit 3) display the ridership for the agency by mode over the past 5 quarters and compare it to the FY 2004 target. Discussions on ridership can be found on the previous page (O&F3).

Exhibit 3 – Ridership Dashboards

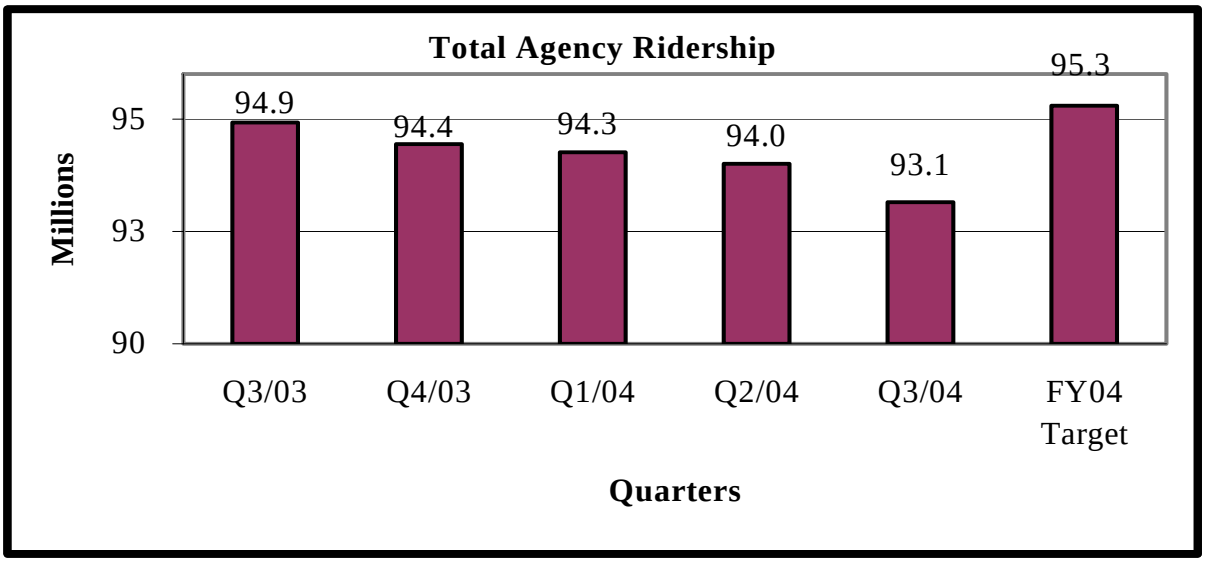
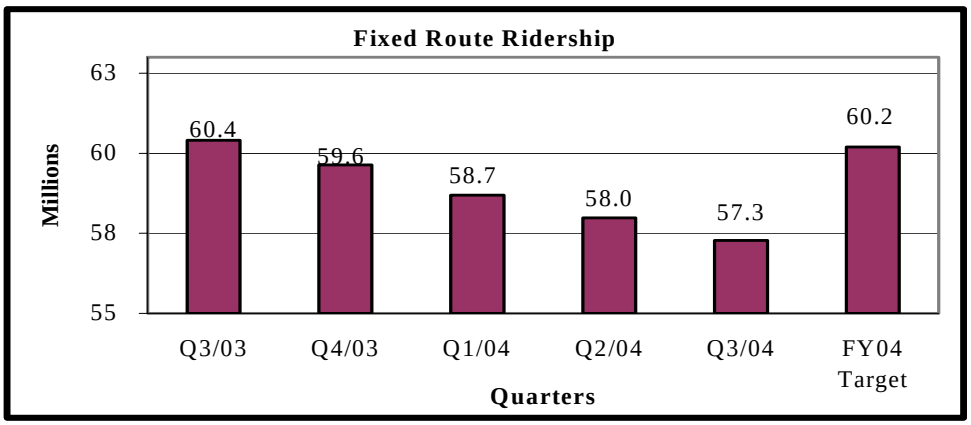
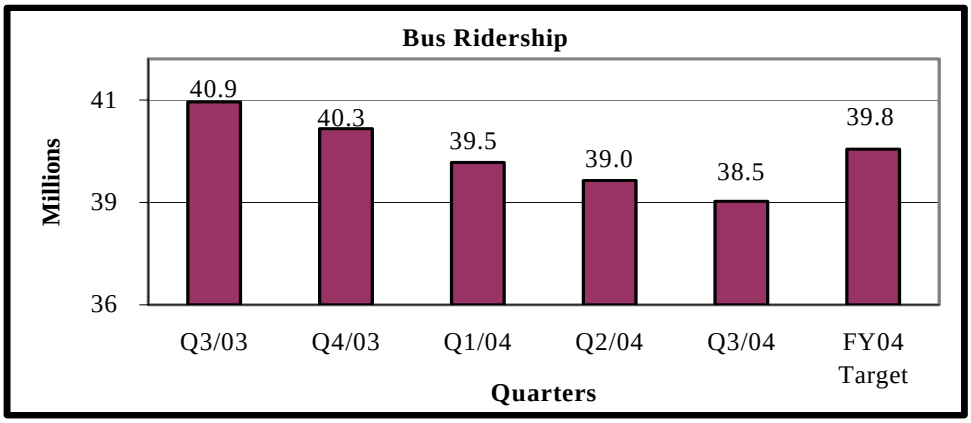


Exhibit 3 – Ridership Dashboards (cont'd.)





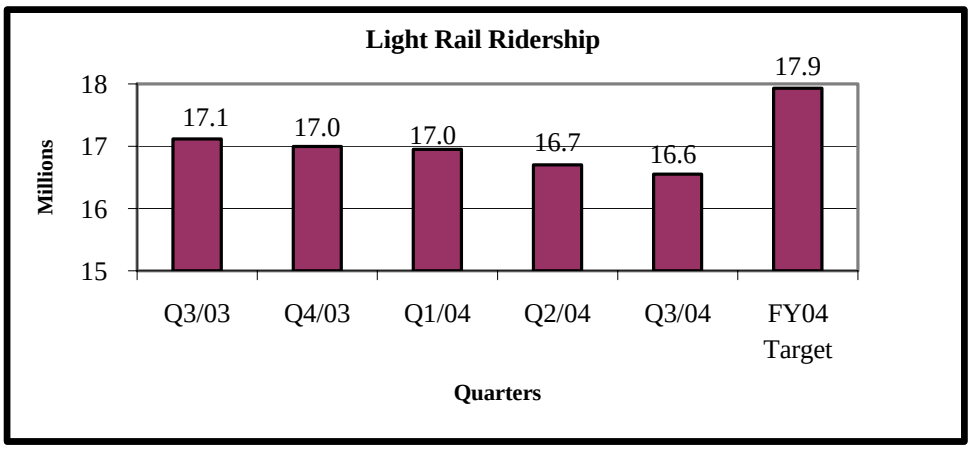
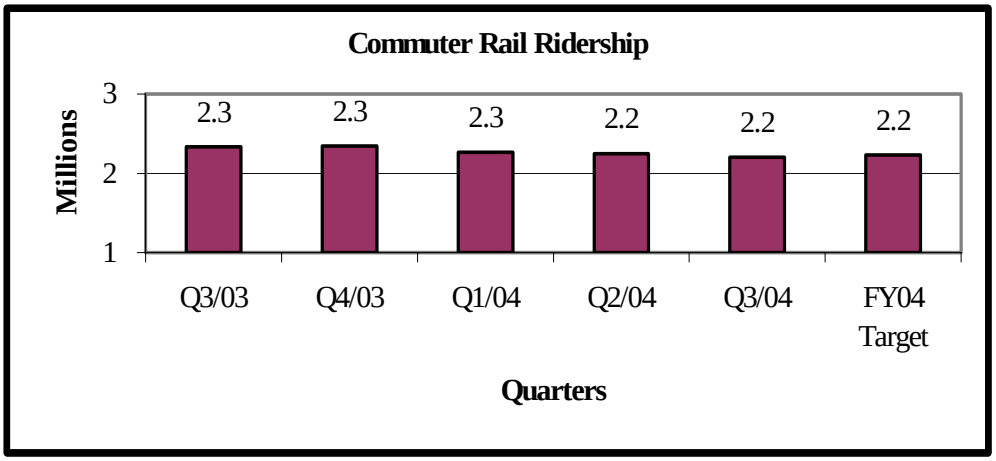
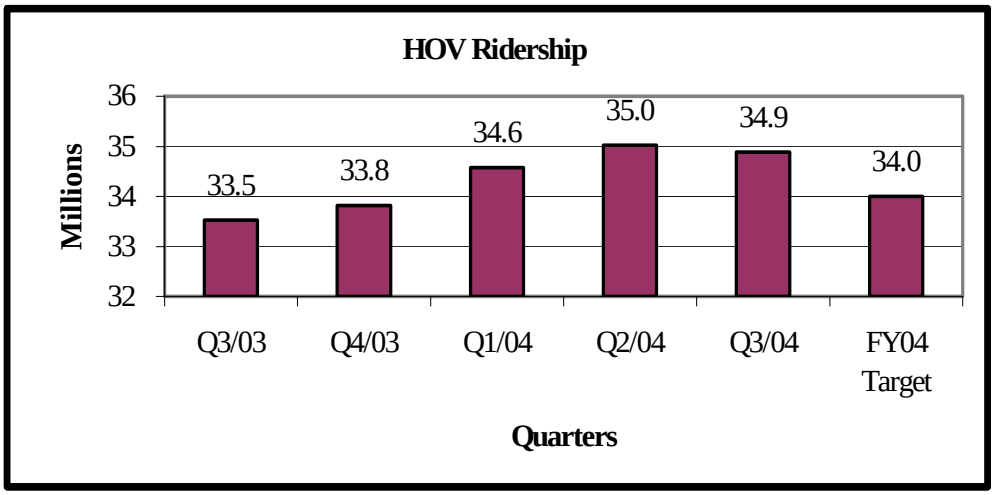


Exhibit 3 – Ridership Dashboards (cont'd.)





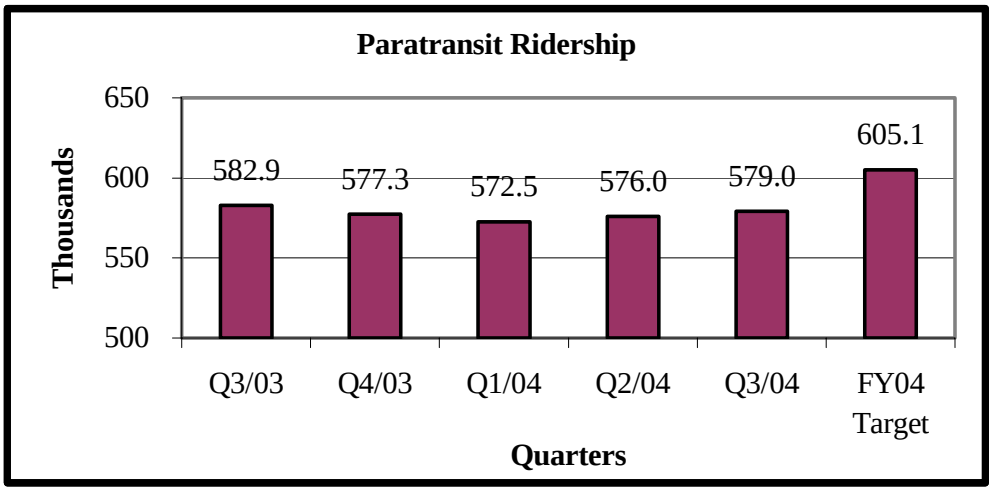
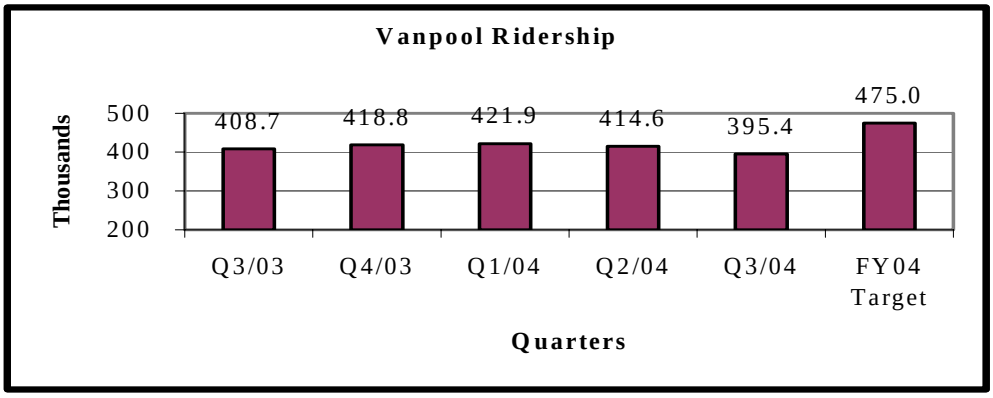


Exhibit 3 – Ridership Dashboards (cont'd.)



Subsidy Per Passenger

Exhibit 4 is DART's Subsidy per Passenger Scorecard and provides the FY 2004 KPI targets and historical quarterly KPIs. A discussion of variances follows.

Total System Subsidy Per Passenger and Fixed Route Subsidy Per Passenger were negatively impacted by the lower-than-budgeted ridership on Bus and LRT. The numbers shown take into consideration three quarters of the major cuts that were implemented in October 2003, because of the four-quarter rolling numbers. Thus we continue to see a decline in the subsidy numbers.

Based on the current trend, Management believes that the target for FY 2004 will be met for total system, due to several factors: (a) the major service changes implemented in October, (b) the cost cutting measures taken during the FY 2004 budget process that are not fully reflected here in the four-quarter rolling numbers. This KPI has continued to improve each quarter.

Due to the significant decline in ridership 3.2% on bus and 7.2% on rail the FY 2004 target for **Fixed Route Subsidy Per Passenger** will not be met, all though costs continue to be below budget, ridership is declining at a higher rate.

Exhibit 4

Efficiency Indicator - Subsidy Per Passenger	Q3/03	Q4/03	Q1/04	Q2/04	Q3/04	Target	Status
Total System	$2.80	$2.69	$2.59	$2.55	$2.54	$2.50	Yellow
Fixed Route	$3.92	$3.77	$3.66	$3.62	$3.59	$3.44	Yellow
Bus	$4.27	$4.01	$3.90	$3.84	$3.81	$3.63	Red
LRT	$2.78	$2.95	$2.83	$2.88	$2.84	$2.65	Red
Commuter Rail	$6.26	$5.53	$5.61	$5.41	$5.41	$6.11	Green
Paratransit	$40.53	$40.76	$41.21	$41.38	$42.31	$41.92	Red
HOV	$0.15	$0.16	$0.16	$0.16	$0.16	$0.17	Green
Vanpool	$1.40	$1.07	$0.83	$0.94	$0.34	$0.56	Green

Exhibit 5 is DART's On-Time Performance Scorecard and provides the FY 2004 KPI targets and historical quarterly KPIs.

Exhibit 5

Service Quality - On-Time Performance	Q3/03	Q4/03	Q1/04	Q2/04	Q3/04	Target	Status
Fixed Route	95.7%	95.3%	95.5%	95.5%	95.5%	94.7%	Green
Bus	92.4%	91.7%	92.4%	92.3%	92.1%	91.0%	Green
LRT	97.4%	97.4%	97.2%	97.1%	97.1%	97.0%	Green
Commuter Rail	97.5%	96.7%	96.6%	97.0%	97.5%	96.0%	Green
Paratransit	88.5%	88.1%	88.3%	87.9%	87.8%	85.0%	Green

Exhibit 6 is DART's Accidents per 100k Passengers Scorecard and provides the FY 2004 KPI targets and historical quarterly KPIs.

The **Paratransit KPI for Accidents per 100k passengers** is trending above target due to a calculation error in setting the FY 2004 targets. The target was set using only FTA accidents, which is defined as any accident (preventable or non-preventable) with injuries requiring medical attention from the scene for two or more persons, property damage equal to or exceeding $7,500, evacuation due to life safety reasons, a collision at a grade crossing or a collision with person(s) on a rail right of way resulting in injuries requiring immediate medical attention away from the scene for one or more persons and all non-arson fires. To keep consistent with all modes all accidents are used to calculate this measurement and changes have been made to the past 3 quarters of FY 2004, however, a new target has not been developed. The FY 2005 KPI target will reflect the change in reporting.

Exhibit 6

Service Quality - Accidents per 100k Passengers	Q3/03	Q4/03	Q1/04	Q2/04	Q3/04	Target	Status
Bus	2.15	2.02	2.07	2.02	2.02	2.80	Green
LRT	0.22	0.32	0.35	0.32	0.33	0.56	Green
Commuter Rail	0.38	0.28	0.24	0.24	0.25	0.31	Green
Paratransit	n/a	n/a	2.45	2.51	2.34	1.00	n/a

Exhibit 7 is DART's Complaints per 100k Passengers Scorecard and provides the FY 2004 KPI historical quarterly KPIs. The ratio of complaints declined slightly (2.5%) for **fixed route** in the third quarter as customers became familiar with the service changes implemented in October 2003, improved maintenance on buses, increased customer knowledge of TVMs and Management began taking vigorous action to investigate, process, and document all complaints.

Exhibit 7

Customer Satisfaction - Complaints per 100k Passengers	Q3/03	Q4/03	Q1/04	Q2/04	Q3/04	Target	Status
Fixed route	41.5	42.6	44.3	42.8	41.7	32.5	Red
Bus	-	49.6	52.7	52.5	53.7		
LRT	-	-	16.2	15.0	9.6		
Commuter Rail	-	-	11.4	8.8	7.5		
Paratransit	3.9	4.3	4.5	4.8	4.7	6.0	Green

Modal Update

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

Bus

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, 862 bus shelters, 1,369 benches, 14 transit centers (J B Jackson, Jr. Opening FY 2005), 2 passenger transfer locations, 22 enhanced shelters, 35 rail platforms (Victory Station opening FY 2005), 5 commuter rail stations, 97 information pylons, and all operating divisions, for a total of approximately 28 million square feet.

On-Call Service

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

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).

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

Trinity Railway Express (TRE)

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

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.

Service is currently contracted with one vendor who operates and maintains a total of 100 vans and 57 sedans. DART staff performs the scheduling, dispatching, certification, and administrative functions. As of June 2004, there was an average of 7,550 eligible Paratransit Services riders, which represents a 5.2% increase from the average number of 7,170 eligible riders during the previous year.

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) contra flow 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.

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. Management is currently working with NCTCOG to improve the program to attract major employers.

General Mobility – Road Improvement Programs

Exhibit 8 represents all of the Board-approved road improvement programs with member cities and state agencies. Road improvement programs are recorded as non-operating expenses because DART does not take an ownership interest in most of these mobility improvements.

Exhibit 8

General Mobility – Road Improvement Programs (In Millions)

	FY04
LAP/CMS	$8,199
TSM Program-	2,100
TSM-Street Repair	2,100
ITS Regional funding	600
DART/TxDOT ITS	2,900
Total	**$15,899**

LAP/CMS – The current LAP/CMS agreement returns 15% of DART sales taxes collected in a member city to that city until a contract is awarded for rail construction in that city. Irving is included at a 7.5% funding level. The revised program ends for all member cities in FY 2004 regardless of construction dates. Cities request LAP/CMS funds for projects that enhance transit. DART accrues the appropriate LAP/CMS amount at the beginning of each fiscal year. Exhibit 9 reflects the LAP/CMS October 2003 allocation and FY 2004 Budget by member city.

Exhibit 9

Projected
LAP/CMS Program
(In Thousands)

Member City	Dollars
Addison	$1,290
Carrollton	2,409
Cockrell Hill	5
Farmers Branch	1,600
Glenn Heights	17
Irving	2,512
Rowlett	365
Total	**$8,199**

Capital and Non-Operating Budget Summary

Exhibit 10 provides a summary of the capital and non-operating costs through the third quarter of FY 2004.

Total expenditures for capital projects through the third quarter of the year represent 32.5 % of the total FY 2004 Capital Projects Budget. When non-operating activities are included, the expenditure rate is 35.6%.

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

Exhibit 10

Actuals vs. Budget
Capital and Non-Operating Costs
Third Quarter, FY 2004
(In Thousands)

Mode	FY04 Actuals	Available Balance	FY04 Budget
Bus	$ 21,394	$ 44,176	$ 65,570
LRT	67,603	130,940	198,543
Commuter Rail	6,918	19,409	26,327
Paratransit	143	(143)	0
HOV	1,077	7,233	8,310
Total Projects	**$ 97,135**	**$ 201,615**	**$ 298,750**
P&D/Startup/Non-Ops	13,767	6,911	20,678
Road Improvements/ITS	8,665	7,234	15,899
Total Capital	**$119,567**	**$ 215,760**	**$ 335,327**

Agency Scorecard – Key Performance Indicators

Exhibit 11							
Agency Scorecard - Key Performance Indicators							
Indicators	**Q 3/03**	**Q 4/03**	**Q 1/04**	**Q 2/04**	**Q 3/04**	**FY04 Target**	**Status**
Customer/Quality Indicators							
Administrative Subsidy Per Passenger	$0.33	$0.31	$0.29	$0.28	$0.28	$0.28	Green
Fixed Route Passenger Per Mile	1.59	1.58	1.60	1.60	1.62	1.76	Red
Fixed Route Cost Per Revenue Mile	$7.35	$7.15	$7.11	$7.11	$7.17	$7.43	Green
On-Time Performance (Fixed Route)	95.7%	95.3%	95.5%	95.5%	95.5%	94.7%	Green
Sales Taxes for Operating Expense	84.4%	80.1%	77.7%	73.9%	70.5%	76.1%	Green

Fixed Route Passengers Per Mile improved slightly to 1.62 due to less service mileage, but remains 7.9% under the target of 1.76 because of continued ridership declines.

Scorecards – Key Performance Indicators by Mode of Service

Exhibit 12							
Bus Scorecard - Key Performance Indicators							
Indicators	**Q 3/03**	**Q 4/03**	**Q 1/04**	**Q 2/04**	**Q 3/04**	**Target**	**Status**
Customer/Quality Indicators							
Revenue Miles (M)	31	30.5	29.8	29.3	28.7	28.1	n/a
Passengers per Revenue Mile	1.32	1.32	1.33	1.33	1.34	1.43	Red
Mean Distance Between Roadcalls	4,124	4,221	4,589	4,721	5,155	4,200	Green
Vehicle Accidents Per 100k Miles	2.15	2.02	2.07	2.02	2.02	2.80	Green
Missed Work Days (Operators) Annualized	16.3	20.3	12.9	15.6	14.4	23.0	Green
Financial/Efficiency Indicators							
Cost per Revenue Mile	$6.48	$6.22	$6.15	$6.11	$6.13	$6.21	Green
Pay-to-Platform Ratio - Hours	1.27	1.30	1.28	1.26	1.26	1.28	Green

Passengers per Revenue Mile – Exhibit 12 is reflective of the decline in ridership and reflects three quarters of the major service changes incorporated in October 2003.

Exhibit 13							
Light Rail Scorecard - Key Performance Indicators							
Indicators	**Q 3/03**	**Q 4/03**	**Q 1/04**	**Q 2/04**	**Q 3/04**	**Target**	**Status**
Customer/Quality Indicators							
Revenue Car Miles (M)	n/a	5.7	5.5	5.4	5.3	5.0	n/a
Passengers per Car Mile	3.11	3.00	3.07	3.08	3.15	3.62	Red
Mean Distance Between Roadcalls (000s)	60.4	36.7	49.1	46.6	42.3	35.0	Green
Accidents per 100k Miles	0.22	0.32	0.35	0.32	0.33	0.56	Green
Missed Work Days (Operators) Annualized	19.8	28.7	29.8	20.7	22.4	17.4	Red
Financial/Efficiency Indicators							
Subsidy Per Passenger Mile	$0.48	$0.48	$0.42	$0.40	$0.37	$0.32	Red
Cost per Revenue Car Mile	$10.74	$11.02	$11.04	$11.23	$11.42	$12.38	Green
Pay- to- Platform Ratio - Hours	1.37	1.35	1.34	1.32	1.32	1.31	Yellow

Passengers per Car Mile and Subsidy per Passenger Mile – Exhibit 13 is reflective of the decline in ridership and reflects three quarters of the major service changes incorporated in October 2003, because of the four-quarter rolling averages.

Missed Work Days for the quarter ending June 2004 increased by an average of 5 days over last period. Excessive absences from workers compensation, sick leave and leave without pay (total of 88%) are the contributing factors. Four operators on workers compensation accounted for 589 missed workdays of which 257 were in July 2003 – September 2003. Since the first quarter of FY 2004, three have returned to work and one was administratively separated. Sick leave accounts for approximately 23% of total missed workdays. Work rules are being reviewed for possible revisions to further reduce missed workdays.

Exhibit 14							
Commuter Rail - TRE Scorecard - Key Performance Indicators							
Indicators	**Q 3/03**	**Q 4/03**	**Q 1/04**	**Q 2/04**	**Q 3/04**	**Target**	**Status**
Customer/Quality Indicators							
Revenue Car Miles (M)		1.6	1.5	1.4	1.4	1.4	n/a
Passengers per Car Mile	1.45	1.51	1.52	1.56	1.61	1.63	Yellow
Scheduled Train Hours (000's)		22.0	21.2	20.6	20.0	19.4	n/a
Missed Trips	5	9	11	12	12	32	Green
Veh. Accidents Per 100k Miles	0.38	0.28	0.24	0.24	0.25	0.31	Green
Financial/Efficiency Indicators							
Subsidy Per Passenger Mile	$0.32	$0.31	$0.32	$0.32	$0.32	$0.34	Green
Cost per Revenue Car Mile	$12.36	$11.45	$11.81	$11.87	$12.78	$13.71	Green

Passengers per Car Mile reflected in Exhibit 14 has trended upward each quarter; however, it remains 1.2% below FY 2004 target. Ridership continues to improve in the third quarter, and the service cuts that were implemented in quarter 1 are now reflected in three quarters of the four-quarter rolling average.

Exhibit 15

Paratransit Scorecard - Key Performance Indicators

Indicators	Q 3/03	Q 4/03	Q 1/04	Q 2/04	Q 3/04	Target	Status
Customer/Quality Indicators							
Scheduled Ridership (000s)	701.4	691.4	681.9	679.5	677.9	714.0	Green
Revenue Hours (000s)	391.7	383.7	388.8	399.0	408.1	403.4	Red
Paratransit Passengers per Hour - Scheduled	1.79	1.80	1.75	1.70	1.66	1.77	Red
Paratransit Passengers per Hour - Actual	1.49	1.50	1.47	1.44	1.42	1.50	Red
Percentage of Trips Completed	100.0%	100.0%	100.0%	100.0%	100.0%	98.0%	Green
Passenger Canceled Trips Ratio	12.8%	12.7%	12.5%	11.8%	11.3%	13.0%	Green
Passenger No Shows Ratio	4.0%	3.7%	3.4%	3.4%	3.3%	5.0%	Green
Service Level - Scheduling (3 minutes)	92.5%	94.8%	95.7%	95.4%	95.1%	88.0%	Green
Service Level - Where's My Ride (2 minutes)	91.5%	93.1%	94.1%	93.5%	92.3%	85.0%	Green

Paratransit Passengers per Hour – Scheduled and Actual – The yellow status of Scheduled Passengers per Hour and the red status of Actual Passengers per hour in Exhibit 15 can be attributed to the addition of unproductive hours to the schedule to accommodate zero denials. The current contract also guarantees the contractor a minimum number of scheduled hours per day. Cancellations and No-Shows continue to improve as seen in Exhibit 15, however, they are a contributing factor in the calculation for Actual Passengers per Hour. In order to remedy the Scheduled Passenger per Hour issue, trips would have to be denied. This is not feasible due to the zero denial mandates by the ADA. However, staff is scheduling trips as efficiently as possible within system parameters.

Exhibit 16

HOV Scorecard - Key Performance Indicators

Indicators	Q3/03	Q4/03	Q1/04	Q2/04	Q3/04	Target	Status
Customer/Quality Indicators							
Avg. Weekday Ridership (000s)	103.0	103.9	106.1	106.8	106.2	100.0	Green
Operating Speed Ratio (Qrly)	1.69	1.86	1.71	1.75	1.69	1.50	Green

Exhibit 17							
General Mobility (Vanpool) - Key Performance Indicators							
Indicators	Q3/03	Q4/03	Q1/04	Q2/04	Q3/04	Target	Status
Customer/Quality Indicators							
Number Of Vanpools (current)	79	73	70	68	66	85	Red

Number of Vanpools continues to decline, and is under the FY 2004 target by 19 vanpools, or 28.7%. Management will introduce incentives to attract vanpool groups; the funding for these incentives has been identified in the Marketing Plan in conjunction with the North Central Texas Council of Governments. In addition, the Marketing Department has developed a direct mail campaign designed to promote vanpool benefits to major employers in the Metroplex. A follow-up telemarketing campaign will also support the efforts of the direct mail campaign.

APPENDIX

Revenues, Operating Expenses and Net Financing Costs
Exhibit 18 - Actuals vs. Budget
Third Quarter, FY 2004
Dollars in Thousands

Revenues:	YTD Actuals	YTD Budget	YTD Better (Worse)	% Better (Worse)	Total Budget
Passenger Revenues (Fixed Route)	$25,715	$28,162	($2,447)	(8.7)%	$37,550
Vanpool Passenger Revenues	235	331	(96)	(29.0)%	442
Paratransit Passenger Revenues	1,031	816	215	26.4%	1,088
Special Events Revenues	295	374	(80)	(21.3)%	499
Advertising and Other	7,499	6,256	1,242	19.9%	8,342
Sub-totals	**$34,774**	**$35,940**	**($1,166)**	**(3.2)%**	**$47,920**
Grant Revenues *1	1,297	1,962	(665)	(33.9)%	2,616
Total Operating Revenues	**$36,071**	**$37,902**	**($1,831)**	**(4.8)%**	**$50,536**
Sales Tax Revenues *2	$250,554	$228,201	$22,353	9.8%	$304,268
Interest Income	1,654	4,205	(2,551)	(60.7)%	5,706
Other Non-Operating Revenues	27,805	20,349	7,456	36.6%	27,132
Total Revenues	**$316,084**	**$290,657**	**$25,427**	**8.7%**	**$387,642**

Operating Expenses:	Actuals	Budget	Over / (Under)	% Over / (Under)	Total Budget
Salaries & Wages	$101,979	$103,666	($1,687)	(1.6)%	$142,109
Benefits	43,347	43,312	35	0.1%	56,702
Services	13,695	17,485	(3,789)	(21.7)%	23,373
Materials & Supplies	23,856	24,569	(713)	(2.9)%	32,664
Utilities	6,093	5,848	245	4.2%	7,779
Claims & Insurance	2,917	3,119	(202)	(6.5)%	4,158
Purchased Transportation	26,319	26,785	(465)	(1.7)%	35,713
Taxes, Leases, and Other	3,622	3,945	(324)	(8.2)%	5,247
Management Reserve		609	(609)	(100.0)%	789
Total Operating Expenses	**$221,828**	**$229,337**	**($7,509)**	**(3.3)%**	**$308,534**
Capital Allocation	($13,431)	($15,128)	$1,697	(11.2)%	($20,171)
LRT Start-up	(337)	(325)	(12)	3.6%	(433)
Total Ops Expense after Allocations	**$208,061**	**$213,885**	**($5,824)**	**(2.7)%**	**$287,930**
Net Financing Costs					
Debt Service Costs	$17,655	$22,374	($4,719)	(21.1)%	$30,267
Less: Interest Income	1,654	4,205	(2,551)	(60.7)%	5,706
Total Net Financing Costs	**$16,001**	**$18,169**	**($2,168)**	**(11.9)%**	**$24,561**

Note: Numbers may vary due to rounding

*1 - Includes Operating grants only included in "Other Grants" on the Statement of Revenues, Expenses and Change in Net Assets

*2 - Sales tax receipts are received two months after the close of a month, thus this number includes accruals for the month of May and June.

DALLAS AREA RAPID TRANSIT
STATEMENTS OF REVENUES, EXPENSES AND CHANGES IN NET ASSETS
FOR THE NINE MONTHS ENDED JUNE 30, 2004 AND 2003

	(In thousands) Nine months ended	
	6/30/2004	**6/30/2003**
OPERATING REVENUES:		
Passenger	27,444	26,425
Advertising, rent and other	7,330	6,034
Total Operating Revenues	**$34,774**	**$32,459**
OPERATING EXPENSES:		
Labor	101,979	97,928
Benefits	43,347	38,854
Services	13,695	18,093
Materials and Supplies	23,856	18,987
Purchased Transportation	26,319	52,887
Depreciation and amortization	72,431	71,755
Utilities	6,093	6,013
Taxes, Leases, and Other	3,621	3,577
Casualty and liability	2,917	3,070
Transit system planning, development, and start-up costs	(13,767)	(14,698)
TOTAL OPERATING EXPENSES	**$280,491**	**$296,466**
NET OPERATING LOSS	**($245,717)**	**($264,007)**
NON-OPERATING REVENUES (EXPENSES):		
Sales tax revenue	250,554	234,299
Investment Income	1,654	3,247
Interest Income from investments held to pay capital lease	19,137	19,732
Interest expense on capital leases	(19,137)	(19,732)
Local Assistance Program and Street improvements	(8,668)	(8,897)
Transit system planning and other development	(13,767)	(14,698)
Interest and financing expenses	(17,655)	(20,149)
Other revenue (Expense)	8,668	4,810
TOTAL NET NON-OPERATING REVENUES	**$220,786**	**$198,612**
INCOME BEFORE CAPITAL CONTRIBUTIONS AND	**($24,931)**	**($65,395)**
CAPITAL CONTRIBUTIONS AND OTHER GRANTS:		
Federal Financial Assistance	24,308	14,772
Other Capital Contributions	-	36
Other grants	20,239	1,395
TOTAL CAPITAL CONTRIBUTIONS AND OTHER GRAN	**$44,547**	**$16,203**
CHANGE IN NET ASSETS	**$19,616**	**($49,192)**
TOTAL NET ASSETS - Beginning of the quarter	1,886,889	1,924,595
TOTAL NET ASSETS - End of the quarter	**$1,906,505**	**$1,875,403**

DALLAS AREA RAPID TRANSIT

STATEMENTS OF NET ASSETS

AS OF JUNE 30, 2004 AND SEPTEMBER 30, 2003

	(In thousands)	
	6/30/2004	**9/30/2003**
ASSETS		
CURRENT ASSETS		
Cash & Cash Equivalents	27,184	68,351
Investments	240,807	134,982
Current portion of restricted assets	7,165	11,016
Current portion of investment held to pay capital lease liability	29,075	46,864
Sales tax receivable	57,745	53,625
Transit Revenue Rec., Net	3,412	2,186
Due from Other Governments	9,808	42,879
Materials and supplies inventory	21,222	21,215
Prepaid transit expenses and other	2,442	2,034
TOTAL CURRENT ASSETS	**$398,860**	**$383,152**
Restricted assets	9,373	10,184
Investments in joint venture	11,172	11,702
Capital assets		
Land and rights of way	384,185	384,185
Depreciable capital assets, net of depreciation	1,625,826	1,685,344
Projects in progress	336,263	247,941
Long-term investments held to pay capital lease/lease back liabilities	446,849	456,787
Net pension asset	3,294	3,277
Unamortized long-term debt issuance costs	4,170	4,345
TOTAL ASSETS	**$3,219,992**	**$3,186,917**

DALLAS AREA RAPID TRANSIT

STATEMENTS OF NET ASSETS - CONT'D

AS OF JUNE 30, 2004 AND SEPTEMBER 30, 2003

	(In thousands)	
	6/30/2004	**9/30/2003**
LIABILITIES		
CURRENT LIABILITIES		
Accounts payable and accrued liabilities	69,404	98,184
Commercial paper notes payable	209,245	135,670
Current portion of Capital lease/leaseback liabilities	29,075	46,864
Current portion of amount due to the State Comptroller	913	913
Local Assistance Program Payable	38,873	32,860
Retainage Payable	18,260	17,537
Other Current Liabilities	4,921	6,679
Payable from restricted assets		
Interest payable	2,336	8,389
Current portion of senior lien sales tax revenue bonds payable	6,815	1,945
TOTAL CURRENT LIABILITIES	**$379,842**	**$349,041**
Repayment due to the State Comptroller	$1,141	$1,826
Senior lien sales tax revenue bonds payable	485,655	492,374
Capital lease/leaseback liabilities	446,849	456,787
TOTAL LIABILITIES	**$1,313,487**	**$1,300,028**
NET ASSETS		
Invested in capital assets, net of related debt	$1,626,299	$1,669,943
Restricted for		
Debt Service	7,165	11,016
System expansion and acquisition	9,373	10,184
Unrestricted	263,668	195,746
TOTAL NET ASSETS	**$1,906,505**	**$1,886,889**
TOTAL LIABILITIES & NET ASSETS	**$3,219,992**	**$3,186,917**

Glossary of Terms/Definitions

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

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

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

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

Calculation = [(Fixed Route Passenger Revenues - Commissions and Discounts) / (# Of Fixed Route Passenger Boardings)]

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

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

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

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

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

Calculation = [Total Operating Expenses / Revenue Miles]

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.

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

Calculation = [Total Miles Operated / Total # of Roadcalls]

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

Net Subsidy – Financial measurement for determining the tax subsidy required for each mode or combination of modes. Management's objective is to reduce this number.

Calculation = [Operating Expenses - Operating Revenues]

Glossary of Terms/Definitions (Cont.)

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

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

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

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

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

Calculation = [# of Canceled Trips / Paratransit Total # of Scheduled Trips]

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

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

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

Calculation = [Actual Passenger Boardings/Revenue Car Miles]

Passenger Trips - See Ridership.

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

Calculation = [Actual Passenger Boardings / Revenue Hours]

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

Calculation = [Scheduled Passenger Boardings / Revenue Hours]

Glossary of Terms/Definitions (Cont.)

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

Calculation = [Passenger Boardings / Revenue Miles]

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

Calculation = [Total Operators Hours Paid / Operators Platform Hours Paid]

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

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

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

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

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

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

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

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

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

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

Calculation (for rail) = [Scheduled Train Miles / Scheduled Train Hours]

Glossary of Terms/Definitions (Cont.)

Security Incidents per 100,000 Passengers – Quality ratio for fixed route service, which measures the number of security incidents reported by the Transit Police per 100,000 passenger boardings.

*Calculation = [(Security Incidents / Passenger Boardings) * 100,000]*

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

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

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

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

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

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

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

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

Ridership Highlights

Introduction

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

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

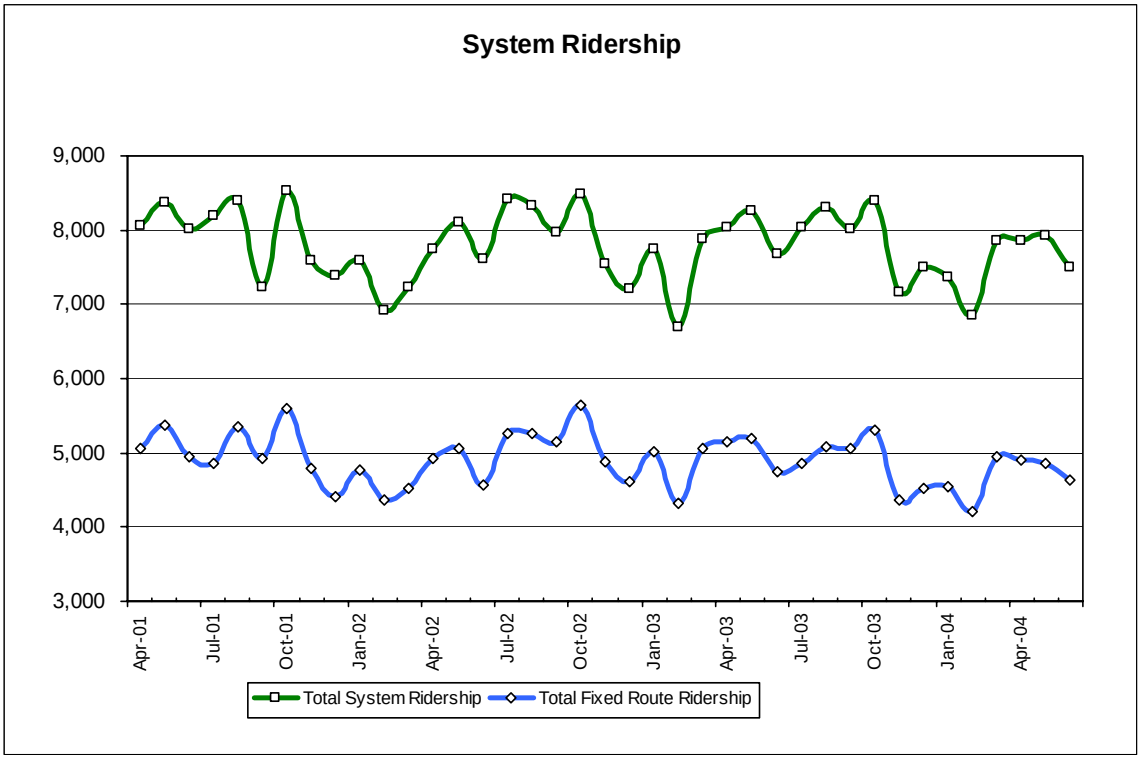
Ridership statistics can be examined in several different ways: as totals, as averages and as ratios related to service levels. Each reporting technique has its value in analyzing ridership and each presents data from a different perspective. Total ridership is an important measure. Total ridership can,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

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

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

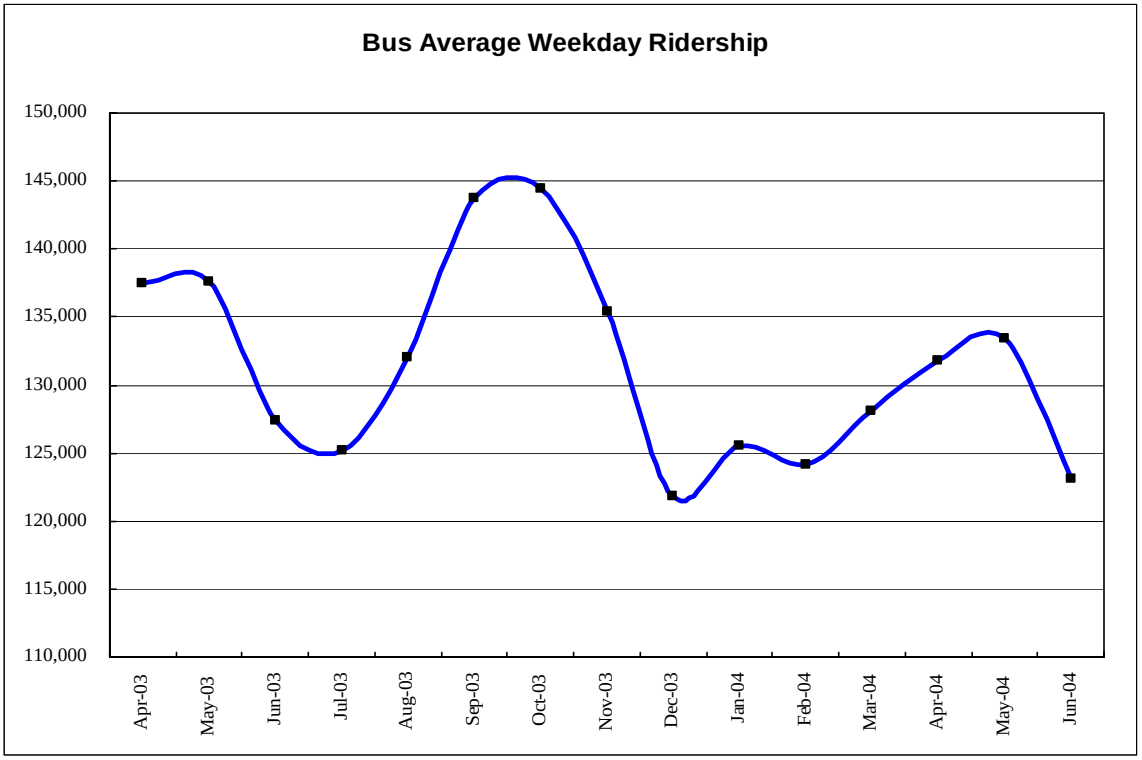
The Service Standards Monitoring Report included in this section of the Quarterly Report includes the modifications to policy made in 2003.

Total System Ridership



- Total fixed route passengers include bus, light rail and commuter rail riders. Total system passengers include fixed route, HOV and paratransit services. Riders of both scheduled and special event services are reported.
- Total system ridership in the third quarter of FY 2004 was 23.4 million riders, a decrease of 3.5 percent from the third quarter of FY 2003.
- Fixed route ridership totaled 14.4 million passengers in the third quarter of FY 2004, a decrease of 4.7 percent from the third quarter of FY 2003.
- Trinity Railway Express ridership was about 519,200 passengers in the third quarter, a decrease of 8.1 percent from last year. This decrease represents the impact of service reductions and higher fares.
- Light rail ridership decreased to 4.4 million riders in the third quarter. While the performance of the system remains strong, the decrease reflects the impact of extraordinarily high ridership during the third quarter of FY 2003 concurrent with the extension of the lines and of service reductions made in October 2003. Some impact from the March 2003 fare increase and the October 2003 service reduction is also reflected in the lower numbers.
- Paratransit ridership increased to over 149,200 trips in the third quarter of FY 2004, an increase of 2.1 percent from FY 2003 levels.
- Total HOV usage in the third quarter of FY 2004 was 8.7 million persons, down 1.6 percent from the third quarter of FY 2003.

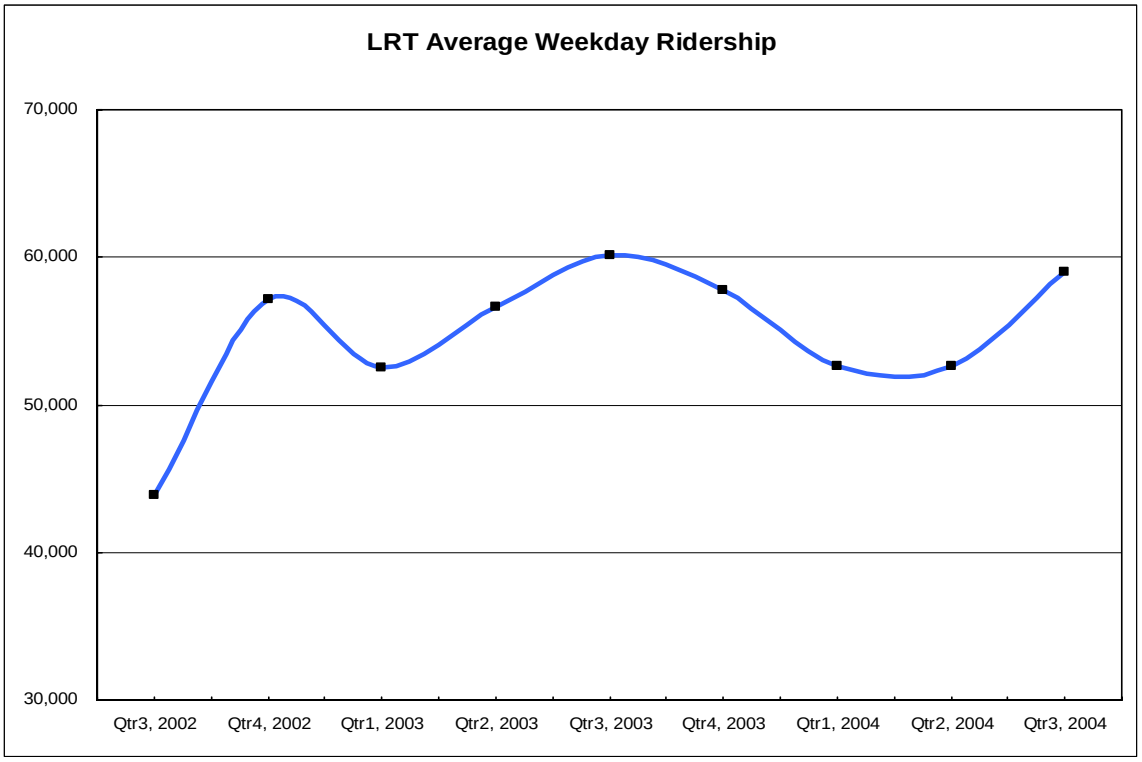
Bus System Ridership



- Total bus ridership in the third quarter of FY 2004 was 9.5 million riders, a 4.5 percent decrease from the third quarter of FY 2003.
- Average weekday ridership in the third quarter was 129,854 riders, a 3.8 percent decrease from last year's average.
- Ridership on each route classification except Express routes decreased in the third quarter. Express Routes experienced increases in both April and June.
- Express Routes increased by 0.5 percent in April and experienced a ridership increase of 5.6 percent when compared to FY 2003.
- The most heavily patronized routes in the third quarter, by route classification, were:

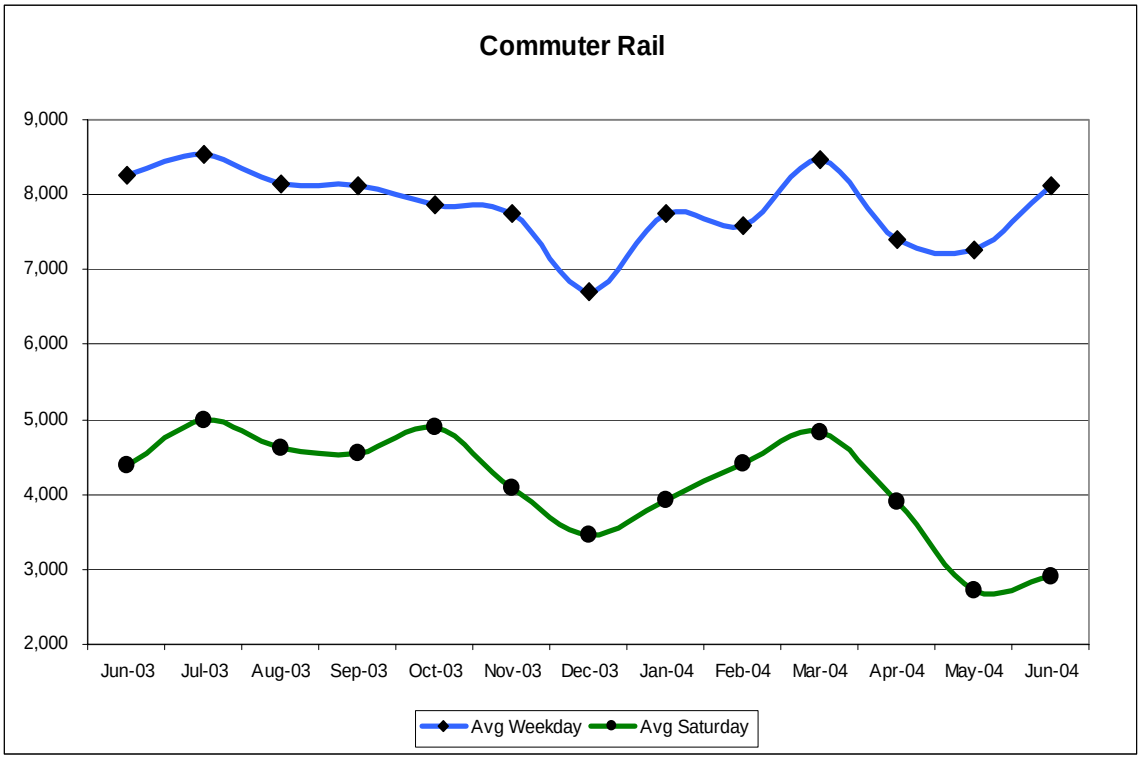
Crosstown	Route 466	4,224
Express	Route 204	1,184
Rail Feeder	Route 583	2,181
TC Feeder	Route 378	1,119
Local	Route 44	6,711

LRT Ridership



- LRT ridership in the third quarter totaled 4.4 million riders, a decrease of 3.3 percent from the 4.5 million riders transported in the third quarter of FY 2003.
- Weekday ridership in the third quarter averaged over 59,000 passengers, a decrease of 1.8 percent from the third quarter of FY 2003.
- Saturday ridership in the third quarter averaged just over 26,100 passengers, a decrease of 12.3 percent from the FY 2003 level.
- Sunday ridership in the third quarter averaged 17,500 passengers, a decrease of 9.9 percent from the FY 2003 level.
- The decreases occurred because the FY 2003 ridership was extraordinarily high as residents of areas along the newly extended line segments tried the trains for the first time. The service reductions in October 2003 and the fare increase in March 2003 contributed to ridership decreases.
- The light rail stations in Garland, Plano and Richardson have combined to contribute over 8,500 average weekday riders to the system in the third quarter..
- Growth in light rail ridership has resulted, in part, from a shift of riders from the bus system. Ridership at the Arapaho Center, Downtown Garland and Parker Road stations, each of which was formerly home to an Express bus route, now averages between four and six times as many passengers as were using the bus routes from the same locations.

Commuter Rail – Trinity Railway Express



- The Trinity Railway Express ridership decreased in the third quarter in response to service reductions. The elimination of trips in the midday and evening periods on weekdays has resulted in fewer riders.
- In the third quarter of 2004, the TRE served a total of 519,261 passengers, a decrease of 8.1 percent from the third quarter of FY 2003.
- Weekday ridership on the TRE averaged 7,469 daily riders (a 6.1 percent decrease) in the third quarter and averaged 7,753 daily riders in June.
- Saturday ridership in the third quarter averaged 3,174 daily riders, a decrease of 27.4 percent from the third quarter of FY 2004.
- Events at the American Airlines Center, served by the Victory station, attract significant levels of TRE ridership. During the third quarter, over 15,000 passengers were counted boarding and alighting TRE trains at the Victory station.
- Event ridership affects weekday ridership significantly. In April 2004, the TRE averaged almost 420 more riders on days when there were events scheduled at American Airlines Center.
- Union Station in downtown Dallas is the alighting location for about 62 percent of the Eastbound TRE riders and the boarding location for about 62 percent of westbound passengers.

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

Year	Month	Bus Monthly	LRT Monthly	Commuter Rail Monthly	Fixed Route Total
2002	June	3262	1112	176	4550
	July	3381	1624	210	5215
	August	3552	1494	202	5248
	September	3625	1349	170	5144
2003	October	3911	1366	198	5475
	November	3395	1305	189	4889
	December	3100	1318	175	4593
	January	3422	1398	196	5016
	February	2882	1274	170	4326
	March	3351	1482	216	5049
	April	3420	1529	193	5142
	May	3379	1533	181	5093
	June	3119	1447	191	4757
	July	3186	1497	208	4891
	August	3249	1436	194	4879
	September	3465	1412	189	5066
2004	October	3703	1404	201	5308
	November	2971	1226	164	4361
	December	3047	1315	161	4523
	January	3068	1426	182	4676
	February	2853	1186	169	4208
	March	3309	1821	214	5344
	April	3250	1486	178	4914
	May	3157	1472	159	4788
	June	3068	1400	182	4650
June 2004 vs 2003					
	Increase (Dec)	(51.0)	(47.0)	(9.0)	(107.0)
	% Change	-1.6%	-3.2%	-4.7%	-2.2%

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

Year	Month	Bus Weekday	LRT Weekday	Commuter Rail Weekday	Fixed Route Total
2002	June	138.9	45.8	7.4	192.1
	July	133.4	60.1	8.2	201.7
	August	140.5	56.7	8	205.2
	September	156.9	54.7	7.6	219.2
2003	October	151.8	51.2	7.8	210.8
	November	145.2	53.3	8.1	206.6
	December	126.6	53.1	7.2	186.9
	January	137.6	55.5	8.1	201.2
	February	124.7	55.2	7.7	187.6
	March	136.6	59.4	9	205
	April	138.2	60.4	7.9	206.5
	May	138.1	60.8	7.7	206.6
	June	128.8	59.1	8.3	196.2
	July	126.4	57.9	8.5	192.8
	August	132.6	57.8	8.2	198.6
	September	144.3	57.6	8.1	210
2004	October	144	53	7.9	204.9
	November	135.7	53	7.7	196.4
	December	122.2	51.7	6.7	180.6
	January	125.9	52.6	7.7	186.2
	February	124.4	50.8	7.6	182.8
	March	128.6	54.6	8.5	191.7
	April	132.2	59.7	7.4	199.3
	May	133.9	61.5	7.3	202.7
	June	123.5	55.9	7.8	187.2
June 2004 vs 2003					
	Increase (Dec)	(5.3)	(3.2)	(0.5)	(9.0)
	% Change	-4.1%	-5.4%	-6.0%	-4.6%

Table 3 – Passenger Boardings by Member City

Dallas Area Rapid Transit

Estimated Passenger Boardings By Member City

June 30, 2004

In Thousands

Description	June 2004	June 2003	%%% (2) Change	YTD 2004	YTD 2003	%%% Change
Bus Ridership (1)						
Addison	30	25	18.8%	242	231	4.8%
Carrollton	56	45	24.6%	471	439	7.3%
Farmers Branch	17	12	38.9%	140	115	22.1%
Garland	155	156	-1.1%	1450	1554	-6.7%
Glenn Heights	15	15	3.5%	128	128	0.0%
Irving	149	114	30.9%	1123	1096	2.5%
Plano	57	68	-16.0%	498	583	-14.6%
Richardson	61	60	3.0%	551	543	1.6%
Rowlett	7	7	-4.7%	61	78	-21.9%
Suburban Total	546	501	9.0%	4664	4766	-2.1%
Dallas Total (3)	2522	2618	-3.7%	23761	25212	-5.8%
Bus Total	3,068	3,119	-1.6%	28,426	29,978	-5.2%
Light Rail	1400	1447	-3.2%	12208	12651	-3.5%
Commuter Rail	182	191	-4.5%	1611	1709	-5.7%
Total Passenger Boardings	4,650	4,757	-2.2%	42,244	44,338	-4.7%

Type of Day	June 2004	June 2003	Inc (Dec)	YTD 2004	YTD 2003	Inc (Dec)
Weekdays	22	21	1	191	191	0
Saturdays/Holiday	4	4	0	40	39	1
Sundays/Holiday	4	5	-1	43	43	0
Total	30	30	0	274	273	1

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

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

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

Service Standards Monitoring Report

Purpose and Approach

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

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

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

Third Quarter Report

Crosstown Routes

- Four of the nineteen Crosstown routes had an RPI value of 1.0 or greater.
- Fourteen of the nineteen Crosstown routes perform above the 0.6 level.
- The five Crosstown routes that perform below the 0.6 level include routes 404 (0.5), 410 (0.5) 488 (0.4), 475 (0.4) and 412 (0.3).
- Routes 410, 412 and 488 were formerly operated under contract but are now operated by DART. The change in cost structure may have impacted their performance ranking negatively.
- Route 488 was modified in October 2003 and is expected to improve as riders respond to the modification.
- Route 475 serves the southeast Dallas area and was significantly revised in October 2003, including the elimination of some route segments and the elimination of Sunday service.
- Route 412 underwent significant restructuring in December 2002 and continues to be monitored for further improvements.
- Route 404 was divided into two routes (route 507 was created from a portion of route 404) and will require additional time for ridership to respond to the changes.

- Route 410 will be reviewed and appropriate action recommended for future implementation.

Express Routes

- Five of DART's ten Express routes had an RPI value of 0.6 or greater.
- Route 205 (Addison) had the highest RPI value among Express routes with an RPI of 1.6.
- Routes 278 (Red Bird) had an RPI value of 1.0.
- Five routes had RPI values of less than 0.6. Routes 202 (North Irving) and 210 (West Plano) were at the 0.5 level.
- Routes 207 (Rowlett) and 247 (Farmers Branch) were at the 0.4 level and route 234 (Plano, Richardson, Irving) was at the 0.3 level.
- The routes falling below 0.6 are being reviewed to determine the appropriate corrective action.

Rail Feeder Routes

- Eight of the 31 Rail Feeder routes performed at the 1.0 level or better. A total of 22 Rail Feeder routes performed at or above the 0.6 target.
- The top performing Rail Feeder route was route 583 (Lovers Lane/LBJ/Skillman/Richland College) with an RPI value of 1.8. Route 506 (Park Lane/Walnut Hill) performed at a 1.4 level. Routes 556 (Hampton/Southwest Center Mall), 519 (South Garland/Park Lane) and 554 (Bonnie View/Ledbetter Station) posted 1.2 RPI values.
- Three routes recorded RPI values of 0.5 during the third quarter. These routes include 507 (North Irving/South Irving), 551 (LBJ/Skillman/Spring Valley) and 569 (Lovers Lane/White Rock/Ferndale).
- Four routes performed at the 0.4 RPI level. They include 503 (Cityplace/Lovers Lane), 560 (LBJ/Skillman/Broadway), 573 Campbell/Spring Valley) and 760 (Downtown Plano/Collin Creek Mall).
- Route 566 (Bush Turnpike/Downtown Garland and 572 (Bush Turnpike/Spring Creek) had RPI values of 0.3 and 0.2 respectively.
- Routes 551, 560, 566, 572, 573 and 760 were formerly contractor operated. The difference in cost structure between the contracted rates and DART costs has contributed to their lower performance ratings. These routes are being evaluated for opportunities to increase ridership to improve performance.
- Route 573 was eliminated in May 2004 with DART-on-Call service covering much of its service area. Route 572 is being considered for elimination in January 2005. Other poorly performing routes are being reviewed to determine the appropriate corrective action to improve their performance.

Transit Center Feeder Routes

- Eighteen of the 21 Transit Center Feeder routes achieved RPI values of 0.6 or greater. Five of those routes had RPI values of 1.0 or greater.
- Route378 (South Garland/Lake Ray Hubbard/Garland Central) was the top performing Transit Center Feeder route with an RPI value of 1.4.
- Route 374 (LBJ/Skillman/South Garland) was next with an RPI of 1.1, followed by routes 301(North Irving/Irving Mall/South Irving), 350 (Addison/West Plano/Parker Road) with RPI values of 1.0.
- Routes 306 (South Irving/Texas Plaza) and 311 (West Irving/DeVry) performed at the 0.5 level.
- Route 309 (South Irving Loop) performed at the 0.4 RPI level.
- The poorly performing routes are being evaluated for appropriate corrective action.

Local Routes

- Twenty-seven of the 32 Local routes posted RPI values of 0.6 or greater in the first quarter of FY 2004.
- 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 of 1.4 while route 19 (South Oak Cliff/East Dallas/South Garland) was third at 1.3.
- Routes 24 (Mockingbird Station), 29 (Maple) and 39 (Love Field) performed at the 1.1 level.
- Two routes posted RPI values of 1.0 and another six routes had 0.9 RPIs..
- Routes 35 (Crozier/Keeneland), 37 (Spruce High School), and 155 (Paul Quinn) had RPI values of 0.5.
- Routes 183 (Addison) performed at the 0.4 level and route 46 (Illinois Station) performed at the 0.3 level. Both routes are being examined to determine appropriate corrective action.

Site-specific Shuttles

- Of the seven Site-specific Shuttles, including E-shuttles, six performed above the 0.6 level.
- The Medical City E-shuttle was the top performer with an RPI of 1.6.
- The Texas Instruments shuttle ranked second with an RPI value of 1.4.
- The DFW Airport/Centerport shuttle was third with an RPI of 1.1 and the SMU shuttle (Route 768 Mustang Express) was fourth at 1.0.
- The Palisades E-shuttle (from Galatyn Park station) was the only Site-specific Shuttle to fall below the 0.6 level with an RPI of 0.4. This route is experiencing increasing ridership and specific promotional efforts are being undertaken to improve its performance.

DART-on-Call

- 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 North Central Plano on Call zone performed at a 0.8 level and the East Plano zone performed at the 0.6 level.
- The Rowlett zone achieved a 0.5 SPI rating. Ridership has increased in Rowlett and is expected to grow further as operating changes are made and promotional efforts are increased.
- The DART-on-Call zones in North Dallas (SPI of 0.3) and Farmers Branch (SPI of 0.3) performed reasonably well for new services that have had only nine months of operation to develop ridership.
- The Richardson zone, initiated in May 2004, performed at a 0.1 level. With less than two months of operation, this zone has not had sufficient time to develop ridership.
- Appropriate promotional efforts are being developed to stimulate ridership in these latter zones. Operational changes to increase ridership will be explored as well.

Evaluation of Routes Ranked by Performance Metrics

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

Crosstown		Express		Rail Feeders		T C Feeders		Local	
RPI	Ranking	RPI	Ranking	RPI	Ranking	RPI	Ranking	RPI	Ranking
404	404	202	207	503	503	306	306	35	8
410	410	207	234	507	551	309	309	37	35
412	412	210	247	551	560	311	311	46	37
475	475	234		560	566		314	155	46
488	488	247		566	569		331	183	60
				569	572				155
				572	573				183
				573	760				184
				760					

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

Crosstown Routes

Crosstown

Dallas Area Rapid Transit
Service Standards Monitoring Report
Third Quarter FY 2004

	LINE	Avg Weekday Pass 3Q04	Avg Weekday Pass 3Q03	% Change	Sub/ Pass	Index	Pass/ Trip	Index	Pass/ Rev Mile	Index	2Q04 Route Performance Index	3Q04 Route Performance Index	RPI Point Change
					$2.70		**29.00**		**1.60**				
C	466	4,982	4,747	4.9%	$2.34	1.2	52.1	1.8	1.7	1.1	**1.5**	**1.3**	**-0.2**
C	409	3,191	4,037	-20.9%	$2.14	1.3	38.6	1.3	2.2	1.4	**1.4**	**1.3**	**-0.1**
C	428	3,380	3,306	2.2%	$2.43	1.1	37.6	1.3	1.8	1.1	**1.2**	**1.2**	**0.0**
C	445	1,990	2,040	-2.4%	$2.47	1.1	22.8	0.8	1.9	1.2	**1.1**	**1.0**	**-0.1**
C	463	1,369	1,231	11.2%	$3.84	0.7	25.7	0.9	1.7	1.1	**1.0**	**0.9**	**-0.1**
C	486	1,875	2,222	-15.6%	$3.63	0.7	29.4	1.0	1.4	0.9	**1.1**	**0.9**	**-0.2**
C	441	1,689	1,813	-6.8%	$3.00	0.9	21.8	0.8	1.5	0.9	**0.9**	**0.9**	**0.0**
C	405	1,929	1,975	-2.3%	$3.20	0.8	25.2	0.9	1.3	0.8	**1.0**	**0.9**	**-0.1**
C	453	1,022	2,743	-62.8%	$2.81	1.0	13.8	0.5	1.6	1.0	**1.0**	**0.8**	**-0.2**
C	400	1,822	1,555	17.2%	$4.68	0.6	30.6	1.1	1.0	0.6	**0.7**	**0.8**	**0.1**
C	408	844		All	$3.38	0.8	18.3	0.6	0.9	0.6		**0.7**	**All**
C	415	694	599	15.9%	$4.11	0.7	15.6	0.5	1.2	0.7	**0.7**	**0.6**	**0.0**
C	451	1,629	1,731	-5.9%	$5.27	0.5	17.1	0.6	1.0	0.6	**0.6**	**0.6**	**0.0**
C	444	861	1,096	-21.4%	$4.42	0.6	12.8	0.4	1.1	0.7	**0.7**	**0.6**	**-0.1**
C	410	769	729	5.5%	$5.41	0.5	13.7	0.5	0.8	0.5	**0.5**	**0.5**	**0.0**
C	404	950	1,171	-18.9%	$6.80	0.4	16.9	0.6	0.8	0.5	**0.5**	**0.5**	**0.0**
C	488	899	836	7.5%	$6.47	0.4	8.6	0.3	0.8	0.5	**0.5**	**0.4**	**-0.1**
C	475	485	635	-23.6%	$6.84	0.4	7.7	0.3	0.7	0.4	**0.4**	**0.4**	**-0.1**
C	412	151	269	-43.8%	$10.39	0.3	4.6	0.2	0.6	0.4	**0.3**	**0.3**	**0.0**

Express Routes

Express

Dallas Area Rapid Transit
Service Standards Monitoring Report
Third Quarter FY 2004

	LINE	Avg Weekday Pass 3Q04	Avg Weekday Pass 3Q03	% Change	Sub/ Pass	Index	Pass/ Trip	Index	Pass/ Rev Mile	Index	2Q04 Route Performance Index	3Q04 Route Performance Index	RPI Point Change
					$3.00		**17.00**		**1.00**				
E	205	792	747	6.0%	$3.97	0.8	30.8	1.8	2.1	2.1	**1.4**	**1.6**	**0.2**
E	278	743	700	6.1%	$4.11	0.7	13.6	0.8	1.5	1.5	**0.9**	**1.0**	**0.1**
E	206	688	687	0.2%	$6.92	0.4	18.5	1.1	0.8	0.8	**0.8**	**0.8**	**0.0**
E	283	977	1,102	-11.3%	$7.15	0.4	11.9	0.7	0.8	0.8	**0.7**	**0.6**	**0.0**
E	204	1,175	1,151	2.1%	$7.28	0.4	14.0	0.8	0.7	0.7	**0.6**	**0.6**	**0.1**
E	210	625	649	-3.8%	$9.40	0.3	12.6	0.7	0.6	0.6	**0.5**	**0.5**	**0.1**
E	202	769	766	0.4%	$9.86	0.3	9.9	0.6	0.5	0.5	**0.5**	**0.5**	**0.0**
E	207	232	266	-12.8%	$12.25	0.2	8.4	0.5	0.4	0.4	**0.4**	**0.4**	**0.0**
E	247	111	118	-5.6%	$15.56	0.2	7.3	0.4	0.5	0.5	**0.3**	**0.4**	**0.0**
E	234	54	64	-14.7%	$19.66	0.2	9.1	0.5	0.3	0.3	**0.5**	**0.3**	**-0.1**

Rail Feeder Routes

Rail Station Feeder

Dallas Area Rapid Transit
Service Standards Monitoring Report
Third Quarter FY 2004

	LINE	Avg Weekday Pass 3Q04	Avg Weekday Pass 3Q03	% Change	Sub/ Pass	Index	Pass/ Trip	Index	Pass/ Rev Mile	Index	2Q04 Route Performance Index	3Q04 Route Performance Index	RPI Point Change
					$3.60		**11.00**		**1.80**				
F1	583	2,180	2,246	-3.0%	$1.80	2.0	23.6	2.1	2.3	1.3	**1.7**	**1.8**	**0.2**
F1	506	1,069	1,643	-34.9%	$2.02	1.8	10.5	1.0	2.8	1.5	**1.6**	**1.4**	**-0.1**
F1	556	1,260		All	$2.69	1.3	14.5	1.3	1.8	1.0	**1.2**	**1.2**	**0.0**
F1	519	1,249	1,186	5.3%	$3.85	0.9	21.7	2.0	1.3	0.7	**1.2**	**1.2**	**0.0**
F1	554	739	747	-1.0%	$2.14	1.7	9.0	0.8	1.9	1.1	**1.7**	**1.2**	**-0.5**
F1	548	1,093	1,194	-8.5%	$2.72	1.3	13.2	1.2	1.6	0.9	**1.2**	**1.1**	**0.0**
F1	702	258	301	-14.4%	$2.65	1.4	3.4	0.3	2.4	1.3	**2.3**	**1.0**	**-1.3**
F1	582	971	1,107	-12.3%	$3.52	1.0	11.8	1.1	1.4	0.8	**1.0**	**1.0**	**0.0**
F1	501	725	714	1.6%	$3.33	1.1	9.0	0.8	1.5	0.9	**1.0**	**0.9**	**-0.1**
F1	510	707	560	26.2%	$3.68	1.0	9.7	0.9	1.4	0.8	**0.9**	**0.9**	**0.0**
F1	555	538	582	-7.6%	$3.14	1.1	6.7	0.6	1.4	0.8	**1.0**	**0.9**	**-0.1**
F1	568	854	963	-11.3%	$4.51	0.8	9.9	0.9	1.0	0.6	**0.9**	**0.8**	**-0.1**
F1	515	852	842	1.3%	$4.80	0.8	9.4	0.9	1.0	0.6	**0.7**	**0.7**	**0.0**
F1	567	480	628	-23.5%	$5.52	0.7	9.5	0.9	1.1	0.6	**0.7**	**0.7**	**0.0**
F1	549	768	748	2.7%	$5.66	0.6	10.6	1.0	0.9	0.5	**0.7**	**0.7**	**0.0**
F1	522	650	648	0.3%	$4.74	0.8	7.3	0.7	1.0	0.6	**0.7**	**0.7**	**0.0**
F1	538	803	997	-19.4%	$4.12	0.9	4.8	0.4	1.1	0.6	**0.8**	**0.6**	**-0.1**
F1	574	363	314	15.8%	$5.58	0.6	8.7	0.8	0.8	0.4	**0.6**	**0.6**	**0.0**
F1	571	458	451	1.5%	$6.57	0.5	9.0	0.8	0.8	0.5	**0.6**	**0.6**	**0.0**
F1	505	341		All	$3.51	1.0	3.3	0.3	0.9	0.5	**0.7**	**0.6**	**-0.1**
F1	553	320	272	17.7%	$5.64	0.6	6.8	0.6	1.0	0.6	**0.6**	**0.6**	**0.0**
F1	562	500	445	12.3%	$6.33	0.6	7.2	0.7	0.9	0.5	**0.6**	**0.6**	**0.0**
F1	507	169		All	$6.10	0.6	4.5	0.4	0.8	0.5	**0.6**	**0.5**	**-0.1**
F1	551	261	251	4.0%	$6.99	0.5	5.7	0.5	0.7	0.4	**0.5**	**0.5**	**-0.1**
F1	569	252	242	4.1%	$6.71	0.5	5.1	0.5	0.7	0.4	**0.4**	**0.5**	**0.1**
F1	560	366	371	-1.5%	$8.29	0.4	6.2	0.6	0.6	0.3	**0.4**	**0.4**	**0.0**
F1	573	133	270	-50.8%	$9.64	0.4	4.8	0.4	0.7	0.4	**0.3**	**0.4**	**0.1**
F1	760	113		All	$7.06	0.5	1.6	0.1	0.9	0.5	**0.4**	**0.4**	**0.0**
F1	503	112	155	-27.8%	$10.22	0.4	4.1	0.4	0.6	0.3	**0.3**	**0.4**	**0.0**
F1	566	298	324	-8.3%	$13.72	0.3	4.3	0.4	0.5	0.3	**0.3**	**0.3**	**0.0**
F1	572	172	230	-25.2%	$13.97	0.3	2.9	0.3	0.4	0.2	**0.3**	**0.2**	**-0.1**

Transit Center Feeder Routes

Transit Center Feeder

Dallas Area Rapid Transit
Service Standards Monitoring Report
Third Quarter FY 2004

	LINE	Avg Weekday Pass 3Q04	Avg Weekday Pass 3Q03	% Change	Sub/ Pass	Index	Pass/ Trip	Index	Pass/ Rev Mile	Index	2Q04 Route Performance Index	3Q04 Route Performance Index	RPI Point Change
					$4.30		**10.00**		**1.00**				
F2	378	1,247	1,401	-11.0%	$4.01	1.1	17.6	1.8	1.3	1.3	**1.6**	**1.4**	**-0.3**
F2	374	444	450	-1.4%	$3.97	1.1	8.0	0.8	1.3	1.3	**1.0**	**1.1**	**0.1**
F2	350	641	1,063	-39.7%	$5.65	0.8	13.2	1.3	1.0	1.0	**1.0**	**1.0**	**0.1**
F2	301	788	905	-12.8%	$6.94	0.6	15.9	1.6	0.8	0.8	**1.0**	**1.0**	**0.0**
F2	341	423		All	$4.40	1.0	8.3	0.8	1.1	1.1	**1.1**	**1.0**	**-0.1**
F2	360	685	462	48.4%	$5.57	0.8	11.1	1.1	0.9	0.9	**0.7**	**0.9**	**0.2**
F2	372	584	507	15.3%	$5.22	0.8	10.6	1.1	0.9	0.9	**0.9**	**0.9**	**0.1**
F2	305	816	516	58.1%	$8.42	0.5	15.6	1.6	0.6	0.6	**0.8**	**0.9**	**0.1**
F2	377	667	565	18.1%	$5.41	0.8	6.9	0.7	1.1	1.1	**0.8**	**0.9**	**0.0**
F2	361	307	337	-9.1%	$5.33	0.8	7.2	0.7	1.1	1.1	**0.9**	**0.9**	**-0.1**
F2	314	573	492	16.5%	$8.44	0.5	12.3	1.2	0.5	0.5	**1.2**	**0.8**	**-0.5**
F2	333	680	544	24.9%	$6.54	0.7	7.9	0.8	0.7	0.7	**0.7**	**0.7**	**0.0**
F2	302	281	265	6.0%	$6.79	0.6	6.5	0.6	0.8	0.8	**0.6**	**0.7**	**0.1**
F2	380	270	268	0.9%	$6.88	0.6	5.5	0.5	0.8	0.8	**0.8**	**0.7**	**-0.1**
F2	310	336	358	-6.0%	$6.95	0.6	5.6	0.6	0.7	0.7	**0.7**	**0.6**	**-0.1**
F2	303	249	371	-33.1%	$7.64	0.6	5.2	0.5	0.7	0.7	**0.8**	**0.6**	**-0.2**
F2	304	234	206	13.3%	$8.38	0.5	7.4	0.7	0.5	0.5	**0.8**	**0.6**	**-0.2**
F2	331	369	370	-0.1%	$8.60	0.5	6.1	0.6	0.6	0.6	**0.7**	**0.6**	**-0.1**
F2	311	110	63	75.6%	$10.40	0.4	5.9	0.6	0.5	0.5	**0.4**	**0.5**	**0.1**
F2	306	132	140	-5.9%	$8.87	0.5	3.7	0.4	0.6	0.6	**0.5**	**0.5**	**-0.1**
F2	309	171	234	-26.8%	$11.18	0.4	4.7	0.5	0.5	0.5	**0.4**	**0.4**	**0.0**

Local Routes

Local

Dallas Area Rapid Transit
Service Standards Monitoring Report
Third Quarter FY 2004

	LINE	Avg Weekday Pass 3Q04	Avg Weekday Pass 3Q03	% Change	Sub/ Pass	Index	Pass/ Trip	Index	Pass/ Rev Mile	Index	2Q04 Route Performance Index	3Q04 Route Performance Index	RPI Point Change
					$2.80		**24.50**		**2.00**				
L	44	6,956	7,416	-6.2%	$1.64	1.7	47.9	2.0	2.5	1.2	**1.8**	**1.6**	**-0.2**
L	26	4,240	4,372	-3.0%	$1.67	1.7	29.1	1.2	2.7	1.4	**1.6**	**1.4**	**-0.2**
L	19	3,621	3,845	-5.8%	$1.70	1.6	24.8	1.0	2.6	1.3	**1.4**	**1.3**	**-0.1**
L	24	1,725	1,811	-4.7%	$2.11	1.3	15.4	0.6	2.8	1.4	**1.2**	**1.1**	**0.0**
L	29	1,356	2,844	-52.3%	$2.01	1.4	16.0	0.7	2.5	1.2	**1.2**	**1.1**	**-0.1**
L	39	1,257	1,227	2.5%	$2.05	1.4	15.6	0.6	2.4	1.2	**1.1**	**1.1**	**0.0**
L	51	2,638	2,544	3.7%	$2.54	1.1	27.4	1.1	1.8	0.9	**1.1**	**1.0**	**-0.1**
L	76	1,691	1,709	-1.0%	$2.72	1.0	26.0	1.1	1.6	0.8	**1.0**	**1.0**	**0.0**
L	165	3,565		All	$2.61	1.1	22.6	0.9	1.7	0.8	**0.9**	**0.9**	**0.0**
L	11	3,455	3,467	-0.4%	$2.86	1.0	23.4	1.0	1.7	0.8	**1.0**	**0.9**	**-0.1**
L	49	1,236	1,260	-2.0%	$2.81	1.0	16.0	0.7	2.1	1.0	**0.8**	**0.9**	**0.1**
L	2	1,184	1,425	-16.9%	$2.46	1.1	15.0	0.6	1.9	0.9	**1.1**	**0.9**	**-0.2**
L	1	2,607	2,748	-5.1%	$2.78	1.0	18.9	0.8	1.8	0.9	**0.9**	**0.9**	**0.0**
L	12	1,028	1,119	-8.1%	$2.65	1.1	12.9	0.5	2.1	1.1	**1.1**	**0.9**	**-0.2**
L	59	844	2,133	-60.4%	$2.58	1.1	13.9	0.6	1.6	0.8	**0.9**	**0.8**	**-0.1**
L	164	3,179	3,479	-8.6%	$3.23	0.9	20.3	0.8	1.5	0.7	**0.8**	**0.8**	**0.0**
L	63	1,061	866	22.6%	$3.16	0.9	14.5	0.6	1.9	1.0	**0.7**	**0.8**	**0.1**
L	50	1,914	2,236	-14.4%	$3.27	0.9	20.7	0.8	1.4	0.7	**0.9**	**0.8**	**-0.1**
L	31	1,490	1,379	8.0%	$3.81	0.7	21.9	0.9	1.3	0.7	**0.8**	**0.8**	**0.0**
L	21	1,783	2,017	-11.6%	$4.51	0.6	24.2	1.0	1.2	0.6	**0.8**	**0.7**	**-0.1**
L	161	2,408	6,156	-60.9%	$3.40	0.8	16.9	0.7	1.3	0.7	**0.8**	**0.7**	**-0.1**
L	36	1,326	1,219	8.8%	$4.10	0.7	17.9	0.7	1.2	0.6	**0.7**	**0.7**	**0.0**
L	42	1,724	1,901	-9.3%	$4.34	0.6	18.7	0.8	1.0	0.5	**0.7**	**0.6**	**-0.1**
L	185	1,250		All	$4.36	0.6	16.6	0.7	1.1	0.5	**0.5**	**0.6**	**0.1**
L	60	1,662	1,934	-14.0%	$4.76	0.6	14.9	0.6	1.1	0.5	**0.6**	**0.6**	**0.0**
L	184	578	460	25.5%	$6.01	0.5	17.2	0.7	1.0	0.5	**0.4**	**0.6**	**0.1**
L	8	819	765	7.1%	$4.71	0.6	9.6	0.4	1.3	0.7	**0.5**	**0.6**	**0.0**
L	155	338	625	-45.9%	$5.67	0.5	13.7	0.6	1.2	0.6	**0.7**	**0.5**	**-0.1**
L	35	977	937	4.3%	$5.63	0.5	14.7	0.6	0.9	0.4	**0.6**	**0.5**	**-0.1**
L	37	1,485		All	$5.13	0.5	12.5	0.5	0.9	0.5	**0.5**	**0.5**	**0.0**
L	183	840	943	-10.9%	$5.08	0.6	9.6	0.4	0.7	0.3	**0.5**	**0.4**	**-0.1**
L	46	249	252	-1.2%	$6.90	0.4	5.3	0.2	0.8	0.4	**0.4**	**0.3**	**0.0**

Site-specific Shuttles

Site-Specific Shuttles

Dallas Area Rapid Transit
Service Standards Monitoring Report
Third Quarter FY 2004

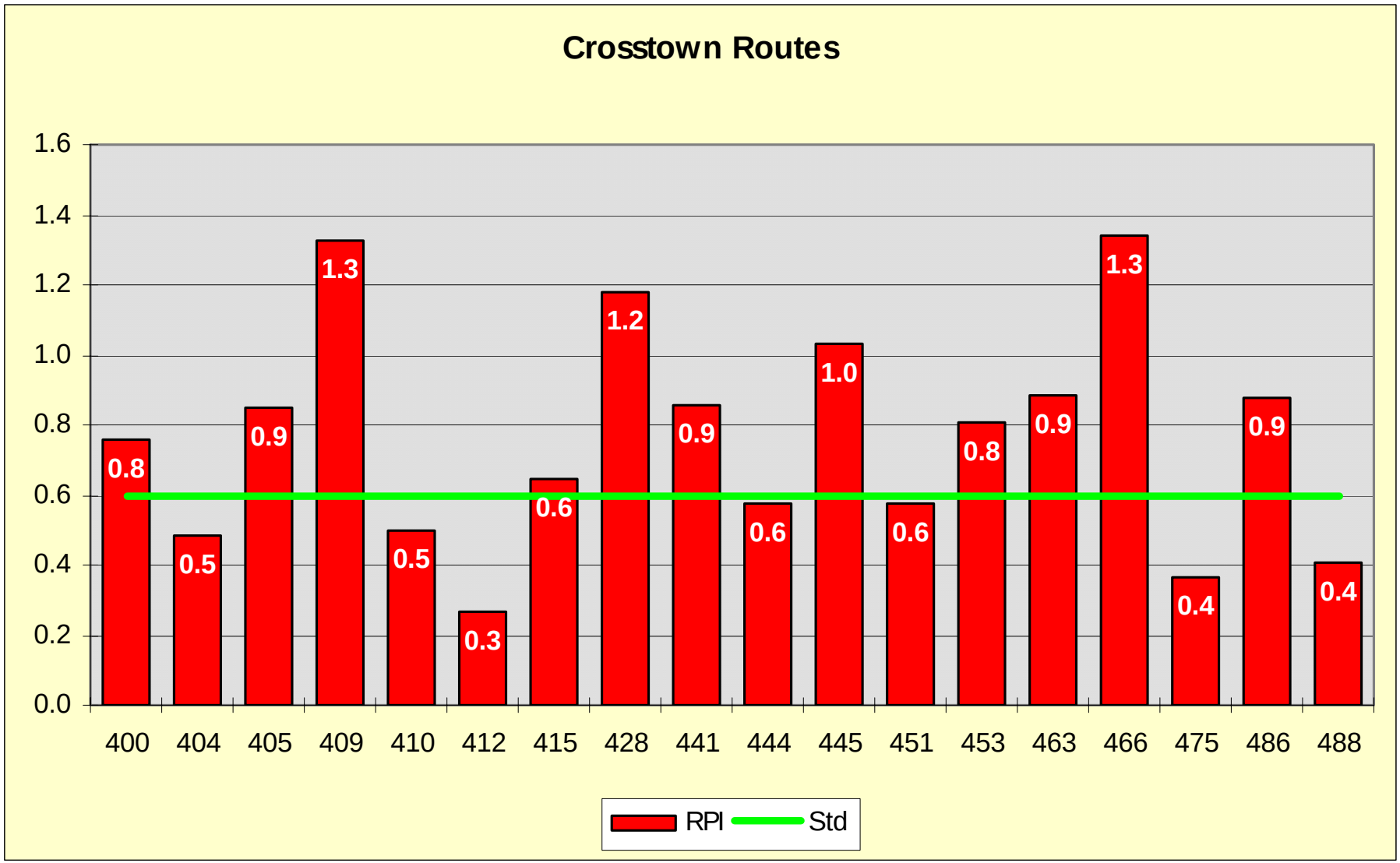
LINE	Avg Weekday Pass 3Q04	Avg Weekday Pass 3Q03	% Change	Sub/ Pass	Index	Pass/ Trip	Index	Pass/ Rev Mile	Index	2Q04 Route Performance Index	3Q04 Route Performance Index	RPI Point Change
				$3.60		**11.00**		**1.80**				
SS MCE	114	100	14.0%	$0.95	3.8	1.3	0.1	1.5	0.8	**1.3**	**1.6**	**0.2**
SS TI	826	770	7.3%	$1.14	3.2	3.9	0.4	1.4	0.8	**1.2**	**1.4**	**0.2**
SS DFW	305	218	39.6%	$1.73	2.1	7.6	0.7	0.9	0.5	**0.9**	**1.1**	**0.1**
SS SMU	283	272	4.0%	$1.59	2.3	3.5	0.3	1.0	0.5	**1.3**	**1.0**	**-0.3**
SS CCE	52	55	-5.5%	$2.10	1.7	1.1	0.1	0.9	0.5	**0.7**	**0.8**	**0.0**
SS UTSW	257	328	-21.5%	$2.74	1.3	2.9	0.3	1.3	0.7	**0.8**	**0.8**	**-0.1**
SS PE	25	12	108.3%	$4.29	0.8	0.6	0.1	0.3	0.2	**0.4**	**0.4**	**-0.1**

DART-on-Call

DART-on-Call

Dallas Area Rapid Transit
Service Standards Monitoring Report
Third Quarter FY 2004

LINE	Avg Weekday Pass 3Q04	Avg Weekday Pass 3Q03	% Change	Sub/ Pass	Index	Trip	Index	Pass/ Rev Mile	Index	2Q04 Route Performance Index	3Q04 Service Performance Index	RPI Point Change
				$4.30				**6.00**				
D LoC	103	85	20.7%	$4.87	0.9			6.8	1.1	**0.9**	**1.0**	**0.1**
D NCPoC	117	79	48.0%	$6.37	0.7			5.8	1.0	**0.8**	**0.8**	**0.0**
D EPoC	58		All	$8.75	0.5			3.9	0.6	**0.5**	**0.6**	**0.0**
D RoC	58	46	26.0%	$8.58	0.5			3.4	0.6	**0.5**	**0.5**	**0.0**
D NDoC	32		All	$15.63	0.3			2.2	0.4	**0.3**	**0.3**	**0.0**
D FBoC	34		All	$15.49	0.3			2.1	0.4	**0.3**	**0.3**	**0.0**
D Rich	16		All	$36.05	0.1			1.0	0.2		**0.1**	**0.1**


Crosstown Routes
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1.4
1.2
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RPI
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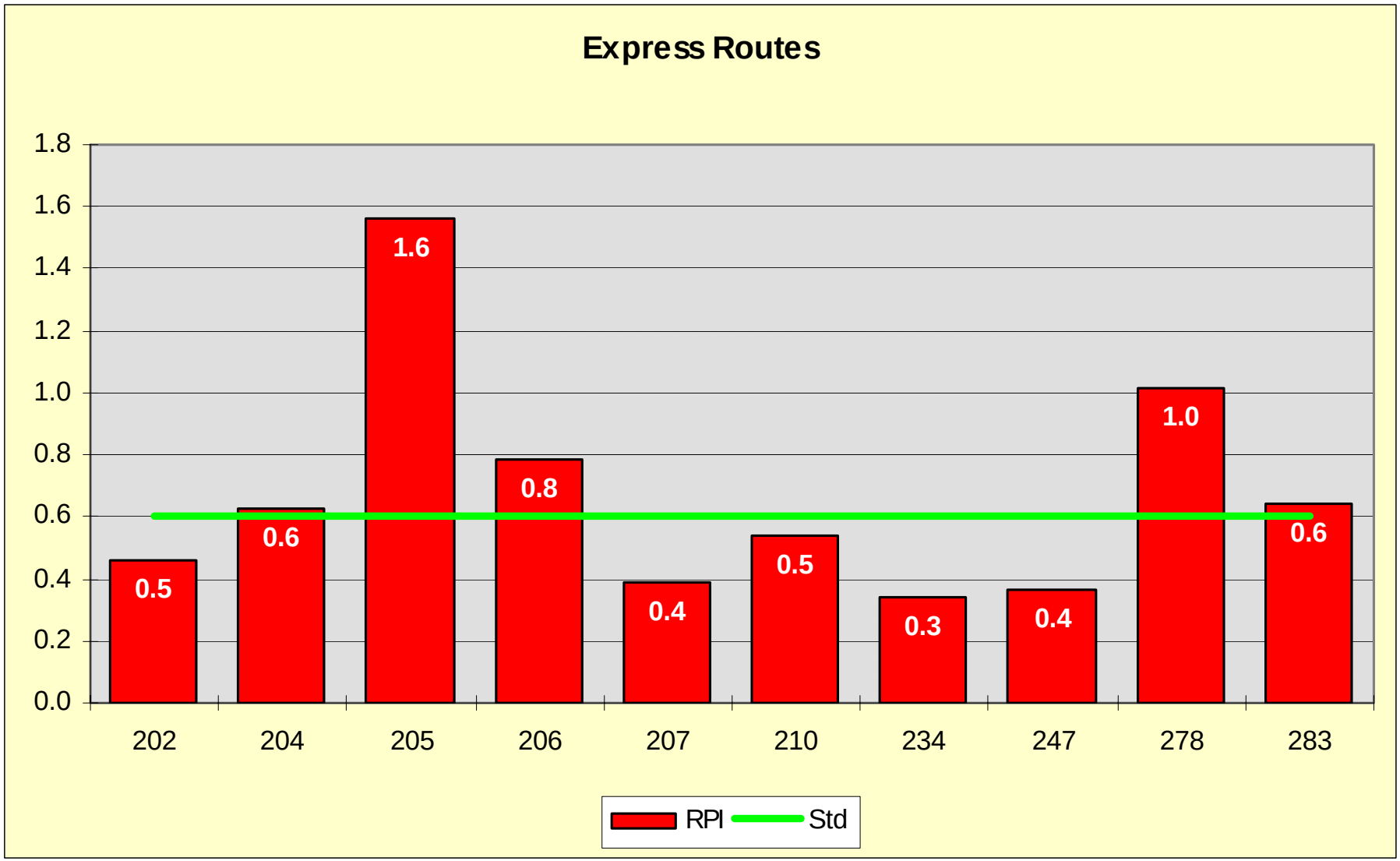
Express Routes
1.8
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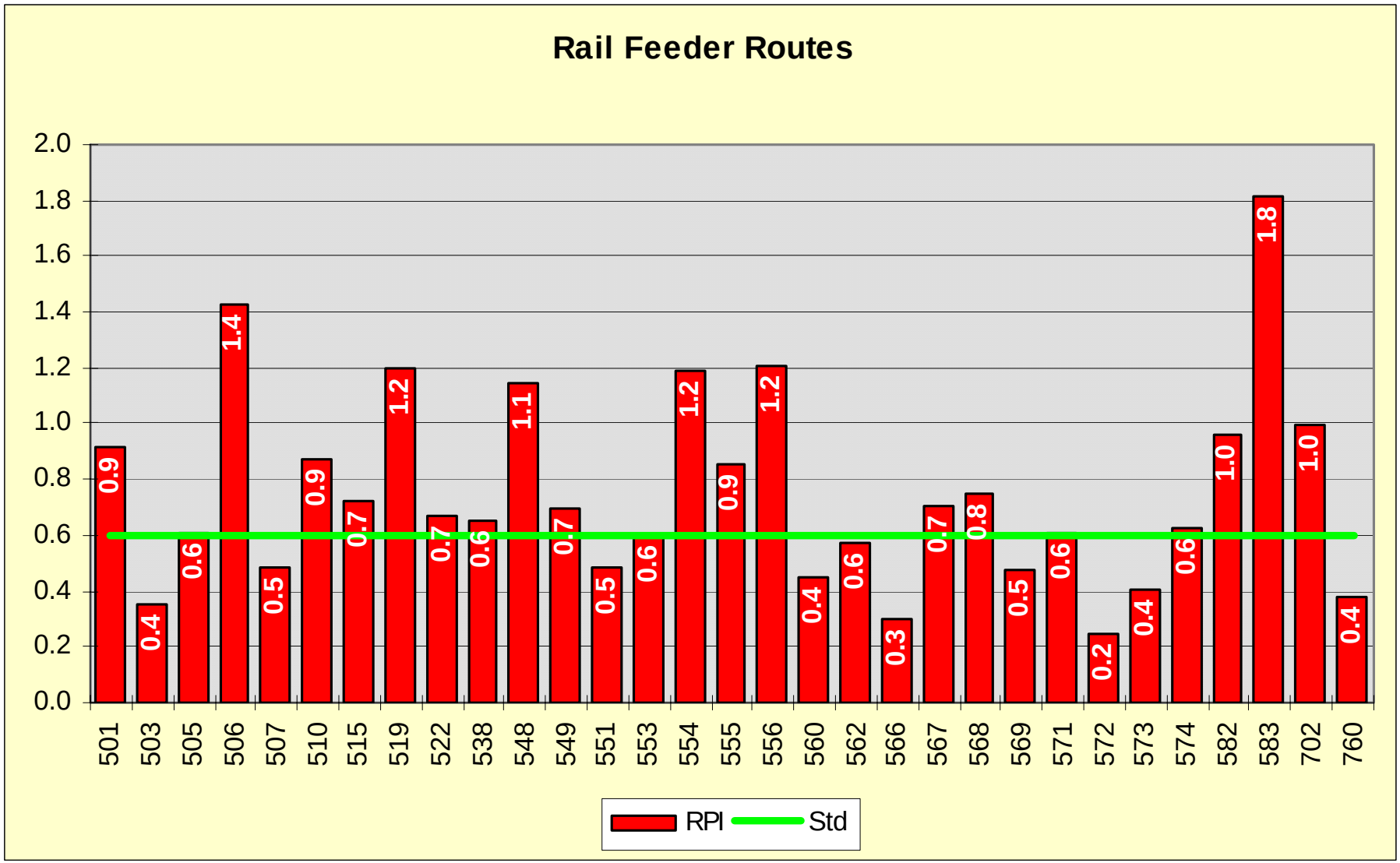
1.4
1.2
1.0
0.8
0.6
0.4
0.2
0.0
0.5
0.6
1.6
0.8
0.4
0.5
0.3
0.4
1.0
0.6
202
204
205
206
207
210
234
247
278
283
RPI
Std


Rail Feeder Routes
2.0
1.8
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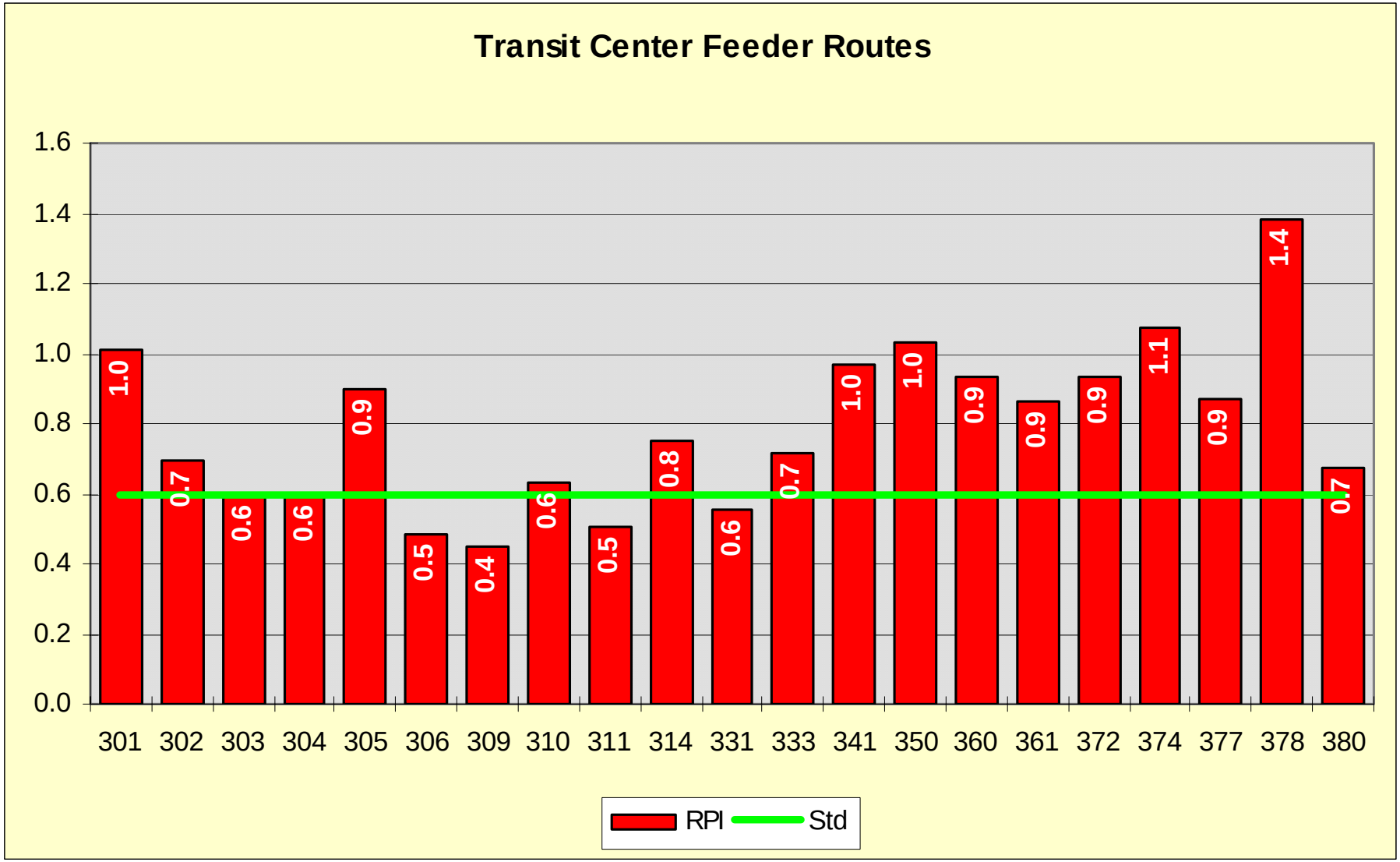
Transit Center Feeder Routes
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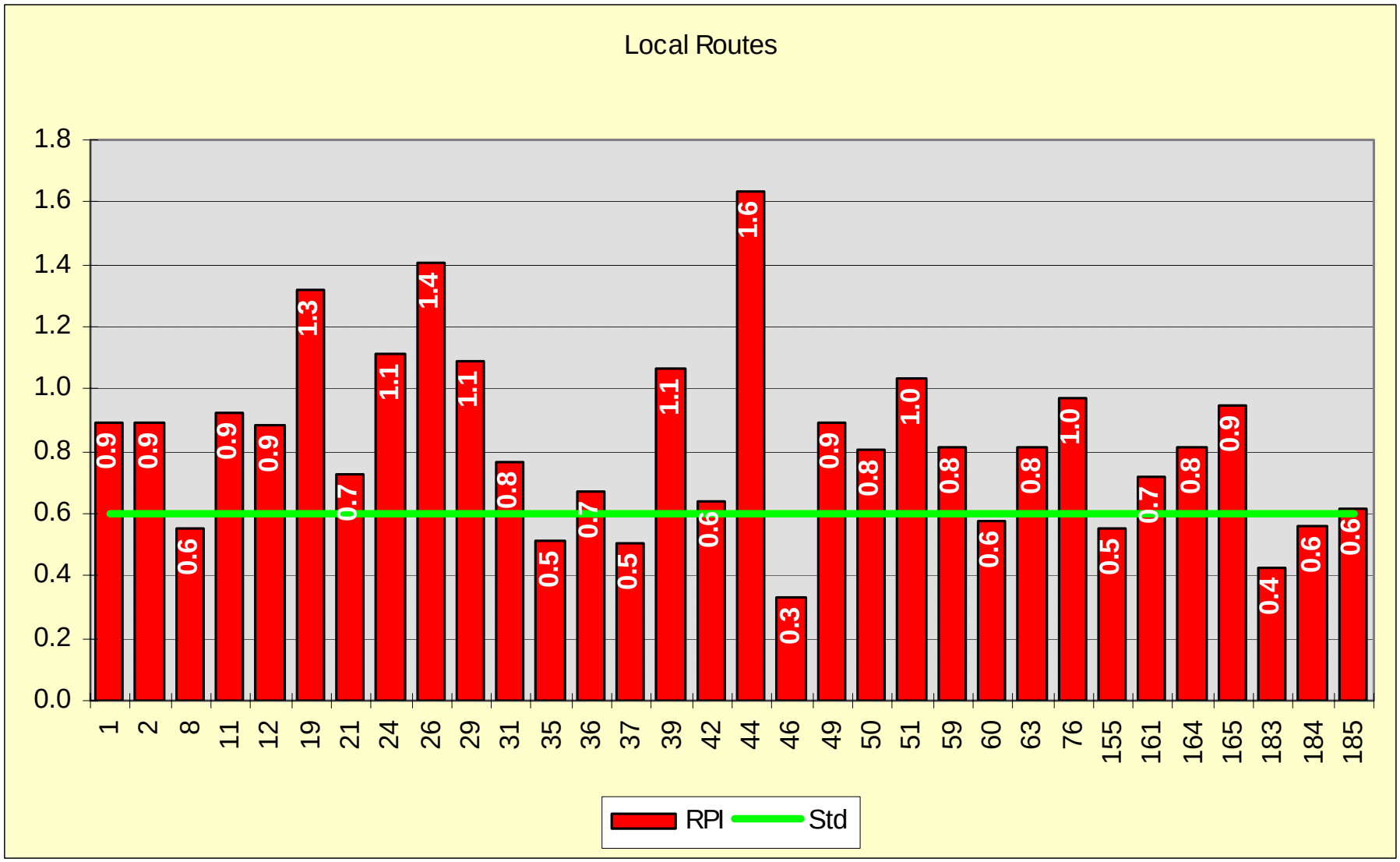
301 302 303 304 305 306 309 310 311 314 331 333 341 350 360 361 372 374 377 378 380
RPI
Std


Local Routes
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1.4
1.2
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76
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161
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RPI
Std

PLANNING & DEVELOPMENT DEPARTMENT
Third Quarter FY 2004 Quarterly Reports

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

- The DART Board approved the City of Plano's programming request of additional funds ($200,000) for technical assistance program.
- A Public Hearing was held on May 18, 2004 for relocation of the Parkland and Market Center/Oak Lawn stations (Northwest Corridor). The DART Board approved the station changes on June 8, 2004. FTA approved the station changes on June 24, 2004.
- The second public meeting was held on April 28, 2004 for the Northwest Corridor (NW Hwy. to Irving/DFW). Plans were developed to directly serve the airport terminals.
- Six public meetings were held in April 2004 for the 2030 Transit System Plan. The Mobility Needs Assessment and Technology Review reports were finalized and reposted on the website.
- Staff hosted economic development transit-oriented tours of the DART LRT/TRE system for the Utah Transit Authority, a contingent from Austin, and planners participating in a program sponsored by the US Department of State.
- Final schematics were submitted to TxDOT in Austin for the SH 114 Widening Including HOV Lanes project.
- FTA has approved the EA and PE drawings for the TRE at Belt Line Road Transit PASS Project.
- A Scope of Work was developed to study the feasibility of operating the vanpool program internally.
- Staff finalized the review of Rowlett DART On-Call ridership.
- DART On-Call service was implemented in Richardson in May 2004.
- New handheld devices were purchased and programmed to help support the Quality Assurance Program. These devices help assessors in the field process the data in a more expedient manner.
- The final proposal for the MLK Transit Center Feeder Plan has been completed. Community meetings are scheduled for October 2004.

LAP/CMS Program

Capital Planning and Development

Strategic Plan Consideration

C3 Improve efficiency
S1 Build relationships with Stakeholders

Description

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

Accomplishments

The DART Board approved programming requests for the following member cities between April 1, and June 30, 2004:

- City of Plano requested the programming of additional funds for technical assistance program. ($200,000)

Issues

None at this time

Schedule

This is an ongoing activity

Project Manager

Trip Brizell

Southeast Corridor PE/EIS

Capital Planning and Development

Strategic Plan Consideration

C2.3 Open/Integrate new transit service.

Description

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

FTA issued the Notice of Intent (NOI) to prepare an Environmental Impact Statement (EIS) in November 2000. DART received FTA approval to enter into Preliminary Engineering (PE) in July 2001. Draft EIS was published in February 2002. Final EIS was published in October 2004. FTA issued a Record of Decision (ROD) on February 5, 2004. Final design will be initiated in FY 04.

Accomplishments

- 30% PE documents issued and submitted to SHPO.
- Residential Betterments in development.
- Coordinated design with Fair Park
- Briefed Fair Park Task Force (Dallas Landmark Commission)
- Staff level agreement for redesign of CBD/NC/SE Junction (TxDOT, City of Dallas, NCTCOG, DART)

Issues

- Residential Betterments
- John's Trains
- Mitigation Monitoring
- SHPO Coordination
- Comanche Nation Coordination
- SE-1A Schedule advancement

Schedule

- 30 % Design Public Meeting: July 27, 2004
- **A**dvancement to Final Design pending.
- SE-1: 2010
- SE-2: 2011

Project Manager(s)

John Hoppie

Northwest Corridor
(Dallas CBD to Carrollton)

Capital Planning and Development

Strategic Plan Consideration

C2.3 Open/Integrate new transit services.

Description

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

Accomplishments

- Held Public Hearing on May 18, 2004 for relocation of the Parkland and Market Center/Oak Lawn stations.
- Received Board approval for the station changes on June 8, 2004.
- Submitted Draft Environmental Studies to FTA for review of station changes on June 9, 2004.
- Received FTA approval of station changes on June 24, 2004.
- Submitted New Starts information for NW/SE MOS project with Love Field tunnel for informal review and rating by FTA in May 2004.
- Continue coordination with City of Dallas and NCTCOG on Love Field funding.
- Extended Love Field ILA deadline from June 30, 2004 to September 30, 2004.
- Continued coordination with FTA and NCTCOG on modeling issues related to Fall 2003 New Starts submittal for NW/SE MOS.

Issues

- Competitiveness for federal funds.
- Additional funding for Love Field tunnel option.
- FTA New Starts rating.

Schedule

- Early August: Resubmit FTA New Starts information for NW/SE MOS and NW/SE MOS with Love Field Tunnel.
- September 2004: Love Field tunnel decision.
- Late 2004: Approval to enter Final Design.

Project Manager(s)

Kay Shelton

Northwest Corridor
(NW HWY to Irving/DFW)

Capital Planning and Development

Strategic Plan Consideration

C2.3 Open/Integrate new transit services.

Description

The DART Board approved the Northwest Corridor Locally Preferred Investment Strategy (LPIS) on February 22, 2000. The LPIS includes implementation of Light Rail Transit (LRT) in the Northwest Corridor. The next phase of the project is the preliminary engineering/environmental assessment phase scheduled for completion by November 2005. Project revenue service date has recently been changed from 2009 to 2012 due to revenue shortfall.

Accomplishments

- Continued coordination with City of Irving, TxDOT, USACOE, TxDOT, DCCCD/North Lake College, DFW Airport, and University of Dallas.
- Continue analysis of Alternatives.
- Developed plans to directly serve Airport terminals.
- Held second Public Meeting on April 28, 2004.

Issues

- Due to development in corridor, MIS alignment may no longer be a cost affordable, viable alternative. New alternatives are being considered.
- DFW access study identified three alternatives to DFW.

Schedule

- September 2004: Complete Alignment Refinement.
- November 2005: Complete PE/EA.

Project Manager(s)

John Hoppie

North Central/Northeast 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 North Central and Northeast Corridors. The North Central Final Environmental Impact Statement (FEIS, 1997) and the Northeast Final Local Environmental Assessment (LEA, 1997) identified impact and mitigation measures. FTA requires preparation of Mitigation Monitoring Program (MMP) updates for federally funded projects.

Accomplishments

- Met with US Army Corps of Engineers (USACE) to determine action to finalize the off-site wetland mitigation requirement.
- Seeding with approved seed mix in off-site areas 1, 2, and 3.

Issues

- Resolution of "*No Adverse Effect*" for the NC-3 White Rock Bridge with State Historic Preservation Officer (SHPO).
- Re-seeding of the gabion area of the off-site wetland mitigation area.
- Providing irrigation in off-site area 2 of the G-2 Wetland area.

Schedule

The North Central and Northeast Monitoring Mitigation Program is ongoing.

Project Manager(s)

Victor Ibewuike

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

Capital Planning and Development

Strategic Plan Consideration

C2.3 Open/Integrate new transit services.

Description

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

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

Accomplishments

- Final Design of Walnut Hill Station Parking in progress.

Issues

- Ultimate use of Payless Cashways site.
- Garage lease at Park Lane Station no longer required to meet zoning requirements.
- Oncor approval for Walnut Hill parking.

Schedule

Ongoing tasks as needed.

Project Manager(s)

John Hoppie

2030 Transit System Plan

Capital Planning and Development

Strategic Plan Consideration

C2.3 Open/Integrate new transit services.

Description

The Board of Directors adopted DART's current Transit System Plan (TSP) in November l995, which was an update to the l989 Plan, both of which were oriented toward a horizon year of 2010. The 2030 Transit System Plan uses a horizon year of 2030. An assessment of DART's previous System Plan (l989, l995) and the framework development for the 2030 Transit System Plan (Phase I) was completed during FY 01. Phase II is scheduled for completion in FY 05.

Accomplishments

- Held six (6) public meetings in April 2004.
- Sent letter and e-mails to contact list, including City staff on project status and project schedule.
- Conducted quality control checks for transit networks, and reinitiated coordination with NCTCOG to revise and rerun travel demand model runs.
- Began working on an interlocal agreement and UPWP amendment to enable NCTCOG modeling support.
- Finalized Mobility Needs Assessment and Technology Review reports and reposted on website.
- Continued cost estimating methodology and preparing cost estimates and associated report.
- Continued revision of evaluation methodology report.
- Continued work on draft Transit Service Concepts and Corridor Opportunities/Alternatives Development reports.
- Held coordination meeting with TxDOT in May regarding LBJ and Loop 12 alternatives.

Issues

- Critical path item is completion of ridership modeling to support evaluation. Currently working with a minimum 3-4 month delay.
- Schedule impact due to modeling will delay future Member City staff and public meetings.
- Dallas CBD 2nd LRT alignment and transit circulation framework, in coordination with City of Dallas staff.

Schedule

July-Sept – Completion of supporting reports
July-Sept – continue transit coding and ridership modeling
Late Summer – Member City Staff meeting

Project Manager(s)

Project Manager: Kay Shelton; Deputy: Ernie Martinez

Economic Development

Capital Planning and Development

Strategic Plan Consideration

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

Description

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

Accomplishments

- Staff is working with the City of Plano and Fannie Mae regarding the Smart Commute Home Mortgage Program to be initiated in October 2004.
- Staff is working with several developers regarding transit-oriented developments along current rail corridors.
- Staff is working on developing DART Joint Development Procedures.
- NCTCOG staff has shared preliminary modeling information with DART regarding the Main Street Station in Richardson. Staff is working with other internal departments to development checklists to determine the feasibility of the station.
- Staff has hosted several tours of the DART system, including Utah Transit Authority, a contingent from Austin and planners participating in a program sponsored by the US Department of State.
- Staff is continuing to work with the City of Dallas, Dallas County and NCTCOG on the CBD Transportation Study. A draft plan is expected in November 2004.
- Staff participated in a Joint Development/CAC program.
- Staff was asked to participate on a panel for the Organization of State DOT/MPO officials at NCTCOG.
- Staff was asked to participate on a panel for the Center for American and International Law (formerly Southwest Legal Foundation) regarding "Planning & Zoning for Public Officials and Attorneys".

Issues

- Finalizing details regarding a property swap at the Lake Ray Hubbard Transit Center with the City of Garland.
- Working with FTA to develop Transit Oriented Development Implementation Program.

Schedule

- July 2004: Brief DART Planning Committee on DART Joint Development Procedures.
- The 2004 Rail-Volution Conference will be held in Los Angeles on Sept. 18-22. Staff has been involved in the Rail-

Volution National Steering committee meetings.

Project Manager(s) Jack Wierzenski/Cheri Bush

East Corridor Major Investment Study

Mobility Programs Development

Strategic Plan Consideration

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

Description

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

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

Accomplishments

- Recommendations were developed and endorsed by the Policy Advisory Committee.
- Staff conducted a final series of Public Meetings where the recommended improvements were presented.

Issues

- None

Schedule

- July-Sept. 2004: Obtain endorsements and approvals for a Locally Preferred Investment Strategy (LPIS) from affected city councils.
- July 2004: Finalize MIS report.
- FY 04-05: Schematic Design and the Federal Environmental process (NEPA) phase.

Project Manager(s)

Koorosh Olyai/Ernie Martinez

North Central (US 75) Reversible HOV Lane

Mobility Programs Development

Strategic Plan Consideration

C2.3 Open/Integrate new transit services

Description

A single reversible HOV lane will be constructed in the median of US 75, north of LBJ Freeway to Parker Road in Plano. Southbound HOV lane will serve the morning commuters while the operation will be reversed for afternoon. The reversible HOV lane will be connected to the proposed HOV lanes on LBJ Freeway, west of US 75, via a direct connector ramp through the reconstructed US 75/I-635 Interchange.

Access ramp locations are being evaluated for the Richardson Transit Center, East Plano Transit Center and other projected high demand areas.

Accomplishments

- 1stQ04: Thirty-five percent (35%) plans for Phase IB (from Arapaho to Renner) have been prepared.
- Potential location of access points and ramps has been identified.
- EA document for the project is almost complete.
- 65% plans for Phase IA (from Midpark to Arapaho) have been completed and forwarded to TxDOT for review.

Issues

- Project development is still ***on-hold*** pending resolution by various agencies regarding type of facility to be implemented along the corridor in the freeway median.
- 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

- 2005: Complete construction of the single HOV lane. *(On-hold).*
- 2007: Complete ramp connections from US 75 HOV lane to IH-635 HOV lane. *(On-hold)*

Project Manager(s)

Mahesh Kuimil

HOV Lanes Operation

Mobility Programs Development

Strategic Plan Consideration

C1.1 Improve on-time performance
C1.4 Provide friendly courteous service

Description

HOV lane system is DART's most cost efficient service with $0.14 subsidy per passenger and carrying over 35% of the total DART system ridership.

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.

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.

Accomplishments

The following is HOV ridership information for May 2004:

- The four DART operated HOV lanes carried approximately 110,700 weekday daily commuters.
- The HOV lanes along I-635, I-35E, I-30 and I-35E/US 67 carried 38,250, 33,350, 17,700 and 21,350 weekday passengers respectively.
- HOV users saved 15.2 minutes, 14.1 minutes, 21.1 minutes, and 10.1 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% during the last quarter.

Issues

Additional public education and marketing efforts are necessary.

Schedule

Ongoing.

Project Manager(s)

Mahesh Kuimil

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

- (2003): High-level video and data design requirements has begun and an inter-local agreement was initiated for funding of the design work. A contract has been issued to SWRI to start the high-level design work.
- (2002): Final Concept of Operation and System Specification was completed for data exchange for Dallas/Ft. Worth Center-to-Center communications network.
- (2002): The Data and Software/Video Task Forces have completed the system requirements for each agency's needs.
- (2002): The Region was instrumental in defining the State data elements and requirements in order to develop the status and command/control interface control documents (version 3.0) using national standards for exchange of information among the agencies.
- (2002): A consultant, ***Southwest Research Institute (S.W.R.I.)*** was secured to finalize the Regional System requirements.
- (2001): The Data Deployment Task Force for Centers, Software/Video Task Force for Centers, and Interagency Agreements Task Force were formed.
- (2001): The ***Communications Analysis and recommendation Report*** was approved by the Executive Committee.
- (2000): The ***Executive Committee*** was formed to provide direction and oversight in the development of this program. Committee members include: CEOs from DART, Texas

Department of Transportation (TxDOT Dallas and Fort Worth Districts), Fort Worth Transportation Authority (the "T"), North Texas Tollway Authority (NTTA), North Central Texas Council of Governments (NCTCOG), D/FW International Airport, Dallas Regional Mobility Coalition (DRMC), and the City of Dallas.

- (2000): The Executive Committee authorized formation of a ***Steering Committee*** to develop the program. Members include representatives from DART, Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Federal Railroad Administration (FRA), area cities, TxDOT, NCTCOG, DRMC, NTTA, The "T", D/FW Airport, and others. The Steering Committee convenes monthly.
- (1998): ***Memorandum of Understanding*** developed.

Issues

- None

Schedule

- 2004: Initiate contract for high-level video and data design.
- 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

Elm Street/Commerce Street Corridor

Mobility Programs Development

Strategic Plan Consideration

X2.14 Implement LAP/PASS/TSM road improvement programs.

Description

Elm and Commerce Streets are heavily used by major bus traffic, resulting in deterioration over time. Both streets are one-way; Commerce Street runs eastbound and Elm Street runs westbound. The asphalt overlay has been done several times leaving a high center with the buses riding at a severe angle, creating an unsafe condition.

The entire street section needs to be reconstructed. A comprehensive planning study has been completed to consider creating a more pedestrian oriented streetscape with selected bus stops with shelters, landscaping and storm drainage away from curb line. The limits of the projects are between North Central Expressway and Houston Street.

Accomplishments

- Preliminary engineering for Phase I reconstruction of Elm Street was completed in December 2001.

Issues

- The City of Dallas has no funds allocated for this project.
- Temporary DART funding limitations have halted completion of design for Elm Street. Project design is 80% complete.

Schedule

- Final design for Elm Street pending funding.
- Construction plans will be prepared in sections as funding becomes available.

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 shelters each year for five years.
New shelter contract signed with NEC and Notice to Proceed issued in May 2003.

Accomplishments

- June 2004: Additional ten I-Stops ordered in response to supervisors' requests.
- June 2004: First eight shelters installed under new NEC shelter contract.
- Pad pouring continues in preparation of the new shelter contract.
- Investigation to provide communication devices at bus shelters, including installation of "smart" shelters, was initiated and continues.
- March 2004: Completed installation of ten solar-powered bus stops (I-Stops feature on-demand bus signal, security down lighting and schedule illumination).
- February 2004: Two prototype shelters installed under new shelter contract.

Issues

- Legal issues regarding City's right-of-way delaying installation of telephones at bus shelters.
- Roof material selections delayed first article installation.
- Fire at factory delayed roof fabrication. Manufacture moved to backup factory.
- Problem at back-up factory delayed roof fabrication.

Schedule

- Jan-April 2004: Review of first articles.
- July 2004: Complete installation of first group of new shelters.
- October 2004: Installation of second group of new shelters.
- 2008: Complete standard shelter program with NEC.

Project Manager(s)

Abel Walendom

Southern Sector Amenities

Mobility Programs Development

Strategic Plan Consideration

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

Description

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

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

Accomplishments

- 3rdQ04: Completion of Polk/Pentagon (NW Quadrant) pad installation and electrical sleeve.
- 2ndQ04: Completed installation of enhanced shelter #17 at Lake June/Prichard (NW Quadrant).
- The Lake June/Prichard enhanced shelter has precluded the need for a $ 500,000 – 1 million street reconstruction originally required.
- Vandalism of bench seats at existing shelters was addressed by rebuilding shelter seats at all locations.

Issues

- Delay in new shelter contract due to roofing issues.
- Vandalism of benches.

Schedule

- Sept. 2004: Installation of Polk/Pentagon (NW Quadrant) shelter.

Project Manager(s)

Robert Parks

SH 114 Freeway Widening Including HOV Lanes

Mobility Programs Development

Strategic Plan Consideration

C2.3 Open/Integrate new transit services

Description

The SH 114 project is comprised of two segments: The section between SH 183 and Loop 12 will be widened from 4 to 6 general purpose lanes (3 in each direction) and have two lane reversible HOV lane added within the median. The section from Loop 12 to SH 121/County Line will be widened from four lanes to eight lanes with an addition of two reversible HOV lanes.
The corridor is expected to include two Park and Ride lots, located at or near International Parkway and Spur 348. Access and egress will be provided by using slip-ramps and wishbone ramps.

Accomplishments

- 3rdQ04: Developed and submitted final schematics to TxDOT in Austin for the entire corridor, which included limits of managed lanes/tolling zones.
- 3rdQ04: Level of service analysis based on NTCOG revised design volumes for freeway main lanes, ramps, HOV access/egress points, service roads, and intersections have been completed.
- 3rdQ04: Developed and submitted final schematics to TxDOT in Austin defining limits of Loop 12 and SH 114 interchange for early project implementation as a result of changes to Loop 12 schematics for accommodation of LRT underpass construction.
- 3rdQ04: Completed LRT alternative 2B within State R-O-W between Texas Stadium and BNSF Railroad along SH 114 so as not to significantly impact highway improvements with fewer impacts to property owners and frontage road operations.
- 3rdQ04: Re-examination of a section of SH 183 for grades, ramps, and main lanes geometric due to adding one more HOV/managed lane on SH 114 freeway.
- 1stQ04: Developed cost estimates for LRT, Loop 12 and SH 114 within the proposed interchange underpass construction.
- 1stQ04: The western end of the project terminus was re-drawn to conform to the recently developed demand volumes.

SH 114 Freeway Widening Including HOV Lanes

Mobility Programs Development

Issues

- Working with DFW Airport regarding SH 114 R-O-W impact on the proposed perimeter taxiway around the north end of Runway 35C-17C.
- TP&P in Austin will validate NTCOG revised traffic projections for the entire SH 121/SH 114 Corridors as part of their formal review process.

Schedule

- FY 04-05: TxDOT/FHWA approval of EA report and schematic drawings.
- FY 04-06: PS&E for Loop 12/SH 114 interchange for early LRT project implementation.
- FY 07-09: Construction phase for Loop 12/SH 114 interchange for early LRT project implementation.
- FY 06-09: PE/PS&E for remainder of SH 114 Corridor.
- FY 09-11: Utilities relocation/coordination and R-O-W.
- FY 12-15: Construction phase, pending funding availability.

Project Manager(s) Ali Rabiee

TRE at Belt Line Road Transit PASS Project

Mobility Programs Development

Strategic Plan Consideration

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 8,200-foot long bridge and a 1,000-foot long retaining wall. 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 $32 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. DART and the City of Irving secured Federal funding ($30M) during FY 02.

Accomplishments

- 3rdQ04: FTA has approved EA and PE drawings.
- 3rdQ04: BNSF Railways has approved the 1% proposed maximum grades and justification to keep Irby and Gilbert open to vehicular traffic.
- 1stQ04: A geometrically acceptable alternative for keeping Irby Lane open was developed and approved by TRE and City of Irving.
- 1stQ04: Development of final PS&E and preparation of construction bidding package are ongoing.
- 4thQ03: Preliminary plans at 65% completion.

Issues

- Acquiring ROW and easement parcels by COI remain a critical path to meet the proposed schedule.

Schedule

- June 11, 2004: Right-of-Way and Easement Parcels to DART and Irving for approval.
- June 28, 2004: DART approval of Right-of-Way and Easement Parcels.

- August 2, 2004: Proposed 90% Plan review due date.
- August 30, 2004: Receive 90% Plan Review Comments.
- August 31, 2004: Right-of-Way and Easement Appraisals obtained by the City of Irving.
- August 31, 2004 – September 17, 2004: Disposition and Implement 90% Comments.
- August 31 – October 11, 2004: Advance PS&E from 90% to Final.
- September 30, 2004: Irving City Council Approves Right-of-Way for Purchase.
- October 11, 2004: Submit Signed Sealed Drawings / Specifications for Final Review.
- October 25, 2004: Final Bid Documents Completed.
- November 30, 2004: City of Irving Obtains Project Right-of-Way and Easements.
- December 1, 2004: Advertise for Bids.
- January 12, 2005: Letting (Receive Bids).
- Jan. 31, 2005: Complete City of Irving Utility Relocation (Construction by Others).
- March 7, 2005: Begin Construction.
- July 2006: Complete Phase 1 Construction / Begin Phase 2 Construction.
- October 2007: Complete Project.

Project Manager(s) Ali Rabiee

Five-Year Action Plan

Service Planning and Scheduling

Strategic Plan Consideration

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

Description

The Action Plan provides guidance for development and implementation of service improvements for a five-year period**.** The Board-adopted goals for the Action Plan are to increase ridership and improve cost effectiveness. Since mid-1997, the bus service improvements identified in the Action Plan have helped to turn around bus ridership from a six-year decline. After three years of successive ridership growth (FY98—FY00), bus ridership for FY 2001 showed a slight decline in comparison to the same period in FY 2000 and further declines have been experienced in FY 2002, reflecting an increase in unemployment and the results of a change in fare structure.

Service improvements for the first Five-Year Plan were implemented with seven major changes. LRT improvements included extending service to Downtown Garland Station on the blue line and to Parker Road Station on the red line.

In March 2003, staff published the final 2002-2006 Action Plan and made the plan available on DARTnet.

Ridership during the first and second quarters of FY 2004 has declined due to the service reductions and the effects of the 2003 fare increase.

Accomplishments

- 3rdQ04: Begin review of Plan for update to financial information and project schedules.
- Innovative services and site-specific shuttles continue to be developed as described in the attached Score Card and individual progress reports.

Issues

- Ridership declines due to economy, fare structure; below-budget sales tax revenues.

Schedule

- Continue to highlight projects for possible implementation within constraints of cost containment.
- October 2004: complete Plan update.

Project Manager(s)

Katharine Eagan

FY 2004 Third Quarter Score Card
Five-Year Action Plan

Service Planning and Scheduling

Objectives	Services	Activities
INCREASE RIDERSHIP		
• ***Expand Services***		Ridership during first and second quarters of FY 2004 has declined due to the service reductions and the effects of the 2003 fare increase.
	Feeders to Transit Centers and Stations	Implemented revisions to rail and transit center feeder routes, designed to maximize efficiency, in October 2003, which improved productivity and performance.
• ***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. The first two prototype shelters were installed during 2ndQ04; the first 8 shelters were installed under the new NEC shelter contract. Seventeen of 18 regular enhanced shelters have been installed.
IMPROVE COST EFFECTIVENESS		
• ***Implement Efficiencies***		
	DART On-Call Non-Traditional service	One new on-call zone (Richardson) was implemented May 2004. Implementation of service saves over $1 million in fixed route operating costs.
	Site-specific Shuttles	On-going service partnerships with North Park, SMU, DFW and U.T. Southwestern Medical Center; American Airlines Center, Dallas Arboretum, Texas Instruments (TI), the McKinney Avenue Trolley, and Medical City.
	Non-Traditional Vanpool Service (E-Shuttle)	Employer outreach in rail expansion corridors is identifying new E-Shuttle opportunities. E-Shuttle implemented for Palisades business center on the west side of U.S. 75 across from the Galatyn Station. Three additional E-Shuttles pending.
	Address low-performing routes	Adjustments to lower performing routes implemented in October 2003. Efficiency-related improvements implemented May 2004. In FY05, Panning and Marketing will begin a new route promotion program to target marginal and improving routes.

Service Reviews

Service Planning and Scheduling

Strategic Plan Consideration

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

Description

DART's on-going service planning process includes completion of periodic detailed needs assessments in each member city or sub-area. These detailed needs assessments help to identify improvement projects for inclusion in the Five Year Action Plan.

Service Planning staff is working on Service Reviews in Northeast Dallas, Irving, Farmers Branch, Oak Cliff, and Garland.

Accomplishments

- 3rdQ04: The final draft for the Oak Cliff and Farmers Branch Service Reviews has been completed.
- The Oak Cliff Service Review will be presented at the Service Planning Committee Meeting in July 2004.

Issues

- None

Schedule

- 2004: Complete Irving Service Review.
- 2004: Complete Farmers Branch Service Review.
- 2004: Complete Oak Cliff Service Review.
- 2004: Complete Garland Service Review.
- 2005: Complete Northeast Dallas Service Review.

Project Manager(s)

Jennifer Jones

Bus Corridor Concept Development

Service Planning and Scheduling

Strategic Plan Consideration

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

Description

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

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

Accomplishments

- 3rdQ04: Finalized performance standards for enhanced service.
- The Malcolm X Transfer Facility opened May 2004, along with feeder connections.
- The Ferguson Road Bus Corridor project is being coordinated with the East Corridor MIS. Data collection and needs analyses have been completed within the Ferguson Road Corridor.
- Enhanced bus service, for use in targeted corridors, has been further refined in coordination with the 2030 Transit System (2030 TSP) Plan. Additional enhanced bus corridors to be modeled as part of 2030 TSP process.

Issues

- Integration of DART's bus corridor development concepts with City of Dallas corridor overlay zoning concepts.
- Incorporation of bus corridors in the 2030 Transit System Plan.

Schedule

- 4thQ04: Complete final draft (concept paper), Phase I.
- 4thQ04: Review corridor selection and schedule of improvements as impacted by cost containment.
- FY 05: Begin implementation plan (Phase II).

Project Manager(s)

Katharine Eagan

Employer Service Program Development

Service Planning and Scheduling

Strategic Plan Consideration

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

Description

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

Accomplishments

- 3rdQ04: Staff has been working with Gaylord Texan in Grapevine, TX and UTSW regarding transportation fairs for their employees in an effort to raise awareness of vanpool services offered by DART.
- T.I. has developed an agreement concerning funding of an E-Shuttle from Parker Road to a northern campus; awaiting T.I.'s signature.

Issues

- Economy improving, yet large company hiring continues to be an issue.
- Leasing of empty office space is picking up but not at a significant pace in many area sub-markets.
- New job creation is with smaller and smaller service companies where interest in this program is not significant; will need to develop grouped TDM programs.
- Many new employment opportunities are beyond DART service area boundaries.

Schedule

- Ongoing
- August 2004: Gaylord Texan in Grapevine, TX will host a transportation fair in August in an effort to raise awareness of vanpool services offered by DART. Gaylord currently has one vanpool with DART. The T and NCTCOG are expected to participate as well.
- Fall 2004: UTSW plans to host a transportation fair sometime in the fall. Details and dates are pending.

Project Manager(s)

John Quinn

Vanpool Program

Service Planning and Scheduling

Strategic Plan Consideration

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

Description

Ongoing support will be provided for DART's vanpool program. Vanpool Program planned activities include the development of a Vanpool Marketing Plan, establishment of a Consumer Focus Group, ongoing coordination and meetings with the Employer Transportation Coordinators (ETCs), and development of a Vanpool Communication Framework System.

FY 2003 ended with 74 vanpools in operation.

During FY 04, staff will focus on expansion of the number of vanpools in the program, which will be achieved through the implementation of extensive outreach and enhanced incentives.

Accomplishments

- 3rdQ04: A Scope of work was developed to study the feasibility of operating the vanpool program internally. Currently, the vans are leased through a contract with VPSI. The study should be complete by end of FY 04.
- Vanpool Coordination Meetings with Marketing are being held monthly to determine the progress of Marketing strategies and program status.
- Long/Short range strategies were developed to enhance vanpool program
- Presentation of vanpool program and strategies were presented to the Service Planning Committee for review.

Issues

- Coordination of new vanpool incentives program with Marketing Department.
- Pricing issues continue to be a concern with vanpool participants. Project Manager will continue to explore efficient pricing options to make program more attractive.
- Economic downturn and lay-offs continue to be the primary reason for declining vanpool sales.

Schedule

- FY 2004 will begin with an aggressive marketing campaign to help increase the number of operational vanpools.
- FY 2005: Long Term Marketing Strategies will be identified to enhance existing pricing structures to Vanpool Program
- Ongoing telemarketing support as well as Account Executive

Sales calls will continue with major employers in the Metroplex.

Project Manager(s) Pat Vidaurri/ Jennifer Hall

Employer Outreach in LRT Corridors/ TMAs

Service Planning and Scheduling

Strategic Plan Consideration

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

Description

Employer Outreach Efforts:
The purpose of these efforts is to educate Employers on light rail and bus feeder alignments, to introduce them to the benefits of DART's pass programs, vanpools, E-Shuttles, and other services. During FY2004 efforts will be made to contact employers as economy improves.

Transportation Management Associations (TMAs): TMA's are designed to address issues of air quality and congestion in our region. They function to foster public-private partnerships between transit agencies, city governments, and employers within defined geographic areas, and may also encourage pass programs, vanpooling, and various shuttle services.

Accomplishments

- Staff met with SMU concerning the creation of a TMA in the North Central sub-market area between Mockingbird Station and Park Lane Station.
- Staff provided a tour to representatives from area businesses, including Mockingbird Station developers, North Park, and SMU on the LRT and TRE to Ft. Worth to discuss the TMA developed in Downtown Ft. Worth.
- Staff met with Race For the Cure to initiate planning for their Fall 2004 event.

Issues

- Continued lack of interest in TMA formation from employers due to poor economy.
- Service provision to employers outside of service area.

Schedule

- Contacts will be initiated with prospects uncovered during employer outreach and networking opportunities.
- Providing assistance on potential TMA at Mockingbird, Lovers Lane, and Park Lane Stations.

Project Manager(s)

John Quinn

Community Transit Service Development

Service Planning and Scheduling

Strategic Plan Consideration

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

Description

The DART Community Transit Program includes On-Call Cellular Dispatch Services, Late Night/Weekend Demand Response services, and other non-traditional 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

- 3rdQ04: Finalized review of Rowlett ridership.
- May 2004: Implemented service in new Richardson zone.
- Subsidy per passenger continues to trend downward for all six established zones.
- 2ndQ04: Added a vehicle for peak time service in North Central Plano.
- 2ndQ04: Established new procedures for audit of fare and revenue collections.

Issues

- Coordination/development of Marketing Plan for both new and old DART On-Call services.
- 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

- July 2004: Implement marketing plan for Farmers Branch and North Dallas zones; begin community outreach for Rowlett zone.
- October 2004: Begin consolidation of On-Call management.
- FY 2005: Begin solicitation for comprehensive operation of management and operation of On Call and new van-based services.

Project Manager(s)

Katharine Eagan

Quality Assurance Program

Service Planning and Scheduling

Strategic Plan Consideration

C1 Improve quality.
C2 Improve/add services.

Description

In response to needs identified in the Texas Quality Awards process, a quality assurance program was included in the FY 2001 Business Plan strategies. The program will focus on utilizing customer complaint data, customer market research and quality assessment data to define customer requirements and assure that DART's processes are targeted at responding to those requirements. An executive management level Customer Satisfaction Committee was initiated in January 2001 and meets quarterly. A Complaint Process Team has been chartered to address specific process issues and report back to the Customer Satisfaction Committee.

Accomplishments

- 3rdQ04: New handheld devices were purchased and programmed to help support the program. The devices have helped the assessors in the field process the data in a more expedient manner.
- Customer satisfaction priorities (milestones and strategies) were identified and reviewed by the ELT. A cross-functional oversight team has been formed to implement the strategies.
- A Customer Satisfaction Index has been developed to measure customer perceptions about service delivery. The index measures responses from three customer feedback mechanisms including: the Quality Assessment data, the Customer Complaint data and the Customer Satisfaction survey.

Issues

- Continue to report information re: customer requirements (Customer Surveys, Customer Comments and QA data collection).
- Problems with the maintenance of the COGNOS database continue to be an issue. Service Planning will continue to explore options to maintain accurate data within the COGNOS database for accurate and timely reporting of QA data.

Schedule

- Program is in place and on-going
- FY 04: QA Program will be incorporated into the Bus Ridership Counting Services.

Project Manager(s)

Pat Vidaurri

MLK JR. Transit Center

Service Planning and Scheduling

Strategic Plan Consideration

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

Description

The MLK Jr. Transit Center is located on MLK Jr. Boulevard between J.B. Jackson and Trunk Avenue. It will consist of seven bus bays, canopies, and 205 public parking spaces. It will also accommodate other passenger amenities such as a waiting area, public restrooms, public phones and a station agent area. Five current DART bus routes will serve the T.C.

Accomplishments

- The final proposal for the MLK T.C. Feeder Plan has been completed.
- The feeder plan will be presented at the Manager's Forum in July.
- Transportation's bus operation concerns have been addressed and resolved.

Issues

- City of Dallas has agreed to add no parking signage on J.B. Jackson & Grand. This will minimize bus and auto conflicts

Schedule

- August 18, 2004: Brief Service Planning Committee.
- Oct. 2004: Conduct community meetings.
- Nov. 2004: Board approval
- January 24, 2005: MLK Transit Center scheduled to open for revenue service.

Project Manager(s)

Jennifer Jones

DATE: July 2004

TO: Distribution

SUBJECT: **PROJECT DEVELOPMENT PROGRESS REPORT**

This document is the 3rd Quarter FY 2004 issue of the DART Project Development Progress Report. This report addresses status of LRT Buildout activities and other Capital Development projects. Status reflects activities through June 30, 2004, including Change Control Summaries, Systems Integration, and Real Estate.

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

THM/ta

TABLE OF CONTENTS

ACRONYMS

AC/DC - Alternating Current/Direct Current
ADA - Americans with Disabilities Act
AWP - Annual Work Plan/Program
CBD - Central Business District
CCB - Change Control Board
CCTV - Closed-Circuit Television
CPM - Critical Path Method
DART - Dallas Area Rapid Transit
DGNO - Dallas, Garland & Northeastern Railroad Company
EMC - Electro Mechanical Correlations
EMI - Electro Mechanical Interference
EMS - Energy Management System
FDR - Final Design Review
FEIS - Final Environmental Impact Statement
FEMA - Federal Emergency Management Agency
FFGA - Full Funding Grant Agreement
FTA - Federal Transportation Administration
G-1 - Northeast Corridor (to Garland) Line Section 1
G-2 - Northeast Corridor (to Garland) Line Section 2
G-3 - Northeast Corridor (to Garland) Line Section 3
HVAC - Heating/Ventilation/Air Conditioning
IEEE - Institute of Electrical and Electronics Engineers
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
NOA - Notice of Award
NTP - Notice to Proceed
NW-1 - Northwest Corridor Line Section 1
NW-2 - Northwest Corridor Line Section 2
NW-3 - Northwest Corridor Line Section 3
NW-4 - Northwest Corridor Line Section 4
OC-1 - Oak Cliff Corridor Line Section 1 (LRT Starter System)

OCIP - Owner Controlled Insurance Program
OCS - Overhead Catenary System
P&Z - Planning & Zoning
PA - Public Announcement
PC/SI - Project Control/Systems Integration Consultant (Buildout Phase I)
PTL - Passenger Transfer Location
QA - Quality Assurance
QC - Quality Control
RDC - Rail Diesel Car
RFI – Request for Information
RFP - Request for Proposal
ROW - Right of Way
RTU - Remote Terminal Units
S&I Facility - Service & Inspection Facility
SA - Supplemental Agreement
SAV - Stand Alone Validator
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
SOW - Statement of Work
SP - Southern Pacific Railroad Company
The T - Fort Worth Transportation Authority
TBD - To Be Determined
TC - Transit Center
TDLR - Texas Department of Licensing and Regulations
TPSS - Traction Power Substation
TRE - Trinity Railway Express
TVM - Ticket Vending Machine
TxDOT - Texas Department of Transportation
TXU - TXU Lone Star Pipeline
UPS - Uninterruptible Power Supply
VAF - Vehicle Acceptance Facility

SCOPE OF PROJECTS

LIGHT RAIL TRANSIT (LRT) BUILDOUT PHASE I

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

Bush Turnpike Station

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

Walnut Hill Parking

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

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

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

LIGHT RAIL TRANSIT (LRT) BUILDOUT PHASE II

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

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 public April 2000).

Martin Luther King, Jr. Transit Center

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

NW-1A/Victory Station Project

The NW-1A line section begins at the OC-1 line section near Houston Street and ends at Turtle Creek, and consists of relocating the existing TRE mainlines, constructing approximately 7,700 feet of LRT guideway, and constructing the Victory Station [joint TRE and LRT]. The station will include a pedestrian plaza and walkway to serve the adjacent American Airlines (AA) Center. TRE partial service with a temporary platform to the AA Center began on July 28, 2001. Full LRT and TRE service is anticipated by late 2004.

Unity Plaza

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

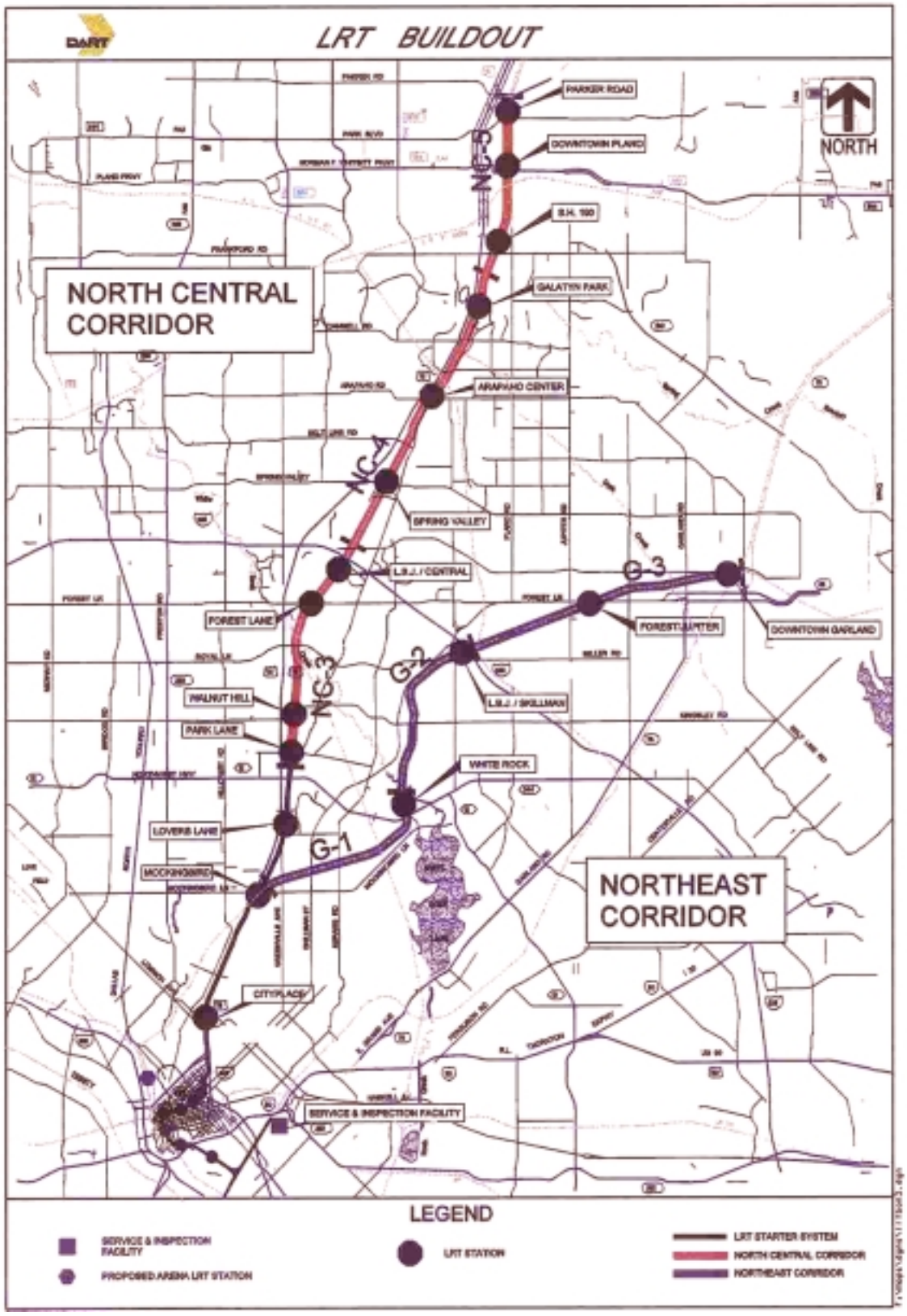
TRE Elm Fork of the Trinity River Bridge Construction

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


LRT BUILDOUT
PHASE I

Map

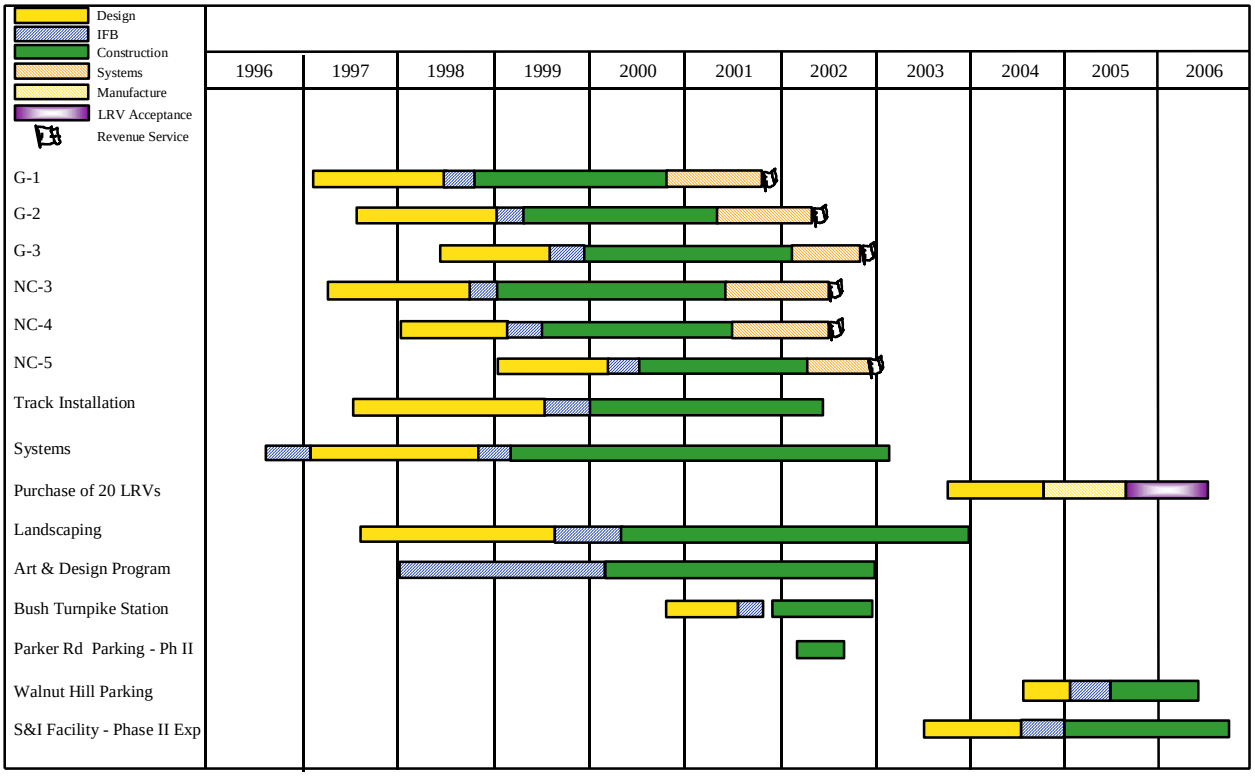
LRT Buildout
Phase I



Summary Control Schedule

LRT Buildout Phase I

LRT BUILDOUT SUMMARY CONTROL SCHEDULE



Revised 06/30/04

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	$ 54.6	$ 54.6
Cityplace Station Finishout (3)	24.9	24.7	24.7
Garland-1	53.2	52.1	51.8
Garland-2	84.2	78.0	77.2
Garland-3	101.2	92.1	90.7
North Central-3	123.1	108.0	108.0
North Central-4	82.2	79.0	79.0
North Central-5	64.7	62.3	62.3
S&I Facility Expansion/VAF	31.7	31.8	31.8
Systems	160.1	152.2	152.2
Vehicles	151.2	151.0	150.6
LRT Buildout Total (4)	**$ 943.5**	**$885.8**	**$882.9**

Notes:

1) LRT General includes annual work programs for the Project Controls/Systems Integration Consultant, the Technical Services personnel, the professional liability insurance program, OCIP, the CADD/computer equipment, LRV Management Services, and the renovation of the Project Management floor at DART Headquarters.
2) Expended to date values reflect activity through 05/31/04.
3) At the direction of the DART Board, Cityplace Station Finishout was combined with the LRT Buildout.
4) Reserve for DART Finance will no longer be shown under LRT Buildout Phase I. These budget funds have been returned to Finance and the LRT Buildout Phase I budget has been reduced accordingly.

LRT BUILDOUT PHASE I RELATED PROJECTS (FFGA Amendment 10) Cost Summary (in millions of dollars)			
	Control Budget	**Current Commitment**	**Expended to Date**
Bush Turnpike Station	$ 12.5	$ 12.6	$ 12.6
Parker Road Station Phase II Parking	2.6	1.6	1.6
Walnut Hill Parking (5)	2.2	0	0
S&I Facility - Phase II Expansion	29.4	3.8	2.6
Purchase of 20 LRVs	63.0	60.6	10.7
Total	**$ 109.7**	**$ 78.6**	**$ 27.5**

5) Values are from the current DART financial plan. Control budgets have not been established for these projects.

Cost/Schedule Summary

LRT Buildout Phase I

SCHEDULE SUMMARY

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

Northeast Corridor Facilities
Line Section G-2

LRT Buildout Phase I

Strategic Plan Consideration

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

Description

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

Status

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

Issues

The wetlands mitigation project progressed substantially, but some difficulty was encountered getting the seeding to take and grow in this area. Additional work is designed and a task order is in progress for the work to be done by a miscellaneous contractor. This project will continue to be monitored.

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.

North Central Corridor Facilities
Line Section NC-3

LRT Buildout Phase I

Strategic Plan Consideration

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

Description

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

Status

As of the end of June 2003, the contractor, GLF, is no longer on the project. Work has been completed by the miscellaneous contractor except for survey of some of the MSE walls to assure they are in compliance with the contract. Contract closeout is proceeding.

Issues

Uninterruptible power supplies are working at all NC-3 stations. DART Maintenance Department has installed alarms. This issue is closed.

Calculation of backcharges to GLF is underway.

GLF's suit against DART's general engineering consultant, LAN/STV, in Federal Court was dismissed.

North Central Corridor Facilities
Line Section NC-5

LRT Buildout
Phase I

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

Description
Line Section NC-5 extends northerly from Glenville Drive in Richardson to Parker Road in Plano along the former Southern Pacific Railroad Company alignment. This line section makes up 3.2 miles of the 12.5 miles of the entire North Central Corridor. There are two stations in this line section: Downtown Plano Station, located at 15th Street and J Avenue; and Parker Road Station, located adjacent to the existing East Plano Transit Center, at the intersection of Park Boulevard and Archerwood Drive. Provisions for one future station included in this line section, the Bush Turnpike Station located south of SH 190, were implemented; see the page entitled, "Bush Turnpike Station" for detailed information.

Status
The contractor, Martin K. Eby Construction Co., reached a point of substantial completion of this line section in December 2001. The line section opened for revenue service on December 9, 2002.

Contract closeout is complete.

Issues
None.

Track Installation

LRT Buildout Phase I

Strategic Plan Consideration

C2.3 Develop/open/integrate new transit services

Description

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

Status

All line sections are substantially complete and are in revenue service. The contractor, Marta Track Constructors, Inc., abandoned work on the project.

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 their Request for Equitable Adjustment and the matter is in DART's administrative disputes process. DART Legal Department is proceeding with the litigation.

Crossing panels are not performing. The track was not properly destressed. DART is proceeding with reprocurement of crossing panels and required destressing. The solicitation is expected to go out in July. It is anticipated that the cost of this work will be charged to Marta.

Systems – Traction Electrification

LRT Buildout Phase I

Strategic Plan Consideration

C2.3 Develop/open/integrate new transit services

Description

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

Status

The traction electrification effort for Buildout Phase I is essentially complete. The project team continues its focus on contract closeout and resolution of final integrated testing issues.

Powell Power completed its design, manufacturing, and installation efforts to provide one new traction power substation (TPSS) and to modify two existing TPSSs. The Arena TPSS was connected to utility power service in April. Final load testing will take place in late summer as NW-1A line section construction is completed and test trains begin operation.

Issues

None.

Systems – Signals

LRT Buildout Phase I

Strategic Plan Consideration

C2.3 Develop/open/integrate new transit services

Description

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

Status

The signals contractor, Union Switch & Signal, Inc. (US&S), has completed the majority of the contract work. Work on punch list items is continuing. Open items are expected to be completed by the end of June 2004.

The contract closeout process is continuing.

Issues

None.

Systems – Communications

LRT Buildout Phase I

Strategic Plan Consideration

C2.3 Develop/open/integrate new transit services

Description

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

Status

The contractor, Mass Electric Construction Company (MEC), is progressing towards the completion of this contract.

Visual message sign boards for White Rock Station were delivered in April 2004 and testing is scheduled.

Supervisory Control System (SCS) software updates were installed for Version 14.1.0 on April 26, 2004. Other SCS tests per the specification have continued, with new anomalies noted.

Factory link application software was modified with a patch, version 7.1.g., on May 27, 2004. The testing of this patch commenced on May 28, 2004. The testing was successful, and the failover portion of the SCS is accepted, leaving one open item for the SCS subsystem, which is graphic screen refresh rate.

Issues

The contractor is behind in their paperwork submission and they have been notified. This has been a constant issue since the inception of this contract.

Testing per the contract specifications is still incomplete. Testing will continue once the contractor completes the software modification required for the communications controller to queue messages, which is a contract requirement.

The SCS subsystem has some issues that are yet to be resolved, such as graphic screen refresh rates and report generation. The report generation issue appeared after the load of Version 14.1 and the contractor is aware of this problem.

A meeting was held on June 14, 2004, with the contractor to review all open items for this contract. The contractor concurs that the items reviewed are open; however, they have not given a completion date.

Liquidated damages are being withheld for late completion.

Mass Electric appealed the Contracting Officer's final decision on their Request for Equitable Adjustment and the matter is in DART's administrative disputes process. It is anticipated the DART Legal Department and Mass Electric will request a stay in the proceedings to allow discussions.

Systems – Fare Collection

LRT Buildout Phase I

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

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

Status Monitoring of the TVMs continues.

Issues Resolution of problems with the TVM is ongoing. Much progress has been made in resolving issues. The Supplemental Agreements (SAs) to resolve the remaining issues were sent to the contractor in April for signature. The SA language was adjusted to satisfy both parties. Execution of final SAs is expected by the mid-July, with work to be completed within 90 days of execution.

Systems – Vehicles

LRT Buildout Phase I

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

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

Status Design and manufacturing of the 20 additional vehicles continues. The first shipment from Japan (five cars) is expected by June 1, 2005.

Issues None.

Systems Integration

LRT Buildout Phase I

Strategic Plan Consideration

C2.3 Develop/open/integrate new transit services

Description

Integrate systems operation for LRT Buildout.

Status

Systems Integration staff continued coordination with Operations of turnover activities for all open items systemwide. Updated turnover reports were submitted to Operations.

Testing and discrepancy follow-up efforts were continued. Updated comprehensive discrepancy list was submitted.

Systems Integration staff continues Safety Certification coordination for line sections and systems elements. The items remaining are non-critical and identified as such. System Safety Certificates of Compliance were issued for Line Section NC-5 and the traction electrification system.

Issues

None.

Systemwide Landscaping & Amenities

LRT Buildout Phase I

Strategic Plan Consideration

C2.6 Add needed passenger amenities/facilities

Description

The Systemwide Landscaping and Amenities contract consists of landscaping and irrigation construction and maintenance for the North Central and Northeast corridors for the light rail system expansion, including all 13 stations. The work also includes the procurement and installation of bus shelters and bicycle lockers at the stations.

Status

The landscape contractor, Valley Crest, has completed landscape installation. Maintenance has been transferred to the DART Maintenance Department.

This contract is complete, and the contract is closed.

Issues

None.

Bush Turnpike Station

LRT Buildout Phase I

Strategic Plan Consideration

C2.6 Add needed passenger amenities/facilities

Description

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

Status

The contractor, Haws & Tingle, reached a point of substantial completion on December 6 and the station opened for revenue service on December 9, 2002.

Landscape maintenance is continuing and is anticipated to be transferred to DART Maintenance Department in August 2004.

Contract closeout is pending resolution of five outstanding contract modifications, which are in dispute, and completion of the landscape maintenance.

Issues

Five contract modifications remain to be settled that will resolve all outstanding issues on the contract.

Walnut Hill Parking

LRT Buildout Phase I

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

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

Status A design development schedule is being established and the targeted kickoff date was May 15, 2004. Anticipated NTP for design is July 2004.

Issues None.

Service & Inspection Facility - Phase II Expansion

LRT Buildout Phase I

Strategic Plan Consideration

C1 Improve Quality
C2 Improve/Add Services
C3 Improve Efficiency

Description

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

Status

The designer, Halff and Associates, submitted the final (95%) on May 14, 2004. The systems portion of the submittal was delivered on May 28, 2004. All comments have been dispositioned and the 100% contract documents will be submitted July 15, 2004. The SMR is scheduled for the end of July 2004.

Issues

A meeting occurred June 1, 2004, to discuss the possibility of adding a ventilation system in the existing running maintenance shop. Approvals have been obtained to add the ventilation system and a review of the change request is in progress.

BUILDOUT FACILITIES – SIX-MONTH LOOK AHEAD

	2004					
	JULY	AUGUST	SEPTEMBER	OCTOBER	NOVEMBER	DECEMBER
G-1	Revenue Service Began 9/24/01					
G-2	Revenue Service Began 5/6/02					
G-3	Revenue Service Began 11/18/02					
NC-3	Revenue Service Began 7/1/02					
NC-4	Revenue Service Began 7/1/02					
NC-5	Revenue Service Began 12/9/02					
TRACK	Track Completed					
20 LRV PURCHASE	▲ Design & Manufacturing Continues (First shipment of 5 cars from Japan planned by 6/1/05)					
LANDSCAPING	Landscaping Completed					
BUSH TURNPIKE STATION	Revenue Service Began 12/9/02					
PARKER RD PARKING PHASE II	Construction Completed					
WALNUT HILL PARKING	06/04 → ▲ NTP Design					
S&I PHASE II EXP	▲ Design Complete					

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

Revised 06/30/04

Change Control Summary

LRT Buildout Phase I

Light Rail Transit Buildout - Change Control Summary

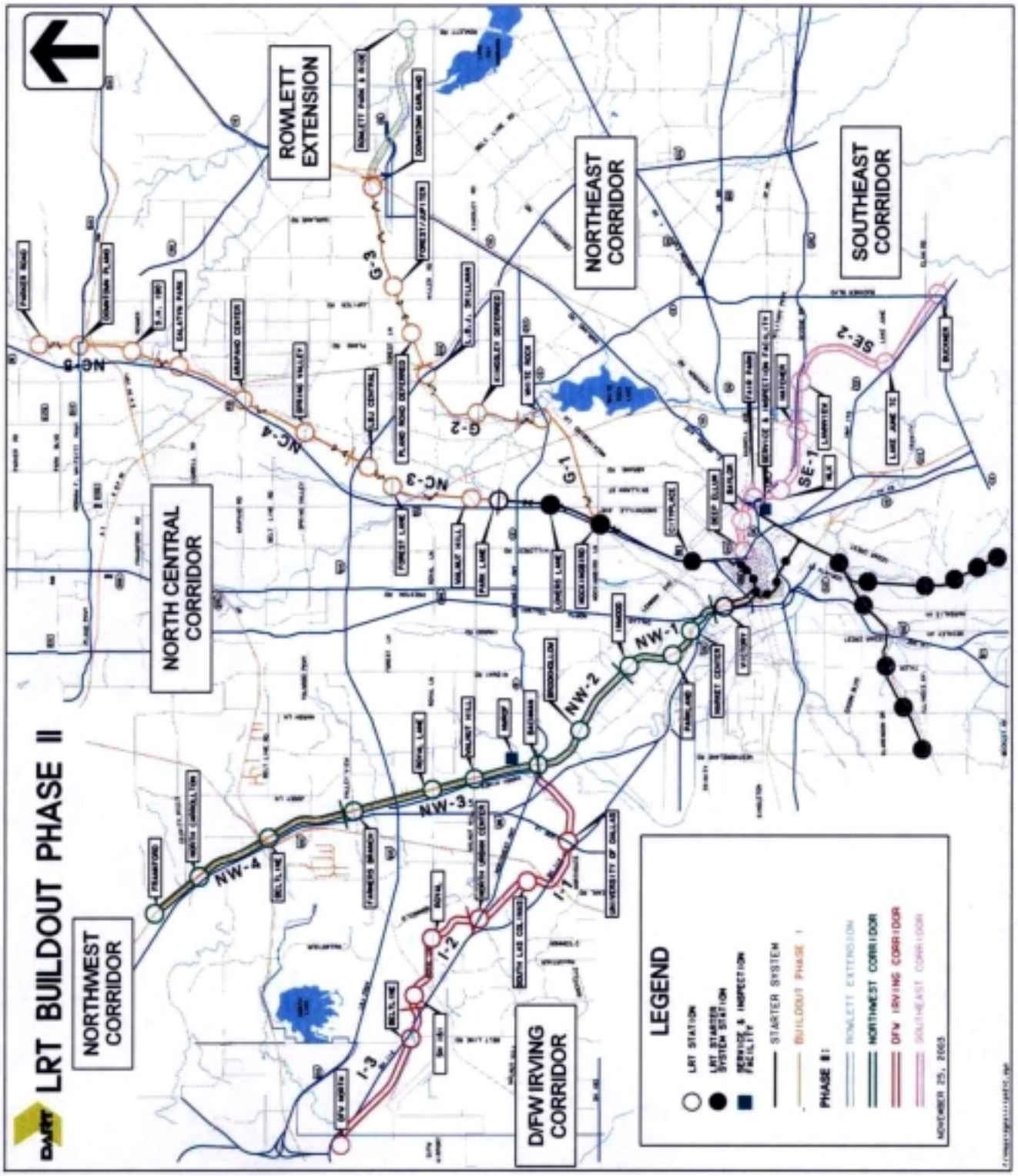
Rail Section/ Contract Package		Consultant/ Contractor	Approved Contract Amount	Approved Contingency/ Allowance	Total Approved Amount	Executed Changes	Current Contract Value	Remaining Contingency/ Allowance	Percent Contingency Used	Percent Contract Comp.	Summary of Activity This Period & Comments (June 2004)
			(A)	(B)	(C=A+B)	(D)	(E=A+D)	(F=B-D)	(G=D/B)		
Professional Services	GEC	LahmTV	$108,230,554	$11,831,430	$126,319,836	$7,362,017	$122,631,320	$5,668,616	67%	(Note a)	Includes AWP04
	C-96000140			$7,037,549		$7,037,549		$0	100%	58%	Through SA #199
	SDC	DeLeuw Cather	$42,970,107	$4,297,019	$47,517,206	$1,597,772	$44,567,959	$2,699,247	37%	(Note a)	Contract Completed
	C-97000031			$250,000				$250,000	0%		Through SA #65, AWP03
	LRV Management	LTK	$6,128,297	$331,142	$6,639,439	$0	$6,128,297	$331,142	0%	(Note a)	Through SA #13, AWP04
	C-97000131										
North Central Corridor	HC-3 Civil/Struct/Sta	GLF Constr. Corp.	$49,985,009	$4,990,301	$54,893,318	$2,241,265	$52,144,275	$2,749,036	45%	100%	Updated to include Unilateral #26 thru 30 (5/04)
	C-96000080										
	HC-5 Civil/Struct/Sta	M. K. Eby	$26,165,593	$2,571,780	$28,737,493	$2,330,908	$28,489,711	$237,302	91%	100%	Contract completed
	C-99000070										Corrected per Expenditure 5/04
	Bush Light Rail Station	Hans & Tingle	$7,288,828	$670,871	$7,963,699	$338,789	$7,823,371	$148,124	79%	100%	Work completed
	C-1003281-01										No activity in June
	Walnut Hill Sta Parking Lot	TBD	$0	$0	$0	$0	$0	$0			
Northeast Corridor	G-2 Civil/Struct/Sta	GLF Constr. Corp.	$35,181,916	$3,516,192	$38,980,108	$220,441	$35,402,357	$3,297,751	7%	100%	No activity in June
	C-98000089										
S&I Facility Expansion	Civil/Structural Phase II	TBD	$0	$0	$0	$0	$0	$0			
	TBD										
Systemwide	Track Installation	Martz Track	$25,397,697	$3,271,545	$26,669,242	$3,146,721	$28,544,418	$124,824	96%	100%	Change Log Closed Out
	C-99000077										Contract closeout pending
	Landscaping	Valley Crest	$8,434,222	$1,197,452	$9,671,874	$853,281	$9,227,813	$344,161	71%	100%	No activity in June
	C-9037273-01										Closeout pending
Systems	Communications	Mass Electric	$17,116,081	$1,711,888	$19,638,923	$1,603,491	$19,520,608	$108,317	94%	84%	No change in June
	C-98000039			$829,036		$799,036		$30,000	96%		Contract closeout pending
	Fare Collection	Schlumberger	$7,878,956	$769,707	$8,648,663	$760,306	$8,639,262	$9,371	99%	100%	No changes in June
	C-98000040					$1,405,536					
	Traction Electrification	Powell Power	$38,289,811	$3,836,157	$42,045,868	$8,360,618	$41,531,015	$589,672	15%	93%	No change in June
	C-98000041			$292,000	$292,808	$0	$0	$292,808	0%		
	Signal System	US&S	$44,970,000	$8,873,050	$54,851,858	$8,873,050	$54,851,858	$0	100%	99%	No changes in June
	C-98000042			$420,000		$315,136	$315,136	$112,864	34%	Note b	
LRV Procurement	25 Additional	Kinkisharyo/Trackn	$56,954,100	$3,847,785	$60,218,405	$103,278	$57,137,378	$2,664,427	6%	100%	Contract Completed
	C-98000071			$416,600							No activity in June
	20 Additional	Kinkisharyo/Trackn	$58,686,378	$0	$58,686,378	$0	$58,686,378	$0	0%	3%	Through SA-014
	C-98000071										No activity in June
		TOTALS:	$551,566,227	$61,122,891	$581,942,800	$38,282,515	$628,070,298	$11,848,536			
Legend:	% Contingency >= 80%			$9,253,165		$8,242,121		$1,064			

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

Map

LRT Buildout Phase II



Northwest Corridor Facilities

LRT Buildout Phase II

Strategic Plan Consideration

C2.3 Develop/Open/Integrate new transit services

Description

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

Status

The Northwest Corridor is in the planning and development phase.

The PE/EIS phase of the LRT line to Farmers Branch and Carrollton is complete. A Record of Decision (ROD) was issued on February 5, 2004. The final design will begin upon FTA approval.

Issues

Action on Love Field was taken on December 19, 2002, and January 14, 2003, and includes conditions that must be met in order for the Love Field tunnel to be constructed. A new resolution regarding Love Field was approved on February 11, 2003, to respond to City of Dallas comments. The FEIS and 10% preliminary engineering reflect the Union Pacific Railroad (UP RR) north of Mockingbird Lane (no access into Love Field). An Interlocal Agreement (ILA) with the City of Dallas was approved by the DART Board on February 24, 2004, and by the Dallas City Council on February 25, 2004. The ILA outlines conditions that must be met in order to reconsider the tunnel option by June 30, 2004. This deadline was extended to September 30, 2004, by mutual agreement of the City and DART. DART, City of Dallas and North Central Texas Council of Governments (NCTCOG) are coordinating on funding sources in accordance with the ILA. In addition, DART staff provided FTA with the New Starts submittal for the federal project with the Love Field tunnel in May 2004 to determine if a "recommended" rating can be achieved. The New Starts submittal will be provided to FTA with updated information in August 2004 before a rating will be provided to DART.

A public hearing was held on May 18, 2004, for proposed changes to the Parkland Station and Market Center/Oak Lawn Station. The DART Board approved the changes on June 8, 2004. Coordination with Parkland Hospital, the City of Dallas, and adjacent developers is continuing regarding the new Parkland Station location. FTA approved Draft Environmental Studies for both stations on June 24, 2004, to amend the FEIS.

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

Irving/DFW Corridor Facilities

LRT Buildout Phase II

Strategic Plan Consideration

C2.3 Develop/Open/Integrate new transit services

Description

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

Status

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

The LRT line to Irving/DFW was initiated in October 2003. Alternative alignments are being evaluated. Public meetings were held on January 21, 2004, and April 28, 2004. Ongoing discussions with DFW Airport will determine the best way to penetrate the airport. The design phase will begin after completion of the planning and development phase.

Issues

There are three routes being considered for Line Section Irving-3 (I-3) to DFW Airport. The MIS alignment is being reconsidered in order to reduce cost and serve access to DFW Airport.

Alignment needs to be coordinated with the construction of the bridge over the Elm Fork of the Trinity River.

The alignment through the Loop 12/SH114 interchange needs to be determined.

Southeast Corridor Facilities

LRT Buildout Phase II

Strategic Plan Consideration

C2.3 Develop/Open/Integrate new transit services

Description

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

Status

The Southeast Corridor is in the planning and development phase.

The PE/EIS phase of the LRT line to Buckner Blvd. in South Dallas is complete. A Record of Decision (ROD) was issued on February 5, 2004. A 30% design package was submitted to the SHPO on May 10, 2004. The final design will begin upon FTA approval.

Issues

A Mitigation Monitoring Program, which will track the commitments in the FEIS and the Memorandum of Agreement (MOA) with the State Historic Preservation Officer (SHPO), is in development.

Comments from SHPO on the May 10 submittal have been received and are currently being evaluated by DART staff.

DART has been involved with discussions to build a stadium in Fair Park.

Rowlett Extension Facilities

LRT Buildout Phase II

Strategic Plan Consideration

C2.3 Develop/Open/Integrate new transit services

Description

The Rowlett Extension will extend easterly from the Downtown Garland Station to the Rowlett Park and Ride. This section will make up approximately 4.8 miles of the Northeast Corridor. There will be 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. 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, an agreement with the KCS Railroad for an at-grade crossing of the railroad has not been negotiated.

If an at-grade crossing agreement cannot be secured, then the at-grade Downtown Garland Station will have to be replaced by an aerial station when the line is extended to Rowlett. The Commuter Rail/Railroad Management Department has decided to address this issue at a later date, as the existing railroad traffic may be different after the KCS Railroad revises its operations in the future.

It appears that the current and future railroad traffic will warrant a grade separation. DART staff has developed a grade separated alternate alignment to resolve this problem. This alternate will be evaluated and processed through the planning and development phase.

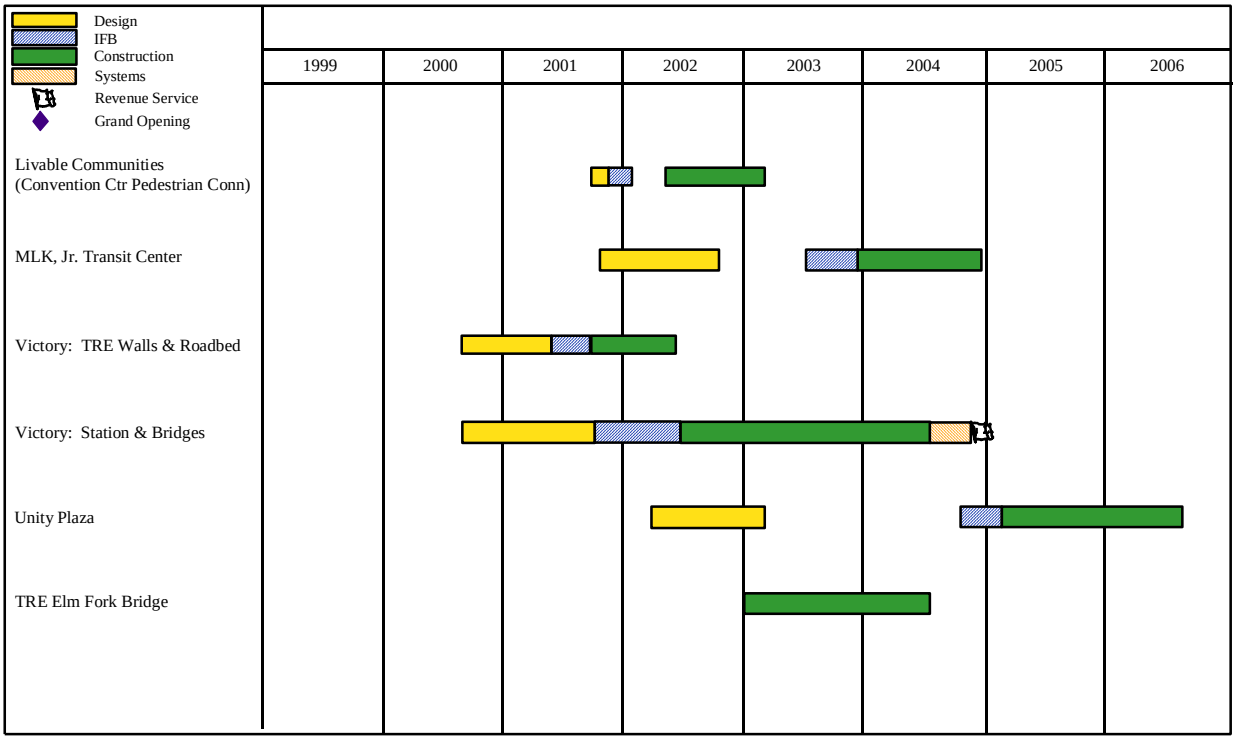

ADDITIONAL
CAPITAL
DEVELOPMENT

ADDITIONAL CAPITAL DEVELOPMENT Cost Summary (in millions of dollars)			
	Control Budget	**Current Commitment**	**Expended to Date (1)**
Convention Center Connector	$ 1.0	$ 1.0	$ 1.0
Lancaster Road	1.6	1.6	1.6
MLK, Jr. Transit Center	7.8	6.7	3.4
Victory Station Project	79.0	80.9	61.9
Unity Plaza	3.5	1.2	0.9
TRE Elm Fork of Trinity River Bridge (2)	16.2	12.7	10.8

Notes:

1) Expended to date values reflect activity through 05/31/04.
2) Control Budget value is from the current DART financial plan.

ADDITIONAL CAPITAL DEVELOPMENT
SUMMARY WORKING SCHEDULE



Revised 04/30/04

Livable Communities

Additional Capital Development

Strategic Plan Consideration

C2.6 Add needed passenger amenities/facilities

Description

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

Status

Convention Center Pedestrian Connector – All work is complete. This contract has been closed and documents have been archived.

Issues

Convention Center Pedestrian Connector – Funding from the City of Dallas remains to be collected. A contract is pending.

Martin Luther King, Jr. Transit Center

Additional Capital Development

Strategic Plan Consideration

C2.3 Develop/Open/Integrate new transit services

Description

The development of the Martin Luther King, Jr. (MLK, Jr.) Transit Center is planned to facilitate access from Fair Park and the South Dallas community.

Status

The construction contractor, CME Builders and Engineers, Inc., continues to submit various submittals for approval. The project will be completed prior to December 16, 2004.

Site excavation for the overall site is 90% complete.

All drilled piers for canopies and enclosure have been completed. Foundations for canopies were completed, and installation of columns for canopies has begun. All structural steel welding has been inspected, and the wrong primer installed prior to delivery to the project site is being removed to allow approved primer system to be installed. An NCR was issued on the subject.

Grading of the site and Trunk Street is approximately 90% complete. Site utilities are being installed, which includes the plumbing piping from the enclosure and site lighting in the parking areas. Forming of the enclosure foundation is approximately 95% completed, with concrete installation scheduled in early July.

Issues

Delays in submitting initial submittals for approval and completing other paper work delayed work getting started. The contractor has improved in more timely submittals of paperwork for DART's approval. Many of the critical path submittals have been approved and returned to CME.

The problem encountered with the excavation contractor has been resolved and work was resumed.

The wrong primer was installed to the structural steel prior to delivery to the site; the correct primer system has to be applied in the field. Awaiting delivery of remaining structural steel to the site.

The contractor is not providing all the required information with submittals for approval.

NW-1A/Victory Station Project

Additional Capital Development

Strategic Plan Consideration

C2.3 Develop/Open/Integrate new transit services

Description

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

- The initial contract, **TRE Walls and Roadbed Construction Contract**, was to facilitate the relocation of the TRE mainline tracks to their final alignment at the site. This contract is complete and closed out.
- The second contract, **Line Section NW-1A Construction Contract**, is under way to construct the remainder of new roadbed for TRE mainline track relocation (including three TRE bridges); construct the LRT guideway (including three LRT bridges and rehabilitation of one bridge); and construct the Victory Station.
- The third contract, **Line Section NW-1A Track Material Procurement**, was to procure the LRT track materials, to be installed by the second contract. This contract is complete and nearing closeout.
- The fourth contract, **Line Section NW-1A Systems Construction Contract**, is under way to construct the TES, communications, and signals elements.

There was also additional work performed by the TRE to relocate their tracks during construction of the line section and the station. This work is complete.

Status

TRE Walls and Roadbed Construction Contract - Complete

Line Section NW-1A Construction Contract

During this quarter, the facilities contractor, Martin K. Eby Construction, Inc., continued or completed work in the following areas of the project:

In the **Central Business District (CBD)**, Eby has largely completed additions and modifications to the track and systems elements, including the installation of four insulated track joints at Houston Street.

In the area from **Union Station to Woodall-Rodgers,** work is mostly complete on additions and modifications to the tracks and systems elements, with the exception of completing punch list items.

Status (Continued)

At the **Continental Avenue** area, Eby is nearing completion on both the TRE and LRT guideways in this area. Remaining work is limited to completing the painting of the Continental Avenue and Lamar Street bridges, installing handrails, graffiti coating the retaining walls, and completing punch list items.

In this same area, work on the City of Dallas Lamar Street extension continues, with the pavement and sidewalks approximately 95% complete. Traffic has been switched onto the new pavement, utilizing temporary traffic signals, and the old pavement has been removed.

At the **Victory Station,** construction is nearing completion. Work continues on installation of the type B handrailing, pedestrian crossing panels, safety signs, graffiti coating, testing and third party acceptance of the MEP elements, and completion of punch list items.

At platforms 3 and 4, Eby has rework of the canopy column masonry cladding to complete.

At the crew room, the interior finish work continues. Portions of the exterior masonry need to be reworked due to deficiencies.

North and south of the station, installation of the trackwork and systems elements is nearly complete, with the completion of punch list items continuing.

At Hi Line Drive and to the end of the project, the work is mostly complete, with the exception of punch list items.

Over the whole project, the track subcontractor, Queen City, has nearly completed the LRT trackwork, with work continuing on adjusting the tracks into final alignment, patching damaged ties, completing the as-built track and geometry surveys, and completing punch list items.

Eby has begun the process of cleaning up and demobilizing from the site.

Line Section NW-1A Track Materials Procurement

L.B. Foster Company has delivered all track materials. Closeout of this contract is complete.

Line Section NW-1A Systems Construction Contract

Submittals and design continue. Access was given to the contractor on May 16, 2004. Field installation is ongoing. Catenary poles and hardware, switches, impedance bonds and other ground equipment has been installed. Cable pulling has begun.

NW-1A/Victory Station Project

Additional Capital Development

Issues

Line Section NW-1A Construction Contract

Eby has refused to sign approximately 65 bilateral supplemental agreements to the contract for mutually agreed upon costs in order to preserve their desires to claim for impact costs at a later date. Eby has not submitted any proposals that justify such a claim. DART has issued unilateral modifications to the contract to allow Eby to invoice for the costs on the above-referenced 65 items.

Eby previously submitted a global Request for Equitable Adjustment (REA), with two subsequent updates, which were presented in a "total cost" format that did not support entitlement. These requests were denied. Eby has submitted a new Request for Equitable Adjustment in the amount of $4,350,793.94, for the area of the project south of station 102+00, which encompasses Milestones "C" and "D". This REA is under review.

Eby sued DART in Federal District Court. The Court granted DART's Motion to Dismiss because Eby had not exhausted its administrative remedies before suing. Eby appealed to the U.S. Court of Appeals for the 5th Circuit. The Appeals Court upheld the District Court's ruling and dismissed Eby's appeal. Eby's Motion for Reconsideration was also denied. Eby also sued DART's general engineering consultant, LAN/STV. The case is proceeding in State Court. LAN/STV's Motion for Summary Judgment is pending.

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 they took access June 16, 2004. At this time, this does not impact the contract completion date.

NW-1A/Victory Station Project

Additional Capital Development

OC-1/NW-1A Junction Area

Continental Avenue

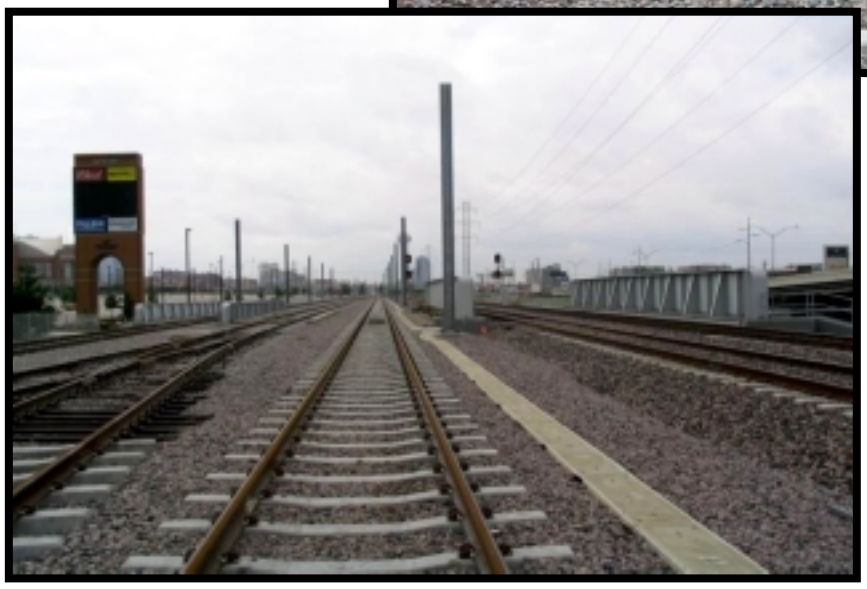
Lamar Street

NW-1A/Victory Station Project

Additional Capital Development

Victory Station

Trackwork in Northern Part of Project



Hi Line Bridge

Unity Plaza

Additional Capital Development

Strategic Plan Consideration

C2.6 Add needed passenger amenities/facilities

Description

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

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

Status

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

A coordination meeting with the other stakeholders occurred on June 18, 2004. Other parties with an interest in the Unity Plaza Project include the City of Dallas, the McKinney Avenue Trolley Authority, the adjacent landowner, and others involved in the planning and construction of North Central Expressway.

Issues

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

TRE Elm Fork of the Trinity River Bridge Construction

Additional Capital Development

Strategic Plan Consideration

C1 Improve Quality
C2 Improve/Add Services
C3 Improve Efficiency

Description

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

Status

The contractor, Austin Bridge & Road, L.P., has completed the south bridge and switched traffic.

On the north bridge, the pilings are installed, the new truss bridge deck and walkways are installed, and the approach is complete on the west side. The contractor is regaining lost time caused by inclement weather and equipment malfunctions and is close to being on schedule.

All repairs were made to the existing truss bridge and painting is complete has been completed.

The project is 97% complete. Work continues on a small amount of trackwork, painting of the pilings of the approach to the truss bridge, and punch list work. The project is scheduled for completion on August 3, 2004.

Issues

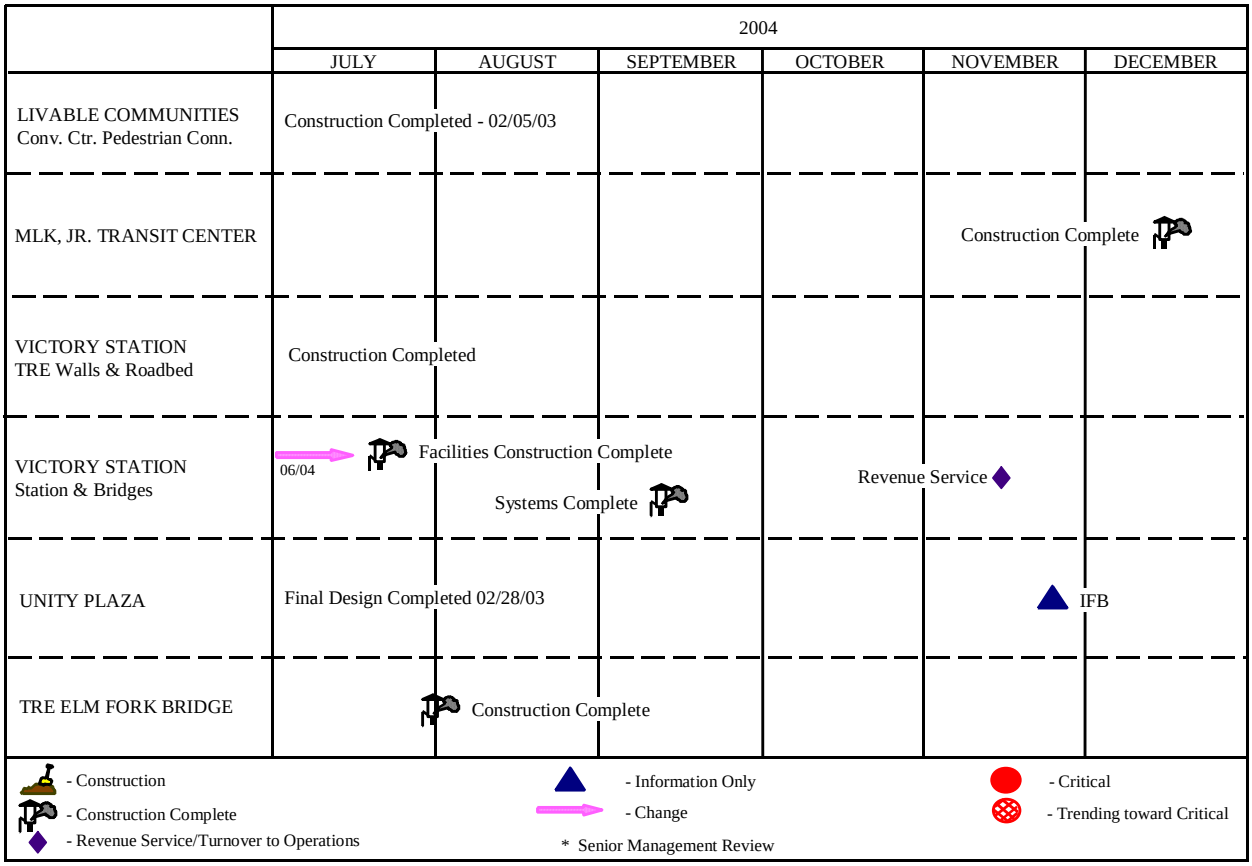
The contractor has appealed a Contracting Officer's final decision relating to embankment material. DART's Motion for Summary Judgment was not granted. DART Legal Department is proceeding with this litigation in DART's administrative disputes process. DART responded to a settlement offer letter from the contractor's counsel, suggesting a meeting of the parties. A meeting is scheduled for July 30, 2004.

TRE Elm Fork of the Trinity River Bridge Construction

Additional Capital Development

“Before & After” Heavy Rains of June 9 & 10

ADDITIONAL CAPITAL DEVELOPMENT
SIX-MONTH LOOK AHEAD



Revised 06/30/04

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 (June 2004)
Cane Cit Connector	Design	LARSTF									Contract Complete
	C-98000140										
	Construction	Verlee	$711,419	$71,142	$782,561	$0	$711,419	$71,142	0%	100%	Contract Completed
	C1002877-01										
MLK Transit Center	Design	E&I Alliance	$447,250	$44,725	$491,975	$44,715	$491,965	$10	99.9%	100%	Design completed.
	1002720-1										
	Construction	CME Builders	$2,899,156	$258,025	$3,157,181	$10,918	$2,910,074	$247,107	4%	24%	Pay App #5 Pending Approval
	1006892-1									*	* Through Pay App #4
NW-1A Facilities Material & Systems	Construction	Martin K. Eby	$24,988,884	$2,498,698	$27,485,682	$1,904,177	$26,891,161	$594,521	76%	97%	Includes Unilateral Mods
	C-1002853-01										
	Track Procurement	L.B. Foster	$1,633,178	$163,318	$1,796,496	$80,720	$1,713,898	$82,598	49%	100%	No change in June
	C-1002723-01										
	Comm, OCS & Signals	Mass Electric	$15,890,713	$1,589,071	$17,479,784	$0	$15,890,713	$1,589,071	0%	11%	No change in June
	C-1005139-01										N-completed not posted thru June
Unity Plaza	Design	RTKL Assoc.	$1,053,766	$105,377	$1,159,142	$0	$1,053,766	$105,377	0%	100%	Design complete
	C-1003727-01										
	Construction	TBD									IFB deferred
	TBD										
TRE Elm Fork Bridge	Construction	Austin Bridge & Road	$8,038,884	$1,060,666	$9,099,550	$308,153	$8,177,036	$799,841	29%	97%	Thru 5A-17
	C-1004669-01										
		TOTALS:	$56,463,330	$5,791,021	$62,252,371	$2,370,682	$58,840,032	$3,299,667			
Legend:	% Contingency >= 50%										

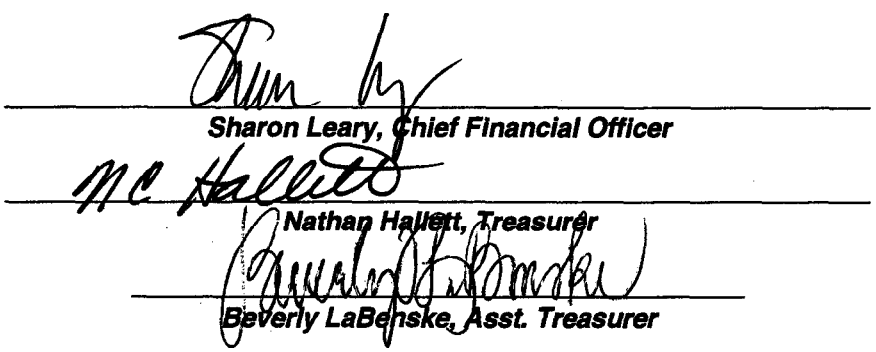
DALLAS AREA RAPID TRANSIT

QUARTERLY INVESTMENT REPORT

As Of

June 30, 2004

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

Executive Summary
Key Guide

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

Book Value – The cost to acquire the investments.

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

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

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

Average Yield – The current expected return of the investments.

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

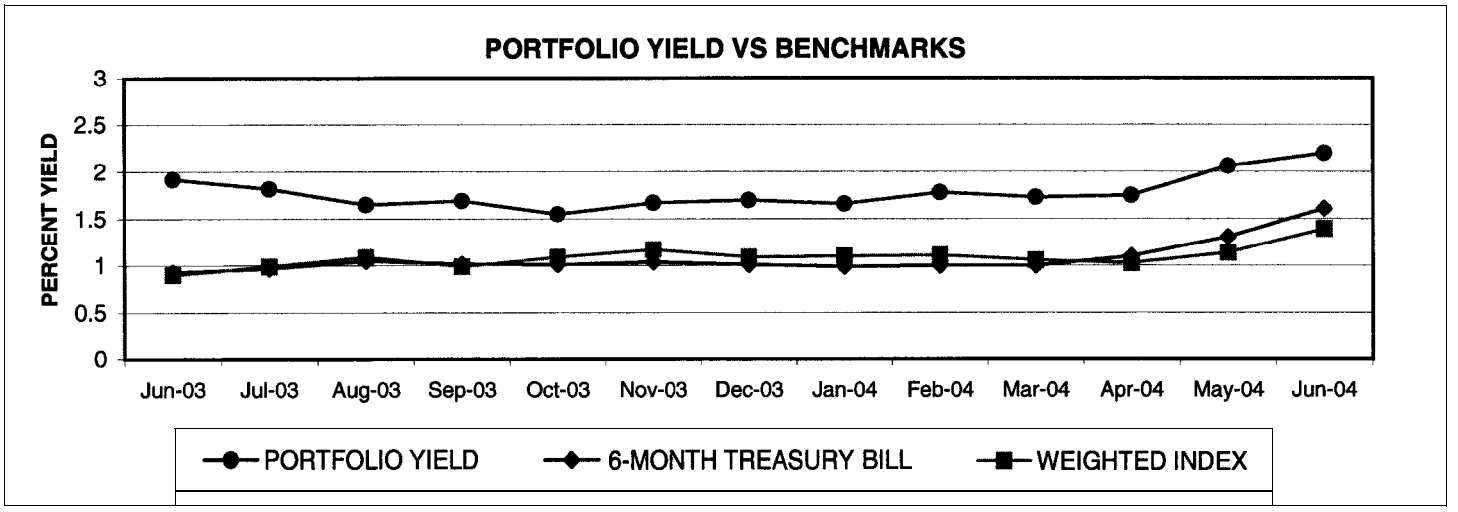
Distribution By Market Sector – Displays the amount of the portfolio invested in U. S. treasury securities, U. S. agency securities, commercial paper obligations and money market funds.

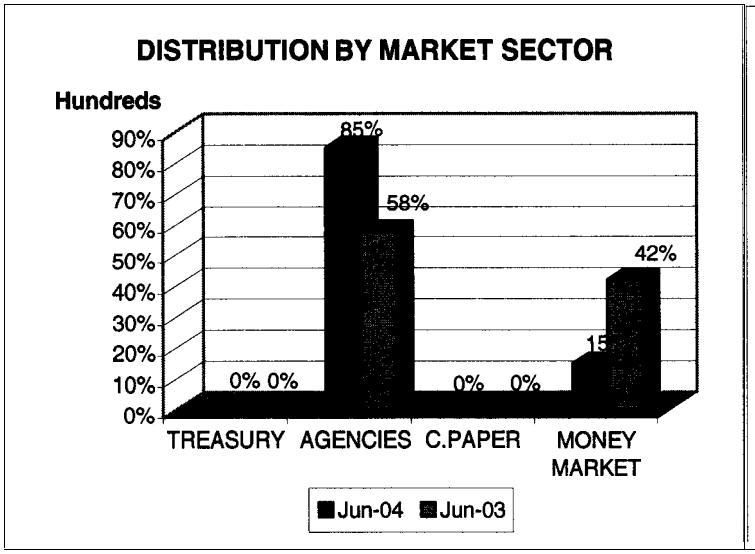
U. S. Agency Securities – Debt obligations of U. S. government agencies that have an implied guarantee of the U. S. government. This includes such organizations as Federal Home Loan Bank, Federal Home Loan Mortgage Corporation, Federal National Mortgage Association, Federal Farm Credit Board and Tennessee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

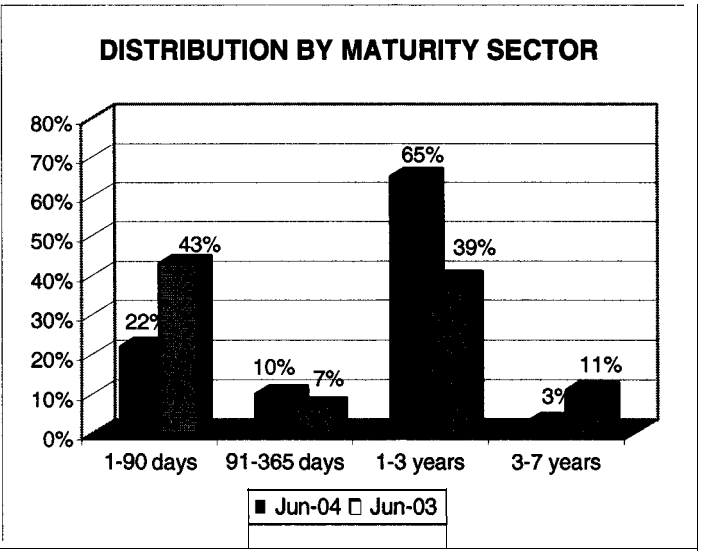
Commercial Paper – Short-term (less than 270 days) debt obligations of companies that are secured by either a bank line or an asset.

INVESTMENT PORTFOLIO
Executive Summary
June-04

SUMMARY REPORT	(in thousands)	Change From Prior Month
Market Value	$283,862	($10,353)
Book Value	$285,227	($9,999)
Net Unrealized Gain (Loss)	($1,365)	($2,376)
Accrued Interest	$1,220	$27
Average Maturity in Days*	557	19
Average Yield*	2.20%	0.14%
*Adjusted for callable securities		







Current Portfolio Report
Investment
Straight Line - Callable Life
Receipts in Period
06/30/04

Security Description	CUSIP	Ending Par Val/Shares	Coupon Rate	Maturity Date	Yield Matur	Call Date	Yield Call	Ending Amor Val/Cost	Ending Market Val	Other Rating	Purchase Date	Invest Number	Comments	Optional ID
FHLMC 6.25 07/15/04	3134A3YM2	3,000,000.00	6.250	07/15/04	1.1900	Open	1.1900	3,005,853.77	3,000,000.00	Agcy	09/12/03	03-0080		Operating
FHLB 1.00 07/16/04	31339YUU4	3,000,000.00	1.000	07/16/04	1.0000	Open	1.0000	3,000,000.00	2,999,400.00	Agcy	07/16/03	03-0061		Operating
FFCB Callable 1.14 07/29/04	31331Q6E2	3,000,000.00	1.140	07/29/04	1.1400	10/29/03	1.1100	3,000,000.00	2,999,400.00	Agcy	07/29/03	03-0066	NextCall-07/09/04	Operating
FHLMC 4.50 08/15/04	3134A4GW8	3,000,000.00	4.500	08/15/04	1.4270	Open	1.4270	3,011,109.44	3,007,050.00	Agcy	02/21/03	03-0020		Operating
FFCB 1.45 09/03/04	31331QUQ8	3,000,000.00	1.450	09/03/04	1.4500	Open	1.4500	3,000,000.00	3,000,300.00	Agcy	03/03/03	03-0023		Operating
FNMA 3.50 09/15/04	31359MKW2	2,000,000.00	3.500	09/15/04	1.7803	Open	1.7803	2,006,916.22	2,003,800.00	Agcy	12/27/02	02-0057		OPT/ INS
FNMA 3.50 09/15/04	31359MKW2	2,000,000.00	3.500	09/15/04	1.7805	Open	1.7805	2,006,926.50	2,003,800.00	Agcy	12/23/02	02-0058		Fin.Reserve
FHLB 1.125 10/01/04	3133X1JX6	3,000,000.00	1.125	10/01/04	1.1704	Open	1.1704	2,999,662.50	2,997,900.00	Agcy	10/01/03	03-0092		Operating
FHLB 1.50 12/07/04	3133X2DA0	5,000,000.00	1.500	12/07/04	1.5000	Open	1.5000	5,000,000.00	4,996,000.00	Agcy	11/12/03	03-0100		Operating
FHLB 5.785 02/09/05	3133M3GL3	1,000,000.00	5.785	02/09/05	5.5802	Open	5.5802	1,001,090.00	1,023,400.00	Agcy	01/17/01	01-0006		Fin. Reserve
SLMA 2.00 03/15/05	86387UBJ3	2,000,000.00	2.000	03/15/05	1.4615	Open	1.4615	2,007,461.91	2,000,400.00	Agcy	03/12/03	03-0030		Operating
FFCB 1.65 05/05/05	31331TKC4	2,000,000.00	1.650	05/05/05	1.6500	Open	1.6500	2,000,000.00	1,997,001.26	Agcy	11/05/03	03-0098		Operating
FNMA Callable 1.53 05/26/05	3136F3VY9	3,000,000.00	1.530	05/26/05	1.5300	11/26/04	1.5300	3,000,000.00	1,981,002.00	Agcy	05/27/03	03-0050		Operating
FNMA Callable 1.67 05/26/05	3136F3TX4	3,000,000.00	1.670	05/26/05	1.6700	11/26/04	1.6100	3,000,000.00	2,986,800.00	Agcy	05/27/03	03-0049		Operating
FFCB 1.25 06/09/05	31331TYB1	3,000,000.00	1.250	06/09/05	1.2500	Open	1.2500	3,000,000.00	2,973,900.00	Agcy	03/24/04	04-0022		Operating
FHLMC 4.25 06/15/05	3134A4PQ1	3,000,000.00	4.250	06/15/05	1.5500	Open	1.5500	3,076,053.47	3,048,300.00	Agcy	09/26/03	03-0083		Operating
FHLMC 4.25 06/15/05	3134A4PQ1	3,000,000.00	4.250	06/15/05	1.7000	Open	1.7000	3,071,824.65	3,048,300.00	Agcy	11/25/03	03-0104		Operating
FHLMC Callable 1.50 07/29/05	3128X1TX5	3,000,000.00	1.500	07/29/05	1.5637	07/29/04	1.5637	2,999,708.33	2,972,700.00	Agcy	07/29/03	03-0064		Operating
FHLB Callable 1.535 08/05/05	31339YUG5	1,000,000.00	1.535	08/05/05	1.5350	08/05/04	1.5350	1,000,000.00	999,500.00	Agcy	08/05/03	03-0070		Fin. Reserve
FHLB Callable 1.95 08/12/05	3133X1TV9	3,000,000.00	1.950	08/12/05	1.9500	05/12/04	1.9500	3,000,000.00	2,981,001.00	Agcy	11/12/03	03-0099	Call-5/12/04 only	Operating
FFCB Callable 2.10 08/25/05	31331TBK6	3,000,000.00	2.100	08/25/05	1.8183	08/25/04	1.2648	3,003,735.00	2,991,000.00	Agcy	02/25/04	04-0009		Operating
FHLB 5.59 09/09/05	3133M5NK2	1,000,000.00	5.590	09/09/05	5.6401	Open	5.6401	999,462.12	1,037,200.00	Agcy	01/18/01	01-0007		Fin. Reserve
FNMA 1.875 09/15/05	31359MTB9	2,000,000.00	1.875	09/15/05	1.8801	Open	1.8801	1,999,861.22	1,989,201.00	Agcy	10/17/03	03-0085		Operating
FHLB Callable 1.60 10/12/05	3133X5EH7	5,000,000.00	1.600	10/12/05	1.6000	07/12/04	1.6000	5,000,000.00	5,000,000.00	Agcy	04/12/04	04-0034		Operating
FHLMC Callable 2.30 11/17/05	3128X16Q5	4,000,000.00	2.300	11/17/05	2.2535	11/17/04	2.2076	4,001,371.43	3,986,400.00	Agcy	11/20/03	03-0105		Operating
FFCB 6.50 11/22/05	31331HA72	1,000,000.00	6.500	11/22/05	5.2502	Open	5.2502	1,015,267.12	1,053,700.00	Agcy	04/24/01	01-0039		Fin. Reserve
FHLMC Callable 2.50 11/25/05	3128X2AV7	1,000,000.00	2.500	11/25/05	2.2324	11/26/04	1.9723	1,002,094.44	998,300.00	Agcy	11/26/03	03-0106		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	2,999,400.00	Agcy	06/30/04	04-0056		Operating
FNMA Callable 2.20 12/02/05	3136F4WB6	3,000,000.00	2.200	12/02/05	2.2000	12/02/04	2.2000	3,000,000.00	2,984,100.00	Agcy	12/02/03	03-0109		Operating
FHLB Callable 1.64 12/30/05	3133X5FU7	3,000,000.00	1.640	12/30/05	1.6400	09/30/04	1.6400	3,000,000.00	3,000,000.00	Agcy	03/30/04	04-0031		Operating
FHLB Callable 1.75 01/12/06	3133X5J90	4,650,000.00	1.750	01/12/06	1.7500	07/12/04	1.7500	4,650,000.00	4,650,000.00	Agcy	04/12/04	04-0033		Operating
FHLMC Callable 2.01 01/27/06	3128X2PN9	4,400,000.00	2.010	01/27/06	2.4418	07/27/04	5.1486	4,390,058.10	4,349,840.00	Agcy	05/03/04	04-0039		Operating
FHLMC Callable 2.37 02/03/06	3128X2NC5	5,000,000.00	2.370	02/03/06	2.3700	08/03/04	2.3700	5,000,000.00	4,969,000.00	Agcy	02/03/04	04-0002		Operating
FNMA Step-up Callable 1.10 02/13/06	3136F44L5	1,000,000.00	1.700	02/13/06	2.0392	05/13/04	1.6991	1,000,000.00	990,101.00	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	1.700	02/13/06	2.4524	Open	2.4524	124,259.98	123,762.50	Agcy	05/04/04	04-0040	Call-5/13/04 only	Operating
FHLMC Callable 2.25 02/17/06	3128X2DQ6	2,000,000.00	2.250	02/17/06	2.2842	08/17/04	2.4285	1,999,524.79	1,984,400.00	Agcy	04/16/04	04-0035		Operating
FHLB Callable 2.11 02/24/06	3133X4AF8	2,000,000.00	2.110	02/24/06	2.1100	02/24/05	2.1100	2,000,000.00	1,979,000.00	Agcy	02/24/04	04-0003		Operating
FHLMC Callable 2.16 03/03/06	3128X2YW9	5,000,000.00	2.160	03/03/06	2.1600	03/03/05	2.1600	5,000,000.00	4,945,000.00	Agcy	03/03/04	04-0013		Operating
FHLB StepUp Callable 1.70 03/24/06	3133X4MF5	3,000,000.00	1.700	03/24/06	2.3424	09/24/04	1.1000	3,000,000.00	3,000,000.00	Agcy	03/24/04	04-0024		Fin.Reserve
FHLB Callable 2.17 03/27/06	3133X4MY4	2,000,000.00	2.170	03/27/06	2.1700	07/27/04	2.1100	2,000,000.00	2,000,000.00	Agcy	03/26/04	04-0021		Fin.Reserve
FHLB Callable 2.25 03/28/06	3133X4RZ6	5,000,000.00	2.250	03/28/06	2.2500	07/28/04	2.2500	5,000,000.00	5,000,000.00	Agcy	03/30/04	04-0030		Operating
FHLB Callable 2.00 03/30/06	31339XN59	2,000,000.00	2.000	03/30/06	2.0000	06/30/04	2.0000	2,000,000.00	1,971,600.00	Agcy	06/30/03	03-0059	NextCall-12/30/04	Operating

Current Portfolio Report
Investment
Straight Line - Callable Life
Receipts in Period
06/30/04

Security Description	CUSIP	Ending Par Val/Shares	Coupon Rate	Maturity Date	Yield Matur	Call Date	Yield Call	Ending Amor Val/Cost	Ending Market Val	Other Rating	Purchase Date	Invest Number	Comments	Optional ID
FHLMC Callable 1.95 04/26/06	3128X26J9	1,000,000.00	1.950	04/26/06	2.9005	04/26/05	2.9005	3,938,239.77	1,002,626.00	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	07/28/04	2.5000	5,000,000.00	5,000,000.00	Agcy	04/28/04	04-0038		Operating
FNMA Callable 2.50 05/10/06	3136F5SP7	1,000,000.00	2.500	05/10/06	2.5000	08/10/04	2.5000	1,000,000.00	1,969,600.00	Agcy	05/10/04	04-0041		Operating
FHLMC Callable 2.80 05/19/06	3128XJEM1	1,000,000.00	2.800	05/19/06	2.8000	08/19/04	2.8000	1,000,000.00	1,000,000.00	Agcy	05/19/04	04-0052		Operating
FNMA Callable 4.00 05/24/06	3136F5B83	2,000,000.00	4.000	05/24/06	3.1938	02/24/05	1.9118	2,026,751.85	2,032,000.00	Agcy	05/24/04	04-0049		Operating
FHLMC Callable 2.00 05/30/06	3128X1FP7	1,000,000.00	2.000	05/30/06	2.1254	05/27/05	2.2225	998,014.10	980,900.00	Agcy	02/19/04	04-0006		Operating
FHLMC Callable 2.28 06/02/06	3128X1FC6	1,000,000.00	2.280	06/02/06	2.2323	12/02/04	1.7518	1,000,000.00	986,100.00	Agcy	03/22/04	04-0020		Operating
FNMA Callable 2.15 06/02/06	3136F3TZ9	1,000,000.00	2.150	06/02/06	2.1259	06/02/04	1.8196	1,000,000.00	984,700.00	Agcy	03/22/04	04-0019	Call-06/02/04 Only	Operating
FHLB Callable 2.50 06/08/06	3133X45W7	5,000,000.00	2.500	06/08/06	2.5000	09/08/04	2.5000	5,000,000.00	4,954,500.00	Agcy	03/08/04	04-0014		Operating
FHLMC Callable 2.125 06/12/06	3128X1HW0	3,000,000.00	2.125	06/12/06	2.1250	12/12/04	2.1250	3,000,000.00	2,946,900.00	Agcy	06/12/03	03-0058		Insurance
FNMA Callable 2.125 06/15/06	3136F5FF3	4,435,000.00	2.125	06/15/06	2.0114	03/15/05	1.8715	4,442,822.85	4,361,822.50	Agcy	03/15/04	04-0016		Operating
FHLMC Callable 2.91 06/16/06	3128X2FP5	2,000,000.00	2.910	06/16/06	2.9100	06/16/04	2.9100	2,000,000.00	1,993,800.00	Agcy	12/16/03	03-0110	Call-06/16/04 Only	Fin.Reserve
FFCB Callable 2.56 07/28/06	31331TPW5	3,000,000.00	2.560	07/28/06	2.5600	01/28/05	2.5600	3,000,000.00	2,968,800.00	Agcy	01/28/04	04-0001		Operating
FHLB Callable 2.50 08/25/06	3133X4BV2	4,100,000.00	2.500	08/25/06	2.5000	08/25/04	2.5000	4,100,000.00	4,047,520.00	Agcy	02/25/04	04-0008		Operating
FHLB Callable 2.76 09/11/06	3133X4BJ9	3,000,000.00	2.760	09/11/06	2.7600	09/11/04	1.7600	3,000,000.00	2,916,600.00	Agcy	03/11/04	04-0017		Operating
FHLB Callable 2.31 09/29/06	3133X55F1	2,825,000.00	2.310	09/29/06	2.3100	09/29/04	2.3100	2,825,000.00	2,825,000.00	Agcy	03/29/04	04-0028		Operating
FNMA Callable 2.45 09/29/06	3136F5HT1	1,000,000.00	2.450	09/29/06	2.4500	06/29/04	2.4500	1,000,000.00	1,000,000.00	Agcy	03/29/04	04-0026	NextCall-07/12/04	Operating
FHLMC Callable 2.30 10/19/06	3128X26K6	5,000,000.00	2.300	10/19/06	2.3000	10/19/04	2.3000	5,000,000.00	4,895,500.00	Agcy	04/19/04	04-0036		Operating
FHLMC Callable 3.00 11/17/06	3128X2AH8	1,000,000.00	3.000	11/17/06	2.6035	11/17/04	1.3999	1,006,017.70	999,000.00	Agcy	03/31/04	04-0032		Operating
FHLMC Step up Callable 2.00 11/17/06	3128X15N3	1,000,000.00	2.000	11/17/06	3.6774	11/17/04	2.4134	998,454.55	1,002,100.00	Agcy	05/21/04	04-0045		Operating
FFCB Callable 3.02 11/24/06	31331TJ69	2,000,000.00	3.020	11/24/06	3.0200	11/24/04	3.0200	1,000,000.00	1,990,400.00	Agcy	05/24/04	04-0048		Operating
FFCB Callable 2.60 11/27/06	31331TUN9	5,000,000.00	2.600	11/27/06	2.6000	05/27/04	2.6000	5,000,000.00	4,926,500.00	Agcy	02/27/04	04-0011	NextCall-07/09/04	Operating
FFCB Callable 3.10 11/29/06	31331TK42	2,000,000.00	3.100	11/29/06	3.1000	11/29/04	3.1000	2,000,000.00	1,993,800.00	Agcy	05/28/04	04-0051		Operating
FFCB Callable 2.54 12/29/06	31331TVS7	3,000,000.00	2.540	12/29/06	2.4084	09/29/04	1.8336	3,005,133.33	2,947,200.00	Agcy	03/29/04	04-0025		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	4,966,500.00	Agcy	02/20/04	04-0007	NextCall-07/12/04	Operating
FHLMC Callable 2.85 01/05/07	3128X2KN4	5,000,000.00	2.850	01/05/07	2.6978	01/05/05	2.3599	5,012,276.53	4,939,500.00	Agcy	02/24/04	04-0004		Operating
FNMA Callable 2.80 01/12/07	3136F5RM5	2,000,000.00	2.800	01/12/07	3.3900	07/12/04	3.3900	2,242,401.75	2,052,000.00	Agcy	05/24/04	04-0047		Operating
FHLMC Callable 2.75 02/09/07	3128X2RP2	2,000,000.00	2.750	02/09/07	2.6276	08/09/04	1.8076	5,004,904.65	4,920,000.00	Agcy	03/30/04	04-0029		Operating
FFCB Callable 3.25 02/26/07	31331TK75	1,600,000.00	3.250	02/26/07	3.5400	11/26/04	4.8054	1,590,333.33	1,595,840.00	Agcy	05/26/04	04-0050		Operating
FFCB Callable 2.35 03/26/07	31331Q2V8	2,000,000.00	2.350	03/26/07	2.3841	03/16/04	8.2697	2,000,000.00	1,945,400.00	Agcy	03/10/04	04-0015	NextCall-07/09/04	Operating
FHLB Callable 2.75 04/27/07	3133X5VF2	5,000,000.00	2.750	04/27/07	2.7746	07/27/04	3.0339	5,000,000.00	5,000,000.00	Agcy	04/27/04	04-0037		Operating
FNMA Callable 3.75 05/17/07	31359MVC4	4,000,000.00	3.750	05/17/07	3.7607	05/17/05	3.7809	3,998,946.67	4,004,800.00	Agcy	05/17/04	04-0043		Operating
FHLMC Step Up Callable 2.00 05/21/07	3128X1FA0	3,000,000.00	2.000	05/21/07	3.0000	05/21/04	3.0000	3,000,000.00	2,906,550.00	Agcy	07/09/03	03-0060	Call-5/21/04 only	Insurance
FHLB Callable 3.54 05/21/07	3133X6VB9	5,000,000.00	3.540	05/21/07	3.5400	07/21/04	3.5400	5,000,000.00	5,000,000.00	Agcy	05/21/04	04-0046		Operating
FHLB Callable 3.00 06/05/07	3133MTVA2	1,000,000.00	3.000	06/05/07	3.0000	09/05/04	3.0000	1,000,000.00	3,944,800.00	Agcy	06/05/03	03-0056		Fin.Reserve
FNMA Callable 5.00 06/29/07	3136F5S77	5,000,000.00	5.000	06/29/07	4.2311	06/29/05	2.8097	5,106,654.17	5,134,500.00	Agcy	06/29/04	04-0055		Operating
FHLB Callable 3.46 08/27/07	3133X3TV5	1,600,000.00	3.460	08/27/07	3.4600	08/27/04	3.4600	1,600,000.00	1,593,760.00	Agcy	02/27/04	04-0010		Insurance
FHLB Callable 3.35 12/18/07	3133X4FQ9	3,000,000.00	3.350	12/18/07	3.3500	09/18/04	3.3500	3,000,000.00	2,962,500.00	Agcy	03/18/04	04-0018		Insurance
FHLB Callable 3.175 12/24/07	3133X4RT0	2,000,000.00	3.175	12/24/07	3.1750	09/24/04	3.1750	2,000,000.00	1,965,000.00	Agcy	03/24/04	04-0023		Insurance
FHLB Callable 3.05 12/28/07	3133X5DU9	1,000,000.00	3.050	12/28/07	3.0500	09/28/04	3.0500	1,000,000.00	1,000,000.00	Agcy	03/29/04	04-0027		Insurance
FNMA Callable 3.91 08/14/08	3136F34U7	1,000,000.00	3.910	08/14/08	3.9100	08/14/04	3.9100	1,000,000.00	996,100.00	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	08/18/04	4.0200	1,500,000.00	1,499,250.00	Agcy	08/18/03	03-0073		Fin. Reserve

Current Portfolio Report
Investment
Straight Line - Callable Life
Receipts in Period
06/30/04

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
Bank One MMF - I800	Debt Service	7,167,259.80	1.030	Open	1.0300	Open	1.0300	7,167,259.80	7,167,259.80		09/30/01	AR-0002	Debt Service	Debt Service
Chase Vista SEAF -1700	DART-SEAF	9,373,455.92	1.030	Open	1.0300	Open	1.0300	9,373,455.92	9,373,455.92		03/31/01	AR-0003	DART-SEAF	DART-SEAF
Provident Fin. Op Fund-1000	Operating	9,532,293.55	1.200	Open	1.2000	Open	1.2000	9,532,293.55	9,532,293.55		10/31/01	AR-0001	Operating	Operating
Provident Fin Res. Fund-2000	Fin. Reserve	153,989.14	1.200	Open	1.2000	Open	1.2000	153,989.14	153,989.14		09/30/01	AR-0006	Fin. Reserve	Fin. Reserve
AIM/LAP Opt. Fund- I900	Operating	17,232,918.28	1.200	Open	1.2000	Open	1.2000	17,232,918.28	17,232,918.28		04/16/03	AR-0008	Operating	Operating
Investment Total		**284,944,916.69**	**2.376**		2.2069		**2.1961**	**285,228,120.93**	**283,862,761.69**					

Notice of Security Transactions

Investment

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

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
06/11/04	06/14/04	MAT	0527M0FE2	Autobahn Funding 0.00 06/14/04	18,000,000.00	06/14/04	3	1.0444	Open	1.0444	17,998,455.00	035999	Bank of America	04-0053-01
												Total	Bank of America	04-0053-01
06/11/04	06/16/04	MAT	0527M0FG7	Autobahn Funding 0.00 06/16/04	1,000,000.00	06/16/04	5	1.0546	Open	1.0546	999,566.67	035999	Bank of America	04-0054-01
												Total	Bank of America	04-0054-01
09/29/03	04/09/04	CAL	31331TFN6	FFCB Callable 1.24 09/29/04	1,000,000.00	09/29/04	181	1.2400	12/29/03	1.2400	1,000,000.00	035999	Banc One	03-0084-01
												Total	Banc One	03-0084-01
10/07/03	04/07/04	CAL	31331TFW6	FFCB Callable 1.47 04/07/05	3,000,000.00	04/07/05	371	1.4700	04/07/04	1.4700	1,000,000.00	035999	Citigroup Global Markets	03-0091-01
												Total	Citigroup Global Markets	03-0091-01
07/28/03	05/14/04	MAT	3133MNPS4	FHLB 3.375 05/14/04	1,000,000.00	05/14/04	43	1.0523	Open	1.0523	3,054,951.63	035999	PainWebber/ UBS	03-0065-01
												Total	PainWebber/ UBS	03-0065-01
09/12/03	05/15/04	MAT	3134A4EX8	FHLMC 5.00 05/15/04	2,000,000.00	05/15/04	44	1.1100	Open	1.1100	2,051,318.72	035999	PainWebber/ UBS	03-0079-01
												Total	PainWebber/ UBS	03-0079-01
10/15/03	04/15/04	CAL	3128X12T3	FHLMC Callable 1.375 11/09/04	2,000,000.00	11/09/04	222	1.3750	04/15/04	1.3750	2,000,000.00	035999	Banc One	03-0087-01
												Total	Banc One	03-0087-01
10/09/03	04/09/04	CAL	3128X1Y43	FHLMC Callable 1.35 11/03/04	6,000,000.00	11/03/04	216	1.3500	04/09/04	1.3500	1,000,000.00	035999	Bank of America	03-0088-01
												Total	Bank of America	03-0088-01
10/08/03	04/08/04	CAL	3128X1W78	FHLMC Callable 1.30 11/02/04	6,000,000.00	11/02/04	215	1.3000	04/08/04	1.3000	4,000,000.00	035999	PainWebber/ UBS	03-0090-01
												Total	PainWebber/ UBS	03-0090-01
05/13/03	05/05/04	CAL	31359MRP0	FNMA Callable 2.59 05/05/06	3,000,000.00	05/05/06	764	2.3423	05/04/04	1.8537	3,021,240.00	035999	Citigroup Global Markets	03-0043-01
												Total	Citigroup Global Markets	03-0043-01
08/04/03	05/04/04	CAL	3136F36B7	FNMA Callable 1.25 08/27/04	3,000,000.00	08/27/04	148	1.2500	05/04/04	1.2500	1,000,000.00	035999	Banc One	03-0069-01
												Total	Banc One	03-0069-01
08/12/03	04/02/04	CAL	3136F3K62	FNMA Callable 1.04 07/26/04	800,000.00	07/26/04	116	1.2998	04/02/04	1.2998	798,210.00	035999	Banc One	03-0071-01
												Total	Banc One	03-0071-01
Investment Total					**48,800,000.00**		**215**	**1.3806**		**1.2861**	**48,923,564.02**			

Notice of Security Transactions
Investment
Straight Line - Actual Life
Receipts in Period
04/01/04 - 06/30/04

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
06/11/04	Open	BUY	0527M0FB2	Autobahn Funding 0.00 06/14/04	18,000,000.00	06/14/04	3	1.0444	Open	1.0444	17,998,455.00	666510	Bank of America	04-0053
												Total	Bank of America	04-0053
06/11/04	Open	BUY	0527M0FG7	Autobahn Funding 0.00 06/16/04	3,000,000.00	06/16/04	5	1.0546	Open	1.0546	2,999,566.67	035999	Bank of America	04-0054
												Total	Bank of America	04-0054
05/24/04	Open	BUY	31331TJ69	FFCB Callable 3.02 11/24/06	2,000,000.00	11/24/06	916	3.0200	11/24/04	3.0200	2,000,000.00	035999	Banc One	04-0048
												Total	Banc One	04-0048
05/26/04	Open	BUY	31331TK75	FFCB Callable 3.25 02/26/07	1,600,000.00	02/26/07	1001	3.5400	11/26/04	4.8054	1,588,000.00	666510	Banc One	04-0050
												Total	Banc One	04-0050
05/28/04	Open	BUY	31331TK42	FFCB Callable 3.10 11/29/06	2,000,000.00	11/29/06	915	3.1000	11/29/04	3.1000	2,000,000.00	666510	Banc One	04-0051
												Total	Banc One	04-0051
06/30/04	Open	BUY	31331T2H3	FFCB 2.56 11/30/05	3,000,000.00	11/30/05	815	2.5600	Open	2.5600	3,000,000.00	035999	PainWebber/ UBS	04-0056
												Total	PainWebber/ UBS	04-0056
04/12/04	Open	BUY	3133X5J90	FHLB Callable 1.75 01/12/06	1,650,000.00	01/12/06	640	1.0051	07/12/04	1.0051	1,650,000.00	666510	Banc One	04-0033
												Total	Banc One	04-0033
04/12/04	Open	BUY	3133X5EH7	FHLB Callable 1.60 10/12/05	5,000,000.00	10/12/05	548	1.6000	07/12/04	1.6000	5,000,000.00	035999	Banc One	04-0034
												Total	Banc One	04-0034
04/27/04	Open	BUY	3133X5VF2	FHLB Callable 2.75 04/27/07	5,000,000.00	04/27/07	1095	2.7746	05/27/04	3.0339	1,996,168.95	035999	PainWebber/ UBS	04-0037
												Total	PainWebber/ UBS	04-0037
05/21/04	Open	BUY	3133X6VB9	FHLB Callable 3.54 05/21/07	5,000,000.00	05/21/07 •	1095	3.5400	06/21/04	3.5400	5,000,000.00	035999	PainWebber/ UBS	04-0046
												Total	PainWebber/ UBS	04-0046
04/16/04	Open	BUY	3128X2UQ6	FHLMC Callable 2.25 02/17/06	2,000,000.00	02/17/06	672	2.2842	08/17/04	2.4285	1,998,150.00	035999	Banc One	04-0035
												Total	Banc One	04-0035
04/19/04	Open	ARM	3128X26K6	FHLMC Callable 2.00 10/19/06	5,000,000.00	10/19/06	913	2.3000	10/19/04	2.3000	5,000,000.00	035999	Bank of America	04-0036
												Total	Bank of America	04-0036
05/03/04	Open	BUY	3128X2PN9	FHLMC Callable 2.01 01/27/06	4,400,000.00	01/27/06	634	2.4418	07/27/04	5.1486	4,367,880.00	035999	Banc One	04-0039
												Total	Banc One	04-0039
05/14/04	Open	BUY	3128X26J9	FHLMC Callable 1.95 04/26/06	1,000,000.00	04/26/06	712	2.9005	04/26/05	2.9005	3,928,400.00	035999	Banc One	04-0042
												Total	Banc One	04-0042
05/21/04	Open	BUY	3128X15N3	FHLMC Step up Callable 2.00 11/17/06	1,000,000.00	11/17/06	916	3.6774	11/17/04	2.4134	998,000.00	035999	PainWebber/ UBS	04-0045
												Total	PainWebber/ UBS	04-0045
05/19/04	Open	BUY	3128X3EM1	FHLMC Callable 2.80 05/19/06	3,000,000.00	05/19/06	730	2.8000	08/19/04	2.8000	3,000,000.00	035999	PainWebber/ UBS	2500-90
												Total	PainWebber/ UBS	04-0052
04/28/04	Open	BUY	3136F5TT8	FNMA Callable 2.50 04/28/06	5,000,000.00	04/28/06	730	2.5000	07/28/04	2.5000	5,000,000.00	035999	PainWebber/ UBS	04-0038
												Total	PainWebber/ UBS	04-0038
05/10/04	Open	BUY	3136F5SP7	FNMA Callable 2.50 05/10/06	4,000,000.00	05/10/06	730	2.5000	08/10/04	2.5000	4,000,000.00	035999	Banc One	04-0041
												Total	Banc One	04-0041
05/17/04	Open	BUY	31359MVC4	FNMA Callable 3.75 05/17/07	4,000,000.00	05/17/07	1095	3.7607	05/17/05	3.7809	1,998,800.00	666510	Bank of America	04-0043
												Total	Bank of America	04-0043
05/24/04	Open	BUY	3136F5RM5	FNMA Callable 2.80 01/12/07	2,052,000.00	01/12/07	963	3.3900	07/12/04	3.3900	2,216,844.00	035999	PainWebber/ UBS	04-0047
												Total	PainWebber/ UBS	04-0047
05/24/04	Open	BUY	3136F5B83	FNMA Callable 4.00 05/24/06	2,000,000.00	05/24/06	730	3.1938	02/24/05	4.1916	2,031,000.00	035999	PainWebber/ UBS	04-0049
												Total	PainWebber/ UBS	04-0049

Notice of Security Transactions
Investment
Straight Line - Actual Life
Receipts in Period
04/01/04 - 06/30/04

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
06/29/04	Open	BUY	3136F5S77	FNMA Callable 5.00 06/29/07	5,000,000.00	06/29/07	1095	4.2311	06/29/05	2.8097	5,107,250.00	035999	Banc One	04-0055
												Total	Banc One	04-0055
05/04/04	Open	BUY	3136F44L5	FNMA Step-up Callable 1.70 02/13/06	125,000.00	02/13/06	650	2.4524	Open	2.4524	124,187.50	035999	Banc One	04-0040
												Total	Banc One	04-0040
Investment Total					**91,025,000.00**		**786**	**2.5300**		**2.7290**	**91,003,602.12**			

PORTFOLIO ANALYSIS BY FUND
As of June, 2004
(in Thousands)

	General Operating	Financial Reserve	Insurance Fund	DART SEAF	Debt Service Funds	TOTAL
Par Value	$232,325	$22,479	$13,600	$9,373	$7,167	$284,944
Market Value	$231,372	$22,523	$13,427	$9,373	$7,167	$283,862
Unrealized Gain (Loss)	($1,213)	$21	($173)	$0	$0	($1,365)
Book Value	$232,585	$22,502	$13,600	$9,373	$7,167	$285,227
Accrued Interest	$970	$164	$86	$0	$0	$1,220
Total Book Value	$233,555	$22,666	$13,686	$9,373	$7,167	$286,447
Cash Balance	$325	$0	$0	$0	$0	$325
TOTAL FUND VALUE	$233,880	$22,666	$13,686	$9,373	$7,167	$286,772
Liquid Securities (Mkt. value)	$35,764					
Yield to Maturity (Adj for calls	2.16%	2.91%	2.97%	1.03%	1.03%	2.20%
Average Final Maturity	18.0 Months	24.4 Months	35.7 Months	1 Day	1 Days	557 Days
KEY COMPLIANCE TARGETS						
Minimum Requirement (2)		$19,000	$15,075			
Maximum Average Maturity	18 Months	30 Months	48 Months	90 Days	3 Years	N/A
Is Fund in Compliance	Yes	Yes	No (4)	Yes	Yes	N/A
INVESTMENT COMPARISON						
6-Month T-Bill (3)	1.61%	1.61%	1.61%	1.61%	1.61%	1.61%

(1) Maturity adjusted for callable securities currently priced to call date.
(2) Insurance = GL liability for June 2004 plus Officers & Directors Liability
(3) June 2004 average yield
(4) The insurance liabilities exceed the value of the fund. This will be monitored and the fund increased if necessary.

Dallas Area Rapid Transit
Change in Market Value

Period Ended June 30, 2004

Fund	Security Type	Coupon	Maturity	Call Date	Par Amount (000)	March 2004 Market Value	June 2004 Market Value	Change from Prior Quarter
Operating	FHLMC	6.250%	07/15/04	NA	$3,000	$3,044,730.00	$3,000,000.00	($44,730.00)
Operating	FHLB	1.000%	07/16/04	NA	$3,000	$2,999,400.00	$2,999,400.00	$0.00
Operating	FFC Callable	1.140%	07/29/04	07/16/04	$3,000	$3,000,000.00	$2,999,400.00	($600.00)
Operating	FHLMC	4.500%	08/15/04	NA	$3,000	$3,038,160.00	$3,007,050.00	($31,110.00)
Operating	FFC	1.450%	09/03/04	NA	$3,000	$3,004,500.00	$3,000,300.00	($4,200.00)
Insurance	FNMA	3.500%	09/15/04	NA	$2,000	$2,011,820.00	$2,003,800.00	($18,000.00)
Fncl Res	FNMA	3.500%	09/15/04	NA	$2,000	$2,021,800.00	$2,003,800.00	($18,000.00)
Operating	FHLB	1.125%	10/01/04	NA	$3,000	$3,000,300.00	$2,997,900.00	($2,400.00)
Operating	FHLB	1.500%	12/07/04	NA	$5,000	$5,010,250.00	$4,996,000.00	($14,250.00)
Fncl Res	FHLB	5.785%	02/09/05	NA	$1,000	$1,039,000.00	$1,023,400.00	($15,600.00)
Operating	SLMA	2.000%	03/15/05	NA	$2,000	$2,018,820.00	$2,000,400.00	($14,600.00)
Operating	FFC	1.650%	05/05/05	NA	$2,000	$2,008,000.00	$1,992,400.00	($15,600.00)
Operating	FNMA Callable	1.530%	05/26/05	11/26/04	$3,000	$3,002,250.00	$2,983,200.00	($18,900.00)
Operating	FNMA Callable	1.670%	05/26/05	11/26/04	$3,000	$3,002,700.00	$2,986,800.00	($15,900.00)
Operating	FFC	1.250%	06/09/05	NA	$3,000	$2,997,000.00	$2,973,900.00	($23,100.00)
Operating	FHLMC	4.250%	06/15/05	NA	$3,000	$3,103,680.00	$3,048,300.00	($55,380.00)
Operating	FHLMC	4.250%	06/15/05	NA	$3,000	$3,103,680.00	$3,048,300.00	($55,380.00)
Operating	FHLMC Callable	1.500%	07/29/05	07/29/04	$3,000	$3,001,800.00	$2,972,700.00	($29,100.00)
Fncl Res	FHLB Callable	1.535%	08/05/05	08/05/04	$1,000	$1,000,400.00	$991,500.00	($8,900.00)
Operating	FHLB Callable	1.950%	08/12/05	NA	$3,000	$3,009,300.00	$2,987,100.00	($22,200.00)
Operating	FFC Callable	2.100%	08/25/05	08/25/04	$3,000	$3,012,000.00	$2,991,000.00	($21,000.00)
Fncl Res	FHLB Note	5.590%	09/09/05	NA	$1,000	$1,058,400.00	$1,037,200.00	($21,200.00)
Operating	FNMA	1.875%	09/15/05	NA	$2,000	$2,010,720.00	$1,989,200.00	($21,520.00)
Operating	FHLMC Callable	2.300%	11/17/05	11/17/04	$4,000	$4,028,800.00	$3,986,400.00	($42,400.00)
Fncl Res	FFCB Note	6.500%	11/22/05	NA	$1,000	$1,079,300.00	$1,053,700.00	($25,600.00)
Operating	FHLMC Callable	2.500%	11/25/05	11/26/04	$1,000	$1,008,800.00	$998,300.00	($10,500.00)
Operating	FNMA Callable	2.200%	12/02/05	12/02/04	$3,000	$3,021,000.00	$2,984,100.00	($36,900.00)
Operating	FHLB Note	1.640%	12/30/05	09/30/04	$3,000	$3,000,000.00	$3,000,000.00	$0.00
Operating	FNMA Callable	2.370%	02/03/06	08/03/04	$5,000	$5,006,000.00	$4,969,000.00	($37,000.00)
Operating	FNMA Callable	1.700%	02/13/06	NA	$1,000	$1,002,200.00	$990,100.00	($12,100.00)
Operating	FHLB Callable	2.110%	02/24/06	02/24/05	$2,000	$2,013,000.00	$1,979,000.00	($34,000.00)
Operating	FHLMC Callable	2.160%	03/03/06	03/03/05	$5,000	$5,033,500.00	$4,945,000.00	($88,500.00)
Fncl Res	FHLB Callable	1.700%	03/24/06	06/24/06	$3,000	$3,000,000.00	$3,000,000.00	$0.00
Fncl Res	FHLB Callable	2.170%	03/27/06	07/27/04	$2,000	$2,000,000.00	$2,000,000.00	$0.00
Operating	FHLB Callable	2.250%	03/28/06	07/28/04	$5,000	$5,000,000.00	$5,000,000.00	$0.00
Operating	FHLB Callable	2.000%	03/30/06	12/30/04	$2,000	$2,004,400.00	$1,971,600.00	($32,800.00)
Operating	FHLMC Callable	2.000%	05/30/06	05/27/05	$1,000	$1,002,500.00	$980,900.00	($21,600.00)
Operating	FHLMC Callable	2.280%	06/02/06	12/02/04	$1,000	$1,001,200.00	$987,100.00	($15,000.00)
Operating	FNMA Callable	2.150%	06/02/06	NA	$1,000	$1,001,800.00	$984,700.00	($17,100.00)
Operating	FHLB Callable	2.500%	06/08/06	09/08/04	$5,000	$5,013,500.00	$4,954,500.00	($59,000.00)
Insurance	FHLMC Callable	2.125%	06/12/06	12/12/04	$3,000	$3,005,100.00	$2,946,900.00	($58,200.00)
Operating	FNMA Callable	2.125%	06/15/06	03/15/05	$4,435	$4,455,401.00	$4,361,822.50	($93,578.50)
Fncl Res	FHLMC Callable	2.910%	06/16/06	NA	$2,000	$2,007,800.00	$1,993,800.00	($14,000.00)
Operating	FFC Callable	2.560%	07/28/06	01/28/05	$3,000	$3,032,400.00	$2,968,800.00	($63,600.00)
Operating	FHLB Callable	2.500%	08/25/06	08/25/04	$4,100	$4,122,960.00	$4,047,520.00	($75,440.00)
Operating	FHLB Callable	2.760%	09/11/06	09/11/04	$3,000	$3,009,900.00	$2,976,600.00	($33,300.00)
Operating	FHLB Callable	2.310%	09/29/06	07/29/04	$2,825	$2,825,000.00	$2,825,000.00	$0.00
Operating	FNMA Callable	2.450%	09/29/06	09/29/04	$1,000	$1,000,000.00	$1,000,000.00	$0.00
Operating	FHLMC Callable	3.000%	11/17/06	11/17/04	$1,000	$1,001,600.00	$995,000.00	($6,600.00)
Operating	FFC Callable	2.600%	11/27/06	07/27/04	$5,000	$5,012,000.00	$4,926,500.00	($85,500.00)
Operating	FFC Callable	2.540%	12/29/06	09/29/04	$3,000	$3,019,200.00	$2,947,200.00	($72,000.00)
Operating	FNMA Callable	3.000%	12/29/06	07/29/04	$5,000	$5,023,500.00	$4,966,500.00	($57,000.00)
Operating	FHLMC Callable	2.850%	01/05/07	01/05/05	$5,000	$5,058,000.00	$4,939,500.00	($118,500.00)
Operating	FHLMC Callable	2.750%	02/09/07	08/09/04	$5,000	$5,029,000.00	$4,920,000.00	($109,000.00)
Operating	FFC Callable	2.350%	03/26/07	07/16/04	$2,000	$1,999,000.00	$1,945,400.00	($53,600.00)
Insurance	FHLMC Callable	2.000%	05/21/07	07/21/04	$3,000	$3,003,900.00	$2,955,900.00	($48,000.00)
Fncl Res	FHLB Callable	3.000%	06/05/07	09/05/04	$4,000	$4,013,600.00	$3,944,800.00	($68,800.00)
Insurance	FHLB Callable	3.460%	08/27/07	08/27/04	$1,600	$1,605,920.00	$1,593,760.00	($12,160.00)
Insurance	FHLB Callable	3.350%	12/18/07	09/18/04	$3,000	$3,014,700.00	$2,965,200.00	($49,500.00)
Insurance	FHLB Callable	3.175%	12/24/07	09/24/07	$2,000	$2,019,400.00	$1,965,000.00	($54,400.00)
Insurance	FHLB Callable	3.050%	12/28/07	09/28/04	$1,000	$1,000,000.00	$1,000,000.00	$0.00
Fncl Res	FNMA Callable	3.910%	08/14/08	08/14/04	$1,000	$1,003,400.00	$996,700.00	($6,700.00)
Fncl Res	FNMA Callable	4.020%	08/18/08	08/18/04	$1,500	$1,516,650.00	$1,499,250.00	($17,400.00)
Sub-total for Securities held as of 3/31/03						$172,501,801,005	170,498,602.50	(2,003,198.50)
% Change as result of market movement								(0.01)
Holdings at 3/31/03 maturing during Q3, FY04						$5,017,780.00		(5,017,780.00)
Holdings a 3/31/04 called during Q3, FY04						$22,805,700.00		(22,805,700.00)
Value of Money Market MutualFunds						$81,431,545.24	$43,459,916.69	(37,971,628.55)
Holdings at 6/30/04 purchased during Q3 FY04							$69,904,242.50	69,904,242.50
TOTAL PORTFOLIO VALUE						$281,756,826.24	$283,862,761.69	2,105,935.45

<HELP> for explanation. P164 Govt **C15**

HISTORICAL YIELD CURVE

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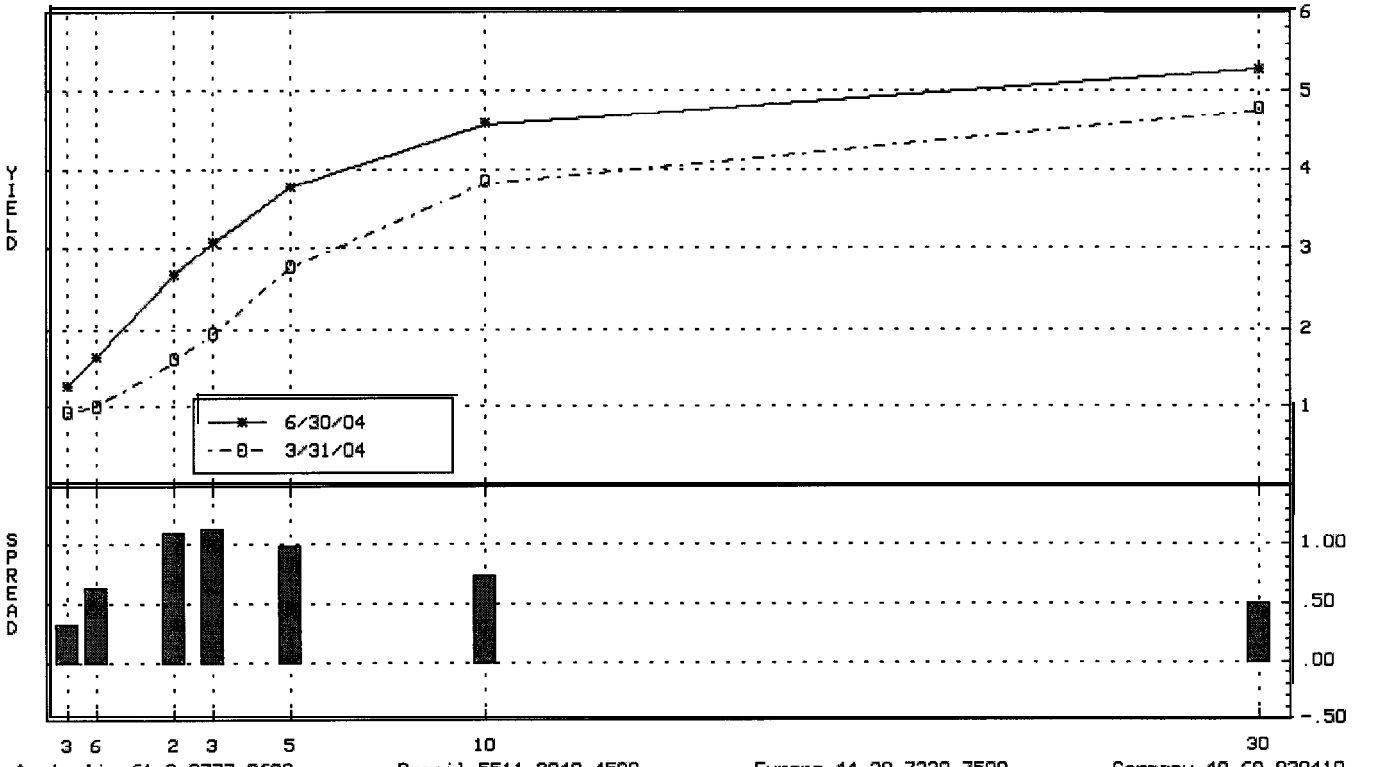
DATE RANGE 3/31/04 6/30/04 MTY RANGE 3M 30Y



Bloomberg

	Market Value 31-Mar-04	Income	Benefit Payments	Transfers	Realized Gain/ (loss)	Unrealized Gain/ (loss)	Employer Contributions	Employee Contributions	Other	Market Value 30-Jun-04
Equity Managers										
Large Cap:										
Washington Mutual	23,272,157	107,927	0	0	0	208,005	0	0	0	**$23,588,089**
Aeltus	10,837,721	8,914	0	0	183,480	(115,289)	0	0	0	**$10,914,826**
SSGA Wilshire 5000	13,966,786	0	0	0	0	192,178	0	0	(1)	**$14,158,963**
Small Cap:										
Atlantic Capital	7,483,080	(13,818)	0	0	144,097	(305,046)	0	0	1	**$7,308,314**
Earnest Partners	10,197,904	(9,757)	0	0	525,825	(410,805)	0	0	0	**$10,303,167**
International:										
Morgan Stanley	12,235,776	(30,646)	0	200,000	14,704	64,682	0	0	1	**$12,484,517**
Fixed Income Managers										
PIMCO	19,627,070	157,756	0	1,600,000	0	(457,665)	0	0	1	**$20,942,162**
Deutsche	19,247,415	(18,068)	0	2,300,000	0	(497,489)	0	0	0	**$21,031,858**
Real Estate										
L&B Counsel	848,000	0	0	0	0	14,791	0	0	0	**$862,791**
Schroder	3,825	0	0	0	0	27	0	0	0	**$3,852**
Cash	1,388,387	(9,484)	(2,086,564)	(4,096,443)	0	0	4,852,397	687	0	**$48,980**
Total	**$119,123,121**	**192,824**	**(2,086,564)**	**3,557**	868,106	**(1,306,611)**	**4,852,397**	687	2	**$121,647,519**