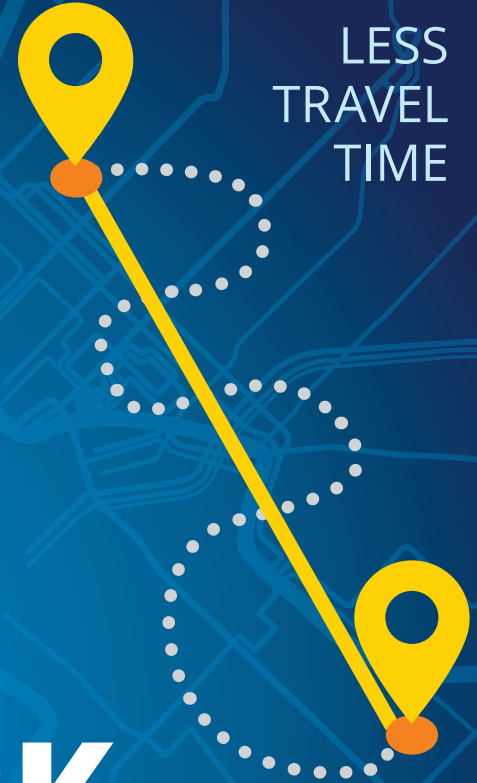


**DALLAS AREA RAPID TRANSIT**  
**Annual Comprehensive Financial Report**  
Fiscal Years Ended September 30, 2022 and 2021



INCREASED  
FREQUENCY



LESS  
TRAVEL  
TIME

# A NEW BUS NETWORK



BETTER ACCESS



IMPROVED  
SERVICE

# DART BOARD MEMBERS

**Glenn B. Callison**

Plano, Farmers Branch

**Mark C. Enoch**

Garland, Rowlett,  
Glenn Heights

**Carmen Garcia**

Dallas

**Flora M. Hernandez**

Dallas

**Doug Hrbacek**

Carrollton, Irving

**Jonathan R. Kelly**

Garland

**Patrick J. Kennedy**

Dallas

**Jon-Bertrell Killen**

Dallas

**Michele Wong Krause**

Dallas

**Eliseo Ruiz III**

Dallas, Cockrell Hill

**Rodney Schlosser**

Dallas

**Gary Slagel**

Richardson, University Park,  
Addison, Highland Park

**Rick Stopfer**

Irving

**Paul N. Wageman**

Plano

**Hosanna Yemiru**

Dallas

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



**DALLAS AREA RAPID TRANSIT**

**ANNUAL COMPREHENSIVE  
FINANCIAL REPORT**

**For the Fiscal Years Ended  
September 30, 2022 and 2021**

Dallas, Texas



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

**For the Fiscal Years Ended September 30, 2022 and 2021**

**Dallas, Texas**

**Nadine S. Lee**  
**President & Chief Executive Officer**

**M. Elizabeth Reich**  
**Executive Vice President**  
**Chief Financial Officer**

**Prepared by:**

**Accounting Division of the Finance Department**



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

**FOR THE FISCAL YEARS ENDED SEPTEMBER 30, 2022 AND 2021**

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

March 31, 2023

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

We are pleased to submit the Annual Comprehensive Financial Report (ACFR) for Dallas Area Rapid Transit (DART) for the fiscal years ended September 30, 2022, and 2021. This report provides information regarding DART's financial position and operating results to the DART Board, residents of DART's service area, and other interested parties.

Pursuant to Section 452.451 of the Texas Transportation Code, the financial statements and required supplementary information contained herein must be independently audited. We are pleased to report that our financial statements received an unqualified (clean) opinion from our external auditor, Weaver and Tidwell, LLP. The Independent Auditor's Report is located at the front of the financial section of this report.

Federal and state regulations also require DART 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.

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 controls 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 a reasonable rather than absolute assurance that the financial statements are free of any material misstatements.

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

### **Profile of Reporting Entity**

DART is a subregional transportation authority created by a voting majority in each service area city 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 comprises 13 North Texas municipalities (Addison, Carrollton, Cockrell Hill, Dallas, Farmers Branch, Garland, Glenn Heights, Highland Park, Irving, Plano, Richardson, Rowlett, and University Park). Our headquarters is in downtown Dallas. Under the Act, we are authorized to collect one percent 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 an interlocal agreement with the Fort Worth Transportation Authority, which recently rebranded itself as Trinity Metro, 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 Dallas and Fort Worth, with stops in the Mid-Cities. The first light rail segment 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 light rail network, TRE commuter rail, bus routes, paratransit, and vanpool services enable passengers to get to where they need to go across a 700-square-mile service area. Our customers use these services to get to jobs, medical appointments, shopping, entertainment, and other destinations.

DART operates and maintains 681 buses with 14 bus transit centers and about 7,000 bus stops; 93 miles of light rail with 163 modern light rail vehicles and 65 light rail stations; and 34 miles of commuter rail with 34 locomotives, bi-level coaches, and bi-level cab cars. DART provides commuter rail, paratransit service, and vanpool services by contracting with third party providers.

DART also operates special event services (bus, light rail, and TRE) to the State Fair of Texas, concerts, basketball and hockey games, and a wide variety of other events. Most special event services are provided on the light rail and commuter rail systems, with buses supplementing the rail system's capacity during periods of very high usage.

Additional operating information can be found in the Statistical Section of this report.

## **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 percent of the members of the Board. The Board may restructure whenever the population changes or every fifth year after 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 start July 1 of even-numbered years. Currently, seven members are appointed by the City of Dallas, and eight are appointed by the remaining cities (one of which is a shared appointment by Dallas and Cockrell Hill). Board officers are elected from the Board members and serve a one-year term.

## **Budget Process and Long-Term Financial Planning**

Each year, DART develops the annual budget and 20-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 Financial Plan provides the framework by which the agency balances the scope of DART projects and capital expansion with available funding. It gives the Board, taxpayers, and elected officials of our region

a comprehensive summary of the Agency's plans and commitments, emphasizing fiscal responsibility and ensuring long-term sustainability.

Departmental targets are set based on projections from the 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 reviewed during meetings with the department head, the Executive Vice President, the President/Chief Executive Officer, and the budget office. Based on their input, the Finance Department develops the annual budget and 20-Year Financial Plan, the first year of which corresponds to the annual budget, for the legally required 30-day comment period by DART's service area cities. The Board approves the budget and Financial Plan in late September. Approval of the budget requires a simple majority vote. Approval of the Financial Plan requires a super-majority of members of the Board (two-thirds or 10 votes).

### **Local Economy**

The local economy significantly impacts ridership, passenger revenue, and sales tax revenue. Like the rest of Texas and the U.S., the Dallas service area economy is also facing challenges related to continued global supply chain disruptions, labor shortages, inflationary pressures, volatile energy prices, and the COVID-19 pandemic. However, sales tax collections by the Texas Comptroller show that the Texas economy rebounded strongly since the end of COVID-19 pandemic restrictions and continues to outperform expectations. DART's sales tax collections also continue to exceed expectations, which is a good indicator of how the local economy is performing.

### **DART Economic Outlook**

DART develops its annual budget and a 20-Year Financial Plan to ensure its services are sustainably funded and affordable. In doing so, DART considers the local, state, and national economic outlook. Despite the negative impact of the COVID-19 pandemic on ridership, our sales tax collections during 2022 were better than expected, and the outlook is also positive. As a result, total sources of funds for FY 2023 through FY 2042 are projected at \$34.4 billion, an increase of \$4.3 billion (14.3 percent) from the FY 2022 Financial Plan.

As sales tax receipts represent the largest single source of revenues, sales tax projections are unquestionably the most critical estimate in DART's Financial Plan. Therefore, they are also the largest single risk to DART's ability to meet its goals and objectives. Currently, sales tax continues to exceed expectations. The FY 2023 Financial Plan's sales tax forecast is \$23.8 billion over the next 20 years.

Passenger revenues are the primary component of operating revenues, representing approximately \$1.39 billion, or 80.6 percent of operating revenues during the next 20 years. The FY 2023 Financial Plan reflects a \$47.5 million reduction from the same 20-year period in the previous plan. Passenger revenue will continue a slower-than-expected recovery.

DART has launched a new bus network to address the decrease in ridership. The new bus network reflects a dramatically updated understanding of today's travel patterns and mobility needs. It is the most extensive service change in the agency's history and is the culmination of several years



of community and rider input. DART aims to increase ridership and maintain coverage by increasing bus service hours and frequency and expanding access to on-demand service. This major initiative was implemented on January 24, 2022, and the FY 2023 Financial Plan reflects modest growth in ridership and passenger revenue because of the redesign.

Total operating expenses for FY 2023 through FY 2042 are projected to be \$17.3 billion, an increase of about \$1.9 billion (12.6 percent) from the amount in the FY 2022 plan over the same period, primarily due to service changes for the new bus network and compensation study implementation. DART's operating budget to support such major initiatives is \$637.9 million in FY 2023, \$57.5 million more than the FY 2022 budget.

Capital and non-operating expenditures are \$854.1 million for FY 2023 and \$9.7 billion through FY 2041, \$2.2 billion (28.6 percent) more than the FY 2022 Financial Plan. The FY 2023 capital and non-operating budget and the FY 2023 20-Year Financial Plan include sufficient funds to maintain and replace our assets to keep our entire transportation system in a state of good repair. The budget and 20-Year Financial Plan also demonstrate our focus on service to our customers, commitment to safety, security, and cleanliness, and dedication to excellence.

### **Looking to the Future**

As we move into the future, we are focused on fundamentally improving the customer experience—giving our riders transit service that exceeds their expectations. Over the next two years, DART is equitably investing more than \$110 million to create a cleaner, more secure, and reliable experience for our customers. Not only that, but DART is becoming a true mobility integrator for North Texas—bringing together traditional services like buses and trains with newer forms of transportation like on-demand microtransit. As much as we evolve, however, our mission stays the same: To benefit the region by providing a sustainable system of innovative, affordable, reliable and safe mobility options for our riders that enhances the quality of life and stimulates economic development.

### **Accomplishments**

The Government Finance Officers Association (GFOA) awarded a Certificate of Achievement for Excellence in Financial Reporting to DART for its ACFR for the fiscal year ended September 30, 2021. To be awarded a Certificate of Achievement, a government must publish an easily readable and efficiently organized ACFR. This report must satisfy both GAAP and applicable legal requirements. A Certificate of Achievement is valid for one year only. We believe our current ACFR 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 GFOA also awarded the Distinguished Budget Presentation Award to DART for its annual budget document (FY 2022 Business Plan) for the fiscal year beginning October 1, 2021. To qualify for the Distinguished Budget Presentation Award, the government's budget document must 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 in August 2022. 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 recognizing outstanding examples of written policies. The Certificate of Distinction is valid for two years.

### **Acknowledgments**

Many DART employees are responsible for preparing this report and maintaining the 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 its successful completion.

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

Sincerely,



M. Elizabeth Reich  
EVP & Chief Financial Officer



Government Finance Officers Association

Certificate of  
Achievement  
for Excellence  
in Financial  
Reporting

Presented to

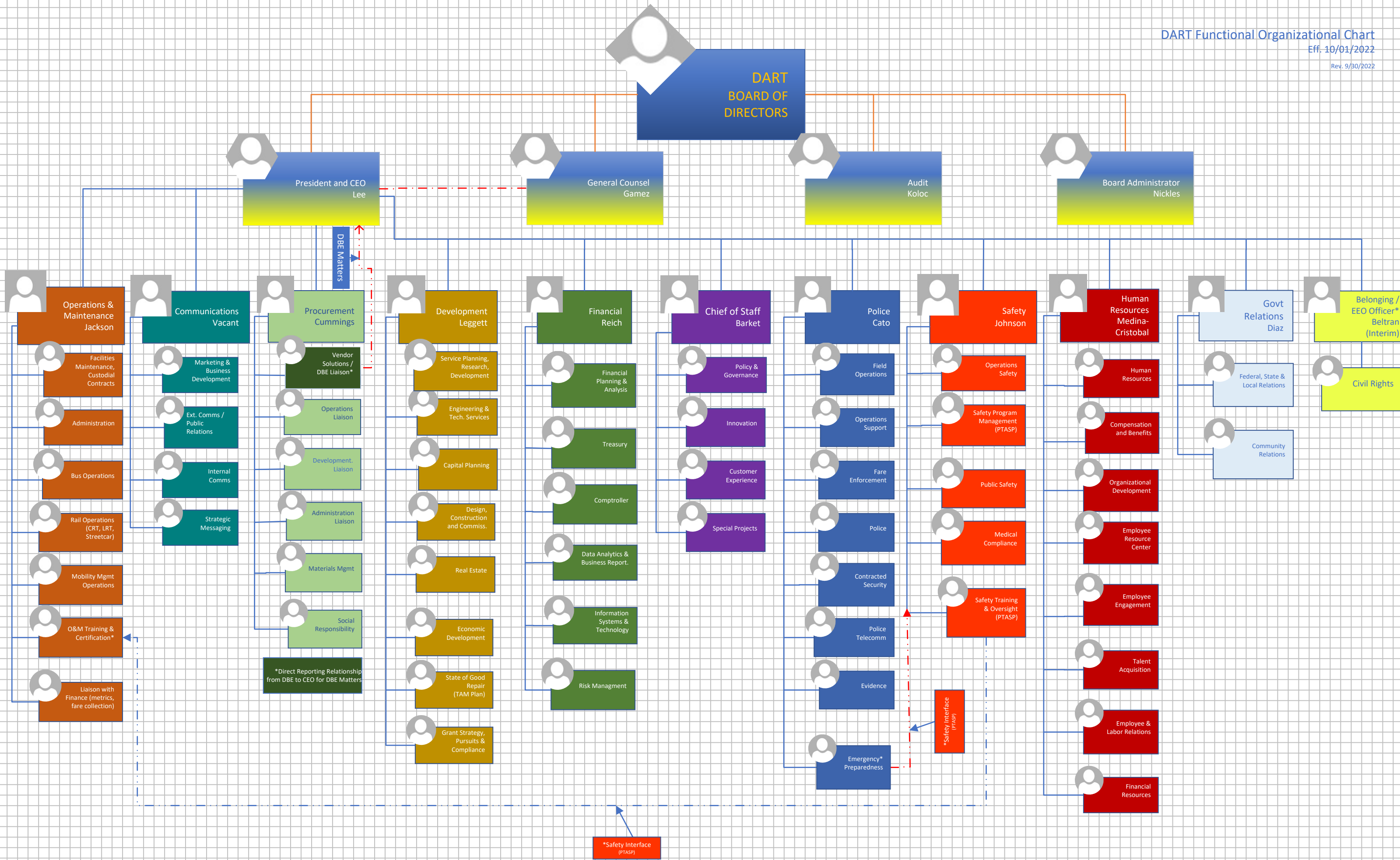
**Dallas Area Rapid Transit  
Texas**

For its Annual Comprehensive  
Financial Report  
For the Fiscal Year Ended

September 30, 2021

*Christopher P. Morill*

Executive Director/CEO



**Dallas Area Rapid Transit  
Board of Directors**

**Officers**

Michele Wong Krause, Chair  
City of Dallas

Gary Slagel, Vice Chairman  
Cities of Richardson and University Park, Towns of Addison and Highland Park

Rodney Schlosser, Secretary  
City of Dallas

Jonathan R. Kelly, Assistant Secretary  
Cities of Garland

**City of Dallas**

Carmen Garcia  
Flora M. Hernandez  
Patrick Kennedy  
Jon-Bertrell Killen  
Hosanna Yemiru

**Cities of Dallas and Cockrell Hill**

Eliseo Ruiz III

**City of Garland**

Jonathan R. Kelly

**City of Irving**

Rick Stopfer

**City of Plano**

Paul N. Wageman

**Cities of Carrollton & Irving**

Dough Hrbacek

**Cities of Plano and Farmers Branch**

Glenn B. Callison

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

Mark C. Enoch

# DART BOARD MEMBERS FY 2022



**Glenn B. Callison**  
Plano and  
Farmers Branch



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



**Carmen Garcia**  
Dallas



**Flora M.  
Hernandez**  
Dallas



**Doug Hrbacek**  
Carrollton  
and Irving



**Jonathan R. Kelly**  
*Asst. Secretary*  
Garland



**Patrick J.  
Kennedy**  
Dallas



**Jon-Bertrell  
Killen**  
Dallas



**Michele  
Wong Krause**  
*Chair*  
Dallas



**Eliseo Ruiz III**  
Dallas and  
Cockrell Hill



**Rodney Schlosser**  
*Secretary*  
Dallas



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



**Rick Stopfer**  
Irving

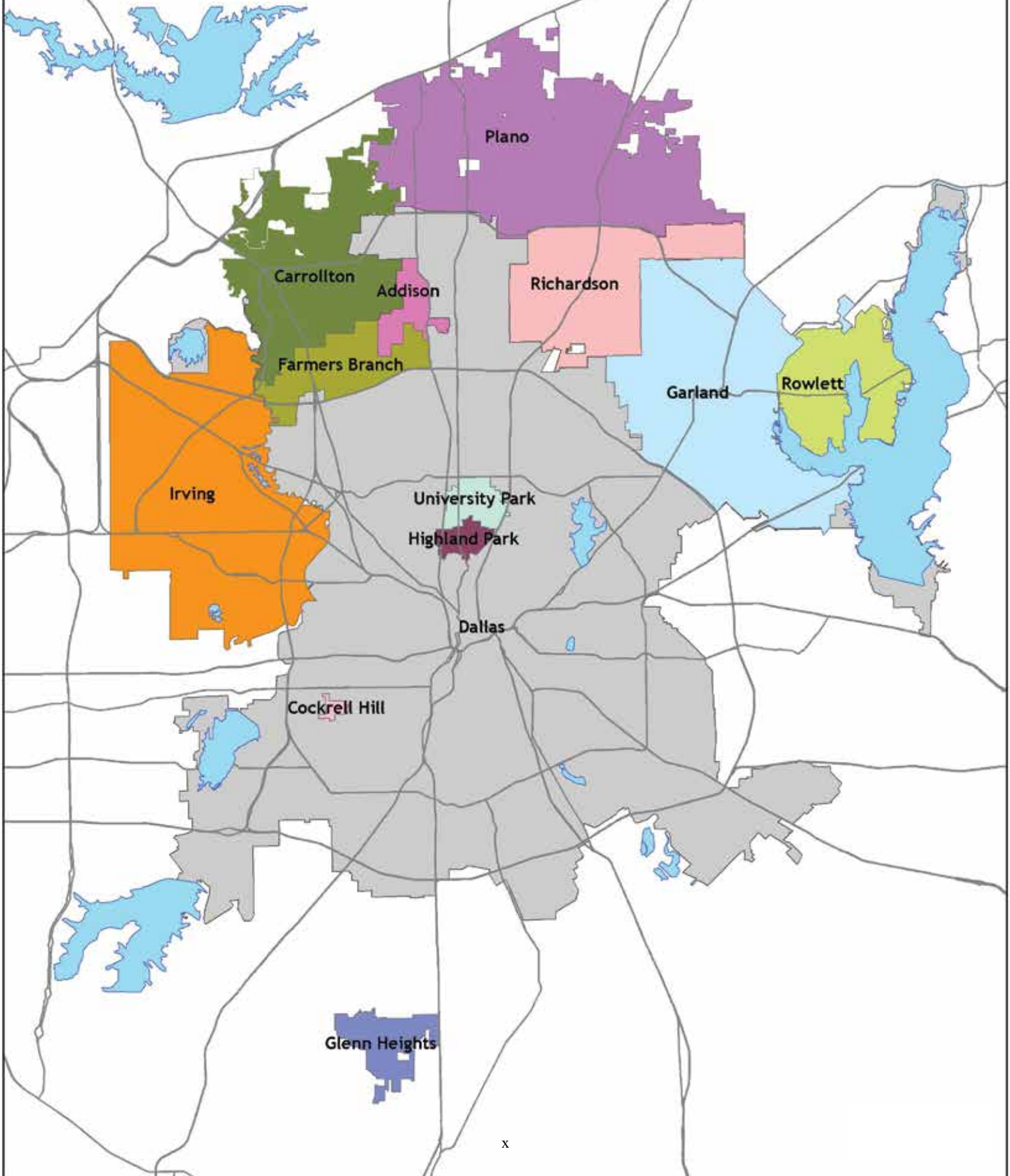


**Paul N. Wageman**  
Plano



**Hosanna Yemiru**  
Dallas

# DART SERVICE AREA



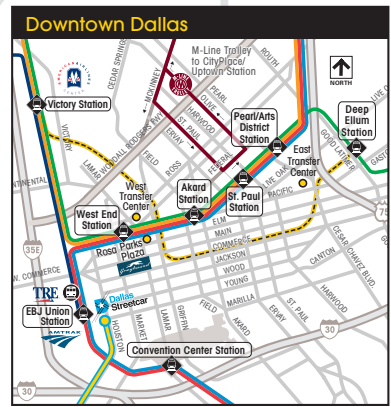
# DART Current and Future Rail Services



### Map Legend

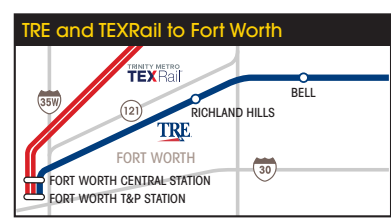
- Blue Line
- Red Line
- Green Line
- Orange Line
- Orange Line Weekdays Peak Only
- Trinity Railway Express
- TEXRail (Trinity Metro)
- A-Train (DCTA)
- M-Line Trolley
- Dallas Streetcar
- Transit Center or Park & Ride

**TRE**  
Trinity Metro  
**TEXRail**  
A-Train  
Dallas Streetcar



### Future Services

- DESIGN/CONSTRUCTION UNDERWAY
- Silver Line (2023)
- PLANNING/DESIGN UNDERWAY
- D2 Subway (Inset Map)





# FINANCIAL SECTION



*let's go.*

# Dallas Area Rapid Transit Dallas, Texas

Financial Statements and Supplemental Information  
Years Ended September 30, 2022 and 2021 and  
Independent Auditor's Report

**DALLAS AREA RAPID TRANSIT  
DALLAS, TEXAS  
FINANCIAL STATEMENTS AS OF AND FOR THE YEARS  
ENDED SEPTEMBER 30, 2022 AND 2021**

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## Independent Auditor's Report

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

### Report on the Audit of the Financial Statements

#### Opinions

We have audited the financial statements of the business-type activities and the fiduciary activities of Dallas Area Rapid Transit ("DART"), as of and for the years ended September 30, 2022 and 2021, and the related notes to the financial statements, which collectively comprise the basic financial statements as listed in the table of contents.

In our opinion, the accompanying financial statements present fairly, in all material respects, the respective financial position of the business-type activities and the fiduciary activities of DART as of September 30, 2022 and 2021, and the respective changes in financial position and, where applicable, cash flows thereof for the year then ended in accordance with accounting principles generally accepted in the United States of America.

#### Basis for Opinions

We conducted our audit in accordance with auditing standards generally accepted in the United States of America (GAAS) and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States. Our responsibilities under those standards are further described in the Auditor's Responsibilities for the Audit of the Financial Statements section of our report. We are required to be independent of DART and to meet our other ethical responsibilities, in accordance with the relevant ethical requirements relating to our audit. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinions.

#### Emphasis of Matter

As discussed in Note 1 to the basic financial statements, during the year ended September 30, 2022, DART implemented Governmental Accounting Standards Board (GASB) Statement No. 87, Leases. Our opinions are not modified with respect to this matter.

#### Responsibilities of Management for the Financial Statements

DART's management is responsible for the preparation and fair presentation of the financial statements in accordance with accounting principles generally accepted in the United States of America, and for 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.

In preparing the financial statements, management is required to evaluate whether there are conditions or events, considered in the aggregate, that raise substantial doubt about DART's ability to continue as a going concern for twelve months beyond the financial statement date, including any currently known information that may raise substantial doubt shortly thereafter.

### ***Auditor's Responsibilities for the Audit of the Financial Statements***

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinions. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with GAAS will always detect a material misstatement when it exists. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Misstatements are considered material if there is a substantial likelihood that, individually or in the aggregate, they would influence the judgment made by a reasonable user based on the financial statements.

In performing an audit in accordance with GAAS, we:

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the amounts and disclosures in the financial statements.
- Obtain an understanding of internal control relevant to the audit 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, no such opinion is expressed.
- Evaluate the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluate the overall presentation of the financial statements.
- Conclude whether, in our judgment, there are conditions or events, considered in the aggregate, that raise substantial doubt about DART's ability to continue as a going concern for a reasonable period of time.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit, significant audit findings, and certain internal control-related matters that we identified during the audit.

### ***Required Supplementary Information***

Accounting principles generally accepted in the United States of America require that the required supplementary information, such as management's discussion and analysis, the Schedule of Net Pension Liability - Defined Benefit Pension Plan, the Schedule of Employer Contributions - Defined Benefit Pension Plan, the Schedule of Changes in Net OPEB Liability and Related Ratios, and the Schedule of Employer Contributions - OPEB Plan be presented to supplement the basic financial statements. Such information is the responsibility of management and, although not a part of the basic financial statements, is required by the 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 opinions on the financial statements that collectively comprise DART's basic financial statements. The accompanying supplementary information, such as the Combining Statements of Fiduciary Net Position and Combining Statements of Changes in Fiduciary Net Position are presented for purposes of additional analysis and are not a required part of the basic financial statements.

The Combining Statements of Fiduciary Net Position and Combining Statements of Changes in Fiduciary Net Position is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the basic financial statements. Such information has been subjected to the auditing procedures applied in the audit of the basic financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the Combining Statements of Fiduciary Net Position and Combining Statements of Changes in Fiduciary Net Position is fairly stated, in all material respects, in relation to the basic financial statements as a whole.

**Other Information Annual Comprehensive Financial Report (ACFR)**

Management is responsible for the other information in the ACFR. The other information comprises the introductory section and the statistical section but does not include the financial statements and our auditor's report thereon. Our opinions on the financial statements do not cover the other information, and we do not express an opinion or any form of assurance thereon. In connection with our audit of the financial statements, our responsibility is to read the other information and consider whether a material inconsistency exists between the other information and the financial statements, or the other information otherwise appears to be materially misstated. If, based on the work performed, we conclude that an uncorrected material misstatement of the other information exists, we are required to describe it in our report.

**Other Reporting Required by Government Auditing Standards**

In accordance with *Government Auditing Standards*, we have also issued our report dated February 28, 2023 on our consideration of DART's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters.<sup>11</sup> The purpose of that report is solely to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the effectiveness of internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering DART's internal control over financial reporting and compliance.

*Weaver and Tidwell, L.L.P.*

WEAVER AND TIDWELL, L.L.P.

Dallas, Texas  
February 28, 2023

**DALLAS AREA RAPID TRANSIT  
MANAGEMENT'S DISCUSSION AND ANALYSIS (UNAUDITED)  
FOR THE YEARS ENDED SEPTEMBER 30, 2022 and 2021 (Dollars in Thousands)**

---

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, 2022 and 2021. This discussion and analysis is designed to help the reader 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 are expressed in thousands of dollars, unless otherwise indicated.

**FINANCIAL HIGHLIGHTS**

As of September 30, 2022 and 2021, DART's total assets and deferred outflows of resources exceeded total liabilities and deferred inflows of resources by \$1,718,914 and \$1,450,941, respectively. The unrestricted net position as of September 30, 2022, was \$876,952 compared to \$526,945 as of September 30, 2021.

DART's net position increased by \$267,973 during fiscal year (FY) 2022 compared to an increase of \$109,386 in FY 2021. The increases in both years were a result of higher revenues than expenses.

DART's total debt increased by nine percent (\$293,075) in FY 2022 compared to an increase of 0.4 percent (\$14,076) in FY 2021. The increases in both years were due to additional borrowing to pay for capital project costs. Debt information is summarized on page 14 of this management discussion and analysis.

Sales and use tax revenue was \$791,839 in FY 2022, compared to \$683,171 in FY 2021. Sales and use tax revenue increased by 16 percent (\$108,668) in FY 2022, compared to an 11 percent (\$66,951) increase in FY 2021.

Capital contributions from federal, state, and local governments were \$27,690 in FY 2022 and \$78,508 in FY 2021. Such contributions financed DART's transit system expansion projects and acquisition of light rail vehicles, buses, and equipment.

Other federal grants were \$366,818 in FY 2022, compared to \$197,655 in FY 2021. The increase in FY 2022 was due to more federal COVID-19 relief money than the year before.

For FY 2022, total revenues exceeded total expenses, resulting in an income before capital contributions of \$240,283, compared to an income of \$30,878 for FY 2021. The gain in FY 2022 was due to increases in sales tax revenue and other federal grants, partially offset by a decrease in capital contributions. The gain in FY 2021 was due to an increase in sales tax revenue.

**BASIC FINANCIAL STATEMENTS**

Management's Discussion and Analysis serves as an introduction to DART's basic financial statements, which are described below.

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 DART's financial position. The Statements of Net Position are shown on pages 16-17 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 in future fiscal periods. The increase or decrease in net position may serve as an indicator of the effect of DART's current year operations on its financial position. The Statements of Revenues, Expenses, and Changes in Net Position are shown on page 18 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: 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 19-20 of this report.

The Statements of Fiduciary Net Position and the Statements of Changes in Fiduciary Net Position show how the fiduciary funds' net position changed during the years presented. These statements are shown on page 21.

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 22-64 of this report.

**DALLAS AREA RAPID TRANSIT  
MANAGEMENT'S DISCUSSION AND ANALYSIS (UNAUDITED)  
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DART's activities are accounted for as a proprietary fund and are presented in the financial statements of DART as business-type activities. DART's activities are supported by a one percent sales and use tax within the member jurisdictions, passenger revenues, federal, state, and local financial assistance, and other receipts such as advertising and rental income.

DART's financial statements include the accounts and operations of blended component units Regional Rail Right-of-Way Corporation, Dallas Area Rapid Transit Mobility Service, LGC, DART Employees' Defined Benefit Retirement Plan and Trust, Other Post-Employment Benefits (OPEB) Plan, DART Capital Accumulation Plan and Trust, and DART Retirement Plan and Trust.

**FINANCIAL ANALYSIS**

Statements of Net Position – DART's total assets and deferred outflows of resources exceeded total liabilities by \$1,718,914 and \$1,450,941 as of September 30, 2022 and 2021, respectively. The largest portion of this excess was unrestricted net assets in FY 2022 (51 percent) and net investment in capital assets (capital assets less related outstanding debt) in FY 2021 (58 percent). DART uses unrestricted net assets for anything other than net investment in capital assets and debt service. 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**

	<u>FY 2022</u>	<u>FY 2021 (Restated)</u>	<u>FY 2020 (Restated)</u>
Current assets	\$1,329,662	\$867,125	\$842,701
Other noncurrent assets	287,209	160,938	204,224
Capital assets (net of accumulated depreciation)	<u>4,265,769</u>	<u>4,219,469</u>	<u>4,171,958</u>
Total assets	5,882,640	5,247,532	5,218,883
Deferred outflows of resources	<u>66,877</u>	<u>98,137</u>	<u>92,195</u>
Total assets and deferred outflows of resources	<u>5,949,517</u>	<u>5,345,669</u>	<u>5,311,078</u>
Current liabilities	458,632	431,997	414,294
Noncurrent liabilities	<u>3,704,967</u>	<u>3,416,346</u>	<u>3,514,503</u>
Total liabilities	4,163,599	3,848,343	3,928,797
Deferred inflows of resources	<u>67,004</u>	<u>46,385</u>	<u>40,726</u>
Total liabilities and deferred inflows of resources	<u>4,230,603</u>	<u>3,894,728</u>	<u>3,969,523</u>
Net position			
Net investment in capital assets	746,146	838,658	796,675
Restricted for:			
Debt service	93,683	81,923	72,863
Security for lease/leaseback liabilities	2,133	3,415	4,616
Unrestricted	<u>876,952</u>	<u>526,945</u>	<u>467,401</u>
Total net position	<u>\$1,718,914</u>	<u>\$1,450,941</u>	<u>\$1,341,555</u>

Current assets increased by \$462,537 in FY 2022 compared to an increase of \$24,424 in FY 2021. The increases in FY 2022 was due to increased sales tax revenue, more federal COVID-19 relief received, and investments held to pay capital lease obligations. The increase in FY 2021 was due to increased sales tax revenue resulting in more investment and additional receivables at year-end.

Other noncurrent assets increased by \$126,271 in FY 2022 compared to a decrease of \$43,286 in FY 2021. The increase in FY 2022 was mainly due to an unspent portion of bond proceeds pending spending on capital projects. The decrease in FY 2021 was due to spending on capital projects.

As of September 30, 2022, \$2,133 of DART's net position is restricted to satisfy the requirements of an amended lease/leaseback agreement compared to \$3,415 as of September 30, 2021. The unrestricted portion of net position, \$876,952 in FY 2022 and \$526,182 in FY 2021, represents resources available to meet DART's ongoing obligations. The Board committed \$204,617 in FY 2022 and \$102,226 in FY 2021 of the unrestricted net position for Insurance, Financial Reserve, Silver Line Project, and Mobility Assistance and Innovation funds (see note 3). The increases in unrestricted net position of 66 percent (\$350,007) in FY 2022 and 13 percent (\$59,544) in FY 2021 were due to an increase in revenues.



**DALLAS AREA RAPID TRANSIT  
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Statements of Revenues, Expenses, and Changes in Net Position – During FY 2022, DART's activities resulted in an increase in net position of \$267,973, compared to an increase in net position of \$109,386 in FY 2021. The increase in FY 2022 was due to additional grants and increased sales tax revenues. The increase in FY 2021 was due to increased sales tax revenues. The key elements of the changes in net position for the fiscal years ended September 30, 2022 and 2021, are shown in the table below with comparative information for FY 2020.

Summary of Revenues, Expenses, and Changes in Net Position

	FY 2022	FY 2021 (Restated)	FY 2020 (Restated)
Operating revenues			
Passenger revenues	\$33,305	\$28,975	\$42,119
Advertising, rent, and other	13,526	12,090	13,598
Total operating revenues	<u>46,831</u>	<u>41,065</u>	<u>55,717</u>
Operating expenses			
Labor	258,348	256,170	268,436
Benefits	108,482	116,517	108,341
Services	64,145	55,247	55,943
Materials and supplies	47,123	47,344	55,753
Purchased transportation	67,206	57,044	57,079
Depreciation	255,611	251,045	249,778
Utilities	17,702	16,034	16,717
Taxes, leases, and other	5,319	5,649	3,492
Casualty and liability	8,584	5,444	6,266
Total operating expenses	<u>832,520</u>	<u>810,494</u>	<u>821,805</u>
Net operating loss	<u>(785,689)</u>	<u>(769,429)</u>	<u>(766,088)</u>
Non-operating revenues (expenses)			
Sales and use tax revenue	791,839	683,171	616,220
Investment income	12,207	9,704	15,479
Build America Bonds tax credit	21,238	21,286	21,390
Other federal grants	366,818	197,655	294,136
Other non-operating revenues	34,475	37,275	15,156
Interest expense	(189,871)	(143,005)	(151,317)
Street improvements	(6,187)	(5,361)	(14,566)
Other non-operating expenses	(4,547)	(418)	(10,615)
Total net non-operating revenues	<u>1,025,972</u>	<u>800,307</u>	<u>785,883</u>
Income before capital contributions and grants	240,283	30,878	19,795
Capital contributions	27,690	78,508	119,259
Change in net position	267,973	109,386	139,054
Net position, beginning of the year	<u>1,450,941</u>	<u>1,341,555</u>	<u>1,202,501</u>
Net position, end of the year	<u><u>\$1,718,914</u></u>	<u><u>\$1,450,941</u></u>	<u><u>\$1,341,555</u></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, 2022 and 2021 (Dollars in Thousands)**

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REVENUES

The table below summarizes revenues and capital contributions for FY 2022 and 2021 with comparative information for FY 2020:

REVENUES AND CAPITAL CONTRIBUTIONS

Revenues	FY 2022	FY 2021	FY 2020
Passenger revenues	\$33,305	\$28,975	\$42,119
Advertising, rent, and other	13,526	12,090	13,598
Sales and use tax revenue	791,839	683,171	616,220
Other federal grants	366,818	197,655	294,136
Investment income	12,207	9,704	15,479
Capital contributions	27,690	78,508	119,259
Build America Bonds tax credit	21,238	21,286	21,390
Other revenues	34,475	37,275	15,156
Total	\$1,301,098	\$1,068,664	\$1,137,357

Passenger revenue – Passenger revenue includes farebox receipts, monthly and annual pass revenue, paratransit revenue, and special event fares. Passenger revenue increased by 15 percent (\$4,330) in FY 2022, compared to a decrease of 31 percent (\$13,144) in FY 2021. The increase in FY 2022 was due to an increase in ridership. The decrease in FY 2021 was due to a decrease in ridership because of the COVID-19 pandemic.

Advertising, rent, and other – Advertising income includes revenue from advertisements at transit stations, on DART buses, and light rail vehicles. Rental income includes revenue from leases on land along the rail corridor and other properties. Advertising, rent, and other income increased by 12 percent (\$1,436) in FY 2022, compared to a decrease of 11 percent (\$1,508) in FY 2021. The increase in FY 2022 was due to an improvement in the advertising market. The decrease in FY 2021 was due to a decline in the advertising market because of the COVID-19 pandemic.

Sales and use tax revenue – Sales and use tax revenue is a dedicated one percent tax imposed on certain items within DART's member jurisdictions or service area. Sales and use tax revenue increased by 16 percent (\$108,668) in FY 2022, compared to an increase of 11 percent (\$66,951) in FY 2021. The increases in both years were due to an improvement in the local economy. Sales and use tax revenue constituted approximately 61 percent of DART's total revenues and capital contributions in FY 2022, compared to 64 percent in FY 2021.

Other federal grants – Other federal grant revenue increased by 86 percent (\$169,163) in FY 2022, compared to a decrease of 33 percent (\$96,481) in FY 2021. The increase in FY 2022 was due to additional assistance from the federal government in response to the COVID-19 pandemic. The decrease in FY 2021 was due to less federal COVID-19 relief money received than in FY 2020.

Capital contributions – Capital contributions include federal, state, and local grants and contributions. Capital contributions decreased by 65 percent (\$50,818) in FY 2022, compared to a decrease of 34 percent (\$40,751) in FY 2021. The decreases in both years were due to the Silver Line grant being fully drawn down. For the Silver Line commuter rail project, DART received \$80,656 during FY 2020 and \$28,344 during FY 2021 in federal grants, compared to none during FY 2022.

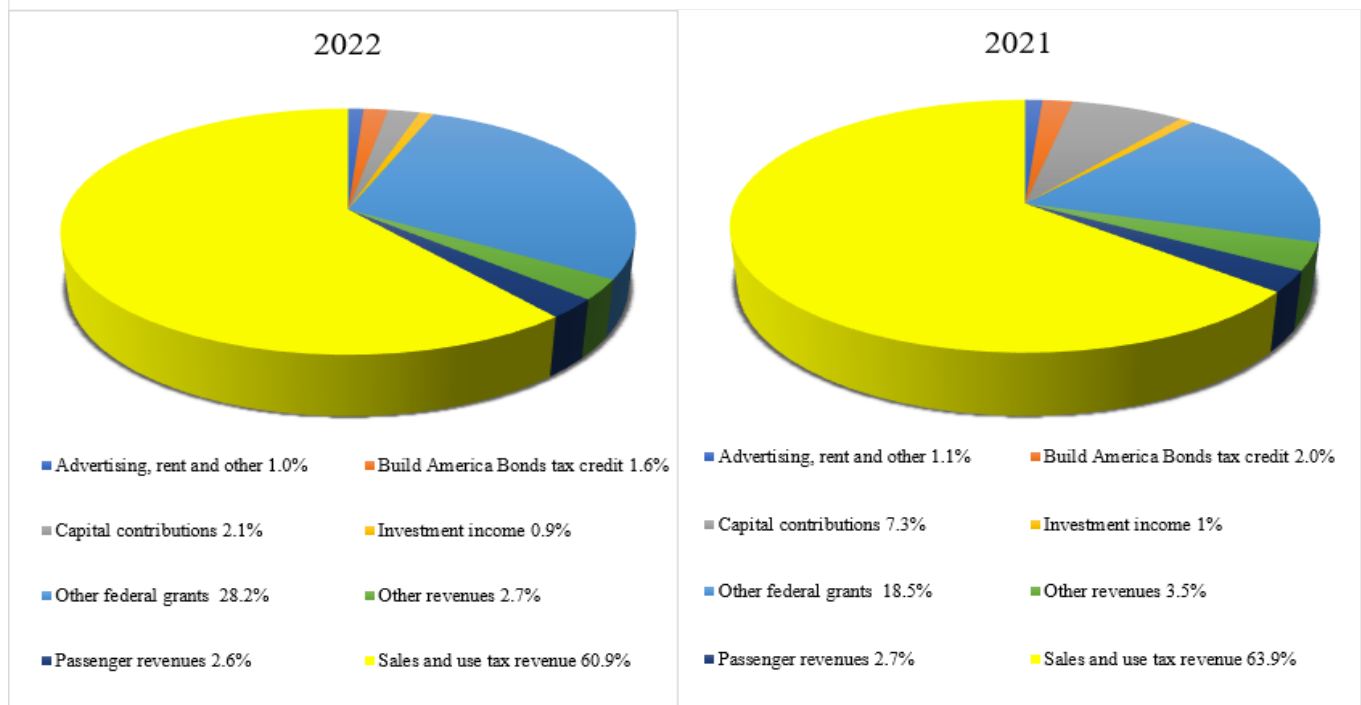
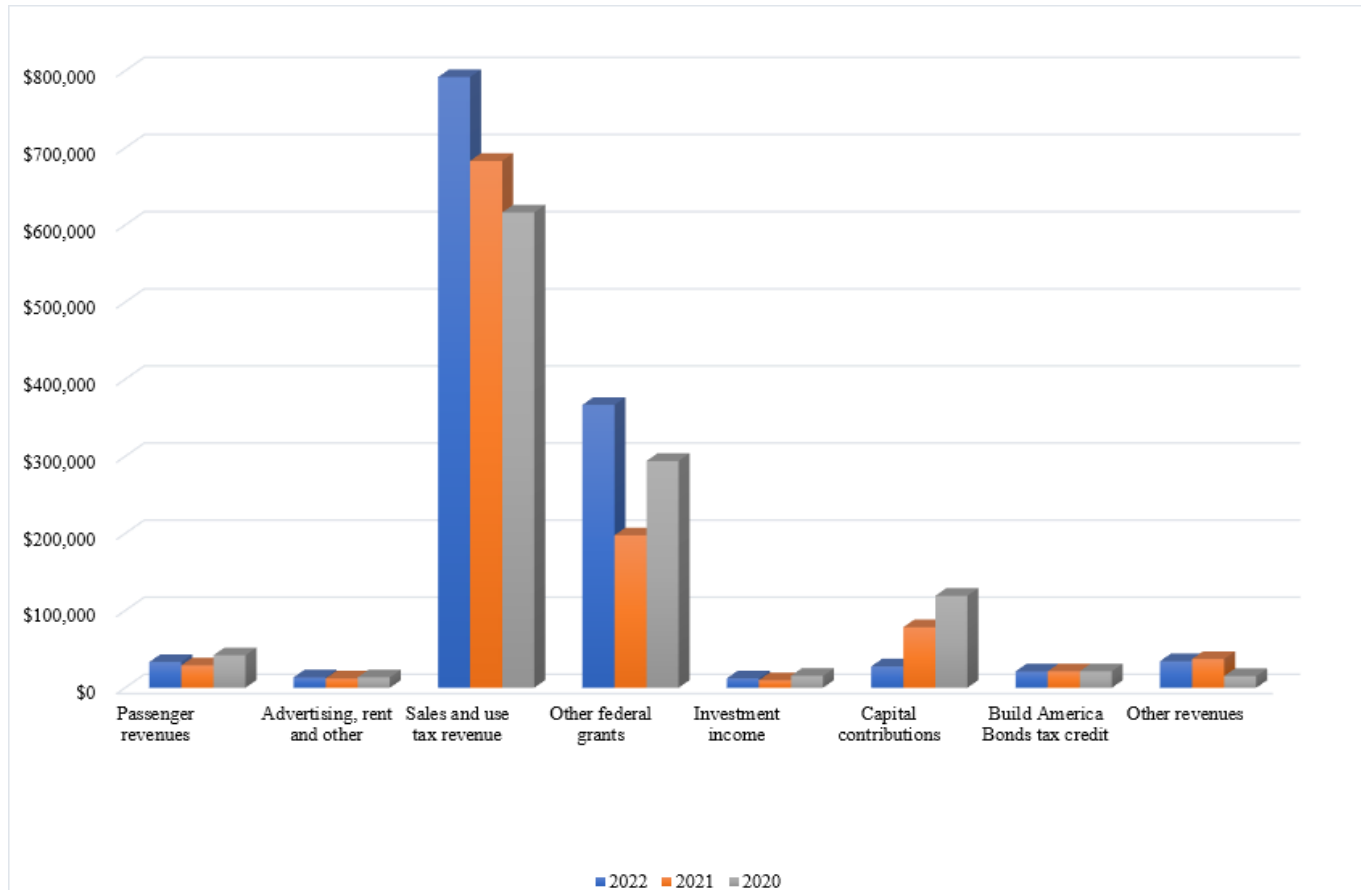
Investment income – Investment income increased by 26 percent (\$2,503) in FY 2022, compared to a decrease of 37 percent (\$5,775) in FY 2021. The changes in both years were due to changes in interest rates and market value of investments.

Build America Bonds tax credit – The Build America Bonds (BABs) tax credit decreased by 0.2 percent (\$48) in FY 2022, compared to a decrease of 0.5 percent (\$104) in FY 2021. The decreases in both years were due to partial refunding of bonds that were eligible for the credit.

Other revenues – Other revenues decreased by eight percent (\$2,800) in FY 2022 compared to an increase of 146 percent (\$22,119) in FY 2021. Other revenues include revenues from billings to Fort Worth Transportation Authority (Trinity Metro) for their share of the Trinity Railway Express (TRE) commuter rail service; billings to the City of Dallas for the streetcar system; billings to the University of Texas at Dallas (UTD) for their share of the UTD shuttle service; gain/loss on disposal of assets and an alternative fuel tax credit. Other revenues decreased during FY 2022 due to a lower alternative fuel tax credit compared to FY 2021, which included prior years' amounts because the legislation allowed the credit retroactively. Other revenues increased during FY 2021 due to receipt of the alternative fuel tax credit, more reimbursement from Trinity Metro due to an increase in TRE operating expenses, and the renewable energy credit.

**DALLAS AREA RAPID TRANSIT  
MANAGEMENT'S DISCUSSION AND ANALYSIS (UNAUDITED)  
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The charts below summarize revenues for FY 2020 through 2022:



**DALLAS AREA RAPID TRANSIT  
MANAGEMENT'S DISCUSSION AND ANALYSIS (UNAUDITED)  
FOR THE YEARS ENDED SEPTEMBER 30, 2022 and 2021 (Dollars in Thousands)**

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EXPENSES

The table below summarizes expenses for FY 2022 and 2021, with comparative information for FY 2020:

EXPENSES BY OBJECT CLASS			
Expenses	FY 2022	FY 2021	FY 2020
Labor	\$258,348	\$256,170	\$268,436
Benefits	108,482	116,517	108,341
Services	64,145	55,247	55,943
Materials and supplies	47,123	47,344	55,753
Purchased transportation	67,206	57,044	57,079
Depreciation and amortization	255,611	251,045	249,778
Utilities	17,702	16,034	16,717
Taxes, leases and other	5,319	5,649	3,492
Casualty and liability	8,584	5,444	6,266
Street improvements	6,187	5,361	14,566
Interest and financing expenses	189,871	143,005	151,317
Other non-operating expense	4,547	418	10,615
Total	<u>\$1,033,125</u>	<u>\$959,278</u>	<u>\$998,303</u>

Labor – Labor expense increased by one percent (\$2,178) in FY 2022, compared to a decrease of five percent (\$12,266) in FY 2021. The slight increase in FY 2022 was due to annual merit and wage increases, retention bonuses, and filling vacant positions. The decrease in FY 2021 was due to a decrease in the number of employees because of voluntary retirement to reduce operating expenses.

Benefits – Benefits decreased by seven percent (\$8,035) in FY 2022, compared to an increase of eight percent (\$8,176) in FY 2021. The decrease in FY 2022 was due to lower workers' compensation claims and health care costs, partially offset by an increase in the defined benefit pension expense due to voluntary retirement during FY 2021. The increase in FY 2021 was due to increases in workers' compensation claims because of a significant number of large claims.

Services – Services include contracted services such as security, vehicles, equipment and right-of-way maintenance, advertising, marketing, computing, communication, legal, government, and environmental services. Services increased by 16 percent (\$8,897) in FY 2022, compared to a decrease of one percent (\$696) in FY 2021. The increase in FY 2022 was due to increased spending related to promotion of the new DART bus network, facilities maintenance and cleaning services, software license and computing services, and consulting services. The decrease in FY 2021 was due to lower credit card processing fees because of fewer credit card payments by customers and lower administrative fees for health care claims.

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 decreased by less than one percent (\$222) in FY 2022, compared to a decrease of 15 percent (\$8,409) in FY 2021. The slight decrease in FY 2022 was due to the compressed natural gas (CNG) fuel hedge program that partially offset the increases in CNG fuel costs because of higher market prices. The decrease in FY 2021 was attributable to the lower market price of CNG fuel and fewer parts needed for bus and light rail vehicle maintenance.

Purchased transportation – Purchased transportation represents the costs of contracted transportation services such as commuter rail, paratransit, GoLink, and shuttle services. Purchased transportation expenses increased by 18 percent (\$10,162) in FY 2022, compared to a decrease of less than one percent (\$35) in FY 2021. The FY 2022 increase was due to an increase in demand for GoLink and paratransit services. The slight decrease in FY 2021 was due to lower usage of vanpool services compared to FY 2020.

Depreciation and amortization – Depreciation and amortization expenses increased by two percent (\$4,566) in FY 2022, compared to an increase of one percent (\$1,267) in FY 2021. The increases in both years were due to additional assets placed in service.

Utilities – Utilities represent the cost of electricity, telecommunications, water, sewer, and natural gas. Utilities increased by 10 percent (\$1,669) in FY 2022, compared to a decrease of four percent (\$683) in FY 2021. The increase in FY 2022 was due to more electricity usage for light rail vehicles because of more hours and miles of service, in addition to more facility usage. The decrease in FY 2021 was due to less electricity usage for light rail vehicles because of fewer hours and miles of service.

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 six percent (\$330) in FY 2022, compared to an increase of 62 percent (\$3,187) in FY 2021. The decrease in FY 2022 was due to lower employee program payments. The increase in FY 2021 included reimbursements to employees for additional work-related costs incurred during the COVID-19 pandemic.

**DALLAS AREA RAPID TRANSIT  
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Casualty and liability – Casualty and liability expenses increased by 58 percent (\$3,140) in FY 2022 and decreased by 13 percent (\$822) in FY 2021. The increase in FY 2022 was due to unfavorable general liability claim experiences and an increase in insurance costs for property and rail liability. The decrease in FY 2021 was due to favorable general liability claim experiences, partially offset by an increase in rail liability insurance premiums.

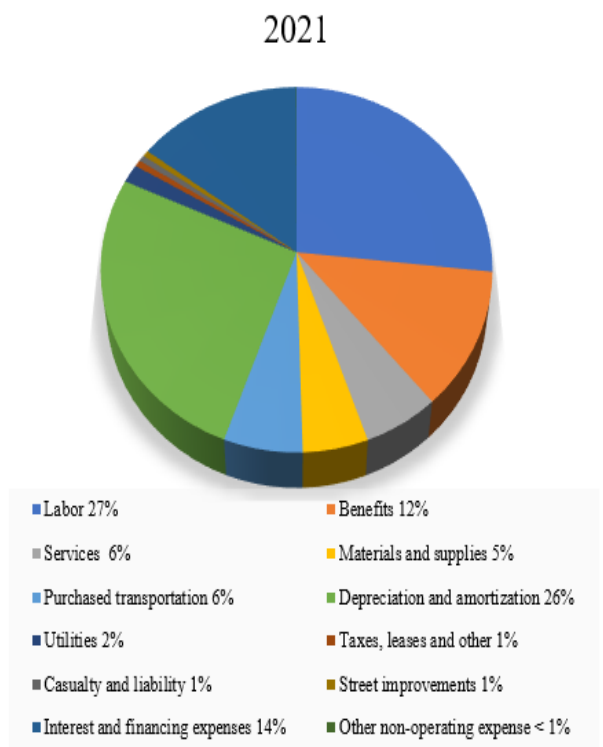
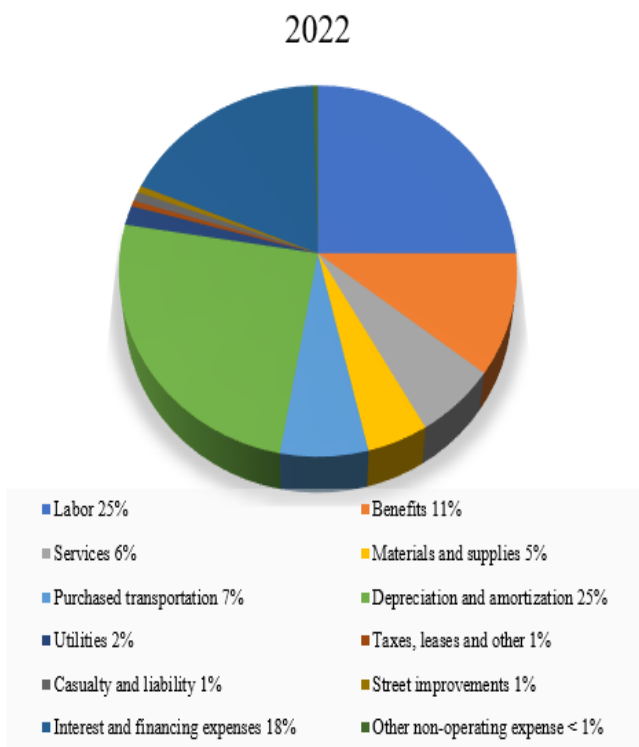
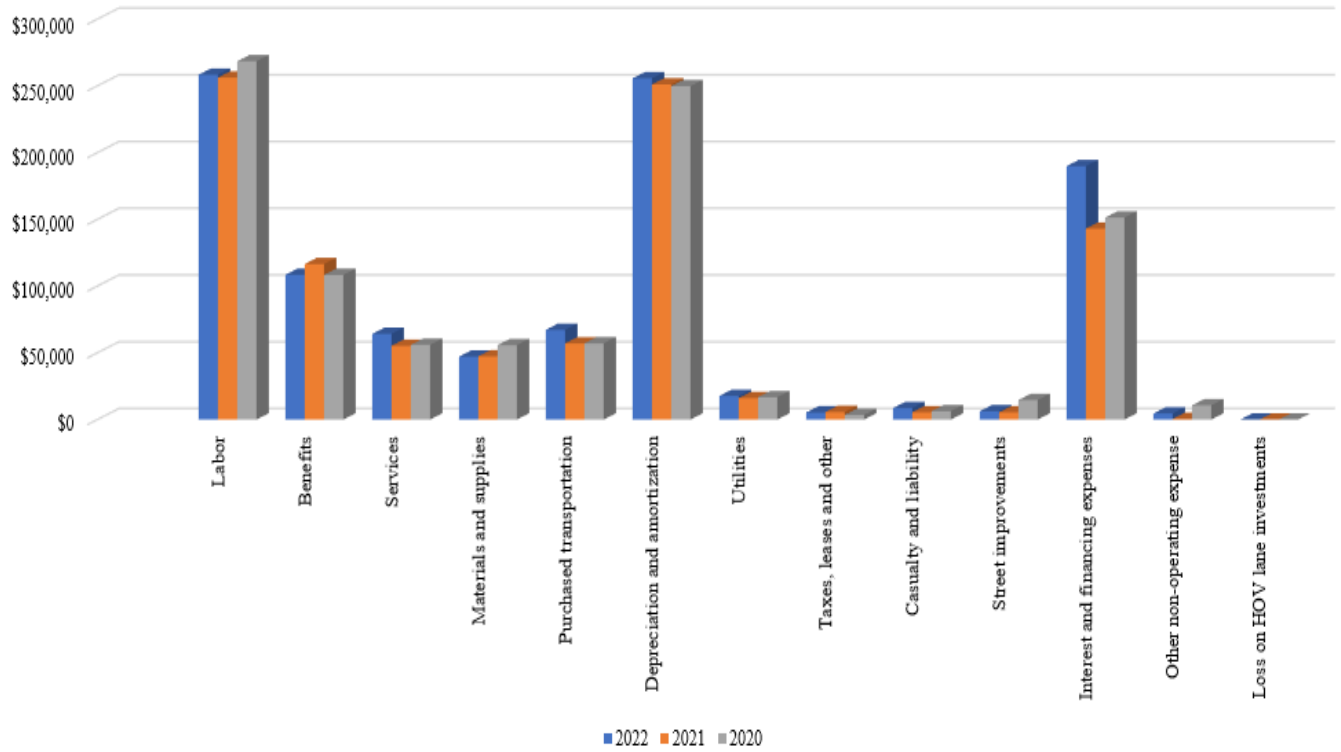
Street improvements – DART provides local assistance to eligible member jurisdictions in the form of technical and financial assistance to reduce traffic congestion and complement bus and public transit operations. Street improvement program costs increased by 15 percent (\$826) in FY 2022, compared to a decrease of 63 percent (\$9,205) in FY 2021. The increase in FY 2022 was due to amounts allocated to DART Service Area municipalities that do not have rail service within their municipal boundaries for costs related to the Transit-Related Improvements Program (TRIP), while the decrease in FY 2021 was due to fewer such requests.

Interest and financing expenses – Interest expenses increased by 33 percent (\$46,866) in FY 2022 and decreased by five percent (\$8,312) in FY 2021. The increase in FY 2022 was due to a write-off of an unamortized refunding difference related to refunded bonds and additional borrowing. The decrease in FY 2021 was due to refunding of some of the existing bonds to lower interest rate bonds, resulting in savings in interest expense.

Other non-operating expenses – Other non-operating expenses increased by 988 percent (\$4,129) in FY 2022, compared to a decrease of 96 percent (\$10,197) in FY 2021. The increase in FY 2022 was due to a pass-through grant reimbursement payment to Trinity Metro. The grant is from the Federal Railroad Administration Consolidated Rail Infrastructure and Safety Improvement Program for positive train control deployment. The decrease during FY 2021 was because the FY 2020 amount included a \$10 million payment to the North Central Texas Council of Governments (NCTCOG) for the transit improvement program. There was no such payment during FY 2021, resulting in a significant decrease in other non-operating expenses.

**DALLAS AREA RAPID TRANSIT  
MANAGEMENT'S DISCUSSION AND ANALYSIS (UNAUDITED)  
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The charts below summarize expenses for FY 2020 through 2022:



**DALLAS AREA RAPID TRANSIT  
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**Expenses by function**

Transportation includes expenses directly related to the operation of bus, light rail, commuter rail, vanpool, paratransit, and DART on-call and shuttle services. These expenses include items such 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, personnel 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 and amortization includes depreciation expense on all depreciable capital assets.

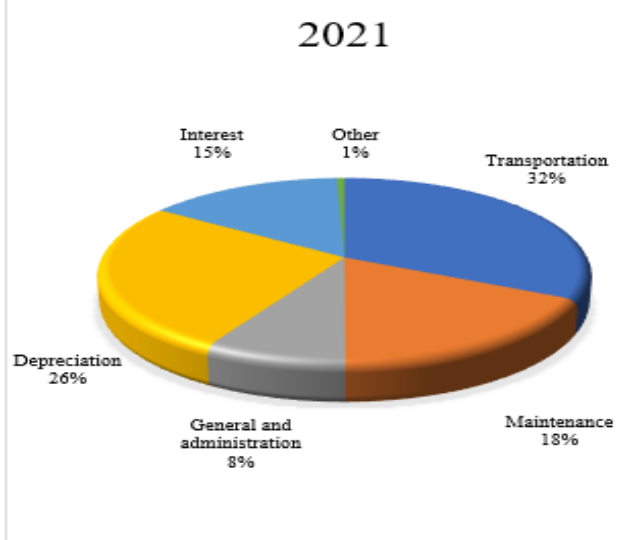
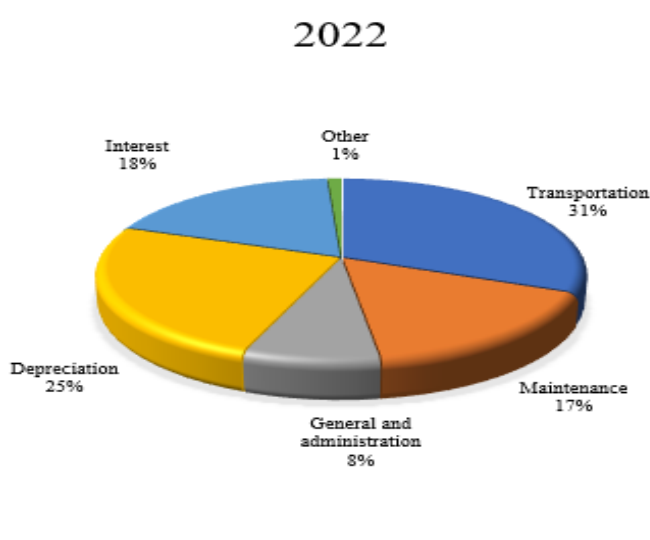
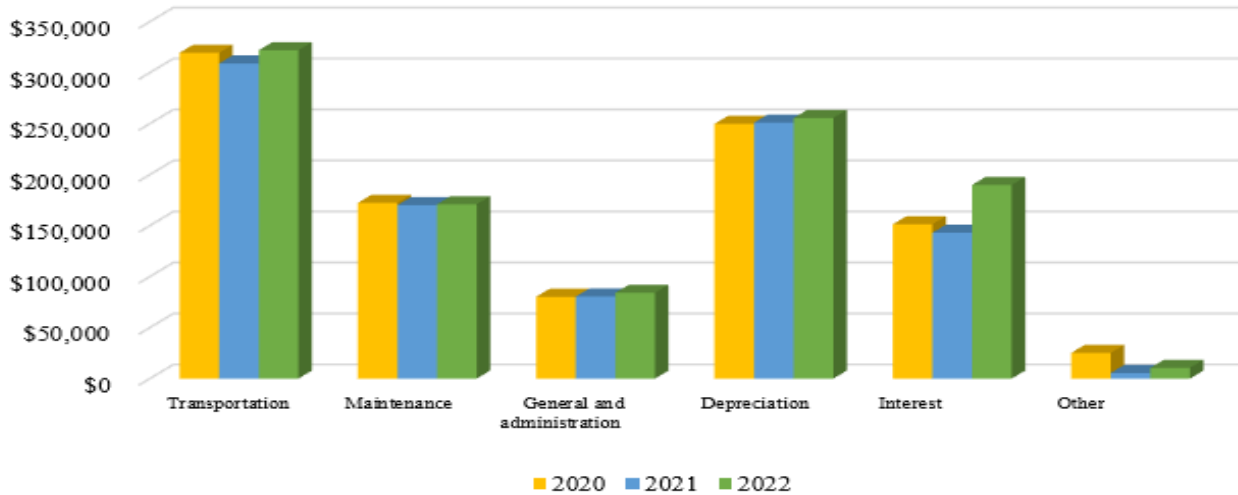
Interest includes interest expense incurred on debt net of capitalized interest.

Other includes non-operating items such as payments for street improvements, transit related improvement programs, and pass-through grants.

EXPENSES BY FUNCTION

	FY 2022	FY 2021	FY 2020
Transportation	\$321,977	\$309,042	\$319,463
Maintenance	170,945	170,126	172,309
General and administration	84,173	80,511	80,255
Depreciation and amortization	255,611	251,045	249,778
Interest	189,871	143,005	151,317
Other	10,548	5,549	25,181
Total	<u>\$1,033,125</u>	<u>\$959,278</u>	<u>\$998,303</u>

**DALLAS AREA RAPID TRANSIT  
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**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, 2022, is \$4,265,769, compared to \$4,219,469 in FY 2021. The net increase in capital assets during FY 2022 is one percent (\$46,301), compared to a similar one percent increase (\$47,511) in FY 2021. The table below summarizes capital assets net of depreciation as of September 30, 2022 and 2021, with comparative information for FY 2020.

Capital Assets (Net of Depreciation)

	FY 2022	FY 2021	FY 2020
Land and rights-of-way	\$618,739	\$618,572	\$618,572
Projects in progress	827,626	658,168	405,380
Transitways	2,082,904	2,220,215	2,324,469
Buildings and improvements	348,718	269,783	292,622
Revenue and non-revenue vehicles and equipment	353,403	417,957	488,167
Furniture, fixtures, and leasehold improvements	34,379	34,774	42,748
<b>Total</b>	<b>\$4,265,769</b>	<b>\$4,219,469</b>	<b>\$4,171,958</b>



**DALLAS AREA RAPID TRANSIT  
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The net increase in both years was due to additional work and spending on capital projects. Additional information on DART's capital assets is shown in note 7.

Outstanding debt – Outstanding debt includes sales tax revenue commercial paper notes, senior lien revenue bonds payable, Transportation Infrastructure Finance and Innovation Act (TIFIA) bonds payable, Railroad Rehabilitation and Improvement Financing (RRIF) bonds payable, and capital lease/leaseback liabilities. As of September 30, 2022, DART had total outstanding debt of \$3,624,607, compared to \$3,331,532 as of September 30, 2021. Outstanding debt increased by nine percent (\$293,075) in FY 2022, compared to an increase of 0.4 percent (\$14,076) in FY 2021.

The table below summarizes DART's total outstanding debt as of September 30, 2022, 2021 and 2020:

	<u>9/30/2022</u>	<u>9/30/2021</u>	<u>9/30/2020</u>
Sales tax revenue commercial paper notes	\$100	\$119,100	\$74,100
Senior lien revenue bonds payable	3,493,375	3,055,360	3,074,810
TIFIA bonds payable	-	35,845	38,124
RRIF bonds payable	50	50	11,706
Capital lease/leaseback liabilities	131,082	121,177	118,716
Total debt	<u>\$3,624,607</u>	<u>\$3,331,532</u>	<u>\$3,317,456</u>

The sales tax revenue commercial paper notes outstanding balance was \$100 as of September 30, 2022, compared to \$119,100 as of September 30, 2021. Commercial paper notes are issued as a senior subordinate lien to sales and use tax revenues and are payable from the one percent sales and use tax receipts and farebox revenues (pledged revenues). The decrease during FY 2022 was due to payment of \$119,000 made on commercial paper notes payable. The increase during FY 2021 was due to additional borrowing to pay for capital project costs.

Senior lien revenue bonds payable are \$3,493,375 as of September 30, 2022, and \$3,055,360 as of September 30, 2021. These senior lien bonds are secured by and payable from the one percent sales and use tax receipts and farebox revenues (pledged revenues). The increase of \$438,015 in FY 2022 was due to additional borrowing. The decrease of \$19,450 in FY 2021 was due to principal payments, partially offset by additional borrowing. 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 the original issuance premium of \$216,577 and \$192,954 as of September 30, 2022 and 2021, respectively.

During FY 2022, DART maintained an AA+ credit rating from Standard and Poor's (S&P), AAA from Kroll Bond Rating Agency (Kroll), and Aa2 from Moody's Investors Service (Moody's) on outstanding long-term debt. In addition, Fitch Ratings (Fitch) maintains an AA- on DART's Series 2007 bonds.

TIFIA bonds payable are \$0 as of September 30, 2022, compared to \$35,845 as of September 30, 2021. The decrease during FY 2022 was due to DART refunding the remaining balance of TIFIA bonds. The decrease during FY 2021 was due to principal payments.

RRIF bonds payable are \$50 as of both September 30, 2022 and 2021. There was no activity in FY 2022 because DART paid off the \$11,706 balance and executed a new RRIF loan agreement to lower the interest rate in FY 2021. Additional principal payments are not due until 2032. Additional information on the RRIF loan is shown in note 17.

Capital lease/leaseback liabilities are \$131,082 and \$121,177 as of September 30, 2022 and 2021, respectively. The increase during both years was due to accrued interest.

Additional information on DART's outstanding debt is shown in notes 13-19.

#### ECONOMIC OUTLOOK

In March 2020, the World Health Organization declared the COVID-19 outbreak a global pandemic. COVID-19 has changed the landscape of just about every facet of the world, and DART is no exception. It has impacted economic activity and financial markets globally and locally. For DART, it resulted in a decrease in ridership, passenger revenues, and sales tax revenues during FY 2020. Ridership decreased by about 29 percent (20.5 million trips), and fare revenue decreased by 29 percent (\$22,331). Sales tax revenue decreased by one percent (\$4,909).

In response, DART reduced its level of service during the second half of FY 2020. DART also offered a voluntary retirement incentive to eligible employees to resize its staffing to the new level of service. During FY 2021, ridership decreased by another 28 percent (14.1 million trips), and passenger revenues decreased by 31 percent (\$13,144) compared to FY 2020. On the positive side, DART received federal COVID-19 relief funding and created health and safety guidelines to mitigate the impact of the disruption on operations. During FY 2022 and 2021, sales tax revenue increased significantly, exceeding expectations. Ridership also started showing improvement, but it is still below pre-pandemic levels. During FY 2022, ridership increased by seven million trips, and passenger revenues increased by 15 percent (\$4.3 million) from FY 2021. Despite the challenges caused by the pandemic, DART is in a strong financial position and is working on increasing bus service hours and frequency while expanding access to on-demand service.

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

**FOR THE YEARS ENDED SEPTEMBER 30, 2022 and 2021 (Dollars in Thousands)**

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The continued spread of the disease represents a significant risk. The extent to which COVID-19 continues to impact DART will depend on future developments, which are still highly uncertain and cannot be predicted. As a result, DART has not yet determined the impact this disruption may have on its financial statements for the year ending September 30, 2023.

Sales and use tax is the largest source of revenue for DART, representing 61 percent of total revenues in FY 2022 and 64 percent in FY 2021. Sales and use tax revenues are affected by changes in the local economy. During FY 2022, DART's sales and use tax revenues increased 16 percent compared to the previous year. Actual sales and use tax revenues in FY 2022 are \$791,839, compared to \$683,171 in FY 2021. The sales and use tax budget for FY 2023 is \$818,936, a 3.4 percent increase from the \$791,839 in actual sales and use tax revenues for FY 2022.

**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, 2022 AND 2021 (Dollars in Thousands)**

	9/30/2022	9/30/2021 (Restated)
<b>ASSETS</b>		
<b>CURRENT ASSETS</b>		
Cash and cash equivalents	\$507,089	\$314,744
Investments	327,116	195,203
Sales and use tax receivable	137,462	121,139
Transit revenue receivable, net	8,195	5,337
Short-term lease receivable	755	741
Due from federal and other governments	24,587	31,518
Materials and supplies inventory, net	34,339	35,454
Prepaid transit expense and other	5,827	5,883
Restricted investments held by trustee for debt service	143,497	129,607
Restricted investments held for advance funding agreements	18,236	27,481
Restricted investments held to pay capital lease/leaseback liabilities	122,559	18
<b>TOTAL CURRENT ASSETS</b>	<b>1,329,662</b>	<b>867,125</b>
<b>NONCURRENT ASSETS</b>		
Restricted investments held as security for capital lease/leaseback liabilities	2,133	3,415
Restricted investments for system expansion and acquisition	228,047	943
Long-term lease receivable	19,575	20,329
Right-of-use asset, net of amortization	2,276	-
Investment in joint venture	6,986	7,946
Capital assets	-	-
Land and rights-of-way	618,739	618,572
Projects in progress	827,626	658,168
Depreciable capital assets, net of depreciation	2,819,404	2,942,729
Restricted investments held to pay capital lease/leaseback liabilities	8,523	121,159
Net other post-employment benefit (OPEB) asset	19,217	6,653
Unamortized bond insurance premium and other	452	493
<b>TOTAL NONCURRENT ASSETS</b>	<b>4,552,978</b>	<b>4,380,407</b>
<b>TOTAL ASSETS</b>	<b>5,882,640</b>	<b>5,247,532</b>
<b>DEFERRED OUTFLOWS OF RESOURCES</b>	<b>66,877</b>	<b>98,137</b>
<b>TOTAL ASSETS AND DEFERRED OUTFLOWS OF RESOURCES</b>	<b>5,949,517</b>	<b>5,345,669</b>

(Continued)

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

**SEPTEMBER 30, 2022 AND 2021 (Dollars in Thousands)**

LIABILITIES	9/30/2022	9/30/2021 (Restated)
<b>CURRENT LIABILITIES</b>		
Accounts payable and accrued liabilities	118,729	96,245
Short-term lease payable	1,188	-
Commercial paper notes payable	100	119,100
Current portion of capital lease/leaseback liabilities	122,559	18
Current portion of repayment due to State Comptroller	-	2,410
Local Assistance Program payable	9,545	6,524
Retainage payable	26,180	24,755
Unearned revenue and other liabilities	52,527	63,906
Accrued interest payable from restricted assets	49,814	47,684
Current portion of bonds payable	77,990	71,355
<b>TOTAL CURRENT LIABILITIES</b>	<b>458,632</b>	<b>431,997</b>
<b>NONCURRENT LIABILITIES</b>		
Accrued liabilities	43,179	38,348
Long-term lease payable	1,544	-
Net pension liability	19,708	38,283
Repayment due to State Comptroller	-	5,702
Senior lien revenue bonds payable	3,632,013	3,177,009
TIFIA bonds payable	-	35,845
Capital lease/leaseback liabilities	8,523	121,159
<b>TOTAL NONCURRENT LIABILITIES</b>	<b>3,704,967</b>	<b>3,416,346</b>
<b>TOTAL LIABILITIES</b>	<b>4,163,599</b>	<b>3,848,343</b>
<b>DEFERRED INFLOWS OF RESOURCES</b>	<b>67,004</b>	<b>46,385</b>
<b>TOTAL LIABILITIES AND DEFERRED INFLOWS OF RESOURCES</b>	<b>4,230,603</b>	<b>3,894,728</b>
<b>NET POSITION</b>		
Net investment in capital assets	746,146	838,658
Restricted for debt service	93,683	81,923
Restricted as security for capital lease/leaseback liabilities	2,133	3,415
Unrestricted	876,952	526,945
<b>TOTAL NET POSITION</b>	<b>\$1,718,914</b>	<b>\$1,450,941</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, 2022 AND 2021 (Dollars in Thousands)**

	FY 2022	FY 2021 (Restated)
OPERATING REVENUES		
Passenger revenues	\$33,305	\$28,975
Advertising, rent, and other	13,526	12,090
TOTAL OPERATING REVENUES	<u>46,831</u>	<u>41,065</u>
OPERATING EXPENSES		
Labor	258,348	256,170
Benefits	108,482	116,517
Services	64,145	55,247
Materials and supplies	47,123	47,344
Purchased transportation	67,206	57,044
Depreciation and amortization	255,611	251,045
Utilities	17,702	16,034
Taxes, leases, and other	5,319	5,649
Casualty and liability	8,584	5,444
TOTAL OPERATING EXPENSES	<u>832,520</u>	<u>810,494</u>
OPERATING LOSS	<u>(785,689)</u>	<u>(769,429)</u>
NON-OPERATING REVENUES (EXPENSES)		
Sales and use tax revenue	791,839	683,171
Investment income	2,284	869
Interest income from investments held to pay capital lease/leaseback	9,923	8,835
Interest expense on capital lease/leaseback	(9,923)	(8,835)
Street improvements	(6,187)	(5,361)
Interest and financing expenses	(179,948)	(134,170)
Build America Bonds tax credit	21,238	21,286
Other federal grants	366,818	197,655
Other non-operating revenues	34,475	37,275
Other non-operating expenses	(4,547)	(418)
NET NON-OPERATING REVENUES	<u>1,025,972</u>	<u>800,307</u>
INCOME (LOSS) BEFORE CAPITAL CONTRIBUTIONS AND GRANTS	<u>240,283</u>	<u>30,878</u>
CAPITAL CONTRIBUTIONS AND GRANTS		
Federal capital contributions	13,551	54,189
State capital contributions	8,552	19,922
Local capital contribution	5,587	4,397
TOTAL CAPITAL CONTRIBUTIONS AND GRANTS	<u>27,690</u>	<u>78,508</u>
CHANGE IN NET POSITION	267,973	109,386
TOTAL NET POSITION – BEGINNING OF YEAR	<u>1,450,941</u>	<u>1,341,555</u>
TOTAL NET POSITION – END OF YEAR	<u>\$1,718,914</u>	<u>\$1,450,941</u>

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

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

**SEPTEMBER 30, 2022 AND 2021 (Dollars in Thousands)**

	FY 2022	FY 2021 (Restated)
<b>CASH FLOWS FROM OPERATING ACTIVITIES</b>		
Receipts from customers	\$41,069	\$39,826
Payments to suppliers of goods and services	(149,503)	(108,192)
Payments to purchased transportation service providers	(63,214)	(56,462)
Payments to employees	(256,904)	(258,715)
Benefit payments on behalf of employees	(120,245)	(136,104)
<b>NET CASH USED BY OPERATING ACTIVITIES</b>	<b>(548,797)</b>	<b>(519,647)</b>
<b>CASH FLOWS FROM NON-CAPITAL FINANCING ACTIVITIES</b>		
Sales and use tax receipts	767,405	662,345
Other federal grants	366,806	197,637
Build America Bonds tax credit	25,861	16,663
Other non-operating receipts	35,381	28,176
Local Assistance Program and street improvements	(3,166)	(4,459)
<b>NET CASH PROVIDED BY NON-CAPITAL FINANCING ACTIVITIES</b>	<b>1,192,287</b>	<b>900,362</b>
<b>CASH FLOWS FROM INVESTING ACTIVITIES</b>		
Interest on investments	5,672	564
Proceeds from sales and maturity of investments	957,726	598,691
Purchase of investments	(1,316,134)	(616,312)
<b>NET CASH USED BY INVESTING ACTIVITIES</b>	<b>(352,736)</b>	<b>(17,057)</b>
<b>CASH FLOWS FROM CAPITAL AND RELATED FINANCING ACTIVITIES</b>		
Acquisition and construction of capital assets	(275,387)	(301,786)
Proceeds from the issuance of commercial paper notes	141,400	479,000
Payment on commercial paper notes	(260,400)	(434,000)
Proceeds from the issuance of sales tax revenue bonds	500,000	-
Proceeds from the issuance of RRIF bonds	-	50
Payment of RRIF bonds	-	(11,706)
Lease principal payments received	2,206	-
Lease interest payments received	1,057	-
Lease principal payments disbursed	(547)	-
Lease interest payments disbursed	(17)	-
Issuer's contribution to debt refunding	-	(5,377)
Principal payment on revenue bonds	(71,355)	(62,689)
Interest and financing expenses	(152,266)	(148,272)
Payment of debt issuance costs	-	(2,803)
Federal capital contributions	16,498	54,539
State and local capital contributions	165	86
Proceeds from the sale of capital assets	237	6
<b>NET CASH USED BY CAPITAL AND RELATED FINANCING ACTIVITIES</b>	<b>(98,409)</b>	<b>(432,952)</b>
<b>NET INCREASE (DECREASE) IN CASH AND CASH EQUIVALENTS</b>	<b>192,345</b>	<b>(69,294)</b>
<b>CASH AND CASH EQUIVALENTS, BEGINNING OF YEAR</b>	<b>314,744</b>	<b>384,038</b>
<b>CASH AND CASH EQUIVALENTS, END OF YEAR</b>	<b>\$507,089</b>	<b>\$314,744</b>

(Continued)

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

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

**SEPTEMBER 30, 2022 AND 2021 (Dollars in Thousands)**

	<u>FY 2022</u>	<u>FY 2021 (Restated)</u>
RECONCILIATION OF OPERATING LOSS TO CASH USED BY OPERATING ACTIVITIES		
CASH FLOWS FROM OPERATING ACTIVITIES		
Net operating loss	\$(785,689)	\$(769,429)
ADJUSTMENTS TO RECONCILE NET OPERATING LOSS TO NET CASH USED IN OPERATING ACTIVITIES		
Depreciation and amortization	255,611	251,045
Changes in assets and liabilities:		
(Increase) decrease in transit receivable	(3,508)	(555)
Decrease (increase) in due from federal and other governments	(187)	(1,247)
Decrease (increase) in materials and supplies inventory	1,115	1,416
Decrease (increase) in prepaid expenses and other current assets	343	(1,398)
Increase (decrease) in net pension liability	(18,575)	(12,742)
Increase (decrease) in defined benefit pension plan deferred inflows of resources	17,542	(356)
Increase (decrease) in lease deferred inflows of resources	19,788	-
(Increase) decrease in lease receivable	(28,075)	-
Increase (decrease) in lease liability	3,859	-
Increase (decrease) in OPEB deferred inflows of resources	4,004	(6,106)
Increase (decrease) in net OPEB liability	-	(5,048)
Increase (decrease) in net OPEB asset	(12,564)	6,653
Increase (decrease) in defined benefit pension plan deferred outflow of resources	-	4,535
Increase (decrease) in OPEB deferred outflows of resources	(2,678)	4,077
Increase (decrease) in accounts payable and accrued liabilities	3,610	4,015
Increase (decrease) in unearned revenue and other liabilities	(3,393)	5,493
NET CASH USED BY OPERATING ACTIVITIES	<u>\$(548,797)</u>	<u>\$(519,647)</u>
 NON-CASH OPERATING, INVESTING, AND FINANCING ACTIVITIES		
Interest income from investments held to pay capital lease/leaseback	\$9,923	\$8,835
Interest expense on capital lease/leaseback	(9,923)	(8,835)
Increase in capital lease/leaseback obligations	9,905	2,460
Increase in investments held to pay capital lease/leaseback	(9,905)	(2,460)
Increase (decrease) in fair value of investments	(6,334)	81
Amortization of premium, discount, bond insurance premium costs, and loss on debt refunding	16,454	22,201
Purchases of capital assets in accounts payable at year-end	53,930	54,926
Change in OPEB deferred outflows of resources	(2,678)	-
Change in due from federal governments – capital contributions	-	350
Change in advance payments received from the state – capital contributions	8,415	19,884
Proceeds from the issuance of sales tax revenue bonds	637,322	279,920
Payment for advance refunding of sales tax revenue bonds	(637,322)	(279,920)

(Concluded)

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

**DALLAS AREA RAPID TRANSIT  
STATEMENTS OF FIDUCIARY NET POSITION  
SEPTEMBER 30, 2022 AND 2021 (Dollars in Thousands)**

	<u>9/30/2022</u>	<u>9/30/2021</u>
<b><u>ASSETS</u></b>		
Cash and cash equivalents	\$7,996	\$15,329
Receivables:		
Notes receivables from participants	12,071	14,556
Other receivables	2,737	-
Employee contribution	-	1,595
Employer contribution	679	1,983
Total receivables	<u>15,487</u>	<u>18,134</u>
Investments:		
Investments at contract value	76,666	84,615
Investments at fair value		
Equity	504,363	498,368
Fixed income	198,256	218,922
Real estate	48,100	50,991
Total investments	<u>827,385</u>	<u>852,896</u>
TOTAL ASSETS	<u>850,868</u>	<u>886,359</u>
<b><u>LIABILITIES</u></b>		
Accounts payable, investment management, accrued benefits, and administrative	1,031	1,401
Accounts payable, investments in-transit	1,377	1,307
TOTAL LIABILITIES	<u>2,408</u>	<u>2,708</u>
NET POSITION RESTRICTED FOR:		
Pensions	791,441	810,529
Other post-retirement benefits	57,019	73,122
TOTAL NET POSITION	<u>\$848,460</u>	<u>\$883,651</u>

**DALLAS AREA RAPID TRANSIT  
STATEMENT OF CHANGES IN FIDUCIARY NET POSITION  
FOR THE YEARS ENDED SEPTEMBER 30, 2022 AND 2021 (Dollars in Thousands)**

	<u>FY 2022</u>	<u>FY 2021</u>
ADDITIONS:		
Investment income:		
Net investment gain (loss)	\$(13,586)	\$70,272
Interest and dividends	40,861	26,237
Investment manager fees	(710)	(1,057)
Total investment income, net	<u>26,565</u>	<u>95,452</u>
Contributions:		
Employer	33,791	38,660
Employee/participant	16,293	21,057
Other	30	23
Total contributions	<u>50,114</u>	<u>59,740</u>
Total additions	<u>76,679</u>	<u>155,192</u>
DEDUCTIONS:		
Benefit payments	110,989	116,567
Administrative expenses	881	597
Total deductions	<u>111,870</u>	<u>117,164</u>
NET INCREASE (DECREASE) IN NET POSITION	(35,191)	38,028
NET POSITION:		
BEGINNING OF YEAR	<u>883,651</u>	<u>845,623</u>
END OF YEAR	<u>\$848,460</u>	<u>\$883,651</u>

*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, 2022 and 2021 (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 are 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 conducts its regular session every two years. Past legislative changes allowed the issuance of lease/leaseback transactions (see note 13), 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 next session of the State Legislature is scheduled to begin in January 2023.

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 solely payable from and secured by the DART sales and use tax revenue, with maturities beyond five years, and issued pursuant to the authority granted at the election. 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 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). Based on voters’ authorization and changes in its enabling legislation, DART issued and sold various bonds shown in notes 14-17.

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. DART’s fiduciary activities are also presented on an accrual basis.

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 rights-of-way for DART. On July 9, 2002, the DART Board authorized the transfer of real estate interest to DART for certain railroad rights-of-way held by RRROW and granted easement rights to RRROW to continue freight rail operations on all of DART’s 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 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 consists of three to five directors, of which DART is the sole corporate member. The DART Board may remove any director from the RRROW Board at any time, with or without cause. 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, LGC – The LGC is a not-for-profit corporation formed on March 6, 2012, under Subchapter D of Chapter 431, Texas Transportation Code, to aid 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. The LGC must comply with all DART policies and, when applicable, with all FTA requirements in performance of its duties.

There are five members on the LGC Board: Chairman of the DART Board; one other DART Board member appointed by the DART Board; and three DART employees recommended by the President & Chief Executive Officer of DART and subject to approval from the DART Board. DART is the sole corporate member of the LGC. The DART Board may remove any member from the LGC Board at any time, with or without cause. Any vacancy on the LGC Board shall be filled by a majority vote of the DART Board. Staff functions for the Corporation are performed by DART employees, as directed by the DART President & Chief Executive Officer. The DART Board may at any time

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

**FOR THE YEARS ENDED SEPTEMBER 30, 2022 and 2021 (Dollars in Thousands)**

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consider and approve a resolution directing the LGC Board 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 reasons outlined in this paragraph. They are both nonprofit corporations in which the agency is the sole corporate member. The 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 DART's existing trackage rights agreements and collecting the related trackage rights fees. DART is legally entitled to or can otherwise access the organization's 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.

Fiduciary Activities – DART implemented GASB Statement No. 84, *Fiduciary Activities*, during FY 2021. This Statement established the criteria for identifying fiduciary activities of state and local governments, and for fiduciary funds that meet the criteria, it requires governments to present the statement of fiduciary net position and a statement of changes in fiduciary net position. The fiduciary financial statements include four fiduciary funds: DART Employees' Defined Benefit Retirement Plan and Trust (DB Plan), DART Other Post-Employment Benefits Plan (OPEB Plan), DART Capital Accumulation Retirement Plan and Trust, and DART Retirement Plan and Trust. These four plans are administered by DART, which may amend plan provisions and is also responsible for the management of plan assets. Each of these four plans is a single-employer plan and each plan's assets are held in trust. The DB Plan is a closed plan, and new employees participate in the DART Retirement Plan and Trust. The balances for the DART Capital Accumulation Retirement and Trust and DART Retirement Plan and Trust are as of December 31, 2021 and 2020, since these plans are reported on a calendar-year basis.

New Accounting Pronouncements – In FY 2022, DART adopted new statements of financial accounting standards issued by GASB:

- Statement No. 87, *Leases*
- Statement No. 92, *Omnibus 2020*
- Statement No. 93, *Replacement of Interbank Offered Rates*
- Statement No. 97, *Certain Component Unit Criteria, and Accounting and Financial Reporting for Internal Revenue Code Section 457 Deferred Compensation Plans—an amendment of GASB Statements No. 14 and No. 84, and a supersession of GASB Statement No. 32*
- Statement No. 99, *Omnibus 2022*

**Statement No. 87**, requires recognition of certain lease assets and liabilities for leases previously classified as operating leases and recognized as inflows or outflows of resources based on the payment provisions of the contract. It establishes a single model for lease accounting based on the foundational principle that leases are financings of the right to use an underlying asset. Under this Statement, a lessee is required to recognize a lease liability and an intangible right-to-use lease asset, and a lessor is required to recognize a lease receivable and a deferred inflow of resources, thereby enhancing the relevance and consistency of information about governments' leasing activities. As a result of implementing this Statement, DART has recognized an additional \$763 in operating revenues. To present comparative numbers with this Statement, prior years' amounts have been restated. The Statements of Net Position, Statements of Revenues, Expenses, and Changes in Net Position, and Statements of Cash Flows shown on pages 16, 17, 18, and 19 and note 27 reflect such restatements.

**Statement No. 92**, addresses practice issues that were identified during implementation and application of certain GASB statements. This Statement addresses a variety of topics including leases, intra entity transfers of assets, assets accumulated for defined benefit postemployment benefits (PEB), fiduciary activities, asset retirement obligations (AROs), reinsurance recoveries, nonrecurring fair value measurements, and derivative instruments. This Statement did not have any impact on DART's financial statements.

**Statement No. 93**, establishes accounting and reporting requirements related to the replacement of LIBOR for hedging derivative instruments and leases. It also identifies appropriate benchmark interest rates for certain hedging derivative instruments. While Statement No. 99 discussed further below offers an extension of LIBOR, it is not applicable to DART. This Statement did not have an impact on DART's financial statements.

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**Statement No. 97**, describes (1) increasing consistency and comparability related to the fiduciary component units when the component unit does not have a governing board and the primary government performs the duties that a governing board typically would perform; (2) mitigate costs associated with the reporting of certain defined contribution pension plans, defined contribution other postemployment benefit (OPEB) plans, and employee benefit plans other than pension plans or OPEB plans as fiduciary component units in fiduciary fund financial statements; and (3) enhance the relevance, consistency, and comparability of the accounting and financial reporting for Internal Revenue Code (IRC) Section 457 deferred compensation plans (Section 457 plans) that meet the definition of a pension plan and for benefits provided through those plans. Since DART’s plans are administered by a trust, this Statement did not have an impact on DART’s financial statements.

**Statement No. 99**, focuses on practice issues that were identified during the implementation and application of certain GASB statements. This Statement addresses a variety of topics including the extension of the use of LIBOR, accounting for Supplemental Nutrition Assistance Program (SNAP) distributions, disclosures of nonmonetary transactions, pledges of future revenues by pledging governments as well as clarification of provisions in Statement No. 34 and terminology updates related to Statements No. 53 and 63. These requirements are effective immediately and had no impact on DART’s financial statements. DART has not yet determined the impact of the remaining requirements of this Statement (see note 25) on the financial statements.

**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 \$507,089 and \$314,744 as of September 30, 2022 and 2021, respectively.

**Investments** – The investment balances, other than investments held to pay lease/leaseback obligations (see note 3), on September 30, 2022 and 2021, 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 uses quoted market prices or other measurements on September 30, 2022 and 2021, as the equivalent of the fair value of investments.

**Material and Supplies Inventory** – An inventory of supplies and parts is maintained at different DART warehouses for use in operations 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 \$5,000 and an estimated useful life of more than 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 are capitalized when incurred. None of these totals was capitalized due to early implementation of GASB Statement No. 89, *Accounting for Interest Cost Incurred before the End of Construction Period*, starting in FY 2020. Donated assets are capitalized at estimated acquisition value on the date of donation. There were no donated capital assets during FY 2022 or 2021.

**Current/Noncurrent Classification** – Liability balances due within one year are classified as current, and balances due after a year are classified as noncurrent. Asset balances reasonably expected to be realized in cash or sold or consumed within a year are classified as current. Asset balances that are restricted as to withdrawal or use for other than current operations, designated for disbursement in the acquisition or construction of noncurrent assets, or segregated for the liquidation of long-term debts are classified as noncurrent.

**Deferred Outflow and Inflow of Resources** – GASB Statement No. 63 took effect for fiscal years beginning after December 15, 2011. This Statement requires the reclassification of any deferred amounts into appropriate categories for all years presented. Deferred outflow of resources represent a consumption of net assets that applies to future periods, while deferred inflow of resources represent a consumption of net position that applies to future periods.

Amounts that make up the balances of deferred outflows and inflows of resources reported in the statements of net position as of September 30, 2022 and 2021, are shown below.

Deferred Outflow of Resources	9/30/2022	9/30/2021
Debt Refunding Difference	\$ 42,542	\$ 76,480
Defined Benefit Pension Plan	10,000	10,000
OPEB Plan	14,335	11,657
Total Deferred Outflow of Resources	<u>\$ 66,877</u>	<u>\$ 98,137</u>
Deferred Inflow of Resources		
Defined Benefit Pension Plan	\$ 17,898	\$ 356
OPEB Plan	29,318	25,315
Leases – Lessors	19,788	20,714
Total Deferred Inflow of Resources	<u>\$ 67,004</u>	<u>\$ 46,385</u>

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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 \$27,690 in federal, state, and local capital contributions during FY 2022, compared to \$78,508 during FY 2021. None of the capital contributions received in either year were based on capital expenditures made during the previous years. In addition to capital contributions, DART also received \$366,818 in FY 2022 in the form of other federal grants, compared to \$197,655 in FY 2021. Included in these amounts are grants substantially related to capital maintenance grants from the federal government. The FY 2022 amount includes \$200,035 from the federal government in the form of a COVID-19 relief grant, compared to \$128,511 during FY 2021.

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.

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 operation of DART's transit service. Sales and use tax revenues, BABs tax credits, 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 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, 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. These estimates include incurred but not reported (IBNR) claims.

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Changes in liabilities in FY 2022 and 2021 for DART’s self-insured programs are as follows:

	Injury, Damage and Personal Liabilities	Workers' Compensation Liabilities	Employee Medical, Dental, and Vision Liabilities*	Total Self- Insurance Liabilities
<b>Beginning Balance, 10/01/2019</b>	<b>\$4,365</b>	<b>\$5,888</b>	<b>\$10,285</b>	<b>\$20,538</b>
Add: Claims and changes in estimates	3,018	5,591	56,239	64,848
Less: Payments	<u>(3,059)</u>	<u>(5,138)</u>	<u>(56,225)</u>	<u>(64,422)</u>
<b>Ending balance, 09/30/2020</b>	<b>4,324</b>	<b>6,341</b>	<b>10,299</b>	<b>20,964</b>
Add: Claims and changes in estimates	457	20,397	53,962	74,816
Less: Payments	<u>(1,559)</u>	<u>(9,158)</u>	<u>(53,770)</u>	<u>(64,487)</u>
<b>Ending balance, 09/30/2021</b>	<b>3,222</b>	<b>17,580</b>	<b>10,491</b>	<b>31,293</b>
Add: Claims and changes in estimates	1,970	14,223	47,936	64,129
Less: Payments	<u>(2,097)</u>	<u>(9,683)</u>	<u>(53,078)</u>	<u>(64,858)</u>
<b>Ending balance, 09/30/2022</b>	<b>3,095</b>	<b>22,120</b>	<b>5,349</b>	<b>30,564</b>
Noncurrent	<u>1,274</u>	<u>17,076</u>	<u>-</u>	<u>18,350</u>
<b>Current portion</b>	<b><u>\$1,821</u></b>	<b><u>\$5,044</u></b>	<b><u>\$5,349</u></b>	<b><u>\$12,214</u></b>

\*DART employees pay their share of medical, dental, and vision claims through biweekly payroll deductions. Employees’ share of medical, dental, and vision claims was \$8,638 during FY 2022, \$8,682 during FY 2021, and \$9,697 during FY 2020. Payment amounts shown in the table above are gross amounts and not netted against employee contributions.

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.

Premiums 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 and inflows of resources related to pensions, pension expense, information about the fiduciary net position of 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.

Other Post-Employment Benefits (OPEB) – For purposes of measuring the net OPEB liability/asset, deferred outflows and inflows of resources related to OPEB, OPEB expense, information about the fiduciary net position of the OPEB Plan, and additions to/deductions from the OPEB Plan’s fiduciary net position have been determined on the same basis as they are reported by the OPEB Plan. For this purpose, benefit payments (including refunds of retiree 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 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.”

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**2. SERVICE AGREEMENTS**

DART has entered several long-term agreements with contractors to provide paratransit, commuter rail, GoLink, and shuttle services. Payments to service providers are recorded as purchased transportation in the accompanying Statements of Revenues, Expenses, and Changes in Net Position.

A summary of major services rendered in FY 2022 and 2021 and the current contract terms, including option periods, is shown as follows:

Contractor's Name	Service Type	Annual Payments		Contract Terms	
		FY 2022	FY 2021	Began	Expires
Herzog Transit Services, Inc.	Commuter rail service	\$28,496	\$24,777	10/1/2015	9/30/2025
MV Transportation, Inc.	Paratransit and mobility services	28,946	26,312	10/1/2012	9/30/2024
Others	Various	9,764	5,955	Various	Various
Total		<u>\$67,206</u>	<u>\$57,044</u>		

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

Cash and investments, including investments held for lease/leaseback liabilities, as of September 30, 2022 and 2021, are classified in the Statements of Net Position as follows:

	9/30/2022	9/30/2021
Cash and cash equivalents	\$507,089	\$314,744
Investments	327,116	195,203
Restricted investments held by trustee for debt service	143,497	129,607
Restricted investments held for advance funding agreements	18,236	27,481
Restricted investments held for system expansion and acquisition	228,047	943
Restricted investments held as security for capital lease/leaseback liabilities	2,133	3,415
Total cash and investments	<u>\$1,226,118</u>	<u>\$671,393</u>

The table below summarizes cash and investments as of September 30, 2022 and 2021:

	9/30/2022	9/30/2021
Cash	\$2,207	\$1,438
Cash equivalents	504,882	313,306
Investments	719,029	356,649
Total cash and investments	<u>\$1,226,118</u>	<u>\$671,393</u>

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

On September 30, 2022, the carrying amount of DART's deposits was \$2,207, compared to \$1,438 on September 30, 2021. Bank balances on September 30, 2022 and 2021, were entirely covered either by the Federal Deposit Insurance Corporation (FDIC) or by collateral held by DART's agent in DART's name.

**Custodial Credit Risk for Deposits** – 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 collateral securities in the possession of an outside party. DART's policy requires that all deposits with financial institutions be collateralized to the extent not protected by the FDIC. 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 (PFIA) 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 PFIA. The table below identifies the investment types authorized by DART's Investment Policy. Securities with a rating of A or better from a nationally recognized rating agency may be purchased. The table also identifies certain provisions of DART's Investment Policy that address interest rate risk, credit risk, and concentration of credit risk.

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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	25%
Repurchase and Reverse Repurchase Agreements	90 days	50%	5%
Money Market Mutual Funds	None	None	None
Commercial Paper	365 days	None	5%
Banker's Acceptance	270 days	None	5%
Certificate of Deposit	None	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 tables below, which show the distribution of DART investments by maturity. Investment maturity is based on call dates when applicable.

Investment Type	Total Amount	Remaining Maturity (in months) as of 9/30/2022		
		12 Months or Less	12 to 24 Months	24 to 60 Months
Federal Agriculture Mortgage Corporation	\$51,079	\$ -	\$ 38,986	\$12,093
Federal Farm Credit Banks	49,208	24,935	24,273	-
Federal Home Loan Bank	55,021	-	29,054	25,967
Federal Home Loan Mortgage Corporation	26,311	9,932	13,811	2,568
Commercial Papers	37,666	37,666	-	-
Total	\$219,285	\$72,533	\$106,124	\$40,628

Investment Type	Total Amount	Remaining Maturity (in months) as of 9/30/2021		
		12 Months or Less	12 to 24 Months	24 to 60 Months
Federal Farm Credit Banks	\$60,083	\$54,989	\$5,094	\$ -
Federal Home Loan Bank	24,974	10,002	14,972	-
Federal Home Loan Mortgage Corporation	16,882	14,096	-	2,786
Commercial Papers	37,999	37,999	-	-
Total	\$139,938	\$117,086	\$20,066	\$2,786

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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 tables below show actual ratings as of September 30, 2022 and 2021, for each investment type. Money market funds listed are SEC-regulated 2a.7 funds.

Investment Type	Rating as of 9/30/2022				Not Rated
	Total Amount	AA+/ Aaa	AAAm	A-1	
Federal Agriculture Mortgage Corporation	\$51,079	\$51,079	\$ -	\$ -	-
Federal Farm Credit Banks	49,208	49,208	-	-	-
Federal Home Loan Bank	55,021	55,021	-	-	-
Federal Home Loan Mortgage Corporation	26,311	26,311	-	-	-
Federally Insured Cash Account*	5,024	-	-	-	5,024
Money Market Funds:					
LOGIC**	592,169	-	592,169	-	-
TexPool***	237,689	-	237,689	-	-
TexasCLASS****	167,765	-	167,765	-	-
Other Money Market Funds	1,979	-	1,979	-	-
Commercial Papers	37,666	-	-	37,666	-
<b>Total</b>	<b>\$1,223,911</b>	<b>\$181,619</b>	<b>\$999,602</b>	<b>\$37,666</b>	<b>\$5,024</b>

Investment Type	Rating as of 9/30/2021				Not Rated
	Total Amount	AA+/ Aaa	AAAm	A-1	
Federal Farm Credit Banks	\$60,083	\$60,083	\$ -	\$ -	\$ -
Federal Home Loan Bank	24,974	24,974	-	-	-
Federal Home Loan Mortgage Corporation	16,882	16,882	-	-	-
Money Market Funds:					
LOGIC**	243,367	-	243,367	-	-
TexPool***	178,410	-	178,410	-	-
TexasCLASS****	101,243	-	101,243	-	-
Other Money Market Funds	6,997	-	1,997	-	5,000
Commercial Papers	37,999	5,000	-	32,999	-
<b>Total</b>	<b>\$669,955</b>	<b>\$106,939</b>	<b>\$525,017</b>	<b>\$32,999</b>	<b>\$5,000</b>

\*Federally Insured Cash Account is offered by StoneCastle Cash Management, LLC, which maintains a full insurance balance of DART's deposit by the FDIC or the National Credit Union Administration (NCUA). DART is listed as the depositor and owner on the account. StoneCastle is a registered investment advisor with the Securities and Exchange Commission and is not a bank or broker-dealer.

\*\*LOGIC (Local Government Investment Cooperative) is an AAAM-rated investment pool tailored to the investment needs of local Texas governments. The Portfolio invests only in A1/P1 commercial paper and government-backed securities (Treasuries/agencies and repurchase agreements) that comply with the PFIA. LOGIC is overseen by a governing board of individuals from participating government entities in the pool. The Portfolio maintains a dollar-weighted average portfolio maturity that does not exceed 60 days calculated in accordance with the 2a-7 or 90 days based on stated maturity of fund investments. The fair value of the LOGIC portfolio is determined using amortized cost.

\*\*\*TexPool is the largest and oldest local government investment pool in Texas. The State Comptroller oversees TexPool, which operates according to PFIA requirements. The weighted average maturities of the pool cannot exceed 60 days. TexPool invests only in investments authorized under the PFIA. The fair value of the TexPool portfolio is also determined using amortized cost.

\*\*\*\*TexasCLASS is a Texas Cooperative Liquid Assets Securities System Trust. It is a participant-controlled trust created in accordance with the PFIA. TexasCLASS investments are rated AAAM by S&P and measured at net asset value (NAV).

On August 5, 2011, S&P, one of three nationally recognized raters of U.S. debt and securities, downgraded the rating of long-term U.S. 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 \$181,619 as of September 30, 2022, compared to \$101,939 as of September 30, 2021, with credit ratings of AA+ by S&P.

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 limits the amount that can be invested in any one issuer as shown in the table on page 28. Investments in any one issuer that represent five percent or more of DART's total investment portfolio as of September 30, 2022 and 2021, are shown below:



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Investment Portfolio as of 9/30/2022		
Investment Type/Issuer	Reported Amount	Percentage of Total Portfolio
LOGIC	\$592,169	48%
TexPool	237,689	16%
TexasCLASS	167,765	15%

Investment Portfolio as of 9/30/2021		
Investment Type/Issuer	Reported Amount	Percentage of Total Portfolio
LOGIC	\$243,367	36%
TexPool	178,410	27%
TexasCLASS	101,243	15%
Federal Farm Credit Banks	60,083	9%
Dallas/Fort Worth (DFW) International Airport	32,998	5%

**Custodial Credit Risk for Investments** – 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, 2022 and 2021, 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.

**Fair Value** – 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, 2022 and 2021.

Fair Value Measurements as of 9/30/2022				
Investment Type	Total Amount	Level 1	Level 2	Level 3
Federal Agriculture Mortgage Corporation	\$51,079	\$ -	\$51,079	\$ -
Federal Farm Credit Banks	49,208	-	49,208	-
Federal Home Loan Bank	55,021	-	55,021	-
Federal Home Loan Mortgage Corporation	26,311	-	26,311	-
Total	<u>\$181,619</u>	<u>\$ -</u>	<u>\$181,619</u>	<u>\$ -</u>

Fair Value Measurements as of 9/30/2021				
Investment Type	Total Amount	Level 1	Level 2	Level 3
Federal Farm Credit Banks	\$60,083	\$ -	\$60,083	\$ -
Federal Home Loan Bank	24,974	-	24,974	-
Federal Home Loan Mortgage Corporation	16,882	-	16,882	-
Total	<u>\$101,939</u>	<u>\$ -</u>	<u>\$101,939</u>	<u>\$ -</u>

**Restricted Investments Held to Pay Capital Lease/Leaseback Liabilities** – As of September 30, 2022, DART had one outstanding lease/leaseback obligation. When DART entered the capital lease/leaseback transactions, it received advance rental payments. DART used a portion of the advance rental payment 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 U.S. 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 that 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. On August 17, 2022, DART exercised its purchase option rights by executing and delivering a Purchase Option Election Notice as allowed by the lease/leaseback agreement.

**DALLAS AREA RAPID TRANSIT  
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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 a 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 \$110,483 more than budgeted for FY 2022, compared to \$97,731 more than budgeted for FY 2021. In addition, the Board authorized the establishment of the Mobility Assistance and Innovation Fund. Should the Financial Reserve exceed \$50 million, excess funds are placed in the Mobility Assistance and Innovation Fund.

An affirmative vote of two-thirds of the Board is required to draw upon the Financial Reserve and Mobility Assistance and Innovation Fund (MAIF). Per current financial standards, the MAIF has some limited restrictions. 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 \$2,133 as of September 30, 2022, compared to \$3,415 as of September 30, 2021.

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, 2022 and 2021, shown as follows:

Assigned for	FY 2022	FY 2021
Self-Insurance	\$23,137	\$23,013
Financial Reserve*	50,001	46,560
Silver Line Project Fund**	20,100	20,206
Mobility Assistance and Innovation Fund***	111,379	12,447
Total	\$ 204,617	\$ 102,226

\*The Financial Reserve amounts shown here are net of \$2,133 as of September 30, 2022, and \$3,415 as of September 30, 2021. These amounts are set aside as collateral security for a certain lease/leaseback obligation.

\*\*On October 25, 2016, the DART Board approved the FY 2017 20-Year Financial Plan, which included an authorization to move \$20.1 million from the Mobility Assistance and Innovation Fund (formerly Capital Reserve) to the Silver Line Project Fund to pay for the Silver Line commuter rail capital project costs.

\*\*\* On May 14, 2019, the DART Board renamed the Capital Reserve Fund as the Mobility Assistance and Innovation Fund by Resolution No. 190053.

**4. FIDUCIARY FUND INVESTMENTS**

*DART Employees’ Defined Benefit Retirement Plan and Trust (DB Plan)*

The DB Plan is a single-employer defined benefit pension plan designed to provide retirement, death, and disability benefits to certain DART employees. This is a closed plan, and new employees are not eligible to participate. The DB Plan is administered by a Plan Committee consisting of five members: two persons appointed by the Chairman of the DART Board, two persons elected by Plan participants, and one person appointed by the President & Chief Executive Officer of DART.

DB Plan Investments – The DB Plan’s investments are stated at fair value. If available, quoted market prices are used to value investments. Shares of mutual funds are valued at the value of shares held by the DB Plan at year end. The fair value of the common collective trust investments and of the other investment funds is estimated by the issuer based on the fair value of the underlying investments.

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

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Credit Risk – Credit risk is the risk that an issuer or other counterparty to an investment will not fulfill its obligations. This risk is measured by the assignment of credit rating by nationally recognized rating agencies such as S&P and Moody’s. The tables below show the rating of the DB Plan’s investments as of September 30, 2022 and 2021.

Investment Type	Total Amount	Credit Rating as of 9/30/2022				
		AA+/AAA	AA	A	< BAA	Not Rated
Fixed Income Investments:						
Agency	\$ 784	\$ 74	\$ 16	\$ 60	\$ 488	\$ 146
Corporate Bonds and Notes	28,767	2,279	455	5,263	16,241	4,529
Mortgage-Backed Securities	5,984	250	52	196	1,678	3,808
U.S. Treasury Bonds and Notes	27,407	22,688	1,155	300	3,188	76
Non-U.S. Government Bonds	5,866	2,935	868	215	1,819	29
	68,808	28,226	2,546	6,034	23,414	8,588
Equity Investments	79,268	-	-	-	-	79,268
Real Estate Funds	30,380	-	-	-	-	30,380
<b>Total</b>	<b>\$ 178,456</b>	<b>\$ 28,226</b>	<b>\$ 2,546</b>	<b>\$ 6,034</b>	<b>\$23,414</b>	<b>\$118,236</b>

Investment Type	Total Amount	Credit Rating as of 9/30/2021				
		AA+/AAA	AA	A	< BAA	Not Rated
Fixed Income Investments:						
Agency	\$ 403	\$ 19	\$ 34	\$ 31	\$ 304	\$ 15
Corporate Bonds and Notes	30,055	2,039	1,174	4,004	22,516	322
Mortgage-Backed Securities	13,653	87	230	209	2,230	10,897
U.S. Treasury Bonds and Notes	22,909	16,790	1,025	1,072	3,982	40
Non-U.S. Government Bonds	8,207	3,148	1,024	1,077	2,936	22
	75,227	22,083	3,487	6,393	31,968	11,296
Equity Investments	95,623	-	-	-	-	95,623
Real Estate Funds	37,232	-	-	-	-	37,232
<b>Total</b>	<b>\$ 208,082</b>	<b>\$ 22,083</b>	<b>\$ 3,487</b>	<b>\$ 6,393</b>	<b>\$31,968</b>	<b>\$144,151</b>

On August 5, 2011, S&P, one of three nationally recognized raters of U.S. debt and securities, downgraded the rating of long-term U.S. 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.

Custodial Credit Risk for Investments – The custodial credit risk for investments is the risk that, in the event of the failure of the counterparty to a transaction, the DB Plan will not be able to recover the value of its investment or collateral securities that are in the possession of another party. Approximately 70.6 percent (\$129,938) of the DB Plan’s net position represents investments in external investment pools and open-ended mutual funds for FY 2022, compared to 69.4 percent (\$144,499) for FY 2021. The existence of these investments is not evidenced by securities that exist in physical form, and therefore, they are not exposed to custodial credit risk. The investments managed by Garcia Hamilton & Associates, Jo Hambro, Earnest Partners, and Seizert Capital Partners, which represent approximately 29.4 percent (\$54,109) of the total net position of the DB Plan for FY 2022, compared to approximately 30.6 percent (\$63,583) for FY 2021, are registered in the name of the DB Plan, and therefore, are not exposed to custodial credit risk.

Concentration of Credit Risk – Concentration of credit risk is the risk of loss attributed to the magnitude of the DB Plan’s investments in a single issuer. In the investment portfolios managed separately, there is no individual investment in any one issuer that represents five percent or more of the DB Plan’s net position (see table of investments on note 3) as of September 30, 2022 or 2021.

**DALLAS AREA RAPID TRANSIT  
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**FOR THE YEARS ENDED SEPTEMBER 30, 2022 and 2021 (Dollars in Thousands)**

Interest Rate Risk – Interest rate risk is the risk that changes in interest rates will adversely affect the fair value of an investment. Generally, the longer the maturities date of an investment, the greater the sensitivity of its fair value to changes in market interest rates. As of September 30, 2022, the DB Plan’s portfolio consisted of 44.4 percent (\$79,268) equity investments, 17 percent (\$30,380) real estate funds, and 38.6 percent (\$68,808) debt securities. As of September 30, 2021, the DB Plan’s portfolio consisted of 49.5 percent (\$103,037) equity investments, 12.2 percent (\$25,328) real estate funds, and 38.3 percent (\$79,717) debt securities. Information about the sensitivity of the fair values of the DB Plan’s investments to market interest rate fluctuation as of September 30, 2022 and 2021, are shown as follows:

Investment Type	Total Amount	Maturity (in months) as of 9/30/2022					Not Applicable
		12 Months or less	13 to 24 Months	25 to 60 Months	More than 60 Months		
<b>Fixed Income Investments:</b>							
Agency	\$ 784	\$1	\$ -	\$ -	\$ 783	\$ -	
Corporate Bonds and Notes	28,767	639	1,863	7,520	17,830	915	
Mortgage-Backed Securities	5,984	53	23	216	5,692	-	
U.S. Treasury Bonds and Notes	27,407	44	5,320	2,047	19,919	77	
Non-U.S. Government Bonds	5,866	481	242	293	4,850	-	
	68,808	1,218	7,448	10,076	49,074	992	
Equity Investments	79,268	-	-	-	-	79,268	
Real Estate Funds	30,380	-	-	-	-	30,380	
<b>Total</b>	<b>\$178,456</b>	<b>\$1,218</b>	<b>\$7,448</b>	<b>\$10,076</b>	<b>\$49,074</b>	<b>\$110,640</b>	

Investment Type	Total Amount	Maturity (in months) as of 9/30/2021					Not Applicable
		12 Months or less	13 to 24 Months	25 to 60 Months	More than 60 Months		
<b>Fixed Income Investments:</b>							
Agency	\$ 403	\$ -	\$ -	\$ 8	\$ 395	\$ -	
Corporate Bonds and Notes	30,055	672	1,938	5,924	19,804	1,717	
Mortgage-Backed Securities	13,653	18	3	250	13,381	1	
U.S. Treasury Bonds and Notes	22,909	469	6,443	4,455	10,106	1,436	
Non-U.S. Government Bonds	8,207	1,183	479	547	5,998	-	
	75,227	2,342	8,863	11,184	49,684	3,154	
Equity Investments	95,623	-	-	-	-	95,623	
Real Estate Funds	37,232	-	-	-	-	37,232	
<b>Total</b>	<b>\$208,082</b>	<b>\$2,342</b>	<b>\$8,863</b>	<b>\$11,184</b>	<b>\$49,684</b>	<b>\$136,009</b>	

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. Some of the DB Plan’s investments were in international mutual funds, but the mutual funds are denominated in U.S. dollars and are not exposed to foreign currency risk.

Fair Value – The plan 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 and are valued using future projected cash flows. DART has the following fair value measurements as of September 30, 2022 and 2021:

Investment Type	Fair Value Measurements as of 9/30/2022			
	Total Amount	Level 1	Level 2	Level 3
Agency	\$ 784	\$ -	\$784	\$ -
Corporate Bonds and Notes	28,767	-	28,767	-
Mortgage-Backed Securities	5,984	-	5,984	-
U.S. Treasury Bonds and Notes	27,407	-	27,407	-
Non-U.S. Government Bonds	5,866	-	-	5,866
Equity Investments	79,268	79,268	-	-
Real Estate Funds	30,380	-	-	30,380
<b>Total</b>	<b>\$178,456</b>	<b>\$79,268</b>	<b>\$62,942</b>	<b>\$36,246</b>

**DALLAS AREA RAPID TRANSIT  
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**FOR THE YEARS ENDED SEPTEMBER 30, 2022 and 2021 (Dollars in Thousands)**

Fair Value Measurements as of 9/30/2021

Investment Type	Total			
	Amount	Level 1	Level 2	Level 3
Agency	\$ 403	\$ -	\$403	\$ -
Corporate Bonds and Notes	30,055	-	30,055	-
Mortgage-Backed Securities	13,653	-	13,653	-
U.S. Treasury Bonds and Notes	22,909	-	22,909	-
Non-U.S. Government Bonds	8,207	-	-	8,207
Equity Investments	95,623	95,623	-	-
Real Estate Funds	37,232	-	-	37,232
Total	<u>\$208,082</u>	<u>\$95,623</u>	<u>\$67,020</u>	<u>\$45,439</u>

*Other Post-Employment Benefits (OPEB) Plan*

The OPEB Plan is a single-employer defined benefit plan that provides health care and life insurance to 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 10 years of service to DART. Participants of the defined contribution pension plan will be eligible at age 60 with a minimum of 10 years of service to DART. The OPEB Plan is administered by DART and does not issue stand-alone financial reports.

**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 investments. DART established the OPEB Plan investment policy and can amend it as needed. There was no amendment of the OPEB investment policy during FY 2022.

**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. All the OPEB Plan's investments were invested in mutual funds, which by design provide ownership of shares within the fund and are not exposed to interest rate risk.

**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 tables below show actual ratings as of September 30, 2022 and 2021, for each investment type.

Credit Ratings as of 9/30/2022

Investment Type	Total Amount	Credit Ratings as of 9/30/2022						Cash or Not Rated
		AAA/m	AAA/Aaa	AA/Aa	A	BBB/Baa	< BBB/Baa	
Cash and cash equivalent	\$3,587	\$3,587	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Equity	33,844	-	-	-	-	-	-	33,844
Fixed income	20,441	-	8,717	769	2,026	4,314	1,530	3,085
	<u>\$57,872</u>	<u>\$3,587</u>	<u>\$8,717</u>	<u>\$769</u>	<u>\$2,026</u>	<u>\$4,314</u>	<u>\$1,530</u>	<u>\$36,929</u>

Credit Ratings as of 9/30/2021

Investment Type	Total Amount	Credit Ratings as of 9/30/2021						Cash or Not Rated
		AAA/m	AAA/Aaa	AA/Aa	A	BBB/Baa	< BBB/Baa	
Cash and cash equivalent	\$2,816	\$2,816	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Equity	45,928	-	-	-	-	-	-	45,928
Fixed income	25,453	-	9,000	1,048	3,056	5,671	2,217	4,461
	<u>\$74,197</u>	<u>\$2,816</u>	<u>\$9,000</u>	<u>\$1,048</u>	<u>\$3,056</u>	<u>\$5,671</u>	<u>\$2,217</u>	<u>\$50,389</u>

**Concentration of Credit Risk** – Concentration of credit risk is the risk of loss attributed to the magnitude of the OPEB Plan's investment in a single issuer. All the OPEB Plan's investments were invested in mutual funds, which by design provide ownership of shares within the fund and are not exposed to concentration of credit risk.

**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 the OPEB Plan's investments were invested in mutual funds, which by design provide ownership of shares within the fund and are not exposed to custodial credit risk.

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

**FOR THE YEARS ENDED SEPTEMBER 30, 2022 and 2021 (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. Some of the OPEB Plan’s investments were invested in international mutual funds, but the mutual funds are denominated in U.S. dollars and are not exposed to foreign currency risk.

**Fair Value** – 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, 2022 and 2021:

Fair Value Measurements as of 9/30/2022				
Investment Type	Total Amount	Level 1	Level 2	Level 3
Cash and cash equivalent	\$3,587	\$3,587	\$ -	\$ -
Mutual Funds – Equity	33,844	33,844	-	-
Mutual Funds – Fixed Income	20,441	20,441	-	-
Total	<u>\$57,872</u>	<u>\$57,872</u>	<u>\$ -</u>	<u>\$ -</u>

Fair Value Measurements as of 9/30/2021				
Investment Type	Total Amount	Level 1	Level 2	Level 3
Cash and cash equivalent	\$2,816	\$2,816	\$ -	\$ -
Mutual Funds – Equity	45,928	45,928	-	-
Mutual Funds – Fixed Income	25,453	25,453	-	-
Total	<u>\$74,197</u>	<u>\$74,197</u>	<u>\$ -</u>	<u>\$ -</u>

*DART Capital Accumulation Plan and Trust (the Plan)*

The Plan is a single-employer defined contribution retirement plan designed to provide retirement benefits to all full-time DART employees. Participants should refer to the Plan Document for more detailed information.

The Plan is administered by a retirement committee of at least five persons appointed by DART’s President & Chief Executive Officer. DART has an agreement whereby the Trustee receives Plan contributions and allocates such contributions to the appropriate fund managers, as directed by the plan participants. Investment income of each fund is credited to each participant’s account at the end of each day based on the account’s relative percentage in each fund to total net position available for Plan benefits in each fund prior to credit for such income. During the 2021 and 2020 plan years, participants directed their contributions among the following investment funds.

**Credit Risk** – Credit risk is the risk that an issuer or other counterparty to an investment will not fulfill its obligations. This is measured by the assignment of ratings by nationally recognized rating agencies such as S&P and Moody’s. The tables below show the ratings of the underlying investments of the investment funds held by the plan as of December 31, 2021 and 2020.

Credit Rating as of 12/31/2021						
Investment Type	Total Amount	Aa+/ Aaa	Aa	A	Baa	Not Rated
Short-Term Investments and Bonds	\$58,076	\$37,056	\$3,574	\$12,027	\$3,779	\$1,640
Balanced (Bonds and Stocks)	105,024	-	-	-	-	105,024
Domestic Equity (Stocks)	105,351	-	-	-	-	105,351
International Equity (Stocks)	22,970	-	-	-	-	22,970
Total Investments	<u>\$291,421</u>	<u>\$37,056</u>	<u>\$3,574</u>	<u>\$12,027</u>	<u>\$3,779</u>	<u>\$234,985</u>

Credit Rating as of 12/31/2020						
Investment Type	Total Amount	Aa+/ Aaa	Aa	A	Baa	Not Rated
Short-Term Investments and Bonds	\$65,511	\$41,171	\$5,805	\$13,110	\$5,425	\$ -
Balanced (Bonds and Stocks)	94,196	-	-	-	-	94,196
Domestic Equity (Stocks)	94,656	-	-	-	-	94,656
International Equity (Stocks)	22,276	-	-	-	-	22,276
Total Investments	<u>\$276,639</u>	<u>\$41,171</u>	<u>\$5,805</u>	<u>\$13,110</u>	<u>\$5,425</u>	<u>\$211,128</u>

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

**FOR THE YEARS ENDED SEPTEMBER 30, 2022 and 2021 (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, the Plan will not be able to recover the value of its investment or collateral securities that are in the possession of another party. All the Plan’s investments are in open-ended mutual funds and a common collective trust fund. The existence of these investments is not evidenced by securities that exist in physical book entry form and therefore, they are not exposed to custodial credit risk.

Concentration of Credit Risk – Concentration of credit risk is the risk of loss attributed to the magnitude of the Plan’s investments in a single issuer. All the investments held for the Plan are in mutual funds or a common collective trust fund.

Interest Rate Risk – Interest rate risk is the risk that changes in 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. The Plan’s balanced and equity investments portfolio was 80.1 percent (\$233,345) as of December 31, 2021, compared to 76.3 percent (\$211,128) as of December 31, 2020. Short-term investments and bonds were 19.9 percent (\$58,076) in 2021, compared to 23.7 percent (\$65,511) in 2020. Information about the sensitivity of the fair values of the Plan’s investments to market interest rate fluctuation as of December 31, 2021 and 2020, is shown below.

Investment Type	Maturity in Years as of 12/31/2021							
	Total Amount	<1 Year	1-5 Years	5-10 Years	10-20 Years	20-30 Years	>30 Years	N/A
Short-Term Investments and Bonds	\$58,076	\$4,947	\$34,122	\$13,794	\$1,662	\$3,551	\$ -	\$ -
Balanced (Bonds and Stocks)	105,024	-	-	-	-	-	-	105,024
Domestic Equity (Stocks)	105,351	-	-	-	-	-	-	105,351
International Equity (Stocks)	22,970	-	-	-	-	-	-	22,970
<b>Total</b>	<b>\$291,421</b>	<b>\$4,947</b>	<b>\$34,122</b>	<b>\$13,794</b>	<b>\$1,662</b>	<b>\$3,551</b>	<b>\$ -</b>	<b>\$233,345</b>

Investment Type	Maturity in Years as of 12/31/2020							
	Total Amount	<1 Year	1-5 Years	5-10 Years	10-20 Years	20-30 Years	>30 Years	N/A
Short-Term Investments and Bonds	\$65,511	\$3,587	\$42,425	\$13,984	\$1,602	\$3,676	\$237	\$ -
Balanced (Bonds and Stocks)	94,196	-	-	-	-	-	-	94,196
Domestic Equity (Stocks)	94,656	-	-	-	-	-	-	94,656
International Equity (Stocks)	22,276	-	-	-	-	-	-	22,276
<b>Total</b>	<b>\$276,639</b>	<b>\$3,587</b>	<b>\$42,425</b>	<b>\$13,984</b>	<b>\$1,602</b>	<b>\$3,676</b>	<b>\$237</b>	<b>\$211,128</b>

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. Some of the Plan’s investments were invested in international mutual funds, but the mutual funds are denominated in U.S. dollars and are not exposed to foreign currency risk.

Fair Value – The Plan 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. Level 3 inputs are significant unobservable inputs. The tables below show the fair value measurements of the underlying investments of the investment funds held by the plan as of December 31, 2021 and 2020.

Investment Type	Fair Value Measurements as of 12/31/2021			
	Total Amount	Level 1	Level 2	Level 3
Short-Term Investments and Bonds	\$24,904	\$24,904	-	-
Balanced (Bonds and Stocks)	105,024	105,024	-	-
Domestic Equity (Stocks)	105,351	105,351	-	-
International Equity (Stocks)	22,970	22,970	-	-
<b>Total</b>	<b>\$258,249</b>	<b>\$258,249</b>	<b>\$ -</b>	<b>\$ -</b>

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NOTES TO FINANCIAL STATEMENTS**

**FOR THE YEARS ENDED SEPTEMBER 30, 2022 and 2021 (Dollars in Thousands)**

Fair Value Measurements as of 12/31/2020				
Investment Type	Total Amount	Level 1	Level 2	Level 3
Short-Term Investments and Bonds	\$27,513	\$27,513	-	-
Balanced (Bonds and Stocks)	94,196	94,196	-	-
Domestic Equity (Stocks)	94,656	94,656	-	-
International Equity (Stocks)	22,276	22,276	-	-
<b>Total</b>	<b>\$238,641</b>	<b>\$238,641</b>	<b>\$ -</b>	<b>\$ -</b>

*DART Retirement Plan and Trust (the Plan)*

The Plan is a single-employer defined contribution retirement plan designed to provide retirement benefits to all full-time DART employees. Participants should refer to the Plan Document for more detailed information.

The Plan is administered by a retirement committee of eight members appointed by the President & Chief Executive Officer of DART. DART has the right to amend this Plan to the extent it may deem advisable, provided that no such amendment shall impair or adversely affect the right of any participant that has matured, and no such amendment shall increase the duties or responsibilities of the Trustee without its consent given in writing. Although the employer has not expressed any intent to discontinue the Plan, it reserves the right in its sole discretion to terminate the Plan. In such event, each participant shall have a non-forfeitable right in 100 percent of their account balance.

The assets of the Plan are held in the DART Retirement Plan and Trust. Except for the Vanguard Retirement Savings Trust, which is held at contract value, the Plan's investments are stated at fair value. Below is a summary of the Plans investment reflecting different risks.

**Credit Risk** – Credit risk is the risk that an issuer or other counterparty to an investment will not fulfill its obligations. This is measured by the assignment of ratings by nationally recognized rating agencies such as S&P and Moody's. The tables below show the ratings of the underlying investments of the investment funds held by the plan as of December 31, 2021 and 2020.

Investment Type	Total Amount	Credit Rating as of 12/31/2021				
		Aa+/Aaa	Aa	A	Baa	Not Rated
Short-Term Investments and Bonds	\$127,597	\$89,198	\$5,870	\$20,435	\$9,896	\$ 2,198
Domestic Equity (Stocks)	108,671	-	-	-	-	108,671
International Equity (Stocks)	49,235	-	-	-	-	49,235
Real Estate Funds	17,720	-	-	-	-	17,720
<b>Total Investments</b>	<b>\$303,223</b>	<b>\$89,198</b>	<b>\$5,870</b>	<b>\$20,435</b>	<b>\$9,896</b>	<b>\$177,824</b>

Investment Type	Total Amount	Credit Rating as of 12/31/2020				
		Aa+/Aaa	Aa	A	Baa	Not Rated
Short-Term Investments and Bonds	\$137,346	\$93,487	\$8,686	\$21,606	\$13,567	\$ -
Domestic Equity (Stocks)	96,710	-	-	-	-	96,710
International Equity (Stocks)	48,979	-	-	-	-	48,979
Real Estate Funds	13,759	-	-	-	-	13,759
<b>Total Investments</b>	<b>\$296,794</b>	<b>\$93,487</b>	<b>\$8,686</b>	<b>\$21,606</b>	<b>\$13,567</b>	<b>\$159,448</b>

**Custodial Credit Risk** – 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 Plan will not be able to recover the value of its investment or collateral securities that are in the possession of another party. All the Plan's investments are in open-ended mutual funds and a common collective trust fund. The existence of these investments is not evidenced by securities that exist in physical book entry form and therefore, they are not exposed to custodial credit risk.

**Concentration of Credit Risk** – Concentration of credit risk is the risk of loss attributed to the magnitude of the Plan's investments in a single issuer. All the investments held for the Plan are in mutual funds or a common collective trust fund.



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Interest Rate Risk – Interest rate risk is the risk that changes in 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. The Plan’s equity and real estate investments portfolio was 56.2 percent (\$163,881) as of December 31, 2021, compared to 53.7 percent (\$159,448) as of December 31, 2020. Debt securities were 43.8 percent (\$127,597) as of December 31, 2021, compared to 46.3 percent (\$137,346) as of December 31, 2020. Information about the sensitivity of the fair values of the Plan’s investments to market interest rate fluctuation as of December 31, 2021 and 2020, is shown below:

Investment Type	Maturity in Years as of 12/31/2021							N/A
	Total Amount	<1 Year	1-5 Years	5-10 Years	10-20 Years	20-30 Years	>30 Years	
Short-Term Investments and Bonds	\$127,597	\$6,801	\$83,709	\$25,982	\$3,142	\$7,963	\$ -	\$ -
Domestic Equity (Stocks)	108,671	-	-	-	-	-	-	108,671
International Equity (Stocks)	49,235	-	-	-	-	-	-	49,235
Real Estate Funds	17,720	-	-	-	-	-	-	17,720
<b>Total</b>	<b>\$303,223</b>	<b>\$6,801</b>	<b>\$83,709</b>	<b>\$25,982</b>	<b>\$3,142</b>	<b>\$7,963</b>	<b>\$ -</b>	<b>\$175,626</b>

Investment Type	Maturity in Years as of 12/31/2020							N/A
	Total Amount	<1 Year	1-5 Years	5-10 Years	10-20 Years	20-30 Years	>30 Years	
Short-Term Investments and Bonds	\$137,346	\$5,079	\$94,521	\$26,260	\$2,867	\$8,217	\$402	\$ -
Domestic Equity (Stocks)	96,710	-	-	-	-	-	-	96,710
International Equity (Stocks)	48,979	-	-	-	-	-	-	48,979
Real Estate Funds	13,759	-	-	-	-	-	-	13,759
<b>Total</b>	<b>\$296,794</b>	<b>\$5,079</b>	<b>\$94,521</b>	<b>\$26,260</b>	<b>\$2,867</b>	<b>\$8,217</b>	<b>\$402</b>	<b>\$159,448</b>

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. Some of the Plan’s investments were invested in international mutual funds, but the mutual funds are denominated in U.S. dollars and are not exposed to foreign currency risk.

Fair Value – The plan 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. Level 3 inputs are significant unobservable inputs. DART has the following fair value measurements as of December 31, 2021 and 2020:

	Fair Value Measurement as of 12/31/2021			
	Total Amount	Level 1	Level 2	Level 3
Short-Term Investments and Bonds	\$84,103	\$84,103	-	-
Domestic Equity (Stocks)	108,671	108,671	-	-
International Equity (Stocks)	49,235	49,235	-	-
Real Estate Funds	17,720	17,720	-	-
<b>Total</b>	<b>\$259,729</b>	<b>\$259,729</b>	<b>\$ -</b>	<b>\$ -</b>

	Fair Value Measurement as of 12/31/2020			
	Total Amount	Level 1	Level 2	Level 3
Short-Term Investments and Bonds	\$90,729	\$90,729	-	-
Domestic Equity (Stocks)	96,710	96,710	-	-
International Equity (Stocks)	48,979	48,979	-	-
Real Estate Funds	13,759	13,759	-	-
<b>Total</b>	<b>\$250,177</b>	<b>\$250,177</b>	<b>\$ -</b>	<b>\$ -</b>

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5. RESTRICTED ASSETS

As security for its 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 *Restricted 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 debt proceeds which will be used to fund capital expenditures. DART entered three advance funding agreements with the Texas Department of Transportation and received money for construction of three parking lots. DART also entered an interlocal agreement with the City of Dallas to plan and design a modern streetcar system for the City 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.

DART issues short-term debt (commercial paper notes) and long-term debt (bonds) as needed to pay for capital project costs. Due to unavoidable timing differences between the time when debt is issued and when the capital project cost is paid, unspent debt proceeds are held in investments. Such amounts are shown as *Restricted investments held for system expansion and acquisition* in the Statements of Net Position.

DART also entered 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, 2022, DART has set aside \$2,133, compared to \$3,415 as of September 30, 2021, for this purpose. These amounts are shown as *Restricted investments held as security for capital lease/leaseback liabilities* in the Statements of Net Position.

6. 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 linear single-track 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 and Trinity Metro have jointly contributed the capital for seven rehabilitated locomotives, two new locomotives, 10 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.

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7. CAPITAL ASSETS

Changes in capital assets for the year ended September 30, 2022 are shown as follows:

	Beginning 10/1/2021	Additions	Disposals	Net Transfers/ Adjustments	Ending 9/30/2022
Non-Depreciable Assets					
Land and right-of-way	\$ 618,572	\$ -	\$ (32)	\$ 199	\$ 618,739
Capital projects in progress	658,168	301,022	-	(131,564)	827,626
Total non-depreciable assets	1,276,740	301,022	(32)	(131,365)	1,446,365
Depreciable Assets					
Transitways	4,094,332	-	-	3,096	4,097,428
Buildings and improvements	757,095	-	(687)	117,119	873,527
Revenue and non-revenue vehicles and equipment	1,308,483	-	(7,503)	(5,897)	1,295,083
Furniture, fixtures, and leasehold improvements	132,584	-	(8,936)	17,047	140,695
Total depreciable assets	6,292,494	-	(17,126)	131,365	6,406,733
Less accumulated depreciation					
Transitways	1,874,117	140,407	-	-	2,014,524
Buildings and improvements	487,312	38,184	(687)	-	524,809
Revenue and non-revenue vehicles and equipment	890,526	58,648	(7,494)	-	941,680
Furniture, fixtures, and leasehold improvements	97,810	17,412	(8,906)	-	106,316
Total accumulated depreciation	3,349,765	254,651	(17,087)	-	3,587,329
Depreciable assets, net	2,942,729	(254,651)	(39)	131,365	2,819,404
Total capital assets	\$4,219,469	\$46,371	\$ (71)	\$ -	\$4,265,769

Changes in capital assets for the year ended September 30, 2021 are shown as follows:

	Beginning 10/1/2020	Additions	Disposals	Net Transfers/ Adjustments	Ending 9/30/2021
Non-Depreciable Assets					
Land and right-of-way	\$ 618,572	\$ -	\$ -	\$ -	\$ 618,572
Capital projects in progress	405,380	297,611	-	(44,823)	658,168
Total non-depreciable assets	1,023,952	297,611	-	(44,823)	1,276,740
Depreciable Assets					
Transitways	4,059,781	-	-	34,551	4,094,332
Buildings and improvements	755,314	-	(105)	1,888	757,097
Revenue and non-revenue vehicles and equipment	1,310,486	-	(2,824)	820	1,308,482
Furniture, fixtures, and leasehold improvements	128,009	-	(2,990)	7,564	132,583
Total depreciable assets	6,253,590	-	(5,919)	44,823	6,292,494
Less accumulated depreciation					
Transitways	1,735,312	138,806	-	-	1,874,118
Buildings and improvements	462,692	24,725	(105)	-	487,312
Revenue and non-revenue vehicles and equipment	822,319	71,031	(2,824)	-	890,526
Furniture, fixtures, and leasehold improvements	85,261	15,534	(2,986)	-	97,809
Total accumulated depreciation	3,105,584	250,096	(5,915)	-	3,349,765
Depreciable assets, net	3,148,006	(250,096)	(4)	44,823	2,942,729
Total capital assets	\$4,171,958	\$47,515	\$ (4)	\$ -	\$4,219,469

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

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 as of September 30, 2022 and 2021, are as follows:

Description	FY 2022	FY 2021
Accounts payable and accrued liabilities		
Payroll	\$ 11,108	\$ 12,742
Accrued paid time off (PTO), vacation, and sick leave	27,717	26,491
Self-insurance liabilities	30,564	31,385
Other operating liabilities	38,560	33,721
Total operating expense related	107,949	104,339
Non-operating expense and capital related	53,959	30,254
Total accounts payable and accrued liabilities	161,908	134,593
Noncurrent	43,179	38,348
Current	<u>\$118,729</u>	<u>\$96,245</u>

The State Comptroller collects the one percent 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 as of September 30, 2022 and 2021, are as follows:

Description	FY 2022	FY 2021
Beginning balance	\$8,112	\$9,787
Additions	-	-
Payments	(8,112)	(1,675)
Ending balance	-	8,112
Noncurrent	-	5,702
Current	<u>\$ -</u>	<u>\$2,410</u>

DART has paid off the outstanding repayments due in FY 2022.

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

Changes in accrued PTO, vacation, and sick leave as of September 30, 2022 and 2021, are as follows:

Description	FY 2022	FY 2021
Beginning balance	\$26,491	\$29,906
Additions	2,779	2,113
Payments	(1,553)	(5,528)
Ending balance	27,717	26,491
Noncurrent	24,830	23,559
Amounts due in one year	<u>\$ 2,887</u>	<u>\$ 2,932</u>

**DALLAS AREA RAPID TRANSIT  
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**FOR THE YEARS ENDED SEPTEMBER 30, 2022 and 2021 (Dollars in Thousands)**

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 interlocal agreements, DART allocated a percentage of its annual sales and use tax collections for LAP. Eligible member jurisdictions received 15 percent of the estimated sales and use taxes collected within that jurisdiction, except Irving, which received 7.5 percent. Dallas, University Park, and Highland Park were not eligible. LAP 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.
- ii. Changes in Local Assistance Program payable for the two years ended September 30, 2022 and 2021 are as follows:

Description	2022	2021
Beginning balance	\$24	\$24
Payments	(24)	-
Ending balance	\$ -	\$24

- iii. In January 2017, DART created the Transit-Related Improvement Program (TRIP). This program provides alternative mobility benefits to eligible non-rail cities by funding 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 percent 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. DART gives particular consideration and weight to projects that enhance transportation modes provided by DART, public transit safety, ridership, or efficiency anywhere in the DART Service Area, and innovative approaches to public transportation. TRIP will end on September 30, 2025. Under TRIP, DART paid \$2,425 to eligible non-rail cities during FY 2022, compared to \$1,992 paid during FY 2021.

11. LEASES – LESSOR

DART as a lessor enters various lease contracts related to land, buildings, and equipment. Lease terms are negotiated on an individual basis and contain a wide range of terms and conditions. At the commencement of a lease, DART initially measures the lease receivable at the present value of payments expected to be received during the lease term. Subsequently, the lease receivable is reduced by the principal portion of lease payments received. The deferred inflow of resources is initially measured as the initial amount of the lease receivable, adjusted for lease payments received at or before the lease commencement date. Subsequently, the deferred inflow of resources is recognized as revenue over the life of the lease term.

Key estimates and judgements related to leases include how DART determines (1) the discount rate it uses to discount the expected lease receipts to present value, (2) the lease term, and (3) lease receipts. DART uses its incremental borrowing rate as the discount rate for leases. The lease term includes the non-cancelable period of the lease. Lease payments included in the measurement of the lease receivable are composed of fixed payments from the lessee, variable payments from the lessee that are fixed in substance or that depend on an index or a rate, residual value guarantee payments from the lessee that are fixed in substance, and any lease incentives payable to the lessee. Lease information where DART acts as a lessor is as follows. DART did not incur any inflows related to its lease activities related to residual value guarantees or lease termination penalties.

The table below shows the inflows of resources recognized during FY 2022.

Leased Asset	Inflows of Resources	Interest Revenue	Total
Land	\$168	\$ 52	\$ 220
Building	7	12	19
Equipment	752	365	1,117
Total Leased Assets	\$927	\$429	\$1,356

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The table below shows the minimum principal and interest lease receivable requirements for its leasing activities with a remaining term in excess of one year as of September 30, 2022.

Year Ended 9/30	Beginning Receivable Balance	Principal	Interest	Total Minimum Payments	Ending Receivable Balance
2022	\$21,070	\$740	\$438	\$1,178	\$20,330
2023	\$20,330	\$755	\$424	\$1,179	\$19,575
2024	19,575	774	409	1,183	18,801
2025	18,801	768	395	1,163	18,033
2026	18,033	776	380	1,156	17,257
2027	17,257	790	365	1,155	16,467
2028 – 2032	16,467	3,914	1,588	5,502	12,553
2033 – 2037	12,553	3,489	1,200	4,689	9,064
2038 – 2042	9,064	2,520	877	3,397	6,544
2043 – 2047	6,544	2,493	614	3,107	4,051
2048 – 2052	4,051	2,707	327	3,034	1,344
2053 – 2057	1,344	851	86	937	493
2058 – 2062	493	103	46	149	390
2063 – 2067	390	34	41	75	356
2068 – 2072	356	37	38	75	319
2073 – 2077	319	42	33	75	277
2078 – 2082	277	46	29	75	231
2083 – 2087	231	52	23	75	179
2088 – 2092	179	58	17	75	121
2093 – 2097	121	64	10	74	57
2098 – 2101	57	57	3	60	-
TOTAL		<u>\$20,330</u>	<u>\$6,905</u>	<u>\$27,235</u>	

Certain lease agreements contain terms of variable payments that depend on percentage rent based on revenue or on a price index. As a result, the lease receivable is modified during the term of the lease. Possible future increases in variable lease payments are considered as part of the lease receivable until effective. At that time, the lease receivable is reassessed, and the deferred inflows of resources are adjusted. The inflow of resources not previously included in the measurement of future minimum lease payments was \$297 as of September 30, 2022.

**12. LEASES – LESSEE**

DART as a lessee enters non-cancelable lease contracts related to buildings and equipment. DART recognizes lease liabilities with an initial, individual value of \$5,000 or more. At the commencement of a lease, DART measures the lease liability at the present value of payments expected to be made during the lease term. Subsequently, the lease liability is reduced by the principal portion of lease payments made. The lease asset is initially measured as the initial amount of the lease liability, adjusted for lease payments made at or before the lease commencement date, plus certain initial direct costs.

Subsequently, the lease asset is amortized on a straight-line basis over the shorter of the lease term or its useful life. Key estimates and judgements related to leases include how DART determines (1) the discount rate it uses to discount the expected lease payments to present value, (2) the lease term, and (3) lease payments. DART uses its estimated incremental borrowing rate as the discount rate for leases. The lease term includes the non-cancelable period of the lease. Lease payments included in the measurement of the liability are composed of fixed payments, variable payments fixed in substance or that depend on an index or a rate, the purchase option price DART is reasonably certain to exercise, lease incentives receivable from the lessor, and any other payments that are reasonably certain of being required based on an assessment of all relevant factors. Lease terms are negotiated on an individual basis and contain a wide range of terms and conditions. Lease information where DART acts as a lessee is as follows. DART did not incur any outflows related to its lease activities related to residual value guarantees, lease termination penalties, or losses due to impairment.

**DALLAS AREA RAPID TRANSIT  
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The table below shows changes in finance lease assets for the year ended September 30, 2022:

	Beginning 10/1/2021	Additions	Disposals	Net Transfers/ Adjustments	Ending 9/30/2022
Right-of-use assets					
Buildings	\$2,354	\$192	-	-	\$2,546
Equipment	76	254	-	-	330
Total right-of-use assets	2,430	446	-	-	2,876
Less accumulated amortization					
Buildings	-	559	-	-	559
Equipment	-	41	-	-	41
Total accumulated amortization	-	600	-	-	600
Total right-of-use assets, net	\$2,430	\$(154)	-	-	\$2,276

The table below shows the minimum principal and interest lease payment requirements for its leasing activities with a remaining term in excess of one year as of September 30, 2022.

Year Ended 9/30	Beginning Liability Balance	Additions	Principal	Interest	Total Minimum Payments	Ending Liability Balance
2022	\$2,430	\$248	\$547	\$17	\$564	\$2,131
2023	\$2,131	\$-	\$587	\$17	\$604	\$1,544
2024	1,544	-	599	12	611	945
2025	945	-	500	8	508	445
2026	445	-	149	5	154	296
2027	296	-	151	3	154	145
2028 – 2032	145	-	145	4	149	-
TOTAL			\$2,131	\$ 49	\$2,180	

Certain lease agreements contain terms of variable payments that depend on a price index, fees, utilities, usage, and miscellaneous expenses. As a result, the lease payable is modified during the term of the lease. Possible future increases in variable lease payments are considered as part of the lease payable until effective. At that time, the lease payable is reassessed, and the right-of-use asset is adjusted. The outflow of resources not previously included in the measurement of future minimum lease payments was \$21 as of September 30, 2022.

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

DART has entered lease transactions in which certain capital assets are leased to investors (headlease) and simultaneously leased back (sublease). As of September 30, 2022 and 2021, DART has only one outstanding lease/leaseback obligation. Under this transaction, 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 headlease and sublease have been recorded as a capital lease/leaseback for accounting purposes. The table below shows the DART capital lease/leaseback transaction outstanding as of September 30, 2022.

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
09/28/2000	28 light rail cars	\$91,000	\$91,000	\$84,000	\$7,000	01/02/2023	12/15/2023

The sublease provides DART with an opportunity, at its sole discretion, to repurchase equipment on specified dates. As these dates approach, DART will complete a financial analysis to determine if it is financially beneficial to repurchase the equipment. At this point, DART anticipates it will exercise the repurchase option at the specified date and has reflected this option in the amortization.

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The table below shows the net book value of the light rail cars under the lease/leaseback agreement as of September 30, 2022 and 2021.

Lease Date	Property	Net book value as of 9/30/2022	Net book value as of 9/30/2021
09/28/2000	28 light rail cars	\$6,748	\$9,798

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 sublease 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, 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:

	FY 2022	FY 2021
Amounts due within one year	\$122,559	\$18
Amounts due in more than one year	8,523	121,159
Total	<u>\$131,082</u>	<u>\$121,177</u>

The lease/leaseback transaction has specific performance requirements for DART when the financial rating of the Payment Undertaker insurer falls below a specified level. During FY 2010, the credit rating of the financial institution insuring DART's lease/leaseback transaction was downgraded below levels specified in the lease/leaseback agreement. As a result, DART entered an amended agreement to reset the acceptable credit rating at or above BBB. DART also entered an additional equity security agreement that requires it to set aside certain investments as security. As of September 30, 2022, DART has set aside \$2,133 for this purpose, compared to \$3,415 as of September 30, 2021. These amounts are shown as *Restricted investments held as security for capital lease/leaseback liabilities* in the Statements of Net Position. As of September 30, 2022, DART has only one outstanding lease/leaseback obligation. Changes in the capital lease/leaseback obligations for the two years ended September 30, 2022 and 2021, are shown below:

Description	FY 2022	FY 2021
Beginning balance	\$121,177	\$118,716
Accrued interest	9,923	8,835
Payments	(18)	(6,374)
Ending balance	<u>\$131,082</u>	<u>\$121,177</u>

The table below shows future minimum sublease payments as of September 30, 2022, for the outstanding lease capital lease/leaseback transaction.

Year Ending September 30	Minimum Sublease Payments
2023	\$126,629
2024	8,663
Total minimum sublease payments due under capital lease/leaseback	135,292
Less: amount representing interest	(4,210)
Present value of minimum sublease payments	<u>\$131,082</u>

**14. 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** – In June 2014, the DART Board approved a new Commercial Paper Self-Liquidity Program that allowed 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 plus 90 days interest calculated at an interest rate of 12 percent 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 no more than \$35 million of the commercial paper notes mature within five days. In September 2018, the DART Board authorized the reduction of the Commercial Paper Self-Liquidity Program from \$200 million to \$125 million for the purpose of reducing the coverage requirement. During FY 2022 and 2021, DART has complied with the requirements of the self-liquidity program.



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As of September 30, 2022, DART had no outstanding commercial paper notes payable and a \$125 million unused line of credit under the Commercial Paper Self-Liquidity Program, compared to \$20 million outstanding as of September 30, 2021.

Bank-Backed Commercial Paper Program – In November 2018, the DART Board authorized the establishment of a Bank-Backed Commercial Paper Program in the amount of \$125 million for interim financing of capital projects. DART entered a revolving credit agreement with JPMorgan Chase Bank, N.A. that allows DART to issue up to \$125 million in bank-backed commercial paper notes. Under this program, the Bank provides a liquidity facility that constitutes 270 days of interest at 10 percent on the maximum available principal of \$125 million, calculated based on actual number of days and a 365-day year. As of September 30, 2022, DART has an unused line of credit of \$125 million under this bank-backed program, compared to a \$41 million unused line of credit and \$84 million in outstanding commercial paper notes as of September 30, 2021.

Commercial Paper Extendable Program – In November 2018, the DART Board approved a Commercial Paper Extendable Program that allows DART to issue up to \$125 million in commercial paper notes not to exceed 270 days outstanding and backed by the faith and credit of DART. As of September 30, 2022 and 2021, DART had an unused line of credit of \$125 million and zero outstanding commercial paper notes under the extendable program.

Commercial paper notes are from direct placements and are issued in blocks for terms from 1-270 days and recorded as current liabilities on the Statements of Net Position. The average interest rate on outstanding commercial paper was 0.1 percent as of September 30, 2022, and 0.09 percent as of September 30, 2021.

Changes in the commercial paper notes for the years ended September 30, 2022 and 2021, are shown below.

<u>Description</u>	<u>FY 2022</u>	<u>FY 2021</u>
Beginning balance	\$119,100	\$ 74,100
Additions	141,400	479,000
Retirement	<u>(260,400)</u>	<u>(434,000)</u>
Ending balance	<u>\$100</u>	<u>\$119,100</u>

DART has pledged sales and use tax and farebox revenues (pledged revenue) as security for commercial paper notes. The amount of the pledge is equal to the remaining debt service requirements for these obligations. Commercial paper notes have subordinate liens to pledged revenue. Senior lien revenue bonds, TIFIA bonds, and RRIF bonds have senior liens to pledged revenues. No assets have been pledged as collateral to secure commercial paper notes except for money accumulated in the Subordinate Lien Debt Service Fund, which has matured as of September 30, 2022, and was \$119 as of September 30, 2021. The Master Debt Resolution, which can be found in its entirety at [www.dart.org](http://www.dart.org) or by contacting our Chief Financial Officer at our corporate address, establishes the provisions, terms, and conditions of, and the security for, DART's bonds, notes, and credit agreements. The Master Debt Resolution contains a provision that in the event of a default, the trustee shall transfer all future gross sales tax revenues and apply them to debt service payments based on the times, order, and priority set forth in the Master Debt Resolution. In the event of a default, the Master Debt Resolution also contains a provision that no right of acceleration shall be granted unless that right is extended to holders and payees of all outstanding bond and credit agreement obligations.

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15. 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 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 Rate (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
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 (b)	Oct. 2014	379,480	12/11/14	2.00%	5.00%	12/1/17	12/1/36	12/1/25	12/1/24
2014B (b)	Nov. 2014	46,555	12/11/14	5.00%	5.30%	12/1/33	12/1/43	12/1/36 and 12/1/43	12/1/33 and 12/1/39
2015 (c)	Nov. 2015	117,470	12/15/15	2.06%	2.30%	12/1/16	12/1/27	Not applicable	
2016A (d)	Nov. 2015	482,530	02/18/16	5.00%	5.00%	12/1/26	12/1/48	12/1/25	12/1/25
2016B (e)	Mar. 2016	228,900	09/21/16	3.00%	5.00%	12/1/19	12/1/38	12/1/27	12/1/26
2019 (f)	Feb. 2019	301,095	04/08/19	5.00%	5.00%	12/1/24	12/1/35	12/1/30	12/1/29
2020A (g)	Dec. 2019	130,470	03/26/20	1.25%	5.00%	12/1/21	12/1/50	Not applicable	
2020B (h)	Dec. 2019	32,060	09/02/20	5.00%	5.00%	12/1/21	12/1/23	Not applicable	
2020C (i)	Dec. 2019	115,220	03/26/20	0.895%	2.816%	12/1/20	12/1/42	Not applicable	
2020D (j)	Nov. 2020	281,090	11/18/20	0.0247%	3.039%	06/1/21	12/1/42	Not applicable	
2021A (k)	Dec. 2021	576,355	12/01/21	2.034%	4.00%	06/1/22	12/1/48	Not applicable	
2021B (l)	Dec. 2021	448,965	12/01/21	3.00%	5.00%	12/1/40	12/1/51	Not applicable	

- (a) The Series 2007 bond issuance included \$328,235 to partially refund Series 2001 and 2002 bonds.
- (b) The Series 2014A and 2014B bonds were issued to refund Series 2007 and 2008 bonds totaling \$453,125.
- (c) The Series 2015 bonds 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 a tax-exempt rate of 2.06% on 12/01/2016.
- (d) The Series 2016A bonds were issued to refund a portion of Series 2008 bonds totaling \$512,370.
- (e) The Series 2016B bonds were issued to refund a portion of Series 2007, 2008, and 2009A bonds totaling \$252,440.
- (f) The Series 2019 bonds were issued to refund a portion of Series 2009B bonds totaling \$362,645.
- (g) The Series 2020A bonds were issued to refund a portion of TIFIA bonds totaling \$58,389 and to finance capital projects.
- (h) The Series 2020B bonds were issued to refund a portion of Series 2010A bonds totaling \$34,700.
- (i) The Series 2020C bonds were issued to refund a portion of Series 2012 bonds totaling \$105,835.
- (j) The Series 2020D bonds were issued to refund a portion of Series 2014A and 2014B bonds with total face value of \$235,435.
- (k) The Series 2021A bonds were issued to refund a portion of Series 2014A and 2014B bonds with a total face value of \$515,950.
- (l) The Series 2021B bonds were issued to refund a portion of TIFIA bonds totaling \$35,845.

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 (BAB) program of the American Recovery and Reinvestment Act of 2009 (ARRA).

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 ARRA BAB program.

In accordance with ARRA, DART receives a tax credit from the U.S. Treasury in amounts equal to 35 percent of the interest payable amount on the Series 2009B and 2010B bonds. However, during FY 2022 and 2021, this tax credit was reduced by 5.7 percent for both years due to budget cuts or "sequestration" by the federal government. During FY 2022, DART recorded tax credits of \$21,238 as BABs tax credit (for Series 2009B and 2010B bonds combined) in the Statements of Revenues, Expenses and Changes in Net Position, compared to \$21,286 for FY 2021.

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DART may not issue additional bonds unless gross sales and use tax revenues exceed maximum debt service by at least 200 percent for 12 of the last 18 months.

Changes in revenue bonds (shown at par) for the years ended September 30, 2022 and 2021, are shown below:

Bond Series	Balance, 10/1/2020	Additions	Retirement	Balance, 9/30/2021	Additions	Retirement	Balance, 9/30/2022	Amounts Due in One Year
2007	\$118,395	\$ -	\$ -	\$118,395	\$ -	\$ -	\$118,395	\$ -
2009B	466,970	-	-	466,970	-	-	466,970	-
2010A	5,275	-	(5,275)	-	-	-	-	-
2010B	729,390	-	-	729,390	-	-	729,390	-
2012	8,540	-	(2,745)	5,795	-	(2,840)	2,955	2,955
2014A	339,215	-	(211,385)	127,830	-	(57,065)	70,765	24,825
2014B	46,555	-	(46,555)	-	-	-	-	-
2015	88,955	-	(10,185)	78,770	-	(10,400)	68,370	10,625
2016A	482,530	-	-	482,530	-	(482,530)	-	-
2016B	210,140	-	(19,700)	190,440	-	(20,680)	169,760	21,715
2019	301,095	-	-	301,095	-	-	301,095	-
2020A	130,470	-	-	130,470	-	(1,620)	128,850	1,700
2020B	32,060	-	-	32,060	-	(4,700)	27,360	4,950
2020C	115,220	-	(1,530)	113,690	-	(1,545)	112,145	1,560
2020D	-	281,090	(3,165)	277,925	-	(5,925)	272,000	5,945
2021A	-	-	-	-	576,355	-	576,355	3,715
2021B	-	-	-	-	448,965	-	448,965	-
<b>Total</b>	<b>\$3,074,810</b>	<b>\$281,090</b>	<b>\$(300,540)</b>	<b>\$3,055,360</b>	<b>\$1,025,320</b>	<b>\$(587,305)</b>	<b>\$3,493,375</b>	<b>\$77,990</b>

The revenue bonds shown above are at face value. The amounts shown in the Statements of Net Position include the unamortized balance of the original issuance premium of \$216,577 and \$192,954 as of September 30, 2022 and 2021, respectively. Below is a summary of debt service requirements of the senior lien revenue bonds outstanding as of September 30, 2022:

Year Ended September 30	Principal	Interest	Total Debt Service	Build America Bonds Tax Credit	Net Debt Service
2023	\$77,990	\$147,845	\$225,835	\$(21,246)	\$204,589
2024	76,030	144,663	220,693	(21,246)	199,447
2025	79,125	141,537	220,662	(21,246)	199,416
2026	82,155	138,504	220,659	(21,246)	199,413
2027	84,145	135,709	219,854	(21,246)	198,608
2028 – 2032	473,200	626,590	1,099,790	(108,801)	990,989
2033 – 2037	584,945	521,500	1,106,445	(111,002)	995,443
2038 – 2042	695,555	382,169	1,077,724	(81,391)	996,333
2043 – 2047	792,245	205,066	997,311	(31,903)	965,408
2048 – 2052	547,985	42,598	590,583	(2,517)	588,066
<b>TOTAL</b>	<b>\$3,493,375</b>	<b>\$2,486,181</b>	<b>\$5,979,556</b>	<b>\$(441,844)</b>	<b>\$5,537,712</b>

DART has pledged sales and use tax and farebox revenues (pledged revenue) as security for senior lien revenue bonds. The amount of the pledge is equal to the remaining debt service requirements for these obligations. Senior lien revenue bonds have senior lien to pledged revenue on parity with TIFIA and RRIF bonds. No assets have been pledged as collateral to secure the senior lien revenue bonds except for money accumulated in the Senior Lien Debt Service Fund, which was \$143,497 as of September 30, 2022, and \$129,607 as of September 30, 2021. The Master Debt Resolution, which can be found in its entirety at [www.dart.org](http://www.dart.org) or by contacting our Chief Financial Officer at our corporate address, establishes the provisions, terms, and conditions of, and the security for DART's bonds, notes, and credit agreements. The Master Debt Resolution contains a provision that in the event of a default, the trustee shall transfer all future gross sales tax revenues and apply to them to debt service payments based on the times, order, and priority set forth in the Master Debt Resolution. In the event of a default, the Master Debt Resolution also contains a provision that no right of acceleration shall be granted unless that right is extended to holders and payees of all outstanding bond and credit agreement obligations.

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

On December 13, 2012, DART entered a Transportation Infrastructure Finance and Innovation Act (TIFIA) financing agreement with the U.S. Department of Transportation (USDOT). Under this agreement, DART issued a senior lien obligation bond to borrow up to \$119,972 from USDOT at an interest rate of 2.91 percent. The proceeds from the bond were used to pay for the third phase of DART's Orange Line extension project, which extended DART's light rail service from Irving to DFW International Airport. DART received \$45,000 during FY 2013, \$55,000 during FY 2014, and \$5,000 during FY 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. On March 26, 2020, DART refunded \$58,389 of the outstanding TIFIA bonds, and the remaining balance of \$35,845 was refunded on December 1, 2021. With the most recent refunding, the debt service requirement of the TIFIA bonds as of September 30, 2022, has been fulfilled.

Changes in the TIFIA bonds for the years ended September 30, 2022 and 2021 are shown below:

Description	FY 2022	FY 2021
Beginning balance	\$35,845	\$38,124
Retirement	(35,845)	(2,279)
Ending balance	\$ -	\$35,845

**17. RAILROAD REHABILITATION AND IMPROVEMENT FINANCING (RRIF) BONDS**

RRIF bonds payable are \$50 as of September 30, 2022 and 2021. On December 20, 2018, DART entered the Railroad Rehabilitation and Improvement Financing (RRIF) loan agreement with USDOT to borrow up to \$908 million at an annual interest rate of 2.98 percent. However, on February 24, 2021, DART and USDOT terminated the 2018 loan agreement and entered a new loan agreement to borrow up to \$908 million at an annual interest rate of 2.26 percent. This new loan agreement is a senior lien obligation bond, and proceeds from the bond will be used for the 26-mile Silver Line commuter rail line extending from Terminal B of DFW International Airport to a terminus on Shiloh Road in the City of Plano, with 10 stations and eight vehicles. The current estimate of eligible project costs is approximately \$1.899 billion. The RRIF financing agreement is reimbursement-based, and DART will request (draw down) the money after paying the capital project costs. Debt service for RRIF bonds payable depends on future drawdowns since the loan is reimbursement-based.

Changes in the RRIF bonds for the years ended September 30, 2022 and 2021, are shown below.

Description	FY 2022	FY 2021
Beginning balance	\$50	\$11,706
Addition	-	50
Retirement	-	(11,706)
Ending balance	\$50	\$ 50

For the \$50 outstanding RRIF bonds payable on September 30, 2022, the debt service schedule is as follows:

Year Ended September 30	Principal	Interest	Total
2023	\$ -	\$1	\$1
2024	-	1	1
2025	-	1	1
2026	-	1	1
2027	-	1	1
2028 – 2032	-	6	6
2033 – 2037	2	6	8
2038 – 2042	9	5	14
2043 – 2047	10	4	14
2048 – 2052	12	3	15
2053 – 2057	14	1	15
2058	3	-	3
TOTAL	\$50	\$30	\$80

The annual debt service requirements for the outstanding RRIF bonds as of September 30, 2022, range from \$1 during the first five fiscal years to \$3 in FY 2058.

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**18. PLEDGED REVENUES**

DART has pledged sales and use tax and farebox revenues as security for revenue bonds, TIFIA bonds, RRIF 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.

Total principal and interest remaining on the revenue bonds as of September 30, 2022, is \$5.98 billion before BABs tax credits of \$442 million, and \$5.54 billion net of BABs tax credits (see last table in note 15 above). As of September 30, 2021, total principal and interest remaining on the revenue bonds was \$5.38 billion before BABs tax credits of \$463 million, and \$4.91 billion net of BABs tax credits. The annual debt service requirements for these bonds, net of BABs tax credits, range from \$3 in FY 2054 to \$221,837 in FY 2023. Debt service on the bonds (including principal and interest net of BABs tax credits) was \$196,241 as of September 30, 2022, and \$186,877 as of September 30, 2021. Bonds have a senior lien on pledged revenues on parity with other senior lien bonds.

Total principal and interest remaining on TIFIA bonds as of September 30, 2022, is \$0 and \$36,249 as of September 30, 2021. The TIFIA bonds were refunded on December 1, 2021, and fully paid off by this date. TIFIA bonds have a senior lien on pledged revenues on parity with other senior lien bonds.

Total principal and interest outstanding on RRIF bonds was \$50 as of September 30, 2022 and 2021. The annual debt service requirements for the outstanding RRIF bonds as of September 30, 2022, range from \$1 during the first five fiscal years to \$3 in FY 2057. For FY 2022, debt service on RRIF bonds was \$1 (interest only). The FY 2022 annual debt service amount was low because DART paid off the outstanding RRIF amount plus accrued interest in full and entered a new RRIF loan agreement in FY 2021 to lower the interest rate on the loan. RRIF bonds have a senior lien on pledged revenues on parity with other senior lien bonds.

Total principal and interest remaining on commercial paper as of September 30, 2022, is \$100, compared to \$119,119 as of September 30, 2021. Interest payments on commercial paper notes were \$74 during FY 2022 and \$146 during FY 2021. Commercial paper notes have a subordinate senior lien on pledged revenues.

**19. DEBT REFUNDINGS**

In March 2020, DART issued the Series 2020A bonds to refund a portion of TIFIA bonds. As a result, bonds totaling \$58,389 are 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 this refunding, DART recognized a reduction in debt service of \$6,119 and an economic gain of \$4,986. There was no book loss with this refunding.

In March 2020, DART issued the Series 2020C bonds to refund a portion of Series 2012 bonds. As a result, bonds totaling \$10,835 are 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 this refunding, DART recognized a book loss of \$11,571, a reduction in debt service of \$25,119, and an economic gain of \$19,066.

In September 2020, DART issued the Series 2020B bonds to refund a portion of Series 2010A bonds. As a result, bonds totaling \$34,700 are 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 this refunding, DART recognized a book gain of \$390, a reduction in debt service of \$3,379, and an economic gain of \$3,313.

In November 2020, DART issued the Series 2020D bonds to refund a portion of Series 2014A and 2014B bonds. As a result, bonds totaling \$235,435 are 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 this refunding, DART recognized a book loss of \$22,487, a reduction in debt service of \$32,632, and an economic gain of \$24,046.

In December 2021, DART issued the Series 2021A bonds to refund a portion of Series 2014A and 2016A bonds. As a result, bonds totaling \$515,950 are 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 this refunding, DART recognized a book loss of \$44,062, a reduction in debt service of \$130,227, and an economic gain of \$96,175.

In December 2021, DART issued the Series 2021B bonds to refund a portion of TIFIA bonds. As a result, bonds totaling \$35,845 are 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 this refunding, DART recognized a reduction in debt service of 2,842 and an economic gain of \$1,717. There was no book loss with this refunding.

As of September 30, 2022, \$854,220 of the refunded DART bonds remains outstanding, compared to \$338,270 as of September 30, 2021. The unamortized portions of the book loss of \$42,542 and \$76,480, respectively, are in the Statements of Net Position included in deferred outflows of resources as of September 30, 2022 and 2021.

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20. PENSION, RETIREMENT, AND DEFERRED COMPENSATION PLANS

DART operates several employee benefit plans. The plans include the DART Employees' Defined Benefit Retirement Plan and Trust (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.

*DART Employees' Defined Benefit Retirement Plan and Trust (DB Plan)*

Plan Description – The DB Plan is a single-employer defined benefit pension plan 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 on 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 DB Plan were subject to Section 412. An actuary determines the contribution amount DART pays to the plan each year. Participants who were in the DB Plan on September 30, 1995, are required to contribute three percent 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, 2022 and 2021, are as follows:

	<u>FY 2022</u>	<u>FY 2021</u>
Employer contributions	\$10,000	\$10,000
Employee contributions	-	-
	<u>\$10,000</u>	<u>\$10,000</u>

Benefit Terms – Participants under the provisions of 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 two percent times the years of credited service times the participant’s final average monthly compensation. Participants in the DB Plan are entitled to monthly benefits equal to: two percent times the number of years of credited service up to October 1, 1983; plus 1.5 percent 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 Plan A). Monthly income under this election will equal normal retirement benefits reduced by 5/12 of one percent for each full month by which the participant’s early retirement date precedes the normal retirement date.

Cost-of-Living Adjustments – Monthly retirement payments made to or on behalf of a retired participant, or a beneficiary, shall be subject to a cost-of-living adjustment each year. 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 adjustments occurring after the date such settlement is made. The adjustment up or down for any year shall result in a percentage change in the base benefit.

The table below summarizes the number of participants covered by the benefit terms as of October 1, 2021 and 2020:

	<u>10/1/2021</u>	<u>10/1/2020</u>
Inactive employees or beneficiaries currently receiving benefits	925	820
Inactive employee entitled to but not yet receiving benefits	113	127
Active employees	52	159
	<u>1,090</u>	<u>1,106</u>

Actuarial Assumptions – The total pension liability in the September 30, 2021 and 2020, actuarial valuation was determined using the actuarial assumptions below, applied to the periods included in the measurement.

<u>Valuation Dates</u>	<u>October 1, 2021</u>
Inflation	2.5 percent per annum
Salary Increases	3.00 percent per annum
Investment Return	6.75 percent compounded annually, net of expenses
Measurement Date	September 30, 2021
Early Retirement Age	55 and 10 years of credited service. Members are assumed to retire at varying rates with 7.5 percent retiring at age 55 and 100 percent retiring at age 70.

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Normal Retirement Age	60
Actuarial Cost Method	Entry Age Normal (level percent of pay)
Termination Rate	1.50 percent per year prior to age 54, and 1.00 percent per year on and after attainment of age 54
Disability Rate	Members are assumed to become disabled prior to retirement at varying rates based on age. Sample rates are as follows: 0.06 percent at age 45, 0.12 percent at age 50, 0.21 percent at age 55, 0.30 percent at age 60
Marital status	85 percent of male participants and 65 percent of female participants are assumed to be married. Additionally, male spouses are assumed to be three years older than female spouses. 2.5 percent per annum
<i>Mortality Rate:</i>	
Active Lives	PubG-2010 (Below-median, amount-weighted) employee rates with mortality improvement projections to the valuation date using Scale MP-2021
Retired and Vested Terminated Lives	PubG-2010 (Below-median, amount-weighted) healthy retiree rates with mortality improvement projections to the valuation date using Scale MP-2021
Contingent Survivor Lives	PubG-2010 (Below-median, amount-weighted) contingent survivor rates with mortality improvement projections to the valuation date using Scale MP-2021
Disabled Lives	PubG-2010 (amount-weighted) disabled retiree rates with mortality improvement projections to the valuation date using Scale MP-2021
<hr/>	
Valuation Dates	October 1, 2020
Inflation	2.5 percent per annum
Salary Increases	3.00 percent per annum
Investment Return	6.75 percent compounded annually, net of expenses
Measurement Date	September 30, 2020
Early Retirement Age	55 and 10 years of credited service
Normal Retirement Age	60
Actuarial Cost Method	Entry Age Normal (level percent of pay)
Termination Rate	1.50 percent per year prior to age 54, and 1.00 percent per year on and after attainment of age 54
Disability Rate	Members are assumed to become disabled prior to retirement at varying rates based on age. Sample rates are as follows: 0.06 percent at age 45, 0.12 percent at age 50, 0.21 percent at age 55, 0.30 percent at age 60
Marital status	85 percent of male participants and 65 percent of female participants are assumed to be married. Additionally, male spouses are assumed to be three years older than female spouses. 2.5 percent per annum
<i>Mortality Rate:</i>	
Active Lives	PubG-2010 (Below-median, amount-weighted) employee rates with mortality improvement projections to the valuation date using Scale MP-2020.
Retired and Vested Terminated Lives	PubG-2010 (Below-median, amount-weighted) healthy retiree rates with mortality improvement projections to the valuation date using Scale MP-2020.
Contingent Survivor Lives	PubG-2010 (Below-median, amount-weighted) contingent survivor rates with mortality improvement projections to the valuation date using Scale MP-2020.
Disabled Lives	PubG-2010 (amount-weighted) disabled retiree rates with mortality improvement projections to the valuation date using Scale MP-2020.

Best estimates of geometric real rates of return for each major asset class included in the Plan's target asset allocation as of September 30, 2021 and 2020, are summarized in the table below (note the rates shown below include the inflation components):

	9/30/2021 Valuation	Target Allocation	Estimate of expected long-term rate of return
U.S. Market Equities		39%	6.0%
Global Bonds		40%	3.0%
International Equities		10%	7.5%
Real Estate		10%	8.0%
Cash		1%	-0.5%

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	9/30/2020 Valuation	Target Allocation	Estimate of expected long-term rate of return
U.S. Market Equities		39%	7.3%
Global Bonds		40%	3.6%
International Equities		10%	7.5%
Real Estate		10%	8.0%
Cash		1%	0.1%

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 adding expected inflation.

Changes in Assumptions – The valuation as of September 30, 2021, reflects an update to the most recently published mortality improvement scale by the Society of Actuaries (MP-2021).

Discount Rate – The discount rate used to measure the total pension liability was 6.75 percent as of September 30, 2021 and 2020. The projection of cash flows used to determine the discount rate assumed that DB 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 DB 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.

For this valuation, the expected rate of return on pension plan investments is 6.75 percent, the municipal bond rate is 2.43 percent (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 percent. The next table summarizes changes in net pension liability.

	Increase (Decrease)		
	Total Pension Liability	Plan Fiduciary Net Position	Net Pension Liability
	(a)	(b)	(a-b)
Balance at 9/30/2020	\$236,609	\$185,584	\$51,025
Service cost	916	-	916
Interest	15,504	-	15,504
Differences between expected and actual experience	(781)	-	(781)
Benefit payments	(15,661)	(15,661)	-
Contributions-employer	-	10,000	(10,000)
Net investment income, net of expenses	-	18,488	(18,488)
Administrative expenses	-	(107)	107
Balance at 9/30/2021	\$236,587	\$198,304	\$38,283
Service cost	806	-	806
Interest	15,204	-	15,204
Differences between expected and actual experience	10,381	-	10,381
Benefit payments	(24,308)	(24,308)	-
Contributions – employer	-	10,000	(10,000)
Net investment income, net of expenses	-	35,075	(35,075)
Administrative expenses	-	(109)	109
Net changes	2,083	20,658	(18,575)
Balance at 9/30/2022	\$238,670	\$218,962	\$19,708

Sensitivity of Net Pension Liability to Changes in Discount Rate – The table below presents the net pension liability of DART, calculated using the discount rate of 6.75 percent as of September 30, 2022 and 2021, as well as what the net pension liability would be if it were calculated using a discount rate that is one percentage point lower or higher than the current rate.

	1% Decrease (5.75%)	Current Discount Rate (6.75%)	1% Increase (7.75%)
DART’s net pension liability, 9/30/2022	\$42,291	\$19,708	\$ 323
DART’s net pension liability, 9/30/2021	\$61,126	\$38,283	\$18,623

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.



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Pension Expense and Deferred Outflows and Inflows of Resources Related to Pensions – For FY 2022, DART recognized pension expenses of \$8,967, compared to \$2,149 for FY 2021. As of September 30, 2022, DART reported deferred inflows/outflows of resources related to pensions from the sources below:

	<u>Deferred Outflows of Resources</u>	<u>Deferred Inflows of Resources</u>
Net difference between projected and actual earnings on pension plan investments	\$ -	\$17,898
Employer contribution made after measurement date	10,000	-
Total	<u>\$10,000</u>	<u>\$17,898</u>

The \$10,000 reported as deferred outflows of resources resulting from DART pension contributions after the measurement date of September 30, 2021, will be recognized as a reduction of the net pension liability in the year ended September 30, 2023. Other amounts reported as deferred outflows and inflows of resources related to pension will be recognized in the pension expense as follows:

Year ended September 30:	Amount
2023	\$(3,763)
2024	(4,034)
2025	(5,666)
2026	(4,435)
2027	-
Thereafter	-

As of September 30, 2021, DART reported deferred inflows/outflows of resources related to pensions from the sources below:

	<u>Deferred Outflows of Resources</u>	<u>Deferred Inflows of Resources</u>
Net difference between projected and actual earnings on pension plan investments	\$ -	\$356
Employer contribution made after measurement date	10,000	-
Total	<u>\$10,000</u>	<u>\$356</u>

The \$10,000 reported as deferred outflows of resources resulting from DART pension contributions after the September 30, 2020, measurement date was recognized as a reduction of the net pension liability in the year ended September 30, 2021.

Other amounts reported as deferred outflows and inflows of resources related to pension were recognized in the pension expense as follows:

Year ended September 30:	Amount
2022	\$(198)
2023	672
2024	401
2025	(1,231)
2026	-
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 percent of each participant's annual compensation to the plan. Participants hired before January 1, 2006, are vested in 25 percent of DART's contributions after two years of service, graduating to 100 percent vesting after five years. Participants hired after December 31, 2005, become 100 percent vested in DART's contributions to the Plan only after five years of service. Total expense to DART to fully fund this plan was approximately \$17,437 and \$18,924 for the years ended September 30, 2022 and 2021, respectively.

*DART Capital Accumulation Plan – 401(k)*

DART has adopted a deferred compensation plan in accordance with Internal Revenue Code Section 401(k), which allows employees to contribute up to 50 percent of their annual compensation to the plan, subject to the annual contribution limits of the Internal Revenue Service.

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DART matches 50 percent of the employee’s contribution up to a maximum of three percent of the employee’s annual compensation. Participants hired before January 1, 2006, are vested in 25 percent of DART’s contributions after two years of service, graduating to 100 percent vesting after five years. Participants hired after December 31, 2005, become 100 percent vested in DART’s contributions to the Plan only after five years of service. Total expense to DART to fully fund this plan was approximately \$6,154 and \$6,159 for the years ended September 30, 2022 and 2021, 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.

**21. POST-EMPLOYMENT BENEFITS OTHER THAN PENSIONS**

Plan Description – DART administers a single-employer defined benefit called the Other Post-Employment Benefits (OPEB) Plan. The OPEB Plan provides health care 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 10 years of service to DART. Participants of the defined contribution pension plan will be eligible at age 60 with a minimum of 10 years of service to DART. The plan does not issue stand-alone financial reports.

Covered Participants – As of the September 30, 2021 and 2020, actuarial valuation, the active and inactive participants below were covered by the benefit terms under the plan:

	Number of Covered Participants	
	9/30/2021	9/30/2020
Active employees	3,308	3,649
Retirees, beneficiaries, disabled members, and covered spouses	946	439
Total	<u>4,254</u>	<u>4,088</u>

Contributions – DART contributions are based on annual actuarial valuations and are designed to fund the OPEB Trust on a level cost basis, cover normal costs each year, and cover amortization of any unfunded actuarial liabilities. Retirees also make monthly contributions to the health care plan. Such contributions are determined annually by the plan administrator based on expected annual cost. DART contributed \$2,000 to the plan during FY 2022 and \$1,655 during FY 2021.

Net OPEB Liability – DART’s net OPEB liability was measured as of September 30, 2021 and 2020, and the total OPEB liability used to calculate the net OPEB liability was also 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 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.

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Actuarial valuations were performed for the OPEB Plan as of September 30, 2021 and 2020. The tables below show a summary of significant actuarial assumptions.

Valuation Date	September 30, 2021
Discount Rate	7.00 percent
Inflation	3.00 percent included in health care cost trend
Salary Increases	3.25 percent per annum
Investment Rate of Return	7.00 percent per year, compounded annually, net of investment-related expenses
Health Care Cost Trend Rate	Starts with 7.50 percent in 2022; ultimate trend rate is 4.00 percent in 2075 and the future
Mortality Rate – Non-Special Risk	<i>Active Lives:</i> PubG-2010 Employee mortality, projected 5 years past the valuation date with Scale MP-2020 <i>Healthy Inactive Lives:</i> PubG-2010 Healthy Retiree mortality, projected 5 years past the valuation date with Scale MP-2020 <i>Beneficiaries:</i> PubG-2010 Survivor mortality, projected 5 years past the valuation date with Scale MP-2020 <i>Disabled Lives:</i> PubG-2010 Disabled mortality, projected 5 years past the valuation date with Scale MP-2020
Mortality Rate – Special Risk	<i>Active Lives:</i> PubS-2010 Employee mortality, projected 5 years past the valuation date with Scale MP-2020 <i>Healthy Inactive Lives:</i> PubS-2010 Healthy Retiree mortality, projected 5 years past the valuation date with Scale MP-2020 <i>Beneficiaries:</i> Pub-2010 Survivor mortality, projected 5 years past the valuation date with Scale MP-2020 <i>Disabled Lives:</i> PubS-2010 Disabled mortality, projected 5 years past the valuation date with Scale MP-2020
Future Participation Eligibility for Coverage	For future eligible retirees, 45 percent are assumed to elect medical coverage, while 25 percent are assumed to elect life coverage <i>Defined Benefit Pension Plan participants:</i> Age 55 and 10 years of service <i>Defined Contribution Pension Plan participants:</i> Age 60 and 10 years of service
Dependent Coverage	For active employees, 80 percent are assumed to be married at retirement with the spouse electing coverage. Female spouses are assumed to be four years younger than their husbands. One hundred percent of future retirees with coverage are assumed to elect coverage on spouse. Any potential costs for children have not been considered for valuation purposes.
Actuarial Cost Method	Entry Age Actuarial Cost Method
Measurement Date	September 30, 2021

Valuation Date	September 30, 2020
Discount Rate	7.00 percent
Inflation	2.50 percent included in health care cost trend
Salary Increases	3.25 percent per annum
Investment Rate of Return	7.00 percent per year, compounded annually, net of investment-related expenses
Health Care Cost Trend Rate	Starts with 7.00 percent in 2021; ultimate trend rate is 4.00 percent in 2075 and the future
Mortality Rate – Non-Special Risk	<i>Active Lives:</i> PubG-2010 Employee mortality, projected 5 years past the valuation date with Scale MP-2020 <i>Healthy Inactive Lives:</i> PubG-2010 Healthy Retiree mortality, projected 5 years past the valuation date with Scale MP-2020 <i>Beneficiaries:</i> PubG-2010 Survivor mortality, projected 5 years past the valuation date with Scale MP-2020 <i>Disabled Lives:</i> PubG-2010 Disabled mortality, projected 5 years past the valuation date with Scale MP-2020
Mortality Rate – Special Risk	<i>Active Lives:</i> PubS-2010 Employee mortality, projected 5 years past the valuation date with Scale MP-2020 <i>Healthy Inactive Lives:</i> PubS-2010 Healthy Retiree mortality, projected 5 years past the valuation date with Scale MP-2020 <i>Beneficiaries:</i> Pub-2010 Survivor mortality, projected 5 years past the valuation date with Scale MP-2020 <i>Disabled Lives:</i> PubS-2010 Disabled mortality, projected 5 years past the valuation date with Scale MP-2020
Future Participation Eligibility for Coverage	For future eligible retirees, 45 percent are assumed to elect medical coverage, while 25 percent are assumed to elect life coverage <i>Defined Benefit Pension Plan participants:</i> Age 55 and 10 years of service <i>Defined Contribution Pension Plan participants:</i> Age 60 and 10 years of service

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Dependent Coverage	For active employees, 80 percent are assumed to be married at retirement with the spouse electing coverage. Female spouses are assumed to be four years younger than their husbands. One hundred percent of future retirees with coverage are assumed to elect coverage on spouse. Any potential costs for children have not been considered for valuation purposes.
Actuarial Cost Method	Entry Age Actuarial Cost Method
Measurement Date	September 30, 2020

An actuarial experience study for the OPEB Plan was also performed during FY 2020.

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 table below for September 30, 2022 and 2021, valuations:

	Target Allocation	Estimate of Expected Long- Term Rates of Return
Domestic Equity	39%	6.28%
International Equity	15%	6.55%
Emerging Markets Equity	6%	7.40%
Core Fixed	20%	1.43%
Investment Grade Corporate Debt	10%	1.95%
Emerging Markets debt	5%	4.10%
High Yield	5%	3.91%

Money-Weighted Rate of Return – The money-weighted rate of return was -18.04 percent for FY 2022, compared to 18.37 percent for FY 2021.

Discount Rate – The discount rate used to measure the total OPEB liability was 7.00 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.

Sensitivity of Net OPEB Liability to Changes in Discount Rate – The table below presents DART’s net OPEB liability, as well as what DART’s net OPEB liability would be if it were calculated using a discount rate that is one percentage point lower or higher than the current discount rate.

	1% Decrease (6.00%)	Current Discount Rate (7.00%)	1% Increase (8.00%)
DART’s Net OPEB Liability (Asset), 9/30/2022	\$(13,110)	\$(19,217)	\$(24,336)
DART’s Net OPEB Liability (Asset), 9/30/2021	\$1,315	\$(6,653)	\$(13,255)

Sensitivity of Net OPEB Liability to Changes in Health Care Cost Trend Rates – The table below presents DART’s net OPEB liability, as well as what DART’s net OPEB liability would be if it were calculated using health care cost trend rates that are one percentage point lower or higher than the current health care cost trend rates.

DART’s Net OPEB Liability (Asset)	1% Decrease	Health Care Cost Trend Rates	1% Increase
As of 9/30/2022	3.00% decreasing to 6.50%	4.00% decreasing to 7.50%	5.00% decreasing to 8.50%
	\$(24,528)	\$(19,217)	\$(12,846)
As of 9/30/2021	3.00% decreasing to 6.00%	4.00% decreasing to 7.00%	5.00% decreasing to 8.00%
	\$(13,711)	\$(6,653)	\$1,956

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

	Increase (Decrease)		
	Total OPEB Liability (a)	Plan Fiduciary Net Position (b)	Net OPEB Liability (Asset) (a-b)
Balance as of 9/30/2020	\$63,529	\$58,481	\$5,048
Service cost	2,436	-	2,436
Interest	4,505	-	4,505
Differences between expected and actual experience	(1,795)	-	(1,795)
Changes in assumptions or other inputs	(6,443)	-	(6,443)
Contributions – employer	-	3,229	(3,229)
Contributions – participant	-	482	(482)
Net investment income, net of expenses	-	6,860	(6,860)
Benefit payments	(3,283)	(3,283)	-
Administrative expenses	-	(168)	168
Other income	-	1	(1)
Net changes	(4,580)	7,121	(11,701)
Adjusted balance as of 9/30/2021	58,949	65,602	(\$6,653)
Service cost	2,142	-	2,142
Interest	4,094	-	4,094
Differences between expected and actual experience	4,488	-	4,488
Changes in assumptions or other inputs	(2,647)	-	(2,647)
Changes of benefit terms	(6,746)	-	(6,746)
Contributions – employer	-	1,655	(1,655)
Contributions – participant	-	903	(903)
Net investment income, net of expenses	-	11,570	(11,570)
Benefit payments	(5,301)	(5,301)	-
Administrative expenses	-	(233)	233
Net changes	(3,970)	8,594	(12,564)
Balance at 9/30/2022	\$54,979	\$74,196	\$(19,217)

OPEB Expense – For FY 2022, DART’s OPEB expense was zero, compared to \$621 for FY 2021.

Deferred Outflows of Resources and Deferred Inflows of Resources Related to OPEB –

As of September 30, 2022, DART reported deferred inflows/outflows of resources related to OPEB from the sources below:

	Deferred Outflows of Resources	Deferred Inflows of Resources
Differences between expected and actual experience	\$11,034	\$4,086
Changes in assumptions	1,301	18,392
Net difference between projected and actual earnings on OPEB Plan investments	-	6,840
Employer contribution made after measurement date	2,000	-
Total	\$14,335	\$29,318

The \$2,000 reported as deferred outflows of resources related to OPEB resulting from DART contributions after the measurement date will be recognized as a reduction of the net OPEB liability in the year ended September 30, 2023.

Other amounts reported as deferred outflows and inflows of resources related to OPEB will be recognized in the OPEB expense as follows:

Year Ended September 30	Amount
2023	\$(3,572)
2024	(3,522)
2025	(3,787)
2026	(3,235)
2027	(2,159)
Thereafter	(708)

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On September 30, 2021, DART reported deferred inflows/outflows of resources related to OPEB from the sources below:

	<u>Deferred Outflows of Resources</u>	<u>Deferred Inflows of Resources</u>
Differences between expected and actual experience	\$ 8,417	\$ 4,858
Changes in assumptions	1,585	18,946
Net difference between projected and actual earnings on OPEB Plan investments	-	1,511
Employer contribution made after measurement date	1,655	-
Total	<u>\$11,657</u>	<u>\$25,315</u>

The \$1,655 reported as deferred outflows of resources related to OPEB resulting from DART contributions after the measurement date will be recognized as a reduction of the net OPEB liability in the year ended September 30, 2021. Amounts reported as deferred outflows and inflows of resources related to OPEB will be recognized in the OPEB expense as follows:

<u>Year Ended September 30</u>	<u>Amount</u>
2022	\$(2,385)
2023	(2,385)
2024	(2,336)
2025	(2,601)
2026	(2,049)
Thereafter	(3,557)

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 after 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.

The table below shows the Statement of Fiduciary Net Position for OPEB as of September 30, 2022 and 2021:

	<u>9/30/2022</u>	<u>9/30/2021</u>
<b><u>ASSETS</u></b>		
Cash and cash equivalents	\$3,584	\$2,816
Other receivables	3	-
Investments at fair value:		
Equity	33,844	45,928
Fixed income	20,441	25,453
Total investments	<u>54,285</u>	<u>71,381</u>
TOTAL ASSETS	<u>57,872</u>	<u>74,197</u>
<b><u>LIABILITIES</u></b>		
Accounts payable, investment management, accrued benefits, and administrative fees	<u>853</u>	<u>1,075</u>
NET POSITION RESTRICTED FOR PENSIONS	<u>\$57,019</u>	<u>\$73,122</u>

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The table below shows the Statement of Changes in Fiduciary Net Position for OPEB FY 2022 and 2021:

	<u>FY 2022</u>	<u>FY 2021</u>
<u>ADDITIONS</u>		
Investment income:		
Net investment gain (loss)	(\$14,525)	11,337
Interest and dividends	1,870	-
Investment manager fees	(35)	-
Total investment income, net	<u>(12,690)</u>	<u>11,337</u>
Contributions:		
Employer	2,000	1,655
Employee/participant	280	903
Total contributions	<u>2,280</u>	<u>2,558</u>
Total additions	<u>(10,410)</u>	<u>13,947</u>
<u>DEDUCTIONS</u>		
Benefit payments	5,674	6,375
Investment manager fees	19	-
Total deductions	<u>5,692</u>	<u>6,375</u>
NET INCREASE/(DECREASE) IN NET POSITION	(16,103)	7,520
NET POSITION:		
BEGINNING OF YEAR	<u>73,122</u>	<u>65,602</u>
END OF YEAR	<u>\$57,019</u>	<u>\$73,122</u>

**22. 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 the outcome of these claims will have a material adverse effect on DART's financial statements.

**23. COMMITMENTS AND CONTINGENCIES**

The Board-approved Transit System Plan includes the design and construction of the Silver Line for commuter rail service and the Dallas Central Business District (D2) Alignment for light rail service. The Silver Line is a 26-mile 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 10 proposed stations along the way. The D2 alignment will double the downtown LRT capacity and connect 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 the costs of these projects are subject to change based on changing economic conditions. The FY 2023 20-Year Financial Plan includes \$9 billion for capital and non-operating projects. DART has entered contract commitments for these and other capital developments in the amount of \$1.7 billion and has spent approximately \$885 million of the committed amount as of September 30, 2022.

DART participates in several federal and state grant programs 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 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 the outcome of these remediation activities will have a material adverse effect

**DALLAS AREA RAPID TRANSIT  
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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.

**24. DERIVATIVE INSTRUMENTS**

DART has fuel delivery contracts with suppliers for commuter rail vehicles (diesel fuel), DART buses (CNG), and service vehicles (gasoline). The price for fuel fluctuates depending on the market, and DART entered a compressed natural gas (CNG) fuel hedge contract to minimize its exposure to risk.

Objective and Terms of the CNG Delivery Contract – The objectives of the CNG delivery contract were to ensure DART had delivery of natural gas for its transit buses and contractor-owned and operated paratransit vehicles during the contract period.

Early Termination – Subject to payment of early termination damages, either party could terminate the CNG delivery contract by giving at least 30 days written notice to the other party. The effect of termination risk on DART was paying market prices for CNG purchased for its operations. No termination event occurred during FY 2022 and 2021.

Natural Gas Hedge – DART has entered a new natural gas delivery contract based on the market price. To minimize the risk of exposure to fluctuations in market prices related to expected purchases of natural gas for DART buses and paratransit service vehicles, DART also entered a natural gas hedge contract for a three-year period from October 1, 2020, to September 30, 2023. The terms of the CNG fuel hedge contract include DART paying monthly fixed prices and receiving floating prices based on the West Texas, Waha index.

Credit Risk – As of September 30, 2022, DART's position in the derivative instrument (natural gas hedge) was an asset of \$3,343. DART could have been exposed to credit risk if the counterparty to the transaction became insolvent, but that did not happen. S&P's credit rating for the counterparty was A+ during FY 2022.

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 natural gas purchased for its operations. No termination event occurred during FY 2022, and the last natural gas hedge contract will expire on September 30, 2023.

Contingencies – The natural gas hedge contracts include provisions that require DART to post collateral in the event its credit rating falls below A- or A3 as issued by S&P or Moody's and if the exposure exceeds threshold amounts specified in the derivative instruments (contracts). During FY 2022, DART maintained an AA+ credit rating from S&P, AAA from Kroll, and Aa2 from Moody's on outstanding long-term debt. In addition, Fitch maintains an AA- on DART's Series 2007 bonds.

**25. NEW ACCOUNTING PRONOUNCEMENTS**

In May 2019, GASB issued Statement No. 91, *Conduit Debt Obligations*. This Statement clarifies the existing definition of a conduit debt obligation, establishes that a conduit debt obligation is not a liability of the issuer, sets standards for accounting and financial reporting of additional and voluntary commitments extended by issuers and arrangements associated with conduit debt obligations, and improves required note disclosures. The requirements of this Statement are effective for fiscal years beginning after December 15, 2021, which is fiscal year 2023 for DART.

In March 2020, GASB issued Statement No. 93, *Replacement of Interbank Offered Rates*. LIBOR is expected to cease to exist in its current form at the end of 2021. Statement No. 53, *Accounting and Financial Reporting for Derivative Instruments*, as amended, requires a government to terminate hedge accounting when it renegotiates or amends a critical term of a hedging derivative instrument, such as the reference rate of a hedging derivative instrument's variable payment. In addition, in accordance with Statement No. 87, *Leases*, as amended, replacement of the rate on which variable payments depend in a lease contract would require a government to apply the provisions for lease modifications, including re-measurement of the lease liability or lease receivable. This Statement addresses those and other accounting and financial reporting implications that result from the replacement of an IBOR. The requirements of this Statement are effective for DART, except for paragraphs 11b, 13 and 14, which are effective for fiscal years beginning after December 15, 2021, which is fiscal year 2023 for DART.

In March 2020, GASB issued Statement No. 94, *Public-Private and Public-Public Partnerships and Availability Payment Arrangements*. This Statement improves financial reporting by addressing issues related to public-private and public-public arrangements (PPPs). The requirements of this Statement will take effect for the fiscal years that begin after June 15, 2023, which is fiscal year 2023 for DART.

In May 2020, GASB issued Statement No. 96, *Subscription-Based Information Technology Arrangements*. This Statement provides guidance on the accounting and financial reporting for subscription-based information technology arrangements (SBITAs) for government end users. This Statement (1) defines a SBITA; (2) establishes that a SBITA results in a right-to-use subscription asset—an intangible asset—and a corresponding subscription liability; (3) provides the capitalization criteria for outlays other than subscription payments, including implementation costs of a SBITA; and (4) requires note disclosures regarding a SBITA. To the extent relevant, the standards for SBITAs are



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based on the standards established in Statement No. 87, *Leases*, as amended. The requirements of this Statement will take effect for fiscal years that begin after June 15, 2022, which is fiscal year 2023 for DART.

In October 2021, GASB issued Statement No. 98, *the Annual Comprehensive Financial Report*. This Statement establishes the term annual comprehensive financial report and its acronym ACFR. That new term and acronym replace instances of comprehensive annual financial report and its acronym in generally accepted accounting principles for state and local governments. This Statement was developed in response to concerns raised by stakeholders that the common pronunciation of the acronym for comprehensive annual financial report sounds like a profoundly objectionable racial slur. This Statement's introduction of the new term is founded on a commitment to promoting inclusiveness. The requirements of this Statement will take effect for financial statements starting with fiscal years that begin December 31, 2021, which is fiscal year 2023 for DART. Earlier application is encouraged.

In April 2022, GASB issued Statement No. 99, *Omnibus 2022*. This Statement enhances comparability in accounting and financial reporting and improves the consistency of authoritative literature by addressing (1) practice issues identified during implementation of certain GASB Statements and (2) accounting and financial reporting for financial guarantees. The practice issues addressed by this Statement include (1) classification and reporting of derivative instruments within the scope of Statement No. 53, *Accounting and Financial Reporting for Derivative Instruments*, (2) clarification of provisions in Statement No. 87, *Leases*, as amended, (3) clarification of provisions in Statement No. 94, *Public-Private and Public-Public Partnerships and Availability Payment Arrangements*, (4) clarification of provisions in Statement No. 96, *Subscription-Based Information Technology Arrangements*, (5) extension of the period during which the LIBOR is considered an appropriate benchmark interest rate for the qualitative evaluation of an interest rate swap that hedges the interest rate risk of taxable debt, (6) accounting for the distribution of benefits as part of the Supplemental Nutrition Assistance Program (SNAP), (7) disclosures related to nonmonetary transactions, (8) pledges of future revenues when resources are not received by the pledging government, (9) clarification of provisions in Statement No. 34, *Basic Financial Statements—and Management's Discussion and Analysis—for State and Local Governments*, as amended, (10) terminology updates related to certain provisions of Statement No. 63, *Financial Reporting of Deferred Outflows of Resources, Deferred Inflows of Resources, and Net Position*, and (11) terminology used in Statement No. 53 to refer to resource flows statements. The requirements related to extension of the use of LIBOR, accounting for SNAP distributions, disclosures of nonmonetary transactions, pledges of future revenues by pledging governments, clarification of certain provisions in Statement No. 34, as amended, and terminology updates related to Statement No. 53 and Statement No. 63 are effective upon issuance. The requirements related to leases, PPPs, and SBITAs will take effect for financial statements starting with the fiscal year that ends June 30, 2023. The requirements related to financial guarantees and the classification and reporting of derivative instruments within the scope of Statement No. 53 will take effect for financial statements starting with the fiscal year that ends on June 30, 2024.

In June 2022, GASB issued Statement No. 100, *Accounting Changes and Error Corrections—an amendment of GASB Statement No. 62*. The primary objective of this Statement is to enhance accounting and financial reporting requirements for accounting changes and error corrections to provide more understandable, reliable, relevant, consistent, and comparable information for making decisions or assessing accountability. This Statement defines *accounting changes* as changes in accounting principles, changes in accounting estimates, and changes to or within the financial reporting entity and describes the transactions or other events that constitute those changes. This Statement prescribes the accounting and financial reporting for (1) each type of accounting change and (2) error corrections. This Statement requires disclosure in notes to financial statements of descriptive information about accounting changes and error corrections, such as their nature. The requirements of this Statement will take effect for financial statements starting with the fiscal years that begin after June 15, 2023, which is fiscal year 2024 for DART.

In June 2022, GASB issued Statement No. 101, *Compensated Absences*. This Statement better meets the needs of financial statement users by aligning the recognition and measurement guidance for compensated absences under a unified model and by amending certain previously required disclosures. This Statement requires that liabilities for compensated absences be recognized for (1) leave that has not been used and (2) leave that has been used but not yet paid in cash or settled through noncash means. This Statement requires that a liability for certain types of compensated absences—including parental leave, military leave, and jury duty leave—not be recognized until the leave commences. This Statement also establishes guidance for measuring a liability for leave that has not been used, generally using an employee's pay rate as of the date of the financial statements. The requirements of this Statement are effective for fiscal years beginning after December 15, 2023, which is fiscal year 2025 for DART.

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

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

**FOR THE YEARS ENDED SEPTEMBER 30, 2022 and 2021 (Dollars in Thousands)**

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26. SUBSEQUENT EVENTS

On August 23, 2022, the DART Board directed the DART President & Chief Executive Officer to include excess sales tax revenues of \$214,250 in the FY 2023 budget for allocation to DART Service Area Cities for public transportation system or complementary transportation services. On September 27, 2022, the Board approved the FY 2023 annual budget and 20-Year Financial Plan, including this allocation. On October 25, 2022, the Board approved accepting \$19,674 from NCTCOG to increase the available funds for distribution so each city will receive the higher of the two primary methodologies under consideration: (1) FY 2021 and 2022 sales tax receipts by city or (2) 2020 census population by city. DART allocated the amounts shown in the table below to each Service Area City subject to the requirement of an interlocal agreement (ILA) for public transportation improvements.

City/Town	Amount Allocated
Addison	\$4,411
Carrollton	12,697
Cockrell Hill	325
Dallas	111,143
Farmers Branch	5,935
Garland	20,963
Glenn Heights	1,348
Highland Park	1,786
Irving	25,029
Plano	28,437
Richardson	14,368
Rowlett	5,328
University Park	2,154
TOTAL	\$233,924

To receive these allocated amounts, each city must execute an ILA with DART, submit a project that meets eligibility requirements specified in the ILA, and meet other requirements outlined in the ILA. As of September 30, 2022, no ILA has been executed and no eligible project was submitted since this allocation was made after DART's fiscal year-end. Because of this, none of the amounts shown above are 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, 2022 and 2021 (Dollars in Thousands)**

27. RESTATEMENT – CHANGE IN ACCOUNTING PRINCIPLE

In FY 2022, DART adopted Statement No. 87, *Leases*, which requires recognition of certain lease assets and liabilities for leases previously classified as operating leases and recognized as inflows or outflows of resources based on the payment provisions of the contract. It establishes a single model for lease accounting based on the foundational principle that leases are financings of the right to use an underlying asset. Under this Statement, a lessee is required to recognize a lease liability and an intangible right-to-use lease asset, and a lessor is required to recognize a lease receivable and a deferred inflow of resources, thereby enhancing the relevance and consistency of information about governments' leasing activities. To present comparative numbers with this Statement, DART has elected to restate the FY 2021 amounts. The effects from the Statements of Net Position and the Statements of Revenues, Expenses, and Changes in Net Position are shown below:

Restated Statement of Net Position as of September 30, 2021

	9/30/2021 (Original)	9/30/2021 (Adjustment)	9/30/2021 (Restated)
Current assets	\$866,106	\$1,019	\$867,125
Noncurrent assets	4,360,078	20,329	4,380,407
Total assets	5,226,184	21,348	5,247,532
Deferred outflows of resources	98,137	-	98,137
Total assets and deferred outflows of resources	5,324,321	21,348	5,345,669
Current liabilities	432,126	(129)	431,997
Noncurrent liabilities	3,416,346	-	3,416,346
Total liabilities	3,848,472	(129)	3,848,343
Deferred inflows of resources	25,671	20,714	46,385
Total liabilities and deferred inflows of resources	3,874,143	20,585	3,894,728
Net position			
Net investment in capital assets	838,658	-	838,658
Restricted for debt service	81,923	-	81,923
Restricted as security for capital lease/leaseback liabilities	3,415	-	3,415
Unrestricted	526,182	763	526,945
Total net position	\$1,450,178	\$763	\$1,450,941

Restated Statement of Revenues, Expenses, and Changes in Net Position for the Year Ended September 30, 2021

	FY 2021 (Original)	FY 2021 (Adjustment)	FY 2021 (Restated)
Operating revenues	\$40,877	\$188	\$41,065
Operating expenses	810,494	-	810,494
Operating loss	(769,617)	188	(769,429)
Net non-operating revenues	800,307	-	800,307
Income before capital contributions and grants	30,690	188	30,878
Capital contributions and grants	78,508	-	78,508
Change in net position	\$109,198	\$188	\$109,386

**DALLAS AREA RAPID TRANSIT  
REQUIRED SUPPLEMENTARY INFORMATION (UNAUDITED)**

**SEPTEMBER 30, 2022 (Dollars in Thousands)**

**DART EMPLOYEES' DEFINED BENEFIT PENSION PLAN AND TRUST  
SCHEDULE OF NET PENSION LIABILITY**

The schedule of changes in DART's net pension liability and related ratios (Dollar amounts in thousands)

	FY 2022	FY 2021	FY 2020	FY 2019	FY 2018	FY 2017	FY 2016
<b><u>Total Pension Liability</u></b>							
Service cost	\$806	\$916	\$859	\$988	\$1,107	\$1,282	\$954
Interest	15,204	15,504	15,350	14,795	14,501	14,969	14,644
Changes of benefit terms	-	-	-	-	-	-	-
Difference between expected and actual experience	10,381	(781)	1,480	1,920	2,655	(2,815)	(5,082)
Changes in assumptions	-	-	-	5,326	-	63	-
Benefit payments	(24,308)	(15,661)	(15,256)	(14,107)	(13,471)	(11,203)	(11,369)
Net change in total pension liability	2,083	(22)	2,433	8,922	4,792	2,296	(853)
Total pension liability – beginning	236,587	236,609	234,176	225,254	220,462	218,166	219,019
Total pension liability – ending (a)	238,670	236,587	236,609	234,176	225,254	220,462	218,166
<b><u>Plan Fiduciary Net Position</u></b>							
Contributions – employer	10,000	10,000	10,000	10,000	10,000	9,217	8,706
Contributions – employee	-	-	1	2	2	2	2
Net investment income, net of expenses	35,075	18,488	4,267	10,679	15,590	16,067	520
Benefit payments	(24,308)	(15,661)	(15,256)	(14,107)	(13,471)	(11,203)	(11,369)
Administrative expenses	(109)	(107)	(274)	(84)	(100)	(218)	(219)
Net change in plan fiduciary net position	20,658	12,720	(1,261)	6,490	12,021	13,865	(2,360)
Plan fiduciary net position – beginning	198,304	185,584	186,845	180,355	168,334	154,469	156,829
Plan fiduciary net position – ending (b)	218,962	198,304	185,584	186,845	180,355	168,334	154,469
DART's net pension liability (a-b)	\$19,708	\$38,283	\$51,025	\$47,331	\$44,899	\$52,128	\$63,697
Plan fiduciary net position as a percentage of total pension liability	91.74%	83.82%	78.43%	79.79%	80.07%	76.36%	70.80%
Covered payroll	\$3,752	\$11,104	\$12,374	\$14,333	\$15,642	\$18,914	\$19,129
DART's net pension liability as a percentage of covered payroll	525.27%	344.78%	412.36%	330.22%	287.04%	275.61%	332.99%

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 are available. The amounts presented for each fiscal year were determined as of the year-end that occurred one year prior.

**Changes in Assumptions** – Starting with measurement date September 30, 2018, assumed rates of mortality were amended to adopt the Pub-2010 Public Retirement Plan Mortality Tables for General Employees. Starting from FY 2017, the discount rate decreased from 7.00 to 6.75 percent. There were no significant changes in assumptions for other fiscal years.

**DALLAS AREA RAPID TRANSIT  
REQUIRED SUPPLEMENTARY INFORMATION (UNAUDITED)**

**SEPTEMBER 30, 2022 (Dollars in Thousands)**

**DART EMPLOYEES' DEFINED BENEFIT PENSION PLAN AND TRUST  
SCHEDULE OF EMPLOYER CONTRIBUTION**

The schedule of DART's contributions to the DB Plan (Dollar amounts in thousands)

	9/30/22	9/30/21	9/30/20	9/30/19	9/30/18	9/30/17	9/30/16	9/30/15	9/30/14	9/30/13
Contractually required contribution	\$5,133	\$5,540	\$6,624	\$6,928	\$7,235	\$7,755	\$9,217	\$8,706	\$9,122	\$9,074
Contribution in relation to the contractually required contribution	10,000	10,000	10,000	10,000	10,000	10,000	9,217	8,706	9,122	9,074
Contribution deficiency (excess)	\$(4,867)	\$(4,460)	\$(3,376)	\$(3,072)	\$(2,765)	\$(2,245)	\$ -	\$ -	\$ -	\$ -
Covered payroll	N/A	\$3,752	\$11,104	\$12,374	\$14,333	\$15,642	\$18,914	\$19,129	\$19,438	\$19,467
Contribution as a percentage of covered payroll	N/A	266.52%	90.06%	80.81%	69.77%	63.93%	48.73%	45.51%	46.93%	46.61%

Valuation Date – The most recent valuation date is October 1, 2021.

Contribution Rates – 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, 2020, was made during the fiscal year ended September 30, 2021, and as of October 1, 2019, was made during the fiscal year ended September 30, 2020.

Actuarial Assumptions – Significant actuarial assumption and methods 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	Entry Age Normal starting from 9/30/2017 measurement date; before that, it was Projected Unit Credit
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 percent
Investment Return	6.75 percent per year compounded annually, net of all expenses starting from 9/30/2016 measurement dates; before that it was 7.00 percent
Retirement age	7.5 percent at age 55, reaching 100 percent at age 70
Salary Increases	3 percent starting from 9/30/2016 measurement date; before that, it was 3.25 percent
Mortality	<i>Active Lives:</i> PubG-2010 (Below-median, amount weighted) employee rates with mortality improvement projections to the valuation date using Scale MP-2021.  <i>Retiree and Vested Terminated Lives:</i> PubG-2010 (Below median, amount-weighted) healthy retiree rates with mortality improvement projections to the valuation date using Scale MP-2021.  <i>Contingent Survivor Lives:</i> PubG-2010 (Below-median, amount-weighted) contingent survivor rates with mortality improvement projections to the valuation date using Scale MP-2021.  <i>Disabled Lives:</i> PubG-2010 (amount-weighted) disabled retiree rates with mortality improvement projections to the valuation date using Scale MP-2021.
Marital Status	85 percent of male participants and 65 percent of female participants are assumed to be married. Additionally, male spouses are assumed to be three years older than female spouses.
Termination Rate	1.50 percent per year prior to age 54, and 1.00 percent per year on and after attainment of age 54

**DALLAS AREA RAPID TRANSIT  
REQUIRED SUPPLEMENTARY INFORMATION (UNAUDITED)**

**SEPTEMBER 30, 2022 (Dollars in Thousands)**

OTHER POST-EMPLOYMENT BENEFITS  
SCHEDULE OF NET OPEB LIABILITY

The schedule of changes in DART's net OPEB liability and related ratios (Dollar amounts in thousands)

	FY 2022	FY 2021	FY 2020	FY 2019
<b>Total OPEB Liability</b>				
Service cost	\$2,142	\$2,436	\$2,559	\$3,200
Interest	4,094	4,505	4,338	5,129
Changes of benefit terms	(6,746)	-	7,047	-
Difference between expected and actual experience regarding economic or demographic assumptions	4,488	(1,795)	-	(4,931)
Changes in assumptions about future economic or demographic or other inputs	(2,647)	(6,443)	(8,292)	(10,289)
Benefit payments	(5,301)	(3,283)	(3,003)	(2,920)
Net change in total pension liability	(3,970)	(4,580)	2,649	(9,811)
Total OPEB liability – beginning	58,949	63,529	60,880	70,691
Total OPEB liability – ending (a)	54,979	58,949	63,529	60,880
<b>Plan Fiduciary Net Position</b>				
Contributions – employer	1,655	3,229	7,489	-
Contributions – participant	903	482	806	460
Net investment income, net of expenses	11,570	6,860	2,421	3,650
Benefit payments	(5,301)	(3,283)	(3,003)	(2,920)
Administrative expenses	(233)	(168)	(164)	(170)
Other income	-	1	-	-
Adjustment to reflect actual assets	-	-	-	-
Net change in plan fiduciary net position	8,594	7,121	7,549	1,020
Plan fiduciary net position – beginning	65,602	58,481	50,932	49,912
Plan fiduciary net position – ending (b)	74,196	65,602	58,481	50,932
DART's net OPEB liability(asset)* (a-b)	\$(19,217)	\$(6,653)	\$5,048	\$9,948
Plan fiduciary net position as a percentage of total OPEB liability	134.95%	111.29%	92.05%	83.66%
Covered employee payroll	\$230,915	\$227,484	\$229,824	\$214,754
DART's net OPEB liability (asset) as a percentage of covered employee payroll	(8.32%)	(2.92%)	2.20%	4.63%
Annual money-weighted rate of return for OPEB investments	(18.04%)	18.37%	12.16%	4.49%

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 are available. The amounts presented for each fiscal year were determined as of the year-end that occurred one year prior.

Changes in Assumptions and Other Changes – The annual per capita claims costs have been updated based on plan experience during the 36 months preceding the valuation date. Premiums were updated to reflect those in effect for the 2022 calendar year for active health plans and the 2021 calendar year for the Aetna Medicare supplement plan. Health care inflation rates have been updated to reflect recent health care trend rate surveys, blended with the Getzen model published by the Society of Actuaries. Mortality improvement has been updated to reflect mortality improvement scale MP-2020.

**DALLAS AREA RAPID TRANSIT  
REQUIRED SUPPLEMENTARY INFORMATION (UNAUDITED)**

**SEPTEMBER 30, 2022 (Dollars in Thousands)**

OTHER POST-EMPLOYMENT BENEFITS  
SCHEDULE OF EMPLOYER CONTRIBUTION

The schedule of DART's contributions to the OPEB Plan (Dollar amounts in thousands)

	9/30/22	9/30/21	9/30/20	9/30/19	9/30/18*	9/30/17	9/30/16	9/30/15	9/30/14	9/30/13
Actuarially determined contribution	\$2,000	\$1,655	\$3,229	\$3,627	\$3,862	\$5,821	\$4,625	\$4,313	\$5,141	\$4,996
Contribution in relation to the actuarially determined contribution	2,000	1,655	3,229	7,489	-	5,821	4,625	4,313	5,141	4,996
Contribution deficiency (excess)	\$ -	\$ -	\$ -	(\$3,862)	\$3,862	\$ -	\$ -	\$ -	\$ -	\$ -
Covered employee payroll	N/A	\$230,915	\$227,484	\$229,824	\$214,754	\$205,345	\$205,345	\$196,688	\$185,181	\$174,557
Contribution as a percentage of covered employee payroll	N/A	0.72%	1.42%	3.26%	0.00%	2.83%	2.25%	2.19%	2.78%	2.86%

\*Contribution for the fiscal year ended September 30, 2018, was made during the fiscal year ending September 30, 2019 (on October 1, 2018).

Contribution Rates – Actuarially determined contribution rates shown above are calculated as of September 30 for the plan/fiscal year in which contributions are reported. Covered payroll is reported as actual payroll for years prior to September 30, 2019. Covered payroll as of September 30, 2019, is projected from the September 30, 2018, payroll amount.

**DALLAS AREA RAPID TRANSIT  
OTHER SUPPLEMENTARY INFORMATION  
SEPTEMBER 30, 2022 (Dollars in Thousands)**

COMBINING STATEMENT OF FIDUCIARY NET POSITION  
September 30, 2022

	DART Employees' Defined Benefit Pension Plan and Trust	Other Post- Employment Benefits Plan	DART Capital Accumulation Plan and Trust	DART Retirement Plan and Trust	Total
<b>ASSETS</b>					
Cash and cash equivalents	\$4,412	\$3,584	\$ -	\$ -	\$7,996
Receivables:					
Note receivable from participants	-	-	12,071	-	12,071
Other receivables	2,734	3	-	-	2,737
Employee/Plan participant contribution	-	-	-	-	-
Employer contribution	-	-	-	679	679
Total receivables	2,734	3	12,071	679	15,487
Investments:					
Investments at contract value	-	-	33,172	43,494	76,666
Investments at fair value:					
Equity	79,268	33,844	233,345	157,906	504,363
Fixed income	68,808	20,441	24,904	84,103	198,256
Real estate	30,380	-	-	17,720	48,100
Total investments	178,456	54,285	291,421	303,223	827,385
<b>TOTAL ASSETS</b>	<b>185,602</b>	<b>57,872</b>	<b>303,492</b>	<b>303,902</b>	<b>850,868</b>
<b>LIABILITIES</b>					
Accounts payable, investment management, accrued benefits, and administrative fees	178	853	-	-	1,031
Accounts payable, investments in-transit	1,377	-	-	-	1,377
<b>TOTAL LIABILITIES</b>	<b>1,555</b>	<b>853</b>	<b>-</b>	<b>-</b>	<b>2,408</b>
<b>NET POSITION RESTRICTED FOR:</b>					
Pensions	184,047	-	303,492	303,902	791,441
Other post-employment benefits	-	57,019	-	-	57,019
<b>TOTAL NET POSITION</b>	<b>\$184,047</b>	<b>\$57,019</b>	<b>\$303,492</b>	<b>\$303,902</b>	<b>\$848,460</b>



**DALLAS AREA RAPID TRANSIT  
OTHER SUPPLEMENTARY INFORMATION**

**SEPTEMBER 30, 2022 (Dollars in Thousands)**

COMBINING STATEMENT OF FIDUCIARY NET POSITION  
September 30, 2021

	DART Employees' Defined Benefit Pension Plan and Trust	Other Post- Employment Benefits Plan	DART Capital Accumulation Plan and Trust	DART Retirement Plan and Trust	Total
<b>ASSETS</b>					
Cash and cash equivalents	\$12,513	\$2,816	\$ -	\$ -	\$15,329
Receivables:					
Note receivable from participants	-	-	14,556	-	14,556
Employee/Plan participant contribution	-	-	1,595	-	1,595
Employer contribution	-	-	534	1,449	1,983
Total receivables	-	-	16,685	1,449	18,134
Investments:					
Investments at contract value	-	-	37,998	46,617	84,615
Investments at fair value:					
Equity	95,623	45,928	211,128	145,689	498,368
Fixed income	75,227	25,453	27,513	90,729	218,922
Real estate	37,232	-	-	13,759	50,991
Total investments	208,082	71,381	276,639	296,794	852,896
<b>TOTAL ASSETS</b>	<b>220,595</b>	<b>74,197</b>	<b>293,324</b>	<b>298,243</b>	<b>886,359</b>
<b>LIABILITIES</b>					
Accounts payable, investment management, accrued benefits, and administrative fees	326	1,075	-	-	1,401
Accounts payable, investments in-transit	1,307	-	-	-	1,307
<b>TOTAL LIABILITIES</b>	<b>1,633</b>	<b>1,075</b>	<b>-</b>	<b>-</b>	<b>2,708</b>
<b>NET POSITION RESTRICTED FOR:</b>					
Pensions	218,962	-	293,324	298,243	810,529
Other post-employment benefits	-	73,122	-	-	73,122
<b>TOTAL NET POSITION</b>	<b>\$218,962</b>	<b>\$73,122</b>	<b>\$293,324</b>	<b>\$298,243</b>	<b>\$883,651</b>

**DALLAS AREA RAPID TRANSIT  
OTHER SUPPLEMENTARY INFORMATION**

**SEPTEMBER 30, 2022 (Dollars in Thousands)**

COMBINING STATEMENT OF CHANGES IN FIDUCIARY NET POSITION  
For the Year Ended September 30, 2022

	DART Employees' Defined Benefit Pension Plan and Trust	Other Post- Employment Benefits Plan	DART Capital Accumulation Plan and Trust	DART Retirement Plan and Trust	Total
<b>ADDITIONS:</b>					
Investment income:					
Net investment gain (loss)	\$(29,427)	\$(14,525)	\$21,817	\$ 8,549	\$(13,586)
Interest and dividends	4,257	1,870	11,461	23,273	40,861
Investment manager fees	(675)	(35)	-	-	(710)
Total investment income, net	(25,845)	(12,690)	33,278	31,822	26,565
<b>Contributions:</b>					
Employer	10,000	2,000	5,382	16,409	33,791
Employee/participant	-	280	16,013	-	16,293
Other additions	-	-	-	30	30
Total contributions	10,000	2,280	21,395	16,439	50,114
Total additions	(15,845)	(10,410)	54,673	48,261	76,679
<b>DEDUCTIONS:</b>					
Benefit payments	18,780	5,674	43,976	42,559	110,989
Administrative expenses	290	19	529	43	881
Total deductions	19,070	5,693	44,505	42,602	111,870
NET INCREASE/(DECREASE) IN NET POSITION	(34,915)	(16,103)	10,168	5,659	(35,191)
<b>NET POSITION:</b>					
BEGINNING OF YEAR	218,962	73,122	293,324	298,243	883,651
END OF YEAR	\$184,047	\$57,019	\$303,492	\$303,902	\$848,460

**DALLAS AREA RAPID TRANSIT  
OTHER SUPPLEMENTARY INFORMATION**

**SEPTEMBER 30, 2022 (Dollars in Thousands)**

COMBINING STATEMENT OF CHANGES IN FIDUCIARY NET POSITION  
For the Year Ended September 30, 2021

	DART Employees' Defined Benefit Pension Plan and Trust	Other Post- Employment Benefits Plan	DART Capital Accumulation Plan and Trust	DART Retirement Plan and Trust	Total
<b>ADDITIONS:</b>					
Investment income:					
Net investment gain	\$ 32,695	\$11,337	\$18,092	\$8,148	\$70,272
Interest and dividends	3,437	-	7,713	15,087	26,237
Investment manager fees	(1,057)	-	-	-	(1,057)
Total investment income, net	35,075	11,337	25,805	23,235	95,452
Contributions:					
Employer	10,000	1,655	6,880	20,125	38,660
Employee/participant	-	903	20,154	-	21,057
Other additions	-	-	-	23	23
Total contributions	10,000	2,558	27,034	20,148	59,740
Total additions	45,075	13,895	52,839	43,383	155,192
<b>DEDUCTIONS:</b>					
Benefit payments	24,308	6,375	65,649	20,235	116,567
Administrative expenses	109	-	443	45	597
Total deductions	24,417	6,375	66,092	20,280	117,164
NET INCREASE/(DECREASE) IN NET POSITION	20,658	7,520	(13,253)	23,103	38,028
<b>NET POSITION:</b>					
BEGINNING OF YEAR	198,304	65,602	306,577	275,140	845,623
END OF YEAR	\$218,962	\$73,122	\$293,324	\$298,243	\$883,651

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# STATISTICAL SECTION



*let's go.*

DALLAS AREA RAPID TRANSIT  
ANNUAL COMPREHENSIVE 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.

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<b><u>Financial Trends</u></b> – 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.	
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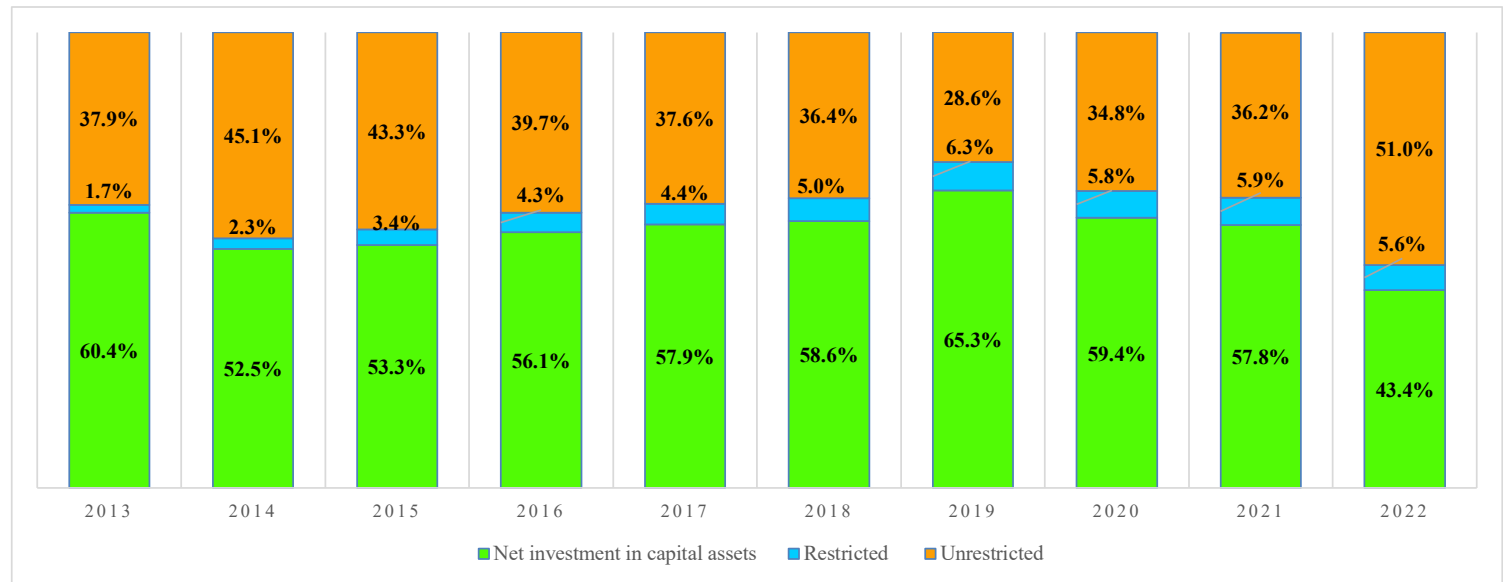
# FINANCIAL TRENDS



*let's go.*

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

Components of Net Position	Fiscal Year									
	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Net investment in capital assets	\$1,320,349	\$1,071,576	\$938,644	\$881,241	\$837,067	\$764,341	\$784,924	\$796,675	\$838,658	\$746,146
Restricted	37,633	47,345	59,091	67,928	64,156	65,822	74,112	77,479	85,338	95,816
Unrestricted	827,165	920,666	761,771	621,414	543,815	474,215	343,465	467,401	526,945	876,952
<b>Total Net Position</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>	<b>\$1,202,501</b>	<b>\$1,341,555</b>	<b>\$1,450,941</b>	<b>\$1,718,914</b>



Source: Annual Financial Reports

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

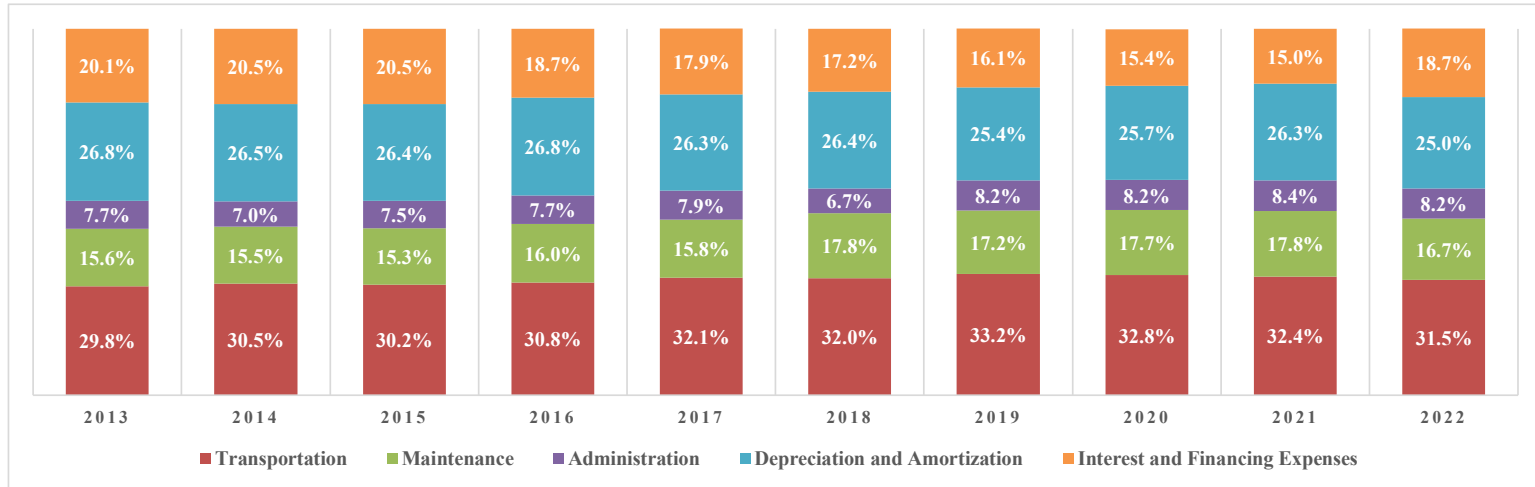
	Fiscal Year									
	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
<b>OPERATING REVENUES</b>										
Passenger (fare) revenues	\$67,569	\$70,902	\$71,012	\$67,749	\$65,412	\$62,845	\$63,941	\$42,119	\$28,975	\$33,305
Advertising, rent and other	16,146	13,573	14,412	14,121	14,175	13,241	13,532	13,598	12,090	13,526
<b>TOTAL OPERATING REVENUES</b>	<u>83,715</u>	<u>84,475</u>	<u>85,424</u>	<u>81,870</u>	<u>79,587</u>	<u>76,086</u>	<u>77,473</u>	<u>55,717</u>	<u>41,065</u>	<u>46,831</u>
<b>OPERATING EXPENSES</b>										
Labor	211,801	216,188	220,723	229,795	239,382	249,894	259,186	268,436	256,170	258,348
Benefits	87,302	99,851	96,432	96,528	103,288	98,581	118,592	108,341	116,517	108,482
Services	34,775	33,869	35,785	41,998	40,883	48,331	53,282	55,943	55,247	64,145
Materials and Supplies	53,224	44,327	38,487	43,458	43,203	47,531	51,017	55,753	47,344	47,123
Purchased Transportation	43,716	46,900	45,608	50,316	52,531	55,978	58,537	57,079	57,044	67,206
Utilities	20,946	17,151	17,983	18,008	18,830	19,673	16,619	16,717	16,034	17,702
Taxes, Leases, and Other	5,604	5,245	4,829	4,835	4,778	4,029	6,679	3,492	5,649	5,319
Casualty and Liability	5,329	4,582	5,983	7,536	3,238	4,925	7,156	6,266	5,444	8,584
Operating Expenses (excluding depreciation and amortization)	462,697	468,113	465,830	492,474	506,133	528,942	571,068	572,027	559,449	576,909
Depreciation and amortization expense	238,710	236,406	239,439	246,794	239,381	250,210	248,064	249,778	251,045	255,611
<b>TOTAL OPERATING EXPENSES</b>	<u>701,407</u>	<u>704,519</u>	<u>705,269</u>	<u>739,268</u>	<u>745,514</u>	<u>779,152</u>	<u>819,132</u>	<u>821,805</u>	<u>810,494</u>	<u>832,520</u>
<b>NET OPERATING LOSS</b>	<u>(617,692)</u>	<u>(620,044)</u>	<u>(619,845)</u>	<u>(657,398)</u>	<u>(665,927)</u>	<u>(703,066)</u>	<u>(741,659)</u>	<u>(766,088)</u>	<u>(769,429)</u>	<u>(785,689)</u>
<b>NON-OPERATING REVENUES (EXPENSES)</b>										
Sales and use tax	456,524	486,564	519,448	545,907	567,418	596,400	621,129	616,220	683,171	791,839
Investment income	2,272	4,037	8,290	5,552	5,450	6,286	14,787	6,575	869	2,284
Interest income from investments held to pay capital lease/leaseback	18,029	15,510	15,189	9,336	8,365	8,524	8,695	8,904	8,835	9,923
Interest expense on capital lease/leaseback	(18,029)	(15,510)	(15,189)	(9,336)	(8,365)	(8,524)	(8,695)	(8,904)	(8,835)	(9,923)
Gain (loss) on HOV lane investments	-	-	(66,465)	(3,100)	600	(11,100)	-	-	-	-
Street improvement for member cities	(6,615)	(2,127)	(560)	(501)	(20)	(3,644)	(11,301)	(14,566)	(5,361)	(6,187)
Interest and financing expenses	(160,824)	(167,071)	(170,744)	(163,004)	(155,255)	(154,044)	(148,757)	(142,413)	(134,170)	(179,948)
Build America Bonds tax credit	28,406	28,259	28,289	28,391	28,381	28,443	25,021	21,390	21,286	21,238
Other federal and state grants	17,418	92,211	82,112	43,731	68,564	69,445	54,932	294,136	197,655	366,818
Other non-operating revenues	12,226	15,760	24,371	16,412	17,552	19,375	15,463	15,156	37,275	34,475
Other non-operating expenses	(3,848)	(1,621)	(13,691)	(9,939)	(3,151)	(1,969)	(13,517)	(10,615)	(418)	(4,547)
Loss on transfer of HOV operations	-	(20,392)	-	-	-	-	-	-	-	-
Transfer of assets to the City of Dallas	-	-	(19,041)	-	-	-	-	-	-	-
<b>NET OPERATING REVENUES, NET</b>	<u>345,559</u>	<u>435,620</u>	<u>392,009</u>	<u>463,449</u>	<u>529,539</u>	<u>549,192</u>	<u>557,757</u>	<u>785,883</u>	<u>800,307</u>	<u>1,025,972</u>
<b>LOSS BEFORE CAPITAL CONTRIBUTIONS AND GRANTS</b>	<u>(272,133)</u>	<u>(184,424)</u>	<u>(227,836)</u>	<u>(193,949)</u>	<u>(136,388)</u>	<u>(153,874)</u>	<u>(183,902)</u>	<u>19,795</u>	<u>30,878</u>	<u>240,283</u>
Capital Contributions	134,148	38,864	18,400	5,026	10,843	24,251	82,025	119,259	78,508	27,690
<b>Total capital contribution and grants</b>	<u>134,148</u>	<u>38,864</u>	<u>18,400</u>	<u>5,026</u>	<u>10,843</u>	<u>24,251</u>	<u>82,025</u>	<u>119,259</u>	<u>78,508</u>	<u>27,690</u>
<b>CHANGE IN NET POSITION</b>	<u>(137,985)</u>	<u>(145,560)</u>	<u>(209,436)</u>	<u>(188,923)</u>	<u>(125,545)</u>	<u>(129,623)</u>	<u>(101,877)</u>	<u>139,054</u>	<u>109,386</u>	<u>267,973</u>
<b>NET POSITION, BEGINNING OF YEAR</b>	<u>2,323,132</u>	<u>2,185,147</u>	<u>2,039,587</u>	<u>1,759,506</u>	<u>1,570,583</u>	<u>1,445,038</u>	<u>1,304,378</u>	<u>1,202,501</u>	<u>1,341,555</u>	<u>1,450,941</u>
Adjustments Due to Change in Accounting Principles	-	-	(70,645)	-	-	(11,037)	-	-	-	-
<b>NET POSITION, END OF YEAR</b>	<u>2,185,147</u>	<u>2,039,587</u>	<u>1,759,506</u>	<u>1,570,583</u>	<u>1,445,038</u>	<u>1,304,378</u>	<u>1,202,501</u>	<u>1,341,555</u>	<u>1,450,941</u>	<u>1,718,914</u>

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									
	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Transportation	\$265,378	\$271,425	\$273,552	\$284,136	\$293,060	\$303,082	\$324,552	\$319,463	\$309,042	\$321,977
Maintenance	139,146	138,154	138,662	147,499	143,845	168,222	168,579	172,309	170,126	170,945
Administration	68,636	62,282	67,867	71,279	72,399	63,251	79,624	80,255	80,511	84,173
Depreciation and Amortization	238,710	236,406	239,439	246,794	239,381	250,210	248,064	249,778	251,045	255,611
Interest and Financing Expenses	178,853	182,581	185,933	172,340	163,620	162,568	157,452	151,317	143,005	189,871
<b>TOTAL*</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>	<b>\$978,271</b>	<b>\$973,122</b>	<b>\$953,729</b>	<b>\$1,022,577</b>



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

	Fiscal Year									
	2014	2015	2016	2017	2018	2019	2020	2021	2022	
Loss on HOV lane investments/Other		\$66,465	\$3,100	N/A	\$11,100					
Loss on transfer of HOV operations	\$20,392									
Street and Other Transit Related Improvement Programs						\$23,131	\$25,181	\$5,549	\$10,548	
Transfer of assets to the City of Dallas		\$19,041								
<b>Total</b>	<b>\$20,392</b>	<b>\$85,506</b>	<b>\$3,100</b>	<b>N/A</b>	<b>\$11,100</b>	<b>\$23,131</b>	<b>\$25,181</b>	<b>\$5,549</b>	<b>\$10,548</b>	

Source: Annual Financial Reports

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

	Fiscal Year									
	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
<b>Dallas Area Rapid Transit <sup>1</sup></b>										
Labor and Benefits	64.7%	67.5%	68.0%	66.3%	67.8%	65.9%	66.1%	65.9%	66.5%	63.6%
Materials and Supplies	11.5%	9.5%	8.3%	8.8%	8.5%	9.0%	8.9%	9.7%	8.5%	8.2%
Services	7.5%	7.2%	7.7%	8.5%	8.1%	9.1%	9.3%	9.8%	9.9%	11.1%
Utilities	4.5%	3.7%	3.9%	3.7%	3.7%	3.7%	2.9%	2.9%	2.9%	3.1%
Casualty and Liability	1.2%	1.0%	1.3%	1.5%	0.6%	0.9%	1.3%	1.1%	1.0%	1.5%
Purchased Transportation	9.4%	10.0%	9.8%	10.2%	10.4%	10.6%	10.3%	9.9%	10.2%	11.6%
Others	1.2%	1.1%	1.0%	1.0%	0.9%	0.8%	1.2%	0.6%	1.0%	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	64.1%	60.7%	62.0%	62.0%	62.0%	61.0%	61.0%	62.0%	N/A	N/A
Materials and Supplies	11.7%	11.2%	10.0%	9.0%	9.0%	9.0%	9.0%	8.0%	N/A	N/A
Services	6.9%	7.1%	7.0%	8.0%	8.0%	8.0%	8.0%	9.0%	N/A	N/A
Utilities	3.2%	3.1%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	N/A	N/A
Casualty and Liability	2.2%	2.4%	2.0%	3.0%	3.0%	3.0%	3.0%	2.0%	N/A	N/A
Purchased Transportation	13.8%	13.7%	14.0%	14.0%	14.0%	14.0%	15.0%	15.0%	N/A	N/A
Others	-1.9%	1.8%	2.0%	1.0%	1.0%	2.0%	1.0%	1.0%	N/A	N/A
<b>Total</b>	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	N/A	N/A

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

N/A= Industry information is not available for fiscal years 2021 through 2022.

Source:

(1) Ratios are calculated based on the amounts shown on page 68.

(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									
	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Passenger (fare) revenues	\$67,569	\$70,902	\$71,012	\$67,749	\$65,412	\$62,845	\$63,941	\$42,119	\$28,975	\$33,305
Advertising, rent and other	16,146	13,573	14,412	14,121	14,175	13,241	13,532	13,598	12,090	13,526
Sales and use tax	456,524	486,564	519,448	545,907	567,418	596,400	621,129	616,220	683,171	791,839
Federal operating grants	17,418	92,211	82,112	43,731	68,564	69,445	54,932	294,136	197,655	366,818
Investment income	2,272	4,037	8,290	5,552	5,450	6,286	14,787	6,575	869	2,284
Interest income from investments held to pay capital lease/leaseback	18,029	15,510	15,189	9,336	8,365	8,524	8,695	8,904	8,835	9,923
Build America Bonds tax credit	28,406	28,259	28,289	28,391	28,381	28,443	25,021	21,390	21,286	21,238
Other non-operating revenues	12,226	15,760	24,371	16,412	18,152	19,375	15,463	15,156	37,275	34,475
	<b>618,590</b>	<b>726,816</b>	<b>763,123</b>	<b>731,199</b>	<b>775,917</b>	<b>804,559</b>	<b>817,500</b>	<b>1,018,098</b>	<b>990,156</b>	<b>1,273,408</b>
Capital contributions:										
Federal capital contributions	123,877	36,023	17,738	3,656	9,957	24,122	80,426	98,924	54,189	13,551
State capital contributions	2,676	1,596	333	1,217	885	129	1,599	19,843	19,922	8,552
Local capital contributions	7,595	1,245	329	153	1	-	-	492	4,397	5,587
	<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>82,025</b>	<b>119,259</b>	<b>78,508</b>	<b>27,690</b>
Total revenues	<b>\$752,738</b>	<b>\$765,680</b>	<b>\$781,523</b>	<b>\$736,225</b>	<b>\$786,760</b>	<b>\$828,810</b>	<b>\$899,525</b>	<b>\$1,137,357</b>	<b>\$1,068,664</b>	<b>\$1,301,098</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									
	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
<b>Dallas Area Rapid Transit</b>										
Fare revenue <sup>1</sup>	10.9%	9.8%	9.3%	9.3%	8.4%	7.8%	7.8%	4.1%	2.9%	2.6%
Other revenues <sup>2</sup>	12.5%	10.6%	11.9%	10.1%	9.6%	9.4%	9.5%	6.4%	8.1%	6.4%
	23.4%	20.4%	21.2%	19.4%	18.0%	17.2%	17.3%	10.6%	11.0%	9.0%
State and local operating assistance <sup>3</sup>	73.8%	66.9%	68.1%	74.7%	73.1%	74.1%	76.0%	60.5%	69.0%	62.2%
Federal operating assistance <sup>4</sup>	2.8%	12.7%	10.8%	6.0%	8.8%	8.6%	6.8%	28.9%	20.0%	28.8%
	76.6%	79.6%	78.8%	80.6%	81.9%	82.7%	82.7%	89.5%	89.0%	91.0%
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	32.5%	32.5%	32.0%	24.0%	23.0%	28.7%	27.4%	21.4%	17.1%	N/A
Other revenues	11.1%	10.3%	10.8%	14.0%	16.0%	0.2%	0.2%	0.2%	0.2%	N/A
	43.6%	42.8%	42.8%	38.0%	39.0%	29.0%	27.6%	21.7%	17.3%	N/A
State and local operating assistance	47.5%	48.3%	48.6%	44.0%	44.0%	54.6%	57.3%	52.0%	46.0%	N/A
Federal operating assistance	8.9%	8.9%	8.6%	18.0%	17.0%	16.4%	15.1%	26.4%	36.8%	N/A
	56.4%	57.2%	57.2%	62.0%	61.0%	71.0%	72.4%	78.3%	82.7%	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 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 2012 to 2015 and National Transit Database's national transit summary report for 2016 to 2021.

# 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 2022 compared to 2013 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>			
	2022	2013	Percentage Change from 2013 to 2022	Percentage of total in 2022	2022	2013	Percentage Change from 2013 to 2022	Percentage of total in 2022
Dallas	\$392,219	\$231,377	69.5%	49.5%	1,321,740	1,213,600	8.9%	51.7%
Plano	104,442	66,524	57.0%	13.2%	290,850	264,910	9.8%	11.4%
Irving	95,230	50,282	89.4%	12.0%	261,350	220,750	18.4%	10.2%
Richardson	52,482	25,602	105.0%	6.6%	122,570	100,850	21.5%	4.8%
Carrollton	46,850	24,722	89.5%	5.9%	135,110	122,280	10.5%	5.3%
Garland	38,034	21,151	79.8%	4.8%	247,590	229,120	8.1%	9.7%
Farmers Branch	23,530	12,968	81.5%	3.0%	38,140	28,800	32.4%	1.5%
Addison	15,537	12,042	29.0%	2.0%	17,720	13,840	28.0%	0.7%
Rowlett	8,572	5,163	66.0%	1.1%	65,030	56,420	15.3%	2.5%
University Park	6,675	3,216	107.6%	0.8%	25,360	22,920	10.6%	1.0%
Highland Park	6,729	2,819	138.7%	0.9%	8,800	8,500	3.5%	0.3%
Glenn Heights	981	399	145.8%	0.1%	18,090	11,410	58.5%	0.7%
Cockrell Hill	558	259	115.4%	0.1%	3,820	4,180	-8.6%	0.2%
<b>Total</b>	<b>\$791,839</b>	<b>\$456,524</b>	<b>73.4%</b>	<b>100.0%</b>	<b>2,556,170</b>	<b>2,297,580</b>	<b>11.3%</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.



**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 2021 compared to 2012.

Type of Service	Passenger Revenues (Amounts in Thousands)				Ridership <sup>2</sup> (Amounts in Thousands)			
	2022 <sup>1</sup>	2013	Percentage Change from 2013 to 2022	Percentage of total in 2022	2022 <sup>1</sup>	2013	Percentage Change from 2013 to 2022	Percentage of total in 2022
Bus	\$16,421	\$37,133	-55.8%	49.3%	21,536	37,937	-43.2%	52.4%
Light Rail	13,476	20,435	-34.1%	40.5%	17,676	29,472	-40.0%	43.0%
Commuter Rail <sup>3</sup>	1,775	6,880	-74.2%	5.3%	1,066	2,093	-49.1%	2.6%
Demand Response	1,588	2,154	-26.3%	4.8%	809	832	-2.8%	2.0%
Demand Response-Taxi	26	-	N/A	0.1%	13	-	N/A	0.0%
Vanpool	19	967	-98.0%	0.0%	9	947	-99.0%	0.0%
<b>Total</b>	<b>\$33,305</b>	<b>\$67,569</b>	<b>-50.7%</b>	<b>100.0%</b>	<b>41,109</b>	<b>71,281</b>	<b>-42.3%</b>	<b>100.0%</b>

N/A= Not applicable

Notes:

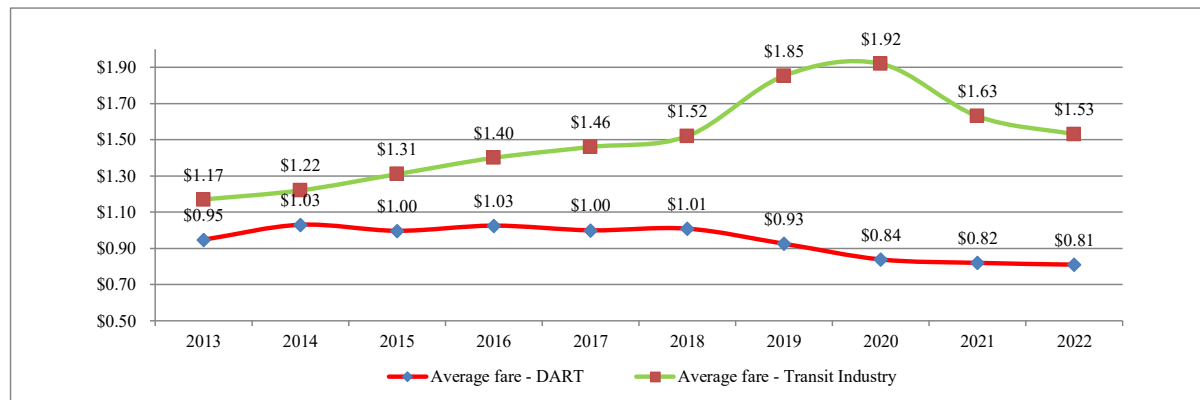
- (1) The decrease in total passenger revenue and ridership in 2022 is due to the COVID-19 Pandemic.
- (2) Ridership is reported as unlinked passenger trips. For example, a passenger who transfers from a bus to rail is counted as two unlinked passenger trips.
- (3) The Commuter Rail mode does not include 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									
	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
<b>Passenger revenues<sup>1</sup></b>										
Bus	\$37,133	\$32,564	\$30,834	\$29,005	\$27,960	\$26,995	\$27,251	\$13,905	\$14,412	\$16,421
Light Rail	20,435	27,905	26,387	27,596	27,830	26,142	26,389	22,954	10,814	13,476
Commuter Rail	6,880	9,478	9,383	8,849	6,501	6,561	6,419	4,154	2,290	1,775
Demand Response	2,154	1,149	1,021	838	876	885	989	177	321	1,588
Demand Response-Taxi	-	922	1,213	1,421	1,346	1,308	1,392	361	1,072	26
Vanpool	967	996	787	749	899	954	1,501	568	66	19
Streetcar								-	0	-
<b>Total</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>\$63,941</b>	<b>\$42,119</b>	<b>\$28,975</b>	<b>\$33,305</b>
<b>Ridership<sup>2</sup></b>										
Bus	37,937	37,383	36,366	33,521	31,951	30,011	37,231	27,925	19,462	21,536
Light Rail	29,472	29,458	29,841	29,762	29,994	28,873	28,336	20,081	14,487	17,676
Commuter Rail	2,093	2,284	2,173	2,054	2,098	2,039	2,007	1,266	795	1,066
Demand Response	832	469	397	335	339	357	415	233	131	809
Demand Response-Taxi	-	376	471	562	530	527	591	469	437	13
Vanpool	947	893	577	515	515	483	496	233	24	9
Streetcar										
<b>Total*</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>69,076</b>	<b>50,207</b>	<b>35,336</b>	<b>41,109</b>
 Average fare per passenger <sup>3</sup>	\$0.95	\$1.03	\$1.00	\$1.03	\$1.00	\$1.01	\$0.93	\$0.84	\$0.82	\$0.81
 Average fare per passenger, Transit Industry - all agencies <sup>4</sup>	\$1.17	\$1.22	\$1.31	\$1.40	\$1.46	\$1.52	\$1.85	\$1.92	\$1.63	\$1.53



N/A = Fiscal year 2020 transit industry average fare information is not available.

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**

	2013 to 2018 Effective 12/3/12	2018 to 2020 Effective 8/1/18	2020 to 2021 Effective 1/1/20	2021 to 2022 Effective 1/1/22
<b>BASE SINGLE RIDE FARE</b>				
Local Service	N/A	\$2.50	\$2.50	\$2.50
Commuter Rail - Zone 1 and Express Bus <sup>1</sup>	N/A	N/A	N/A	N/A
Commuter Rail - Zone 2 and Express Bus <sup>2</sup>	N/A	N/A	N/A	N/A
Reduced Fare <sup>3</sup>	N/A	\$1.25	\$1.25	\$1.25
Paratransit - Demand Response Van/Sedan Service	N/A	\$3.50	\$3.50	\$3.50
Paratransit Trips to Fixed Route Stops	N/A	\$1.00	\$1.00	\$1.00
Paratransit Eligible Riders on Fixed Route Service	N/A	Free	Free	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	N/A	N/A
Regional Service <sup>11</sup>	\$5.00	N/A	N/A	N/A
Reduced Fare <sup>3</sup>	\$1.25	N/A	N/A	N/A
Paratransit - Demand Response Van/Sedan Service	\$3.00	N/A	N/A	N/A
Paratransit Trips to Fixed Route Stops	\$0.75	N/A	N/A	N/A
Paratransit Eligible Riders on Fixed Route Service	Free	N/A	N/A	N/A
<b>A.M./P.M. <sup>12</sup></b>				
Local Service		\$3.00	\$3.00	N/A
Regional Service		\$6.00	\$6.00	N/A
Reduced Fare <sup>3</sup>		\$1.50	\$1.50	N/A
<b>MID-DAY FARE <sup>9</sup></b>				
Local Service <sup>10</sup>	\$1.75	\$2.00	\$2.00	\$2.00
Regional Service <sup>11</sup>	\$3.50	\$4.00	\$4.00	\$4.00
<b>DAY PASS <sup>4</sup></b>				
Local Service <sup>10</sup>	\$5.00	\$6.00	\$6.00	\$6.00
Commuter Rail - Zone 1 and Express Bus <sup>1</sup>				
Commuter Rail - Zone 2 and Express Bus <sup>2</sup>				
Regional Service <sup>11</sup>	\$10.00	\$12.00	\$12.00	\$12.00
Reduced Fare <sup>3</sup>	\$2.50	\$3.00	\$3.00	\$3.00
Regional Day Pass Vouchers <sup>13</sup>			\$3.60	\$3.60
Regional Day Pass Book of Ten	\$30.00	\$36.00	\$36.00	\$36.00
10-Ticket Paratransit Coupon Book	\$30.00	N/A	N/A	N/A
<b>WEEKLY PASS <sup>5</sup></b>				
Local Service <sup>10</sup>	\$25.00	N/A	N/A	N/A
Commuter Rail - Zone 1 and Express Bus <sup>1</sup>		N/A	N/A	N/A
Commuter Rail - Zone 2 and Express Bus <sup>2</sup>		N/A	N/A	N/A
Regional Service <sup>11</sup>	\$50.00	N/A	N/A	N/A
<b>MONTHLY PASS <sup>6</sup></b>				
Local Service <sup>10</sup>	\$80.00	\$96.00	\$96.00	\$96.00
Commuter Rail - Zone 1 and Express Bus <sup>1</sup>				
Commuter Rail - Zone 2 and Express Bus <sup>2</sup>				
Regional Service <sup>11</sup>	\$160.00	\$192.00	\$192.00	\$192.00
Reduced Fare <sup>3</sup>	\$40.00	\$48.00	\$48.00	\$48.00
Lone Star Card - Local <sup>8</sup>	\$40.00	\$48.00	\$48.00	\$48.00
Lone Star Card - Regional <sup>8</sup>	\$80.00	\$96.00	\$96.00	\$96.00
Paratransit	N/A	N/A	N/A	\$112.00
<b>ANNUAL PASS <sup>7</sup></b>				
Local Service <sup>10</sup>	\$800.00	\$960.00	\$960.00	\$960.00
Commuter Rail - Zone 1 and Express Bus <sup>1</sup>				
Commuter Rail - Zone 2 and Express Bus <sup>2</sup>				
Regional Service <sup>11</sup>	\$1,600.00	\$1,920.00	\$1,920.00	\$1,920.00
Senior - Regional	\$480.00	\$576.00	\$576.00	\$576.00
Corporate - Local		\$720.00	\$720.00	\$720.00
Corporate - Regional		\$1,440.00	\$1,440.00	\$1,440.00

During the last ten years, the DART Board approved four amendments to fare structures with the following effective dates: 12/03/2012, 08/01/2018, 01/01/2020 and 01/01/22.  
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
- (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.
- (13) Regional Day Pass vouchers are available only to government, alternative schools, and nonprofit institutions to be issued to DART Service Area clients. Passes for alternative schools are valid 6:00 a.m. to 6:00 p.m., Monday through Friday.

Source: DART Board Resolutions 020192, 030146, 070064, 090067, 120105, 180017, 190159 and 210180.

# DEBT CAPACITY



*let's go.*

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

**OUTSTANDING DEBT RATIO**

	Fiscal Year									
	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Total outstanding debt (in thousands) <sup>1</sup>										
Senior Lien Revenue Bonds*	\$3,550,250	\$3,564,499	\$3,547,683	\$3,542,484	\$3,468,794	\$3,393,888	\$3,329,399	\$3,360,211	\$3,284,209	\$3,710,002
Capital Lease Obligations	220,704	200,005	201,098	109,725	111,716	113,866	116,187	118,716	121,177	131,082
	\$3,770,954	\$3,764,504	\$3,748,781	\$3,652,209	\$3,580,510	\$3,507,754	\$3,445,586	\$3,478,927	\$3,405,386	\$3,841,084
Total personal income (in thousands) <sup>2</sup>	\$68,328,835	\$69,851,833	\$72,618,226	\$73,140,525	\$77,086,584	\$82,290,173	\$83,309,687	\$91,143,512	\$95,335,992	\$101,180,009
<b>Outstanding debt ratio</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>	<b>0.04</b>	<b>0.04</b>	<b>0.04</b>	<b>0.04</b>

**OUTSTANDING DEBT PER CAPITA**

	Fiscal Year									
	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Total outstanding debt (in thousands) as shown above	\$3,770,954	\$3,764,504	\$3,748,781	\$3,652,209	\$3,580,510	\$3,507,754	\$3,445,586	\$3,478,927	\$3,405,386	\$3,841,084
Service area population <sup>3</sup>	2,297,580	2,334,880	2,354,330	2,380,600	2,407,830	2,467,760	2,467,760	2,506,490	2,530,800	2,556,170
<b>Outstanding debt per capita</b>	<b>\$1,641</b>	<b>\$1,612</b>	<b>\$1,592</b>	<b>\$1,534</b>	<b>\$1,487</b>	<b>\$1,421</b>	<b>\$1,396</b>	<b>\$1,388</b>	<b>\$1,346</b>	<b>\$1,503</b>

Note:

\*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									
Senior Lien Revenue Bonds <sup>1</sup>	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
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:  
 (1) In August 2000, the voters of DART's member 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 <sup>1</sup>**

	Fiscal Year									
	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
<b>Pledged Revenues</b>										
Sales and Use Tax	\$456,524	\$486,564	\$519,448	\$545,907	\$567,418	\$596,400	\$621,129	\$616,220	\$683,171	\$791,839
Passenger (Fare) Revenue	67,569	70,902	71,012	67,749	65,412	62,845	63,941	42,119	28,975	33,305
	\$524,093	\$557,466	\$590,460	\$613,656	\$632,830	\$659,245	\$685,070	\$658,339	\$712,146	\$825,144
<b>Debt Service requirements <sup>2</sup></b>										
Principal - Bond	\$6,740	\$33,175	\$38,215	\$48,115	\$53,962	\$53,936	\$58,291	\$59,974	\$62,689	\$71,355
Interest Payments	176,695	180,580	188,949	176,371	164,072	165,585	160,818	151,667	148,272	152,266
	183,435	213,755	227,164	224,486	218,034	219,521	219,109	211,641	210,961	223,621
Less: Build America Bond Credit	(28,406)	(28,259)	(28,289)	(28,391)	(28,381)	(28,443)	(25,021)	(21,390)	(21,286)	(21,238)
Net debt service	155,029	185,496	198,875	196,095	189,653	191,078	194,088	190,251	189,675	202,383
<b>Coverage Ratio <sup>3</sup></b>	3.38	3.01	2.97	3.13	3.34	3.45	3.53	3.46	3.75	4.08

Notes:

- (1) 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.
- (2) The increase in debt service requirements over time is because of an increase in debt.
- (3) The coverage ratios shown here are 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

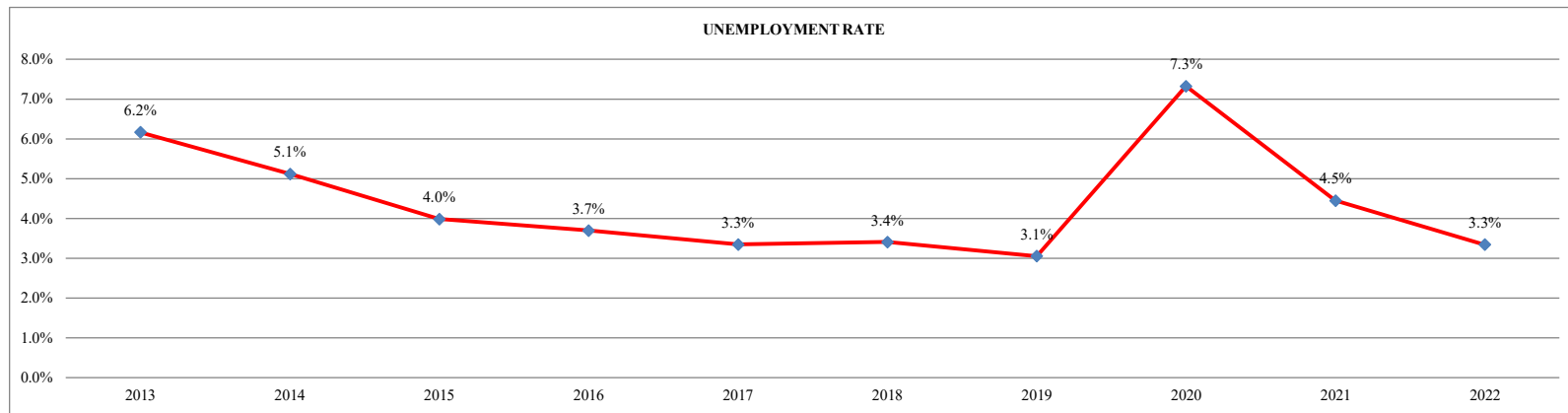
# DEMOGRAPHIC AND ECONOMIC INFORMATION



*let's go.*

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

	Fiscal Year									
	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Population <sup>1</sup>	2,297,580	2,334,880	2,354,330	2,380,600	2,407,830	2,467,760	2,467,760	2,506,490	2,530,800	2,556,170
Per Capita Income <sup>2</sup>	\$29,739	\$29,917	\$30,845	\$30,724	\$32,015	\$33,764	\$33,759	\$36,363	\$37,670	\$39,583
Total Personal Income (in thousands) <sup>2</sup>	\$68,328,835	\$69,851,833	\$72,618,226	\$73,140,525	\$77,086,584	\$82,290,173	\$83,309,687	\$91,143,512	\$95,335,992	\$101,180,009
Unemployment Rate <sup>3</sup>	6.2%	5.1%	4.0%	3.7%	3.3%	3.4%	3.1%	7.3%	4.5%	3.3%



Sources:

- (1) North Central Texas Council of Governments (NCTCOG)
- (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 DART SERVICE AREA  
CURRENT FISCAL YEAR AND NINE YEARS AGO**

2022				2013			
Rank	Name of Employer	Number of Employees	Percentage of Total Employment	Rank	Name of Employer	Number of Employees	Percentage of Total Employment
1	Dallas Independent School District <sup>1</sup>	23,271	0.87%	1	Bank of America	20,000	0.98%
2	Baylor Scott & White Health <sup>2</sup>	22,259	0.91%	2	Dallas Independent School District	19,800	0.97%
3	UT Southwestern Medical Center <sup>2</sup>	21,539	0.88%	3	Baylor Health Care System	16,850	0.82%
4	Medical City Healthcare <sup>2</sup>	17,000	0.69%	4	JPMorgan Chase	14,500	0.71%
5	JPMorgan Chase Bank <sup>2</sup>	15,500	0.63%	5	Texas Instruments Inc.	14,000	0.68%
6	Bank of America <sup>2</sup>	13,850	0.57%	6	City of Dallas	13,000	0.64%
7	UT North Texas System <sup>2</sup>	13,275	0.54%	7	UT Southwestern Medical Center at Dallas	12,100	0.59%
8	City of Dallas <sup>1</sup>	13,000	0.53%	8	Parkland Health & Hospital System	9,442	0.46%
9	Parkland Health and Hospital System <sup>2</sup>	12,966	0.53%	9	Energy Future Holdings	9,400	0.46%
10	AT&T Inc. <sup>1</sup>	12,600	0.51%	10	United Parcel Services	9,209	0.45%

Sources for 2022:

- (1) Dallas Business Journal, Book of Lists 2022, Volume 46, Number 22
- (2) City of Dallas Annual Comprehensive Financial Report for the Fiscal Year Ended September 30, 2022

Sources for 2013:

- Dallas Business Journal, Book of Lists 2014, Volume 37, Number 15

# OPERATING INFORMATION



*let's go.*

**DALLAS AREA RAPID TRANSIT  
NUMBER OF EMPLOYEES BY FUNCTION <sup>1</sup>  
LAST TEN FISCAL YEARS**

FUNCTION	Fiscal Year									
	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Transport Operations										
Bus Operations	1,522	1,470	1,511	1,556	1,576	1,569	1,682	1,602	1,412	1,468
Commuter Rail Operations	14	11	14	14	14	15	20	18	14	9
HOV Lane Operations <sup>2</sup>	55	3	-	-	-	-	-	-	-	-
Light Rail Operations	292	298	285	308	323	323	376	319	317	323
Paratransit Operations	59	55	59	60	64	59	58	54	43	39
Vanpool Operations <sup>3</sup>	2	2	2	2	2	2	2	2	2	-
	1,944	1,839	1,871	1,940	1,979	1,968	2,138	1,995	1,788	1,839
Maintenance										
Vehicle Maintenance	738	733	710	722	701	706	668	653	566	472
Non-vehicle Maintenance	270	302	297	286	317	308	319	324	309	331
	1,008	1,035	1,007	1,008	1,018	1,014	987	977	875	803
Public Safety and Fare Enforcement	340	352	336	326	322	381	403	381	348	318
Operations Total	3,292	3,226	3,214	3,274	3,319	3,363	3,528	3,353	3,011	2,960
Administrative	369	353	352	374	386	395	365	366	330	325
Total	3,661	3,579	3,566	3,648	3,705	3,758	3,893	3,719	3,341	3,285

Notes:

- (1) Number of employees presented here is actual head count of full-time, temporary and part-time employees at the end of each fiscal year.
- (2) HOV Lane is managed and operated by Texas Department of Transportation starting from October 1, 2013.
- (3) Vanpool is suspended starting from October 1, 2021.

Source: DART's personnel data

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

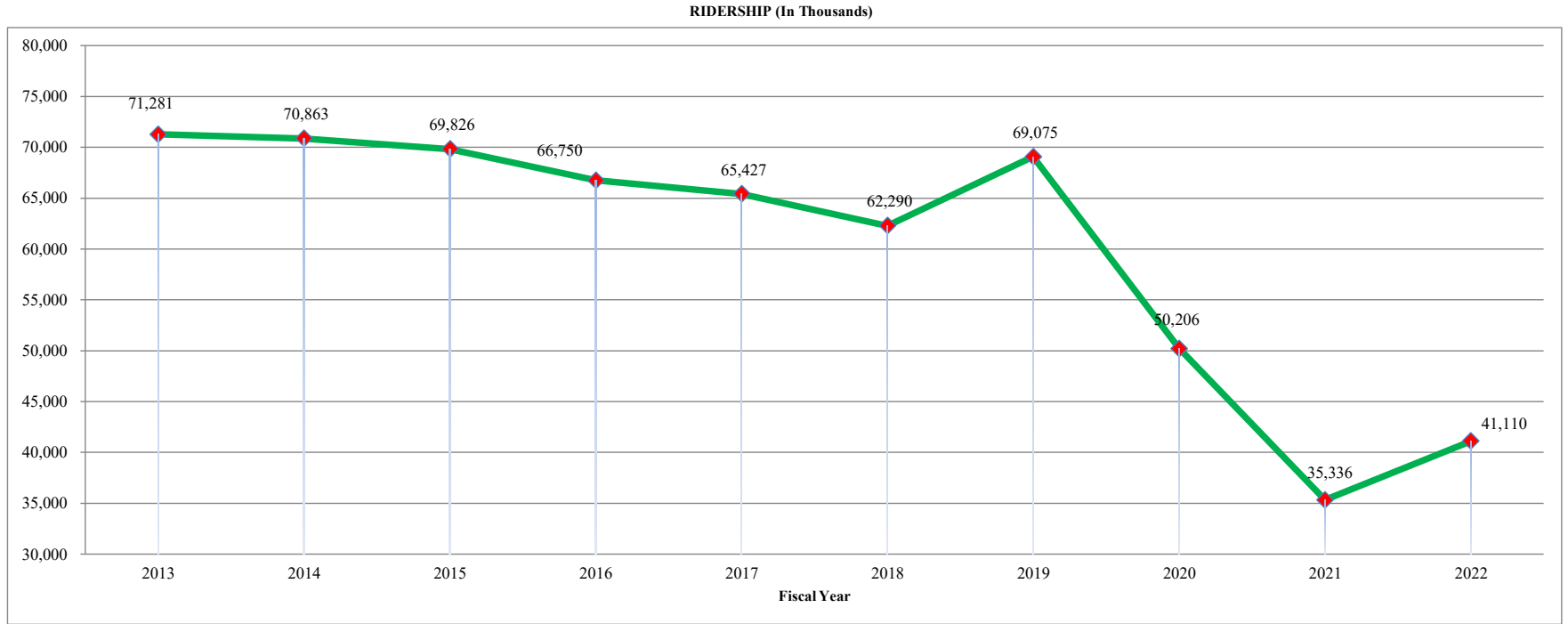
	Fiscal Year									
	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
<b>PASSENGERS (RIDERSHIP)<sup>4</sup></b>										
Bus <sup>1</sup>	37,937,209	37,383,043	36,366,269	33,521,239	31,951,162	30,011,020	37,230,755	27,924,721	19,461,992	21,536,489
Light Rail	29,471,890	29,458,289	29,841,000	29,762,161	29,993,849	28,873,235	28,335,785	20,081,036	14,487,228	17,675,954
Commuter Rail <sup>2</sup>	2,092,782	2,283,895	2,173,653	2,054,001	2,097,999	2,038,947	2,006,996	1,266,076	795,302	1,066,362
Demand Response	832,271	468,964	396,672	334,880	339,483	356,620	415,034	232,926	130,936	808,997
Demand Response-Taxi	-	376,174	471,177	562,000	529,783	526,891	590,600	468,967	436,876	13,070
Vanpool	946,976	892,966	576,804	515,880	514,893	483,243	495,882	232,710	24,062	8,929
	<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>	<u>69,075,052</u>	<u>50,206,436</u>	<u>35,336,396</u>	<u>41,109,801</u>
<b>REVENUE MILES</b>										
Bus	27,250,680	26,785,827	27,343,486	27,501,704	27,557,587	28,242,935	28,574,907	26,891,856	24,216,644	20,519,289
Light Rail	9,123,662	9,262,430	9,721,956	9,829,532	10,244,288	10,236,821	10,310,712	9,866,803	8,906,185	9,585,216
Commuter Rail <sup>2</sup>	1,144,466	1,152,029	1,153,406	1,164,706	1,630,259	1,627,050	1,633,624	1,404,961	1,341,985	1,349,872
Demand Response	4,198,696	2,939,099	2,373,541	1,986,108	2,184,726	2,407,024	2,934,943	1,843,118	1,247,190	8,420,618
Demand Response-Taxi	3,357,344	4,144,030	4,975,169	5,614,299	5,513,890	5,850,754	7,160,994	5,804,395	6,554,402	166,609
Vanpool	3,632,332	3,426,983	2,695,134	3,061,242	3,087,735	3,031,554	2,838,832	1,423,846	169,653	55,517
	<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>	<u>53,454,012</u>	<u>47,234,979</u>	<u>42,436,059</u>	<u>40,097,121</u>
<b>REVENUE HOURS</b>										
Bus	2,100,705	2,077,637	2,148,462	2,159,309	2,174,863	2,222,726	2,264,372	2,156,801	1,954,204	1,648,398
Light Rail	451,717	453,951	468,421	473,059	491,854	458,345	500,544	481,071	431,893	505,359
Commuter Rail <sup>2</sup>	49,496	49,789	49,720	49,554	72,469	73,746	73,830	62,515	66,530	71,090
Demand Response	501,626	223,948	185,498	157,192	215,791	195,261	225,099	144,285	94,863	478,329
Demand Response-Taxi	-	241,078	276,047	328,641	308,413	337,873	397,133	377,154	344,325	6,471
Vanpool	90,808	85,675	69,437	80,758	80,844	79,552	77,361	36,820	3,008	1,098
	<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>	<u>3,538,339</u>	<u>3,258,646</u>	<u>2,894,823</u>	<u>2,710,745</u>
<b>PASSENGERS PER REVENUE MILE</b>										
Bus	1.39	1.40	1.33	1.22	1.16	1.06	1.30	1.04	0.80	1.05
Light Rail	3.23	3.18	3.07	3.03	2.93	2.82	2.75	2.04	1.63	1.84
Commuter Rail <sup>2</sup>	1.83	1.98	1.88	1.76	1.29	1.25	1.23	0.90	0.59	0.79
Demand Response	0.20	0.16	0.17	0.16	0.16	0.15	0.14	0.13	0.10	0.10
Demand Response-Taxi	-	-	-	-	-	-	0.08	0.08	0.07	0.08
Vanpool	0.26	0.26	0.21	0.17	0.17	0.16	0.17	0.16	0.14	0.16
	<u>1.46</u>	<u>1.49</u>	<u>1.45</u>	<u>1.36</u>	<u>1.30</u>	<u>1.21</u>	<u>1.29</u>	<u>1.06</u>	<u>0.83</u>	<u>1.03</u>
<b>PASSENGERS PER REVENUE HOUR</b>										
Bus	18.06	17.99	16.93	15.52	14.69	13.50	16.44	12.95	9.96	13.07
Light Rail	65.24	64.89	63.71	62.91	60.98	62.99	56.61	41.74	33.54	34.98
Commuter Rail <sup>2</sup>	42.28	45.87	43.72	41.45	28.95	27.65	27.18	20.25	11.95	15.00
Demand Response	1.66	2.09	2.14	2.13	1.57	1.83	1.84	1.61	1.38	1.69
Demand Response-Taxi	-	-	-	-	-	-	1.49	1.24	1.27	2.02
Vanpool	10.43	10.42	8.31	6.39	6.37	6.07	6.41	6.32	8.00	8.13
	<u>22.31</u>	<u>22.63</u>	<u>21.84</u>	<u>20.55</u>	<u>19.56</u>	<u>18.50</u>	<u>19.52</u>	<u>15.41</u>	<u>12.21</u>	<u>15.17</u>
Operating expense <sup>3</sup>	\$462,697	\$468,113	\$465,830	\$492,474	\$506,133	\$528,942	\$571,068	\$572,027	\$559,449	\$576,909
Fare Revenue (Passenger revenue)	\$67,569,000	\$73,014,000	\$69,625,000	\$68,458,000	\$65,412,000	\$62,845,000	\$63,941,000	\$42,119,000	\$28,975,000	\$33,305,000
Operating expense per mile	\$9.50	\$9.81	\$9.65	\$10.02	\$10.08	\$10.29	\$10.68	\$12.11	\$13.18	\$14.39
Operating expense per hour	\$144.85	\$149.46	\$145.68	\$151.60	\$151.34	\$157.07	\$161.39	\$175.54	\$193.26	\$212.82
Operating expense per passenger	\$6.49	\$6.61	\$6.67	\$7.38	\$7.74	\$8.49	\$8.27	\$11.39	\$15.83	\$14.03
Fare revenue per passenger	\$0.95	\$1.03	\$1.00	\$1.03	\$1.00	\$1.01	\$0.93	\$0.84	\$0.82	\$0.81

Notes:

- (1) Bus ridership increased by 7.2 million trips or 19% from 2018 to 2019 due to a change in ridership counting method from manual to the automated passenger counter (APC).
- (2) Commuter Rail service information shown here includes information reported to the National Transit Database by both DART and the Fort Worth Transportation Authority.
- (3) Operating expense does not include depreciation and amortization, interest expense and non-operating expenses.
- (4) Overall ridership increased in 2022, but it is still lower than before the COVID-19 Pandemic levels.

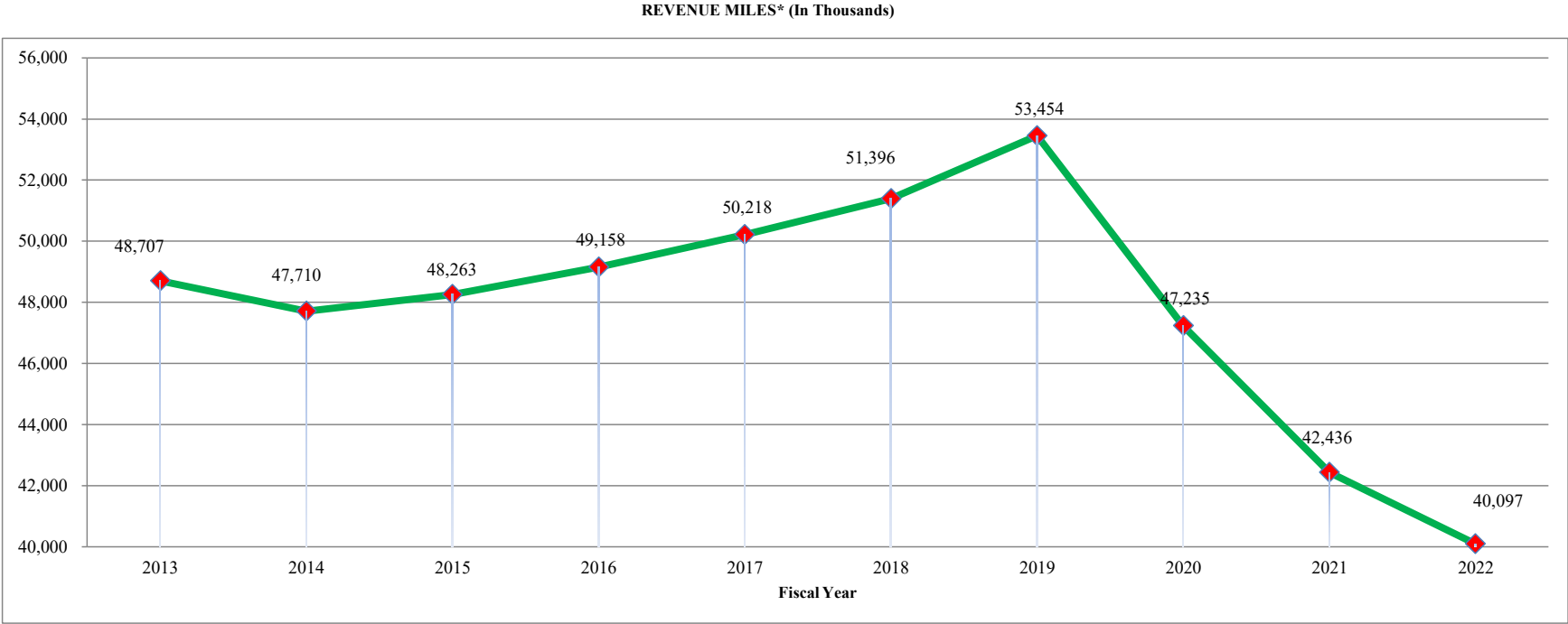
Source: National Transit Database

DALLAS AREA RAPID TRANSIT  
RIDERSHIP  
LAST TEN FISCAL YEARS



\* Total ridership increased by 6.8 million trips or 11% from 2018 to 2019 due to a change in ridership counting method from manual to automated passenger counter (APC) for bus service and increased by 5.8 million or 16% in FY2022 but it is still lower than the pre-pandemic levels.

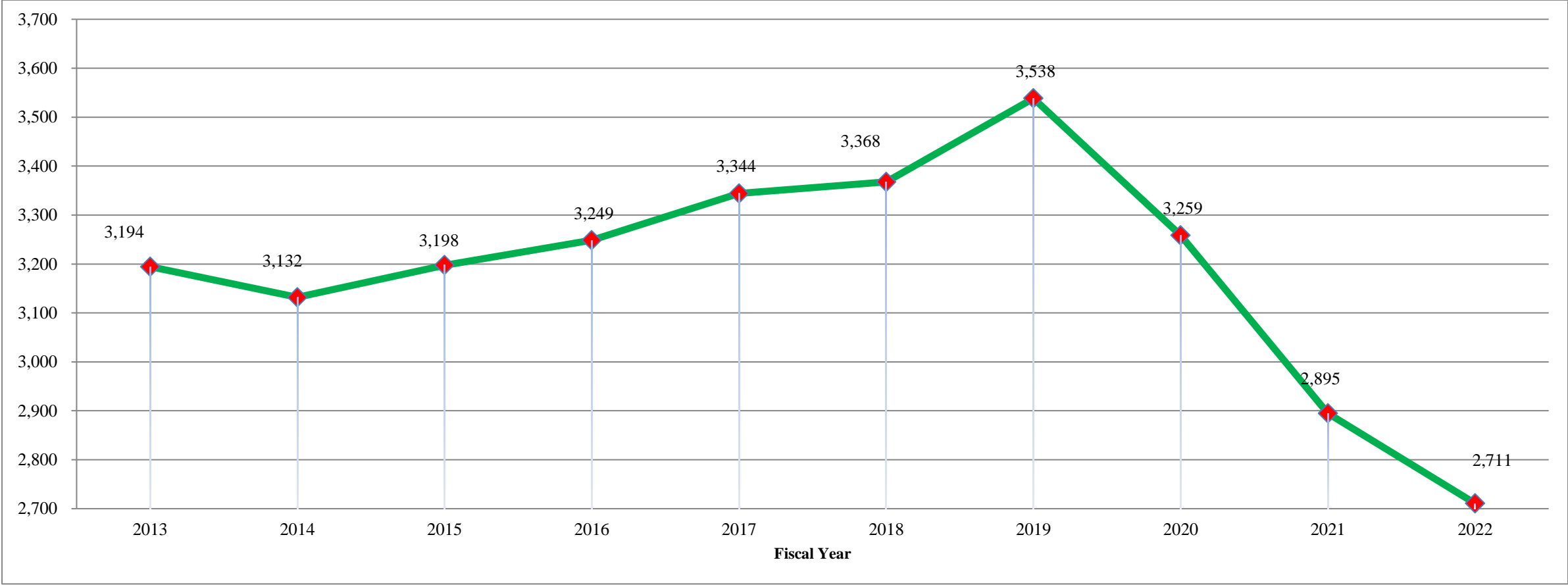
DALLAS AREA RAPID TRANSIT  
REVENUE MILES  
LAST TEN FISCAL YEARS



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

DALLAS AREA RAPID TRANSIT  
REVENUE HOURS  
LAST TEN FISCAL YEARS

REVENUE HOURS\* (In Thousands)

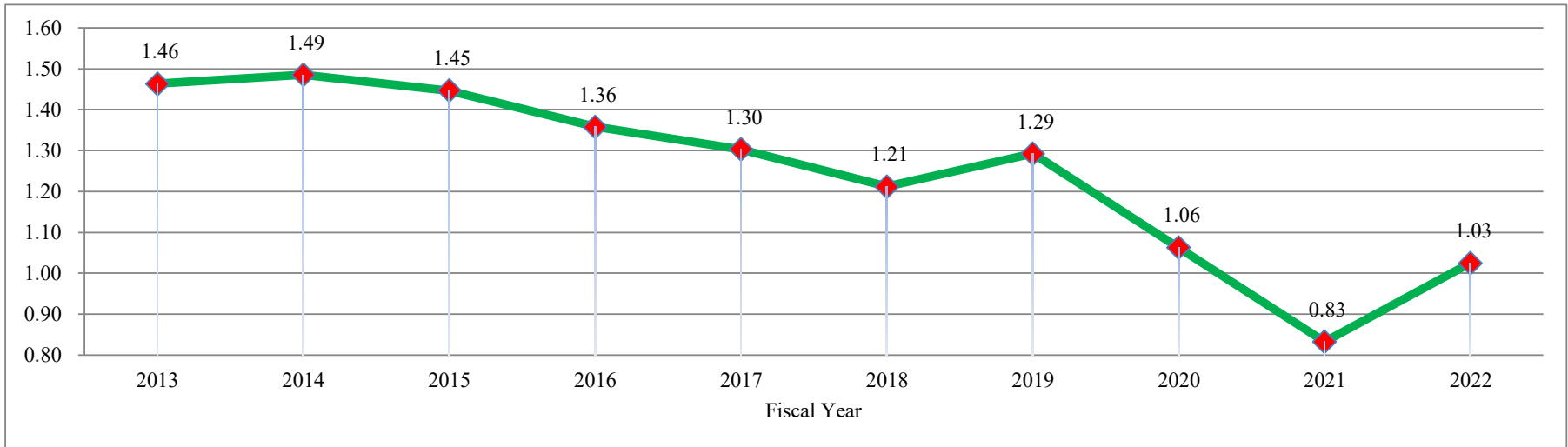


\* Revenue hours for rail services are car revenue hours.

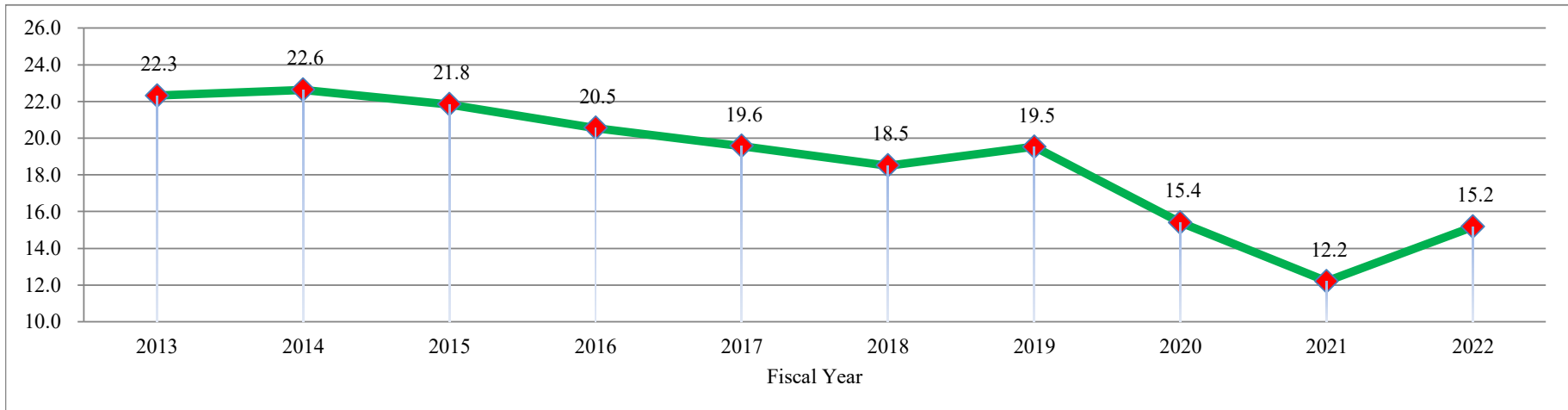
**DALLAS AREA RAPID TRANSIT  
PASSENGERS PER REVENUE MILE AND REVENUE HOUR  
LAST TEN FISCAL YEARS**

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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									
	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
<b>AVERAGE WEEKDAY PASSENGERS (RIDERSHIP)</b>										
Bus	129,683	127,432	122,695	113,229	108,722	101,063	123,072	88,621	61,711	69,330
Light Rail	96,354	96,523	97,824	96,781	97,112	93,466	92,099	62,547	44,919	54,567
Commuter Rail	7,556	8,229	7,907	7,395	7,413	7,221	7,071	4,330	2,797	3,653
Demand Response	1,845	1,692	17,612	1,233	1,253	1,318	1,519	828	1,982	2,607
Demand Response-Taxi	-	1,233	18,484	N/A	N/A	N/A	N/A	N/A	25	102
Vanpool	3,728	3,516	1,855	1,954	1,876	1,761	1,808	856	86	79
	<u>239,166</u>	<u>238,625</u>	<u>266,377</u>	<u>220,592</u>	<u>216,376</u>	<u>204,829</u>	<u>225,569</u>	<u>157,182</u>	<u>111,520</u>	<u>130,338</u>
<b>AVERAGE WEEKDAY REVENUE MILES</b>										
Bus	88,750	87,157	89,079	89,039	89,195	90,818	91,528	83,458	76,442	62,173
Light Rail <sup>1</sup>	28,022	28,493	31,046	31,080	31,827	31,792	31,953	30,805	27,713	30,234
Commuter Rail <sup>1</sup>	3,992	3,992	3,992	4,078	5,575	5,674	5,709	4,740	4,657	4,612
Demand Response	14,481	10,175	8,482	7,097	7,822	8,613	10,360	6,407	26,292	27,745
Demand Response-Taxi	-	N/A	N/A	N/A	N/A	N/A	N/A	N/A	1,125	6,395
Vanpool	14,301	13,492	8,666	11,589	11,271	11,137	10,400	5,252	613	506
	<u>149,546</u>	<u>143,309</u>	<u>141,265</u>	<u>142,883</u>	<u>145,690</u>	<u>148,034</u>	<u>149,950</u>	<u>130,662</u>	<u>136,842</u>	<u>131,665</u>
<b>AVERAGE WEEKDAY REVENUE HOURS</b>										
Bus	6,792	6,706	6,942	7,510	6,945	7,083	7,138	6,630	6,105	5,057
Light Rail <sup>1</sup>	1,377	900	1,486	1,487	1,518	1,417	1,426	1,493	1,335	1,494
Commuter Rail <sup>1</sup>	171	172	173	173	251	254	253	208	223	240
Demand Response	1,035	792	674	570	775	703	801	514	1,505	1,550
Demand Response-Taxi	-	N/A	N/A	N/A	N/A	N/A	N/A	N/A	48	247
Vanpool	358	337	223	306	297	293	284	136	11	-
	<u>9,733</u>	<u>8,907</u>	<u>9,498</u>	<u>10,046</u>	<u>9,786</u>	<u>9,750</u>	<u>9,902</u>	<u>8,981</u>	<u>9,227</u>	<u>8,588</u>
<b>AVERAGE WEEKDAY PASSENGERS PER REVENUE MILE</b>										
Bus	1.46	1.46	1.38	1.27	1.22	1.11	1.34	1.06	0.81	1.12
Light Rail	3.44	3.39	3.15	3.11	3.05	2.94	2.88	2.03	1.62	1.80
Commuter Rail	1.89	2.06	1.98	1.81	1.33	1.27	1.24	0.91	0.60	0.79
Demand Response	0.13	0.17	2.08	0.17	0.16	0.15	0.15	0.13	0.08	0.09
Demand Response-Taxi	-	-	-	-	-	-	N/A	N/A	N/A	N/A
Vanpool	0.26	0.26	0.21	0.17	0.17	0.16	0.17	0.16	0.14	0.16
	<u>1.60</u>	<u>1.67</u>	<u>1.89</u>	<u>1.54</u>	<u>1.49</u>	<u>1.38</u>	<u>1.50</u>	<u>1.20</u>	<u>0.81</u>	<u>0.99</u>
<b>AVERAGE WEEKDAY PASSENGERS PER REVENUE HOUR</b>										
Bus	19.09	19.00	17.67	15.08	15.65	14.27	17.24	13.37	10.11	13.71
Light Rail	69.97	107.25	65.83	65.08	63.97	65.96	64.59	41.89	33.65	36.52
Commuter Rail <sup>1</sup>	44.19	47.84	45.71	42.75	29.53	28.43	27.95	20.82	12.54	15.22
Demand Response	1.78	2.14	26.13	2.16	1.62	1.87	1.90	1.61	1.32	1.68
Demand Response-Taxi	-	-	-	-	N/A	N/A	N/A	N/A	N/A	N/A
Vanpool	10.41	10.43	8.32	6.39	6.32	6.01	6.37	6.29	7.82	-
	<u>24.57</u>	<u>26.79</u>	<u>28.05</u>	<u>21.96</u>	<u>22.11</u>	<u>21.01</u>	<u>22.78</u>	<u>17.50</u>	<u>12.09</u>	<u>15.18</u>

N/A= Not applicable

Notes:

- (1) Average weekday revenue miles and hours for rail services are car revenue miles and hours.  
Source: National Transit Database

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

	Fiscal Year									
	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
<b>Number of vehicles available for service <sup>1</sup></b>										
Bus	650	861	744	648	580	640	681	681	681	681
Light Rail	163	163	163	163	162	162	162	162	163	163
Commuter Rail	35	35	32	32	32	35	34	34	34	36
Demand Response	175	165	107	96	96	96	117	96	150	332
Demand Response-Taxi	-	79	125	-	115	115	115	123	1	25
Vanpool	204	190	229	190	208	174	167	164	13	10
<b>Total</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>	<b>1,276</b>	<b>1,265</b>	<b>1,042</b>	<b>1,247</b>
<b>Number of vehicles operated during weekday <sup>1</sup></b>										
Bus	527	544	535	533	530	537	561	443	453	453
Light Rail	102	103	105	104	107	109	117	91	89	89
Commuter Rail	18	23	18	18	23	23	23	23	23	23
Demand Response	148	148	92	106	96	96	107	67	150	137
Demand Response-Taxi	-	79	115	-	115	115	115	N/A	1	25
Vanpool	183	183	162	175	186	174	167	85	13	10
<b>Total</b>	<b>978</b>	<b>1,080</b>	<b>1,027</b>	<b>936</b>	<b>1,057</b>	<b>1,054</b>	<b>1,090</b>	<b>695</b>	<b>729</b>	<b>737</b>
<b>Operating Facilities <sup>2</sup></b>										
<b>Bus</b>										
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	14	14	14
Number of bus stops	12,500	11,973	11,973	11,271	11,271	11,086	10,610	10,969	9,990	6,987
<b>Light Rail</b>										
Miles of tracks	77	85	85	85	93	93	93	93	93	93
Number of stations	58	61	62	62	64	64	64	64	65	65
Number of operating garages	2	2	2	2	2	2	2	2	2	2
<b>Commuter Rail</b>										
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
<b>Demand Response</b>										
Number of operating garages	1	1	1	1	1	1	1	1	1	1

Sources:

- (1) National Transit Database
- (2) Internal DART records

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

	Fiscal Year									
	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
<b>Non-Depreciable Capital Assets</b>										
Land and right-of-way	\$578,169	\$609,498	\$616,728	\$615,709	\$619,026	\$619,043	\$618,596	\$618,572	\$618,572	\$618,739
Capital projects in progress	205,542	70,845	101,124	190,992	66,867	93,435	227,111	405,380	658,168	827,626
<b>Total Non-Depreciable Capital Assets</b>	<b>783,711</b>	<b>680,343</b>	<b>717,852</b>	<b>806,701</b>	<b>685,893</b>	<b>712,478</b>	<b>845,707</b>	<b>1,023,952</b>	<b>1,276,740</b>	<b>1,446,365</b>
<b>Depreciable Capital Assets</b>										
Transit-ways	3,696,268	3,845,836	3,860,836	3,861,876	4,019,867	4,050,153	4,054,449	4,059,781	4,094,332	4,097,428
Buildings and Improvements	745,314	746,585	748,445	749,160	749,860	750,296	753,648	755,314	757,097	873,527
Revenue and Non-Revenue Vehicles and Equipment	1,319,261	1,303,485	1,287,039	1,282,270	1,301,880	1,302,474	1,327,613	1,310,486	1,308,482	1,295,083
Furniture, Fixtures, and Leasehold Improvements	61,184	59,872	64,523	65,909	69,636	77,131	97,110	128,009	132,583	140,695
<b>Total Depreciable Capital Assets</b>	<b>5,822,027</b>	<b>5,955,778</b>	<b>5,960,843</b>	<b>5,959,215</b>	<b>6,141,243</b>	<b>6,180,054</b>	<b>6,232,820</b>	<b>6,253,590</b>	<b>6,292,494</b>	<b>6,406,733</b>
<b>Less Accumulated Depreciation</b>										
Transit-ways	820,845	931,205	1,060,638	1,190,044	1,324,572	1,460,616	1,597,555	1,735,312	1,874,118	2,014,524
Buildings and Improvements	292,055	316,802	341,810	366,599	391,305	415,950	440,564	462,692	487,312	524,809
Revenue and Non-Revenue Vehicles and Equipment	568,776	527,137	536,743	605,467	656,545	712,473	775,829	822,319	890,526	941,680
Furniture, Fixtures, and Leasehold Improvements	46,450	50,973	57,584	60,150	63,499	66,197	74,820	85,261	97,809	106,316
<b>Total Accumulated Depreciation</b>	<b>1,728,126</b>	<b>1,826,117</b>	<b>1,996,775</b>	<b>2,222,260</b>	<b>2,435,921</b>	<b>2,655,236</b>	<b>2,888,768</b>	<b>3,105,584</b>	<b>3,349,765</b>	<b>3,587,329</b>
<b>Net Depreciable Capital Assets</b>	<b>4,093,901</b>	<b>4,129,661</b>	<b>3,964,068</b>	<b>3,736,955</b>	<b>3,705,322</b>	<b>3,524,818</b>	<b>3,344,052</b>	<b>3,148,006</b>	<b>2,942,729</b>	<b>2,819,404</b>
<b>Net Capital Assets</b>	<b>\$ 4,877,612</b>	<b>\$ 4,810,004</b>	<b>\$ 4,681,920</b>	<b>\$ 4,543,656</b>	<b>\$ 4,391,215</b>	<b>\$ 4,237,296</b>	<b>\$ 4,189,759</b>	<b>\$ 4,171,958</b>	<b>\$ 4,219,469</b>	<b>\$ 4,265,769</b>

Source: Annual financial statements



*let's go.*

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