

# Memorandum



DATE September 23, 2016

TO The Honorable Members of the Transportation and Trinity River Project Committee:  
Deputy Mayor Pro Tem Erik Wilson (Vice-Chair), Sandy Greyson,  
Mayor Pro Tem Monica R. Alonzo, Adam Medrano, and Casey Thomas II

SUBJECT **Consideration of a Resolution on Proposed Dallas Area Rapid Transit FY 2017 20-Year Financial Plan**

I have placed a draft Council resolution regarding the Dallas Area Rapid Transit FY 2017 20-Year Financial Plan on the September 26, 2016 Transportation and Trinity River Project Committee agenda for your consideration.

The following documents are attached for your reference:

- Draft Resolution
- DART Existing Transit Routes Map
- DART FY 2017 Twenty-Year Financial Plan Alternatives
- DART FY 2017 Financial Plan as of September 6, 2016, with Updated Cotton Belt and Tunnel Alternative Twenty Year Sources and Uses of Cash

This item requires action by the Transportation and Trinity River Project Committee to be placed on the October 11, 2016 Addendum.

Please let me know if you have questions.



Lee M. Kleinman, Chair  
Transportation and Trinity River Project Committee

## Attachments

c: Honorable Mayor and Members of the City Council  
A.C. Gonzalez, City Manager  
Christopher D. Bowers, Interim City Attorney  
Craig D. Kinton, City Auditor  
Rosa A. Rios, City Secretary  
Daniel F. Solis, Administrative Judge  
Ryan S. Evans, First Assistant City Manager  
Eric D. Campbell, Assistant City Manager

Jill A. Jordan, P.E., Assistant City Manager  
Mark McDaniel, Assistant City Manager  
Joey Zapata, Assistant City Manager  
M. Elizabeth Reich, Chief Financial Officer  
Sana Syed, Public Information Officer  
Elsa Cantu, Assistant to the City Manager – Mayor & Council

**WHEREAS**, the Dallas Area Rapid Transit (DART) Twenty-Year Financial Plan is a long-term projection of revenues, operating expenses and capital expenditures that validates the affordability of system expansion, and is approved annually by at least a two-thirds affirmative vote by their Board; and,

**WHEREAS**, DART is in the process of developing its 2017 Twenty-Year Financial Plan which includes funding for rail projects such as a second light rail transit (LRT) line through the Central Business District (CBD), commuter rail transit in the Cotton Belt corridor between Richardson/Plano and DFW Airport, and the Dallas streetcar expansion, as well as funding for bus service operations and expansion; and,

**WHEREAS**, on September 9, 2015, the Dallas City Council approved a Locally Preferred Alternative (LPA) for the development of a second CBD LRT line, called D2, that included a combination of subway and at-grade segments, and specifically followed a Jackson Street alignment (B4) at the eastern end of downtown; and,

**WHEREAS**, the Project Development phase of D2 has shown that the City Council's LPA on Jackson Street is not feasible because of the narrow width of the street; and, since other at-grade alignments also result in unacceptable property impacts; and,

**WHEREAS**, DART is also developing its 2040 Transit System Plan whose first phase has focused on a Comprehensive Operations Analysis (COA) intended to expand and improve the bus network to provide better service and build ridership; and,

**WHEREAS**, DART has identified a ten-year implementation schedule for bus system enhancements to meet the urgent need for convenient access to jobs and essential services for low income and transit-dependent riders; and,

**WHEREAS**, Travel for public transit passengers should be reasonable in comparison to travel by private auto for trips made between component parts of the service area including home, job, school, healthcare, retail, etc. and be consistent with transit industry best practices; and,

**WHEREAS**, the City of Addison is one of the original member cities of DART, and has been waiting for the delivery of rail transit services; and,

**WHEREAS**, regional commuter rail transit services can efficiently be provided to Member Cities through a commuter rail line between Plano/Richardson and D/FW Airport; and,

**WHEREAS**, a streetcar study completed by the City of Dallas and DART in February 2016, evaluated potential alignments for the Central Dallas Streetcar Link through Downtown Dallas connecting the modern streetcar line from Union Station to the McKinney Avenue Trolley Authority system at Saint Paul.

**Now, Therefore,**

**BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF DALLAS:**

**Section 1.** That the City Council has identified its **Operational** priorities for improved transit service, and urges the DART Board to significantly expedite and complete within 5 years, the implementation of expanded bus services targeted toward the transportation needs of low income and transit-dependent riders as identified by DART's recent Comprehensive Operational Analysis. Furthermore, the City Council requests that DART develop, adopt and implement a Level of Service policy consistent with transit industry best practices including but not limited to the following service area metrics:

1. Transit travel time vs. automotive travel time ratio
2. Maximum distance from rail stations
3. Maximum trip transfers
4. Maximum waiting time between transfers
5. Minimum security standards

**Section 2.** That the City Council has identified its **Capital** priorities for improved transit services, and urges the DART Board to include these projects for priority implementation in their 2017 Twenty-Year Financial Plan in this order:

1. Construction of the second LRT line (D2) through the CBD in a subway generally between Woodall Rodgers and I-345 along an alignment to be developed by DART, and subject to approval by the Dallas City Council.
2. [to be discussed at committee] *Construction of the Cotton Belt commuter line from Plano/Richardson to the D/FW Airport while protecting the interests of Dallas homeowners adjacent to the alignment.*
3. Construction of the Central Dallas Streetcar Link and study of streetcar extensions to Knox Street, Deep Ellum and the Government District.

**Section 3.** That the City intends DART to seek all funding opportunities for the D2 subway including an expansion of the Federal funding request, that D2 be the funding priority for the system, and that Local Match funding be prioritized for this project.

**Section 4.** That the completion of D2 subway satisfies DART's obligation to provide a subway in the Dallas CBD as stated in the Master Interlocal Agreement between DART and the City of Dallas dated February 28, 1990.

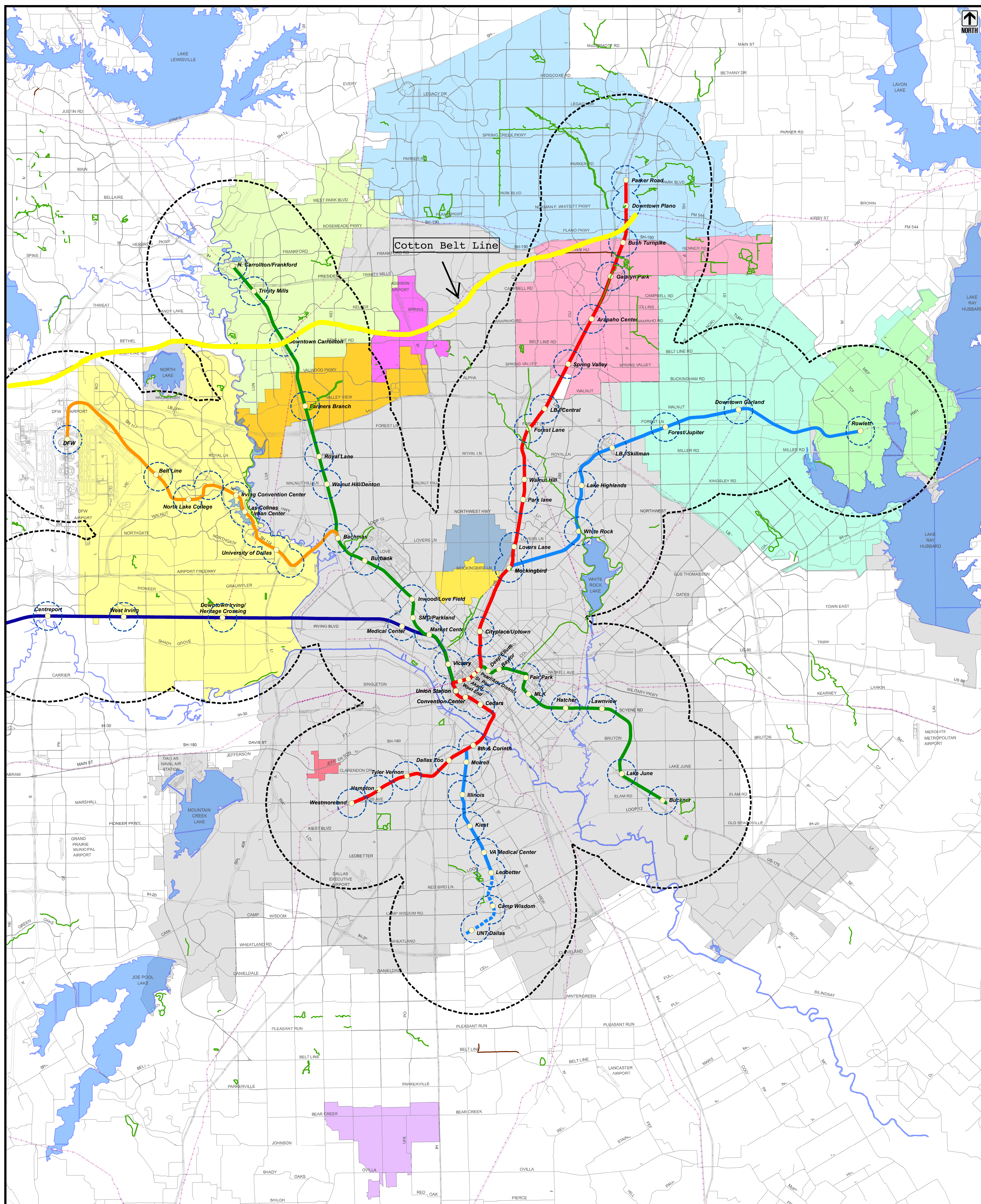
**Section 5.** That the City Council acknowledges the significant financial contribution to DART by the city of Addison, and encourages DART to construct rail service to Member Cities, as soon as it is financially feasible without jeopardizing the D2 subway project, by providing a rail connection between Plano/Richardson and D/FW Airport.

**Section 6.** The City of Dallas resolution dated September 9, 2015, remains in effect acknowledging that today's resolution waives at grade considerations and that DART will submit to the City Council D2 subway alternatives for alignment, station locations and transition portals. DART will take timely advantage of the FTA Capital Investment Grant opportunity within the 2018 federal funding cycle.

**Section 7.** That this resolution shall take effect immediately from and after its passage in accordance with the provisions of the Charter of the City of Dallas and it is accordingly so resolved.

# DART EXISTING TRANSIT ROUTES

## 1/2 Mile and 3 Mile Radius Around DART Rail Stations



# FY 2017 Twenty-Year Financial Plan Alternatives

Budget & Finance Committee  
September 6, 2016

# Overview

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- Financial Capacity
- Cotton Belt Community Input
- Financial Plan Updates and Alternatives
- Core Capacity – D2 Considerations

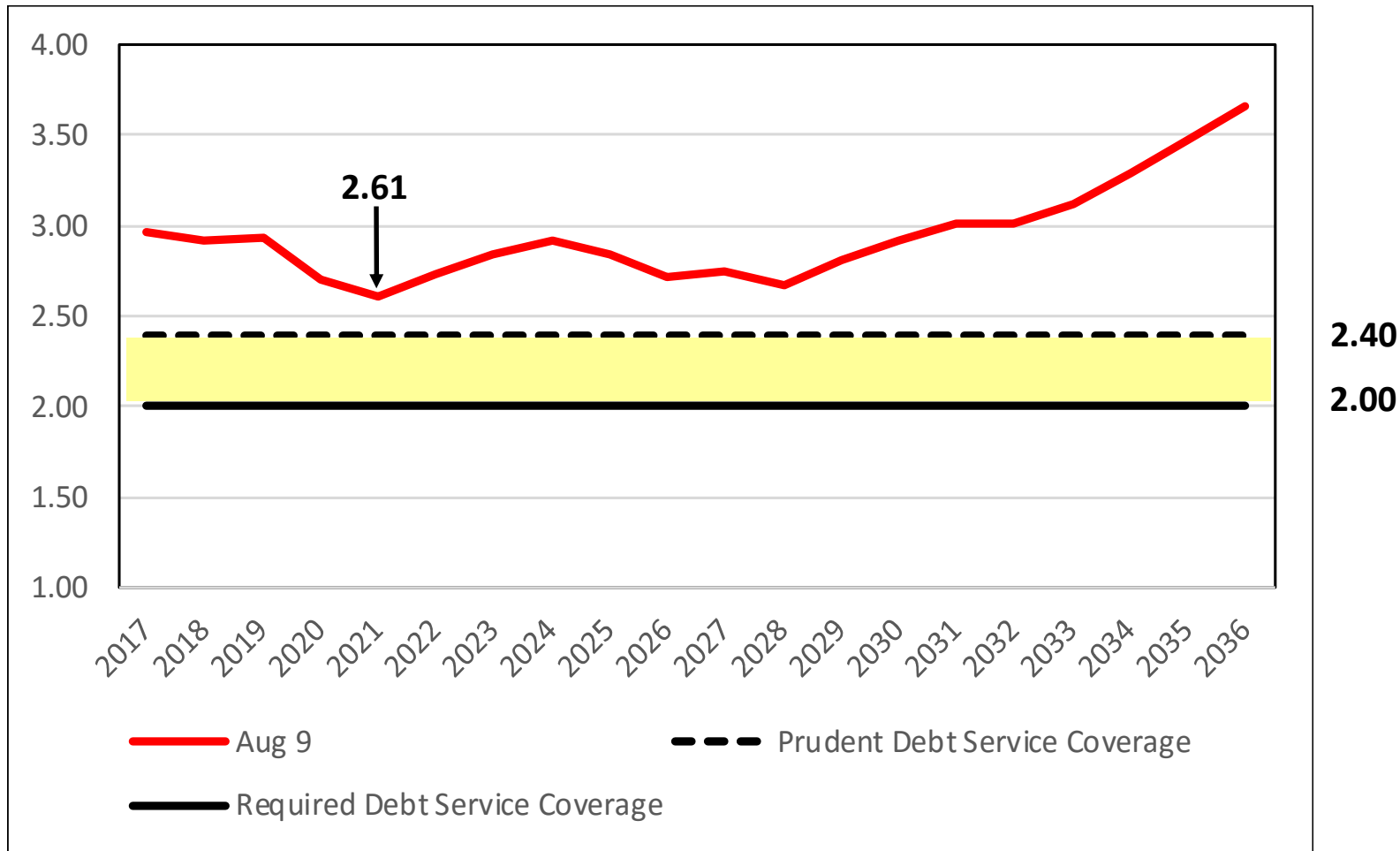


# Financial Capacity

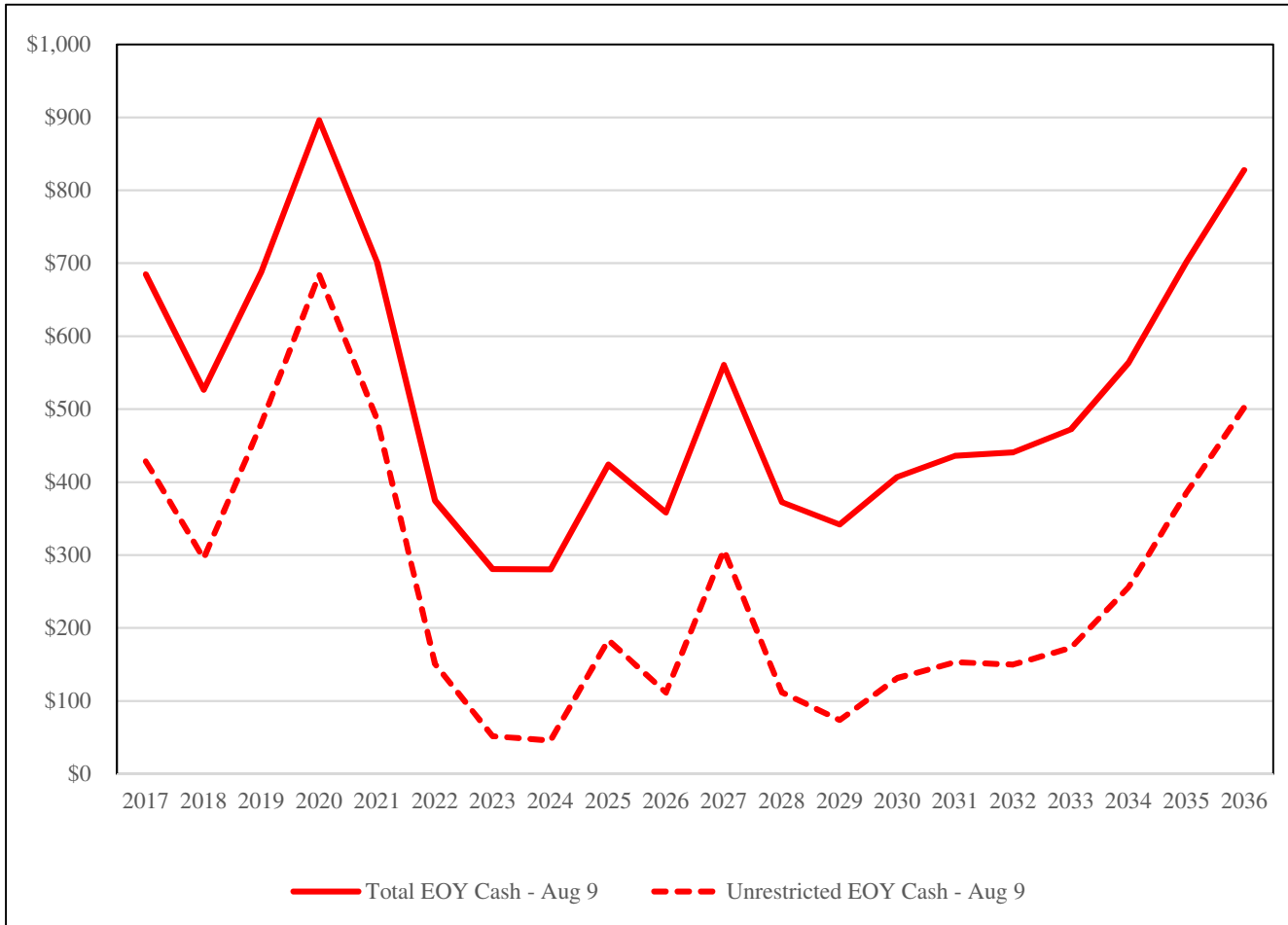




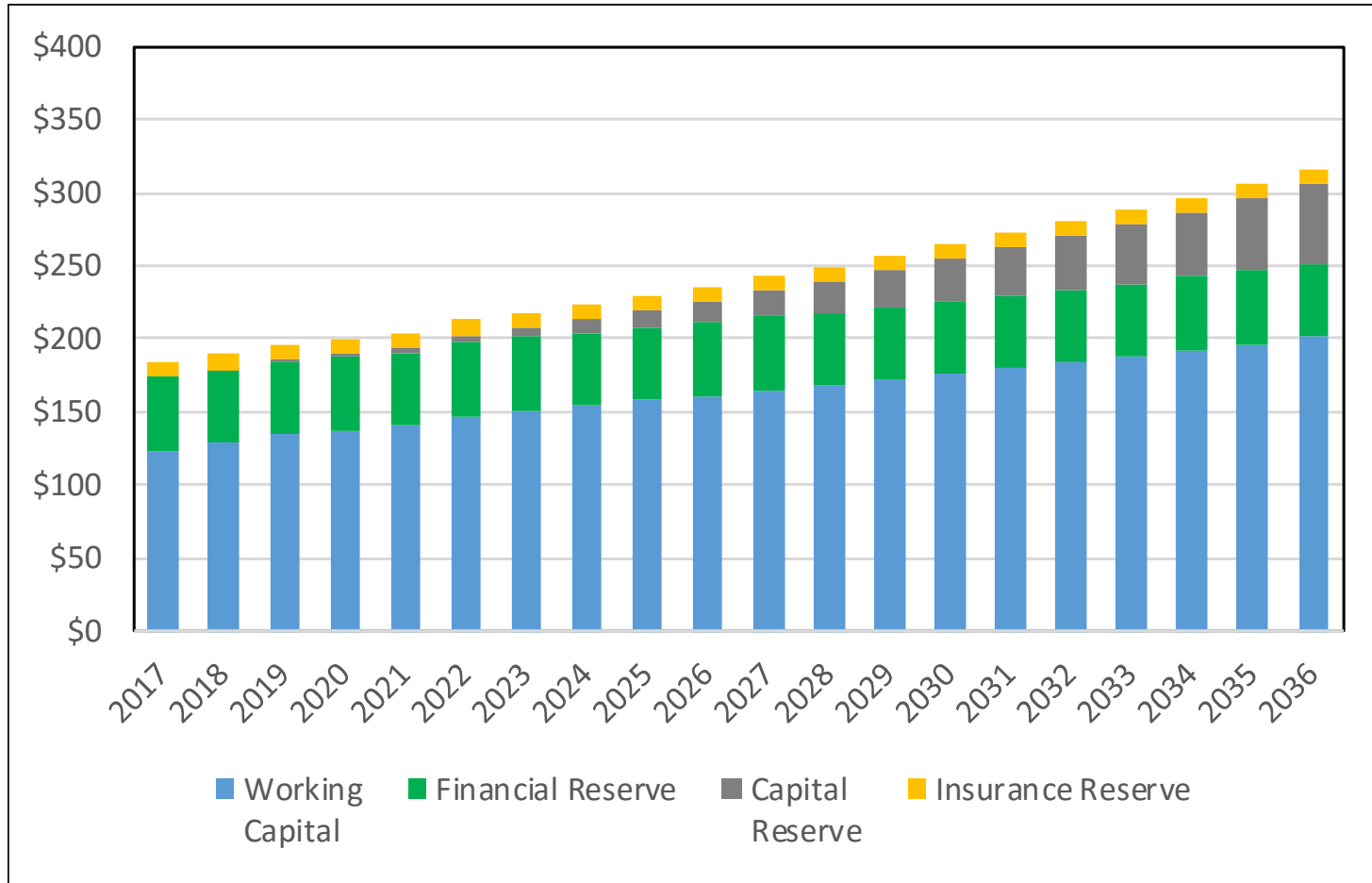
# External Coverage Ratio



# Cash Balances from August 9 (\$M)



# Financial Plan Reserves (\$M)



# Cotton Belt Community Input

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# Cotton Belt Meeting Schedule

- Richardson      Wednesday, August 24
- Addison        Thursday, August 25
- Dallas          Monday, August 29
- Plano            Tuesday, August 30
- Carrollton      Wednesday, August 31
- Irving           Wednesday, August 31



# Financial Plan Updates And Alternatives



# Update to Proposed FY17 Financial Plan

- Incorporation of updated Cotton Belt cost estimates
  - Based on community input regarding refinement in scope (number and type of platforms, potential betterments and mitigation considerations) and update of 3-year old cost estimates
  - Increase of \$140.5M; from \$994.5M to \$1.135B
  - Core Capacity scope and schedule as originally proposed August 6
- Note: FY17 Capital Budget includes:
  - \$29.3M for Core Capacity projects
  - \$25.0M for the Cotton Belt



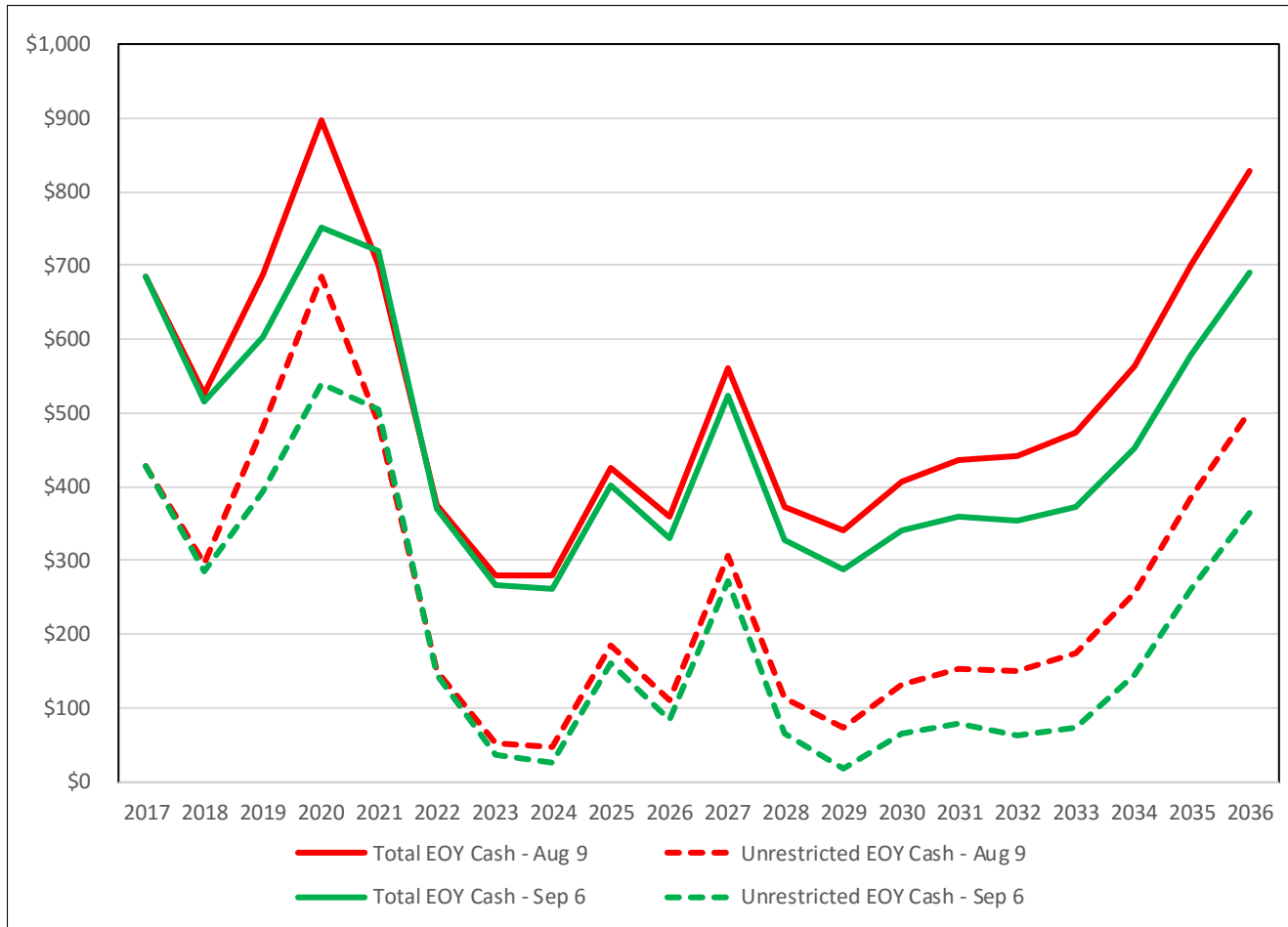
# Financial Plan Comparison (\$M)

	20-Years (FY17 - FY36)	
	August 9	September 6
Sales Tax Revenues	\$16,308.0	\$16,308.0
Operating Revenues	2,502.3	2,502.3
Interest Income	364.7	319.4
Formula Federal Funding	1,529.9	1,529.9
Discretionary Federal Funding	614.6	614.6
Net Debt Issuances	1,989.5	2,130.0
Other Non-Operating Sources	459.0	459.0
Other Capital Sources	285.1	285.1
<b>Total Sources of Funds</b>	<b>\$24,053.1</b>	<b>\$24,148.4</b>
Total Operating Expenses	\$13,042.1	\$13,042.1
Total Capital & Non-Operating	5,290.2	5,430.8
Total Debt Service	5,648.6	5,740.6
<b>Total Uses of Funds</b>	<b>\$23,981.0</b>	<b>\$24,213.5</b>
Lowest External Coverage	2.61 in 2021	2.57 in 2021
Lowest Internal Coverage	1.15 in 2020	1.15 in 2021





# Cash Balance Comparison (\$M)



# Core Capacity – D2 Considerations

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# Overview of Alternate Financial Plan

- Incorporation of updated Cotton Belt cost estimates
- Incorporation of D2 Tunnel throughout CBD
  - Assumes increase in Federal Grant from \$325M to \$650M
  - Incorporates a 2-year delay for additional planning and revised federal grant submittal
  - Increases D2 cost by \$616M to \$1.328B
  - Possible that it can be incorporated by utilizing existing remaining prudently available capacity in the proposed Financial Plan

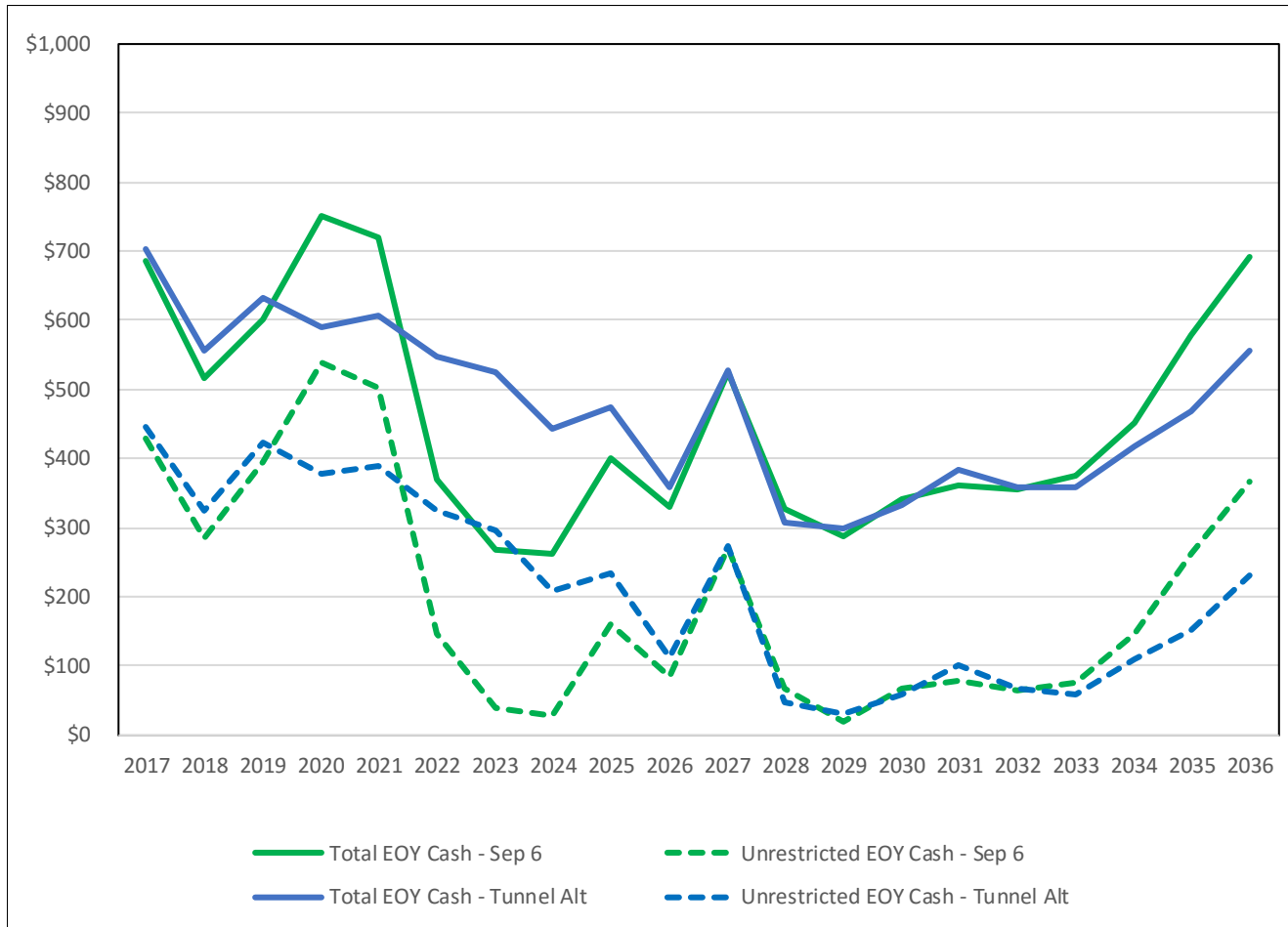


# Financial Plan Comparison (\$M)

	20-Years (FY17 - FY36)		
	August 9	September 6	Tunnel Alt.
Sales Tax Revenues	\$16,308.0	\$16,308.0	\$16,308.0
Operating Revenues	2,502.3	2,502.3	2,502.3
Interest Income	364.7	319.4	329.7
Formula Federal Funding	1,529.9	1,529.9	1,529.9
Discretionary Federal Funding	614.6	614.6	939.6
Net Debt Issuances	1,989.5	2,130.0	2,430.0
Other Non-Operating Sources	459.0	459.0	459.0
Other Capital Sources	285.1	285.1	285.1
<b>Total Sources of Funds</b>	<b>\$24,053.1</b>	<b>\$24,148.4</b>	<b>\$24,783.7</b>
Total Operating Expenses	\$13,042.1	\$13,042.1	\$13,040.4
Total Capital & Non-Operating	5,290.2	5,430.8	6,016.4
Total Debt Service	5,648.6	5,740.6	5,925.9
<b>Total Uses of Funds</b>	<b>\$23,981.0</b>	<b>\$24,213.5</b>	<b>\$24,982.8</b>
Lowest External Coverage	2.61 in 2021	2.57 in 2021	2.47 in 2028
Lowest Internal Coverage	1.15 in 2020	1.15 in 2021	1.17 in 2018



# Cash Balance Comparison (\$M)



# Cash Balance Comparison (\$M)

Year	August 9		September 6		Tunnel Alternative	
	Total EOY	Unrestricted	Total EOY	Unrestricted	Total EOY	Unrestricted
2017	\$684.7	\$428.6	\$684.7	\$428.6	\$702.5	\$446.4
2018	526.7	295.5	515.5	284.3	556.5	325.3
2019	688.4	480.5	602.2	394.2	631.3	423.3
2020	896.1	684.4	750.9	539.3	590.1	378.5
2021	701.4	485.8	719.3	503.6	605.9	390.5
2022	374.8	150.6	369.2	145.0	548.8	324.9
2023	281.0	51.7	266.8	37.5	524.7	295.4
2024	280.4	45.8	261.0	26.4	442.0	207.4
2025	424.3	183.7	400.8	160.2	474.0	233.3
2026	358.6	111.6	331.1	84.0	359.1	112.1
2027	560.5	306.8	524.3	270.6	526.8	273.1
2028	372.5	111.9	327.1	66.5	308.2	47.6
2029	341.9	74.0	286.9	19.0	298.1	30.1
2030	406.9	131.7	341.8	66.5	333.7	58.4
2031	436.3	153.2	360.6	77.5	383.5	100.4
2032	440.9	150.0	354.0	63.1	358.0	67.1
2033	472.3	173.1	373.8	74.6	358.3	59.0
2034	563.5	256.0	452.7	145.2	416.7	109.1
2035	701.8	385.4	578.1	261.7	469.3	152.9
2036	827.9	502.5	690.7	365.3	556.7	231.3

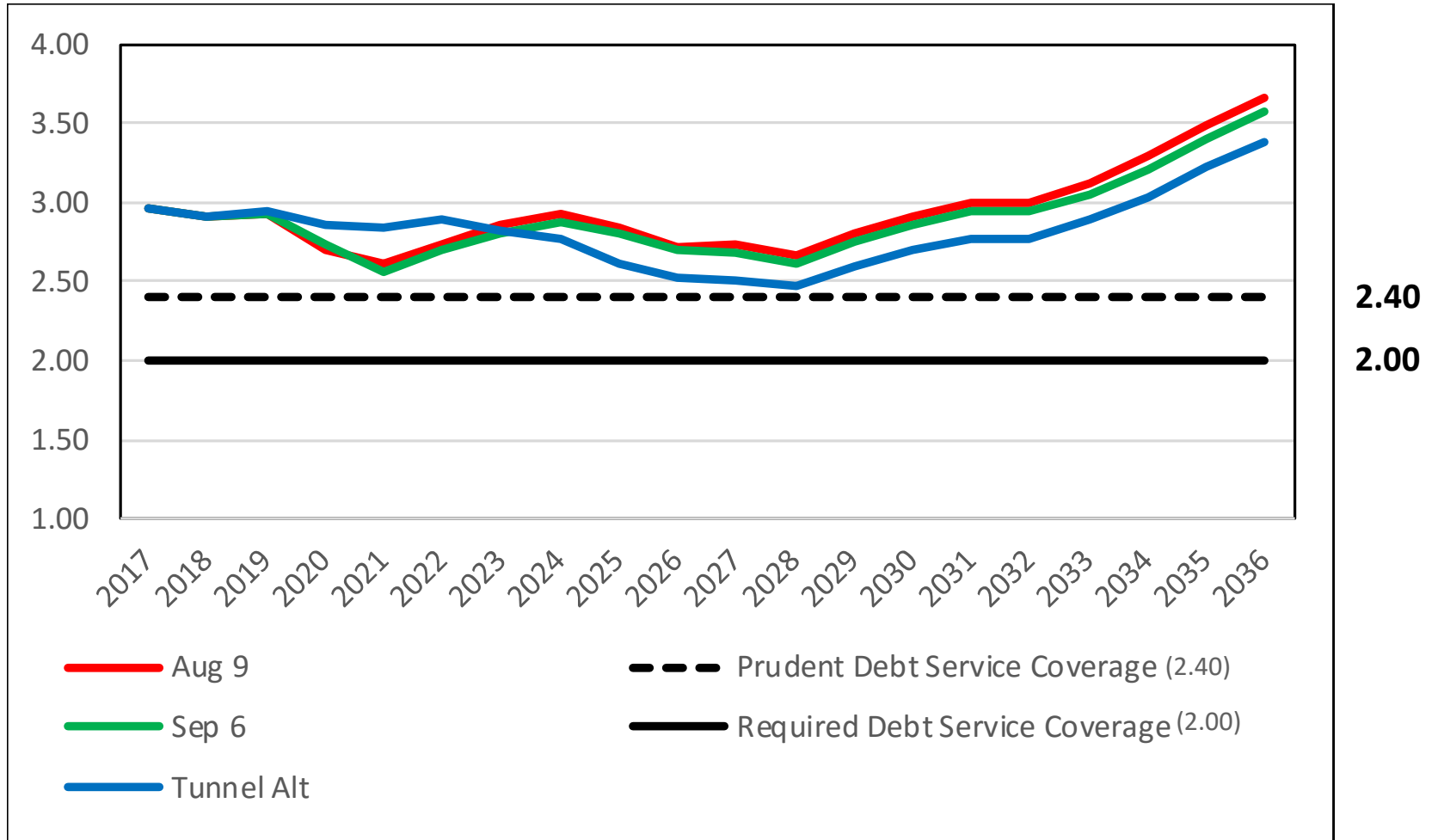


# Coverage Ratio Comparison

Year	August 9		September 6		Tunnel Alternative	
	External	Internal	External	Internal	External	Internal
2017	2.97	1.33	2.97	1.33	2.97	1.33
2018	2.92	1.17	2.92	1.17	2.92	1.17
2019	2.93	1.19	2.93	1.19	2.95	1.20
2020	2.70	1.15	2.73	1.15	2.85	1.22
2021	2.61	1.17	2.57	1.15	2.84	1.30
2022	2.74	1.21	2.69	1.19	2.90	1.35
2023	2.85	1.26	2.80	1.24	2.83	1.34
2024	2.92	1.33	2.87	1.31	2.76	1.34
2025	2.84	1.26	2.81	1.25	2.61	1.23
2026	2.72	1.25	2.69	1.24	2.52	1.22
2027	2.74	1.30	2.68	1.27	2.52	1.25
2028	2.67	1.32	2.61	1.29	2.47	1.27
2029	2.81	1.44	2.74	1.40	2.59	1.37
2030	2.92	1.51	2.85	1.47	2.69	1.44
2031	3.01	1.57	2.94	1.52	2.78	1.49
2032	3.01	1.53	2.94	1.48	2.77	1.45
2033	3.13	1.61	3.06	1.56	2.89	1.52
2034	3.29	1.79	3.21	1.73	3.03	1.69
2035	3.48	1.95	3.41	1.89	3.22	1.84
2036	3.66	2.11	3.58	2.04	3.38	1.97

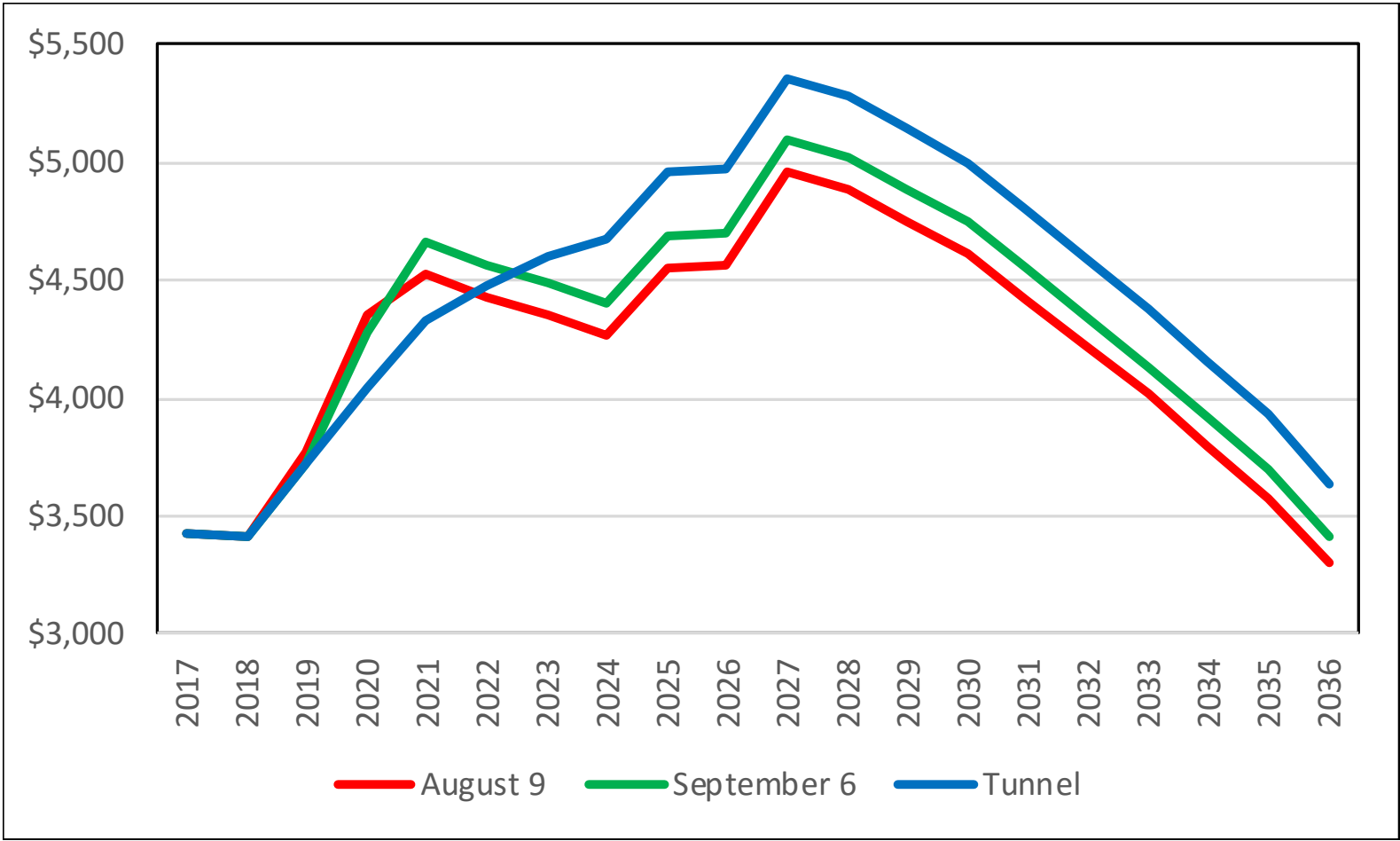


# External Coverage Ratio

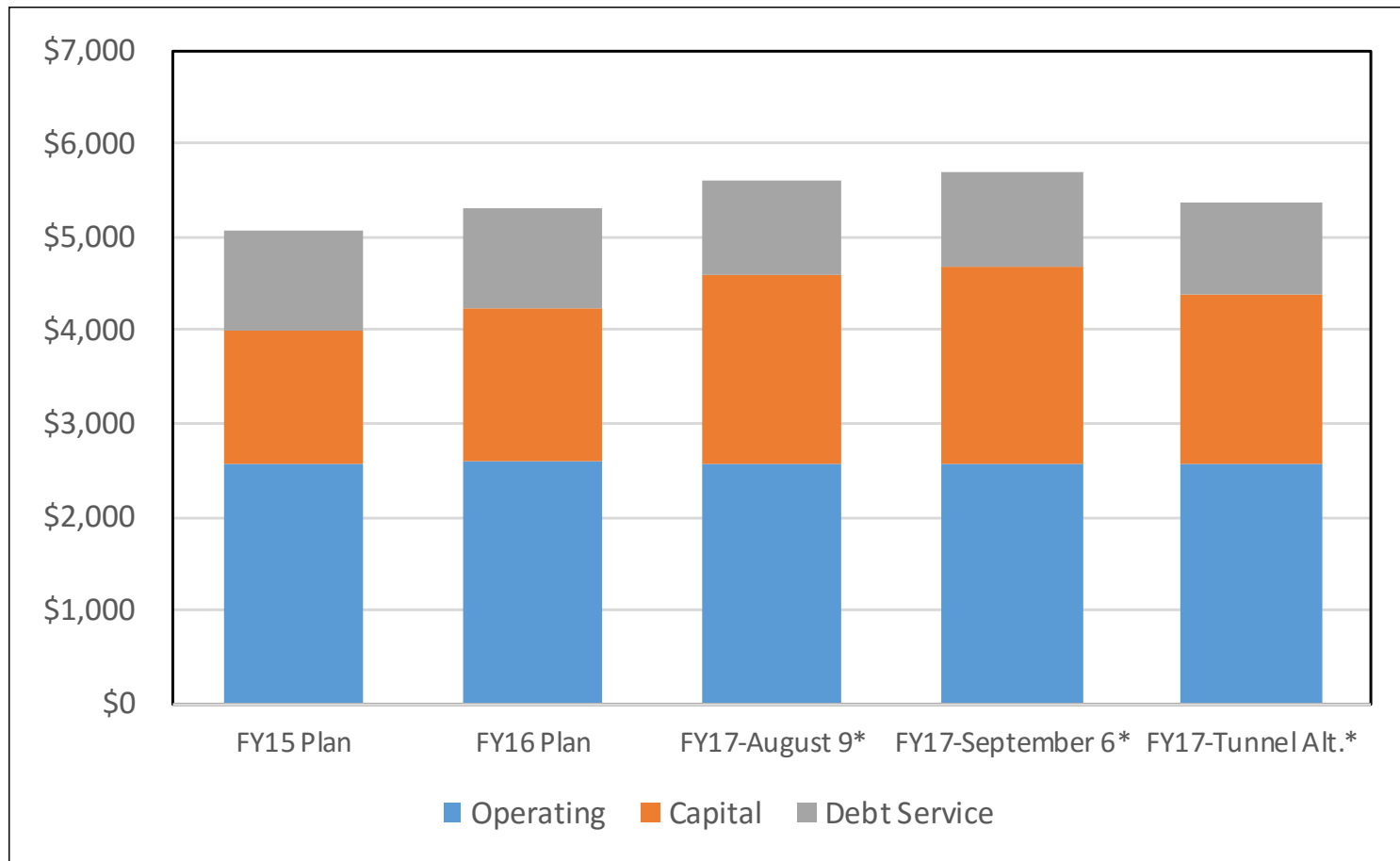




# End-of-Year Total Debt Outstanding (\$M)



# Financial Plan Spending Comparison 2016 – 2020 (\$M)



\* Includes projected FY 2016 values.



# Financial Plan Spending Comparison

## 2016 – 2020 (\$M)

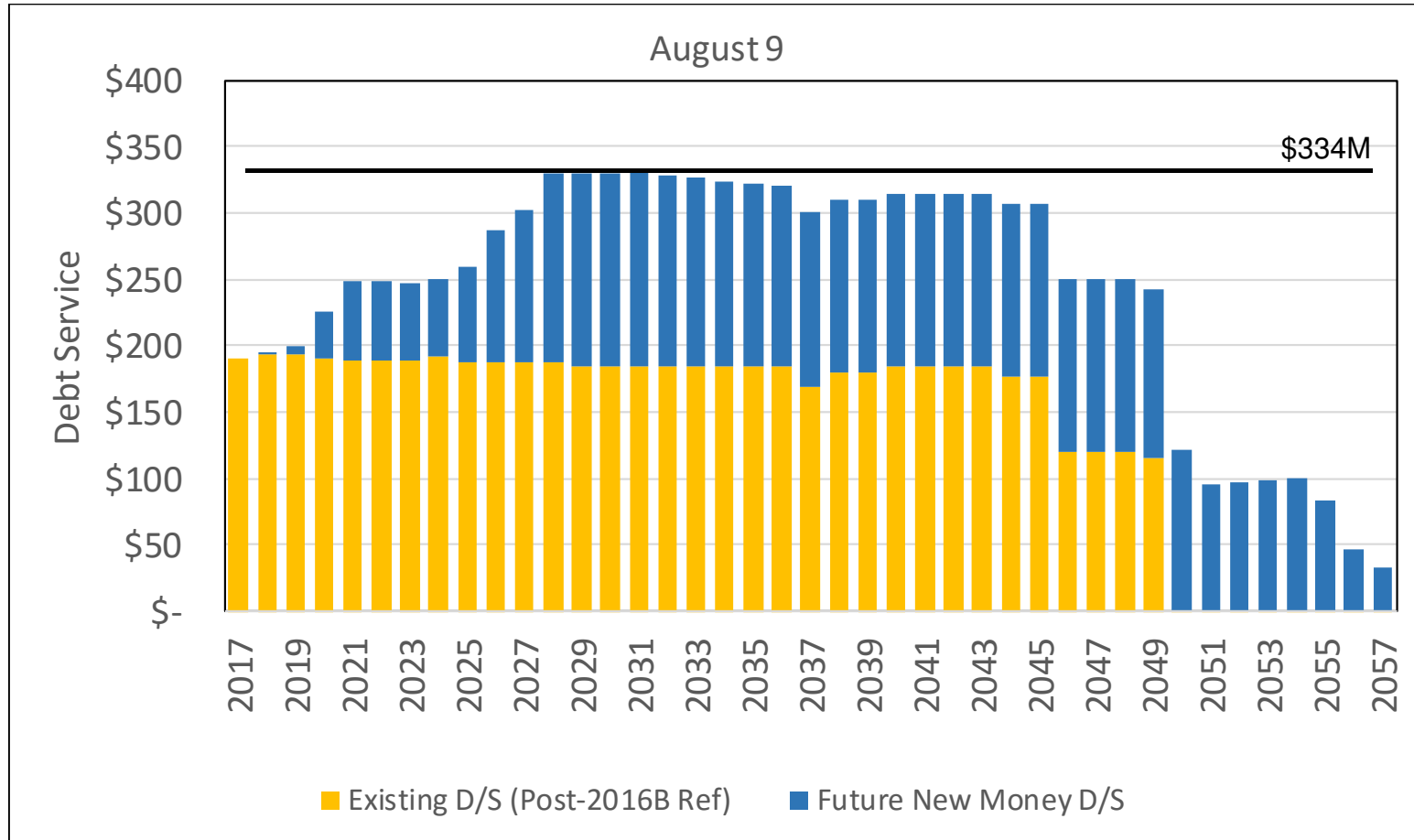
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	Operating	Capital	Debt Service	Total
FY15 Plan	\$2,569.5	\$1,426.4	\$1,079.0	<b>\$5,074.9</b>
FY16 Plan	\$2,590.2	\$1,640.1	\$1,066.2	<b>\$5,296.5</b>
FY17-August 9*	\$2,571.7	\$2,028.7	\$1,017.4	<b>\$5,617.8</b>
FY17-September 6*	\$2,571.7	\$2,113.5	\$1,014.9	<b>\$5,700.1</b>
FY17-Tunnel Alt.*	\$2,571.7	\$1,801.6	\$1,004.1	<b>\$5,377.4</b>

\* Includes projected FY 2016 values.

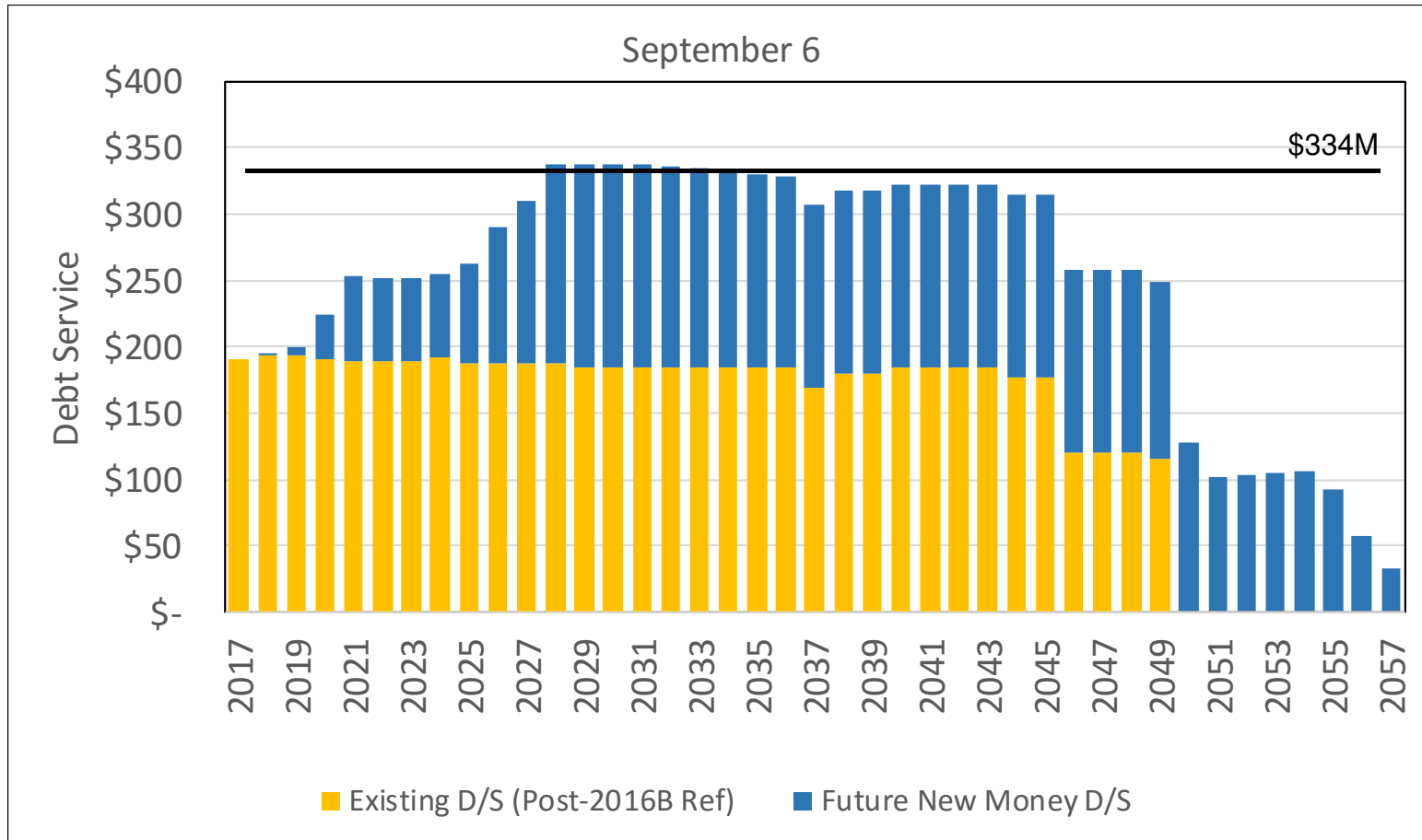


# Debt Structure – August 9 (\$M)



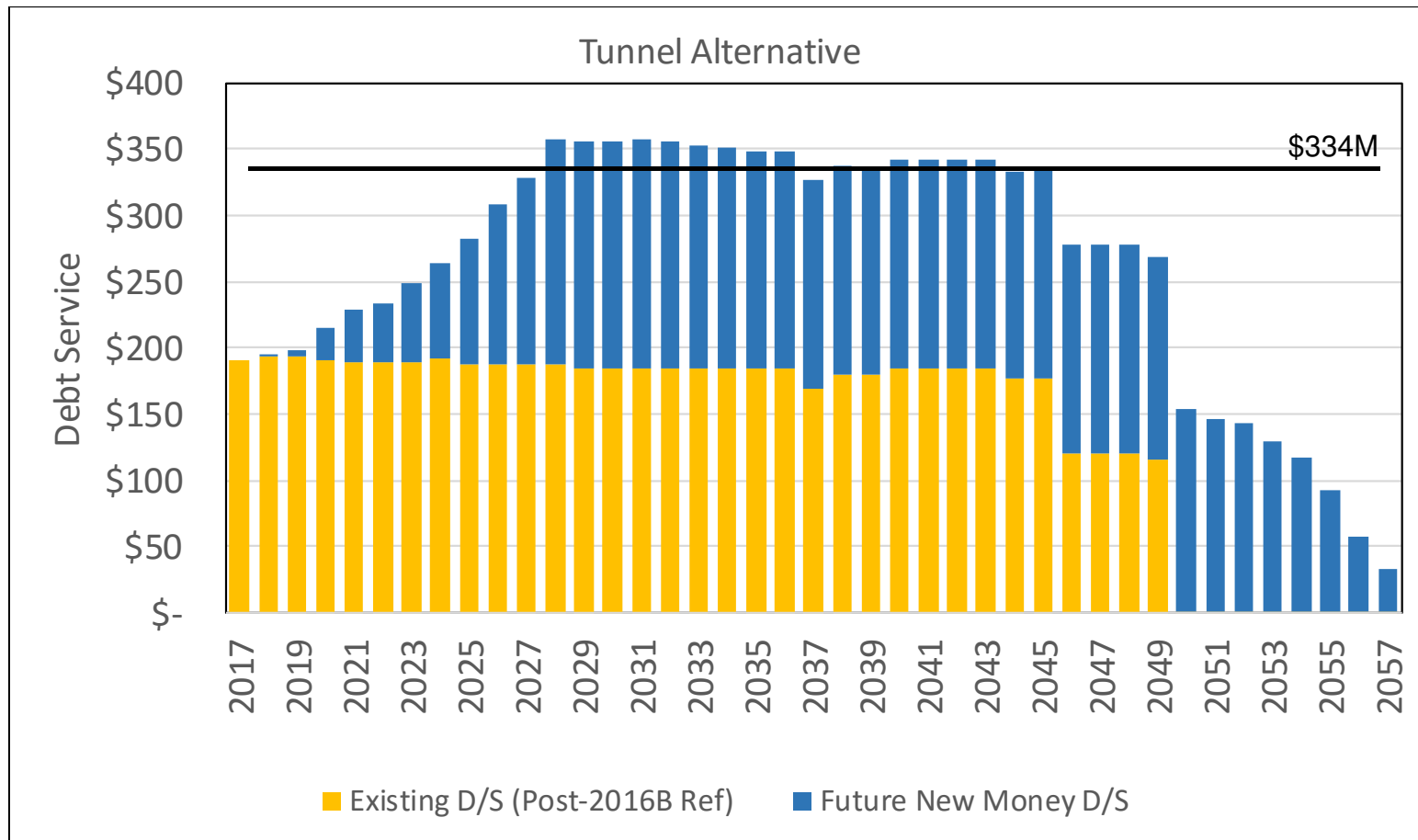
Prepared by Estrada Hinojosa & Associates

# Debt Structure – September 6 (\$M)



Prepared by Estrada Hinojosa & Associates

# Debt Structure – Tunnel Alternative (\$M)



Prepared by Estrada Hinojosa & Associates



# Summary

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- Met with Cotton Belt Corridor Cities (Richardson, Addison, Dallas, Plano, Carrollton and Irving).
- Based on feedback from service area cities and the public, we have updated our Cotton Belt scope and cost estimates to reflect current views on number of probable number and type of stations, mitigation and betterment cost estimates



# Summary

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- With the current funding assumptions, DART can conceivably afford to complete both projects as presented here within our existing prudently available financial capacity.
- But it must be emphasized that additional federal matching funds for D2 are essential to the funding assumptions in the analysis.
- Otherwise, if an underground solution for the CBD is deemed important, that option will need to be deferred for a sufficient period to permit the project to be fitted into the financial plan.





**Dallas Area Rapid Transit**  
**FY 2017 Financial Plan as of September 6, 2016, with Updated Cotton Belt and Tunnel Alternative**  
**Twenty Year Sources and Uses of Cash**  
**(\$ Millions - Inflated Dollars)**

Line	Description	2017	2018	2019	2020	2021	5 Year Total	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	20 Year Total	
<b>SOURCES OF FUNDS</b>																								
1	Sales Tax Revenues	\$563.6	\$563.6	\$586.2	\$615.5	\$652.5	\$2,981.3	\$685.1	\$712.6	\$734.0	\$734.0	\$763.4	\$802.1	\$850.6	\$893.1	\$928.8	\$956.7	\$956.7	\$994.9	\$1,044.7	\$1,107.4	\$1,162.7	\$16,308.0	
2	Operating Revenues	85.3	83.3	94.7	94.3	96.3	454.0	102.1	104.6	117.1	118.5	120.7	123.0	125.9	140.9	142.3	144.9	147.5	150.2	168.1	169.7	172.7	2,502.3	
3	Interest Income	5.8	7.7	8.9	11.3	13.4	47.2	15.4	17.0	17.1	18.5	21.1	21.1	21.0	16.1	15.9	17.5	17.9	17.7	19.1	21.7	25.2	329.7	
4	Formula Federal Funding	82.4	87.0	74.0	74.0	74.0	391.2	74.0	74.0	76.2	76.2	76.2	76.2	76.2	76.2	76.2	76.2	76.2	76.2	76.2	76.2	76.2	76.2	1,529.9
5	Discretionary Federal Funding	32.2	88.0	73.3	30.0	225.0	448.6	250.0	200.0	0.0	12.4	12.8	6.3	6.1	0.0	0.0	0.0	3.4	0.0	0.0	0.0	0.0	0.0	939.6
6	Net Debt Issuances	(30.0)	35.0	370.0	390.0	345.0	1,110.0	220.0	200.0	150.0	370.0	120.0	510.0	50.0	50.0	0.0	0.0	(50.0)	(50.0)	(50.0)	(100.0)	(100.0)	(100.0)	2,430.0
7	Other Non-Operating Sources	14.7	14.5	16.6	17.0	17.4	80.2	21.0	21.6	22.1	22.7	23.2	23.8	24.5	25.1	25.8	26.3	27.0	27.8	28.5	29.3	30.1	459.0	
8	Other Capital Sources	33.1	38.0	28.3	9.0	4.0	112.5	10.0	5.6	8.2	17.1	11.5	8.9	6.9	6.5	14.7	9.8	14.6	8.8	12.5	24.7	12.7	285.1	
9	<b>Total Sources of Funds</b>	<b>\$787.1</b>	<b>\$917.2</b>	<b>\$1,252.0</b>	<b>\$1,241.1</b>	<b>\$1,427.5</b>	<b>\$5,624.9</b>	<b>\$1,377.6</b>	<b>\$1,335.4</b>	<b>\$1,124.7</b>	<b>\$1,369.5</b>	<b>\$1,149.0</b>	<b>\$1,571.4</b>	<b>\$1,161.1</b>	<b>\$1,208.0</b>	<b>\$1,203.7</b>	<b>\$1,231.5</b>	<b>\$1,193.3</b>	<b>\$1,225.6</b>	<b>\$1,299.2</b>	<b>\$1,329.0</b>	<b>\$1,379.7</b>	<b>\$24,783.7</b>	
<b>USES OF FUNDS</b>																								
10	Sales Taxes for Operations	71.7%	75.0%	74.2%	72.2%	69.1%	n/a	68.9%	67.7%	65.9%	67.4%	65.9%	64.2%	61.9%	59.6%	58.8%	58.3%	59.6%	58.8%	55.6%	53.7%	52.1%	n/a	
<b>Operating Expenses:</b>																								
11	Bus	\$258.8	\$269.3	\$285.3	\$290.8	\$292.4	\$1,396.5	\$297.1	\$303.4	\$309.4	\$315.7	\$321.6	\$327.2	\$333.5	\$340.3	\$346.6	\$353.7	\$360.3	\$367.5	\$374.2	\$381.7	\$388.9	\$6,517.6	
12	Light Rail Transit	166.1	172.4	175.5	178.7	182.3	875.1	185.0	189.8	193.5	197.4	201.1	205.3	209.2	213.4	217.4	221.8	225.9	230.4	234.5	239.2	243.7	4,082.8	
13	Streetcar	1.5	1.6	1.6	1.6	4.4	10.7	4.5	4.6	4.7	4.8	4.9	5.0	5.0	5.1	5.2	5.4	5.4	5.6	5.7	5.8	5.9	88.1	
14	Commuter Rail/RR Management	29.2	30.1	34.8	35.8	36.9	167.0	56.7	58.4	60.2	61.9	63.7	65.7	67.6	69.6	71.6	73.8	76.0	78.3	80.5	83.0	85.4	1,219.4	
15	Paratransit	37.2	38.3	39.5	41.0	42.5	198.5	44.0	45.8	47.7	49.6	51.6	53.7	55.9	58.2	60.5	63.0	65.5	68.2	70.8	73.8	76.7	1,083.4	
16	General Mobility - TDM	2.0	2.1	2.1	2.1	2.2	10.6	2.2	2.3	2.3	2.4	2.4	2.5	2.5	2.6	2.6	2.7	2.7	2.8	2.8	2.9	2.9	49.1	
17	<b>Total Operating Expenses</b>	<b>\$494.9</b>	<b>\$513.8</b>	<b>\$538.8</b>	<b>\$550.2</b>	<b>\$560.7</b>	<b>\$2,658.4</b>	<b>\$589.6</b>	<b>\$604.3</b>	<b>\$617.7</b>	<b>\$631.8</b>	<b>\$645.3</b>	<b>\$659.4</b>	<b>\$673.7</b>	<b>\$689.2</b>	<b>\$704.0</b>	<b>\$720.2</b>	<b>\$735.8</b>	<b>\$752.6</b>	<b>\$768.5</b>	<b>\$786.4</b>	<b>\$803.5</b>	<b>\$13,040.4</b>	
<i>Operating+P&amp;D+Start Up</i>		<i>\$503.5</i>	<i>\$522.6</i>	<i>\$547.8</i>	<i>\$559.3</i>	<i>\$580.4</i>	<i>\$2,713.6</i>	<i>\$599.7</i>	<i>\$614.1</i>	<i>\$627.7</i>	<i>\$642.0</i>	<i>\$655.6</i>	<i>\$669.9</i>	<i>\$684.5</i>	<i>\$700.1</i>	<i>\$715.2</i>	<i>\$731.6</i>	<i>\$747.4</i>	<i>\$764.4</i>	<i>\$780.6</i>	<i>\$798.7</i>	<i>\$816.1</i>	<i>\$13,261.2</i>	
<b>Capital Projects and Non-Operating:</b>																								
18	Agency-Wide	\$28.5	\$43.7	\$20.6	\$13.7	\$10.7	\$117.2	\$10.9	\$15.0	\$9.2	\$9.4	\$15.0	\$70.7	\$23.9	\$13.6	\$18.8	\$32.2	\$20.5	\$12.7	\$13.1	\$16.0	\$21.8	\$420.1	
19	Bus	45.6	40.1	27.0	23.1	11.4	147.2	16.2	18.1	20.7	109.0	133.8	102.3	84.9	25.0	10.0	6.1	42.1	34.8	24.2	20.7	14.2	809.4	
20	Light Rail Transit	65.7	98.1	89.7	69.0	191.5	514.0	436.7	420.7	240.6	288.3	90.2	227.8	186.7	52.0	19.7	29.7	20.0	20.0	36.8	43.4	45.4	2,672.0	
21	Streetcar	13.9	8.5	27.7	36.9	18.6	105.5	0.0	0.0	0.1	0.0	0.1	0.0	0.0	0.1	0.3	0.0	0.1	0.0	0.0	0.3	106.6		
22	Commuter Rail/RR Management	85.0	165.7	284.9	377.7	358.4	1,271.7	127.6	12.8	15.2	29.3	24.6	24.8	15.0	11.0	23.1	17.8	35.5	27.2	22.3	40.1	33.5	1,731.6	
23	Paratransit	0.4	0.4	0.1	0.2	0.0	1.1	0.8	0.0	0.2	0.1	0.0	0.0	0.6	0.4	0.5	0.3	0.2	0.2	0.1	0.1	1.2	5.8	
24	HOV Transitways	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
25	Capital P & D, Start-Up, Non-Operating	14.2	11.4	10.0	10.2	21.8	67.6	12.2	9.9	10.7	10.9	10.5	11.3	11.0	12.4	12.6	12.9	14.3	12.1	13.1	13.3	12.8	247.5	
26	General Mobility - Road Impr./ITS	13.3	3.9	3.0	2.0	1.2	23.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23.4	
27	<b>Total Capital and Non-Operating</b>	<b>\$266.6</b>	<b>\$371.7</b>	<b>\$463.0</b>	<b>\$532.9</b>	<b>\$613.6</b>	<b>\$2,247.9</b>	<b>\$604.3</b>	<b>\$476.7</b>	<b>\$296.6</b>	<b>\$447.1</b>	<b>\$274.3</b>	<b>\$436.9</b>	<b>\$322.1</b>	<b>\$114.4</b>	<b>\$84.9</b>	<b>\$99.3</b>	<b>\$132.6</b>	<b>\$107.1</b>	<b>\$109.5</b>	<b>\$133.6</b>	<b>\$129.2</b>	<b>\$6,016.4</b>	
<b>Debt Service</b>																								
28	Total Debt O/S Beginning-of-Year	\$3,514.4	\$3,430.4	\$3,409.5	\$3,720.1	\$4,047.9	n/a	\$4,328.0	\$4,479.3	\$4,604.0	\$4,673.5	\$4,952.2	\$4,966.7	\$5,357.3	\$5,277.3	\$5,140.2	\$4,996.9	\$4,797.0	\$4,590.2	\$4,376.2	\$4,155.2	\$3,926.3	n/a	
29	Total Debt O/S End-of-Year	\$3,430.4	\$3,409.5	\$3,720.1	\$4,047.9	\$4,328.0	n/a	\$4,479.3	\$4,604.0	\$4,673.5	\$4,952.2	\$4,966.7	\$5,357.3	\$5,277.3	\$5,140.2	\$4,996.9	\$4,797.0	\$4,590.2	\$4,376.2	\$4,155.2	\$3,926.3	\$3,639.4	n/a	
30	Principal - LT Debt	\$54.0	\$55.9	\$59.5	\$62.1	\$64.9	\$296.4	\$68.7	\$75.3	\$80.5	\$91.3	\$105.6	\$119.4	\$130.0	\$137.0	\$143.3	\$149.9	\$156.8	\$164.0	\$171.1	\$178.8	\$186.9	\$2,255.0	
31	Cost of Debt (Interest and Fees)	137.5	139.4	141.2	155.7	166.7	740.5	168.7	177.2	185.5	192.1	204.8	210.8	228.3	222.2	216.0	210.4	201.9	192.3	182.9	173.1	164.0	3,670.9	
32	<b>Total Debt Service Costs</b>	<b>\$191.5</b>	<b>\$195.3</b>	<b>\$200.7</b>	<b>\$217.8</b>	<b>\$231.6</b>	<b>\$1,036.9</b>	<b>\$237.4</b>	<b>\$252.5</b>	<b>\$266.0</b>	<b>\$283.4</b>	<b>\$310.4</b>	<b>\$330.2</b>	<b>\$358.3</b>	<b>\$359.3</b>	<b>\$359.3</b>	<b>\$360.3</b>	<b>\$358.7</b>	<b>\$356.3</b>	<b>\$354.0</b>	<b>\$352.0</b>	<b>\$351.0</b>	<b>\$5,925.9</b>	
33	External Coverage Ratio	2.97	2.92	2.95	2.85	2.84	n/a	2.90	2.83	2.76	2.61	2.52	2.52	2.47	2.59	2.69	2.78	2.77	2.89	3.03	3.22	3.38	n/a	
34	Internal Coverage Ratio	1.33	1.17	1.20	1.22	1.30	n/a	1.35	1.34	1.34	1.23	1.22	1.25	1.27	1.37	1.44	1.49	1.45	1.52	1.69	1.84	1.97	n/a	
35	<b>Total Uses of Funds</b>	<b>\$953.0</b>	<b>\$1,080.8</b>	<b>\$1,202.5</b>	<b>\$1,300.9</b>	<b>\$1,405.9</b>	<b>\$5,943.1</b>	<b>\$1,431.3</b>	<b>\$1,333.5</b>	<b>\$1,180.4</b>	<b>\$1,362.3</b>	<b>\$1,230.0</b>	<b>\$1,426.5</b>	<b>\$1,354.1</b>	<b>\$1,162.8</b>	<b>\$1,148.2</b>	<b>\$1,179.8</b>	<b>\$1,227.1</b>	<b>\$1,216.1</b>	<b>\$1,232.0</b>	<b>\$1,271.9</b>	<b>\$1,283.7</b>	<b>\$24,982.8</b>	
36	Net Inc (Dec) in cash	(\$165.9)	(\$163.7)	\$49.5	(\$59.8)	\$21.6	(\$318.3)	(\$53.7)	\$1.9	(\$55.7)	\$7.2	(\$80.9)	\$144.9	(\$193.0)	\$45.1	\$55.5	\$51.7	(\$33.8)	\$9.6	\$67.2	\$57.1	\$96.0	(\$199.1)	
37	Change in Balance Sheet Accts	6.8	17.6	25.4	18.6	(5.8)	62.7	(3.4)	(26.0)	(27.0)	24.7	(33.9)	22.7	(25.6)	(55.2)	(19.9)	(1.9)	8.3	(9.4)	(8.8)	(4.5)	(8.6)	(105.8)	
38	Cash, Beg of Period	861.6	702.5	556.5	631.3	590.1	861.6	605.9	548.8	524.7	442.0	474.0	359.1	526.8	308.2	298.1	333.7	383.5	358.0	358.3	416.7	469.3	861.6	
39	Cash, End of Period	702.5	556.5	631.3	590.1	605.9	605.9	548.8	524.7	442.0	474.0	359.1	526.8	308.2	298.1	333.7	383.5	358.0	358.3	416.7	469.3	556.7	556.7	
40	Less: Cash Reserves & Restricted Funds	(72.4)	(72.1)	(71.9)	(71.7)	(71.7)	(71.7)	(71.6)	(71.5)	(71.4)	(71.4)	(71.4)	(71.4)	(71.3)	(71.2)	(71.1)	(71.0)	(70.8)	(70.6)	(70.4)	(70.1)	(69.8)	(69.8)	
41	Less: Advanced Funding (Core Capacity Grant)	(60.0)	(30.0)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
42	Less: Working Cash Requirement	(123.7)	(128.4)	(134.7)	(137.5)	(140.2)	(140.2)	(147.4)	(151.1)	(154.4)	(158.0)	(161.3)	(164.8)	(168.4)	(172.3)	(176.0)	(180.1)	(184.0)	(188.1)	(192.1)	(196.6)	(200.9)	(200.9)	
43	Less: Capital Reserve	0.0	(0.6)	(1.4)	(2.4)	(3.6)	(3.6)	(5.0)	(6.7)	(8.7)	(11.2)	(14.3)	(17.5)	(20.9)	(24.4)	(28.1)	(32.0)	(36.2)	(40.5)	(45.0)	(49.7)	(54.7)	(54.7)	
44	<b>Unrestricted Cash (Net Available Cash)</b>	<b>\$446.4</b>	<b>\$325.3</b>	<b>\$423</b>																				