



*Denton County Transportation Authority
1660 S. Stemmons., Suite 250
Lewisville, Texas 75067
(972) 221-4600
dcta.net*

**Board of Directors
Work Session**

July 24, 2014

1:30 p.m.

1. Routine Briefing Items
 - a. Financial Reports
 - i. Financial Statements
 - ii. Capital Projects Fund
 - iii. Sales Tax Report
 - iv. Quarterly Investment Report
 - v. Quarterly Grants Report
 - vi. Procurement Report
 - b. Communications and Marketing
 - i. 2014 Community Survey Results
 - ii. Marketing and Communications Initiatives
 - iii. Media Coverage
 - iv. Customer Service
 - c. Capital Projects Update
 - i. GTW Integration
 - ii. Where's My Ride
 - iii. Bus Operations and Maintenance Facility (O&M)
 - iv. Community Enhancements
 - v. Lewisville Bike Trail
 - vi. Positive Train Control (PTC)
 - vii. Station Improvements
 - d. Transit Operations
 - i. Rail Operations
 - ii. Bus Operations
2. Committee Reports
 - a. Finance – Chairman Dave Kovatch
 - b. Program Services Committee – Chairman Paul Pomeroy
3. Discussion of Regular Board Meeting Agenda Items (July 24, 2014)

4. Executive Session
 - a. As Authorized by Section 551.071(2) of the Texas Government Code, the Work Session or the Regular Board Meeting may be Convened into Closed Executive Session for the Purpose of Seeking Confidential Legal Advice from the General Counsel on any Agenda Item Listed Herein.
 - b. As authorized by Texas Government Code section 551.071 consultation with General Counsel regarding pending litigation Cause No 2011-30066-211; URS Corporation v. Denton County Transportation Authority; 211th District Court, Denton County, Texas.
 - c. Texas Government Code Section 551.072 Deliberation regarding Real Property: Lease of DCTA Property

5. Reconvene Open Session
 - a. Reconvene and Take Necessary Action on Items Discussed during Executive Session.

6. Discussion of Future Agenda Items
 - a. Board Member Requests

**Board of Directors
Regular Meeting**

July 24, 2014

3:00 p.m.*

**or immediately following Board Work Session*

CALL TO ORDER

PLEDGE OF ALLEGIANCE TO US AND TEXAS FLAGS

INVOCATION

WELCOME AND INTRODUCTION OF VISITORS

1. CONSENT AGENDA
 - a. Approval of Minutes June 26, 2014
 - b. Acceptance of Financial Reports
 - c. Acceptance of Quarterly Investment Report
 - d. Approval of purchase of RouteMatch Software
 - e. Approval of Annual Program of Projects Modifications

2. REGULAR AGENDA
 - a. Discussion / Approval of Resolutions Authorizing Local Match for Ladders of Opportunity Grant Application
 - i. Resolution 14-04 Ladders of Opportunity Initiative Grant – Denton County Transportation Authority Multimodal Facility
 - ii. Resolution 14-05 Ladders of Opportunity Initiative Grant - Denton County Transportation Authority Fleet Modernization

- b. Discussion / Approval of Budget Adjustment to Fund Tenant Improvements at New DCTA Administrative Offices, 1195 Lakeway, Suite 260
3. CHAIR REPORT
 - a. Discussion of Regional Transportation Issues
4. PRESIDENT'S REPORT
 - a. Regional Transportation Update
 - b. Budget Transfers
5. REPORT ON ITEMS OF COMMUNITY INTEREST
 - a. Pursuant to Texas Government Section 551.0415 the Board of Directors may report on following items: (1) expression of thanks, congratulations, or condolences; (2) information about holiday schedules; (3) recognition of individuals; (4) reminders about upcoming DCTA and Member City events; (5) information about community events; and (6) announcements involving imminent threat to public health and safety.
6. CONVENE EXECUTIVE SESSION
 - a. As Authorized by Section 551.071(2) of the Texas Government Code, the Board Meeting may be Convened into Closed Executive Session for the Purpose of Seeking Confidential Legal Advice from the General Counsel on any Agenda Item Listed Herein.
7. RECONVENE OPEN SESSION
 - a. Reconvene and Take Necessary Action on Items Discussed during Executive Session.
8. ADJOURN

Chair – Charles Emery
Vice Chair – Paul Pomeroy

Secretary – Richard Huckaby
Treasurer – Dave Kovatch

Members – Skip Kalb, Doug Peach, Jim Robertson, Bill Walker, Daniel Peugh,
Richard Huckaby, Don Hartman, George A. Campbell, Allen Harris, Carter Wilson
President – Jim Cline

The Denton County Transportation Authority meeting rooms are wheelchair accessible. Access to the building and special parking are available at the east entrance. Requests for sign interpreters or special services must be received forty-eight (48) hours prior to the meeting time by calling Leslee Bachus at 972-221-4600 or e.mail lbachus@dcta.net

This notice was posted at 1660 S. Stemmons, Lewisville, Texas 75067 at a place convenient and readily accessible to the public at all times. Said notice was posted on 7/17/2014 at 5:38 PM.

Leslee Bachus, Executive Assistant



Board of Directors Memo

July 24, 2014

Subject: Work Session 1ai) Monthly Financial Reports

Background

The financial statements are presented to the Board of Directors on a monthly basis for acceptance. The reports presented for the period ending June 30, 2014 include the Statement of Change in Net Assets, Statement of Net Assets, and Capital Projects Fund. These reports provide a comparison of budget vs. actual for the fiscal year as of the current month.

The following are major variances which are annotated on the Statement of Change in Net Assets, Statement of Net Assets, and Capital Projects Fund:

Statement of Changes in Net Assets:

- **Note A:** Passenger Revenues – YTD favorable by \$54k reflecting GoPass deferred revenue being recognized in the current year.
- **Note B:** Contract Service Revenue – YTD unfavorable by (\$359k) because revenue hours were lower than budgeted in November, December, February, March and June partially offset by higher revenue hours in October, January, April and May. Actual YTD revenue hours were 38,105 compared to budgeted 41,548. For the month of June, UNT revenue hours were unfavorable to budget by 489 hours (Budgeted 2,348; Actual 1,859). In addition, actual YTD fuel usage was 119,017 gallons compared to budget 134,355 gallons, down 11%. In FY14 fuel was budgeted at \$4.15/gallon. In June fuel was \$3.22/gallon.
- **Note C:** Sales Tax Revenue – June sales tax revenue is not yet received and is accrued for the month based on budget. Sales tax generated in June will be received in August. The Sales Tax Report included in this agenda packet provides a more detailed Budget to Actual comparison of sales tax receipts for FY 14.
- **Note D:** Federal/State Grants – YTD favorable by \$1.6 million is the net of delays in capital project activities and drawdowns of FY13 formula grant funds for operating activities. The final FY13 apportionment was available in March 2014 for draw down. FTA grant revenue is recognized as reimbursements for expenditures as they occur. Changes in project timelines from what was originally anticipated in the budget results in a timing variance.
- **Note E:** Services – YTD favorable by \$811k due to legal expenses \$314k, advertising \$39k, professional services \$358k, computer & software maintenance \$29k and 3rd party maintenance \$35k not expended as originally anticipated in the budget. These items will be expended throughout the remainder of the fiscal year.
- **Note F:** Materials and Supplies – YTD favorable by \$906k mainly because fuel usage and price are below budget. Rail operations fuel is \$404k under budget because actual fuel prices have averaged \$3.08/gallon compared to the budgeted price of \$4.15/gallon. Bus operations fuel is \$364k under budget because actual fuel usage of 268k gallons is down 12% compared to 304k gallons budgeted. In addition, YTD fuel prices have averaged \$3.30/gallon compared to \$4.15/gallon budgeted.

Capital Projects Fund

- The Capital Projects Fund schedule provides budget to actual comparisons for DCTA bus and rail capital projects. It provides information on a life-to-date basis for approved projects.

Identified Need


Provides the Board a review of DCTA's financial position and performance to budget.

Recommendation

Staff recommends acceptance.

Submitted by: Chrissy Nguyen 
Senior Accountant

Final Review: 
Department Head

Approval: 
James C. Cline, Jr., P.E.,
President

Denton County Transportation Authority
Change in Net Assets
Month and Year to Date June 30, 2014
(Unaudited)

WS1ai

Description	Month Ended June 30, 2014			Year to Date June 30, 2014			Annual Budget	
	Actual	Budget	Variance	Actual	Budget	Variance		
Revenue and Other Income								
Passenger Revenues	103,640	102,635	1,005	1,079,893	1,025,706	54,187	1,375,663	Note A
Contract Service Revenue	116,183	150,896	(34,712)	2,212,417	2,571,815	(359,397)	3,298,781	Note B
Sales Tax Revenue	1,943,583	1,876,393	67,190	15,619,172	15,406,014	213,158	20,725,320	Note C
Federal/State Grants and Reimbursements	603,568	244,423	359,144	6,227,268	4,676,171	1,551,097	7,079,358	Note D
Total Revenue and Other Income	2,766,973	2,374,347	392,626	25,138,750	23,679,705	1,459,045	32,479,122	
Operating Expenses								
Salary, Wages and Benefits	576,331	650,962	74,631	5,898,551	6,242,502	343,952	8,329,943	
Services	140,400	144,348	3,947	1,434,301	2,245,279	810,978	2,731,636	Note E
Materials and Supplies	230,003	301,425	71,423	2,036,253	2,942,014	905,761	3,879,224	Note F
Utilities	41,662	43,368	1,706	270,389	341,911	71,522	472,015	
Insurance, Casualties and Losses	64,212	67,222	3,011	583,352	596,494	13,143	798,162	
Purchased Transportation Services	757,091	778,058	20,967	6,788,104	6,966,526	178,421	9,300,701	
Miscellaneous	28,054	12,360	(15,693)	90,749	168,780	78,031	236,085	
Leases and Rentals	13,725	112,919	99,194	161,585	245,859	84,274	284,615	
Depreciation	722,688	722,345	(343)	6,499,818	6,503,303	3,485	8,668,090	
Total Operating Expenses	2,574,166	2,833,008	258,842	23,763,102	26,252,668	2,489,566	34,700,470	
Income Before Non-operating Revenue and Expense	192,807	(458,661)	651,468	1,375,648	(2,572,963)	3,948,611	(2,221,348)	
Non-Operating Revenues / (Expense)								
Investment Income	1,734	2,750	(1,016)	16,096	24,750	(8,654)	33,000	
Gain (Loss) Disposal of Assets	-	-	-	6,245	-	6,245	-	
Fare Evasion Fee	150	-	150	2,925	-	2,925	-	
Other Income - Miscellaneous	542	750	(383)	44,917	5,625	39,292	7,125	
Long Term Debt Interest/Expense	(137,034)	(218,988)	81,954	(1,042,765)	(1,922,939)	880,174	(2,627,850)	
Total Non-Operating Revenue / (Expense)	(134,607)	(215,488)	80,705	(972,582)	(1,892,564)	919,982	(2,587,725)	
Change in Net Assets	58,199	(674,149)	732,173	403,066	(4,465,527)	4,868,593	(4,809,073)	

Denton County Transportation Authority
Statement of Net Assets
As of June 30, 2014
(Unaudited)

	<u>June 30, 2014</u>	<u>May 31, 2014</u>	<u>Change</u>
Current Assets			
Cash & Cash Equivalents	7,566,432	7,603,303	(36,871)
Investments	7,409,587	7,061,960	347,627
Accounts & Notes Receivable	4,570,315	4,257,884	312,431
Prepaid Expenses	513,694	577,588	(63,895)
Inventory	26,917	34,939	(8,022)
Restricted Asset-Cash and Equivalents	4,482,188	4,493,347	(11,160)
Total Current Assets	<u>24,569,133</u>	<u>24,029,023</u>	540,111
Property, Plant and Equipment			
Land	16,228,337	16,228,337	-
Land Improvements	5,386,734	5,386,734	-
Machinery & Equipment	1,695,752	1,695,752	-
Leasehold Improvements	55,506	55,506	-
Vehicles	88,584,258	88,584,258	-
Computers & Software	262,676	262,676	-
Accumulated Depreciation	(27,360,124)	(26,637,436)	(722,688)
Total Property, Plant and Equipment	<u>84,853,139</u>	<u>85,575,828</u>	(722,688)
Other Non Current Assets			
Bond Fees	98,949	131,932	(32,983)
Total Other Non Current Assets	<u>98,949</u>	<u>131,932</u>	(32,983)
Capital Assets			
Intangible Assets	16,997,155	16,997,155	-
Other Capital Assets, Net	216,226,592	216,226,592	-
Construction in Progress	22,859,265	22,556,764	302,500
Total Capital Assets	<u>256,083,012</u>	<u>255,780,511</u>	302,500
Total Assets	<u><u>365,604,234</u></u>	<u><u>365,517,294</u></u>	<u>86,940</u> ✓
Liabilities			
Current Liabilities			
Accounts Payable	964,937	1,071,888	(106,951)
Salary, Wages, and Benefits Payable	364,435	339,232	25,203
Accrued Expenses Payable	2,886,193	2,861,820	24,372
Deferred Revenues	199,223	218,316	(19,093)
Interest Payable	312,152	208,101	104,051
Total Current Liabilities	<u>4,726,938</u>	<u>4,699,358</u>	27,581
Non-Current Liabilities			
Rail Easement Payable	1,500,000	1,500,000	-
Retainage Payable	1,933,137	1,931,977	1,159
Bonds Payable	34,395,000	34,395,000	-
Total Non-Current Liabilities	<u>37,828,137</u>	<u>37,826,977</u>	1,159
Total Liabilities	<u>42,555,075</u>	<u>42,526,335</u>	28,740
Net Assets			
Invested in Capital Assets	305,306,546	305,306,546	-
Unrestricted Retained Earnings	17,339,546	17,339,546	-
Change in Net Assets	403,066	344,867	58,199 ✓
Total Equity	<u>323,049,159</u>	<u>322,990,959</u>	58,199
Total Liabilities and Equity	<u><u>365,604,234</u></u>	<u><u>365,517,294</u></u>	<u>86,940</u> ✓

Capital Projects Fund - DCTA
Budget vs. Actual
As of June 30, 2014
(Cash Basis)

Work Session 1aii

	Original Budget	Revised Budget	June 2014 Expenses Booked	Life To Date	\$ Under/(Over) Budget	% of Budget (As of June 2014 Close)
ASSETS						
Fixed Assets						
1660 · Construction Work in Progress						
5 · Bus Capital Projects						
50202 · Passenger Amenities (Phase 2)						
5020214 · Acquisition	174,011	229,326		139,063	90,263	61%
5020215 · Survey, Testing & Inspection				2,900	(2,900)	
5020216 · Construction				85,851	(85,851)	
5020226 · Furniture Fixtures & Equipment				142	(142)	
5020229 · Project Management			465	10,283	(10,283)	
Total 50202 · Passenger Amenities (Phase 2)	174,011	229,326	465	238,239	(8,913)	104%
50301 · Bus O&M Facility						
5030113 · Design	590,000	1,294,280		1,161,886	132,395	90%
5030115 · Survey, Testing, Inspection		104,735		112,957	(8,222)	108%
5030114 · Land Acquisition	1,164,310	1,173,451		1,184,450	(10,999)	101%
5030116 · Building Construction	4,745,690	5,648,243		5,190,412	457,831	92%
5030118 · Canopy Construction				-	-	0%
5030120 · Landscaping		542,513		607,785	(65,272)	112%
5030121 · Systems		333,294		339,622	(6,328)	102%
5030125 · Utilities		1,362,500		1,590,069	(227,569)	117%
5030126 · Furniture, Fixtures & Equipment	1,642,667	517,865		690,166	(172,301)	133%
5030128 · Contingency		275,895		-	275,895	0%
5030129 · Project Management		205,000	1,170	52,258	152,742	25%
5030131 · Insurance/Bonds		105,521		105,521	-	100%
5030132 · Mobilization		157,060		165,385	(8,325)	105%
5030133 · Legal Fees		360		1,460	(1,100)	406%
Total 50301 · Bus O&M Facility	8,142,667	11,720,717	1,170	11,201,970	518,747	96%
50303 · DDTC						
5030311 · Engineering				1,850	(1,850)	
5030314 · Acquisition	373,282	373,282	90	10,747	362,535	3%
Total 50303 · DDTC	373,282	373,282	90	12,597	360,685	3%
50406 · Where's My Ride						
5040614 · Acquisition	940,485	940,485	89,071	548,053	392,432	58%
5040629 · Project Management			3,729	11,816	(11,816)	
Total 50406 · Where's My Ride	940,485	940,485	92,800	559,869	380,617	60%
50502 · Fleet Replacement						
5050214 · Acquisition	1,968,500	3,411,592		2,982,327	429,265	87%
Total 50502 · Fleet Replacement	1,968,500	3,411,592		2,982,327	429,265	87%
50504 · Fleet Replacement (2014)						
5050414 · Acquisition	877,998	877,998		567,565	310,433	65%
Total 50504 · Fleet Replacement (2014)	877,998	877,998		567,565	310,433	65%
50408 · Bus Radios						
5040814 · Acquisition	137,457	137,457		-	137,457	0%
Total 50408 · Bus Radios	137,457	137,457		-	137,457	0%
Total 5 · Bus Capital Projects	12,614,400	17,690,857	94,525	15,562,567	2,128,290	88%

Capital Projects Fund - DCTA
Budget vs. Actual
As of June 30, 2014
(Cash Basis)

Work Session 1aii

	Original Budget	Revised Budget	June 2014 Expenses Booked	Life To Date	\$ Under/(Over) Budget	% of Budget (As of June 2014 Close)
6 - Rail Construction						
61103 - Rail Grinding (2014)						
6110317 - Track & Civil Construction	192,000	192,000		103,987	88,013	54%
Total 61103 - Rail Grinding (2014)	192,000	192,000	-	103,987	88,013	54%
61206 - MedPark Extension	1,000,000	1,000,000	-	1,000,000	-	100%
61401 - Fare Collection Systems						
6140111 - Engineering	-	68,962		68,963	(1)	100%
6140114 - Acquisition	489,000	582,371		477,281	105,090	82%
6140115 - Installation	80,000	81,771		103,699	(21,928)	127%
Total 61401 - Fare Collection Systems	569,000	733,104	-	649,943	83,161	89%
61406 - Positive Train Control						
6140617 - Construction	13,492,026	19,397,536			19,397,536	0%
6140628 - Contingency	728,554	728,554			728,554	0%
6140629 - Project Management	2,097,992	2,097,992	23,256	779,920	1,318,072	37%
6140633 - Legal Fees	80,939	80,939			80,939	0%
6140636 - Vehicle Provisions	597,930	597,930		358,758	239,172	60%
6140621 - Systems	-	-		-	-	0%
Total 61406 - Positive Train Control	16,997,441	22,902,951	23,256	1,138,678	21,764,273	5%
61707 - Community Enhancements						
6170711 - Engineering	22,000	22,000		-	22,000	0%
6170712 - Preliminary Design	12,500	12,500		55,737	(43,237)	446%
6170713 - Final Design	15,000	15,000		66,741	(51,741)	445%
6170715 - Survey, Inspection & Testing	6,000	6,000		-	6,000	0%
6170716 - Building Construction	545,000	545,000		-	545,000	0%
6170720 - Landscaping	25,000	25,000		2,500	22,500	10%
6170726 - FF&E	10,000	10,000		-	10,000	0%
6170727 - Environmental Mitigation	4,000	4,000		-	4,000	0%
6170728 - Contingency	15,029	15,029		-	15,029	0%
6170729 - Project Management	85,088	85,088	510	2,168	82,920	3%
6170733 - Administration Fees	13,091	13,091		19,637	(6,546)	150%
Total 61707 - Community Enhancements	752,708	752,708	510	146,783	605,925	20%
61708 - Lewisville Bike Trail						
6170811 - Engineering	75,000	75,000	167,228	332,719	(257,719)	444%
6170812 - Preliminary Design	75,000	75,000		67,835	7,165	90%
6170813 - Final Design	41,000	41,000		-	41,000	0%
6170816 - Building Construction	2,045,991	2,045,991		-	2,045,991	0%
6170820 - Landscaping	21,000	21,000		-	21,000	0%
6170822 - Bridges	55,355	55,355		-	55,355	0%
6170823 - Crossings/Traffic Signals	200,000	200,000		-	200,000	0%
6170825 - Utilities	75,000	75,000		-	75,000	0%
6170826 - FF&E	3,000	3,000		-	3,000	0%
6170827 - Environmental Mitigation	28,800	28,800		-	28,800	0%
6170828 - Contingency	50,000	50,000		-	50,000	0%
6170829 - Project Management	394,454	394,454		3,083	391,371	1%
6170833 - Administration Fees	60,685	60,685		60,685	-	100%
Total 61708 - Lewisville Bike Trail	3,125,285	3,125,285	167,228	464,322	2,660,963	15%
61710 - HV Parking Expansion						
6171011 - Engineering	-	-		33,986	(33,986)	
6171029 - Project Management	-	-	1,410	3,210	(3,210)	
6171017 - Civil Construction	250,000	288,681		-	288,681	0%
Total 61710 - HV Parking Expansion	250,000	288,681	1,410	37,196	251,485	13%

Capital Projects Fund - DCTA
Budget vs. Actual
As of June 30, 2014
(Cash Basis)

Work Session 1aii

	Original Budget	Revised Budget	June 2014 Expenses Booked	Life To Date	\$ Under/(Over) Budget	% of Budget (As of June 2014 Close)
60701 · Passenger Information						
6070114 · Acquisition	56,214	56,214		23,851	32,363	42%
Total 60701 · Passenger Information	56,214	56,214	-	23,851	32,363	42%
61711 · Rail Maintenance of Way (MOW)						
6171136 · Vehicle Provisions	-	-	6,142	20,459	(20,459)	
6171129 · Project Management	-	-	135	135	(135)	
6171117 · Track & Civil Construction	150,000	150,000		35,358	114,642	24%
Total 61711 · Rail MOW	150,000	150,000	6,277	55,952	94,048	37%
61712 · Rail Maintenance of Equipment (MOE)						
6171215 · Survey, Testing, Inspection	-	-	9,295	22,721	(22,721)	
6171217 · Track & Civil Construction	585,000	585,000		8,262	576,738	1%
Total 61712 · Rail MOE	585,000	585,000	9,295	30,983	554,017	5%
61503 · Rail Single Car Operations						
6150315 · Survey, Testing, Inspection	101,800	101,800		18,417	83,383	18%
Total 61503 · Rail Single Car Operations	101,800	101,800	-	18,417	83,383	18%
61504 · Re-Railing Equipment						
6150415 · Acquisition	121,000	121,000		-	121,000	0%
Total 61504 · Re-Railing Equipment	121,000	121,000	-	-	121,000	0%
Total Rail Construction Projects	23,900,448	30,008,743	207,975	3,670,111	26,338,632	12%
Total 1660 · Construction Work in Progress	36,514,848	47,699,600	302,500	19,232,678	28,466,922	40%



Board of Directors Memo

July 24, 2014

Item: WS 1(a)iii Sales Tax Report

Background

Sales tax represents the single largest source of revenue for DCTA, at 54.51% for FY14 budget. The annual Sales Tax budget is \$20,725,320. Because of its importance in funding of DCTA's ongoing operations, the Board adopted a Budget Contingency Plan that outlines the Agency's response when declines in sales tax hit a specific target. This month, receipts were favorable compared to budget.

- Sales tax for sales generated at retail in the month of May and received in July was \$1,756,563.77.
- This represents an increase of 3.98% or \$67,190 compared to budget for the month.
- Receipts are favorable 1.58% year-to-date compared to budget.
- Compared to the same month last year, sales tax receipts were \$114,860 or 7.00% more.

- Member city collections for the month compared to prior year are as follows:
 - City of Lewisville up 9.35%
 - City of Denton up 2.71%
 - Highland Village up 19.74%

Need

Provides the Board of Directors a monthly status on Sales Tax collections.

Recommendation

For information only. No action required.

Final Review:



 Anna Mosqueda,
 CFO

**Denton County Transportation Authority (DCTA)
Sales Tax Report
Budget to Actual and Previous Year Comparison**

Sales Generated in Month of:	Received in Month of:	2013-2014 Year Budget	2013-2014 Year Actual	Variance Actual to Budget	CY Actual to CY Budget % Variance	2012-2013 Year Actual	Variance Actual to Prior Year	CY Actual to PY Actual Variance
October	December	\$ 1,663,294	\$ 1,646,959	\$ (16,336)	-0.98%	\$ 1,637,689	\$ 9,270	0.57%
November	January	\$ 1,460,365	\$ 1,582,022	\$ 121,657	8.33%	\$ 1,437,884	\$ 144,138	10.02%
December	February	\$ 2,161,605	\$ 2,173,929	\$ 12,324	0.57%	\$ 2,128,329	\$ 45,600	2.14%
January	March	\$ 1,545,815	\$ 1,570,510	\$ 24,695	1.60%	\$ 1,501,720	\$ 68,790	4.58%
February	April	\$ 1,538,578	\$ 1,278,211	\$ (260,367)	-16.92%	\$ 1,494,663	\$ (216,452)	-14.48%
March	May	\$ 1,836,424	\$ 1,957,442	\$ 121,018	6.59%	\$ 1,785,090	\$ 172,352	9.66%
April	June	\$ 1,634,166	\$ 1,777,141	\$ 142,976	8.75%	\$ 1,587,871	\$ 189,270	11.92%
May	July	\$ 1,689,374	\$ 1,756,564	\$ 67,190	3.98%	\$ 1,641,703	\$ 114,860	7.00%
June	August	\$ 1,876,393				\$ 1,824,064		
July	September	\$ 1,638,850				\$ 1,592,438		
August	October	\$ 1,741,243				\$ 1,692,280		
September	November	\$ 1,939,214				\$ 1,885,320		
YTD Total		\$ 20,725,320	\$ 13,742,779	\$ 213,158	1.58%	\$ 20,209,051	\$ 527,828	3.84%

Sources: Texas Comptroller of Public Accounts and DCTA Finance Department
 Prepared By: Denton County Transportation Authority Finance Department
 July 15, 2014

**Denton County Transportation Authority (DCTA)
Member Cities Sales Tax Report
Month Allocation is Received from Comptroller
Previous Year Comparison**

City of Lewisville					
Sales Generated in Month of:	Received in Month of:	2012-2013 Year Actual	2013-2014 Year Actual	Variance Actual to Prior Year	CY Actual to PY Actual Variance
October	December	\$ 2,371,150	\$ 2,412,800	\$ 41,651	1.76%
November	January	\$ 1,965,351	\$ 2,283,269	\$ 317,918	16.18%
December	February	\$ 3,085,264	\$ 3,094,980	\$ 9,716	0.31%
January	March	\$ 2,041,610	\$ 2,250,821	\$ 209,211	10.25%
February	April	\$ 2,102,744	\$ 1,476,738	\$ (626,007)	-29.77%
March	May	\$ 2,507,338	\$ 2,828,191	\$ 320,853	12.80%
April	June	\$ 2,214,494	\$ 2,569,274	\$ 354,780	16.02%
May	July	\$ 2,350,979	\$ 2,570,909	\$ 219,930	9.35%
June	August	\$ 2,611,642			
July	September	\$ 2,256,113			
August	October	\$ 2,407,746			
September	November	\$ 2,649,874			
YTD Total		\$ 28,564,305	\$ 19,486,983	\$ 848,052	4.55%

City of Highland Village					
Sales Generated in Month of:	Received in Month of:	2012-2013 Year Actual	2013-2014 Year Actual	Variance Actual to Prior Year	CY Actual to PY Actual Variance
October	December	\$ 250,036	\$ 242,975	\$ (7,061)	-2.82%
November	January	\$ 246,297	\$ 271,909	\$ 25,612	10.40%
December	February	\$ 413,314	\$ 415,312	\$ 1,998	0.48%
January	March	\$ 239,867	\$ 240,189	\$ 321	0.13%
February	April	\$ 215,912	\$ 231,225	\$ 15,313	7.09%
March	May	\$ 310,470	\$ 323,839	\$ 13,369	4.31%
April	June	\$ 240,403	\$ 269,705	\$ 29,302	12.19%
May	July	\$ 240,734	\$ 288,253	\$ 47,519	19.74%
June	August	\$ 318,280			
July	September	\$ 244,567			
August	October	\$ 244,339			
September	November	\$ 280,725			
YTD Total		\$ 3,244,944	\$ 2,283,407	\$ 126,373	5.86%

City of Denton					
Sales Generated in Month of:	Received in Month of:	2012-2013 Year Actual	2013-2014 Year Actual	Variance Actual to Prior Year	CY Actual to PY Actual Variance
October	December	\$ 1,947,110	\$ 1,858,283	\$ (88,827)	-4.56%
November	January	\$ 1,729,578	\$ 1,802,476	\$ 72,898	4.21%
December	February	\$ 2,521,245	\$ 2,657,999	\$ 136,754	5.42%
January	March	\$ 1,929,590	\$ 1,877,525	\$ (52,064)	-2.70%
February	April	\$ 1,843,927	\$ 1,940,004	\$ 96,078	5.21%
March	May	\$ 2,297,125	\$ 2,488,428	\$ 191,303	8.33%
April	June	\$ 1,940,931	\$ 2,077,345	\$ 136,414	7.03%
May	July	\$ 1,950,564	\$ 2,003,488	\$ 52,924	2.71%
June	August	\$ 2,236,264			
July	September	\$ 1,936,814			
August	October	\$ 2,091,400			
September	November	\$ 2,529,584			
YTD Total		\$ 24,954,131	\$ 16,705,547	\$ 545,479	3.38%

Sources: Texas Comptroller of Public Accounts and DCTA Finance Department
Prepared By: Denton County Transportation Authority Finance Department
July 15, 2014

**All Transit Agencies
Monthly Sales and Use Tax Comparison Summary**

Transit	Current Rate	Net Payment This Period	Comparable Payment Prior Year	% Change	2014 Payments To Date	2013 Payments To Date	% Change
Houston MTA	1.00%	\$ 54,586,658.28	\$ 53,094,018.25	2.81%	\$ 398,797,151.41	\$ 373,437,497.55	6.79%
Dallas MTA	1.00%	\$ 36,795,131.39	\$ 37,864,629.91	-2.82%	\$ 278,032,690.88	\$ 263,067,385.25	5.69%
Austin MTA	1.00%	\$ 15,205,564.08	\$ 14,973,409.86	1.55%	\$ 112,588,591.49	\$ 102,879,270.58	9.44%
San Antonio MTA	0.50%	\$ 10,007,667.62	\$ 9,396,530.74	6.50%	\$ 75,870,545.32	\$ 68,664,613.76	10.49%
San Antonio ATD	0.25%	\$ 4,515,069.65	\$ 4,282,041.23	5.44%	\$ 34,414,494.01	\$ 31,113,503.83	10.61%
Fort Worth MTA	0.50%	\$ 5,045,607.73	\$ 4,850,249.44	4.03%	\$ 36,127,140.10	\$ 33,833,245.56	6.78%
El Paso CTD	0.50%	\$ 3,071,435.86	\$ 2,991,633.14	2.67%	\$ 22,868,189.56	\$ 22,250,794.71	2.77%
Corpus Christi MTA	0.50%	\$ 2,651,088.48	\$ 2,645,394.46	0.22%	\$ 19,659,767.27	\$ 19,807,652.53	-0.75%
Denton CTA	0.50%	\$ 1,756,563.77	\$ 1,641,703.33	7.00%	\$ 12,095,819.94	\$ 11,577,261.15	4.48%
Laredo CTD	0.25%	\$ 581,954.68	\$ 614,869.23	-5.35%	\$ 4,549,143.23	\$ 4,502,359.65	1.04%
TOTALS		\$ 134,216,741.54	\$ 132,354,479.59	1.41%	\$ 995,003,533.21	\$ 931,133,584.57	6.86%

Sources: Texas Comptroller of Public Accounts and DCTA Finance Department
Prepared By: Denton County Transportation Authority Finance Department
July 15, 2014

Denton County Transportation Authority



For the Quarter Ended

June 30, 2014

Report Name

- Certification Page
- Executive Summary
- Benchmark Comparison
- Detail of Security Holdings
- Change in Value
- Earned Income
- Investment Transactions
- Amortization and Accretion
- Projected Fixed Income Cash Flows

MARKET RECAP:

An erroneous data release set the tone for the month of June as the ISM manufacturing index initially showed an unexpected decline to 53.2. That figure was later corrected to a much more palatable 55.4 after the ISM realized they had misapplied a seasonal adjustment factor. The ensuing confusion seemed to pervade the rest of the month as mixed economic data did nothing to clear the picture. The non-manufacturing ISM surged to 56.3, the highest level since last August. The employment report showed 217k jobs were created during May while the unemployment rate held steady at 6.3%. The fourth straight month of job creation above 200k finally took U.S. payrolls over their pre-recession peak. Consumers remained cautious as retail sales rose just +0.3% in May, well below the +0.6% median forecast, although an upward revision to April data countered some of that shortfall. Inflation data was mixed as the producer price index (PPI) reversed April's surprising 0.6% jump by falling 0.2%. Consumer prices rose by the most since February 2013 with the consumer price index (CPI) climbing 0.4%. On a year-over-year basis, the core rates of both PPI and CPI are up 2.0%. Better weather and the lowest mortgage rates in over a year boosted housing as existing home sales rose 4.9% to a 4.89 million unit annual pace and new home sales shot up 18.6% to a 504k unit annual rate.


The final revision to Q1 GDP has muddied the waters once again as the economy actually *contracted* by 2.9%. That was the worst reading since the first quarter of 2009 when the economy was mired in recession and, according to Bank of America/Merrill Lynch, "was easily the worst non-recession quarter in modern history." The GDP report has many economists reassessing their 2014 growth estimates. At this point, the economy will struggle to show positive growth in the first half of the year, leaving a lot of ground to make up in the second half. With a flat first half, it will take 4%+ in the second half just to get to 2% for the year. Despite the somewhat conflicting signals coming from economic data, the Fed continues to taper its QE program and current expectations call for rate hikes to begin around the middle of 2015. If those expectations are to be realized, however, we'll need to see a clearer picture of improving trends in employment and the economy at large.

For the Quarter Ended
June 30, 2014

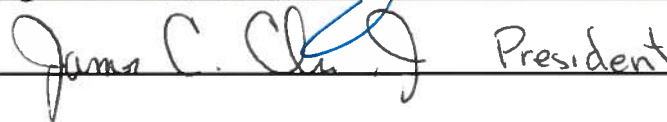
This report is prepared for the **Denton County Transportation Authority** (the "Entity") in accordance with Chapter 2256 of the Texas Public Funds Investment Act ("PFIA"). Section 2256.023(a) of the PFIA states that: "Not less than quarterly, the investment officer shall prepare and submit to the governing body of the entity a written report of the investment transactions for all funds covered by this chapter for the preceding reporting period." This report is signed by the Entity's investment officers and includes the disclosures required in the PFIA. To the extent possible, market prices have been obtained from independent pricing sources.

The investment portfolio complied with the PFIA and the Entity's approved Investment Policy and Strategy throughout the period. All investment transactions made in the portfolio during this period were made on behalf of the Entity and were made in full compliance with the PFIA and the approved Investment Policy.

Officer Names and Titles:



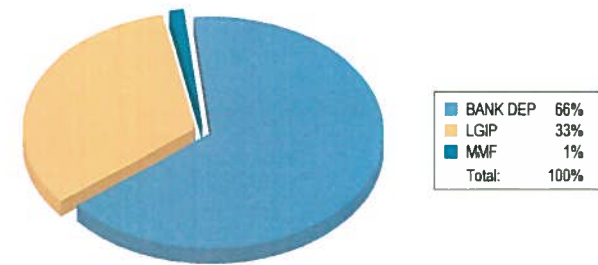
CFO



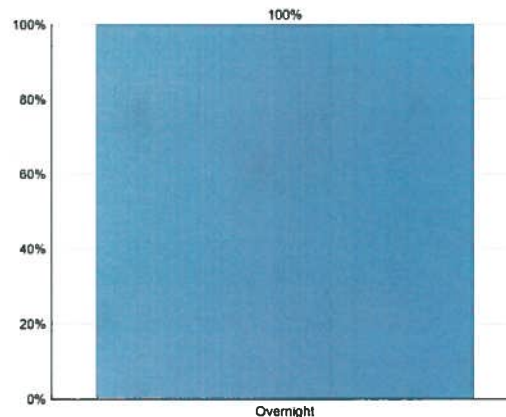
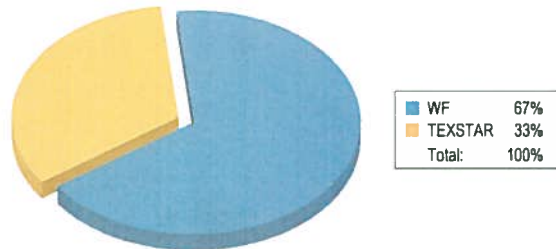
President

Account Summary **Allocation by Security Type**

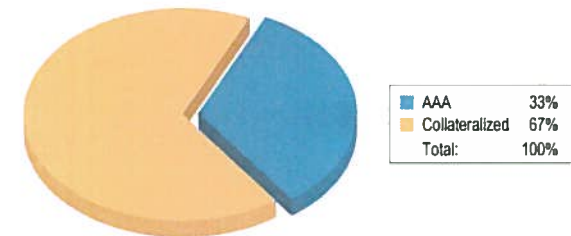
	Beginning Values as of 03/31/14	Ending Values as of 06/30/14
Par Value	18,014,915.81	19,604,943.12
Market Value	18,014,915.81	19,604,943.12
Book Value	18,014,915.81	19,604,943.12
Unrealized Gain / Loss	0.00	0.00
Market Value %	100.00%	100.00%
Weighted Avg. YTW	0.125%	0.110%
Weighted Avg. YTM	0.125%	0.110%

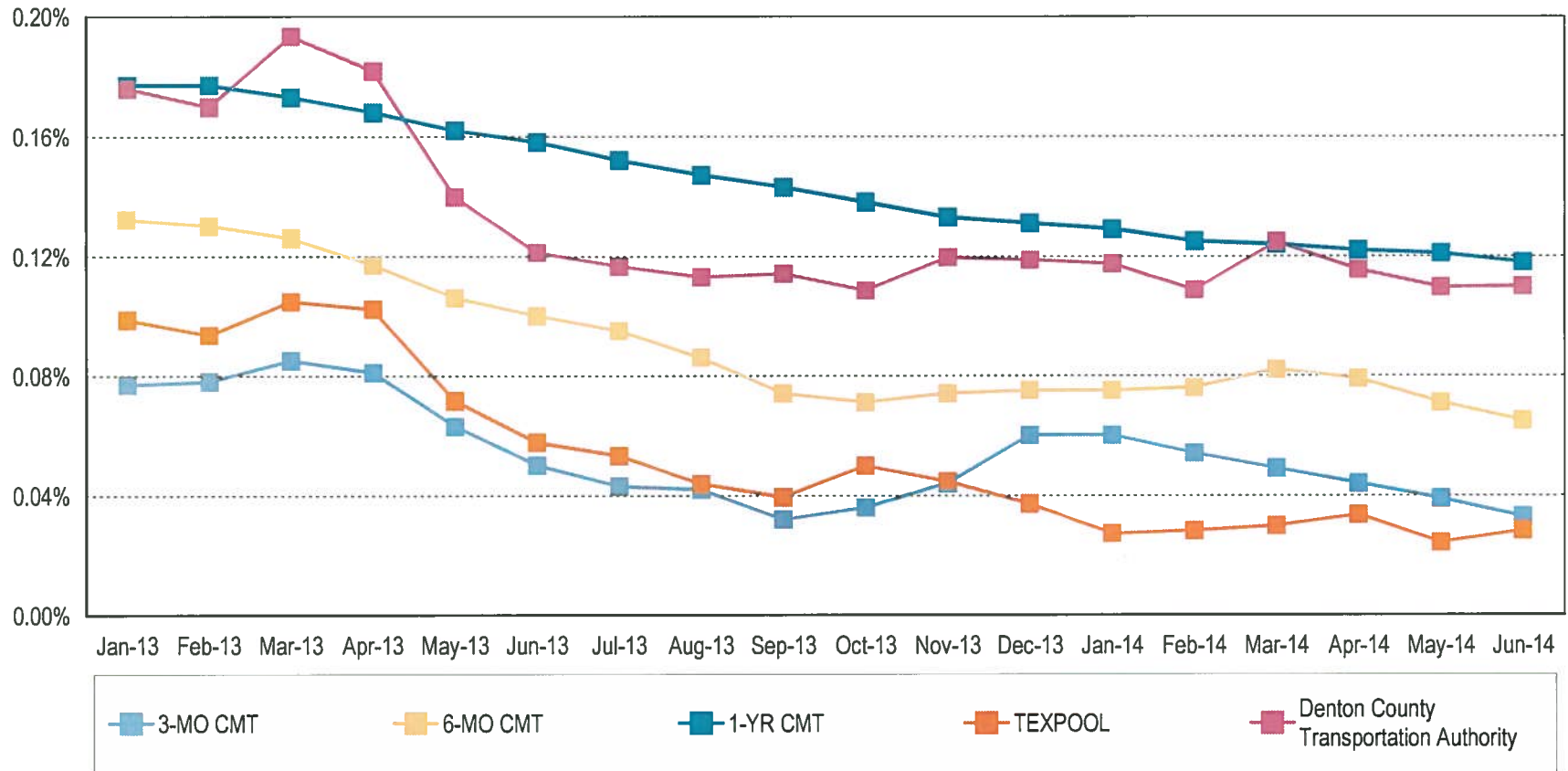


Allocation by Issuer **Maturity Distribution %** **Credit Quality**



Weighted Average Days to Maturity: 0





Note 1: CMT stands for Constant Maturity Treasury. This data is published in Federal Reserve Statistical Release H.15 and represents an average of all actively traded Treasury securities having that time remaining until maturity. This is a standard industry benchmark for Treasury securities. The CMT benchmarks are moving averages. The 3-month CMT is the daily average for the previous 3 months, the 6-month CMT is the daily average for the previous 6 months, and the 1-year and 2-year CMT's are the daily averages for the previous 12-months.

Note 2: Benchmark data for TexPool is the monthly average yield.



Denton County Transportation Authority
Detail of Security Holdings
 As of 06/30/2014

CUSIP	Settle Date	Sec. Type	Sec. Description	CPN	Mty Date	Next Call	Call Type	Par Value	Purch Price	Orig Cost	Book Value	Mkt Price	Market Value	Days to Mty	Days to Call	YTM	YTW
2011 Bond Fund																	
WF-MANA		BANK DEP	Wells Fargo Managed Rate					3,336,470.74	100.000	3,336,470.74	3,336,470.74	100.000	3,336,470.74	1		0.220	0.220
Total for 2011 Bond Fund								3,336,470.74	100.000	3,336,470.74	3,336,470.74	100.000	3,336,470.74	1		0.220	0.220
Bond Fund																	
TEXSTAR		LGIP	TexSTAR					1,004,137.46	100.000	1,004,137.46	1,004,137.46	100.000	1,004,137.46	1		0.032	0.032
Total for Bond Fund								1,004,137.46	100.000	1,004,137.46	1,004,137.46	100.000	1,004,137.46	1		0.032	0.032
Operating Fund																	
WF-MANA		BANK DEP	Wells Fargo Managed Rate					1,953,856.67	100.000	1,953,856.67	1,953,856.67	100.000	1,953,856.67	1		0.220	0.220
WF-SWEEP		MMF	Wells Fargo Sweep					253,959.60	100.000	253,959.60	253,959.60	100.000	253,959.60	1		0.020	0.020
Total for Operating Fund								2,207,816.27	100.000	2,207,816.27	2,207,816.27	100.000	2,207,816.27	1		0.197	0.197
Reserve Fund																	
WF-PREM		BANK DEP	Wells Fargo Premium Rate					7,459,208.34	100.000	7,459,208.34	7,459,208.34	100.000	7,459,208.34	1		0.100	0.100
Total for Reserve Fund								7,459,208.34	100.000	7,459,208.34	7,459,208.34	100.000	7,459,208.34	1		0.100	0.100
RTRFI Funding																	
WF-MANA		BANK DEP	Wells Fargo Managed Rate					141,579.59	100.000	141,579.59	141,579.59	100.000	141,579.59	1		0.220	0.220
Total for RTRFI Funding								141,579.59	100.000	141,579.59	141,579.59	100.000	141,579.59	1		0.220	0.220
Sales Tax Fund																	
TEXSTAR		LGIP	TexSTAR					5,455,730.72	100.000	5,455,730.72	5,455,730.72	100.000	5,455,730.72	1		0.032	0.032
Total for Sales Tax Fund								5,455,730.72	100.000	5,455,730.72	5,455,730.72	100.000	5,455,730.72	1		0.032	0.032



Denton County Transportation Authority
Detail of Security Holdings
As of 06/30/2014

CUSIP	Settle Date	Sec. Type	Sec. Description	CPN	Mty Date	Next Call	Call Type	Par Value	Purch Price	Orig Cost	Book Value	Mkt Price	Market Value	Days to Mty	Days to Call	YTM	YTW	
Total for Denton County Transportation Authority									19,604,943.12	100.000	19,604,943.12	19,604,943.12	100.000	19,604,943.12	1		0.110	0.110



Denton County Transportation Authority
Change in Value
From 03/31/2014 to 06/30/2014

CUSIP	Security Type	Security Description	03/31/14 Book Value	Cost of Purchases	Maturities / Calls / Sales	Amortization / Accretion	Realized Gain/(Loss)	06/30/14 Book Value	03/31/14 Market Value	06/30/14 Market Value	Change in Mkt Value
2011 Bond Fund											
WF-MANA	BANK DEP	Wells Fargo Managed Rate	3,337,976.76	1,233.80	(2,739.82)	0.00	0.00	3,336,470.74	3,337,976.76	3,336,470.74	(1,506.02)
Total for 2011 Bond Fund			3,337,976.76	1,233.80	(2,739.82)	0.00	0.00	3,336,470.74	3,337,976.76	3,336,470.74	(1,506.02)
Bond Fund											
TEXSTAR	LGIP	TexSTAR	464,058.14	540,079.32	0.00	0.00	0.00	1,004,137.46	464,058.14	1,004,137.46	540,079.32
Total for Bond Fund			464,058.14	540,079.32	0.00	0.00	0.00	1,004,137.46	464,058.14	1,004,137.46	540,079.32
Operating Fund											
WF-MANA	BANK DEP	Wells Fargo Managed Rate	1,952,769.61	1,087.06	0.00	0.00	0.00	1,953,856.67	1,952,769.61	1,953,856.67	1,087.06
WF-SWEEP	MMF	Wells Fargo Sweep	396,843.85	1,529,634.11	(1,672,518.36)	0.00	0.00	253,959.60	396,843.85	253,959.60	(142,884.25)
Total for Operating Fund			2,349,613.46	1,530,721.17	(1,672,518.36)	0.00	0.00	2,207,816.27	2,349,613.46	2,207,816.27	(141,797.19)
Reserve Fund											
WF-PREM	BANK DEP	Wells Fargo Premium Rate	7,457,348.88	1,859.46	0.00	0.00	0.00	7,459,208.34	7,457,348.88	7,459,208.34	1,859.46
Total for Reserve Fund			7,457,348.88	1,859.46	0.00	0.00	0.00	7,459,208.34	7,457,348.88	7,459,208.34	1,859.46
RTRFI Funding											
WF-MANA	BANK DEP	Wells Fargo Managed Rate	153,310.74	57.63	(11,788.78)	0.00	0.00	141,579.59	153,310.74	141,579.59	(11,731.15)
Total for RTRFI Funding			153,310.74	57.63	(11,788.78)	0.00	0.00	141,579.59	153,310.74	141,579.59	(11,731.15)
RTRFI Interest											
TEXSTAR	LGIP	TexSTAR	21,647.35	0.00	(21,647.35)	0.00	0.00	0.00	21,647.35	0.00	(21,647.35)
Total for RTRFI Interest			21,647.35	0.00	(21,647.35)	0.00	0.00	0.00	21,647.35	0.00	(21,647.35)



Denton County Transportation Authority
Change in Value
From 03/31/2014 to 06/30/2014

CUSIP	Security Type	Security Description	03/31/14 Book Value	Cost of Purchases	Maturities / Calls / Sales	Amortization / Accretion	Realized Gain/(Loss)	06/30/14 Book Value	03/31/14 Market Value	06/30/14 Market Value	Change in Mkt Value
Sales Tax Fund											
TEXSTAR	LGIP	TexSTAR	4,230,960.48	2,274,817.12	(1,050,046.88)	0.00	0.00	5,455,730.72	4,230,960.48	5,455,730.72	1,224,770.24
Total for Sales Tax Fund			4,230,960.48	2,274,817.12	(1,050,046.88)	0.00	0.00	5,455,730.72	4,230,960.48	5,455,730.72	1,224,770.24
Total for Denton County Transportation Authority			18,014,915.81	4,348,768.50	(2,758,741.19)	0.00	0.00	19,604,943.12	18,014,915.81	19,604,943.12	1,590,027.31



Denton County Transportation Authority

Earned Income

From 03/31/2014 to 06/30/2014

CUSIP	Security Type	Security Description	Beg. Accrued	Interest Earned	Interest Rec'd / Sold / Matured	Interest Purchased	Ending Accrued	Disc Accr / Prem Amort	Net Income
2011 Bond Fund									
WF-MANA	BANK DEP	Wells Fargo Managed Rate	0.00	1,857.56	1,857.56	0.00	0.00	0.00	1,857.56
Total for 2011 Bond Fund			0.00	1,857.56	1,857.56	0.00	0.00	0.00	1,857.56
Bond Fund									
TEXSTAR	LGIP	TexSTAR	0.00	79.32	79.32	0.00	0.00	0.00	79.32
Total for Bond Fund			0.00	79.32	79.32	0.00	0.00	0.00	79.32
Operating Fund									
WF-MANA	BANK DEP	Wells Fargo Managed Rate	0.00	1,087.06	1,087.06	0.00	0.00	0.00	1,087.06
WF-SWEEP	MMF	Wells Fargo Sweep	0.00	38.23	38.23	0.00	0.00	0.00	38.23
Total for Operating Fund			0.00	1,125.29	1,125.29	0.00	0.00	0.00	1,125.29
Reserve Fund									
WF-PREM	BANK DEP	Wells Fargo Premium Rate	0.00	1,859.46	1,859.46	0.00	0.00	0.00	1,859.46
Total for Reserve Fund			0.00	1,859.46	1,859.46	0.00	0.00	0.00	1,859.46
RTRFI Funding									
WF-MANA	BANK DEP	Wells Fargo Managed Rate	0.00	85.34	85.34	0.00	0.00	0.00	85.34
Total for RTRFI Funding			0.00	85.34	85.34	0.00	0.00	0.00	85.34
RTRFI Interest									
TEXSTAR	LGIP	TexSTAR	0.00	0.21	0.21	0.00	0.00	0.00	0.21
Total for RTRFI Interest			0.00	0.21	0.21	0.00	0.00	0.00	0.21



Denton County Transportation Authority

Earned Income

From 03/31/2014 to 06/30/2014

CUSIP	Security Type	Security Description	Beg. Accrued	Interest Earned	Interest Rec'd / Sold / Matured	Interest Purchased	Ending Accrued	Disc Accr / Prem Amort	Net Income
Sales Tax Fund									
TEXSTAR	LGIP	TexSTAR	0.00	327.88	327.88	0.00	0.00	0.00	327.88
Total for Sales Tax Fund			0.00	327.88	327.88	0.00	0.00	0.00	327.88
Total for Denton County Transportation Authority			0.00	5,335.06	5,335.06	0.00	0.00	0.00	5,335.06



Item: WS 1 (a)(v) Quarterly Grants Status Report

Current Grant Activities This Period – 3rd Quarter of 2014 (April, May, June)

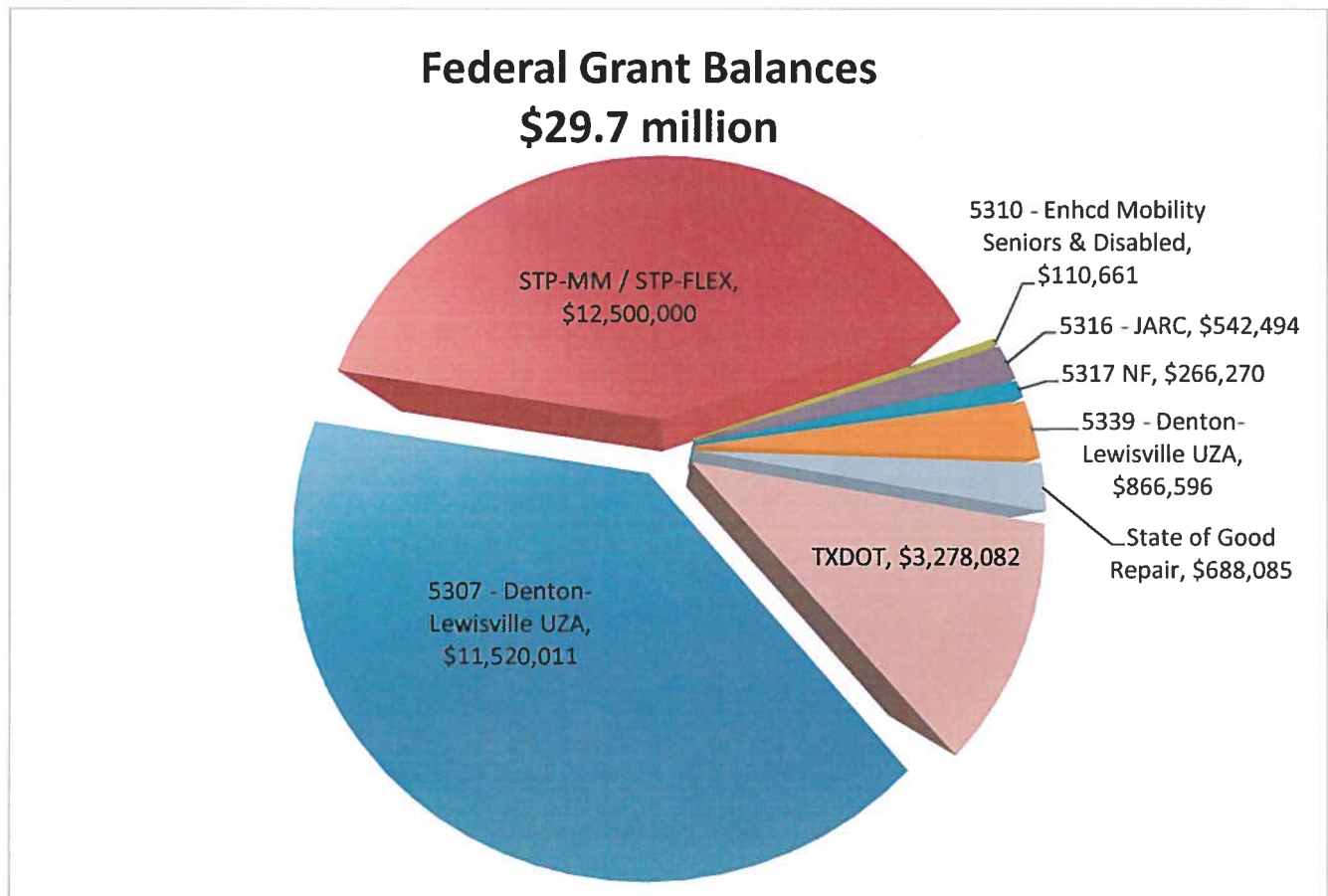
DCTA staff currently manages eleven active grants that provide reimbursements for the following existing projects: Bus Operations & Maintenance Facility construction, Where’s My Ride, fleet replacement, safety and security enhancements, transit improvements (includes bus shelters), and bike and pedestrian trails, and Positive Train Control activities. Other current grant-reimbursed activities include passenger and route signage, operating assistance for bus services, ADA paratransit services and bus and rail preventative maintenance. The chart below illustrates the current funding levels by grant type.

11 Active Grant applications

5 Pending Grant applications

1 Close out Grants

As of June 30, 2014



Funds with current de-obligation deadlines				
Program	SAFETEA-LU	MAP-21	De-obligate Dates (earliest)	DCTA Project
	2011-prior	2012-2014		
Job Access / Reverse Commute (JA/RC) 5316	\$574,188		9/30/2010	Vanpool \$234,601 remaining. Will be fully expended by July 2015. FTA has approved continued expenditure until grant is fully drawn-down.
TxDOT (FHWA funding)	N/A	N/A	Obligate funds by 7/29/14. End of Contract	Lewisville Hike & Bike Trails \$2.77 million remaining.

Grant Awards This Reporting Period – 3rd Quarter of 2014

During this quarter, the agency received over \$12,856,699 in federal funds. Project totals and summary is provided below.

- Positive Train Control - regional funding approval from RTC; funds will be available for grant reimbursements October 1, 2014.
 - **Total Grant award \$15,625,000** (*Federal amount \$12,500,000; Local Match \$ 3,125,000*)
- JARC and New Freedoms will fund transit service and delivery enhancement projects; funds will be available for grant reimbursements October 1, 2014.
 - **Total Grant award \$536,780** (*Federal amount \$356,699; Local Match \$ 180,081*)

Summary of Projects (JARC/NF projects)

- **Lewisville Work Connection:** DCTA will establish a pilot program in the City of Lewisville. This service improvement will primarily concentrate on improving connection to employment centers with DCTA's A-train commuter rail line in Lewisville and key transfer points between local service routes.
- **Route Match Call Back system:** DCTA's Access service provides transportation for seniors (over 65) and individuals with disabilities. We are seeking funding to for a technological advancement of the existing Access Service scheduling software to improve efficiency, reduce no-shows, trip cancellations and improve service reliability. This grant provides funding to add a module to the existing Route-Match software application used for Access scheduling. It will allow for more efficient scheduling and help better manage no-shows and trip cancellations. This new module will provide customer real-time trip delay notification as well as an automated feature for communication and notification of key passenger and service information.
- **Route Planning Study for Highland Village Public Transit Access:** Conduct a route planning study to examine the existing Highland Village service efficiency, route planning to identify future growth needs.
- **Capital Accessibility program:** This project will prioritize and improve bus stops so that the use of public transit is better accessible to the elderly and disabled.

Upcoming Grant Applications

Staff is currently preparing the follow grant applications.

- Ladder of Opportunity Initiative - Application due 8/4/2014
 - Sponsor: U.S. Department of Transportation (FTA)
 - Project: DCTA Multimodal Facility
 - Requested Amount: \$3.0 Million
 - Local match 20% will use In-Kind Contribution (Land value)

- Ladder of Opportunity Initiative - Application due 8/4/2014
 - Sponsor: U.S. Department of Transportation (FTA)
 - Project: DCTA Fleet Modernization
 - Requested Amount: \$9.8 Million
 - Local match 20% : \$2,460,000

Pending Grant Applications

The five pending grant applications are funds that have been awarded to DCTA, but are currently in the pending status under FTA review. These funds are recognized in the **Federal Grant Balances Chart**. Grant applications are anticipated to be executed within the next 60 days and fund available for grant reimbursements by October 1, 2014. Projects include Fleet Replacement (\$866,596), PTC (\$12.5 million), JARC/NF/Enhance Mobility (\$356,699) and FY 14 POP (\$6.0 million)

Recently Submitted Discretionary and Competitive Grant Applications

Transportation Alternatives Program (TAP Grant)

Project Title: Lewisville Hike & Bike Trail Phase 2-C Construction
 Amount: \$3.2 million

Transportation Investment Generating Economic Recovery (TIGER Grant)

Project Title: Lewisville Hike & Bike Trail Phase 2-C Construction
 Amount: \$3.2 million

Project Title: Positive Train Control
 Amount: \$20.9 million

Grant Compliance Activities

- | | |
|-------------------------------------|---|
| • DBE Program | Submitted 5/6/2014, Awaiting FTA approval |
| • EEO Program | Submitted 7/2014, FTA Approval 7/2014 |
| • FY 2014 Certificate of Assurances | Completed 3/2014 |
| • Title VI Program | Submitted 4/4/2014, Awaiting FTA approval |

Recommendation

This is for information purposes only. No Board action is required

Submitted by: 

 Shanna O'Gilvie, HR & Grants

Final Review: 

 Anna Mosqueda, CFO



Board of Directors Memo

July 24, 2014

Item: 1(a)(vi) Procurement Status Report

Lewisville Hike and Bike Trail Project

The procurement was released on June 23rd with the bids due on July 29th. The bid due date was changed from July 16 to July 29th at the request of TxDOT. A recommendation for award will be presented on the August agenda.

Heavy Duty Buses

Procurement for the purchase of heavy duty buses will be released in July with proposals due in September. The procurement will include fleet to be replaced in the upcoming five year fleet replacement plan. The manufacture timeline for the buses is 18-24 months after placement of the order. The purchase of the buses is grant funded at 80%.

Fence Installation at HV/LL

Request for Quotes for the installation of the fence at the HV/LL station has been released. Quotes are due on July 16 and are anticipated to be less than \$25,000 and will be awarded administratively by staff.

Promotional Items

Procurements have been released for promotional items, hi-lighters, t-shirts and magnets, which are used by Marketing to distribute at various events.

Printing of Station Signage

A Request for Quote has been released for printing of signage used at the rail stations and bus shelters for August service changes. Quotes are due on July 23rd and will be awarded administratively by staff.

Sign Blades and Decals

Bids were received on July 9th and are currently under evaluation. The total cost is estimated at approximately \$15,000 and will be awarded administratively by staff. The sign blades will be installed in early September and will feature the new branding and passenger information for the Where's My Ride project.

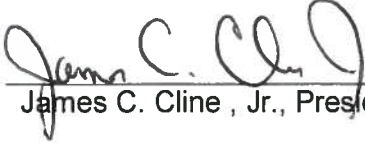
A separate procurement will be issued to procure the installation of the new blades throughout the service area. Staff is developing the specifications with anticipated release in July.

Vault Boxes

A procurement has been released for the replacement of the vault boxes on the bus fleet. The boxes will replace failing equipment and the extra boxes will allow ease in auditing fare collection. The anticipated cost is approximately \$8,000 and is grant funded. Quotes are due on July 23rd. Staff will evaluate and will make an award administratively.

Submitted by: 
Athena Forrester, Procurement Manager

Final Review: 
Anna Mosqueda, CFO

Approval: 
James C. Cline , Jr., President



Board of Directors Memo

July 24, 2014

Item: 1(b) Communications and Marketing Update

Marketing & Communications Initiatives

- 35Express Construction Campaign
- Where's My Ride Launch Campaign Development
- Main & Mill District Event Partnership Development
- Community Events Calendar Coordination
- Hickory Street Construction Marketing Campaign
- Summer Youth Pass Promotion
- Agency Rebranding Development & Implementation
- August Service Changes Planning & Coordination
- Passenger Information Development (Aug)

- University Orientations Coordination
- Mean Green Game Day Shuttle Partnership
- Agency General Brochure Development
- Agency Fact Sheets Development
- EnRoute News Implementation
- EnRoute News Scavenger Hunt Contest Promotion
- A-train Magazine Planning & Coordination
- Highland Village Balloon Festival Partnership
- Lewisville Western Days Partnership

Regional Initiatives

- NCTCOG Air North Texas
- NCTCOG Regional Transit Survey
- Regional Marketing & Communications Committee
- Veteran's Transportation & Community Living Initiative
- NCTCOG Casual Carpool App
- GoPass Passenger Tools Enhancement
- Regional "North Texas Travels"

Recent Events

19-June	National Dump the Pump Day	3,842 passenger trips
21-June	Lewisville's Best Little Brewfest of Texas	4,000 attendees
23-June	UNT Freshman Orientation	600 attendees
24-June	TWU New Student Orientation	450 attendees
26-June	UNT Freshman Orientation	600 attendees
27-June	Clean Air Action Day	150 attendees
27-June	TWU New Student Orientation	450 attendees
2-July	UNT Transfer Orientation	500 attendees
8-July	UNT Freshman Orientation	600 attendees
12-July	Congressman Burgess' Energy Summit & Fair	250 attendees
14-July	UNT Freshman Orientation	600 attendees
16-18 July	Easter Seal Travel Training	
17-July	Citizen's Advisory Team Meeting (Denton)	6 attendees
17-July	UNT Freshman Orientation	600 attendees

Upcoming Events

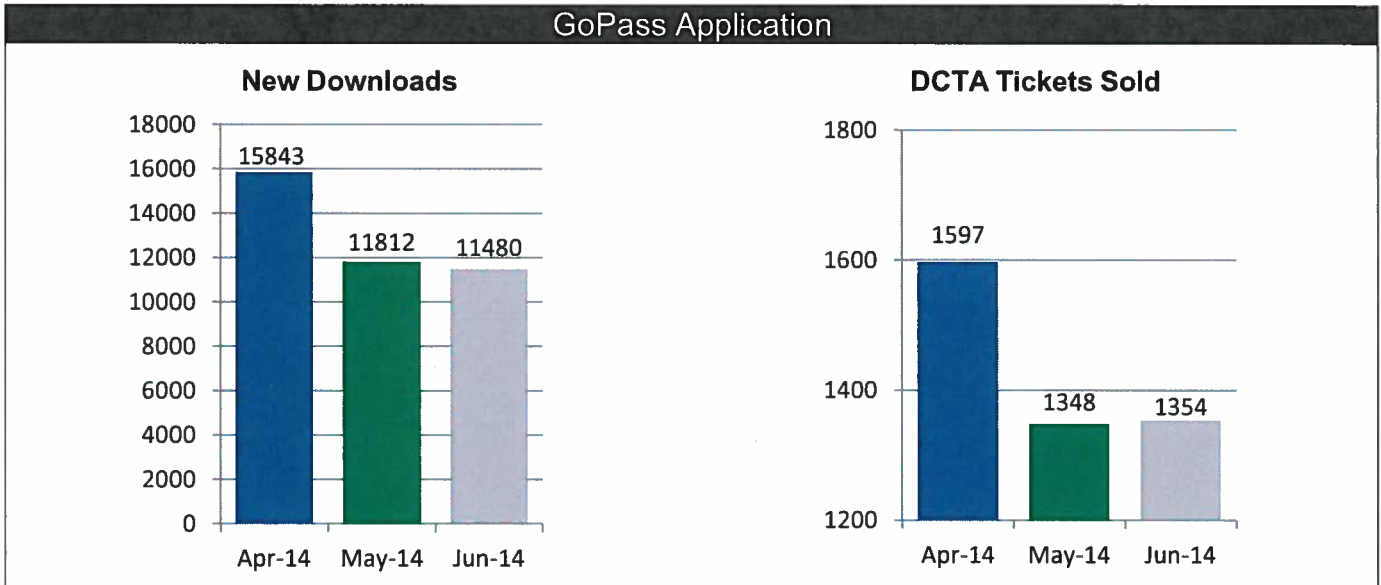
- 25-July UNT Transfer Orientation
- 29-July UNT Freshman Orientation
- 1-Aug UNT Transfer Orientation
- 5-Aug TWU New Student Orientation
- 7-Aug TWU New Student Orientation
- 13-Aug DISD New Employment Reception
- 15-Aug UNT Transfer Orientation
- 15-17 Aug Highland Village Lions Balloon Festival
- 25-Aug Service Changes Implementation
- 6-Sept UNT Game vs. SMU
- 26-27 Sept Lewisville Western Days Festival

General DCTA Related Media

Articles Mentioning DCTA	36	Month Total Ad Value	\$29,150
Web Reach Per Million	1,230	YTD Total Ad Value	\$188,507
YTD Web Reach Per Million	452,384		

Topic Highlights

- DCTA announces service changes
- DCTA A-train Tracks Damaged by Floods
- Lewisville council tables decision to close North Cowan
- More riders hop on DCTA
- North Texans take action for clean air



DCTA Marketing Web Statistics

RideDCTA.net							
	April	May	June	1st Quarter FY2014	2nd Quarter FY2014	3rd Quarter FY2014	% Change from Last Quarter
Visitors	16,685	14,088	14,369	56,995	50,193	45,142	-10.06%
Visits	32,354	27,194	27,531	102,267	96,741	87,079	-9.99%
New Visits	39.83%	40.00%	41.78%	43.90%	40.01%	40.54%	1.32%
Avg. Time on Site	3:17	3:07	3:26	3:01	3:30	3:16	-6.35%

Top Page Views
Homepage
A-train Schedule
Connect Schedules
Routes and Schedules
A-train Map

Traffic Sources Overview			
	April	May	June
Search Engines	22,035	18,909	18,684
Direct Traffic	7,668	6,120	6,537
Referring Sites	2,357	1,957	2,069
Social	294	208	240

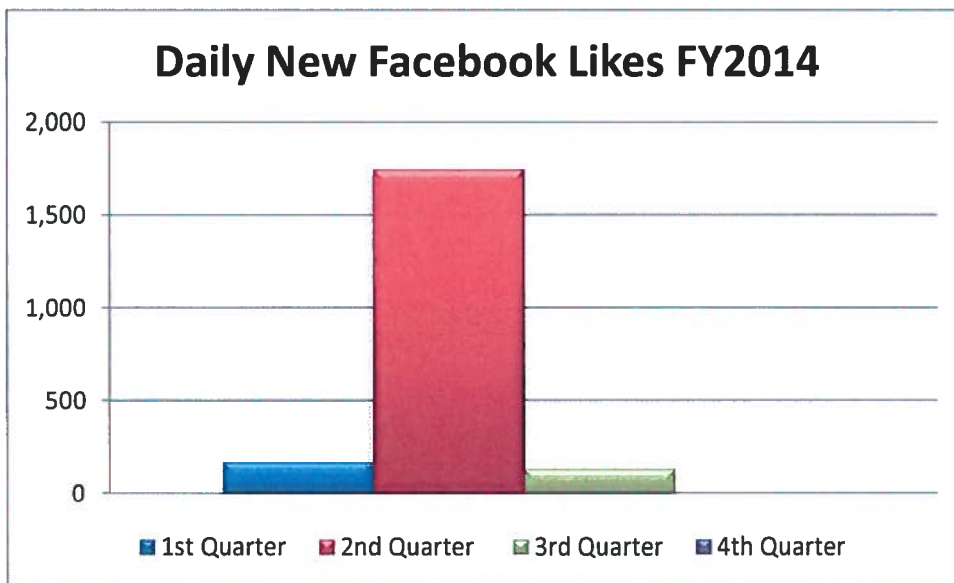
Top Traffic Sources
Google
Direct
Bing
Yahoo
DART

twitter.com/RideDCTA				
	1st Quarter FY2014	2nd Quarter FY2014	3rd Quarter FY2014	% Change from Last Quarter
Followers	2018	2202	2354	6%
Following	368	429	449	4%
Listed	50	56	61	8%

ridedcta.wordpress.com				
	1st Quarter FY2014*	2nd Quarter FY2014*	3rd Quarter FY2014	% Change from Last Quarter
Visitors	67	430	276	-35.81%

*There was an error in the formula in the previous reports these numbers reflect the corrected totals.

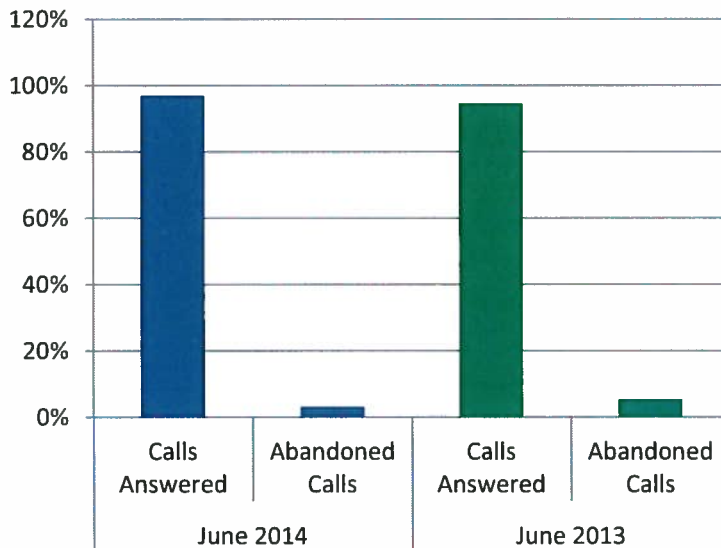
facebook.com/RideDCTA							
	April	May	June	1st Quarter FY2014	2nd Quarter FY2014	3rd Quarter FY2014	% Change from Last Quarter
People Talking About This	327	321	472	485	2,168	1,120	-48%
Lifetime Total Likes	3,813	3,849	3,879	2,203	1,879	1,957	4%
New Likes	42	43	45	168	1,747	130	-93%
Unlikes	9	2	10	16	156	21	-87%
Page Engaged Users	788	637	1,105	1,486	4,236	2,530	-40%
Total Reach	11,743	11,403	16,407	27,158	146,498	39,553	-73%
Total Impressions	33,758	30,095	40,670	76,256	240,720	104,523	-57%



Call Center Statistics

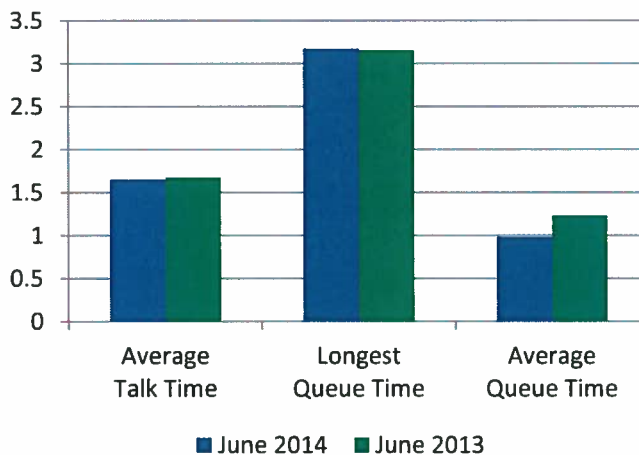
In June, DCTA's call center received 4,261 calls compared to the 4,446 calls that were recorded in the month of May. This is a 4% decrease in call volume from the previous month. 4,128 of the calls recorded in June were answered and 133 were abandoned.

The target for answered calls is 90%. With a 97% rate of calls answered, this target was met this month.



DCTA's target talk time is three minutes. The longest queue time that we would like to see is three minutes. The ideal average queue time is 90 seconds.

Call Center Performance



GoRequest Statistics

DCTA had a total of 39 submissions into GoRequest during the month of June. This is a 5% increase from the month of May.

A-train Gates / Signals	1
Accident / Safety / Security	1
Customer Service Information	2
Driver Conduct	9
Driving Skills	3
On Time Performance	7
Other	9
Route and Schedule Information	1
Stations / Shelters / Bus Stops	2
Ticket or Ticket Vending Machine Issue	3
UNT Shuttle	1

Types of Submittals Breakout

Complaint	23
Compliment	3
Question	8
Suggestion	5

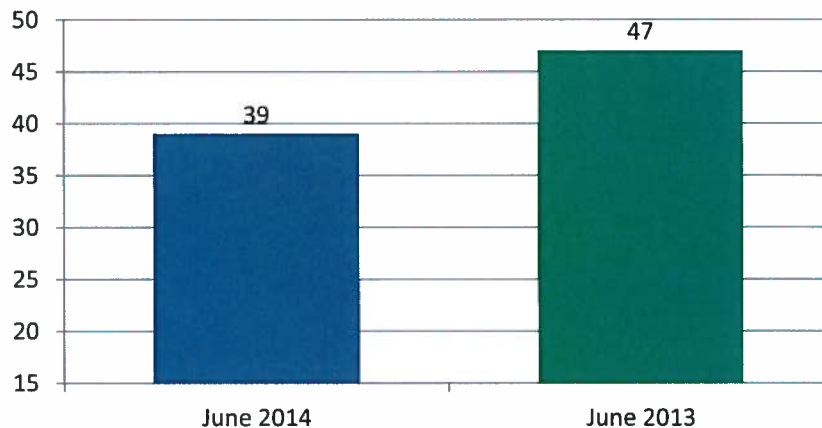
Complaints Per 10,000 Passengers

1.77 Complaints/10,000 Passengers
 3.00 Total Requests / 10,000 Passengers

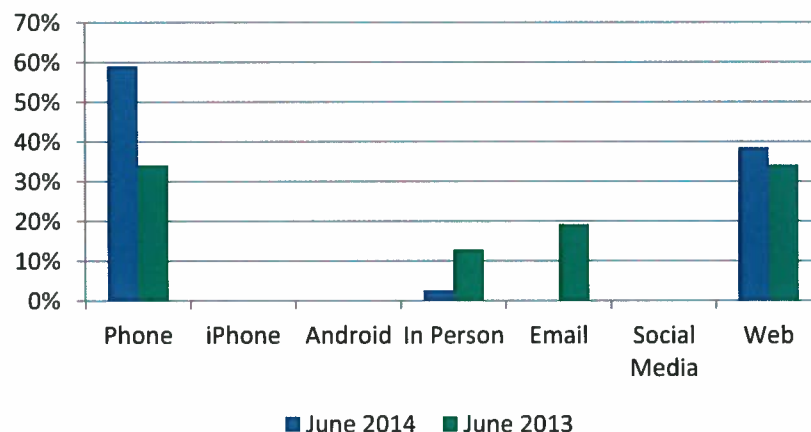
Complaint Topic Breakout

Accident / Safety / Security	1
Driver Conduct	8
Driving Skills	1
On Time Performance	6
Other	3
Route and Schedule Information	3
UNT Shuttle	1

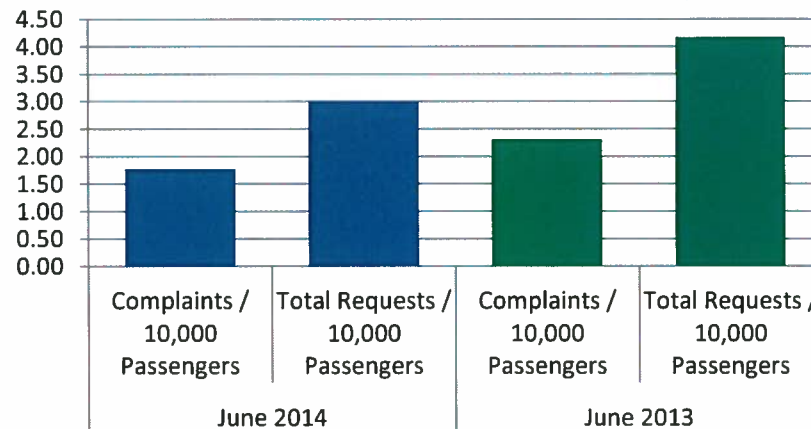
Number of Opened Requests



How Requests Are Reported



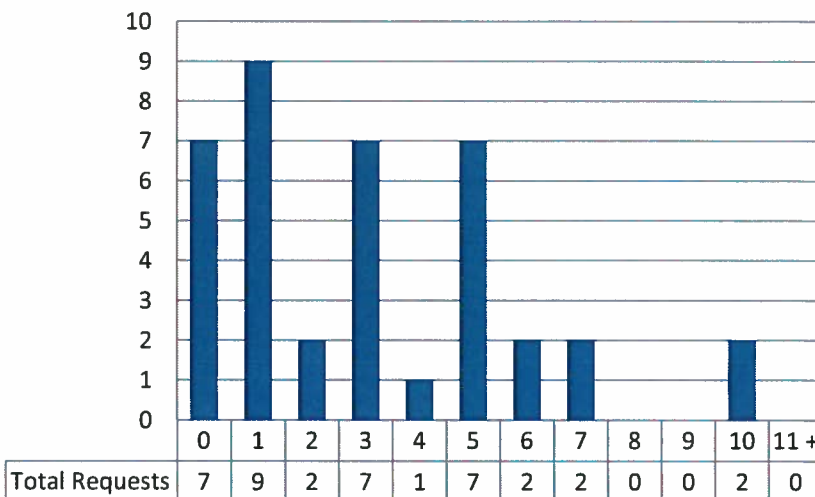
Requests Per 10,000 Passengers



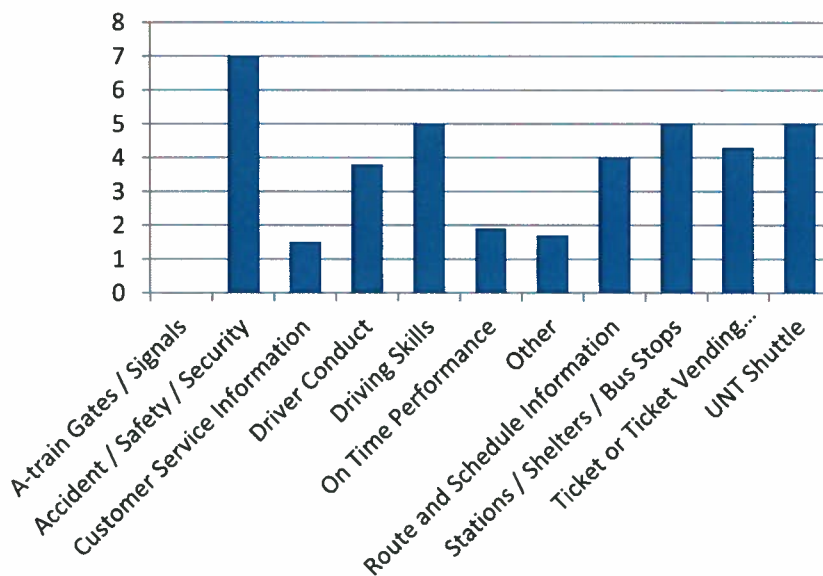
DCTA has a goal to close all requests within seven days. Ten days is the maximum number of days a request is allowed to remain unresolved.

In this reporting period it took, on average, 3.05 days to close out a request.

Number of Days to Close a Request



Average Number of Days to Close a Request



Submitted by: *Rusty Comer*
 Rusty Comer, Management Specialist

Approved by: *Kristina Brevard*
 Kristina Brevard, Vice President,
 Marketing & Communications



Board of Directors Memo

July 24, 2014

Item: 1(c) Capital Projects Update

GTW Implementation

Phase 2 of testing is tentatively scheduled for October. Track circuit modification will be implemented on the 8 miles of track from North Lake to South Med. Herzog continues to monitor shunt levels and results have been positive.

Where's My Ride

The A-train installation of Where's My Ride hardware is awaiting an approved capacitor to support the isolator for completion.

Electronic farebox operator training took place on June 10th. The transition to electronic fareboxes on Connect buses is scheduled to begin by August 15th.

Training for all user types on the Where's My Ride system is expected to take place in late July. Internal bus and train assignments began in late June. Internal assignments will assist in testing the system and monitoring schedule performance.

The next major milestone is release of Phase 2 of the software package on August 19th. Phase 2 includes the Passenger Prediction Portal and SMS/Smart Voice Integration. Phase 2 is expected to be released for passenger use in September 2014.

Bus Operations and Maintenance Facility

Contract close-out is in progress. We expect to have all punch-list items complete by the end of July.

Community Enhancements

The pre-construction meeting was held on June 24th with the contractor and TxDOT in attendance. Contractor was given notice to proceed on July 8th and is planning to begin with the pedestrian crossing work and the wood fence. Major landscaping has been rescheduled for September or October to avoid heat stress on the new plants and trees.

Lewisville Hike/Bike Trail

The plans and specs have been placed on Bidsync TxDOT has requested that we change the bid date to July 29th and they are issuing an extension to the AFA to allow sufficient time for bid review.

Positive Train Control (PTC)

The evaluation process is continuing. DART purchasing staff has scheduled initial discussions with two bidders. Staff continues to work on the PTC 220 lease documents and the Interlocal Agreement.

Highland Village/Lewisville Lake Recreational Parking

Construction of the parking lot has begun. We anticipate substantial completion in mid-August.

Bus Radios

We have ordered three radios and accessories for coverage testing prior to ordering the rest of the radios. Bus drivers will be testing voice clarity on all routes.

Rail Maintenance of Equipment

The first removal and replacement with the spare brake system was completed during the week of June 16th. The first brake system will be shipped to Europe for Clean, Oil, Test, & Stencil (COT&S) in mid-July

Approved by:

A handwritten signature in blue ink, appearing to read "James C. Cline, Jr.", is written over a horizontal line.

James C. Cline, Jr., President

FORM A

SOLE SOURCE JUSTIFICATION AND APPROVAL (J&A) FORM

Sole source purchases are not permitted except when clearly and thoroughly justified.

1. Estimated contract amount: \$54,500

2. Grant Funded: yes Funding Source: FTA , TxDot , Other:

3. Recommended supplier name, address, and contact information: RouteMatch Software, 1201 Peachtree Street, Suite 3300, Atlanta, GA 30309 Patrick Cheek, 404-253-7845

4. Description of requested items or services and their purpose(s):

Upgrade of existing proprietary RouteMatch software to add automatic notification module. Includes installation, implementation, training, and two years ongoing support.

5. Reason(s) for requesting a sole source purchase:

- Original manufacturer or provider; no other local distributors exist.
Only local distributor for the original manufacturer or provider.
Parts or equipment not interchangeable with similar parts of another manufacturer.
Only known item or service matching the requested needs or performing the intended task.
Sole provider of a licensed or patented good or service.
Sole provider of items compatible with existing equipment, inventory, systems, programs or services.
Sole provider of goods or services established as standard (Please provide evidence of such a standard).
Sole provider of factory-authorized warranty service.
Used item representing good value and advantage.
None of the above applies (Please attach a detailed explanation and justification for this sole source request).

6. Explain why the product or service requested is the only one that can satisfy your requirements, as well as why alternatives are unacceptable. Be specific with regard to specifications. Attach additional pages if necessary.

The is an upgrade of existing software previously purchased from RouteMatch. The upgrade will allow for the use of a module that was not purchased in the initial rollout of our demand response software. There is no other provider that is authorized to sell, maintain, or train staff on new RouteMatch modules or upgrades. Alternatives are unacceptable as competitor software licenses are not compatible with the currently installed system.

REQUESTED BY: Michael Chinn DEPARTMENT : Bus Operations
PREPARED BY : DONNA BOWERS DATE : 07/14/2014

I hereby certify that, to the best of my knowledge, the above justification is accurate and request that a sole source be approved for the procurement of the above requested items or services.

VP SIGNATURE: [Handwritten Signature]

RESERVED FOR PURCHASING DEPARTMENT ONLY

REQUISITION NUMBER:

SIGNATURE:

- APPROVED
NOT APPROVED
- Reason for denial:

NAME:

DATE :

Board of Directors Memo

July 24, 2014

Item: 1(d) Transit Operations Report

❖ RIDERSHIP

- DCTA carried 129,880 passengers system wide (rail and bus) in the month of June. This is almost a 15% increase from overall ridership last year.
- The A-train carried 43,379 passengers during the month of June. This reflects an overall increase in ridership of 17% for the month of June 2014, when compared to June 2013.
- A-train Saturday ridership in June increased 10% compared to last year.
- DCTA's Connect bus system carried 86,501 passengers in June which is a 14% increase from June 2013.
- Connect ridership in Lewisville and Denton both experienced a 12.5% increase versus this same time period last year.
- NCTC ridership decreased 31% in June 2014 compared to June 2013. This maintains a downward trend since October 2013. Duplicative classes are offered at the Flower Mound campus, which has attributed to the decrease in students that take the bus at the Corinth campus.
- Ridership on Connect RSVP decreased by 10% (or 24 boardings) in June 2014 relative to that same period in 2013. In general, Connect RSVP ridership has increased over time.
- Access boardings in June remained relatively the same (2331 boardings) in comparison to the previous year.
- UNT Shuttle ridership increased by 2.8% in June 2014 as compared to June 2013.

❖ SYSTEM ON-TIME PERFORMANCE

- June "On Time Performance" (OTP) for the A-train was 97.23%.
- June "On Time Performance" (OTP) for Connect service was 100%.

❖ SAFETY/SECURITY

- DCTA Rail Operations Injury-Free Workdays: 781 days
- DCTA Bus Operations Injury-Free Workdays: 153
- On June 25, the tracks near the Rail OMF experienced extreme erosion because of heavy rain. A bus bridge was implemented between Hebron and Old Town stations. Normal operations were restored the following day.

❖ PLANNING AND CUSTOMER SERVICE

- Hickory Street construction has caused a reroute of several bus routes in Denton.
- Construction on Highland Street has continued to impact bus routes resulting in customer complaints. DCTA is working with to manage the re-routing during construction and communicate detours to minimize disruption to the customer.

❖ MAINTENANCE

- **Right of Way:** Routine daily inspections are being performed by the contractor.
- **Signal/Communications:** There were no signal issues in June.
- **Stations:** DCTA contract operations (HTSI) continues to perform weekly safety inspections, which have not identified any major issues, and any minor aesthetic issues have been resolved (i.e. landscape maintenance, etc.).
- **Rail Mechanical:** DCTA contract operations (HTSI) reported no mechanical issues in the month of June.

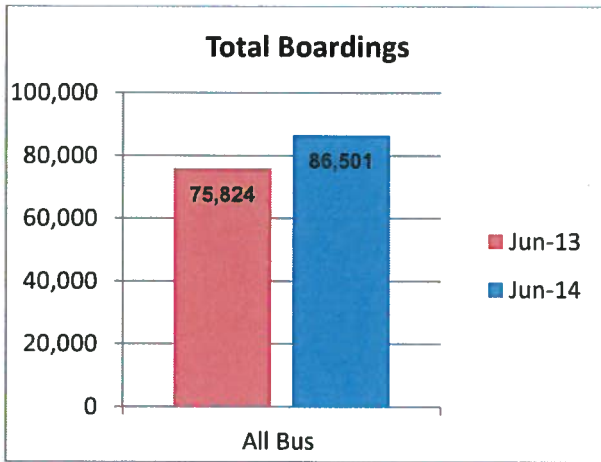
Reviewed By: _____


Kristina Brevard, Vice President

Approved By: _____


Jim Cline, President

Total Bus

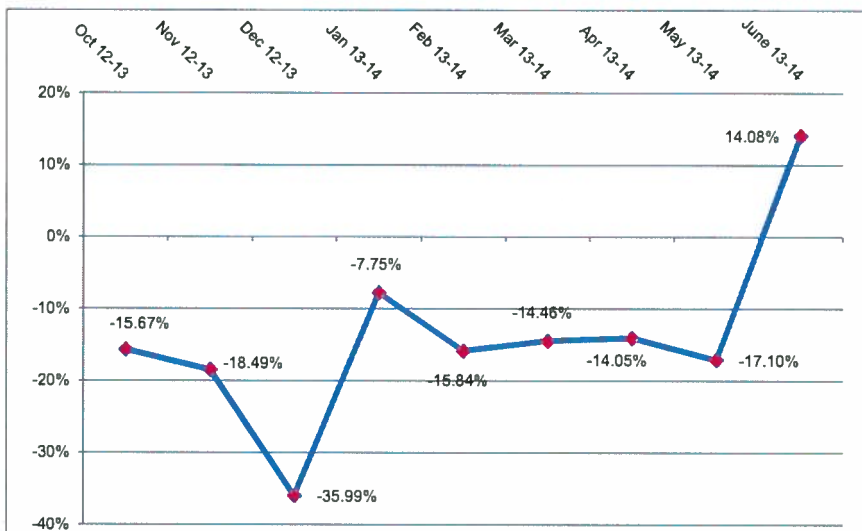


Total Bus: Total Boardings

Total boardings for all bus service increased by over 14% (or by 10,677 boardings) when comparing June 2013 to 2014 which is a reversal from previous months. The charts below show the change in total ridership and the relationship between UNT and total ridership.

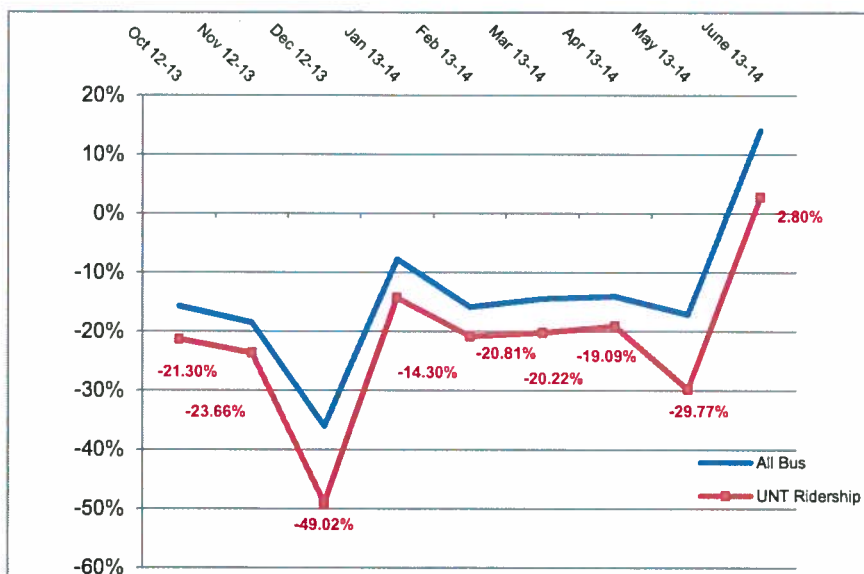
Total Bus: Changes in Ridership

This chart illustrates the steady decline of ridership prior to June 2014.

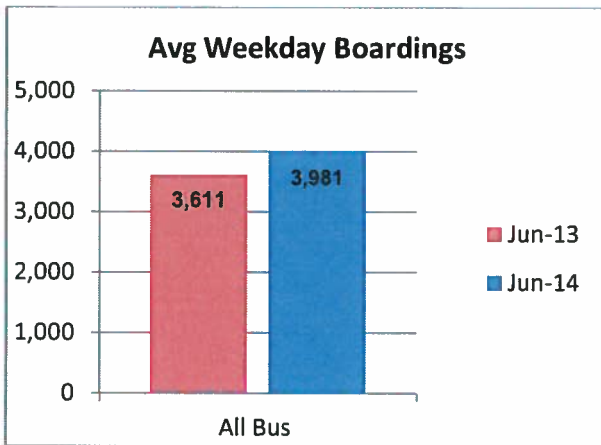


Total Bus: Changes in Total vs UNT Ridership

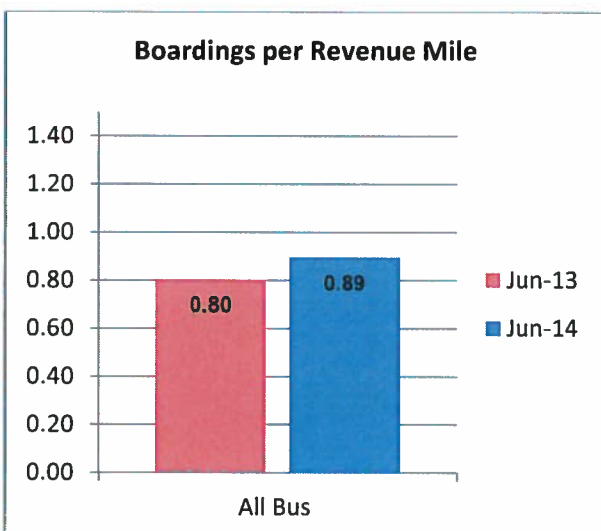
Changes in UNT ridership have a significant impact on total ridership since UNT makes up a large percentage of total ridership.



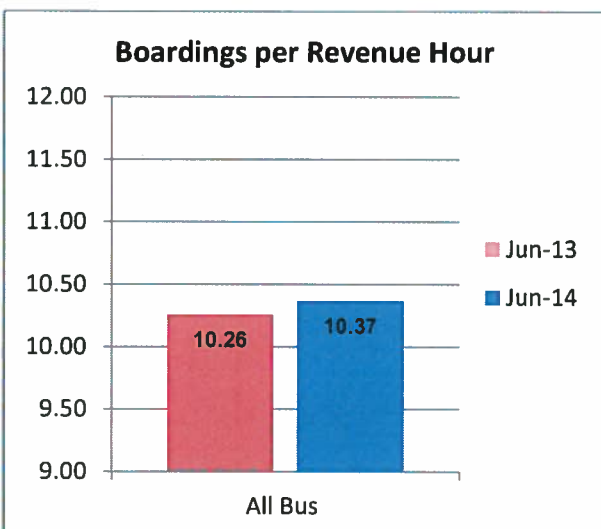
Total Bus (Cont.)



Total Bus: Average Weekday Boardings
Average weekday boardings increased by 10% (or by 370 boardings) per day when comparing June 2014 to the same period in 2013.

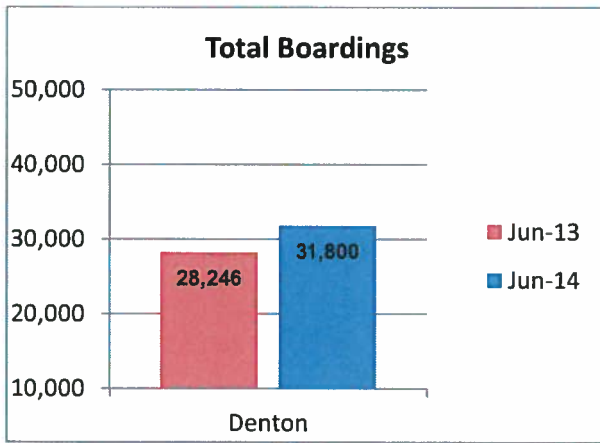


Total Bus: Boardings per Revenue Mile
Overall in June, boardings per revenue mile increased by over 11% when compared to the previous year. That is, buses carried more passengers per mile relative to last year.



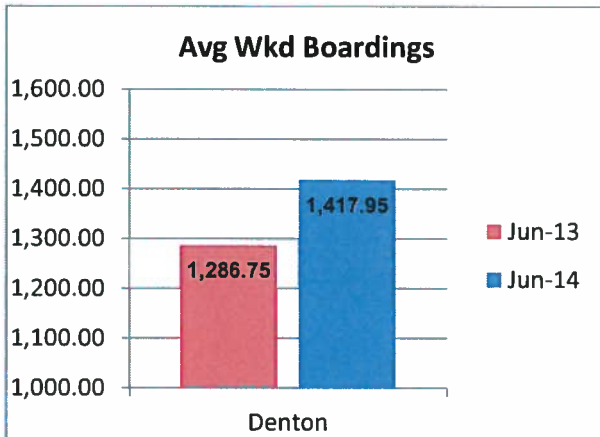
Total Bus: Boardings per Revenue Hour
In June, boardings per revenue hour remained about the same.

Denton Connect



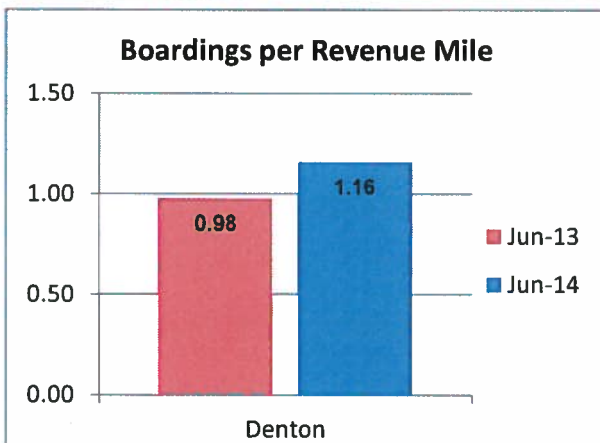
Denton Connect: Total Boardings

In June 2014, Denton routes carried more than 12% (or by 3,554) passengers compared to 2013. Like total bus, average weekday boardings increased by 10%. This may indicate that service improvements implemented in August 2013 and January 2014 are maturing.



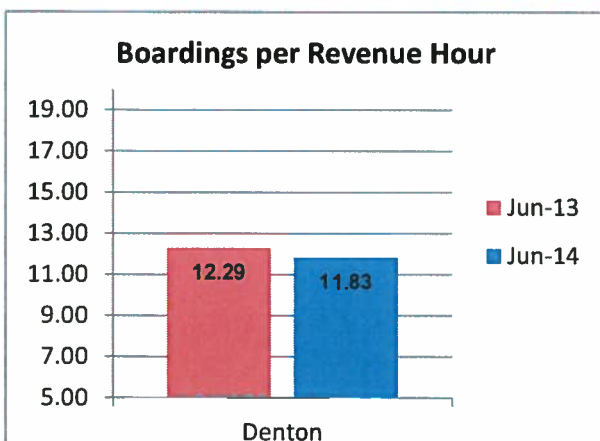
Denton Connect: Average Weekday Boardings

In June 2014, on average Denton routes carried 10% more (or 131 boardings per day) compared to 2013. Like total bus, average weekday boardings increased by 10%. This may indicate that service improvements implemented in August 2013 and January 2014 are maturing.



Denton Connect: Boardings per Revenue Mile

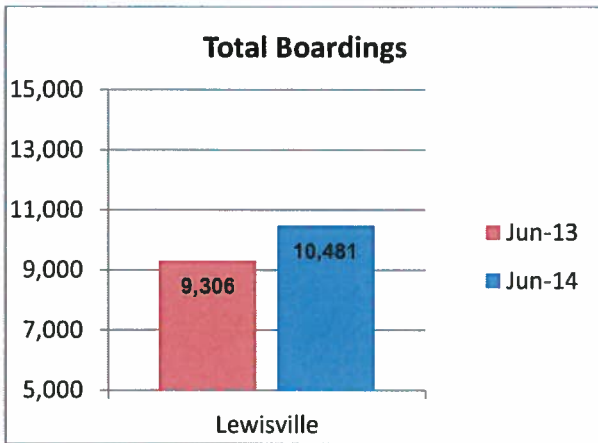
In June, boardings per revenue mile increased by over 18% from the previous year. This may indicate that service improvements implemented in August 2013 and January 2014 are maturing.



Denton Connect: Boardings per Revenue Hour

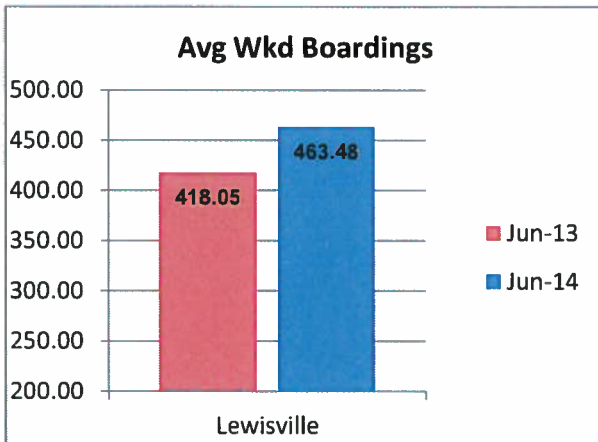
In June 2014, boardings per revenue hour decreased by almost 4% from the previous year. During this period schedules for Denton routes were expanded (to provide more time to connect to the A-train) which decreased the number of one-way weekday trips. This resulted in revenue miles decreasing while revenue hours increased.

Lewisville Connect



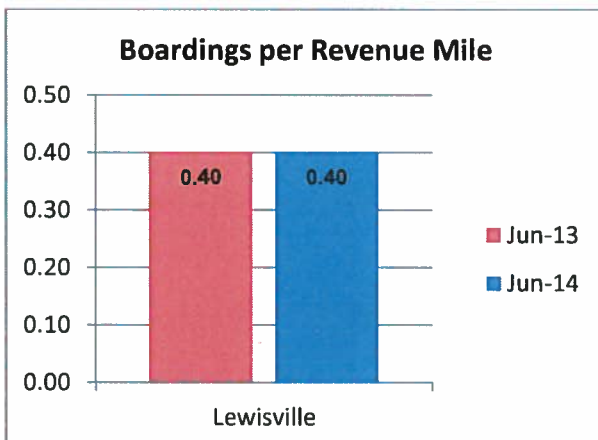
Lewisville Connect: Total Boardings

In June, boardings increased by over 12% (or by 1,175 boardings) when compared to the previous year. Like with total bus, average weekday boardings increased by 10%. As part of the January 2014 service changes, mid-day service was added to routes 22 and 23.



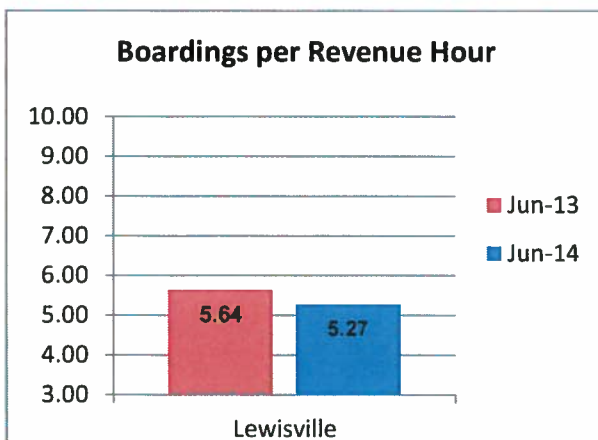
Lewisville Connect: Average Weekday Boardings

In June, average weekday boardings increased by almost 11% (or by 45 boardings per day) when compared to the previous year. Like with total bus, average weekday boardings increased by 10%. As part of the January 2014 service changes, mid-day service was added to



Lewisville Connect: Boardings per Revenue Mile

In June, boardings per revenue mile remained about the same when compared to 2013.

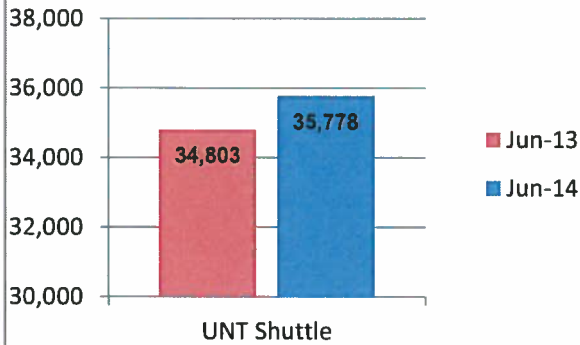


Lewisville Connect: Boardings per Revenue Hour

In June, boardings per revenue hour dropped by over 6% from the previous year. As part of the January 2014 service changes, service was added to routes 22 and 23. Because this is new service, ridership has not grown as fast as revenue hours.

UNT Shuttle

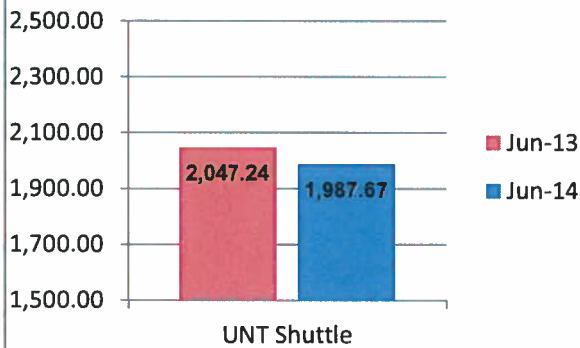
Total Boardings



UNT Shuttle: Total Boardings

In June, UNT boardings increased by almost 3% (or by 975 boardings) relative to the previous year. This increase may not represent a reversal in previous ridership declines since average weekday boardings in June 2014 declined.

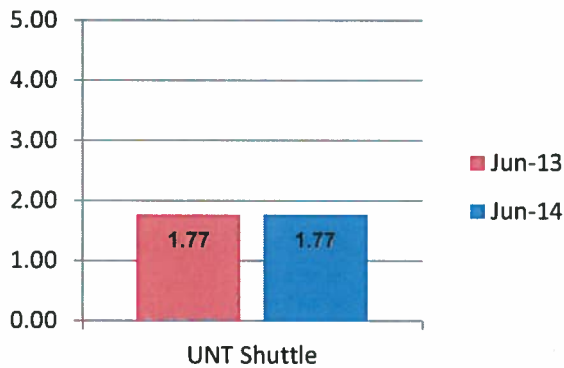
Avg Wkd Boardings



UNT Shuttle: Average Weekday Boardings

In June, UNT average weekday boardings decreased by almost 3% (or by 60 boardings per day) relative to the previous year.

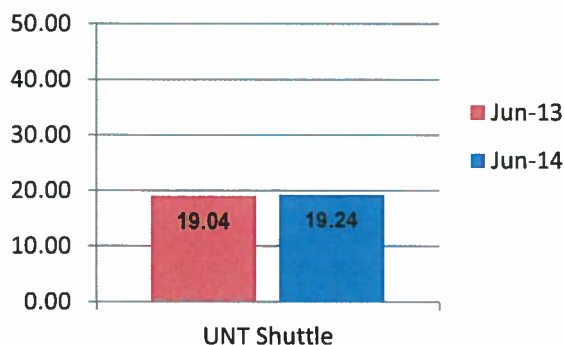
Boardings per Revenue Mile



UNT Shuttle: Boardings per Revenue Mile

In June, boardings per revenue mile remained about the same.

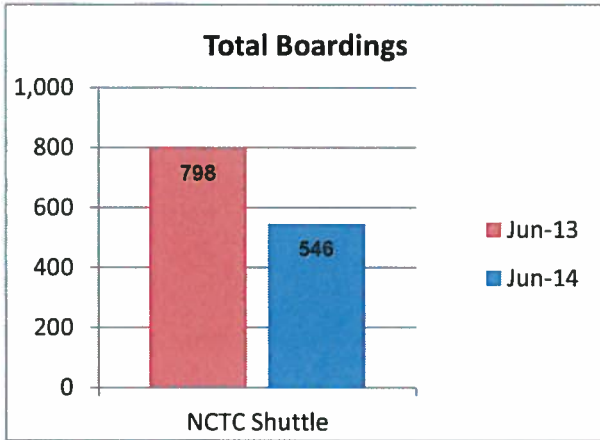
Boardings per Revenue Hour



UNT Shuttle: Boardings per Revenue Hour

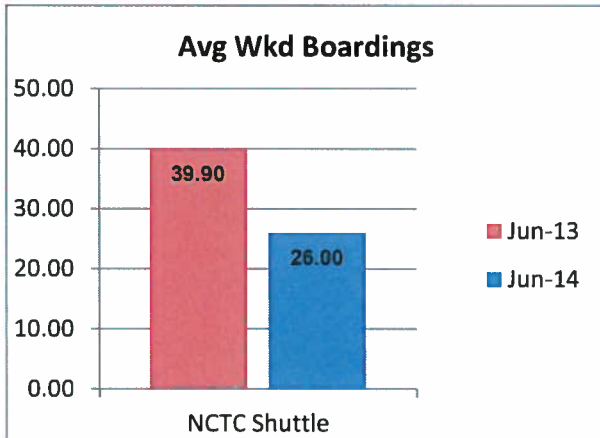
In June, boardings per revenue hour remained about the same.

NCTC Shuttle



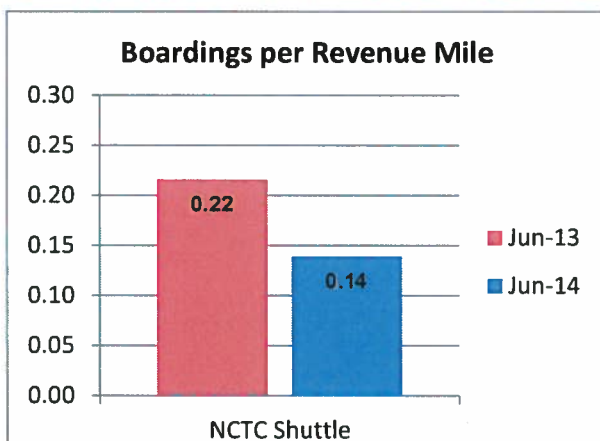
NCTC Shuttle: Total Boardings

In June, NCTC boardings dropped by over 31% (or by 252 boardings) when compared to 2013. In the past NCTC's Flower Mound and Corinth campuses offered different classes which required students to travel between campuses. In addition, some NCTC students traveled to UNT to supplement curriculums at NCTC's Flower Mound and Corinth campuses. Currently both NCTC campuses offer the same classes and those offered at UNT which may explain drops in



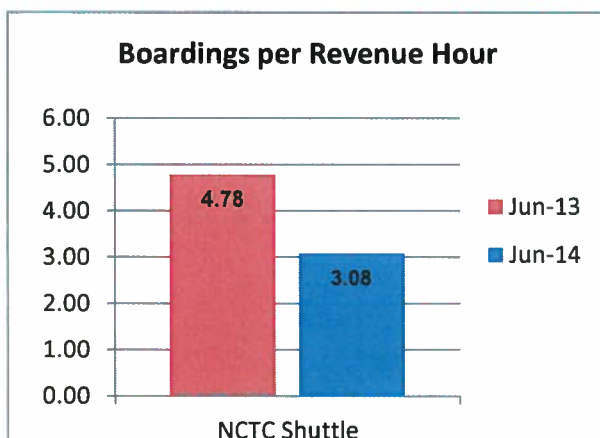
NCTC Shuttle: Average Weekday Boardings

In June, NCTC average weekday boardings dropped by almost 35% (or by 14 boardings per day) when compared to 2013.



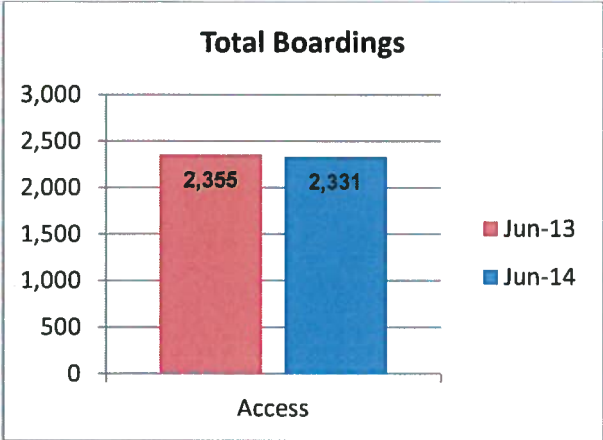
NCTC Shuttle: Boardings per Revenue Mile

In June, boardings per revenue mile decreased by over 35% from the previous year.

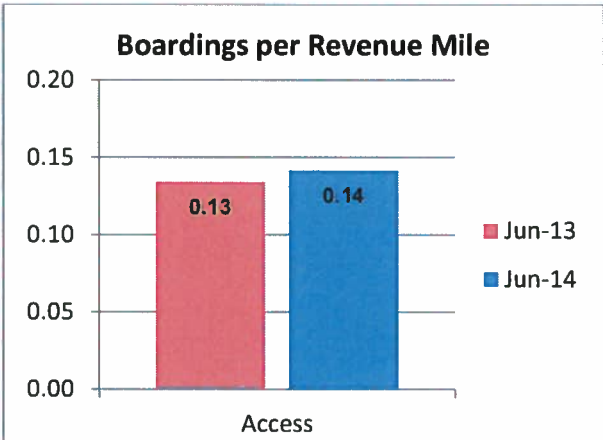


NCTC Shuttle: Boardings per Revenue Hour

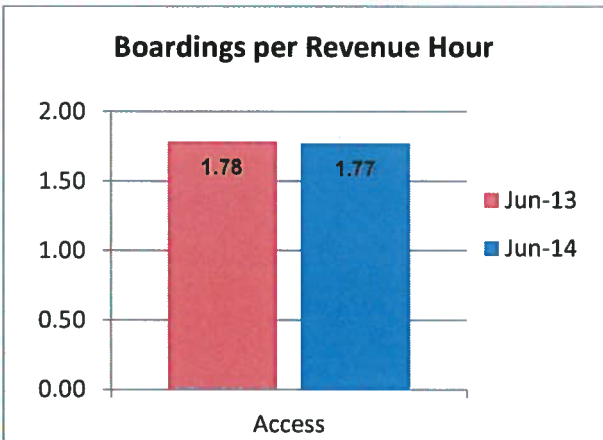
In June, boardings per revenue hour decreased by over 35% from the previous year.



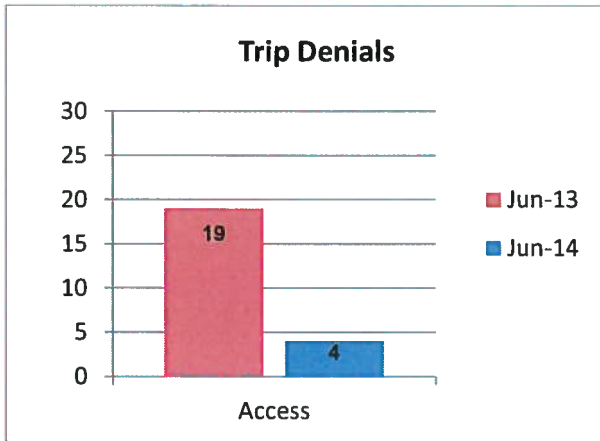
Access: Total Boardings
In June, boardings remained about the same relative to the previous year. However, average weekday boardings declined by almost 5% (or by 5 boardings per day).



Access: Boardings per Revenue Mile
In June, boardings per revenue mile increased by over 5% when compared to the previous year.

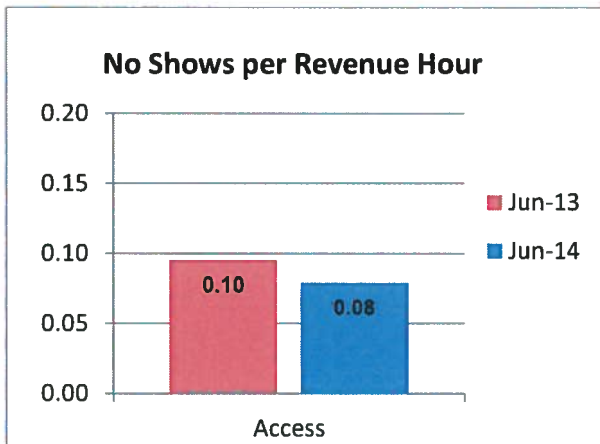


Access: Boardings per Revenue Hour
In June 2014, boardings per revenue hour remained about the same.



Access: Trip Denials

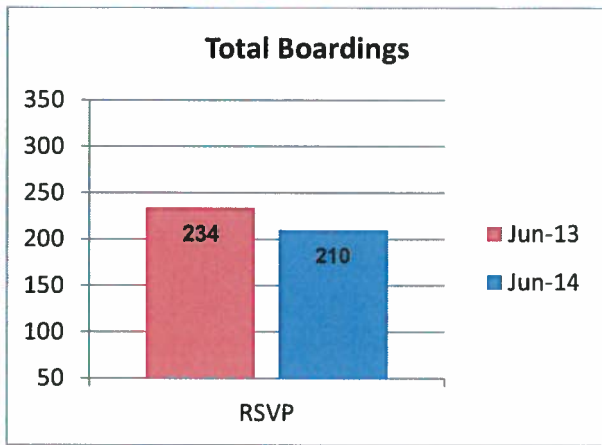
In June, non-ADA trip denials dropped by almost 79% (or by 15 denials) when compared to 2013. A greater percentage of non-ADA trips were accommodated possibly due to a decline in ADA trips.



Access: No-Shows per Revenue Hour

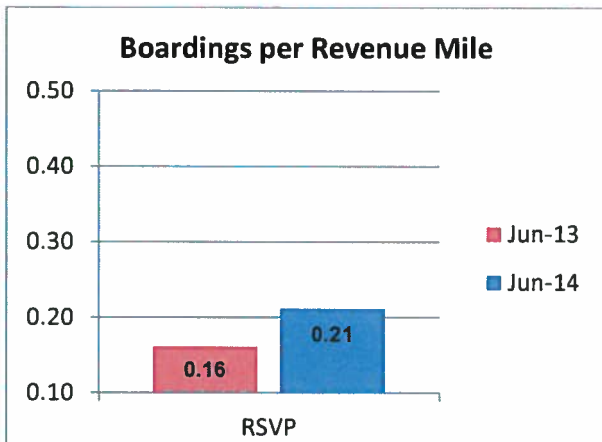
In June, the rate of no-shows per revenue hour decreased by over 17% from the previous year. No-shows dropped by 17% (or by 22 no-shows) while revenue hours remained about the same.

Connect RSVP



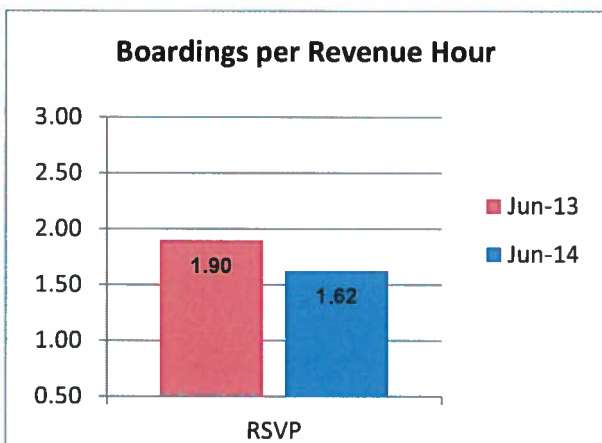
Connect RSVP : Total Boardings

In June, boardings dropped by over 10% (or by 24 boardings) when compared to 2013.



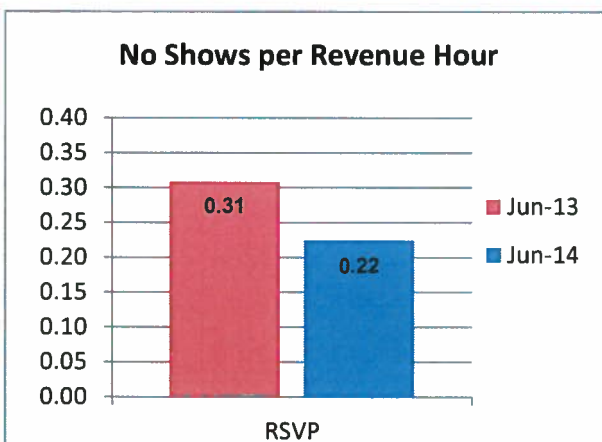
Connect RSVP : Boardings per Revenue Mile

Despite a drop in boardings, Connect RSVP carried over 31% more passengers per revenue hour when comparing June 2014 to June 2013. This gain in efficiency may have resulted from some Access vehicles transporting Connect RSVP passengers.



Connect RSVP: Boardings per Revenue Hour

In June, boardings per revenue hour dropped by over 14% when compared to 2013.



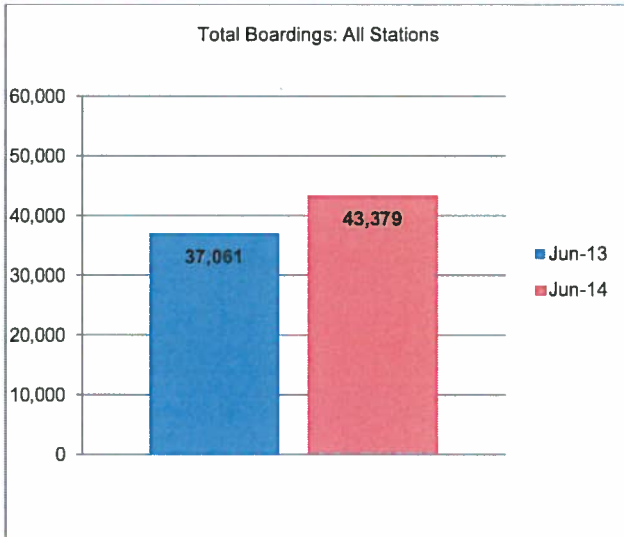
Connect RSVP: No-Shows per Revenue Hour

In June, No-shows per revenue hour dropped by 27% from previous year. No-shows dropped by 9% (or by 9 no-shows) while revenue hours increased by 5% (or by 6 hours).

All Stations

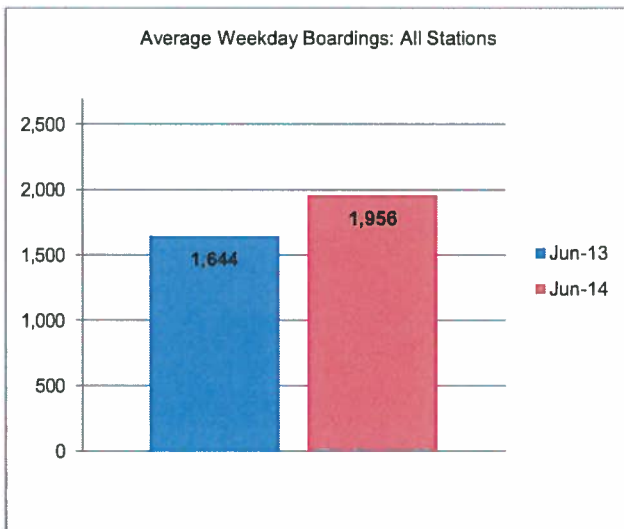
Total Boardings: All Stations

In June 2014, total boardings increased by 17% (or by 6,318 boardings) compared to 2013.



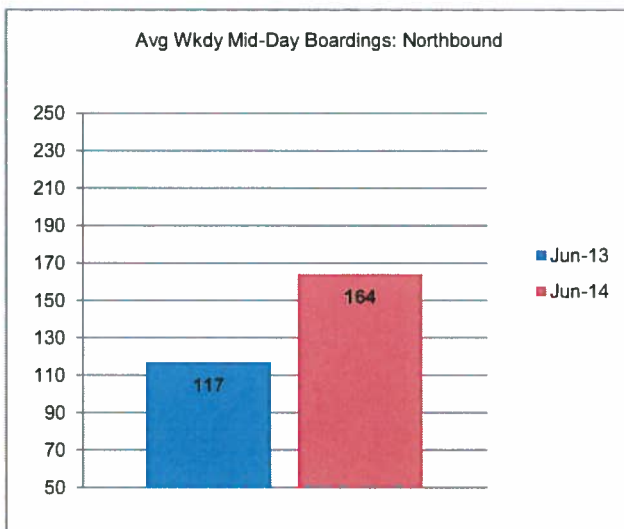
Average Weekday Boardings: All Stations

Average weekday boardings increased by 19% (or by 312 boardings per weekday) from the previous year.

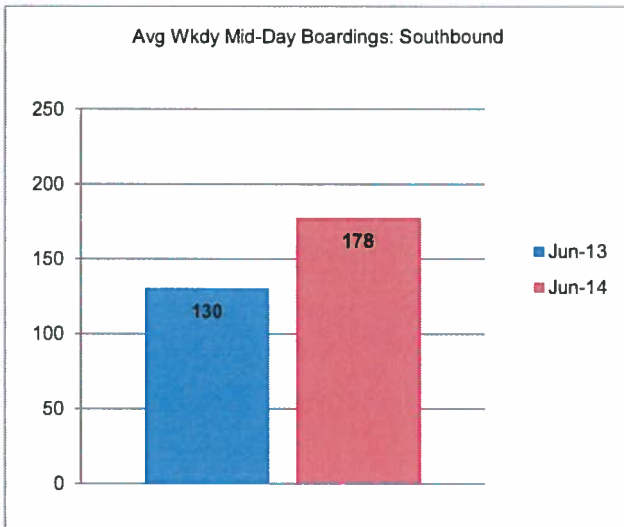


Average Weekday Mid-Day Boardings: Northbound

On an average weekday during the mid-day, boardings increased by over 40% (or 47 boardings per day) on northbound trains from June 2013 to June 2014. From August 2013 to January 2014, one northbound train was added.

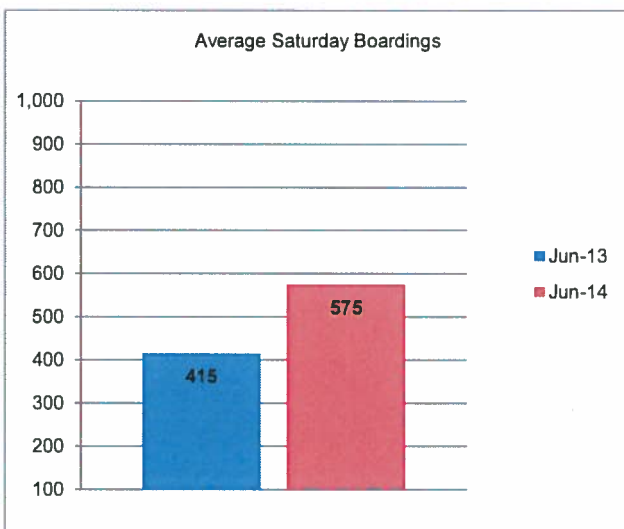


All Stations



Average Weekday Mid-Day Boardings: Southbound

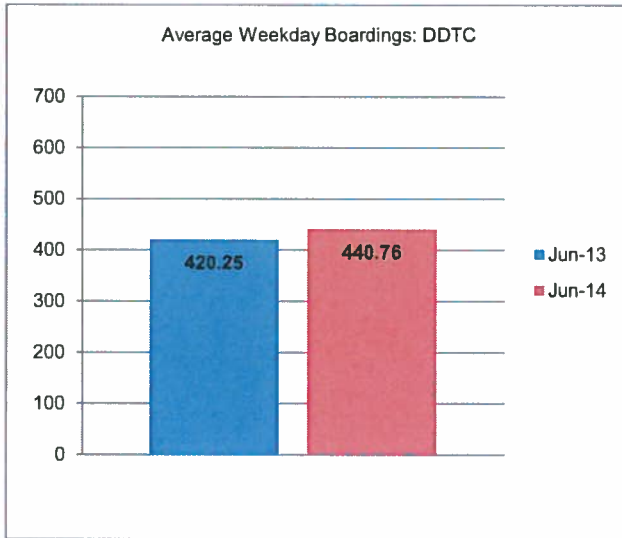
Average daily boardings during mid-day traveling southbound grew by 36% (or by 47 boardings per weekday). Between August 2013 and January 2014, two southbound trips were added during the mid-day.



Average Saturday Boardings: All Stations

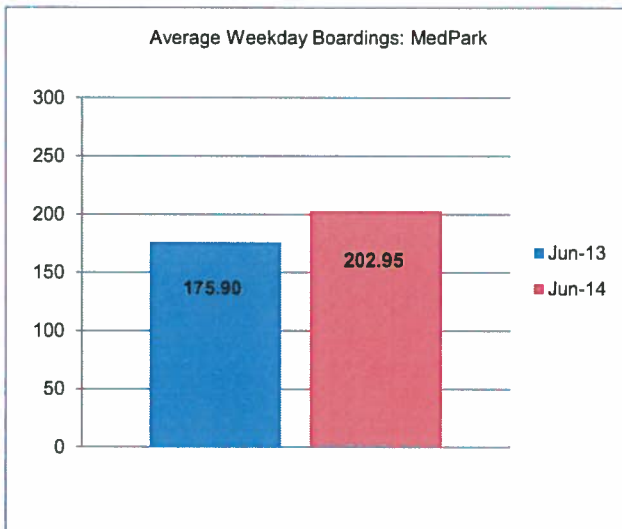
In June, average Saturday boardings increased by 38% (or by 160 boardings per Saturday) when compared to the previous year.

Station by Station



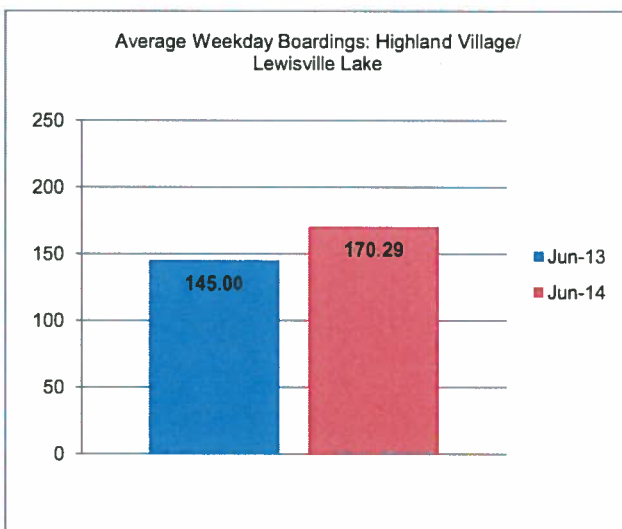
Average Weekday Boardings: DDTC

In June, average daily boardings at the DDTC increased by almost 5% (or by 20 boardings per weekday) when compared to the previous year.



Average Weekday Boardings: MedPark

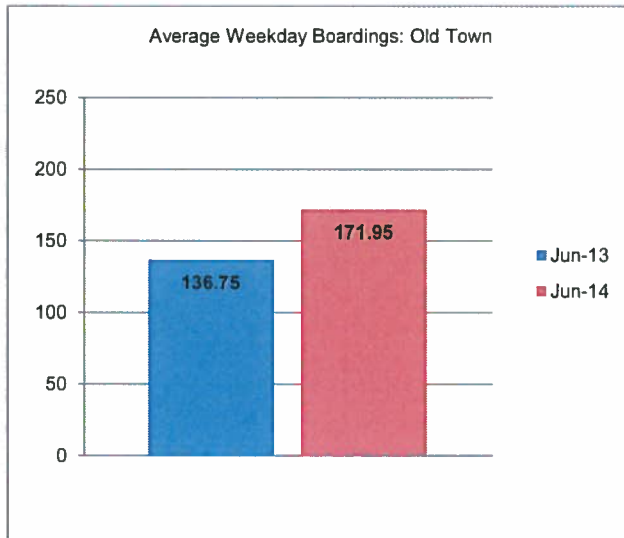
In June, average daily boardings at the MedPark Station increased by 15% (or by 27 boardings per day) when compared to the previous year.



Average Weekday Boardings: Highland Village/ Lewisville Lake

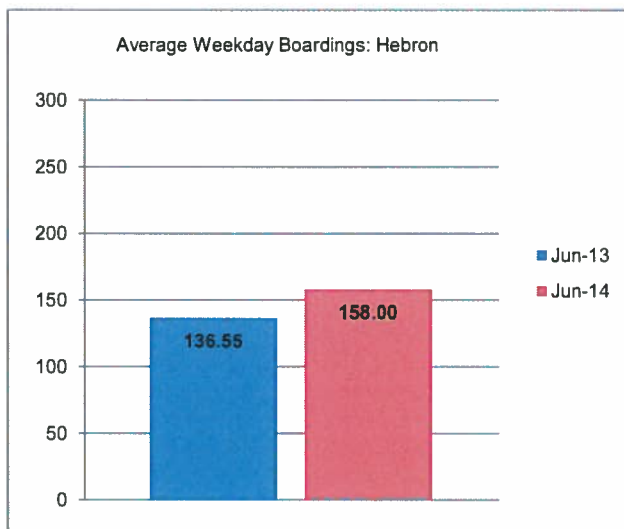
In June, average daily boardings at the Highland Village/Lewisville Lake Station increased by 17% (or by 25 boardings per day) when compared to last year.

Station by Station



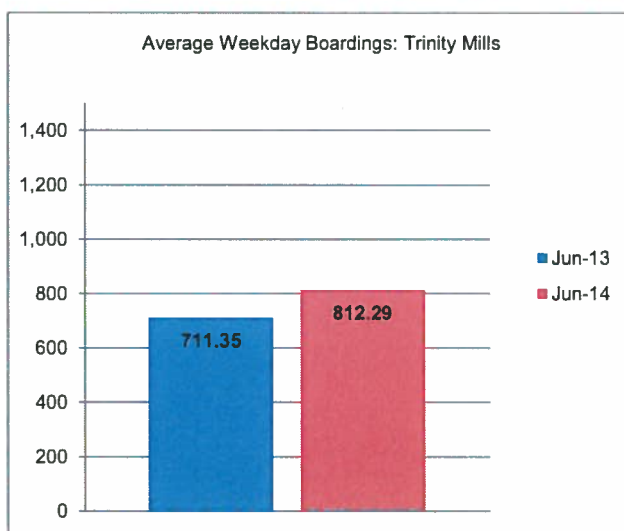
Average Weekday Boardings: Old Town

In June, average daily boardings at the Old Town Station increased by 25% (or by 35 boardings per weekday) compared to the previous year.



Average Weekday Boardings: Hebron

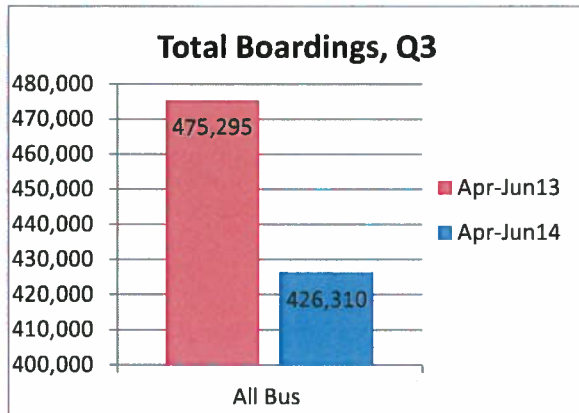
In June, the average daily boardings at the Hebron Station increased by 15% (or by 19 boardings per weekday) relative to last year.



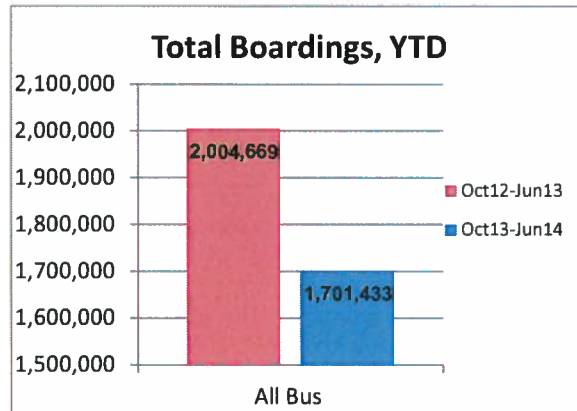
Average Weekday Boardings: Trinity Mills

In June, average daily boardings at the Trinity Mills Station increased by over 14% (or by 100 boardings per weekday) compared to last year.

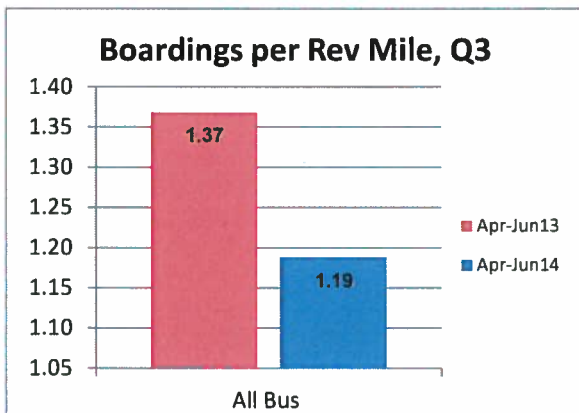
Q3 & YTD: Total Bus



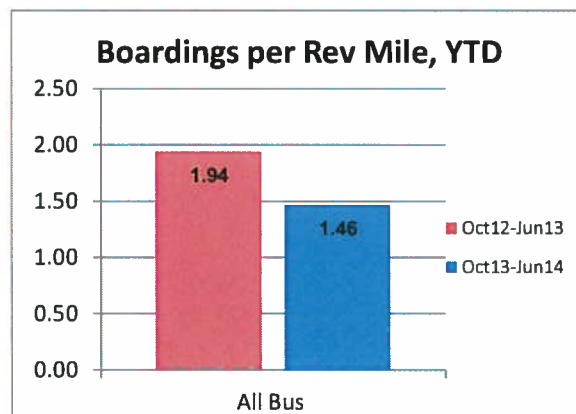
Total Bus: Total Boardings, Q3
 Overall total boardings for the third quarter in 2014 decreased by 10% (or by 48,985 boardings) when compared to the same period in 2013. This drop can in part be explained by dropping UNT ridership which represents approximately 75% of total ridership.



Total Bus- Total Boardings, YTD
 Boardings for October 2013 through June 2014 dropped by 15% (or by 303,236 boardings) compared to the same period in FY 2013

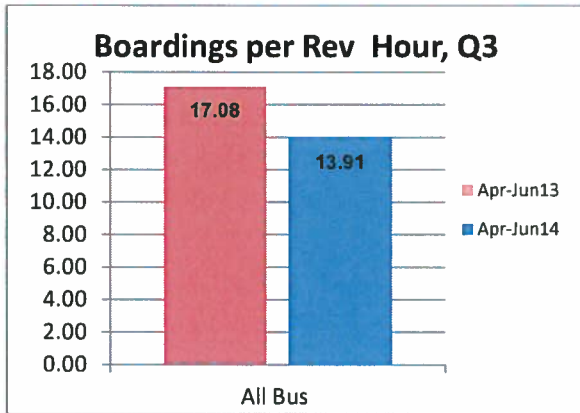


Total Bus: Boardings per Revenue Mile, Q3
 Boardings per revenue mile decreased by 13% compared to the third quarter in FY 2013.

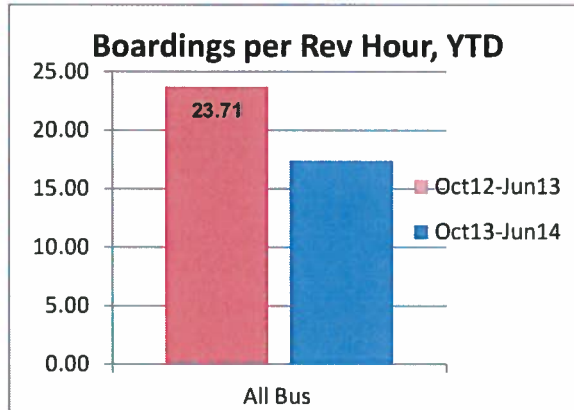


Total Bus: Boardings per Revenue Mile, YTD
 Boardings per revenue mile dropped by 24% compared to same period in FY 2013.

Q3 & YTD: Total Bus (Cont.)

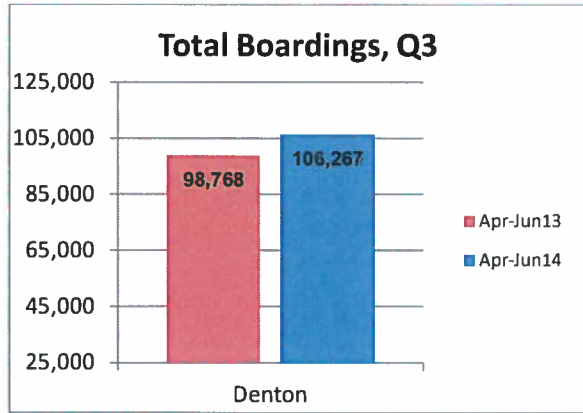


Total Bus: Boardings per Revenue Hour, Q3
Boardings per revenue hour decreased by over 18% from the previous year.

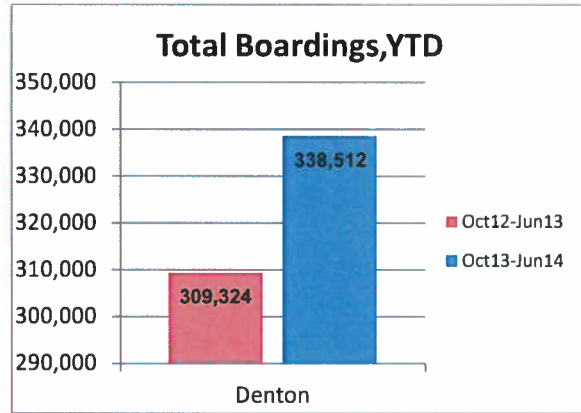


Total Bus: Boardings per Revenue Hour, YTD
When comparing the first three quarters in FY 2014 to the same period in FY 2013, boardings per revenue hour dropped by almost 27%.

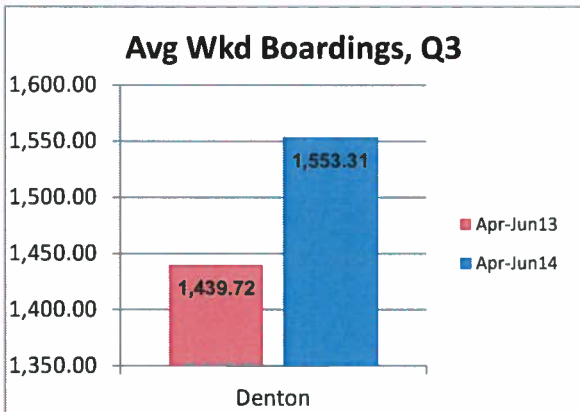
Q3 & YTD: Denton Connect



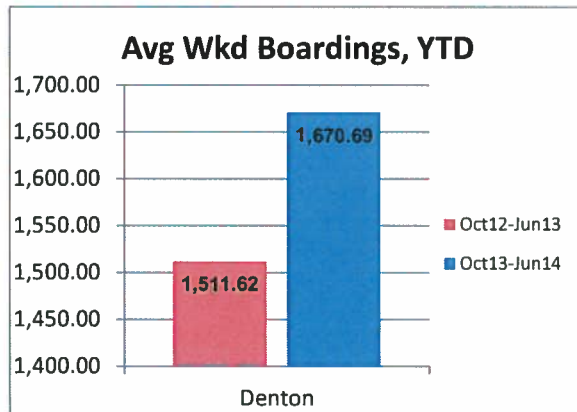
Denton Connect: Total Boardings, Q3
 In the third quarter of 2014, Denton routes carried over 7% more (or by 7,499 boardings) when compared to the same period in 2013. As part of the January 2014 service changes, routes 1 and 6 operated independently of each other (no longer interlined) and Route 6 was extended.



Denton Connect: Total Boardings, YTD
 Denton Connect routes grew by over 9% (or by 29,188 boardings) The first three quarters of FY 2014 when compared to that same period in FY 2013.

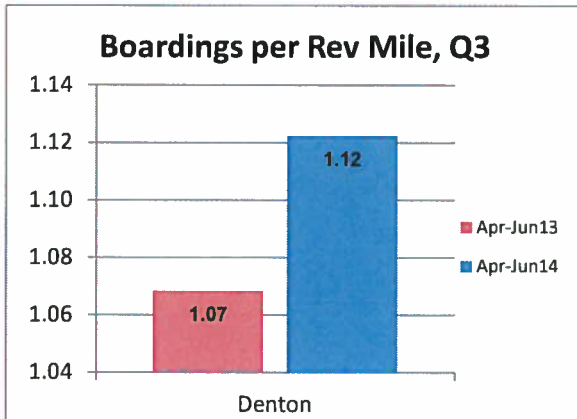


Denton Connect: Average Weekday Boardings, Q3
 In the third quarter of 2014, Denton routes carried on average almost 8% (or by 114 boardings) per weekday compared to 2013. As part of the January 2014 service changes, routes 1 and 6 operated independently of each other (no longer interlined) and Route 6 was extended.



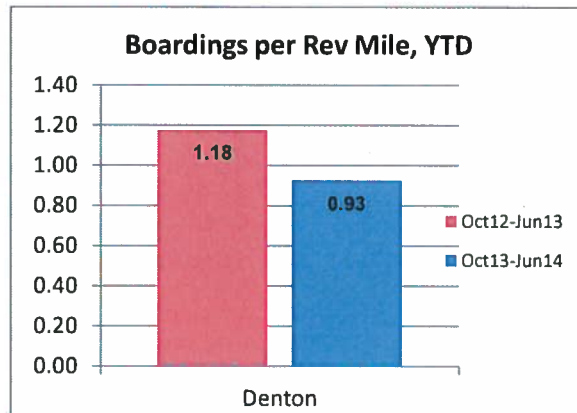
Denton Connect: Average Weekday Boardings, YTD
 When looking at October 2013 to June 2014, average weekday boardings increased by 10% (or by 159 boardings).

Q3 & YTD: Denton Connect (Cont.)



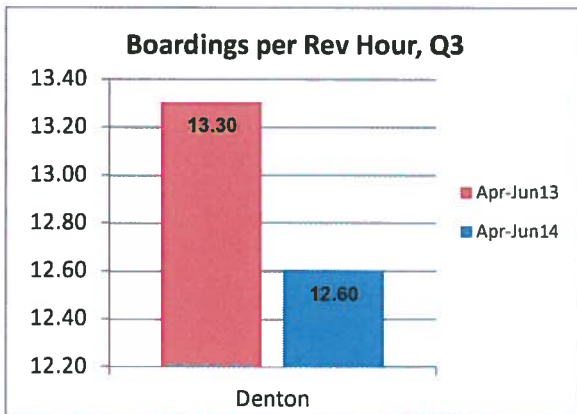
Denton Connect: Boardings per Revenue Mile, Q3

Boardings per revenue mile increased by 5% from the previous year.



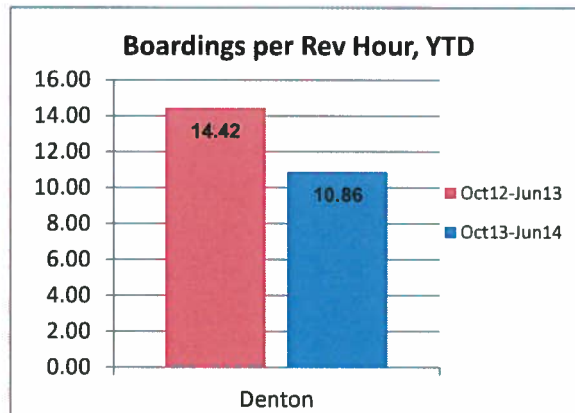
Denton Connect: Boardings per Revenue Mile, YTD

Boardings per revenue mile decreased by 21% from the previous year.



Denton Connect: Boardings per Revenue Hour, Q3

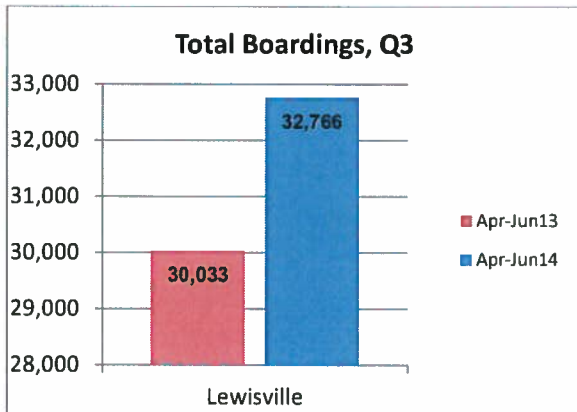
Boardings per revenue hour dropped by 5% compared to the same period in 2013.



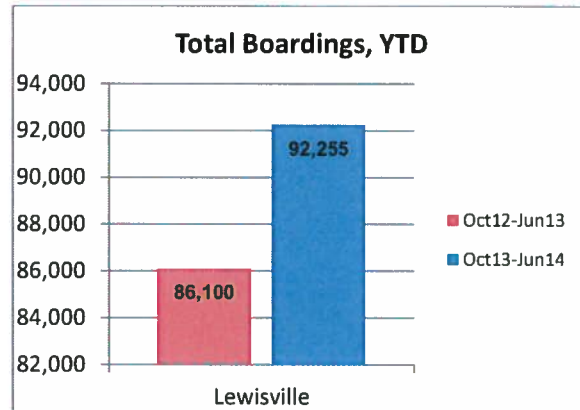
Denton Connect: Boardings per Revenue Hour, YTD

Boardings per revenue hour declined by almost 25% compared to last year.

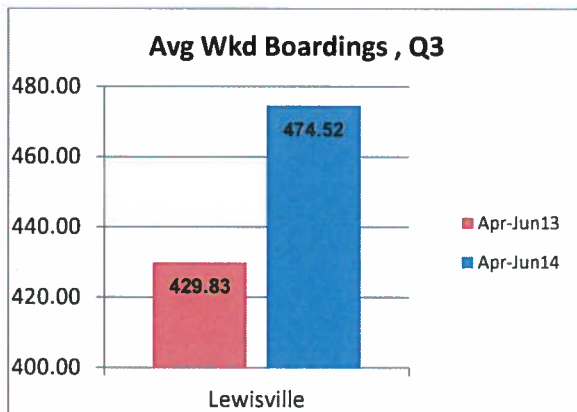
Q3 & YTD: Lewisville Connect



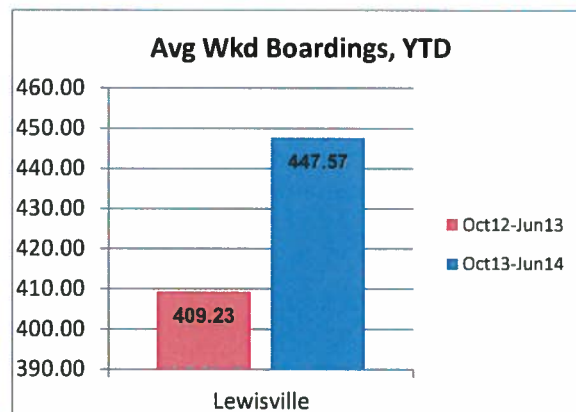
Lewisville Connect: Total Boardings, Q3
 In the third quarter of 2014, boardings increased by 9% (or by 2,733 boardings) when compared to the same period in 2013. As part of the January 13, 2014 Service Changes, mid-day service was added to Routes 21, 22, and 23.



Lewisville Connect: Total Boardings, YTD
 In the first three quarters of 2014, boardings increased by 7% (or by 6,155 boardings) when compared to the same period in 2013. As part of the January 13, 2014 Service Changes, mid-day service was added to Routes 21, 22, and 23.

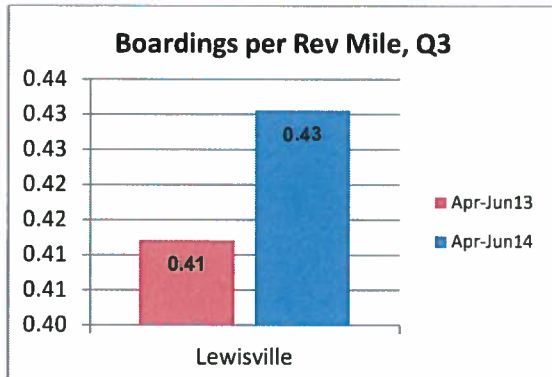


Lewisville Connect: Average Weekday Boardings, Q3
 In April-June 2014, average weekday boardings increased by 10% (or by 45 boardings per day) when compared to the same period in 2013. As part of the January 13, 2014 Service Changes, mid-day service was added to Routes 21, 22, and 23.



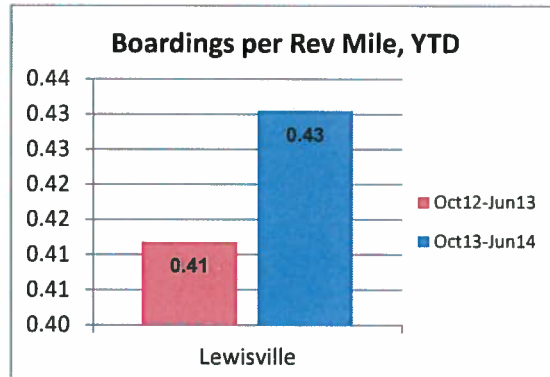
Lewisville Connect: Average Weekday Boardings, YTD
 Similar to the third quarter, YTD average weekday boardings increased by 9% (or by 38 boardings per day).

Q3 & YTD: Lewisville Connect (Cont.)



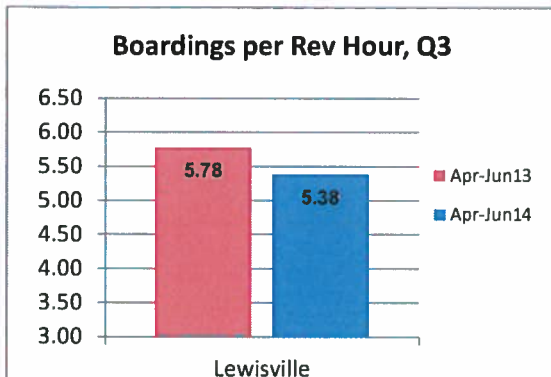
Lewisville Connect: Boardings per Revenue Mile, Q3

Boardings per revenue mile increased by over 4% in the third quarter. Boardings increased faster than revenue miles which resulted in more passenger being carried each mile in service. This may indicate that service added in January 2014 is maturing.



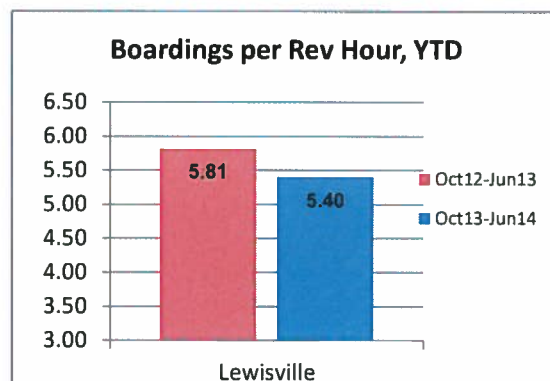
Lewisville Connect: Boardings per Revenue Mile, YTD

Boardings per revenue mile year to date increased about the same amount as the third quarter which may indicate that the increase in passenger carried per mile is not isolated to a single month or quarter.



Lewisville Connect: Boardings per Revenue Hour, Q3

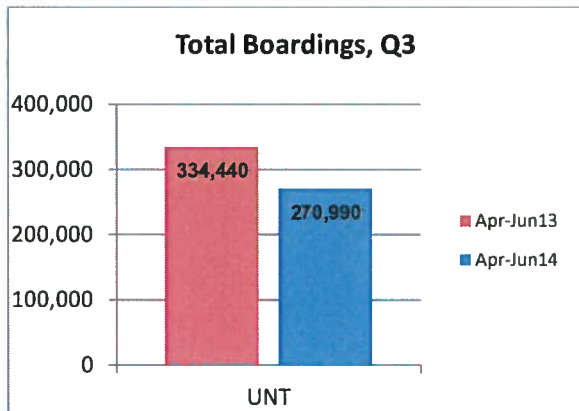
Boardings per revenue hour dropped by over 6% when comparing the third quarter in 2014 to the same period in 2013.



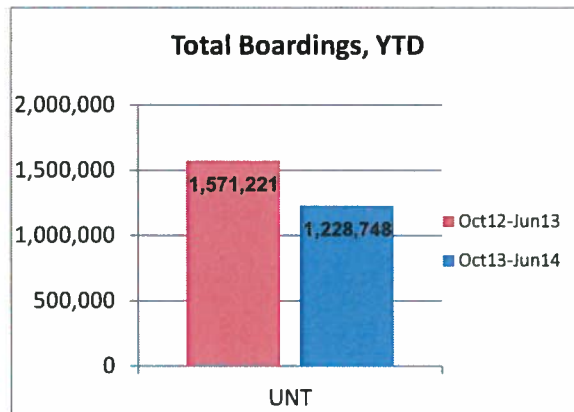
Lewisville Connect: Boardings per Revenue Hour, YTD

Boardings per revenue hour dropped by 7% when comparing FY 2013 YTD with FY 2014 YTD.

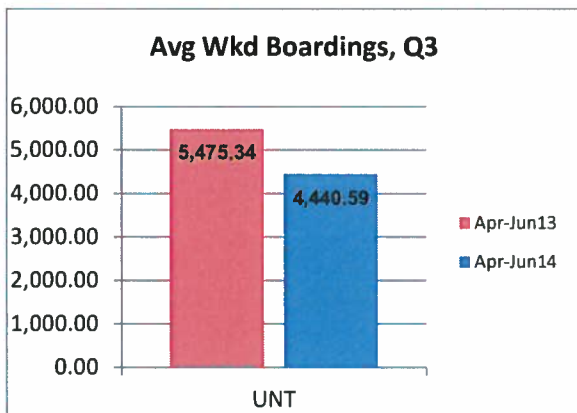
Q3 & YTD: UNT Shuttle



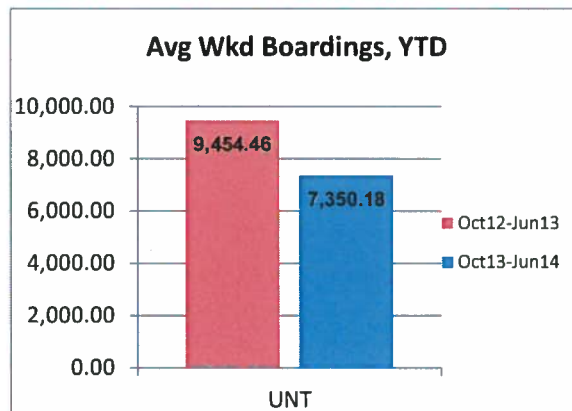
UNT Shuttle: Total Boardings, Q3
 UNT boardings decreased by almost 19% (or by 63,450 boardings) relative to the same period in 2013 .



UNT Shuttle: Total Boardings, YTD
 UNT boardings decreased by almost 22% (or by 342,473 boardings) relative to the same period in 2013 .

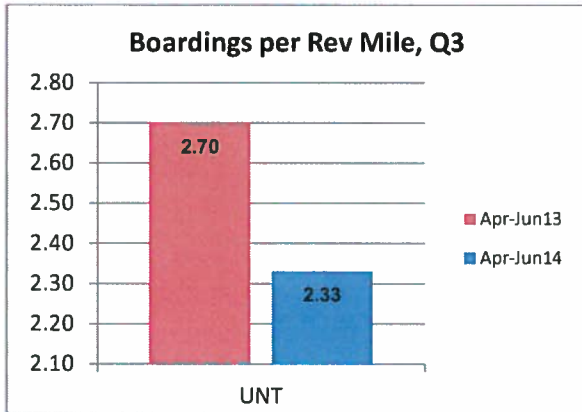


UNT Shuttle: Average Weekday Boardings, Q3
 UNT average weekday boardings decreased by almost 19% (or by 1,035 boardings per day) relative to the same period in 2013.

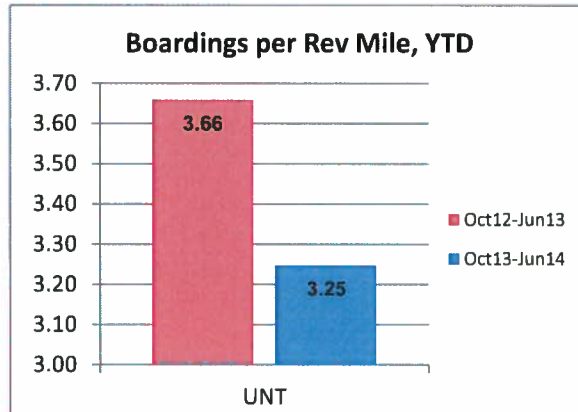


UNT Shuttle: Average Weekday Boardings, YTD
 On average weekday UNT boardings decreased by 22% (or by 2,104 boardings per day) relative to the same period in 2013.

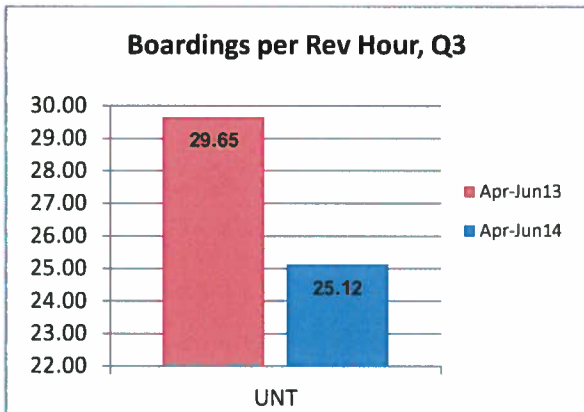
Q3 & YTD: UNT Shuttle (Cont.)



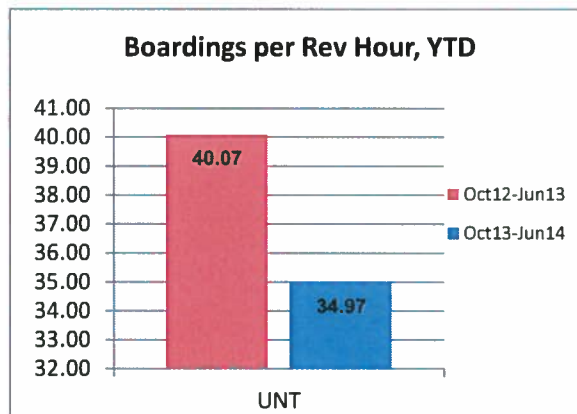
UNT Shuttle: Boardings per Revenue Mile, Q3
Boardings per revenue mile decreased by over 13% from the same period in 2013 .



UNT Shuttle: Boardings per Revenue Mile, YTD
Boardings per revenue mile decreased by over 11% from the same period in 2013 .

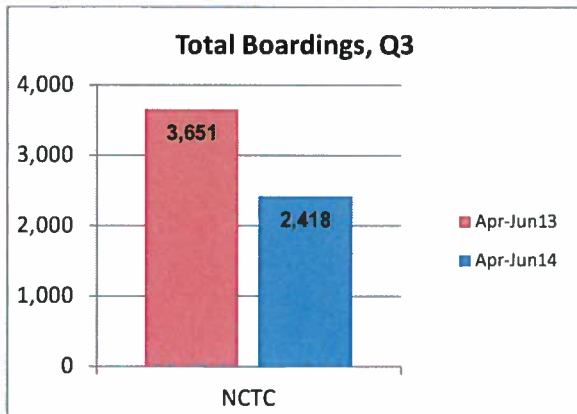


UNT Shuttle: Boardings per Revenue Hour, Q3
Boardings per revenue hour decreased by 15% when comparing the third quarter in 2014 with the same period in 2013.

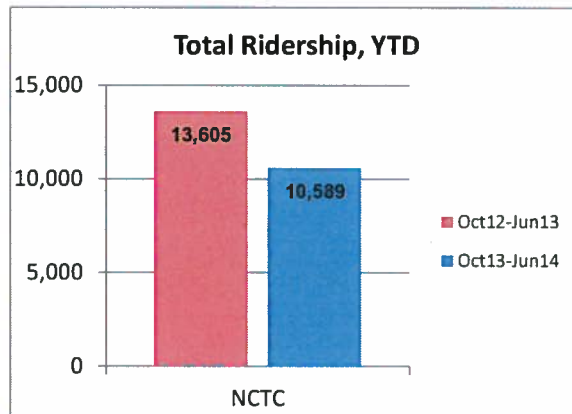


UNT Shuttle: Boardings per Revenue Hour, YTD
Boardings per revenue hour decreased by almost 13% when comparing the third quarter in 2014 with the same period in 2013.

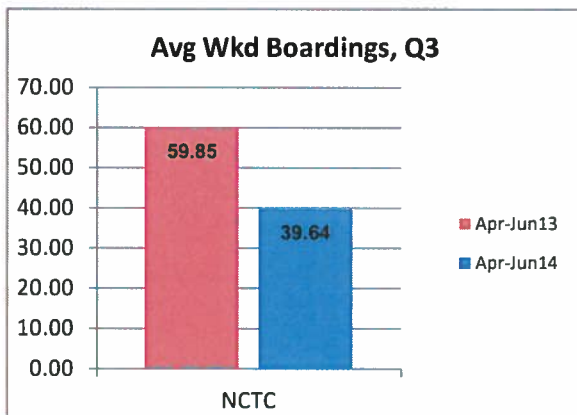
Q3 & YTD: NCTC Shuttle



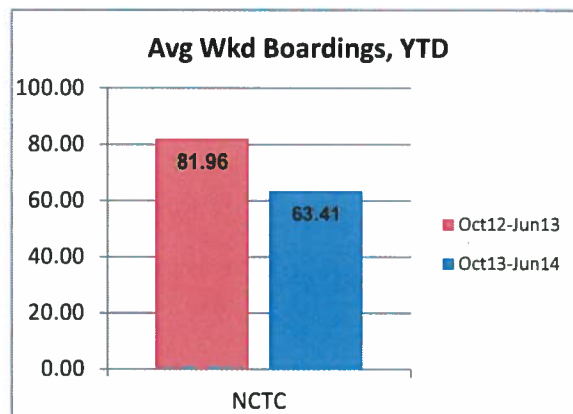
NCTC Shuttle: Total Boarding, Q3
 Total NCTC boardings dropped by almost 34% (or by 1,233 boardings) from the same period in 2013.



NCTC Shuttle: Total Boarding, YTD
 Total NCTC boardings dropped by 22% (or by 3,016 boardings) from the same period in 2013.

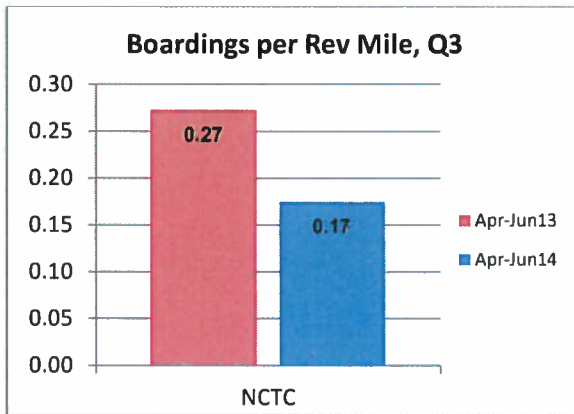


NCTC Shuttle: Average Weekday Boarding, Q3
 NCTC average weekday boardings dropped by almost 34% (or by 20 boardings per day) from the same period in 2013.

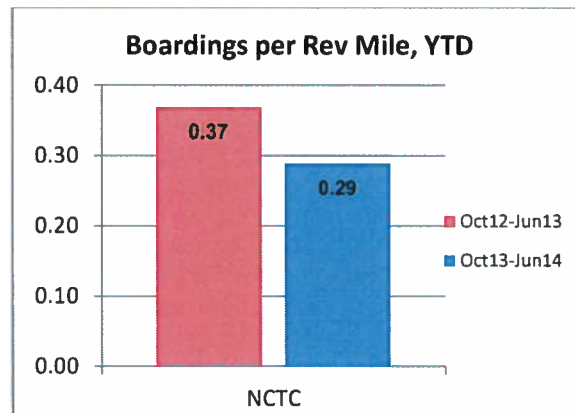


NCTC Shuttle: Average Weekday Boarding, YTD
 NCTC average weekday boardings dropped by 22% (or by 19 boardings per day) from the same period in 2013.

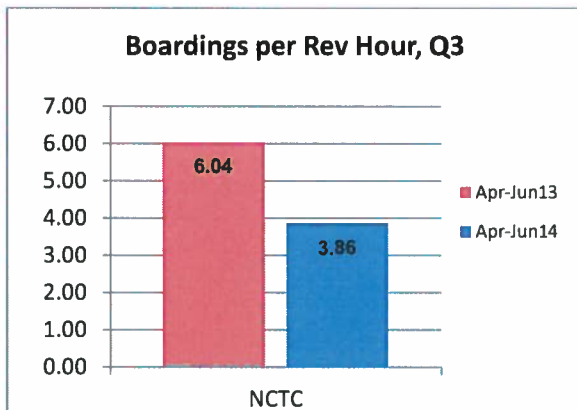
Q3 & YTD: NCTC Shuttle (Cont.)



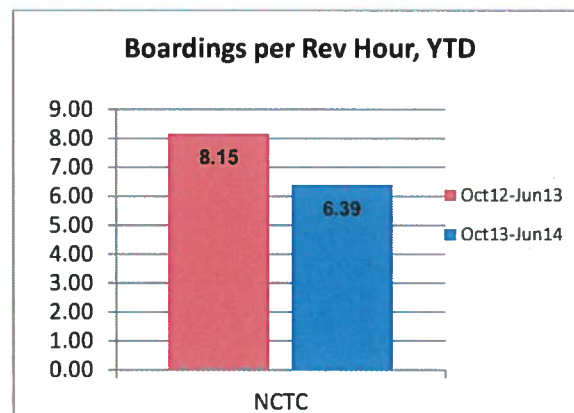
NCTC Shuttle: Boardings per Revenue Mile, Q3
Boardings per revenue mile decreased by almost 36% from the same period in 2013.



NCTC Shuttle: Boardings per Revenue Mile, YTD
Boardings per revenue mile decreased by 21% from the same period in 2013.

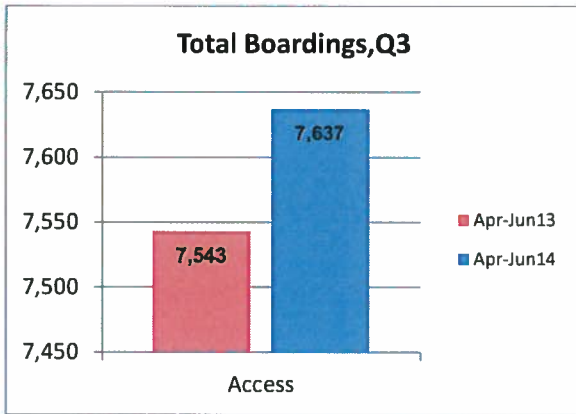


NCTC Shuttle: Boardings per Revenue Mile, Q3
In the third quarter in 2014, boardings per revenue hour decreased by almost 36% from the same period in 2013.

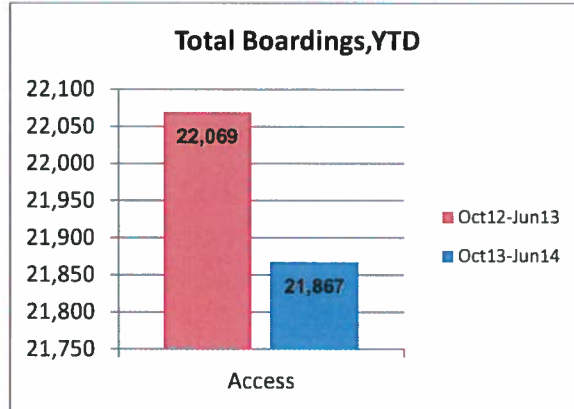


NCTC Shuttle: Boardings per Revenue Mile, YTD
Boardings per revenue hour decreased by 21% from the same period in 2013.

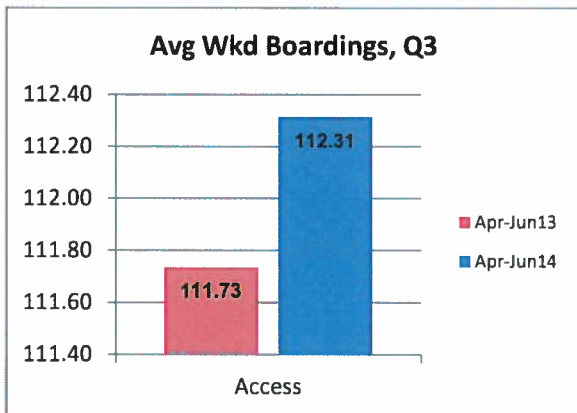
Q3 & YTD: Access



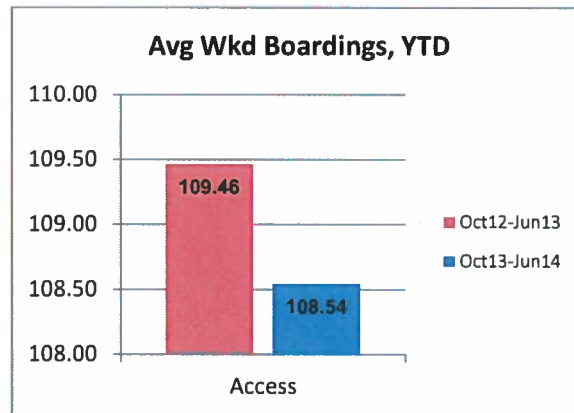
Access: Total Boarding, Q3
 Total Access boardings remained about the same when comparing the third quarter in 2014 to the same period in 2013.



Access: Total Boarding, YTD
 Total Access boardings remained about the same when compared to the same period in 2013.

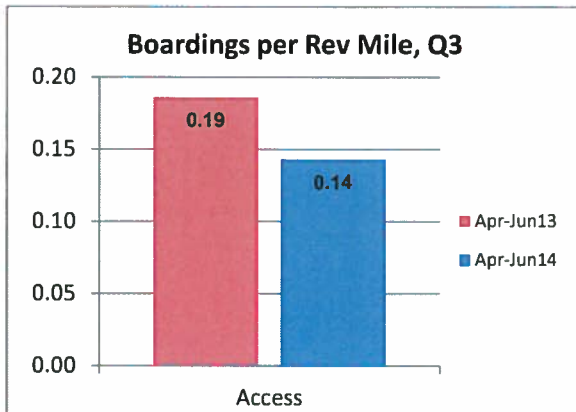


Access: Average Weekday Boardings, Q3
 Total Access boardings remained about the same when comparing the second quarter in 2014 to the same period in 2013.

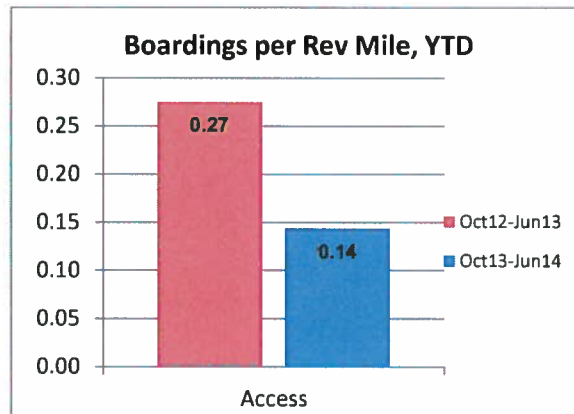


Access: Average Weekday Boardings, YTD
 Average weekday Access boardings remained about the same when comparing the third quarter in 2014 to the same period in 2013.

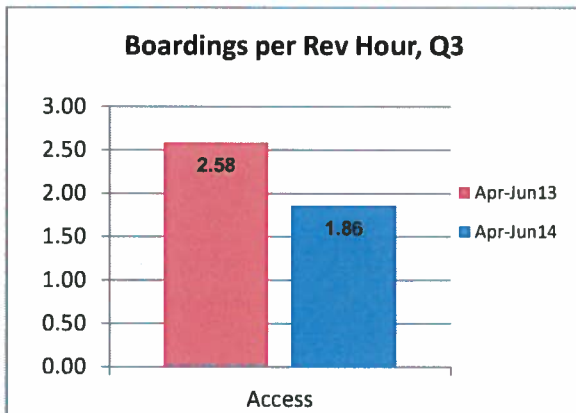
Q3 & YTD: Access (Cont.)



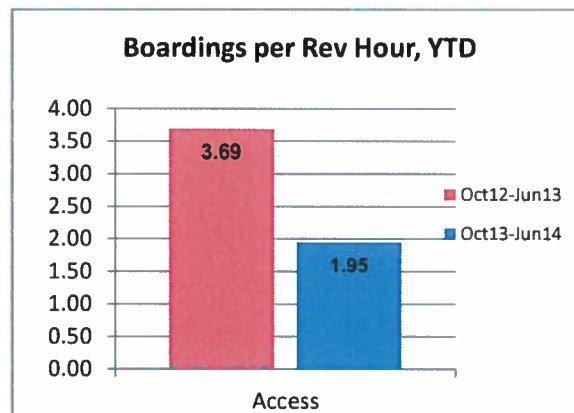
Access: Boardings per Revenue Mile, Q3
Boardings per revenue mile dropped by almost 23% when compared to the same period in 2013.



Access: Boardings per Revenue Mile, YTD
Boardings per revenue mile dropped by 47% when compared to the same period in 2013.

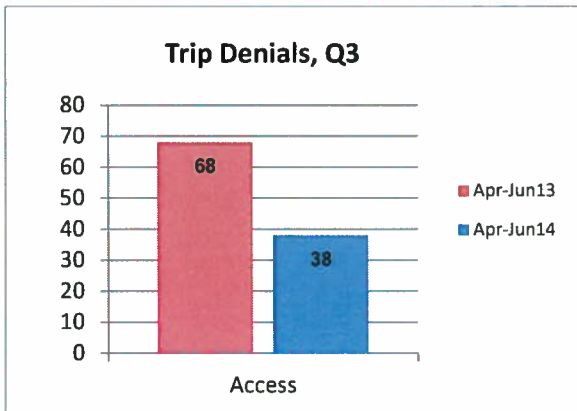


Access: Boardings per Revenue Hour, Q3
In the third quarter of 2014, boardings per revenue hour dropped by 28% when compared the same period in 2013.

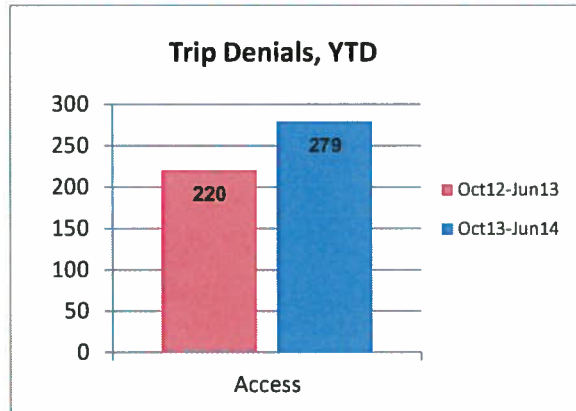


Access: Boardings per Revenue Hour, YTD
In the second quarter of 2014, boardings per revenue hour remained declined 47% when compared the same period in 2013.

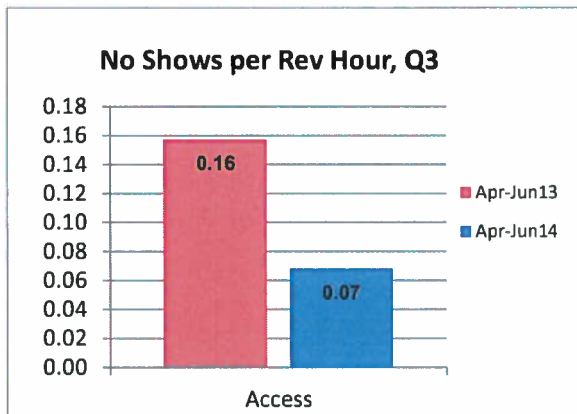
Q3 & YTD: Access (Cont.)



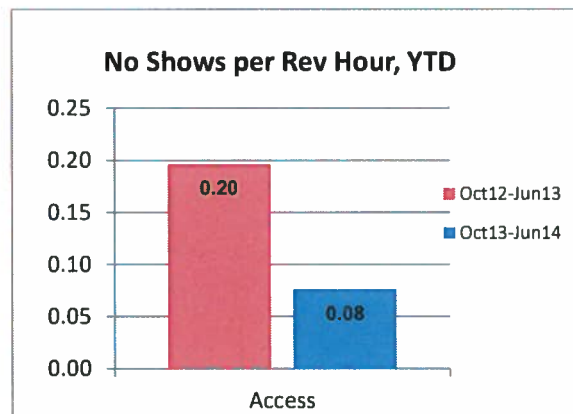
Access: Trip Denials, Q3
 Non-ADA trip denials dropped by 44% (or by 30 denials) when compared to the same period in 2013.



Access: Trip Denials, YTD
 Non-ADA trip denials increased by over 27% (or by 59 denials) when compared to the same period in 2013.

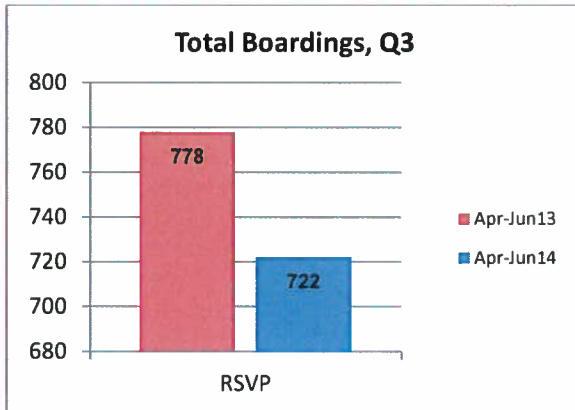


Access: No Shows per Revenue Hour, Q3
 No shows per revenue hour decreased by 56% from the same period in 2013 .

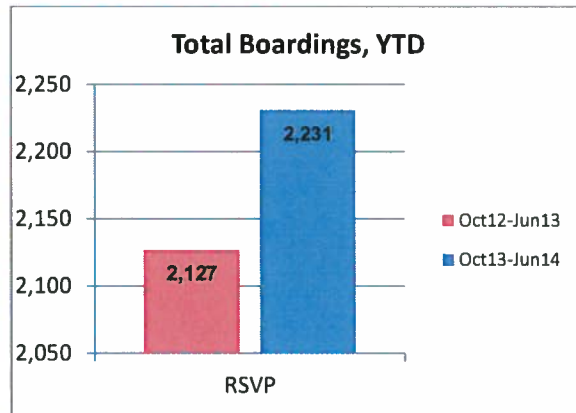


Access: No Shows per Revenue Hour, YTD
 No shows per revenue hour decreased by 61% from the same period in 2013 .

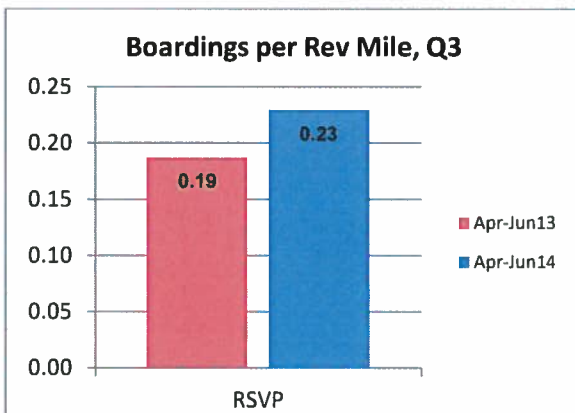
Q3 & YTD: Connect RSVP



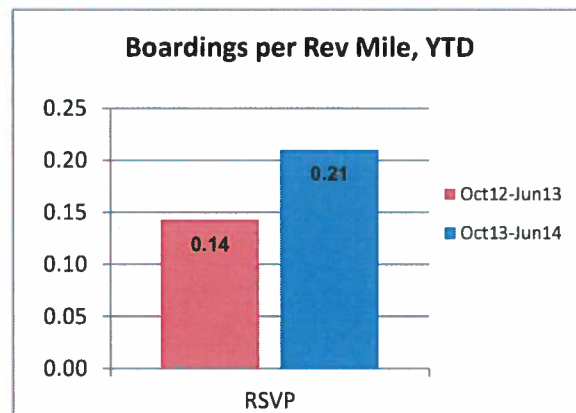
Connect RSVP: Total Boardings, Q3
 Total boardings dropped by 7% (or by 56 boardings) when compared to the same period in 2013.



Connect RSVP: Total Boardings, YTD
 Total boardings increased by almost 5% (or by 104 boardings) when compared to the same period in 2013.

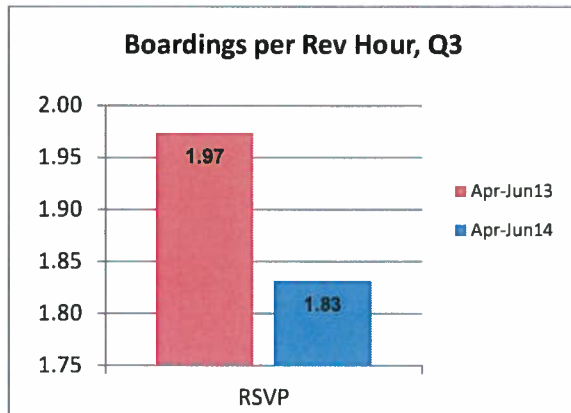


Connect RSVP: Boardings per Revenue Mile, Q3
 Boardings per revenue mile increased by almost 21% from the same period in 2013 .

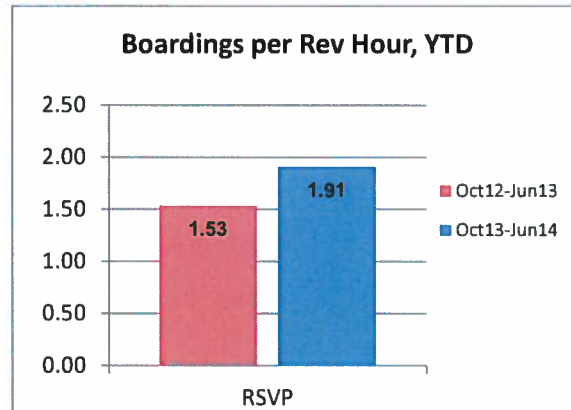


Connect RSVP: Boardings per Revenue Mile, YTD
 Boardings per revenue mile increased by 47% from the same period in 2013.

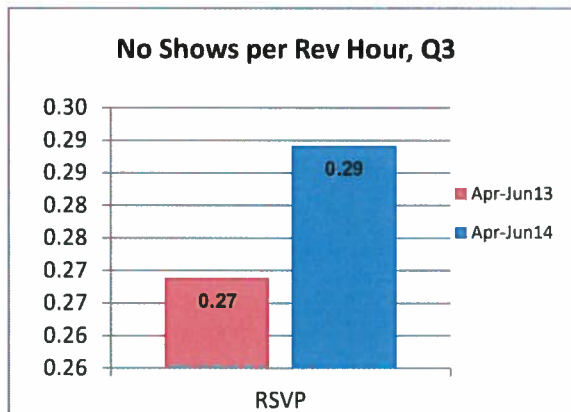
Q3 & YTD: Connect RSVP (Cont.)



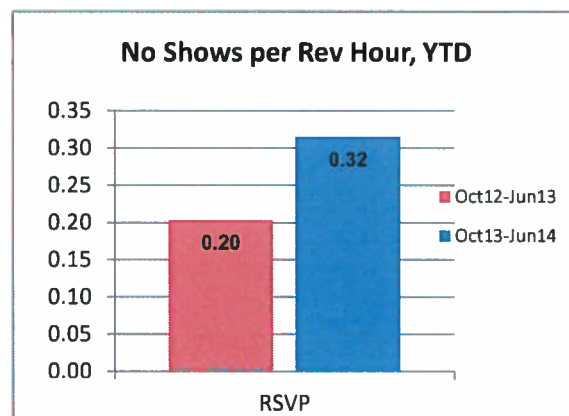
Connect RSVP: Boardings per Revenue Hour, Q3
 Boardings per revenue hour declined by 7% from the same period in 2013 .



Connect RSVP: Boardings per Revenue Hour, YTD
 Boardings per revenue mile increased by 24% from the same period in 2013 .

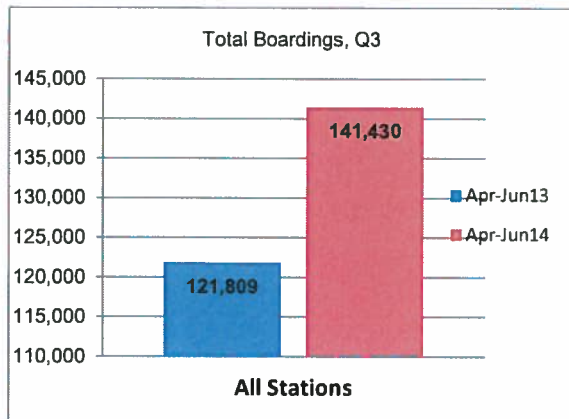


Connect RSVP: No-Shows per Revenue Hour, Q3
 No Shows per revenue hour grew by 7% from the same period in 2013 .

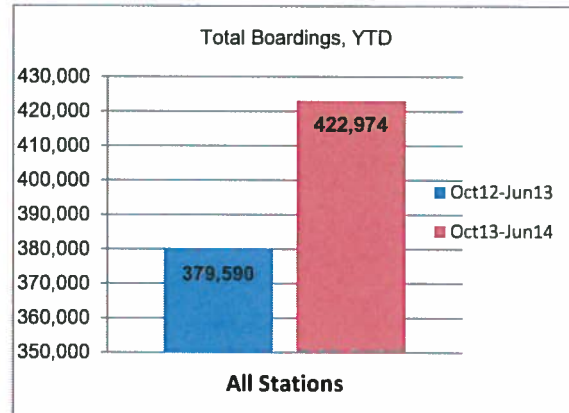


Connect RSVP: No-Shows per Revenue Hour, YTD
 No Shows per revenue hour increased by 55% from the same period in 2013 .

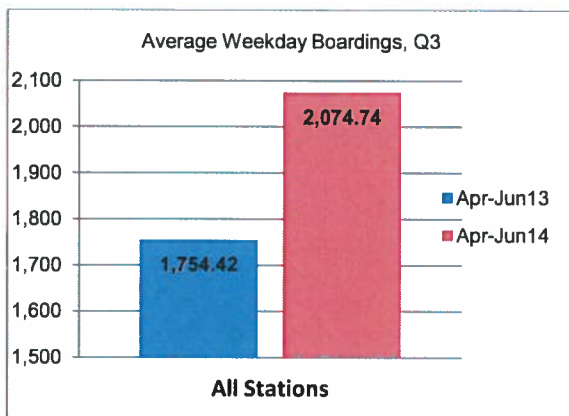
Q3 & YTD: All Stations



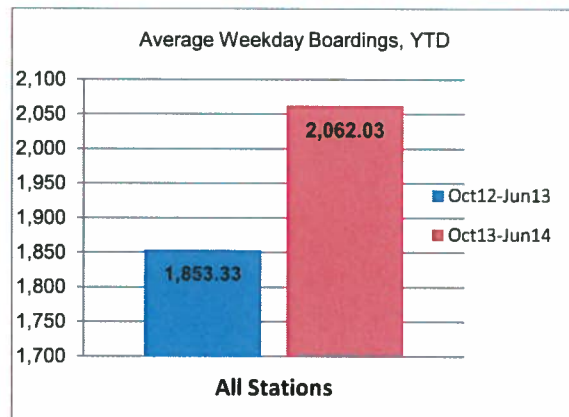
All Stations: Total Boardings, Q3
 In the third quarter of 2014, total boardings increased by 16% (or by 19,621 boardings) compared to the same period in 2013.



All Stations: Total Boardings, YTD
 Boardings for October 2013 through June 2014 increased by 11% (or by 43,384 boardings).

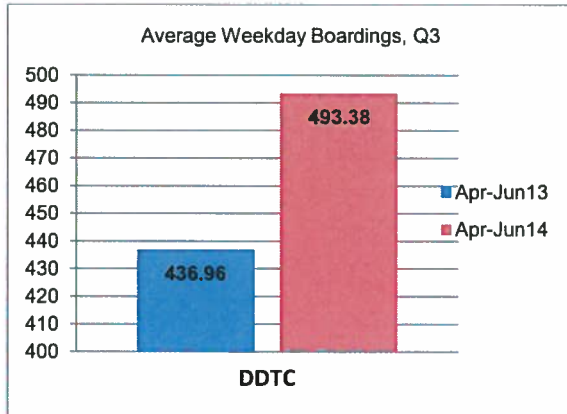


All Stations: Average Weekday Boardings, Q3
 For the third quarter, average weekday boardings increased by 18% (or by 302 boardings per day) from the third quarter in FY 2013.

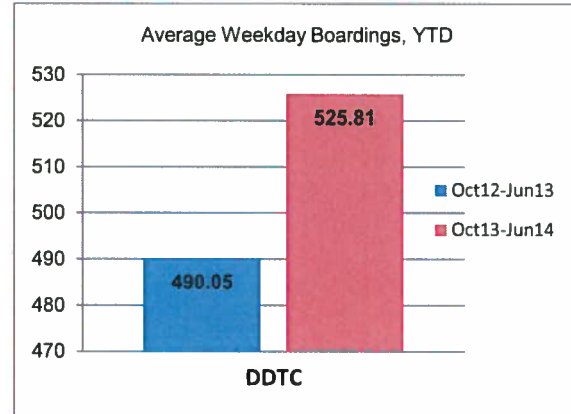


All Stations: Average Weekday Boardings, YTD
 Average weekday boardings increased by 11% (or by 209 boardings per day) from same period in FY 2013.

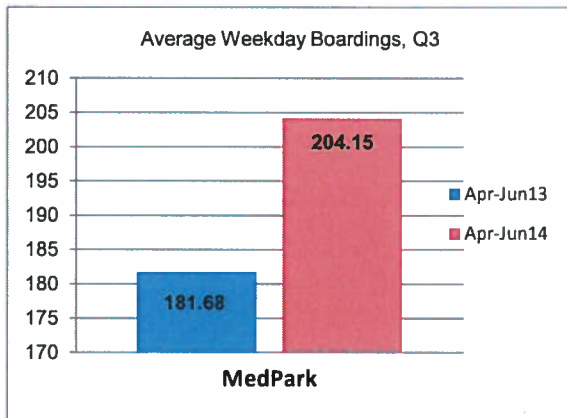
Q3 & YTD: Station by Station



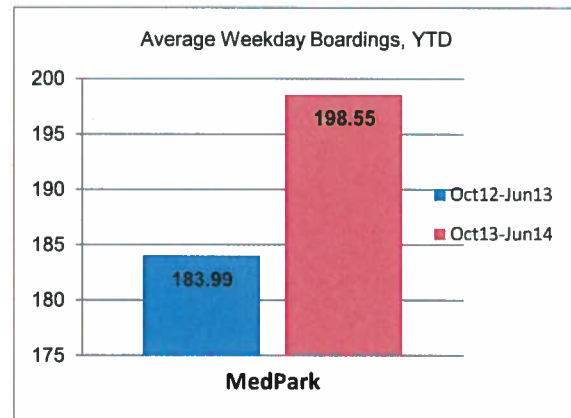
DDTC: Average Weekday Boardings, Q3
 In the third quarter of 2014, average daily boardings at the DDTC increased by 11% (or by 54 boardings per day) when compared to the same period in 2013.



DDTC: Average Weekday Boardings, YTD
 In FY 2014 YTD, average daily boardings at the DDTC increased by 7% (or by 36 boardings per day) when compared to the same period in 2013.

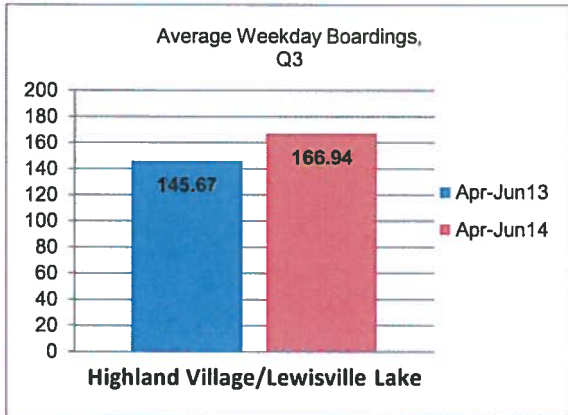


MedPark: Average Weekday Boardings, Q3
 Average daily boardings at the MedPark Station increased by 12% (or by 22 boardings per day) when compared to the previous year



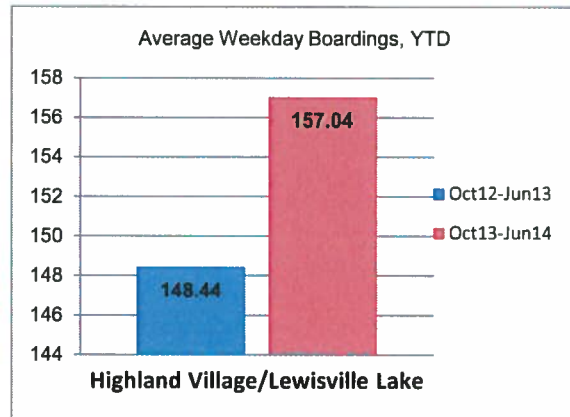
MedPark: Average Weekday Boardings, YTD
 From October 2013 to June 2014, average daily boardings at the MedPark Station increased by 8% (or by 14 boardings per day) when compared to the same period last year

Q3 & YTD: Station by Station (Cont.)



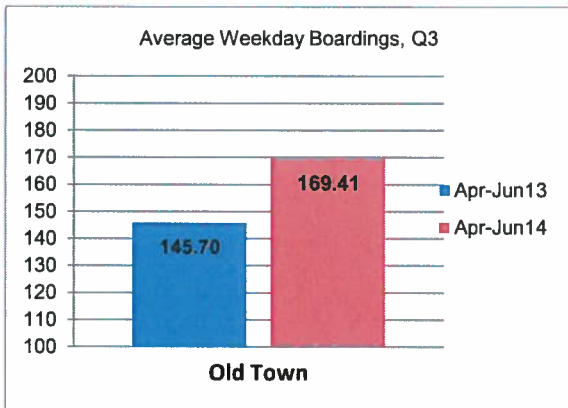
Highland Village/ Lewisville Lake: Average Weekday Boardings, Q3

The average daily boardings at the Highland Village/Lewisville Lake Station increased by 15% (or by 21 boardings per day) when compared to the same period in 2013.



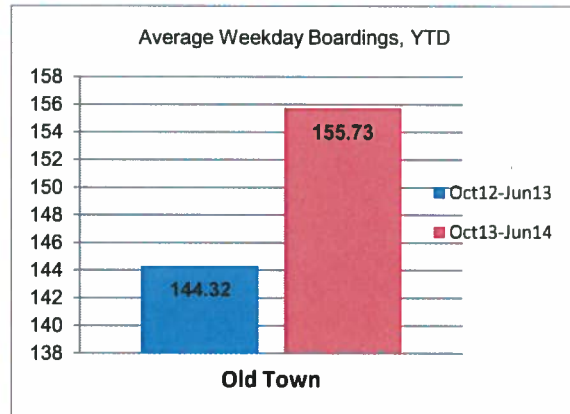
Highland Village/ Lewisville Lake: Average Weekday Boardings, YTD

The average daily boardings at the Highland Village/Lewisville Lake Station increased by 6% (or by 8 boardings per day) when compared to the same period in 2013.



Old Town: Average Weekday Boardings, Q3

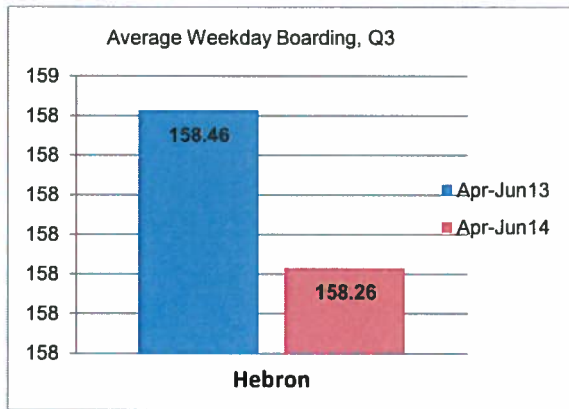
In the third quarter of 2014, average daily boardings at the Old Town Station increased by 16% (or by 24 boardings) when compared to



Old Town: Average Weekday Boardings, YTD

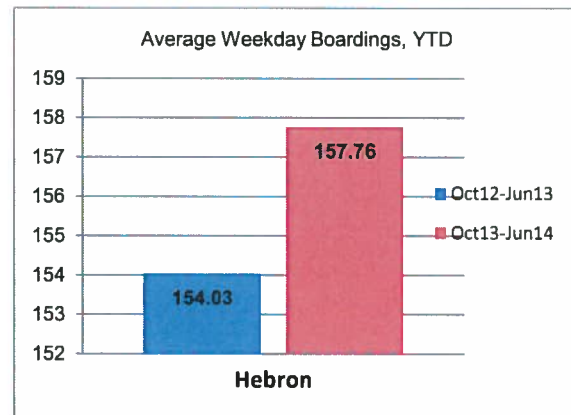
From October 2013 to June 2014, average daily boardings at the Old Town Station increased by 8% (or by 11 boardings) when compared to the same period in 2013.

Q3 & YTD: Station by Station (Cont.)



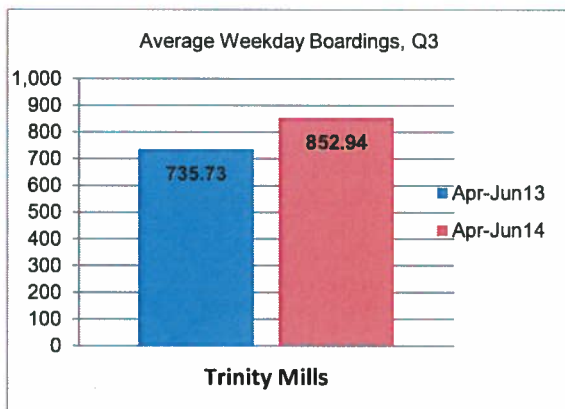
Hebron: Average Daily Boardings, Q3

The average daily boardings at the Hebron Station remained about the same compared to the same period in 2013.



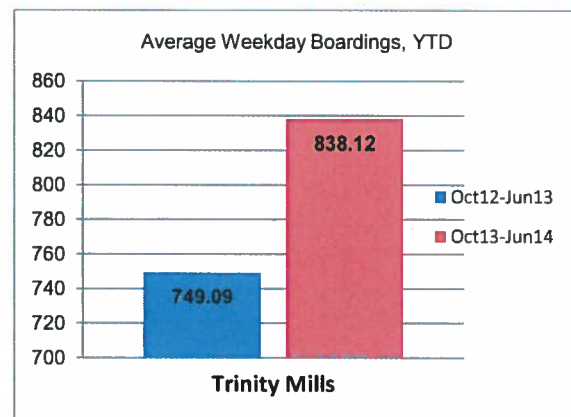
Hebron: Average Daily Boardings, YTD

The average daily boardings at the Hebron Station remained about the same compared to the same period in 2013.



Trinity Mills: Average Weekday Boardings, Q3

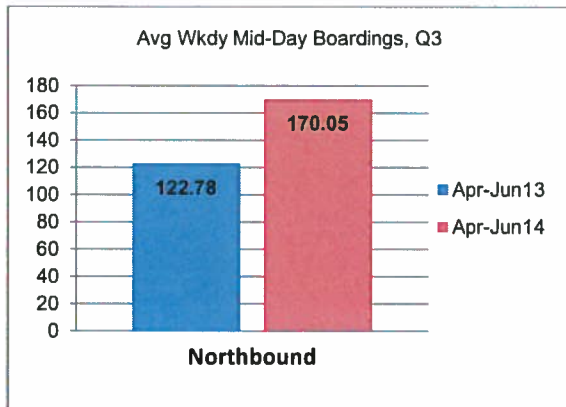
In the third quarter of 2014, average daily boardings at the Trinity Mills Station increased by 16% (or by 117 boardings per day) compared to the same period in 2013.



Trinity Mills: Average Weekday Boardings, YTD

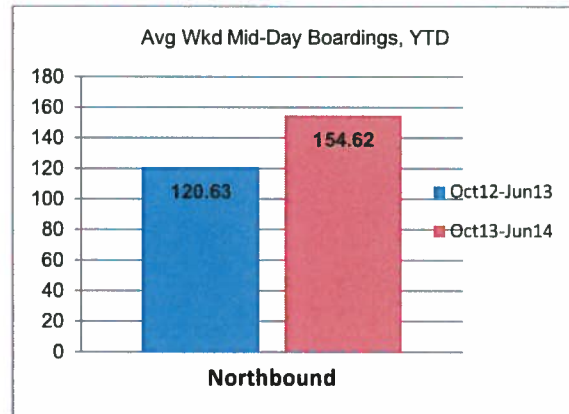
The average daily boardings at the Trinity Mills Station increased by 12% (or by 89 boardings per day) compared to the same period in 2013.

Q3 & YTD: All Stations



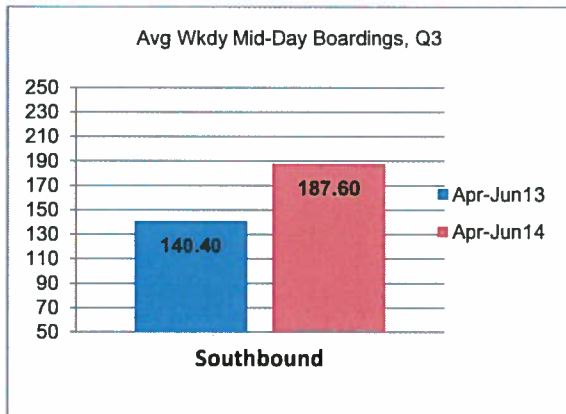
Northbound: Average Weekday Mid-day Boardings, Q3

When comparing the third quarter in 2014 to the same period in 2013, average daily boardings during the mid-day and traveling northbound increased by 38% (or by 47 boardings per day). This increase can be attributed in part by the addition of one northbound trip in January 2014.



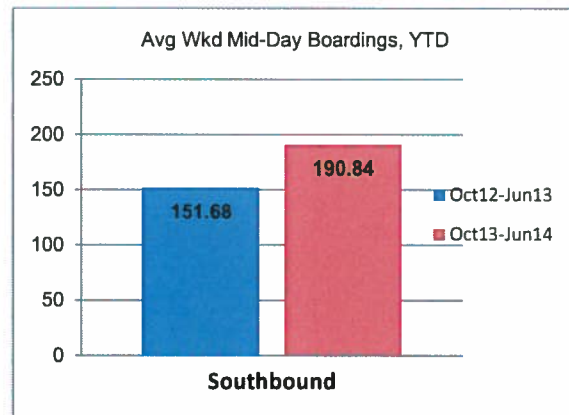
Northbound: Average Weekday Mid-day Boardings, YTD

Average daily boardings during the mid-day and traveling northbound increased by 28% (or by 34 boardings per day). This increase can be attributed in part by the addition of one northbound trip in January 2014.



Southbound: Average Weekday Mid-day Boardings, Q3

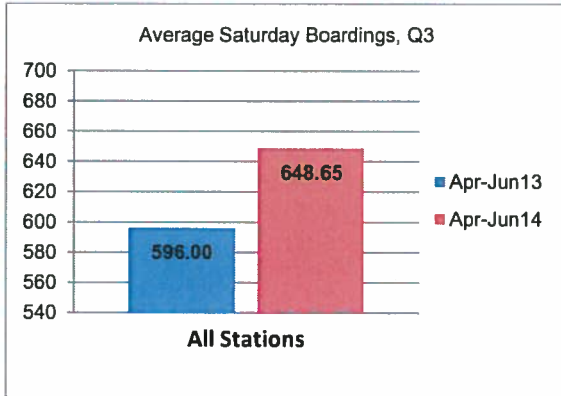
Average daily boardings on trips traveling southbound during the mid-day increased by 34% (or by 47 boardings per day). In January 2014, two southbound trips were added during the mid-day.



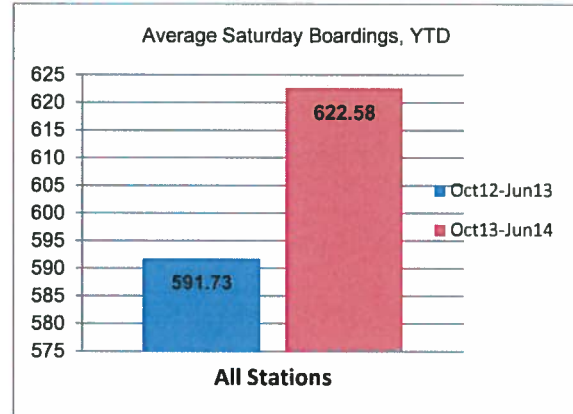
Southbound: Average Weekday Mid-day Boardings, YTD

Average daily boardings on trips traveling southbound during the mid-day increased by 26% (or by 39 boardings per day). In January 2014, two southbound trips were added during the mid-day.

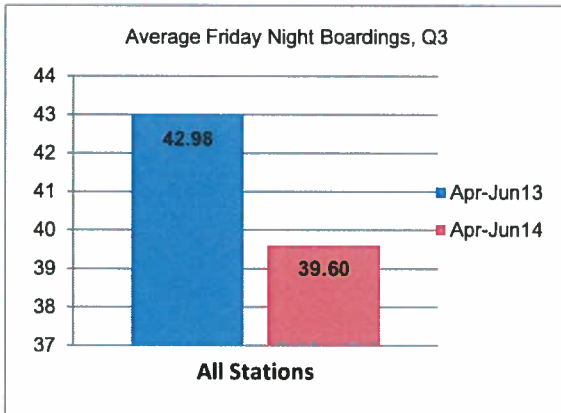
Q3 & YTD: All Stations (Contin.)



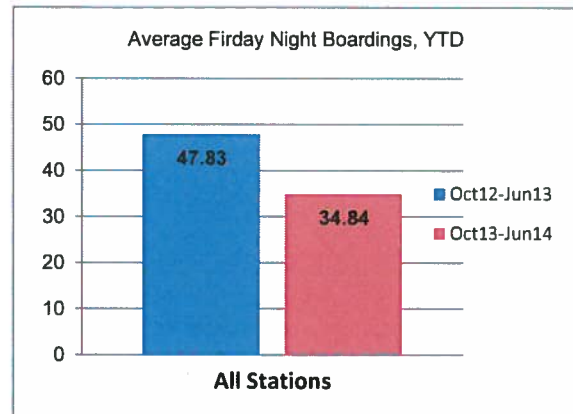
All Stations: Average Saturday Boardings, Q3
Average Saturday boardings increased by 9% (or by 52 boardings per day) when compared to the the same period in 2013.



All Stations: Average Saturday Boardings, YTD
Average Saturday boardings increased by 5% (or by 31 boardings per day) when compared to the the same period in 2013.



All Stations: Average Friday Night Boardings, Q3
On average Friday night boardings declined by 8% (or by 3 boardings per day) when compared to the the same period in 2013.



All Stations: Average Friday Night Boardings, YTD
On average Friday night boardings declined by 27% (or by 13 boardings per day) when compared to the the same period in 2013.



Board of Directors Memo

July 24, 2014

Item: WS 2(a) Finance Committee Chair Report

The Finance Committee meeting and Special called Board of Directors meeting was held at 1:00 p.m., Friday, July 11, 2014 at 1660 S. Stemmons, Suite 250 Conference Room in Lewisville, TX

In attendance were:

Committee Chair: Dave Kovatch

Committee Members: Richard Huckaby

Board Members: Paul Pomeroy, Charles Emery

Absent: Jim Robertson, George Campbell, Allen Harris

Staff: Anna Mosqueda, Amanda Riddle, Kristina Brevard, Leslee Bachus, Shanna O'Gilvie, Michael Chinn, Donna Bowers, Anne MacCracken, Jim Cline

A complete copy of the Finance Committee agenda packet and handouts is included as "Attachment A" to this report. The following agenda items were discussed:

Fiscal Year 2015 Budget

Operating Expenses:

The Finance Committee reviewed the FY15 operating expense projections. The Proposed FY15 Budget meets our sustainable budget requirement where operating expenses do not exceed operating revenues. The operating budget includes the following:

Baseline Assumptions

- DCTA
 - Merit Pay – 3.5% (\$40,748)
 - Pay Plan Adjustment - \$25k
 - Addition of VP Planning
- TMDC
 - Non-Union Merit @ 4% (\$59,427)
 - Union (Bus Operators) – per union contract avg. \$15.36/hour
- Fuel at \$4.00/gallon compared to \$4.15/gallon in FY14
- Health Care Costs Increase
 - DCTA - \$28k (10%)
 - TMDC - \$157k (15%)

Expanded Level Projects Included

Service Enhancements:

- Increase Denton Connect Routes 2 & 6 - \$687,067 (Total)
 - Requires an additional bus - \$350k capital project
 - Adds 1 weekday SB and NB mid-day A-train trip - \$80k
- Increase Saturday frequency on Denton Connect - \$57,795

Operating:

- Maintenance Technician (Bus) - \$50k
- Shortel Phone System (DDTC) - \$40k
- DCTA Bandwidth Upgrade - \$57,400
- Passenger Information Communication Architecture - \$58k
- I35 E Construction Campaign - \$71,500
- Purchasing Specialist / Federal Contracts - \$72,500
- Enterprise Content Management S/Ware - \$26k

Capital Expenditures {New}:

Finance Committee reviewed and discussed the proposed FY15 capital projects which include the following:

Required Maintenance & Infrastructure

- Bus Engines & Transmissions - \$150k
- Wheel Replacements (11x120k each) - \$1,320,000
- COT&S Overhaul Valves (4 cars x 50k each) - \$200k
- Signal System Shunting Enhancement – Infrastructure/Testing - \$141k

Service Improvements to Address Long-Range Service Plan Standards

- Comprehensive Bus Route Service Analysis - \$250k
- Bus Route Scheduling Software - \$250k
- Additional Bus (Rte 2 & 6 service enhancement) - \$350k
- COGNOS Report Writing/Asset Management S/Ware - \$200k

Enhanced Passenger Experience & Operations

- Non-Revenue Service Vehicles - \$45k
- T. Mills Restroom / Crew Facility - \$250k
- Landscaping at Stations - \$75k
- PICA Implementation Phase IV - \$30k

Other Discussion Items:

Finance Committee also discussed additional expanded level projects that have not been incorporated into the FY15 Proposed Budget.

- TCDRS 2:1 Match
- Tuition Reimbursement Program
- Additional CSR to support late night service at DDTC
- Bus Service to Ft. Worth (I-35 W)
- Rail O&M Mobilization (New Contract)
- Additional PTC expense
- Debt Issuance: No debt issuance in 2014
 - \$5.5M in current FY14 budget will not be issued but budget will be rolled over to FY15 for anticipated PTC funding requirements. Cost of PTC implementation is still not finalized.

Staff will bring in additional information regarding these items at the next scheduled Finance Committee for further review & discussion.

Discuss Fiscal Year 2015 Budget Calendar:

The following adjustments were made to the Finance Committee Calendar:

- July 28th meeting was removed
- August 4th meeting was removed

These changes have been made to the Outlook calendars as well as the Finance Committee budget calendar. The revised calendar is attached.

Staff introduced the idea of Finance Committee meetings in preparation for the FY16 budget being streamlined into a late July budget workshop. Finance Committee and staff will continue this discussion in future meetings.

The meeting adjourned at 2:48pm

Finance Committee

Chair – Dave Kovatch

Members –George Campbell, Allen Harris, Richard Huckaby, Jim Robertson

Staff Liaison – Anna Mosqueda – CFO



Finance Committee
of the DCTA Board of Directors
1:00 p.m., July 11, 2014
1660 S. Stemmons, Suite 250 Conference Room
Lewisville, TX 75067

AGENDA

NOTICE IS HEREBY GIVEN that there will be a special called meeting of the DCTA Board of Directors and a meeting of the Finance Committee of the DCTA Board of Directors at the time and location above. The DCTA Board of Directors will not conduct its special called meeting if a quorum of the DCTA Board of Directors does not attend however the DCTA Finance Committee will conduct its meeting regardless of the presence of a quorum of the DCTA Board of the Directors. The DCTA Board of Directors and the Finance Committee of the DCTA Board of Directors will consider the following:

Welcome and Introductions

1) ITEMS FOR DISCUSSION / FORWARD FOR BOARD CONSIDERATION

- a. Discussion of Fiscal Year 2015 Operating & Capital Budget
 - i. Operating Expenses
 - ii. Capital Expenditures
 - iii. Revenue Projections

2) ADJOURN

Finance Committee
Chair – Dave Kovatch
Members – George Campbell, Allan Harris, Richard Huckaby, Jim Robertson
Staff Liaison – Anna Mosqueda – CFO

The Denton County Transportation Authority meeting rooms are wheelchair accessible. Access to the building and special parking are available at the east entrance. Requests for sign interpreters or special services must be received forty-eight (48) hours prior to the meeting time by emailing lbachus@dcta.net or calling Leslee Bachus at 972-221-4600.

This notice was posted at 1660 S. Stemmons, Lewisville, Texas 75067 at a place convenient and readily accessible to the public at all times. Said notice was posted on 7/10/2014 at 3:34 PM.

Leslee Bachus, Executive Assistant

**Denton County Transportation Authority
Proposed Fiscal Year 2015 Budget**

Description	FY13 Actuals	FY14 Original Budget	FY14 Revised Budget	Actuals as of June 30, 2014	FY15 Proposed Budget	\$ Increase / (Decrease)	% Increase / (Decrease)	Notes
<i>**Comparison is between the FY14 Revised Budget and the FY15 Proposed Budget**</i>								
Revenue & Other Income								
Passenger Revenues (Bus Farebox)	536,291	560,461	560,461	453,742	635,517	75,056	13%	Assumes an average 3-5% increase for Connect service based on ridership projections
Passenger Revenues (Rail Farebox)	729,394	815,203	815,203	612,012	879,860	64,657	8%	Assumes an average 3-5% increase for rail service based on current ridership projections
Contract Service Revenue	2,980,804	3,298,781	3,298,781	2,096,234	3,259,635	(39,146)	-1%	
Total Revenue & Other Income	4,246,489	4,674,445	4,674,445	3,161,988	4,775,012	100,567	2%	
Operating Expenses								
GENERAL & ADMINISTRATIVE								
Salary, Wages and Benefits	1,575,138	1,959,712	1,998,525	1,427,629	2,197,088	198,563	10%	Assumes a 10% increase in benefits as well as a 3.5% merit increase
Services	1,098,119	1,318,407	1,955,175	968,744	1,497,029	(458,146)	-23%	Legal fees associated with pending litigation is budgeted in FY14 (\$498k). Any remaining funds will be captured and rolled into FY15
Materials and Supplies	55,171	107,315	157,315	47,169	216,864	59,549	38%	IT upgrades anticipated in FY15: (1) DCTA bandwidth upgrade \$20k; (2) Enterprise Content Mgmt Software \$26k; (3) Install Shortel Phone system at DDTC \$40k
Utilities	13,570	18,000	18,000	8,847	60,353	42,353	235%	Increase due to the addition of utilities expense with new facility, previously included in lease expense; Offset with savings in the Lease category
Insurance, Casualties and Losses	9,035	11,420	11,420	8,467	11,309	(111)	-1%	
Purchased Transportation Services	-	-	-	-	-	-	0%	
Miscellaneous	136,456	211,047	221,047	82,685	203,667	(17,380)	-8%	
Leases and Rentals	155,058	155,025	155,025	128,868	102,777	(52,248)	-34%	Savings in lease expense for new facility
Subtotal - G&A	3,042,547	3,780,925	4,516,506	2,672,409	4,289,087	(227,419)	-5%	
BUS SERVICES								
Salary, Wages and Benefits	4,937,760	6,042,884	6,054,884	4,185,591	6,691,815	636,931	11%	Assumes a 15% increase in benefits as well as a 4% merit allowance for non-union employees. Average wage rate for operators is \$15.36
Services	384,201	408,125	408,125	286,680	546,831	138,706	34%	Additional Assistant General Manager position added as part of the new operations contract with First Transit
Materials and Supplies	1,804,258	2,165,419	2,165,418	1,140,567	2,342,674	177,256	8%	Increase in fuel with proposed bus/rail service enhancements to Route 2 & 6 and increased Saturday frequency; Computer equipment/software upgrades scheduled in FY15
Utilities	74,223	101,900	101,900	86,955	112,520	10,620	10%	
Insurance, Casualties and Losses	289,586	272,265	272,265	200,475	272,618	353	0%	
Purchased Transportation Services	-	-	-	-	-	-	0%	
Miscellaneous	4,475	10,050	10,050	5,061	35,370	25,320	252%	Wellness Program funds have been allocated to TMDC from G&A
Leases and Rentals	101,654	29,590	29,590	32,166	2,220	(27,370)	-92%	Elimination of building lease expense
Subtotal - Bus Services	7,596,157	9,030,233	9,042,232	5,937,495	10,004,048	961,816	11%	
RAIL SERVICES								
Salary, Wages and Benefits	189,468	276,534	276,534	201,487	275,024	(1,510)	-1%	
Services	145,796	139,252	361,336	178,878	145,391	(215,945)	-60%	FY14 service category included \$74k for mulching/landscape design as well as consulting services that total \$136k regarding shunting, rail car warranty and rail ops contract support. These will not be required in FY15.
Materials and Supplies	1,212,234	1,556,490	1,556,490	720,330	1,591,037	34,547	2%	
Utilities	327,549	327,915	352,115	174,587	279,276	(72,839)	-21%	Assuming decrease based upon usage this FY and continued mandatory water restrictions at Lewisville stations.
Insurance, Casualties and Losses	327,167	514,477	514,477	374,374	494,089	(20,388)	-4%	
Purchased Transportation Services	8,874,900	9,331,365	9,300,701	6,816,739	9,853,076	552,375	6%	Increase in PT based upon 3% increase per contract terms with DART; Also includes \$80k for service enhancement (Assumes an additional mid-day trip)
Miscellaneous	3,815	11,988	11,988	3,003	6,438	(5,550)	0%	
Leases and Rentals	92,880	100,000	100,000	552	102,207	2,207	2%	
Subtotal - Rail Services	11,173,809	12,258,021	12,473,641	8,469,950	12,746,538	272,897	2%	
Total Operating Expenses	21,812,513	25,069,180	26,032,379	17,079,854	27,039,673	1,007,294	4%	
Income Before Non-operating Revenue & Exp	(17,566,024)	(20,394,735)	(21,357,934)	(13,917,866)	(22,264,661)			
Non-Operating Revenues / (Expense)								
Investment Income	32,137	33,000	33,000	16,096	33,000	-	0%	
Non-Operating Revenues / (Expense)	52,222	7,125	7,125	54,087	6,300	(825)	-12%	
Sales Tax Revenue	20,209,051	20,725,320	20,725,320	13,862,608	21,347,080	621,760	3%	Assumes a 3% increase in sales tax - reflected in the Cash Flow Model
Federal Grants & Reimbursements	8,859,377	6,486,142	6,486,142	5,510,765	15,391,272	8,905,130	137%	Includes Federal Formula Funds as well as \$9M from COG for the PTC capital project
State Grants & Reimbursements	163,710	593,216	593,216	284,910	3,111,043	2,517,827	424%	Includes TxDOT STEP funds that DCTA was awarded for the Hike & Bike Trail (LV) and Community Enhancement projects
Debt Issuance	-	5,500,000	5,500,000	-	5,500,000	-	N/A	
Long Term Debt Interest/Expense	(1,458,806)	(2,423,840)	(2,423,840)	(1,042,765)	(2,721,899)	(298,059)	12%	Includes both principal and interest payments for FY15
Total Non-Operating Revenue / (Expense)	27,857,691	30,920,963	30,920,963	18,685,701	42,666,796	11,745,833	38%	
Net Available before Transfers	10,291,667	10,526,228	9,563,029	4,767,835	20,402,135			

FY15 Expanded Level Projects / Capital

Project Name	Department	Total Project Expense	Grant Funded	Expense Classification	Rating
<u>Required Maintenance & Infrastructure</u>					
Wheel Replacement (11x120K each)	Rail Operations	\$ 1,320,000		Capital	1
COT&S Overhaul Valves (4 cars x 50k each)	Rail Operations	\$ 200,000		Capital	1
DCTA Bandwidth Upgrade	IT	\$ 57,400		Operating	1
Bus Engines & Transmissions	Bus Operations	\$ 150,000		Capital	1
Signal System Shunting Enhancement - Infrastructure/Testing	Rail Operations	\$ 141,000		Capital	1
	Subtotal	\$ 1,868,400			
<u>Service Improvements to Address Long-Range Service Plan Standards</u>					
Comprehensive Bus Route Service Analysis	Planning / Operations	\$ 250,000	Yes (80/20)	Capital	2
Bus Route Scheduling Software	Planning / Operations	\$ 250,000	Yes (80/20)	Capital	2
Package 1 - Rte 2 & 6 Improved Frequency (Addtl Bus \$350k)	Operations	\$ 687,067		Operating & Capital	2
Package 2 - Increase Saturday Frequency	Operations	\$ 51,795		Operating	2
COGNOS Report Writing/Asset Management Software	IT / Finance	\$ 200,000	Yes (80/20)	Capital	2
Maintenance Technician	Bus Operations	\$ 50,000		Operating	2
	Subtotal	\$ 1,488,862			
<u>Enhanced Passenger Experience and Operations</u>					
Shortel Phone System Implementation (DDTC Only)	IT	\$ 40,000		Operating	3
Non-Revenue Service Vehicles (3)	Bus Operations	\$ 45,000		Capital	3
T. Mills Restroom	Operations	\$ 250,000	Yes (80/20)	Capital	3
Landscaping	Rail Operations	\$ 75,000		Capital	3
Purchasing Specialist - Federal Contracts	Finance	\$ 72,500		Operating	3
Enterprise Content Mgmt System & Server (Document Mgt)	President	\$ 26,000		Operating	3
PICA Implementation Phase IV	Marketing	\$ 88,000	Yes (80/20)	Operating	3
I35 E Construction Campaign	Marketing	\$ 71,500		Operating	3
	Subtotal	\$ 668,000			
<u>For Further Discussion</u>					
Customer Service Representative (Later Hours)	Bus Operations	\$ 32,500		Operating	
Employee Tuition Reimbursement	HR	\$ 20,000		Operating	
TCDRS Employer Match Increase (2:1)	HR	\$ 25,178		Operating	
	Subtotal	\$ 77,678			
		GRAND TOTAL	\$	4,102,940	

Bus Operations				
Revenue Source	Actual FY 2013 Oct 12 - Sept 13	Budget FY 2014 Oct 13 - Sept 14	Actuals as of June 30, 2014	Proposed FY15 Oct 14 - Sept 15
Passenger Revenues				
Connect	448,655	477,985	388,481	554,147
Access	87,626	82,475	64,423	81,369
NCTC	10	-	838	-
Total Passenger Revenues	536,291	560,460	453,742	635,516
Contract Services				
Connect	49,000	52,420		57,000
UNT Contract	2,242,358	2,450,000	1,660,212	2,437,919
<i>UNT Fuel</i>	596,318	651,788	368,106	624,124
NCTC Contract	72,468	99,774	54,755	79,317
<i>NCTC Fuel</i>	20,660	44,799	13,161	61,276
Total Contract Services	2,980,804	3,298,781	2,096,234	3,259,636
Total	\$ 3,517,095	\$ 3,859,241	\$ 2,549,976	\$ 3,895,152
Rail Operations				
Revenue Source	Actual FY 2013 Oct 12 - Sept 13	Budget FY 2014 Oct 13 - Sept 14	Actuals as of June 30, 2014	Proposed FY15 Oct 14 - Sept 15
Rail Farebox	\$ 729,394	\$ 815,203	\$ 612,012	\$ 879,860
Total	\$ 729,394	\$ 815,203	\$ 612,012	\$ 879,860
G&A				
Revenue Source	Actual FY 2013 Oct 12 - Sept 13	Budget FY 2014 Oct 13 - Sept 14	Actuals as of June 30, 2014	Proposed FY15 Oct 14 - Sept 15
Interest Income	\$ 32,137	\$ 33,000	\$ 16,096	\$ 33,000
Misc Income	\$ 52,222	\$ 7,125	\$ 54,087	\$ 6,300
Sales Tax	\$ 20,209,051	\$ 20,725,320	\$ 13,862,608	\$ 21,347,080
Federal Operating Grants	\$ 3,051,096	\$ 3,680,022	\$ 2,124,179	\$ 4,698,679
Federal Capital Grants	\$ 5,808,281	\$ 2,806,120	\$ 3,386,586	\$ 10,692,593
State Operating Grants	\$ 49,633	\$ -	\$ -	\$ -
State Capital Grants	\$ 114,077	\$ 593,216	\$ 284,910	\$ 3,111,043
Debt Issuance	\$ -	\$ 5,500,000	\$ -	\$ 5,500,000
Total	\$ 29,316,498	\$ 33,344,803	\$ 19,728,466	\$ 45,388,695
TOTAL REVENUES	\$ 33,562,986	\$ 38,019,247	\$ 22,890,454	\$ 50,163,707

Ridership				
Bus	2,502,668	2,247,324	1,612,148	2,252,230
Rail	510,738	548,877	379,595	591,398

DENTON COUNTY TRANSPORTATION AUTHORITY (DCTA)

FINANCE COMMITTEE July 11, 2014

Chairman: Dave Kovatch

Members: George Campbell, Allan Harris, Richard Huckaby, Jim Robertson

TODAY'S AGENDA

- FY15 Proposed Budget
 - Program Services Committee - Service Level Recommendations
 - Operating Budget (G&A)
 - Base-line Budget Assumptions
 - Expanded Level Projects (ELP)
 - Operating Budget (Bus/Rail)
 - Base-line Budget Assumptions
 - Expanded Level Projects (ELP)
 - Proposed Service Enhancements
 - Revenue Projections
 - Capital Projects

Program Services Committee Recommendations

- Supports Recommended Service Levels (Bus/Rail)
- Additional Considerations-if possible within budget constraints
 - FY16 Service recommendations – Advance to FY15
 - Rail: 1 weekday evening train
 - Bus: Rt 4 & 7 weekday evening trips to serve UNT/TWU
 - 1 CSR for additional late night support at DDTC
 - Better match A-train hours – additional staff/hours
 - Options for sustaining Vanpool beyond July 2015

PROPOSED FY15 BUDGET-IN-BRIEF:

Base-line Assumptions

- **DCTA**
 - Merit Pay - 3.5% (\$40,748)
 - Pay Plan Adjustment - \$25,000
 - Addition of VP of Planning
- **TMDC**
 - Non-union - 4% merit (\$59,427)
 - Union (bus operators) – per union contract average \$15.36/hr
- **Fuel**
 - Budget \$4.00/gallon compared to \$4.15/gallon in FY14
 - Estimated 777,000 gallons –Bus & Rail
- **Health Care Costs Increase**
 - DCTA - \$28k (10%)
 - TMDC - \$157k (15%)

PROPOSED FY15 BUDGET-IN-BRIEF:

Base-line Assumptions

- Positive Train Control (PTC) project
 - Capital project budget remains same as FY14
 - Final cost still pending vendor responses
 - Currently Includes
 - FY15 - \$5.5 million debt issuance
 - FY15 & 16 - \$12.5 million RTC grant funding

PROPOSED FY15 BUDGET

Service Enhancements

- Increase Denton Connect Routes 2 & 6 - \$687,067
 - Increase weekday frequency of Denton Routes 2 & 6 to move closer to minimum service standards - \$257,067
 - Increased Revenue Hours by 47% or 3,781 (From 8,045 to 11,825)
 - Requires 1 additional bus - \$350k capital project
 - Add 1 weekday SB and NB mid-day A-train trip - \$80k
- Increase Saturday frequency on Denton Connect - \$57,795
 - Routes 2, 4, 6 and 8
 - Increased Revenue Hours by 5% or 755 (From 16,223 to 16,978)
- Bus Operations Staffing - \$50,000
 - Maintenance Technician

PROPOSED FY15 BUDGET

Expanded Level Projects - Operating

- Information Technology
 - Shortel Phone System (DDTC) - \$40,000
 - DCTA Bandwidth Upgrade - \$57,400
- Communication & Marketing Services
 - Passenger Information Communication Architecture - \$58,000
 - I35 E Construction Campaign - \$71,500
- Human Resources/Finance/President
 - Purchasing Specialist / Federal Contracts - \$72,500
 - Enterprise Content (Document) Management S/Ware- \$26,000

FY15 PROJECTED REVENUE

Bus / Rail Services Revenues (Detail)

Bus Operations				
Revenue Source	Actual FY 2013 Oct 12 - Sept 13	Budget FY 2014 Oct 13 - Sept 14	Actuals as of June 30, 2014	Proposed FY15 Oct 14 - Sept 15
Passenger Revenues				
Connect	448,655	477,985	388,481	554,147
Access	87,626	82,475	64,423	81,369
NCTC	10	-	838	-
Total Passenger Revenues	536,291	560,460	453,742	635,516
Contract Services				
Connect	49,000	52,420		57,000
UNT Contract	2,242,358	2,450,000	1,660,212	2,437,919
<i>UNT Fuel</i>	<i>596,318</i>	<i>651,788</i>	<i>368,106</i>	<i>624,124</i>
NCTC Contract	72,468	99,774	54,755	79,317
<i>NCTC Fuel</i>	<i>20,660</i>	<i>44,799</i>	<i>13,161</i>	<i>61,276</i>
Total Contract Services	2,980,804	3,298,781	2,096,234	3,259,636
		-		
Total	\$ 3,517,095	\$ 3,859,241	\$ 2,549,976	\$ 3,895,152
Rail Operations				
Revenue Source	Actual FY 2013 Oct 12 - Sept 13	Budget FY 2014 Oct 13 - Sept 14	Actuals as of June 30, 2014	Proposed FY15 Oct 14 - Sept 15
Rail Farebox	\$ 729,394	\$ 815,203	\$ 612,012	\$ 879,860
		89		
Total	\$ 729,394	\$ 815,203	\$ 612,012	\$ 879,860

FY15 PROJECTED REVENUE

Sales Tax Revenues (Detail)

					<i>Multiplier</i>	<i>*CFM*</i>	
					102.000%	103.000%	104.000%
	FY2010-2011 Actuals	FY2011-2012 Actuals	FY2012-2013 Actuals	Original FY14 Budget	Projected FY2015 FCST @ 2% growth	Projected FY2015 FCST @ 3% growth	Projected FY2015 FCST @ 4% growth
October	\$ 1,261,014	\$ 1,345,394	\$ 1,637,689	\$ 1,663,294	\$ 1,696,560	\$ 1,713,193	\$ 1,729,826
November	\$ 1,289,592	\$ 1,424,755	\$ 1,437,884	\$ 1,460,365	\$ 1,489,572	\$ 1,504,176	\$ 1,518,780
December	\$ 1,880,173	\$ 2,046,560	\$ 2,128,329	\$ 2,161,605	\$ 2,204,837	\$ 2,226,453	\$ 2,248,069
January	\$ 1,232,517	\$ 1,353,986	\$ 1,501,720	\$ 1,545,815	\$ 1,576,731	\$ 1,592,189	\$ 1,607,648
February	\$ 1,182,101	\$ 1,353,986	\$ 1,494,663	\$ 1,538,578	\$ 1,569,350	\$ 1,584,735	\$ 1,600,121
March	\$ 1,650,410	\$ 1,866,060	\$ 1,785,090	\$ 1,836,424	\$ 1,873,152	\$ 1,891,517	\$ 1,909,881
April	\$ 1,290,268	\$ 1,481,564	\$ 1,587,871	\$ 1,634,166	\$ 1,666,849	\$ 1,683,191	\$ 1,699,533
May	\$ 1,361,535	\$ 1,566,892	\$ 1,641,703	\$ 1,689,374	\$ 1,723,161	\$ 1,740,055	\$ 1,756,949
June	\$ 1,639,148	\$ 1,762,132	\$ 1,824,064	\$ 1,876,393	\$ 1,913,921	\$ 1,932,685	\$ 1,951,449
July	\$ 1,229,556	\$ 1,540,039	\$ 1,592,438	\$ 1,638,850	\$ 1,671,627	\$ 1,688,016	\$ 1,704,404
August	\$ 1,419,245	\$ 1,533,238	\$ 1,692,280	\$ 1,741,243	\$ 1,776,068	\$ 1,793,480	\$ 1,810,893
September	\$ 1,699,799	\$ 1,708,102	\$ 1,885,320	\$ 1,939,213	\$ 1,977,997	\$ 1,997,389	\$ 2,016,782
Total	\$ 17,135,359	\$ 18,982,709	\$ 20,209,051	\$ 20,725,320	\$ 21,139,826	\$ 21,347,080	\$ 21,554,333
% Increase Compared to Orig FY14					102.000%	103.000%	104.000%

FY15 STMT OF CHANGES IN NET ASSETS (Excluding Depreciation)

FY15 STMT OF CHANGES IN NET ASSETS

G & A Operating Expenses

Description	FY13 Actuals	FY14 Original Budget	FY14 Revised Budget	Actuals as of June 30, 2014	FY15 Proposed Budget	\$ Increase / (Decrease)	% Increase / (Decrease)
Operating Expenses							
GENERAL & ADMINISTRATIVE							
Salary, Wages and Benefits	1,575,138	1,959,712	1,998,525	1,427,629	2,197,088	198,563	10%
Services	1,098,119	1,318,407	1,955,175	968,744	1,497,029	(458,146)	-23%
Materials and Supplies	55,171	107,315	157,315	47,169	216,864	59,549	38%
Utilities	13,570	18,000	18,000	8,847	60,353	42,353	235%
Insurance, Casualties and Losses	9,035	11,420	11,420	8,467	11,309	(111)	-1%
Purchased Transportation Services	-	-	-	-	-	-	0%
Miscellaneous	136,456	211,047	221,047	82,685	203,667	(17,380)	-8%
Leases and Rentals	155,058	155,025	155,025	128,868	102,777	(52,248)	-34%
						-	
Subtotal - G&A	3,042,547	3,780,925	4,516,506	2,672,409	4,289,087	(227,419)	-5%

FY15 STMT OF CHANGES IN NET ASSETS

Bus / Rail Services Operating Expenses

Description	FY13 Actuals	FY14 Original Budget	FY14 Revised Budget	Actuals as of June 30, 2014	FY15 Proposed Budget	\$ Increase / (Decrease)	% Increase / (Decrease)
Operating Expenses							
BUS SERVICES							
Salary, Wages and Benefits	4,937,760	6,042,884	6,054,884	4,185,591	6,691,815	636,931	11%
Services	384,201	408,125	408,125	286,680	546,831	138,706	34%
Materials and Supplies	1,804,258	2,165,419	2,165,418	1,140,567	2,342,674	177,256	8%
Utilities	74,223	101,900	101,900	86,955	112,520	10,620	10%
Insurance, Casualties and Losses	289,586	272,265	272,265	200,475	272,618	353	0%
Purchased Transportation Services	-	-	-	-	-	-	0%
Miscellaneous	4,475	10,050	10,050	5,061	35,370	25,320	252%
Leases and Rentals	101,654	29,590	29,590	32,166	2,220	(27,370)	-92%
						-	
Subtotal - Bus Services	7,596,157	9,030,233	9,042,232	5,937,495	10,004,048	961,816	11%
RAIL SERVICES							
Salary, Wages and Benefits	189,468	276,534	276,534	201,487	275,024	(1,510)	-1%
Services	145,796	139,252	361,336	178,878	145,391	(215,945)	-60%
Materials and Supplies	1,212,234	1,556,490	1,556,490	720,330	1,591,037	34,547	2%
Utilities	327,549	327,915	352,115	174,587	279,276	(72,839)	-21%
Insurance, Casualties and Losses	327,167	514,477	514,477	374,374	494,089	(20,388)	-4%
Purchased Transportation Services	8,874,900	9,331,365	9,300,701	6,816,739	9,853,076	552,375	6%
Miscellaneous	3,815	11,988	11,988	3,003	6,438	(5,550)	0%
Leases and Rentals	92,880	100,000	100,000	552	102,207	2,207	2%
						-	
Subtotal - Rail Services	11,173,809	12,258,021	12,473,641	8,469,950	12,746,538	272,897	2%

FY15 STMT OF CHANGES IN NET ASSETS

Non-Operating Revenues (Expenses)

Description	FY13 Actuals	FY14 Original Budget	FY14 Revised Budget	Actuals as of June 30, 2014	FY15 Proposed Budget	\$ Increase / (Decrease)	% Increase / (Decrease)
Total Operating Expenses	21,812,513	25,069,180	26,032,379	17,079,854	27,039,673	1,007,294	4%
Income Before Non-operating Revenue & Exp	(17,566,024)	(20,394,735)	(21,357,934)	(13,917,866)	(22,264,661)		
Non-Operating Revenues / (Expense)							
Investment Income	32,137	33,000	33,000	16,096	33,000	-	0%
Non-Operating Revenues / (Expense)	52,222	7,125	7,125	54,087	6,300	(825)	-12%
Sales Tax Revenue	20,209,051	20,725,320	20,725,320	13,862,608	21,347,080	621,760	3%
Federal Grants & Reimbursements	8,859,377	6,486,142	6,486,142	5,510,765	15,391,272	8,905,130	137%
State Grants & Reimbursements	163,710	593,216	593,216	284,910	3,111,043	2,517,827	424%
Debt Issuance	-	5,500,000	5,500,000	-	5,500,000	-	N/A
Long Term Debt Interest/Expense	(1,458,806)	(2,423,840)	(2,423,840)	(1,042,765)	(2,721,899)	(298,059)	12%
Total Non-Operating Revenue / (Expense)	27,857,691	30,920,963	30,920,963	18,685,701	42,666,796	11,745,833	38%
Net Available before Transfers	10,291,667	10,526,228	9,563,029	4,767,835	20,402,135		

FY15 STMT OF CHANGES IN NET ASSETS

Bus / Rail Services Revenues

Description	FY13 Actuals	FY14 Original Budget	FY14 Revised Budget	Actuals as of June 30, 2014	FY15 Proposed Budget	\$ Increase / (Decrease)	% Increase / (Decrease)
Revenue & Other Income							
Passenger Revenues (Bus Farebox)	536,291	560,461	560,461	453,742	635,517	75,056	13%
Passenger Revenues (Rail Farebox)	729,394	815,203	815,203	612,012	879,860	64,657	8%
Contract Service Revenue	2,980,804	3,298,781	3,298,781	2,096,234	3,259,635	(39,146)	-1%
						-	
Total Revenue & Other Income	4,246,489	4,674,445	4,674,445	3,161,988	4,775,012	100,567	2%

PROPOSED FY15 BUDGET

Capital Projects (New)

- Bus Capital Requests \$1,045,000
- Rail Capital Requests \$1,986,000
- G&A Capital Requests \$230,000
- **TOTAL Capital Requests \$3,261,000**

CAPITAL PROJECTS

Required Maintenance & Infrastructure

Project Name	Department	Total Project Expense	Grant Funded	Expense Classification
<u>Required Maintenance & Infrastructure</u>				
Wheel Replacement (11x120K each)	Rail Operations	\$ 1,320,000		Capital
COT&S Overhaul Valves (4 cars x 50k each)	Rail Operations	\$ 200,000		Capital
Bus Engines & Transmissions	Bus Operations	\$ 150,000		Capital
Signal System Shunting Enhancement - Infrastructure/Testing	Rail Operations	\$ 141,000		Capital
		Subtotal \$ 1,811,000		

CAPITAL PROJECTS

Service Improvements

Project Name	Department	Total Project Expense	Grant Funded	Expense Classification
<u>Service Improvements to Address Long-Range Service Plan Standards</u>				
Comprehensive Bus Route Service Analysis	Planning / Operations	\$ 250,000	Y	Capital
Bus Route Scheduling Software	Planning / Operations	\$ 250,000	Y	Capital
Package 1 - Rte 2 & 6 Improved Frequency (Addtl Bus \$350k)	Operations	\$ 350,000		Capital
COGNOS Report Writing/Asset Management Software	IT / Finance	\$ 200,000	Y	Capital
	Subtotal	\$ 1,050,000		

CAPITAL PROJECTS

Enhanced Passenger Experience & Operations

Project Name	Department	Total Project Expense	Grant Funded	Expense Classification
<u>Enhanced Passenger Experience and Operations</u>				
Non-Revenue Service Vehicles (3)	Bus Operations	\$ 45,000		Capital
T. Mills Restroom	Operations	\$ 250,000	Y	Capital
Landscaping	Rail Operations	\$ 75,000		Capital
PICA Implementation Phase IV	Marketing	\$ 30,000	Y	Capital
	Subtotal	\$ 400,000		

OTHER DISCUSSION ITEMS

- Texas Counties & Special Districts Retirement System (TCDRS)
- Tuition Reimbursement
- Additional CSR to support late night service
- Bus Service to Fort Worth (I-35 W)

FY2015 BUDGET CALENDAR

- May 2014
 - FY14 Revised Budget
- June 2014
 - Agency Goals
 - FY15 Revenue Assumptions & Projections
 - Benefits Presentation – Holmes Murphy
- July 2014
 - FY15 Operating Assumptions & Expenditures
 - Expanded Level Requests
 - Capital Requests



FY2015 BUDGET CALENDAR

- August
 - Proposed FY15 Operating and Capital Budget
 - Accompanying Cash Flow Model Impact
 - Public Hearing
- September
 - Incorporate Public Hearing Feedback
 - Formal adoption of FY15 Operating and Capital Budget
 - Accompanying Cash Flow Model

QUESTIONS?

**Approved Expanded Level Requests
Operating & Capital**

Infrastructure / Support

DDTC Customer Service Reps (2) (TMDC)
 DDTC Customer Service Reps (1) (TMDC)
 Administrative Support Staff (1.5 FTE) (DCTA)
 QCQA Inspector PT (DCTA)
 IT Technician (DCTA)
 Operations Supervisor (TMDC)
 DDTC Customer Service Reps (1) (TMDC)
 Rail Admin PT to FT (DCTA)
 Purchasing Specialist / Federal Contracts (DCTA)
 Maintenance Technician (TMDC)

Technology

Financial Software Package
 Where's My Ride
 Bus Radios
 Grant Compliance Software
 Design responsive website
 Bus Route Scheduling Software
 COGNOS Report Writing / Asset Management Software
 Shortel Phone System Implementation (DDTC)
 Enterprise Content Management System & Server

Service Enhancements

Rail Service Began - June 2011
 Mid-Day Rail Service (5 Additional Trains/Day)
 32 Revenue Hours - Lewisville Connect
 Mid Day Rail Service (2 Trains/Day)
 Denton Connect - Route 1 & 6 (Additional 3,490 Service Hours)
 Lewisville Connect - (Additional 16,335 Service Hours)
 Comprehensive Bus Route Service Analysis
 Rte 2 & 6 Improved Frequency (1 Additional Bus)
 Increased Saturday Frequency

	FY11	FY12	FY13	FY14	FY15 Proposed
	✓				
		✓			
			✓		
			✓		
				✓	
				✓	
				✓	
					✓
					✓
	✓				
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	✓				
			✓		
			✓		
				✓	
				✓	
				✓	
					✓
					✓
					✓

FY15 REVENUE PROJECTIONS

Revenue Source	Oct-14	Nov-14	Dec-14	Jan-15	Feb-15	Mar-15	Apr-15	May-15	Jun-15	Jul-15	Aug-15	Sep-15	Total
A-train	\$94,982	\$69,932	\$49,185	\$73,707	\$73,007	\$77,275	\$86,056	\$69,116	\$63,772	\$65,665	\$73,085	\$84,079	\$879,860
Connect Farebox	\$59,410	\$47,127	\$31,668	\$46,584	\$45,975	\$43,672	\$49,852	\$40,494	\$36,868	\$40,408	\$48,562	\$58,253	\$548,874
Connect - UNT Contract	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$49,000	\$0	\$49,000
Connect - NCTC Contract	\$4,000	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000
Access Farebox	\$7,937	\$6,788	\$5,454	\$7,030	\$6,557	\$6,717	\$7,653	\$7,442	\$5,978	\$6,708	\$6,898	\$6,208	\$81,369
Connect RSVP Farebox	\$623	\$454	\$255	\$301	\$464	\$406	\$452	\$355	\$397	\$443	\$555	\$571	\$5,274
NCTC Contract Revenue	\$9,756	\$7,635	\$6,362	\$8,059	\$8,483	\$7,211	\$9,331	\$4,666	\$0	\$0	\$8,907	\$8,907	\$79,317
NCTC Fuel Revenue	\$7,537	\$5,898	\$4,915	\$6,226	\$6,554	\$5,571	\$7,209	\$3,604	\$0	\$0	\$6,881	\$6,881	\$61,276
NCTC Total	\$17,292	\$13,533	\$11,278	\$14,285	\$15,037	\$12,781	\$16,540	\$8,270	\$0	\$0	\$15,789	\$15,789	\$140,593
UNT Shuttle Contract Revenue	\$322,816	\$258,923	\$147,835	\$138,081	\$280,304	\$244,014	\$309,337	\$143,428	\$105,909	\$103,704	\$82,134	\$301,435	\$2,437,919
UNT Fuel Revenue	\$82,365	\$65,677	\$38,879	\$36,826	\$72,134	\$63,398	\$79,681	\$36,385	\$25,517	\$25,517	\$21,838	\$75,908	\$624,124
UNT Total	\$405,180	\$324,600	\$186,714	\$174,907	\$352,438	\$307,412	\$389,018	\$179,813	\$131,425	\$129,220	\$103,972	\$377,343	\$3,062,042
Grand Total	\$589,425	\$462,434	\$284,553	\$316,814	\$497,478	\$448,263	\$549,570	\$305,490	\$238,439	\$242,445	\$297,861	\$542,242	\$4,775,012
Ridership Projections (Bus):	330,766	247,588	90,670	208,444	245,294	191,767	251,385	99,271	78,694	83,470	104,187	320,694	2,252,230
Ridership Projections (Rail):	63,842	47,005	33,060	49,542	49,072	51,940	57,843	46,456	42,864	44,137	49,124	56,513	591,398
Total Ridership Projections:	394,608	294,593	123,730	257,986	294,366	243,707	309,228	145,727	121,558	127,607	153,311	377,207	2,843,628

FY15 Assumptions:			
Fuel at \$4.00 per gallon			
Average Passenger Fare	Connect	Access	A-train
	\$0.91	\$2.93	\$1.49
UNT Hourly Rate FY15	\$49.00		
NCTC Hourly Rate FY15	\$36.97		

Contract Service Revenue Hours & Fuel Detail

Revenue Hours:

UNT	FY14	FY14	Diff	% Diff
	Budget	Actual		
October	5,894	6,011	116	2%
November	5,169	4,932	(237)	-5%
December	4,570	1,837	(2,733)	-60%
January	3,342	3,787	445	13%
February	5,169	4,950	(219)	-4%
March	4,252	4,142	(111)	-3%
April	5,652	5,751	99	2%
May	3,141	3,179	38	1%
June	2,348			0%
July	2,149			0%
August	2,710			0%
September	5,604			0%
YTD	50,000	34,588	(15,412)	-31%

Fuel:

	FY14	FY14	Diff	% Diff	Fuel Cost	Price/ Gal
	Budget	Actual				
October	19,499	19,799	301	2%	\$ 69,581	\$ 3.51
November	16,909	16,167	(741)	-4%	\$ 55,699	\$ 3.45
December	14,922	6,049	(8,873)	-59%	\$ 21,235	\$ 3.51
January	10,414	12,987	2,573	25%	\$ 45,407	\$ 3.50
February	16,909	14,395	(2,514)	-15%	\$ 47,304	\$ 3.29
March	13,649	12,217	(1,432)	-10%	\$ 40,750	\$ 3.34
April	18,635	16,875	(1,760)	-9%	\$ 56,287	\$ 3.34
May	9,494	9,703	209	2%	\$ 32,398	\$ 3.34
June	5,879			0%		
July	5,879			0%		
August	7,961			0%		
September	16,909			0%		
YTD	157,058	108,193	(48,865)	-31%		

NCTC	FY14	FY14	Diff	% Diff
	Budget	Actual		
October	240	240	0	0%
November	219	198	(21)	-10%
December	208	83	(125)	-60%
January	240	146	(94)	-39%
February	208	198	(10)	-5%
March	219	167	(52)	-24%
April	229	229	0	0%
May	240	219	(21)	-9%
June	208			0%
July	240			0%
August	229			0%
September	219			0%
YTD	2,699	1,481	(1,218)	-45%

	FY14	FY14	Diff	% Diff	Fuel Cost	Price/ Gal
	Budget	Actual				
October	959	722	(237)	-25%	\$ 2,242	\$ 3.11
November	875	586	(289)	-33%	\$ 1,731	\$ 2.95
December	834	236	(598)	-72%	\$ 720	\$ 3.05
January	959	440	(519)	-54%	\$ 1,374	\$ 3.12
February	834	551	(284)	-34%	\$ 1,607	\$ 2.92
March	875	446	(429)	-49%	\$ 1,378	\$ 3.09
April	917	656	(261)	-28%	\$ 2,163	\$ 3.30
May	959	608	(351)	-37%	\$ 1,963	\$ 3.23
June	834			0%	\$ -	
July	959			0%	\$ -	
August	917			0%	\$ -	
September	875			0%	\$ -	
YTD	10,797	4,245	(6,552)	-61%		

Revenue Hours:

UNT & NCTC	FY14	FY14	Diff	% Diff
	Budget	Actual		
October	6,134	6,250	117	2%
November	5,388	5,130	(258)	-5%
December	4,778	1,921	(2,858)	-60%
January	3,582	3,933	351	10%
February	5,377	5,148	(229)	-4%
March	4,471	4,308	(163)	-4%
April	5,881	5,981	100	2%
May	3,381	3,398	17	1%
June	2,556	-	-	0%
July	2,389	-	-	0%
August	2,939	-	-	-
September	5,823	-	-	-
	52,699	36,069	(16,630)	-32%

Fuel:

	FY14	FY14	Diff	% Diff	Fuel Cost	Price/ Gal
	Budget	Actual				
October	20,458	20,521	64	0%	\$ 71,823	\$ 3.50
November	17,784	16,754	(1,030)	-6%	\$ 57,429	\$ 3.43
December	15,756	6,285	(9,470)	-60%	\$ 21,955	\$ 3.49
January	11,373	13,427	2,054	18%	\$ 46,781	\$ 3.48
February	17,743	14,946	(2,797)	-16%	\$ 48,911	\$ 3.27
March	14,524	12,663	(1,861)	-13%	\$ 42,129	\$ 3.33
April	19,552	17,531	(2,021)	-10%	\$ 58,450	\$ 3.33
May	10,453	10,311	(142)	-1%	\$ 34,361	\$ 3.33
June	6,713	-	-	0%		
July	6,838	-	-	0%		
August	8,878	-	-	0%		
September	17,784	-	-	0%		
	167,855	112,439	(55,416)	-33%		



DCTA FY15 Finance Committee Calendar

Budget Kick-Off Meeting

Department Goals Due

FY15 Budget Reviews

Quarterly Budget Reviews

Revenue Projections Due

Operating & Capital Budgets Due

Board of Director Meetings

Finance Committee Meetings

April '14						
Su	M	Tu	W	Th	F	Sa
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30			

April 8: Budget Kick-Off (Staff Mtg)
April 22: FY14 Q2 Budget Reviews (Staff)

May '14						
Su	M	Tu	W	Th	F	Sa
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

May 2: FY15 Departmental Objectives Due (Staff)
May 5: Finance Committee (2-4 pm)
FY14 Revised Budget
May 22: BOD FY14 Revised Budget Adoption

June '14						
Su	M	Tu	W	Th	F	Sa
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30					

June 9: FY15 Revenues Projections Due (Staff)
June 12: FY15 Revenue Reviews (Staff)
June 23: Finance Committee (2-4 pm)
FY15 Projected Revenues & Benefit Discussion
June 27: FY15 Operating & Capital Budgets Due (Staff)

July '14						
Su	M	Tu	W	Th	F	Sa
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

July 1-2: FY14 Operating & Capital Reviews (Staff)
July 11: Finance Committee (1-3pm)
FY15 Revenues, Operating & 5-Year CIP

August '14						
Su	M	Tu	W	Th	F	Sa
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						

August 11: Finance Committee (2-4pm)
FY15 Budget & Cash Flow Model
August 28: Board of Directors and Public Hearing
Proposed FY15 Budget

September '14						
Su	M	Tu	W	Th	F	Sa
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30				

September 8: Finance Committee (2-4pm) if needed
September 25: BOD FY15 Budget Adoption

October '14						
Su	M	Tu	W	Th	F	Sa
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

October 13: Quarterly Finance Committee (2-4pm)
 October 23: Board of Directors Meeting

November '14						
Su	M	Tu	W	Th	F	Sa
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30						

November 20: Board of Directors Meeting

December '14						
Su	M	Tu	W	Th	F	Sa
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

December 18: Board of Directors Meeting

January '15						
Su	M	Tu	W	Th	F	Sa
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

January 12: Quarterly Finance Committee (2-4pm)
 January 22: Board of Directors Meeting



Board of Directors Memo

July 24, 2014

Item: WS 2(b) Program Services Committee Chair Report

The Program Services Committee meeting was held at 2:00 p.m., Wednesday, July 9, 2014 at 1660 S. Stemmons, Suite 250 Conference Room in Lewisville, TX

In attendance were:

Committee Chair: Paul Pomeroy
 Committee Members: Skip Kalb, Carter Wilson
 Board Member: Charles Emery
 Absent: Bill Walker, Doug Peach, Don Hartman

Staff: Jim Cline, Anna Mosqueda, Kristina Brevard, Leslee Bachus, Shanna O'Gilvie, Amanda Riddle, Jeff Bennett, Ann Boulden, Anne MacCracken

A complete copy of the Program Services Committee agenda packet and handouts is included as an attachment to this report. The following agenda items were discussed.

1) ITEMS FOR INFORMATION / DISCUSSION

- a. Background Information
- b. Projects Update
- c. Positive Train Control (PTC)
- d. Operations Agreement(s)
- e. Community Survey Results
- f. FY15 Recommendations: Service Changes
- g. FY15 Recommendations: Maintenance, Studies, Staffing, etc.
- h. Long Range Service Plan Implementation

The committee concurred with the recommendation of the staff. In addition, the committee recommended the advancement of the FY 16 service changes, later customer service hours at the Downtown Denton Transit Center, and the development of a long term plan to continue the van pool program. These items will be forwarded to the full Board of Directors for favorable consideration.

The meeting adjourned at 3:59 p.m.

Program Services Chair – Paul Pomeroy
Program Services Members – Bill Walker, Doug Peach, Skip Kalb, Don Hartman, Carter Wilson
Staff Liaison – Jim Cline



Program Services Committee
of the DCTA Board of Directors
2:00 p.m., July 9, 2014
1660 S. Stemmons, Suite 250 Board Room
Lewisville, TX 75067

AGENDA

NOTICE IS HEREBY GIVEN that there will be a special called meeting of the DCTA Board of Directors and a meeting of the Program Services Committee of the DCTA Board of Directors at the time and location above. The DCTA Board of Directors will not conduct its special called meeting if a quorum of the DCTA Board of Directors does not attend however the DCTA Program Services Committee will conduct its meeting regardless of the presence of a quorum of the DCTA Board of the Directors. The DCTA Board of Directors and the Program Services Committee of the DCTA Board of Directors will consider the following:

Welcome and Introductions

1) ITEMS FOR INFORMATION / DISCUSSION

- a. Background Information
- b. Projects Update
- c. Positive Train Control (PTC)
- d. Operations Agreement(s)
- e. Community Survey Results
- f. FY15 Recommendations: Service Changes
- g. FY15 Recommendations: Maintenance, Studies, Staffing, etc.
- h. Long Range Service Plan Implementation

2) ADJOURN

Program Development Chair – Paul Pomeroy
Program Development Members – Bill Walker, Doug Peach, Skip Kalb, Don Hartman, Carter Wilson
Staff Liaison – Jim Cline

The Denton County Transportation Authority meeting rooms are wheelchair accessible. Access to the building and special parking are available at the east entrance. Requests for sign interpreters or special services must be received forty-eight (48) hours prior to the meeting time by emailing lbachus@dcta.net or calling Leslee Bachus at 972-221-4600

This notice was posted at 1660 S. Stemmons, Lewisville, Texas 75067 at a place convenient and readily accessible to the public at all times. Said notice was posted on 7/3/2014 at 11:51 AM.

Leslee Bachus, Executive Assistant

DCTA Board of Directors Program Services Committee Meeting

July 9, 2014

The logo for DCTA, featuring the letters "DCTA" in a bold, white, sans-serif font. The letters are set against a dark green rectangular background. Below the green bar, there is a yellow graphic element that resembles a stylized arrow or a speech bubble tail pointing downwards and to the right.



2014 Community Survey Results

DCTA

Survey Results Overview

- Collection Process
- Respondent Summary
- Demographics
- Areas for Improvement
- Passenger Satisfaction Results
- Service Needs: Key Findings

The logo for DCTA (Dallas County Transportation Authority) is displayed in white, bold, sans-serif capital letters on a dark green rectangular background. A yellow graphic element, resembling a stylized arrow or a speech bubble tail, points upwards from the bottom right corner of the green bar.

Service Needs: Key Findings

- Improve service hours to meet the needs of the community.
- Improve frequency and connections to reduce travel time on DCTA services.
- Improve transfer times between A-train and DART Green Line.
- Expand Connect routes in Denton and Lewisville to serve new areas.



Collection/Analysis Process

- Survey Available March 21– May 5
- Print & Online Surveys (English & Spanish)
- Distribution:
 - Onboard Bus and Rail
 - DDTC
 - Community Events
 - Outreach to Chin Population Attempted
 - 1200 Surveys Mailed (residents within member city)
- 976 surveys received

The logo for DCTA (Dallas County Transportation Authority) is displayed in white, bold, sans-serif capital letters on a dark green rectangular background. A yellow graphic element, resembling a stylized speech bubble or a drop, is positioned below the letters 'A' and 'T'.

Collection & Analysis

- **Total Respondents: 976**
- **Mode of Travel**
 - DCTA Multimodal Passengers: 492 (51%)
 - A-train Only Passengers: 197 (20%)
 - A-train w/DART Only Passengers: 194 (20%)
 - Bus Only Passengers: 79 (8%)
- **Frequency of Travel**
 - Daily & More than 4x Per Week: 555 (67%)
 - 1-2x Per Week: 133 (16%)
 - 1-2x Per Month: 46 (6%)
 - Occasionally: 78 (9%)
 - Never: 20 (2%)



Demographic Profile: All Respondents

- **Gender:** 48% Male, 52% Female
- **Largest Groups:** 18-24 (25%), 25-34 (23%)
- **Smallest Group:** Under 18 (0.5%)
- **Racial/Ethnic Background:**
 - White – Non Hispanic (61%)
 - African-American (14%)
 - Hispanic (13%)
- **Primary Language:** English (70%) Spanish (3%)

The logo for DCTA (Dallas County Transportation Authority) features the letters "DCTA" in a bold, white, sans-serif font. The letters are set against a dark green rectangular background. Below the green bar, a yellow shape resembling a stylized speech bubble or a drop tail extends from the right side.

Areas for Improvement – Priorities (1-10, 1 = highest)

Top Priorities for Improvement	All
Expand bus hours and frequencies to better align with the A-train	1 (2.9)
Expand A-train evening hours on Monday through Thursday	2 (3.9)
Expand routes in Lewisville and Denton	3 (4.14)
Serve stops more often in Lewisville and Denton	4 (4.16)
Expand A-train hours on Friday and Saturday nights	5 (4.33)
More amenities at bus stops and rail stations	6 (4.63)
More service in Highland Village to connect with A-train	7 (5.53)
Improved passenger information so more user friendly	8 (6.35)



Areas for Improvement – Amenities (1-6, 1 = highest)

Top Priorities for Improvement	All
Wi-Fi on A-train	1 (1.9)
Real time train arrival signage	2 (3.42)
More shelters in Denton	2 (3.42)
Wi-Fi on buses	3 (3.48)
Schedule information on bus stops	4 (4.32)
More shelters in Lewisville	5 (4.46)



Passenger Communications

Forms of communication most helpful (Single selection)	All
Rider Alerts	33% (65)
RideDCTA.net	19% (37)
GoPassTM	10% (20)
On-Board Seat Drops	6% (11)
Twitter, Facebook, A-train Magazine , and Go Guide were ranked the same	5% (10)
For those making multiple selections, Rider Alerts were the most popular followed by RideDCTA.net and then Rail Station Signage.	



DCTA Experience – All Respondents

	Good to Excellent	Average	Poor to Very Poor
Reliability	83%	12%	5%
Affordability	71%	23%	6%
Comfort	89%	9%	2%
Convenience	66%	21%	13%
Staff	92%	6%	2%
Safety	93%	6%	1%



How would you rate your experience on DCTA compared to a year ago?

	2014
Much Better to Better	51%
Same	32%
Worse	3%
No Response	14%



How likely are you to recommend DCTA to friends or family members?

	2014
Very Likely to Somewhat Likely	73%
Might or Might Not	7%
Not Too Likely to Not at All Likely	3%
No Response	17%



Service Needs: Key Findings

- Improve service hours to meet the needs of the community.
 - Continue to work towards the minimal service standard operating hours
 - Add additional A-train weekday trips to close the midday gap and expand evening operating hours

- Improve frequency and connections to reduce travel time on DCTA services.
 - Continue to improve connections between bus and A-train
 - Continue to work towards the minimal service standard frequency
 - Use results from the Comprehensive Service Analysis to improve route efficiencies



Service Needs Key Findings

(Continued)

- Improve transfer times between A-train and DART Green Line.
 - Better align connections between A-train and DART Green Line schedule. (August 2014)
 - Add midday and evening A-train trips to improve transfer opportunities between DART and the A-train.

- Expand DCTA Connect routes to serve new areas.
 - Use Comprehensive Service Analysis to identify under-served or potential areas for service.



Ridership

- Connect and A-train continue to show steady increases. Not seeing a spike yet due to I-35E Construction. Lewisville very positive.
 - Considering addition of more trips on Bus and Rail
 - Continuation of marketing effort is important
 - Seeking new opportunities to get our message out (Radio traffic spots and digital advertising through regional media market (NBC-DFW) in addition to billboards and other initiatives)
- Continued downward trend in UNT Shuttle.
 - Reinstating trips previously removed from service
 - Linking Colorado Express to Med Park Station
 - Including Campus Shuttle maps in Go Guide



Ridership



FY Oct 2013 - Sept 2014

PASSENGERS	Oct-13	Nov-13	Dec-13	Jan-14	Feb-14	Mar-14	Apr-14	May-14	Jun-14	Jul-14	Aug-14	Sep-14	YTD
UNT	251,091	184,917	51,376	148,047	184,155	135,172	185,577	49,635	35,778				1,225,748
NCTC	2,234	1,599	536	1,234	1,437	1,131	1,414	458	546				10,589
Connect	62,411	50,469	33,913	48,937	49,235	46,769	53,387	43,365	42,281				430,767
RSVP	361	263	164	194	281	246	280	232	210				2,231
Access	2,790	2,386	1,917	2,471	2,305	2,361	2,690	2,616	2,331				21,867
Special Movement	52	182	1,549	140	14	0	29	126	5,355				7,447
Total	318,939	239,816	89,455	201,023	237,427	185,679	243,377	96,432	86,501	0	0	0	1,698,649
\$													
NCTC	\$0.00	\$1.50	\$0.00	\$0.00	\$0.00	\$0.00	\$11.80	\$5.00	\$0.00				\$18.30
Connect	\$16,025.95	\$14,370.12	\$12,765.21	\$15,665.28	\$13,898.93	\$17,067.31	\$17,786.87	\$16,628.07	\$16,868.10				\$141,075.84
RSVP	\$195.11	\$241.43	\$183.75	\$331.25	\$218.50	\$208.50	\$318.75	\$195.05	\$150.00				\$2,042.34
Access	\$2,006.72	\$1,813.18	\$1,495.07	\$1,764.15	\$1,537.00	\$1,664.39	\$1,894.46	\$1,755.77	\$1,660.20				\$15,590.94
Access Passes	\$4,510.00	\$4,669.01	\$3,623.00	\$8,283.00	\$3,810.00	\$4,168.00	\$4,721.00	\$4,170.00	\$2,970.00				\$40,924.01
Total	\$22,737.78	\$21,095.24	\$18,067.03	\$26,043.68	\$19,464.43	\$23,108.20	\$24,732.88	\$22,753.89	\$21,648.30	\$0.00	\$0.00	\$0.00	\$199,651.43
Revenue Miles													
UNT	64,539.30	52,887.20	19,723.90	40,892.80	53,182.10	44,510.70	61,849.60	34,154.40	20,262.60				392,002.60
NCTC	5,313.00	4,389.00	1,848.00	3,234.00	4,389.00	3,696.00	5,082.00	4,851.00	3,927.00				36,729.00
Connect	58,952.70	51,423.95	47,319.52	59,149.20	55,869.20	59,167.90	61,005.00	56,154.70	53,629.55				502,671.72
RSVP	1,782.54	1,458.55	864.37	1,038.22	1,297.00	1,037.00	1,130.00	1,023.00	993.00				10,623.68
Access	20,537.00	18,071.00	14,864.00	18,983.00	22,083.00	16,818.00	18,735.00	18,105.00	16,471.00				164,667.00
Special Movement	137.00	75.00	2,680.00	130.00	38.00	0.00	60.00	110.00	1,371.00				4,601.00
Total	147,166.54	127,904.65	86,899.72	172,488.00	149,658.30	125,922.60	157,839.50	117,400.10	105,123.15	0.00	0.00	0.00	696,937.05
Revenue Hours													
UNT	6,010.58	4,931.72	1,837.26	3,786.63	4,949.86	4,141.56	5,751.27	3,178.88	1,859.36				36,447.12
NCTC	239.89	198.17	83.44	146.02	198.17	166.88	229.46	219.03	177.31				1,658.37
Connect	4,591.79	4,002.84	3,645.71	4,784.62	4,616.26	4,871.71	5,043.98	4,798.72	4,674.68				41,030.31
RSVP	141.68	123.20	123.20	135.52	123.20	129.36	135.52	129.36	129.36				1,170.40
Access	1,438.07	1,313.85	1,194.83	1,374.28	1,205.21	1,303.54	1,428.60	1,364.69	1,316.03				11,939.10
Special Movement	7.25	9.50	152.25	4.33	3.85	0.00	2.00	12.35	187.40				378.93
Total	12,429.56	10,789.31	6,936.69	14,091.44	12,706.29	10,613.05	12,376.03	13,683.58	11,369.73	0.00	0.00	0.00	69,602.23
Fleet Report Miles													
Fleet Report Miles	185,293	159,634	108,674	152,689	153,287	148,619	173,426	142,061	122,238				1,345,921

Long- Range Service Plan

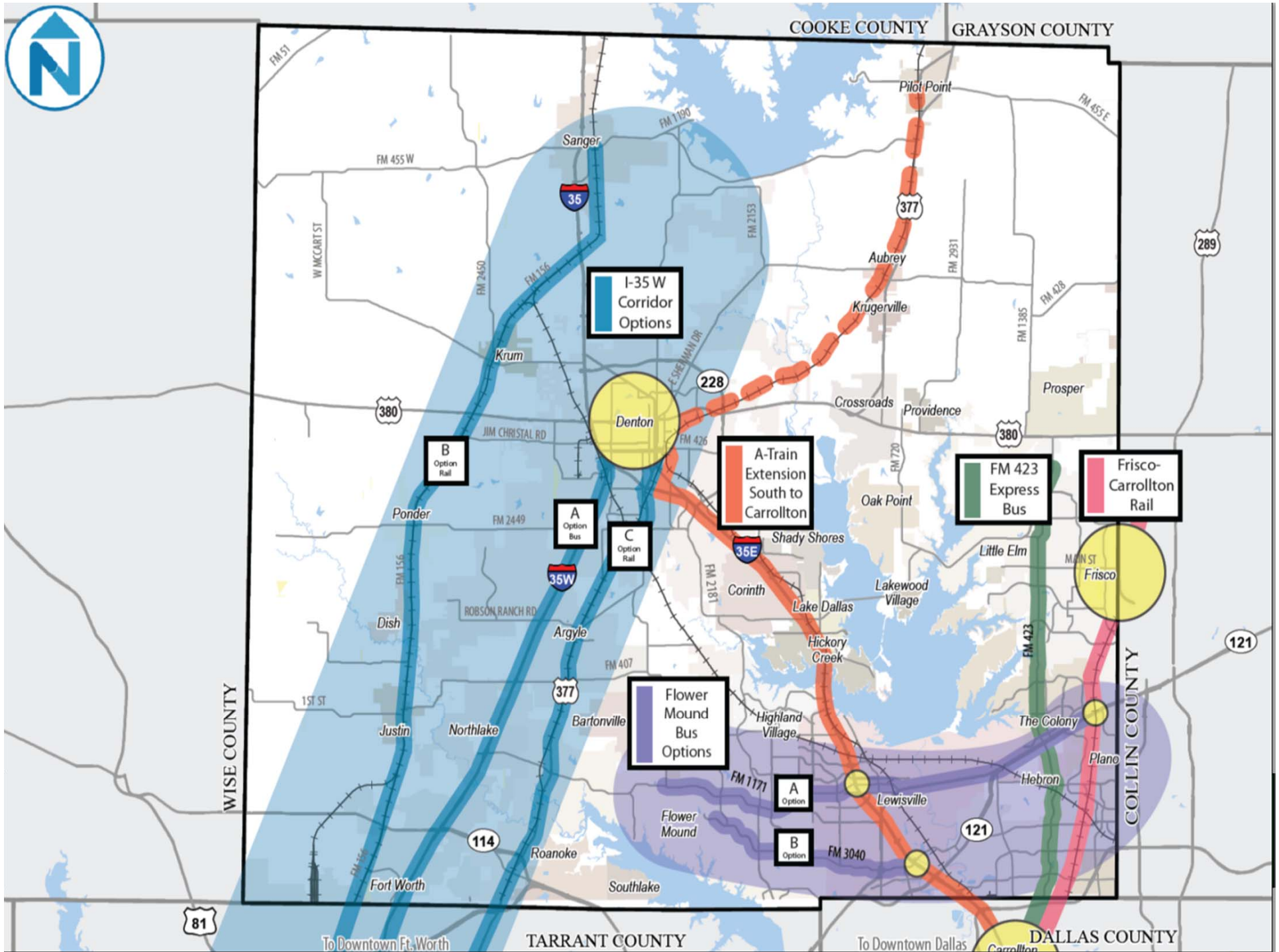
The logo for DCTA (Delaware County Transit Authority) is displayed in white, bold, italicized capital letters on a dark green rectangular background. A yellow graphic element, resembling a stylized arrow or a speech bubble tail, points upwards from the bottom right corner of the green bar.

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Future Corridors

- Extension of A-train to Downtown Carrollton
 - Provides direct access to future rail lines (i.e. – Cotton-Belt)
- Commuter bus service from Denton to Fort Worth
- Frisco-The Colony-Carrollton Rail Corridor
- East-West Bus Service in Lewisville
 - Would run along FM 1171 or Hebron/FM 3040
 - East from The Colony through Lewisville to Flower Mound
- Bus Service along FM 423 from Little Elm through The Colony to Carrollton.
- Northern extension of existing A-train
- Denton-Fort Worth Rail Corridor





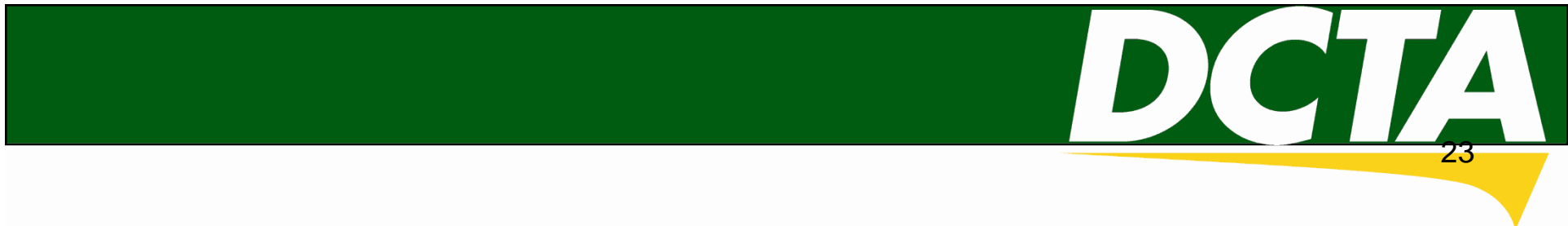
Near Term Service Recommendations	Status
Improve A-train frequencies and hours	Added mid-day service, extended evening weekday hours.
Better schedule integration of bus and rail	Current focus on university routes and Route 21.
Build high frequency spines in Denton	No action yet
Additional service frequency in Denton	Routes 1 & 6 in FY14
Airport Road in Denton	No action yet
Consider expansions in Lewisville and Highland Village	Expanded Route 21 and Connect RSVP service hours.



Near Term Service Recommendations	Status
Limit non-ADA Access Service	No action yet
Expand use of conditional eligibility for Access	Currently working through recertification process
Encourage use of fixed route buses	Continue travel training program
Reduce advance booking option for non-subscription trips	No action yet
Leverage Connect RSVP for non-ADA Access trips	Current practice
Ensure ADA compliance	Retrained employees in FY13



Near Term Service Recommendations	Status
Enhance transit traveler information through improved technologies	Where's My Ride, Go Pass, Go Request, website
Enhance operations data reporting and system management	Where's My Ride
Participate in regional fare solutions	Go Pass
Implement on-board stop announcements on buses	Where's My Ride
Improve marketing and passenger information	Passenger Information and Communication Architecture Study. Implementation in process.



System Design Standards

- Route Classification System
- Minimum Service Span and Frequency
- System-Wide Performance Standards
- Route-Level Performance Standards
- Service Design Standards
- Demand Response Performance Standards
- Passenger Amenities

Desired Minimum Service Hours

Route Type	Weekday	Saturday	Sun.
Commuter Rail	5am - 9pm	10am - 11pm	N/A
Regional Express Bus	5am - 7pm	N/A	N/A
Regional Arterial Bus	5am - 9pm	N/A	N/A
Urban Area Trunk Routes	5am - 9pm	9am - 6pm	N/A
Community Circulators	5am - 9pm	9am - 6pm	N/A
On-Call	6am - 9am, 3pm - 7pm	N/A	N/A



Desired Minimum Service Frequency

Route Type	Weekday		Saturday	Current
	Peak	Midday		
Commuter Rail	25	105	105	22/95/120
Regional Express Bus	20	60	N/A	N/A
Regional Arterial Bus	30	60	60	N/A
Urban Area Trunk Routes	30	30	60	N/A
Community Circulators	30	30	60	45/45/80



Route (Peak/ Saturday Frequency)	FY13	FY14 (current)	FY15 (recommended)	Service Standards
1	85/80	45/80	45/80	30/60
2	58/90	60/95	40/60	30/60
3	38/80	40/80	40/80	30/60
4	35/85	40/95	40/60	30/60
5	42/75	45/75	45/75	30/60
6	85/85	55/95	40/60	30/60
7	35/75	40/75	40/75	30/60
8	40/90	40/95	40/60	30/60
9	30	40	40	30
21	30/75	42/85	42/85	30/60
22	30-60/85	30/60	30/60	30/60
23	40-80/85	40/80	40/80	30/60



Project Updates

The logo for DCTA, consisting of the letters 'DCTA' in a bold, white, sans-serif font. The letters are set against a dark green rectangular background. A yellow, curved shape is positioned below the letters, resembling a stylized underline or a speech bubble tail.

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Positive Train Control

- Procurement released: January 31, 2014
- Original Planned Contract award: July 2014
- Major issues remaining:
 - Cost – now in renegotiation with bidders
 - Spectrum and Radio Agreements
 - ILA with DART and The T
 - Major changes needed

The logo for DCTA (Department of Civil and Transportation Administration) is displayed in white, bold, sans-serif capital letters on a dark green rectangular background. A yellow graphic element, resembling a stylized arrow or a speech bubble tail, points upwards from the bottom right corner of the green bar.

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DCTA

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Other Project Updates

- HV/LL Parking Lot: Under construction, August completion
- Community Enhancements: Awarded and NTP Granted; Completion in CY 2014.
- Lewisville Hike and Bike Trail (Phases 1&2): Out for bid, due in 7/29.
- Bus Radios: Specs being prepared; Delivery in FY 14
- Office Relocation: lease executed; move set for week of 9/4
- Shunting Enhancement: Both Hebron Mains in place and tested; next step is North Lake to South Med
- Where's My Ride: 8/18 Rider info; 10/1 SMS Text



Operations Agreements

DCTA

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Rail Contract Operations

Background

- TRE, A-train and TexRail (priced as an option)
- 10 year with one 10 year option
- Commuter Rail Operations, Management and Regulatory Compliance
- Train Dispatching
- Maintenance of Way, Comms/PTC, Equipment and Facility

Status

- Just received Proposals - Concerned about cost trends

The logo for DCTA (Dallas County Transportation Authority) is displayed in white, bold, sans-serif capital letters on a dark green rectangular background. The letters are slightly shadowed, giving a 3D effect. Below the green bar, there is a yellow graphic element that looks like a stylized speech bubble or a drop shadow.

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Bus Management Contract

Background

- Management Contract - Oversight and management of bus operations and maintenance employees (TMDC)
- 7 years with three one-year options
- Assist with regulatory compliance, service planning and administrative functions of transit operations
- Recognize current collective bargaining agreement
- Addition of Assistant General Manager

Status

- Current Authority to Award approved – awaiting final legal review and concurrence. Good Progress.



FY15 Budget Recommendations

Required Infrastructure and Maintenance

Rail Wheels and Brakes, Bus Engine/Transmission Replacement, Enhanced Shunting, Bandwidth Upgrade

Service Improvements

Comprehensive Bus Analysis, Scheduling Software, Reporting Software, Additional Bus and Rail Service, Maintenance Support

Enhance Passenger Experience and Operations

VOIP Phones, Non-revenue Vehicles, Trinity Mills Crew Restroom, Landscaping, Purchasing Specialist, Document Management, Passenger Information Phase IV, I-35E Continued Construction Campaign



FY15 Service Recommendations

Impl. Year	Description	FY 2015 Budget Impact (Cost Increase)	Objective
FY 15	<ul style="list-style-type: none"> Add weekday SB and NB midday A-train trips Increase weekday frequency of Denton Connect Routes 2 and 6 	Total \$337,067 (Jan 2015 – Sept. 2015)	<ul style="list-style-type: none"> Increase A-train midday service and reduce waiting time Bring Connect Routes 2 & 6 closer to minimum service standard
FY 15	<ul style="list-style-type: none"> Increase Saturday frequency on Denton Connect Routes 2, 4, 6 and 8 	Total \$51,795 (Jan 2015 – Sept. 2015)	<ul style="list-style-type: none"> Increase Saturday frequencies on routes with high ridership and per passenger feedback

FY16 Service Recommendations

Impl. Year	Description	FY 2015 Budget Impact (Cost Increase)	Objective
FY 16	<ul style="list-style-type: none"> • Add weekday evening SB and NB A-train trips • Add weekday evening trips on Denton Connect Routes 4 and 7 to serve UNT & TWU • Increase DDTC operating hours 	Total \$167,823 (Jan 2015 – Sept. 2015)	<ul style="list-style-type: none"> • Extend evening operating hours to accommodate later evening university classes and work schedules • Increase DDTC hours to better match A-train hours



Other Items for Discussion

- Operating hours at DDTC
- Vanpool path forward



Questions/Comments?

DCTA

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Board of Directors Memo

July 24, 2014

Subject: 1(d) Approval for Purchase of RouteMatch Automation Module

Background

In 2003, the City of Denton and RouteMatch Software, Inc. entered into an agreement for the provision of demand response scheduling software. The agreement provided for the installation of scheduling software as well as ongoing technical support. The agreement was assigned to DCTA on September 30, 2005 during the acquisition of transit assets from the City of Denton. DCTA Bus Operations utilizes the software on a daily basis in the scheduling of Access trips throughout the service area.

Identified Need

Technological advancement of the existing Access Service scheduling software to improve efficiency, reduce no-shows, trip cancellations and improve service reliability through the purchase of an automation module for communication and notification of key transportation, passenger, and service information.

Financial Impact

The purchase will include costs associated with the software license, training and ongoing product support not to exceed \$54,500. DCTA has been awarded a grant for \$43,600, requiring a local match of \$10,900 to assist in purchasing the additional module. The initial cost of the software in FY14 is \$36,420. In FY 15 and FY 16 the cost of the licenses and ongoing support will be \$9,040.

Recommendation


DCTA staff recommends the Board of Directors authorize the purchase of the RouteMatch automation module and ongoing support.

Submitted by:



Jeffrey Bennett
Director of Transit Operations

Approval:



James C. Cline, Jr., P.E.
President



Board of Directors Memo

July 24, 2014

Subject: Regular Meeting 1(e) Discussion/Approval of Annual Program of Projects Modifications

Background

The Program of Projects identifies how DCTA will use federal funds which have been appropriated to DCTA as the designated recipient of Federal Transit Administration (FTA) Section 5307-Urbanized Area Formula Program (UZA) and Section 5339 – Bus and Bus Facilities funds. The FY14 federal apportionments were released in the Federal Register in March of 2014.

When MAP-21, the federal funding program, was implemented for 2013, one of the changes was to eliminate the separate funding source for Job Access/Reverse Commute (JA/RC) programs and fund it from the UZA formula funds. On July 10, 2014 the NCTCOG Regional Transportation Council (RTC) approved a new regional process for allocation of funds for JA/RC projects. These projects will now be funded by 2% of the Section 5307 UZA allocation.

This new set-aside requires that DCTA as well as the other regional transit agencies reduce their current allocation for the UZA funds to account for the 2% set-aside. This set-aside will be made available for JA/RC programs submitted by non-traditional transit providers and non-profits. If programs submitted by the non-traditional and non-profit agencies are not approved or if all the available set-aside funds are not fully awarded by NCTCOG, any remaining funds will be returned to DCTA. For DCTA, the proposed modification for the 2% reduction totals \$114,284.00.

DCTA will utilize the allocated FY14 Federal funds to reimburse costs for preventative maintenance for the existing bus and rail fleet; purchase transit software, passenger amenities and signage, facility improvements, provide paratransit and fixed route operating support, and conduct a comprehensive transit planning study for fixed route transit services.

DCTA staff will submit the updated POP for the NCTCOG November 2014 Revisions Transportation Improvement Program (TIP) and the Statewide TIP process cycle. A copy the revised DCTA POP is included for reference

Identified Need

The DCTA Board of Directors need to approve the annual expenditure of federal funds so these funds can be programmed for the identified projects.

Financial Impact


The total revenue from federal 5307 and 5339 formula funds in the current year is anticipated to be \$6.03 million.

Recommendation

Staff recommends Board approval of the FY 2014 Program of Projects modifications.

Submitted by: Shanna O’Gilvie
Shanna O’Gilvie HR/Grants

Final Review: 
Anna Mosqueda CFO

Approval: 
James C. Cline, Jr., President

*Urbanized Area Apportionment over the 200,000 in population (Denton-Lewisville)***Total Funds Estimated for 2014-2015 Program Projects Section 5307 and 5339: \$ 6,145,085**

FUNDING PROGRAM	FP CODE	Activity	FEDERAL SHARE	LOCAL SHARE	TOTAL COST
5339	Capital	Fleet Replacement *	\$430,871	\$107,718	\$538,589
Total			\$430,871	\$107,718	\$538,589

FUNDING PROGRAM	FP CODE	Activity	FEDERAL SHARE	LOCAL SHARE	TOTAL COST	
5307	Operating	Operating Assistance	\$833,072	\$833,072	\$1,666,144	
5307	Operating	Non-fixed route ADA Paratransit Service	\$571,421	\$142,855	\$714,276	Decrease
5307	Capital	Transit Enhancement: Transit Accessibility	\$60,000	\$15,000	\$75,000	Delete
5307	Capital	Transit Enhancement: Signage	\$57,142	\$14,286	\$71,428	
5307	Capital	Construction: Rail Station Improvement	\$200,000	\$50,000	\$250,000	Decrease
5307	Capital	Transit Safety & Security	\$102,000	\$25,500	\$127,500	
5307	Capital	Bus Scheduling Software	\$200,000	\$50,000	\$250,000	
5308	Capital	Transit Asset Management System Software	\$160,000	\$40,000	\$200,000	Increase
5307	Capital	Rail System Preventive Maintenance	\$3,276,295	\$819,074	\$4,095,369	Increase
5307	Planning	Planning: Transit Technical Study	\$200,000	\$50,000	\$250,000	Decrease
Total			\$5,599,930	\$2,024,787	\$7,624,717	

Notice to the public: This Program of Projects for FY 2014 will be available to the public and will serve as the final, unless amended.



Board of Directors Memo

July 24, 2014

Subject 2a: Discussion / Approval Ladders of Opportunity Grant participation

Resolution 14-04 Ladders of Opportunity Initiative Grant - DCTA Multimodal Facility

Resolution 14-05 Ladders of Opportunity Initiative Grant - DCTA Fleet Modernization

Background

On June 4, 2014 the Federal Transit Administration (FTA) announced the availability of 4100 million prior year Section 5309 Bus and Bus Facilities Program discretionary funds for the Ladders of Opportunity Initiative in Fiscal Year (FY) 2014. These funds have been made available for competitive grant proposals.

This notice solicits proposals to compete for the funding and complete proposals are due on August 4, 2014. This Ladders of Opportunity Initiative makes funds available to public transportation providers to finance capital projects to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities, including programs of bus and bus-related projects for assistance to subrecipients that are public agencies, private companies engaged in public transportation, or private non-profit organizations.

Project that will be considered should improve the mobility of Americans with transportation disadvantages and allow them a better chance of climbing Ladders of Opportunity towards economic self-determination. Projects should also fulfill the following principles: Enhance Access to Work, Provide More Transportation Choices, Support Existing Communities, Support Economic Opportunities and Support Partnerships. Successful projects receiving funding will be announced by October 31, 2014.

DCTA is submitting two projects for this funding opportunity.

Application #1 – Multimodal Facility: The design and construction for future DCTA Administrative offices and Transit center in Lewisville, Texas. The initial building construction is proposed to be approximately 11,067 square feet located on existing DCTA property adjacent to one of the Lewisville Rail Station (Hebron Station or Old Town) final site, yet to be determined. Total Project: \$3,000,000 * In-kind local match

- Grant Requested: \$3,000,000 (100% federal); \$750,000 (In-kind Contribution-Land)

Application #2 - Fleet Modernization: Fleet replacement of forty-five aging vehicles with, state of the art, cleaner emissions vehicle and, the replacement of engine components for eleven heavy-duty transit buses to preserve and extend useful life. Total project: \$12,300,000

- Grant Requested: (80% federal = \$9,840,000; 20% local match =\$2,460,000)

Identified Need

The Board must certify via adoption of resolution 14-04 and 14-05; the Authority's commitment to oversee successful implementation of the project and provide the required local match.

Financial Impact

Although these two capital projects are yet included in the FY14 Budget capital projects budget, nor in the adopted FY14 cash flow model; these activities are recognized as reoccurring expenditures. Fleet Replacement activities are recognized in the cash flow model starting FY 16. DCTA Administrative office lease expenditures are included in the General Services expenses.

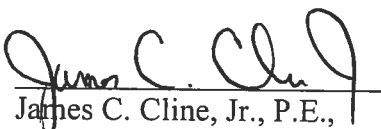
- **Application #1** –Multimodal Facility: If the grant is awarded DCTA will utilize an In-Kind match of \$750,000; the current land appraisal value of \$1,721,644. The total project is estimated to cost \$3,000,000.
- **Application #2** – Fleet Modernization: If the grant is awarded a 20% (\$2,460,000) local match will be required. The total project is estimated to cost \$12,300,000.

Recommendation

Establishing a Multimodal Transit facility in the Lewisville area and modernizing DCTA fleet is an essential element in meeting DCTA's Vision, Mission and Goals. Additionally, these projects have received broad local and community support. Staff recommends that the Board approve resolution 14-04 and 14-05 certifying support for the FY14 Ladders of Opportunity Initiative application with the Federal Transportation Administration.

Submitted by: Shanna O'Gilvie
Mgmt Specialist-HR/Grants

Final Review: 
Anna Mosqueda, CFO

Approval: 
James C. Cline, Jr., P.E.,
President

RESOLUTION NO. 14-05

A RESOLUTION OF THE BOARD OF DIRECTORS OF THE DENTON COUNTY TRANSPORTATION AUTHORITY (“DCTA”) SUPPORTING THE FISCAL YEAR 2014 LADDERS OF OPPORTUNITY INITIATIVE APPLICATION WITH THE FEDERAL TRANSPORTATION ADMINISTRATION FOR THE DCTA FLEET MODERNIZATION; PROVIDING A REPEALING CLAUSE; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, on June 4, 2014, the Federal Transit Administration (“FTA”) announced the availability of prior year Section 5309 Bus and Bus Facilities Program discretionary funds for the Ladders of Opportunity Initiative in Fiscal Year 2014; and

WHEREAS, the FTA will make available approximately \$100 million in competitive grant funds. This Ladder of Opportunity Initiative makes funds available to public transportation providers to finance capital projects to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities, including programs of bus and bus-related projects for assistance to sub-recipients that are public agencies, private companies engaged in public transportation, or private non-profit organizations; and

WHEREAS, the Denton County Transportation Authority (“DCTA”) is submitting a grant application requesting \$9,840,000.00 for the fleet replacement of forty-five (45) aging vehicles with a newer state of the art cleaner vehicle and the replacement engine equipment for eleven (11) heavy-duty transit buses to preserve and extend useful life (the “DCTA Fleet Modernization”); and

WHEREAS, DCTA agrees to oversee the successful implementation of the project and provide the required twenty percent (20%) local match; and

WHEREAS, after consideration, it is the consensus of the DCTA Board of Directors that the proposed FY 14 Ladders of Opportunity Initiative Grant application with the Federal Transit Administration to receive funding for the DCTA Fleet Modernization should be supported as presented;

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE DENTON COUNTY TRANSPORTATION AUTHORITY, THAT:

SECTION 1. The Denton County Transportation Authority Board of Directors hereby supports the FY 14 Ladders of Opportunity Initiative Grant application with the Federal Transit Administration to receive funding for the DCTA Fleet Modernization.

SECTION 2. All provisions of the resolutions of the DCTA Board of Directors, in conflict with the provisions of this Resolution be, and the same are hereby, repealed, and all other provisions not in conflict with the provisions of this Resolution shall remain in full force and effect.

SECTION 3. This resolution shall become effective immediately upon its passage and approval.

DULY PASSED AND APPROVED BY THE BOARD OF DIRECTORS OF THE DENTON COUNTY TRANSPORTATION AUTHORITY THE 24TH DAY OF JULY, 2014.

APPROVED:

Charles Emery, Chairman

ATTEST:

Richard Huckaby, Secretary

APPROVED AS TO FORM:

Peter G. Smith, General Counsel
(PGS:7-10-14:TM 67067)

RESOLUTION NO. 14-04

A RESOLUTION OF THE BOARD OF DIRECTORS OF THE DENTON COUNTY TRANSPORTATION AUTHORITY (“DCTA”) SUPPORTING THE FISCAL YEAR 2014 LADDERS OF OPPORTUNITY INITIATIVE APPLICATION WITH THE FEDERAL TRANSPORTATION ADMINISTRATION FOR THE DCTA MULTIMODAL FACILITY; PROVIDING A REPEALING CLAUSE; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, on June 4, 2014, the Federal Transit Administration (“FTA”) announced the availability of prior year Section 5309 Bus and Bus Facilities Program discretionary funds for the Ladders of Opportunity Initiative in Fiscal Year 2014; and

WHEREAS, the FTA will make available approximately \$100 million in competitive grant funds. This Ladder of Opportunity Initiative makes funds available to public transportation providers to finance capital projects to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities, including programs of bus and bus-related projects for assistance to sub-recipients that are public agencies, private companies engaged in public transportation, or private non-profit organizations; and

WHEREAS, the Denton County Transportation Authority (“DCTA”) is submitting a grant application requesting \$3,000,000.00 for the design and construction for a future DCTA Corporate Office and Transit Center in Lewisville, Texas, consisting of approximately 11,067 square feet located on existing DCTA property adjacent to one of the Lewisville Rail Stations (the “DCTA Multimodal Facility”); and

WHEREAS, DCTA agrees to oversee the successful implementation of the project and provide the required twenty percent (20%) local match through the use of In-Kind contribution equivalent to the land appraisal value; and

WHEREAS, after consideration, it is the consensus of the DCTA Board of Directors that the proposed FY 14 Ladders of Opportunity Initiative Grant application with the Federal Transit Administration to receive funding for the design and construction of the DCTA Multimodal Facility should be supported as presented;

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE DENTON COUNTY TRANSPORTATION AUTHORITY, THAT:

SECTION 1. The Denton County Transportation Authority Board of Directors hereby supports the FY 14 Ladders of Opportunity Initiative Grant application with the Federal Transit Administration to receive funding for the design and construction of the DCTA Multimodal Facility.

SECTION 2. All provisions of the resolutions of the DCTA Board of Directors, in conflict with the provisions of this Resolution be, and the same are hereby, repealed, and all other provisions not in conflict with the provisions of this Resolution shall remain in full force and effect.

SECTION 3. This resolution shall become effective immediately upon its passage and approval.

DULY PASSED AND APPROVED BY THE BOARD OF DIRECTORS OF THE DENTON COUNTY TRANSPORTATION AUTHORITY THE 24TH DAY OF JULY, 2014.

APPROVED:

Charles Emery, Chairman

ATTEST:

Richard Huckaby, Secretary

APPROVED AS TO FORM:

Peter G. Smith, General Counsel
(PGS:7-10-14:TM 67054)



Board of Directors Memo

July 24, 2014

Subject: Regular Meeting 2 b Authorize required tenant improvements at the new DCTA administrative offices

Background

In Early May 2014 DCTA received notification from its current landlord, Brookhollow-North that due to the I-35 construction DCTA administrative offices had to be vacated no later than August 11, 2014. DCTA staff immediately began the search for a new office site. At its May 22 meeting the Board of Directors authorized the President to move forward with executing a lease agreement at the new location. Since renovations would be required to accommodate DCTA office requirements, the President was authorized to execute a new 3 year lease agreement (including required renovations) with 2 optional one year renewals in a amount not to exceed 10% of the equivalent current lease. Due to the short-time frame for the move mandated by Brookhollow-North, construction bids were not available at the time of the Board meeting to determine final costs.

After receipt of final bids for finish out, the the lease and net cost of finish out will exceed the 10% authorization approved by the Board by \$110,000.

Identified Need

DCTA offices must be relocated due to the I-35 expansion.

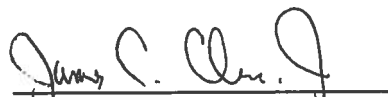
Financial Impact

This cost will be covered within the current budget.

Recommendation

Staff recommends authorization for expenditure of the additional amount .

Approval:



James C. Cline, Jr., P.E.,
President