



Denton County Transportation Authority

Note New Address

**1955 Lakeway Dr., # 260
Lewisville, Texas 75057**

*(972) 221-4600
RideDCTA.net*

**Board of Directors
Work Session
May 26, 2015
1:30 p.m.**

1. Routine Briefing Items
 - a. Financial Reports
 - i. Financial Statements
 - ii. Capital Projects Report
 - iii. Sales Tax Report
 - iv. Procurement Report
 - b. Marketing and Communications
 - i. Marketing and Communications Initiatives
 - ii. Marketing and Communications Metrics
 - iii. Customer Service Metrics
 - iv. April Public Meeting Report
 - v. Passenger Satisfaction Survey Results
 - c. Capital Projects Update
 - i. GTW Integration
 - ii. Lewisville Bike Trail
 - iii. Positive Train Control (PTC)
 - iv. Station Improvements
 - v. Rail Facility Drainage
 - d. Transit Operations
 - i. Rail Operations
 - ii. Bus Operations
 - e. Strategic Planning / Development
 - i. Priority Projects Update
 - ii. Outreach Efforts

2. Items for Discussion
 - a. Rail Operations and Maintenance Interlocal Agreement
 - b. Legislative Update
 - c. Agency Risk Assessment Development
 - d. Second Quarter DCTA Agency Performance Report
3. Committee Chair Reports
 - a. Finance Committee (05/19/2015) Dave Kovatch, chair
4. Discussion of Regular Board Meeting Agenda Items (May 2015)
5. Convene 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. As Authorized by Texas Government Code Section 551.072 Deliberation regarding Real Property: Discuss acquisition, sale or lease of real property related to long-range service plan within the cities of Denton, Lewisville, or Highland Village.
6. Reconvene Open Session
 - a. Reconvene and Take Necessary Action on Items Discussed during Executive Session.
7. Discussion of Future Agenda Items
 - a. Board Member Requests

**Board of Directors
Regular Meeting**

May 26, 2015

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 Board Meeting April 23, 2015
- b. Acceptance of Financial Reports
- c. Approval of Resolution 15-05 Supporting and Authorizing Local Match for U.S. Department of Transportation 2015 Transportation Investment Generating Economic Recovery competitive grant program.

2. REGULAR AGENDA

- a. Discussion/Approval of Resolution 15-04 adopting Fiscal Year 15 Revised Budget and Cash Flow Model
- b. Discussion/Approval/Guidance on/for Rail Operation and Maintenance Contract and Interlocal Agreement with Dallas Area Rapid Transit and the Fort Worth Transportation Authority
- c. Discussion/Approval Authorizing President to Execute a Positive Train Control (PTC) Consulting Agreement in an Amount Not to Exceed \$100,000

3. CHAIR REPORT

- a. Discussion of Regional Transportation Issues
- b. Discussion Legislative Issues
 - i. Regional
 - ii. State
 - iii. Federal

4. PRESIDENT'S REPORT

- a. Budget Transfers
- b. Regional Transportation Issues

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. ADJOURN

Chair – Charles Emery
Vice Chair – Paul Pomeroy

Secretary – Richard Huckaby
Treasurer – Dave Kovatch

**Members – Skip Kalb, Doug Peach, Jim Robertson, Daniel Peugh,
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 main entrance. Requests for sign interpreters or special services must be received forty-eight (48) hours prior to the meeting time by emailing rcomer@dcta.net or calling Rusty Comer at 972-221-4600.

This notice was posted on 5/21/2015 at 9:57 AM.

Rusty Comer, Public Information Coordinator



Board of Directors Memo

May 26, 2015

Subject: Monthly Financial Reports

Background

The financial statements are presented monthly to the Board of Directors for acceptance. The reports presented for the period ending April 30, 2015 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 unfavorable by (\$26k). YTD actual rail ridership of 335k is 5% below budgeted ridership of 352k, offset by slightly higher than budgeted bus ridership.
- **Note B:** Contract Service Revenue – YTD unfavorable by (\$281k) because actual fuel usage and price are lower than budgeted. Billed usage was 102,425 gallons compared to budgeted 120,717 gallons, down 15%. In addition, YTD revenue hours are 2% below budget due to the inclement weather days in February and March.
- **Note C:** Sales Tax Revenue – April sales tax revenue is not yet received and is accrued for the month based on budget. Sales tax generated in April will be received in June. The Sales Tax Report included in this agenda packet provides a more detailed Budget to Actual comparison of FY15 sales tax receipts collected through May.
- **Note D:** Federal/State Grants-Capital – YTD unfavorable by (\$6.9 million) is due to delays in the timing of capital projects as anticipated in the budget. Expenses and corresponding reimbursements for PTC (\$4.5 million), Fleet Replacement (\$1 million), Lewisville Hike & Bike Trail (\$954k), Comprehensive Service Analysis Study (\$381k), and scheduling software (\$200k) were less than anticipated. The expenses and reimbursements for these projects will be adjusted as part of the revised budget process.
- **Note E:** Federal/State Grants-Operating – YTD unfavorable by (\$1.4 million) is attributable to reimbursable expenses for bus operating assistance (\$833k), rail preventative maintenance (\$395k), and ADA operating assistance (\$321k) being less than anticipated. The operating assistance reimbursements will be made in the coming months.
- **Note F:** Salary, Wages & Benefits – YTD favorable by \$642k primarily due to savings in salaries (\$263k) and health insurance costs (\$258k).
- **Note G:** Services – YTD favorable by \$601k due to delays in expenses for legal fees (\$52k), advertising (\$75k), finance and HR consulting (\$99k), transit planning support (\$25k), marketing professional services and printing (\$240k), IT training and consulting (\$33k), and bandwidth upgrade (\$37k). These expenses will be incurred in the coming months.
- **Note H:** Materials and Supplies – YTD favorable by \$824k mainly due to a delay in expenses for marketing promotional items (\$31k); bandwidth, phone system, and content management supplies (\$113k); bus maintenance parts and tires (\$106k); and tablet replacements (\$22k). Bus operations fuel is \$481k under budget primarily because YTD fuel

prices averaged \$2.31/gallon compared to \$4.00/gallon budgeted. Rail operations fuel is \$20k under budget as YTD fuel prices averaged \$2.18/gallon.

- **Note I:** Insurance – YTD unfavorable by (\$2k) mainly due to auto liability coverage being slightly higher than anticipated in the budget.

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: Marisa Perry, CPA 
Accounting Manager

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 April 30, 2015
(Unaudited)

Item 1(a)i

Description	Month Ended April 30, 2015			Year to Date April 30, 2015			Annual Budget	
	Actual	Budget	Variance	Actual	Budget	Variance		
Revenue and Other Income								
Passenger Revenues	125,482	144,013	(18,531)	873,958	899,522	(25,564)	1,515,377	Note A
Contract Service Revenue	361,310	405,558	(44,248)	1,967,886	2,249,015	(281,129)	3,259,635	Note B
Sales Tax Revenue	1,865,850	1,683,191	182,659	13,211,229	12,195,454	1,015,775	21,347,080	Note C
Federal/State Grants - Capital	197,304	2,110,445	(1,913,141)	1,696,360	8,644,729	(6,948,369)	15,242,092	Note D
Federal/State Grants - Operating	343,250	1,433,348	(1,090,098)	1,711,482	3,155,404	(1,443,922)	4,474,680	Note E
Total Revenue and Other Income	2,893,196	5,776,555	(2,883,359)	19,460,915	27,144,124	(7,683,209)	45,838,864	
Operating Expenses								
Salary, Wages and Benefits	917,179	824,867	(92,312)	4,785,510	5,427,809	642,299	9,173,856	Note F
Services	105,797	198,016	92,219	801,936	1,402,706	600,769	2,160,534	Note G
Materials and Supplies	222,320	387,751	165,432	1,510,703	2,334,241	823,538	3,910,349	Note H
Utilities	35,071	37,112	2,042	229,726	266,587	36,861	452,149	
Insurance, Casualties and Losses	66,511	65,549	(962)	452,772	450,276	(2,496)	778,013	Note I
Purchased Transportation Services	836,026	828,429	(7,597)	5,676,692	5,796,668	119,976	9,938,813	
Miscellaneous	17,736	22,488	4,751	90,841	147,747	56,905	245,476	
Leases and Rentals	10,417	8,934	(1,484)	83,110	162,536	79,426	207,205	
Depreciation	976,020	789,805	(186,215)	5,485,601	5,554,415	68,814	9,503,440	
Total Operating Expenses	3,187,076	3,162,951	(24,125)	19,116,891	21,542,984	2,426,093	36,369,835	
Income Before Non-operating Revenue and Expense	(293,879)	2,613,604	(2,907,484)	344,024	5,601,140	(5,257,116)	9,469,029	
Non-Operating Revenues / (Expense)								
Investment Income	1,834	2,750	(916)	13,900	19,250	(5,350)	33,000	
Gain (Loss) Disposal of Assets	(44,980)	-	(44,980)	(44,080)	-	(44,080)	-	
Fare Evasion Fee	-	525	(525)	900	3,675	(2,775)	6,300	
Other Income - Miscellaneous	6,876	-	6,876	122,869	-	122,869	-	
Long Term Debt Interest/Expense	(100,992)	(100,992)	0	(708,192)	(706,941)	(1,251)	(2,721,899)	
Total Non-Operating Revenue / (Expense)	(137,261)	(97,717)	(39,545)	(614,603)	(684,016)	69,413	(2,682,599)	
Change in Net Assets	(431,141)	2,515,888	(2,947,029)	(270,579)	4,917,124	(5,187,703)	6,786,430	

Denton County Transportation Authority
Statement of Net Assets
As of April 30, 2015
(Unaudited)

	<u>April 30, 2015</u>	<u>March 31, 2015</u>	<u>Change</u>
Current Assets			
Cash & Cash Equivalents	10,458,893	9,843,356	615,537
Investments	5,646,259	6,419,070	(772,811)
Accounts & Notes Receivable	5,496,541	5,763,582	(267,041)
Prepaid Expenses	644,856	695,537	(50,681)
Inventory	18,392	11,634	6,758
Restricted Asset-Cash and Equivalents	4,802,839	4,127,956	674,882
Total Current Assets	<u>27,067,779</u>	<u>26,861,135</u>	<u>206,645</u>
Property, Plant and Equipment			
Land	16,228,337	16,228,337	-
Land Improvements	5,706,114	5,386,734	319,380
Machinery & Equipment	1,909,358	1,934,927	(25,569)
Leasehold Improvements	55,506	55,506	-
Vehicles	88,863,293	89,262,558	(399,264)
Computers & Software	257,804	262,676	(4,873)
Accumulated Depreciation	(34,641,718)	(34,245,224)	(396,494)
Total Property, Plant and Equipment	<u>78,378,695</u>	<u>78,885,514</u>	<u>(506,820)</u>
Capital Assets			
Intangible Assets	16,997,155	16,997,155	-
Other Capital Assets, Net	230,821,306	228,659,209	2,162,096
Construction in Progress	10,177,168	12,290,576	(2,113,408)
Total Capital Assets	<u>257,995,628</u>	<u>257,946,940</u>	<u>48,689</u>
Total Assets	<u><u>363,442,102</u></u>	<u><u>363,693,589</u></u>	<u><u>(251,486)</u></u>
Liabilities			
Current Liabilities			
Accounts Payable	119,023	-	119,023
Salary, Wages, and Benefits Payable	522,266	490,352	31,913
Accrued Expenses Payable	4,193,583	4,249,943	(56,360)
Deferred Revenues	105,798	131,808	(26,010)
Interest Payable	100,992	-	100,992
Total Current Liabilities	<u>5,041,661</u>	<u>4,872,103</u>	<u>169,558</u>
Non-Current Liabilities			
Rail Easement Payable	1,500,000	1,500,000	-
Retainage Payable	1,506,074	1,495,977	10,097
Bonds Payable	33,475,000	33,475,000	-
Total Non-Current Liabilities	<u>36,481,074</u>	<u>36,470,977</u>	<u>10,097</u>
Total Liabilities	<u>41,522,735</u>	<u>41,343,080</u>	<u>179,655</u>
Net Assets			
Invested in Capital Assets	304,221,470	304,221,470	-
Unrestricted Retained Earnings	17,968,477	17,968,477	-
Change in Net Assets	(270,579)	160,561	(431,141)
Total Equity	<u>321,919,368</u>	<u>322,350,509</u>	<u>(431,141)</u>
Total Liabilities and Equity	<u><u>363,442,102</u></u>	<u><u>363,693,589</u></u>	<u><u>(251,486)</u></u>

Budget vs. Actual

As of April 30, 2015

(Cash Basis)

	Original Budget	Revised Budget	April 2015 Expenses Booked	Life To Date	\$ Under/(Over) Budget	% of Budget (As of April 2015 Close)
ASSETS						
Fixed Assets						
1660 - Construction Work in Progress						
1 - G&A Capital Projects						
Total 10401 - Cloud Hybrid Backup Solution	35,000	35,000	-	-	35,000	0%
Total 10601 - COGNOS Report Application	200,000	200,000	-	-	200,000	0%
Total 10602 - Comprehensive Service Analysis	567,414	567,414	-	1,171	566,243	0%
Total 10603 - Legal Support	226,753	226,753	-	10,618	216,135	5%
Total 1 - G&A Capital Projects	1,029,167	1,029,167	-	11,789	1,017,378	1%
5 - Bus Capital Projects						
Total 50203 - Passenger Amenities (2015)	53,483	53,483	-	-	53,483	0%
Total 50301 - Bus O&M Facility	8,142,667	11,720,717	(33,080)	11,329,270	391,447	97%
Total 50303 - DDTC	373,282	373,282	-	18,483	354,799	5%
Total 50406 - Where's My Ride	940,485	940,485	119,023	916,609	23,876	97%
Total 50502 - Fleet Replacement - CLOSED	1,968,500	2,982,327	-	2,982,327	-	100%
Total 50504 - Fleet Replacement (2014) - CLOSED	877,998	762,385	-	762,385	-	100%
Total 50505 - Fleet Replacement (2015)	395,000	1,634,000	-	62,000	1,572,000	4%
Total 50506 - Bus Engines/Transmissions	150,000	150,000	150,917	167,576	(17,576)	112%
Total 50408 - Bus Radios	137,457	120,870	7,007	54,868	66,002	45%
Total 50601 - Scheduling Software (Bus)	250,000	250,000	-	-	250,000	0%
Total 5 - Bus Capital Projects	13,288,872	18,987,549	243,868	16,293,518	2,694,031	86%
6 - Rail Construction						
Total 61401 - Fare Collection Systems	569,000	733,104	-	649,943	83,161	89%
Total 61406 - Positive Train Control	16,997,441	22,902,951	3,165	1,266,197	21,636,754	6%
Total 61707 - Community Enhancements	752,708	752,708	(3,752)	723,013	29,695	96%
Total 61708 - Lewisville Bike Trail	3,099,856	3,099,856	203,792	1,104,069	1,995,787	36%
Total 61710 - HV Parking Expansion - CLOSED	250,000	320,000	-	319,378	622	100%
Total 60701 - Passenger Information	56,214	96,821	-	61,411	35,410	63%
Total 61711 - Rail MOW	150,000	150,000	833	75,352	74,648	50%
Total 61712 - Rail MOE	585,000	1,302,627	89,542	565,715	736,912	43%
Total 61503 - Rail Single Car Operations	101,800	101,800	1,136	24,808	76,992	24%
Total 61504 - Re-Railing Equipment	121,000	121,000	-	48,400	72,600	40%
Total 61505 - GTW Wheel Work	915,041	915,041	-	-	915,041	0%
Total 61209 - Trinity Mills Crew Facility	250,000	250,000	19,340	21,795	228,205	9%
Total 61210 - Station Landscaping	75,000	485,000	-	-	485,000	0%
Total 61407 - Shunt Enhancement	141,000	141,000	-	-	141,000	0%
Total 61104 - Rail Drainage Improvement	250,000	500,000	4,965	68,425	431,575	14%
Total Rail Construction Projects	24,314,060	31,871,908	319,022	4,928,506	26,943,402	15%
Total 1660 - Construction Work in Progress	38,632,099	51,888,624	562,889	21,233,813	30,654,811	41%



Board of Directors Memo

May 28, 2015

Subject: Sales Tax Report

Background

Sales tax represents the single largest source of revenue for DCTA at 42.1% for FY15 budget. The annual Sales Tax budget for FY 2015 is \$21,347,080. 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. The May allocation is for sales generated in the month of March and represents revenue for the sixth month of FY 2015.

- Sales tax for sales generated at retail in the month of March and received in May was \$2,074,176.28.
- This represents an increase of 9.66% or \$182,659 compared to budget for the month.
- Receipts are favorable 9.66% year-to-date compared to budget.
- Compared to the same month last year, sales tax receipts were \$116,734 or 5.96% more than budgeted.

- Member city collections for the month compared to prior year are as follows:
 - City of Lewisville up 3.26%
 - City of Denton up 7.64%
 - Highland Village down -1.20%

Need

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

Recommendation

For information only. No action required.

Final Review:

A handwritten signature in blue ink, appearing to read "Anna Mosqueda".
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:	2014-2015 Year Budget	2014-2015 Year Actual	Variance Actual to Budget	CY Actual to CY Budget % Variance	2013-2014 Year Actual	Variance Actual to Prior Year	CY Actual to PY Actual % Variance
October	December	\$ 1,713,193	\$ 1,945,700	\$ 232,507	13.57%	\$ 1,646,959	\$ 298,741	18.14%
November	January	\$ 1,504,176	\$ 1,765,520	\$ 261,344	17.37%	\$ 1,582,022	\$ 183,498	11.60%
December	February	\$ 2,226,453	\$ 2,433,456	\$ 207,003	9.30%	\$ 2,173,929	\$ 259,526	11.94%
January	March	\$ 1,592,189	\$ 1,742,381	\$ 150,192	9.43%	\$ 1,570,510	\$ 171,871	10.94%
February	April	\$ 1,584,735	\$ 1,566,805	\$ (17,930)	-1.13%	\$ 1,278,211	\$ 288,594	22.58%
March	May	\$ 1,891,517	\$ 2,074,176	\$ 182,659	9.66%	\$ 1,957,442	\$ 116,734	5.96%
April	June	\$ 1,683,191				\$ 1,777,141		
May	July	\$ 1,740,055				\$ 1,756,564		
June	August	\$ 1,932,685				\$ 2,008,175		
July	September	\$ 1,688,016				\$ 1,719,163		
August	October	\$ 1,793,480				\$ 1,838,588		
September	November	\$ 1,997,389				\$ 2,058,382		
YTD Total		\$ 21,347,079	\$ 11,528,038	\$ 1,015,775	9.66%	\$ 21,367,086	\$ 1,318,965	12.92%

Sources: Texas Comptroller of Public Accounts and DCTA Finance Department
Prepared By: Denton County Transportation Authority Finance Department
May 22, 2015

**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:	2013-2014 Year Actual	2014-2015 Year Actual	Variance Actual to Prior Year	CY Actual to PY Actual % Variance
October	December	\$ 2,412,800	\$ 2,532,839	\$ 120,038	4.98%
November	January	\$ 2,283,269	\$ 2,404,460	\$ 121,191	5.31%
December	February	\$ 3,094,980	\$ 3,407,084	\$ 312,104	10.08%
January	March	\$ 2,250,821	\$ 2,479,995	\$ 229,174	10.18%
February	April	\$ 1,476,738	\$ 2,194,340	\$ 717,603	48.59%
March	May	\$ 2,828,191	\$ 2,920,317	\$ 92,126	3.26%
April	June	\$ 2,569,274			
May	July	\$ 2,570,909			
June	August	\$ 2,797,425			
July	September	\$ 2,472,024			
August	October	\$ 2,546,174			
September	November	\$ 2,872,745			
YTD Total		\$ 30,175,351	\$ 15,939,035	\$ 1,592,236	11.10%

City of Highland Village					
Sales Generated in Month of:	Received in Month of:	2013-2014 Year Actual	2014-2015 Year Actual	Variance Actual to Prior Year	CY Actual to PY Actual % Variance
October	December	\$ 242,975	\$ 268,275	\$ 25,299	10.41%
November	January	\$ 271,909	\$ 283,432	\$ 11,523	4.24%
December	February	\$ 415,312	\$ 441,441	\$ 26,130	6.29%
January	March	\$ 240,189	\$ 249,723	\$ 9,534	3.97%
February	April	\$ 231,225	\$ 220,832	\$ (10,393)	-4.49%
March	May	\$ 323,839	\$ 319,961	\$ (3,879)	-1.20%
April	June	\$ 269,705			
May	July	\$ 288,253			
June	August	\$ 356,088			
July	September	\$ 271,361			
August	October	\$ 261,084			
September	November	\$ 342,547			
YTD Total		\$ 3,514,486	\$ 1,783,664	\$ 58,215	3.37%

City of Denton					
Sales Generated in Month of:	Received in Month of:	2013-2014 Year Actual	2014-2015 Year Actual	Variance Actual to Prior Year	CY Actual to PY Actual % Variance
October	December	\$ 1,858,283	\$ 2,345,573	\$ 487,290	26.22%
November	January	\$ 1,802,476	\$ 2,197,657	\$ 395,181	21.92%
December	February	\$ 2,657,999	\$ 3,020,338	\$ 362,339	13.63%
January	March	\$ 1,877,525	\$ 2,109,216	\$ 231,691	12.34%
February	April	\$ 1,940,004	\$ 1,852,968	\$ (87,036)	-4.49%
March	May	\$ 2,488,428	\$ 2,678,550	\$ 190,122	7.64%
April	June	\$ 2,077,345			
May	July	\$ 2,003,488			
June	August	\$ 2,482,262			
July	September	\$ 1,922,509			
August	October	\$ 2,317,928			
September	November	\$ 2,634,728			
YTD Total		\$ 26,062,974	\$ 14,204,302	\$ 1,579,587	12.51%

Sources: Texas Comptroller of Public Accounts and DCTA Finance Department
Prepared By: Denton County Transportation Authority Finance Department
May 22, 2015

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

Transit	Current Rate	Net Payment This Period	Comparable Payment Prior Year	% Change	2015 Payments To Date	2014 Payments To Date	% Change
Houston MTA	1.00%	\$ 67,152,446.12	\$ 62,637,307.68	7.21%	\$ 309,264,865.46	\$ 288,819,623.18	7.08%
Dallas MTA	1.00%	\$ 49,524,827.03	\$ 44,525,930.74	11.23%	\$ 218,819,269.22	\$ 202,072,634.00	8.29%
Austin MTA	1.00%	\$ 19,940,425.02	\$ 18,187,626.68	9.64%	\$ 87,420,517.05	\$ 81,185,001.13	7.68%
San Antonio MTA	0.50%	\$ 12,883,531.34	\$ 13,050,495.00	-1.28%	\$ 58,226,237.55	\$ 54,957,624.72	5.95%
San Antonio ATD	0.25%	\$ 5,869,812.17	\$ 5,897,159.02	-0.46%	\$ 25,988,790.90	\$ 25,028,308.85	3.84%
Fort Worth MTA	0.50%	\$ 6,163,099.06	\$ 5,707,073.12	7.99%	\$ 26,961,666.63	\$ 25,815,619.13	4.44%
El Paso CTD	0.50%	\$ 3,894,170.63	\$ 3,624,233.28	7.45%	\$ 17,431,324.60	\$ 16,715,661.14	4.28%
Corpus Christi MTA	0.50%	\$ 3,137,209.06	\$ 3,081,380.35	1.81%	\$ 14,737,234.93	\$ 14,254,381.25	3.39%
Denton CTA	0.50%	\$ 2,074,176.28	\$ 1,957,442.24	5.96%	\$ 9,582,338.37	\$ 8,562,114.69	11.92%
Laredo CTD	0.25%	\$ 722,312.56	\$ 686,277.37	5.25%	\$ 3,457,022.23	\$ 3,300,458.46	4.74%
TOTALS		\$ 171,362,009.27	\$ 159,354,925.48	7.53%	\$ 771,889,266.94	\$ 720,711,426.55	7.10%

Sources: Texas Comptroller of Public Accounts and DCTA Finance Department
Prepared By: Denton County Transportation Authority Finance Department
May 22, 2015

Glenn Hegar

Texas Comptroller of Public Accounts

Welcome to your official online window on state government services from the Texas Comptroller of Public Accounts.

Transit Sales and Use Tax Comparison Summary May 2015

NOTE: Some jurisdictions may have changed tax rates, thus affecting the comparison. See [Local Sales Tax Rate Information Report](#) for a list of jurisdictions who have changed rates in the preceding 14 months.

//C = Unable to compute percentage change.

Refer to the local Sales Tax Rate Information Report.

Transit	Current Rate	Net Payment This Period	Comparable Payment Prior Year	% Change	2015 Payments To Date	2014 Payments To Date	% Change
Austin MTA	1.000%	19,940,425.02	18,187,626.68	9.63%	87,420,517.05	81,185,001.13	7.68%
Corpus Christi MTA	0.500%	3,137,209.06	3,081,380.35	1.81%	14,737,234.93	14,254,381.26	3.38%
Dallas MTA	1.000%	49,524,827.03	44,525,930.74	11.22%	218,819,269.22	202,072,634.00	8.28%
Denton CTA	0.500%	2,074,176.28	1,957,442.24	5.96%	9,582,338.37	8,562,114.69	11.91%
El Paso CTD	0.500%	3,894,170.63	3,624,233.28	7.44%	17,431,324.60	16,715,661.14	4.28%
Fort Worth MTA	0.500%	6,163,099.06	5,707,073.12	7.99%	26,961,666.63	25,815,619.13	4.43%
Houston MTA	1.000%	67,152,446.12	62,637,307.68	7.20%	309,264,865.46	288,819,623.18	7.07%
Laredo CTD	0.250%	722,312.56	686,277.37	5.25%	3,457,022.23	3,300,458.46	4.74%
San Antonio ATD	0.250%	5,869,812.17	5,897,159.02	-0.46%	25,988,790.90	25,028,308.85	3.83%
San Antonio MTA	0.500%	12,883,531.34	13,050,495.00	-1.27%	58,226,237.55	54,957,624.72	5.94%
TOTALS	-----	171,362,009.27	159,354,925.48	7.53%	771,889,266.94	720,711,426.56	7.10%

Total Payments 10

If you have questions about Local Sales and Use Tax Allocation Comparison Summary Reports, please contact us by e-mail at tax.allocation@cpa.state.tx.us



Local Sales and Use Tax

New Payment Detail Search

Allocation Payment Detail

Denton CTA

Authority Code: 3061774

Allocation Period:	May 2015	Apr 2015	Mar 2015	Feb 2015
Total Collections:	2,127,140.75	1,595,423.91	1,763,262.98	2,497,103.00
Prior Prd Collections:	60,148.63	31,315.44	49,494.38	14,615.77
Current Prd Collections:	2,030,710.05	1,530,850.75	1,684,418.55	2,475,575.86
Future Prd Collections:	89.61	7,690.48	11,779.13	10,897.35
Audit Collections:	35,798.17	25,249.34	17,561.93	-4,097.09
Unidentified:	394.29	317.90	8.99	111.11
Service Fee:	42,542.82	31,908.48	35,265.26	49,942.06
Current Retained:	41,691.96	31,270.31	34,559.95	48,943.22
Prior Retained:	31,270.31	34,559.95	48,943.22	35,237.84
Net Payment	2,074,176.28	1,566,805.07	1,742,380.99	2,433,455.56

Allocation Period:	Jan 2015	Dec 2014	Nov 2014	Oct 2014
Total Collections:	1,797,849.10	1,982,968.94	2,104,913.43	1,878,722.36
Prior Prd Collections:	15,216.98	20,046.67	19,172.51	15,320.80
Current Prd Collections:	1,774,993.78	1,769,258.24	2,072,129.69	1,796,950.20
Future Prd Collections:	5,517.81	15,840.87	1,299.97	7,103.10
Audit Collections:	2,103.99	177,752.97	12,042.08	59,052.60
Unidentified:	16.54	70.19	269.18	295.66
Service Fee:	35,956.98	39,659.38	42,098.27	37,574.45
Current Retained:	35,237.84	38,866.19	41,256.30	36,822.96
Prior Retained:	38,866.19	41,256.30	36,822.96	34,263.20
Net Payment	1,765,520.47	1,945,699.67	2,058,381.82	1,838,588.15

Allocation Period:	Sep 2014	Aug 2014	Jul 2014	Jun 2014
Total Collections:	1,748,122.27	2,054,404.52	1,792,066.05	1,809,363.88
Prior Prd Collections:	18,895.79	15,583.73	13,882.38	28,022.59
Current Prd Collections:	1,723,147.87	2,028,861.71	1,775,242.66	1,750,894.55
Future Prd Collections:	11,293.33	4,789.37	5,947.95	18,655.23
Audit Collections:	-5,313.30	5,162.11	-3,037.40	11,780.48
Unidentified:	98.58	7.60	30.46	11.03
Service Fee:	34,962.45	41,088.09	35,841.32	36,187.28

Current Retained:	34,263.20	40,266.33	35,124.49	35,463.53
Prior Retained:	40,266.33	35,124.49	35,463.53	39,428.41
Net Payment	1,719,162.95	2,008,174.59	1,756,563.77	1,777,141.48

Allocation Period:	May 2014	Apr 2014	Mar 2014	Feb 2014
Total Collections:	2,011,653.67	1,298,471.82	1,589,742.99	2,230,646.95
Prior Prd Collections:	15,331.95	22,335.71	20,324.18	13,169.94
Current Prd Collections:	1,970,051.67	1,536,269.31	1,545,171.71	2,193,164.65
Future Prd Collections:	14,202.79	8,022.76	14,964.97	21,992.00
Audit Collections:	12,010.94	-268,329.54	9,326.16	2,242.07
Unidentified:	56.32	173.58	-44.03	78.29
Service Fee:	40,233.07	25,969.44	31,794.86	44,612.94
Current Retained:	39,428.41	25,450.05	31,158.96	43,720.68
Prior Retained:	25,450.05	31,158.96	43,720.68	31,615.95
Net Payment	1,957,442.24	1,278,211.29	1,570,509.85	2,173,929.28

Allocation Period:	Jan 2014	Dec 2013	Nov 2013	Oct 2013
Total Collections:	1,613,058.87	1,675,525.08	1,927,770.93	1,728,995.52
Prior Prd Collections:	8,442.90	11,891.81	13,002.94	24,063.50
Current Prd Collections:	1,604,924.78	1,642,126.85	1,852,933.45	1,656,352.04
Future Prd Collections:	6,789.82	13,698.70	4,133.53	8,006.80
Audit Collections:	-7,113.47	7,776.39	57,799.71	40,550.54
Unidentified:	14.84	31.33	-98.70	22.64
Service Fee:	32,261.18	33,510.50	38,555.42	34,579.91
Current Retained:	31,615.95	32,840.29	37,784.31	33,888.31
Prior Retained:	32,840.29	37,784.31	33,888.31	31,752.70
Net Payment	1,582,022.03	1,646,958.60	1,885,319.51	1,692,280.00

Allocation Period:	Sep 2013	Aug 2013	Jul 2013	Jun 2013
Total Collections:	1,620,035.74	1,865,062.63	1,676,414.85	1,616,046.17
Prior Prd Collections:	20,249.17	13,094.77	18,052.63	19,003.08
Current Prd Collections:	1,577,997.43	1,814,155.94	1,593,906.06	1,569,679.37
Future Prd Collections:	10,468.52	2,990.23	11,660.40	16,807.80
Audit Collections:	11,315.60	34,659.26	52,771.46	10,540.90
Unidentified:	5.02	162.43	24.30	15.02
Service Fee:	32,400.71	37,301.25	33,528.30	32,320.92
Current Retained:	31,752.70	36,555.23	32,857.73	31,674.51
Prior Retained:	36,555.23	32,857.73	31,674.51	35,820.29
Net Payment	1,592,437.56	1,824,063.88	1,641,703.33	1,587,871.03

texas.gov | [Statewide Search from the Texas State Library](#) | [State Link Policy](#) | [Texas Homeland Security](#)

Glenn Hegar, Texas Comptroller • [Window on State Government](#) • [Contact Us](#)
[Privacy and Security Policy](#) | [Accessibility Policy](#) | [Link Policy](#) | [Public Information Act](#) | [Compact with Texans](#)

[Local Sales and Use Tax](#)[New Payment Detail Search](#)

Allocation Payment Detail

City of Lewisville

Authority Code: 2061033

Allocation Period:	May 2015	Apr 2015	Mar 2015	Feb 2015
Total Collections:	2,995,146.49	2,233,576.86	2,510,873.91	3,497,546.68
Prior Prd Collections:	17,400.65	-37,517.02	109,039.85	9,987.27
Current Prd Collections:	2,872,049.79	2,197,874.59	2,366,106.87	3,442,654.55
Future Prd Collections:	141.23	12,488.24	17,150.89	17,511.63
Audit Collections:	105,237.37	59,947.57	18,191.95	26,728.13
Unidentified:	317.45	783.48	384.35	665.10
Service Fee:	59,902.93	44,671.54	50,217.48	69,950.93
Current Retained:	58,704.87	43,778.11	49,213.13	68,551.92
Prior Retained:	43,778.11	49,213.13	68,551.92	48,039.69
Net Payment	2,920,316.80	2,194,340.34	2,479,995.22	3,407,083.52

Allocation Period:	Jan 2015	Dec 2014	Nov 2014	Oct 2014
Total Collections:	2,451,004.70	2,577,312.89	2,938,138.76	2,599,821.23
Prior Prd Collections:	12,689.63	17,131.48	22,334.26	2,996.63
Current Prd Collections:	2,438,994.17	2,505,897.24	2,900,174.98	2,459,050.62
Future Prd Collections:	10,187.40	24,582.09	242.63	13,678.26
Audit Collections:	-11,146.12	29,400.83	14,783.23	123,799.64
Unidentified:	279.62	301.25	603.66	296.08
Service Fee:	49,020.09	51,546.26	58,762.78	51,996.42
Current Retained:	48,039.69	50,515.33	57,587.52	50,956.50
Prior Retained:	50,515.33	57,587.52	50,956.50	49,305.77
Net Payment	2,404,460.25	2,532,838.82	2,872,744.96	2,546,174.08

Allocation Period:	Sep 2014	Aug 2014	Jul 2014	Jun 2014
Total Collections:	2,515,600.74	2,859,229.66	2,623,532.15	2,615,735.80
Prior Prd Collections:	19,401.77	14,826.77	12,758.32	15,759.31
Current Prd Collections:	2,472,002.85	2,823,888.66	2,595,179.08	2,558,064.74
Future Prd Collections:	19,956.39	11,543.15	10,819.39	26,942.38
Audit Collections:	4,045.29	8,795.82	4,901.82	14,721.95
Unidentified:	194.44	175.26	-126.46	247.42
Service Fee:	50,312.01	57,184.59	52,470.64	52,314.72

Current Retained:	49,305.77	56,040.90	51,421.23	51,268.42
Prior Retained:	56,040.90	51,421.23	51,268.42	57,121.73
Net Payment	2,472,023.86	2,797,425.40	2,570,908.70	2,569,274.39

Allocation Period:	May 2014	Apr 2014	Mar 2014	Feb 2014
Total Collections:	2,914,374.04	1,491,121.00	2,278,831.01	3,175,099.29
Prior Prd Collections:	14,210.16	19,846.22	23,024.85	9,985.53
Current Prd Collections:	2,852,262.84	2,146,602.40	2,218,264.81	3,168,009.33
Future Prd Collections:	35,224.12	16,903.31	20,690.97	34,298.16
Audit Collections:	12,438.26	-693,361.68	16,692.47	-37,489.30
Unidentified:	238.66	1,130.75	157.91	295.57
Service Fee:	58,287.48	29,822.42	45,576.62	63,501.99
Current Retained:	57,121.73	29,225.97	44,665.09	62,231.95
Prior Retained:	29,225.97	44,665.09	62,231.95	45,614.53
Net Payment	2,828,190.80	1,476,737.70	2,250,821.25	3,094,979.88

Allocation Period:	Jan 2014	Dec 2013	Nov 2013	Oct 2013
Total Collections:	2,327,272.10	2,457,002.72	2,708,927.51	2,460,194.30
Prior Prd Collections:	14,421.09	3,998.57	2,689.46	28,598.31
Current Prd Collections:	2,298,999.28	2,423,771.76	2,552,984.68	2,378,663.23
Future Prd Collections:	14,039.14	17,843.70	9,574.93	14,462.17
Audit Collections:	-365.89	11,269.29	142,904.45	38,095.96
Unidentified:	178.48	119.40	773.99	374.63
Service Fee:	46,545.44	49,140.05	54,178.55	49,203.89
Current Retained:	45,614.53	48,157.25	53,094.98	48,219.81
Prior Retained:	48,157.25	53,094.98	48,219.81	44,974.99
Net Payment	2,283,269.38	2,412,800.40	2,649,873.79	2,407,745.59

Allocation Period:	Sep 2013	Aug 2013	Jul 2013	Jun 2013
Total Collections:	2,294,642.57	2,670,308.61	2,401,928.38	2,253,418.16
Prior Prd Collections:	23,563.61	15,289.10	35,608.65	17,896.65
Current Prd Collections:	2,236,999.65	2,574,072.04	2,257,606.11	2,203,932.43
Future Prd Collections:	19,525.38	7,369.69	17,720.40	28,026.91
Audit Collections:	14,221.72	73,181.30	90,702.15	2,790.64
Unidentified:	332.21	396.48	291.07	771.53
Service Fee:	45,892.85	53,406.17	48,038.57	45,068.36
Current Retained:	44,974.99	52,338.05	47,077.80	44,167.00
Prior Retained:	52,338.05	47,077.80	44,167.00	50,311.20
Net Payment	2,256,112.78	2,611,642.19	2,350,979.01	2,214,494.00

texas.gov | [Statewide Search from the Texas State Library](#) | [State Link Policy](#) | [Texas Homeland Security](#)

Glenn Hegar, Texas Comptroller • [Window on State Government](#) • [Contact Us](#)
[Privacy and Security Policy](#) | [Accessibility Policy](#) | [Link Policy](#) | [Public Information Act](#) | [Compact with Texans](#)



Local Sales and Use Tax

New Payment Detail Search

Allocation Payment Detail

City of Highland Village
Authority Code: 2061220

Allocation Period:	May 2015	Apr 2015	Mar 2015	Feb 2015
Total Collections:	328,565.25	224,820.36	250,760.06	453,733.46
Prior Prd Collections:	6,935.95	5,119.44	4,461.36	4,908.01
Current Prd Collections:	317,684.20	216,803.04	241,543.49	443,193.57
Future Prd Collections:	16.87	119.08	4,107.25	4,791.03
Audit Collections:	3,893.41	2,699.94	609.58	754.57
Unidentified:	34.82	78.86	38.38	86.28
Service Fee:	6,571.31	4,496.41	5,015.20	9,074.67
Current Retained:	6,439.88	4,406.48	4,914.90	8,893.18
Prior Retained:	4,406.48	4,914.90	8,893.18	5,675.46
Net Payment	319,960.54	220,832.37	249,723.14	441,441.07

Allocation Period:	Jan 2015	Dec 2014	Nov 2014	Oct 2014
Total Collections:	289,564.38	272,168.26	351,238.17	266,234.43
Prior Prd Collections:	2,345.36	2,960.38	1,439.50	2,866.04
Current Prd Collections:	290,630.81	264,962.51	344,334.65	260,971.02
Future Prd Collections:	473.43	3,164.57	0.00	291.88
Audit Collections:	-3,918.25	1,048.99	5,391.86	2,075.17
Unidentified:	33.03	31.81	72.16	30.32
Service Fee:	5,791.29	5,443.37	7,024.76	5,324.69
Current Retained:	5,675.46	5,334.50	6,884.27	5,218.19
Prior Retained:	5,334.50	6,884.27	5,218.19	5,392.08
Net Payment	283,432.13	268,274.66	342,547.33	261,083.63

Allocation Period:	Sep 2014	Aug 2014	Jul 2014	Jun 2014
Total Collections:	275,105.91	364,759.01	294,545.76	274,042.40
Prior Prd Collections:	1,753.55	2,949.98	2,872.87	4,860.38
Current Prd Collections:	266,190.40	357,483.86	290,701.03	265,488.40
Future Prd Collections:	4,789.89	16.80	363.85	446.70
Audit Collections:	2,350.81	4,286.02	622.20	3,221.00
Unidentified:	21.26	22.35	-14.19	25.92
Service Fee:	5,502.12	7,295.18	5,890.92	5,480.85

Current Retained:	5,392.08	7,149.28	5,773.10	5,371.23
Prior Retained:	7,149.28	5,773.10	5,371.23	6,514.63
Net Payment	271,360.99	356,087.65	288,252.97	269,704.95

Allocation Period:	May 2014	Apr 2014	Mar 2014	Feb 2014
Total Collections:	332,378.96	235,832.74	241,382.98	426,760.96
Prior Prd Collections:	1,840.57	1,662.64	4,128.37	1,616.03
Current Prd Collections:	326,318.92	231,714.95	229,352.12	416,605.82
Future Prd Collections:	0.00	840.64	5,039.70	3,538.71
Audit Collections:	4,192.26	1,435.68	2,846.07	4,960.68
Unidentified:	27.21	178.83	16.72	39.72
Service Fee:	6,647.58	4,716.65	4,827.66	8,535.22
Current Retained:	6,514.63	4,622.32	4,731.11	8,364.51
Prior Retained:	4,622.32	4,731.11	8,364.51	5,450.31
Net Payment	323,839.07	231,224.88	240,188.72	415,311.54

Allocation Period:	Jan 2014	Dec 2013	Nov 2013	Oct 2013
Total Collections:	278,077.20	247,132.49	287,211.66	249,352.42
Prior Prd Collections:	1,365.08	1,487.63	2,939.37	2,971.22
Current Prd Collections:	275,855.39	244,919.71	295,942.04	245,251.09
Future Prd Collections:	366.29	392.00	0.00	383.01
Audit Collections:	469.12	321.14	-11,751.81	709.13
Unidentified:	21.32	12.01	82.06	37.97
Service Fee:	5,561.54	4,942.65	5,744.23	4,987.05
Current Retained:	5,450.31	4,843.80	5,629.35	4,887.31
Prior Retained:	4,843.80	5,629.35	4,887.31	4,860.61
Net Payment	271,909.15	242,975.39	280,725.39	244,338.67

Allocation Period:	Sep 2013	Aug 2013	Jul 2013	Jun 2013
Total Collections:	247,990.35	326,389.21	245,683.94	243,809.97
Prior Prd Collections:	2,948.70	3,357.34	-9,397.60	7,742.45
Current Prd Collections:	244,693.88	323,010.49	252,275.45	232,322.34
Future Prd Collections:	139.92	0.00	106.60	678.19
Audit Collections:	171.95	-27.08	2,669.72	2,983.52
Unidentified:	35.90	48.46	29.77	83.47
Service Fee:	4,959.81	6,527.78	4,913.68	4,876.20
Current Retained:	4,860.61	6,397.23	4,815.41	4,778.68
Prior Retained:	6,397.23	4,815.41	4,778.68	6,248.17
Net Payment	244,567.16	318,279.61	240,733.53	240,403.26

texas.gov | [Statewide Search from the Texas State Library](#) | [State Link Policy](#) | [Texas Homeland Security](#)

Glenn Hegar, Texas Comptroller • [Window on State Government](#) • [Contact Us](#)

[Privacy and Security Policy](#) | [Accessibility Policy](#) | [Link Policy](#) | [Public Information Act](#) | [Compact with Texans](#)



Local Sales and Use Tax

New Payment Detail Search

Allocation Payment Detail

City of Denton

Authority Code: 2061024

Allocation Period:	May 2015	Apr 2015	Mar 2015	Feb 2015
Total Collections:	2,750,507.44	1,885,841.66	2,132,936.75	3,099,170.22
Prior Prd Collections:	36,998.31	35,045.32	25,990.20	19,533.80
Current Prd Collections:	2,651,932.27	1,824,442.48	2,067,750.03	3,119,779.72
Future Prd Collections:	82.46	8,035.70	10,885.37	6,449.38
Audit Collections:	61,202.88	17,656.66	27,984.65	-47,182.03
Unidentified:	291.52	661.50	326.50	589.35
Service Fee:	55,010.15	37,716.83	42,658.74	61,983.40
Current Retained:	53,909.95	36,962.50	41,805.56	60,743.74
Prior Retained:	36,962.50	41,805.56	60,743.74	43,895.23
Net Payment	2,678,549.84	1,852,967.89	2,109,216.19	3,020,338.31

Allocation Period:	Jan 2015	Dec 2014	Nov 2014	Oct 2014
Total Collections:	2,239,552.46	2,387,288.88	2,694,921.90	2,373,709.07
Prior Prd Collections:	30,607.07	41,738.49	31,557.01	36,375.23
Current Prd Collections:	2,182,263.62	2,117,088.75	2,627,894.93	2,286,400.83
Future Prd Collections:	2,669.30	10,101.73	199.90	4,883.02
Audit Collections:	23,756.97	218,080.87	34,716.37	45,779.66
Unidentified:	255.50	279.04	553.69	270.33
Service Fee:	44,791.05	47,745.78	53,898.44	47,474.18
Current Retained:	43,895.23	46,790.86	52,820.47	46,524.70
Prior Retained:	46,790.86	52,820.47	46,524.70	38,217.71
Net Payment	2,197,657.04	2,345,572.71	2,634,727.69	2,317,927.90

Allocation Period:	Sep 2014	Aug 2014	Jul 2014	Jun 2014
Total Collections:	1,949,883.08	2,542,918.29	2,043,016.46	2,110,946.66
Prior Prd Collections:	31,177.82	29,322.73	22,583.05	42,338.68
Current Prd Collections:	2,046,807.79	2,541,408.84	2,033,799.52	2,020,495.27
Future Prd Collections:	4,900.44	499.47	5,664.50	23,323.42
Audit Collections:	-133,153.68	-28,468.62	-18,932.14	24,589.62
Unidentified:	150.71	155.87	-98.47	199.67
Service Fee:	38,997.66	50,858.37	40,860.33	42,218.93

Current Retained:	38,217.71	49,841.20	40,043.12	41,374.55
Prior Retained:	49,841.20	40,043.12	41,374.55	49,991.74
Net Payment	1,922,508.91	2,482,261.84	2,003,487.56	2,077,344.92

Allocation Period:	May 2014	Apr 2014	Mar 2014	Feb 2014
Total Collections:	2,550,599.10	1,981,236.40	1,899,225.19	2,730,077.53
Prior Prd Collections:	27,263.87	39,699.02	27,970.03	27,385.81
Current Prd Collections:	2,508,765.45	1,904,156.18	1,849,157.35	2,679,280.33
Future Prd Collections:	364.41	5,454.67	15,211.21	21,318.10
Audit Collections:	13,996.50	30,424.11	6,755.00	1,839.15
Unidentified:	208.87	1,502.42	131.60	254.14
Service Fee:	51,011.98	39,624.73	37,984.50	54,601.55
Current Retained:	49,991.74	38,832.23	37,224.81	53,509.52
Prior Retained:	38,832.23	37,224.81	53,509.52	36,032.40
Net Payment	2,488,427.61	1,940,004.25	1,877,525.40	2,657,998.86

Allocation Period:	Jan 2014	Dec 2013	Nov 2013	Oct 2013
Total Collections:	1,838,387.83	1,882,042.69	2,590,264.67	2,137,430.84
Prior Prd Collections:	6,667.83	15,898.40	32,480.53	34,929.45
Current Prd Collections:	1,845,512.50	1,851,240.66	2,454,728.92	1,980,132.42
Future Prd Collections:	3,455.84	19,488.52	912.19	6,340.11
Audit Collections:	-17,389.33	-4,676.35	101,402.95	115,703.38
Unidentified:	140.99	91.46	740.08	325.48
Service Fee:	36,767.76	37,640.85	51,805.29	42,748.62
Current Retained:	36,032.40	36,888.04	50,769.19	41,893.64
Prior Retained:	36,888.04	50,769.19	41,893.64	38,611.68
Net Payment	1,802,475.71	1,858,282.99	2,529,583.83	2,091,400.26

Allocation Period:	Sep 2013	Aug 2013	Jul 2013	Jun 2013
Total Collections:	1,969,983.86	2,287,844.44	1,990,726.99	1,972,931.43
Prior Prd Collections:	30,989.13	19,116.79	20,167.49	28,792.89
Current Prd Collections:	1,912,090.46	2,242,825.42	1,907,283.85	1,902,584.71
Future Prd Collections:	7,948.00	241.04	13,752.71	16,234.06
Audit Collections:	18,671.06	25,321.50	49,281.70	24,644.28
Unidentified:	285.21	339.69	241.24	675.49
Service Fee:	39,399.68	45,756.89	39,814.54	39,458.63
Current Retained:	38,611.68	44,841.75	39,018.25	38,669.46
Prior Retained:	44,841.75	39,018.25	38,669.46	46,128.08
Net Payment	1,936,814.25	2,236,264.05	1,950,563.66	1,940,931.42

texas.gov | [Statewide Search from the Texas State Library](#) | [State Link Policy](#) | [Texas Homeland Security](#)

Glenn Hegar, Texas Comptroller • [Window on State Government](#) • [Contact Us](#)
[Privacy and Security Policy](#) | [Accessibility Policy](#) | [Link Policy](#) | [Public Information Act](#) | [Compact with Texans](#)

Board of Directors Memo

May 26, 2015

Subject: Procurement Status Report**Landscaping at Rail Stations**

Bids were received on April 22nd and evaluated by staff. Pricing for the project was excessive and staff rejected all bids received. The specifications have been modified and staff anticipates releasing a new procurement with award anticipated at the June meeting.

Generator

Staff is developing a procurement for the purchase and install of a generator at the bus operations facility. The procurement should be released in June with award anticipated at the July meeting.

Submitted by:



Athena Forrester, Procurement Manager

Final Review:



Anna Mosqueda, CFO

Board of Directors Memo

May 26, 2015

Subject: Marketing & Communications Update

MARKETING & COMMUNICATIONS INITIATIVES		
Category	Initiative	Important Dates
Brand Planning	Brand Standards Manual	Planning Phase
	Open Source Data (Website)	Planning Phase
	RFP for Promotional Item Vendor	Planning Phase
	Sub-Logo Creative	Executed
	RFP for Video Production	Out for Bid
	RFP for New Creative/Advertising Firm	Out for Bid
Marketing Campaigns	Mean Green Game Day Campaign	Planning Phase/Under Review
	University Marketing Campaign	Development Phase
	Where's My Ride Travel Alerts	Development Phase/Under Review
	Summer Sales/Summer Youth Pass Campaign	Development & Execution Phase
Collateral Development	Go Guide Revisions	Planning Phase
	Expansion Collateral	Planning Phase
	EnRoute News July/August Issue	Development Phase
	Campus Connections Brochure	Development Phase
	University Pass Program Brochure	Development Phase
	Summer Youth Pass Brochure	Executed
Public/Media Relations	Media Relations/Crisis Communications Procedures	Development Phase
	Photo and Film Guidelines	Development Phase
	Awards: DBJ "Outstanding Directors" Award Nomination APTA Adwheel Marketing Awards Nominations Hermes Creative Awards	Development Phase Development Phase Winner – Platinum/State Fair Winner – Gold/EnRoute News
	Media Coverage: Mass Transit "Developing a Region" Cover Story Mass Transit "Working with DOTs" Editorial Feature Metro Magazine "Valentine's Day #BeMine" Feature	April/May 2015 Issue June 2015 Issue Marketing Matters Column – 5/2015
	PR Calendar of Activities	Ongoing
Social Media	Discover A-train Wash Feature	Development Phase
	Places to Go Creative	Development Phase
	Discover A-train Video Feature	Executed
	Executive Social Media Plan (Jim Cline Posts)	Ongoing
	Editorial Calendar Execution (Social and Video)	Ongoing
Internal Communications	Monthly Messaging Map	Ongoing
	Monthly Staff Meeting Presentation	Ongoing
Community Relations	UNT Shuttle Driver Specialty T-shirts	Planning Phase
	UNT Orientation Sponsorship	Executed
	AVID Field Trip	Executed
	Denton Juneteenth Sponsorship	Executed
	Lewisville Chamber Women in Business Expo Presentation	Executed
	Member City Involvement	Ongoing
Events	Celebrate Highland Village	Cancelled
	Highland Village Balloon Festival	Planning Phase
	Lewisville Western Days Festival	Planning Phase
	A-train Rail Trail Community Enhancements Celebration	Development Phase
	Denton Arts & Jazz Festival	Executed
Public Involvement	Public Meeting Standard Operating Procedures	Development Phase
	Overnight Parking Policy	Development Phase
	Passenger Satisfaction Survey (April 2015)	Executed – Will Report in May
	Public Meetings – 4.11.15 and 4.13.15	Executed – Will Report in May
Customer Service	Review of Customer Service Initiatives	Planning Phase

Regional Initiatives	Go Pass 2.0	Planning Phase
	Regional Marketing and Communications Meeting – June 3	Planning Phase
	NCTCOG Casual Carpool Application	Ongoing
	NCTCOG Air North Texas	Ongoing
	NCTCOG MyRideNCT	Ongoing

MARKETING & COMMUNICATIONS METRICS				
Activity	Metric	Annual Goal	Monthly	YTD
Brand Impressions				
Community Brand Impressions*	Confirmed Impressions	300,000	724	47,869
Media Buy Impressions**	Online/Confirmed Impressions	500,000	7,139	244,640
	Print/Confirmed Impressions	100,000	89,145	349,369
Media Relations				
Press Coverage	Articles About DCTA	450 Placements	15	195
Ad Value^	Articles About DCTA	\$255,000	\$24,700	\$241,105
Publicity Value^^	Articles About DCTA	\$460,000	\$74,100	\$476,907
Headline Highlights	Texas bus and train operators see banner Valentine’s Day DCTA set to gather input Progress continues on I-35E expansion			
Major Media Outlets	PR Week Magazine (national), Denton Record-Chronicle, Star Local Media, Dallas Morning News			
Social Media				
Facebook Likes	Total Likes	6,500	7	5,167
Twitter Followers	Total Followers	3,500	43	2,986
DCTA Blog	Confirmed Impressions	1,900	181	1,317
	Top Referring Sites	Google, Facebook, Twitter		
Website Results				
Website Impressions	Pageviews	1.4M	104,847	826,206
Top 5 Referring Sites	DART, UNT, TWU, City of Denton, Twitter			
Go Pass				
New Downloads	Total Count	160,000	13,479	110,950
Tickets Sold	Total Count	16,000	2,444	14,482

CUSTOMER SERVICE				
Activity	Metric	Annual Goal	Monthly	YTD
Provide Excellent Customer Service	Calls Answered	>95%	98%	98%
	Abandoned Calls	<5%	2%	2%
Where’s My Ride	Total Hits***	100,000	37,689	148,616
	SMS (Texts)	10,000	4,840	11,428
	Calls	2,000	1,142	2,911
Go Request	Avg. Days/Closeout	<3.5	2.49	3.14
	Total Entries/10K	>3	1.48	1.92
	Complaints/10K	<5	.88	1.16
	Types of Submittals	Complaint – 28; Compliment – 1; Problem – 0; Question – 11; Suggestion – 7		

Footnote:

[^]Ad Value (AVEs) – Ad values are calculated based upon what a professional media buyer would pay for that amount of exposure for a particular media outlet. Most AVEs are based on the advertising rates for print outlets and in many cases advertising rates do not exist for online stories and even some broadcast placements.

^{^^}Publicity Value – Publicity values are calculated generalizations based on the average cost per impression. Tracking publicity rates provides consistent and rational publicity values for print, online and broadcast/radio hits, regardless of availability or validity of a published ad rate. NOTE: Current PR monitoring software just started reporting publicity value January 2015.

^{*}Community Brand Impressions –This is the total number of individuals impacted through events, fairs and sponsorships. This total is a mixture in-person and branding impressions (i.e. those who saw our logo on event signage, etc.).

***Media Buy Impressions – This is the number of individuals who see DCTA online advertisements. They may not click through the ad, but they were served the ad.*

****Where's My Ride "hits" track all visits to the site. Total hits reported are not unique visitors.*

Approved by: Nicole M. Recker
Nicole M. Recker, Vice President of
Marketing & Communications



2015 Proposed Regional Expansion Public Involvement Action Plan

Study Area:

Cities of Lewisville, Highland Village and Denton

Study Objective:

Solicit public input on proposed Regional Expansion Plan.

Study Timeframe:

April 11 – April 21, 2015

Open House Meetings

A series of public meetings were held in Lewisville, Highland Village and Denton during April 2015.

Open House Video

An online video was available for comment at RideDCTA.net from Wednesday, April 15 until Tuesday, April 21, 2015.

Paratransit Passengers

DCTA did not propose any changes to the Access fare structure. No additional or special outreach was necessary.

Senior Citizens Groups

DCTA did not propose any changes to the reduced (local and regional) fare structure. No additional or special outreach was necessary.

Business/Stakeholders

DCTA with information used social media to get the word out regarding the upcoming public meetings and the proposed regional corridors to stakeholders and area businesses.

City Staff Briefings

Notification of the public meetings was sent to city staff outlining the upcoming open houses.

Environmental Justice Outreach

All materials that were developed and distributed will be produced in English, Spanish and the Hakha dialect of Chin. Whenever possible, meetings were held in locations accessible by public transportation. The targeted outreach is focused in areas of low income and/or minority populations. The changes being proposed do not meet the adopted definition of Major Service Change. Formal public involvement and Title VI review was not required.

Limited English Proficiency Plan

The open house notification was disseminated in English, Spanish and the Hakha dialect of Chin consistent with the Authority's Limited English Proficiency Program.

Title VI Review

A Title VI Review was conducted and no disparate impact was determined.

Media/Community Relations

Press Releases were sent out to area newspapers two weeks prior to the meeting dates.

Newspaper ads were purchased in the Star Local Media, TWU Lasso, North Texas Daily, Cross Timbers Gazette, and the Denton Record Chronicle and ran at least twice in all publication except for Cross Timbers Gazette which ran once.

Meeting Notices posted on RideDCTA.net, Facebook, and emailed to DCTA riders. All public meetings notices were posted and distributed on DCTA fleet.

A special open house landing page was created that included the presentation materials and a comment form.

Comment Summary:

Meeting Statistics

- Lewisville Meeting
 - 2 attendees
 - DCTA Administrative Office
 - Saturday, April 11, 2015 from 9 a.m. to 10:30 a.m.
- Denton Meeting
 - 12 attendees
 - Downtown Denton Transit Center
 - Saturday, April 11, 2015 from 1 p.m. to 2:30 p.m.
- Highland Village Meeting
 - 2 attendees
 - Highland Village Municipal Complex
 - Monday, April 13, 2015 from 6:30 p.m. to 7:30 p.m.
- Online Open House Video
 - 219 views
 - RideDCTA.net
 - Wednesday, April 15 – Tuesday, April 21, 2015
- Lewisville Citizen's Advisory Team Meeting
 - 5 attendees
 - DCTA Administrative Office
 - Tuesday, April 7, 2015 from 6:30 p.m. to 7:30 p.m.
- Denton Citizen's Advisory Team Meeting

- 8 attendees
- Downtown Denton Transit Center
- Thursday, April 16, 2015 from 6:00 p.m. to 7:00 p.m.

Comments Legend:

- Denton Meeting Comments
- ❖ Highland Village Meeting Comments
- Online Video Comments
- Citizen's Advisory Team Comments

A-train Rail Trail

No comments received.

Community Enhancements

No comments received.

Regional Express Corridor System

- 380 Corridor and increase bus frequency
- Interested in transportation to Ft. Worth without going to Dallas first. Enjoyed this open house everyone was so eager to answer questions, Kristina was so kind to explain future projects. Jim Cline took the time to show me the facility since it was my first time to visit. Look forward to future travel to Ft. Worth.
- ❖ Interested in Fort Worth as well
- ❖ Interested in Flower Mound service along Highland Village Mall
- Very interested in the Regional Express Corridor System. Especially how the tracks will parallel the Union Pacific tracks to downtown Ft. Worth, which is one of the busiest tracks in the nation.
- Where will the future stations be planned?
- How many more cities in southern Denton County need to get "on board" with DCTA to make this plan possible?
- Have you considered going north to Sanger? There is a Walmart distribution center that could probably use transit.
- Have you looked at the BNSF line that the Heartland Flyer travels on? This goes through Justin and Ponder.
- Could you have the airport route meet the Hebron station?
- Could you extend the A-train line up on the UP rail to connect with 380?
- Have you looked at the toll bridge to connect to the 380 corridor?

Upcoming System Planning Initiatives

- It will help and benefit everyone in the community if the train had more frequent times in the weekend like it does on the week day. Would love to see the A-train to be 24 hour service. There are taxi services, Uber, and a local transit. I'm going for cheaper, reliable and what is going to get me from point A to point B.
- I would prioritize the upcoming planning initiatives first over the regional express systems. Existing bus services warrant improvement before expanding beyond the member cities. The regional express options have better proposed frequency than your current city routes.
- I would like a five day pass
- Have you considered a zoning option on fares? (Look at the Metro in Chicago for an example) With people riding all over the Metroplex, it would make more sense.
- It is not cost effective for someone who lives near the Hebron station needing to go to Dallas to purchase a regional fare.

Proposed FM 407 Service: Phase 1

- Should provide services from Highland/ Lewisville Lake/ Old Town stations
- I am unclear if the 407 plan include both fixed route and demand response or that they are offered as options
- ❖ Highland Village Road bus service to A-train Highland Village Station

DCTA Program of Projects

No comments received.

Other

- Where I live is not served by a bus line. I also noticed that Zogvane School and Water Lakes Park were not served.
- I would like to see service to the Health Clinic near Bell and Wainright in Denton.
- ❖ The A-train is great

Denton County Transportation Authority



2015 PASSENGER SATISFACTION SURVEY RESULTS

May 26, 2015 30

GOALS & OBJECTIVES

GOALS & OBJECTIVES

- **Overall Goal**
 - 1,063 Surveys
 - Exceeded – Received 1,860 surveys
 - 95% Accuracy Rating
 - Exceeded – Recorded a 99% accuracy rating
 - Confidence Level of 3
 - Met this goal

- **Objectives**
 - Collect more surveys than in the past
 - Develop and execute successful communication methods
 - Obtain accurate rider feedback
 - Indicate crucial learnings and next steps based on results

STRATEGY & TACTICS

STRATEGY

□ **Timeline**

- Survey Promotion: 3/30 – 4/18
- Survey Launch: 4/6 – 4/18
- Survey Results Analysis: 4/19 – 5/20

□ **Target Current Riders**

- In person
- On vehicle
- In Facility
- Online

□ **Incentivize Participation**

- Complete a survey and be entered into a drawing to win one of three gift card drawings for \$100, \$50 and \$25

TACTICS

- **Brand Ambassador Deployments**
 - In-person interactions with customers on the train, on the buses and at the DDTC
 - Completed a total of 8, 4-hour deployments

- **Website**
 - Homepage splash
 - Dedicated website page with direct link to survey

- **Rider Alert**
 - At launch, during survey collection, and within the last two days

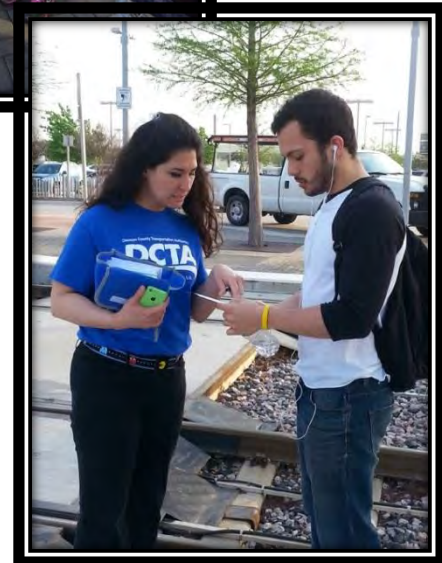
- **Facility Postings**
 - Posters at the DDTC
 - Paper surveys on display
 - Survey URL on all DDTC receipts

TACTICS

- **Social Media**
 - Facebook
 - Twitter
 - Partner sites

- **Other**
 - Rail Cards
 - Seat Drops (buses only)
 - Media Coverage
 - April Public Meetings

TACTICS



TACTICS

DCTA Denton County Transportation Authority (DCTA)
 Posted by Wendy Haun [?] · April 6 · Edited [?]

Starting today, we will be conducting our passenger satisfaction survey! The surveys will be available in print on the A-train and Connect buses, as well as online here: <http://svy.mk/1DSkGiC>

Three survey respondents will be selected to win either a \$100, \$50 or \$25 Visa. Don't miss your chance to take our quick survey for a chance to win!

Take our quick Survey for a chance to win up to \$100!

DCTA DENTON COUNTY TRANSPORTATION AUTHORITY
 Your Future is Riding on Us. | RideDCTA.net | (940) 243-0077

141 people reached Boost Post

Like Comment Share 1 Like

Take our quick Survey for a chance to win up to \$100!

DCTA DENTON COUNTY TRANSPORTATION AUTHORITY
 Your Future is Riding on Us. | RideDCTA.net | 940.243.0077

DCTA DCTA @RideDCTA

Don't miss out on your chance to give us some feedback and win up to \$100! svy.mk/1DSkGiC

Take our quick Survey for a chance to win up to \$100!

DCTA DENTON COUNTY TRANSPORTATION AUTHORITY
 Your Future is Riding on Us. | RideDCTA.net | (940) 243-0077

RETWEETS 3

7:25 AM - 15 Apr 2015

Take our quick Survey for a chance to win up to \$100!

DCTA DENTON COUNTY TRANSPORTATION AUTHORITY
 Your Future is Riding on Us. | RideDCTA.net | (940) 243-0077

Take our quick Survey for a chance to win up to \$100!

DCTA DENTON COUNTY TRANSPORTATION AUTHORITY
 Your Future is Riding on Us. | RideDCTA.net | (940) 243-0077

[Click Here](#)

METRICS

METRICS

□ **Surveys**

- Paper Surveys Collected – 1,540
- Online Surveys Collected – 320
- Total Surveys Collected – 1,860
 - Compared to 444 surveys collected in 2013
 - 318.92% increase in collected surveys from 2013

□ **Sample Size**

- A sample size must be identified to determine the confidence level and confidence interval
- The sample size used was based on DCTA's average monthly ridership
- The statistical valid ridership requirement to report accurate data was 1,063 surveys
 - We surpassed this requirement by 797 surveys

METRICS

□ **Reported Statistical Validity**

□ Confidence Level – 99%

■ Goal – 95%

- The confidence level indicates how sure the results are and represents how often the true percentage of the population who would pick an answer lies within the confidence interval

□ Confidence Interval – 3

■ Goal – 3

- The confidence interval, also known as the margin of error, is similar to the figure reported in newspaper or television opinion polls

□ **Website**

- 64 direct hits to the informational page on RideDCTA.net generated from social media efforts
- 37 unique hits to the informational page on RideDCTA.net generated organically
- The majority of direct hits to the survey site were generated from the splash graphic located on the homepage of RideDCTA.net

METRICS

- **Social Media**
 - Facebook
 - 6 total posts
 - 859 impressions
 - 21 engagements (likes and shares)
 - Twitter
 - 12 total posts
 - 10,738 impressions
 - 77 engagements (retweets, favorites, etc.)

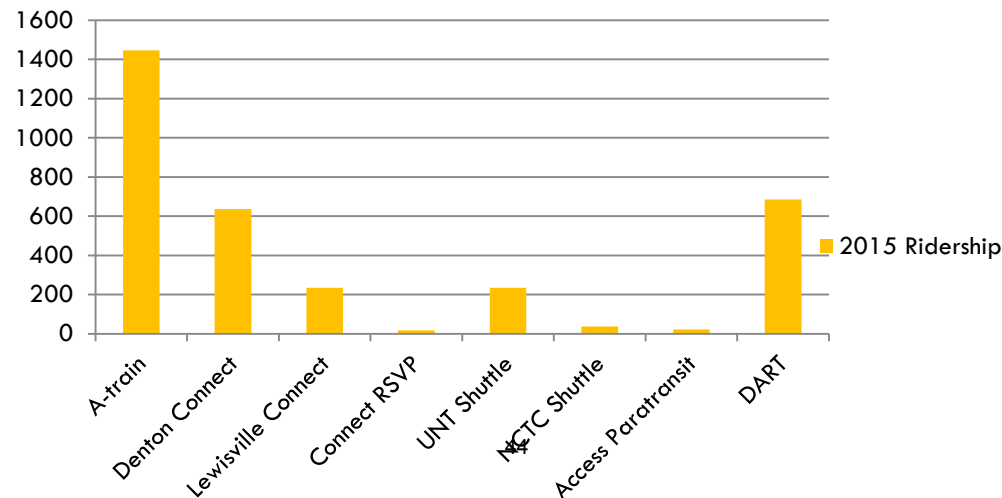
- **Media Relations**
 - Two media placements
 - Mass Transit Magazine and Cross Timbers Gazette

SURVEY RESULTS

SURVEY RESULTS

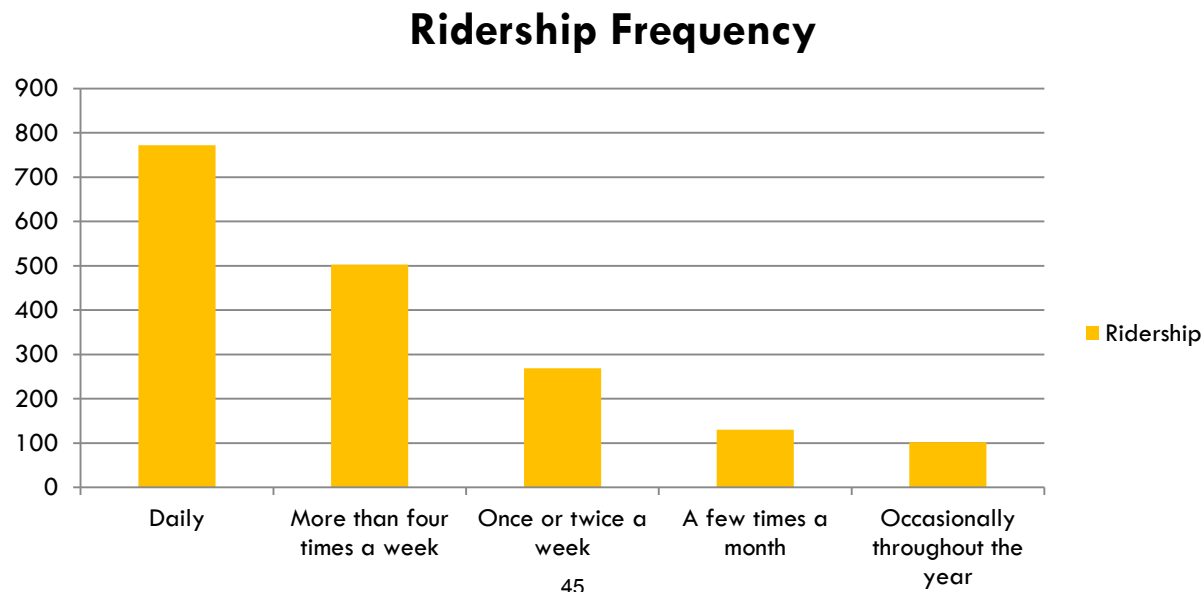
- **Which service do you use most frequently?**
 - 77.8% of participants use the A-train most frequently
 - Compared to 81.9% in 2013
 - 34.19% of participants use Denton Connect most frequently
 - 36.88% of participants use DART
 - Compared to 48.8% in 2013

Service Ridership



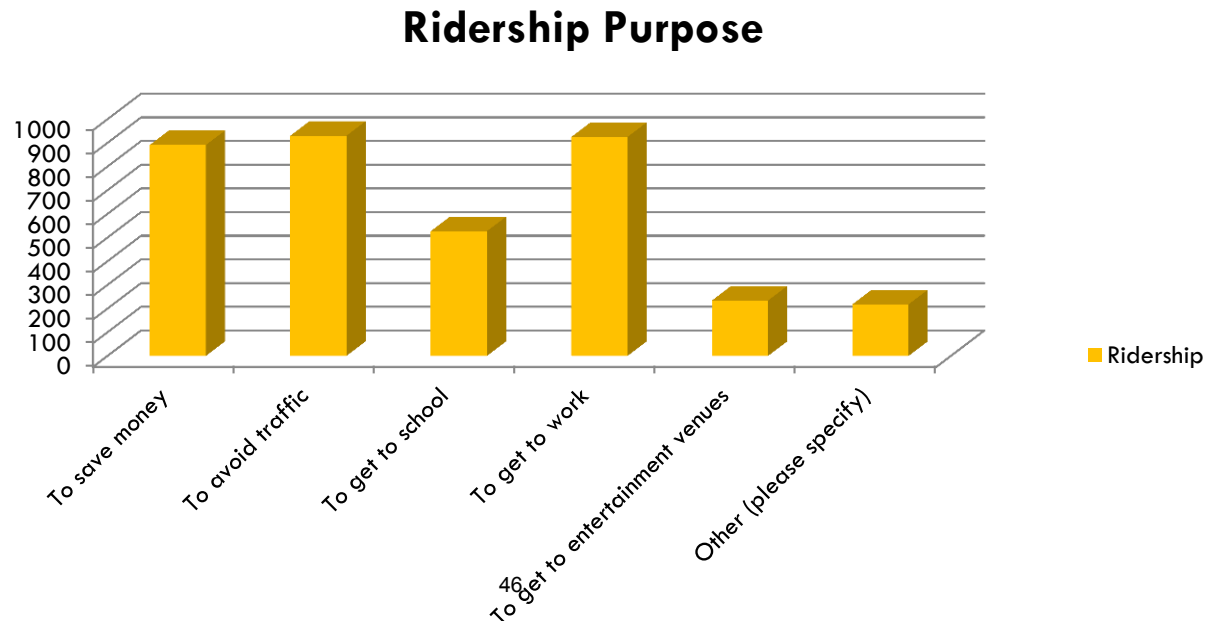
SURVEY RESULTS

- **How often do you use DCTA's services?**
 - ▣ 41.51% of participants use DCTA services daily
 - ▣ 27.04% of participants use DCTA services more than four times a week
 - ▣ 5.48% of participants use DCTA services occasionally throughout the year



SURVEY RESULTS

- **Why do you ride DCTA's services? Select all that apply.**
 - 50% of participants use DCTA services to avoid traffic
 - 49.73% of participants use DCTA services to get to work
 - 47.9% of participants use DCTA services to save money
 - 12.58% of participants use DCTA services to get to entertainment venues

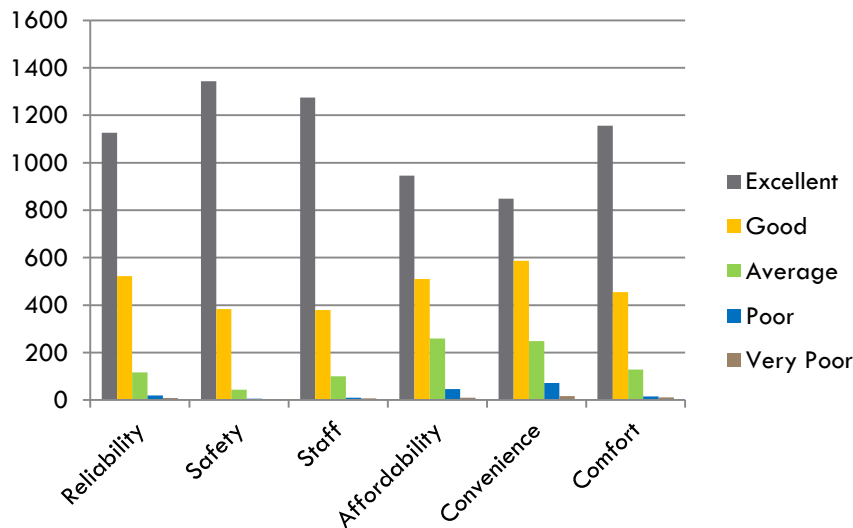


SURVEY RESULTS

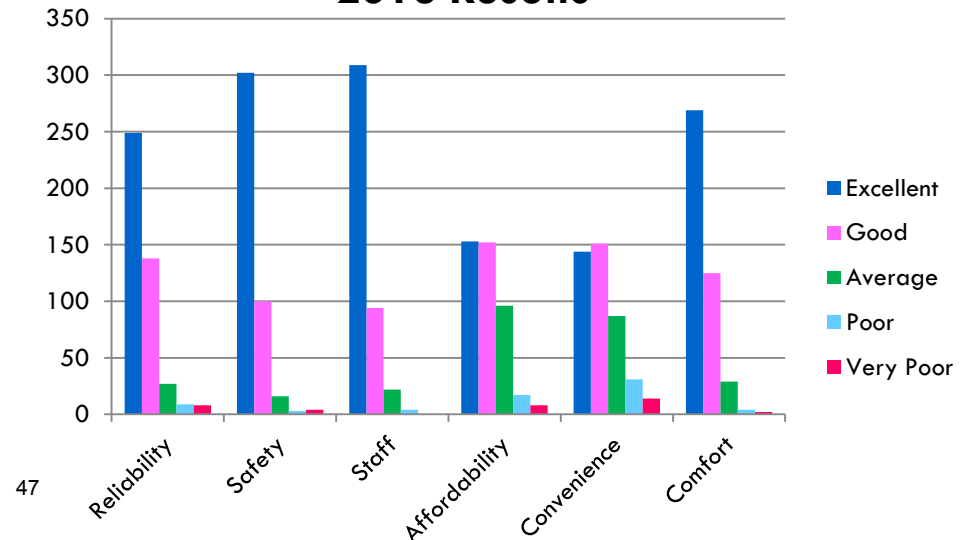
□ How would you describe DCTA's services within the following terms?

- We experienced an overwhelmingly positive response to this question
- The majority of answers (45.65% - 72.2%) were within the "Excellent" category
- Less than favorable associations equated to .05% - .91% of the overall response
- Survey results indicate:
 - Increased favorability with affordability and convenience
 - Slight decrease in favorability with reliability

2015 Results



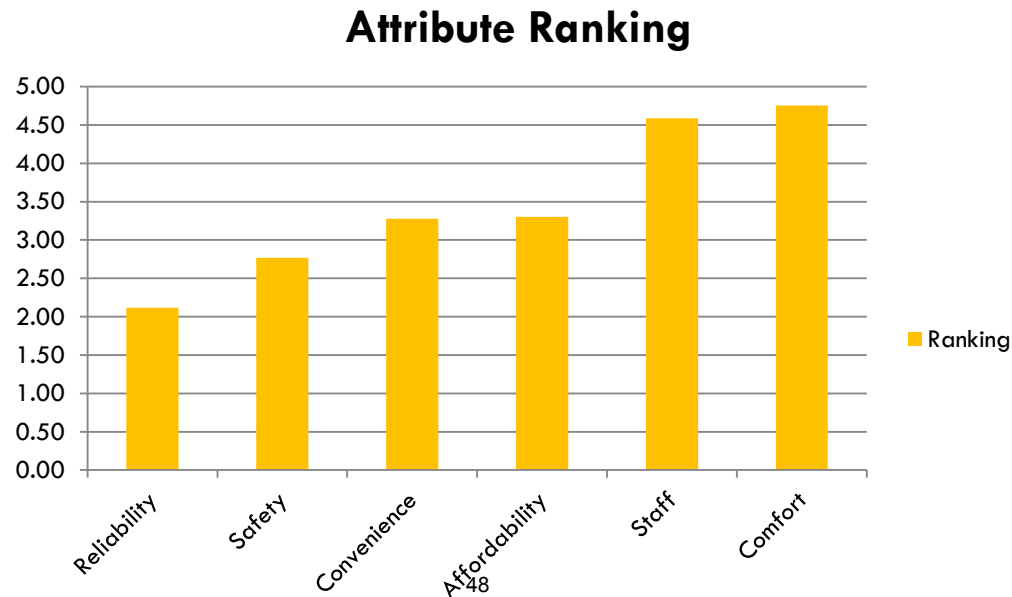
2013 Results



SURVEY RESULTS

WS 1(b)v

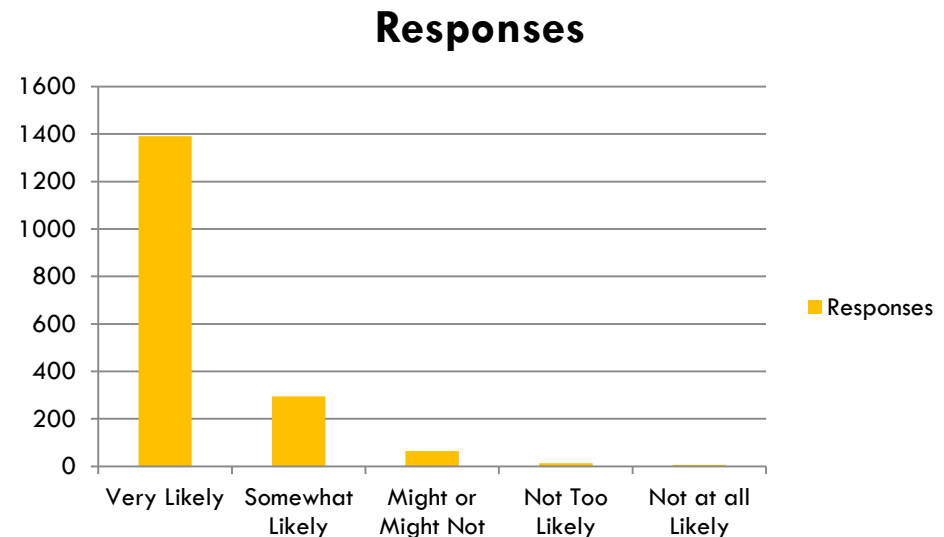
- **Please rank the following attributes.**
 - 1 = Most Important / 6 = Least Important
 - Reliability ranked as the most important, with safety ranked as a close second
 - Comfort ranked as the least important



SURVEY RESULTS

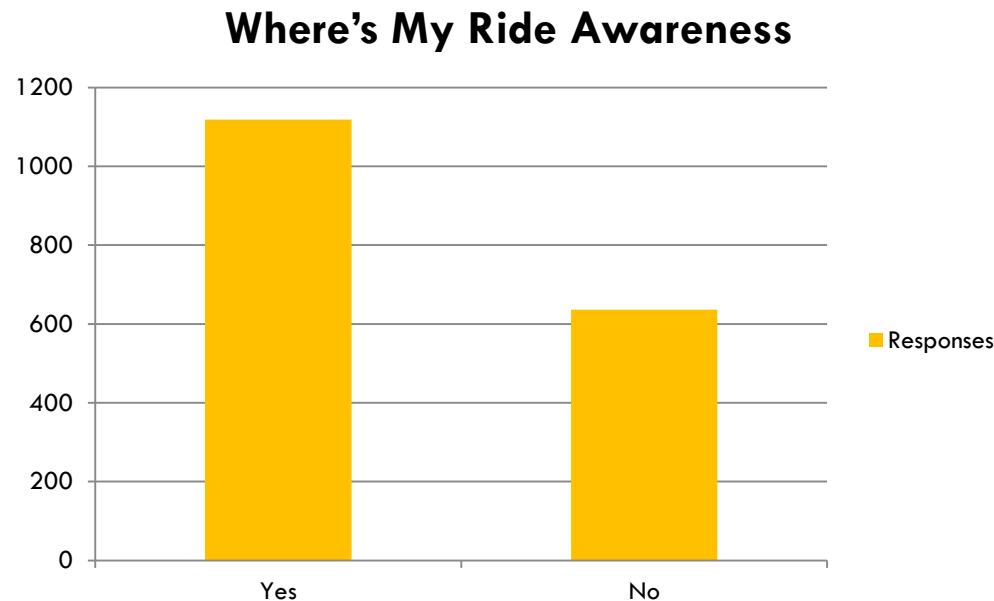
□ How likely are you to recommend DCTA services to a friend or family member?

- DCTA services are seen in a very positive light, with the majority of respondents agreeing that they would recommend DCTA services to a friend or family member
- 74.78% of participants would “Very Likely” recommend DCTA services to a friend or a family member
 - Up 1.78% from the 2014 Community Survey
- Only .32% of participants would “Not at all Likely” recommend DCTA services to a friend or a family member
 - Down 2.68% from the 2014 Community Survey



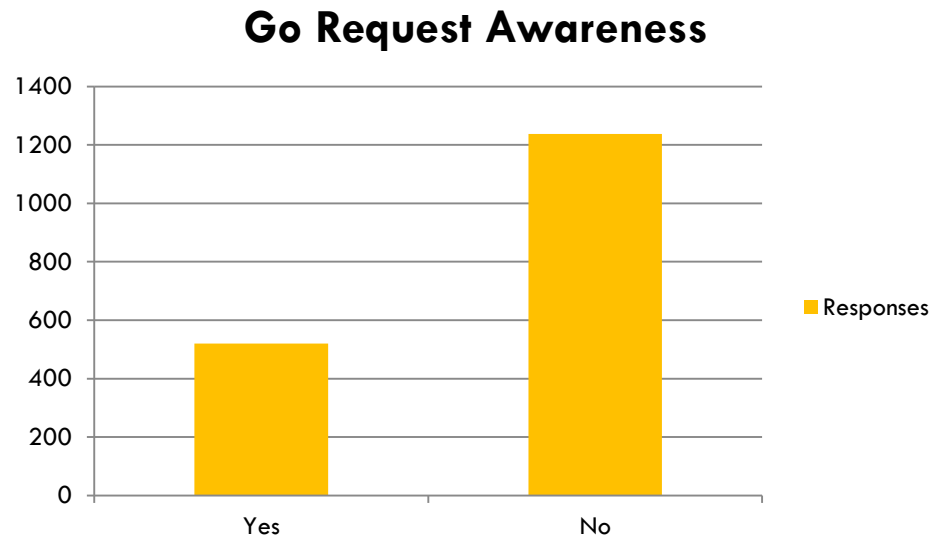
SURVEY RESULTS

- **Are you familiar with DCTA's new vehicle tracking tool Where's My Ride?**
 - ▣ 60.16% of participants were aware of Where's My Ride
 - ▣ The percentage of awareness is much higher than anticipated since the software solution was only launched in January 2015



SURVEY RESULTS

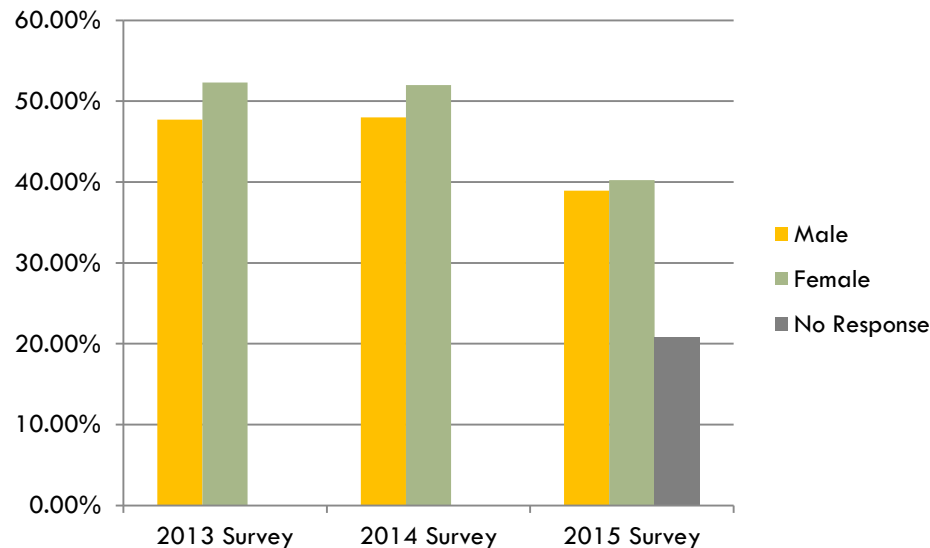
- **Are you familiar with DCTA's customer comment tool Go Request?**
 - 66.56% of participants were unaware of DCTA's Go Request system



RIDER DEMOGRAPHICS

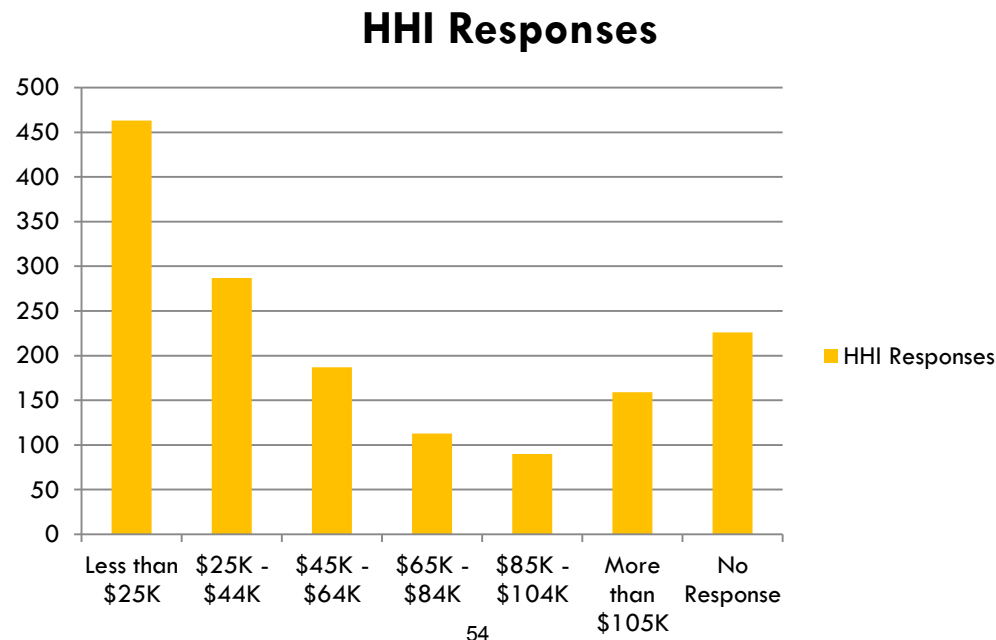
RIDER DEMOGRAPHICS

- **Ridership gender** (optional question)
 - ▣ Less people responded to this question in 2015 than in 2013 and 2014, since the question was optional
 - ▣ DCTA continues to experience a slightly higher percentage of female riders than male riders



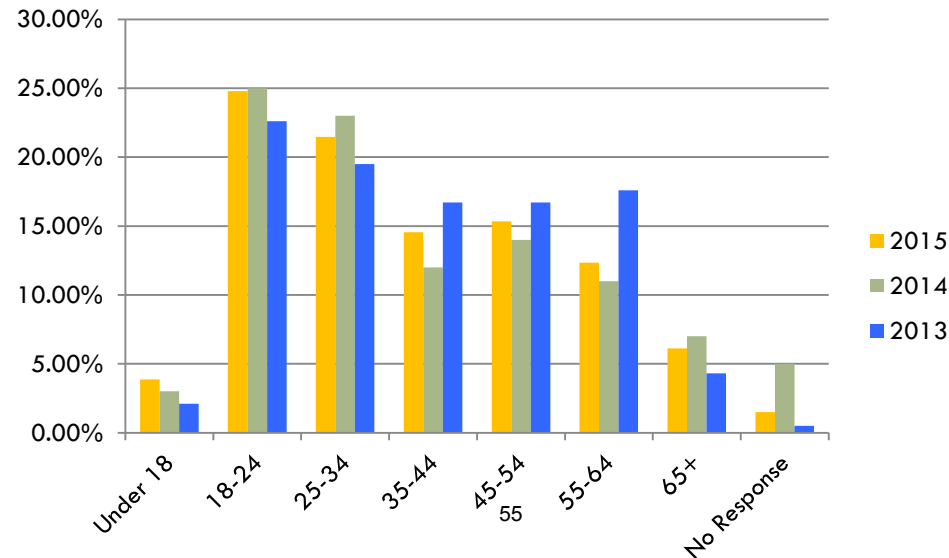
RIDER DEMOGRAPHICS

- **Household income** (optional question)
 - 24.89% of participants report a HHI of less than \$25K
 - 15.43% of participants report a HHI of \$25K - \$44K
 - Nearly 20% of participants report a HHI of \$65K or more



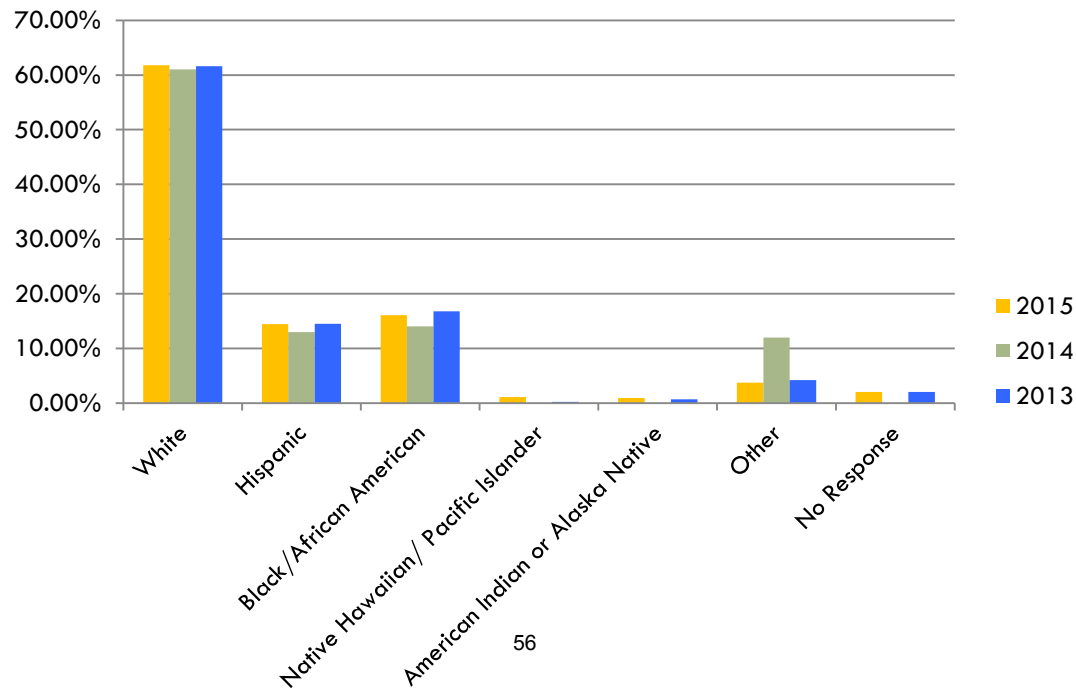
RIDER DEMOGRAPHICS

- **Age range** (optional question)
 - We see a steady increase in riders under the age of 18
 - We see a steady increase, from 2014, in riders between the ages of 35 and 64
 - We have seen a slight decline in riders between the ages of 18 and 34, as well as 65+



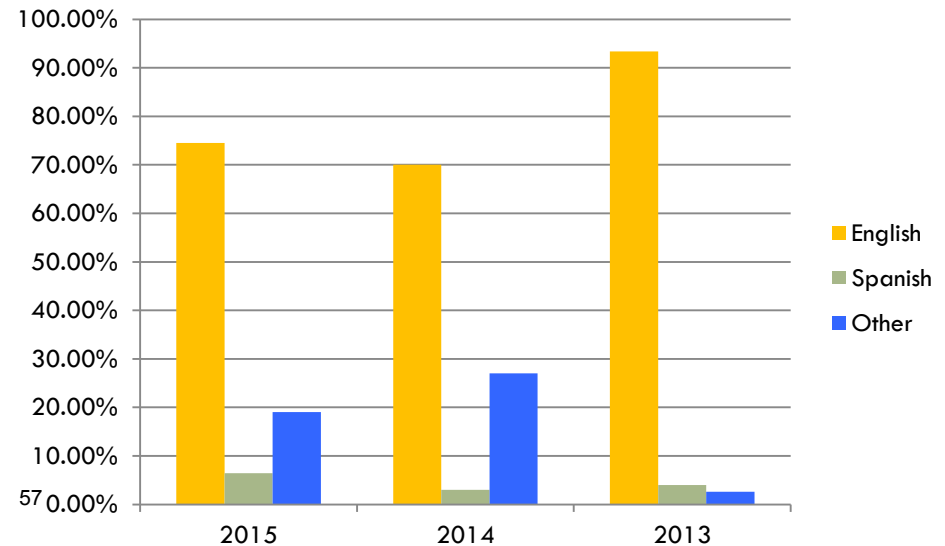
RIDER DEMOGRAPHICS

- **Ethnic or racial background** (optional question)
 - ▣ Ridership remains primarily Caucasian, African American and Hispanic
 - ▣ Annual trends remain consistent



RIDER DEMOGRAPHICS

- **Primary language** (optional question)
 - English remains the primary language of DCTA riders
 - Spanish remains the secondary language of DCTA riders
 - We have seen an increase in other languages spoken at home since 2013
 - Of the paper surveys that we collected:
 - 98.23% - English
 - 1.61% - Spanish
 - .16% - Chin



LEARNINGS & NEXT STEPS

LEARNINGS & NEXT STEPS

□ **Marketing Tactics**

□ What Worked:

- Brand ambassadors were an effective method of increasing the number of surveys collected
- Offering a prize for survey completion aided in the collection of surveys (specifically those with demographic questions answered)

□ Recommendations:

- Deploy brand ambassadors to more bus stops; especially on shuttle routes
- Encourage more online interaction so that surveys do not have to be manually entered
- Work with more community partners to assist in spreading the word about the survey
- Monitor operations to ensure regularly-scheduled seat drops

□ **Marketing Efforts**

- Continue to promote all DCTA services – look at ways to increase ridership on Connect services
- Identify methods to promote DART riders to connect to DCTA instead of vice versa (i.e. Destination Denton)
- Further promote services to commuters and students, as those are key markets

LEARNINGS & NEXT STEPS

- ❑ Identify methods to promote DCTA services to those who do not use the services on a regular basis to build ridership and brand affinity
- ❑ Utilize messages in regards to:
 - Avoiding traffic, commuting and saving money
 - Overall reliability, affordability and convenience
- ❑ Partner with operations to identify opportunities for additional late-night and weekend service to promote ridership (connection to DART is paramount in gaining ridership)
- ❑ Continue to promote Where's My Ride to enhance the customer experience
- ❑ Continue to promote the benefits of Rider Alerts (soon-to-be Where's My Ride-driven Travel Alerts)
- ❑ Identify methods to drive the Go Request message in order to garner customer feedback on a regular basis
- ❑ Utilize survey data to develop an infographic and promote via media outreach and social media

LEARNINGS & NEXT STEPS

- **Operational Efforts**
 - Address concerns of reliability
 - Research opportunities for additional late-night and weekend service options
 - Optimize existing schedule to promote overall convenience for riders

- **Agency Efforts**
 - Continue to promote a safe and family-oriented culture
 - Recognize operational staff for exceptional brand representation

- **Survey Efforts**
 - Revise some of the survey questions to illicit a more data-specific response
 - Work with an outside survey agency to develop, disseminate and analyze
 - Develop a standard set of questions to be asked year over year for accurate comparison

Board of Directors Memo

May 26, 2015

Subject: Capital Projects Update**GTW Implementation**

- Track circuit modifications between North Lake and South Med have started. A few complaints have been received due to required horn blowing in quiet zones due to workers near the track. The anticipated completion is end of June 2015.
- Real time shunt monitoring R&D is underway with a prototype expected by end of June, 2015. If the prototype is successful, a plan will be developed for next steps with expected implementation by end of 2015.

Lewisville Hike/Bike Trail

- The contractor had 18 rain days out of a possible 22 construction days in the month of April. The project completion is anticipated in July.

Positive Train Control (PTC)

- Staff met in Kansas City with FTA PTC experts from Washington DC to review the Main Line Track Exclusion (MTEA) request.
- FRA confirmed that seeking an alternative approach to I-ETMS is a prudent course for DCTA. They suggested that a successful MTEA would need to demonstrate progress toward positive stop enforcement and measured progress toward meeting the requirements of the federal mandate.
- Staff continues to work with technology vendors to find an effective path forward.

Station Landscaping

- The project scope is being revised due to high bids and will be rebid in July, 2015.

Rail OMF Drainage

- HNTB has made all changes to the plans requested by Hillwood which will narrow the channel. The contractor is revising pricing to reflect the changes.
- Construction is not anticipated to begin until July due to the significant rainfall over the past few months. Completion is anticipated 90 days after NTP.

Station Enhancement (Trinity Mills Station)

- DART has elected to include the Trinity Mills restroom in their project to construct eight other facilities on DART property.
- DART will engineer and construct the facility and DCTA will reimburse them.
- The projected cost is within our project budget.
- DART is projecting completion by the end of the calendar year 2015.

Final Review:


Raymond Suarez, COO

Board of Directors Memo

May 26, 2015

Subject: Transit Operations Report

SYSTEM ON-TIME PERFORMANCE

- FY 2015 YTD, “On Time Performance” (OTP) for the A-train was 99.57%
- FY 2015 YTD “On Time Performance” (OTP) for Connect service was 93.67%.

RIDERSHIP PERFORMANCE

Year to date change in ridership by service type

Service	% Change FY 2014 to FY 2015	Color Indicator	Notation No.
All Bus & Rail	4.51%		1
Rail	1.17%		
All Bus	5.90%		1
Connect	0.56%		
UNT	7.74%		2
NCTC	24.07%		3
Access	8.46%		4
Connect RSVP	-33.65%		5

1. YTD ridership is up over last year primarily due to continued UNT ridership growth to levels prior to August despite significant increases in service delays (missed revenue hours). YTD, service delays have increased over 40% (or 14.75 hours) compared the same period in FY 2014 primarily due to UNT Champion bus engine failures. Construction on several roads along the UNT campus as contributed to service delays.
2. NCTC overall growth from October to April of FY 2015 is attributed to expansion of NCTC service in September 2014.
3. Access service continues to grow due to an increase in ADA qualified people.
4. Connect RSVP continues to decline which is likely due to additional parking available at HV/LL station, and the inability to make same day reservations.

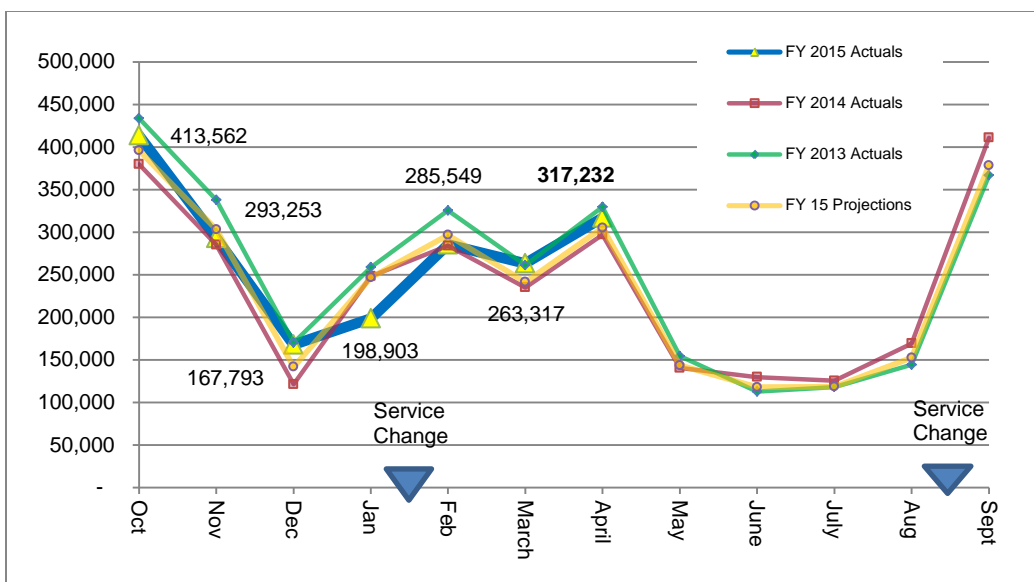
Color Key

Green indicates positive performance

Yellow indicates service that will be monitored by staff

Red indicates poor performance and needs further research

Rail and All Bus: Total Boardings

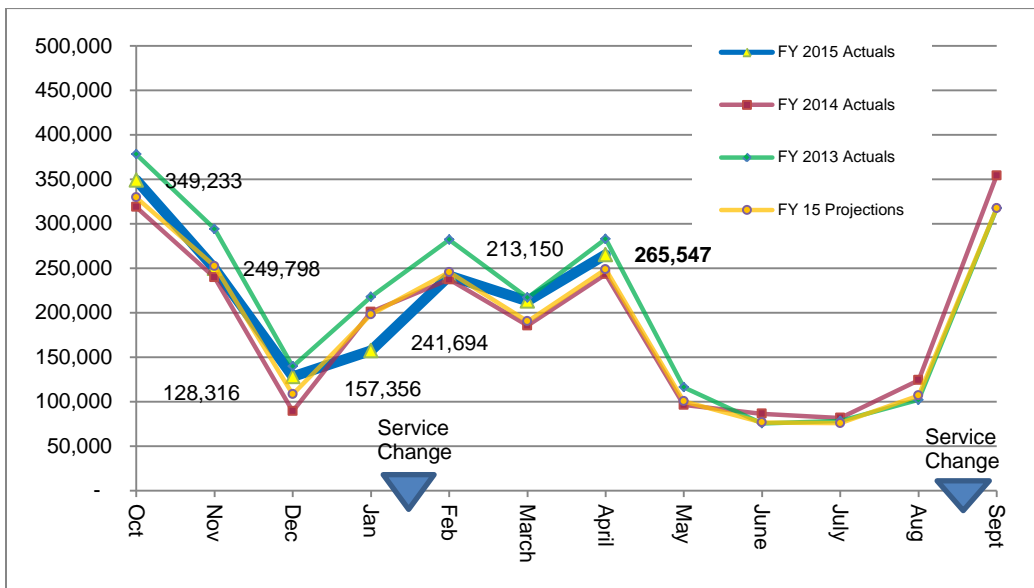


Note: Statistics include A-train, Connect, UNT, NCTC, Access, Connect RSVP, and special movement services.

Rail and All Bus: Total Boardings

- YTD ridership continues to trend upward.

All Bus: Total Boardings

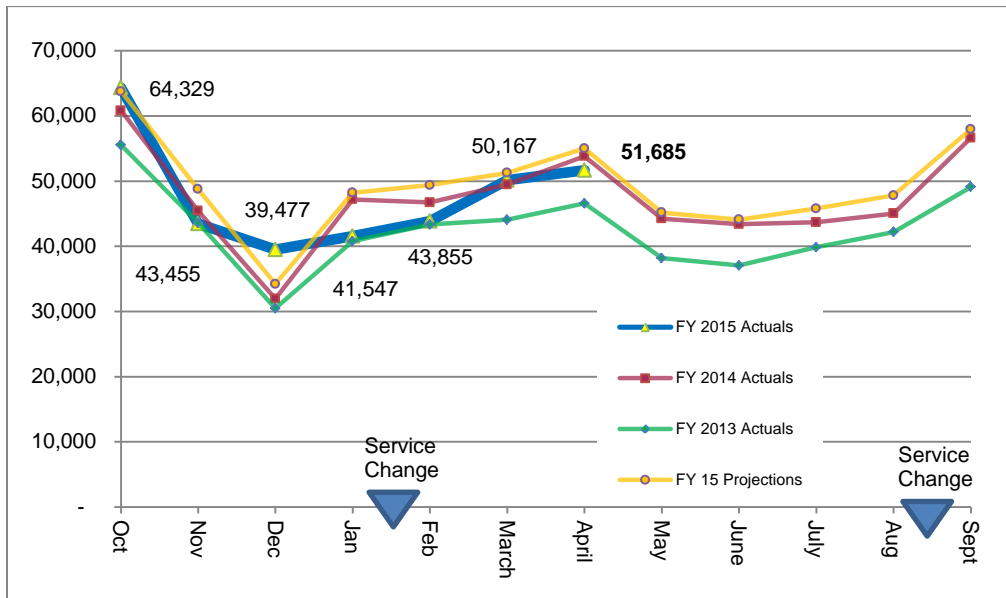


Note: Statistics include Connect, UNT, NCTC, Access, Connect RSVP, and special movement services.

All Bus: Total Boardings

- Growth in UNT ridership is the primary driver of total bus growth.

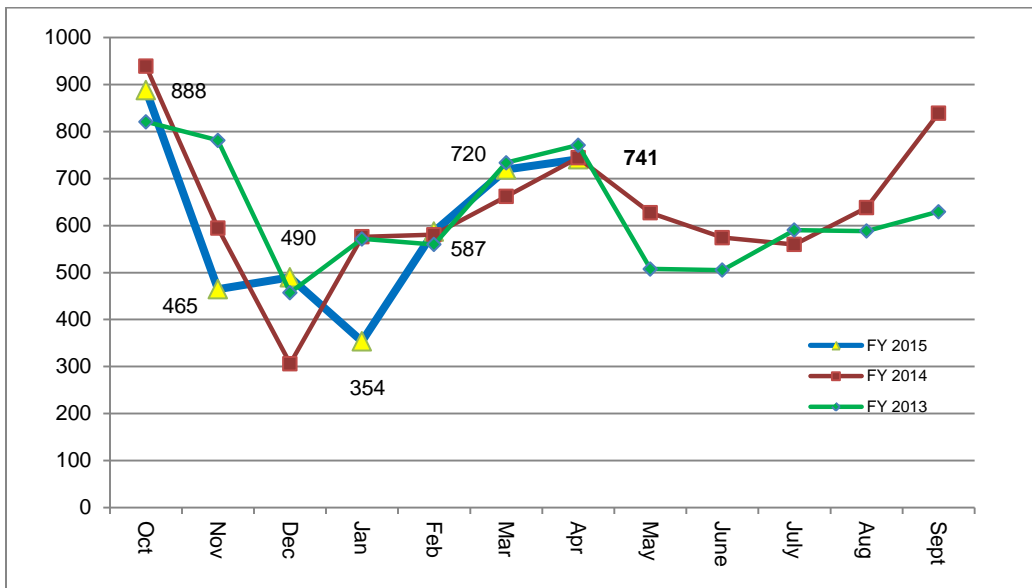
Rail: Total Boardings



Rail: Total Boardings

- Data shows both a modest increase (4.31% YTD) in AM peak northbound and a significant increase in northbound mid-day boardings (48% YTD). In contrast, PM peak ridership is declining. YTD, PM peak southbound has decreased by 4% while northbound has declined by 6% compared to FY 2014. This data may indicate a shift in travel patterns where southbound mid-day trips are replacing PM peak southbound travel.

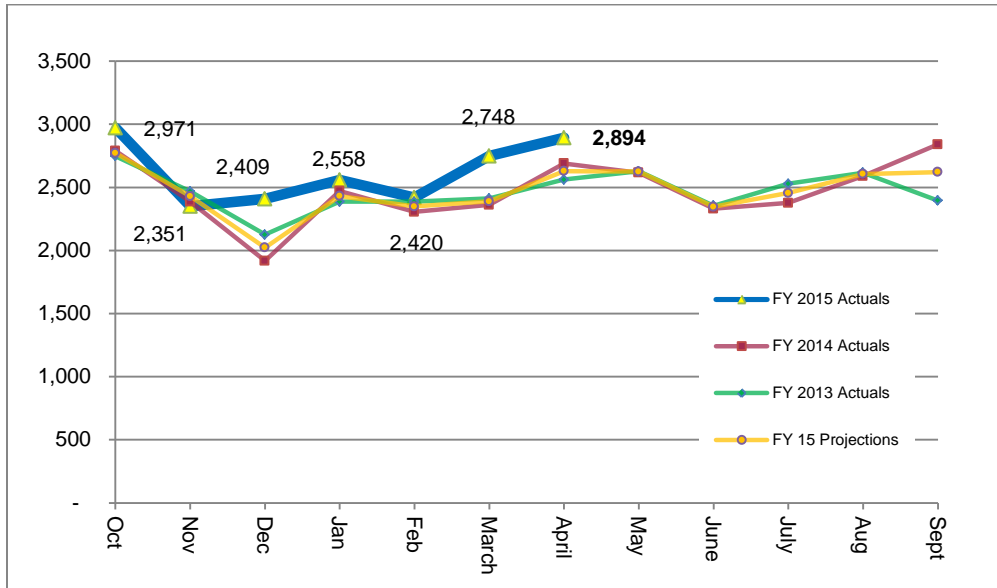
Rail: Saturday Average Boardings



Rail: Saturday Average Boardings

- YTD, average Saturday boardings declined by 3.64%. The DART CBD rail replacement in Q1 affected the Green Line service availability on weekends.

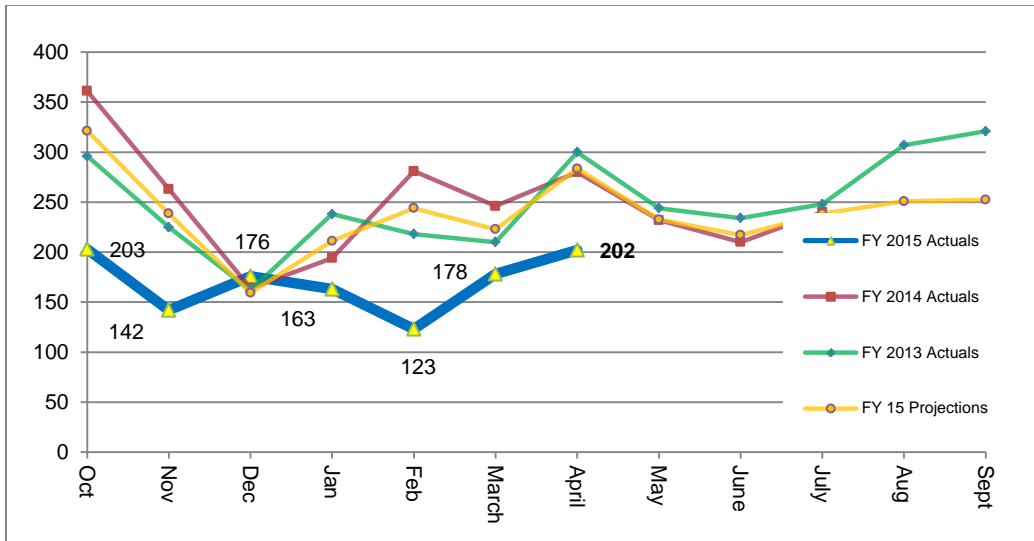
Access: Total Boardings



Access: Total Boardings

- YTD boardings continue to increase more than projected due to more people becoming eligible for this service.

Connect RSVP: Total Boardings



Connect RSVP: Total Boardings

- Connect RSVP continues to underperform likely due to more parking availability at HV/LL station, and the inability to make same day reservations. This service is being evaluated as part of the comprehensive planning currently underway for HV/Lewisville routes.

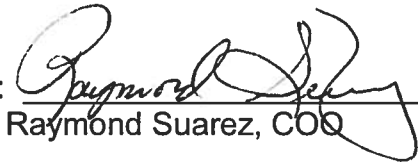
SAFETY/SECURITY

- DCTA Rail Operations Injury-Free Workdays: 1,090
- DCTA Bus Operations Injury-Free Workdays: 17
- On April 11th and 29th, vehicles were stuck on the track at Eagle Point Road. This resulted in one late train on April 11th. This intersection has been improved to enhance safety. Additionally, this intersection will be improved within the next two years as part of the 35E construction project.

MAINTENANCE

- **Right of Way:** Routine daily inspections are being performed by the contractor.
- **Signal/Communications:** There were no signal issues in April.
- **Stations:** DCTA contract operations (HTSI) continues to perform weekly safety inspections, which have not identified any major issues.
- **Rail Mechanical:** DCTA contract operations (HTSI) reported no mechanical issues in April.

Final Review:


Raymond Suarez, COO

Board of Directors Memo

May 26, 2015

Subject: Strategic Planning & Development Update**PRIORITY PROJECTS**

SERVICE PLANNING**FM407 Highland Village Service (Phase I)**

- Approval of NCTCOG agreement for fleet acquisition anticipated for June board meeting
- Proposed fixed route was presented to City of Highland Village City Council
- Council requested additional proposed plans to address needs of community members and retailers
- Highland Village will be included in the Lewisville Comprehensive Operational Analysis (COA)

Lewisville & Highland Village Service Review & Analysis

- A Comprehensive Operational Analysis (COA) is being conducted for the Lewisville and Highland Village service area.
- The COA will include; ridership data collection, community outreach, analysis of existing service, Title VI analysis and service gap analysis.
- The COA will result in service recommendations may include; route realignments, interlinings and extensions, revised service hours and frequency, reduction of non-productive service, new routes, innovative last-mile connections, as well as passenger amenity and bus stop improvements.

Regional Express Corridor Preliminary Planning

- Staff has received support from NCTCOG and DCTA Board of Directors to move forward with the continued development of the Regional Express Corridors
- The Regional Express Corridor Service Preliminary Plan is being shared with partners and potential partners through a series of meetings with member and non-member cities as well as potential private sector partners

DEVELOPMENT**Downtown Denton Parking**

- Working with city staff to develop potential parking shortage solutions
- It is the goal of staff to develop solutions which will also address downtown aesthetics, noise mitigation and enhance safety measures

New Funding Mechanisms: TIGER

- Transportation Investment Generating Economic Recovery (TIGER)
- A Pre-Application was submitted for the "East/West Bus and Rail Connector Project" on May 4
- The project being submitted for funding is the regional express corridor between Highland Village and The Colony
- NCTCOG is supportive of DCTA's project and is working to secure a port of funding for this project
- Staff is working to brief Denton County Commissioners, The Colony and Grandscape developers and confirm project support
- The necessary components are being developed to meet the application deadline of June 5

UNT Parking & Transportation Master Plan

- UNT has kicked off their planning study to identify campus parking and transportation needs
- DCTA is playing an active role in this effort through participation in stakeholder meetings and through active engagement on the planning committee
- The study is expected to be completed in December 2015 with a final report provided in January 2016
- DCTA staff will incorporate feedback and findings from this study into the Comprehensive Operational Analysis for the Denton service area planned for later this year

Additional Projects

- UNT Contract Preparation & Development
- TxDOT 35W Expansion
- Technology Application Research for Flex Service
- Fleet Purchase Research
- TWU Comprehensive Master Plan
- Title VI Analysis Coordination
- Update DCTA's Long Range Service Plan
- Coordinate DCTA's rail expansion vision into NCTCOG 2040 Plan

OUTREACH EFFORTS

Recent Activities

4/23 TIGER Grant Benefit Cost Analysis Webinar
 4/24 STTC Monthly Meeting
 4/27 UNT Parking & Transportation Master Planning Committee
 4/28 Corridors of Opportunity: Frisco's \$5 Billion Mile
 4/28 UNT Parking & Transportation Stakeholder Interviews
 4/28 Highland Village City Council Presentation
 5/4-5/6 APTA Bus & Paratransit Conference
 5/5 Planning Updates & Discussion with The T
 5/6-5/7 NTI Title VI & Public Transportation Workshop
 5/20 City of Frisco
 5/21 Huffines Developers
 5/21 Surface Transportation Technical Committee

Upcoming Activities

5/26 Denton County Commissioners Court TIGER Briefing
 6/2 The Colony City Council TIGER Briefing
 6/10 Northwest Communities Partnership
 6/10 Denton Elected Officials Reception
 6/26 Surface Transportation Technical Committee

Submitted by:



 Kristina Brevard, VP, Strategic Planning & Development

Board of Directors Memo

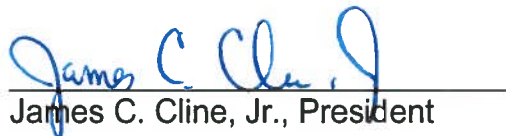
May 26, 2015

Subject: Rail Operations and Maintenance Contract and Interlocal Agreement

DCTA, DART , and the Fort Worth T have been working in cooperation to procure a contract to provide commuter rail operations and maintenance services to all three agencies for the A-train, the Trinity Railway Express, and TexRAIL. DART has procured the services as the contracting authority, and DCTA will access the contract via an interlocal agreement. This process has worked well in the first years of the A-train operation, there are many operational efficiencies to be realized through a shared contract. It is clearly a path DCTA should pursue. Our existing operator (HTSI) is recommended for award of the contract, and we find the numbers to be within reason and affordable.

The existing interlocal agreement needs to be updated in order to reflect the differences in the new contract and lessons we have learned in the first four years of operations. We are now in negotiation to reach agreement on the precise terms. To date, we have exchanged versions of the document, and will be working to reach closure as soon as it is reasonable. The revised budget and cash flow model recommended for approval incorporates the new contract values and a best estimate of the overall costs for rail operations. A graphical analysis of the rail costs compared to the cash flow model approved with the FY15 budget is attached.

It is my recommendation that we proceed forward with the ILA negotiation keeping costs within the limits of the proposed cash flow model.



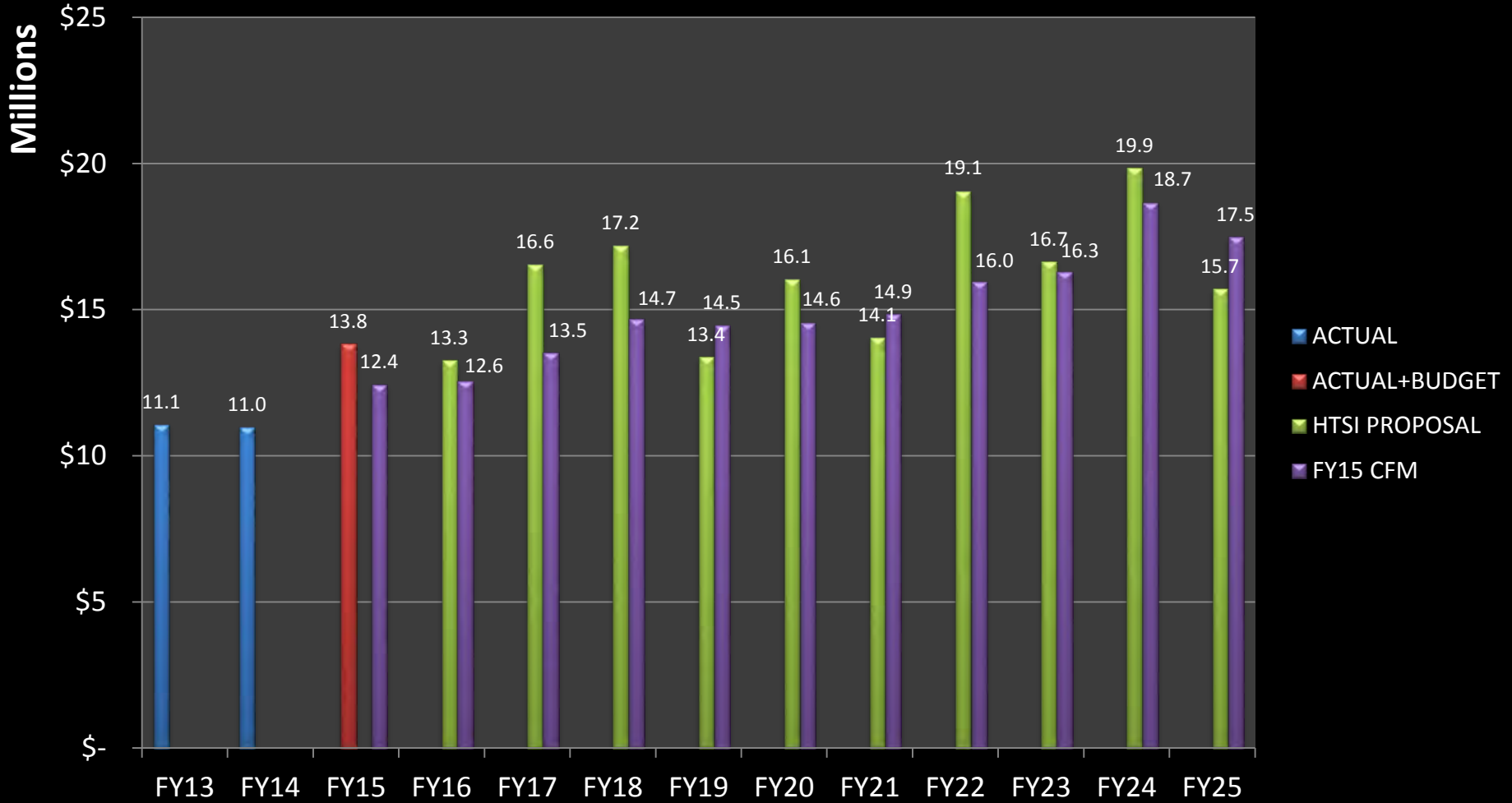
James C. Cline, Jr., President



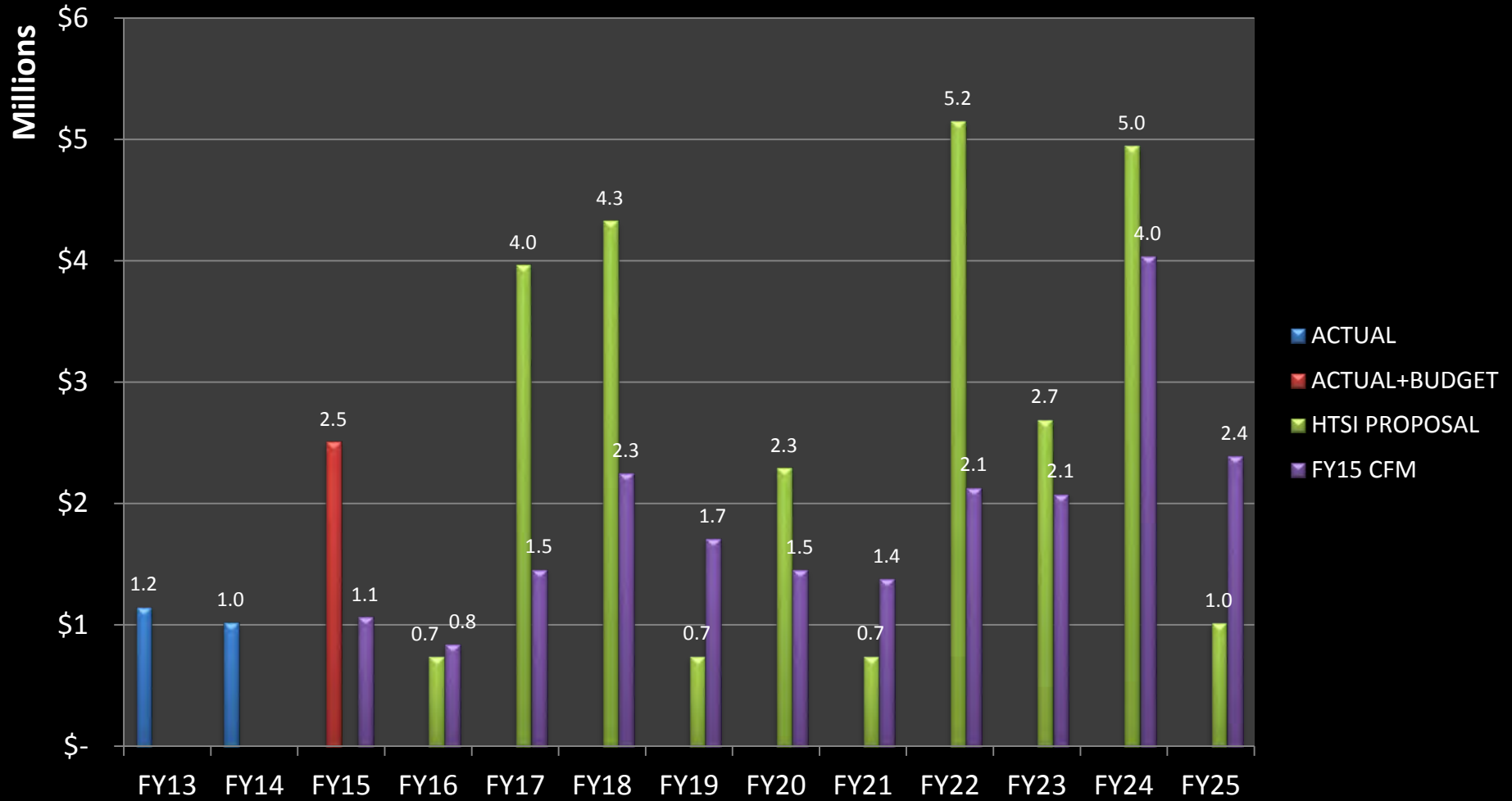
Analysis of the HTSI Proposal

FY2013 – FY2025

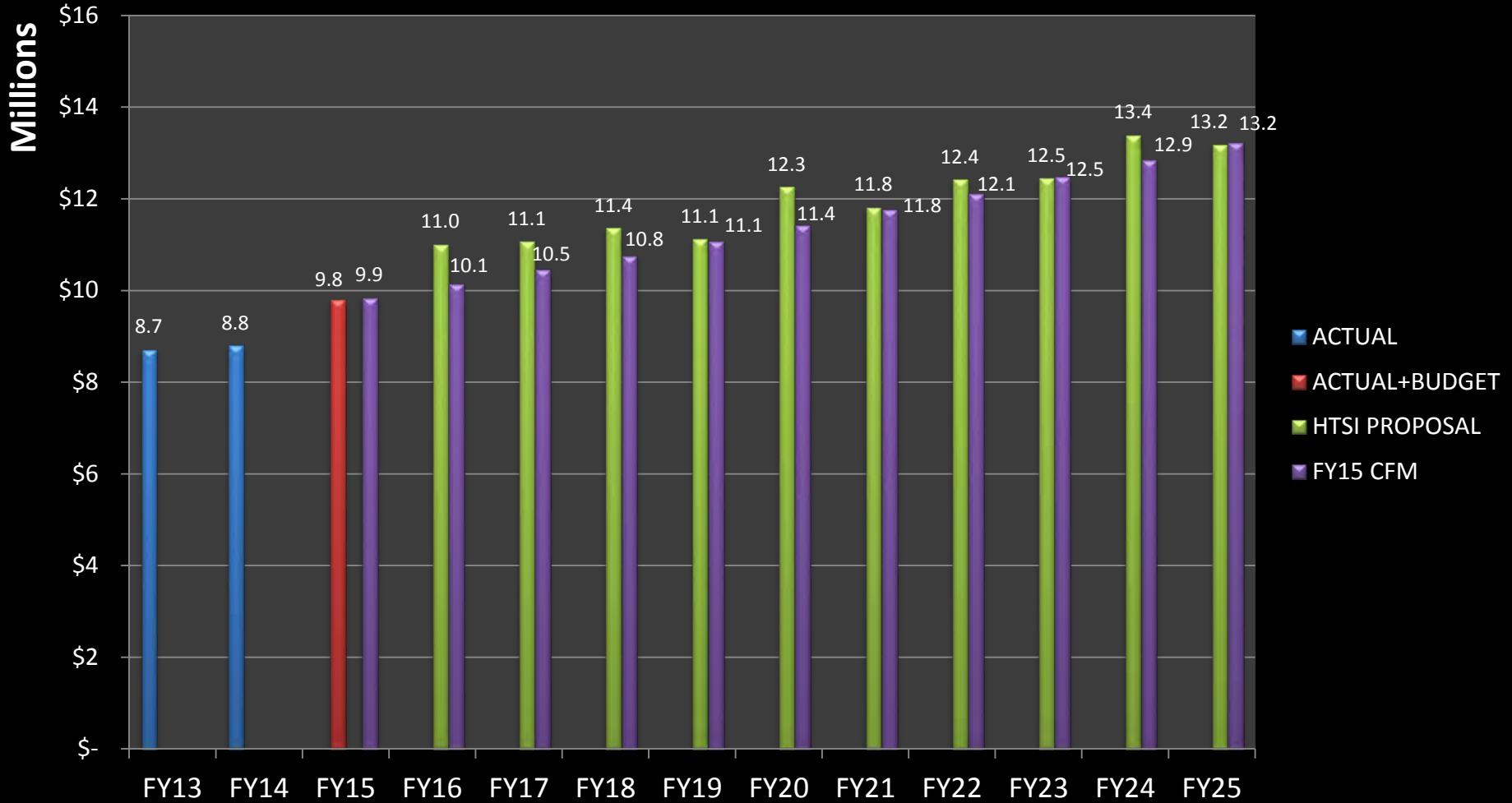
TOTAL (OVERALL)



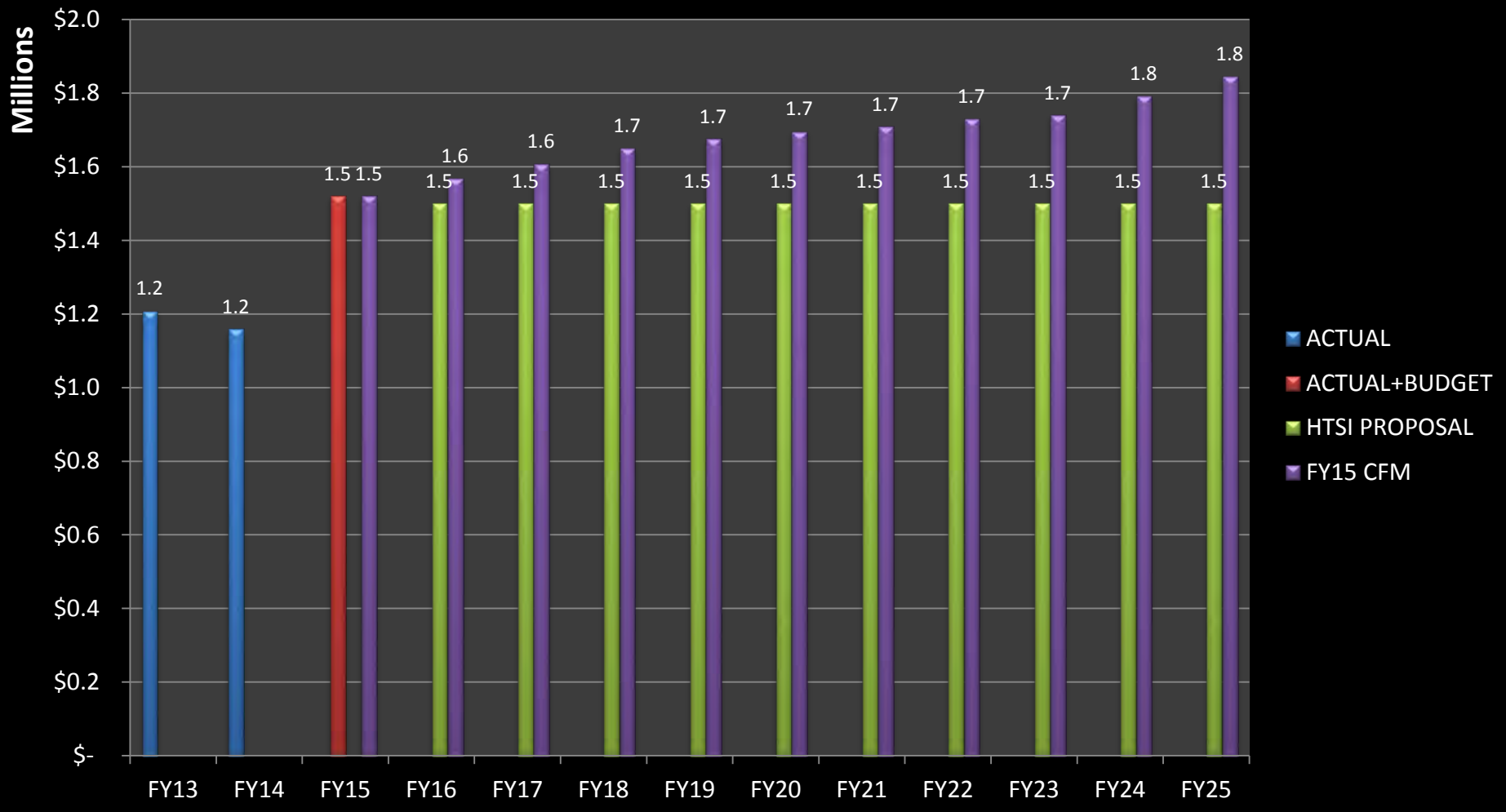
CAPITAL



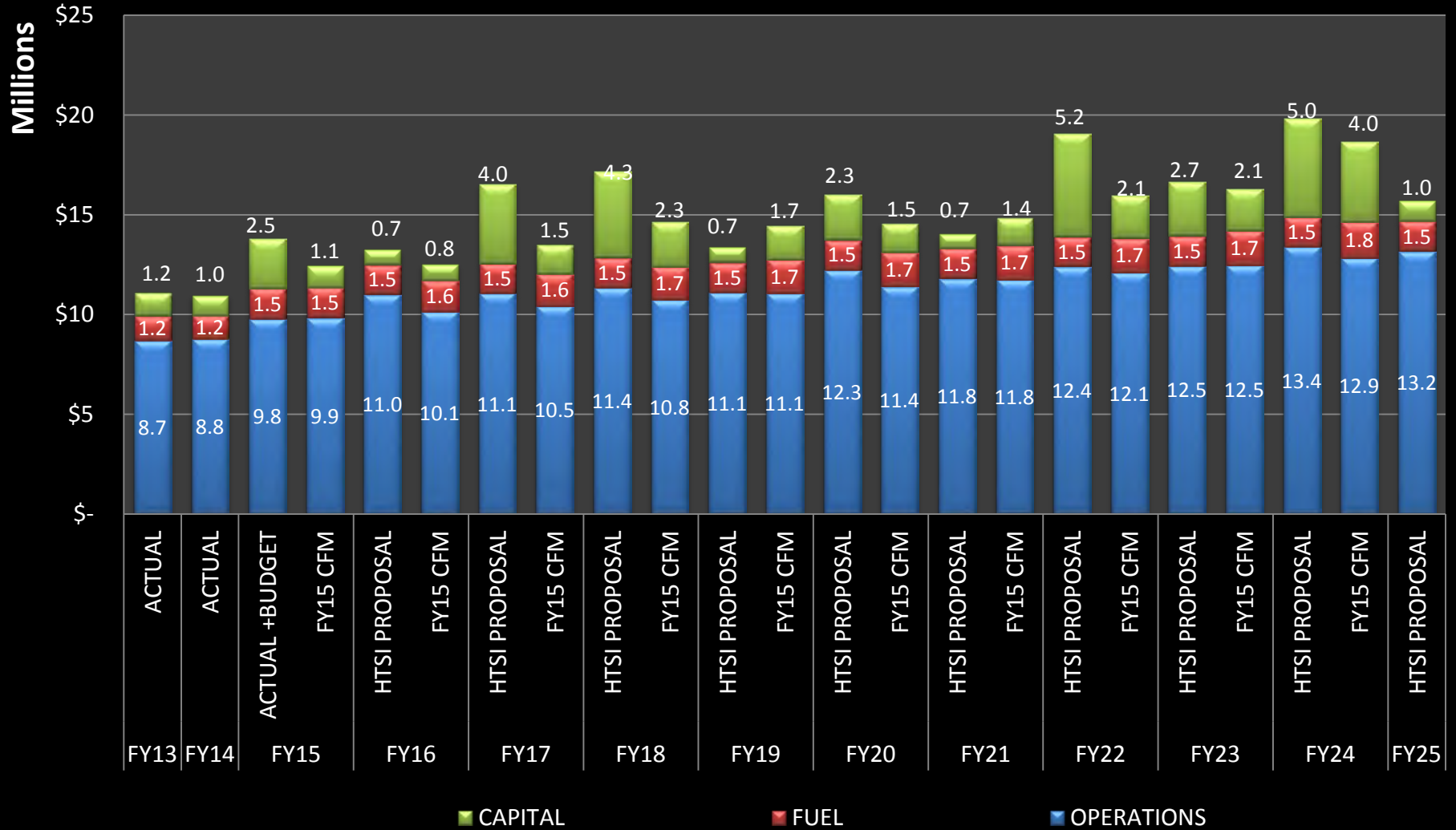
OPERATIONS



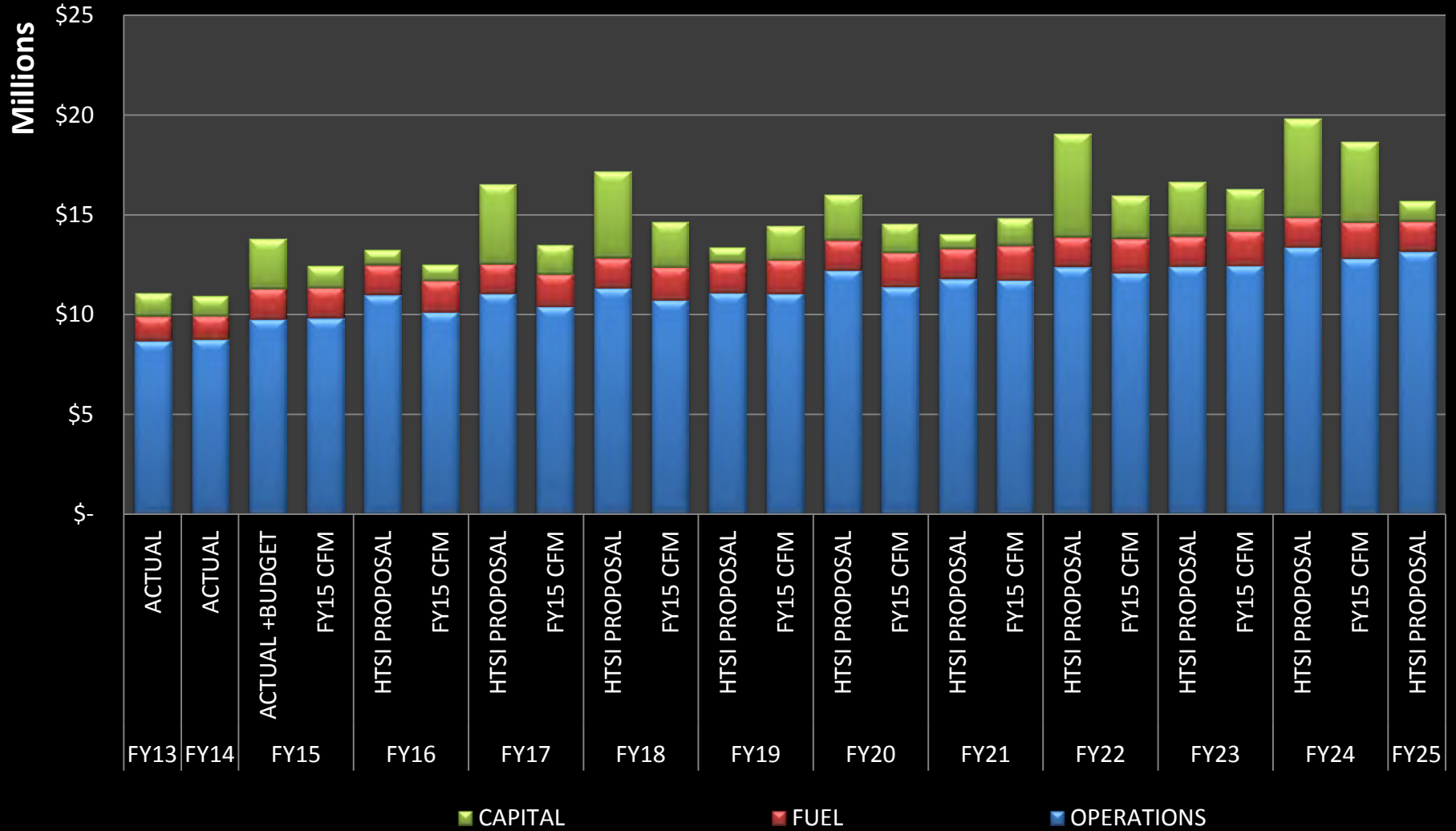
FUEL



TOTAL



TOTAL





Board of Directors Memo

May 26, 2015

Subject: Legislative Update

Staff will present an update on recent legislative matters affecting DCTA and the transit industry. Recent reports received from our legislative consultants are attached.

A handwritten signature in blue ink, reading "James C. Cline, Jr.", written over a horizontal line.

James C. Cline, Jr., President

Capital Edge

Volume 21, Issue 16
May 15, 2015

WASHINGTON REPORT

INSIDE:

CONGRESS.....1
 TRANSPORTATION.....1
 WATER RESOURCES.....2
 LAW ENFORCEMENT.....3
 GRANTS & NOTICES.....3

SHORT-TERM TRANSP. EXTENSION IS NEAR

CONGRESS

Major deadlines approach as Congress looks to Memorial Day break. The House and Senate floors were busy with activity this week, as each chamber looked to clear important measures in advance of the traditional June-July legislative push.

The House was able to work its way through dozens of amendments and approve the annual Defense Department authorization bill, although the measure did not receive the usual bipartisan support that it usually enjoys. The issue of immigration became the flash point for debate when the House struck language from the bill that would have provided a path to citizenship to immigrants who served in the military.

The House also cleared its second of the 12 FY 2016 spending bills on the floor this week. The Energy and Water Development measure funds the Department of Energy, as well as flood control, navigation, and water related programs at the Army Corps of Engineers and Bureau of Reclamation. Democrats objected to policy provisions in the bill that would prevent the Corps from implementing its proposed “Waters of the United States” definitions and the President has vowed to veto that measure if it were to reach his desk in its current form.

In the Senate, Democrats initially rebuffed President Obama on legislation to give the White House “fast-track” authority on trade agreements by blocking final consideration on a procedural vote earlier in the week. However, debate proceeded after the President invited some key Senate Democrats for a talk on the subject and concessions were made. The Senate is expected to clear the measure early next week, but the bill’s prospects in the House remain unclear.

Both the House and Senate will be in session next week, but with the following week a scheduled “district work period,” Members must address two major May 31 deadlines sooner rather than later.

The authorization for federal highway and transit programs will expire at the end of the month, and since no real progress has been made on a funding mechanism for a six-year bill, Congress is expected to consider a short-term solution next week (see related story below).

In addition, some controversial provisions of the Patriot Act expire soon, and there is no consensus as to whether there are enough votes on the Senate to extend the ability of the National Security Agency to review the telephone records of American citizens. The House approved legislation this week that sets limits on such activities, but Senate leaders are opposed to such limits.

TRANSPORTATION

House committee approves DOT spending bill; House likely to move two-month MAP-21 extension. The House Appropriations Committee approved its version of a FY 2016 Department of Transportation budget this week. Meanwhile, congressional leaders continued to struggle with an extension of federal transportation programs that will expire on May 31.

As previously reported, the FY 2016 DOT spending bill largely keeps federal highway and transit programs funded through the Highway Trust Fund (HTF) at their FY 2015 levels, as required by the 2012 MAP-21 law. However, because of tight spending caps imposed on the bill, the committee looked to non-HTF funded programs to realize savings. As a result, the TIGER discretionary grant program (-80%), Amtrak, (-18%), and the

Washington Report

CapitalEdge
 1212 New York Ave., NW
 Suite 250
 Washington, DC 20005

(202) 842-4930
 Fax: (202) 842-5051
www.capitaledge.com

Twitter:
[@CapitalEdgeDC](https://twitter.com/CapitalEdgeDC)

New Starts rail program (-9%) would all receive sharp cuts in the House bill.

The Amtrak derailment that occurred in Philadelphia on May 12 that killed eight people and injured dozens more hung over the committee markup that convened less than 12 hours after the crash. Democrats proclaimed that the accident was proof that more funding was needed to improve our crumbling infrastructure, while Republicans bristled at the connection and maintained that additional funding for Amtrak would not have prevented the incident.

However, the National Transportation Safety Board did announce that rail safety technology known as Positive Train Control (PTC) could have prevented the derailment. Congress mandated that all railroads implement PTC by the end of 2015, but has provided no federal funding to help meet the mandate. A lack of funding and technological hurdles is likely to result in most railroads not meeting that deadline. Rep. Rosa DeLauro (D-CT) offered an amendment to add \$825 million for PTC – the same amount requested by the Obama Administration -- in the DOT budget bill this week, but it was defeated along party lines.

In addition, several amendments offered by Democrats to increase funding for Amtrak, surface transportation, aviation and housing programs were rejected by a party line vote. Amendments to eliminate several controversial policy riders in the bill that would increase truck size and weight were also defeated. An amendment to increase the set-aside for highway-rail grade crossings at the Federal Highway Administration by \$130 million was approved by a voice vote.

The next step for the FY 2016 DOT spending bill is the House floor.

With only four or five legislative days remaining before the expiration of federal highway and transit programs, House and Senate leaders continued to huddle this week on an extension to keep those funds flowing. Reports are that the House will look to move a two month extension only through July that will keep Members' feet to the fire on a longer-term bill for 2015.

Others prefer to extend current law through the end of the year to provide some certainty for the construction season, but negotiators are having trouble finding the approximately \$11 billion in revenues needed to simply fund DOT at current levels through the end of the year. Such difficulty also does not bode well for efforts to find revenues for a level funded five or six-year bill, let alone those to fund robust increases.

WATER RESOURCES

House votes to stop "Waters of the United States" rule. By a vote of 261-155, the House this week approved legislation (HR 1732) that would require the Environmental Protection Agency (EPA) and the Army Corps of Engineers to revoke a proposed rule that would define what constitutes a "water of the United States" for purposes of regulation under the Clean Water Act.

In addition, the House also approved the FY 2016 Energy and Water Appropriations bill, which includes language that would prohibit the Corps from working on the rule in FY 2016.

This week's votes in the House are in response to a proposed rule that EPA and the Corps issued last year that is designed to clarify their regulatory jurisdiction under the Clean Water Act. The Clean Water Act grants EPA and the Corps regulatory authority to protect the quality of "the waters of the United States" but leaves it up to the agencies to determine the definition of "the waters of the United States."

The proposed rule garnered over one million comments and EPA and the Corps are now working on a final rule. Supporters of HR 1732 and the policy rider on the Energy and Water appropriations bill argue that EPA and the Corps overreached in the proposed rule, did not adequately consult with state and local governments and thus need to start from scratch to remediate what they call a flawed process that led to a flawed rule. They also say they do not believe that EPA will review and take into account all the comments submitted in response to the proposed rule.

Opponents of the legislation argue that Congress should wait until EPA and the Corps issue a final rule before taking action. They point out that if the regulatory burden of the final rule is too great or if it is otherwise flawed, Congress can then respond accordingly.

Both measures face a tougher climb in the Senate and an almost certain veto should they reach the President's desk. But the appropriations rider will be a point of discussion as Congress and the Administration negotiate over FY 2016 spending later this year.

LAW ENFORCEMENT

Senators introduce criminal justice reform measure. This week, Senators Gary Peters (D-MI), Lindsay Graham (R-SC), and John Cornyn (R-TX) introduced the National Justice Commission Act of 2015 (S 1119).

The measure would create a 14-member, bipartisan National Criminal Justice Commission that would be tasked with completing an 18-month comprehensive review of federal, state, and local criminal justice systems and recommending policy changes to reduce crime, decrease the high rate of recidivism, and improve trust between communities and the police.

The last national commission focused on the criminal justice system occurred in 1965 under the direction of President Lyndon Johnson, and offered sweeping reforms that have shaped the modern criminal justice system, including the creation of the 9-1-1 system and improved training of law enforcement officials.

Members of the National Criminal Justice Commission would be appointed by the President and Congressional leaders and would include experts on law enforcement, criminal justice, victims' rights, civil liberties and social services. Four members of the Commission would serve as state and local representatives and individuals with any financial interest in the duties of the Commission will be barred from appointment.

Peters specifically mentioned that the recent increase of community protest against police forces as the impetus for a national reevaluation of the criminal justice system. Some police organizations, like the International Association of Chiefs of Police (IACP) expressed support for the measure, citing the need for an examination of the new and emerging challenges faced by police officers.

Currently, S 1119 has eleven cosponsors on both sides of the aisle and has been referred to the Senate Judiciary Committee. At this time, there is no House companion bill.

GRANTS & NOTICES

Department of Interior

The Bureau of Reclamation, through its WaterSMART initiative, has announced the availability of funds for two programs under its new Drought Response Program. The agency will make 9-10 awards of up to \$300,000 for drought resiliency projects that increase the reliability of local water supplies and mitigate the impacts of drought. It will also make 6-10 awards of up to \$200,000 toward the development of local drought contingency plans. The federal funding would pay for up to 50% of the total cost of the projects and applications are due by June 25:
<http://on.doi.gov/1L775F7>

Dept. of Health & Human Services

The Administration for Children and Families has announced the availability of \$7.5 million for the Responsible Fatherhood Opportunities for Reentry and Mobility (ReFORM) Grants. The program is designed to fund supportive services for previously incarcerated fathers in areas such as responsible parenting, economic stability, and healthy marriages. Awards are expected to be in the \$1-\$1.5 million range, there is no required local cost share, and applications are due July 7:
<http://1.usa.gov/1QPdOXE>

Department of Agriculture

USDA is seeking applications for the 2016 Regional Conservation Partnership Program and anticipates awarding a total of \$225 million in funding through 170 awards in three categories: Critical Conservation Areas (35% of funding), National (40%) and State (25%). Cost

sharing is required and varies by program category. Pre-proposals are due July 8, full applications (by invite only) are due November 10:

<http://1.usa.gov/1kkYT9t>

Department of Justice

The Bureau of Justice Assistance (BJA) is seeking applications for the FY 2015 Technology Innovation for Public Safety (TIPS) program. Four awards of up to \$500,000 will be granted to enable strategic information sharing across law enforcement agencies to address specific local or regional crime problems. No matching is required. Applications are due June 2:

<http://1.usa.gov/1Hjlxvt>

BJA is accepting applications for the formula allocation portion of the FY 2015 Justice Assistance Grant Program. Applicants are limited to only those included on the allocation list. Applications are due June 10:

<http://1.usa.gov/1cYoKDV>

BJA plans to release the Body Worn Camera Toolkit on May 18 at 2pm (Eastern) and is hosting a webinar on May 21 to review the Body-Worn Camera (BWC) Pilot Implementation Program solicitation:

<http://bit.ly/1H5wlyY>

Dept. of Health & Human Services

HHS announced the recipients of \$101 million in Affordable Care Act funding through its New Access Point Grant Awards:

<http://1.usa.gov/1OXH0OA>

Environmental Protection Agency

EPA is accepting applications for the FY 2015 Clean Diesel Funding Assistance Program. Up to \$13.5 million will be awarded for approximately 40 projects (1-4 awards in each of the 10 EPA regions) that achieve significant reductions in diesel emissions. Cost-share requirements vary by project type and are outlined in the funding notice. Applications are due June 15:

<http://1.usa.gov/1KRr1Ly>

EPA launched a new website called "Community Resources" for local officials and community members to facilitate access to information for

improving the environment, public health and quality of life:

<http://1.usa.gov/1AUF39X>

Healthy Smiles, Healthy Children

The Healthy Smiles, Healthy Children Foundation is accepting applications for its Access to Care Grants. Twenty grants of up to \$20,000 will be awarded to support community-based initiatives that provide dental care to underserved children. A 1:1 match is required. Letters of Intent are due August 3:

<http://bit.ly/1Fd8bND>

Tony Hawk Foundation

The Tony Hawk Foundation announced the summer 2015 funding cycle for the construction of free, public skateparks. Projects must include certain construction and design features and be located on public property in a low-income area in order to be eligible. Awards of up to \$25,000 will be announced in July. Applications are due June 17:

<http://bit.ly/1Bn8s1S>

Wounded Warrior Project

The Wounded Warrior project announced the availability of grants of up to \$250,000 to nonprofit organizations for programming and direct services to the current generation of wounded warriors in three project areas: Body, Economic Empowerment, and Mind. Letters of interest are due May 26:

<http://bit.ly/1uK3gPv>

Department of Commerce

The Board of the First Responder Network Authority (FirstNet) will convene open public meetings on June 2 and 3 in San Diego that will also be available via webcast to the public:

<http://1.usa.gov/1ELtZxA>

The Department of Commerce and Columbia University are co-hosting the "Future of Urban Innovation Summit" on June 9 in New York City on the evolving role of urban innovation. The cost is \$175 per person and space is limited, registration is required:

<http://bit.ly/1H700kh>

Legislative Update- May 2015

The 2015 Session of the Texas Legislature is over in two weeks. The last day for Senate Bills to be considered in the House is Wednesday May 27th, which for all practical purposes is the end of the session for considering any new business. The last day for House bills to be considered on the regular calendar was last Thursday.

Hopefully, the rumors are true that the House and the Senate have come to terms on a Budget and will announce that this coming week and we will then watch the Session rapidly come to a close. Speculation is there will be some property tax relief in the form of an increase in the Homestead Exemption and there will be a reduction in the Margins/Franchise Tax. The exuberance for tax cutting has been tempered somewhat by the collapse of the price of oil. If you recall, last fall, the price of a barrel of oil was above \$110 and now is hanging around \$60 and obviously has affected tax revenues.

As for Transportation, the only real question is whether there is a constitutional amendment to dedicate revenue from either general sales tax receipts or from motor vehicle sales tax receipts. Or, we just appropriate the monies from General Revenues without the dedication. Either way, there should be additional new money for transportation, in addition to the \$5 billion in new dollars in the current budget for Transportation.

Transportation Funding over Biennium:

\$2.4 Billion from Prop 1
 \$1.3 Billion from ending diversions
 \$1.5 Billion from General Revenue
 Or dedicated funds

Which totals around \$5 billion for the next budget cycle. If we don't dedicate the monies from the revenue streams, we will be right back next Session fighting for these same dollars. But, it is important to note that this is the first time in over 20 years that Transportation has been given new monies from the State Legislature.

Only because it is near the end, I wanted to share with you some statistics on how this Session has fared compared to others.

Legislation Introduced:

House Bills 4,215
 Senate Bills 2,075
 Grand Total 6,290

Bills passed both Houses of Government and sent to the Governor 94

That means only 1.4% of all bills have made it through the process so far. In an average year 22.5% or around 1450 bills make it through the process. This Session seems destined to have the fewest in over a decade.

Specific Legislation of Interest to DCTA:

DCTA/ Rail Liability Legislation: SB 678 sent to the governor

HB 3593/ Burkett/ Open Meetings: Died in Committee

HB 283/ Fallon/ Open Meetings: It is in Senate Business and Commerce and is not scheduled to be heard yet. No Senate companion. This is the bill aimed at DART and the Dallas Morning News has supported in an editorial. Outside chance it will pass

HB 1324/ Israel/ Watson/ Buses on Shoulders: The house bill is in Senate Transportation where the Senate Bill is. Has a good chance to pass. Judge Horn is neutral on this legislation and asked DCTA not to engage on this legislation.

HB 3485/ Turner: Relates to the addition of certain territories to a transportation authority: This bill is in Senate Transportation and has neither Senate Sponsor nor a Senate companion. Not likely to pass

SB 748/ Campbell: Relates to eligibility requirements for members of MPOs.: In Senate Transportation Committee and has not had a hearing. No companion. This bill is dead

DCTA Tracking List

Legislature: 84th Legislature

Number of bills: 24

84(R) SB 678 **Author:** Nelson **Sponsor:** Simmons

Last Action 05/14/2015 E Sent to the Governor**Caption Version:** Enrolled**Caption:** Relating to coordinated county transportation authorities.**House Committee:** Transportation (Out)**Senate Committee:** Transportation (Out)**Comment:** Rail liability legislation

84(R) SB 422 **Author:** Watson

Last Action 02/04/2015 S Referred to Transportation**Caption Version:** Introduced**Caption:** Relating to the establishment and operation of a motor-bus-only lane pilot program in certain counties.**House Committee:****Senate Committee:** Transportation (In)**Comment:** Allows buses to use the shoulder- pilot program

84(R) HB 1324 **Author:** Israel | et al.

Last Action 05/14/2015 S Referred to Transportation**Caption Version:** Engrossed**Caption:** Relating to the establishment and operation of a motor-bus-only lane pilot program in certain counties.**House Committee:** Transportation (Out)**Senate Committee:** Transportation (In)**Comment:** Pilot program allowing buses to use shoulder

84(R) SB 57 **Author:** Nelson

Last Action 05/18/2015 H Reported favorably as substituted**Caption Version:** Engrossed**Caption:** Relating to information collected by a regional tollway authority, regional transportation authority, or coordinated county transportation authority.**House Committee:** Transportation (In)**Senate Committee:** Transportation (Out)**Comment:** Privacy of customer information bill

84(R) HB 122 **Author:** Pickett **Sponsor:** Nichols

Last Action 05/18/2015 S Placed on intent calendar**Caption Version:** Senate Committee Report**Caption:** Relating to the Texas Mobility Fund.**House Committee:** Transportation (Out)**Senate Committee:** Transportation (Out)**Comment:** Prohibits the Commission from issuing any more bonds from the Texas Mobility Fund.

84(R) HB 157	Author: Larson et al.	Sponsor: Eltife
Last Action	05/19/2015 S Placed on intent calendar	
Caption Version:	Senate Committee Report	
Caption:	Relating to the rates of sales and use taxes imposed by municipalities; authorizing an increase or decrease in the rate of those taxes.	
House Committee:	Ways & Means (Out)	
Senate Committee:	Finance (Out)	
Comment:	Allows sales tax to be increased or reduced by any increment of 1/8 percent, by election of voters.	
84(R) HB 499	Author: Guillen	Sponsor: Garcia
Last Action	05/18/2015 S Testimony taken in committee	
Caption Version:	Engrossed	
Caption:	Relating to the public transportation advisory committee.	
House Committee:	Transportation (Out)	
Senate Committee:	Transportation (In)	
Comment:	Stipulates that all public transportation advisory comm members terms expire in 2017 and calls for reappointment of all.	
84(R) HB 457	Author: McClendon	
Last Action	05/12/2015 H Committee report sent to Calendars	
Caption Version:	House Committee Report	
Caption:	Relating to the Texas emissions reduction plan, including the use of money in the Texas emissions reduction plan fund for rail projects.	
House Committee:	Transportation (Out)	
Senate Committee:		
Comment:		
84(R) HB 501	Author: Guillen	
Last Action	03/10/2015 H Left pending in committee	
Caption Version:	Introduced	
Caption:	Relating to the exemption of rural transit districts from motor fuel taxes.	
House Committee:	Ways & Means (In)	
Senate Committee:		
Comment:		
84(R) SJR 5	Author: Nichols et al.	Sponsor: Pickett et al.
Last Action	05/06/2015 S House appoints conferees-reported	
Caption Version:	House Committee Report	
Caption:	Proposing a constitutional amendment temporarily dedicating a portion of the revenue derived from the state sales and use tax to the state highway fund.	
House Committee:	Transportation (Out)	
Senate Committee:	Transportation (Out)	
Comment:	Constitutionally dedicates \$2.5 B of vehicle sales taxes to transportation and 50% of the growth above \$5 B.	

84(R) SB 139	Author: Perry et al.	Sponsor: Pickett
Last Action	05/15/2015 H Committee report sent to Calendars	
Caption Version:	House Committee Report	
Caption:	Relating to use of money in the state highway fund.	
House Committee:	Transportation (Out)	
Senate Committee:	Finance (Out)	
Comment:	Diversions-Enabling legislation for SJR12	
84(R) SJR 12	Author: Perry et al.	Sponsor: Pickett
Last Action	05/15/2015 H Committee report sent to Calendars	
Caption Version:	House Committee Report	
Caption:	Proposing a constitutional amendment prescribing the purposes for which revenue from motor vehicle registration fees, certain motor vehicle-related taxes, and certain revenues received from the federal government may be used.	
House Committee:	Transportation (Out)	
Senate Committee:	Finance (Out)	
Comment:		
84(R) HB 1	Author: Otto	Sponsor: Nelson
Last Action	04/23/2015 H Senate appoints conferees-reported	
Caption Version:	Introduced	
Caption:	General Appropriations Bill.	
House Committee:	Appropriations (Out)	
Senate Committee:	Finance (Out)	
Comment:	Appropriations Bill	
84(R) HB 1941	Author: Simmons et al.	
Last Action	04/07/2015 H Left pending in subcommittee	
Caption Version:	Introduced	
Caption:	Relating to the designation of the structure on Interstate Highway 35 East crossing Lewisville Lake in Denton County as the Commissioner Bobbie J. Mitchell Bridge.	
House Committee:	Transportation (In)	
Senate Committee:		
Comment:		
84(R) HB 2229	Author: Martinez, "Mando"	
Last Action	04/02/2015 H Left pending in committee	
Caption Version:	Introduced	
Caption:	Relating to the creation of regional transit authorities; granting the power of eminent domain; providing authority to issue bonds and charge fees.	
House Committee:	Transportation (In)	
Senate Committee:		
Comment:		

84(R) SB 1048 **Author:** Hall
Last Action 03/11/2015 S Referred to Transportation
Caption Version: Introduced
Caption: Relating to prohibiting the use of certain federal funds for a mass transit passenger rail project.
House Committee:
Senate Committee: Transportation (In)
Comment:

84(R) HB 2772 **Author:** Martinez, "Mando"
Last Action 05/14/2015 S Referred to Natural Resources & Economic Development
Caption Version: Engrossed
Caption: Relating to the authority of certain economic development corporations to undertake and operate transportation-related projects.
House Committee: Economic & Small Business Development (Out)
Senate Committee: Natural Resources & Economic Development (In)
Comment:

84(R) HB 2915 **Author:** Rodriguez, Eddie
Last Action 03/16/2015 H Referred to Transportation
Caption Version: Introduced
Caption: Relating to the transfer of certain general revenue to the Texas rail relocation and improvement fund.
House Committee: Transportation (In)
Senate Committee:
Comment:

84(R) HB 3984 **Author:** Romero, Jr.
Last Action 05/01/2015 H Committee report sent to Calendars
Caption Version: House Committee Report
Caption: Relating to a study by the Texas Department of Transportation on the use of municipal impact fees for roadway facilities.
House Committee: Urban Affairs (Out)
Senate Committee:
Comment: Municipal Impact fees

84(R) SB 1601 **Author:** Kolkhorst | et al.
Last Action 05/11/2015 S Not again placed on intent calendar
Caption Version: Senate Committee Report
Caption: Relating to railroads in this state.
House Committee:
Senate Committee: Transportation (Out)
Comment: High Speed rail

84(R) HB 3593 **Author:** Burkett | et al.
Last Action 05/12/2015 H Committee report sent to Calendars
Caption Version: House Committee Report
Caption: Relating to the online access to open board meetings of metropolitan planning organizations.
House Committee: Transportation (Out)
Senate Committee:
Comment:

84(R) HB 3485 **Author:** Turner, Chris
Last Action 05/05/2015 S Referred to Transportation
Caption Version: Engrossed
Caption: Relating to the addition of certain municipalities to the territory of a regional transportation authority.
House Committee: Transportation (Out)
Senate Committee: Transportation (In)
Comment:

84(R) HB 3666 **Author:** Workman
Last Action 05/18/2015 S Referred to Transportation
Caption Version: Engrossed
Caption: Relating to the withdrawal of the territory of an emergency services district from the territory of a metropolitan rapid transit authority.
House Committee: Transportation (Out)
Senate Committee: Transportation (In)
Comment:

84(R) SB 1511 **Author:** Hancock **Sponsor:** Collier
Last Action 05/20/2015 H Placed on General State Calendar
Caption Version: House Committee Report
Caption: Relating to the establishment and governance of certain regional transportation authorities.
House Committee: Transportation (Out)
Senate Committee: Transportation (Out)
Comment:



Board of Directors Memo

May 26, 2015

Subject: Agency Risk Assessment Development

Regular review of risk is an essential element of maintaining proper stewardship of our agency. Included in this review is the development of appropriate risk mitigation and risk management actions. Staff will discuss the scope of the risks we face and a path forward to conduct this review and keep it current. This will include insurance, operational risks, financial risks, public information risks, and other elements.

A handwritten signature in blue ink, appearing to read "James C. Cline, Jr.". The signature is written in a cursive, flowing style.

James C. Cline, Jr., President



Board of Directors Memo

May 26, 2015

Subject: Second Quarter DCTA Agency Performance Report

The attached report summarizes the performance report for the second quarter of FY 2015. Staff will brief the Board on the different elements, and seek any guidance on future items to be tracked as we enter the FY16 budget process.

A handwritten signature in blue ink, which appears to read "James C. Cline, Jr.". The signature is written in a cursive, flowing style. Below the signature is a solid horizontal line.

James C. Cline, Jr., President

Agency Performance Report

Vision

Be a leader in advancing public transportation alternatives.

Mission

As a regional partner, the Denton County Transportation Authority is committed to provide safe, customer-focused, and efficient mobility solutions for Denton County.

Our Goals and Objectives

- Maximize service efficiency and reliability
- Maximize the effectiveness of service for DCTA's ridership markets
- Increase the visibility and elevate the image of DCTA
- Expand DCTA's services into areas where transit has a strong likelihood of success
- Coordinate regional services with other regional transportation providers
- Tie the provision of transit to land-use and the resulting demand levels
- Advocate sustainable development practices that support transit
- Maintain fiscally sound and sustainable financial plans and budgets that reflect community priorities and values



Key Performance Indicators

Safety		METRIC	Goal	1Q	2Q	3Q	4Q	YTD	TREND
	Bus	Accidents / 100K Miles	2	1.66	2.58				2.12
Rail	FRA Reportable Incidents	< 3	0	0				0	
Ridership		METRIC	Goal	1Q	2Q	3Q	4Q	YTD	TREND
	Bus - Connect	Total Riders	605,000	150,904	141,815			292,719	
	Bus - UNT / NCTC	Total Riders	1,600,000	567,450	465,261			1,032,711	
Rail	Total Riders	591,000	147,261	135,569			282,830		
On-time Performance		METRIC	Goal	1Q	2Q	3Q	4Q	YTD	TREND
	Bus	On-Time %	95%	94%	94%			94%	Note 2
	Rail	On-Time %	98%	99%	99%			99%	
Customer Service		METRIC	Goal	1Q	2Q	3Q	4Q	YTD	TREND
	Provide Excellent Customer Service	Calls Answered	>90%	98%	97%			98%	Note 3
		Complaints / 10K Boardings	<5	1.31	1.11			1.21	Note 3
Outreach		METRIC	Goal	1Q	2Q	3Q	4Q	YTD	TREND
	Brand Impressions	Community Brand Impressions	300,000	46,502	0			46,502	Note 4
		Media Buy Impressions	500,000	115,404	333,325			448,729	
	Media Relations	Articles Mentioning DCTA	450	61	104			165	
	Social Media	Total Facebook Likes	6,500	5,147	14			5,161	
Total Twitter Followers		3,500	2,697	245			2,942		
Operating Costs (Direct)		METRIC	Goal	1Q	2Q	3Q	4Q	YTD	TREND
	Bus Cost / Rider Connect	\$ / Passenger	\$6.00	\$5.51	\$5.80			\$5.65	
	Bus Cost / Rider UNT/NCTC	\$ / Passenger	\$2.00	\$1.70	\$1.57			\$1.64	Note 2
	Rail Cost / Rider	\$ / Passenger	\$21.50	\$20.28	\$19.24			\$19.76	
	Bus Farebox Recovery	%	50%	56%	55%			56%	Note 2
Rail Farebox Recovery	%	7%	7%	8%			8%		

Note 1 Bus Accidents/100K Miles

DCTA provides lifeline services during inclement weather which contributed to an increase in accidents in Q2

Note 2

Q1 Bus OTP, Cost per Passenger and Farebox Recovery were revised to address the under reporting by the WMR system

Note 3 Customer Service

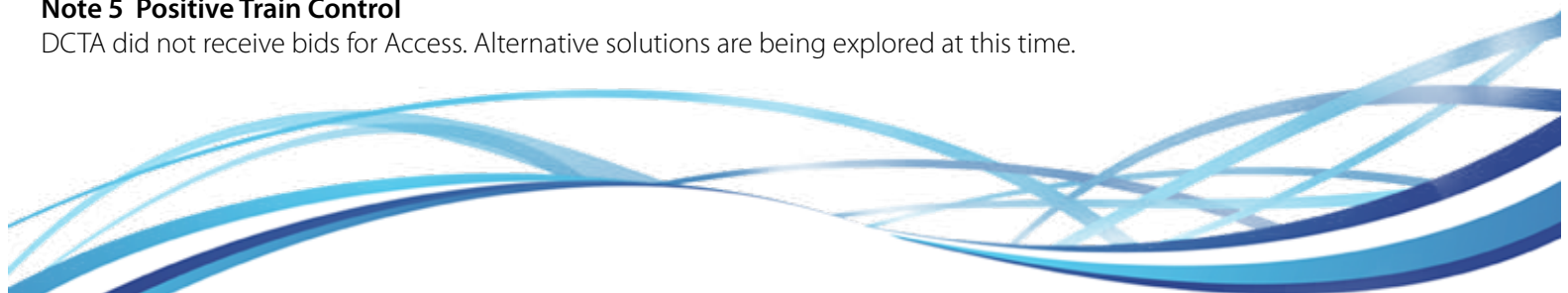
Q1 Calls Answered and Complaints per 10K Boardings were revised

Note 4 Community Brand Impressions

DCTA did not have any additional community brand impressions in Q2 (i.e. no sponsorships or events); however we will see a major uptick in community brand impressions in the Q3 report due to the seasonality of sponsorships and events.

Note 5 Positive Train Control

DCTA did not receive bids for Access. Alternative solutions are being explored at this time.



Critical Projects

Single Car Operations

	Target Date	Complete?	Trend
Implement N. Lake to South MedPark Enhancement	Jun-15	In Progress	Green
Complete Initial Single Care Testing	Dec-14	Complete	Green
Prototype Real Time Monitoring	Jun-15	Complete	Green
Install & Test Real Time Monitoring	Jan-16	In Progress	Green
Implementation Determination	Feb-16	In Progress	Yellow
Design	TBD	No Started	Yellow
Implement	TBD	No Started	Yellow

Positive Train Control

	Target Date	Complete?	Trend
ACES RFP (3)	Mar-15	Complete	Note 5
Meeting with FTA (MTEA)	May-15	Complete	Green
Technology Determination	TBD	In Progress	Green
Revise MTEA and PTCIP	TBD	In Progress	Yellow
Procurement	Jul-15	No Started	Yellow
Design	TBD	No Started	Yellow
Implement	TBD	No Started	Yellow

Rail Operations Agreement

	Target Date	Complete?	Trend
Analyze RFP Responses	Jul-14	Complete	Green
NTP Determination	May-16	Yes	Green
Execute ILA	TBD	In Progress	Yellow

Expansion Opportunities

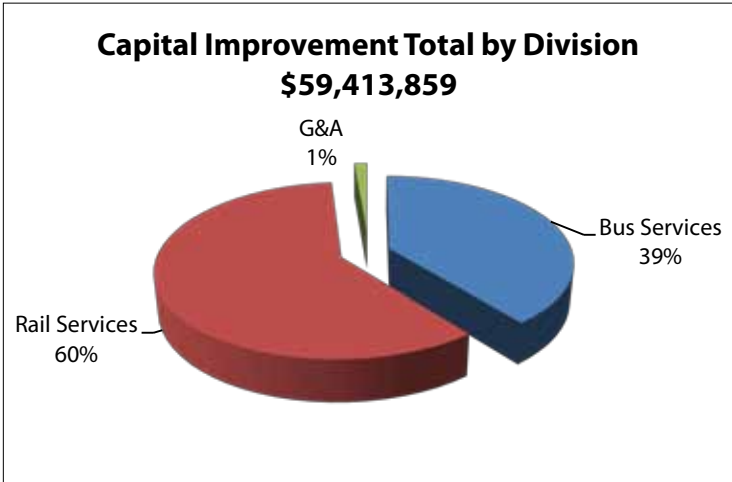
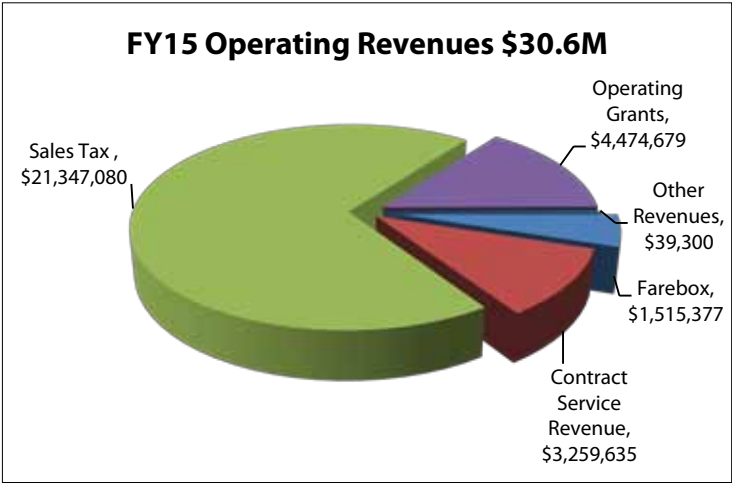
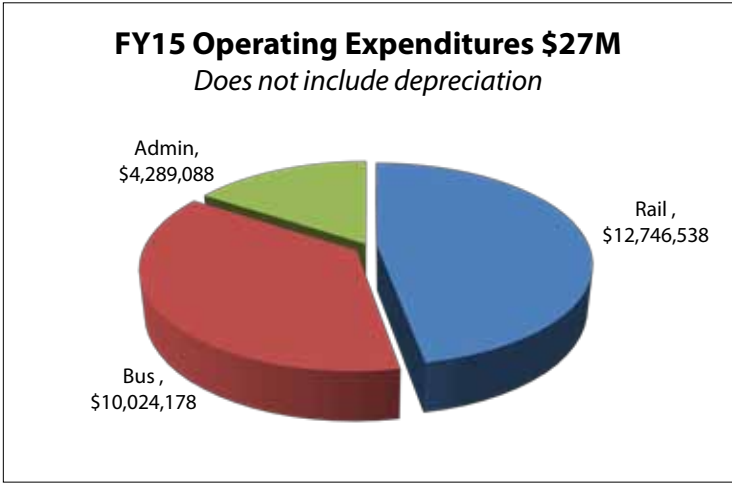
Express Corridor Service Expansion	Financial model for proposed corridors is complete. Currently working with HDR to develop a Grant Strategy which will allow us to identify and secure adequate and appropriate funding for this project. Submitted a TIGER Pre-Application to acquire funding for a "pilot program" to include regional express and flex service between Highland Village and The Colony. The in-depth TIGER Application is due June 5.
Business Development	Meeting with current member cities and other Denton County based cities and developers to discuss potential partnership opportunities for inclusion in the proposed service expansion plans.
Transit Oriented Development	Currently discussing TOD partnership potential with Denton County partners and developers.
Transit Planning Consultation Services	Nelson Nygaard has started a Comprehensive Operational Analysis of Highland Village and Lewisville. The COA will include a review and analysis of existing service within this service area, market analysis and operational efficiency review to develop service options to improve service within these two member cities. HDR is currently assisting staff with the TIGER application process and developing an overall agency grant strategic program. The HDR team is also being brought into discussions regarding TOD and will provide assistance during the planning process with our partners. This scope of work has yet to be determined.

Definition of Trend Colors

Green	Meeting goal, trending to stay on target
Yellow	Attention, may not achieve goal
Red	Not meeting goal, not trending to improve or stabilize



Overall Financials



Meet Financial Policies

	Goal	FY15 Budget	Trend
Operating Reserve 90 days	90 days	\$6.8M	Green
Sales Tax Reserve 3%	3%	\$640K	Green
Fuel Stabilization	\$50K	\$50K	Green
Capital Infrastructure Fund	\$2.0M	\$1.6M	Yellow
Internal Coverage Ratio >1.25	>1.25	1.31	Green



Board of Directors Memo

May 26, 2015

Item: WS 3(a) Finance Committee Chair Report

The Finance Committee meeting and Special called Board of Directors meeting was held at 12:00 p.m., Tuesday, May 19, 2015 at 1955 Lakeway Dr., Suite 260 Conference Room in Lewisville, TX

In attendance were:

Committee Chair: Dave Kovatch

Committee Members: Allen Harris, Richard Huckaby

Board Members: Paul Pomeroy, Charles Emery

Absent: Jim Robertson, George Campbell

DCTA Staff: Marisa Perry, Amanda Riddle, Raymond Suarez, Kristina Brevard, Rusty Comer, Jim Cline, Robin Durham

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:

Review Revised FY15 Operating & Capital Budget

- The committee reviewed and discussed the FY15 revised operating and capital budget in detail.
 - Discussion of new operating needs
 - Addition of Data Analyst position (June 2015 start date)
 - Vanpool Program increase
 - Additional grants have been received for vanpool program and will cover the lease expense only. The agency will review program in preparation for the FY 16 budget.
 - Tuition Reimbursement Program
 - Discussion of revenue revisions
 - Increase in sales tax – captured the realized increase in revenue thru the month of April; remaining months at FY15 budget
 - Decrease in Federal & State Grants
 - Rollover of grant funds associated with capital projects that will not be complete in FY15:
 - PTC
 - COGNOS Software
 - Bus Scheduling Software
 - T. Mills Crew Facility
 - Comprehensive Service Analysis
 - Debt Issue of \$5.5M moved to FY18
 - Discussion of new capital project needs
 - Rail Mobilization of \$2,119,517 related to new Rail O&M contract – will be used to buy part inventory to sustain vehicles
 - Finance Committee approved the addition of a Transit Enhancement Project of \$165k – this project will include: ramps, lighting, benches/shelters, etc. to enhance our passenger experience. This project is 80% grant funded, with the local match coming from available cash.

- Reviewed the capital projects that have been moved to FY16

Review Cash Flow Model

- The committee reviewed and discussed the revised cash flow model
 - Includes the FY15 revised budget items
 - Includes the Rail O&M contract impacts – operating & capital
 - All financial requirements are met – reserves are in place, internal coverage ratios are above 1.25 as well.

Revised FY15 Operating and Capital budget and Cash Flow Model has been forwarded to the Board for approval at the May meeting.

The meeting adjourned at 1:27pm

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



Special Called Meeting of the DCTA Board of Directors
 and the **Finance Committee**
 of the DCTA Board of Directors
12:00 p.m., May 19, 2015
 1955 Lakeway Dr., Suite 260 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
 - a. Review Revised FY15 Operating & Capital Budget
 - b. Review Cash Flow Model

- 2) ADJOURN

Finance Committee

Chair – Dave Kovatch

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

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 rdurham@dcta.net or calling Robin Durham 972-221-4600.

This notice was posted at 1955 Lakeway Dr., Suite 260, Lewisville, Texas 75057 at a place convenient and readily accessible to the public at all times. Said notice was posted on 5/15/2015 at 11:48 AM.

Robin Durham, Administrative Assistant

**DENTON COUNTY TRANSPORTATION AUTHORITY (DCTA)
BUDGET AMENDMENT**

Type: Amendment X Number: 2015-14
 Revision

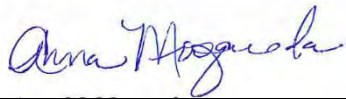
	<u>Original FY15 Budget</u>	<u>Amendment</u>	<u>Amended FY15 Budget</u>
Operating Budget			
Total Operating Revenues	4,775,012	-	4,775,012
Total Operating Expenses	36,563,243	(206,317)	36,356,926
Total Non-Operating Revenue / (Expense)	43,140,281	(13,766,054)	29,374,227
Capital Budget			
Total Bus Operations Capital	1,901,722	951,878	2,853,600
Total Rail Operations Capital	19,847,106	(10,951,084)	8,896,022
Total G&A Capital	802,414	(340,661)	461,753

Explanation:

Please see attached Exhibit B and Exhibit C for detailed explanations.

Date: May 15, 2015

Reviewed By



Date: _____

President

**Denton County Transportation Authority
Fiscal Year 2015 Operating Budget
Statement of Changes in Net Assets - Budget Format
EXHIBIT "B"**

Description	Original FY15 Budget	Approved Budget Amendments	Revised Budget Items	Amended FY15 Budget	Variance Analysis
Operating Revenues					
Passenger Revenues	\$ 1,515,377			\$ 1,515,377	
Contract Service Revenue	3,259,635			3,259,635	
Other Revenues	-			-	
Total Operating Revenues	\$ 4,775,012	\$ -	\$ -	\$ 4,775,012	
Operating Expenses					
Salaries, Wages & Fringe Benefits	\$ 9,173,857		(53,861)	\$ 9,119,996	Realized benefit savings for DCTA offset by addition of Data Analyst position (Assumes start date of June 2015)
Services	2,189,251	(28,716)		2,160,535	Reduction in services due to transfers between operating categories and capital projects
Materials & Supplies	4,160,775	(250,426)	6,175	3,916,524	Reduction of \$250k in Rail Fuel to cover increase to Rail Drainage capital project (2015-12)
Utilities	452,149			452,149	
Insurance, Casualties & Losses	778,016			778,016	
Purchased Transportation Services	9,853,076	85,736	24,775	9,963,587	Reflects vanpool expense transferred from Service category as well as a slight increase to account for the 31 vanpools we are currently operating; budget only included funds for 25
Miscellaneous	245,475		10,000	255,475	Addition of a tuition reimbursement program
Leases & Rentals	207,204			207,204	
Depreciation	9,503,440			9,503,440	
Total Operating Expenses	\$ 36,563,243	\$ (193,406)	\$ (12,911)	\$ 36,356,926	
Operating Income / (Loss)	\$ (31,788,231)	\$ 193,406	\$ 12,911	\$ (31,581,914)	
Non-Operating Revenue/(Expenses)					
Sales Tax Revenue	\$ 21,347,080		833,116	\$ 22,180,196	This increase captures the realized increase in sales tax funds thru the month of April 2015 (Sales generated in February)
Net Investment Income /(Expense)	33,000			33,000	
Long-Term Debt Interest /(Expense)	(2,721,899)			(2,721,899)	
Non-Operating Revenues /(Expenses)	6,300			6,300	
Federal Grants & Reimbursements	16,617,500	740,971	(9,897,804)	7,460,667	Net impact of additional grant funds for additional fleet replacement & marketing operating projects (2015-08, 2015-10, 2015-11) and RTC funds move to FY16-FY18 for PTC project
State Grants & Reimbursements	2,358,300		57,663	2,415,963	Schedule updated based on FY14 & FY15 actuals
Debt Issuance	5,500,000		(5,500,000)	-	Debt issue moved to FY18 based on revised PTC schedule
Total Non-Operating Revenue/(Expenses)	\$ 43,140,281	\$ 740,971	\$ (14,507,025)	\$ 29,374,227	
Increase in Net Position	\$ 11,352,050			\$ (2,207,687)	
Net Position - Beginning of Year:	\$ 322,189,945			\$ 322,189,945	
Net Position - End of Year:	\$ 333,541,995	\$ -	\$ -	\$ 319,982,258	
<i>Transfer to Capital Projects</i>	<i>\$ 22,551,242</i>	<i>\$ 1,989,274</i>	<i>\$ (12,329,141)</i>	<i>\$ 12,211,375</i>	See Exhibit C for details
Net Position After Capital Project Transfer	\$ 310,990,753			\$ 307,770,883	

Denton County Transportation Authority
Fiscal Year 2015 Capital Budget
EXHIBIT "C"

Project Description	Original FY15 Capital Budget	Approved Budget Amendments	Revised Budget Items	Amended FY15 Capital Budget	Variance Analysis
Bus Operations					
Bus Operations & Maintenance Facility	\$ -		167,825	\$ 167,825	FY14 Rollover (80% Grant Funded)
Fleet Replacement	824,265	809,735		1,634,000	Includes 4 Gilligs & 4 Service Vehicles (2015-10)
DDTC	360,000		685	360,685	FY14 Rollover
Where's My Ride	180,000		189,069	369,069	FY14 Rollover
Bus Radios	137,457	(16,587)	(2,332)	118,538	Bus Radios reduced for HV Parking & Passenger Amenities (2015-05; 2015-09)
Bus Engines & Transmissions	150,000			150,000	
Scheduling Software	250,000		(250,000)	-	Moved to FY16
Passenger Amenities	-	53,483		53,483	New grant funded project to be completed in FY15 (2015-09)
Total Bus Operations	\$ 1,901,722	\$ 846,631	\$ 105,247	\$ 2,853,600	
Rail Operations					
Passenger Information	\$ 40,607		(1,457)	\$ 39,150	Based on FY14 Actuals
Positive Train Control	15,300,000		(14,952,122)	347,878	Revised project schedule
Community Enhancements	200,000		68,780	268,780	FY14 Rollover
Lewisville Bike Trail	2,651,872		(201,354)	2,450,518	Based on FY14 Actuals
HV Parking Expansion	-	5,890	25,183	31,073	FY14 Rollover
Rail Maintenance of Way	-		90,795	90,795	FY14 Rollover
Rail Maintenance of Equipment	1,067,627		97,151	1,164,778	FY14 Rollover
Rail Single Car Operations	-		79,631	79,631	FY14 Rollover
Re-Railing Equipment	121,000			121,000	
Shunt Enhancement	141,000			141,000	
T. Mills Crew Facility	250,000		(191,300)	58,700	Moved to FY16
Station Landscaping	75,000	410,000		485,000	Project increase approved in FY15 (2015-06)
GTW Wheel Work	-		915,041	915,041	FY14 Rollover
Rail Drainage Improvement	-	500,000		500,000	Project approved in FY15 (2015-01; 2015-12)
Fare Collection Systems	-		83,161	83,161	FY14 Rollover
Rail Mobilization	-		2,119,517	2,119,517	New project based on new Rail O&M agreement
Total Rail Operations	\$ 19,847,106	\$ 915,890	\$ (11,866,974)	\$ 8,896,022	
General & Administrative					
COGNOS Report Writing Application	\$ 200,000		(200,000)	\$ -	Moved to FY16
Comprehensive Service Analysis	567,414		(367,414)	200,000	Moved to FY16
Cloud Hybrid Backup Solution	35,000			35,000	
Legal Support	-	226,753		226,753	FY14 Rollover
Total General & Administrative	\$ 802,414	\$ 226,753	\$ (567,414)	\$ 461,753	
Total Capital Expenditures	\$ 22,551,242	\$ 1,989,274	\$ (12,329,141)	\$ 12,211,375	

	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL FY 2015 - FY 2023
OPERATING REVENUES										
<i>Beginning Fund Balance:</i>	\$ 20,655,595	\$ 15,739,972	\$ 15,003,429	\$ 10,414,184	\$ 9,305,676	\$ 11,419,898	\$ 12,944,711	\$ 17,928,414	\$ 18,042,058	
Bus Operating Revenue	\$ 3,895,151	\$ 3,999,295	\$ 4,106,437	\$ 4,216,664	\$ 4,330,068	\$ 4,512,876	\$ 4,633,581	\$ 4,757,760	\$ 4,885,517	39,337,350
Rail Operating Revenue	879,860	888,659	897,545	906,521	915,586	1,016,300	1,026,463	1,036,728	1,047,095	8,614,757
NON-OPERATING REVENUES										
Sales Tax Revenue	22,180,196	22,845,602	23,759,426	24,709,803	25,698,195	26,726,123	27,795,168	28,906,975	30,063,254	232,684,741
Formula Grants (Operating)	4,653,518	4,925,717	4,620,481	7,340,095	6,102,105	7,434,543	8,235,679	7,887,659	7,334,033	58,533,831
Interest Income-Non RTRFI Funds	33,000	47,220	45,010	31,243	27,917	34,260	38,834	53,785	54,126	365,395
Misc. Revenue	6,300	6,300	6,300	6,300	6,300	6,300	6,300	6,300	6,300	56,700
Restricted RTRFI Interest Income										-
Total Revenues	31,648,025	32,712,793	33,435,199	37,210,625	37,080,172	39,730,402	41,736,026	42,649,207	43,390,325	339,592,773
OPERATING EXPENSES										
Bus Operating Expense	10,024,178	10,410,666	10,802,475	11,214,159	11,622,939	12,042,771	12,471,934	12,929,099	13,391,746	104,909,966
Rail Operating Expense	12,447,874	14,017,845	14,120,835	14,446,955	14,249,767	15,430,373	15,032,187	15,680,412	15,760,595	131,186,842
G&A Operating Expense	4,381,434	4,482,697	4,627,498	4,777,762	4,933,068	5,094,005	5,260,740	5,434,008	5,613,433	44,604,645
NON-OPERATING EXPENSES										
Non-Operating (Income) / Expense										-
Total Expenses	26,853,486	28,911,208	29,550,808	30,438,875	30,805,774	32,567,149	32,764,861	34,043,518	34,765,774	280,701,452
NET INCOME	4,794,539	3,801,585	3,884,392	6,771,750	6,274,397	7,163,253	8,971,165	8,605,689	8,624,551	58,891,321
CAPITAL OUTLAY										
Bus Capital Expenditure	1,419,600	367,414								1,787,014
Fleet Replacement Expense	1,634,000	1,250,000	1,750,000	1,030,000	2,633,050	1,215,000	425,000	990,000	1,800,000	12,727,050
Rail Capital / Construction										-
Professional Services / Technology Improvements	300,903	450,000								750,903
Stadler Fleet (Vehicles)										-
Real Estate										-
Right of Way										-
Rail Capital Expenditure (LV Hike & Bike)	2,450,518									2,450,518
Rail Capital Expenditure (Community Enhancements)	268,780									268,780
Rail Capital Expenditure (Rail Grinding)										-
HV Parking Expansion	31,073									31,073
Rail Station Improvements	626,861	191,300								818,161
Rail MOW	590,795									590,795
Rail MOE	2,079,819									2,079,819
Rail Facility Maintenance										-
Signals - Systems & Communications										-
Single Car Operations / Shunt Enhancement	220,631									220,631
Re-Railing Equipment	121,000									121,000
Rail Capital Maintenance		745,000	3,970,430	4,330,999	745,000	2,293,971	745,000	5,156,388	2,696,623	20,683,411
Rail Mobilization	2,119,517									2,119,517
Positive Train Control	347,878	3,208,488	7,486,472	10,694,960						21,737,797
Total Capital Outlay	12,211,375	6,212,202	13,206,902	16,055,959	3,378,050	3,508,971	1,170,000	6,146,388	4,496,623	66,386,469
CAPITAL SOURCES										
New Money (Debt Issuance)				5,500,000						5,500,000
RTRFI/RTC Funds		1,952,557	5,989,177	4,558,265						12,500,000
Formula Grants (Capital)	5,223,112	2,457,940	1,487,500	875,500	2,238,093	1,032,750	361,250	841,500	1,530,000	16,047,645
Total Capital Sources	5,223,112	4,410,497	7,476,677	10,933,765	2,238,093	1,032,750	361,250	841,500	1,530,000	34,047,645
DEBT SERVICE										
2008 Issue (ST) Debt Service										-
2009 Refunding (ST) Debt Service	1,716,492	1,718,387	1,713,687	1,717,590	1,714,697	1,715,209	1,713,925	1,715,845	1,715,771	15,441,603
2011 Contractual Obligations (Vehicles)	751,945	763,955	770,183	775,785	785,761	794,955	808,366	815,838	827,527	7,094,315
2011 Contractual Obligations (PTC)	253,463	254,081	259,542	264,691	264,526	269,205	273,571	272,624	276,521	2,388,224
2014 Contractual Obligations (PTC)					255,233	382,850	382,850	382,850	602,850	2,006,633
Total Debt Service	2,721,900	2,736,423	2,743,412	2,758,066	3,020,217	3,162,219	3,178,712	3,187,157	3,422,669	26,930,775
Gross Sales Tax Coverage:	8.15	8.35	8.66	8.96	8.51	8.45	8.74	9.07	8.78	
Internal Debt Service Coverage:	1.76	1.39	1.42	2.46	2.08	2.27	2.82	2.70	2.52	
Year End Audit Adjustment										
Ending Fund Balance:	15,739,972	15,003,429	10,414,184	9,305,676	11,419,898	12,944,711	17,928,414	18,042,058	20,277,317	
<i>Less Restricted RTRFI Interest Income</i>	-	-	-	-	-	-	-	-	-	
<i>Less Required Fund Balance (O&M Reserve Policy):</i>	6,713,371	7,227,802	7,387,702	7,609,719	7,701,444	8,141,787	8,191,215	8,510,879	8,691,443	
<i>Less Sales Tax Stabilization Fund</i>	665,406	685,368	712,783	741,294	770,946	801,784	833,855	867,209	901,898	
<i>Less Fuel Stabilization Fund</i>	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	
<i>Less Capital/Infrastructure</i>	1,638,664	2,000,000	1,000,000	500,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	
Net Available Cash	6,672,531	5,040,259	1,263,700	404,663	897,509	1,951,140	6,853,343	6,613,969	8,633,976	

Denton County Transportation Authority

DCCTA

Your Future Is Riding On Us.

FY15 Operating & Capital Revised Budget

FY15 Operating Expense Budget Revisions

- Addition of a Data Analyst position
 - Offset by benefit savings
- Vanpool Increase – 25 to 31 vanpools = \$30,950
- Addition of tuition reimbursement program = \$10k



FY15 Revenue Budget Revisions

- Sales Tax Revenue:
 - Captured the realized increase in revenue thru the month of April 2015 {5 months}; hold remaining months @ FY15 budget
- Federal & State Grants:
 - Rollover of grant funds associated with capital projects that will not be complete in FY15 as planned
 - PTC
 - COGNOS software
 - Bus Scheduling Software
 - Trinity Mills Crew Facility
 - Comprehensive Service Analysis
- Debt Service of \$5.5M moved to FY18 based on revised PTC schedule



FY15 Capital Budget Revisions

- New Capital Project:
 - Rail Mobilization of \$2,119,517 related to new Rail O&M Contract
- FY14 Rollovers included
- To be considered:
 - Transit Enhancement Project \$165k – 80% grant funded
- Following capital projects moved to FY16:
 - Bus Scheduling Software
 - PTC {revised project schedule}
 - T. Mills Crew Facility {FY15-16}
 - COGNOS Report Writing Application
 - Comprehensive Service Analysis {FY15-16}



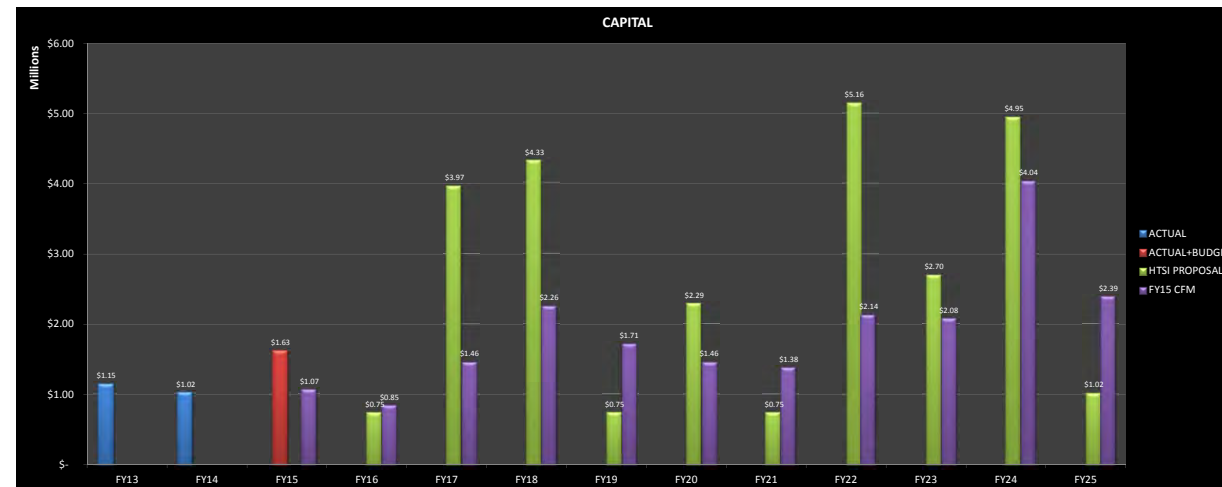
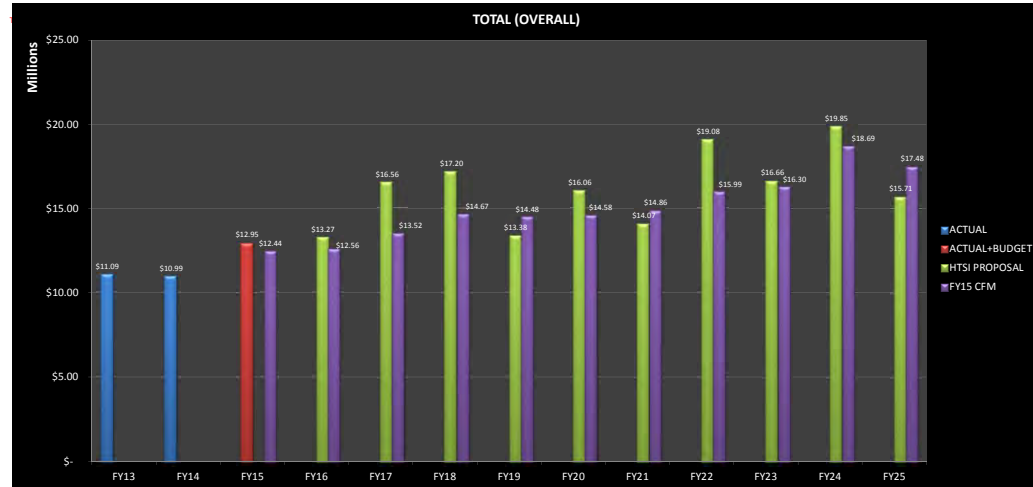
Revised FY15 Cash Flow Model

- Incorporates new Rail O&M Contract numbers
- FY15 Revised Budget



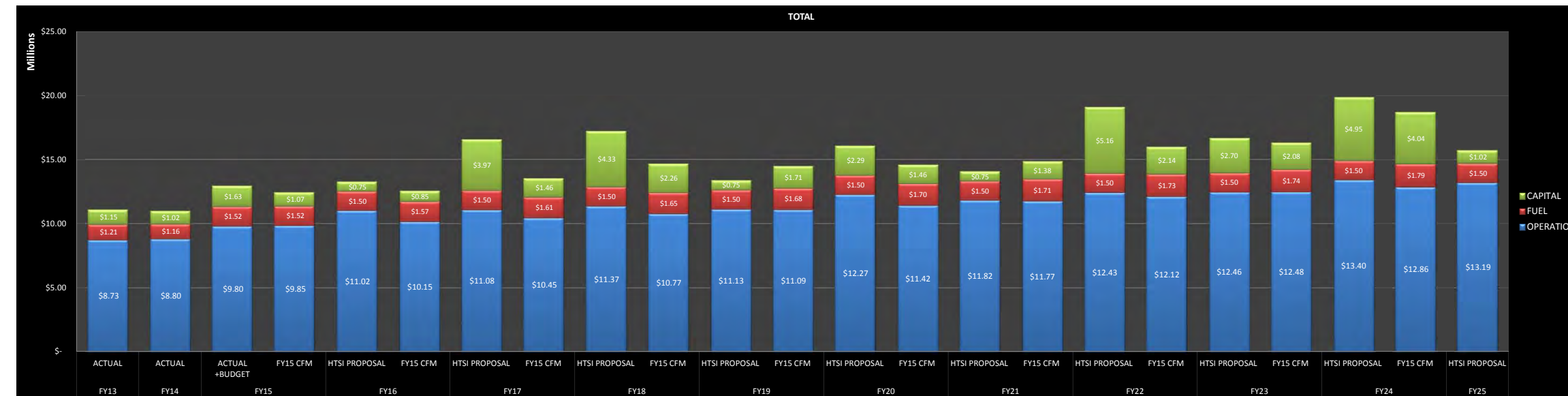
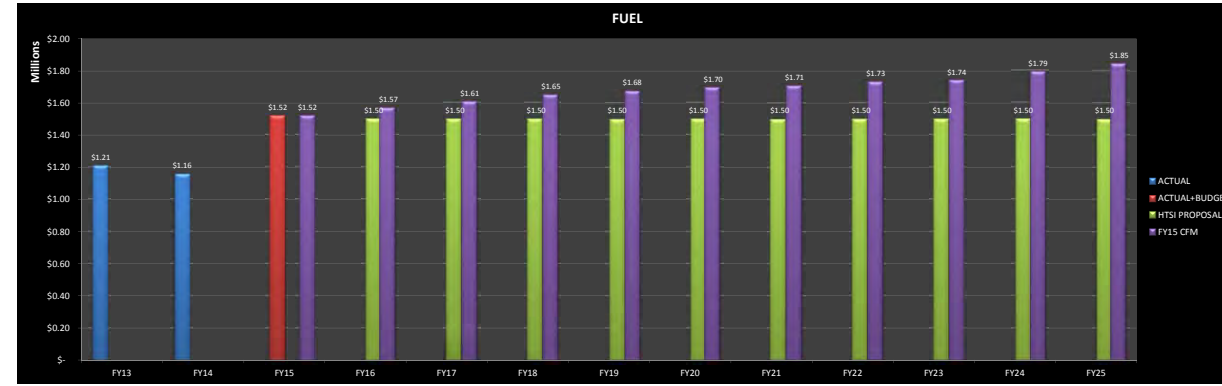
DCTA

	FY13 ACTUAL	FY14 ACTUAL	FY15 ACT+BUD	FY15 CFM	FY16 BID	FY16 CFM	FY17 BID	FY17 CFM	FY18 BID	FY18 CFM	FY19 BID	FY19 CFM	FY20 BID	FY20 CFM	FY21 BID	FY21 CFM	FY22 BID	FY22 CFM	FY23 BID	FY23 CFM	FY24 BID	FY24 CFM	FY25 BID	FY25 CFM
CAPITAL	\$ 1,150,892.42	\$ 1,024,240.13	\$ 1,629,664.05	\$ 1,067,627.00	\$ 745,000.00	\$ 845,431.88	\$ 3,970,430.00	\$ 1,460,403.47	\$ 4,330,999.00	\$ 2,255,323.64	\$ 745,000.00	\$ 1,712,214.82	\$ 2,293,971.00	\$ 1,458,600.57	\$ 745,000.00	\$ 1,381,505.59	\$ 5,156,388.00	\$ 2,136,455.87	\$ 2,696,623.00	\$ 2,082,478.67	\$ 4,952,317.00	\$ 4,042,602.60	\$ 1,019,795.00	\$ 2,393,857.73
OPERATIONS	\$ 8,726,449.89	\$ 8,802,625.68	\$ 9,804,411.92	\$ 9,853,076.00	\$ 11,021,664.00	\$ 10,148,668.00	\$ 11,084,803.00	\$ 10,453,128.00	\$ 11,369,891.00	\$ 10,766,722.00	\$ 11,130,451.00	\$ 11,089,724.00	\$ 12,267,543.00	\$ 11,422,416.00	\$ 11,824,538.00	\$ 11,765,088.00	\$ 12,426,595.00	\$ 12,118,041.00	\$ 12,459,217.00	\$ 12,481,582.00	\$ 13,402,321.00	\$ 12,856,029.46	\$ 13,190,169.00	\$ 13,241,710.34
FUEL	\$ 1,209,284.65	\$ 1,158,835.77	\$ 1,520,000.00	\$ 1,520,004.00	\$ 1,500,000.00	\$ 1,569,303.20	\$ 1,500,000.00	\$ 1,607,887.84	\$ 1,500,000.00	\$ 1,650,939.55	\$ 1,500,000.00	\$ 1,676,350.95	\$ 1,500,000.00	\$ 1,696,587.81	\$ 1,500,000.00	\$ 1,709,315.43	\$ 1,500,000.00	\$ 1,731,376.58	\$ 1,500,000.00	\$ 1,740,774.47	\$ 1,500,000.00	\$ 1,792,997.70	\$ 1,500,000.00	\$ 1,846,787.63
TOTAL	\$ 11,086,626.96	\$ 10,985,701.58	\$ 12,954,075.97	\$ 12,440,707.00	\$ 13,266,664.00	\$ 12,563,403.07	\$ 16,555,233.00	\$ 13,521,419.31	\$ 17,200,890.00	\$ 14,672,985.19	\$ 13,375,451.00	\$ 14,478,289.77	\$ 16,061,514.00	\$ 14,577,604.38	\$ 14,069,538.00	\$ 14,855,909.02	\$ 19,082,983.00	\$ 15,985,873.46	\$ 16,655,840.00	\$ 16,304,835.14	\$ 19,854,638.00	\$ 18,691,629.76	\$ 15,709,964.00	\$ 17,482,355.71



YEARLY AVERAGE		
FY15 CFM	HTSI PROPOSAL	
FY15 - FY25	FY16 - FY25	
CAPITAL	\$ 1,894,227	\$ 2,665,552

	ACTUAL + BUDGET + FY15 CFM		ACTUAL + BUDGET + FY15 CFM	
	FY13 - FY25	FY16 - FY25	FY13 - FY25	FY16 - FY25
	GROWTH RATE	R SQUARE	GROWTH RATE	R SQUARE
OPERATIONS	3.45%	98.8%	2%	88.5%
TOTAL	4%	92.5%	2%	22.6%





**1955 Lakeway Dr., # 260
Lewisville, Texas 75057**

Denton County Transportation Authority
Board of Directors
Work Session and Board Meeting Minutes

Work Session Minutes

The Board of Directors of the Denton County Transportation Authority convened with Chairman Charles Emery presiding at 1:31 p.m. April 23, 2015 at 1955 Lakeway Dr., # 260 Lewisville, Texas 75057. A quorum was present.

Attendance

Small Cities

Skip Kalb

Large Cities

Charles Emery, Lewisville, Chairman
Paul Pomeroy, Highland Village, Vice-Chair
Richard Huckaby, Denton, Secretary (arrived
2:31 p.m.)
Carter Wilson, Frisco
Daniel Peugh, Corinth (arrived 1:51 p.m.)
Doug Peach, Little Elm (arrived 1:35 p.m.)

Denton County at Large

Dave Kovatch, Treasurer

Denton County Unincorporated

George A. Campbell

Board Members Absent

Jim Robertson, Flower Mound
Don Hartman
Allen Harris, The Colony

DCTA Staff

James C. Cline, Jr., P.E.
Anna Mosqueda, CFO / Sr. VP Finance
Kristina Brevard, VP Strategic Planning &
Development
Nicole Recker, VP Marketing & Communications

Marisa Perry, Accounting Manager
Athena Forrester, Purchasing Manager
Chrissy Nguyen, Senior Accountant
Shanna O'Gilvie, Program Manager HR &
Grants

Legal Counsel

Pete Smith, General Counsel

Chairman Charles Emery called the meeting to order and announced the presence of a quorum.

1. Routine Briefing Items
 - a. Financial Reports – Anna Mosqueda presented financial information
 - i. Financial Statements
 - ii. Capital Projects Report
 - iii. Sales Tax Report
 - iv. Quarterly Investment Report
 - v. Quarterly Grants Report
 - vi. Procurement Report

- b. Communications and Marketing – Nicole Recker reported on these items
 - i. Marketing and Communications Initiatives
 - ii. Video Marketing Presentation – Adrienne Hamilton and Wendy Haun presented a DCTA video on Bus Operators Appreciation
 - iii. Marketing and Communications Metrics
 - iv. Customer Service Metrics
 - c. Capital Projects Update - Raymond Suarez presented information on the following topics
 - i. GTW Integration
 - ii. Lewisville Bike Trail
 - iii. Positive Train Control (PTC)
 - iv. Station Improvements
 - v. Rail Facility Drainage
 - d. Transit Operations – Raymond Suarez provided an update
 - i. Rail Operations
 - ii. Bus Operations
 - e. Strategic Planning / Development – Kristina Brevard provided an update
 - i. Priority Projects Update
 - ii. Outreach Efforts
2. Items for Discussion
 - a. Rail Operations and Maintenance Interlocal Agreement – Jim Cline presented information. Board of Directors agreed to move May meeting to May 26, 2015
 - b. Legislative Update
 3. Committee Chair Reports
 - a. Program Services (04/16/2015) Paul Pomeroy, chair
 4. Discussion of Regular Board Meeting Agenda Items (April 23, 2015) – no discussion
 5. Convene Executive Session - 3:42 p.m. - 4:01 p.m. Item 5c
 - 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. As authorized by Texas Government Code Section 551.072 Deliberation regarding Real Property: Discuss acquisition, sale or lease of real property related to long-range service plan within the cities of Denton, Lewisville, or Highland Village.

6. Reconvene Open Session 4:05 p.m. No action
 - a. Reconvene and Take Necessary Action on Items Discussed during Executive Session.
7. Discussion of Future Agenda Items
 - a. Board Member Requests – none

<Break> **4:05 p.m.**



**1955 Lakeway Dr., # 260
Lewisville, Texas 75057**

Denton County Transportation Authority
Board of Directors
Work Session and Board Meeting Minutes

Board Meeting Minutes

The Board of Directors of the Denton County Transportation Authority convened with Chairman Charles Emery presiding at **4:06** p.m. April 23, 2015 at 1955 Lakeway Dr., # 260 Lewisville, Texas 75057. A quorum was present.

Attendance

Small Cities

Skip Kalb

Large Cities

Charles Emery, Lewisville, Chairman
Paul Pomeroy, Highland Village, Vice-Chair
Richard Huckaby, Denton, Secretary
Carter Wilson, Frisco
Daniel Peugh, Corinth
Doug Peach, Little Elm

Denton County at Large

Dave Kovatch, Treasurer

Denton County Unincorporated

George A. Campbell

Board Members Absent

Jim Robertson, Flower Mound
Don Hartman
Allen Harris, The Colony

DCTA Staff

James C. Cline, Jr., P.E.
Anna Mosqueda, CFO / Sr. VP Finance
Kristina Brevard, VP Strategic Planning &
Development
Nicole Recker, VP Marketing & Communications

Legal Counsel

Pete Smith, General Counsel

CALL TO ORDER – Chairman Charles Emery called the meeting to order and announced the presence of a quorum of the Board.

PLEDGE OF ALLEGIANCE TO US AND TEXAS FLAGS – Dave Kovatch

INVOCATION – Skip Kalb

WELCOME AND INTRODUCTION OF VISITORS – Recognition of DCTA Staff Service Awards – Jim Cline 5 years plaque presentation by Chairman Charles Emery

1. CONSENT AGENDA

- a. Approval of Minutes Board Meeting March 26, 2015
 - b. Acceptance of Financial Reports
 - c. Acceptance of Quarterly Investment Report
 - d. Approval to Award for Public Relations Software
 - e. Approval to Award for the Purchase of Automotive Filters
 - f. Approval to Award for the Purchase of Transit Shelters
 - g. Approval to Authorize the President to Modify Contract and Award Purchase of Fluids, Oils and Lubricants
- Motion to approve Consent Agenda Items 1a-g made by Dave Kovatch. 2nd by Doug Peach. Motion carried unanimously.

2. REGULAR AGENDA

- a. Discussion/Approval of Contract Award and Project Budget Amendment for Bus Acquisition
- Motion to approve Discussion/Approval of Contract Award and Project Budget Amendment for Bus Acquisition made by Richard Huckaby. 2nd by Skip Kalb. Motion carried unanimously.
- b. Discussion/Approval of Budget Amendment for Rail Drainage Improvement Capital Project
- Motion to Approve Budget Amendment for Rail Drainage Improvement Capital Project made by Daniel Peugh. 2nd by Dave Kovatch. Motion carried unanimously.
- c. Discussion/Approval Authorizing President to Execute Interlocal Agreement for Rail Operations and Maintenance
- At the request of staff, this item was delayed until the May 26, 2015 Board Meeting.

3. CHAIR REPORT – Charles Emery gave an update Regional Transportation Issues

- a. Discussion of Regional Transportation Issues
- b. Discussion Legislative Issues
 - i. Regional
 - ii. State
 - iii. Federal

4. PRESIDENT'S REPORT – Jim Cline reported

- a. Budget Transfer -
- b. Regional Transportation Issues

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. ADJOURN 4:20 p.m.

The minutes of the April 23, 2015 meeting of the Board of Directors were passed, and approved by a vote on this 26th day of May, 2015.

Charles Emery, Chairman

ATTEST

Richard Huckaby, Secretary



Board of Directors Memo

May 26, 2015

Subject 1d: Approval of Resolution 15-05 Supporting and Authorizing Local Match for U.S. Department of Transportation 2015 Transportation Investment Generating Economic Recovery competitive grant program

Background

U.S. Transportation Secretary Anthony Foxx announced on March 3, 2015 the appropriation of \$500 million to be awarded by the Department of Transportation for National Infrastructure Investments. This will be the seventh round of the highly successful U.S. Department of Transportation's (DOT) Transportation Investment Generating Economic Recovery (TIGER) competitive grant program.

TIGER 2015 discretionary grants will fund capital investments in surface transportation infrastructure and will be awarded on a competitive basis to projects that will have a significant impact on the nation, a region, or metropolitan area. The TIGER 2015 grant program will continue to make transformative surface transportation investments by providing significant and measurable improvements over existing conditions. The grant program will focus on capital projects that generate economic development and improve access to reliable, safe and affordable transportation for both urban and rural areas while emphasizing improved connections to employment, education, community services and has a positive impact on workforce development or promotes community revitalization. Successful projects receiving funding will be announced by October 31, 2015.

DCTA staff is currently working on a TIGER grant submittal titled East/West Bus and Rail Connector Project. This project is a key component of the Agency's larger regional expansion plan and consists of 34 miles of express bus service connecting to existing rail infrastructure. The grant project submittal will include the purchase of necessary fleet for innovative on-demand/flex service execution, nine premier coach buses with on-board amenities and a robust fleet scheduling software with related infrastructure components. The project also includes construction of an intermodal transit center, a Lewisville operations and maintenance facility and two new park and ride facilities. The total cost of this project is anticipated to be \$25 million over the next 3-5 years.

Identified Need

The Board must certify via adoption of a resolution its commitment to providing the local match and overseeing the successful implementation of the project. Approval of Resolution 15-05; the Supporting and Authorizing Local Match confirms that commitment.

Financial Impact

DCTA has developed The East/West Bus and Rail Connector Project as part of the next step in its service delivery model as outlined in the long range service plan. The East/West Bus and Rail Connector Project will cost a total \$25 million and is anticipated to be implemented over the next 3-5 years. The project includes \$8 million for the acquisition of additional bus fleet. This fleet acquisition will include both on-demand/flex service buses and premier coach service buses. The project, as previously mentioned, will also include additional operations facilities and fleet scheduling software. DCTA is actively pursuing all available funding options to complete the project.

The project application submittal for TIGER grant funding is for \$13.4 million of the \$25 million project cost. Although the TIGER grant provides up to 80% federal funding for a project, based on the last six TIGER grant cycles, the most competitive projects have been those that have higher local participation.

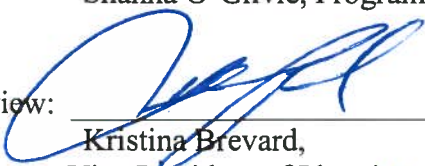
Although not part of this resolution, staff is also working the North Central Council of Governments on a separate funding request for \$6.6 million. If both of these funding requests for the total \$25 million East/West Bus and Rail Connector project are successful, DCTA's total required local match for the project is estimated at \$5 million over the next 3-5 years. The summary of funding sources is as follows:

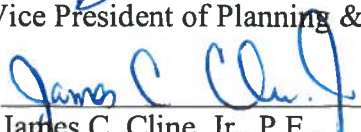
Total Project Cost :	\$25.0 million
DCTA local match	\$ 5.0 million
TIGER grant	\$13.4 million
Other Regional Funding	\$ 6.6 million

Recommendation

Staff recommends that the Board approve Approval of Resolution 15-05 Supporting and Authorizing Local Match for U.S. Department of Transportation 2015 Transportation Investment Generating Economic Recovery competitive grant program. This will require a local match commitment of \$2.7 million. The project and its components have received broad local and community support and have been vetted by the Board as well as the Finance and Program Services Committees

Submitted by: 
 Shanna O'Gilvie, Program Manager

Final Review: 
 Kristina Brevard,
 Vice President of Planning & Development

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

**DENTON COUNTY TRANSPORTATION AUTHORITY
RESOLUTION NO. 15-05**

A RESOLUTION OF THE BOARD OF DIRECTORS OF THE DENTON COUNTY TRANSPORTATION AUTHORITY AUTHORIZING THE SUBMITTAL OF AN APPLICATION FOR 2015 TRANSPORTATION INVESTMENT GENERATING ECONOMIC RECOVERY (“TIGER”) COMPETITIVE GRANT PROGRAM SPONSORED BY THE U.S. DEPARTMENT OF TRANSPORTATION (“DOT”); AND AUTHORIZING THE REQUIRED LOCAL MATCH FOR U.S. DEPARTMENT OF TRANSPORTATION 2015 TRANSPORTATION INVESTMENT GENERATING ECONOMIC RECOVERY COMPETITIVE GRANT PROGRAM; PROVIDING A REPEALING CLAUSE; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, the Denton County Transportation Authority (“DCTA”) is submitting a grant application for the 2015 Transportation Investment Generating Economic Recovery (“TIGER”) competitive grant program sponsored by the U.S. Department of Transportation (“DOT”) to fund DCTA’s larger regional expansion plan consisting of 34 miles of express bus service connecting to existing rail infrastructure, including the purchase of necessary fleet for innovative on-demand/flex service execution, nine premier coach buses with on-board amenities and a robust fleet scheduling software with related infrastructure components, along with construction of an intermodal transit center, a Lewisville operations and maintenance facility and two new park and ride facilities (the “East/West Bus and Rail Connector Project”) for a total estimated project cost of \$25 million ; and

WHEREAS, on March 3, 2015, DOT announced the appropriation of \$500 Million to be awarded by DOT for National Infrastructure Investments; and

WHEREAS, TIGER 2015 discretionary grants will fund capital investments in surface transportation infrastructure; and

WHEREAS, DCTA is submitting a grant application requesting \$13.4 Million for the East/West Bus and Rail Connector Project; and

WHEREAS, DCTA agrees to oversee the successful implementation of the project and provide the required twenty percent (20%), \$5 Million, cash local match of the total project cost and secure the additional regional funding; and

WHEREAS, after consideration, the DCTA Board of Directors finds that it is in the best interest of DCTA to authorize, support and commit the required local match for the proposed 2015 Transportation Investment Generating Economic Recovery competitive grant program application with the U.S. Department of Transportation to receive funding for the East/West Bus and Rail Connector Project 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 authorizes and supports the 2015 Transportation Investment Generating Economic Recovery competitive grant program application with the U.S. Department of Transportation to receive funding for the East/West Bus and Rail Connector Project and certifies that it will oversee the successful implementation of the project and commit the required twenty percent (20%), or \$5.0 million, cash local match of the project cost.

SECTION 2. All provisions of the resolutions of the DCTA Board of Directors, in conflict with the provisions of this Resolution are, 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 26TH DAY OF MAY, 2015.

APPROVED:

Charles Emery, Chairman

ATTEST:

Richard Huckaby, Secretary

APPROVED AS TO FORM:



Peter G. Smith, General Counsel
(PGS:5-21-15:TM 71730)



Board of Directors Memo

May 26, 2015

Subject: 2(a) Discussion / Approval of Resolution 15-04 adopting Fiscal Year 15 Revised Budget

Background

The DCTA budget is prepared months in advance of the start of the October 1 fiscal year and not all expenditures can be anticipated at the time of the budget preparation. Therefore, during the fiscal year, it may become necessary to reforecast the annual expenditures and modify the budget by amendment. Amending the budget for material changes will provide a better forecasting and management tool for the Board and DCTA staff. Summary of changes are provided in the following attached exhibits:

- Exhibit "A" is Budget Amendment 2015-14
- Exhibit "B" includes the Changes in Net Assets schedule along with the related notes which provide a more detailed explanation of the variances.
- Exhibit "C" reflects the changes to the Capital Projects Fund
- Exhibit "D" is the Cash Flow Model reflecting the FY15 Revised Budget & Rail O&M contract

Need

In order to improve financial reporting and communicate expected financial results the revised budget is submitted to the Board for approval by adoption of a budget amendment.

Financial Impact

As detailed in Exhibit "B" (Operating Budget) and Exhibit "C" (Capital Budget).

Recommendation

The Finance Committee met on Tuesday, May 19th and reviewed the Revised FY15 Budget and Cash Flow Model proposed by staff and provided their recommendation to forward to the Board.

Staff recommends the Board of Directors approve Resolution 15-04 to adopt the changes proposed in the FY 2015 Revised Operating and Capital Budget as well as the Cash Flow Model.

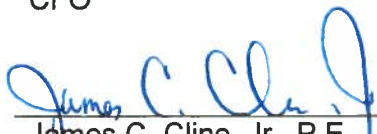
Department Review: _____

Final Review:



 Anna Mosqueda,
 CFO

Approval:



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

**DENTON COUNTY TRANSPORTATION AUTHORITY
RESOLUTION NO. 15-04**

A RESOLUTION OF THE BOARD OF DIRECTORS OF THE DENTON COUNTY TRANSPORTATION AUTHORITY (DCTA) APPROVING FISCAL YEAR 2015 BUDGET AMENDMENT NUMBER 2015-14 REVISED OPERATING AND CAPITAL BUDGET AND CASH FLOW AMENDMENTS, ATTACHED HERETO AS EXHIBITS “A” THROUGH “D”, RESPECTIVELY; PROVIDING A REPEALING CLAUSE; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, DCTA budget is a well calculated estimate as to what will be needed for expenditures in the fiscal year; and

WHEREAS, budget estimates are often prepared months in advance of the actual expenditures and the possibility that the actual amount of the expenditure will be known in exact terms at the time of the budget preparation is unlikely; and

WHEREAS, during the fiscal year, it may become necessary to reforecast the annual expenditures and modify the budget by amendment; and

WHEREAS, the Board of Directors of the DCTA desires to amend the fiscal year 2015 Operating and Capital Budget and Cash Flow Model as set forth in Exhibits “A” through “D”, respectively.

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

SECTION 1. The Budget Amendment number 2015-14 attached hereto as Exhibits “A” through “D”, respectively, be, and the same are hereby adopted and which shall amend the original budget adopted September 25, 2014, from and after the effective date of this resolution.

SECTION 2. All provisions of the resolutions of the Board of Directors of the DCTA, 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 _____ DAY OF MAY, 2015.

APPROVED:

Charles Emery, Chairman

ATTEST:

Richard Huckaby, Secretary

APPROVED AS TO FORM:

A handwritten signature in cursive script that reads "Peter G. Smith". The signature is written in black ink and is positioned above a horizontal line.

Peter G. Smith, General Counsel
(PGS: 5-20-15:TM 71686)

**DENTON COUNTY TRANSPORTATION AUTHORITY (DCTA)
BUDGET AMENDMENT**

Type: Amendment X **Number:** 2015-14
 Revision _____

	Original FY15 Budget	Amendment	Amended FY15 Budget
Operating Budget			
Total Operating Revenues	4,775,012	-	4,775,012
Total Operating Expenses	36,563,243	(206,317)	36,356,926
Total Non-Operating Revenue / (Expense)	43,140,281	(13,634,054)	29,506,227
Capital Budget			
Total Bus Operations Capital	1,901,722	1,116,878	3,018,600
Total Rail Operations Capital	19,847,106	(10,951,084)	8,896,022
Total G&A Capital	802,414	(340,661)	461,753

Explanation:

Please see attached Exhibit B and Exhibit C for detailed explanations.

Date: 5/20/15

Reviewed By *[Signature]*

Date: _____

President _____

Denton County Transportation Authority
Fiscal Year 2015 Operating Budget
Statement of Changes in Net Assets - Budget Format
EXHIBIT "B"

Description	Original FY15 Budget	Approved Budget Amendments	Revised Budget Items	Amended FY15 Budget	Variance Analysis
Operating Revenues					
Passenger Revenues	\$ 1,515,377			\$ 1,515,377	
Contract Service Revenue	3,259,635			3,259,635	
Other Revenues	-			-	
Total Operating Revenues	\$ 4,775,012	\$ -	\$ -	\$ 4,775,012	
Operating Expenses					
Salaries, Wages & Fringe Benefits	\$ 9,173,857		(53,861)	\$ 9,119,996	Realized benefit savings for DCTA offset by addition of Data Analyst position (Assumes start date of June 2015)
Services	2,189,251	(28,716)		2,160,535	Reduction in services due to transfers between operating categories and capital projects
Materials & Supplies	4,160,775	(250,426)	6,175	3,916,524	Reduction of \$250k in Rail Fuel to cover increase to Rail Drainage capital project (2015-12)
Utilities	452,149			452,149	
Insurance, Casualties & Losses	778,016			778,016	
Purchased Transportation Services	9,853,076	85,736	24,775	9,963,587	Reflects vanpool expense transferred from Service category as well as a slight increase to account for the 31 vanpools we are currently operating; budget only included funds for 25
Miscellaneous	245,475		10,000	255,475	Addition of a tuition reimbursement program
Leases & Rentals	207,204			207,204	
Depreciation	9,503,440			9,503,440	
Total Operating Expenses	\$ 36,563,243	\$ (193,406)	\$ (12,911)	\$ 36,356,926	
Operating Income / (Loss)	\$ (31,788,231)	\$ 193,406	\$ 12,911	\$ (31,581,914)	
Sales Tax Revenue	\$ 21,347,080		833,116	\$ 22,180,196	This increase captures the realized increase in sales tax funds thru the month of April 2015 (Sales generated in February)
Net Investment Income /(Expense)	33,000			33,000	
Long-Term Debt Interest /(Expense)	(2,721,899)			(2,721,899)	
Non-Operating Revenues /(Expenses)	6,300			6,300	
Federal Grants & Reimbursements	16,617,500	740,971	(9,765,804)	7,592,667	Net impact of additional grant funds for additional fleet replacement & marketing operating projects (2015-08, 2015-10, 2015-11) and RTC funds move to FY16-FY18 for PTC project
State Grants & Reimbursements	2,358,300		57,663	2,415,963	Schedule updated based on FY14 & FY15 actuals
Debt Issuance	5,500,000		(5,500,000)	-	Debt issue moved to FY18 based on revised PTC schedule
Total Non-Operating Revenue/(Expenses)	\$ 43,140,281	\$ 740,971	\$ (14,375,025)	\$ 29,506,227	
Increase in Net Position	\$ 11,352,050			\$ (2,075,687)	
Net Position - Beginning of Year:	\$ 322,189,945			\$ 322,189,945	
Net Position - End of Year:	\$ 333,541,995	\$ -	\$ -	\$ 320,114,258	
Transfer to Capital Projects	\$ 22,551,242	\$ 1,989,274	\$ (12,164,141)	\$ 12,376,375	See Exhibit C for details
Net Position After Capital Project Transfer	\$ 310,990,753			\$ 307,737,883	

Denton County Transportation Authority
Fiscal Year 2015 Capital Budget
EXHIBIT "C"

Project Description	Original FY15 Capital Budget	Approved Budget Amendments	Revised Budget Items	Amended FY15 Capital Budget	Variance Analysis
Bus Operations					
Bus Operations & Maintenance Facility	\$ -		167,825	\$ 167,825	FY14 Rollover (80% Grant Funded)
Fleet Replacement	824,265	809,735		1,634,000	Includes 4 Gilligs & 4 Service Vehicles (2015-10)
DDTC	360,000		685	360,685	FY14 Rollover
Where's My Ride	180,000		189,069	369,069	FY14 Rollover
Bus Radios	137,457	(16,587)	(2,332)	118,538	Bus Radios reduced for HV Parking & Passenger Amenities (2015-05; 2015-09)
Bus Engines & Transmissions	150,000			150,000	
Scheduling Software	250,000		(250,000)	-	Moved to FY16
Passenger Amenities (2015)	-	53,483		53,483	New grant funded project to be completed in FY15 (2015-09)
Transit Enhancements			165,000	165,000	New grant funded project to be completed in FY15-16
Total Bus Operations	\$ 1,901,722	\$ 846,631	\$ 270,247	\$ 3,018,600	
Rail Operations					
Passenger Information	\$ 40,607		(1,457)	\$ 39,150	Based on FY14 Actuals
Positive Train Control	15,300,000		(14,952,122)	347,878	Revised project schedule
Community Enhancements	200,000		68,780	268,780	FY14 Rollover
Lewisville Bike Trail	2,651,872		(201,354)	2,450,518	Based on FY14 Actuals
HV Parking Expansion	-	5,890	25,183	31,073	FY14 Rollover
Rail Maintenance of Way	-		90,795	90,795	FY14 Rollover
Rail Maintenance of Equipment	1,067,627		97,151	1,164,778	FY14 Rollover
Rail Single Car Operations	-		79,631	79,631	FY14 Rollover
Re-Railing Equipment	121,000			121,000	
Shunt Enhancement	141,000			141,000	
T. Mills Crew Facility	250,000		(191,300)	58,700	Moved to FY16
Station Landscaping	75,000	410,000		485,000	Project increase approved in FY15 (2015-06)
GTW Wheel Work	-		915,041	915,041	FY14 Rollover
Rail Drainage Improvement	-	500,000		500,000	Project approved in FY15 (2015-01; 2015-12)
Fare Collection Systems	-		83,161	83,161	FY14 Rollover
Rail Mobilization	-		2,119,517	2,119,517	New project based on new Rail O&M agreement
Total Rail Operations	\$ 19,847,106	\$ 915,890	\$ (11,866,974)	\$ 8,896,022	
General & Administrative					
COGNOS Report Writing Application	\$ 200,000		(200,000)	\$ -	Moved to FY16
Comprehensive Service Analysis	567,414		(367,414)	200,000	Moved to FY16
Cloud Hybrid Backup Solution	35,000			35,000	
Legal Support	-	226,753		226,753	FY14 Rollover
Total General & Administrative	\$ 802,414	\$ 226,753	\$ (567,414)	\$ 461,753	
Total Capital Expenditures	\$ 22,551,242	\$ 1,989,274	\$ (12,164,141)	\$ 12,376,375	

	2015	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL FY 2015 - FY 2023
OPERATING REVENUES										
<i>Beginning Fund Balance:</i>	\$ 20,655,595	\$ 15,706,972	\$ 14,970,330	\$ 10,380,986	\$ 9,272,378	\$ 11,386,500	\$ 12,911,213	\$ 17,894,815	\$ 18,008,358	
Bus Operating Revenue	\$ 3,895,151	\$ 3,999,295	\$ 4,106,437	\$ 4,216,664	\$ 4,330,093	\$ 4,512,876	\$ 4,633,581	\$ 4,757,760	\$ 4,885,517	39,337,350
Rail Operating Revenue	879,860	888,659	897,545	906,521	915,536	1,016,300	1,026,463	1,036,728	1,047,095	8,614,757
NON-OPERATING REVENUES										
Sales Tax Revenue	22,180,196	22,845,602	23,759,426	24,709,803	25,693,195	26,726,123	27,795,168	28,906,975	30,063,254	232,684,741
Formula Grants (Operating)	4,653,518	4,925,717	4,620,481	7,340,095	6,102,105	7,434,543	8,235,679	7,887,659	7,334,033	58,533,831
Interest Income-Non RTRFI Funds	33,000	47,121	44,911	31,143	27,317	34,160	38,734	53,684	54,025	364,595
Misc. Revenue	6,300	6,300	6,300	6,300	6,300	6,300	6,300	6,300	6,300	56,700
Restricted RTRFI Interest Income										-
Total Revenues	31,648,025	32,712,694	33,435,100	37,210,526	37,030,072	39,730,301	41,735,925	42,649,106	43,390,224	339,591,973
OPERATING EXPENSES										
Bus Operating Expense	10,024,178	10,410,666	10,802,475	11,214,159	11,622,939	12,042,771	12,471,934	12,929,099	13,391,746	104,909,966
Rail Operating Expense	12,447,874	14,017,845	14,120,835	14,446,955	14,249,797	15,430,373	15,032,187	15,680,412	15,760,595	131,186,842
G&A Operating Expense	4,381,434	4,482,697	4,627,498	4,777,762	4,933,063	5,094,005	5,260,740	5,434,008	5,613,433	44,604,645
NON-OPERATING EXPENSES										
Non-Operating (Income) / Expense										-
Total Expenses	26,853,486	28,911,208	29,550,808	30,438,875	30,805,774	32,567,149	32,764,861	34,043,518	34,765,774	280,701,452
NET INCOME	4,794,539	3,801,486	3,884,292	6,771,651	6,274,297	7,163,152	8,971,064	8,605,588	8,624,450	58,890,521
CAPITAL OUTLAY										
Bus Capital Expenditure	1,584,600	367,414								1,952,014
Fleet Replacement Expense	1,634,000	1,250,000	1,750,000	1,030,000	2,633,950	1,215,000	425,000	990,000	1,800,000	12,727,050
Rail Capital / Construction										-
Professional Services / Technology Improvements	300,903	450,000								750,903
Stadler Fleet (Vehicles)										-
Real Estate										-
Right of Way										-
Rail Capital Expenditure (LV Hike & Bike)	2,450,518									2,450,518
Rail Capital Expenditure (Community Enhancements)	268,780									268,780
Rail Capital Expenditure (Rail Grinding)										-
HV Parking Expansion	31,073									31,073
Rail Station Improvements	626,861	191,300								818,161
Rail MOW	590,795									590,795
Rail MOE	2,079,819									2,079,819
Rail Facility Maintenance										-
Signals - Systems & Communications										-
Single Car Operations / Shunt Enhancement	220,631									220,631
Re-Railing Equipment	121,000									121,000
Rail Capital Maintenance		745,000	3,970,430	4,330,999	745,000	2,293,971	745,000	5,156,388	2,696,623	20,683,411
Rail Mobilization	2,119,517									2,119,517
Positive Train Control	347,878	3,208,488	7,486,472	10,694,960						21,737,797
Total Capital Outlay	12,376,375	6,212,202	13,206,902	16,055,959	3,378,050	3,508,971	1,170,000	6,146,388	4,496,623	66,551,469
CAPITAL SOURCES										
New Money (Debt Issuance)				5,500,000						5,500,000
RTRFI/RTC Funds		1,952,557	5,989,177	4,558,265						12,500,000
Formula Grants (Capital)	5,355,112	2,457,940	1,487,500	875,500	2,238,093	1,032,750	361,250	841,500	1,530,000	16,179,645
Total Capital Sources	5,355,112	4,410,497	7,476,677	10,933,765	2,238,093	1,032,750	361,250	841,500	1,530,000	34,179,645
DEBT SERVICE										
2008 Issue (ST) Debt Service										-
2009 Refunding (ST) Debt Service	1,716,492	1,718,387	1,713,687	1,717,590	1,714,697	1,715,209	1,713,925	1,715,845	1,715,771	15,441,603
2011 Contractual Obligations (Vehicles)	751,945	763,955	770,183	775,785	785,761	794,955	808,366	815,838	827,527	7,094,315
2011 Contractual Obligations (PTC)	253,463	254,081	259,542	264,691	264,526	269,205	273,571	272,624	276,521	2,388,224
2014 Contractual Obligations (PTC)					255,233	382,850	382,850	382,850	602,850	2,006,633
Total Debt Service	2,721,900	2,736,423	2,743,412	2,758,066	3,020,217	3,162,219	3,178,712	3,187,157	3,422,669	26,930,775
Gross Sales Tax Coverage:	8.15	8.35	8.66	8.96	8.51	8.45	8.74	9.07	8.78	
Internal Debt Service Coverage:	1.76	1.39	1.42	2.46	2.08	2.27	2.82	2.70	2.52	
Year End Audit Adjustment										
Ending Fund Balance:	15,706,972	14,970,330	10,380,986	9,272,378	11,386,500	12,911,213	17,894,815	18,008,358	20,243,516	
<i>Less Restricted RTRFI Interest Income</i>										
<i>Less Required Fund Balance (O&M Reserve Policy):</i>	<i>6,713,371</i>	<i>7,227,802</i>	<i>7,387,702</i>	<i>7,609,719</i>	<i>7,701,444</i>	<i>8,141,787</i>	<i>8,191,215</i>	<i>8,510,879</i>	<i>8,691,443</i>	
<i>Less Sales Tax Stabilization Fund</i>	<i>665,406</i>	<i>685,368</i>	<i>712,783</i>	<i>741,294</i>	<i>770,946</i>	<i>801,784</i>	<i>833,855</i>	<i>867,209</i>	<i>901,898</i>	
<i>Less Fuel Stabilization Fund</i>	<i>50,000</i>	<i>50,000</i>	<i>50,000</i>	<i>50,000</i>	<i>50,000</i>	<i>50,000</i>	<i>50,000</i>	<i>50,000</i>	<i>50,000</i>	
<i>Less Capital/Infrastructure</i>	<i>1,638,664</i>	<i>2,000,000</i>	<i>1,000,000</i>	<i>500,000</i>	<i>2,000,000</i>	<i>2,000,000</i>	<i>2,000,000</i>	<i>2,000,000</i>	<i>2,000,000</i>	
Net Available Cash	6,639,531	5,007,160	1,230,501	371,365	864,111	1,917,642	6,819,745	6,580,270	8,600,175	

Board of Directors Memo

May 26, 2015

Subject: Approval and Award of Positive Train Control (PTC) Consulting Agreement

Background

Implementation of Positive Train Control is a federal mandate. DCTA has been working diligently to develop a solution that will maximize safety and provide on-going operational benefits. This consulting agreement is necessary to achieve the following goals:

- Take maximum advantage of existing assets and processes (Stadler vehicle, fiberoptic cable, train control system, temporal separation, etc.).
- Seek a solution that minimizes complexity and long-term maintenance costs.
- Minimize agency safety risk for not only the four key requirements of PTC, but also monitoring of grade crossing condition and train detection.

Approval of this consulting agreement for professional services will provide necessary technical expertise to assist in the following:

- Preparation of a Main Line Track Exclusion Addendum (MTEA) inclusive of appropriate technologies proposed to achieve a successful MTEA with consideration for the four key requirements of PTC.
- Work with DCTA to modify the Positive Train Control Implementation Plan as necessary to reflect the technologies proposed in the MTEA if necessary.
- Develop the scope of services and necessary documents for DCTA to issue a solicitation for technology and services to achieve the project scope.
- Assist DCTA with the source selection of appropriate solution providers, equipment vendors and software providers.

The term of this agreement is six (6) months with a not-to-exceed amount of \$100,000 dollars.

Financial Impact

Funding in the amount of \$100,000 for this consulting agreement is available in the Positive Train Control Capital Project budget.

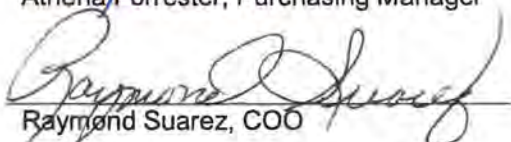
Recommendation

Staff recommends the Board approve the contract and authorize the President to enter into an agreement with Jay Walser to provide PTC consulting services.

Submitted by:


Athena Forrester, Purchasing Manager

Approval:


Raymond Suarez, COO