



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

Board of Directors
Work Session
October 25, 2012
1:30 p.m.

1. Routine Briefing Items
 - a. Financial Reports
 - i. Financial Statements
 - ii. Capital Projects Fund
 - iii. Sales Tax Report
 - iv. Quarterly Investment Report
 - v. Procurement Report
 - b. Capital Projects Update
 - i. GTW Integration
 - ii. Bus Operations and Maintenance Facility (O&M)
 - iii. Community Enhancements
 - iv. Lewisville Bike Trail
 - v. Positive Train Control (PTC)
 - vi. A-train Close-out Status
 - vii. Passenger Amenities
 - viii. Station Kiosks
 - ix. Interstate Highway 35 East Impacts / Grade Crossing Agreement
 - c. Communications and Planning
 - i. Marketing and Communications Initiatives
 - ii. Media Coverage
 - iii. Safety Campaign
 - iv. Customer Service
 - v. Advertising Update
 - d. Transit Operations
 - i. Proposed January Service Changes
 - ii. Bus Operations
 - iii. Rail Operations
2. Items for Discussion
 - a. Discussion of Status of Benefits Renewal
 - b. Highland Village / Lewisville Lake Station Parking and Traffic Issues

- c. American Public Transportation Authority (APTA) Annual Conference
- 3. Discussion of Regular Board Meeting Agenda Items (October 25, 2012)
- 4. Executive Session
 - a. As Authorized by Section 551.071(2) of the Texas Government Code, the Work Session or the Regular Board Meeting may be Convened into Closed Executive Session for the Purpose of Seeking Confidential Legal Advice from the General Counsel on any Agenda Item Listed Herein.
- 5. Reconvene Open Session
 - a. Reconvene and Take Necessary Action on Items Discussed during Executive Session.
- 6. Discussion of Future Agenda Items
 - a. Board Member Requests

**Board of Directors
Regular Meeting
October 25, 2012
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 September 27, 2012
 - b. Approve Resolution 12-06 Adopting Annual Investment Policy
 - c. Acceptance of Financial Reports
- 2. REGULAR AGENDA
 - a. Authorize President to Execute an Agreement for Construction of Bus Operations and Maintenance Facility
 - b. Approval of Revised Fare Structure
 - c. Authorize President to Negotiate and Execute Agreement for the Purchase of Radio Frequency for Positive Train Control (PTC)
 - d. Approval of Resolution 12-07 Hike and Bike Trail Phase Three

3. CHAIR REPORT

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

4. PRESIDENT'S REPORT

- a. Service Recognition
 - i. DCTA Employee
 - ii. Government Finance Officers Association Certificate of Achievement for Excellence in Financial Reporting (CAFR)
- b. Regional Activities

5. REPORT ON ITEMS OF COMMUNITY INTEREST

- a. Pursuant to Texas Government Section 551.0415 the Board of Directors may report on following items: (1) expression of thanks, congratulations, or condolences; (2) information about holiday schedules; (3) recognition of individuals; (4) reminders about upcoming DCTA and Member City events; (5) information about community events; and (6) announcements involving imminent threat to public health and safety.

6. CONVENE EXECUTIVE SESSION

- a. As Authorized by Section 551.071(2) of the Texas Government Code, the Board Meeting may be Convened into Closed Executive Session for the Purpose of Seeking Confidential Legal Advice from the General Counsel on any Agenda Item Listed Herein.

7. RECONVENE OPEN SESSION

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

8. ADJOURN REGULAR MEETING

**Chair – Charles Emery
Vice Chair – Charles Correll**

**Secretary – Dave Kovatch
Treasurer – Paul Pomeroy**

**Members – Skip Kalb, Doug Peach, Jim Robertson, Thomas Smith,
Tom Spencer, Bill Walker, Daniel Peugh, Richard Huckaby, Don Hartman
President – Jim Cline**

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

This notice was posted at 1660 S. Stemmons, Lewisville, Texas 75067 at a place convenient and readily accessible to the public at all times. Said notice was posted on 10/19/2012 at 10:37 AM.

Leslee Bachus, Executive Assistant

Subject: WS1ai) Monthly Financial Reports**Background**

The financial statements are presented to the Board on a monthly basis for acceptance. The reports presented for the period ending September 30, 2012 include the Statement of Change in Net Assets, Statement of Net Assets and Capital Projects Fund. The Statement of Change in Net Assets report provides a comparison of budget vs. actual for the month of September 2012. The Capital Projects report provided a budget to actual comparison on a life-to-date basis for approved projects.

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

Statement of Changes in Net Assets:

- **Note A:** Contract Service Revenue Unfavorable by (\$30k) Mainly due to Service Hours. 5,932 hours were budgeted and actual hours were 5,165.
- **Note B:** Sales Tax Revenue YTD reflects 12 months budget (October – September) compared to actual receipts for 11 months (October – August) plus September accrual of \$1,503,281 based on budget for the fiscal year. YTD variance is \$1,224k favorable based on the accrual for September. The Sales Tax Report included in this agenda packet provides a more detailed Budget to Actual comparison in sales tax receipts.
- **Note C:** Federal/State Grants Unfavorable by (\$1,724k) mainly due to timing variance resulting from delay in the start-up of the Bus O&M project and corresponding delay in draw-down of grant reimbursement as anticipated in the budget.
- **Note D:** Salaries, Wages and Benefits Favorable by \$152k due to the booking of September health benefit Invoices in August and Moving of October invoices into prepaid to expense in FY 13
- **Note E:** Materials & Supplies were Unfavorable by (\$172k) mainly due to recognizing two month of rail fuel -- August and September-- in the month of September. YTD is favorable by \$393,224. .
- **Note F:** Purchased Transportation Services were Unfavorable by (\$304k) due to the recognizing two months (August & September) in September. These expenses were reduced by billing of DART seat re-upholstery charges of \$453k.
- **Note G:** Depreciation favorable by \$447k due to Rail O&M Facility Primarily due to the closing of Capital Projects timing.
- **Note H:** Gain/ (Loss) Disposal of Assets favorable by \$137k due to the auction of 10 Commuter Express Buses that was not anticipated in Budget.
- **Note I:** Long Term Debt Interest/Expense Unfavorable by (\$170k) due to the expensing of 2008 Series Bond Prepayment Penalty of \$184k in the month of September.

Statement of Net Assets

- **Note A:** Investments decreased by (\$204k). This is primarily due to the net impact of:
 - + Receipt of Sales Tax of \$ 1,540,038
 - - \$ 1,746k transferred to cover operating and capital expenditures

- **Note B:** Accounts & Notes Receivable increased by \$1,853k primarily due to the accrual of September Sales Tax of \$1,503k and FTA grant invoices of \$222k were in receivables as of month end.
- **Note C:** Restricted Assets were reduced by (\$642k) primarily as a result of \$643,000 debt service interest payment on the 2009 series and 2011 Contractual Obligations from Bond Fund Account.
- **Note D:** Vehicles were reduced by (\$1,497k) due to the auction of 10 Commuter Express Buses removed from Fixed Assets. Accumulated Depreciation was also adjusted by \$1,378k.
- **Note E:** Bond Fees reduced by (\$184k) due to the expensing of 2008 Series Bond Prepayment Penalty.
- **Note F:** Construction Work in Process increased by \$408k primarily due to Stadler invoices for \$400k and Bus O&M Huitt-Zollars Invoice for \$7k.
- **Note G:** Accrued Expenses increased by \$1,137k primarily due to September accruals of DART Invoice for \$998k and City of Denton Fuel accrued for \$139k.
- **Note H:** Interest Payable decreased by (\$535k) due to the payment of accrued six month interest on 2009 Series and 2011 Contractual Obligations.
- **Note I:** Net Income for the month of September was \$822,417.

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.

Need

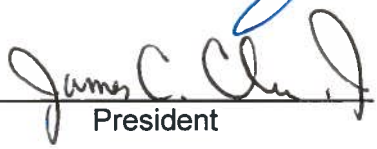
Provides the Board a monthly review of DCTA's financial position and performance to budget

Recommendation

Staff recommends acceptance.

Submitted by: Madhu Penmetsa
Senior Accountant

Final Review: 
V-P Finance / CFO

Approval: 
President

Denton County Transportation Authority
Change in Net Assets
Month and Year to Date September 30, 2012
(Unaudited)

Description	Month Ended September 30, 2012			Year to Date September 30, 2012			Annual Budget	
	Actual	Budget	Variance	Actual	Budget	Variance		
Revenue and Other Income								
Passenger Revenues	103,540	82,464	21,076	1,015,813	873,272	142,541	873,272	
Contract Service Revenue	315,257	345,586	(30,329)	2,927,341	3,013,356	(86,016)	3,013,356	Note A
Sales Tax Revenue	3,036,520	1,503,282	1,533,238	18,804,315	17,579,537	1,224,778	17,579,537	Note B
Federal/State Grants and Reimbursements	222,545	1,946,899	(1,724,354)	10,363,729	12,597,252	(2,233,523)	12,597,252	Note C
Total Revenue and Other Income	3,677,862	3,878,231	(200,369)	33,111,198	34,063,418	(952,219)	34,063,417	
Operating Expenses								
Salary, Wages and Benefits	416,510	568,781	152,271	6,291,239	6,677,179	385,940	6,677,179	Note D
Services	164,914	140,263	(24,650)	1,431,692	1,664,614	232,923	1,664,614	
Materials and Supplies	451,961	279,265	(172,696)	3,011,020	3,404,244	393,224	3,404,244	Note E
Utilities	34,897	35,243	346	396,248	422,915	26,667	422,915	
Insurance, Casualties and Losses	34,119	39,662	5,543	362,958	453,740	90,782	453,740	
Purchased Transportation Services	968,579	664,592	(303,988)	7,605,437	7,597,897	(7,540)	7,597,897	Note F
Miscellaneous	15,272	8,510	(6,762)	126,187	141,273	15,086	141,273	
Leases and Rentals	51,131	25,625	(25,506)	943,160	1,048,980	105,820	1,048,980	
Depreciation	565,447	1,012,911	447,464	6,556,447	6,682,989	126,542	6,682,989	Note G
Total Operating Expenses	2,702,831	2,774,851	72,021	26,724,389	28,093,832	1,369,443	28,093,832	
Income Before Non-Operating Revenue and Expense	975,031	1,103,380	(128,349)	6,386,810	5,969,586	417,224	5,969,586	
Non-Operating Revenues / (Expense)								
Investment Income	3,383	4,000	(617)	53,927	48,000	5,927	48,000	
Gain/ (Loss) Disposal of Assets	137,848	-	137,848	52,269	-	52,269	-	Note H
Other Income - Miscellaneous	425	5,167	(4,742)	38,032	62,000	(23,968)	62,000	
Long Term Debt Interest/Expense	(294,270)	(123,698)	(170,571)	(1,663,649)	(1,484,380)	(179,269)	(1,484,380)	Note I
Total Non-Operating Revenue / (Expense)	(152,614)	(114,532)	(38,082)	(1,519,422)	(1,374,380)	(145,042)	(1,374,380)	
Change in Net Assets	822,417	988,848	(166,431)	4,867,388	4,595,206	272,182	4,595,206	

Denton County Transportation Authority
Statement of Net Assets
As of September 30, 2012
(Unaudited)

	<u>September 30, 2012</u>	<u>August 31, 2012</u>	<u>Change</u>	
Current Assets				
Cash & Cash Equivalents	5,783,413	4,418,228	1,365,185	
Investments	10,867,304	11,071,848	(204,543)	Note A
Accounts & Notes Receivable	4,232,051	2,379,254	1,852,796	Note B
Prepaid Expenses	293,869	216,159	77,711	
Restricted Asset-Cash and Equivalents	3,236,336	3,879,204	(642,869)	Note C
Total Current Assets	<u>24,412,972</u>	<u>21,964,692</u>	<u>2,448,280</u>	
Property, Plant and Equipment				
Land	16,228,337	16,228,337	-	
Land Improvements	5,386,734	5,386,734	-	
Machinery & Equipment	1,020,582	1,020,582	-	
Leasehold Improvements	55,506	55,506	-	
Vehicles	7,977,265	9,475,154	(1,497,889)	Note D
Computers & Software	58,808	58,808	-	
Accumulated Depreciation	(11,901,684)	(12,714,924)	813,240	
Total Property, Plant and Equipment	<u>18,825,548</u>	<u>19,510,197</u>	<u>(684,649)</u>	
Other Non Current Assets				
Bond Fees	213,097	397,871	(184,774)	Note E
Total Other Non Current Assets	<u>213,097</u>	<u>397,871</u>	<u>(184,774)</u>	
Capital Assets				
Intangible Assets	16,997,155	16,997,155	-	
Other Capital Assets, Net	215,574,809	215,574,809	-	
Construction in Progress	89,317,198	88,909,130	408,068	Note F
Total Capital Assets	<u>321,889,163</u>	<u>321,481,095</u>	<u>408,068</u>	
Total Assets	<u><u>365,340,780</u></u>	<u><u>363,353,855</u></u>	<u><u>1,986,925</u></u>	
Liabilities				
Current Liabilities				
Accounts Payable	1,882,321	1,351,273	531,048	
Salary, Wages, and Benefits Payable	398,957	366,675	32,282	
Accrued Expenses Payable	3,063,161	1,925,368	1,137,794	Note G
Deferred Revenues	269,932	271,582	(1,649)	
Interest Payable	-	534,966	(534,966)	Note H
Total Current Liabilities	<u>5,614,371</u>	<u>4,449,863</u>	<u>1,164,508</u>	
Non-Current Liabilities				
Rail Easement Payable	1,800,000	1,800,000	-	
Retainage Payable	1,650,088	1,650,088	-	
Bonds Payable	35,280,000	35,280,000	-	
Total Non-Current Liabilities	<u>38,730,088</u>	<u>38,730,088</u>	<u>-</u>	
Total Liabilities	<u><u>44,344,459</u></u>	<u><u>43,179,951</u></u>	<u><u>1,164,508</u></u>	
Net Assets				
Invested in Capital Asset	227,094,067	227,094,067	-	
Unrestricted Retained Earnings	89,037,368	89,037,368	-	
Change in Net Assets	4,864,886	4,042,469	822,417	Note I
Total Equity	<u>320,996,321</u>	<u>320,173,904</u>	<u>822,417</u>	
Total Liabilities and Equity	<u><u>365,340,780</u></u>	<u><u>363,353,855</u></u>	<u><u>1,986,925</u></u>	

Capital Projects Fund - DCTA
Budget vs. Actual
As of September 30, 2012
(Cash Basis)

Work Session 1aii

ASSETS

Fixed Assets

1660 - Construction Work in Progress

5 - Bus Capital Projects

50202 - Passenger Amenities (Phase 2)

5020214 - Acquisition

Original Budget	Revised Budget	September 2012 Expenses Booked	LTD	\$ Under/(Over) Budget	% of Budget (As of August 2012 Close)	* Project % of Completion as of 8/31/12
174,011	229,326		138,223	91,103	60%	
Total 50202 - Passenger Amenities (Phase 2)	174,011	-	138,223	91,103	60%	35%

50301 - Bus O&M Facility

5030113 - Design

5030114 - Land Acquisition

5030116 - Building Construction

5030118 - Canopy Construction

5030126 - Furniture, Fixtures & Equipment

5030129 - Project Management

5030133 - Legal Fees

590,000	1,294,280		898,868	395,412	69%	90%
1,164,310	1,164,310	6,541	1,172,351	(8,041)	101%	100%
4,745,690	8,920,436		2,260	8,918,176	0%	0%
					0%	0%
1,642,667					0%	0%
	341,331			341,331	0%	0%
	360			360	0%	0%
Total 50301 - Bus O&M Facility	8,142,667	6,541	2,073,479	9,647,238	28%	29%

50302 - Bus Maintenance Equipment

5030214 - Acquisition

500,000	500,000		78,777	421,223	16%	
Total 50302 - Bus Maintenance Equipment	500,000	-	78,777	421,223	16%	10%

50303 - DDTC

5030314 - Acquisition

373,282	373,282			373,282	0%	
Total 50303 - DDTC	373,282	-	-	373,282	0%	0%

50403 - Paratransit Scheduling Systems

5040314 - Acquisition

180,000	180,000		166,342	13,658	92%	
Total 50403 - Paratransit Scheduling Systems	180,000	-	166,342	13,658	92%	90%

50405 - Electronic Fareboxes

5040514 - Acquisition

445,000	445,000			445,000	0%	
Total 50405 - Electronic Fareboxes	445,000	-	-	445,000	0%	0%

50502 - Fleet Replacement 2010

5050214 - Acquisition

1,968,500	3,136,993		2,871,592	265,401	92%	
Total 50502 - Fleet Replacement 2010	1,968,500	-	2,871,592	265,401	92%	82%

Total 5 - Bus Capital Projects	11,783,460	6,541	5,328,413	11,256,905	32%	
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Capital Projects Fund - DCTA
Budget vs. Actual
As of September 30, 2012
(Cash Basis)

	Original Budget	Revised Budget	September 2012		\$ Under/(Over) Budget	% of Budget (As of August 2012 Close)	* Project % of Completion as of 8/31/12
			Expenses Booked	LTD			
6 - Rail Construction (RTRFI Funded)							
61206 - MedPark Extension	1,000,000	1,000,000	-	-	1,000,000	0%	0%
61401 - Fare Collection Systems							
6140111 - Engineering	-	68,962	-	68,963	(1)	100%	100%
6140114 - Acquisition	489,000	582,371	-	477,281	105,090	82%	100%
6140115 - Installation	80,000	81,771	-	86,885	(5,114)	108%	100%
Total 61401 - Fare Collection Systems	569,000	733,104	-	633,129	99,975	86%	100%
61403 - Traffic Signals							
6140323 - Crossings/Traffic Signals	2,480,000	3,046,178	5,589	2,654,554	391,624	87%	90%
Total 61403 - Traffic Signals	2,480,000	3,046,178	5,589	2,654,554	391,624	87%	90%
61406 - Positive Train Control							
6140617 - Construction	-	13,492,026	-	-	13,492,026	0%	0%
6140628 - Contingency	-	728,554	-	-	728,554	0%	0%
6140629 - Project Management	-	2,097,992	-	429,315	1,668,677	20%	5%
6140633 - Legal Fees	-	80,939	-	-	80,939	0%	0%
6140636 - Vehicle Provisions	-	597,930	-	358,758	239,172	60%	70%
6140621 - Systems	-	-	-	-	-	0%	0%
Total 61406 - Positive Train Control	-	16,997,441	-	788,073	16,209,368	5%	13%
61601 - Professional Services							
6160113 - Final Design	14,667,096	14,675,501	-	14,675,501	0	100%	
6160129 - Project Management	11,532,904	9,533,632	-	9,705,707	(172,075)	102%	
6160133 - Legal Fees	-	58,032	-	58,032	-	100%	
Total 61601 - Professional Services	26,200,000	24,267,165	-	24,439,240	(172,075)	101%	N/A
61603 - Stadler Implementation							
6160332 - Mobilization	-	895,803	4,387	478,320	417,483	53%	
Total 61603 - Stadler Implementation	-	895,803	4,387	478,320	417,483	53%	25%
61707 - Community Enhancements							
6170711 - Engineering	-	22,000	-	-	22,000	0%	0%
6170712 - Preliminary Design	-	12,500	-	-	12,500	0%	0%
6170713 - Final Design	-	15,000	-	-	15,000	0%	0%
6170715 - Survey, Inspection & Testing	-	6,000	-	-	6,000	0%	0%
6170716 - Building Construction	-	545,000	-	-	545,000	0%	0%
6170720 - Landscaping	-	25,000	-	-	25,000	0%	0%
6170726 - FF&E	-	10,000	-	-	10,000	0%	0%
6170727 - Environmental Mitigation	-	4,000	-	-	4,000	0%	0%
6170728 - Contingency	-	15,029	-	-	15,029	0%	0%
6170729 - Project Management	-	85,088	-	-	85,088	0%	0%
6170733 - Administration Fees	-	13,091	-	13,091	-	100%	100%
Total 61707 - Community Enhancements	-	752,708	-	13,091	739,617	2%	9%
61708 - Lewisville Bike Trail							
6170811 - Engineering	-	75,000	-	-	75,000	0%	0%
6170812 - Preliminary Design	-	75,000	-	-	75,000	0%	0%
6170813 - Final Design	-	41,000	-	-	41,000	0%	0%
6170816 - Building Construction	-	2,410,102	-	-	2,410,102	0%	0%
6170820 - Landscaping	-	21,000	-	-	21,000	0%	0%
6170822 - Bridges	-	55,355	-	-	55,355	0%	0%
6170823 - Crossings/Traffic Signals	-	200,000	-	-	200,000	0%	0%
6170825 - Utilities	-	75,000	-	-	75,000	0%	0%
6170826 - FF&E	-	3,000	-	-	3,000	0%	0%
6170827 - Environmental Mitigation	-	28,800	-	-	28,800	0%	0%
6170828 - Contingency	-	50,000	-	-	50,000	0%	0%
6170829 - Project Management	-	394,454	-	-	394,454	0%	0%
6170833 - Administration Fees	-	60,685	-	60,685	-	100%	100%
Total 61708 - Lewisville Bike Trail	-	3,489,396	-	60,685	3,428,711	2%	8%
60701 - Passenger Information							
6070114 - Acquisition	-	56,214	-	4,807	51,407	9%	
Total 60701 - Passenger Information	-	56,214	-	4,807	51,407	9%	0%
61502 - Rail Maintenance Equipment							
6150214 - Acquisition	-	50,000	-	45,000	5,000	90%	
Total 61502 - Rail Maintenance Equipment	-	50,000	-	45,000	5,000	90%	0%
Total Rail Construction Projects	30,249,000	51,288,009	9,976	28,116,898	22,171,111	57%	
61501 - Rail Cars							
6150114 - Acquisition	71,500,000	77,715,424	391,551	76,325,815	1,389,609	98%	82%
6150128 - FRA Compliance Contingency	-	250,396	-	-	250,396	0%	100%
6150133 - Legal Fees	-	15,005	-	15,005	-	100%	100%
6150129 - Project Management	-	1,814,699	-	1,414,834	399,865	78%	70%
Total 61501 - Rail Cars	71,500,000	79,795,524	391,551	77,755,654	2,039,870	97%	83%
TOTAL RAIL CONSTRUCTION & CARS	101,749,000	131,083,533	401,527	106,872,552	24,210,981	82%	
Total 1660 - Construction Work in Progress	113,532,460	147,668,851	408,068	112,200,965	35,467,886	76%	



Board of Directors Memo

October 25, 2012

Item: WSM 1 (a) iii Sales Tax Report

Background

Sales tax represents the single largest source of revenue for DCTA, at 53.5% for FY12 budget. Annual Sales Tax budget is \$17,579,537. Because of its importance in funding of DCTA's ongoing operations, the Board adopted a Budget Contingency Plan that outlines the Agency's response when declines in sales tax hit a specific target. This month receipts were favorable compared to budget.

- Sales tax for sales generated at retail in the month of August and received in October was \$1,533,238
- An increase of 17% or \$222,085 compared to budget for the month.
- Favorable 7.6% year-to-date compared to budget.
- Compared to the same month last year, sales tax receipts were \$113,992 or 8% more.

- Member city collections for the month compared to prior year are as follows:
 - City of Lewisville up 8%
 - City of Denton up 7%
 - Highland Village up 11%

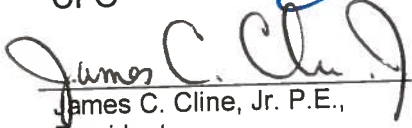
Need

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

Recommendation

For information only. No action required.

Final Review: 
Anna Mosqueda,
CFO

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

Denton County Transportation Authority (DCTA)									
Sales Tax Report									
Budget to Actual and Prev. Yr. Comparison									
2011-2012 Year Budget	2011-2012 Year Actual	Variance Actual to Budget	CY Actual to CY Budget % Variance	2010-2011 Year Actual	Variance Actual to Prior Year	CY Actual to PY Actual Variance			
October	\$ 1,345,394.47	\$ -	0.00%	\$ 1,261,013.90	\$ 84,380.57				6.69%
November	\$ 1,424,754.55	\$ -	0.00%	\$ 1,289,591.88	\$ 135,162.67				10.48%
December	\$ 2,046,560.44	\$ -	0.00%	\$ 1,880,172.72	\$ 166,387.72				8.85%
January	\$ 1,353,986.02	\$ -	0.00%	\$ 1,232,517.48	\$ 121,468.54				9.86%
February	\$ 1,254,090.92	\$ 126,322.02	10.07%	\$ 1,182,101.16	\$ 198,311.78				16.78%
March	\$ 1,658,496.73	\$ 207,563.64	12.52%	\$ 1,650,410.06	\$ 215,650.31				13.07%
April	\$ 1,368,500.23	\$ 113,063.72	8.26%	\$ 1,290,268.01	\$ 191,295.94				14.83%
May	\$ 1,364,843.73	\$ 202,048.28	14.80%	\$ 1,361,535.35	\$ 205,356.66				15.08%
June	\$ 1,638,431.30	\$ 123,700.91	7.55%	\$ 1,639,147.71	\$ 122,984.50				7.50%
July	\$ 1,310,043.61	\$ 229,995.14	17.56%	\$ 1,229,566.49	\$ 310,482.26				25.25%
August	\$ 1,311,152.92	\$ 222,084.93	16.94%	\$ 1,419,245.41	\$ 113,992.44				8.03%
September	\$ 1,503,281.91			\$ 1,699,798.76					
Y.T.D Total	\$ 17,579,536.83	\$ 1,224,778.64	7.62%	\$ 17,135,358.93	\$ 1,865,473.39				12.09%

Sources: Texas Comptroller of Public Accounts and DCTA Finance Department
 Prepared By: Denton County Transportation Authority Finance Department
 October 16, 2012

Denton County Transportation Authority (DCTA)
 Member Cities Sales Tax Report
 Month Allocation is Received from Comptroller
 Prev. Yr. Comparison

City of Lewisville						City of Highland Village					
Month	2010-2011 Year Actual	2011-2012 Year Actual	Variance Actual to Prior Year	CY Actual to PY Actual Variance		Month	2010-2011 Year Actual	2011-2012 Year Actual	Variance Actual to Prior Year	CY Actual to PY Actual Variance	
December	\$ 1,734,488.96	\$ 1,732,551.04	\$ (1,937.92)	-0.11%		December	\$ 204,079.40	\$ 243,619.10	\$ 39,539.70	19.37%	
January	\$ 1,804,653.79	\$ 1,984,090.82	\$ 179,437.03	9.94%		January	\$ 232,136.90	\$ 243,165.41	\$ 11,028.51	4.75%	
February	\$ 2,664,170.34	\$ 2,874,196.38	\$ 210,026.04	7.89%		February	\$ 377,127.03	\$ 395,580.52	\$ 18,453.49	4.89%	
March	\$ 1,695,276.75	\$ 1,797,507.20	\$ 102,230.45	6.03%		March	\$ 199,650.45	\$ 201,738.67	\$ 2,088.22	1.05%	
April	\$ 1,582,081.70	\$ 1,917,700.22	\$ 335,618.52	21.21%		April	\$ 185,890.33	\$ 215,687.96	\$ 29,797.63	16.03%	
May	\$ 2,185,878.93	\$ 2,521,189.10	\$ 335,310.17	15.34%		May	\$ 273,658.81	\$ 294,815.24	\$ 21,156.43	7.73%	
June	\$ 1,752,909.11	\$ 2,056,180.28	\$ 303,271.17	17.30%		June	\$ 220,960.62	\$ 246,882.39	\$ 25,921.77	11.73%	
July	\$ 1,936,503.22	\$ 2,146,891.75	\$ 210,388.53	10.86%		July	\$ 230,200.23	\$ 280,774.11	\$ 50,573.88	21.97%	
August	\$ 2,326,422.23	\$ 2,461,535.81	\$ 135,113.58	5.81%		August	\$ 282,276.49	\$ 296,673.40	\$ 14,396.91	5.10%	
September	\$ 1,914,427.72	\$ 2,130,071.15	\$ 215,643.43	11.28%		September	\$ 242,696.30	\$ 287,525.92	\$ 44,829.62	18.88%	
October	\$ 1,997,116.32	\$ 2,161,803.34	\$ 164,687.02	8.25%		October	\$ 216,980.51	\$ 240,564.70	\$ 23,584.19	10.87%	
November	\$ 2,312,125.96					November	\$ 276,329.67				
Y.T.D Total	\$ 23,906,055.03	\$ 23,783,717.09	\$ 2,189,788.02	10.14%		Y.T.D Total	\$ 2,941,986.74	\$ 2,907,027.42	\$ 34,959.32	1.19%	

City of Denton					
Month	2010-2011 Year Actual	2011-2012 Year Actual	Variance Actual to Prior Year	CY Actual to PY Actual Variance	
December	\$ 1,607,241.13	\$ 1,847,567.14	\$ 240,326.01	14.95%	
January	\$ 1,582,833.44	\$ 1,765,223.00	\$ 182,389.56	11.52%	
February	\$ 2,433,313.87	\$ 2,562,967.74	\$ 129,653.87	5.33%	
March	\$ 1,547,033.41	\$ 1,802,513.11	\$ 255,479.70	16.51%	
April	\$ 1,561,082.16	\$ 1,733,550.06	\$ 172,467.90	11.05%	
May	\$ 2,164,539.72	\$ 2,557,253.34	\$ 392,713.62	18.14%	
June	\$ 1,626,348.85	\$ 1,825,446.45	\$ 199,097.60	12.24%	
July	\$ 1,571,084.72	\$ 1,930,853.61	\$ 359,768.89	22.90%	
August	\$ 2,036,375.03	\$ 2,214,480.34	\$ 178,105.31	8.75%	
September	\$ 1,258,063.86	\$ 1,919,988.80	\$ 661,924.94	52.61%	
October	\$ 1,755,761.74	\$ 1,874,046.32	\$ 118,284.58	6.74%	
November	\$ 2,225,760.90				
Y.T.D Total	\$ 21,369,438.83	\$ 22,033,889.91	\$ 664,451.08	3.11%	

Sources: Texas Comptroller of Public Accounts and DCTA Finance Department
 Prepared By: DCTA Finance Department
 October 16, 2012

All Transit Agencies
Monthly Sales and Use Tax Comparison Summary

Work Session 1a iii

Transit	Current Rate	Net Payment This Period	Comparable Payment Prior Year	% Change	2012 Payments To Date	2011 Payments To Date	% Change
Houston MTA	1.00%	14,028,462.20	13,467,365.25	4.16%	138,726,428.94	126,241,978.49	9.88%
Dallas MTA	0.50%	2,615,213.25	2,343,582.64	11.59%	24,861,750.98	21,220,435.90	17.15%
Austin MTA	1.00%	34,821,478.59	29,758,844.80	17.01%	360,094,362.84	335,014,513.31	7.48%
San Antonio MTA	0.50%	1,533,237.85	1,419,245.41	8.03%	15,955,639.09	14,174,546.27	12.56%
San Antonio ATD	0.50%	2,908,896.04	2,792,207.10	4.17%	30,620,551.92	30,252,761.58	1.21%
Fort Worth MTA	0.50%	4,547,266.91	3,977,626.53	14.32%	45,681,063.05	41,217,370.15	10.82%
El Paso CTD	1.00%	49,058,179.90	45,378,201.56	8.10%	500,109,083.19	448,789,640.39	11.43%
Corpus Christi MTA	0.25%	621,984.96	546,901.22	13.72%	6,052,242.29	5,479,319.96	10.45%
Denton CTA	0.25%	4,215,725.25	3,871,836.98	8.88%	43,195,489.65	38,637,295.34	11.79%
Laredo CTD	0.50%	9,364,991.03	8,317,230.56	12.59%	93,852,912.17	82,330,283.97	13.99%
TOTALS	-----	123,715,435.98	111,873,042.05	10.58%	1,259,149,524.12	1,143,358,145.36	10.12%

Sources: Texas Comptroller of Public Accounts
Prepared By: Denton County Transportation Authority Finance Department
October 16, 2012

Work Session Item
1(a)iv

Quarterly Investment Report

will be provided
under separate cover



Board of Directors Memo

October 25, 2012

Subject: 1 a iv Procurement Update

Construction of the Bus O&M Facility

Ten proposals were received and evaluated based on qualifications and price. A recommendation for award is on the October Board agenda for approval to execute the contract with the contractor.

Information Technology Support Services

An RFP is currently available for firms to provide support services to the authority and can be downloaded from our website. Proposals are due on November 1, 2012, at 11 am. Staff anticipates award of the contract at the November meeting.

Station Kiosks

Kiosks at the stations are being installed the week of October 15.

Submitted by:

Athena Forrester, Procurement
Manager

Final Review:

Anna Mosqueda, CFO

Approval:

James C. Cline, Jr., President

Board of Directors Memo**October 25, 2012****Item: 1(b) Capital Projects Update****GTW Implementation**

Stadler, DCTA and LTK continue to work on the 22 items included in the project action list. HTSI, through an agreement with LORAM, has completed grinding the entire corridor in an effort to improve vehicle shunting.

Bus Operations and Maintenance Facility

Bids were received October 9th and evaluated by staff. Ten bids were received. There is an apparent qualified low bidder. Staff is reviewing the proposal and checking professional and financial references. We anticipate Award of the contract at the October Board meeting, and Project Completion in January, 2014. The plans and the alternate tree plan have been submitted to the City for permitting.

Community Enhancements

A meeting was held with the neighborhood association in late September to discuss the program. In addition DCTA has partnered with the Texas Tree foundation to plant 75 trees along the hike and bike trail and give away 500 trees to neighborhood residents on October 13, 2012. This initiative provides added value to the project since these 75 trees and irrigation were covered by the foundation. Jacobs has completed surveying of the project location and has begun design development and environmental documentation.

Lewisville Hike/Bike Trail

The Scope of Work for the design and engineering services associated with the Lewisville Hike/Bike Trail will be complete at the end of this month. DCTA staff anticipates approval and Notice to Proceed will be issued in December 2012. Engineering is expected to be complete in late 2013 with construction start in the spring of 2014.

Positive Train Control (PTC)

Serious unanswered questions remain at the national level (funding, radios, and spectrum). DCTA staff met with DART and the T to discuss the possibilities of a regional solution and savings based on economies of scale. The concepts were well received and the group will meet again at the end of the month. DCTA staff will attend a conference in mid-October with APTA and the FRA, as we continue to work toward the ultimate solution.

Passenger Amenities

The complete permit package for the 22 Denton shelters will be submitted to the City of Denton by the end of October 2012. We expect to issue an RFP for installation in mid-November.

Station Kiosks

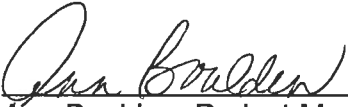
Manufacturing of the kiosks for the Hebron, Highland Village/Lewisville Lake, Old Town, Medpark and Downtown Denton Transit Center locations is in process. Installation will be complete by the end of October.

A-train Closeout

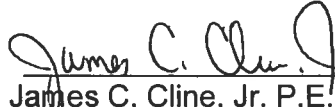
Traffic signal work at Colorado and Medpark is complete. A few minor documentation issues remain to be complete. We have received a one year extension from TDLR on the pedestrian crossing issue at Shady Oaks and this will be addressed as part of the Community Enhancements project.

IH35 E Managed Lanes Project

DCTA staff met with TxDOT and one of the bidders in October to discuss some of the technical alternatives and their impact on the rail system. Bids are due in mid-October. DCTA will have the opportunity to participate as a non-voting member in the evaluation.

Submitted by: 
Ann Boulden, Project Manager

Final Review: 
Dee Leggett, Vice President

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



COMMUNICATIONS AND PLANNING REPORT

October 25, 2012

Marketing and Communications Initiatives

- | | |
|--|---|
| State Fair of Texas Communications | Employer Trip Reduction Initiatives |
| Texas-OU Game Transportation | Social Media Presence Enhancement |
| Denton Food Truck Event | Public Art Display Policy Development |
| 10 th Anniversary Celebration | Social Media Policy Implementation |
| December Holiday Events | Website Enhancement |
| Interim Service Changes Communications | Commuter Vanpool Program |
| January Fare Modification Communications | Passenger Information Improvement & Reporting |
| January Service Changes Communications | Call Center/Customer Service Improvements |

January Fare Modification Public Involvement

DCTA has hosted a series of public meetings in October to discuss proposed fare changes for January 2013. The public meetings were advertised in accordance with the agency's Public Involvement Plan and promoted through both print and online media. Based on the Authority's Title VI review, there is no disparate impact on the classes protected under Title VI.

Recent Events

9/20	Stakeholder Meeting: Proposed January Changes (<i>DCTA</i>)	25 attendees
9/28 - 9/29	Lewisville Western Day Festival	200 attendees
10/6	Rail Ready Outreach: Home Depot Safety Fair	125 attendees
10/8	Fare Changes Public Meeting (<i>Lewisville Municipal Annex</i>)	5 attendees
10/3	TWU Commuter Appreciation Luncheon	600 attendees
10/10	Fare Changes Public Meeting (<i>Highland Village Council Chamber</i>)	6 attendees
10/11	Fare Changes Public Meeting (<i>DDTC</i>)	12 attendees
10/11	Lewisville Citizen's Advisory Team	1 attendee
10/13	Peterbilt Open House	1000 attendees
10/18	Denton Citizen's Advisory Team	
10/25	Denton Chamber Planner's Zone	

Upcoming Events

DCTA's 10th Anniversary Celebration

2012 marks the tenth year since voters in Denton County approved confirmation of DCTA. To celebrate all DCTA has accomplished in the past ten years, we'll hold an invitation only reception on Thursday, November 15th at the MCL Grand in Lewisville 5PM – 7PM. Please save the date and expect to receive an invitation in the near future.

Other Upcoming Events:

- 10/26 Denton Food Truck Event (*DDTC*)
- 10/27 Lewisville Spooktacular Trails Extravaganza
- 11/15 DCTA's 10 Year Anniversary Celebration
- 11/30 Denton Holiday Lighting Festival
- 12/1 Lewisville Holiday at the Hall



COMMUNICATIONS AND PLANNING REPORT

October 25, 2012

General DCTA Related Media

Articles Mentioning DCTA	70	FY2012 Total Ad Value	\$ 397,016
Web Reach Per Million	2,326	FY2011 Total Ad Value	\$ 615,554
Month Total Ad Value	\$ 53,473		

Topic Highlights:

- DART developing mobile ticketing system
- DCTA board OKs budget
- DCTA officials seek solution to expediting Cotton Belt expansion
- DCTA planning speedier service
- DCTA to begin rail maintenance
- DCTA to solicit public input on fare proposals
- Dee Leggett 2012 Top 40 Under 40
- Denton's first food truck fest rolls out October 26

DCTA Marketing Web Statistics (Based on Calendar Year)

DCTA Website

DCTA.net							
	July	August	September	1st Quarter 2012	2nd Quarter 2012	3rd Quarter 2012	% Change from Last Quarter
Visitors	14,732	20,655	18,464	45,783	43,497	53,851	23.80%
Visits	23,660	35,433	33,079	71,438	69,307	92,172	32.99%
New Visits	50.02%	47.86%	44.20%	36,569	34,764	43,653	25.57%
Avg. Time on Site	3:19	3:40	3:22	3:07	2:55	3:27	18.29%

Top Page Views
Homepage
A-train Routes & Schedules
Connect Routes & Schedules
Routes & Schedules
Procurement Opportunities

Top Traffic Sources
Google
Direct
Bing
Yahoo
dart.org

Traffic Sources Overview			
	July	August	September
Search Engines	15,337	22,254	21,383
Direct Traffic	4,996	7,493	7,265
Referring Sites	3,327	5,686	4,406
Campaigns	0	0	25



COMMUNICATIONS AND PLANNING REPORT

October 25, 2012

DCTA Social Media

facebook.com							
	July	August	September	1st Quarter 2012	2nd Quarter 2012	3rd Quarter 2012	% Change from Last Quarter
People Talking About This	446	387	240	907	1,178	1,073	-9%
Page Stories	747	694	336	1,617	2,008	1,777	-12%
Lifetime Total Likes	1,570	1,608	1,630	1,476	1,557	1,630	5%
New Likes	36	54	43	161	139	133	-4%
Unlikes	13	10	7	24	23	30	30%
Page Engaged Users	1,736	1,466	682	2,283	2,337	3,884	66%
Total Reach	150,902	229,880	12,110	34,478	58,926	392,892	567%
Viral Reach	8,406	7,086	4,027	6,839	21,550	19,519	-9%
Total Impressions	744,326	1,213,948	63,288	242,682	379,428	2,021,562	433%
Viral impressions	20,263	15,808	10,392	21,016	67,452	46,463	-31%

twitter.com				
	1st Quarter 2012	2nd Quarter 2012	3rd Quarter 2012	% Change from Last Quarter
Followers	762	889	1058	19%
Following	185	207	235	14%
Listed	24	31	37	19%

Foursquare			
	2nd Quarter 2012	3rd Quarter 2012	% Change from Last Quarter
Top Check-in Venue *	171	167	-2%
Total Check-ins 3rd Quarter 2012	513	667	30%

* DCTA Highland Village/Lake Lewisville Station (A-train) 2nd & 3rd Quarter

Non-DCTA Social Media (Blogs, Twitter, Facebook, Etc.)

Title	Source
North Texas is Angling for a Light Rail Manufacturing Plant	Dallas Observer Blogs
DCTA Tweet Chat Public Mtg (#DCTAPubMtg)	coveritlive
Friday Nite Bites at Downtown Denton Transit Center	zvents
DCTA during Rush Hour	Flicker
Friday Nite Bites at Downtown Denton Transit Center	listings.dfw
Petition DCTA To extend A-train hours	change
DCTA unveils plans for new trains	silobreaker

COMMUNICATIONS AND PLANNING REPORT

October 25, 2012

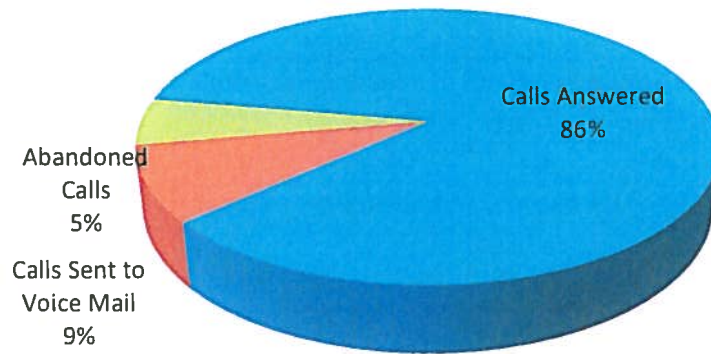
Customer Service Performance

Call Center Monthly Statistics

In September, DCTA's call center received 5,430 calls compared to 6,621 calls in August (18% decrease). 4,409 of those calls were answered, 458 were sent to a voicemail box and 563 were abandoned.

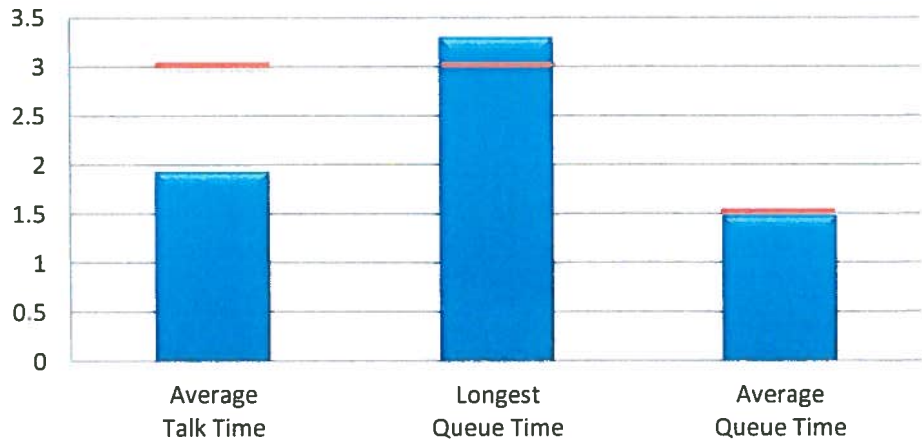
Incoming Calls

9/1/12 - 9/30/12



Call Center Performance

9/1/12 - 9/30/12



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

COMMUNICATIONS AND PLANNING REPORT

October 25, 2012

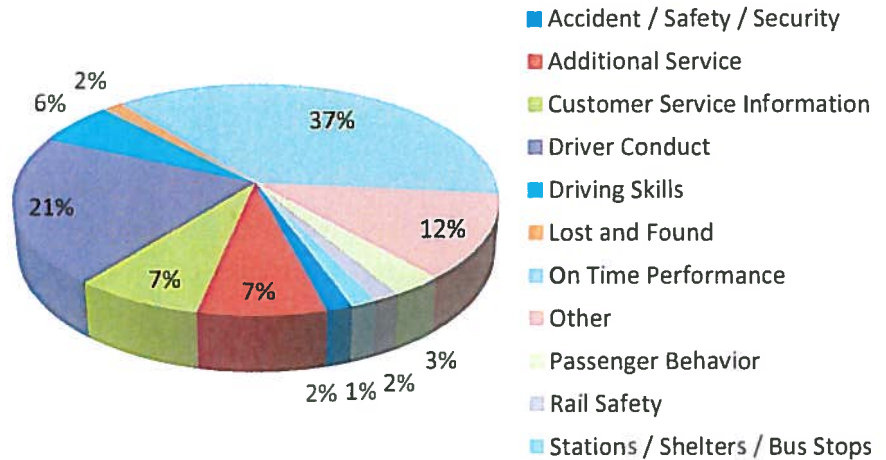
GoRequest Monthly Statistics

DCTA had a total of 67 requests during the month of September. This is a 16% decrease from the month of August.

Accident / Safety / Security	1
Additional Service	5
Customer Service Information	5
Driver Conduct	14
Driving Skills	4
Lost and Found	1
On Time Performance	25
Other	8
Passenger Behavior	2
Rail Safety	1
Stations / Shelters / Bus Stops	1

Topic Counts of Opened Requests

9/1/12 - 9/30/12

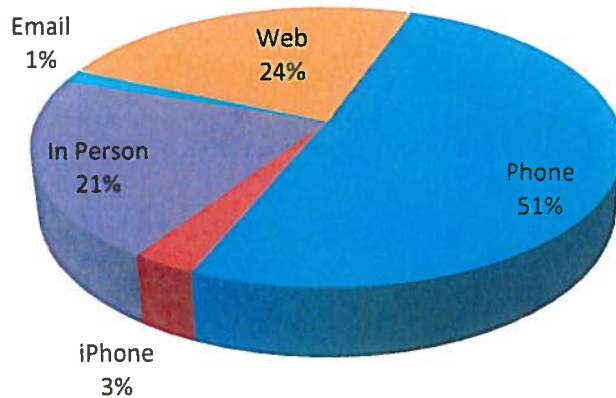


When a passenger enters a request they are asked to categorize it into a particular type. There are five request types to choose from complaint, compliment, problem, question and suggestion. Of the 67 requests received in September, the breakout looks like this:

Complaint	38
Compliment	1
Problem	2
Question	16
Suggestion	10

How Requests Are Reported

9/1/12 - 9/30/12



COMMUNICATIONS AND PLANNING REPORT

October 25, 2012

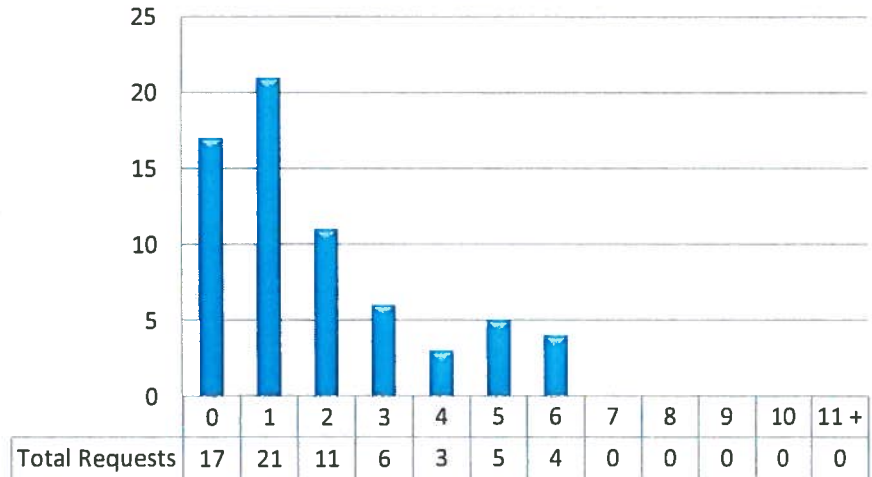
DCTA has set a goal to have all requests closed within seven days. Ten days is the maximum number of days that a request is allowed to remain unresolved.

In this reporting period it took, on average, 1.82 days to close out a request. All cases were closed within ten days.

- 1.08 Complaints/10,000 Passengers
- 1.80 Requests/10,000 Passengers

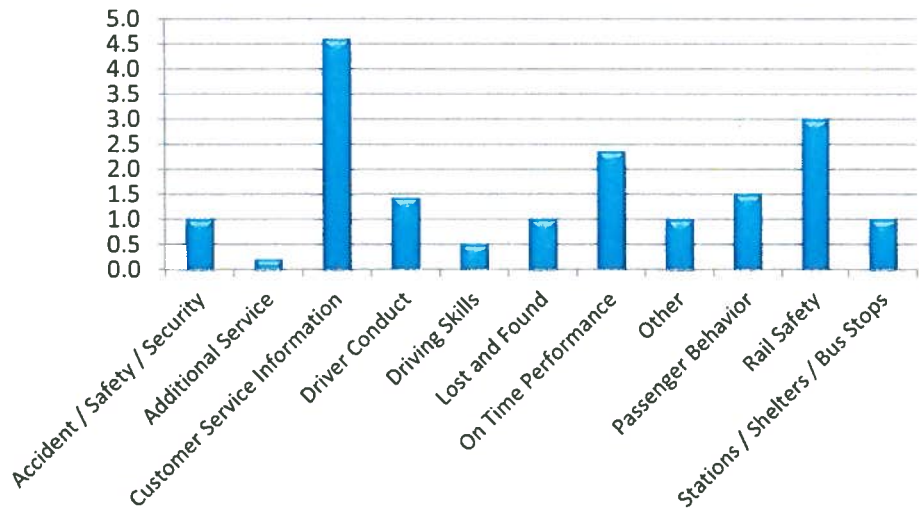
Number of Days to Close a Request

09/01/2012 - 09/30/2012



Average Number of Days to Close a Request by Topic

9/01/12 - 9/30/12




Dee Leggett
VP of Communications & Planning



JANUARY SERVICE CHANGES

Thursday, October 25, 2012

Background

DCTA has committed to review system performance and recommend service changes, if necessary, twice a year in August and January. Following detailed route analysis and public input, DCTA Planning staff has developed proposed service changes to be implemented on January 14, 2013.

The goals of the service changes are in keeping with the goals of the adopted Long-Term Service Plan and the Service Standards. The specific service standards and long-term service plan goals targeted for this service change are:

- Service Standards
 - Frequencies no less than 30 minutes
- Long-term Service Plan Goals
 - Maximize service efficiency and reliability
 - Consistent headways and operate on schedule
 - Maximize the effectiveness of service for DCTA's ridership markets
 - Provide access to major centers of demand
 - Transfers between routes and services should be convenient and effective
 - Tie the provision of transit to land-use and resulting demand levels
 - Existing services that fail to achieve established performance levels should be considered for remedial action.
 - Existing services that significantly exceed standards should be augmented.

The January 2013 proposal is intended to achieve the following goals:

- Further reducing the number of interlined routes in Denton;
- Making sure bus to train and bus to bus transfers are maximized;
- Taking remedial measures to increase ridership on Route 1; and
- Small routing changes to maximize the efficiency of the Route 2 and serve a major employer (Sally Beauty) which has been requesting closer bus service.

Proposal

The January 2013 proposed service changes are as follows:

- Denton
 - Extend the Route 1 to include the Unicorn Lake area. This will include services to a variety of businesses and medical offices and get passengers closer to the Denton State School and businesses along the I-35E service road. A small section of Route 1 serving Londonderry and Sam Bass Blvd. will be eliminated. Many residents served in this area have access to the UNT Sam Bass Route and/or are within walking distance to the proposed Route 1.



JANUARY SERVICE CHANGES

Thursday, October 25, 2012

- During A-train construction, Route 2 was modified to avoid roads which crossed the rail corridor. The proposal would revert Route 2 to the original design.
- The southern portion of the Route 2 will be modified slightly to better serve nearby medical facilities and allow better access to Sally Beauty Company.
- The last set of interlined routes will be the 1 & 6. Route 3 is slowly increasing in ridership and with the remainder of the Denton County offices moving to the Administration complex, there is anticipated need for more frequent service. The Route 4 will be a stand-alone route in order to serve northeast Denton area more effectively including the developing Serve Denton facility. This facility will house a homeless shelter and a variety of social service agencies.
- All schedules will be examined to further enhance connectivity within the system.
- Lewisville
 - An additional bus will be added to Route 22 during the peak period so that all 3 routes operate every 30 minutes. This will improve bus to bus transfers and bus to rail transfers.
- A-train
 - The proposed A-train schedule modification will eliminate the existing service gap between the hours of 6:40 pm and 8:06 pm northbound from Trinity Mills. The proposal is to close the gap by adding an additional train at Trinity Mills at approximately 7:26 pm. This is achieved by eliminating two under-performing trips:
 - 5330: 2:48 pm from Old Town to Trinity Mills
 - 5929: 3:22 pm from Downtown Denton Transit Center
- Other items being evaluated
 - Later bus and rail service to accommodate UNT/TWU students
 - Improved Connect frequency in Lewisville during midday

Financial Impact

The proposed FY13 operating budget includes an additional 32 hours per day of bus service. Staff anticipates the A-train schedule modifications to remain budget neutral.



January Service Changes Public Involvement and Comment Summary

DCTA hosted a series of public meetings in September to discuss proposed service changes for January 2013. These meetings included the agency's first Twitter Town Hall. A copy of the Tweet Chat is attached. An overview of the public meeting comments is provided below:

- Improve service to special events, especially State Fair
- Improve on-time performance. Some routes in Denton and Lewisville are running behind schedule, especially with the August 20 changes.
- Minimize wait times between bus to bus connections and bus to rail connections.
- Improve marketing and communication of services.
- Improve website and make it mobile friendly.
- Extend hours on train and buses to better align with school hours and night classes.
- Customer service hours and transit center hours should mirror operating hours.
- Customers need to be better educated on fares, reduced eligibility and how to use the TVMs.
- Extend service to Unicorn Lake and State School.
- Better market Connect RSVP.

The public meetings were advertised in accordance with the agency's Public Involvement Plan and promoted through both print and online media. Since no significant service reductions were recommended, a formal public involvement process and Title VI overview were not required. Information was provided in Spanish in accordance with the Authority's Limited English Proficiency Plan.

Twitter Town Hall Comments – September 13, 2012

DCTA RideDCTA
 @RideDCTA @RideDCTA Changes are looking at Denton Rt 1 extension to Cinemark and Unicorn Lake? Good idea? #DCTAPubMtg
 Expand

John Clower revelandbigdave
 agrees completely! RT @RideDCTA @RideDCTA Changes are looking at Denton Rt 1 extension to Cinemark and Unicorn Lake? Good idea? #DCTAPubMtg
 Expand

DCTA RideDCTA
 @RideDCTA Changes are looking at Denton Rt 1 extension to Cinemark and Unicorn Lake? Good idea? #DCTAPubMtg
 Expand

Susan Manuel SusanManuel
 Yes! And bike racks there. @RideDCTA Changes are looking at Denton Rt 1 extension to Cinemark and Unicorn Lake? Good idea? #DCTAPubMtg
 from Denton, TX

Hunter Bonner HunterBonner
 #DCTAPubMtg I think more shelters at bus stops are a must along with trash cans. My church has a bus stop at it and there is litter
 Expand

Vicki Oppenheim greenie7empfan
 I'm glad to see #1 bus to expand South. What about Lillian Miller and medical offices? #DCTAPubMtg
 Expand

Hunter Bonner HunterBonner
 #DCTAPubMtg Understood about working with cities. Probably need to push the fact I-35 construction will present a need for traffic easing
 Collapse Reply Retweet Favorite

1
 11:46 PM · 13 Sep 12 · Details

DCTA RideDCTA
 @hunterbonner I-35 is going to be a great GRBT 4 ridership @DCTA_Pres says that's going to be our best ridership day when bridge is under const
 Expand

Hunter Bonner HunterBonner
 @RideDCTA @dcta_pres %DCTAPubMtg agreed. I would say not even the bridge alone but the whole road!
 Expand

Richard Wessels RORWessels
 @RideDCTA #DCTAPubMtg you should know that commuters are leaving mass transit too, because of DART, not DCTA. But it will effect you as well
 from Carrollton, TX

Richard Wessels RORWessels
 @RideDCTA #DCTAPubMtg the later that A train runs and the more often the better
 from Carrollton, TX

C. Troy Mathis CTroyMathis
 @RideDCTA #DCTAPubMtg And, perhaps this is "KEY" long-term engagement, an entrenched ridership even when I-35E is "done" some day
 View conversation

Hunter Bonner HunterBonner
 #DCTAPubMtg I haven't seen any but does DCTA do local TV advertisement? That would be a good way to get word out more that y'all are here!
 Expand

DCTA RideDCTA
 This is fun. Are you having fun yet?
 Expand

C. Troy Mathis CTroyMathis
 @RideDCTA #DCTAPubMtg Of course!
 Hide conversation Reply Retweet Favorite

11:46 PM · 13 Sep 12 · Details

Hunter Bonner HunterBonner
 #DCTAPubMtg I would say that buses need to run to the lake if they don't already. Perhaps to the major beaches
 Expand

DCTA RideDCTA
 @penland365 Better frequency on Denton Connect. Lville Connect or A train? #DCTAPubMtg
 View conversation

Glenn H. FouthiersGlenn
 RT @RideDCTA Where are some additional areas in Lewisville/Highland Village that we should serve? #DCTAPubMtg // N Garden Ridge & FM 407
 Expand

DCTA RideDCTA
 What is more critical/highest priority – service area, hours of operation, or frequency? #DCTAPubMtg
 Expand

Shane Strawbridge ShaneStrawbridge
 @RideDCTA Thanks for taking time to answer our questions. #DCTAPubMtg
 View conversation

Hunter Bonner HunterBonner
 #dctapubmtg one thing that needs support from DCTA passengers is to support the proposed smoking ban for Denton. Platform smoke is horrible
 Expand



BUS OPERATIONS REPORT

Thursday, October 25, 2012

❖ OPERATIONS

- **Ridership:** Bus services carried 329,382 passengers for the month of September.
-
- **On Time Performance:** Bus services achieved OTP of 98.7% for the month of September.
- **Amalgamated Transit Union:** Negotiations between ATU and First Transit are on-going.

❖ SAFETY/SECURITY

- Bus operations experienced 2.65 accidents per 100,000 miles in September.

❖ FLEET

- **UNT Vehicles:** DCTA Fleet Maintenance is still working through issues with National Bus Services regarding the Champion buses.
- **ROAD CALLS:** Bus maintenance experienced 8,868 miles between road calls in September

❖ PLANNING

- January 2013 service change recommendations are being finalized.

BUS OPERATIONS PERFORMANCE INDICATORS

Ridership

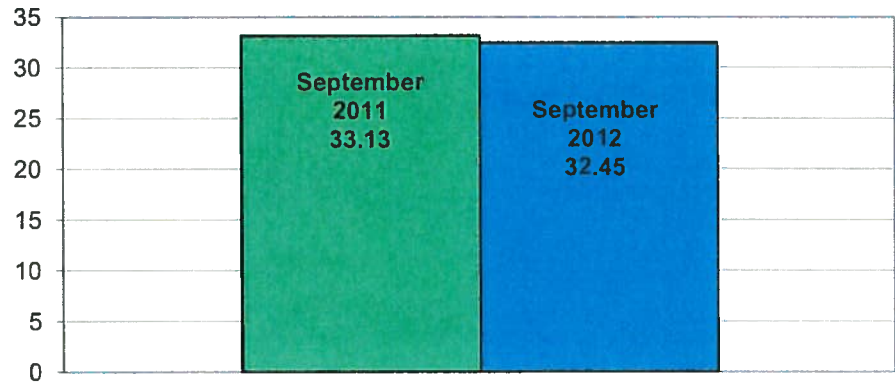
Ridership

September 2011 & September 2012

Performance Measures

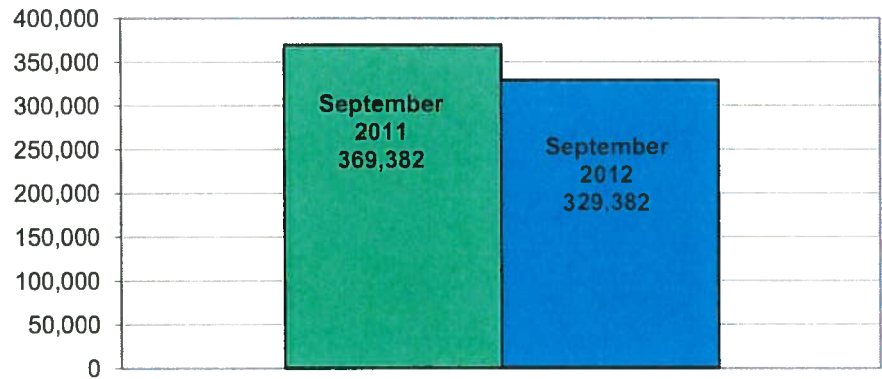
Systemwide Ridership per Revenue Hour

There was a slight decrease in systemwide bus ridership per revenue hour.



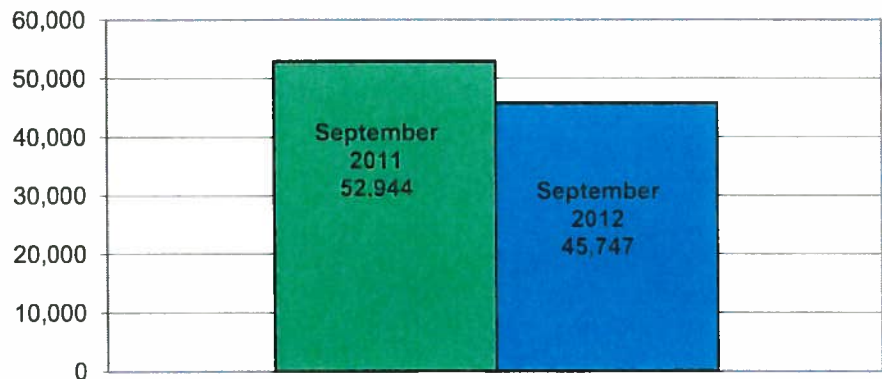
Systemwide Ridership

Systemwide ridership showed a decrease of 10%, due to the difference in UNT ridership.



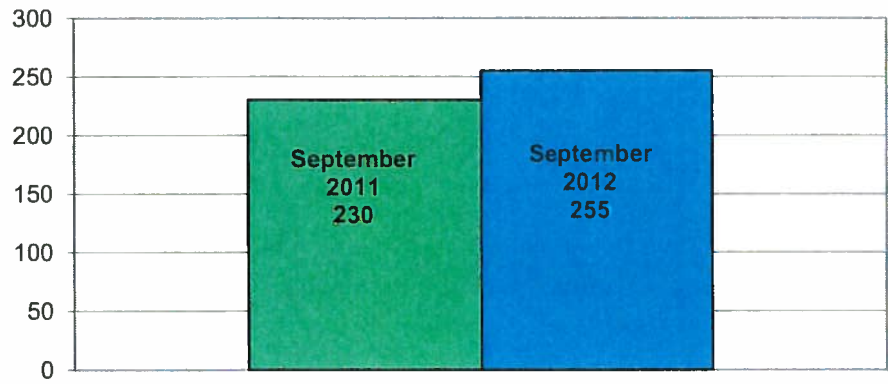
Connect Ridership

Connect ridership showed a decrease of 13% due to fewer university class days.



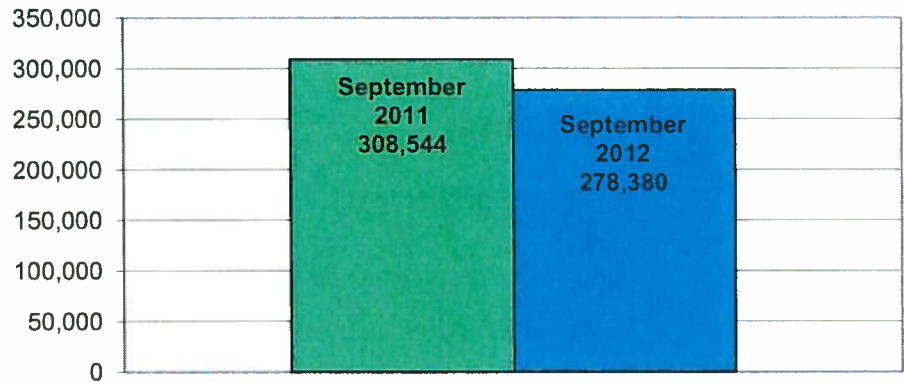
RSVP Ridership

RSVP ridership showed an increase in ridership of 10%.



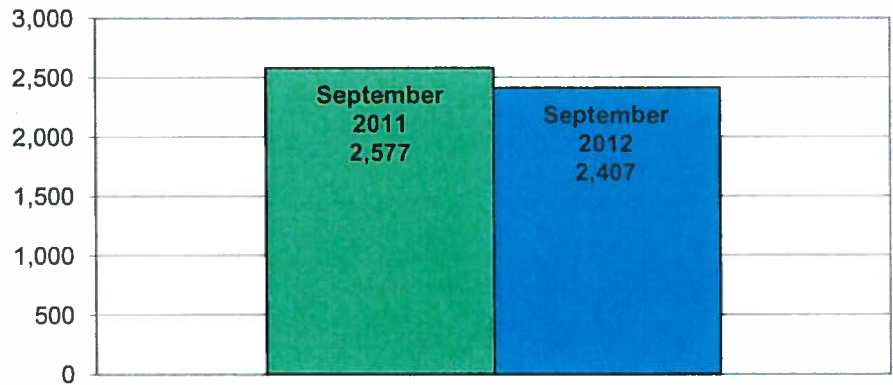
UNT Ridership

UNT ridership showed a reduction of 9%. There were only 19 operating weekdays in September 2012 and 21 in September 2011.



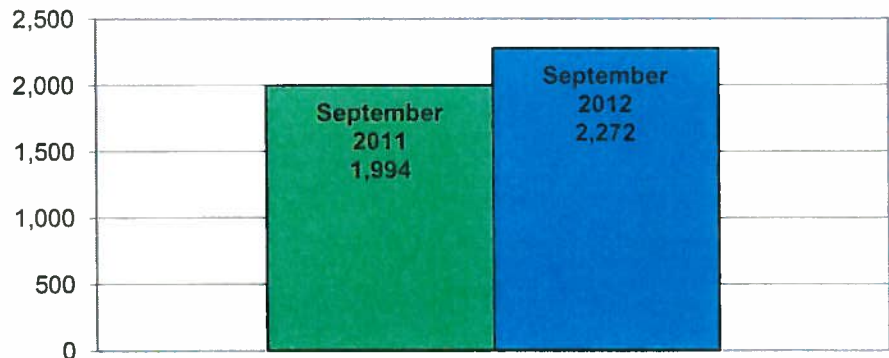
Access Ridership

Access ridership decreased by less than 1%.



NCTC Ridership

NCTC ridership increased by 13%.



Customer Satisfaction

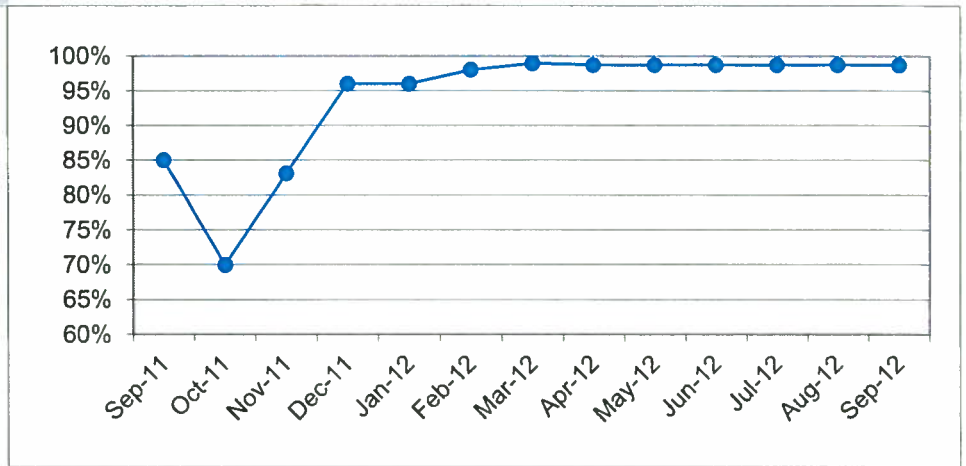
Systemwide Performance

September 2011-September 2012

Performance Measures

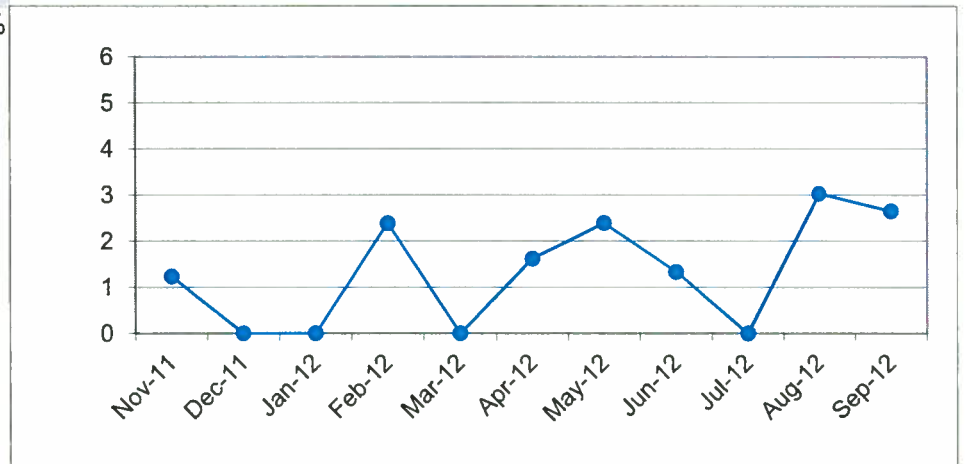
Systemwide On-Time Performance

On-time performance continues to be over 99%.



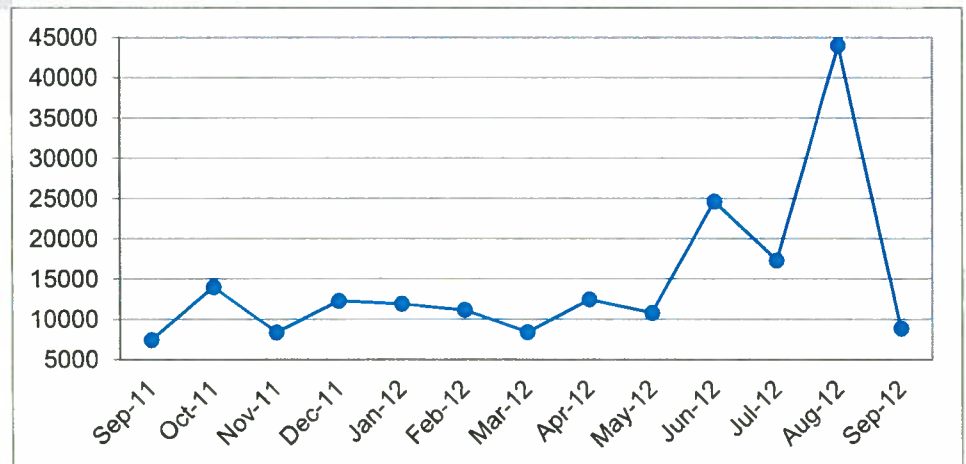
Systemwide Accidents per 100k Miles

Systemwide accidents declined by 12% from August 2012.



Miles Between Road Calls

Miles between road calls reduced due to variety of issues, many which included issues with the Champion buses.



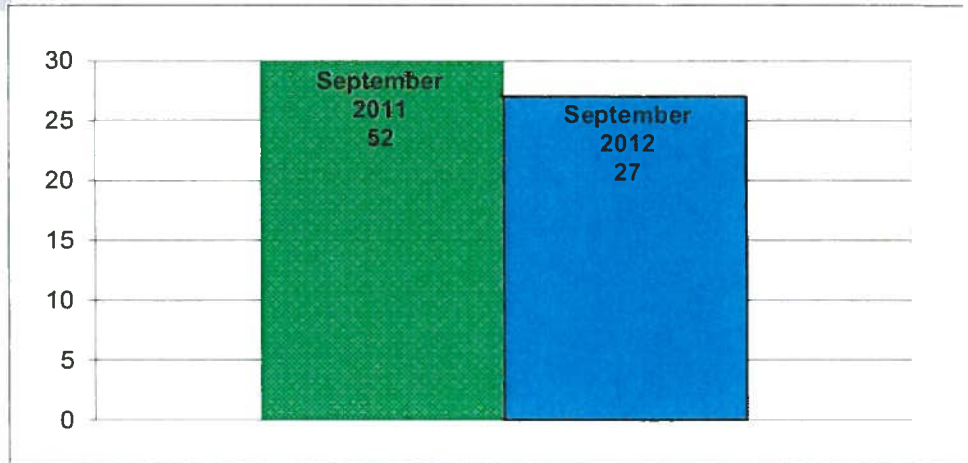
Access

September 2011 & September 2012

Performance Measures

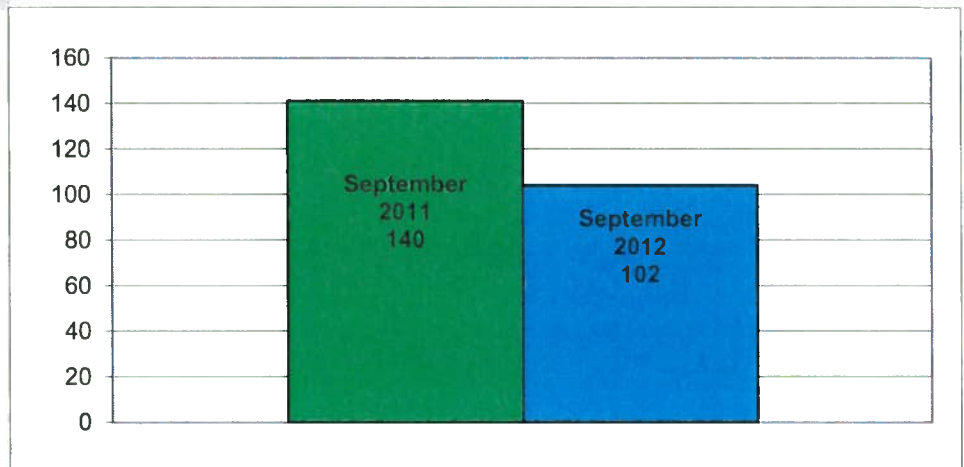
Trip Denials

Trip denials decreased by 48%.



No-Shows

No shows decreased by 27%.





RAIL OPERATIONS REPORT

Thursday, October 25, 2012

❖ OPERATIONS

- September "On Time Performance" (OTP) was 99.63%.

❖ SAFETY/SECURITY

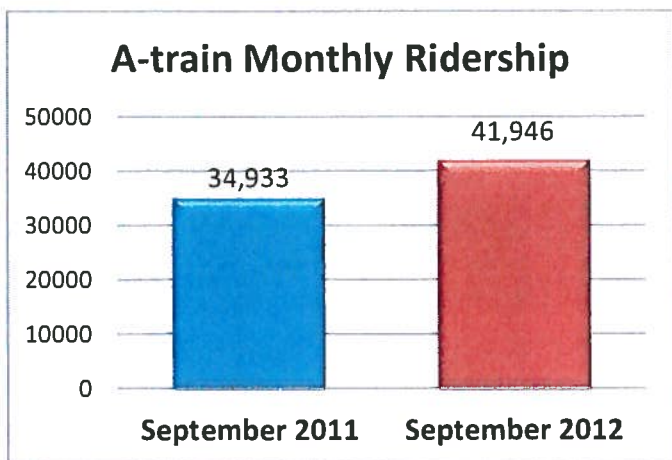
- DCTA Rail Operations Injury Free Workdays: 109 days
- Two more vehicle issues occurred at Eagle Point road crossing, resulting in the only two late trains for the month of September. There is no track damage to report from these issues.

❖ MAINTENANCE

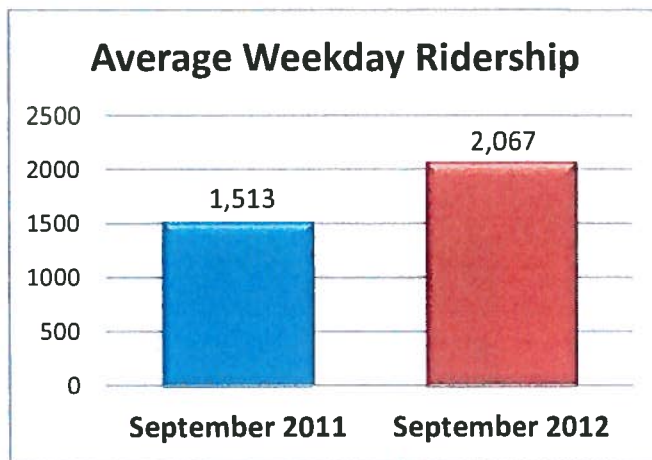
- **Right of Way:** Routine daily inspections are being performed by the contractor.
- **Signal/Communications:** No issues to report for September.
- **Stations:** DCTA contract operations (HTSI) continues to perform weekly safety inspections, which have not identified any major issues and any minor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

❖ RIDERSHIP

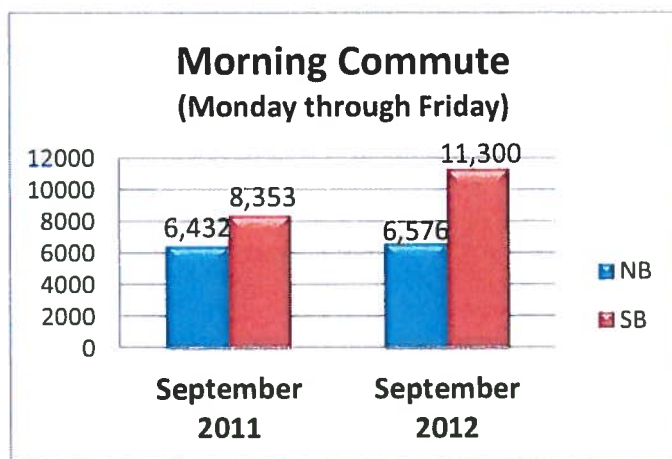
- The A-train carried 41,946 passengers during the month of September. This reflects an overall increase in ridership of 20% for the month of September 2012, when compared to September 2011.
- Refer to attached ridership charts.



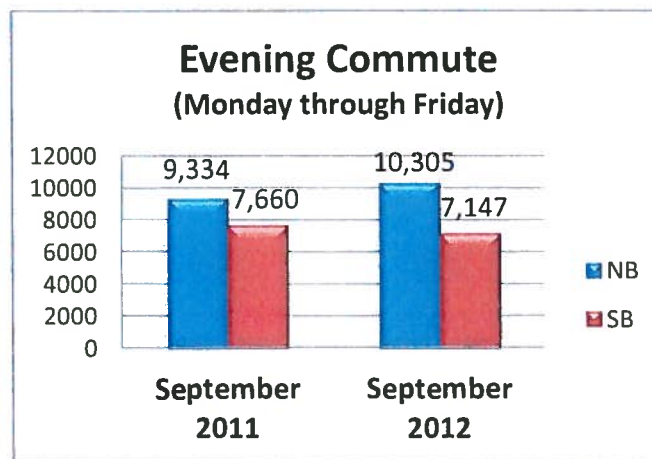
The A-train moved 41,946 passengers during the month of September, a 20% increase over September 2011.



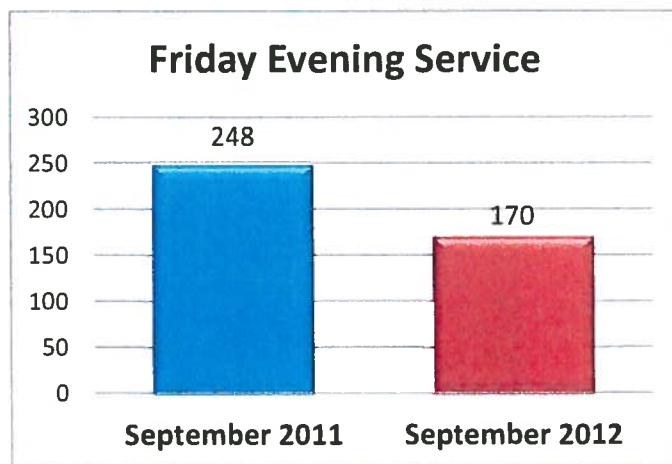
The average daily A-train ridership for the month of September was 2,067 passengers per day, an increase of 37% over September 2011.



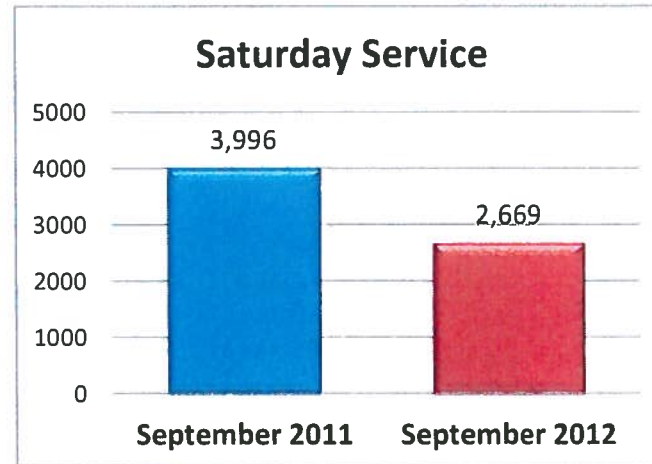
Morning commute ridership increased by 2% for northbound and 35% for southbound, compared to September 2011.



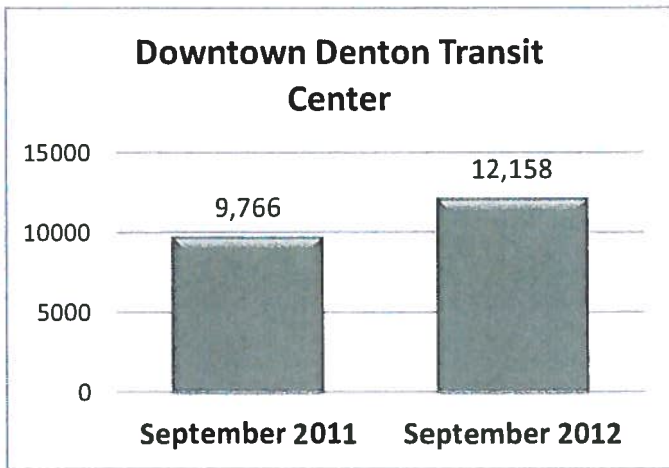
Evening commute ridership increased by 10% for northbound, but decreased 7% for southbound, compared to September 2011.



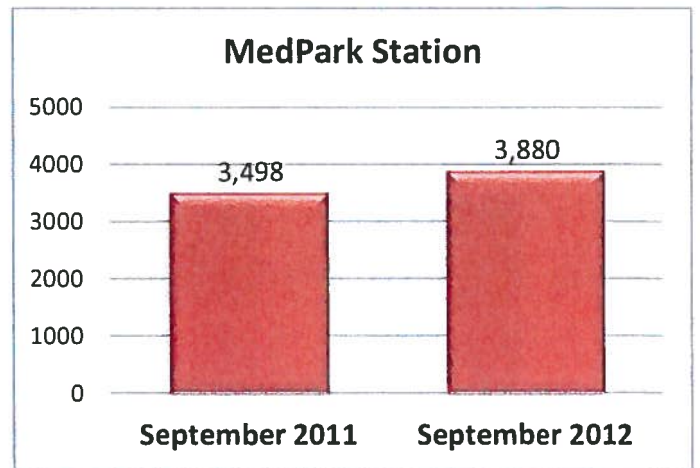
Friday evening service experienced a decrease of 31% in ridership for the month of September 2012, compared to September 2011.



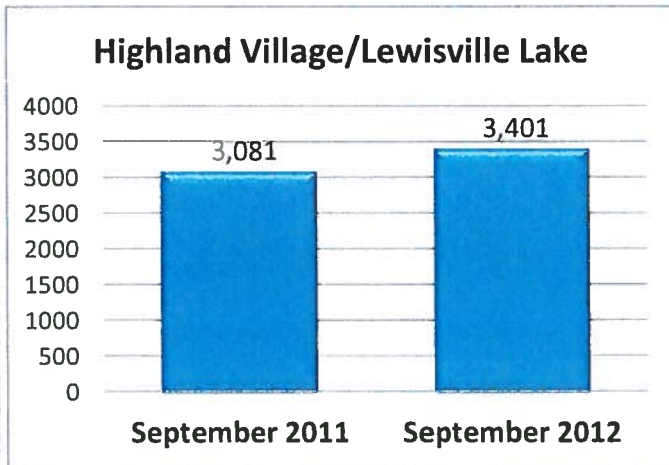
Saturday ridership decreased by 33% for the month of September 2012, compared to the September 2011.



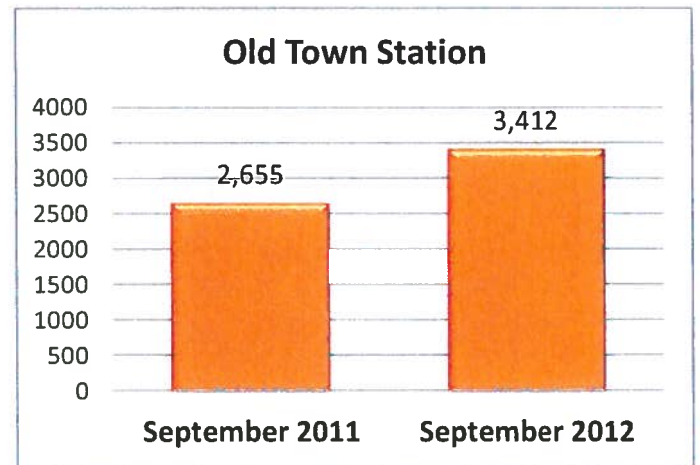
DDTC A-train ridership increased by 24%.



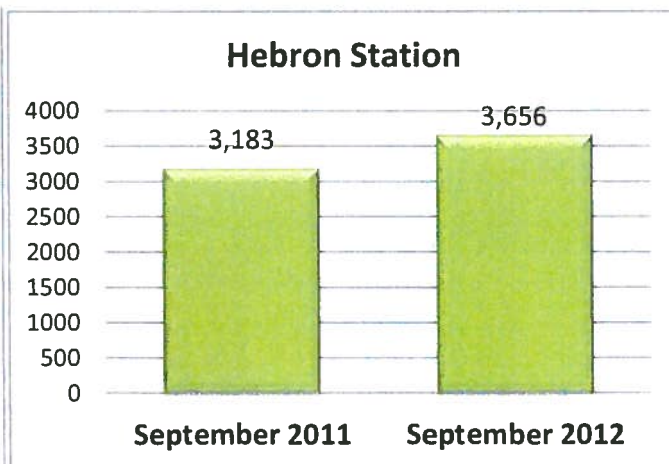
MedPark A-train ridership increased by 11%.



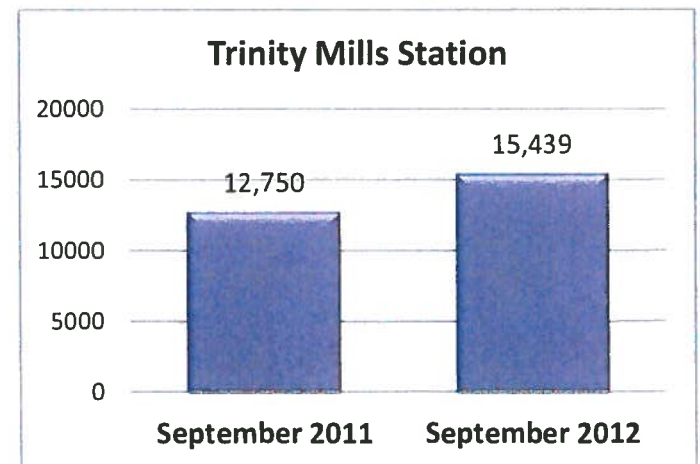
Highland Village/Lewisville Lake A-train ridership increased by 10%.



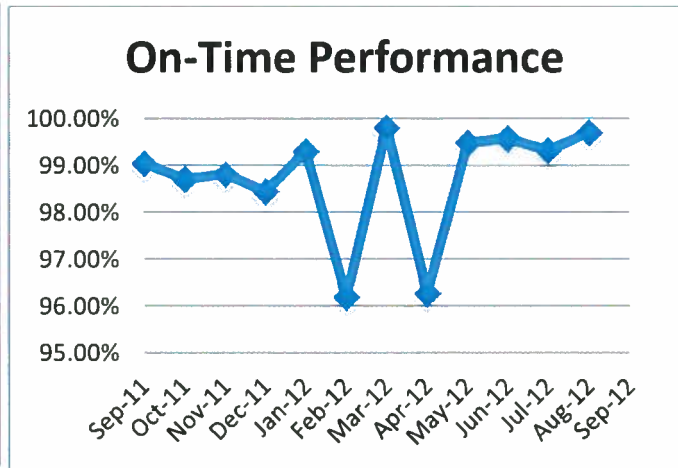
Old Town A-train ridership increased by 29%.



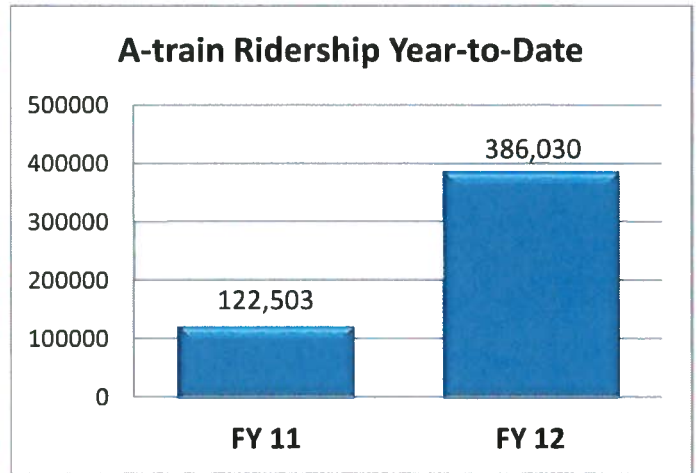
Hebron A-train ridership increased by 15%.



Trinity Mills A-train ridership increased by 21%.



A-train On-Time Performance (OTP) is a direct reflection of service and equipment reliability.



Board of Directors Memo

October 25, 2012

Item: 2a Employee Benefit Renewal status update**Background:**

DCTA conducts an annual open enrollment of benefits in December for DCTA and TMDC employees to update and/or elect benefits coverage. Holmes Murphy, Inc., DCTA's Benefits consultant has researched and requested bids for the employee benefit plans for the 2013 benefit year. Current benefits providers for DCTA and TMDC are Blue Cross/Blue Shield of Texas, Lincoln Financial Group and Dental Select. Renewal proposals for medical, dental and vision benefits have been received from our current providers for all of our benefit categories except one. The deadline to receive all bids from potential providers is November 12, 2012. DCTA requested and received a quote from TML. Once all bids are received Holmes-Murphy and DCTA staff will evaluate and negotiate to achieve best pricing available. Renewal proposals and recommendations will be on the November 15, 2012 Board agenda. The preliminary renewals and market responses are listed below.

DCTA

- **Medical:** Received quote from Texas Municipal League. Awaiting responses from Aetna, Blue Cross Blue Shield (*Current Provider*) and United Healthcare. Cigna - Declined to quote.
- **Dental:** Received quote from Texas Municipal League. Lincoln Financial (*Current Provider*) proposed a 10% increase. Awaiting responses from Mutual of Omaha and Amentias.
- **Vision:** Received quote from Texas Municipal League. Dental Select (*Current Provider*) proposed a 0% increase. Awaiting responses from Mutual of Omaha and Amentias.

TMDC

- **Medical:** Blue Cross Blue Shield (*Current Provider*) proposed a 47% increase. Awaiting responses from Aetna and United Healthcare. Cigna - Declined to quote.
- **Dental:** Lincoln Financial (*Current Provider*) proposed a 15% increase. Awaiting responses from Mutual of Omaha and Amentias.
- **Vision:** Dental Select (*Current Provider*) proposed a 0% increase. Awaiting responses from Mutual of Omaha and Amentias.

Need:


Annual renewal for employee benefits and to review current status of the bid process




Recommendation:

For information only. No action required at this time.

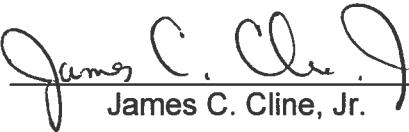
Submitted By: 
Shanna O'Gilvie,
Management Specialist

Final Review: 
Anna Mosqueda,
Vice President, CFO

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

**Board of Directors Memo****October 25, 2012****Subject: WS2c APTA Meeting**

DCTA was represented at the recent APTA meeting by Board Member Jim Robertson, Dee Leggett, and Jarod Varner. This is great opportunity to learn the latest industry news and to interact with fellow transit professionals and leaders. It will be beneficial to discuss the meeting and key highlights relevant to DCTA. Mr. Robertson provided the attached information from the conference for the benefit of fellow Board members.



James C. Cline, Jr.



1660 S. Stemmons., Suite 250
Lewisville, Texas 75067
Ph: (972) 221-4600 Fax: (972) 221-4601

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 1:30 p.m. September 27, 2012 at 1660 S. Stemmons, Suite 250, Lewisville, TX 75067. A quorum was present.

Attendance

Small Cities

Bill Walker
Skip Kalb
Tom Spencer (1:35 pm arrival)

Large Cities

Charles Emery, Lewisville, *Chairman*
Paul Pomeroy, Highland Village, *Treasurer*
Richard Huckaby, Denton
Doug Peach, Little Elm
Jim Robertson, Flower Mound (2:01 pm arrival)
Daniel Peugh, Corinth

Denton County Unincorporated

Charles Correll, *Vice-Chairman*
Don Hartman

Denton County at Large

Thomas Smith (2:22 pm arrival)

Board Members Absent

Dave Kovatch, The Colony, *Secretary*

DCTA Staff

James C. Cline, Jr., P.E., President
Anna Mosqueda, CFO/ VP Finance
Kristina Brevard, Marketing and
Communications Manager
Cheri Soileau, Sr. Transit Planner
Ann Boulden, Project Manager
Athena Forrester, Purchasing Manager
Amanda Riddle, Budget Analyst

Legal Counsel

Pete Smith

Others in Attendance

Mark Nelson, City of Denton
Steve Bacchus, City of Lewisville
Mike Leavitt, City of Highland Village
George Campbell

Chairman Charles Emery called the meeting to order and welcomed guest George A. Campbell of Aubrey, who is observing the meeting today as a potential candidate for a position on the Board of Directors.

1. Routine Briefing Items
 - a. Financial Reports – Anna Mosqueda presented information
 - i. Financial Statements
 - ii. Capital Projects Fund
 - iii. Sales Tax Report

- iv. Procurement Report – Purchasing Manager Athena Forrester presented report
- b. Capital Projects Update – Ann Boulden, Project Manager, presented information on the following:
 - i. GTW Integration
 - ii. Bus Operations and Maintenance Facility (O&M)
 - iii. Community Enhancements
 - iv. Lewisville Bike Trail
 - v. Positive Train Control (PTC)
 - vi. A-train Close-out Status
 - vii. Passenger Amenities
 - viii. Station Kiosks
 - ix. Interstate Highway 35 East Impacts / Grade Crossing Agreement
- c. Communications and Planning – Information provided by Kristina Brevard, Marketing and Communications Manager
 - i. Marketing and Communications Initiatives
 - ii. Media Coverage
 - iii. Safety Campaign
 - iv. Customer Service
 - v. Advertising Update
- d. Transit Operations – Cheri Soileau, Senior Transit Planner, gave a briefing on the following items:
 - i. Bus Operation
 - ii. Rail Operations
- 2. Items for Discussion
 - a. Discussion of Annual Update of Investment Policy – Anna Mosqueda gave an overview, there will be a full presentation as well as an action item on the October agenda.
 - b. Proposed January Service Changes – Discussion led by Jim Cline, Presentation by Cheri Soileau
 - c. Proposed Fare Structure – Presentation by Jim Cline
 - d. North Central Texas Council of Governments Update on Cotton Belt Corridor – Guest Speaker Michael Morris. Also in attendance: James Powell, Tom Shelton, and Kevin Feldt representing NCTCOG

<Break> 3:16 pm – 3:26 pm <resume meeting>

- 3. Discussion of Regular Board Meeting Agenda Items (September 27, 2012) – no questions.
- 4. Executive Session - none
 - 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.

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

6. Discussion of Future Agenda Items – Jim Cline reviewed future agenda items.
 - a. Board Member Requests – no requests

Completed Work Session 3:40 p.m.



1660 S. Stemmons., Suite 250
Lewisville, Texas 75067

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 3:40 p.m. September 27, 2012 at 1660 S. Stemmons, Suite 250, Lewisville, TX 75067. A quorum was present.

Attendance

Small Cities

Bill Walker
Skip Kalb
Tom Spencer (1:35 pm arrival)

Large Cities

Charles Emery, Lewisville, *Chairman*
Paul Pomeroy, Highland Village, *Treasurer*
Richard Huckaby, Denton
Doug Peach, Little Elm
Jim Robertson, Flower Mound
Daniel Peugh, Corinth

Denton County Unincorporated

Charles Correll, *Vice-Chairman*
Don Hartman

Denton County at Large

Thomas Smith

Board Members Absent

Dave Kovatch, The Colony, *Secretary*

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Kristina Brevard, Marketing and
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Cheri Soileau, Sr. Transit Planner
Ann Boulden, Project Manager
Athena Forrester, Purchasing Manager
Amanda Riddle, Budget Analyst

Legal Counsel

Pete Smith

Others in Attendance

Mark Nelson, City of Denton
Steve Bacchus, City of Lewisville
Mike Leavitt, City of Highland Village
George Campbell
TMDC Representatives:
Michael Chinn, Bob Neander, Jim Sibley
Linda Tucker, Kelli Respaz. Alex Garcia
Judy Medina

CALL TO ORDER – Charles Emery called to order at 3:40 pm

PLEDGE OF ALLEGIANCE TO US AND TEXAS FLAGS – Doug Peach

INVOCATION – Skip Kalb

WELCOME AND INTRODUCTION OF VISITORS – Jim Robertson introduced DGR Consultants, LLC. President, Diane Gollhofer, P.E.

1. CONSENT AGENDA

- a. Approval of Minutes
 - i. Board Meeting August 23, 2012
 - ii. Executive Committee September 6, 2012
 - iii. Executive Committee September 20, 2012
- b. Adoption of Social Media Policy
- c. Adoption of Investment Policy - tabled
- d. Acceptance of Financial Reports
 - Motion to approve Consent Agenda items 1a, 1b, and 1d made by Richard Huckaby. 2nd by Jim Robertson. Motion carried unanimously.

2. REGULAR AGENDA

- a. Approve vote for TML-Intergovernmental Risk Pool Board of Trustees
 - Motion by Jim Robertson to support the TML Board of Trustee Nominees. 2nd by Skip Kalb. Motion carried. The following Board Members abstained from the vote citing lack of personal knowledge or supporting information on candidates: Charles Correll, Doug Peach, Tom Spencer
- b. Approval of Enhanced Employer Trip Reduction Program Annual Work Plan Fiscal Year 2013
 - Motion to approve Enhanced Employer Trip Reduction Program Annual Work Plan Fiscal Year 2013 by Charles Correll. 2nd by Tom Smith. Motion carried unanimously
- c. Discussion / Approval of Resolution 12-05 Adopting:
 - i. FY13 Operating & Capital Budget
 - ii. Budget Contingency Plan
 - iii. Cash Flow Model
 - Motion to approve Resolution 12-05 made by Tom Spencer. 2nd by Jim Robertson. Motion carried unanimously.

3. CHAIR REPORT – Charles Emery discussed issues on the following topics:

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

4. PRESIDENT'S REPORT – Jim Cline presented awards

- a. Service Recognition
 - i. TMDC Employees: Kelli Repasz, Alex Garcia, Judy Medina, and Bob Neander
- b. DCTA Agency Recognition – Jim Cline announced the following:
 - i. South West Transit Association Marketing Awards – two first place and one second place.
 - ii. Mass Transit Top 40 Under 40 – Dee Leggett was included in the 2012 Progressive Railroad honorees.

5. REPORT ON ITEMS OF COMMUNITY INTEREST

- a. Pursuant to Texas Government Section 551.0415 the Board of Directors may report on following items: (1) expression of thanks, congratulations, or condolences; (2) information about holiday schedules; (3) recognition of individuals; (4) reminders about upcoming DCTA and Member City events; (5) information about community events; and (6) announcements involving imminent threat to public health and safety.

6. CONVENE EXECUTIVE SESSION - none

- a. As Authorized by Section 551.071(2) of the Texas Government Code, the Board Meeting may be Convened into Closed Executive Session for the Purpose of Seeking Confidential Legal Advice from the General Counsel on any Agenda Item Listed Herein.

7. RECONVENE OPEN SESSION – not necessary

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

8. ADJOURN REGULAR MEETING - 4:18 p.m.

The minutes of the September 27, 2012 meeting of the Board of Directors were passed, and approved by a vote on this 25th, day of October, 2012.

Charles Emery, Chairman

ATTEST

Charles Correll, Vice-Chairman



Board of Directors Memo

October 25, 2012

Item: 1(b) Approve Resolution 12-06 Adopting Annual Investment Policy

Background:

It is the policy of the Denton County Transportation Authority (DCTA) that the administration of its funds and the investment of those funds shall be handled as its highest public trust. Investments shall be made in a manner which will provide the maximum security of principal invested while meeting the daily cash flow needs of DCTA and conforming to all applicable state statutes governing the investment of public funds. While DCTA staff strives to maximize the yield on our investments, increasing the market yield-to-maturity is secondary to the requirements for safety and liquidity.

It is the intent of DCTA to be in compliance with state and federal law. The Texas Public Funds Investment Act, Chapter 2256, Texas Government Code, (the "Act") governs investment of public funds at the state level. The Act requires that the Board of Directors review and adopt the Investment Policy annually.

The last adoption by the Board of the DCTA Investment Policy was on September 22, 2011. DCTA contracts with First Southwest Asset Management, Inc ("FSAM") for investment advisory services. The policy has been reviewed by FSAM to insure that all the necessary language as required by the Act is present in the written DCTA Investment Policy document. There are no changes recommended this year. After the upcoming state legislative session is concluded, there may be amendments that will need to be reviewed for 2013-2014. Included for your reference is the letter from FSAM confirming their review of our investment policy.

In connection with investment transactions conducted between FSAM and DCTA, FSAM has provided as required under the Act, a certification that they have reviewed the entity's investment policy and have implemented procedures to preclude unauthorized transactions. In addition, FSAM has provided to DCTA a copy of its current SEC Form ADV Part II, as required by Securities and Exchange Commission Regulation Section 275.204-3. These documents as well as the current FSAM approved broker/dealer list are on file and available in the DCTA Finance Department.

Identified Need:

The DCTA Board needs to fulfill the legal requirement for an annual review and approval of the Investment Policy.

Financial Impact:

There is no financial impact. This is the annual policy adoption. DCTA staff will continue to invest in a manner that will provide the maximum security of principal invested while meeting the daily cash flow needs within the guidelines of the policy.

Committee Review:

This item was included as an item for discussion on the September 27 Board Work session Agenda.

Recommendation:

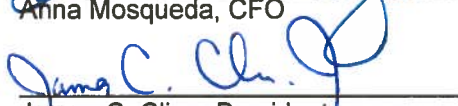
Staff recommends approval of Resolution 12-06 Adopting Annual Investment Policy.

Submitted by:



Anna Mosqueda, CFO

Approval:



James C. Cline, President



300 W. 6th Street
Suite 1940
Austin, Texas 78701

512-481-2009 Direct
800-575-3792 Toll Free
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Scott McIntyre
Senior Vice President

scott.mcintyre@firstsw.com

POLICY REVIEW

October 16, 2012

Ms. Anna Mosqueda
Chief Financial Officer
Denton County Transportation Authority
1660 South Stemmons, Suite 250
Lewisville, TX 75067

Dear Anna:

As requested, FirstSouthwest Asset Management, Inc. has performed a review of the Denton County Transportation Authority (“DCTA”) written investment policy to determine compliance with the Texas Public Funds Investment Act (the “Act”), Texas Government Code, Chapter 2256. Our review was limited in scope, with the primary purpose being to evaluate conformity with the Act. We did not seek to ensure that all funds and procedures are addressed in the policy, nor have we reviewed compliance with the policy or internal controls of DCTA. Based upon our review, we have reached the following conclusion:

We believe that all necessary language as required by the Texas Public Funds Investment Act (the “Act”), as amended in the 82nd Texas Legislative session, is present in the DCTA written Investment Policy.

If you have any questions regarding this policy, please contact me at 1-800-575-3792 or directly at (512) 481-2009.

Sincerely yours,

Scott McIntyre, CFA
Senior Vice President

**DENTON COUNTY TRANSPORTATION AUTHORITY
RESOLUTION NO. 12-06**

A RESOLUTION OF THE BOARD OF DIRECTORS OF THE DENTON COUNTY TRANSPORTATION AUTHORITY (DCTA) APPROVING AMENDED INVESTMENT POLICY ATTACHED HERETO AS EXHIBIT “A”; APPOINTING THE INVESTMENT OFFICERS AND AUTHORIZING INVESTMENT TRANSACTIONS ON BEHALF OF THE DCTA; PROVIDING A REPEALING CLAUSE; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, it is the policy of the DCTA that the administration of its funds and the investment of those funds shall be handled as its highest public interest; and

WHEREAS, investments shall be made in a manner which will provide the maximum security of principal invested through limitations and diversification while meeting the daily cash flow needs of the DCTA and conforming to all applicable state statutes governing the investment of public funds; and

WHEREAS, in accordance with the Public Funds Investment Act, Chapter 2256, TEXAS GOVERNMENT CODE, the Board of Directors by resolution adopted an investment policy; and

WHEREAS, Section 2256.005, Tex. Government Code requires the Board of Directors to review the investment policies and investment strategies not less than annually and to adopt a resolution or order stating the review has been completed and recording any changes made to either the investment policies or investment strategies.

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

SECTION 1. The amended DCTA Investment Policy attached hereto as Exhibit “A” be and the same is hereby adopted and shall govern the investment policies and investment strategies for the DCTA, and shall define the authority of the investment officials of the DCTA from and after the effective date of this resolution.

SECTION 2. The Board of Directors of the DCTA has completed its review of the investment policies and investment strategies and any changes made to either the investment policies or investment strategies are recorded in Exhibit “A” hereto.

SECTION 3. The DCTA Chief Financial Officer Anna Mosqueda is hereby designated the Investment Officer and DCTA Chief Executive Officer Jim Cline is designated as the alternate investment officer.

SECTION 4. The Investment Officer and Alternate Investment Officer are hereby authorized to engage in investment transactions on behalf of DCTA.

SECTION 5. The Investment Officers authorized by this resolution shall also be authorized to approve wire transfers used in the process of investing.

SECTION 6. The Investment Officers shall designate a liaison/deputy in writing in the event circumstances require timely action and the Investment Officers are unavailable.

SECTION 7. That 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 8. 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 OCTOBER, 2012.

APPROVED:

Charles Emery, Chairman

ATTEST:

Dave Kovatch, Secretary

APPROVED AS TO FORM:

Peter G. Smith, General Counsel
(PGS:10-18-12:57774)

EXHIBIT "A"

DENTON COUNTY TRANSPORTATION AUTHORITY INVESTMENT POLICY

I. POLICY STATEMENT

The Denton County Transportation Authority (DCTA) policy is that the administration of its funds and the investment of those funds shall be handled as its highest public trust. Investments shall be made in a manner which will provide the maximum security of principal invested through limitations and diversification while meeting the daily cash flow needs of DCTA and conforming to all applicable state statutes governing the investment of public funds.

Effective cash management is recognized as essential to good fiscal management. Cash management is defined as the process of managing monies in order to ensure maximum cash availability. DCTA shall maintain a comprehensive cash management program which includes collection of accounts receivable, prudent investment of its available cash, disbursement of payments in accordance with invoice terms, Board Policy, and the management of banking services.

Receiving a market rate of interest will be secondary to the requirements for safety and liquidity. DCTA intends to be in complete compliance with local law and the Texas Public Funds Investment Act, Chapter 2256, Texas Government Code, (the "Act"). Investment earnings will be used in a manner that best serves the interests of DCTA.

II. SCOPE

This investment policy applies to all the financial assets and funds of DCTA. However, this policy does not apply to the assets administered for the benefit of DCTA by outside agencies under deferred compensation programs.

DCTA may commingle its funds into one pooled investment fund for investment purposes for efficiency, and maximum investment opportunity.

III. OBJECTIVES AND STRATEGY

DCTA's policy is that all funds shall be managed and invested with four primary objectives, listed in order of their priority: safety of principal, liquidity, diversification and yield. Investments are to be chosen in a manner which promotes diversity by market sector, credit, and maturity. The choice of high-grade government investments and high-grade money market instruments is designed to assure the marketability of those investments should liquidity needs arise. To best meet anticipated cash flow requirements, the weighted average maturity (WAM) of the overall portfolio may not exceed 18 months.

Safety of Principal

Safety of principal is the foremost objective of DCTA. Investments of DCTA shall be undertaken in a manner that seeks to ensure the preservation of capital in the overall portfolio. The safety of principal is best achieved by limiting maximum maturities to two years or no further than expected project cashflow forecasts, limiting investment types to those specifically authorized by this policy, diversifying investments, and monitoring credit ratings on selected investment types.

EXHIBIT "A"

Liquidity

DCTA's investment portfolio will be based on a cash flow analysis of needs and will remain sufficiently liquid to enable it to meet all operating requirements which might be reasonably anticipated. The portfolio will be structured so that investments mature concurrent with cash needs. Because all possible cash demands cannot be anticipated, a portion of the portfolio will be invested in investments that offer same-day liquidity for unanticipated cash demands. In addition, a portion of the portfolio will consist of securities with active secondary or resale markets.

Diversification

The portfolio will be diversified by maturity and market sector and will include the use of a number of broker/dealers for diversification and market coverage. Competitive bidding, as defined herein, will be used on each sale and purchase.

Yield

DCTA's investment portfolio shall be designed with the objective of attaining a market yield-to-maturity taking into account DCTA's risk constraints and the cash flow needs of the portfolio. "Market yield-to-maturity" may be defined as the rolling average yield of the current six-month Constant Maturity Treasury (CMT).

DCTA has selected the weighted-average yield-to-maturity as its preferred measure of investment performance. The weighted-average yield-to-maturity shall be calculated on a monthly basis by multiplying each individual security's yield-to-maturity at time of purchase by its book value, totaling the product of these calculations, and dividing by the total book value of the portfolio.

IV. LEGAL LIMITATIONS, RESPONSIBILITIES AND AUTHORITY

Direct specific investment parameters for the investment of public funds in Texas are found in the Public Funds Investment Act, Chapter 2256, Texas Government Code (the "Act"). The Public Funds Collateral Act, Chapter 2257, Texas Government Code, specifies collateral requirements for all public fund deposits. All investments will be made in accordance with these statutes.

V. DELEGATION OF INVESTMENT AUTHORITY

The Chief Financial Officer acting on behalf of DCTA is designated as the Investment Officer and the President of DCTA is designated as the Alternate Investment Officer of DCTA. The Investment Officer is responsible for investment management decisions and activities. The Investment Officer is also responsible for considering the quality and capability of staff, investment advisors, and consultants involved in investment management and procedures. All participants in the investment process shall seek to act responsibly as custodians of the public trust.

The Investment Officer shall develop and maintain written administrative procedures for the operation of the investment program which are consistent with this Investment Policy. Procedures will include reference to safekeeping, require and include Master Repurchase Agreements (as applicable), wire transfer agreements, banking services contracts and other investment related activities.

EXHIBIT "A"

The Investment Officer shall be responsible for all transactions undertaken and shall regulate the activities of subordinate officials and staff. The Investment Officer shall designate in writing a staff person as a liaison/deputy in the event circumstances require timely action and the Investment Officer and Alternate Investment Officer are not available.

No officer or designee may engage in an investment transaction except as provided under the terms of this Policy and the procedures established.

Authorization Resolution

A Trading Resolution is established with this investment policy and attached hereto authorizing the Investment Officer to engage in investment transactions on behalf of DCTA. The persons authorized by the Trading Resolution to transact business for DCTA are also authorized to approve wire transfers used in the process of investing.

VI. PRUDENCE

The standard of prudence to be used in the investment function shall be the "prudent person" standard and shall be applied in the context of managing the overall portfolio. This standard states that:

"Investments shall be made with judgment and care, under circumstances then prevailing, which persons of prudence, discretion, and intelligence exercise in the management of their own affairs, not for speculation, but for investment, considering the probable safety of their capital as well as the expected income to be derived."

Limitation of Personal Liability

The Investment Officer and those delegated investment authority under this Policy, when acting in accordance with the written procedures and this Policy and in accord with the Prudent Person Rule, shall be relieved of personal liability in the management of the portfolio provided that deviations from expectations for a specific security's credit risk or market price change or portfolio shifts are reported in a timely manner and that appropriate actions are taken to control adverse market effects.

VII. INTERNAL CONTROLS

The Investment Officer shall establish a system of written internal controls which will be reviewed annually with the independent auditor of DCTA. The controls shall be designed to prevent loss of public funds due to fraud, employee error, misrepresentation by third parties, unanticipated market changes or imprudent actions by employees of the DCTA.

Cash Flow Forecasting

Cash flow forecasting is designed to protect and sustain cash flow requirements of DCTA. Supplemental to the financial and budgetary systems, the Investment Officer will maintain a cash flow forecasting process designed to monitor and forecast cash positions for investment purposes.

VIII. AUTHORIZED INVESTMENTS

Acceptable investments under this policy shall be limited to the instruments listed below and as further described by the Public Funds Investment Act.

EXHIBIT "A"

A. Obligations of the United States Government, including obligations that are fully guaranteed or insured by the Federal Deposit Insurance Corporation (FDIC), agencies and instrumentalities and government sponsored enterprises, excluding collateralized mortgage obligations (CMO's), not to exceed two years to stated maturity with the exception of project funds which may be invested in longer maturities but not to exceed forecasted expenditure dates;

B. Fully insured or collateralized certificates of deposit from a bank doing business in the State of Texas, not to exceed two years to stated maturity. In addition, separate CDs issued by depositories wherever located, bundled together into a single investment with the full amount of principle and interest of each CD insured by the Federal Deposit Insurance Corporation (FDIC) may be purchased through a broker that has its main office in Texas and is selected from a list adopted by the DCTA board or a selected depository institution with its main office or branch office in Texas. This broker or depository shall act as the custodian for the various certificates on behalf of DCTA.

C. Repurchase agreements and reverse repurchase agreements as defined by the Act, not to exceed 180 days to stated maturity, provided an executed Master Repurchase Agreement is on file with DCTA and the counterparty bank or primary dealer. Flexible repurchase agreements used specifically for capital projects may extend beyond the 180 day stated limitation, but shall not exceed the expenditure plan of the projects;

D. No-load SEC-registered money market funds, each approved specifically before use by DCTA;

E. Constant dollar Texas Local Government Investment Pools as defined by the Public Funds Investment Act; and,

If additional types of securities are approved for investment by public funds by state statutes, they will not be eligible for investment by DCTA until this policy has been amended and the amended version approved by the DCTA Board.

Competitive Bidding Requirements

All securities, including certificates of deposit, will be purchased or sold after three (3) offers/bids are taken to verify that DCTA is receiving fair market value/price for the investment.

Delivery versus Payment

All security transactions, including collateral for repurchase agreements, entered into by DCTA, shall be conducted on a delivery versus payment (DVP) basis.

IX. AUTHORIZED FINANCIAL DEALERS AND INSTITUTIONS

All investments made by DCTA will be made through either DCTA's banking services bank or a primary dealer. DCTA will review the list of authorized broker/dealers annually. A list of at least three broker/dealers will be maintained in order to assure competitive bidding.

EXHIBIT "A"

Securities broker/dealers must meet certain criteria as determined by the Investment Officer. The following criteria must be met by those firms on the list:

- A. provision of an audited financial statement each year,
- B. proof of certification by the Financial Industry Regulatory Authority (FINRA) and provision of CRD number,
- C. proof of current registration with the State Securities Commission, and
- D. Completion of a DCTA questionnaire.

Every broker/dealer and bank with which DCTA transacts business will be provided a copy of this Investment Policy to assure that they are familiar with the goals and objectives of the investment program. A representative of the firm will be required to return a signed certification stating that the Policy has been received and reviewed and that controls are in place to assure that only authorized securities are sold to DCTA.

DCTA may appoint one or more investment advisors to assist the financial staff in the management of DCTA funds. The investment advisor must be registered with the Securities and Exchange Commission under the Investment Advisors Act of 1940 and also be registered with the Texas State Securities Board as an investment advisor. To be eligible for consideration, an investment advisor shall demonstrate knowledge of, and experience in, the management of public funds. An appointed investment advisor shall act solely in an advisory and administrative capacity, within the guidelines of this Investment Policy, and without any discretionary authority to transact business on behalf of DCTA.

If DCTA has contracted with a Registered Investment Advisor for the management of its funds, the advisor shall be responsible for performing due diligence on and maintaining a list of broker/dealers with which it shall transact business on behalf of DCTA. The advisor shall recommend broker selection criteria to the DCTA Investment Officer for approval. The advisor shall annually present a list of its authorized broker/dealers to the DCTA for review and likewise shall execute the aforementioned written instrument stating that the advisor has reviewed the DCTA investment policy and has implemented reasonable procedures and controls in an effort to preclude imprudent investment activities. The advisor shall obtain and document competitive bids and offers on all transactions and present these to DCTA as part of its trade documentation.

X. DIVERSIFICATION AND MATURITY LIMITATIONS

It is DCTA's policy to diversify its investment portfolio. Invested funds shall be diversified to minimize risk or loss resulting from over-concentration of assets in a specific maturity, specific issuer, or specific class of securities. Diversification strategies shall be established and periodically reviewed. At a minimum, diversification standards by security type and issuer shall be:

Security Type	Max % of Portfolio
U.S. Treasury obligations	100%
U.S. Government agencies and instrumentalities	Not to exceed 75%
Fully insured or collateralized CDs	Not to exceed 30%
Repurchase agreements	100%
Money Market Funds	50%

EXHIBIT "A"

Local Government Investment Pools

Liquidity Pools	100%
Maximum percent ownership of pool	Not to exceed 10%

The Investment Officer shall be required to diversify maturities. The Investment Officer, to the extent possible, will attempt to match investments with anticipated cash flow requirements. Matching maturities with cash flow dates will reduce the need to sell securities prior to maturity, thus reducing market risk. Unless matched to a specific requirement, the Investment Officer may not invest more than 20% of the portfolio for a period greater than one (1) year. Unless matched to a specific requirement, the Investment Officer may not invest any portion of the portfolio for a period of greater than two (2) years.

XI. SAFEKEEPING AND COLLATERALIZATION

The laws of the State and prudent treasury management require that all purchased securities be bought on a delivery-versus-payment (DVP) basis and be held in safekeeping by either DCTA, an independent third party financial institution, or DCTA's designated banking services depository.

All safekeeping arrangements shall be designated by the Investment Officer and an agreement of the terms executed in writing. The third-party custodian shall be required to issue safekeeping receipts to DCTA listing each specific security, rate, description, maturity, CUSIP number, and other pertinent information. Each safekeeping receipt will be clearly marked that the security is held for DCTA or pledged to DCTA.

All securities pledged to DCTA for certificates of deposit or demand deposits shall be held by an independent third-party bank doing business in Texas. The safekeeping bank may not be within the same holding company as the bank from which the securities are pledged.

Collateralization

Collateralization is required on time and demand deposits over the FDIC insurance coverage of \$250,000, and repurchase agreements.

In order to anticipate market changes and provide a level of additional security for all funds, the collateralization level required will be 102% of the market value of the principal and accrued interest. Collateral will be held by an independent third party safekeeping agent.

XII. PERFORMANCE EVALUATION AND REPORTING

A comprehensive quarterly investment report shall be prepared by the Investment Officer or Investment Advisor within ten (10) days following the fiscal quarter end and be presented to the DCTA Board the month following the fiscal quarter end. As required by the Texas Public Funds Investment Act, the report will:

- A. describe in detail the investment position of DCTA on the date of the report;
- B. be signed by the Investment Officer
- C. contain a summary statement that states:
 - a. beginning book and market value for the reporting period;
 - b. ending book and market value for the period; and

EXHIBIT "A"

- c. fully accrued interest for the reporting period;
- D. state the book value and market value of each separately invested asset at the end of the reporting period by the type of asset and fund type invested;
- E. state the maturity date of each separately invested asset that has a maturity date;
- F. state the account or fund for which each investment security was purchased;
- G. compare the portfolio's performance to other benchmarks of performance; and
- H. state the compliance of the investment portfolio with DCTA Investment Policy, Investment Strategy, and the Public Funds Investment Act.

XIII. DEPOSITORIES

DCTA will designate one banking institution through a competitive process as its central banking services provider at least every five years. This institution will be used for normal banking services including disbursements, collections, and safekeeping of securities. Other banking institutions from which DCTA may purchase certificates of deposit will also be designated as a depository after they provide their latest audited financial statements to DCTA.

XIV. TRAINING REQUIREMENT

The DCTA Investment Officer shall attend at least one investment training session within twelve months of taking office or assuming duties, and not less often than once in a two-year period that begins on the first day of the fiscal year and consists of the two consecutive years after that date, and shall receive not less than ten hours of instruction relating to investment responsibilities. The investment training session shall be provided by an independent source approved by the Board of Directors. See Attachment I for a list of Board approved independent investment training sources. Contingent upon Board approval, additional "independent sources" from which investment training may be obtained shall include a professional organization, an institute of higher learning, or any sponsor other than a business organization with whom DCTA may engage in an investment transaction. Such training shall include education in investment controls, security risks, strategy risks, market risks, and compliance with the Public Funds Investment Act.

XV. ETHICS AND CONFLICTS OF INTEREST

Officers and employees involved in the investment process shall refrain from personal business activity that could conflict with the proper execution and management of the investment program, or that could impair their ability to make impartial decisions. Employees and investment officials shall disclose any material interests in financial institutions with which they conduct business. They shall further disclose any personal financial/investment positions that could be related to the performance of the investment portfolio. Employees and officers shall refrain from undertaking personal investment transactions with the same individual with whom business is conducted on behalf of DCTA.

An Investment Officer of DCTA who has a personal business relationship with an organization seeking to sell an investment to DCTA shall file a statement disclosing that personal business interest. An Investment Officer who is related within the second degree by affinity or consanguinity to an individual seeking to sell an investment to DCTA shall file a statement disclosing that relationship. A statement required under this subsection must be filed with the Texas Ethics Commission and the DCTA Board of Directors.

EXHIBIT "A"

XVI. SUBJECT TO AUDIT

A formal annual review of the investment reports will be performed by an independent auditor with the results reported to the Board. All collateral shall be subject to inspection and audit by the DCTA Treasurer or DCTA's independent auditors.

XVII. INVESTMENT POLICY ADOPTION BY DCTA BOARD

DCTA's Investment Policy shall be adopted annually by the Board of Directors. The policy and strategies shall be reviewed on an annual basis by the Board or a designated Committee of the Board. A written resolution approving that review, and changes to the policy from the review, will be passed and recorded by the Board.

Record of Actions:

Adopted: April 22, 2004
Adopted April 24, 2005
Re-Adopted: April 28, 2005
Adopted April 27, 2006
Adopted April 26, 2007
Adopted April 24, 2008
Revised May 28, 2009
Adopted Sept. 24, 2009
Adopted Sept. 23, 2010
Adopted Sept. 22, 2011

EXHIBIT "A"

Attachment 1

Board Approved Independent Investment Training Sources

1. Texas Municipal League (TML)
2. Government Finance Officers Association (GFOA)
3. Government Finance Officers Association of Texas (GFOAT)
4. North Central Texas Council of Governments
5. Texas Higher Education Coordinating Board

Board of Directors Memo**October 25, 2012****Item: 2(a) Discussion/Approval of Award of Contract for Construction of Bus Operations and Maintenance Facility****Background**

An RFP was released on September 5, 2012, for the construction of the bus operations and maintenance facility. The RFP was posted on BidSync and was viewed/downloaded by 141 potential prime contractors and subcontractors. Ten (10) submittals were received on October 9, 2012, and were reviewed and evaluated by a panel of staff with non-voting assistance from Huitt-Zollars, the project's architectural and design firm. The proposals were evaluated on previous projects, financial capacity, references, project management plans, safety management program as well as their community impact plans. Six (6) firms were qualified to the second phase of the evaluation at which time pricing was considered in the final recommendation for award.

Ratcliff Constructors, LP., was responsive to the requirements of the RFP and was the lowest responsive proposer with a total base bid of \$7,956,500 plus alternates of \$550,200 for a total contract value of \$8,506,700. There was an 11.5% spread between the lowest qualified bid and the highest qualified bid and a 1% spread between the lowest qualified bid and the second lowest. Ratcliff Constructors, LP projects include the City of Highland Village Service Center, North Texas Tollway Authority Maintenance Facility, City of Denton Maintenance Facility, and various other projects for school districts, municipalities, and colleges.

The DBE goal for the project was set at 11% of the total contract value.

The six (6) firms who were qualified to the second phase were:

- Ratcliff Constructors, LP
- Core Construction Services of Texas Inc
- Schwob Building Company Inc
- JC Commercial Inc
- CF Jordan Construction LLC
- AUI Contractors LLC


Financial Impact

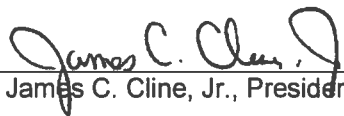
The total approved capital project budget is \$11,720,717 of which \$8,918,176 is allocated for construction. DCTA submitted a grant application for \$10,250,000 and received \$8,200,000 (80%) from the Federal Transit Administration for construction of this project.. For the 20% DCTA local match, \$730,000 will be the required local cash match and \$1,320,000 will be an in-kind local match of the land previously purchased by DCTA for this project

Recommendation

Staff requests the Board approve the award of the contract to Ratcliff Constructors, LP, and authorize the President to execute the contract.

Submitted by: 
Athena Forrester, Purchasing Manager

Final Review: 
Dee Leggett, VP of Program
Development

Approval: 
James C. Cline, Jr., President



Board of Directors Memo

October 25, 2012

Subject: 2(b) Revised Fare Structure**Background**

DCTA, DART and the T have agreed to coordinate the development of the regional transit fare structure. DCTA's partner agencies have expressed a need to increase regional fares; therefore DCTA should consider the same. Proposed changes are intended to align DCTA with its regional transit partners, modify the Local System passes to encourage ridership between Carrollton, Lewisville and Denton on the DCTA system and encourage ridership during the middle of the day when ridership is typically lower. DCTA is not proposing any changes to Connect, Connect RSVP or Access fares.

Some of the goals associated with these changes are:

- Encouraging use of mid-day A-train service;
- Balance ridership growth while improving cost-recovery;
- Improve opportunities for travel between Carrollton, Lewisville and Denton on DCTA's Local System;
- Minimize impact on transit dependent;
- Encourage bulk pass purchase partnerships; and
- Provide regional fare consistency with DART and The T

Key elements of the fare changes include:

- No changes or increases to Connect, Connect RSVP or Access fares;
- No increases to local system passes;
- No changes to reduced rider eligibility;
- No changes to the Bulk Annual Pass Program pricing;
- Decrease to Local System University Pass pricing;
- Increase to the regional monthly and regional annual pass costs;
- Increase to reduced pass structure for local system/regional trips;
- Creation of a new Reduced Regional Annual Pass;
- Creation of a bulk pass program for non-profits, social service agencies, and special groups;
- Replacement of one-way (single-ride) trips to two-hour passes on A-train and regional transit network;
- Lower cost fare for mid-day trips (M-F, 9:30am – 2:30pm);

In accordance with DCTA's Public Involvement Plan, public meetings will be held beginning on Monday October 8th to garner feedback from the community regarding the recommended modifications. Staff anticipates further Board consideration of the proposed Fare Structure Modifications at the October Board Meeting with implementation to coincide with the January 14, 2013 service change.

Identified Need

An updated, balanced fare structure which incorporates regional priorities and encourages Local System and midday ridership.


Financial Impact

Staff is continuing to analyze the potential ridership and farebox revenue impacts of the Fare Structure Modification. Staff anticipates providing additional information in the final Board packet and at in the presentation at the Board Meeting.

Recommendation

Staff recommends approval of the proposed fare modifications.

Approval:



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



2013 Proposed Fare Changes Public Involvement Action Plan

Study Area:

Cities of Lewisville, Highland Village and Denton

Study Objective:

Solicit public input on proposed modifications to fare structure.

Study Timeframe:

September 21 – October 24, 2012

Public Meetings

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

Paratransit Passengers

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

Senior Citizens Groups

Since the proposal did include changes to the reduced (local and regional) fare structure, DCTA distributed public meeting information to stakeholders that serve the elderly and disabled populations.

Business/Stakeholders

DCTA e-mailed flyers with information on the upcoming public meetings and the proposed fare structure to stakeholders and area businesses. Social media also complemented this effort.

City Staff Briefings

Briefings were held with city staff as requested throughout this service review. DCTA briefed Denton Mobility Committee on October 9, 2012.

Environmental Justice Outreach

Whenever possible, meetings were held in locations accessible by public transportation. Meeting notifications were provided to stakeholders and social service organizations that served low-income and minority populations.

Limited English Proficiency Plan

The fare structure proposal was disseminated in both English and Spanish consistent with the Authority's Limited English Proficiency Program.

Comment Summary – Other

- DART and DCTA need to continue coordinating on the tickets not being accepted on DART buses.
- Respective agency tickets should be able to be validated in the other agency's machine.
- Need a ticket vending machine at Trinity Mills.
- DCTA needs to improve communications and marketing to its customers.
- The TVM's are difficult to use.
- DCTA should consider bike racks on the buses in Lewisville.
- DCTA needs to expand bus service in Lewisville to the North.
- DCTA should serve Health Services of North Texas.
- DCTA needs a more mobile friendly website.
- DCTA's staff is great, especially the conductors.
- DCTA's service is built for the commuter schedule. DCTA does not serve occasional traveler's schedule.
- The new Stadler cars are great.
- DCTA's August service changes resulted in bus performance and created long-gaps in bus service.
- DCTA's supervisory staff needs to improve operator performance and hold poor performers more accountable.
- DCTA's staff has always been helpful when I asked questions.
- The fare schedule did not work well. The trains should run later in the week.
- DCTA needs to address the gap in service between 6:44 and 8:00 p.m.
- DCTA needs to increase frequency on the buses to 30 minutes.
- DCTA needs to improve timing and connections between Connect buses and trains.
- DCTA needs to work with Flower Mound and lake cities to encourage their participation in the system.

2013 Proposed Fare Modifications

The Denton County Transportation Authority will hold public meetings in October to discuss fare changes to the regional and local system fare. The DCTA Board of Directors is anticipated to vote on the changes on October 25, 2012 with implementation set for January 14, 2013.

Goals associated with these proposed changes are:

- Encourage use of mid-day A-train service
- Balance ridership growth while improving cost-recovery
- Improve opportunities for travel DCTA's Local System;
- Minimize impact on the transit dependent population;
- Encourage bulk pass purchase partnerships and promotional fare opportunities
- Provide regional fare consistency with DART and The T

Key elements of the fare changes include:

- No changes to Connect, Connect RSVP or Access fares.
- No increases to local system passes.
- No changes to reduced rider eligibility.
- No changes to the Bulk Annual Pass Program pricing.
- Creation of a bulk pass program for non-profits, social service agencies, and special groups.
- Decrease to Local System University Pass pricing.
- Replacement of one-way (single-ride) trips to two-hour passes on Local System and regional transit network.
- Lower cost fare for mid-day trips (M-F, 9am – 3pm).
- Creation of a new Reduced Regional Annual Pass.
- Increase to the regional monthly and regional annual pass pricing.
- Increase to reduced pass structure for local system/regional trips.

	Current	Proposed	Current	Proposed
Local System (DCTA Only)			Regional	
Local System 2 Hour Pass	\$3.00	\$ 3.00	Regional 2 Hour Pass	\$5.00
Local System 2 Hour Pass Reduced	\$0.85	\$1.25	Regional 2 Hour Pass Reduced	\$0.85
Local System Day Pass Reduced	\$2.00	\$2.50	Regional Day Pass Reduced	\$ 2.00
Local System Mid-day Pass	N/A	\$1.75	Regional Mid-day Pass	N/A
Local System Day Pass	\$6.00	No Change	Monthly Regional Pass	\$120.00
Local System 10-Day Pass Pack	\$40.00	No Change	Monthly Regional Pass Reduced	\$32.00
Weekly Local System Pass	\$25.00	No Change	Regional Annual Pass	\$1,200.00
Monthly Local System Pass	\$90.00	No Change	Regional Annual Pass Reduced	N/A
Monthly Local System Pass Reduced	\$32.00	\$40.00	Regional Day Pass	\$10.00
Local System Annual Pass	\$650.00	No Change	Regional 10-Day Pass Pack	\$70.00
Summer Youth Pass	\$30.00	No Change	Weekly Regional Pass	\$50.00

No Change = No change is proposed to this fare

Three public meetings will be held in October as outlined below. The public will be allowed to comment on the proposed fare structure until October 24, 2012. Those not able to attend the public meetings may submit comments via email at info@dcta.net or by calling 972-221-4600.

October 8th, 7:00 p.m.

Lewisville Municipal Annex
1197 W. Main St., Lewisville
Accessible via Connect Route 23

October 10th, 7:00 p.m.

Highland Village Council Chamber
1000 Highland Village Rd., Highland Village

October 11th, 7:00 p.m.

Downtown Denton Transit Center
604 E. Hickory St., Denton
Accessible via A-train and all Denton Connect Routes

Proposed Bulk Pass Program

Annual Passes

Bulk annual passes may be purchased by businesses, companies, apartment complexes and other groups. Minimum purchase requirement is three passes and a greater discount is given if more than 25 passes are purchased. Annual passes purchased through the bulk program can be transferred to other users following payment of a \$10 processing fee.

	Length	Qty	Reg	Fee
Local Bus Only	Annual	3-24	\$450	\$338
Local System	Annual	3-24	\$650	\$520
Regional	Annual	3-24	\$1,600	\$960
Local Bus Only	Annual	25+	\$450	\$293
Local System	Annual	25+	\$650	\$455
Regional	Annual	25+	\$1,600	\$840

University Pass Program

- Only colleges and universities with physical campuses in Denton County are eligible for DCTA's University Pass Program. Participants must be actively enrolled/employed by the colleges/universities to participate in this program. Individual passes are non-transferrable and non-refundable.

Student Local	
Full Semester (130-140 days)	\$125.00
Summer Semester (80-90 days)	\$ 80.00
Annual Local Pass (365 days)	\$300.00
Student Regional	
Full Semester (130-140 days)	\$250.00
Summer Semester (80-90 days)	\$160.00
Annual Regional Pass (365 days)	\$600.00
Faculty/Staff	
Local Semester Faculty/Staff Pass (130-140 days)	\$170.00
Regional Semester Faculty/Staff Pass (130-140 days)	\$340.00
Local Annual Faculty/Staff Pass (365 days)	\$420.00
Regional Annual Faculty/Staff Pass (365 days)	\$840.00

Special Groups/Other Discounts

- The President/CEO or designee may approve free or **discounted** distribution of prepaid media, special coupons or multi-day promotions for the purposes of special promotions, marketing or planning activities, and customer service initiatives.
- DCTA will also provide a 25% discount for advanced purchases of day or weekly passes for dates specified in quantities of 25 or more for date-certain events such as special tours, events and conventions.
- **DCTA will provide government agencies, non-profits and social service organizations a discount rate for single (non-annual pass) transactions over \$2,500. Fare products eligible for purchase include one-way fares, day passes, 10-day pass book, weekly passes, and monthly passes. Annual passes are not eligible for additional discount through this program.**

\$2,500 - \$4,999 (35%)	\$5,000 - \$7,499 (40%)	\$7,500 + (50%)
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BOLDED ITEMS ARE CHANGES OR ADDITIONS TO CURRENT PROGRAM



Board of Directors Memo


October 25, 2012

Subject: RM2c Authorize President to Negotiate and Execute Agreement for the Purchase of Radio Frequency for Positive Train Control (PTC)

On October 8, 2012, leaders from the three transit agencies in North Texas met to seek a regional solution to the implementation of Positive Train Control (PTC). One of the key items of discussion was radio spectrum for use by the PTC equipment. There are two current options to obtain access to the necessary frequencies. The first (preferred) option is to purchase spectrum, and the second is to lease the access from another owner (in this case PTC 220, LLC, a consortium of Class I Railroads). DART has identified a seller of frequency that would agree to a reasonable cost. Both DCTA and the Fort Worth T expressed a desire to participate in the purchase as a first step toward a regional solution. It is clearly in the best interest of DCTA to be an equity partner in the solution, and the costs are within reason. A one third interest would be slightly less than \$500,000. Funds are currently available within the Capital Budget for PTC Implementation.

It is the staff recommendation that the Board of Directors Authorize the President to Negotiate and Execute Agreement for the Purchase of Radio Frequency for Positive Train Control (PTC).

Please feel free to contact me if you have any questions.


James C. Cline, Jr.



Board of Directors Memo

October 25, 2012

Subject: 2(d) Discussion/Approval of Resolution 12-07 to certify support for the statewide transportation enhancement program application for Phase Three of the A-train Bike Trail.

Background

The Denton County Transportation Authority is submitting a grant application to the Texas Department of Transportation to fund a bicycle and pedestrian facility the existing A-train trail in Denton with the planned A-train trail in Lewisville. Phase Three between Swisher Road in Corinth and the Lewisville Lake I-35E Bridge in Hickory Creek will complete the connection of all five rail stations with a bicycle/pedestrian facility.

Identified Need

DCTA needs to adopt a resolution certifying the Authority's commitment to oversee successful implementation of the project and to work with project partners to provide the appropriate local match.

Financial Impact

This project does not currently have any assigned capital funds. If this grant is awarded and an advanced funding agreement is approved by all parties, a 20% local match will be required. DCTA is currently working with the Texas Department of Transportation and Denton County to identify the local match source. The project is estimated to cost \$2,000,000.

Recommendation

Staff recommends that the Board approve the resolution certifying support for the statewide transportation enhancement program application with the Texas Department of Transportation to receive funding to build a bicycle and pedestrian trail within the A-train corridor in the lake cities.

Final Review:

A handwritten signature in cursive script, appearing to read "Dee Leggett", is written over a horizontal line.

Dee Leggett, VP Program
Development

Approval:

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

Jim Cline, President