http://www.dart.org/ 1401 Pacific Avenue Dallas, TX 75202-7226

## Dallas Area Rapid Transit 2019 Annual Agency Profile

General Information								Financial Information						
Urbanized Area Statistics - 2010 Census Dallas-Fort Worth-Arlington, TX		Service Co			Database Information			Sources of Operating Funds Expended				Operating F	unding Sour	
		438,897,509 Annual Passenger Miles (PMT)			NTDID: 60056			Fares and Directly Generated		\$119,268,761	15.8%			
1,779 Square Mile			nnual Unlinked Trij			Reporter Type: F	Full Reporter			ocal Funds	\$608,102,181	80.7%		0.1%
5,121,892 Population			verage Weekday U							tate Funds	\$559,397	0.1%		3.49
6 Pop. Rank	out of 498 UZAs	118,353 Average Saturday Unlinked Trips <sup>1</sup>						Federal Assistance		\$25,407,108 3.4%	3.4%			
Other UZAs Served		85,135 A	verage Sunday Unl	inked Trips <sup>1</sup>										
438 Sherman, TX, 104 Denton-I	Lewisville, TX, 198 McK	Cinney, TX, 0 Texas						Total	Operating F	unds Expended	\$753,337,447	100.0%		15.8%
Non-UZA													80.7%	
Service Area Statistics		Service S	upplied						So	urces of Capita	I Funds Expended			
698 Square Mile	es	53,517,632 A	enue Miles (VRM)				Fares	and Directly (	Generated .	\$0	0.0%			
2,407,830 Population	1	3,539,625 Annual Vehicle Revenue Hours (VRH)							Local Funds		\$73,231,179	35.0%		
		1,092 Vehicles Operated in Maximum Service (VOMS)					State Funds		\$1,599,056	0.8%				
		1,280 V	ehicles Available fo	or Maximum Service (	VAMŚ)				Federal A	Assistance	\$134,411,870	64.2%		
													Capital Fun	ding Sources
			<b>Modal Charac</b>	teristics				То	tal Capital F	unds Expended	\$209,242,105	100.0%		
	Vehicles O	perated												
Modal Overview	in Maximum Service		Uses of Cap			ds	Summary of Operatir			ing Expenses (OF)				
	Directly	Purchased	Revenue	Systems and	Facilities and				•	inal) of oppliat				
Mode	Operated	Transportation	Vehicles	Guideways	Stations	Other	Total			Labor	\$376,562,846	66.2%	64.2%	
Commuter Rail		23	\$13,315,808	\$108,475,634	\$240.826	\$0	\$122,032,268		Materials and		\$51,374,596	9.0%		
Demand Response		107	\$13,513,000	\$100,473,034	\$0	\$0 \$0	\$0		rchased Tran		\$53,725,785	9.5%		35.0%
Demand Response - Taxi		107	\$0 \$0	\$0 \$0	\$0	\$0 \$0	\$0 \$0		er Operating		\$86,818,894	15.3%		35.0%
Light Rail	117	-	\$909.857	\$30.914.834	\$11.952.713	\$0	\$43,777,404	01		rating Expenses	\$568,482,121	100.0%		
Bus	561		\$23,304,451	\$13,937,710	\$3,716,094	\$1,989,188	\$42,947,443	Reconcilina	OE Cash Exp		\$184,584,912	100.070		
Street Car Rail	2		\$197,874	\$285.054	\$0	\$0	\$482,928		rchased Tran		••••••••••			0.8%
Vanpool	-	167	\$0	\$0	\$2,062	\$0	\$2,062		(Reported S		\$270,414	*		0.070
Total	680	412	\$37,727,990	\$153,613,232	\$15,911,695	\$1,989,188	\$209,242,105		( )					
<b>Operation Characteristics</b>								Fixed Gui	deway Ve	hicles Available				
operation enalacterione	Operating		Uses of	Annual	Annual	Annual Vehicle	Annual Vehicle		ctional		Vehicles Operated in		Percent /	Average Fleet
Mode	Expenses	Fare Revenues	Capital Funds	Passenger Miles	Unlinked Trips	Revenue Miles	Revenue Hours		e Miles	Service	Maximum Service	s	pare Vehicles	
Commuter Rail	\$33,798,689	\$8.190.826	\$122,032,268	35.381.640	2.006.996	1,633,624	73.830	nout	72.3	34	23	0	32.4%	25.4
Demand Response	\$19,601,523	\$989,079	\$0	4,153,750	415,034	2,934,943	225,099		0.0	117	107		8.6%	5.9
Demand Response - Taxi	\$27,674,613	\$1,391,975	\$0	7,396,607	590,600	7,160,994	397.133		0.0	115	115		0.0%	0.0
Light Rail	\$194,102,627	\$23,346,804	\$43,777,404	227,090,304	28,335,785	10,303,973	499,670		182.4	162	117		27.8%	16.8
Bus	\$288.335.448	\$30,647,327	\$42,947,443	146,291,345	37.230.755	28,550,945	2.252.879		0.0	681	561		17.6%	4.6
Street Car Rail	\$3,452,161	\$0	\$482,928	355.701	226,496	94.321	13.653		4.7	4	2		50.0%	4.0
Vanpool	\$1,496,199	04 530 050	00.000	10.000			-,			107	167		0.0%	0.9
		\$1,572,059	\$2,062	18,228,162	495,882	2,838,832	77,361		0.0	167	10/		0.0%	
	\$568,461,260	\$1,572,059 \$66,138,070	\$2,062 \$209,242,105	18,228,162 438,897,509	495,882 69,301,548	2,838,832 53,517,632	77,361 3,539,625		0.0 259.4	167 1,280	1,092		14.7%	
Total		\$66,138,070	\$209,242,105							1,280	1,092			
Total	\$568,461,260	\$66,138,070 Ser	\$209,242,105	438,897,509			3,539,625		259.4	1,280 Service Effe	1,092		14.7%	
Total Performance Measures	\$568,461,260 Oper	\$66,138,070 Ser ating Expenses per	\$209,242,105 vice Efficiency Opera	438,897,509 ating Expenses per	69,301,548	53,517,632	3,539,625 Operating Exp		259.4 Operatin	1,280 Service Effe ng Expenses per	1,092 ectiveness Unlinked	I Trips per	14.7% Unlin	ked Trips per
Total Performance Measures Mode	\$568,461,260 Oper	\$66,138,070 Ser ating Expenses per chicle Revenue Mile	\$209,242,105 vice Efficiency Opera	438,897,509 ating Expenses per nicle Revenue Hour	69,301,548	53,517,632 — Mode	3,539,625 Operating Exp	enger Mile	259.4 Operatin	1,280 Service Effe ng Expenses per Passenger Trip	1,092	venue Mile	14.7% Unlin	evenue Hour
Total Performance Measures Mode Commuter Rail	\$568,461,260 Oper	\$66,138,070 Ser ating Expenses per chicle Revenue Mile \$20.69	\$209,242,105 vice Efficiency Opera	438,897,509 ating Expenses per nicle Revenue Hour \$457.79	69,301,548 M	53,517,632 — Mode Commuter Rail	3,539,625 Operating Exp	enger Mile \$0.96	259.4 Operatin	1,280 Service Effe Ing Expenses per Passenger Trip \$16.84	1,092 ectiveness Unlinked	venue Mile 1.2	14.7% Unlin	evenue Hour 27.2
Total Performance Measures Mode Commuter Rail Demand Response	\$568,461,260 Oper	\$66,138,070 Ser ating Expenses per shicle Revenue Mile \$20.69 \$6.68	\$209,242,105 vice Efficiency Opera	438,897,509 ating Expenses per nicle Revenue Hour \$457.79 \$87.08	69,301,548 M C	53,517,632 	3,539,625 Operating Exp Pass	enger Mile \$0.96 \$4.72	259.4 Operatin	1,280 Service Effe g Expenses per Passenger Trip \$16.84 \$47.23	1,092 ectiveness Unlinked	venue Mile 1.2 0.1	14.7% Unlin	evenue Hour 27.2 1.8
Total Performance Measures Mode Commuter Rail Demand Response Demand Response - Taxi	\$568,461,260 Oper	\$66,138,070 Ser ating Expenses per chicle Revenue Mile \$20.69 \$6.68 \$3.86	\$209,242,105 vice Efficiency Opera	438,897,509 ating Expenses per nicle Revenue Hour \$457.79 \$87.08 \$69.69	69,301,548 C L	53,517,632 Mode Commuter Rail Demand Response Demand Response -	3,539,625 Operating Exp Pass	enger Mile \$0.96 \$4.72 \$3.74	259.4 Operatin	1,280 Service Effe og Expenses per Passenger Trip \$16.84 \$47.23 \$46.86	1,092 ectiveness Unlinked	venue Mile 1.2 0.1 0.1	14.7% Unlin	evenue Hour 27.2 1.8 1.5
Total Performance Measures Mode Commuter Rail Demand Response Demand Response - Taxi Light Rail	\$568,461,260 Oper	\$66,138,070 Ser ating Expenses per chicle Revenue Mile \$20,69 \$6,68 \$3,86 \$3,86 \$18,84	\$209,242,105 vice Efficiency Opera	438,897,509 ating Expenses per nicle Revenue Hour \$457.79 \$87.08 \$69.69 \$388.46	69,301,548 C C C C C	53,517,632 Mode Commuter Rail Demand Response Demand Response - Light Rail	3,539,625 Operating Exp Pass	enger Mile \$0.96 \$4.72 \$3.74 \$0.85	259.4 Operatin	1,280 Service Effe g Expenses per Passenger Trip \$16.84 \$47.23 \$46.86 \$6.85	1,092 ectiveness Unlinked	venue Mile 1.2 0.1 0.1 2.7	14.7% Unlin	evenue Hour 27.2 1.8 1.5 56.7
Total Performance Measures Mode Commuter Rail Demand Response Demand Response - Taxi Light Rail Bus	\$568,461,260 Oper	\$66,138,070 Ser ating Expenses per shicle Revenue Mile \$20,69 \$6,68 \$3,86 \$3,86 \$18,84 \$10,10	\$209,242,105 vice Efficiency Opera	438,897,509 ating Expenses per nicle Revenue Hour \$457.79 \$87.08 \$69.69 \$388.46 \$127.99	69,301,548 C C C C C C C C C C C C C C C C C C C	53,517,632 Mode Commuter Rail Demand Response Demand Response - Light Rail Bus	3,539,625 Operating Exp Pass	enger Nile \$0.96 \$4.72 \$3.74 \$0.85 \$1.97	259.4 Operatin	1,280 Service Effe g Expenses per l Passenger Trip \$16.84 \$47.23 \$46.86 \$6.85 \$7.74	1,092 ectiveness Unlinked	venue Mile 1.2 0.1 0.1 2.7 1.3	14.7% Unlin	evenue Hour 27.2 1.8 1.5 56.7 16.5
Total Performance Measures Mode Commuter Rail Demand Response Demand Response - Taxi Light Rail Bus Street Car Rail	\$568,461,260 Oper	\$66,138,070 Ser ating Expenses per shicle Revenue Mile \$20,69 \$6,68 \$3,86 \$18,84 \$10,10 \$36,60	\$209,242,105 vice Efficiency Opera	438,897,509 ating Expenses per nicle Revenue Hour \$457.79 \$87.08 \$69.69 \$388.46 \$127.99 \$252.85	69,301,548 C C L S S S S	53,517,632 Mode Commuter Rail Demand Response Demand Response Light Rail Bus Street Car Rail	3,539,625 Operating Exp Pass	enger Mile \$0.96 \$4.72 \$3.74 \$0.85 \$1.97 \$9.71	259.4 Operatin	1,280 Service Effe g Expenses per Passenger Trip \$16.84 \$47.23 \$46.86 \$6.85 \$7.74 \$15.24	1,092 ectiveness Unlinked	venue Mile 1.2 0.1 0.1 2.7 1.3 2.4	14.7% Unlin	evenue Hour 27.2 1.8 1.5 56.7 16.5 16.6
Total Performance Measures Mode Commuter Rail Demand Response Demand Response - Taxi Light Rail Bus Street Car Rail Vanpool	\$568,461,260 Oper	\$66,138,070 Ser ating Expenses per shicle Revenue Mile \$20,69 \$6,68 \$3,86 \$3,86 \$18,84 \$10,10	\$209,242,105 vice Efficiency Opera	438,897,509 ating Expenses per nicle Revenue Hour \$457.79 \$87.08 \$69.69 \$388.46 \$127.99	69,301,548 M C C L L S S S S S S S	53,517,632 Mode Commuter Rail Demand Response Demand Response - Light Rail Bus	3,539,625 Operating Exp Pass	enger Nile \$0.96 \$4.72 \$3.74 \$0.85 \$1.97	259.4 Operatin	1,280 Service Effe g Expenses per l Passenger Trip \$16.84 \$47.23 \$46.86 \$6.85 \$7.74	1,092 ectiveness Unlinked	venue Mile 1.2 0.1 0.1 2.7 1.3	14.7% Unlin	evenue Hour 27.2 1.8 1.5 56.7 16.5
Total Performance Measures Mode Commuter Rail Demand Response Demand Response - Taxi Light Rail Bus Street Car Rail Vanpool Total	\$568,461,260 Oper Ve	\$66,138,070 Ser ating Expenses per shicle Revenue Mile \$20,69 \$6,68 \$3,86 \$18,84 \$10,10 \$36,60 \$0,53 \$10,62	\$209,242,105 rvice Efficiency Oper Vet	438,897,509 ating Expenses per nicle Revenue Hour \$457.79 \$87.08 \$70.8 \$388.46 \$127.99 \$252.85 \$19.34 \$160.60	69,301,548 C C C C C C C C C C C C C C C C C C C	53,517,632 Mode Commuter Rail Demand Response - Light Rail Bus Street Car Rail Vanpool Total	3,539,625 Operating Exp Pass	enger Mile \$0.96 \$4.72 \$3.74 \$0.85 \$1.97 \$9.71 \$0.08 \$1.30	259.4 Operatin Unlinked	1,280 Service Effc ng Expenses per Passenger Trip \$16.84 \$47.23 \$46.86 \$6.85 \$7.74 \$15.24 \$3.02 \$8.20	1,092 ectiveness Unlinkec Vehicle Rev	venue Mile 1.2 0.1 0.1 2.7 1.3 2.4 0.2 1.3	14.7% Unlin Vehicle R	27.2 1.8 1.5 56.7 16.5 16.6 6.4 19.6
Total Performance Measures Mode Commuter Rail Demand Response Demand Response - Taxi Light Rail Bus Street Car Rail Vanpool Total Operating Expense per Vi	\$568,461,260 Oper Ve	\$66,138,070 Ser ating Expenses per shicle Revenue Mile \$20,69 \$6,68 \$3,86 \$3,86 \$18,84 \$10,10 \$36,60 \$0,53 \$10,62 Operating Expense per	\$209,242,105 rvice Efficiency Oper Vet	438,897,509 ating Expenses per nicle Revenue Hour \$457.79 \$87.08 \$90.69 \$388.46 \$127.99 \$252.85 \$19.34 \$160.60 Unlinked Passen	69,301,548 M C C L L E S S V T ger Trip per Vehicle	53,517,632 Mode Commuter Rail Demand Response - Light Rail Bus Street Car Rail Vanpool Total	3,539,625 Operating Exp Pass Taxi erating Expense per Vet	enger Nile \$0.96 \$4.72 \$3.74 \$0.85 \$1.97 \$9.71 \$0.08 \$1.30 nicle Revenue	259.4 Operatin Unlinked	1,280 Service Efff og Expenses per Passenger Trip \$16.84 \$47.23 \$46.86 \$6.85 \$7.74 \$15.24 \$3.02 \$8.20 erating Expense pe	1,092 ectiveness Unlinker Vehicle Rev	venue Mile 1.2 0.1 0.1 2.7 1.3 2.4 0.2 1.3 Unlinked Pa	14.7% Unlin Vehicle R	tevenue Hour 27.2 1.8 1.5 56.7 16.5 16.6 6.4 19.6 Vehicle
Total Performance Measures Mode Commuter Rail Demand Response Demand Response - Taxi Light Rail Bus Street Car Rail Vanpool Total Operating Expense per VI Mile: Bus	\$568,461,260 Oper Ve /ehicle Revenue 	\$66,138,070 Ser ating Expenses per shicle Revenue Mile \$20,69 \$6,68 \$3,86 \$18,84 \$10,10 \$36,60 \$0,53 \$10,62	\$209,242,105 vice Efficiency Oper Ver r Passenger Mile:	438,897,509 ating Expenses per hicle Revenue Hour \$457.79 \$87.08 \$69.69 \$388.46 \$127.99 \$252.85 \$19.34 \$160.60 Unlinked Passen Revenue	69,301,548 C C C C C C C C C C C C C C C C C C C	53,517,632 Mode Commuter Rail Demand Response - Light Rail Bus Street Car Rail Vanpool Total Ope	3,539,625 Operating Exp Pass	enger Nile \$0.96 \$4.72 \$3.74 \$0.85 \$1.97 \$9.71 \$0.08 \$1.30 nicle Revenue	259.4 Operatin Unlinked	1,280 Service Effc ng Expenses per Passenger Trip \$16.84 \$47.23 \$46.86 \$6.85 \$7.74 \$15.24 \$3.02 \$8.20	1,092 ectiveness Unlinker Vehicle Rev	venue Mile 1.2 0.1 0.1 2.7 1.3 2.4 0.2 1.3 Unlinked Pa	14.7% Unlin Vehicle R	27.2 1.8 1.5 56.7 16.5 16.6 6.4 19.6
Total Performance Measures Mode Commuter Rail Demand Response Demand Response - Taxi Light Rail Bus Street Car Rail Vanpool Total Operating Expense per Vi	\$568,461,260 Oper Ve	\$66,138,070 Ser ating Expenses per shicle Revenue Mile \$20,69 \$6,68 \$3,86 \$3,86 \$18,84 \$10,10 \$36,60 \$0,53 \$10,62 Operating Expense per	\$209,242,105 rvice Efficiency Opera Ver r Passenger Mile:	438,897,509 ating Expenses per nicle Revenue Hour \$457.79 \$87.08 \$90.69 \$388.46 \$127.99 \$252.85 \$19.34 \$160.60 Unlinked Passen Revenue	69,301,548 M C C L L E S S V T ger Trip per Vehicle	53,517,632 Mode Commuter Rail Demand Response - Light Rail Bus Street Car Rail Vanpool Total Ope	3,539,625 Operating Exp Pass Taxi erating Expense per Vet	enger Nile \$0.96 \$4.72 \$3.74 \$0.85 \$1.97 \$9.71 \$0.08 \$1.30 nicle Revenue	259.4 Operatin Unlinked	1,280 Service Efff og Expenses per Passenger Trip \$16.84 \$47.23 \$46.86 \$6.85 \$7.74 \$15.24 \$3.02 \$8.20 erating Expense pe	1,092 ectiveness Unlinker Vehicle Rev	venue Mile 1.2 0.1 0.1 2.7 1.3 2.4 0.2 1.3 Unlinked Pa	14.7% Unlin Vehicle R	27.2 1.8 1.5 56.7 16.5 16.6 6.4 19.6
Total Performance Measures Mode Commuter Rail Demand Response Demand Response - Taxi Light Rail Bus Street Car Rail Vanpool Total Operating Expense per V Mile: Bus 5.00 0.00	\$568,461,260 Oper Ve /ehicle Revenue	\$66,138,070 Ser ating Expenses per shicle Revenue Mile \$20,69 \$6,68 \$3,86 \$3,86 \$18,84 \$10,10 \$36,60 \$0,53 \$10,62 Operating Expense per	\$209,242,105 vice Efficiency Oper Vet r Passenger Mile:	438,897,509 ating Expenses per nicle Revenue Hour \$457.79 \$87.08 \$69.69 \$388.46 \$127.99 \$252.85 \$19.34 \$160.60 Unlinked Passen Revenue 200	69,301,548 M C C L L E S S V T ger Trip per Vehicle	53,517,632 Mode Commuter Rail Demand Response - Light Rail Bus Street Car Rail Vanpool Total Ope \$25.00 \$25	3,539,625 Operating Exp Pass Taxi erating Expense per Vet	enger Nile \$0.96 \$4.72 \$3.74 \$0.85 \$1.97 \$9.71 \$0.08 \$1.30 nicle Revenue	259.4 Operatin Unlinked Op \$1.00 \$0.80	1,280 Service Efff og Expenses per Passenger Trip \$16.84 \$47.23 \$46.86 \$6.85 \$7.74 \$15.24 \$3.02 \$8.20 erating Expense pe	r Passenger Mile:	venue Mile 1.2 0.1 0.1 2.7 1.3 2.4 0.2 1.3 Unlinked Pa	14.7% Unlin Vehicle R	27.2 1.8 1.5 56.7 16.5 16.6 6.4 19.6
Total Performance Measures Mode Commuter Rail Demand Response  Demand Response - Taxi Light Rail Bus Street Car Rail Vanpool Total Operating Expense per V Mile: Bus 500	\$568,461,260 Oper Ve /ehicle Revenue	\$66,138,070 Ser ating Expenses per shicle Revenue Mile \$20,69 \$6,68 \$3,86 \$3,86 \$18,84 \$10,10 \$36,60 \$0,53 \$10,62 Operating Expense per	\$209,242,105 vice Efficiency Oper Vet r Passenger Mile:	438,897,509 ating Expenses per nicle Revenue Hour \$457.79 \$87.08 \$90.69 \$388.46 \$127.99 \$252.85 \$19.34 \$160.60 Unlinked Passen Revenue	69,301,548 M C C L L E S S V T ger Trip per Vehicle	53,517,632 Mode Commuter Rail Demand Response - Light Rail Bus Street Car Rail Vanpool Total Ope	3,539,625 Operating Exp Pass Taxi erating Expense per Vet	enger Nile \$0.96 \$4.72 \$3.74 \$0.85 \$1.97 \$9.71 \$0.08 \$1.30 nicle Revenue	259.4 Operatin Unlinked	1,280 Service Efff og Expenses per Passenger Trip \$16.84 \$47.23 \$46.86 \$6.85 \$7.74 \$15.24 \$3.02 \$8.20 erating Expense pe	1,092 ectiveness Unlinker Vehicle Rev	venue Mile 1.2 0.1 0.1 2.7 1.3 2.4 0.2 1.3 Unlinked Pa	14.7% Unlin Vehicle R	27.2 1.8 1.5 56.7 16.5 16.6 6.4 19.6

\$0.00

Notes: <sup>a</sup>Demand Response - Taxi (DT) and non-dedicated fleets do not report fleet age data. <sup>1</sup>Average Unlinked Trips not available for Demand Response Taxi.