

Dallas Area Rapid Transit

# COMPREHENSIVE ANNUAL FINANCIAL REPORT

Fiscal Year Ended September 30, 2018  
Dallas, Texas





# DART BOARD MEMBERS

---

**Sue Bauman**

Dallas

**Mark C. Enoch**

Garland, Rowlett and  
Glenn Heights

**Doug Hrbacek**

Carrollton and Irving

**Ray Jackson**

Dallas

**Jonathan R. Kelly**

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**Patrick Kennedy**

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**Jon-Bertrell Killen**

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**Michele Wong Krause**

Dallas

**Amanda Moreno**

Dallas

**Eliseo Ruiz III**

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**Gary Slagel**

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**Lissa Smith**

Plano and Farmers Branch

**Rick Stopfer**

Irving

**Dominique Torres**

Dallas

**Paul N. Wageman**

Plano



**DALLAS AREA RAPID TRANSIT**

**COMPREHENSIVE  
ANNUAL FINANCIAL REPORT**

**For the Fiscal Years Ended  
September 30, 2018 and 2017**

Dallas, Texas



**DALLAS AREA RAPID TRANSIT**  
**COMPREHENSIVE ANNUAL FINANCIAL REPORT**

**For the Fiscal Years Ended September 30, 2018 and 2017**

**Dallas, Texas**

**Gary C. Thomas**  
**President/Executive Director**

**Joseph C. Costello**  
**Senior Vice President, Finance**

**Prepared by:**

**General Accounting Division of the Finance Department**



# INTRODUCTORY SECTION



*let's go.*



**DALLAS AREA RAPID TRANSIT  
COMPREHENSIVE ANNUAL FINANCIAL REPORT  
FOR THE FISCAL YEARS ENDED SEPTEMBER 30, 2018 AND 2017**

**TABLE OF CONTENTS**

	Page
<b>INTRODUCTORY SECTION (Unaudited)</b>	
Letter of Transmittal	i
GFOA Certificate of Achievement	vi
Organization Chart	vii
DART Board of Directors	viii
DART Service Area	x
DART Rail Map	xi
<b>FINANCIAL SECTION</b>	
Independent Auditor's Report	1
Management's Discussion and Analysis (MD&A) (Required Supplementary Information - Unaudited)	3
Basic Financial Statements	
Statements of Net Position	14
Statements of Revenues, Expenses and Changes in Net Position	15
Statements of Cash Flows	16
Notes to Financial Statements	18
Required Supplementary Information (Unaudited)	
Schedule of Net Pension Liability	46
Schedule of Employer's Contribution	47
Schedule of Changes in Total OPEB Liability and Related Ratios	48
Schedule of Employer Contribution to OPEB Plan	49
Schedule of Funding Progress – OPEB Plan	50
<b>STATISTICAL SECTION (Unaudited)</b>	
Guide to Statistical Section	51
Financial Trends	52
Revenue Capacity	58
Debt Capacity	64
Demographic and Economic Information	67
Operating Information	69



Dallas Area Rapid Transit  
P.O. Box 660163  
Dallas, TX 75266-0163  
214/749-3278

January 28, 2019

To the Citizens and Stakeholders of the Dallas Area Rapid Transit Service Area:

We are pleased to submit the Comprehensive Annual Financial Report (CAFR) of Dallas Area Rapid Transit (DART) for the fiscal years ended September 30, 2018 and 2017. This report provides information regarding the financial position and operating results of DART to the DART Board, citizens of DART's Service Area, and other interested parties.

The management of DART is responsible for the overall accuracy of the financial statements and their conformity with generally accepted accounting principles (GAAP). Management is also responsible for establishing and maintaining effective internal control over financial reporting. Because the cost of internal controls should not outweigh their benefits, DART's comprehensive framework of internal controls has been designed to provide reasonable rather than absolute assurance that the financial statements are free of any material misstatements.

Pursuant to Section 452.451 of the Texas Transportation Code, the financial statements and required supplementary information contained herein are required to be independently audited. Crowe LLP, Independent Auditors, have issued an unmodified opinion on the DART financial statements for the years ended September 30, 2018 and 2017. The Independent Auditor's Report is located at the front of the financial section of this report.

DART is also required by federal and state regulations to undergo an audit of federally and state funded programs administered by DART. The standards governing the Single Audit engagement require the independent auditor to report on the audited government's internal controls and compliance with laws, regulations, contracts, and grants applicable to each major federal and state program. The reports related specifically to the Single Audits are issued under separate cover.

GAAP requires that management provide a narrative introduction, overview, and analysis of the basic financial statements in the form of a Management Discussion and Analysis (MD&A). This transmittal letter is designed to complement the MD&A and should be read in conjunction with it. DART's MD&A immediately follows the Independent Auditor's Report.

#### Profile of Reporting Entity

Dallas Area Rapid Transit (DART) is a sub-regional transportation authority, created by a voting majority of the citizens on August 13, 1983, to organize and provide public transportation and complementary services to jurisdictions pursuant to Chapter 452 of the Texas Transportation Code (the "Act"). Our service area is comprised of 13 North Texas municipalities (Addison, Carrollton, Cockrell Hill, Dallas, Farmers Branch, Garland, Glenn Heights, Highland Park, Irving, Plano, Richardson, Rowlett, and University Park). Under the Act, we are authorized to collect a 1% sales and use tax on certain transactions. Revenue from the one-cent sales and use tax, federal funds, investment income, fares, and other revenues fund the operations and ongoing development of DART's multimodal Transit System.

DART started its Transit operation with bus service in 1983. In 1996, DART entered into an inter-local agreement with the Fort Worth Transportation Authority (FWTA) to jointly operate commuter rail service, under the assumed name of Trinity Railway Express (TRE). The TRE operates along a 34-mile rail corridor between the cities of Dallas and Fort Worth with stops in the mid-cities. The first segment of light rail opened in 1996 and in May 1997: the 20-mile Light Rail Starter System was completed.

Since then, DART has expanded its services considerably. DART's extensive network of light rail, Trinity Railway Express commuter rail, bus routes, paratransit services, and vanpools enables more than 200,000 passengers per day to get to where they need to go across a 700-square-mile service area which services employment, medical, shopping, and entertainment destinations.

DART currently operates and maintains 640 buses with 11,973 bus stops; a total of 93 miles of light rail with 162 light rail vehicles, and 64 light rail stations; 2.5 miles of the Dallas Streetcar system with 4 modern streetcars; and 34 miles of commuter rail with 35 locomotives, bi-level coaches, and bi-level cab cars. Paratransit service is provided through a contract with MV Transportation, Inc. (MV), which operates and maintains a fleet of 96 vehicles through dedicated services and manages a fleet of 115 taxi vehicles provided and operated by Irving Holdings. DART's vanpool program is run by a third-party contractor with up to 174 vans.

Additional operating information can be found in the Operating Information Section of the Statistical Section of this CAFR.

## Governance

DART is governed by a 15-member board appointed by service area city councils based on the ratio of the population of each city to the total population within the boundaries of the DART Service Area. No city may appoint more than 65% of the members of the Board. The Board may restructure whenever there is a change in the population in the service area cities or every fifth year after the date census data or population estimates become available. Each member serves at the pleasure of the service area city that appoints the member. Board members serve staggered two-year terms. Eight of the member terms begin on July 1 of odd-numbered years and seven of the member terms begin July 1 of even-numbered years. Currently eight members are appointed by the City of Dallas with one of those appointments shared by the cities of Dallas and Cockrell Hill. The remaining seven members are appointed by the other cities. Board officers are elected from the board membership and serve a one-year term.

## Local Economy

The Dallas-Fort Worth (DFW) economy continued to grow steadily in 2018. DFW employment expanded annually by approximately 2.6%. According to the Bureau of Labor Statistics, among the 12 largest metropolitan areas in the country, DFW ranked third in both the number of jobs added over the year and the annual rate of job growth. The unemployment rate was around 3.4%, which was well below state and national levels. The region's job growth was particularly strong in certain sectors including leisure/hospitality, manufacturing, and construction. At the end of 2018, the Dallas business-cycle index posted robust gains. Produced by the Dallas Federal Reserve, the index reflects broad movements in local job growth, unemployment rates, wages, and retail sales.

Forbes' November 2018 article "Best States for Business" said Texas ranked third for economic climate and first for growth prospects due to strong employment and gross state product growth over the past five years. The DFW area continues to be a major contributor to the state's economic climate.

## DART Economic Outlook

DART's principal source of revenue is the 1% sales and use tax that is levied on taxable items sold, rented, purchased, or acquired for use, within the boundaries of the DART Service Area. Sales and use tax revenue was up by 5% in 2016, 4% in 2017, and increased again in 2018 by 5%.

Projected sources of funds for the next 20-year period, FY 2019 through FY 2038, total \$27.8 billion. Sales tax revenue represents \$18.2 billion of this total, reflecting the continued strong increases in this source of funding. Operating revenues are also projected to improve: reflecting service improvements and expansion.

The uses of funds for the next 20 years are also projected to be \$27.9 billion. This includes about \$14 billion for operating expenses reflecting increases driven primarily by expanded bus service. Capital expenditures are projected to be \$6.5 billion, reflecting two large rail projects and a greater investment in security. Debt service is projected to increase to a total of \$7.4 billion, reflecting additional borrowing associated with the construction of a commuter rail line and the second downtown rail alignment.

DART's coverage ratio standards require an external coverage ratio (annual sales tax revenues divided by debt service) of 2.0 or better and an internal coverage ratio of 1.0 or better (revenues available to pay for operations, minus operating expense, must cover current year debt service). These ratios demonstrate the long-term financial health of the Agency. Coverage ratios meet DART financial standards throughout the twenty-year period of the FY 2019 Twenty-Year Financial Plan. The Plan demonstrates that DART has the financial capacity to achieve its strategic priorities over the next 20 years.

## Looking to the Future

### *Mobility as a Service (MaaS)*

DART is leading the global transformation of public transit from an operator of buses and trains to the provider of comprehensive mobility services. Updates to our fare payment app, GoPass, and the deployment of our first-ever smartcard for fare payment in August, are helping us move our region forward into this new way of thinking about transit. DART is also developing new tools through a federal "sand box" grant to explore innovative approaches to meet service opportunities provided by new technologies and approaches to mobility. To make the exploration of these approaches more robust, DART has built upon this grant program to expand the test market to include areas in the southeastern sector of our service area and the far northern sector. GoLink is our new on-demand service designed to enhance and expand current DART On-Call zones and introduce service to previously unserved or under-served areas. GoLink was launched in the Rylie, Kleburg, and Inland Port areas of southeast and south Dallas and is showing results with higher ridership in this underserved area. GoLink has also been



## Budget Process and Long-term Financial Planning

Each year, DART develops the Annual Budget and a Twenty-Year Financial Plan to validate the affordability of DART's long-range Transit System Plan, which includes the Agency's commitments to future system expansion and the issuance and repayment of debt. The Twenty-Year Financial Plan provides the framework by which the agency balances the scope of DART projects and capital expansion with available funding. It provides the Board of Directors, taxpayers, and elected officials of our region with a comprehensive summary of the Agency's plans and commitments with emphasis on fiscal responsibility and ensuring long-term sustainability.

Departmental targets are set based on projections from the Twenty-Year Financial Plan and other known factors or programs. Based on the direction of senior management, departments prepare detailed annual budgets within those targets. These budgets are in turn reviewed during meetings with the department head, the Senior Vice President of Finance, the President/Executive Director, and the budget office. Based on their input, the Finance Department develops the Annual Budget and Twenty-Year Financial Plan for the legislatively-required 30-day comment period by DART's Service Area cities. The Board approves the Annual Budget and Twenty-Year Financial Plan in late September. Approval of the Annual Budget requires a simple majority vote. Approval of the Twenty-Year Financial Plan requires a super-majority of members of the Board (two-thirds, or ten votes).

The approved annual budget for Fiscal Year 2019 is \$1.0 billion: \$544 million for operating expenses, \$292 million for capital and non-operating expenditures, and \$197 million for debt service. DART's Twenty-Year Financial Plan projects increases in both revenues and expenses over the FY 2018 Plan. The sources of funds in the FY 2019 Twenty-Year Financial Plan (for the period FY 2019 through FY 2038) total \$27.8 billion which represents a 2.1% (\$0.6 billion) increase over the FY 2018 Plan. The total uses of funds in the proposed FY 2019 Twenty-Year Financial Plan sum to \$27.9 billion, a 3.7% (\$1.0 billion) increase over the previous Plan.

## Fiscal Year 2018 – Year-in-Review

December 2017

Miller Lite and DART teamed up for the third year to provide a safe travel option to driving on New Year's Eve with free rides on all buses, light rail trains, paratransit vehicles and the Trinity Railway Express (TRE) from Union Station to CentrePort/DFW Airport Station. Last year, more than 30,000 people took advantage of a Miller Lite Free Ride.

February 2018

DART expanded GoLink to Kleberg, Rylie, and a portion of the Inland Port in Southern Dallas County. A demand-response service, GoLink builds upon DART's existing On Call services by providing "last mile" access to and from the rest of the DART rail and bus network.

May 2018

DART's GoPass® app, one of the first transit payment apps when it was launched in 2013, added new features including the option to load value with cash at hundreds of area retailers as well as the ability to track buses and trains in real-time.

DART was named "Marketer of the Year" by the American Marketing Association August 2018 DART introduced fare capping to make riding easier and cheaper. By using the GoPass® mobile app or GoPass® Tap card, riders will never spend more than the total cost of a day pass (\$6.00) in a single day, or the total cost of a monthly pass (\$96.00) in a calendar month.

## Accomplishments

The Government Finance Officers Association of the United States and Canada (GFOA) awarded a Certificate of Achievement for Excellence in Financial Reporting to Dallas Area Rapid Transit for its comprehensive annual financial report for the fiscal year ended September 30, 2017. To be awarded a Certificate of Achievement, a government must publish an easily readable and efficiently organized comprehensive annual financial report. This report must satisfy both generally accepted accounting principles and applicable legal requirements.

implemented in Plano to replace on-call service in North Central Plano, an existing route in the Legacy area and, was deployed in far north Plano in an area without any fixed bus routes.

The goal is to use mobile phone technology to deliver more service more cost-effectively. Building on the lessons learned from years of mobile trip planning technology and the updated GoPass app, we hope to enable more of our residents to obtain convenient, affordable access to transit.

#### *New and Improved Fare Payment Systems*

The changes to DART's fare payment system help us lower the cost of transit for customers who may not have a credit card or bank account. These customers can load value to their GoPass account with cash at retail outlets throughout the service area. The app also contains a GoPass Wallet that stores value that can be used to purchase tickets for use on DART, TRE, Trinity Metro and the Denton County Transportation Authority.

In August we launched our first smartcard, GoPass Tap, for customers who either do not use smartphones or prefer a card as a fare medium. The card can also be reloaded with cash at retail outlets.

In the first quarter of FY 2019, additional modifications to the GoPass app will be introduced to provide seamless integration with shared car operators like Lyft and Uber. Since 2015, GoPass has offered links within the app to these services. The goal is to create functionality within the GoPass app where customers can plan and purchase a complete trip. This new ability reflects the expectation of customers to be able to purchase any good, commodity or service when they want and on their own terms.

#### *Investing in Bus Operations*

We continue making improvements to bus service to add riders and give them a better experience. Service changes have focused on increased frequency, making routes more direct, and improving on-time performance.

D-Link, the downtown Dallas circulator, was improved in 2018 with new Sunday service and a modified route to improve connections to the Dallas farmer's Market and the McKinney Avenue Trolley. The new Sunday service was designed to support the McKinney Avenue Trolley and the Dallas Streetcar.

In July, the distinctively branded D-Link vehicles were replaced with new electric buses. The seven electric buses were funded through a federal grant and made it possible for DART to retire the remaining diesel buses in the fleet. Now all DART buses are fueled by Compressed Natural Gas or electricity.

In FY 2019, we will add 41 new buses as we continue improving bus operations. Bus passenger amenities, such as shelters and benches, will continue to be expanded.

#### *Customer Security*

The security of our customers, employees, and contractors is a fundamental goal. Building on several initiatives launched in FY2018, a major focus for DART in FY2019 will be a continued effort to improve our customers' sense of security. Customers will see physical improvements at more stations and parking facilities, including better lighting as well as additional sidewalks, fences and barriers at access points. Increased use of technology also plays a major role. The DART Say Something App, deployed in November 2017, has proven to be an effective way for customers to report incidents and help police respond quickly. We will continue the installation of closed-circuit cameras on trains and at park and ride locations. Ongoing marketing campaigns encourage customers to report concerns they have while on DART vehicles and facilities. The proposed FY 2019 budget also supports expanded coverage by DART Police.

#### *Major Capital Projects*

We will continue advancing three significant rail projects during FY 2019. Construction will begin on the DART Rail Red and Blue Line platform extensions in this fiscal year. These modifications to some of our oldest stations outside of Downtown Dallas add operational flexibility and capacity, by allowing the deployment of three-car train sets. Public meetings for the D2 Subway will resume into FY19. We will finalize station location details and advance project design and are continuing to pursue federal funding options. We received our Record of Decision for the Cotton Belt regional rail project early in FY19. This allowed us to award construction and railcar procurement contracts while staying on target for our opening in 2022.

A Certificate of Achievement is valid for a period of one year only. We believe that our current comprehensive annual financial report continues to meet the Certificate of Achievement Program's requirements, and we are submitting it to the GFOA to determine its eligibility for another certificate.

The Government Finance Officers Association also awarded the Distinguished Budget Presentation Award to DART for its annual budget document (FY 2018 Business Plan) for the fiscal year beginning October 1, 2017. To qualify for the Distinguished Budget Presentation Award, the government's budget document had to be judged proficient as a policy document, a financial plan, an operations guide, and a communications device.

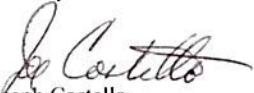
DART also received the Certificate of Distinction from the Government Treasurers' Organization of Texas (GTOT) for its investment policy. DART earned this honor for its commitment to adopt a comprehensive written investment policy that meets the criteria set forth by the GTOT as it relates to the Texas Public Funds Investment Act. The GTOT established this Investment Policy Certification Program to provide professional guidance in developing an investment policy and to recognize outstanding examples of written policies.

#### Acknowledgements

Many DART employees are responsible for the preparation of this report and maintenance of records upon which it is based. We wish to express our appreciation to all DART staff and managers who contributed to the preparation of this report, especially those employees in the Accounting Division of the Finance Department who were instrumental in the successful completion of this report.

We would also like to thank the members of the DART Board of Directors for their continuing guidance and support.

Sincerely,



Joseph Costello  
Senior Vice President, Finance  
Interim Chief Financial Officer



Government Finance Officers Association

Certificate of  
Achievement  
for Excellence  
in Financial  
Reporting

Presented to

**Dallas Area Rapid Transit  
Texas**

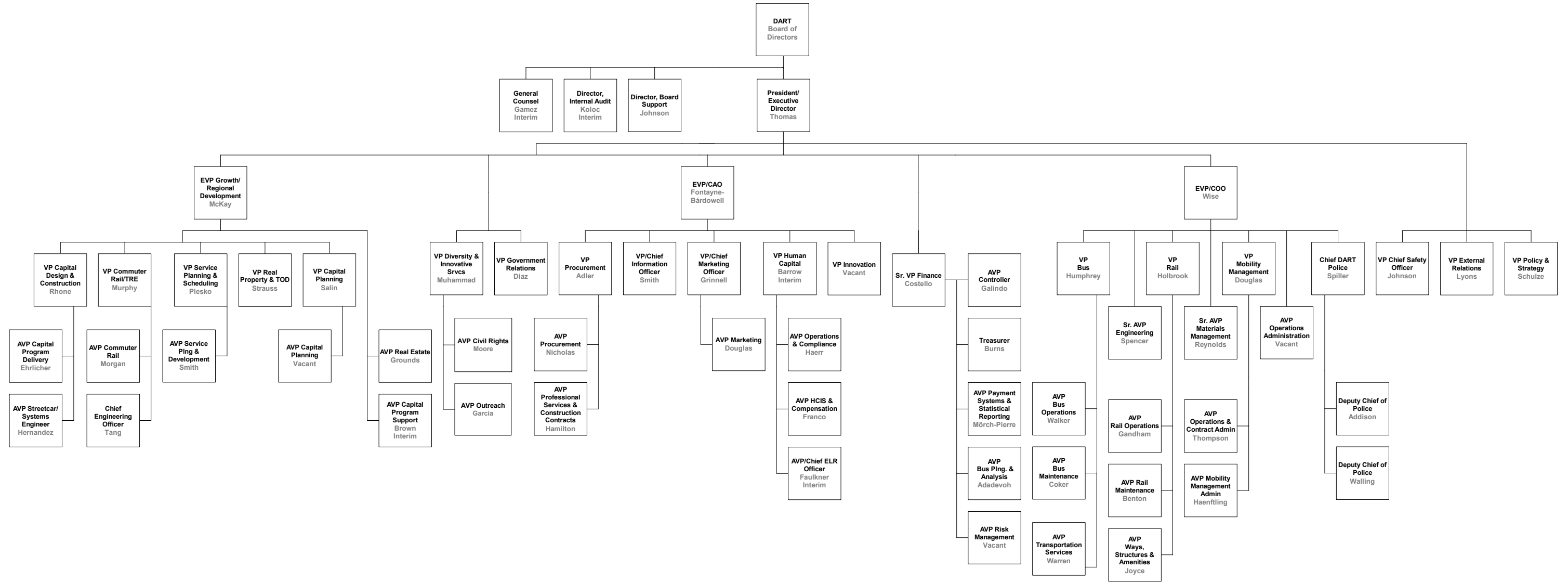
For its Comprehensive Annual  
Financial Report  
for the Fiscal Year Ended

**September 30, 2017**

*Christopher P. Morrill*

Executive Director/CEO





**Dallas Area Rapid Transit  
Board of Directors**

**Officers**

Sue S. Bauman, Chair  
City of Dallas

Paul N. Wageman, Vice Chairman  
City of Plano

Michele Wong Krause, Secretary  
City of Dallas

Jonathan R. Kelly, Assistant Secretary  
City of Garland

**City of Dallas**

Ray Jackson  
Patrick J. Kennedy  
Jon-Bertrell Killen  
Amanda Moreno  
Dominique P. Torres

**Cities of Dallas and Cockrell Hill**

Eliseo Ruiz III

**City of Irving**

Rick Stopfer

**Cities of Richardson and University Park, Towns of Addison and Highland Park**

Gary Slagel

**Cities of Carrollton and Irving**

Doug Hrbacek

**Cities of Plano and Farmers Branch**

Lissa Smith

**Cities of Garland, Rowlett, and Glenn Heights**

Mark C. Enoch

# DART BOARD MEMBERS



**Sue S. Bauman**  
*Chair*  
Dallas



**Mark C. Enoch**  
Garland,  
Rowlett and  
Glenn Heights



**Doug Hrbacek**  
Carrollton  
and Irving



**Ray Jackson**  
Dallas



**Jonathan R. Kelly**  
*Assistant Secretary*  
Garland



**Patrick Kennedy**  
Dallas



**Jon-Bertrell Killen**  
Dallas



**Michele Wong Krause**  
*Secretary*  
Dallas



**Amanda Moreno**  
Dallas



**Eliseo Ruiz III**  
Dallas and  
Cockrell Hill



**Gary Slagel**  
Richardson,  
University Park,  
Addison and  
Highland Park



**Lissa Smith**  
Plano and  
Farmers Branch



**Rick Stopfer**  
Irving

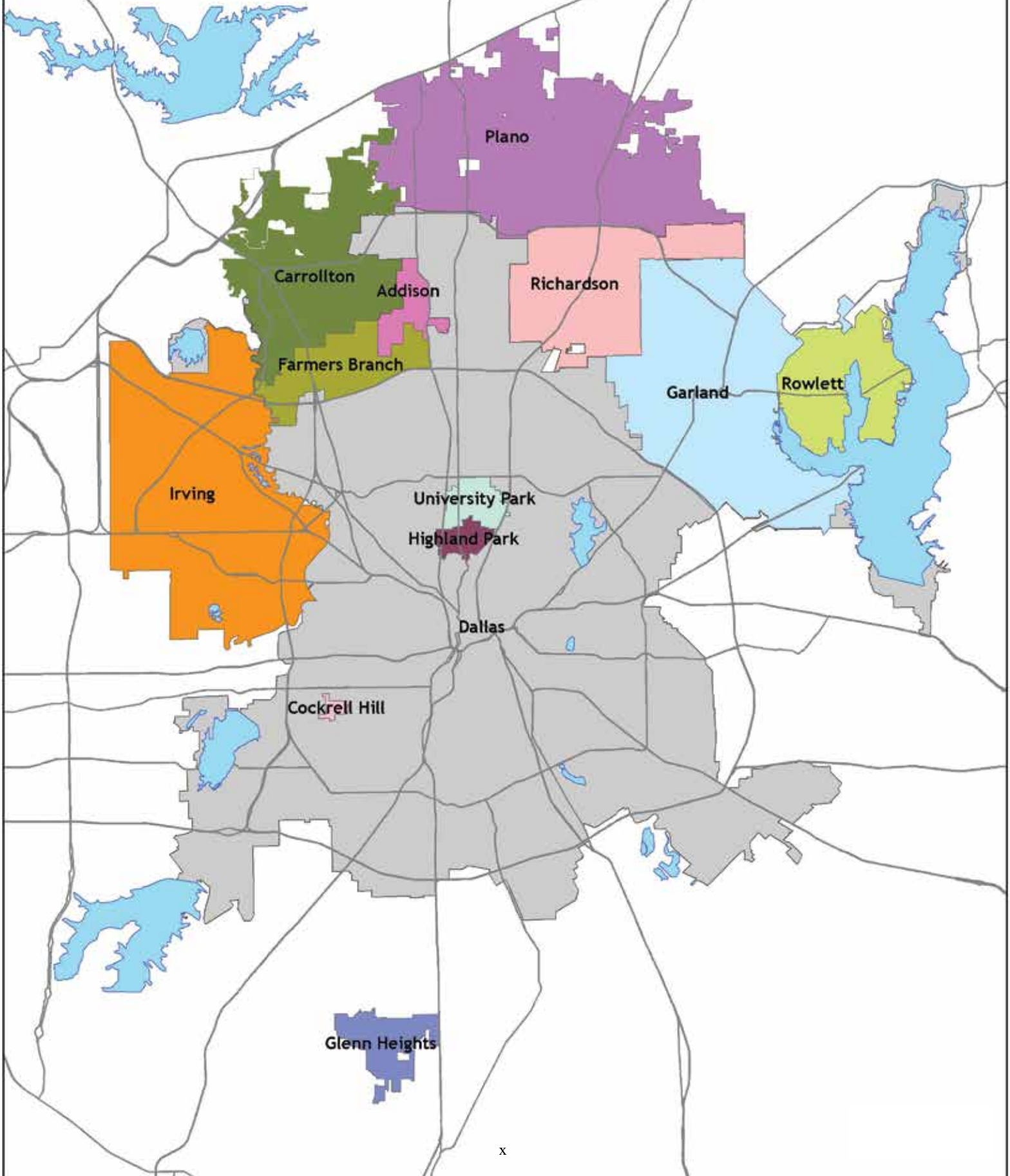


**Dominique P. Torres**  
Dallas



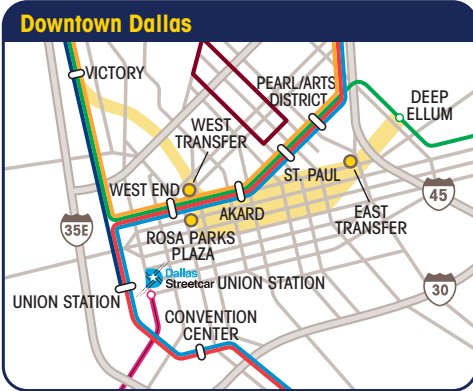
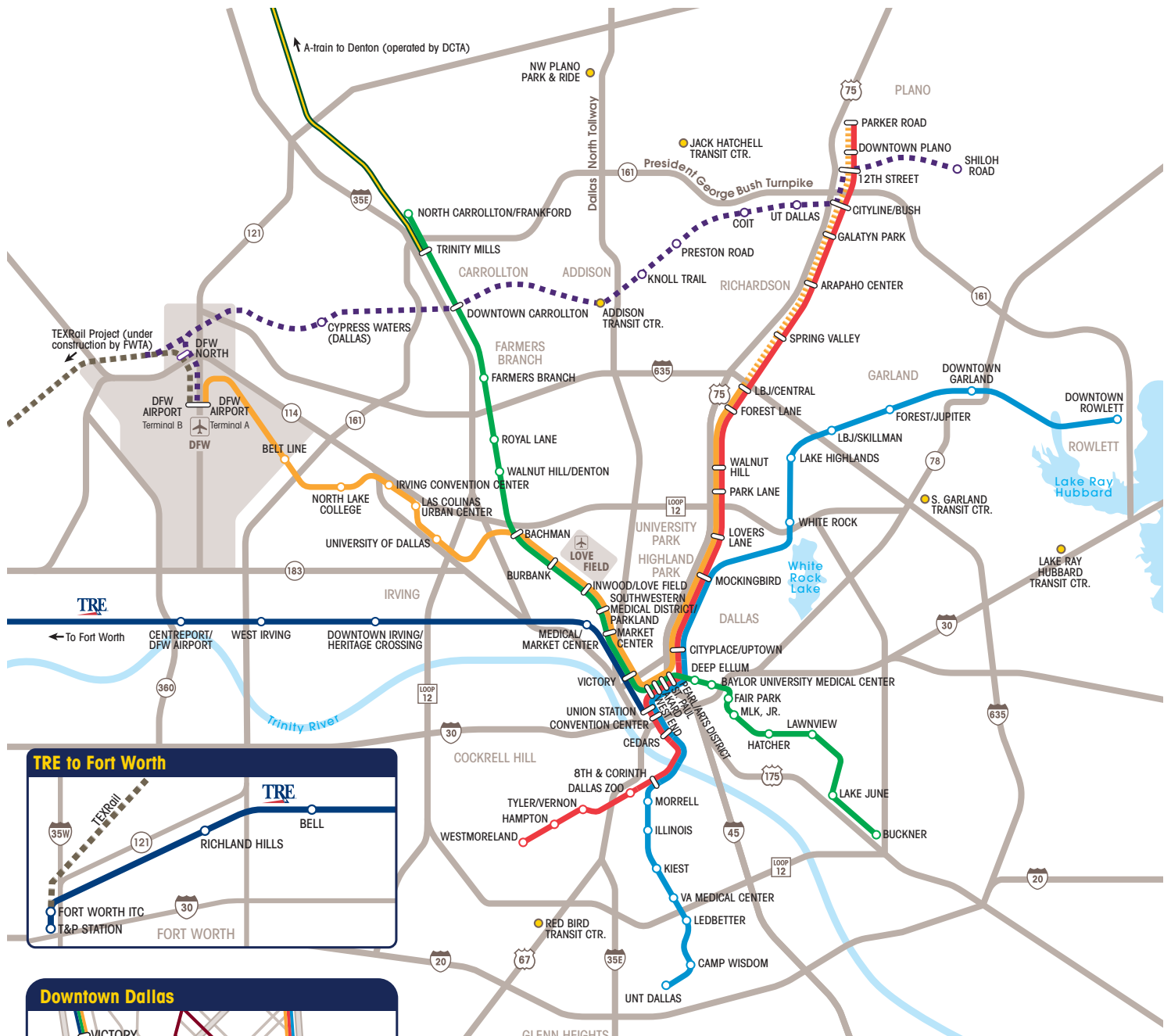
**Paul N. Wageman**  
*Vice Chair*  
Plano

# DART SERVICE AREA





# DART Rail Map



**Projects under development in Downtown Dallas:**

- Dallas CBD Second Light Rail Alignment (D2 Subway) in shaded area
- Dallas Streetcar Central Link

**Rail System Legend**

**Currently Operating**

- DART Rail Red Line
- DART Rail Blue Line
- DART Rail Green Line
- DART Rail Orange Line
- DART Rail Orange Line (Selected Weekday Trips Rush Hour Only)
- Trinity Railway Express (TRE)
- DCTA A-train
- M-Line Trolley
- Dallas Streetcar

**Planning/Design Underway**

- Cotton Belt
- Proposed Cotton Belt station
- D2 Corridor (Inset Map)

# FINANCIAL SECTION



*let's go.*

# Dallas Area Rapid Transit Dallas, Texas

Financial Statements and Supplemental Information  
Years Ended September 30, 2018 and 2017 and  
Independent Auditor's Report

**DALLAS AREA RAPID TRANSIT  
DALLAS, TEXAS  
FINANCIAL STATEMENTS AS OF AND FOR THE YEARS ENDED  
SEPTEMBER 30, 2018 AND 2017**

**TABLE OF CONTENTS**

<b>INDEPENDENT AUDITOR’S REPORT</b> .....	1
<b>MANAGEMENT’S DISCUSSION AND ANALYSIS (UNAUDITED)</b> .....	3
<b>BASIC FINANCIAL STATEMENTS:</b>	
STATEMENTS OF NET POSITION .....	14
STATEMENTS OF REVENUES, EXPENSES, AND CHANGES IN NET POSITION .....	15
STATEMENTS OF CASH FLOWS .....	16
NOTES TO FINANCIAL STATEMENTS.....	18
<b>REQUIRED SUPPLEMENTARY INFORMATION (UNAUDITED):</b>	
SCHEDULE OF NET PENSION LIABILITY .....	46
SCHEDULE OF EMPLOYER CONTRIBUTIONS .....	47
SCHEDULE OF CHANGES IN THE TOTAL OPEB LIABILTY AND RELATED RATIOS .....	48
SCHEDULE OF EMPLOYER CONTRIBUTIONS .....	49
SCHEDULE OF FUNDING PROGRESS .....	50



## INDEPENDENT AUDITOR'S REPORT

Members of the Board of Directors  
Dallas Area Rapid Transit  
Dallas, Texas

### **Report on the Financial Statements**

We have audited the accompanying financial statements of the Dallas Area Rapid Transit ("DART"), as of and for the years ended September 30, 2018 and 2017, and the related notes to the financial statements, which collectively comprise DART's basic financial statements as listed in the table of contents.

### ***Management's Responsibility for the Financial Statements***

Management is responsible for the preparation and fair presentation of these financial statements in accordance with accounting principles generally accepted in the United States of America; this includes the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

### ***Auditor's Responsibility***

Our responsibility is to express an opinion on these financial statements based on our audits. We conducted our audits in accordance with auditing standards generally accepted in the United States of America. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free from material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial statements. The procedures selected depend on the auditor's judgment, including the assessment of the risks of material misstatement of the financial statements, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to DART's preparation and fair presentation of the financial statements in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of DART's internal control. Accordingly, we express no such opinion. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluating the overall presentation of the financial statements.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinion.

### ***Opinion***

In our opinion, the financial statements referred to above present fairly, in all material respects, the financial position of DART, as of September 30, 2018 and 2017, and the changes in its financial position and its cash flows thereof for the years then ended in accordance with accounting principles generally accepted in the United States of America.

### ***Emphasis of Matter***

As discussed in Note 1 to the financial statements, in June 2015 the GASB issued GASB Statement No. 75 "Accounting and Financial Reporting for Postemployment Benefits Other Than Pensions." Statement 75 is effective for DART's fiscal year ending September 30, 2018. This Statement replaces the requirements of Statement No. 45, "Accounting and Financial Reporting by Employers for Postemployment Benefits Other Than Pensions". Statement 75 establishes standards for measuring and recognizing liabilities, deferred outflows of resources, deferred inflows of resources and expenses as well as identified the methods and assumptions that should be used to project benefit payments, discount projected benefit payments to their actuarial present value, and attribute that present value to periods of employee service. Note disclosures and required supplementary information requirements about defined benefit OPEB also are addressed. As a result, net position was restated by (in thousands) \$11,037 as of October 1, 2017, for the cumulative effect of the applications of this pronouncement. Our opinion is not modified with respect to this matter.

### ***Other Matters***

#### *Required Supplementary Information*

Accounting principles generally accepted in the United States of America require that the Management's Discussion and Analysis, the Schedule of Net Pension Liability, the Schedule of Employer Contributions – Defined Benefit Pension Plan, Schedule of Changes in the Total OPEB Liability and Related Ratios, Schedule of Employer Contribution – OPEB and the Schedule of Funding Progress as listed in the table of contents be presented to supplement the basic financial statements. Such information, although not a part of the basic financial statements, is required by Governmental Accounting Standards Board who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

#### *Supplementary Information*

Our audit was conducted for the purpose of forming an opinion on the financial statements that collectively comprise DART's basic financial statements. The Introductory Section and Statistical Section as listed in the table of contents are presented for purposes of additional analysis and are not a required part of the basic financial statements.

The Introductory Section and Statistical Section have not been subjected to the auditing procedures applied in the audit of the basic financial statements, and accordingly, we do not express an opinion or provide any assurance on them.



Crowe LLP

Dallas, Texas  
January 28, 2019

**DALLAS AREA RAPID TRANSIT  
MANAGEMENT'S DISCUSSION AND ANALYSIS (UNAUDITED)  
FOR THE YEARS ENDED SEPTEMBER 30, 2018 and 2017 (Dollars in Thousands)**

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The management of Dallas Area Rapid Transit (DART) offers the users of DART's financial statements this narrative overview and analysis of the financial activities for the fiscal years ended September 30, 2018 and 2017. This discussion and analysis is designed to assist the reader to focus on significant financial activities and identify any significant changes in the financial position of DART. It should be read in conjunction with the financial statements that follow this section. All amounts, unless otherwise indicated, are expressed in thousands of dollars.

#### FINANCIAL HIGHLIGHTS

As of September 30, 2018 and 2017, total assets and deferred outflows of resources of DART exceeded total liabilities by \$1,304,378 and \$1,445,038, respectively. The amount of unrestricted net position as of September 30, 2018, was \$474,215 compared to \$543,815 as of September 30, 2017.

The net position of DART decreased by \$129,623 during fiscal year 2018 compared to a decrease of \$125,545 last year. The decreases in both 2018 and 2017 are due to expenses being higher than revenues.

DART's total debt decreased by \$68,785 (2%) during fiscal year 2018 compared to a decrease of \$81,971 (2%) in fiscal year 2017. The decrease in both years was due to principal payments on bonds, capital leases, and commercial paper notes. Debt information is summarized on page 12 of this management discussion and analysis.

Sales and use tax revenue was \$596,400 in 2018 compared to \$567,418 in 2017. It increased by 5% (\$28,982) in 2018 compared to a 4% (\$21,511) increase in 2017.

Capital contributions from federal, state and local governments were \$24,251 in 2018 and \$10,843 in 2017. Such contributions were used to finance DART's transit system expansion projects and acquisition of light rail vehicles, buses, and equipment.

Other federal grants were \$69,445 in 2018 compared to \$68,564 in 2017.

For fiscal year 2018, total expenses exceeded total revenues resulting in a loss before capital contributions of \$153,874 compared to \$136,388 for 2017. The loss in 2018 is higher than that of 2017 due to a decrease in total operating revenues and increases in operating and non-operating expenses as shown on page 8.

#### BASIC FINANCIAL STATEMENTS

Management's Discussion and Analysis serves as an introduction to DART's basic financial statements. DART's basic financial statements are comprised of four components: Statements of Net Position; Statements of Revenues, Expenses, and Changes in Net Position; Statements of Cash Flows; and Notes to the Financial Statements.

The Statements of Net Position present information on all of DART's assets, deferred outflows of resources, liabilities, and deferred inflows of resources. Assets plus deferred outflows of resources, less liabilities, and deferred inflows of resources equals net position. Over time, increases or decreases in net position may serve as a useful indicator of changes in the financial position of DART. The Statements of Net Position are shown on page 14 of this report.

The Statements of Revenues, Expenses, and Changes in Net Position present information on revenues, expenses, capital contributions, and how DART's net position changed during the two most recent fiscal years. All changes in net position are reported as soon as the underlying event giving rise to the changes occurs, regardless of the timing of related cash flows. Thus, revenues, expenses, and capital contributions are reported in the statements for some items that result in cash flows only in future fiscal periods. The increase or decrease in net position may serve as an indicator of the effect of DART's current year operation on its financial position. The Statements of Revenues, Expenses, and Changes in Net Position are shown on page 15 of this report.

The Statements of Cash Flows summarize all of DART's cash flows into four categories: cash flows from operating activities; cash flows from non-capital financing activities; cash flows from investing activities; and cash flows from capital and related financing activities. The Statements of Cash Flows, along with related notes and information in other financial statements, can be used to assess the following: DART's ability to generate positive cash flows and pay its debt as the debt matures; the reasons for differences between DART's operating cash flows and operating income (loss); and the effect of cash and non-cash investing, capital, and financing activities on DART's financial position. The Statements of Cash Flows are shown on pages 16-17 of this report.

Notes to the Financial Statements provide additional information that is essential to fully understand the data provided in the Statements of Net Position, Statements of Revenues, Expenses, and Changes in Net Position, and Statements of Cash Flows. The Notes to the Financial Statements are shown on pages 18-43 of this report.

**DALLAS AREA RAPID TRANSIT  
MANAGEMENT'S DISCUSSION AND ANALYSIS (UNAUDITED)  
FOR THE YEARS ENDED SEPTEMBER 30, 2018 and 2017 (Dollars in Thousands)**

DART's activities are accounted for as a proprietary fund and are presented in the financial statements of DART as business type activities. The activities of DART are supported by a 1% sales and use tax within the member jurisdictions, fare collections, federal, state, and local financial assistance, and other receipts such as advertising and rental income.

The financial statements of DART include the accounts and operations of blended component units Regional Rail Right-of-Way Corporation and Dallas Area Rapid Transit Mobility Service, LGC.

**FINANCIAL ANALYSIS**

Statements of Net Position – DART's total assets and deferred outflows of resources exceeded total liabilities by \$1,304,378 and \$1,445,038 as of September 30, 2018 and 2017, respectively. The largest portion of this excess (59% in 2018 and 58% in 2017) was net investment in capital assets (capital assets less related outstanding debt). DART uses these capital assets to provide public transportation services to customers and member jurisdictions; consequently, these assets are not available for future spending. Although DART's investments in capital assets are reported net of related debt, it should be noted that the resources needed to repay this debt must be obtained from other sources such as sales and use tax and farebox revenues, since the capital assets themselves cannot be used to liquidate these liabilities.

Condensed Summary of Assets, Deferred Outflows of Resources, Liabilities, Deferred Inflows of Resources, and Net Position

	2018	2017	2016
Current assets	\$840,148	\$886,981	\$969,600
Other non-current assets	125,472	136,856	136,246
Capital assets (net of accumulated depreciation)	4,237,296	4,391,215	4,543,656
Total assets	5,202,916	5,415,052	5,649,502
Deferred outflows of resources	89,210	86,293	101,279
Total assets and deferred outflows of resources	5,292,126	5,501,345	5,750,781
Current liabilities	426,580	439,762	476,029
Non-current liabilities	3,556,505	3,614,367	3,699,634
Total liabilities	3,983,085	4,054,129	4,175,663
Deferred inflows of resources	4,663	2,178	4,535
Total liabilities and deferred inflows of resources	3,987,748	4,056,307	4,180,198
Net position			
Net investment in capital assets	764,341	837,067	881,241
Restricted for:			
Debt service	59,026	56,405	59,368
Security for lease/leaseback liabilities	6,796	7,751	8,560
Unrestricted	474,215	543,815	621,414
Total net position	\$1,304,378	\$1,445,038	\$1,570,583

Current assets decreased by \$46,833 in 2018 compared to a decrease of \$82,619 in 2017. The decreases in both 2018 and 2017 were due to use of cash to pay down commercial paper notes, debt service and spending on capital projects.

Other non-current assets decreased by \$11,384 in 2018 compared to an increase of \$610 in 2017. The decrease in 2018 is due to losses on investments in HOV lanes and investment in joint venture.

As of September 30, 2018, \$6,796 of DART's net position is restricted to satisfy the requirements of an amended lease/leaseback agreement compared to \$7,751 as of September 30, 2017. The unrestricted portion of net position, \$474,215 in 2018 and \$543,815 in 2017 represent resources available to meet DART's ongoing obligations. The DART Board committed \$85,700 in 2018 and \$86,110 in 2017 of the unrestricted net position for self-insurance, financial, and capital reserves (see footnote 3 on page 25). The decrease in unrestricted net position of \$69,600 (13%) in 2018 and \$77,599 (12%) in 2017 was due to spending on capital projects and net loss.

Statements of Revenues, Expenses, and Changes in Net Position – During fiscal year 2018, DART's activities resulted in a decrease in net position of \$129,623 compared to a decrease in net position of \$125,545 in 2017. The decrease during both 2018 and 2017 are due to expenses being higher than revenues. The key elements of the changes in net position for the fiscal years ended September 30, 2018 and 2017 with comparative information for 2016 are shown in the following table.

**DALLAS AREA RAPID TRANSIT  
MANAGEMENT'S DISCUSSION AND ANALYSIS (UNAUDITED)**

**FOR THE YEARS ENDED SEPTEMBER 30, 2018 and 2017 (Dollars in Thousands)**

	Summary of Revenues, Expenses, and Changes in Net Position		
	2018	2017	2016
Operating revenues			
Passenger revenues	\$62,845	\$65,412	\$67,749
Advertising, rent and other	13,241	14,175	14,121
Total operating revenues	<u>76,086</u>	<u>79,587</u>	<u>81,870</u>
Operating expenses			
Labor	249,894	239,382	229,795
Benefits	98,581	103,288	96,528
Services	48,331	40,883	41,998
Materials and supplies	47,531	43,203	43,458
Purchased transportation	55,978	52,531	50,316
Depreciation	250,210	239,381	246,794
Utilities	19,673	18,830	18,008
Taxes, leases, and other	4,029	4,778	4,835
Casualty and liability	4,925	3,238	7,536
Total operating expenses	<u>779,152</u>	<u>745,514</u>	<u>739,268</u>
Net Operating loss	<u>(703,066)</u>	<u>(665,927)</u>	<u>(657,398)</u>
Non-operating revenues (expenses)			
Sales and use tax revenue	596,400	567,418	545,907
Investment income	14,810	13,815	14,888
Build America Bonds tax credit	28,443	28,381	28,391
Other federal grants	69,445	68,564	43,731
Other non-operating revenues	19,375	17,552	16,412
Interest expense	(162,568)	(163,620)	(172,340)
Gain (loss) on HOV lane investments	(11,100)	600	(3,100)
Street improvements	(3,644)	(20)	(501)
Other non-operating expenses	(1,969)	(3,151)	(9,939)
Total net non-operating revenues	<u>549,192</u>	<u>529,539</u>	<u>463,449</u>
Loss before capital contributions and grants	<u>(153,874)</u>	<u>(136,388)</u>	<u>(193,949)</u>
Capital contributions	24,251	10,843	5,026
Decrease in net position	<u>(129,623)</u>	<u>(125,545)</u>	<u>(188,923)</u>
Net position, beginning of the year	1,445,038	1,570,583	1,759,506
Cumulative effect of change in accounting principle	(11,037)	-	-
Net position, end of the year	<u>\$1,304,378</u>	<u>\$1,445,038</u>	<u>\$1,570,583</u>

*Significant changes in revenues and expenses are shown and explained on the following pages.*

**DALLAS AREA RAPID TRANSIT  
MANAGEMENT'S DISCUSSION AND ANALYSIS (UNAUDITED)  
FOR THE YEARS ENDED SEPTEMBER 30, 2018 and 2017 (Dollars in Thousands)**

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REVENUES

The following table summarizes revenues for fiscal years 2018 and 2017 with comparative information for 2016:

REVENUES AND CAPITAL CONTRIBUTIONS

Revenues	2018	2017	2016
Passenger revenues	\$62,845	\$65,412	\$67,749
Advertising, rent and other	13,241	14,175	14,121
Sales and use tax revenue	596,400	567,418	545,907
Other federal grants	69,445	68,564	43,731
Investment income	14,810	13,815	14,888
Capital contributions	24,251	10,843	5,026
Build America Bonds tax credit	28,443	28,381	28,391
Other revenues	19,375	18,152	16,412
Total	<u>\$828,810</u>	<u>\$786,760</u>	<u>\$736,225</u>

**Passenger revenue** – Passenger revenue includes farebox receipts, monthly and annual pass revenue, paratransit revenue, and special event fares. Passenger revenues decreased by \$2,567 (4%) in 2018 compared to a decrease of \$2,337 (3%) in 2017. The decreases in both 2018 and 2017 were due to a decreases in ridership.

**Advertising, rent, and other** – Advertising income includes revenues from advertisements at transit stations and on DART buses. Rental income includes revenue from the rental of land along the rail corridor and other properties. Advertising, rent and other income decreased by 7% (\$934) in 2018 compared to an increase of less than 1% (\$54) in 2017. Both the increase and decrease in advertising, rent and other income can be explained by use of the DART rail right of way track by railroad companies in those years. In 2018 the decrease in revenue is due to a decrease in usage of DART rail right-of-way. Similarly, the increase in 2017 was due to an increase in the use of the DART right-of-way.

**Sales and use tax revenue** – Sales and use tax revenue is a dedicated 1% tax imposed on certain items within DART's member jurisdictions or service area. Sales and use tax revenue increased by 5% (\$28,982) in 2018 compared to an increase of 4% (\$21,511) in 2017. The increases in both 2018 and 2017 are due to a relative improvement in the local economy resulting in better than previous years' retail sales. Sales and use tax revenue constituted approximately 72% of DART's total revenues in 2018 and 2017.

**Other federal grants** – Other federal grant revenues increased by 1% (\$881) in 2018 compared to an increase of 57% (\$24,833) in 2017. The increase in 2018 is due to receipt of federal funding related to the preventive maintenance program. The increase in 2017 was due to receipt of federal funding delayed from prior years.

**Capital contributions** – Capital contributions include federal, state and local grants and contributions. Capital contributions increased by 124% (\$13,408) in 2018 compared to an increase of 116% (\$5,817) in 2017. The increase in 2018 and 2017 are due to receipt of delayed federal funding and federally funded projects that are moving forward.

**Investment income** – Investment income increased by 7% (\$995) in 2018 compared to a decrease of 7% (\$1,073) in 2017. The increase in 2018 is due to an increase in the fair value of investments held at year end. The decrease in 2017 is due to a decrease in total investments and fair value of investments held at year end.

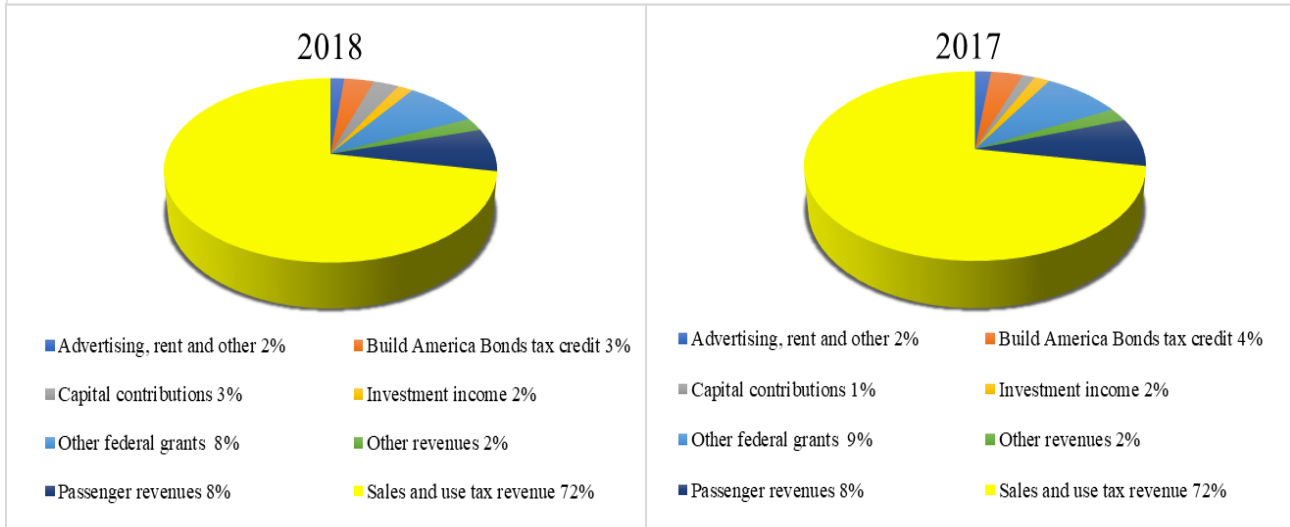
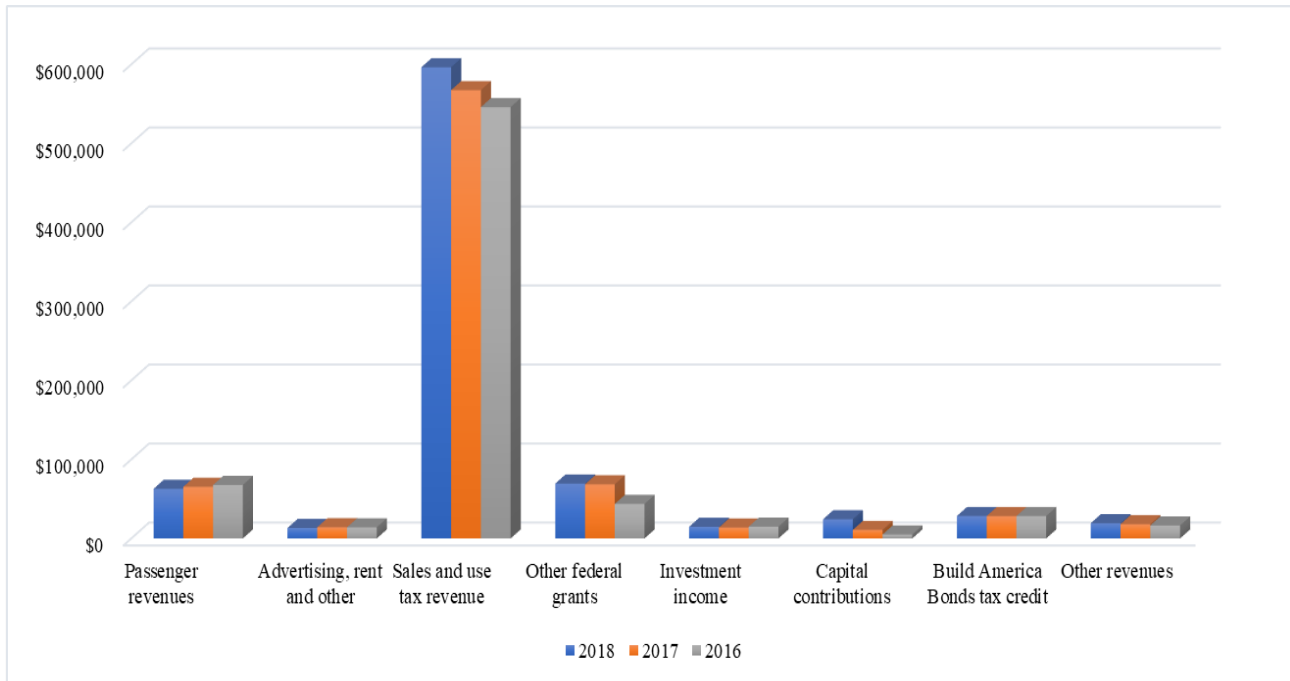
**Build America Bonds tax credit** – The Build America Bonds (BABs) tax credit increased by \$62 in 2018 compared to an decrease of \$10 in 2017. The changes in both 2018 and 2017 were due to changes in the reimbursement rates on BABs as a result of federal budget cut.

**Other revenues** – Other revenues increased by 7% (\$1,223) in 2018 compared to an increase of 11% (\$1,740) in 2017. Other revenues include: revenues from billings to the Trinity Metro for their share of the Trinity Railway Express (TRE) commuter rail service; billings to the University of Texas at Dallas (UTD) for their share of the UTD shuttle service; and recognition of Toll Credits received from the State of Texas. The increase in 2018 is due to a alternative fuel tax credit received from the federal government for use of compressed natural gas. The increase in 2017 is due to a gain on sale of twelve rail diesel cars.



**DALLAS AREA RAPID TRANSIT  
MANAGEMENT'S DISCUSSION AND ANALYSIS (UNAUDITED)  
FOR THE YEARS ENDED SEPTEMBER 30, 2018 and 2017 (Dollars in Thousands)**

The following charts summarize revenues for fiscal years 2016 through 2018:



**DALLAS AREA RAPID TRANSIT  
MANAGEMENT'S DISCUSSION AND ANALYSIS (UNAUDITED)  
FOR THE YEARS ENDED SEPTEMBER 30, 2018 and 2017 (Dollars in Thousands)**

EXPENSES

The following table summarizes expenses for fiscal year 2018 and 2017 with comparative information for 2016:

EXPENSES BY OBJECT CLASS			
Expenses	2018	2017	2016
Labor	\$249,894	\$239,382	\$229,795
Benefits	98,581	103,288	96,528
Services	48,331	40,883	41,998
Materials and supplies	47,531	43,203	43,458
Purchased transportation	55,978	52,531	50,316
Depreciation and amortization	250,210	239,381	246,794
Utilities	19,673	18,830	18,008
Taxes, leases and other	4,029	4,778	4,835
Casualty and liability	4,925	3,238	7,536
Street improvements	3,644	20	501
Interest and financing expenses	162,568	163,620	172,340
Other non-operating expense	1,969	3,151	9,939
Loss on HOV lane investments	11,100	-	3,100
Total	<u>\$958,433</u>	<u>\$912,305</u>	<u>\$925,148</u>

Labor – Labor costs increased by 4% (\$10,512) in 2018 compared to an increase of 4% (\$9,587) in 2017. The increase in 2018 is due to annual merit and wage increases, an increase in the number of filled positions, and overtime. The increases in 2017 was due to merit increases and more positions filled.

Benefits – Benefits decreased by 5% (\$4,707) in 2018 compared to an increase of 7% (\$6,760) in 2017. The decrease in 2018 is due to a decrease in employee medical claims. The increase in 2017 was due to an increase in employee medical claims and an increased contribution requirement to the retiree healthcare and life insurance plan.

Services – Services include contracted services such as: security, vehicles, equipment and right-of-way maintenance, advertising, marketing, computing, communication, legal, governmental, and environmental services. Services increased by 18% (\$7,448) in 2018 compared to a decrease of 3% (\$1,115) in 2017. The increase in 2018 is due to increased focus on security, an increase in the number of technology projects, and maintenance of light rail vehicles. The decrease in 2017 is due to completion of some of the right-of-way maintenance projects resulting in lower expenditures.

Materials and supplies – Materials and supplies include the cost of fuel, parts and supplies used to operate and maintain vehicles, equipment, and facilities. Materials and supplies expenses increased by 10% (\$4,328) in 2018 compared to a decrease of 1% (\$255) in 2017. The increase in 2018 was due to an increase in upgrading DART technology software and hardware as well as the need for more parts in order to maintain DART buses and light rail vehicles. The decrease in 2017 was due to savings as a result of fuel hedge contract.

Purchased transportation – Purchased transportation represents the costs of contracted transportation services such as commuter rail, paratransit, DART on-call, and shuttle services. Purchased transportation expenses increased by 7% (\$3,447) in 2018 compared to an increase of 4% (\$2,215) in 2017. The increase in 2018 is due to an increase in DART-on-call, and paratransit services. Commuter rail costs also increased due to increases in trip costs, fuel costs, contract services, and train hours. The increase in 2017 was due to increases in University of Texas at Dallas (UTD) shuttle service costs, and commuter rail fuel cost. Both DART and UTD contribute to the cost of the UTD shuttle service. DART's share of the cost increased when DART took over the service contract for the UTD shuttle service in 2017.

Depreciation – Depreciation expenses increased by 5% (\$10,829) in 2018 compared to a decrease of 3% (\$7,413) in 2017. The increase in 2018 is due to new assets placed in service. The decrease in 2017 was due to rail diesel cars that were fully depreciated in the previous year.

Utilities – Utilities represent the cost of electricity, telecommunications, water, sewer, and natural gas. Utilities increased by 4% (\$843) in 2018 compared to an increase of 5% (\$822) in 2017. The increase in 2018 is due to greater electricity consumption because of expanded light rail and street car services. The increase in 2017 was due to greater electricity consumption because of expanded light rail and street car services and an increase in the use of computer data lines.

Taxes, leases, and other – Taxes, leases, and other includes fuel and lube taxes, equipment rentals, leases of operating and passenger facilities, training, travel, business meetings, membership dues, subscriptions, employee programs and allowance for uncollectible receivables. Taxes, leases, and other expenses decreased by 16% (\$749) in 2018 compared to a decrease of 1% (\$57) in 2017.

**DALLAS AREA RAPID TRANSIT  
MANAGEMENT'S DISCUSSION AND ANALYSIS (UNAUDITED)**

**FOR THE YEARS ENDED SEPTEMBER 30, 2018 and 2017 (Dollars in Thousands)**

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Casualty and liability – Casualty and liability expenses increased by 52% (\$1,687) in 2018 compared to a decrease of 57% (\$4,298) in 2017. The increase in 2018 and decrease in 2017 were due to changes in estimates of claim losses.

Street improvements – Local assistance is provided to eligible member jurisdictions in the form of technical and financial assistance to reduce traffic congestion and complement bus and public transit operations. Street improvement program costs increased by \$3,624 in 2018 compared to a decrease of 96% (\$481) in 2017. The increase in 2018 is due to transit related improvements program (TRIP) project costs for DART municipalities that do not have existing or planned and funded rail stations. The decrease in 2017 was due to less work on intelligent transportation systems because of projects getting close to completion.

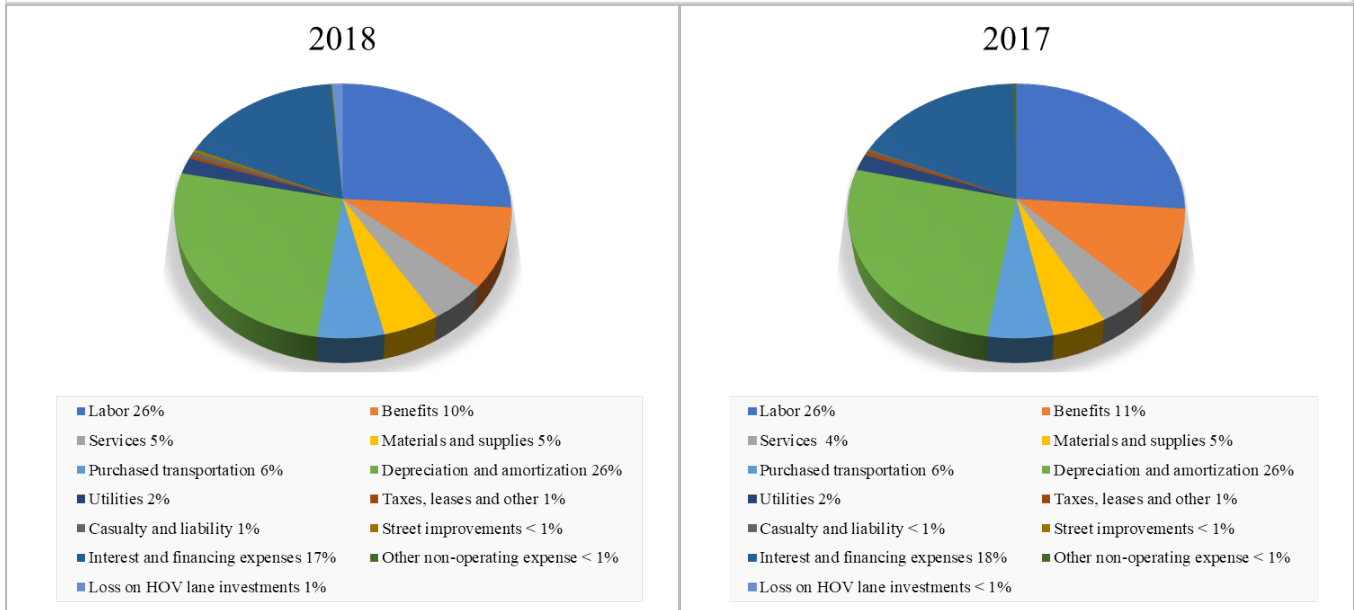
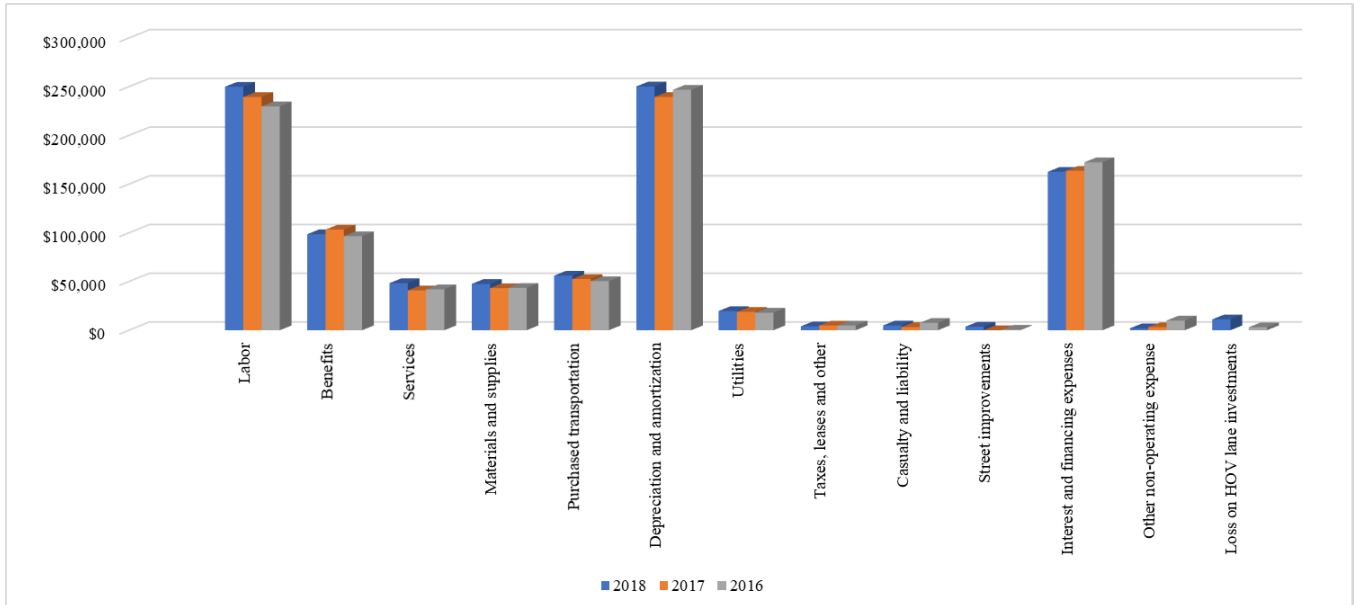
Interest and financing expenses – Interest expense decreased by 1% (\$1,052) in 2018 compared to a decrease of 5% (\$8,720) in 2017. The decreases in both 2018 and 2017 were due to lower interest expense because of principal payments resulting in less outstanding revenue bonds payable.

Other non-operating expenses – Other non-operating expenses decreased by 38% (\$1,182) in 2018 compared to a decrease of 68% (\$6,788) in 2017. The decreases in both 2018 and 2017 were due to the transfer of remaining costs associated with Street Car assets to the city of Dallas. Also, 2018 amounts included lower system planning costs compared to 2017 due to completion of some of the system planning work.

Gain (loss) on HOV lane investments – DART and TxDOT entered into agreements related to two managed HOV lane projects. DART provided a portion of the funding for the two projects in anticipation that DART would participate in HOV toll revenue streams. As of September 30, 2017, the value of DART's investment in managed HOV lane projects was \$11,100. However, based on an updated financial analysis performed during FY 2018, it was determined that reimbursement of excess toll road revenue to DART is not likely. result, DART's investment in managed HOV lane projects of \$11,100 was written-off during fiscal year 2018.

**DALLAS AREA RAPID TRANSIT  
MANAGEMENT'S DISCUSSION AND ANALYSIS (UNAUDITED)  
FOR THE YEARS ENDED SEPTEMBER 30, 2018 and 2017 (Dollars in Thousands)**

The following charts summarize expenses for fiscal years 2016 through 2018:



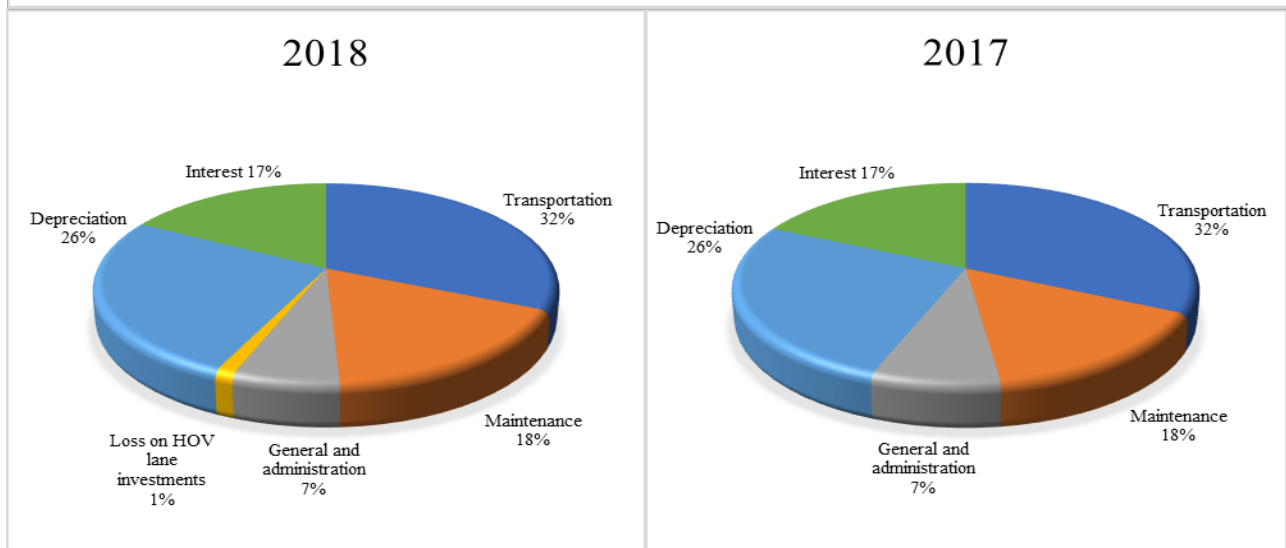
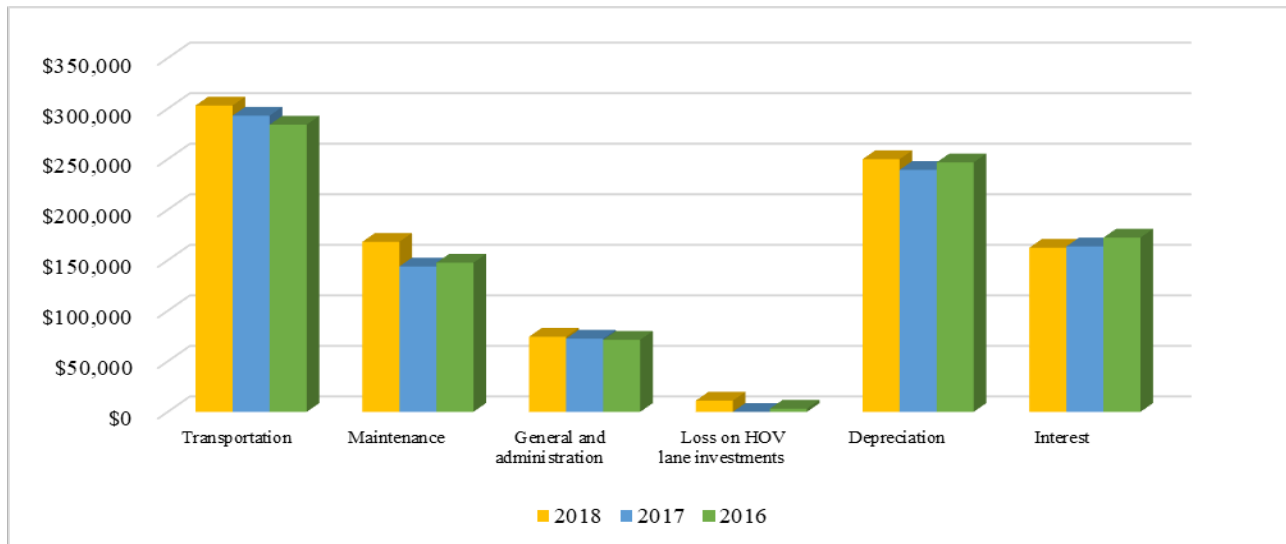
**DALLAS AREA RAPID TRANSIT  
MANAGEMENT'S DISCUSSION AND ANALYSIS (UNAUDITED)**

**FOR THE YEARS ENDED SEPTEMBER 30, 2018 and 2017 (Dollars in Thousands)**

**Expenses by function** – *Transportation* - includes expenses that are directly related to the operation of bus, light rail, commuter rail, vanpool, paratransit, and DART on-call and shuttle services. These expenses include such items as wages and benefits for operators, transit center service employees, transportation supervisors and managers, DART police, cost of fuel, tires and tubes, propulsion power, purchased transportation, customer service, revenue collection, and other related costs. *Maintenance* – includes labor costs and benefits for vehicle and facility maintenance, materials and supplies, utilities, and all other costs incurred for maintenance purposes. *General and administration* – includes administrative personnel costs, benefits, accident, general liability and contract claims, street improvements, and other related costs. *Depreciation* – includes depreciation expense on all depreciable capital assets. *Interest* – includes interest expense incurred on debt net of capitalized interest.

**EXPENSES BY FUNCTION**

	2018	2017	2016
Transportation	\$303,082	\$293,060	\$284,136
Maintenance	168,222	143,845	147,499
General and administration	63,251	72,399	71,279
Loss on HOV lane investments	11,100	-	3,100
Depreciation and amortization	250,210	239,381	246,794
Interest	162,568	163,620	172,340
Total	<u>\$958,433</u>	<u>\$912,305</u>	<u>\$925,148</u>



**DALLAS AREA RAPID TRANSIT  
MANAGEMENT'S DISCUSSION AND ANALYSIS (UNAUDITED)  
FOR THE YEARS ENDED SEPTEMBER 30, 2018 and 2017 (Dollars in Thousands)**

**CAPITAL ASSETS AND DEBT ADMINISTRATION**

Capital assets – Investment in capital assets includes: land and rights-of-way; transitways; buildings and improvements; revenue and non-revenue vehicles and equipment; and furniture, fixtures, and leasehold improvements. DART's investment in capital assets as of September 30, 2018, is \$4,237,296 compared to \$4,391,215 in 2017. The net decrease in capital assets during 2018 is \$153,919 (4%) compared to a decrease of \$152,441 (3%) in 2017.

The following table summarizes capital assets net of depreciation as of September 30, 2018 and 2017 with comparative information for 2016.

	Capital Assets (Net of Depreciation)		
	2018	2017	2016
Land and rights-of-way	\$619,043	\$619,026	\$615,709
Projects in progress	93,435	66,867	190,992
Transitways	2,589,537	2,695,295	2,671,832
Buildings and improvements	334,346	358,555	382,561
Revenue and non-revenue vehicles and equipment	590,001	645,335	676,793
Furniture, fixtures, and leasehold improvements	10,934	6,137	5,769
<b>Total</b>	<b>\$4,237,296</b>	<b>\$4,391,215</b>	<b>\$4,543,656</b>

The net decreases in both 2018 and 2017 are due to depreciation. Additional information on DART's capital assets is shown in note 7 on pages 27-28.

Outstanding debt – Outstanding debt includes sales tax revenue commercial paper notes, senior lien revenue bonds, TIFIA bonds payable, and capital lease/leaseback liabilities. As of September 30, 2018, DART had total outstanding debt of \$3,449,789 compared to \$3,518,574 as of September 30, 2017. Outstanding debt decreased by 2% (\$68,785) in 2018 compared to a decrease of 2% (\$81,971) in 2017.

The following table summarizes DART's total outstanding debt.

	2018	2017	2016
Sales tax revenue commercial paper notes	\$125,000	\$140,000	\$170,000
Senior lien revenue bonds payable	3,110,045	3,163,890	3,215,820
TIFIA bonds payable	100,878	102,968	105,000
Capital lease/leaseback liabilities	113,866	111,716	109,725
<b>Total debt</b>	<b>\$3,449,789</b>	<b>\$3,518,574</b>	<b>\$3,600,545</b>

The sales tax revenue commercial paper notes outstanding balance was \$125,000 as of September 30, 2018, compared to \$140,000 as of September 30, 2017. Commercial paper notes are issued as a senior subordinate lien to sales and use tax revenues and are payable from the 1% sales and use tax receipts. The decreases during both 2018 and 2017 were due to payments made on commercial paper notes.

Senior lien revenue bonds outstanding are \$3,110,045 as of September 30, 2018, and \$3,163,890 as of September 30, 2017. These are senior lien bonds secured by and payable from the 1% sales and use tax receipts and farebox revenues (pledged revenues). The decrease of \$53,845 in 2018 and \$51,930 in 2017 is due to principal payments during both years. The senior lien revenue bonds shown above are at face value. The amounts shown in the Statements of Net Position include the unamortized balance of original issuance premium of \$182,966 and \$201,935 as of September 30, 2018 and 2017, respectively.

During 2018, DART maintained an AA+ credit rating from Standard & Poor's, AA+ from Kroll Bond Rating Agency, and Aa2 from Moody's Investors Service on outstanding long-term debt. In addition, Fitch Ratings maintains an AA- on DART's Series 2007 bonds.

TIFIA bonds payable are \$100,878 as of September 30, 2018, compared to \$102,968 as of September 30, 2017. On December 13, 2012, DART entered into a Transportation Infrastructure Finance and Innovation Act (TIFIA) financing agreement with the U.S. Department of Transportation (DOT). Under this loan agreement, DART issued a Senior Lien Obligation bond to borrow up to \$105,000 from the DOT. The proceeds from the bond were used to pay for the cost of the third phase of DART's light rail Orange Line extension project, which extends DART's light rail service from Irving to the Dallas Fort Worth International Airport. The TIFIA financing agreement is reimbursement-based and DART requested the money after paying for the capital project costs. The TIFIA bond is a Senior Lien Obligation and is secured by and payable from Pledged Revenues on parity with other Senior Lien Obligations.



**DALLAS AREA RAPID TRANSIT  
MANAGEMENT'S DISCUSSION AND ANALYSIS (UNAUDITED)  
FOR THE YEARS ENDED SEPTEMBER 30, 2018 and 2017 (Dollars in Thousands)**

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Capital lease/leaseback liabilities are \$113,866 and \$111,716 as of September 30, 2018 and 2017, respectively. The increases in both 2018 and 2017 are due to accrued interest.

Additional information on DART's outstanding debt is shown in notes 11-16.

On December 20, 2018 DART entered into the Railroad Rehabilitation and Improvement Financing (RRIF) loan agreement with the U.S Department of Transportation. Under this loan agreement, DART will issue a Senior Lien Obligation bond to borrow up to \$908 million from the U.S Department of Transportation. The proceeds from the bond will be used to pay for the 26-mile Cotton Belt commuter rail line extending from Terminal B of Dallas/Fort Worth International Airport to a terminus in Shiloh Road in the City of Plano, with 9 stations and 8 vehicles. The current estimate of eligible project costs for the project is approximately \$1.2 billion. The RRIF financing agreement is reimbursement-based and DART will request (draw down) the money after paying for the capital project costs. Additional information on the RRIF loan is shown in note 21 – subsequent event.

#### **ECONOMIC OUTLOOK**

Sales and use tax is the largest source of revenue for DART, representing 72% of total revenues in both 2018 and 2017. Sales and use tax revenues are affected by changes in the local economy. During fiscal year 2018, DART's sales and use tax revenues showed a 5.1% increase compared to the previous year. Actual sales and use tax revenues in 2018 are \$596,400 compared to \$567,418 in 2017. The sales and use tax budget for 2019 is \$628,111 compared to \$596,400 actual for 2018. The budget for 2019 represents a 5.3% increase from the 2018 actual sales and use tax revenues.

#### **REQUESTS FOR INFORMATION**

This financial report is designed to provide our member jurisdictions, customers, investors, and creditors with a general overview of DART's finances. If you have questions concerning any of the information provided in this report or need additional financial information, contact the Chief Financial Officer at Dallas Area Rapid Transit, 1401 Pacific Avenue, P.O. Box 660163, Dallas, TX 75266-7220.

**DALLAS AREA RAPID TRANSIT  
STATEMENTS OF NET POSITION**

**SEPTEMBER 30, 2018 AND 2017 (Dollars in Thousands)**

	2018	2017
<b>ASSETS</b>		
<b>CURRENT ASSETS</b>		
Cash and cash equivalents	\$98,361	\$39,938
Investments	390,208	498,204
Sales and use tax receivable	97,949	95,344
Transit revenue receivable, net	7,001	8,528
Due from federal and other governments	21,840	19,959
Materials and supplies inventory, net	35,915	34,856
Prepaid transit expense and other	4,107	4,176
Restricted investments held by trustee for debt service	113,533	111,734
Restricted investments held for advance funding agreements	64,860	67,868
Restricted investments held to pay capital lease/leaseback liabilities	6,374	6,374
<b>TOTAL CURRENT ASSETS</b>	<b>840,148</b>	<b>886,981</b>
<b>NONCURRENT ASSETS</b>		
Restricted investments held as security for capital lease/leaseback liabilities	6,796	7,751
Investment in joint venture	10,497	12,030
Investment in managed HOV lane agreements	-	11,100
Capital assets		
Land and rights-of-way	619,043	619,026
Projects in progress	93,435	66,867
Depreciable capital assets, net of depreciation	3,524,818	3,705,322
Restricted investments held to pay capital lease/leaseback liabilities	107,492	105,342
Unamortized bond insurance premium and other	687	633
<b>TOTAL NONCURRENT ASSETS</b>	<b>4,362,768</b>	<b>4,528,071</b>
<b>TOTAL ASSETS</b>	<b>5,202,916</b>	<b>5,415,052</b>
<b>DEFERRED OUTFLOWS OF RESOURCES</b>	<b>89,210</b>	<b>86,293</b>
<b>TOTAL ASSETS AND DEFERRED OUTFLOWS OF RESOURCES</b>	<b>5,292,126</b>	<b>5,501,345</b>
<b>LIABILITIES</b>		
<b>CURRENT LIABILITIES</b>		
Accounts payable and accrued liabilities	61,742	60,806
Commercial paper notes payable	125,000	140,000
Current portion of capital lease/leaseback liabilities	6,374	6,374
Current portion of repayment due to State Comptroller	824	824
Local Assistance Program payable	1,531	685
Retainage payable	7,002	6,968
Unearned revenue and other liabilities	111,309	112,840
Accrued interest payable from restricted assets	54,507	55,329
Current portion of bonds payable	58,291	55,936
<b>TOTAL CURRENT LIABILITIES</b>	<b>426,580</b>	<b>439,762</b>
<b>NONCURRENT LIABILITIES</b>		
Accrued liabilities	39,748	37,113
Net pension liability	44,898	52,127
Net other post-employment benefits (OPEB) liability	22,667	-
Repayment due to State Comptroller	6,103	6,927
Senior lien revenue bonds payable	3,236,871	3,311,980
Transportation Infrastructure Finance and Innovation Act (TIFIA) bonds payable	98,726	100,878
Capital lease/leaseback liabilities	107,492	105,342
<b>TOTAL NONCURRENT LIABILITIES</b>	<b>3,556,505</b>	<b>3,614,367</b>
<b>TOTAL LIABILITIES</b>	<b>3,983,085</b>	<b>4,054,129</b>
<b>DEFERRED INFLOWS OF RESOURCES</b>	<b>4,663</b>	<b>2,178</b>
<b>TOTAL LIABILITIES AND DEFERRED INFLOWS OF RESOURCES</b>	<b>3,987,748</b>	<b>4,056,307</b>
<b>NET POSITION</b>		
Net investment in capital assets	764,341	837,067
Restricted for debt service	59,026	56,405
Restricted as security for capital lease/leaseback liabilities	6,796	7,751
Unrestricted	474,215	543,815
<b>TOTAL NET POSITION</b>	<b>\$1,304,378</b>	<b>\$1,445,038</b>

*The accompanying notes are an integral part of these financial statements.*

**DALLAS AREA RAPID TRANSIT  
STATEMENTS OF REVENUES, EXPENSES, AND CHANGES IN NET POSITION  
FOR THE YEARS ENDED SEPTEMBER 30, 2018 AND 2017 (Dollars in Thousands)**

	2018	2017
<b>OPERATING REVENUES</b>		
Passenger revenues	\$62,845	\$65,412
Advertising, rent, and other	13,241	14,175
<b>TOTAL OPERATING REVENUES</b>	<u>76,086</u>	<u>79,587</u>
<b>OPERATING EXPENSES</b>		
Labor	249,894	239,382
Benefits	98,581	103,288
Services	48,331	40,883
Materials and supplies	47,531	43,203
Purchased transportation	55,978	52,531
Depreciation and amortization	250,210	239,381
Utilities	19,673	18,830
Taxes, leases, and other	4,029	4,778
Casualty and liability	4,925	3,238
<b>TOTAL OPERATING EXPENSES</b>	<u>779,152</u>	<u>745,514</u>
<b>NET OPERATING LOSS</b>	<u>(703,066)</u>	<u>(665,927)</u>
<b>NON-OPERATING REVENUES (EXPENSES)</b>		
Sales and use tax revenue	596,400	567,418
Investment income	6,286	5,450
Interest income from investments held to pay capital lease/leaseback	8,524	8,365
Interest expense on capital lease/leaseback	(8,524)	(8,365)
Gain(loss) on HOV lane investments	(11,100)	600
Street improvements	(3,644)	(20)
Interest and financing expenses	(154,044)	(155,255)
Build America Bonds tax credit	28,443	28,381
Other federal grants	69,445	68,564
Other non-operating revenues	19,375	17,552
Other non-operating expenses	(1,969)	(3,151)
<b>NET NON-OPERATING REVENUES</b>	<u>549,192</u>	<u>529,539</u>
<b>LOSS BEFORE CAPITAL CONTRIBUTIONS AND GRANTS</b>	<u>(153,874)</u>	<u>(136,388)</u>
<b>CAPITAL CONTRIBUTIONS AND GRANTS</b>		
Federal capital contributions	24,122	9,957
State capital contributions	129	885
Local capital contributions	-	1
<b>TOTAL CAPITAL CONTRIBUTIONS AND GRANTS</b>	<u>24,251</u>	<u>10,843</u>
<b>CHANGE IN NET POSITION</b>	(129,623)	(125,545)
<b>TOTAL NET POSITION – BEGINNING OF YEAR</b>	1,445,038	1,570,583
Cumulative effect of change in accounting principle (see note 1, page 19 - 20)	(11,037)	-
<b>TOTAL NET POSITION – END OF YEAR</b>	<u>\$1,304,378</u>	<u>\$1,445,038</u>

*The accompanying notes are an integral part of these financial statements.*

**DALLAS AREA RAPID TRANSIT  
STATEMENTS OF CASH FLOWS**

**FOR THE YEARS ENDED SEPTEMBER 30, 2018 AND 2017 (Dollars in Thousands)**

	2018	2017
<b>CASH FLOWS FROM OPERATING ACTIVITIES</b>		
Receipts from customers	\$74,817	\$75,623
Cash flows from other sources	18,023	16,323
Payments to suppliers of goods and services	(128,234)	(115,245)
Payments to purchased transportation service providers	(54,425)	(51,172)
Payments to employees	(247,711)	(238,290)
Benefit payments on behalf of employees	(102,641)	(110,379)
<b>NET CASH USED BY OPERATING ACTIVITIES</b>	<b>(440,171)</b>	<b>(423,140)</b>
<b>CASH FLOWS FROM NON-CAPITAL FINANCING ACTIVITIES</b>		
Sales and use tax receipts	592,970	565,559
Other federal grants	69,902	69,782
Build America Bonds tax credit	28,452	28,360
Local Assistance Program and street improvements	(2,798)	(20)
<b>NET CASH PROVIDED BY NON-CAPITAL FINANCING ACTIVITIES</b>	<b>688,526</b>	<b>663,681</b>
<b>CASH FLOWS FROM INVESTING ACTIVITIES</b>		
Interest on investments	6,624	5,555
Proceeds from sales and maturity of investments	471,064	437,652
Purchase of investments	(363,167)	(373,146)
Increase in restricted assets	2,162	(245)
Investment in managed HOV lane agreements	-	(600)
<b>NET CASH PROVIDED BY INVESTING ACTIVITIES</b>	<b>116,683</b>	<b>69,216</b>
<b>CASH FLOWS FROM CAPITAL AND RELATED FINANCING ACTIVITIES</b>		
Acquisition and construction of capital assets	(95,602)	(86,985)
Proceeds from the issuance of commercial paper notes	715,000	800,000
Payment on commercial paper notes	(730,000)	(830,000)
Principal payment on revenue bonds	(55,936)	(53,962)
Interest and financing expenses	(165,585)	(164,072)
Federal capital contributions	24,354	7,394
State capital contributions	950	1,437
Local capital contributions	-	1
Proceeds from the sale of capital assets	204	2,717
<b>NET CASH USED BY CAPITAL AND RELATED FINANCING ACTIVITIES</b>	<b>(306,615)</b>	<b>(323,470)</b>
<b>NET DECREASE IN CASH AND CASH EQUIVALENTS</b>	<b>58,423</b>	<b>(13,713)</b>
<b>CASH AND CASH EQUIVALENTS, BEGINNING OF YEAR</b>	<b>39,938</b>	<b>53,651</b>
<b>CASH AND CASH EQUIVALENTS, END OF YEAR</b>	<b>\$98,361</b>	<b>\$39,938</b>

(Continued)

*The accompanying notes are an integral part of these financial statements.*

**DALLAS AREA RAPID TRANSIT  
STATEMENTS OF CASH FLOWS**

**FOR THE YEARS ENDED SEPTEMBER 30, 2018 AND 2017 (Dollars in Thousands)**

	<u>2018</u>	<u>2017</u>
RECONCILIATION OF OPERATING LOSS TO CASH USED BY OPERATING ACTIVITIES		
CASH FLOWS FROM OPERATING ACTIVITIES		
Net operating loss	\$(703,066)	\$(665,927)
ADJUSTMENTS TO RECONCILE NET OPERATING LOSS TO NET CASH USED IN OPERATING ACTIVITIES		
Depreciation and amortization	250,210	239,381
Miscellaneous non-operating income	19,171	15,435
Miscellaneous non-operating expenses	(1,969)	(3,151)
Changes in assets and liabilities:		
Increase in transit receivable	1,540	(2,771)
Decrease in due from federal & other governments	(1,824)	593
Decrease (increase) in materials and supplies inventory	(1,060)	(1,027)
Decrease (increase) in prepaid expenses and other current assets	(222)	452
Increase (decrease) in net pension liability	(7,229)	(11,570)
Increase (decrease) in accounts payable and accrued liabilities	3,139	2,385
Increase (decrease) in unearned revenue and other liabilities	1,139	3,060
NET CASH USED BY OPERATING ACTIVITIES	<u>\$(440,171)</u>	<u>\$(423,140)</u>
 NON-CASH OPERATING, INVESTING, AND FINANCING ACTIVITIES		
Interest income from investments held to pay capital lease/leaseback	\$8,524	\$8,365
Interest expense on capital lease/leaseback	(8,524)	(8,365)
Increase in capital lease/leaseback obligations	2,150	1,991
Increase in investments held to pay capital lease/leaseback	(2,150)	(1,991)
Decrease in fair value of investments	(2,361)	(1,337)
Amortization of premium, discount, bond insurance premium costs, and loss on debt refunding	(10,721)	(11,269)
Purchases of capital assets in accounts payable at year-end	14,134	13,703
Gain (loss) on HOV lane investments	(11,100)	600
Decrease in deferred outflows of resources – derivative instrument	856	284
Change in due from federal governments – capital contributions	233	2,563
Change in advance payments received from the State – capital contributions	820	552

(Concluded)

*The accompanying notes are an integral part of these financial statements.*

**DALLAS AREA RAPID TRANSIT  
NOTES TO FINANCIAL STATEMENTS**

**FOR THE YEARS ENDED SEPTEMBER 30, 2018 and 2017 (Dollars in Thousands)**

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1. ORGANIZATION AND SIGNIFICANT ACCOUNTING POLICIES

Organization – Dallas Area Rapid Transit (DART) is a regional transportation authority of the State of Texas, created and confirmed by passage of a referendum on August 13, 1983, pursuant to Article 1118y of the Vernon's Annotated Texas Civil Statutes, as amended, and recodified into Section 452 of the Texas Transportation Code (the Code) effective September 1, 1995. DART is organized to provide public and general transportation services to 13-member jurisdictions in five counties: Dallas, Collin, Ellis, Denton, and Rockwall. The member jurisdictions in which the voters elected to be included in DART consist of the cities of Carrollton, Cockrell Hill, Dallas, Farmers Branch, Garland, Glenn Heights, Irving, Plano, Richardson, Rowlett, and University Park, and the towns of Addison and Highland Park. Fifteen Board members represent the 13-member jurisdictions. Board members are appointed according to the ratio of the population of a member jurisdiction to the total population of the service area. One Board member may represent multiple jurisdictions.

Amendments to DART's enabling legislation require approval of the Texas State Legislature, which holds its regular session every two years. Past legislative changes allowed the issuance of lease/leaseback transactions (see Note 11), changed the collection period of sales taxes from quarterly to monthly, and allowed a joint pledge of sales and use tax and farebox revenues as security for long-term debt. Future changes to DART's enabling legislation could have a material impact on DART's financial position. The State Legislature latest session began in January 2019.

On August 12, 2000, the voters of the DART Service Area passed a referendum that allows DART to issue up to \$2.9 billion of bonds or notes that are solely payable from and secured by the DART sales and use tax revenue, have maturities beyond five years, and are issued pursuant to the authority granted at the election. On August 9, 2001, DART issued \$400 million of the authorized \$2.9 billion bonds. On September 10, 2002, \$98.7 million of the authorized bonds were issued. On March 8, 2007, an additional \$770.3 million of the authorized bonds were issued. From the \$770.3 million, \$317.7 million was issued to refund part of the 2001 and 2002 bonds. The remaining \$452.6 million was issued to payoff commercial paper notes. In April 2008, the Board approved the fourth issuance of Bonds (Series 2008), for \$731.4 million as authorized by the Master Debt Resolution. This issuance included \$341 million to refund commercial paper notes.

A change to DART's enabling legislation was enacted during the 2009 Texas Legislative Session allowing DART to pledge multiple revenue sources as a first lien on Senior Lien Long-Term Bonds. This legislative change allowed DART to issue more than \$2.9 billion in long-term debt, provided that DART issues multi-revenue bonds. On July 23, 2012, DART filed a Bond Validation Petition in District Court 160 in Dallas County. DART sought a judicial ruling clarifying whether a \$2.9 billion limitation on "solely" pledged Sales Tax Revenue Bonds applies to "combined" Pledged Revenue Bonds. The hearing was conducted on August 13, 2012, and the Court concurred with DART's position. As a result, DART is no longer limited to \$2.9 billion in long-term debt so long as the debt is backed by a combined pledge of revenues (sales taxes plus another revenue source).

In May 2009, the Board approved the fifth issuance of Bonds (Series 2009A and Series 2009B), for \$1 billion as authorized by the Master Debt Resolution (see Note 13). In September 2010, the Board approved the sixth issuance of Bonds (Series 2010A and Series 2010B), for \$824.6 million as authorized by the Master Debt Resolution (see Note 13). On November 15, 2012, DART issued and sold \$127,775 in Senior Lien Sales Tax Revenue Bonds (Series 2012 Bonds). Series 2012 Bonds were issued to refund \$150,000 Commercial Paper Notes. The Commercial Paper Notes were issued to finance capital expenditures for DART's system expansion and acquisition. On December 13, 2012 DART entered into a Transportation Infrastructure Finance and Innovation Act (TIFIA) financing agreement with the U.S. Department of Transportation (see note 14). Under this agreement, DART borrowed \$105,000 from the U.S. Department of Transportation. The proceeds from the bond were used to pay for the cost of the third phase of DART's light rail Orange Line extension project, which extended DART's light rail service from Irving to the Dallas Fort Worth International Airport. These bonds are Senior Lien Revenue Bonds that are secured by, and payable from, a senior lien on Pledged Revenues. On December 11, 2014, DART issued and sold \$426,035 in Senior Lien Sales Tax Revenue Bonds (\$379,480 in Series 2014A Bonds and \$46,555 in Series 2014B Bonds). The Series 2014A and 2014B bonds were issued to refund part of the 2007 and 2008 bonds. On December 15, 2015, DART issued and sold \$117,470 in Series 2015 Senior Lien Sales Tax Revenue Bonds to refund part of the 2007 bonds. On February 18, 2016, DART issued and sold \$482,530 Series 2016A Senior Lien Sales Tax Revenue Bonds to refund part of the 2008 bonds; and on September 21, 2016 DART issued and sold \$228,900 Series 2016B Senior Lien Sales Tax Revenue Bonds to refund part of the 2007, 2008, and 2009A bonds.

On December 20, 2018 DART entered into the Railroad Rehabilitation and Improvement Financing (RRIF) loan agreement with the U.S. Department of Transportation. Under this loan agreement, DART will borrow up to \$908 million from the U.S. Department of Transportation. The proceeds from the bond will be used to pay for the 26-mile Cotton Belt commuter rail line extending from Terminal B of Dallas/Fort Worth International Airport to a terminus in Shiloh Road in the City of Plano, with 9 stations and 8 vehicles. The current estimate of eligible project costs for the project is approximately \$1.1 billion. (see note 23 – Subsequent event)

DART received approximately \$596,400 in 2018 from a 1% sales and use tax imposed on certain items within its member jurisdictions compared to \$567,418 in 2017. These revenues constitute approximately 72% of DART's total revenues during fiscal years 2018 and 2017. Approximately 50%, 14%, and 11% of these sales and use tax revenues were collected from sales in the cities of Dallas, Plano, and Irving respectively during both fiscal years 2018 and 2017.



**DALLAS AREA RAPID TRANSIT  
NOTES TO FINANCIAL STATEMENTS**

**FOR THE YEARS ENDED SEPTEMBER 30, 2018 and 2017 (Dollars in Thousands)**

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Basis of Accounting – The activities of DART are accounted for as proprietary funds and therefore are reported as an enterprise fund in accordance with governmental accounting and financial reporting principles issued by the Governmental Accounting Standards Board (GASB). Accordingly, DART uses the accrual basis of accounting.

Reporting Entity – DART has two component units, Regional Rail Right-Of-Way Corporation (RRROW) and Dallas Area Rapid Transit Mobility Service, LGC (LGC).

Regional Rail Right of Way – The RRROW is a not-for-profit Corporation formed under Article 1396-1.01 of the Texas Non-Profit Corporation Act on October 9, 1990 to facilitate the acquisition of certain properties and right-of-way for DART. On July 9, 2002, The DART Board of Directors authorized the transfer to DART of real estate interest for certain railroad right of way held by RRROW and granted easement rights to RRROW to continue freight rail operations on all of DART active freight rail corridors. DART retains all real estate interests in the active freight rail corridors and RRROW is the common carrier authority under the freight operating easement. RRROW discharges the common carrier obligations through existing trackage rights agreements that are managed by DART personnel on behalf of RRROW. RRROW collects all trackage rights fees from freight operations on active DART owned railroad corridors. At the end of each fiscal year DART receives income earned by the Corporation that is not needed to pay the Corporation's expenses or obligations. DART retains the right to use the railroad corridors for reasonable purposes provided such uses do not materially interfere with common carrier freight service on the railroad corridors.

All powers of the RRROW corporation are vested in a Board of Directors, each member of which is appointed by the DART Board. The RRROW Board of Directors consist of not fewer than three nor more than five directors of which DART is the sole corporate member. Any director may be removed from office at any time, with or without cause, by the DART Board. The DART Board may review and revise the structure, organization, and activities of the Corporation. The property and affairs of RRROW are subject to the restrictions imposed by the DART Board. In the event of dissolution all assets will be turned over to DART.

Dallas Area Rapid Transit Mobility Service – The LGC is a not-for-profit Corporation formed on March 6, 2012 under Subchapter D of Chapter 431, Texas Transportation Code, to aide and act on behalf of DART in performance of its governmental purpose of providing a public transportation system by bus primarily outside the DART service area. The Corporation can issue bonds, notes or other obligations and it can also acquire real property, all subject to prior approval of the DART Board of Directors. The LGC must comply with all DART policies and, when applicable, with all Federal Transit Administration requirements in performance of its duties.

There are five members on the LGC Board: Chairman of the DART Board of Directors; one other DART Board member that is appointed by the DART Board of Directors; and three DART employees recommended by the President/Executive Director of DART and subject to the approval from the DART Board of Directors. DART is the sole corporate member of the LGC. The DART Board of Directors may remove any member from the LGC board, with or without cause. Any vacancy on the Board shall be filled by a majority vote of the DART Board of Directors. Staff functions for the Corporation are performed by DART employees, as directed by the DART President/Executive Director. The DART Board of Directors may at any time consider and approve a resolution directing the LGC Board of Directors to proceed with the dissolution of the Corporation in which case, all assets will be turned over to DART. At the end of each fiscal year, DART receives income earned by the Corporation that is not needed to pay the Corporation's expenses or obligations.

Both RRROW and LGC meet the criteria of a blended component unit for the following reasons: They are both non-profit corporations in which the agency is the sole corporate member. DART Board appoints/approves the voting majority of each Board. The DART Board can impose its will on the corporations and may at any time consider and approve a resolution directing their Boards to proceed with the dissolution of the Corporation in which case, all assets will be turned over to DART. Also, the DART Board may remove any member from the LGC or RRROW Board at any time, with or without cause. In the case of RRROW, the corporation provides services that benefit the primary government (DART) by discharging the common carrier obligations through DARTs existing trackage rights agreements and collecting the related trackage rights fees. DART is legally entitled to or can otherwise access the organizations resources as it retains the right to use the railroad corridors and at the end of each fiscal year receives income earned by RRROW via the trackage right fees received. In the case of LGC, the LGC benefits DART by aiding and acting on behalf of DART in performance of its governmental purpose of providing a public transportation system. The LGC also provides a financial benefit to DART. At the end of each fiscal year DART receives the income earned by the LGC that is not needed to pay the Corporation's expenses or obligations.

The financial information of the RRROW and LGC are included in the accompanying financial statements of DART as blended component units in accordance with GASB Statement No. 61 and GASB Statement No. 80.

Internally prepared financial statements for either RRROW or LGC may be obtained by contacting the Chief Financial Officer at Dallas Area Rapid Transit, 1401 Pacific Avenue, P.O. Box 660163, Dallas, TX 75266-7220.

New Accounting Pronouncements – In June 2015, the GASB issued Statement 75, *Accounting and Financial Reporting for Postemployment Benefits Other Than Pensions*. This Statement replaces the requirements of Statement 45 and requires governments to report a liability on the face of the financial statements for the OPEB that they provide. Statement 75 requires governments in all types of OPEB plans to present more extensive note disclosures and required supplementary information (RSI) about their OPEB liabilities. This Statement is effective for DART's

**DALLAS AREA RAPID TRANSIT  
NOTES TO FINANCIAL STATEMENTS**

**FOR THE YEARS ENDED SEPTEMBER 30, 2018 and 2017 (Dollars in Thousands)**

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fiscal year ended September 30, 2018. A specific change to DART's financial statements relates to the recognition of DART's net OPEB liability and related deferred outflows of resources with a net value of \$11,037 that was not previously reported on the financial statements. Due to the requirements of GASB 75, these amounts are now required to be included on DART's financial statements and thus were added to the financial statements as an adjustment to net position as of October 1, 2017. DART did not retroactively implement the statement as of October 1, 2016 because it was not deemed practical. Please see note 18 for more information on DART's net OPEB liability.

In March 2016, GASB issued Statement No. 81 *Irrevocable Split-Interest Agreements*. This Statement requires that a government that receives resources pursuant to an irrevocable split-interest agreement recognize assets, liabilities, and deferred inflows of resources at the inception of the agreement. Furthermore, this Statement requires that a government recognize assets representing its beneficial interests in irrevocable split-interest agreements that are administered by a third party, if the government controls the present service capacity of the beneficial interests. This Statement requires that a government recognize revenue when the resources become applicable to the reporting period. Statement 81 became effective for DART during fiscal year 2018. Implementation of this statement did not have an impact on DART financial statements.

In March 2017, GASB issued Statement No. 85 *Omnibus 2017*. The objective of this Statement is to address practice issues that have been identified during implementation and application of certain GASB Statements. This Statement addresses a variety of topics including issues related to blending component units, goodwill, fair value measurement and application, and postemployment benefits (pensions and other postemployment benefits [OPEB]). This statement became effective for DART during fiscal year 2018.

In May 2017, GASB issued Statement No. 86 *Certain Debt Extinguishment Issues*. This Statement establishes accounting and financial reporting requirements for when a government places cash and other monetary assets from existing resources (as opposed to debt proceeds) in an irrevocable trust to extinguish the debt. This statement became effective for DART during fiscal year 2018.

Cash and Cash Equivalents – DART considers investments in unrestricted funds with original maturities of less than 90 days at the date of purchase to be cash equivalents. Cash and cash equivalents were \$98,361 and \$39,938 as of September 30, 2018, and 2017, respectively.

Investments – The investment balances, other than investments held to pay lease/leaseback obligations (see Note 3), on September 30, 2018, and 2017 are stated at fair value except for money market funds which are valued at amortized cost. Fair value is the amount at which an investment may be exchanged in a current transaction between willing parties other than in a forced or liquidation sale. DART utilizes quoted market prices or other measurements on September 30, 2018, and 2017, as the equivalent of the fair value of investments. When both restricted and unrestricted funds are available, it is DART's policy to spend restricted funds first on eligible expenditures.

Material and Supplies Inventory – An inventory of supplies and parts is maintained at different DART warehouses for use in the operation and is recorded as an expense when consumed or placed in service. Inventory is stated at average cost.

Capital Assets – Capital assets are assets with an initial individual cost of more than five thousand dollars (\$5,000) and an estimated useful life in excess of one year. Such assets are stated at cost. Depreciation is calculated using the straight-line method over the estimated useful lives of the related assets as indicated in Note 7. Major improvements to buildings and equipment are capitalized. Maintenance and repairs are charged to expense as incurred. Improvements and betterments that extend the useful lives of capital assets or add new functionality are capitalized. Transit system development costs for services such as project-related design, construction, construction management, and project management costs are capitalized when incurred. Interest expense incurred during the construction phase of a capital asset is capitalized. In 2018, total interest and financing expense of \$155,198 was incurred, and \$1,154 of this total was capitalized. In 2017, total interest and financing expense of \$156,317 was incurred, and \$1,062 of this total was capitalized. Donated assets are capitalized at estimated acquisition value on the date of donation.

Federal, State and Local Capital Contributions, and Grants – Grant funds used for the acquisition of property and equipment are recorded as capital contribution revenues when the related grant eligibility requirements are met, and qualified expenditures are incurred. DART received \$24,251 in federal, state and local capital contributions during 2018 compared to \$10,843 during 2017. None of the total capital contributions received during 2018 were based on capital expenditures made during the previous years. In addition to capital contributions, DART also received \$69,445 in 2018 compared to \$68,564 in 2017 in the form of other federal grants. Included in these amounts are grants that are substantially related to capital maintenance grants from the federal government.

Paid Time Off, Vacation and Sick Leave – Salaried exempt and non-exempt employees are eligible for a "Paid Time Off" (PTO) benefits program. Accumulated PTO hours have no cash value unless the employee has five or more years of service. Upon termination of employment, a percentage of unused PTO hours will be paid in a lump sum based on number of years of continued service with DART. Hourly employees earn vacation and sick leave, which may be taken or accumulated up to certain levels, until paid upon retirement or termination. The liability for PTO, vacation, and sick leave has been calculated in accordance with GASB Statement No. 16, *Accounting for Compensated Absences*, and is included in the accounts payable and accrued liabilities line item in the accompanying Statements of Net Position.

**DALLAS AREA RAPID TRANSIT  
NOTES TO FINANCIAL STATEMENTS**

**FOR THE YEARS ENDED SEPTEMBER 30, 2018 and 2017 (Dollars in Thousands)**

Operating Revenues and Expenses – Operating revenues are generated from activities related to providing public transportation services such as bus, light rail, commuter rail, paratransit, and vanpool to DART customers. DART’s operating revenues include passenger fare revenues, advertising revenues, and certain rental income. Non-operating revenues are revenues not directly related to the operations of DART’s transit service. Sales and use tax revenues, Build America Bond tax credit, and investment income are classified as non-operating revenues.

Operating expenses are incurred for activities directly related to providing public transportation services to DART customers. Such activities include transportation, maintenance, transit police, and general and administrative functions. Non-operating expenses include interest and financing costs, general planning and consulting work not related to current service, and the local assistance provided to eligible member jurisdictions.

Revenue Recognition – Operating revenues are recognized when transit service is provided. Monthly tickets and annual passes are sold for revenue service, including bus and rail operations. An estimate of unused tickets and passes is recorded as unearned transit revenue and is included in the unearned revenue and other liabilities line item in the accompanying Statements of Net Position.

Sales and Use Tax Revenues – Sales and use tax revenues are recognized when the underlying transactions occur. Sales and use tax revenues are subject to audits by the State Comptroller, which sometimes results in refunds to the State.

Self-Insurance Liabilities – DART administers and maintains self-insured reserves for employee medical, operational workers’ compensation, auto, and general liability (including bus/rail accidents), directors’ and officers’ liability, and light rail construction workers’ compensation and general liability claims. These programs are administered by DART, or in some instances, a third party. DART accrues the estimated cost of self-insurance liabilities based on actuarial review and the estimate is included in the accounts payable and accrued liabilities line item in the accompanying Statements of Net Position.

The estimate includes incurred but not reported (IBNR) claims. Changes in the liabilities in 2018, 2017, 2016 for DART’s self-insured programs are as follows:

Description	2018	2017	2016
Beginning balance	\$17,970	\$17,445	\$16,017
Current year claims and changes in estimates	4,949	5,707	6,719
Payments	(4,120)	(5,182)	(5,291)
Ending balance	\$18,799	\$17,970	\$17,445
Amounts due in one year	\$4,864	\$5,158	\$4,909

DART purchases liability insurance coverage for all-risk property, commuter rail, leased premises, crime, directors and officers and light rail project-specific professional liability and light rail build-out workers’ compensation and general liability. Coverage is evaluated annually and adjusted as necessary based upon exposure and claim payments. There was no significant reduction in insurance coverage from the previous year, and the settlement amounts did not exceed insurance coverage for each of the past three fiscal years.

Premium and Discounts on Revenue Bonds – Premiums and discounts on Senior Lien Revenue Bonds are amortized using the effective interest method. Bond insurance premiums and gains/losses on refunding are also amortized using the effective interest method over the life of the bonds.

Pensions – For purposes of measuring the net pension liability, deferred outflows of resources and deferred inflows of resources related to pensions, and pension expense, information about the fiduciary net position of the DART Employees Defined Benefit Retirement Plan and Trust (the DB Plan) and additions to/deductions from the DB Plan’s fiduciary net position have been determined on the same basis as they are reported by the DB Plan. For this purpose, benefit payments (including refunds of employee contributions) are recognized when due and payable in accordance with the benefit terms. Investments are reported at fair value.

Net position – *Net Investment in Capital Assets*, includes capital assets, net of accumulated depreciation, less the outstanding balances of any bonds, notes, or other borrowings that are attributable to the acquisition, construction, or improvement of those assets. *Restricted* consists of net position that is legally restricted by outside parties or by law through constitutional provisions or enabling legislation. When both restricted and unrestricted resources are available for use, generally it is DART’s policy to use restricted resources first, and then unrestricted resources when they are needed. *Unrestricted* resources consist of net position that does not meet the definition of “restricted” or “net investment in capital assets.”

**DALLAS AREA RAPID TRANSIT  
NOTES TO FINANCIAL STATEMENTS**

**FOR THE YEARS ENDED SEPTEMBER 30, 2018 and 2017 (Dollars in Thousands)**

**2. SERVICE AGREEMENTS**

DART has entered into several long-term agreements with contractors to provide paratransit, commuter rail, DART on-call and shuttle services. Payments to service providers are recorded as purchased transportation in the accompanying Statements of Revenues, Expenses, and Changes in Net Position. Summary of major services agreements is shown on the next page.

Summary of major services rendered in 2018 and 2017 and the current contract terms, including option periods is shown as follows:

Contractor's Name	Service Type	Annual Payments		Contract Terms	
		2018	2017	Began	Expires
Herzog Transit Services, Inc.	Commuter Rail Service	\$22,114	\$20,611	10/1/2015	9/30/2025
MV Contract Transportation, Inc.	Paratransit, and On-call services	27,877	26,032	10/1/2012	9/30/2019
Others	Various	5,987	5,888	Various	Various
Total		<u>\$55,978</u>	<u>\$52,531</u>		

**3. CASH, CASH EQUIVALENTS, AND INVESTMENTS**

Cash and investments, excluding investments held for lease/leaseback liabilities, as of September 30 are classified in the Statements of Net Position as follows:

	9/30/2018	9/30/2017
Cash and cash equivalents	\$98,361	\$39,938
Investments	390,208	498,204
Restricted investments held by trustee for debt service	113,533	111,734
Restricted investments held for advance funding agreements	64,860	67,868
Restricted investments held as security for capital lease/leaseback liabilities	6,796	7,751
Total cash and investments	<u>\$673,758</u>	<u>\$725,495</u>

Cash and investments as of September 30 consist of the following:

	9/30/2018	9/30/2017
Cash on hand	\$1,525	\$1,599
Cash equivalents	96,836	38,339
Investments	575,397	685,557
Total cash and investments	<u>\$673,758</u>	<u>\$725,495</u>

Deposits

State statutes authorize DART's cash to be deposited in demand deposits, time deposits, or certificates of deposit and require that all deposits be fully collateralized or insured.

On September 30, 2018, the carrying amount of DART's deposits was \$1,525 compared to \$1,599 at September 30, 2017. Bank balances at September 30, 2018 and 2017 were entirely covered either by Federal Depository Insurance or by collateral held by DART's agent in DART's name.

Custodial Credit Risk – Custodial credit risk for deposits is the risk that, in the event of failure of a depository financial institution, DART will not be able to recover its deposits or will not be able to recover collateral securities that are in the possession of an outside party. DART's policy requires that all deposits with financial institutions must be collateralized to the extent not protected by F.D.I.C. insurance. Securities that can be accepted as collateral are limited to U.S. Government Securities, Federal Agency Securities, and Municipal Securities.

Investments

In accordance with the Texas Public Funds Investment Act and DART's investment policy, DART invests in, among others, obligations of the United States or its agencies and instrumentalities, and obligations of states, agencies, counties, cities, and other state political subdivisions with ratings from a nationally recognized investment rating firm of not less than "A" or its equivalent and commercial paper with ratings of not less than "A1" or "P1." In addition, State statutes authorize DART to invest funds in other cash equivalents such as money market mutual funds among other things. All DART investments are subject to the Texas Public Funds Investment Act. The following table identifies the investment types that are authorized by DART's Investment Policy. The table also identifies certain provisions of DART Investment Policy that address interest rate risk, credit risk and concentration of credit risk.

**DALLAS AREA RAPID TRANSIT  
NOTES TO FINANCIAL STATEMENTS**

**FOR THE YEARS ENDED SEPTEMBER 30, 2018 and 2017 (Dollars in Thousands)**

Authorized Investment Type	Maximum Maturity	Maximum Percentage of Portfolio	Maximum Investment in One Issuer at the Time of Purchase
U.S. Government Securities	None	None	None
Federal Agency Securities	None	None	25%
Municipal Securities	None	None	10%
Repurchase and Reverse Repurchase Agreements	90 days	50%	5%
Money Market Mutual Funds	10 years	None	None
Commercial Paper	270 days	None	5%
Banker's Acceptance	270 days	None	5%
Certificate of Deposit	10 years	None	None

**Interest Rate Risk** – Interest rate risk is the risk that changes in market interest rates will adversely affect the fair value of an investment. Generally, the longer the maturity of an investment, the greater the sensitivity of its fair value to changes in market interest rates. One of the ways that DART manages exposure to interest rate risk is by purchasing a combination of shorter term and longer-term investments and by timing cash flows from maturities so that a portion of it matures evenly over time as necessary to provide the cash flow and liquidity needed for operations.

Information about the sensitivity of the fair values of DART investments to market interest rate fluctuations as of September 30 is provided in the following tables, which show the distribution of DART investments by maturity.

Investment Type	Total Amount	Remaining Maturity (in months) as of September 30, 2018		
		12 Months or Less	12 to 24 Months	24 to 60 Months
Federal Agricultural Mortgage Corporation	\$2,298	\$2,298	\$ -	\$ -
Federal Home Loan Bank	139,478	17,931	50,107	71,440
Federal Farm Credit Banks	67,729	33,733	31,071	2,925
Federal Home Loan Mortgage Corporation	51,492	31,852	9,847	9,793
Federal National Mortgage Association	93,602	35,153	49,749	8,700
Commercial Paper	52,464	52,464	-	-
Money Market Funds	265,170	265,170	-	-
<b>Total</b>	<b>\$672,233</b>	<b>\$438,601</b>	<b>\$140,774</b>	<b>\$92,858</b>

Investment Type	Total Amount	Remaining Maturity (in months) as of September 30, 2017		
		12 Months or Less	12 to 24 Months	24 to 60 Months
Federal Home Loan Bank	\$168,952	\$38,035	\$17,974	\$112,943
Federal Farm Credit Banks	112,410	48,291	29,816	34,303
Federal Home Loan Mortgage Corporation	107,456	61,635	31,809	14,012
Federal National Mortgage Association	111,543	25,926	43,488	42,129
Commercial Paper	40,242	40,242	-	-
Money Market Funds	183,293	183,293	-	-
<b>Total</b>	<b>\$723,896</b>	<b>\$397,422</b>	<b>\$123,087</b>	<b>\$203,387</b>



**DALLAS AREA RAPID TRANSIT  
NOTES TO FINANCIAL STATEMENTS**

**FOR THE YEARS ENDED SEPTEMBER 30, 2018 and 2017 (Dollars in Thousands)**

Credit Risk - Credit risk is the risk that an issuer of an investment will not fulfill its obligation to the holder of the investment. This is measured by the assignment of a rating by a nationally recognized rating agency. The following tables show actual ratings as of September 30 for each investment type. Money market funds listed are SEC regulated 2a.7 funds.

Rating as of September 30, 2018				
Investment Type	Total			
	Amount	AA+/ Aaa	A1/P1	AAAm
Federal Agricultural Mortgage Corporation	\$2,298	\$2,298	\$ -	\$ -
Federal Home Loan Bank	139,478	139,478	-	-
Federal Farm Credit Banks	67,729	67,729	-	-
Federal Home Loan Mortgage Corporation	51,492	51,492	-	-
Federal National Mortgage Association	93,602	93,602	-	-
Commercial Paper	52,464	-	52,464	-
Money Market Funds	265,170	-	-	265,170
<b>Total</b>	<b>\$672,233</b>	<b>\$354,599</b>	<b>\$52,464</b>	<b>\$265,170</b>

Rating as of September 30, 2017				
Investment Type	Total			
	Amount	AA+/ Aaa	A1/P1	AAAm
Federal Home Loan Bank	\$168,952	\$168,952	\$ -	\$ -
Federal Farm Credit Banks	112,410	112,410	-	-
Federal Home Loan Mortgage Corporation	107,456	107,456	-	-
Federal National Mortgage Association	111,543	111,543	-	-
Commercial Paper	40,242	-	40,242	-
Money Market Funds	183,293	-	-	183,293
<b>Total</b>	<b>\$723,896</b>	<b>\$500,361</b>	<b>\$40,242</b>	<b>\$183,293</b>

On August 5, 2011, Standard and Poor's, one of three nationally recognized raters of US debt and securities, downgraded the rating of long-term United States sovereign debt from AAA to AA+ for the first time since 1941 with a negative outlook. The two other national raters, Moody's and Fitch, continue to have the highest ratings, but also have the debt on their watch lists. DART's investment portfolio includes \$354,999 as of September 30, 2018 compared to \$500,361 as of September 30, 2017 with credit ratings of AA+ by Standard and Poor's.

Concentration of Credit Risk – Concentration of credit risk is the risk of loss attributed to the magnitude of DART's investment in a single issuer. DART's Investment Policy contains limitations on the amount that can be invested in any one issuer as shown in the table on page 23. Investments in any one issuer that represent 5% or more of total investment portfolio of DART as of September 30 are as shown below:

September 30, 2018		
Investment type/Issuer	Reported Amount	Percentage of Total Portfolio
Logic	\$161,013	24%
Federal Home Loan Bank	139,478	21%
TexPool	102,051	15%
Federal National Mortgage Association	93,602	14%
Federal Farm Credit Banks	67,729	10%
Federal Home Loan Mortgage Corporation	51,492	8%

September 30, 2017		
Investment type/Issuer	Reported Amount	Percentage of Total Portfolio
Federal Home Loan Bank	\$168,952	23%
Federal Farm Credit Banks	112,410	16%
Federal National Mortgage Association	111,543	15%
Federal Home Loan Mortgage Corporation	107,456	15%
Logic	97,043	13%
TexPool	80,247	11%

**DALLAS AREA RAPID TRANSIT  
NOTES TO FINANCIAL STATEMENTS**

**FOR THE YEARS ENDED SEPTEMBER 30, 2018 and 2017 (Dollars in Thousands)**

Custodial Credit Risk – The custodial credit risk for investments is the risk that, in the event of the failure of the counterparty (e.g., broker-dealer) to a transaction, DART will not be able to recover the value of its investment or collateral securities that are in the possession of another party. All of DART’s investments except for money market mutual funds, which by design provide ownership of shares within the fund, are registered in DART’s name as of September 30, 2018 and 2017 and are not exposed to custodial credit risk.

Foreign Currency Risk – Foreign currency risk is the risk that changes in exchange rates will adversely affect the fair value of an investment or deposit. None of DART’s investment are in foreign currency-denominated investments.

DART categorizes its fair value measurements within the fair value hierarchy established by GAAP. The hierarchy is based on the valuation inputs used to measure fair value of the asset. Level 1 inputs are quoted prices in active markets for identical assets. Level 2 inputs are significant other observable inputs and are valued using a matrix pricing model. Level 3 inputs are significant unobservable inputs.

DART has the following fair value measurements as of September 30, 2018 and 2017.

Investment Type	Total	Level 1	Level 2	Level 3
	Amount			
Federal Agricultural Mortgage Corporation	\$2,298	\$ -	\$2,298	\$ -
Federal Home Loan Bank	139,478	-	139,478	-
Federal Farm Credit Banks	67,729	-	67,729	-
Federal Home Loan Mortgage Corporation	51,492	-	51,492	-
Federal National Mortgage Association	93,602	-	93,602	-
Commercial Paper	52,464	-	52,464	-
<b>Total</b>	<b>\$407,063</b>	<b>\$ -</b>	<b>\$407,063</b>	<b>\$ -</b>

Investment Type	Total	Level 1	Level 2	Level 3
	Amount			
Federal Home Loan Bank	\$168,952	\$ -	\$168,952	\$ -
Federal Farm Credit Banks	112,410	-	112,410	-
Federal Home Loan Mortgage Corporation	107,456	-	107,456	-
Federal National Mortgage Association	111,543	-	111,543	-
Commercial Paper	40,242	-	40,242	-
<b>Total</b>	<b>\$540,603</b>	<b>\$ -</b>	<b>\$540,603</b>	<b>\$ -</b>

Restricted investments held to pay capital lease/leaseback liabilities – As of September 30, 2018, DART had one outstanding lease/leaseback obligation. When DART entered into the capital lease/leaseback transactions it received advance rental payments. A portion of the advance rental payment received by DART was used to purchase contractual undertakings from certain financial institutions. These institutions assumed and agreed to pay the sublease rental payments due through the purchase option date, together with the purchase option price owed if DART were to exercise the purchase option rights. For other leases, DART deposited a portion of the advance rental payment with a trustee, who was to purchase direct obligations of the US government and other securities that would mature on the dates in the amounts required to pay sublease rental payments and the respective purchase option price. These investments are held by the trustee in the name of DART and are invested in U.S. Treasury strips, U.S. government sponsored enterprise obligations, and guaranteed investment contracts. They include a combination of investments with short-term and long-term maturities which minimizes the exposure to interest rate risk. Because these investments are insured by a third party and are held in U.S. Treasuries and government investment contracts, they are not recorded at fair value but are recorded at amortized cost in the Statements of Net Position.

Assigned assets – The DART Board has assigned certain cash and investment balances to be maintained for self-insurance and financial reserve. These amounts are shown as unrestricted investments in the accompanying financial statements. The assets for self-insurance include amounts assigned by the Board to fund future claims and workers' compensation liabilities. The Board established the financial reserve to accumulate sales and use taxes in years when sales and use tax revenues exceed the budgeted amount. Sales and use tax revenues, net of annual repayments to the State Comptroller, were \$1,703 more than budget for fiscal year 2018 compared to \$3,016 for fiscal year 2017. In addition, the Board of Directors authorized the establishment of a Capital Project Reserve Account. Should the Financial Reserve exceed \$50 million, excess funds are placed in the Capital Project Reserve Account.

**DALLAS AREA RAPID TRANSIT  
NOTES TO FINANCIAL STATEMENTS**

**FOR THE YEARS ENDED SEPTEMBER 30, 2018 and 2017 (Dollars in Thousands)**

An affirmative vote of two-thirds of the Board is required to draw upon the Financial and Capital Project Reserves, and the funds may be used for any purpose approved by the Board. During 2011, the DART Board approved a request to set aside a portion of the financial reserve investments for potential collateral as required by an amendment to one of the lease/leaseback agreements. The amount set aside for this purpose is \$6,796 as of September 30, 2018, compared to \$7,751 as of September 30, 2017. These amounts are shown as restricted investments held as security for capital lease/leaseback liabilities in the Statements of Net Position and are excluded from the financial reserve amount of September 30, 2018 and 2017 shown as follows:

Assigned for	2018	2017
Self-Insurance	\$12,064	\$12,236
Financial Reserve*	42,758	42,425
Capital Reserve – Cotton Belt Project**	20,100	20,100
Capital Reserve	10,778	3,599
Total	\$ 85,700	\$ 78,360

\*The financial reserve amounts shown here are net of \$6,796 as of September 30, 2018, and \$7,751 as of September 30, 2017. These amounts are set aside as collateral security for a certain lease/leaseback obligation.

\*\* On October 25, 2016, the DART Board approved the Fiscal Year 2017 Twenty-Year Financial Plan which included an authorization to move \$20.1 million from Capital Reserve to the Cotton Belt project fund to pay for the Cotton Belt commuter rail capital project costs.

**4. RESTRICTED ASSETS**

As security for the Senior Lien Obligations (Bonds) and Senior Subordinate Lien Obligations (Commercial Paper Notes), DART is required to maintain a certain amount of money in trust accounts created for this purpose. The money maintained in the trust accounts is reported as *Investments held by trustee for debt service* in the Statements of Net Position. The trustee uses all the monies and investments in the account for payment of principal, interest for bonds and commercial paper notes, and administrative expenses.

Restricted assets shown in the Statements of Net Position also include bond proceeds which will be used to fund capital expenditures.

DART entered into three advance funding agreements with the Texas Department of Transportation and received money for construction of three parking lots. DART also entered into an inter-local agreement with the City of Dallas to plan and design a modern streetcar system for the City of Dallas and received money for this purpose. The remaining balances of these monies are shown as restricted investments held for advance funding agreements in the Statements of Net Position as of September 30, 2018 and 2017.

DART also entered into an additional Equity Security Agreement that requires it to set aside certain investments as security for a certain lease/leaseback obligation. As of September 30, 2018, DART has set aside \$6,796 compared to \$7,751 as of September 30, 2017, for this purpose. These amounts are shown as investments restricted as security for lease/leaseback liabilities in the Statements of Net Position.

**5. INVESTMENT IN JOINT VENTURE**

DART and Trinity Metro jointly provide commuter rail service between downtown Dallas and downtown Fort Worth. The authorities have adopted the name *Trinity Railway Express* (“TRE”) to provide this service. The operation and maintenance of commuter rail service is contracted to Herzog Transit Services, Inc. The cost of operating TRE, net of operating revenues, is shared between DART and Trinity Metro based on revenue seat miles operated in Dallas County and Tarrant County, respectively. The transit authorities separately contributed the capital for the passenger stations and track storage areas in their respective counties, including fixtures and fare collection equipment at those stations. DART has separately contributed the capital for thirteen rail diesel cars (RDCs) purchased for the initial TRE commuter rail service. DART and Trinity Metro have jointly contributed the capital for seven rehabilitated locomotives, two new locomotives, ten rehabilitated bi-level coaches, five new bi-level coaches, two rehabilitated bi-level cab cars, and five new bi-level cab cars. The book value of DART’s share of these capital assets jointly owned with Trinity Metro is recorded as Investment in Joint Venture in the Statements of Net Position in accordance with GASB Statement No. 61. There are no separate financial statements for the TRE. Each authority includes its share of revenues, operating costs and capital assets in its own financial statements.

**6. INVESTMENT IN MANAGED HOV LANE AGREEMENTS**

In October 2010, DART entered into agreements with TxDOT to invest in managed HOV lane projects that fall under the Regional Transportation Council’s (RTC) policy for Excess Toll Revenue Sharing. RTC’s policy allows local governments and transportation authorities to invest in Comprehensive Development Agreement (CDA) projects. Any excess revenue will be returned to the funding partners in proportion to their shares and be used to fund future transportation projects. As of September 30, 2017, the value of DART investment in managed HOV lane projects was \$11.1 million. As a result, a gain in value of \$0.6 million is recorded in the Statements of Changes in Net Position as of September 30, 2017. These investments are shown in the Statements of Net Position at fair value as of September 30, 2017. As of September 30, 2017, the Statements of Net Position reflects these Investments in Managed HOV Lane Agreements totaling \$11,100. The

**DALLAS AREA RAPID TRANSIT  
NOTES TO FINANCIAL STATEMENTS**

**FOR THE YEARS ENDED SEPTEMBER 30, 2018 and 2017 (Dollars in Thousands)**

fair value of these Investments in Managed HOV Lane Agreements is measured using Level 3 inputs within the fair value hierarchy established by GAAP. The Investments in Managed HOV Lane Agreements in Level 3 is valued using future projected cash flows. However, based on an updated financial analysis performed during FY 2018, it was determined that reimbursement of excess toll road revenue to DART is not likely. As a result, DART's investment in managed HOV lane projects of \$11,100 was written-off during fiscal year 2018.

**7. CAPITAL ASSETS**

Changes in capital assets for the years ended September 30, 2018 and 2017 are shown as follows:

	Beginning Oct. 1, 2017	Additions	Disposals	Net Transfers/ Adjustments	Ending Sept. 30, 2018
<b>Non-Depreciable Assets</b>					
Land and right-of-way	\$619,026	\$ -	\$ -	\$ 17	\$619,043
Capital projects in progress	66,867	95,189	-	(68,621)	93,435
<b>Total non-depreciable assets</b>	<b>685,893</b>	<b>95,189</b>	<b>-</b>	<b>(68,604)</b>	<b>712,478</b>
<b>Depreciable Assets</b>					
Transitways	4,019,867	-	-	30,286	4,050,153
Buildings and improvements	749,860	-	-	436	750,296
Revenue and non-revenue vehicles and equipment	1,301,880	-	(28,148)	28,742	1,302,474
Furniture, fixtures, and Leasehold improvements	69,636	-	(1,645)	9,140	77,131
<b>Total depreciable assets</b>	<b>6,141,243</b>	<b>-</b>	<b>(29,793)</b>	<b>68,604</b>	<b>6,180,054</b>
<b>Less accumulated depreciation</b>					
Transitways	1,324,572	136,044	-	-	1,460,616
Buildings and improvements	391,305	24,645	-	-	415,950
Revenue and non-revenue vehicles and equipment	656,545	84,069	(28,141)	-	712,473
Furniture, fixtures, and Leasehold improvements	63,499	4,343	(1,645)	-	66,197
<b>Total accumulated depreciation</b>	<b>2,435,921</b>	<b>249,101</b>	<b>(29,786)</b>	<b>-</b>	<b>2,655,236</b>
<b>Depreciable assets, net</b>	<b>3,705,322</b>	<b>(249,101)</b>	<b>(7)</b>	<b>68,604</b>	<b>3,524,818</b>
<b>Total capital assets</b>	<b>\$4,391,215</b>	<b>\$(153,912)</b>	<b>\$(7)</b>	<b>\$ -</b>	<b>\$4,237,296</b>
	Beginning Oct. 1, 2016	Additions	Disposals	Net Transfers/ Adjustments	Ending Sept. 30, 2017
<b>Non-Depreciable Assets</b>					
Land and right-of-way	\$615,709	\$ -	\$(464)	\$3,781	\$619,026
Capital projects in progress	190,992	86,300	-	(210,425)	66,867
<b>Total non-depreciable assets</b>	<b>806,701</b>	<b>86,300</b>	<b>(464)</b>	<b>(206,644)</b>	<b>685,893</b>
<b>Depreciable Assets</b>					
Transitways	3,861,876	-	-	157,991	4,019,867
Buildings and improvements	749,160	-	-	700	749,860
Revenue and non-revenue vehicles and equipment	1,282,270	-	(24,616)	44,226	1,301,880
Furniture, fixtures, and Leasehold improvements	65,909	-	-	3,727	69,636
<b>Total depreciable assets</b>	<b>5,959,215</b>	<b>-</b>	<b>(24,616)</b>	<b>206,644</b>	<b>6,141,243</b>
<b>Less accumulated depreciation</b>					
Transitways	1,190,044	134,528	-	-	1,324,572
Buildings and improvements	366,599	24,706	-	-	391,305
Revenue and non-revenue vehicles and equipment	605,467	75,688	(24,610)	-	656,545
Furniture, fixtures, and Leasehold improvements	60,150	3,349	-	-	63,499
<b>Total accumulated depreciation</b>	<b>2,222,260</b>	<b>238,271</b>	<b>(24,610)</b>	<b>-</b>	<b>2,435,921</b>
<b>Depreciable assets, net</b>	<b>3,736,955</b>	<b>(238,371)</b>	<b>(6)</b>	<b>206,644</b>	<b>3,705,322</b>
<b>Total capital assets</b>	<b>\$4,543,656</b>	<b>\$(151,971)</b>	<b>\$(470)</b>	<b>\$ -</b>	<b>\$4,391,215</b>

**DALLAS AREA RAPID TRANSIT  
NOTES TO FINANCIAL STATEMENTS**

**FOR THE YEARS ENDED SEPTEMBER 30, 2018 and 2017 (Dollars in Thousands)**

Capital assets are depreciated using the straight-line method over the following estimated useful lives:

Description	Years
Buildings and improvements	20-30
Buses and equipment	4-12
Furniture, fixtures, and leasehold improvements	3-10
Facilities and transitways (LRT System and HOV lanes)	20-30
Light rail transit vehicles and commuter rail vehicles	25
Rebuilt/Remanufactured rail cars	10

**8. ACCOUNTS PAYABLE AND ACCRUED LIABILITIES AND REPAYMENT DUE TO STATE COMPTROLLER**

Accounts payable and accrued liabilities at September 30 are as follows:

Description	2018	2017
Accounts payable and accrued liabilities		
Payroll	\$9,404	\$9,753
Accrued paid time off, vacation and sick leave	27,234	25,889
Self-insurance liabilities	18,799	17,970
Other operating liabilities	31,908	30,594
Total operating expense related	87,345	84,206
Non-operating expense and capital related	14,145	13,713
Total accounts payable and accrued liabilities	101,490	97,919
Non-current	39,748	37,113
Current	\$61,742	\$60,806

The Texas State Comptroller collects the 1% sales and use tax from taxpayers for DART. Sales and use tax revenues are subject to audits by the State Comptroller, which sometimes results in repayments to the State. Outstanding repayments and changes in the repayments due to the State Comptroller at September 30 are as follows:

Description	2018	2017
Beginning balance	\$7,751	\$8,575
Payments	(824)	(824)
Ending balance	6,927	7,751
Non-current	6,103	6,927
Current	\$824	\$824

**9. ACCRUED PAID TIME OFF (PTO) VACATION AND SICK LEAVE**

Changes in accrued PTO, vacation, and sick leave for the years ended September 30 are shown in the following table.

Description	2018	2017
Beginning balance	\$25,889	\$24,938
Additions	2,831	2,575
Payments	(1,486)	(1,624)
Ending balance	\$27,234	\$25,889
Amounts due in one year	\$1,421	\$1,345

**10. LOCAL ASSISTANCE PROGRAMS**

- i. In 1989, DART created a Local Assistance Program (LAP) to provide technical and financial assistance to cities for the implementation of projects to reduce traffic congestion and complement bus and public transit operations. Eligible member jurisdictions are responsible for developing and submitting projects to DART for approval in order to receive distribution of these funds. According to the terms of inter-local agreements, DART allocated a percentage of its annual sales and use tax collections for the LAP program. Eligible member jurisdictions received 15% of the estimated sales and use taxes collected within that jurisdiction, except Irving, which received 7.5%. Dallas, University Park, and Highland Park were not eligible. The LAP program

**DALLAS AREA RAPID TRANSIT  
NOTES TO FINANCIAL STATEMENTS**

**FOR THE YEARS ENDED SEPTEMBER 30, 2018 and 2017 (Dollars in Thousands)**

ended in 2004. Accrued but unpaid funds were carried over to succeeding years and were recorded as a liability on the accompanying Statements of Net Position.

Changes in Local Assistance Program Payable for the years ended September 30 are as follows:

Description	2018	2017
Beginning balance	\$685	\$685
Payments	(102)	-
Ending balance	\$583	\$685

- ii. Transit Related Improvement Program – In January 2017, DART created a Transit Related Improvement Program (TRIP). This program will provide alternative mobility benefits to eligible non-rail cities by funding of transit related improvement projects. Eligible municipalities are Cockrell Hill, Glenn Heights, Highland Park, and University Park. The maximum amount of annual DART funding for any municipal project is 21% of the annual projected DART sales tax revenue from such city. To be eligible for reimbursement, a project must be authorized under and consistent with the provisions of Chapter 452 of the Texas Transportation Code. Particular consideration and weight will be given to projects that enhance transportation modes provided by DART, public transit safety, ridership or efficiency anywhere in the DART service area, and innovative and additional approaches to public transportation. The TRIP program will end on September 30, 2025. The following table show accrued but unpaid funds for the TRIP program as of September 30, 2018:

Municipality	Amount Allocated	Amount Paid	Balance at 9/30/2018
Cockrell Hill	\$170	\$ -	\$170
Highland Park	1,534	1,272	262
Glenn Heights	219	204	15
University Park	1,721	1,220	501
Total	\$3,644	\$2,696	\$948

**11. FINANCE OBLIGATIONS UNDER CAPITAL LEASE/LEASEBACK**

DART has entered into lease transactions in which certain capital assets are leased to investors (headlease) and simultaneously leased back (sublease). Under these transactions, DART maintains the right to continued use and control of the assets through the end of the lease term and is required to insure and maintain the assets. The headleases and subleases have been recorded as capital lease/leaseback for accounting purposes. The following table shows DART capital lease/leaseback transactions that is outstanding as of September 30, 2018.

Lease Date	Property	Fair Value at Closing Date	Prepayment Received on Head Lease	Amount Invested to Satisfy Sublease Obligation	Cash Benefit	Repurchase Option Date	Sublease Termination Date
9/28/2000	28 Light rail cars	\$91,000	\$91,000	\$84,000	\$7,000	01/02/23	12/15/23

The subleases provide DART with an opportunity, at its sole discretion, to repurchase equipment on specified dates. As these dates approach, DART will complete a financial analysis on each specific lease to determine if it is financially beneficial to repurchase the equipment. At this point in time, DART anticipates that it will exercise the repurchase option on all of its remaining leases at the specified dates and has reflected this option in the amortization.

The following table shows the book value of the light rail cars under the lease/lease back agreements as of September 30, 2018 and 2017.

Lease Date	Property	Book value as of 9/30/2018	Book value as of 9/30/2017
9/28/2000	28 Light rail cars	\$18,958	\$22,008

The net present value of the future sublease payments has been recorded as both a short-term and long-term liability in the accompanying Statements of Net Position. Prepayments received from the headlease were invested to satisfy the sublease obligations. Since the investments have been structured to meet all future obligations under the subleases at all times when due, the investment balances have been recorded to equal the sublease liabilities on the accompanying Statements of Net Position. The benefits from these transactions, net of transaction costs,

**DALLAS AREA RAPID TRANSIT  
NOTES TO FINANCIAL STATEMENTS**

**FOR THE YEARS ENDED SEPTEMBER 30, 2018 and 2017 (Dollars in Thousands)**

were recorded as non-operating revenues in the Statements of Revenues, Expenses, and Changes in Net Position in the fiscal year each transaction occurred.

The capital lease/leaseback liabilities are reported as follows on the Statements of Net Position:

	2018	2017
Amounts due within one year	\$6,374	\$6,374
Amounts due in more than one year	107,492	105,342
Total	<u>\$113,866</u>	<u>\$111,716</u>

Each of the lease/leaseback transactions has specific performance requirements for DART when the financial rating of the Payment Undertaker insurer falls below a specified level. During fiscal year 2010, credit ratings of two of three financial institutions insuring DART's lease/leaseback transactions were downgraded below certain levels specified in the lease/leaseback agreements. As a result, DART has entered into an amended agreement to reset the acceptable credit rating to be maintained at or above BBB for one of these two transactions. For the other lease/leaseback obligation, DART also entered into an additional Equity Security Agreement that requires it to set aside certain investments as security. As of September 30, 2018, DART has set aside \$6,796 compared to \$7,751 as of September 30, 2017 for this purpose. These amounts are shown as restricted investment held as security for lease/lease back liabilities in the Statements of Net Position.

On November 23, 2015, DART entered into a lease termination agreement and terminated the October 26, 2000 lease/lease back transaction. As a result of this lease termination agreement, DART has only one outstanding lease/lease back obligation as of September 30, 2018. The following amounts and those shown in the Statements of Net Position as September 30, 2018 reflect the effect of the termination agreement.

Changes in the capital lease/lease back obligations for the years ended September 30 are shown below:

Description	2018	2017
Beginning balance	\$111,716	\$109,725
Accrued interest	8,524	8,365
Retirements	(6,374)	(6,374)
Ending Balance	<u>\$113,866</u>	<u>\$111,716</u>

The following schedule shows future minimum sublease payments as of September 30, 2018 for the outstanding lease capital lease/leaseback transactions.

Year Ending September 30	Minimum Sublease Payments
2019	\$6,374
2020	6,374
2021	6,374
2022	18
2023	126,629
2024	8,663
Total minimum sublease payments due under capital lease/leaseback	<u>154,432</u>
Less: amount representing interest	<u>(40,566)</u>
Present value of minimum sublease payments	<u>\$113,866</u>

**12. SENIOR SUBORDINATE LIEN SALES TAX REVENUE COMMERCIAL PAPER NOTES PAYABLE**

In January 2001, the DART Board approved the issuance of up to \$650 million of Senior Subordinate Lien Sales Tax Revenue Commercial Paper Notes under the provisions of the Master Debt Resolution.

Commercial Paper Self-liquidity Program – after the Revolving Credit Agreement was terminated, the DART Board approved a new Commercial Paper Self-liquidity Program that allows DART to issue up to \$200 million in commercial paper notes backed by self-liquidity. Under this program, DART provides self-liquidity in an aggregate principal amount of \$200 million and 90 days interest calculated at an interest rate 12% of the outstanding commercial paper debt. DART also maintains at least 2.0 times the debt service coverage amount for the self-liquidity commercial paper notes and ensures that no more than \$35 million of the commercial paper notes mature within five days. During fiscal year 2018 and 2017, DART has complied with these requirements of the self-liquidity program. As of September 30, 2018, DART has \$125 million in outstanding commercial paper notes issued under the self-liquidity program.



**DALLAS AREA RAPID TRANSIT  
NOTES TO FINANCIAL STATEMENTS**

**FOR THE YEARS ENDED SEPTEMBER 30, 2018 and 2017 (Dollars in Thousands)**

Commercial paper notes are issued in blocks for terms from 1 to 270 days and recorded as current liabilities on the Statements of Net Position. The average interest rate on outstanding commercial paper was 1.61% at September 30, 2018, and 0.90% at September 30, 2017.

Changes in the Commercial Paper Notes for the years ended September 30 are shown below:

Description	2018	2017
Beginning balance	\$140,000	\$170,000
Additions	715,000	800,000
Retirement	(730,000)	(830,000)
Ending Balance	\$125,000	\$140,000

The maximum principal of outstanding Commercial Paper Notes did not exceed the \$200 million limit during either year.

**13. SENIOR LIEN REVENUE BONDS**

The DART Board has approved several issuances in accordance with the Master Debt Resolution. These bonds are Senior Lien Revenue Bonds that are secured by, and payable from pledged revenues. Pertinent information related to each bond outstanding is shown below:

Bond Series	Board Approval Date	Original Issue Amount	Date issued	Interest rates (Yields) range		Maturity date range		Optional Redemption	
				From	To	From	To	Bonds maturing after	Earliest call date
2007 (a)	Jan. 2007	\$770,270	03/08/07	4.00%	5.30%	12/1/07	12/1/36	12/1/17	12/1/16
2008 (b)	Apr. 2008	731,415	06/23/08	4.50%	5.30%	12/1/09	12/1/48	12/1/18	12/1/17
2009A	May 2009	170,385	06/25/09	2.80%	4.30%	12/1/14	12/1/22	12/1/19	6/1/19
2009B	May 2009	829,615	06/25/09	6.00%	6.30%	12/1/23	12/1/44	12/1/34	5/31/19
2010A	Sep. 2010	95,235	10/07/10	2.00%	5.00%	12/1/13	12/1/23	12/1/21	12/1/20
2010B	Sep. 2010	729,390	10/07/10	4.90%	5.00%	12/1/37	12/1/48	Not applicable	
2012	April 2012	127,775	11/15/12	1.00%	5.00%	12/1/13	12/1/42	12/1/22	12/1/22
2014A (c)	Oct. 2014	379,480	12/11/14	2.00%	5.00%	12/1/17	12/1/36	12/1/25	12/1/24
2014B (c)	Nov. 2014	46,555	12/11/14	5.00%	5.30%	12/1/33	12/1/43	12/1/36 & 12/1/43	12/1/33 & 12/1/39
2015 (d)	Nov. 2015	117,470	12/15/15	2.06%	2.30%	12/1/16	12/1/27	Not applicable	
2016A (e)	Nov. 2015	482,530	02/18/16	5.00%	5.00%	12/1/26	12/1/48	12/1/25	12/1/25
2016B (f)	Mar. 2016	228,900	09/21/16	3.00%	5.00%	12/1/19	12/1/38	12/1/27	12/1/26

- a) The series 2007 bond issuance included \$328,235 to partially refund Series 2001 and 2002 bonds.
- b) The Series 2008 bonds maturing after December 1, 2018 are subject to optional redemption.
- c) The series 2014A and 2014B were issued to refund series 2007 and 2008 bonds totaling \$453,125.
- d) The series 2015 were issued to refund a portion of series 2007 bonds totaling \$112,720. The Series 2015 bonds were issued with an initial taxable rate of \$2.30% converting to tax-exempt rate of 2.06% on 12/01/2016.
- e) The series 2016A were issued to refund a portion of series 2008 bonds totaling \$512,370.
- f) The series 2016B were issued to refund a portion of series 2007, 2008, and 2009A bonds totaling \$252,440.

In June 2009, DART issued and sold \$170,385 in tax exempt Senior Lien Sales Tax Revenue Bonds (Series 2009A Bonds), and \$829,615 in taxable Senior Lien Sales Tax Revenue Bonds (Series 2009B Bonds) to finance capital expenditures for DART's system expansion and acquisition. The Series 2009B bonds are taxable bonds issued under the Build America Bond program of the American Recovery and Reinvestment Act of 2009 (ARRA). In accordance with ARRA, DART receives a tax credit from the United States Treasury in amounts equal to 35% of the interest payable amount on the Series 2009B Bonds. However, during fiscal years 2018 and 2017, this tax credit was reduced by 6.6% and 6.9% due to budget cuts or "sequestration" by the federal government.

In October 2010, DART issued and sold \$95,235 in tax exempt Senior Lien Sales Tax Revenue Bonds (Series 2010A Bonds), and \$729,390 in taxable Senior Lien Sales Tax Revenue Bonds (Series 2010B Bonds) to finance capital expenditures for DART's system expansion and acquisition. The Series 2010B bonds are taxable bonds issued under the Build America Bond program of the American Recovery and Reinvestment Act of 2009 (ARRA). In accordance with ARRA, DART receives a tax credit from the United States Treasury in amounts equal to 35% of the interest payable amount on the Series 2010B Bonds. However, during fiscal years 2018 and 2017 this tax credit was reduced by 6.6% and 6.9% respectively, due to budget cuts or "sequestration" by the federal government. During 2018, DART recorded tax credits of \$28,443 compared to \$28,381 for 2017 as Build America Bonds tax credit (for Series 2009B and 2010B bonds combined) in the Statements of Revenues, Expenses and Changes in Net Position.

**DALLAS AREA RAPID TRANSIT  
NOTES TO FINANCIAL STATEMENTS**

**FOR THE YEARS ENDED SEPTEMBER 30, 2018 and 2017 (Dollars in Thousands)**

Additional bonds may not be issued unless gross sales and use tax revenues exceed maximum debt service by at least 200% for 12 of the last 18 months. Changes in revenue bonds (shown at par) for the years ended September 30, 2018 and 2017 are as shown below:

Bond Series	Balance, 9/30/2016	Retirement	Balance, 9/30/2017	Retirement	Balance, 9/30/2018	Amounts due in one year
2007	\$138,645	\$(20,250)	\$118,395	\$ -	\$118,395	\$ -
2008	26,845	(8,505)	18,340	(8,940)	9,400	9,400
2009A	53,655	(17,025)	36,630	(17,865)	18,765	18,765
2009B	829,615	-	829,615	-	829,615	-
2010A	61,500	(2,375)	59,125	(1,895)	57,230	1,535
2010B	729,390	-	729,390	-	729,390	-
2012	121,235	(2,335)	118,900	(2,410)	116,490	2,495
2014A	379,480	-	379,480	(12,110)	367,370	12,935
2014B	46,555	-	46,555	-	46,555	-
2015	117,470	(1,440)	116,030	(10,625)	105,405	11,010
2016A	482,530	-	482,530	-	482,530	-
2016B	228,900	-	228,900	-	228,900	-
<b>Total</b>	<b>\$3,215,820</b>	<b>\$(51,930)</b>	<b>\$3,163,890</b>	<b>\$(53,845)</b>	<b>\$3,110,045</b>	<b>\$56,140</b>

The revenue bonds shown above are at face value. The amounts shown in the Statements of Net Position include the unamortized balance of original issuance premium of \$182,935 and \$201,935 as of September 30, 2018 and 2017, respectively. Below is a summary of debt service requirements of the Senior Lien Revenue Bonds outstanding as of September 30, 2018:

Year Ended September 30	Principal	Interest	Total Debt Service	Build America Bonds tax credit	Net Debt Service
2019	\$56,140	\$158,966	\$215,106	\$(28,574)	\$186,532
2020	57,760	156,429	214,189	(28,574)	185,615
2021	60,410	153,781	214,191	(28,574)	185,617
2022	63,105	151,085	214,190	(28,574)	185,616
2023	65,945	148,240	214,185	(28,574)	185,611
2024 – 2028	371,545	688,762	1,060,307	(145,433)	914,874
2029 – 2033	459,545	581,205	1,040,750	(129,667)	911,083
2034 – 2038	571,600	442,917	1,014,517	(110,077)	904,440
2039 – 2043	682,635	280,239	962,874	(71,772)	891,102
2044 – 2048	609,030	99,463	708,493	(23,420)	685,073
2049	112,330	2,816	115,146	(634)	114,512
<b>TOTAL</b>	<b>\$3,110,045</b>	<b>\$2,863,903</b>	<b>\$5,973,948</b>	<b>\$(623,873)</b>	<b>\$5,350,075</b>

**14. TRANSPORTATION INFRASTRUCTURE FINANCE AND INNOVATION ACT (TIFIA) BONDS**

On December 13, 2012, DART entered into a Transportation Infrastructure Finance and Innovation Act (TIFIA) financing agreement with the U.S Department of Transportation. Under this agreement, DART issued a Senior Lien Obligation bond to borrow up to \$119,972 from the U.S Department of Transportation at an interest rate of 2.91%. The proceeds from the bond were used to pay for the cost of the third phase of DART's light rail Orange Line extension project, which extended DART's light rail service from Irving to the Dallas Fort Worth International Airport. According to the TIFIA financing agreement, the U.S. Department of Transportation (DOT) reimburses DART for eligible capital project costs. DART received \$45,000 during fiscal year 2013, \$55,000 during fiscal year 2014 and \$5,000 during fiscal year 2015. Since the project cost is lower than budget, DART borrowed only \$105,000 instead of the maximum amount of \$119,972 allowed in the agreement. The TIFIA bond is a Senior Lien Obligation and is secured by and payable from Pledged Revenues on parity with other Senior Lien Obligations.

The table on the next page summarizes estimated debt service requirements of the TIFIA financing agreement executed on December 13, 2012.

**DALLAS AREA RAPID TRANSIT  
NOTES TO FINANCIAL STATEMENTS**

**FOR THE YEARS ENDED SEPTEMBER 30, 2018 and 2017 (Dollars in Thousands)**

Summary of estimated debt service requirements of TIFIA bonds as of September 30, 2018 is as follows:

Year Ended September 30	Principal	Interest	Total TIFIA Bond Debt Service
2019	\$2,151	\$2,904	\$5,055
2020	2,214	2,845	5,059
2021	2,279	2,772	5,051
2022	2,345	2,703	5,048
2023	2,413	2,633	5,046
2024 – 2028	13,160	12,055	25,215
2029 – 2033	15,190	9,986	25,176
2034 – 2038	17,533	7,606	25,139
2039 – 2043	20,236	4,857	25,093
2044 – 2048	23,357	1,707	25,064
TOTAL	<u>\$100,878</u>	<u>\$50,068</u>	<u>\$150,946</u>

The annual debt service requirements for the TIFIA bond range from \$5,009 in fiscal year 2046 to \$5,059 in fiscal year 2020.

**15. PLEDGED REVENUES**

DART has pledged sales and use tax and farebox revenues as security for revenue bonds, TIFIA Bonds and commercial paper debts. The amount of the pledge is equal to the remaining debt service requirements for these obligations. These obligations were issued to pay for DART's system expansion and acquisition costs. The pledge continues for the remaining life of these obligations, which is currently through fiscal year 2049. Total principal and interest remaining on the revenue bonds as of September 30, 2018 is \$5.97 billion before Build America Bonds tax credits of \$624 million and \$5.35 billion net of Build America Bonds tax credits (see the second table on page 32). The annual debt service requirements for these bonds, net of Build America Bonds tax credits, range from \$186,532 in fiscal year 2019 to \$114,512 in fiscal year 2049. For the current fiscal year, debt service on the bonds (including principal and interest net of Build America Bonds tax credits) is \$184,957. Bonds have a senior lien on pledged revenues.

Total principal and interest remaining on the revenue bonds (TIFIA bonds) as of September 30, 2018 is \$150,946 million. The annual debt service requirements for the TIFIA bonds range from \$5,015 in fiscal year 2048 to \$5,059 in fiscal year 2020. For fiscal year 2018, debt service on the TIFIA bonds (including principal and interest) was \$5,052. TIFIA bonds have a senior lien on pledged revenues.

Total principal and interest remaining on commercial paper as of September 30, 2018 is \$125,127 compared to \$140,108 as of September 30, 2017. Interest payments on commercial paper notes during the current fiscal year totaled \$1,660. Commercial Paper notes have a subordinate senior lien on pledged revenues.

**16. DEBT REFUNDINGS**

In December 2014, DART issued the Series 2014A and 2014B bonds to refund a portion of Series 2007 and 2008 bonds. As a result, the Series 2007 and 2008 bonds in the total amount of \$453,125 are considered to be defeased and the liability for those bonds, and the corresponding assets in the trust account have been removed from DART's Statements of Net Position. As a result of the 2014 refunding, DART recognized a book loss of \$29,477, a reduction in debt service of \$51,446 and an economic gain of \$35,555.

In December 2015, DART issued the Series 2015 bonds to refund a portion of Series 2007 bonds. As a result, the Series 2007 bonds in the total amount of \$112,720 are considered to be defeased and the liability for those bonds, and the corresponding assets in the trust account have been removed from DART's Statements of Net Position. As a result of the 2015 refunding, DART recognized a book loss of \$2,537, a reduction in debt service of \$17,173 and an economic gain of \$15,027.

In February 2016, DART issued the Series 2016A bonds to refund a portion of Series 2008 bonds. As a result, the Series 2008 bonds in the total amount of \$512,370 are considered to be defeased and the liability for those bonds, and the corresponding assets in the trust account have been removed from DART's Statements of Net Position. As a result of the 2016A refunding, DART recognized a book loss of \$47,493, a reduction in debt service of \$90,144 and an economic gain of \$49,263.

**DALLAS AREA RAPID TRANSIT  
NOTES TO FINANCIAL STATEMENTS**

**FOR THE YEARS ENDED SEPTEMBER 30, 2018 and 2017 (Dollars in Thousands)**

In September 2016, DART issued the Series 2016B bonds to refund a portion of Series 2007, 2008 and 2009A bonds. As a result, a total amount of \$252,440 are considered to be defeased and the liability for those bonds, and the corresponding assets in the trust account have been removed from DART's Statements of Net Position. As a result of the 2016B refunding, DART recognized a book loss of \$8,764, a reduction in debt service of \$62,098 and an economic gain of \$44,534.

As of September 30, 2018 and 2017, the unamortized portion of the book loss of \$67,069 and \$75,317, respectively, have been included in the Statements of Net Position under the deferred outflows of resources section.

As of September 30, 2018 and 2017, \$727,305 of these refunded DART bonds remains outstanding.

**17. PENSION, RETIREMENT, AND DEFERRED COMPENSATION PLANS**

DART operates several employee benefit plans. The plans include DART Employees' Defined Benefit Plan (formerly the Dallas Transit System [DTS] pension plan), DART Retirement Plan, and DART Capital Accumulation Plan and Trust. DART is the administrator of these retirement plans and has the authority to establish and amend the plans.

Defined Benefit Plan

GASB Statements No. 68 *Accounting and Financial Reporting for Pensions—an amendment of GASB Statement No. 27* and No.71 *Pension Transition for Contributions Made Subsequent to the Measurement Date—an amendment of GASB Statement No. 68*

*Plan description.* The DART Employees Defined Benefit Retirement Plan and Trust (the DB Plan) is a single-employer defined benefit pension plan that was designed to provide retirement, death, and disability benefits to certain employees of DART. On October 1, 1995, the DTS Employees Retirement Plan (Plan A) was amended to become the DB Plan. Participants of the DB Plan are those employees who were members of the former plan on September 30, 1995. Those employees who elected to be covered under Plan A have eligibility, vesting, and benefit provisions different from those who elected the DB Plan. The DB Plan is a closed Plan and is not open to new employees.

*Contributions.* Contributions to the DB Plan, as stipulated by the "Sale, Purchase, and Transfer Contract Between the City of Dallas and Dallas Area Rapid Transit," are based upon Dallas Area Rapid Transit's agreement to contribute an amount at least equal to the minimum funding standard under Section 412 of the Internal Revenue Code of 1986, as if the Plan were subject to Section 412. An actuary determines the contribution amount that DART pays to the plan each year. Participants who were in the Plan on September 30, 1995 are required to contribute 3% of their base monthly salaries to the Plan. Other participants are not required to contribute to the DB Plan. DART's contribution amount is actuarially determined on an annual basis. Actual contributions made to the DB Plan during the years ended September 30, 2018 and 2017 are as follows:

	<u>2018</u>	<u>2017</u>
Employer contributions	\$10,000	\$9,217
Employee contributions	<u>2</u>	<u>2</u>
	<u>\$10,002</u>	<u>\$9,219</u>

*Benefit terms.* Participants under the provisions of Original Plan A may elect normal retirement at age 60 or at the date at which the sum of their credited service and age equals 90. Participants who elected to remain under the provisions of the original plan receive monthly benefits equal to 2% times the years of credited service multiplied by the participant's final average monthly compensation. Participants in Amended Plan A are entitled to monthly benefits equal to: 2% times the number of years of credited service up to October 1, 1983; plus 1.5% times the number of years of credited service after October 1, 1983; times the participant's final average monthly compensation. A participant may elect early retirement at age 55 with 10 years of service (30 years of service for participants under the Original Plan A). Monthly income under this election will equal normal retirement benefits reduced by 5/12 of 1% for each full month by which the participant's early retirement date precedes the normal retirement date.

*Cost of living adjustments.* Annually each monthly retirement payment made to or on behalf of a retired participant, or a beneficiary, shall be subject to a cost of living adjustment. But such adjustment in any year shall only be made with respect to the benefits of persons whose immediate entitlement to benefits commenced prior to such year. The adjustment, up or down, shall be applied to each benefit so payable, except that in the case of commuted amounts and/or lump sum settlements no account shall be taken of future changes in cost of living adjustment occurring after the date as of which such settlement is made. The adjustment, up or down, shall for any year result in a percentage change in the base benefit.

**DALLAS AREA RAPID TRANSIT  
NOTES TO FINANCIAL STATEMENTS**

**FOR THE YEARS ENDED SEPTEMBER 30, 2018 and 2017 (Dollars in Thousands)**

*Employees covered by the benefit terms.* The following participants were covered by the benefit terms as of October 1, 2017 and 2016:

	<u>10/1/2017</u>	<u>10/1/2016</u>
Inactive employees or beneficiaries currently receiving benefits	768	747
Inactive employee entitled to but not yet receiving benefits	150	155
Active employees	245	288
	<u>1,163</u>	<u>1,190</u>

Actuarial Assumptions – The total pension liability in the September 30, 2017 and 2016 actuarial valuation was determined using the following actuarial assumptions, applied to the periods included in the measurement:

<u>Valuation Dates</u>	<u>September 30, 2017 and 2016</u>
Inflation	2.5% per annum
Salary Increases	3.00% per annum
Investment Return	6.75 at September 30, 2017 and 2016 compounded annually, net of expenses
Measurement Date	For the September 30, 2017 valuation, census data was collected as of October 1, 2016. Liabilities measured as of the census date were projected to September 30, 2018, assuming no demographic gains or losses.
	For the September 30, 2016 valuation, census data was collected as of October 1, 2015. Liabilities measured as of the census date were projected to September 30, 2017, assuming no demographic gains or losses.
Mortality	RP-2000 combined mortality table for males and females increased by 8.59% and projected generationally from 2000 by Scale AA.
Disability Mortality	RP-2000 disabled mortality tables for males and females.
Early Retirement Age	55 and 10 years of credited service
Normal Retirement Age	60
Actuarial Cost Method	Entry Age Normal (level percent of pay)

Best estimates of arithmetic real rates of return for each major asset class included in the Plan's target asset allocation as of September 30, 2017 and 2016 are summarized in the following table (note that the rates shown below include the inflation components):

September 30, 2017 Valuation	<u>Target Allocation</u>	<u>Estimate of expected long-term rate of return</u>
U.S. Market Equities	39%	4.30%
Global Bonds	40%	0.70%
International Equities	10%	5.60%
Real Estate	10%	6.70%
Cash	1%	-0.50%
September 30, 2016 Valuation	<u>Target Allocation</u>	<u>Estimate of expected long-term rate of return</u>
U.S. Market Equities	39%	4.25%
U.S. Market Fixed Income	40%	0.75%
International Equities	10%	5.00%
Real Estate	10%	4.75%
Cash	1%	-0.25%

The long-term expected rate of return on pension plan investments was determined using a building-block method in which best-estimate ranges of expected future real rates of return (expected returns, net of pension plan investment expense and inflation) are developed for each major asset class. These ranges are combined to produce the long-term expected rate of return by weighting the expected future real rates of return by the target asset allocation percentage and by adding expected inflation.

*Discount rate.* The discount rate used to measure the total pension liability was 6.75% at September 30, 2017 and 2016. The projection of cash flows used to determine the discount rate assumed that Plan member contributions will be made at the current contribution rate and that sponsor contributions will be made at rates equal to the difference between actuarially determined contribution rates and the member rate. Based on those assumptions, the Pension Plan's Fiduciary Net Position was projected to be available to make all projected future benefit payments of current plan members. Therefore, the Long-Term Expected Rate of Return on Pension Plan investments was applied to all periods of projected benefit payments to determine the Total Pension Liability.

**DALLAS AREA RAPID TRANSIT  
NOTES TO FINANCIAL STATEMENTS**

**FOR THE YEARS ENDED SEPTEMBER 30, 2018 and 2017 (Dollars in Thousands)**

For purpose of this valuation, the expected rate of return on pension plan investments is 6.75%; the municipal bond rate is 3.64% (based on the weekly rate closest to but not later than the measurement date of the Bond Buyer 20-Bond Index as published by the Bond Buyer); and the resulting single discount rate is 6.75%.

Changes in Net Pension Liability

	Increase (Decrease)		
	Total Pension Liability (a)	Plan Fiduciary Net Position (b)	Net Pension Liability (a) – (b)
Balance at 9/30/2016	\$218,166	\$154,469	\$63,697
Service cost	1,281	-	1,281
Interest	14,969	-	14,969
Differences between expected and actual experience	(2,815)	-	(2,815)
Changes in assumptions	63	-	63
Benefit payments	(11,203)	(11,203)	-
Contributions-employer	-	9,217	(9,217)
Contributions-employee	-	2	(2)
Net investment income, net of expenses	-	16,067	(16,067)
Administrative expenses	-	(218)	218
Net Changes	2,295	13,865	(11,570)
Balance at 9/30/2017	\$220,461	\$168,334	\$52,127
Service cost	1,107	-	1,107
Interest	14,501	-	14,501
Differences between expected and actual experience	2,655	-	2,655
Benefit payments	(13,471)	(13,471)	-
Contributions-employer	-	10,000	(10,000)
Contributions-employee	-	2	(2)
Net investment income, net of expenses	-	15,590	(15,590)
Administrative expenses	-	(100)	100
Net Changes	4,792	12,021	(7,229)
Balance at 9/30/2018	\$225,253	\$180,355	\$44,898

*Sensitivity of the net pension liability to changes in discount rate.* The following presents the net pension liability of DART, calculated using the discount rate of 6.75% at September 30, 2018 and 2017, as well as what the net pension liability would be if it were calculated using a discount rate that is 1-percentage-point lower or 1-percentage-point higher than the current rate:

	1% Decrease (5.75%)	Current Discount Rate (6.75%)	1% Increase (7.75%)
DART's net pension liability, 9/30/2018	\$67,609	\$44,898	\$25,289
DART's net pension liability, 9/30/2017	74,908	52,127	32,451

*Pension plan fiduciary net position.* Detailed information about the pension plan's fiduciary net position is available in the separately issued DART Employees Defined Benefit Retirement Plan and Trust financial report.

Pension Expense and Deferred Outflows of Resources and Deferred Inflows of Resources Related to Pensions. For the year ended September 30, 2018, DART recognized pension expense of \$4,048 compared to \$2,316 for fiscal year 2017.

At September 30, 2018, DART reported deferred inflows/outflows of resources related to pensions from the following sources:

	Deferred Outflows of Resources	Deferred Inflows of Resources
Differences between expected and actual experience	\$ 1,328	\$ -
Net difference between projected and actual earnings on pension plan investments	-	3,037
Employer contribution made after measurement date	10,000	-
Total	\$11,328	\$3,037

**DALLAS AREA RAPID TRANSIT  
NOTES TO FINANCIAL STATEMENTS**

**FOR THE YEARS ENDED SEPTEMBER 30, 2018 and 2017 (Dollars in Thousands)**

The \$10,000 reported as deferred outflows of resources related to pensions resulting from DART contributions subsequent to the measurement date will be recognized as a reduction of the net pension liability in the year ended September 30, 2019. Other amounts reported as deferred outflows of resources and deferred inflows of resources related to pension will be recognized in the pension expense as follows:

Year ended September 30:

2019	\$961
2020	136
2021	(1,936)
2022	(870)
2023	-
Thereafter	-

At September 30, 2017, DART reported deferred inflows/outflows of resources related to pensions from the following sources:

	Deferred Outflows of Resources	Deferred Inflows of Resources
Differences between expected and actual experience	\$ -	\$ 1,408
Changes of assumptions	32	-
Net difference between projected and actual earnings on pension plan investments	944	-
Employer contribution made after measurement date	10,000	-
Total	<u>\$10,976</u>	<u>\$1,408</u>

The \$10,000 reported as deferred outflows of resources related to pensions resulting from DART contributions subsequent to the measurement date will be recognized as a reduction of the net pension liability in the year ended September 30, 2018. Other amounts reported as deferred outflows of resources and deferred inflows of resources related to pension will be recognized in the pension expense as follows:

Year ended September 30:

2018	\$(875)
2019	503
2020	1,006
2021	(1,066)
2022	-
Thereafter	-

Additional trend information for the DB Plan can be obtained by writing to the DB Plan, Dallas Area Rapid Transit, P.O. Box 660163, Dallas, Texas 75266-7240.

**DART Retirement Plan**

DART has adopted a defined contribution retirement plan for all employees not covered by the pension plans described above. DART contributes an amount equal to 7.7% of each participant's annual compensation to the plan. Participants hired before January 1, 2006 are vested in 25% of DART's contributions after two years of service, graduating to 100% vesting after five years. Participants hired after December 31, 2005 become 100% vested in DART's contributions to the Plan only after completing five years of service. Total expense to DART to fully fund this plan was approximately \$17,083 and \$16,550 for the years ended September 30, 2018 and 2017, respectively.

**DART Capital Accumulation Plan – 401(k)**

DART has adopted a deferred compensation plan created in accordance with Internal Revenue Code Section 401(k), which allows employees to contribute up to 50% of their annual compensation to the plan subject to the annual contribution limits of the Internal Revenue Service. DART matches 50% of the employee's contribution up to a maximum of 3% of the employee's annual compensation. Participants hired before January 1, 2006 are vested in 25% of DART's contributions after two years of service, graduating to 100% vesting after five years. Participants hired after December 31, 2005 become 100% vested in DART's contributions to the Plan only after completing five years of service. Total expense to DART to fully fund this plan was approximately \$5,842 and \$5,229 for the years ended September 30, 2018 and 2017, respectively.

Annual financial statements for each of the three retirement plans discussed above may be obtained by contacting the Chief Financial Officer at Dallas Area Rapid Transit, 1401 Pacific Avenue, P.O. Box 660163, Dallas, TX 75266-7220.



**DALLAS AREA RAPID TRANSIT  
NOTES TO FINANCIAL STATEMENTS**

**FOR THE YEARS ENDED SEPTEMBER 30, 2018 and 2017 (Dollars in Thousands)**

18. POSTEMPLOYMENT BENEFITS OTHER THAN PENSIONS

Plan Description – DART administers a single-employer defined benefit of other post-employment benefits (OPEB) Plan. The plan provides healthcare and life insurance for eligible retirees and their spouses through DART’s group health plan and group life plan, which covers both active employees and retired members. Eligibility criteria for the post-employment health care and life insurance benefits are as follows: Participants of the defined benefit pension plan will be eligible at age 55 with a minimum of ten years of service to DART. Participants of the defined contribution pension plan will be eligible at age 60 with a minimum of ten years of service to DART. The plan does not issue separate stand-alone financial reports.

Covered Participants – As of the September 30, 2017 actuarial valuation, the following active and inactive participants were covered by the benefit terms under the plan:

	<u>Number of Covered Participants</u>
Inactive currently receiving benefits	336
Inactive entitled to but not yet receiving benefits	-
Active employees	<u>3,586</u>
Total	<u>3,922</u>

Contributions – DART contributions are made based on amounts required to be funded as determined by annual actuarial valuations and are designed to fund the OPEB Trust on a level cost basis, cover normal cost each year and cover amortization of any unfunded actuarial liabilities. DART’s contribution rate was 2.8 percent of covered employee payroll for the year ended September 30, 2018. Retirees also make monthly contributions to the healthcare plan. Such contributions are determined annually by the plan administrator based on expected annual cost. DART contributed \$3,862 to the plan during 2018.

Net OPEB Liability – DART’s net OPEB liability was measured as of September 30, 2017 and the total OPEB liability used to calculate the net OPEB liability was determined by an actuarial valuation as of that date.

Actuarial Assumptions – Projection of benefits for financial reporting purposes are based on the substantive plan (the plan as understood by the employer and the plan members) and include the type of benefits provided at the time of each valuation and the historical pattern of sharing benefit costs between the employer and plan members to that point. The actuarial methods and assumptions used include techniques that are designed to reduce the effects of short-term volatility in actuarial accrued liabilities and the actuarial value of assets, consistent with the long-term perspective of the calculations.

An actuarial valuations was performed for the OPEB Plan as of September 30, 2017. The following table shows a summary of significant actuarial assumptions:

<u>Valuation Date</u>	<u>September 30, 2017</u>
Discount Rate	7.00%
Inflation	3% included in health care cost trend
Salary Increases	3.25% per annum
Investment Rate of Return	7.00%
Health Care Cost Trend Rate	Starts with 6.75% in year 2018 and goes down to 5% in year 2025 and after for Pre-65. For Medicare it starts with 33.10% in year 2018 and goes down to 5% in year 2025 and after.
Mortality Rate	RP-2014 Mortality Fully Generational using Projection Scale MP-2015
Future Participation	For future eligible retirees, 56% are assumed to elect medical coverage, while 100% are assumed to elect life coverage.
Eligibility for Coverage	For Defined Benefit Pension Plan participants: age 55 and 10 years of service and for Defined Contribution Pension Plan participants: age 60 and 10 years of service
Dependent coverage	For active employees, 40% are assumed to be married at retirement with the spouse electing coverage. Female spouses are assumed to be four (4) years younger than their husbands. Percent of future retirees with coverage who elect coverage on spouse is 100%. Any potential costs for children have not been considered for valuation purposes.
Actuarial Cost Method	Entry Age Actuarial Cost Method
Measurement Date	September 30, 2017

An actuarial experience study for the OPEB plan will be performed during fiscal year 2019.

**DALLAS AREA RAPID TRANSIT  
NOTES TO FINANCIAL STATEMENTS**

**FOR THE YEARS ENDED SEPTEMBER 30, 2018 and 2017 (Dollars in Thousands)**

The long-term expected rate of return on OPEB plan investments was determined using a building-block method in which best-estimate ranges of expected future real rates of return (expected returns, net of OPEB plan investment expense and inflation) are developed for each major asset class. These ranges are combined to produce the long-term expected rate of return by weighting the expected future real rates of return by the target asset allocation percentage and by adding expected inflation. The target allocation and best estimates of arithmetic real rates of return for each major asset class are summarized in the following table:

September 30, 2017 Valuation	Target Allocation	Estimate of expected long-term rates of return
Domestic Equity	39%	7.50%
International Equity	21%	7.40%
Fixed Income	40%	5.90%

*Discount rate.* The discount rate used to measure the total OPEB liability was 7.0 percent. The projection of cash flows used to determine the discount rate assumed that DART contributions will be made at rates equal to the actuarially determined contribution rates. Based on those assumptions, the OPEB plan's fiduciary net position was projected to be available to make all projected OPEB payments for current active and inactive employees. Therefore, the long-term expected rate of return on OPEB plan investments was applied to all periods of projected benefit payments to determine the total OPEB liability.

*Changes in Net OPEB Liability:* The changes in the total OPEB liability for the plan are as follows:

	Increase (Decrease)		
	Total Pension Liability (a)	Plan Fiduciary Net Position (b)	Net Pension Liability (a) – (b)
Balance at 9/30/2017	\$58,230	\$41,372	\$16,858
Service cost	2,762	-	2,762
Interest	4,218	-	4,218
Differences between expected and actual experience	4,514	-	4,514
Changes of assumptions or other inputs	2,437	-	2,437
Contributions-employer	-	4,239	(4,239)
Net investment income, net of expenses	-	3,883	(3,883)
Benefit payments	(1,470)	(1,470)	-
Administrative expenses	-	-	-
Net Changes	12,461	6,652	5,809
Balance at 9/30/2018	\$70,691	\$48,024	\$22,667

*Sensitivity of the net OPEB liability to changes in discount rate.* The following presents the net OPEB liability of DART as well as what DART's net OPEB liability would be if it were calculated using a discount rate that is 1-percentage-point lower (6.0 percent) or 1-percentage-point higher (8.0 percent) than the current discount rate:

	1% Decrease (6.00%)	Current Discount Rate (7.00%)	1% Increase (8.00%)
DART's Net OPEB liability, 9/30/2018	\$35,644	\$22,667	\$12,415

*Sensitivity of the net OPEB liability to changes in healthcare cost trend rates.* The following presents the net OPEB liability of DART, as well as what the DART's net OPEB liability would be if it were calculated using healthcare cost trend rates that are 1-percentage-point lower (5.75 percent decreasing to 4.0 percent) or 1-percentage-point higher (7.75 percent decreasing to 6.0 percent) than the current healthcare cost trend rates:

	1% Decrease (5.75% decreasing to 4%)	Health Care Cost Trend Rates (6.75% decreasing to 5%)	1% Increase (7.75% decreasing to 6%)
Pre-65	(32.1% decreasing to 4%)	(33.1% decreasing to 5%)	(34.1% decreasing to 6%)
Medicare	(32.1% decreasing to 4%)	(33.1% decreasing to 5%)	(34.1% decreasing to 6%)
DART's Net OPEB liability, 9/30/2018	\$11,593	\$22,667	\$36,861

**DALLAS AREA RAPID TRANSIT  
NOTES TO FINANCIAL STATEMENTS**

**FOR THE YEARS ENDED SEPTEMBER 30, 2018 and 2017 (Dollars in Thousands)**

*OPEB Expense and Deferred Outflows of Resources and Deferred Inflows of Resources Related to OPEB.* For the year ended September 30, 2018, DART recognized OPEB expense of \$5,821. At September 30, 2018, DART reported deferred inflows/outflows of resources related to OPEB from the following sources:

	Deferred Outflows of Resources	Deferred Inflows of Resources
Differences between expected and actual experience	\$ 4,514	\$ -
Changes of assumptions	2,437	-
Employer contribution made after measurement date	3,862	-
Total	<u>\$10,813</u>	<u>\$ -</u>

The \$3,862 reported as deferred outflows of resources related to OPEB resulting from DART contributions subsequent to the measurement date will be recognized as a reduction of the net OPEB liability in the fiscal year ending on September 30, 2019. Other amounts reported as deferred outflows of resources and deferred inflows of resources related to OPEB will be recognized in the pension expense as follows:

Year ended September 30:	Deferred Outflows of Resources	Deferred Inflows of Resources
2019	\$810	\$ -
2020	810	-
2021	810	-
2021	810	-
2023	811	-
Thereafter	\$2,900	-

Annual OPEB Cost and Net OPEB Asset – For plan years 2017 and 2016, annual OPEB cost and the net OPEB asset were as follows:

	2017	2016
Annual required contribution	\$5,821	\$4,625
Annual OPEB cost	5,821	4,625
Total employer contributions	5,821	4,625
Increase in net OPEB obligation (decrease in net OPEB asset)	-	-
Net OPEB asset (obligation), beginning of year	-	-
Net OPEB asset (obligation), end of year	\$ -	\$ -
Percentage of annual OPEB cost contributed	100%	100%

Funding Progress – The schedule of funding progress for the DART Other Postemployment Benefits (OPEB) is included in the Required Supplementary Information. The data for the two most recent valuations are as follows:

	Fiscal Year Ended	
	9/30/17	9/30/16
Actuarial value of assets	\$48,024	\$33,894
Actuarial accrued liability (AAL)*	58,230	\$57,520
Unfunded AAL (UAAL)	10,206	\$23,626
Funded ratio	82.5%	58.9%
Covered payroll	205,345	\$196,688
UAAL as a % of covered payroll	5.0%	12.0%

\*AAL of \$58,230 at 9/30/2017 is based on 9/30/2016 actuarial valuation.

Actuarial valuations for OPEB plans involve estimates of the value of reported amounts and assumptions about the probability of events far into the future. These actuarially determined amounts are subject to continual revisions as actual results are compared to past expectations and new estimates are made about the future. The schedule of funding progress presented immediately following the financial statements as required supplementary information, presents multi-year trend information about whether the actuarial value of plan assets is increasing or decreasing over time relative to the actuarial accrued liability for benefits.

**DALLAS AREA RAPID TRANSIT  
NOTES TO FINANCIAL STATEMENTS**

**FOR THE YEARS ENDED SEPTEMBER 30, 2018 and 2017 (Dollars in Thousands)**

OPEB Plan Investments

In accordance with the OPEB Plan's investment policy, the trustee invests in, among others, obligations of the United States or its agencies and instrumentalities, domestic equity, international equity and fixed income investment.

Interest Rate Risk – Interest rate risk is the risk that changes in market interest rates will adversely affect the fair value of an investment. Generally, the longer the maturity of an investment, the greater the sensitivity of its fair value to changes in market interest rates.

Information about the sensitivity of the fair values of OPEB Plan investments to market interest rate fluctuations as of September 30 is provided in the following table, which show the distribution of the Plan's investments by maturity.

Investment Type	Total Amount	Remaining Maturity (in years) as of September 30, 2017			
		Less 1 Year	1 to 5 Years	5 to 10 Years	Greater than 10 Years
Government Obligations	\$3,983	\$3,983	\$ -	\$ -	\$ -
Mutual Funds - Equity	28,006	28,006			
Mutual Funds – Fixed Income	16,035	752	4,078	7,782	3,423
Total	\$48,024	\$32,741	\$4,078	\$7,782	\$3,423

Credit Risk - Credit risk is the risk that an issuer of an investment will not fulfill its obligation to the holder of the investment. This is measured by the assignment of a rating by a nationally recognized rating agency. The following tables show actual ratings as of September 30 for each investment type.

Investment Type	Total Amount	AAA/AAAm	AAA/ Aaa	AA/ Aa	A	BBB/ Baa	< BBB/ Baa	Cash or Not Rated
Government Obligations	\$3,983	\$3,983	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Mutual Funds - Equity	28,006	-	-	-	-	-	-	28,006
Mutual Funds – Fixed Income	16,035	-	5,187	1,034	3,715	3,466	2,199	434
Total	\$48,024	\$3,983	\$5,187	\$1,034	\$3,715	\$3,466	\$2,199	\$28,440

Concentration of Credit Risk – Concentration of credit risk is the risk of loss attributed to the magnitude of the Plan's investment in a single issuer. Investments in any one issuer that represent 5% or more of total investment portfolio of OPEB Plan as of September 30 are as shown below:

September 30, 2017		
Issuer	Reported Amount	Percentage of Total Portfolio
Vanguard	\$28,186	61%
Baird Asset Management	5,283	11%
First American Funds	3,983	8%
J O Hambro Capital Management Group	2,821	6%
Doubleline Capital	2,406	5%

Custodial Credit Risk – The custodial credit risk for investments is the risk that, in the event of the failure of the counterparty (e.g., broker-dealer) to a transaction, the OPEB Plan will not be able to recover the value of its investment or collateral securities that are in the possession of another party. All of the OPEB Plan's investments were invested in mutual funds, which by design provide ownership of shares within the fund, are not exposed to custodial credit risk.

**DALLAS AREA RAPID TRANSIT  
NOTES TO FINANCIAL STATEMENTS**

**FOR THE YEARS ENDED SEPTEMBER 30, 2018 and 2017 (Dollars in Thousands)**

Foreign Currency Risk – Foreign Currency Risk is the risk that changes in exchange rates will adversely affect the fair value of an investment or deposit. The OPEB Plan’s foreign currency net position (foreign currency denominated investments) were \$10,237 (21.31%) as of September 30, 2017. The Plan’s exposure to foreign currency risk is shown below. The amounts are shown in U.S. Dollars.

Investment Type	Currency	2017 Fair Value (USD)
International Equity (Stocks)	Australian Dollar	\$419
	Brazil Real	82
	British Pound	1,317
	Canadian Dollar	330
	Chinese Yuan Renminbi	313
	Danish Krone	191
	European Monetary Unit (Euro)	2,110
	Hong Kong Dollar	144
	Indian Rupee	149
	Indonesian Rupiah	30
	Israeli New Shekel	55
	New Taiwan Dollar	161
	Norwegian Krone	54
	Japanese Yen	2,209
	Mexican Peso	508
	Norwegian Kroner	224
	Russian Ruble	21
	Singapore Dollar	58
	South African Rand	73
	South Korean Won	192
Swedish Krona	144	
Switzerland Franc	467	
Taiwan New Dollar	956	
Thai Baht	30	
Total		\$10,237

DART categorizes its fair value measurements of the OPEB Plan within the fair value hierarchy established by GAAP. The hierarchy is based on the valuation inputs used to measure fair value of the asset. Level 1 inputs are quoted prices in active markets for identical assets. Level 2 inputs are significant other observable inputs and are valued using a matrix pricing model. Level 3 inputs are significant unobservable inputs.

DART has the following fair value measurements as of September 30, 2017.

Fair Value Measurements as of September 30, 2017				
Investment Type	Total Amount	Level 1	Level 2	Level 3
Government Obligations	\$3,983	\$ -	\$3,983	\$ -
Mutual Funds - Equity	28,006	-	28,006	-
Mutual Funds – Fixed Income	16,035	-	16,035	-
Total	\$48,024	\$ -	\$48,024	\$ -

**DALLAS AREA RAPID TRANSIT  
NOTES TO FINANCIAL STATEMENTS**

**FOR THE YEARS ENDED SEPTEMBER 30, 2018 and 2017 (Dollars in Thousands)**

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19. CLAIMS AND LITIGATION

In the ordinary course of business, a number of claims and lawsuits arise from individuals seeking compensation for personal injury, death, and/or property damage resulting from accidents occurring in the operation of the system. In addition, DART has been named as a defendant in a number of lawsuits relating to personnel and contractual matters. Management does not believe that the outcome of these claims will have a material adverse effect on DART's financial statements.

20. COMMITMENTS AND CONTINGENCIES

The Board has approved a Transit System Plan, which included the design and construction the Cotton Belt Corridor and Dallas Central Business District (D2) Alignment. The Cotton Belt Corridor is a 26-mile long, regional rail corridor that extends from DFW International Airport through the northern portion of the DART service area to the existing DART Red Line, passing through the cities of Grapevine, Coppell, Carrollton, Addison, Dallas, Richardson, and Plano, with nine proposed stations along the way. The second CBD alignment (D2) will double the downtown LRT capacity, and connects Victory Station and the Green Line. The timing and completion of the Transit System Plan is based on economic assumptions made in DART's 20-year financial plan and is subject to change based on changing economic conditions. The FY 2019 Twenty-Year Financial Plan includes \$6.5 billion for capital and non-operating projects. DART has entered into contract commitments for these and other capital developments in the amount of \$1.67 billion and has spent approximately \$1.60 billion of the committed amount as of September 30, 2018.

DART participates in several federal and state grant programs that are governed by various rules and regulations of the grantor agencies. Costs charged to the respective grant programs are subject to audit and adjustment by the grantor agencies. In the opinion of management, no significant contingent liabilities exist relating to compliance with the rules and regulations governing the respective grants; therefore, no provision has been recorded in the accompanying financial statements for such contingencies.

DART has entered into certain operating lease agreements. Operating lease expenses were approximately \$868 and \$801 in 2018 and 2017, respectively.

Future minimum lease payments for all non-cancelable operating leases are as follows:

<u>Fiscal Year</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
Minimum Lease Payments	\$536	\$488	\$427	\$146	\$146

DART owns and operates a number of facilities. It also acquires new properties for light rail expansion projects. In some of these properties DART has discovered contamination that may require pollution remediation activity. DART is working with relevant state and federal agencies on pollution remediation plans. Management does not believe that the outcome of these remediation activities will have a material adverse effect on DART's financial position. Management has accrued an estimate which is included in the accounts payable and accrued liabilities line item in the accompanying Statements of Net Position.

21. DERIVATIVE INSTRUMENTS

Fuel Hedge

DART has fuel delivery contracts with suppliers for commuter rail vehicles and some DART buses and a gasoline contract for service vehicles. However, the price DART pays for the fuel fluctuates depending on market prices. This exposes DART to significant risk related to fluctuations in the amounts it pays for fuel. It also creates uncertainty in budgeting for fuel costs. In order to minimize the impact of fluctuating fuel market prices on its cash flow, DART has entered into fuel hedge contracts that run from May 1, 2015 to September 30, 2020. The fair values of the derivative instrument associated with this hedge contract were \$1,626 as of September 30, 2018 and \$769 as of September 30, 2017.

Objective and terms of the fuel hedge contracts –The objective of each of the derivative instruments (diesel fuel hedge contracts) is to hedge changes in cash flows due to market price fluctuations related to expected purchases of diesel fuel for DART buses, commuter rail cars, and service vehicles. The terms of the agreement include DART paying monthly fixed prices and receiving floating prices based on an average of daily mean of Platts US Gulf Coast ultralow sulfur diesel (ULSD) and Gasoline-UNIL 87 Gulf Cost (Pipeline) – Platts U. S. for each month.

Credit risk – The derivative instrument for diesel fuel for fiscal year 2018 to 2020 and for gasoline from 2017 to 2019 is held by the same counterparty. As of the end of fiscal year 2018, DART's position in the derivative instrument was a receivable of \$769. DART could have been exposed to credit risk if the counterparty to the transaction becomes insolvent but that did not happen. Standard and Poor's credit rating for the counterparty was A+ during 2018.

**DALLAS AREA RAPID TRANSIT  
NOTES TO FINANCIAL STATEMENTS**

**FOR THE YEARS ENDED SEPTEMBER 30, 2018 and 2017 (Dollars in Thousands)**

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Termination risk – DART or its counterparties may terminate a derivative instrument if the other party fails to perform under the terms of the contract. The effect of termination risk on DART is that it will pay market prices for diesel fuel purchased for its operations. No termination event has occurred during fiscal year 2018 and the last contract for diesel fuel hedge will expire on 9/30/2020 and for gasoline will expire on 9/30/2019.

Contingencies – The fuel hedge contracts include provisions that require DART to post collateral in the event its credit rating falls below A- or A3 as issued by Standard & Poor's or Moody's and if the exposure exceeds threshold amounts specified in the derivative instruments (contracts). During 2017, DART maintained an AA+ credit rating from Standard & Poor's, AA+ from Kroll Bond Rating Agency, and Aa2 from Moody's Investors Service on outstanding long-term debt. In addition, Fitch Ratings maintains an AA- on DART's Series 2007 bonds.

Compressed Natural Gas (CNG) Delivery Contract

During fiscal year 2010, DART entered into a fixed price and indexed price CNG delivery contract for the CNG needed to operate these vehicles. The contract specifies monthly volumes of CNG to be used by DART from October 1, 2012 to September 30, 2020 with 85% of the monthly volumes at a fixed price and 15% at an indexed price. When DART uses lower than the volumes specified in the contract, the excess CNG has to be sold back to market at market price. The market price could be lower or higher than the fixed price and indexed price specified in the contract. The difference between the contract and market price can result in an exposure for DART. The amount of this exposure for DART is not expected to be material and no liability is included in the Statements of Net Position as of September 30, 2018 and 2017.

Objective and terms of the CNG delivery contract – The objectives of the CNG delivery contract are: to ensure that DART has delivery of natural gas for its transit buses and contractor owned and operated paratransit vehicles during the contract period; to fix the price for 85% of monthly volumes; and to minimize the fluctuations in cash flows caused by changes in market prices of CNG.

Early Termination – Subject to payment of early termination damages, either party to the delivery contract may terminate the CNG delivery contract by giving at least thirty (30) days written notice to the other party. The effect of termination risk on DART is that it will pay market prices for CNG purchased for its operations. No termination event occurred during fiscal years 2018 and 2017.

**22. NEW ACCOUNTING PRONOUNCEMENTS**

In November 2016, GASB issued Statement No. 83 *Certain Asset Retirement Obligations*. This Statement addresses accounting and financial reporting for certain asset retirement obligations (AROs). An ARO is a legally enforceable liability associated with the retirement of a tangible capital asset. A government that has legal obligations to perform future asset retirement activities related to its tangible capital assets should recognize a liability based on the guidance in this Statement. The requirements of this Statement are effective for reporting periods beginning after June 15, 2018.

In January 2017, GASB issued Statement No. 84 *Fiduciary Activities*. This Statement establishes criteria for identifying fiduciary activities of all state and local governments. The focus of the criteria generally is on (1) whether a government is controlling the assets of the fiduciary activity and (2) the beneficiaries with whom a fiduciary relationship exists. The requirements of this Statement are effective for reporting periods beginning after December 15, 2018.

In June 2017, GASB issued Statement No. 87 *Leases*. This statement establishes a single model for lease accounting based on the foundational principle that leases are financings of the right to use an underlying asset. The requirements of this Statement are effective for reporting periods beginning after December 15, 2019.

In April 2018, GASB issued Statement No. 88 *Certain Disclosures Related to Debt, including Direct Borrowings and Direct Placement*. This statement requires additional information related to debt to be disclosed in notes to financial statements, including unused lines of credit; assets pledged as collateral for debt; and terms specified in debt agreements related to significant events of default with finance-related consequences, significant termination events with finance-related consequences, and significant subjective acceleration clauses. The requirements of this Statement are effective for reporting periods beginning after June 15, 2018.

In June 2018, GASB issued Statement No. 89 *Accounting for Interest Cost Incurred before the End of Construction Period*. This Statement requires that interest cost incurred before the end of a construction period be recognized as an expense in the period in which the cost is incurred for financial statements prepared using the economic resources measurement focus. As a result, interest cost incurred before the end of a construction period will not be included in the historical cost of a capital asset reported in a business-type activity or enterprise fund. The requirements of this Statement are effective for reporting periods beginning after December 15, 2019.

In August 2018, GASB issued Statement No. 90, *Majority Equity Interests – an amendment of GASB Statements No.14 and No. 61*. The primary objectives of this Statement are to improve the consistency and comparability of reporting a government's majority equity interest in a legally separate organization and to improve the relevance of financial statement information for certain component units. The requirements of this Statement are effective for reporting periods beginning after December 15, 2018.

**DALLAS AREA RAPID TRANSIT  
NOTES TO FINANCIAL STATEMENTS**

**FOR THE YEARS ENDED SEPTEMBER 30, 2018 and 2017 (Dollars in Thousands)**

Management has not yet determined the impact of these statements on the basic financial statements.

23. SUBSEQUENT EVENTS

On December 20, 2018 DART entered into the Railroad Rehabilitation and Improvement Financing (RRIF) loan agreement with the U.S Department of Transportation. Under this loan agreement, DART will issue a Senior Lien Obligation bond to borrow up to \$908 million from the U.S Department of Transportation. The proceeds from the bond will be used to pay for the 26-mile Cotton Belt commuter rail line extending from Terminal B of Dallas/Fort Worth International Airport to a terminus in Shiloh Road in the City of Plano, with nine stations and eight vehicles. The current estimate of eligible project costs for the project is about \$1.1 billion. The RRIF financing agreement is reimbursement-based and DART will request (draw down) the money after paying for the capital project costs. The expected draw down is as follows:

Year Ended September 30	Principal
2019	\$24,762
2020	193,327
2021	317,954
2022	272,376
2023	99,581
Total	<u>\$908,000</u>

The RRIF bond is a Senior Lien Obligation and is secured by and payable from Pledged Revenues on parity with other Senior Lien Obligations. The interest rate on the RRIF bond is 2.98% and is fixed for the term of the loan.

The following table summarizes estimated debt service requirements of the RRIF financing agreement executed on December 20, 2018 based on expected draw down of \$908,000 shown above. The amounts and timing of the debt service shown here for the RRIF Loan are subject to change depending on the amount and timing of the draw down.

Year Ended September 30	Principal	Interest	Total RRIF Bond Debt Service
2019	\$ -	\$224	\$224
2020	-	2,887	2,887
2021	-	10,769	10,769
2022	-	20,253	20,253
2023	-	26,175	26,175
2024 – 2028	-	135,329	135,329
2029 – 2033	10,000	134,957	144,957
2034 – 2038	62,264	130,970	193,234
2039 – 2043	165,398	112,498	277,896
2044 – 2048	191,555	85,972	277,527
2049 – 2053	221,849	55,189	277,038
2054 - 2057	256,934	19,602	276,536
TOTAL	<u>\$908,000</u>	<u>\$734,825</u>	<u>\$1,642,825</u>

The annual debt service requirements for the RRIF bond range from \$224 in fiscal year 2019 to \$55,625 in fiscal year 2040.



**DALLAS AREA RAPID TRANSIT  
REQUIRED SUPPLEMENTARY INFORMATION (UNAUDITED)  
DEFINED BENEFIT PENSION PLAN  
SCHEDULE OF NET PENSION LIABILITY  
SEPTEMBER 30, 2018 and 2017 (Dollars in Thousands)**

The schedule of changes in the DART's Net Pension Liability and Related Ratios (Dollar amounts in thousands)

	2018	2017	2016	2015
<b><u>Total Pension Liability</u></b>				
Service cost	\$1,107	\$1,281	\$954	\$502
Interest	14,501	14,969	14,644	14,674
Changes of benefit terms	-	-	-	-
Difference between expected and actual experience	2,655	(2,815)	(5,082)	-
Changes in assumptions	-	63	-	-
Benefit payments	(13,471)	(11,203)	(11,369)	(11,364)
Net change in total pension liability	4,792	2,295	(853)	3,812
Total pension liability – beginning	220,461	218,166	219,019	215,207
Total pension liability – ending (a)	225,253	220,461	218,166	219,019
<b><u>Plan Fiduciary Net Position</u></b>				
Contributions – employer	10,000	9,217	8,706	9,122
Contributions – employee	2	2	2	2
Net investment income, net of expenses	15,590	16,067	520	12,532
Benefit payments	(13,471)	(11,203)	(11,369)	(11,364)
Administrative expenses	(100)	(218)	(219)	(250)
Net change in plan fiduciary net position	12,021	13,865	(2,360)	10,042
Plan fiduciary net position – beginning	168,334	154,469	156,829	146,787
Plan fiduciary net position - ending (b)	180,355	168,334	154,469	156,829
DART's net pension liability (a) – (b)	<u>\$44,898</u>	<u>\$52,127</u>	<u>\$63,697</u>	<u>\$62,190</u>
Plan fiduciary net position as a percentage of total pension liability	80.07%	76.36%	70.80%	71.61%
Covered payroll	\$15,642	\$18,914	\$19,129	\$19,438
DART's net pension liability as a percentage of covered payroll	287.04%	275.61%	332.99%	319.94%

This is a 10-year schedule. However, the information in this schedule is not required to be presented retroactively. Years will be added to this schedule in future fiscal years until 10 years of information is available. The amounts presented for each fiscal year were determined as of the year end that occurred one year prior.

Note to Schedule: In starting from fiscal year 2017, the discount rate decreased from 7.00% to 6.75%. There were no significant changes in assumptions for other fiscal years.

**DALLAS AREA RAPID TRANSIT  
REQUIRED SUPPLEMENTARY INFORMATION (UNAUDITED)  
DEFINED BENEFIT PENSION PLAN  
SCHEDULE OF EMPLOYER CONTRIBUTIONS  
SEPTEMBER 30, 2018 (Dollars in Thousands)**

The schedule of DART Contribution to DB Pension Plan (Dollar amounts in thousands)

	9/30/18	9/30/17	9/30/16	9/30/15	9/30/14	9/30/13	9/30/12	9/30/11	9/13/10	9/30/09
Contractually required contribution	\$7,755	\$9,217	\$9,221	\$8,706	\$9,122	\$9,074	\$8,045	\$6,266	\$6,212	\$5,036
Contribution in relation to the contractually required contribution	10,000	10,000	9,221	8,706	9,122	9,074	8,045	6,266	6,212	5,036
Contribution deficiency (excess)	\$(2,245)	\$(783)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Covered payroll	\$15,642	\$18,914	\$19,129	\$19,438	\$19,467	\$19,306	\$23,727	\$23,904	\$24,721	\$24,832
Contribution as a percentage of covered payroll	63.93%	52.87%	45.51%	44.79%	46.93%	46.61%	41.67%	26.41%	25.99%	20.37%

Notes to Schedule

*Valuation date:* Most recent valuation date is October 1, 2017.

Contractually required contribution rates are calculated by an actuary as of October 1, in the fiscal year in which contributions are reported. That is, the contribution calculated as of October 1, 2017 was made during the fiscal year ended September 30, 2018, and as of October 1, 2016 was made during the fiscal year ended September 30, 2017.

Methods and assumptions used to determine contribution rates include the following:

Funding Method	The minimum required contribution is based upon DART's agreement to contribute an amount at least equal to the minimum funding standard under Section 412 of the Internal Revenue Code of 1986, as if the Plan were subject to Section 412, per the stipulation of the "Sale, Purchase and Transfer contract between the City of Dallas and Dallas Area Rapid Transit
Actuarial Cost Method	Projected Unit Credit and changed to Entry Age Normal for measurement date 9/30/2017.
Asset valuation method	All assets are valued at market value with an adjustment made to uniformly spread actuarial investment gains and losses (as measured by actual market value investment return against expected market value investment return) over a five-year period.
Inflation	2.5%.
Investment Return	7.00% per year compounded annually, net of all expenses and lowered to 6.75% for September 30, 2017 and September 30, 2016 measurement dates.
Retirement age	10% at age 55 reaching 100% at age 70.
Salary Increases	3.25% and lowered to 3% for September 30, 2016 measurement date.
Mortality	Healthy Lives: RP-2000 Combined Healthy Table (sex distinct) with rates increased by 8.59% and with fully generational mortality improvement projections using Scale AA. Disabled Lives: RP-2000 Disabled Mortality Table (sex distinct). The assumed rates of mortality are reasonable as they sufficiently accommodate expected future mortality improvements.

**DALLAS AREA RAPID TRANSIT  
REQUIRED SUPPLEMENTARY INFORMATION (UNAUDITED)  
SCHEDULE OF CHANGES IN THE TOTAL OPEB LIABILITY AND RELATED RATIOS  
FOR THE LAST TEN FISCAL YEARS**

**SEPTEMBER 30, 2018 (Dollars in Thousands)**

The schedule of changes in the DART's Net OPEB Liability and Related Ratios (Dollar amounts in thousands)

	<u>2018</u>
<u>Total Pension Liability</u>	
Service cost	\$2,762
Interest	4,218
Changes of benefit terms	-
Difference between expected and actual experience	4,514
Changes in assumptions	2,437
Benefit payments	<u>(1,470)</u>
Net change in total pension liability	12,461
Total OPEB liability – beginning	<u>58,230</u>
Total OPEB liability – ending (a)	<u>70,691</u>
<u>Plan Fiduciary Net Position</u>	
Contributions – employer	4,239
Net investment income, net of expenses	3,883
Benefit payments	(1,470)
Administrative expenses	-
Net change in plan fiduciary net position	<u>6,652</u>
Plan fiduciary net position – beginning	<u>41,372</u>
Plan fiduciary net position - ending (b)	<u>48,024</u>
DART's net pension liability (a) – (b)	<u>\$22,667</u>
Plan fiduciary net position as a percentage of total pension liability	67.9%
Covered payroll	\$205,345
DART's net pension liability as a percentage of covered payroll	11.0%

This is a 10-year schedule. However, the information in this schedule is not required to be presented retroactively. Years will be added to this schedule in future fiscal years until 10 years of information is available. The amounts presented for each fiscal year were determined as of the year end that occurred one year prior.

**DALLAS AREA RAPID TRANSIT  
REQUIRED SUPPLEMENTARY INFORMATION (UNAUDITED)  
SCHEDULE OF EMPLOYER CONTRIBUTIONS TO OPEB PLAN  
FOR THE LAST TEN FISCAL YEARS**

**SEPTEMBER 30, 2018 (Dollars in Thousands)**

The schedule of DART Contribution to OPEB Plan (Dollar amounts in thousands)

	9/30/18	9/30/17	9/30/16	9/30/15	9/30/14	9/30/13	9/30/12	9/30/11*	9/13/10	9/30/09
Actuarially determined contribution	\$3,862	\$5,821	\$4,625	\$4,313	\$5,141	\$4,996	\$5,024	\$4,591	\$3,654	\$3,745
Contribution in relation to the actuarially determined contribution	3,862	5,821	4,625	4,313	5,141	4,996	9,615	\$ -	3,651	3,745
Contribution deficiency (excess)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	(\$4,591)	\$4,591	\$ -	\$ -
Covered payroll	\$208,600	\$205,345	\$196,688	\$185,181	\$174,557	\$174,557	\$169,196	\$175,685	\$171,371	\$150,406
Contribution as a percentage of covered payroll	1.85%	2.83%	2.35%	2.33%	2.95%	2.86%	5.68%	0%	2.13%	2.49%

\* Contribution for fiscal year ended September 30, 2011 was made on October 13, 2011.

Notes to Schedule

*Valuation date:* Most recent valuation date is October 1, 2017.

Actuarially determined contribution rates are calculated by an actuary as of October 1, in the fiscal year in which contributions are reported. That is, the contribution calculated as of October 1, 2017 was made during the fiscal year ended September 30, 2018, and as of October 1, 2016 was made during the fiscal year ended September 30, 2017.

Methods and assumptions used to determine contribution rates include the following:

Discount Rate	7.00%
Inflation	3.00% included in health care cost trend
Salary Increases	3.25% per annum
Investment Rate of Return	7.00%
Health Care Cost Trend Rate	Starts with 6.75% in year 2018 and goes down to 5% in year 2025 and after for Pre-65. For Medicare it starts with 33.10% in year 2018 and goes down to 5% in year 2025 and after.
Mortality Rate	RP-2014 Mortality Fully Generational using Projection Scale MP-2015
Future Participation	For future eligible retirees, 56% are assumed to elect medical coverage, while 100% are assumed to elect life coverage.
Eligibility for Coverage	For Defined Benefit Pension Plan participants: age 55 and 10 years of service and for Defined Contribution
Dependent coverage	For active employees, 40% are assumed to be married at retirement with the spouse electing coverage. Female spouses are assumed to be four (4) years younger than their husbands. Percent of future retirees with coverage who elect coverage on spouse is 100%. Any potential costs for children have not been considered for valuation purposes.
Actuarial Cost Method	Entry Age Actuarial Cost Method

**DALLAS AREA RAPID TRANSIT  
 REQUIRED SUPPLEMENTARY INFORMATION (UNAUDITED)  
 OTHER POST EMPLOYMENT BENEFITS  
 SCHEDULE OF FUNDING PROGRESS**

**SEPTEMBER 30, 2018 (Dollars in Thousands)**

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The schedule of funding progress for the DART Other Postemployment Benefits (OPEB) calculated by the actuaries is as follows: The data for the most recent valuation is based on payroll information as of September 30, 2016.

	Actuarial Valuation Date		
	9/30/2017	9/30/2016	9/30/2015
Actuarial Value of Assets	\$48,024	\$33,894	\$36,235
Actuarial Accrued Liability (AAL)*	58,230	\$57,520	\$52,034
Unfunded AAL (UAAL)	10,206	\$23,626	\$15,799
Funded Ratio	82.5%	58.9%	69.6%
Covered Payroll	205,345	\$196,688	\$185,181
UAAL as a % of Covered Payroll	5.0%	12.0%	8.5%

*\*AAL of \$58,230 at 9/30/2017 is based on 9/30/2016 actuarial valuation.*

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# STATISTICAL SECTION



*let's go.*

DALLAS AREA RAPID TRANSIT  
 COMPREHENSIVE ANNUAL FINANCIAL REPORT  
 STATISTICAL SECTION (Unaudited)

The statistical section provides financial statement users with historical perspective and context for understanding the information presented in the financial statements, notes to financial statements, and required supplementary information. It includes five categories of trend information.

**Contents**

**Pages**

**Financial Trends** – The schedules in this section assist users in understanding and assessing how DART’s financial performance and position have changed over the last ten fiscal years.

Net Position by Component	52
Changes in Net Position	53
Expenses by Function	54
Operating Expenses – Comparison to Industry Trend Data	55
Revenues by Source	56
Revenues by Source – Comparison to Industry Trend Data	57

**Revenue Capacity** – The schedules in this section assist users in understanding and assessing DART’s ability to generate revenues. It focuses on its two major sources of revenues: sales and use tax and passenger fare revenues.

Sales and Use Tax Revenue and Service Area Population	58
Sales and Use Tax Revenue by Industry	60
Passenger Fare Revenue and Ridership	61
Fare Structure	63

**Debt Capacity** – These schedules present information to help the reader assess DART’s current levels of outstanding debt and ability to issue additional debt in the future.

Outstanding Debt Ratio	64
Debt Limit	65
Debt Coverage Ratio	66

**Demographic and Economic Information** – The schedules in this section assist users in understanding the socioeconomic environment in which DART operates.

Economic and Demographic Information	67
Principal Employers	68

**Operating Information** – The schedules in this section provide information on the level of services provided by DART and resources used in providing the services. This section helps users understand how the information in the financial statements relate to the level of services provided and resources used in providing the services.

Number of Employees by Function	69
Level of Service, Annual and Related Charts	70
Level of Service, Average Weekday	75
Capital Asset Information – Number of Vehicles and Operating Facilities	76
Capital Asset Information – Cost of Capital Assets	77

# FINANCIAL TRENDS

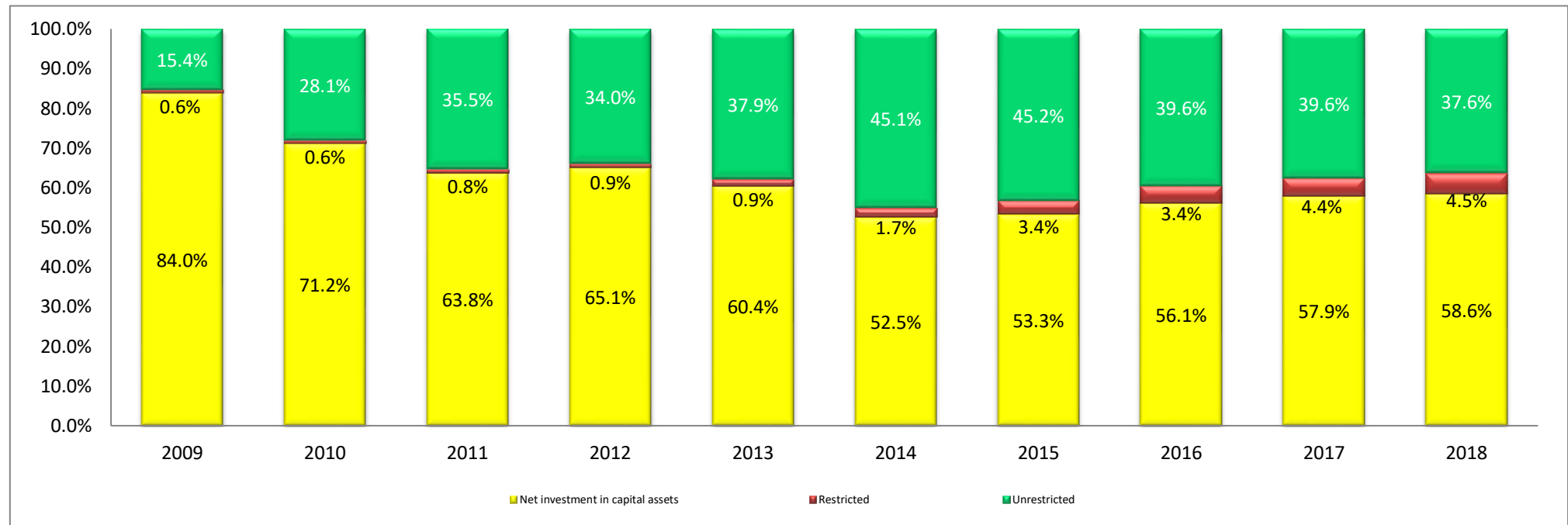


*let's go.*



**DALLAS AREA RAPID TRANSIT  
NET POSITION BY COMPONENT  
LAST TEN FISCAL YEARS (Amounts In Thousands)**

Components of Net Position	Fiscal Year									
	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
Net investment in capital assets	\$2,030,937	\$1,741,742	\$1,515,210	\$1,512,832	\$1,320,349	\$1,071,576	\$938,644	\$881,241	\$837,067	\$764,341
Restricted	15,065	15,765	18,104	21,303	37,633	47,345	59,091	67,928	64,156	65,822
Unrestricted	372,462	687,987	840,297	788,997	827,165	920,666	761,771	621,414	543,815	474,215
<b>Total Net Position</b>	<b>\$2,418,464</b>	<b>\$2,445,494</b>	<b>\$2,373,611</b>	<b>\$2,323,132</b>	<b>\$2,185,147</b>	<b>\$2,039,587</b>	<b>\$1,759,506</b>	<b>\$1,570,583</b>	<b>\$1,445,038</b>	<b>\$1,304,378</b>



Source: Annual Financial Reports

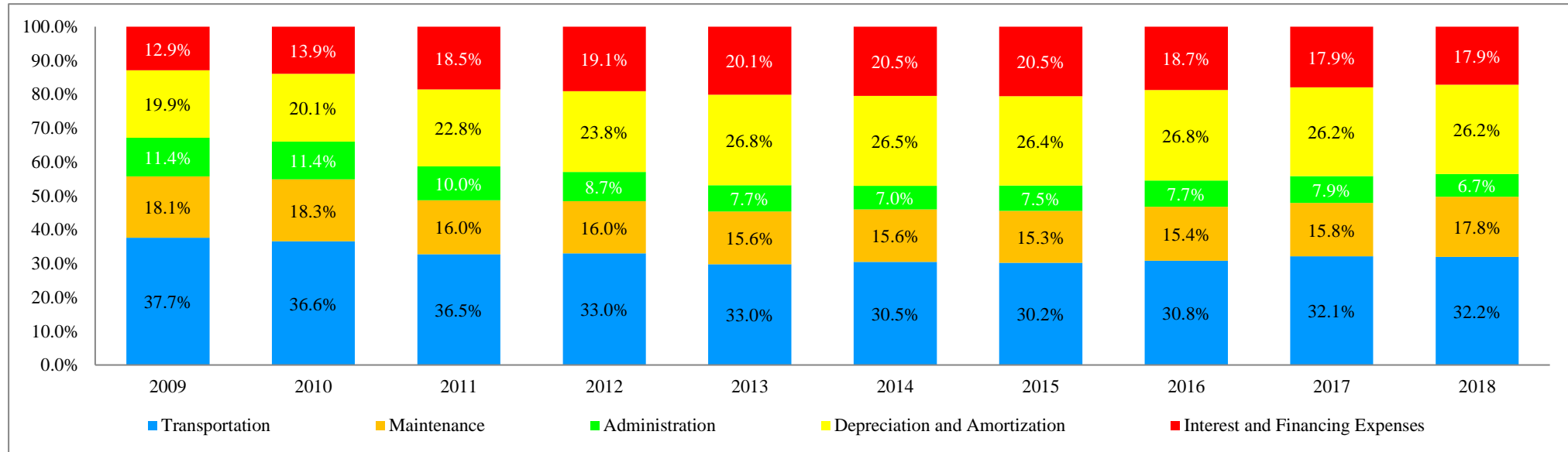
**DALLAS AREA RAPID TRANSIT  
CHANGES IN NET POSITION  
LAST TEN FISCAL YEARS (Amounts In Thousands)**

	Fiscal Year									
	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
<b>OPERATING REVENUES</b>										
Passenger (fare) revenues	\$46,712	\$52,081	\$57,329	\$59,809	\$67,569	\$70,902	\$71,012	\$67,749	\$65,412	\$62,845
Advertising, rent and other	10,640	11,149	12,049	20,306	16,146	13,573	14,412	14,121	14,175	13,241
<b>TOTAL OPERATING REVENUES</b>	<b>57,352</b>	<b>63,230</b>	<b>69,378</b>	<b>80,115</b>	<b>83,715</b>	<b>84,475</b>	<b>85,424</b>	<b>81,870</b>	<b>79,587</b>	<b>76,086</b>
<b>OPERATING EXPENSES</b>										
Labor	180,834	193,213	198,290	202,009	211,801	216,188	220,723	229,795	239,382	249,894
Benefits	69,157	80,714	86,548	86,734	87,302	99,851	96,432	96,528	103,288	98,581
Services	31,894	32,323	33,832	30,153	34,775	33,869	35,785	41,998	40,883	48,331
Materials and Supplies	51,279	57,585	51,096	49,120	53,224	44,327	38,487	43,458	43,203	47,531
Purchased Transportation	47,291	50,452	53,466	55,640	43,716	46,900	45,608	50,316	52,531	55,978
Utilities	12,362	13,805	17,047	18,499	20,946	17,151	17,983	18,008	18,830	19,673
Taxes, Leases, and Other	5,685	5,288	5,737	5,732	5,604	5,245	4,829	4,835	4,778	4,029
Casualty and Liability	3,320	3,841	3,878	5,048	5,329	4,582	5,983	7,536	3,238	4,925
Operating Expenses (excluding depreciation and amortization)	401,822	437,221	449,894	452,935	462,697	468,113	465,830	492,474	506,133	528,942
Depreciation and amortization expense	121,765	135,324	179,119	192,875	238,710	236,406	239,439	246,794	239,381	250,210
<b>TOTAL OPERATING EXPENSES</b>	<b>523,587</b>	<b>572,545</b>	<b>629,013</b>	<b>645,810</b>	<b>701,407</b>	<b>704,519</b>	<b>705,269</b>	<b>739,268</b>	<b>745,514</b>	<b>779,152</b>
<b>NET OPERATING LOSS</b>	<b>(466,235)</b>	<b>(509,315)</b>	<b>(559,635)</b>	<b>(565,695)</b>	<b>(617,692)</b>	<b>(620,044)</b>	<b>(619,845)</b>	<b>(657,398)</b>	<b>(665,927)</b>	<b>(703,066)</b>
<b>NON-OPERATING REVENUES (EXPENSES)</b>										
Sales and use tax	378,421	376,295	403,228	433,302	456,524	486,564	519,448	545,907	567,418	596,400
Investment income	17,475	6,842	5,966	5,896	2,272	4,037	8,290	5,552	5,450	6,286
Interest income from investments held to pay capital lease/leaseback	31,510	22,697	22,468	21,419	18,029	15,510	15,189	9,336	8,365	8,524
Interest expense on capital lease/leaseback	(31,510)	(22,697)	(22,468)	(21,419)	(18,029)	(15,510)	(15,189)	(9,336)	(8,365)	(8,524)
Gain (loss) on HOV lane investments	-	-	-	-	-	-	(66,465)	(3,100)	600	(11,100)
Street improvement for member cities	(645)	(1,010)	(1,244)	(5,615)	(6,615)	(2,127)	(560)	(501)	(20)	(3,644)
Interest and financing expenses	(47,363)	(71,055)	(123,046)	(132,839)	(160,824)	(167,071)	(170,744)	(163,004)	(155,255)	(154,044)
Build America Bonds tax credit	4,730	17,736	30,250	30,462	28,406	28,259	28,289	28,391	28,381	28,443
Other federal and state grants	57,759	50,913	47,566	56,161	17,418	92,211	82,112	43,731	68,564	69,445
Other non-operating revenues	11,997	12,039	13,562	11,392	12,226	15,760	24,371	16,412	17,552	19,375
Other non-operating expenses	(8,431)	(7,251)	(10,844)	(3,445)	(3,848)	(1,621)	(13,691)	(9,939)	(3,151)	(1,969)
Loss on transfer of HOV operations	-	-	-	-	-	(20,392)	-	-	-	-
Transfer of assets to the City of Dallas	-	-	-	-	-	-	(19,041)	-	-	-
<b>NET OPERATING REVENUES, NET</b>	<b>413,943</b>	<b>384,509</b>	<b>365,438</b>	<b>395,314</b>	<b>345,559</b>	<b>435,620</b>	<b>392,009</b>	<b>463,449</b>	<b>529,539</b>	<b>549,192</b>
<b>LOSS BEFORE CAPITAL CONTRIBUTIONS AND GRANTS</b>	<b>(52,292)</b>	<b>(124,806)</b>	<b>(194,197)</b>	<b>(170,381)</b>	<b>(272,133)</b>	<b>(184,424)</b>	<b>(227,836)</b>	<b>(193,949)</b>	<b>(136,388)</b>	<b>(153,874)</b>
Capital Contributions	244,924	151,836	122,314	141,669	134,148	38,864	18,400	5,026	10,843	24,251
<b>Total capital contribution and grants</b>	<b>244,924</b>	<b>151,836</b>	<b>122,314</b>	<b>141,669</b>	<b>134,148</b>	<b>38,864</b>	<b>18,400</b>	<b>5,026</b>	<b>10,843</b>	<b>24,251</b>
<b>CHANGE IN NET POSITION</b>	<b>192,632</b>	<b>27,030</b>	<b>(71,883)</b>	<b>(28,712)</b>	<b>(137,985)</b>	<b>(145,560)</b>	<b>(209,436)</b>	<b>(188,923)</b>	<b>(125,545)</b>	<b>(129,623)</b>
<b>NET POSITION, BEGINNING OF YEAR</b>	<b>2,225,832</b>	<b>2,418,464</b>	<b>2,445,494</b>	<b>2,373,611</b>	<b>2,323,132</b>	<b>2,185,147</b>	<b>2,039,587</b>	<b>1,759,506</b>	<b>1,570,583</b>	<b>1,445,038</b>
Adjustments Due to Change in Accounting Principles	-	-	-	(21,767)	-	-	(70,645)	-	-	(11,037)
<b>NET POSITION, END OF YEAR</b>	<b>2,418,464</b>	<b>2,445,494</b>	<b>2,373,611</b>	<b>2,323,132</b>	<b>2,185,147</b>	<b>2,039,587</b>	<b>1,759,506</b>	<b>1,570,583</b>	<b>1,445,038</b>	<b>1,304,378</b>

Source: Annual Financial Reports and internal financial records

**DALLAS AREA RAPID TRANSIT  
EXPENSES BY FUNCTION  
LAST TEN FISCAL YEARS (Amounts In Thousands)**

FUNCTION	Fiscal Year									
	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
Transportation	\$230,331	\$246,631	\$257,546	\$267,001	\$265,378	\$271,425	\$273,552	\$284,136	\$293,060	\$303,082
Maintenance	110,691	123,596	125,778	124,708	139,146	138,154	138,662	147,499	143,845	168,222
Administration	69,876	75,255	78,658	70,286	68,636	62,282	67,867	71,279	72,399	63,251
Depreciation and Amortization	121,765	135,324	179,119	192,875	238,710	236,406	239,439	246,794	239,381	250,210
Interest and Financing Expenses	78,873	93,752	145,514	154,258	178,853	182,581	185,933	172,340	163,620	162,568
<b>TOTAL*</b>	<b>\$611,536</b>	<b>\$674,558</b>	<b>\$786,615</b>	<b>\$809,128</b>	<b>\$890,723</b>	<b>\$890,848</b>	<b>\$905,453</b>	<b>\$922,048</b>	<b>\$912,305</b>	<b>\$947,333</b>



\* For comparative purposes, total expenses shown above do not include the following items:

	2014	2015	2016	2018
Loss on HOV lane investments		\$66,465	\$3,100	\$11,100
Loss on transfer of HOV operations	\$20,392			
Transfer of assets to the City of Dallas		\$19,041		
	<b>\$20,392</b>	<b>\$85,506</b>	<b>\$3,100</b>	<b>\$11,100</b>

Source: Annual Financial Reports

**DALLAS AREA RAPID TRANSIT  
OPERATING EXPENSES COMPARISON TO INDUSTRY TREND DATA  
LAST TEN FISCAL YEARS**

	Fiscal Year									
	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
<b>Dallas Area Rapid Transit <sup>1</sup></b>										
Labor and Benefits	62.2%	62.7%	63.3%	63.7%	64.6%	67.5%	68.1%	66.3%	67.7%	65.9%
Materials and Supplies	12.8%	13.2%	11.4%	10.8%	11.5%	9.5%	8.3%	8.8%	8.5%	9.0%
Services	7.9%	7.4%	7.5%	6.7%	7.5%	7.2%	7.7%	8.5%	8.1%	9.1%
Utilities	3.1%	3.2%	3.8%	4.1%	4.5%	3.7%	3.9%	3.7%	3.7%	3.7%
Casualty and Liability	0.8%	0.9%	0.9%	1.1%	1.2%	1.0%	1.3%	1.5%	0.6%	0.9%
Purchased Transportation	11.8%	11.5%	11.8%	12.2%	9.4%	10.0%	9.8%	10.1%	10.4%	10.6%
Others	1.4%	1.2%	1.3%	1.3%	1.2%	1.1%	1.0%	1.0%	0.9%	0.9%
<b>Total</b>	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
<b>Transit Industry <sup>2</sup></b>										
Labor and Benefits	63.9%	64.9%	65.2%	65.0%	64.1%	60.7%	61.1%	61.1%	62.0%	62.0%
Materials and Supplies	12.8%	11.2%	10.7%	11.4%	11.7%	11.2%	11.0%	11.0%	10.0%	9.0%
Services	6.3%	6.6%	6.6%	6.6%	6.9%	7.1%	6.9%	6.9%	7.0%	8.0%
Utilities	3.4%	3.5%	3.4%	3.3%	3.2%	3.1%	3.2%	3.2%	3.0%	3.0%
Casualty and Liability	2.2%	2.3%	2.6%	2.6%	2.2%	2.4%	2.5%	2.5%	2.0%	3.0%
Purchased Transportation	13.7%	14.0%	13.8%	13.3%	13.8%	13.7%	13.6%	13.6%	14.0%	14.0%
Others	-2.3%	-2.5%	-2.3%	-2.2%	-1.9%	1.8%	1.7%	1.7%	2.0%	1.0%
<b>Total</b>	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Note – Operating expenses for which ratios are shown here do not include depreciation and amortization expenses.

Source:

- (1) Ratios are calculated based on the amounts shown on page 53.
- (2) The American Public Transit Association, APTA Fact Book for each year.

**DALLAS AREA RAPID TRANSIT**  
**REVENUES BY SOURCE**  
**LAST TEN FISCAL YEARS (Amounts In Thousands)**

Revenue source	Fiscal Year									
	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
Passenger (fare) revenues	\$46,712	\$52,081	\$57,329	\$59,809	\$67,569	\$70,902	\$71,012	\$67,749	\$65,412	\$62,845
Advertising, rent and other	10,640	11,149	12,049	20,306	16,146	13,573	14,412	14,121	14,175	13,241
Sales and use tax	378,421	376,295	403,228	433,302	456,524	486,564	519,448	545,907	567,418	596,400
Federal operating grants	57,759	50,913	47,566	56,161	17,418	92,211	82,112	43,731	68,564	69,445
Investment income	27,267	6,842	5,966	5,896	2,272	4,037	8,290	5,552	5,450	6,286
Interest income from investments held to pay capital lease/leaseback	21,718	22,697	22,468	21,419	18,029	15,510	15,189	9,336	8,365	8,524
Build America Bonds tax credit	4,730	17,736	30,250	30,462	28,406	28,259	28,289	28,391	28,381	28,443
Other non-operating revenues	11,997	12,039	13,562	11,392	12,226	15,760	24,371	16,412	18,152	19,375
	559,244	549,752	592,418	638,747	618,590	726,816	763,123	731,199	775,917	804,559
Capital contributions:										
Federal capital contributions	242,343	147,832	117,217	119,443	123,877	36,023	17,738	3,656	9,957	24,122
State capital contributions	77	2,712	839	19,865	2,676	1,596	333	1,217	885	129
Local capital contributions	2,504	1,292	4,258	2,361	7,595	1,245	329	153	1	-
	244,924	151,836	122,314	141,669	134,148	38,864	18,400	5,026	10,843	24,251
<b>Total revenues</b>	<b>\$804,168</b>	<b>\$701,588</b>	<b>\$714,732</b>	<b>\$780,416</b>	<b>\$752,738</b>	<b>\$765,680</b>	<b>\$781,523</b>	<b>\$736,225</b>	<b>\$786,760</b>	<b>\$828,810</b>

Source: Annual Financial Reports and internal financial records

**DALLAS AREA RAPID TRANSIT  
REVENUE BY SOURCE COMPARISON TO INDUSTRY TREND DATA  
LAST TEN FISCAL YEARS**

	Fiscal Year									
	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
<b>Dallas Area Rapid Transit</b>										
Fare revenue <sup>1</sup>	8.4%	9.5%	9.7%	9.4%	10.9%	9.8%	9.3%	9.3%	8.4%	7.8%
Other revenues <sup>2</sup>	13.6%	12.7%	14.2%	14.0%	12.5%	10.6%	11.9%	10.1%	9.6%	9.4%
	22.0%	22.3%	23.9%	23.4%	23.4%	20.4%	21.2%	19.4%	18.0%	17.2%
State and local operating assistance <sup>3</sup>	67.7%	68.4%	68.1%	67.8%	73.8%	66.9%	68.1%	74.6%	73.0%	74.1%
Federal operating assistance <sup>4</sup>	10.3%	9.3%	8.0%	8.8%	2.8%	12.7%	10.8%	6.0%	8.8%	8.6%
	78.0%	77.7%	76.1%	76.6%	76.6%	79.6%	78.8%	80.6%	82.0%	82.8%
Total <sup>5</sup>	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
<b>Transit Industry<sup>6</sup></b>										
Fare revenue	31.2%	31.5%	32.1%	32.8%	32.5%	32.5%	32.0%	24.0%	23.0%	N/A
Other revenues	12.9%	12.4%	11.9%	11.1%	11.1%	10.2%	10.8%	14.0%	16.0%	N/A
	44.1%	43.9%	44.0%	43.9%	43.6%	42.7%	42.8%	38.0%	39.0%	N/A
State and local operating assistance	48.8%	47.9%	46.6%	46.3%	47.5%	48.3%	48.6%	44.0%	44.0%	N/A
Federal operating assistance	7.1%	8.2%	9.4%	9.8%	8.9%	8.9%	8.6%	18.0%	17.0%	N/A
	55.9%	56.1%	56.0%	56.1%	56.4%	57.2%	57.2%	62.0%	61.0%	N/A
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	N/A

N/A= Fiscal year 2018 industry information is not available

Notes

- (1) Fare revenue is reported as passenger revenue for DART.
- (2) Other revenues include Advertising, Rent and Other, Investment Income, Build America Tax Credit and other non-operating revenues.
- (3) State and local operating assistance includes sales and use tax revenues.
- (4) Federal operating assistance includes federal operating grants.
- (5) Revenues shown here do not include capital contributions.
- (6) The source for industry information is American Public Transit Association for fiscal years 2008 to 2015 and National Transit Database's national transit summary report for 2016 and 2017.

# REVENUE CAPACITY



*let's go.*

**DALLAS AREA RAPID TRANSIT  
SALES AND USE TAX REVENUE AND SERVICE AREA POPULATION  
CURRENT FISCAL YEAR AND NINE YEARS AGO**

The major local source of revenues for DART is a 1% sales and use tax imposed on certain items within its service area. The table below shows estimated sales and use tax revenue and population by city in the service area for fiscal year 2017 compared to 2008 to show how sales and use tax and population have changed.

City	Sales and Use Tax Revenue <sup>1</sup> (Amounts in Thousands)				Population <sup>2</sup>			
	2018	2009	Percentage Change from 2009 to 2018	Percentage of total in 2018	2018	2009	Percentage Change from 2009 to 2018	Percentage of total in 2018
Dallas	\$295,613	\$193,527	52.8%	49.6%	1,286,380	1,306,350	-1.5%	52.9%
Plano	87,004	53,246	63.4%	14.6%	281,390	263,800	6.7%	11.5%
Irving	65,429	44,391	47.4%	11.0%	237,490	212,250	11.9%	9.7%
Richardson	35,775	17,588	103.4%	6.0%	110,140	99,700	10.5%	4.5%
Carrollton	38,952	19,492	99.8%	6.5%	132,330	120,950	9.4%	5.4%
Garland	27,704	18,881	46.7%	4.6%	236,030	228,350	3.4%	9.6%
Farmers Branch	14,124	11,692	20.8%	2.4%	31,590	31,100	1.6%	1.3%
Addison	15,576	8,936	74.3%	2.6%	15,760	13,400	17.6%	0.6%
Rowlett	7,098	5,327	33.2%	1.2%	58,830	54,250	8.4%	2.4%
University Park	4,147	2,726	52.1%	0.7%	22,890	23,350	-2.0%	0.9%
Highland Park	3,948	2,154	83.3%	0.7%	8,520	8,650	-1.5%	0.3%
Glenn Heights	580	211	174.9%	0.1%	11,680	12,100	-3.5%	0.5%
Cockrell Hill	450	249	80.7%	0.1%	4,170	4,450	-6.3%	0.2%
<b>Total</b>	<b>\$596,400</b>	<b>\$378,420</b>	<b>57.6%</b>	<b>100.0%</b>	<b>2,437,200</b>	<b>2,378,700</b>	<b>2.5%</b>	<b>100.0%</b>

Sources:

- (1) Sales and use tax revenue estimated allocation to each city is performed by DART based on sales tax information from the State Comptroller.
- (2) Population estimate is provided by the North Central Texas Council of Governments.



**DALLAS AREA RAPID TRANSIT  
SALES AND USE TAX REVENUE AND SERVICE AREA POPULATION  
LAST TEN FISCAL YEARS**

Sales and use tax revenue estimated allocation by service area city <sup>1</sup> (Amounts in thousands)

City	Fiscal Year									
	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
Dallas	\$193,527	\$189,773	\$203,349	\$218,561	\$231,377	\$244,007	\$261,309	\$273,573	\$284,150	\$295,618
Plano	53,246	54,921	59,510	67,745	66,524	71,817	73,829	76,170	79,462	87,005
Irving	44,391	41,127	45,392	45,940	50,282	54,617	60,220	62,319	63,852	65,420
Richardson	17,588	23,244	23,159	23,767	25,602	28,529	29,804	31,815	34,800	35,775
Carrollton	19,492	18,527	20,522	23,090	24,722	26,528	30,138	33,590	35,454	38,953
Garland	18,881	18,555	18,850	20,174	21,151	22,138	23,884	27,755	27,581	27,704
Farmers Branch	11,692	10,459	11,568	12,146	12,968	12,746	13,831	13,512	13,861	14,125
Addison	8,936	8,240	9,159	10,702	12,042	13,105	12,691	12,504	13,288	15,577
Rowlett	5,327	5,799	5,454	4,671	5,163	5,405	5,741	6,481	6,665	7,098
University Park	2,726	2,867	3,253	3,124	3,216	3,645	3,839	3,877	4,059	4,147
Highland Park	2,154	2,247	2,426	2,774	2,819	3,278	3,356	3,471	3,368	3,948
Glenn Heights	211	237	333	353	399	437	491	507	516	580
Cockrell Hill	249	298	253	255	259	312	315	333	362	450
<b>Total</b>	<b>\$378,420</b>	<b>\$376,294</b>	<b>\$403,228</b>	<b>\$433,302</b>	<b>\$456,524</b>	<b>\$486,564</b>	<b>\$519,448</b>	<b>\$545,907</b>	<b>\$567,418</b>	<b>\$596,400</b>

Sales and use tax rate 1% 1% 1% 1% 1% 1% 1% 1% 1% 1% 1%

Estimated service area population <sup>2</sup>

City	Fiscal Year									
	2009	2010 <sup>3</sup>	2011	2012	2013	2014	2015	2016	2017	2018
Dallas	1,306,350	1,197,816	1,205,490	1,207,420	1,213,600	1,232,360	1,244,270	1,257,730	1,270,170	1,286,380
Plano	263,800	256,841	260,500	261,900	264,910	269,330	271,140	274,960	277,720	281,390
Irving	212,250	216,290	218,080	218,850	220,750	227,030	228,610	231,040	234,710	237,490
Richardson	99,700	99,223	99,870	100,450	100,850	101,820	102,430	104,300	107,400	110,140
Carrollton	120,950	119,097	119,360	121,150	122,280	124,400	125,250	127,980	130,820	132,330
Garland	228,350	226,876	227,670	228,060	229,120	231,700	232,960	234,300	234,710	236,030
Farmers Branch	31,100	28,616	28,600	28,620	28,800	29,660	30,350	30,480	31,560	31,590
Rowlett	54,250	56,199	56,230	56,310	56,420	56,450	56,910	57,220	57,840	15,760
Addison	13,400	13,056	13,060	13,680	13,840	15,180	15,530	15,600	15,730	58,830
University Park	23,350	23,068	23,020	23,040	22,920	22,860	22,840	22,720	22,820	22,890
Highland Park	8,650	8,564	8,520	8,520	8,500	8,480	8,440	8,430	8,510	8,520
Glenn Heights	12,100	11,278	11,330	11,330	11,410	11,440	11,440	11,680	11,680	11,680
Cockrell Hill	4,450	4,193	4,200	4,200	4,180	4,170	4,160	4,160	4,160	4,170
<b>Total</b>	<b>2,378,700</b>	<b>2,261,117</b>	<b>2,275,930</b>	<b>2,283,530</b>	<b>2,297,580</b>	<b>2,334,880</b>	<b>2,354,330</b>	<b>2,380,600</b>	<b>2,407,830</b>	<b>2,437,200</b>

Sources:

- (1) Sales and use tax revenue estimated allocation to each city is performed by DART based on sales tax information from the State Comptroller.
- (2) Service area population estimate is from the North Central Texas Council of Governments except for fiscal year 2010.
- (3) Service area population for fiscal year 2010 is obtained from the US Census Bureau.

**DALLAS AREA RAPID TRANSIT  
SALES AND USE TAX REVENUE BY INDUSTRY  
CURRENT FISCAL YEAR COMPARED TO NINE YEARS AGO**

<b>INDUSTRY</b>	<b>2018</b>		<b>2009</b>		<b>Percentage Change from 2009 to 2018</b>
	<b>Amount</b>	<b>Percent</b>	<b>Amount</b>	<b>Percent</b>	
Retail Trade	\$180,053	30.2%	\$129,513	34.2%	39.0%
Information Technology	62,622	10.5%	41,189	10.9%	52.0%
Accommodation and Food Services	62,682	10.5%	36,492	9.6%	71.8%
Wholesale Trade	60,773	10.2%	35,577	9.4%	70.8%
Manufacturing	47,831	8.0%	23,775	6.3%	101.2%
Professional, Scientific, and Technical Services	39,899	6.7%	19,889	5.3%	100.6%
Construction	35,545	6.0%	17,962	4.7%	97.9%
Administrative and Support and Waste Management and Remediation Services	28,329	4.8%	16,512	4.4%	71.6%
Utilities	14,671	2.4%	18,165	4.8%	-19.2%
Real Estate and Rental and Leasing	15,626	2.6%	11,063	2.9%	41.2%
Finance and Insurance	15,566	2.6%	8,687	2.3%	79.2%
	563,597	94.5%	358,825	94.8%	57.1%
Other industries	32,803	5.5%	19,595	5.2%	67.4%
<b>Total</b>	<b>\$596,400</b>	<b>100.0%</b>	<b>\$378,420</b>	<b>100.0%</b>	<b>57.6%</b>

Source: Texas State Comptroller

**PASSENGER FARE REVENUE AND RIDERSHIP  
CURRENT FISCAL YEAR COMPARED TO NINE YEARS AGO**

The second major local source of revenue for DART is passenger revenue (fare revenue) collected from customers who use DART's public transportation services. The following table shows passenger revenue and ridership for fiscal year 2018 compared to 2009.

Type of Service	Passenger Revenues (Amounts in Thousands) <sup>1</sup>				Ridership <sup>2</sup> (Amounts in Thousands)			
	2018	2009	Percentage Change from 2009 to 2018	Percentage of total in 2018	2018	2009	Percentage Change from 2009 to 2018	Percentage of total in 2018
Bus	\$26,995	\$29,236	-7.7%	43.0%	30,011	42,517	-29.4%	48.2%
Light Rail	26,142	13,041	100.5%	41.7%	28,873	18,965	52.2%	46.4%
Commuter Rail <sup>3</sup>	6,561	1,926	240.7%	10.4%	2,039	2,739	-25.6%	3.3%
Demand Response	885	1,976	-55.2%	1.4%	357	1,039	-65.6%	0.6%
Demand Response-Taxi	1,308	-	N/A	2.1%	527	-	N/A	0.8%
Vanpool	954	533	78.9%	1.5%	483	881	-45.2%	0.7%
<b>Total</b>	<b>\$62,845</b>	<b>\$46,712</b>	<b>34.5%</b>	<b>100.0%</b>	<b>62,290</b>	<b>66,141</b>	<b>-5.8%</b>	<b>100.0%</b>

N/A= Not applicable

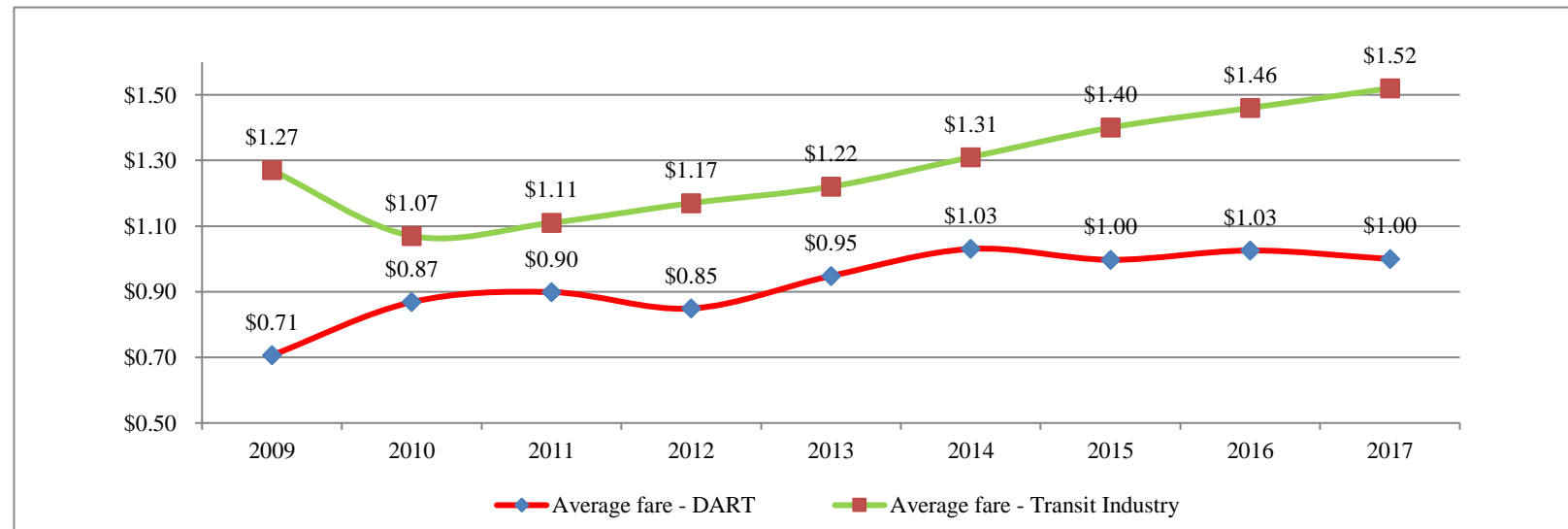
Notes:

1. The increase in total passenger revenue from \$46.7 million in 2009 to \$62.8 million in 2018 is due to increases in fares despite decreases in ridership.
2. Ridership is reported as unlinked passenger trips. For example, a passenger who transfers from a bus to rail is counted as two unlinked passenger trips.  
Some of the decrease in bus ridership and increase in light rail ridership in 2018 compared to 2009 is due to the replacement of some bus routes with light rail lines as a result of the light rail service expansion. The decrease in overall ridership is due to lower gas price and an increase in car ownership in our service area.
3. The increase in passenger revenue for the Commuter Rail mode is due to a change in the allocation method of passenger revenue to each mode in addition to fare increases.  
The Commuter Rail mode does not include fare collected by the Fort Worth Transportation Authority.

Source: National Transit Database and internal financial and ridership records.

**DALLAS AREA RAPID TRANSIT  
PASSENGER FARE REVENUE AND RIDERSHIP  
LAST TEN FISCAL YEARS (Amounts in Thousands)**

	Fiscal Year									
	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
<b>Passenger revenues<sup>1</sup></b>										
Bus	\$29,236	\$27,826	\$28,245	\$32,525	\$37,133	\$32,564	\$30,834	\$29,005	\$27,960	\$26,995
Light Rail	13,041	13,140	17,788	\$17,962	20,435	27,905	26,387	27,596	27,830	26,142
Commuter Rail	1,926	8,027	8,036	\$6,044	6,880	9,478	9,383	8,849	6,501	6,561
Demand Response	1,976	2,493	2,506	\$2,465	2,154	1,149	1,021	838	876	885
Demand Response-Taxi	-	-	-	-	-	922	1,213	1,421	1,346	1,308
Vanpool	533	595	754	\$813	967	996	787	749	899	954
<b>Total</b>	<b>\$46,712</b>	<b>\$52,081</b>	<b>\$57,329</b>	<b>\$59,809</b>	<b>\$67,569</b>	<b>\$73,014</b>	<b>\$69,625</b>	<b>\$68,458</b>	<b>\$65,412</b>	<b>\$62,845</b>
<b>Ridership<sup>2</sup></b>										
Bus	42,517	37,693	36,971	38,379	37,937	37,383	36,366	33,521	31,951	30,011
Light Rail	18,965	17,799	22,302	27,654	29,472	29,458	29,841	29,762	29,994	28,873
Commuter Rail	2,739	2,432	2,388	2,252	2,093	2,284	2,173	2,054	2,098	2,039
Demand Response	1,039	1,136	1,140	1,141	832	469	397	335	339	357
Demand Response-Taxi	-	-	-	-	-	376	471	562	530	527
Vanpool	881	925	985	1,033	947	893	577	515	515	483
<b>Total</b>	<b>66,141</b>	<b>59,985</b>	<b>63,786</b>	<b>70,459</b>	<b>71,281</b>	<b>70,863</b>	<b>69,825</b>	<b>66,749</b>	<b>65,427</b>	<b>62,290</b>
<b>Average fare per passenger<sup>3</sup></b>	<b>\$0.71</b>	<b>\$0.87</b>	<b>\$0.90</b>	<b>\$0.85</b>	<b>\$0.95</b>	<b>\$1.03</b>	<b>\$1.00</b>	<b>\$1.03</b>	<b>\$1.00</b>	<b>\$1.01</b>
<b>Average fare per passenger, Transit Industry - all agencies<sup>4</sup></b>	<b>\$1.27</b>	<b>\$1.07</b>	<b>\$1.11</b>	<b>\$1.17</b>	<b>\$1.22</b>	<b>\$1.31</b>	<b>\$1.40</b>	<b>\$1.46</b>	<b>\$1.52</b>	<b>N/A</b>



N/A = Fiscal year 2018 transit industry average fare information is not available.

The decrease in bus ridership starting in 2010 is due to the replacement of some bus routes with light rail lines as a result the opening of the Green Line light rail service, Orange Line light rail service and Blue Line extension between 2009 and 2014.

Sources:

- (1) National Transit Database (NTD) Report and internal financial records
- (2) National Transit Database (NTD) Report and internal ridership records
- (3) Average fare, per passenger, is calculated by dividing total passenger revenues by total ridership
- (4) National Transit Database Report - National Transit Profile Summary.

**DALLAS AREA RAPID TRANSIT  
FARE STRUCTURE  
LAST TEN FISCAL YEARS**

	2009 Effective 10/1/07	2009 Effective 9/14/09*	2010 Effective 10/1/09*	2011 to 2012 Effective 10/1/10*	2013 to 2018 Effective 12/3/12	2018 Effective 8/1/18
<b>BASE SINGLE RIDE FARE</b>						
Local Service	\$1.50	\$1.75	\$1.75	\$1.75	N/A	\$2.50
Commuter Rail - Zone 1 and Express Bus <sup>1</sup>	\$1.50	\$2.50	\$2.50	\$3.50	N/A	N/A
Commuter Rail - Zone 2 and Express Bus <sup>2</sup>	\$2.50	\$3.75	\$3.75	\$5.00	N/A	N/A
Reduced Fare	\$0.75	\$0.85	\$0.85	\$0.85	N/A	\$1.25
Paratransit - Demand Response Van/Sedan Service	\$2.75	\$2.75	\$3.00	\$3.00	N/A	\$3.50
Paratransit Trips to Fixed Route Stops	\$0.75	\$0.75	\$0.75	\$0.75	N/A	\$1.00
Paratransit Eligible Riders on Fixed Route Service	Free	Free	Free	Free	N/A	Free
<b>BASE TWO-HOUR FARE (replaced by A.M./P.M. effective Aug. 1, 2018)</b>						
Local Service <sup>10</sup>					\$2.50	N/A
Regional Service <sup>11</sup>					\$5.00	N/A
Reduced Fare					\$1.25	N/A
Paratransit - Demand Response Van/Sedan Service					\$3.00	N/A
Paratransit Trips to Fixed Route Stops					\$0.75	N/A
Paratransit Eligible Riders on Fixed Route Service					Free	N/A
<b>A.M./P.M. <sup>12</sup></b>						
Local Service						\$3.00
Regional Service						\$6.00
Reduced Fare						\$1.50
<b>MID-DAY FARE <sup>9</sup></b>						
Local Service <sup>10</sup>					\$1.75	\$2.00
Regional Service <sup>11</sup>					\$3.50	\$4.00
<b>DAY PASS <sup>4</sup></b>						
Local Service <sup>10</sup>	\$3.00	\$4.00	\$4.00	\$4.00	\$5.00	\$6.00
Commuter Rail - Zone 1 and Express Bus <sup>1</sup>	\$3.00	\$5.00	\$5.00	\$7.00		
Commuter Rail - Zone 2 and Express Bus <sup>2</sup>	\$5.00	\$7.50	\$7.50	\$10.00		
Regional Service <sup>11</sup>					\$10.00	\$12.00
Reduced Fare	\$1.50	\$2.00	\$2.00	\$2.00	\$2.50	\$3.00
Regional Day Pass Book of Ten					\$30.00	\$36.00
10-Ticket Paratransit Coupon Book					\$30.00	N/A
<b>WEEKLY PASS <sup>5</sup></b>						
Local Service <sup>10</sup>	\$15.00	\$20.00	\$20.00	\$20.00	\$25.00	N/A
Commuter Rail - Zone 1 and Express Bus <sup>1</sup>	\$15.00	\$25.00	\$25.00	\$35.00		N/A
Commuter Rail - Zone 2 and Express Bus <sup>2</sup>	\$25.00	\$37.50	\$37.50	\$50.00		N/A
Regional Service <sup>11</sup>					\$50.00	N/A
<b>MONTHLY PASS <sup>6</sup></b>						
Local Service <sup>10</sup>	\$50.00	\$65.00	\$65.00	\$65.00	\$80.00	\$96.00
Commuter Rail - Zone 1 and Express Bus <sup>1</sup>	\$50.00	\$75.00	\$75.00	\$100.00		
Commuter Rail - Zone 2 and Express Bus <sup>2</sup>	\$80.00	\$105.00	\$105.00	\$120.00		
Regional Service <sup>11</sup>					\$160.00	\$192.00
Reduced Fare <sup>3</sup>	\$25.00	\$32.00	\$32.00	\$32.00	\$40.00	\$48.00
Lone Star Card - Local <sup>8</sup>					\$40.00	\$48.00
Lone Star Card - Regional <sup>8</sup>					\$80.00	\$96.00
<b>ANNUAL PASS <sup>7</sup></b>						
Local Service <sup>10</sup>	\$500.00	\$650.00	\$650.00	\$650.00	\$800.00	\$960.00
Commuter Rail - Zone 1 and Express Bus <sup>1</sup>	\$500.00	\$750.00	\$750.00	\$1,000.00		
Commuter Rail - Zone 2 and Express Bus <sup>2</sup>	\$800.00	\$1,050.00	\$1,050.00	\$1,200.00		
Regional Service <sup>11</sup>					\$1,600.00	\$1,920.00
Senior - Regional					\$480.00	\$576.00
Corporate - Local						\$720.00
Corporate - Regional						\$1,440.00

During the last ten years, the DART Board approved five amendments to fare structures with the following effective dates: 10/1/2007, 9/14/2009, and 12/03/2012.

\*The September 14, 2009 amendment has three effective dates: 9/14/09, 10/01/09 & 10/01/10 with additional fare changes becoming effective on 10/1/09 and 10/1/10 as shown in the schedule above.

N/A= not applicable

Notes:

- (1) Commuter Rail-Zone 1 level of service is for customers that use commuter rail (TRE) service between Union Station in Downtown Dallas and CentrePort/DFW Station. Express bus service is a bus service with fewer stops and providing trips during morning and afternoon rush hours.
- (2) Commuter Rail-Zone 2 level of service is for customers that use the commuter rail (TRE) service to travel to destinations on the commuter rail (TRE) west of the CentrePort/DFW Station.
- (3) Reduced fares are applicable on bus and rail service to the following: seniors, non-paratransit disabled, high school students with valid identification, children age 5 through junior high school (children under age 5 ride free) and shuttle bus routes. Reduced passes are not available in the form of weekly passes and annual passes.
- (4) Day passes are valid for unlimited use on the date of purchase only through 3a.m. the following day.
- (5) Weekly passes are valid for seven consecutive days. Weekly pass fares were introduced on October 1, 2007.
- (6) Monthly passes available for calendar months or 31 consecutive days.
- (7) Annual passes are valid for a calendar year and expire at mid-night on December 31. Annual pass fares shown here are for individual customers. Pricing for annual passes bought by employers for their employees varies depending on the number of employees and the location of the employer within DART service area. The annual pass fare option for individuals was introduced on December 1, 2003.
- (8) Lone Star cardholders with Temporary Assistance for Needy Families (TANF) benefits are eligible to purchase Monthly Passes at a 50% discount from listed fares. This discount does not apply to Reduced or High School Monthly Pass purchases.
- (9) Mid-Day Pass allows unlimited travel between 9:30 a.m. and 2:30 p.m. Monday through Friday.
- (10) All DART buses and trains; TRE service between Union Station and CentrePort Station; DART On-Call and Flex service.
- (11) All DART buses and trains; all TRE services; The T in Fort Worth; the A-Train and DCTA in Denton.
- (12) A.M./P.M.: tickets purchased from start of service day until noon are valid for travel until noon; tickets purchased at noon to end of service day are valid until end of DART service day. Valid for travel on all DART buses and trains, Trinity Railway Express Service, DART On-Call and Flex service.

Source: DART Board Resolutions 020192, 030146, 070064, 090067, 120105, and 18017.

# DEBT CAPACITY



*let's go.*

**DALLAS AREA RAPID TRANSIT  
OUTSTANDING DEBT RATIO  
LAST TEN FISCAL YEARS**

**OUTSTANDING DEBT RATIO**

	Fiscal Year									
	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
<b>Total outstanding debt (in thousands)<sup>1</sup></b>										
Senior Lien Revenue Bonds*	\$2,680,675	\$2,641,677	\$3,361,548	\$3,351,255	\$3,550,250	\$3,564,499	\$3,547,683	\$3,542,484	\$3,468,794	\$3,393,888
Capital Lease Obligations	336,159	322,240	323,903	289,559	220,704	200,005	201,098	109,725	111,716	113,866
	<b>\$3,016,834</b>	<b>\$2,963,917</b>	<b>\$3,685,451</b>	<b>\$3,640,814</b>	<b>\$3,770,954</b>	<b>\$3,764,504</b>	<b>\$3,748,781</b>	<b>\$3,652,209</b>	<b>\$3,580,510</b>	<b>\$3,507,754</b>
<b>Total personal income (in thousands)<sup>2</sup></b>	\$68,217,198	\$66,205,506	\$66,007,116	\$66,384,193	\$68,328,835	\$69,851,833	\$72,618,226	\$73,140,525	\$77,086,584	\$82,290,173
<b>Outstanding debt ratio</b>	<b>0.04</b>	<b>0.04</b>	<b>0.06</b>	<b>0.05</b>	<b>0.06</b>	<b>0.05</b>	<b>0.05</b>	<b>0.05</b>	<b>0.05</b>	<b>0.04</b>

**OUTSTANDING DEBT PER CAPITA**

	Fiscal Year									
	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
<b>Total outstanding debt (in thousands) as shown above</b>	\$3,016,834	\$2,963,917	\$3,685,451	\$3,640,814	\$3,770,954	\$3,764,504	\$3,748,781	\$3,652,209	\$3,580,510	\$3,507,754
<b>Service area population<sup>3</sup></b>	2,378,700	2,261,117	2,275,930	2,283,530	2,297,580	2,334,880	2,354,330	2,380,600	2,407,830	2,437,200
<b>Outstanding debt per capita</b>	<b>\$1,268</b>	<b>\$1,311</b>	<b>\$1,619</b>	<b>\$1,594</b>	<b>\$1,641</b>	<b>\$1,612</b>	<b>\$1,592</b>	<b>\$1,534</b>	<b>\$1,487</b>	<b>\$1,439</b>

\*Includes unamortized premium, and Transit Infrastructure Financing and Innovation Act (TIFIA) bonds starting from 9/30/2013.

Sources:

- (1) Outstanding debt information is obtained from annual financial reports and internal financial records.
- (2) Total personal income information for DART Service Area is obtained from the US Census Bureau and published reports of service area municipalities.
- (3) Service area population is obtained from the North Central Texas Council of Governments.

**DALLAS AREA RAPID TRANSIT  
DEBT LIMIT  
LAST TEN FISCAL YEARS (Amounts In Thousands)**

	Fiscal Year									
	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
<b>Senior Lien Revenue Bonds(1)</b>										
Voted Debt Limit	See note 1	See note 1	See note 1	See note 1	See note 1	See note 1	See note 1	See note 1	See note 1	See note 1
Debt Issuance Subject to Limit	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Limit Available	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Percent of Limit Issued										

N/A= Not Applicable

**Notes:**

<sup>1</sup> In August 2000, the citizens of DART's members cities and towns voted to authorize DART to issue up to \$2.9 billion in bonds secured solely by sales and use tax revenues. Bonds issued through and including the Series 2008 bonds were solely secured with a sales tax revenue pledge and therefore subject to the \$2.9 billion voter authorized limit on sales tax only pledged bonds. Prior to the issuance of the Series 2009 bonds the security pledge for all bonds, retroactive to and including Series 2001, was expanded to include sales tax revenues and other pledged revenues. Therefore, new bonds issued with the expanded security pledge bonds are no longer subject to the \$2.9 billion limitation. However, DART can only issue additional bonds if its projected gross pledged revenues exceed projected debt service requirements by 200%. Each issuance of DART's revenue bond is subject to approval by the Attorney General of the State of Texas.

Source: Internal financial records



**DALLAS AREA RAPID TRANSIT  
DEBT COVERAGE RATIO  
LAST TEN FISCAL YEARS (Amounts In Thousands)**

**DEBT COVERAGE RATIO BASED ON PLEDGED REVENUES\***

Pledged Revenues	Fiscal Year									
	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
Sales and Use Tax	\$378,421	\$376,295	\$403,228	\$433,302	\$456,524	\$486,564	\$519,448	\$545,907	\$567,418	\$596,400
Passenger (Fare) Revenue	52,081	57,329	59,809	59,809	67,569	70,902	71,012	67,749	65,412	62,845
	<b>\$430,502</b>	<b>\$433,624</b>	<b>\$463,037</b>	<b>\$493,111</b>	<b>\$524,093</b>	<b>\$557,466</b>	<b>\$590,460</b>	<b>\$613,656</b>	<b>\$632,830</b>	<b>\$659,245</b>
<b>Debt Service requirements**</b>										
Principal - Bond	\$14,295	\$17,935	\$18,790	\$8,370	\$6,740	\$33,175	\$38,215	\$48,115	\$53,962	\$53,936
Interest Payments	79,176	135,819	161,274	173,768	176,695	180,580	188,949	176,371	164,072	165,585
	93,471	153,754	180,064	182,138	183,435	213,755	227,164	224,486	218,034	219,521
Less: Build America Bond Credit	N/A	(16,554)	(26,008)	(30,462)	(28,406)	(28,259)	(28,289)	(28,391)	(28,381)	(28,443)
Net debt service	<b>\$93,471</b>	<b>\$153,754</b>	<b>\$154,056</b>	<b>\$151,676</b>	<b>\$155,029</b>	<b>\$185,496</b>	<b>\$198,875</b>	<b>\$196,095</b>	<b>\$189,653</b>	<b>\$191,078</b>
<b>Coverage Ratio***</b>	<b>4.61</b>	<b>2.82</b>	<b>3.01</b>	<b>3.25</b>	<b>3.38</b>	<b>3.01</b>	<b>2.97</b>	<b>3.13</b>	<b>3.34</b>	<b>3.45</b>

N/A=Not applicable

\*Sales and Use Tax and fare revenues are pledged as securities for debt service. Passenger fare revenues were pledged for debt service starting fiscal year 2009. Gross revenues are not shown net of expense since the debt has a senior lien (priority claim) against the pledge revenues.

\*\* Debt service requirements increased starting in fiscal year 2009 because of additional issuances of revenue bonds each year between 2007 and 2010.

\*\*\* The coverage ratios shown here differ from the coverage ratios that are included in DART's debt documents.

The ratios in this schedule are not an attempt to calculate the additional bonds test coverage ratio included in DART's debt documents.

Source: Annual financial statements and internal accounting records

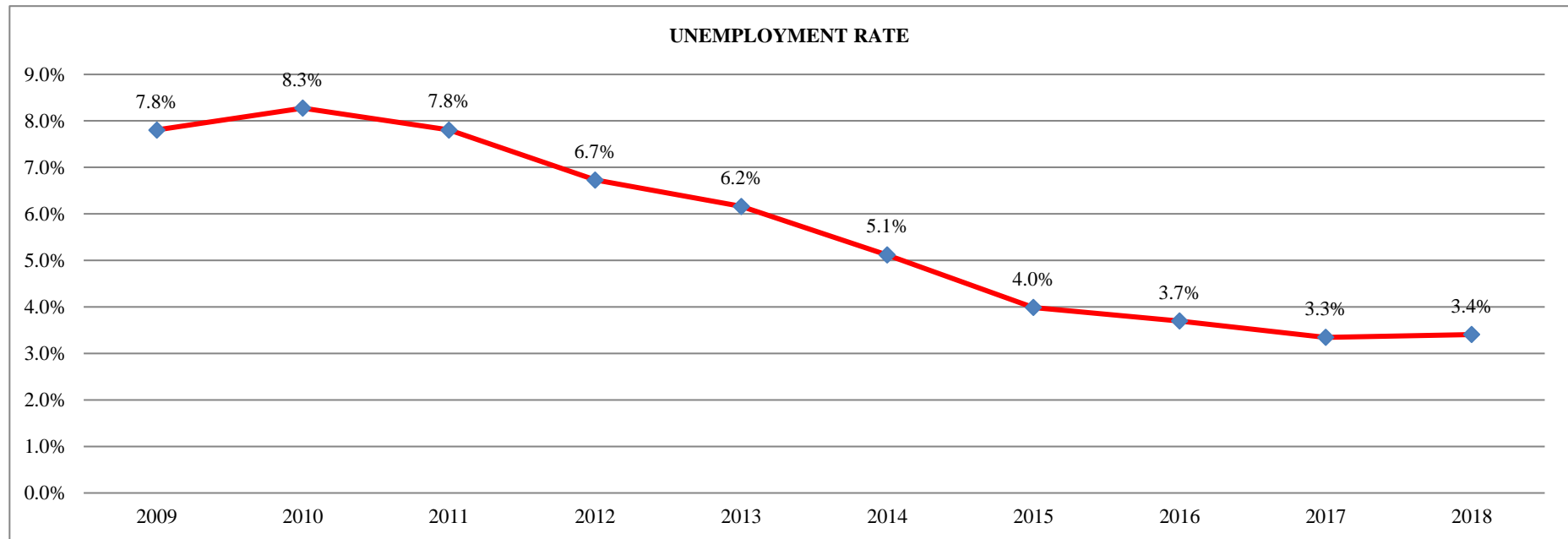
# DEMOGRAPHIC AND ECONOMIC INFORMATION



*let's go.*

**DALLAS AREA RAPID TRANSIT  
ECONOMIC AND DEMOGRAPHIC INFORMATION  
LAST TEN FISCAL YEARS**

	Fiscal Year									
	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
Population <sup>1</sup>	2,378,700	2,261,117	2,275,930	2,283,530	2,297,580	2,334,880	2,354,330	2,380,600	2,407,830	2,437,200
Per Capita Income <sup>2</sup>	\$28,678	\$29,280	\$29,002	\$29,071	\$29,739	\$29,917	\$30,845	\$30,724	\$32,015	\$33,764
Total Personal Income (in thousands) <sup>2</sup>	\$68,217,198	\$66,205,506	\$66,007,116	\$66,384,193	\$68,328,835	\$69,851,833	\$72,618,226	\$73,140,525	\$77,086,584	\$82,290,173
Unemployment Rate <sup>3</sup>	7.8%	8.3%	7.8%	6.7%	6.2%	5.1%	4.0%	3.7%	3.3%	3.4%



Sources:

- 1 North Central Texas Council of Governments (NCTCOG) except for 2010 which is based on census data.
- 2 Total personal income and per capita income for DART Service Area are obtained from the US Census Bureau and published reports of service area municipalities.
- 3 Texas Workforce Commission (unemployment rate information presented here is for the five counties where DART's member cities and towns are located).

**DALLAS AREA RAPID TRANSIT  
PRINCIPAL EMPLOYERS IN THE DART SERVICE AREA  
CURRENT FISCAL YEAR AND NINE YEARS AGO**

2018			
Rank	Name of Employer	Number of Employees	Percentage of Total Employment
1	Wal-Mart Stores Inc.	34,000	1.39%
2	Dallas Independent School District	19,740	0.81%
3	AT&T Inc.	17,000	0.69%
4	Baylor Scott & White Health	16,500	0.67%
5	The Kroger Co.	15,397	0.63%
6	Medical City Healthcare	14,000	0.57%
7	Bank of America	13,500	0.55%
8	City of Dallas	13,350	0.55%
9	UT Southwestern Medical Center at Dallas	13,048	0.53%
10	JPMorgan Chase Bank N.A.	12,676	0.52%

Sources for 2018: Dallas Business Journal, Book of Lists 2018, Volume 41, Number 21

2009			
Rank	Name of Employer	Number of Employees	Percentage of Total Employment
1	Wal-Mart Stores Inc.	37,100	1.99%
2	Dallas Independent School District (DISD)	20,387	1.10%
3	Baylor Health Care System	18,000	0.97%
4	AT&T Inc.	14,400	0.77%
5	Verizon Communications Inc.	14,000	0.75%
6	City of Dallas	13,528	0.73%
7	HCA	12,300	0.66%
8	UT Southwestern Medical Center	11,512	0.62%
9	Texas Instruments	11,000	0.59%
10	JPMorgan Chase Bank N.A.	10,000	0.54%

Sources for 2009: Dallas Business Journal's Elists, and City of Dallas websites.

# OPERATING INFORMATION



*let's go.*

**DALLAS AREA RAPID TRANSIT  
NUMBER OF EMPLOYEES BY FUNCTION  
LAST TEN FISCAL YEARS**

FUNCTION	Fiscal Year									
	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
Transport Operations										
Bus Operations	1,539	1,537	1,451	1,487	1,522	1,470	1,511	1,556	1,576	1,569
Commuter Rail Operations	16	14	13	14	14	11	14	14	14	15
HOV Lane Operations*	69	67	63	63	55	3	-	-	-	-
Light Rail Operations	225	272	266	313	292	298	285	308	323	323
Paratransit Operations	71	67	64	63	59	55	59	60	64	59
Vanpool Operations	2	2	2	2	2	2	2	2	2	2
	1,922	1,959	1,859	1,942	1,944	1,839	1,871	1,940	1,979	1,968
Maintenance										
Vehicle Maintenance	626	695	657	630	738	733	710	722	701	706
Non-vehicle Maintenance	214	282	303	342	270	302	297	286	317	308
	840	977	960	972	1,008	1,035	1,007	1,008	1,018	1,014
Public Safety and Fare Enforcement	221	309	309	319	340	352	336	326	322	381
Operations Total	2,983	3,245	3,128	3,233	3,292	3,226	3,214	3,274	3,319	3,363
Administrative	447	435	398	359	369	353	352	374	386	395
Total	3,430	3,680	3,526	3,592	3,661	3,579	3,566	3,648	3,705	3,758

\* HOV Lane is managed and operated by Texas Department of Transportation starting from October 1, 2013.

Note – Number of employees presented here is actual head count of full-time, temporary and part-time employees at the end of each fiscal year.

Source: DART's personnel data

**DALLAS AREA RAPID TRANSIT  
LEVEL OF SERVICE - ANNUAL  
LAST TEN FISCAL YEARS**

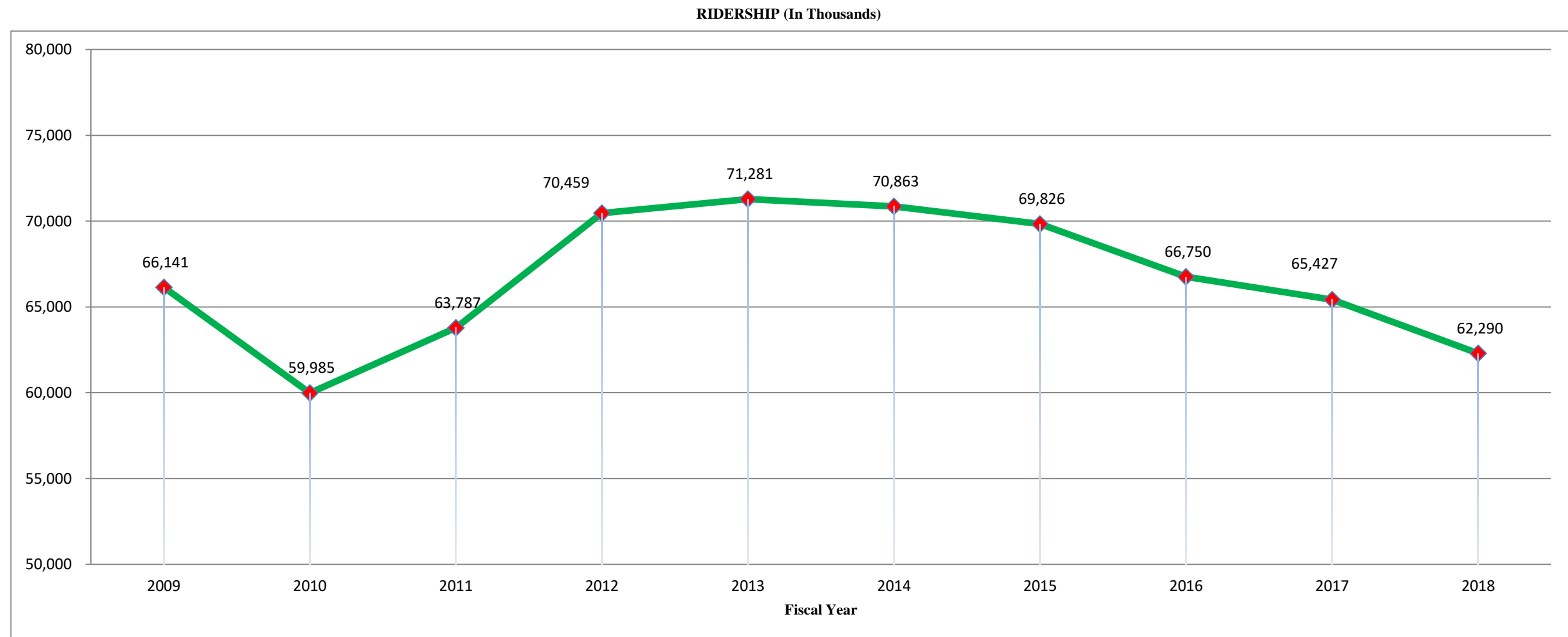
	Fiscal Year									
	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
<b>PASSENGERS (RIDERSHIP)</b>										
Bus	42,517,272	37,693,438	36,971,366	38,378,872	37,937,209	37,383,043	36,366,269	33,521,239	31,951,162	30,011,020
Light Rail	18,965,249	17,799,186	22,302,390	27,653,893	29,471,890	29,458,289	29,841,000	29,762,161	29,993,849	28,873,235
Commuter Rail*	2,738,856	2,432,174	2,388,407	2,252,140	2,092,782	2,283,895	2,173,653	2,054,001	2,097,999	2,038,947
Demand Response	1,038,686	1,135,997	1,140,165	1,141,015	832,271	468,964	396,672	334,880	339,483	356,620
Demand Response-Taxi	-	-	-	-	-	376,174	471,177	562,000	529,783	526,891
Vanpool	880,678	924,600	985,046	1,033,042	946,976	892,966	576,804	515,880	514,893	483,243
	<u>66,140,741</u>	<u>59,985,395</u>	<u>63,787,374</u>	<u>70,458,962</u>	<u>71,281,128</u>	<u>70,863,331</u>	<u>69,825,575</u>	<u>66,750,161</u>	<u>65,427,169</u>	<u>62,289,956</u>
<b>REVENUE MILES</b>										
Bus	27,547,241	27,323,659	25,727,585	27,144,101	27,250,680	26,785,827	27,343,486	27,501,704	27,557,587	28,242,935
Light Rail	5,007,225	4,941,155	6,897,909	7,560,914	9,123,662	9,262,430	9,721,956	9,829,532	10,244,288	10,236,821
Commuter Rail*	1,292,607	1,239,709	1,142,577	1,109,867	1,144,466	1,152,029	1,153,406	1,164,706	1,630,259	1,627,050
Demand Response	7,818,699	8,458,570	8,638,492	8,813,149	4,198,696	2,939,099	2,373,541	1,986,108	2,184,726	2,407,024
Demand Response-Taxi	-	-	-	-	3,357,344	4,144,030	4,975,169	5,614,299	5,513,890	5,850,754
Vanpool	3,294,533	3,505,934	3,816,639	3,919,736	3,632,332	3,426,983	2,695,134	3,061,242	3,087,735	3,031,554
	<u>44,960,305</u>	<u>45,469,027</u>	<u>46,223,202</u>	<u>48,547,767</u>	<u>48,707,180</u>	<u>47,710,398</u>	<u>48,262,692</u>	<u>49,157,591</u>	<u>50,218,485</u>	<u>51,396,138</u>
<b>REVENUE HOURS</b>										
Bus	2,021,031	2,009,486	1,953,954	2,010,240	2,100,705	2,077,637	2,148,462	2,159,309	2,174,863	2,222,726
Light Rail	235,160	248,127	348,543	381,882	451,717	453,951	468,421	473,059	491,854	458,345
Commuter Rail*	56,156	49,836	47,440	48,247	49,496	49,789	49,720	49,554	72,469	73,746
Demand Response	455,030	513,131	521,623	529,754	501,626	223,948	185,498	157,192	215,791	195,261
Demand Response-Taxi	-	-	-	-	-	241,078	276,047	328,641	308,413	337,873
Vanpool	80,354	87,648	95,416	97,993	90,808	85,675	69,437	80,758	80,844	79,552
	<u>2,847,731</u>	<u>2,908,228</u>	<u>2,966,976</u>	<u>3,068,116</u>	<u>3,194,352</u>	<u>3,132,078</u>	<u>3,197,585</u>	<u>3,248,513</u>	<u>3,344,234</u>	<u>3,367,503</u>
<b>PASSENGERS PER REVENUE MILE</b>										
Bus	1.54	1.38	1.44	1.41	1.39	1.40	1.33	1.22	1.16	1.06
Light Rail	3.79	3.60	3.23	3.66	3.23	3.18	3.07	3.03	2.93	2.82
Commuter Rail*	2.12	1.96	2.09	2.03	1.83	1.98	1.88	1.76	1.29	1.25
Demand Response	0.13	0.13	0.13	0.13	0.20	0.16	0.17	0.17	0.16	0.15
Demand Response-Taxi	-	-	-	-	-	-	0.09	0.10	0.10	0.09
Vanpool	0.27	0.26	0.26	0.26	0.26	0.26	0.21	0.17	0.17	0.16
	<u>1.47</u>	<u>1.32</u>	<u>1.38</u>	<u>1.45</u>	<u>1.46</u>	<u>1.49</u>	<u>1.45</u>	<u>1.36</u>	<u>1.30</u>	<u>1.21</u>
<b>PASSENGERS PER REVENUE HOUR</b>										
Bus	21.04	18.76	18.92	19.09	18.06	17.99	16.93	15.52	14.69	13.50
Light Rail	80.65	71.73	63.99	72.41	65.24	64.89	63.71	62.91	60.98	62.99
Commuter Rail*	48.77	48.80	50.35	46.68	42.28	45.87	43.72	41.45	28.95	27.65
Demand Response	2.28	2.21	2.19	2.15	1.66	2.09	2.14	2.13	1.57	1.83
Demand Response-Taxi	-	-	-	-	-	-	1.71	1.71	1.72	1.56
Vanpool	10.96	10.55	10.32	10.54	10.43	10.42	8.31	6.39	6.37	6.07
	<u>23.23</u>	<u>20.63</u>	<u>21.50</u>	<u>22.96</u>	<u>22.31</u>	<u>22.63</u>	<u>21.84</u>	<u>20.55</u>	<u>19.56</u>	<u>18.50</u>
Operating expense**	\$401,822	\$437,221	\$449,894	\$452,935	\$462,697	\$468,113	\$465,830	\$492,474	\$506,133	\$528,942
Fare Revenue (Passenger revenue)	\$46,711,514	\$52,080,754	\$57,329,000	\$59,809,000	\$67,569,000	\$73,014,000	\$69,625,000	\$68,458,000	\$65,412,000	\$62,845,000
Operating expense per mile	\$8.94	\$9.62	\$9.73	\$9.33	\$9.50	\$9.81	\$9.65	\$10.02	\$10.08	\$10.29
Operating expense per hour	\$141.10	\$150.34	\$151.63	\$147.63	\$144.85	\$149.46	\$145.68	\$151.60	\$151.34	\$157.07
Operating expense per passenger	\$6.08	\$7.29	\$7.05	\$6.43	\$6.49	\$6.61	\$6.67	\$7.38	\$7.74	\$8.49
Fare revenue per passenger	\$0.71	\$0.87	\$0.90	\$0.85	\$0.95	\$1.03	\$1.00	\$1.03	\$1.00	\$1.01

\* Commuter Rail service information shown here includes information reported to the National Transit Database by both DART and The Fort Worth Transportation Authority.

\*\*Operating expense does not include depreciation and amortization, interest expense and non-operating expenses.

Source: National Transit Database

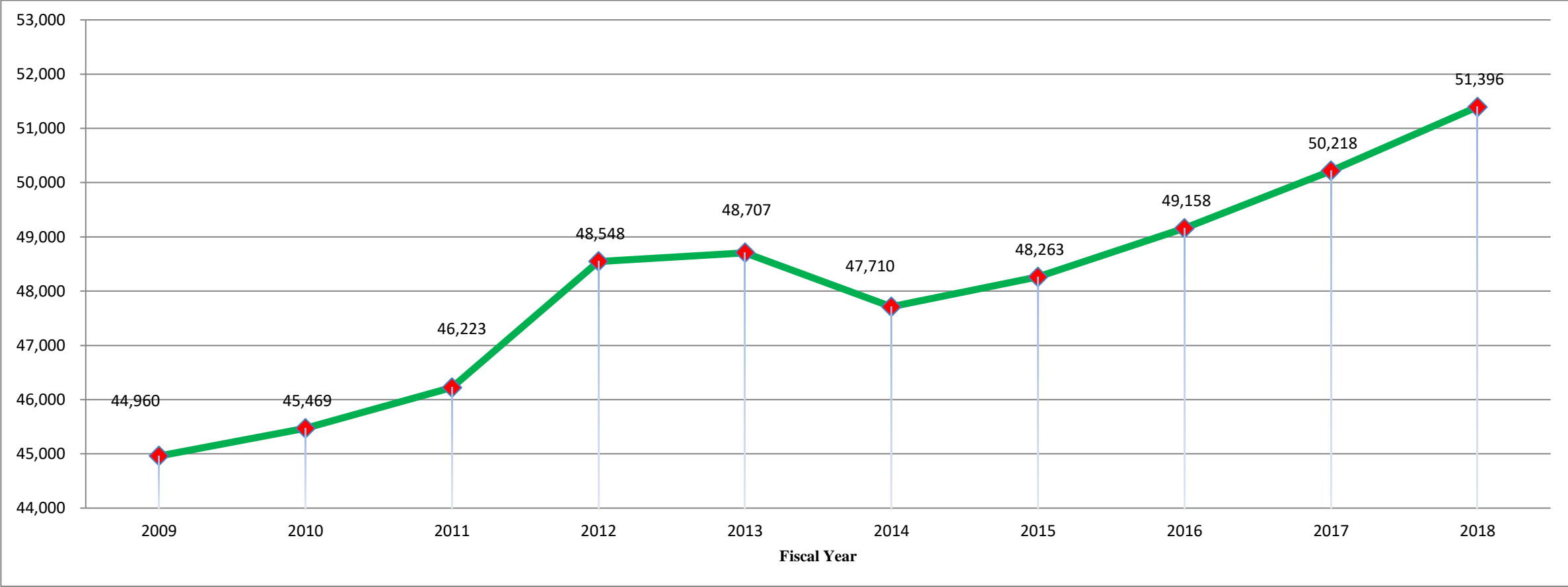
DALLAS AREA RAPID TRANSIT  
RIDERSHIP  
LAST TEN FISCAL YEARS





DALLAS AREA RAPID TRANSIT  
REVENUE MILES  
LAST TEN FISCAL YEARS

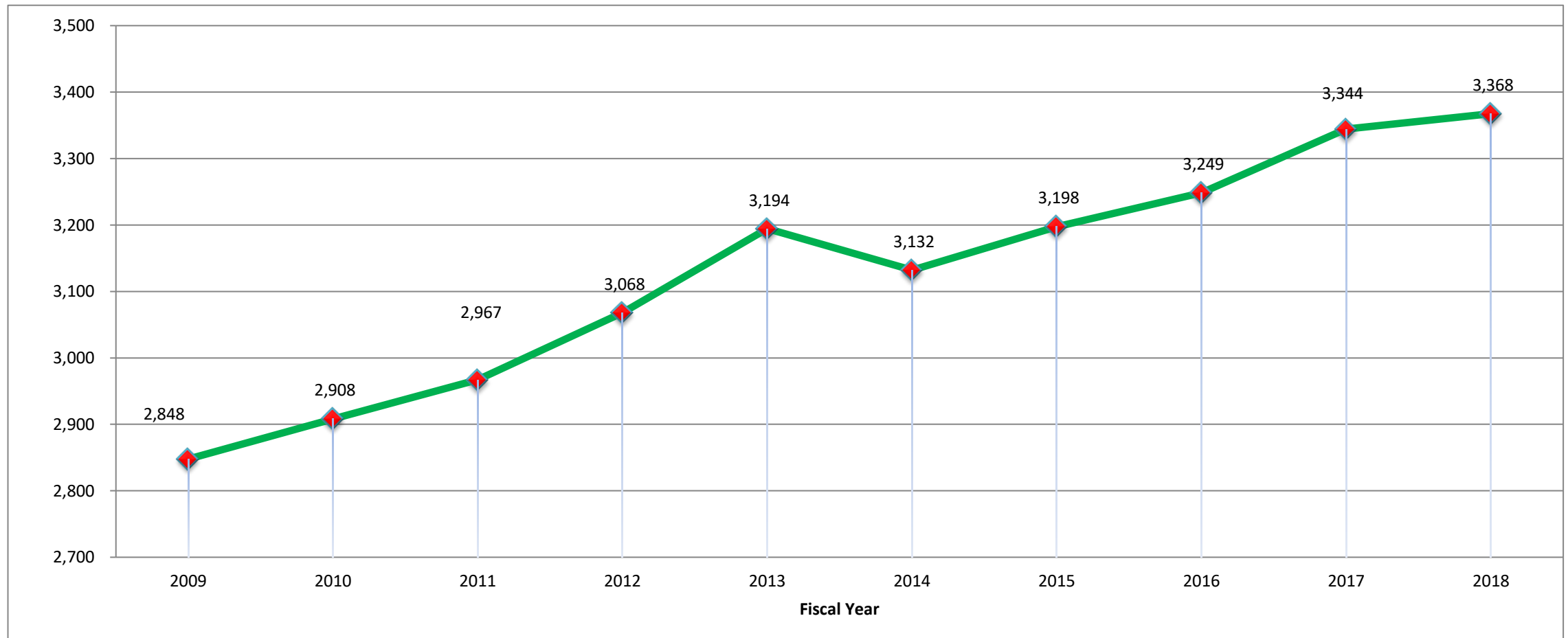
REVENUE MILES\* (In Thousands)



\* Revenue miles for rail services are car revenue miles.

DALLAS AREA RAPID TRANSIT  
REVENUE HOURS  
LAST TEN FISCAL YEARS

REVENUE HOURS\* (In Thousands)

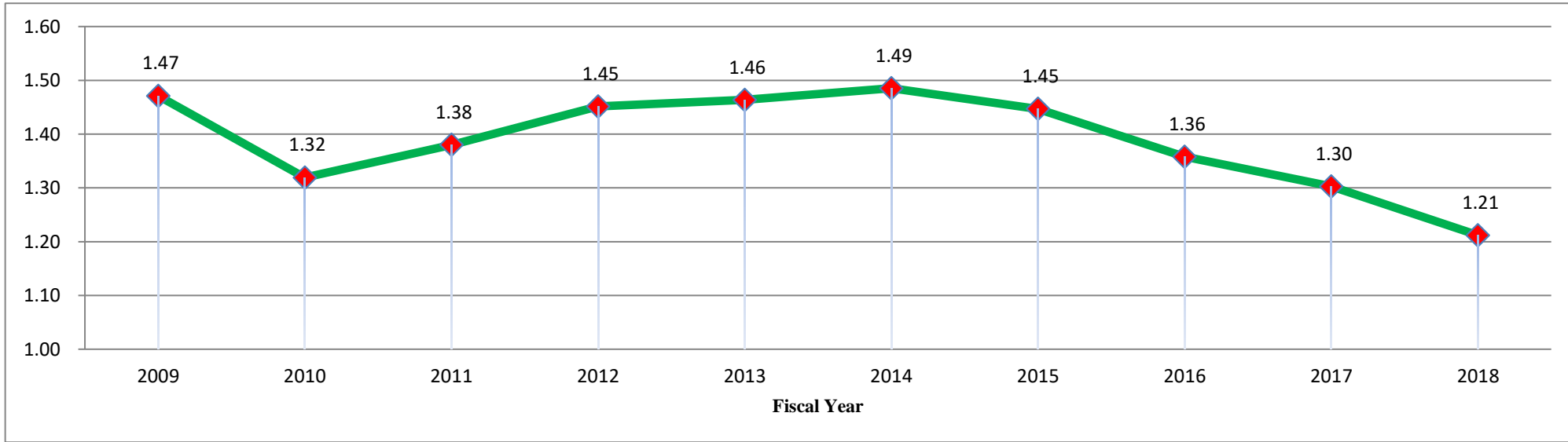


\* Revenue hours for rail services are car revenue hours.

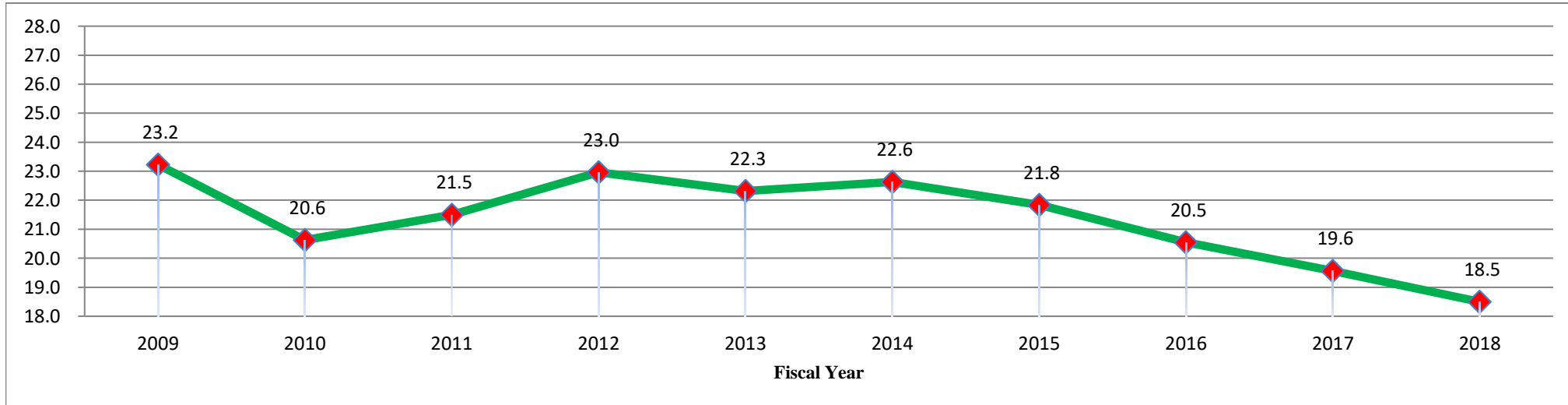
**DALLAS AREA RAPID TRANSIT  
PASSENGERS PER REVENUE MILE AND REVENUE HOUR  
LAST TEN FISCAL YEARS**

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**PASSENGERS PER REVENUE MILE**



**PASSENGERS PER REVENUE HOUR**



**DALLAS AREA RAPID TRANSIT  
LEVEL OF SERVICE - AVERAGE WEEKDAY  
LAST TEN FISCAL YEARS**

	Fiscal Year									
	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
<b>AVERAGE WEEKDAY PASSENGERS (RIDERSHIP)</b>										
Bus	146,023	128,532	126,426	131,186	129,683	127,432	122,695	113,229	108,722	101,063
Light Rail	64,381	59,785	71,748	90,182	96,354	96,523	97,824	96,781	97,112	93,466
Commuter Rail <sup>1</sup>	5,839	8,689	8,482	8,080	7,556	8,229	7,907	7,395	7,413	7,221
Demand Response	3,662	4,004	4,001	4,001	1,845	1,692	17,612	1,233	1,253	1,318
Demand Response-Taxi	-	-	-	-	-	1,233	18,484	N/A	N/A	N/A
Vanpool	3,481	3,640	3,893	4,067	3,728	3,516	1,855	1,954	1,876	1,761
	<u>223,386</u>	<u>204,650</u>	<u>214,550</u>	<u>237,516</u>	<u>239,166</u>	<u>238,625</u>	<u>266,377</u>	<u>220,592</u>	<u>216,376</u>	<u>204,829</u>
<b>AVERAGE WEEKDAY REVENUE MILES</b>										
Bus	89,839	89,626	84,194	87,949	88,750	87,157	89,079	89,039	89,195	90,818
Light Rail <sup>2</sup>	16,627	16,123	21,897	23,688	28,022	28,493	31,046	31,080	31,827	31,792
Commuter Rail <sup>1,2</sup>	1,768	4,421	3,815	3,866	3,992	3,992	3,992	4,078	5,575	5,674
Demand Response	26,319	28,660	29,242	29,898	14,481	10,175	101,789	7,097	7,822	8,613
Demand Response-Taxi	-	-	-	-	-	13,572	194,431	N/A	N/A	N/A
Vanpool	13,022	13,803	15,086	15,432	14,301	13,492	8,666	11,589	11,271	11,137
	<u>147,575</u>	<u>152,633</u>	<u>154,234</u>	<u>160,833</u>	<u>149,546</u>	<u>156,881</u>	<u>429,003</u>	<u>142,883</u>	<u>145,690</u>	<u>148,034</u>
<b>AVERAGE WEEKDAY REVENUE HOURS</b>										
Bus	6,545	6,552	6,353	6,468	6,792	6,706	6,942	7,510	6,945	7,083
Light Rail <sup>2</sup>	778	804	1,105	1,194	1,377	900	1,486	1,487	1,518	1,417
Commuter Rail <sup>1,2</sup>	87	180	166	169	171	172	173	173	251	254
Demand Response	1,542	1,752	1,779	1,811	1,035	792	8,087	570	775	703
Demand Response-Taxi	-	-	-	-	-	1,332	10,877	N/A	N/A	N/A
Vanpool	318	345	377	386	358	337	223	306	297	293
	<u>9,270</u>	<u>9,633</u>	<u>9,780</u>	<u>10,028</u>	<u>9,733</u>	<u>10,239</u>	<u>27,788</u>	<u>10,046</u>	<u>9,786</u>	<u>9,750</u>
<b>AVERAGE WEEKDAY PASSENGERS PER REVENUE MILE</b>										
Bus	1.63	1.43	1.50	1.49	1.46	1.46	1.38	1.27	1.22	1.11
Light Rail	3.87	3.71	3.28	3.81	3.44	3.39	3.15	3.11	3.05	2.94
Commuter Rail <sup>1</sup>	3.30	1.97	2.22	2.09	1.89	2.06	1.98	1.81	1.33	1.27
Demand Response	0.14	0.14	0.14	0.13	0.13	0.17	0.17	0.17	0.16	0.15
Demand Response-Taxi	-	-	-	-	-	-	0.10	N/A	N/A	N/A
Vanpool	0.27	0.26	0.26	0.26	0.26	0.26	0.21	0.17	0.17	0.16
	<u>1.51</u>	<u>1.34</u>	<u>1.39</u>	<u>1.48</u>	<u>1.60</u>	<u>1.52</u>	<u>0.62</u>	<u>1.54</u>	<u>1.49</u>	<u>1.38</u>
<b>AVERAGE WEEKDAY PASSENGERS PER REVENUE HOUR</b>										
Bus	22.31	19.62	19.90	20.28	19.09	19.00	17.67	15.08	15.65	14.27
Light Rail	82.75	74.36	64.93	75.53	69.97	107.25	65.83	65.08	63.97	65.96
Commuter Rail <sup>1</sup>	67.11	48.27	51.10	47.81	44.19	47.84	45.71	42.75	29.53	28.43
Demand Response	2.37	2.29	2.25	2.21	1.78	2.14	2.18	2.16	1.62	1.87
Demand Response-Taxi	-	-	-	-	-	-	1.70	N/A	N/A	N/A
Vanpool	10.95	10.55	10.33	10.54	10.41	10.43	8.32	6.39	6.32	6.01
	<u>24.10</u>	<u>21.24</u>	<u>21.94</u>	<u>23.69</u>	<u>24.57</u>	<u>23.31</u>	<u>9.59</u>	<u>21.96</u>	<u>22.11</u>	<u>21.01</u>

N/A= Not applicable

Notes

- (1) Average weekday information for commuter rail for fiscal years 2006 to 2009 does not include service provided outside DART Service Area.
- (2) Average weekday revenue miles and hours for rail services are car revenue miles and hours.

Source: National Transit Database and internal records

**DALLAS AREA RAPID TRANSIT  
NUMBER OF VEHICLES AND OPERATING FACILITIES  
LAST TEN FISCAL YEARS**

	Fiscal Year									
	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
Number of vehicles available for service <sup>1</sup>										
Bus	663	663	658	629	650	861	744	648	580	640
Light Rail	115	122	163	163	163	163	163	163	162	162
Commuter Rail	36	44	47	35	35	35	32	32	32	35
Demand Response	209	209	209	209	175	165	107	96	96	96
Demand Response-Taxi	-	-	-	-	-	79	125	-	115	115
Vanpool	175	178	200	215	204	190	229	190	208	174
<b>Total</b>	<b>1,198</b>	<b>1,216</b>	<b>1,277</b>	<b>1,251</b>	<b>1,227</b>	<b>1,493</b>	<b>1,400</b>	<b>1,129</b>	<b>1,193</b>	<b>1,222</b>
Number of vehicles operated during weekday <sup>1</sup>										
Bus	564	556	507	509	527	544	535	533	530	537
Light Rail	84	76	77	78	102	103	105	104	107	109
Commuter Rail	19	18	18	18	18	23	18	18	23	34
Demand Response	190	190	186	186	148	148	92	106	96	96
Demand Response-Taxi	-	-	-	-	-	79	115	-	115	115
Vanpool	162	173	190	196	183	183	162	175	186	174
<b>Total</b>	<b>1,019</b>	<b>1,013</b>	<b>978</b>	<b>987</b>	<b>978</b>	<b>1,080</b>	<b>1,027</b>	<b>936</b>	<b>1,057</b>	<b>1,065</b>
Operating Facilities <sup>2</sup>										
Bus										
Number of operating garages	3	3	3	3	3	3	3	3	3	3
Number of transit centers	15	15	15	15	15	15	15	15	14	14
Number of bus stops	12,322	12,500	12,500	12,500	12,500	11,973	11,973	11,271	11,271	11,086
Light Rail										
Miles of tracks	45	48	48	72	77	85	85	85	93	93
Number of stations	35	39	39	55	58	61	62	62	64	64
Number of operating garages	1	1	1	2	2	2	2	2	2	2
Commuter Rail										
Miles of tracks	34	34	34	34	34	34	34	34	34	34
Number of stations	10	10	10	10	10	10	10	10	10	10
Number of operating garages	1	1	1	1	1	1	1	1	1	1
Demand Response										
Number of operating garages	1	1	1	1	1	1	1	1	1	1

Sources:

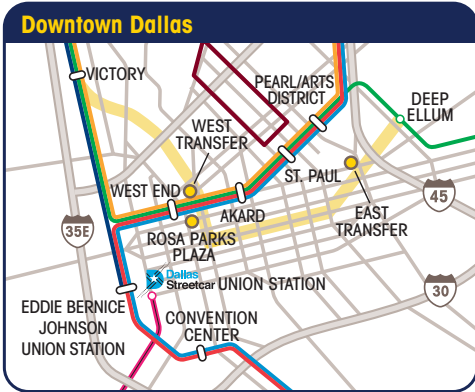
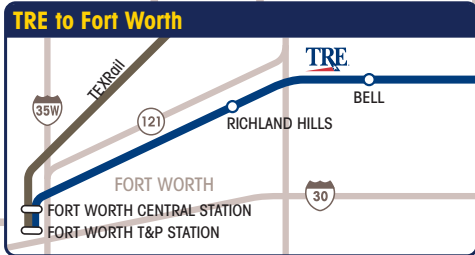
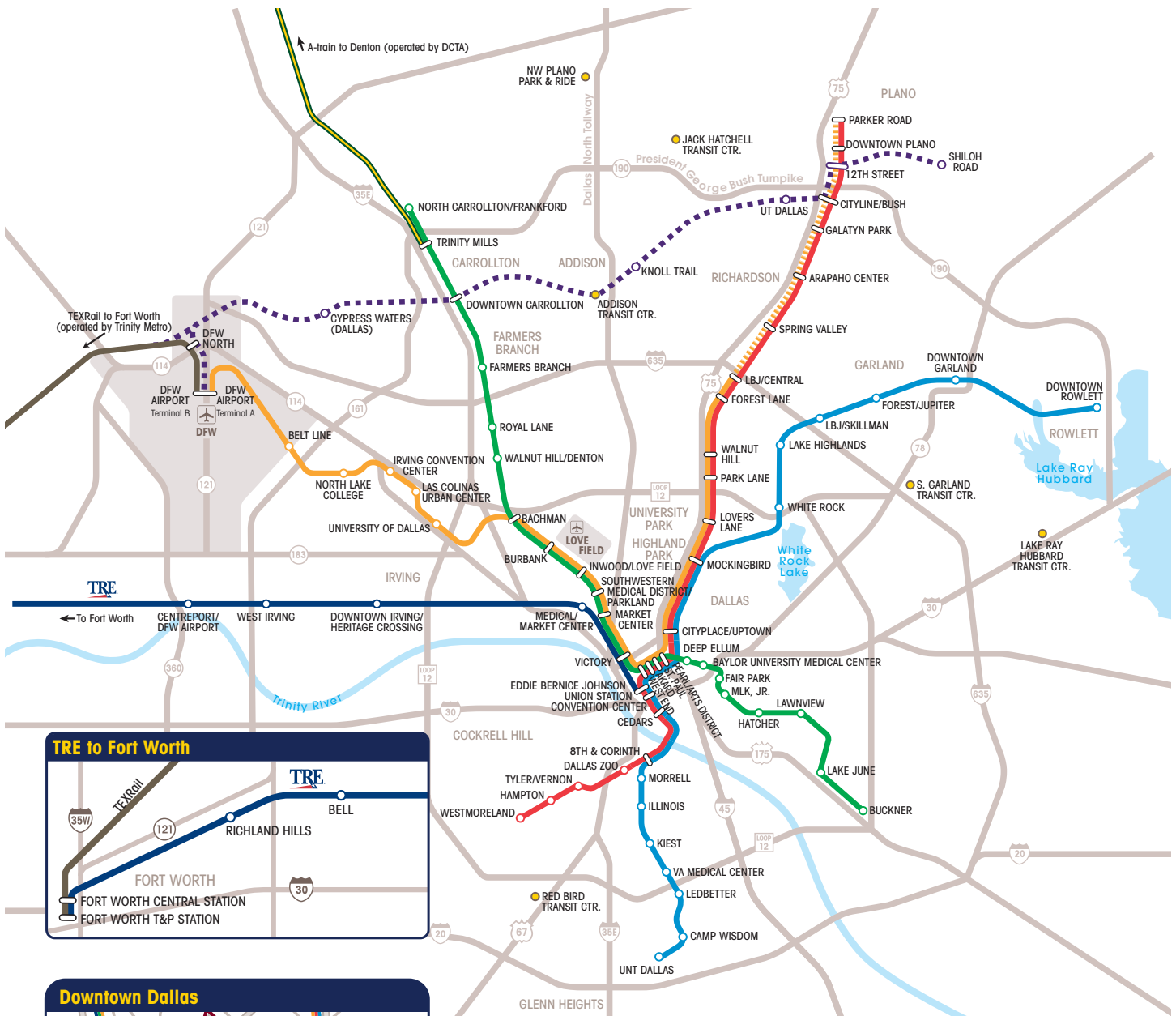
- 1) National Transit Database
- 2) Quarterly Performance Reports for the 4th quarter of each fiscal year and internal records.

**DALLAS AREA RAPID TRANSIT**  
**COST OF CAPITAL ASSETS**  
**LAST TEN FISCAL YEARS (Amounts In Thousands)**

	Fiscal Year									
	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
Non-Depreciable Capital Assets										
Land and right-of-way	\$398,914	\$397,997	\$548,904	\$554,714	\$578,169	\$609,498	\$616,728	\$615,709	\$619,026	\$619,043
Capital projects in progress	1,755,739	2,305,270	859,872	662,567	205,542	70,845	101,124	190,992	66,867	93,435
Total Non-Depreciable Capital Assets	2,154,653	2,703,267	1,408,776	1,217,281	783,711	680,343	717,852	806,701	685,893	712,478
Depreciable Capital Assets										
Transit-ways	1,607,364	1,631,987	2,779,751	3,188,305	3,696,268	3,845,836	3,860,836	3,861,876	4,019,867	4,050,153
Buildings and Improvements	416,472	419,849	696,102	702,179	745,314	746,585	748,445	749,160	749,860	750,296
Revenue and Non-Revenue Vehicles and Equipment	804,314	935,898	1,218,639	1,275,561	1,319,261	1,303,485	1,287,039	1,282,270	1,301,880	1,302,474
Furniture, Fixtures, and Leasehold Improvements	38,189	38,940	43,242	49,537	61,184	59,872	64,523	65,909	69,636	77,131
Total Depreciable Capital Assets	2,866,339	3,026,674	4,737,734	5,215,582	5,822,027	5,955,778	5,960,843	5,959,215	6,141,243	6,180,054
Less Accumulated Depreciation										
Transit-ways	452,524	508,156	593,902	690,650	820,845	931,205	1,060,638	1,190,044	1,324,572	1,460,616
Buildings and Improvements	207,275	221,232	240,967	265,881	292,055	316,802	341,810	366,599	391,305	415,950
Revenue and Non-Revenue Vehicles and Equipment	395,183	447,998	499,242	559,630	568,776	527,137	536,743	605,467	656,545	712,473
Furniture, Fixtures, and Leasehold Improvements	31,868	31,939	36,569	38,929	46,450	50,973	57,584	60,150	63,499	66,197
Total Accumulated Depreciation	1,086,850	1,209,325	1,370,680	1,555,090	1,728,126	1,826,117	1,996,775	2,222,260	2,435,921	2,655,236
Net Depreciable Capital Assets	1,779,489	1,817,349	3,367,054	3,660,492	4,093,901	4,129,661	3,964,068	3,736,955	3,705,322	3,524,818
Net Capital Assets	\$ 3,934,142	\$ 4,520,616	\$ 4,775,830	\$ 4,877,773	\$ 4,877,612	\$ 4,810,004	\$ 4,681,920	\$ 4,543,656	\$ 4,391,215	\$ 4,237,296

Source: Annual financial statements

# CURRENT AND FUTURE SERVICES



- Projects under development in Downtown Dallas:**
- Dallas CBD Second Light Rail Alignment (D2 Subway) in shaded area
  - Dallas Streetcar Central Link

### Rail System Legend

Currently Operating	
	DART Rail Red Line
	DART Rail Blue Line
	DART Rail Green Line
	DART Rail Orange Line
	DART Rail Orange Line (Selected Weekday Trips Rush Hour Only)
	Trinity Railway Express (TRE)
	TEXRail
	DCTA A-train
	M-Line Trolley
	Dallas Streetcar
	Cotton Belt
	Proposed Cotton Belt station
	D2 Corridor (Inset Map)

**Planning/Design Underway**

DALLAS AREA RAPID TRANSIT  
P.O. BOX 660163  
DALLAS, TX 75266

DART's Financial Information is located online at:  
[DART.org/debtdocuments/investorinformation](http://DART.org/debtdocuments/investorinformation)



**DART***Table* Dallas Zoo

Dallas Area Rapid Transit helps residents and visitors discover all North Texas has to offer. Our extensive network of light rail, Trinity Railway Express commuter rail, bus routes and paratransit services moves more than 220,000 passengers per day across a 700-square-mile service area.

Explore North Texas and discover something new on DART. From off-the-beaten-path venues to the trendiest spots in town, every trip can be an adventure. These “DARTable” places are an easy walk from a DART rail station or bus stop, and the free GoPass® app makes discovering them easy.

If your journey begins or ends in places not easily served by DART, you now can take the train or bus for the longest portion of the trip, and use Uber or Lyft for the short leg. Customers can access the Uber, Lyft and Zipcar apps through GoPass® by selecting “Connect 2 Car” in the Travel Tools section.

**Visit [DART.org/DARTable](http://DART.org/DARTable)** for a list of possibilities that span arts, culture, sports, recreation, dining, shopping and special events.