



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

**Board of Directors
Work Session
June 27, 2013
2:00 p.m.**

1. Routine Briefing Items
 - a. Financial Reports
 - i. Financial Statements
 - ii. Capital Projects Fund
 - iii. Sales Tax Report
 - iv. Procurement Report
 - v. Fare Enforcement Update

 - b. Capital Projects Update
 - i. GTW Integration
 - ii. Where's My Ride
 - iii. Bus Radio System
 - iv. Bus Operations and Maintenance Facility (O&M)
 - v. Community Enhancements
 - vi. Lewisville Bike Trail
 - vii. Positive Train Control (PTC)
 - viii. Passenger Amenities
 - ix. Station Improvements

 - c. Communications and Planning
 - i. Marketing and Communications Initiatives
 - ii. Media Coverage
 - iii. Customer Service
 - iv. Quarterly Social Media Results
 - v. Communication Architecture

 - d. Transit Operations
 - i. Rail Operations
 - ii. Bus Operations

2. Items for Discussion
 - a. Rail Operations Contract – Opportunity for Joint Contracting with DART and The T

3. Committee Reports
 - a. Finance Committee (6/17)
 - b. Legislative Committee (6/25)
4. Discussion of Regular Board Meeting Agenda Items (June 27, 2013)
5. Executive Session
 - a. As Authorized by Section 551.071(2) of the Texas Government Code, the Work Session or the Regular Board Meeting may be Convened into Closed Executive Session for the Purpose of Seeking Confidential Legal Advice from the General Counsel on any Agenda Item Listed Herein.
 - b. As authorized by Texas Government Code section 551.071 consultation with General Counsel regarding pending litigation Cause No 2011-30066-211; URS Corporation v. Denton County Transportation Authority; 211th District Court, Denton County, Texas.
 - c. As Authorized by Texas Government Code Section 551.072 deliberate purchase, exchange, lease or value of real property owned by DCTA and described as Lot 2, Block A, DCTA Maintenance Facility Addition, an addition to the City of Lewisville, Denton County, Texas.
6. Reconvene Open Session
 - a. Reconvene and Take Necessary Action on Items Discussed during Executive Session.
7. Discussion of Future Agenda Items
 - a. Board Member Requests

**Board of Directors
Regular Meeting**

June 27, 2013

3:30 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 May 23, 2012
 - b. Acceptance of Financial Reports
2. REGULAR AGENDA
 - a. Discussion / Approval of Change Order for Ratcliff Constructors Contract for Bus O&M Facility Construction

- b. Discussion / Guidance on Rail Operations Contract Intent
- c. Discussion/Authorization of Amendment to Huitt Zollars Contract for Design Services

3. CHAIR REPORT

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

4. PRESIDENT'S REPORT

- a. Report on Meetings with Area Communities

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 – Paul Pomeroy

Secretary – Richard Huckaby
Treasurer – Dave Kovatch

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

The Denton County Transportation Authority meeting rooms are wheelchair accessible. Access to the building and special parking are available at the 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 6/21/2013 at 4:16 PM.

Leslee Bachus, Executive Assistant



Board of Directors Memo

June 27, 2013

Subject: Work Session 1ai) Monthly Financial Reports

Background

The financial statements are presented to the Board of Directors on a monthly basis for acceptance. The reports presented for the period ending May 31, 2013 include the Statement of Change in Net Assets, Statement of Net Assets, and Capital Projects Fund. These reports provide a comparison of budget vs. actual for the fiscal year as of the current month.

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

Statement of Changes in Net Assets:

- **Note A:** Passenger Revenues – YTD Favorable by \$139k attributable to A-train ridership being higher than anticipated in the budget, offset by lower than anticipated bus ridership. Actual YTD ridership was 342,529 A-train riders compared to budget 263,800 riders, an increase of 78,729 in ridership.
- **Note B:** Contract Service Revenue – YTD Unfavorable by (\$77k) due to lower than anticipated revenue hours in December, offset by higher revenue hours in October, November and January thru May. Actual YTD revenue hours were 38,893 compared to budget 38,993. In addition, actual YTD fuel usage was 124,348 gallons compared to budget 127,641 gallons, down 3%. Fuel was budgeted at \$4.00/gallon. In May fuel was \$3.54/gallon.
- **Note C:** Sales Tax Revenue – YTD Favorable by \$346k. Sales tax generated in May has not yet been received and is accrued for the month based on budget. The Sales Tax Report included in this agenda packet provides a more detailed Budget to Actual comparison of sales tax receipts for FY 13.
- **Note D:** Federal/State Grants – YTD Unfavorable by (\$2,293) due to timing of the Bus O&M project and corresponding delay in grant reimbursements as originally anticipated in the budget. These should reflect a more favorable trend as the project continues to progress.
- **Note E:** Materials and Supplies YTD Favorable by \$739k. Materials and supplies are trending favorably but \$100k of the favorable variance is due to the City of Denton fuel invoice for May fuel which was received late and will be paid in June.

Statement of Net Assets

- **Note A:** Accounts & Notes Receivable decreased 588k due to the receipt of sales tax for April and UNT payment for May services.
- **Note B:** Net Income for the month of May was \$453,007.

Capital Projects Fund

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

Identified Need


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

Recommendation

Staff recommends acceptance.

Submitted by: Chrissy Nguyen
Senior Accountant

Final Review: 
Department Head

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

Denton County Transportation Authority
Change in Net Assets
Month and Year to Date May 31, 2013
(Unaudited)

WS1ai

Description	Month Ended May 31, 2013			Year to Date May 31, 2013			Annual Budget	
	Actual	Budget	Variance	Actual	Budget	Variance		
Revenue and Other Income								
Passenger Revenues	94,621	82,969	11,652	827,636	688,756	138,880	1,030,940	Note A
Contract Service Revenue	205,086	192,953	12,133	2,169,117	2,246,209	(77,092)	3,001,040	Note B
Sales Tax Revenue	1,675,759	1,613,899	61,860	13,187,146	12,839,594	347,552	18,775,391	Note C
Federal/State Grants and Reimbursements	788,972	854,617	(65,645)	4,389,185	6,682,704	(2,293,519)	10,981,537	Note D
Total Revenue and Other Income	2,764,438	2,744,438	20,000	20,573,084	22,457,263	(1,884,179)	33,788,908	
Operating Expenses								
Salary, Wages and Benefits	585,263	588,145	2,882	4,571,318	4,868,182	296,864	7,196,725	
Services	104,550	125,083	20,533	1,014,955	1,040,711	25,757	2,118,582	
Materials and Supplies	162,071	299,157	137,086	1,783,387	2,522,169	738,781	3,698,665	Note E
Utilities	32,202	34,200	1,998	256,429	273,598	17,170	410,398	
Insurance, Casualties and Losses	64,858	64,956	98	366,355	365,965	(390)	625,791	
Purchased Transportation Services	672,111	702,515	30,404	5,583,042	5,620,124	37,082	8,430,186	
Miscellaneous	7,892	11,284	3,392	79,373	105,665	26,292	148,976	
Leases and Rentals	21,710	32,286	10,576	266,193	408,287	142,093	537,430	
Depreciation	617,719	775,162	157,443	4,744,280	6,219,794	1,475,514	9,320,443	
Total Operating Expenses	2,268,376	2,632,787	364,411	18,665,333	21,424,495	2,759,162	32,487,196	
Income Before Non-operating Revenue and Expense	496,062	111,651	384,411	1,907,751	1,032,768	874,983	1,301,712	
Non-Operating Revenues / (Expense)								
Investment Income	2,519	3,000	(481)	24,513	24,000	513	36,000	
Gain (Loss) Disposal of Assets	-	-	-	-	-	-	-	
Fare Evasion Fee	75	-	75	450	-	450	-	
Other Income - Miscellaneous	610	-	610	27,803	-	27,803	-	
Long Term Debt Interest/Expense	(124,717)	(194,301)	69,584	(992,099)	(1,554,405)	562,306	(2,331,608)	
Total Non-Operating Revenue / (Expense)	(121,512)	(191,301)	69,788	(939,332)	(1,530,405)	591,073	(2,295,608)	
Change in Net Assets	453,007	(79,650)	454,199	968,418	(497,638)	1,466,056	(993,896)	

Denton County Transportation Authority
Statement of Net Assets
As of May 31, 2013
(Unaudited)

	<u>May 31, 2013</u>	<u>April 30, 2013</u>	<u>Change</u>	
Current Assets				
Cash & Cash Equivalents	7,932,202	6,952,779	979,423	
Investments	7,422,234	7,793,605	(371,371)	
Accounts & Notes Receivable	4,293,767	4,882,288	(588,521)	Note A
Prepaid Expenses	709,610	774,468	(64,858)	
Restricted Asset-Cash and Equivalents	4,773,915	4,872,559	(98,645)	
Total Current Assets	<u>25,131,727</u>	<u>25,275,700</u>	<u>(143,973)</u>	
Property, Plant and Equipment				
Land	16,228,337	16,228,337	-	
Land Improvements	5,386,734	5,386,734	-	
Machinery & Equipment	1,028,055	1,028,055	-	
Leasehold Improvements	55,506	55,506	-	
Vehicles	8,261,725	8,261,725	-	
Computers & Software	262,676	262,676	-	
Accumulated Depreciation	(16,991,276)	(16,452,015)	(617,719)	
Total Property, Plant and Equipment	<u>14,231,758</u>	<u>14,771,019</u>	<u>(617,719)</u>	
Other Non Current Assets				
Bond Fees	241,492	259,215	(17,723)	
Total Other Non Current Assets	<u>241,492</u>	<u>259,215</u>	<u>(17,723)</u>	
Capital Assets				
Intangible Assets	16,997,155	16,997,155	-	
Other Capital Assets, Net	240,143,361	240,143,361	-	
Construction in Progress	69,982,918	69,414,927	617,719	
Total Capital Assets	<u>327,123,434</u>	<u>326,555,442</u>	<u>567,991</u>	
Total Assets	<u>366,728,411</u>	<u>366,861,376</u>	<u>(211,424)</u>	
Liabilities				
Current Liabilities				
Accounts Payable	1,364,037	1,934,791	(570,754)	
Salary, Wages, and Benefits Payable	290,537	387,265	(96,728)	
Accrued Expenses Payable	3,812,454	3,849,889	(37,435)	
Deferred Revenues	332,149	340,023	(7,874)	
Interest Payable	213,986	106,993	106,993	
Total Current Liabilities	<u>6,013,164</u>	<u>6,618,960</u>	<u>(605,797)</u>	
Non-Current Liabilities				
Rail Easement Payable	1,800,000	1,800,000	-	
Retainage Payable	1,699,093	1,679,269	19,824	
Bonds Payable	35,280,000	35,280,000	-	
Total Non-Current Liabilities	<u>38,779,093</u>	<u>38,759,269</u>	<u>19,824</u>	
Total Liabilities	<u>44,792,256</u>	<u>45,378,229</u>	<u>(585,973)</u>	
Net Assets				
Invested in Capital Assets	302,097,018	302,097,018	-	
Unrestricted Retained Earnings	18,870,718	18,870,718	-	
Change in Net Assets	968,418	515,411	453,007	Note B
Total Equity	<u>321,936,154</u>	<u>321,483,147</u>	<u>453,007</u>	
Total Liabilities and Equity	<u>366,728,411</u>	<u>366,861,376</u>	<u>(132,966)</u>	

Capital Projects Fund - DCTA
Budget vs. Actual
As of May 31, 2013
(Cash Basis)

Work Session 1a ii

	<u>Original Budget</u>	<u>Revised Budget</u>	<u>May 2013 Expenses Booked</u>	<u>Life To Date</u>	<u>\$ Under/(Over) Budget</u>	<u>% of Budget (As of May 2013 Close)</u>
ASSETS						
Fixed Assets						
1660 · Construction Work in Progress						
5 · Bus Capital Projects						
50202 · Passenger Amenities (Phase 2)						
5020214 · Acquisition	174,011	229,326		138,973	90,353	61%
5020215 · Survey, Testing & Inspection			400	400		
5020216 · Construction			9,894	9,894		
5020229 · Project Management			1,185	1,275	(1,275)	N/A
Total 50202 · Passenger Amenities (Phase 2)	174,011	229,326	11,479	150,542	89,078	61%
50301 · Bus O&M Facility						
5030113 · Design	590,000	1,294,280		938,234	356,046	72%
5030115 · Survey, Testing, Inspection		104,735	5,550	110,285	(5,550)	0%
5030114 · Land Acquisition	1,164,310	1,173,451		1,173,451	-	100%
5030116 · Building Construction	4,745,690	5,648,243	287,719	1,188,202	4,460,041	0%
5030118 · Canopy Construction		-		-	-	0%
5030120 · Landscaping		542,513	40,500	50,500	492,013	0%
5030121 · Systems		333,294		42,285	291,009	0%
5030125 · Utilities		1,362,500	45,125	592,166	770,334	0%
5030126 · Furniture, Fixtures & Equipment	1,642,667	517,865		4,423	513,442	0%
5030128 · Contingency		275,895		-	275,895	0%
5030129 · Project Management	-	205,000	6,229	15,627	189,373	0%
5030131 · Insurance/Bonds		105,521		105,521	-	0%
5030132 · Mobilization		157,060	11,005	63,519	93,541	0%
5030133 · Legal Fees		360		-	360	0%
Total 50301 · Bus O&M Facility	8,142,667	11,720,717	396,128	4,284,213	7,436,504	28%
50302 · Bus Maintenance Equipment						
5030214 · Acquisition	500,000	500,000	15,546	101,955	398,045	20%
Total 50302 · Bus Maintenance Equipment	500,000	500,000	15,546	101,955	398,045	20%
50303 · DDTC						
5030314 · Acquisition	373,282	373,282		-	373,282	0%
Total 50303 · DDTC	373,282	373,282	-	-	373,282	0%
50406 · Where's My Ride						
5040614 · Acquisition	940,485	940,485		3,233	937,252	0%
Total 50406 · Where's My Ride	940,485	940,485	-	3,233	937,252	0%
50407 · Bus Ops Safety & Security Equipment						
5040714 · Acquisition	88,555	88,555		-	88,555	0%
5040721 · Systems	-	-	12,549	101,104	(101,104)	N/A
Total 50407 · Bus Ops Safety & Security Equipment	88,555	88,555	12,549	101,104	(12,549)	114%
50502 · Fleet Replacement						
5050214 · Acquisition	1,968,500	3,136,993		2,871,592	265,401	92%
Total 50502 · Fleet Replacement	1,968,500	3,136,993	-	2,871,592	265,401	92%
Total 5 · Bus Capital Projects	12,187,500	16,989,358	435,701	7,512,638	9,487,014	44%

Capital Projects Fund - DCTA
Budget vs. Actual
As of May 31, 2013
(Cash Basis)

Work Session 1a ii

	Original Budget	Revised Budget	May 2013 Expenses Booked	Life To Date	\$ Under/(Over) Budget	% of Budget (As of May 2013 Close)
6 - Rail Construction (RTRFI Funded)						
61102 - Rail Grinding						
6110217 - Track & Civil Work Construction	204,000	204,000		191,609	12,391	94%
Total 61102 - Rail Grinding	204,000	204,000	-	191,609	12,391	94%
61206 - MedPark Extension	1,000,000	1,000,000	-	1,000,000	-	100%
61208 - Rail Station Improvements						
6120812 - Preliminary Design				7,745	(7,745)	N/A
6120815 - Installation		15,000		-	15,000	0%
6120829 - Project Management			98	158	(158)	N/A
Total 61208 - Rail Station Improvements	-	15,000	98	7,903	7,098	53%
61401 - Fare Collection Systems						
6140111 - Engineering	-	68,962		68,963	(1)	100%
6140114 - Acquisition	489,000	582,371		477,281	105,090	82%
6140115 - Installation	80,000	81,771	137	101,427	(19,656)	124%
Total 61401 - Fare Collection Systems	569,000	733,104	137	647,671	85,433	88%
61403 - Traffic Signals						
6140323 - Crossings/Traffic Signals	2,480,000	3,046,178		2,733,818	312,360	90%
Total 61403 - Traffic Signals	2,480,000	3,046,178	-	2,733,818	312,360	90%
61406 - Positive Train Control						
6140617 - Construction		13,492,026			13,492,026	0%
6140628 - Contingency		728,554			728,554	0%
6140629 - Project Management		2,097,992		512,117	1,585,875	24%
6140633 - Legal Fees		80,939			80,939	0%
6140636 - Vehicle Provisions		597,930		358,758	239,172	60%
6140621 - Systems	-	-		-	-	0%
Total 61406 - Positive Train Control	-	16,997,441	-	870,875	16,126,566	5%
61603 - Stadler Implementation						
6160332 - Mobilization	-	895,803	100,395	648,096	247,707	72%
Total 61603 - Stadler Implementation	-	895,803	100,395	648,096	247,707	72%
61707 - Community Enhancements						
6170711 - Engineering	-	22,000		-	22,000	0%
6170712 - Preliminary Design	-	12,500	16,616	55,737	(43,237)	446%
6170713 - Final Design	-	15,000	6,477	58,646	(43,646)	391%
6170715 - Survey, Inspection & Testing	-	6,000		-	6,000	0%
6170716 - Building Construction	-	545,000		-	545,000	0%
6170720 - Landscaping	-	25,000		2,500	22,500	10%
6170726 - FF&E	-	10,000		-	10,000	0%
6170727 - Environmental Mitigation	-	4,000		-	4,000	0%
6170728 - Contingency	-	15,029		-	15,029	0%
6170729 - Project Management	-	85,088		-	85,088	0%
6170733 - Administration Fees	-	13,091		13,091	-	100%
Total 61707 - Community Enhancements	-	752,708	23,094	129,975	622,733	17%

Capital Projects Fund - DCTA
Budget vs. Actual
As of May 31, 2013
(Cash Basis)

Work Session 1a ii

	Original Budget	Revised Budget	May 2013 Expenses Booked	Life To Date	\$ Under/(Over) Budget	% of Budget (As of May 2013 Close)
61708 · Lewisville Bike Trail						
6170811 · Engineering	-	75,000		-	75,000	0%
6170812 · Preliminary Design	-	75,000		-	75,000	0%
6170813 · Final Design	-	41,000		-	41,000	0%
6170816 · Building Construction	-	2,410,102		-	2,410,102	0%
6170820 · Landscaping	-	21,000		-	21,000	0%
6170822 · Bridges	-	55,355		-	55,355	0%
6170823 · Crossings/Traffic Signals	-	200,000		-	200,000	0%
6170825 · Utilities	-	75,000		-	75,000	0%
6170826 · FF&E	-	3,000		-	3,000	0%
6170827 · Environmental Mitigation	-	28,800		-	28,800	0%
6170828 · Contingency	-	50,000		-	50,000	0%
6170829 · Project Management	-	394,454	30	150	394,304	0%
6170833 · Administration Fees	-	60,685		60,685	-	100%
Total 61708 · Lewisville Bike Trail	-	3,489,396	30	60,835	3,428,561	2%
61709 · ROW Fencing						
6170914 · Acquisition	25,000	25,000		-	25,000	0%
Total 61709 · ROW Fencing	25,000	25,000	-	-	25,000	0%
60701 · Passenger Information						
6070114 · Acquisition	-	56,214		23,851	32,363	42%
Total 60701 · Passenger Information	-	56,214	-	23,851	32,363	42%
Total Rail Construction Projects	4,278,000	27,214,844	123,753	6,314,631	20,900,213	23%
61501 · Rail Cars						
6150114 · Acquisition	71,500,000	77,715,424		77,781,249	(65,825)	100%
6150128 · FRA Compliance Contingency	-	250,396		-	250,396	0%
6150133 · Legal Fees	-	15,005		15,005	-	100%
6150129 · Project Management	-	1,814,699	8,538	1,527,623	287,076	84%
Total 61501 · Rail Cars	71,500,000	79,795,524	8,538	79,323,878	471,646	99%
TOTAL RAIL CONSTRUCTION & CARS	75,778,000	107,010,368	132,290	85,638,509	21,371,859	80%
Total 1660 · Construction Work in Progress	87,965,500	123,999,726	567,991	93,151,147	30,858,873	75%

**Board of Directors Memo****June 27, 2013****Item: WS 1(a)iii Sales Tax Report****Background**

Sales tax represents the single largest source of revenue for DCTA, at 56.7% for FY13 budget. The annual Sales Tax budget is \$18,775,391. 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 unfavorable compared to budget.

- Sales tax for sales generated at retail in the month of March and received in May was \$1,587,871.
- This represents an increase of 4.05% or \$61,860 compared to budget for the month.
- Receipts are favorable 3.10% year-to-date compared to budget.
- Compared to the same month last year, sales tax receipts were \$106,307 or 7.18% more.

- Member city collections for the month compared to prior year are as follows:
 - City of Lewisville up 24.06%
 - City of Denton up 6.33%
 - Highland Village down 2.62%

Need

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

Recommendation

For information only. No action required.

Final Review:

A handwritten signature in blue ink, appearing to read "Anna Mosqueda".

Anna Mosqueda,
CFO

**Denton County Transportation Authority (DCTA)
Sales Tax Report
Budget to Actual and Prev. Yr. Comparison**

Sales Generated in Month of:	Received in month of:	2012-2013 Year Budget	2012-2013 Year Actual	Variance Actual to Budget	CY Actual to CY Budget % Variance	2011-2012 Year Actual	Variance Actual to Prior Year	CY Actual to PY Actual Variance
October	December	\$ 1,385,756.30	\$ 1,637,689.04	\$ 251,932.74	18.18%	\$ 1,345,394.47	\$ 292,294.57	21.73%
November	January	\$ 1,467,497.19	\$ 1,437,883.91	\$ (29,613.28)	-2.02%	\$ 1,424,754.55	\$ 13,129.36	0.92%
December	February	\$ 2,107,957.25	\$ 2,128,329.19	\$ 20,371.94	0.97%	\$ 2,046,560.44	\$ 81,768.75	4.00%
January	March	\$ 1,394,605.60	\$ 1,501,720.29	\$ 107,114.69	7.68%	\$ 1,353,986.02	\$ 147,734.27	10.91%
February	April	\$ 1,421,825.33	\$ 1,494,663.46	\$ 72,838.13	5.12%	\$ 1,353,986.02	\$ 140,677.44	10.39%
March	May	\$ 1,922,042.18	\$ 1,785,089.94	\$ (136,952.24)	-7.13%	\$ 1,866,060.37	\$ (80,970.43)	-4.34%
April	June	\$ 1,526,010.87	\$ 1,587,871.03	\$ 61,860.16	4.05%	\$ 1,481,563.95	\$ 106,307.08	7.18%
May	July	\$ 1,613,898.76				\$ 1,566,892.01		
June	August	\$ 1,687,584.24				\$ 1,762,132.21		
July	September	\$ 1,349,344.92				\$ 1,540,038.75		
August	October	\$ 1,350,487.51				\$ 1,533,237.85		
September	November	\$ 1,548,380.37				\$ 1,708,102.34		
Y.T.D Total		\$ 18,775,390.51	\$ 11,573,246.86	\$ 347,552.14	3.10%	\$ 18,982,708.98	\$ 700,941.04	6.45%

Sources: Texas Comptroller of Public Accounts and DCTA Finance Department
 Prepared By: Denton County Transportation Authority Finance Department
 June 13, 2013

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

City of Lewisville					
Sales Generated in Month of:	Received in month of:	2011-2012 Year Actual	2012-2013 Year Actual	Variance Actual to Prior Year	CY Actual to PY Actual Variance
October	December	\$ 1,732,551.04	\$ 2,371,149.84	\$ 638,598.80	36.86%
November	January	\$ 1,984,090.82	\$ 1,965,351.05	\$ (18,739.77)	-0.94%
December	February	\$ 2,874,196.38	\$ 3,085,264.25	\$ 211,067.87	7.34%
January	March	\$ 1,797,507.20	\$ 2,041,609.97	\$ 244,102.77	13.58%
February	April	\$ 1,501,720.29	\$ 2,102,744.48	\$ 601,024.19	40.02%
March	May	\$ 2,521,189.10	\$ 2,507,337.55	\$ (13,851.55)	-0.55%
April	June	\$ 1,785,089.94	\$ 2,214,494.00	\$ 429,404.06	24.06%
May	July	\$ 2,146,891.75			
June	August	\$ 2,461,535.81			
July	September	\$ 2,130,071.15			
August	October	\$ 2,161,803.34			
September	November	\$ 2,278,200.43			
Y.T.D Total		\$ 25,374,847.25	\$ 16,287,951.14	\$ 2,091,606.37	14.73%

City of Highland Village					
Sales Generated in Month of:	Received in month of:	2011-2012 Year Actual	2012-2013 Year Actual	Variance Actual to Prior Year	CY Actual to PY Actual Variance
October	December	\$ 243,619.10	\$ 250,035.98	\$ 6,416.88	2.63%
November	January	\$ 243,165.41	\$ 246,297.20	\$ 3,131.79	1.29%
December	February	\$ 395,580.52	\$ 413,313.51	\$ 17,732.99	4.48%
January	March	\$ 201,738.67	\$ 239,867.34	\$ 38,128.67	18.90%
February	April	\$ 215,687.96	\$ 215,912.22	\$ 224.26	0.10%
March	May	\$ 294,815.24	\$ 310,470.19	\$ 15,654.95	5.31%
April	June	\$ 246,882.39	\$ 240,403.26	\$ (6,479.13)	-2.62%
May	July	\$ 280,774.11			
June	August	\$ 296,673.40			
July	September	\$ 247,525.92			
August	October	\$ 240,564.70			
September	November	\$ 289,237.15			
Y.T.D Total		\$ 3,196,264.57	\$ 1,916,299.70	\$ 74,810.41	4.06%

City of Denton					
Sales Generated in Month of:	Received in month of:	2011-2012 Year Actual	2012-2013 Year Actual	Variance Actual to Prior Year	CY Actual to PY Actual Variance
October	December	\$ 1,847,567.14	\$ 1,947,109.61	\$ 99,542.47	5.39%
November	January	\$ 1,765,223.00	\$ 1,729,577.71	\$ (35,645.29)	-2.02%
December	February	\$ 2,562,967.74	\$ 2,521,245.16	\$ (41,722.58)	-1.63%
January	March	\$ 1,802,513.11	\$ 1,929,589.80	\$ 127,076.69	7.05%
February	April	\$ 1,733,550.06	\$ 1,843,926.56	\$ 110,376.50	6.37%
March	May	\$ 2,557,253.34	\$ 2,297,124.75	\$ (260,128.59)	-10.17%
April	June	\$ 1,825,446.45	\$ 1,940,931.42	\$ 115,484.97	6.33%
May	July	\$ 1,930,853.61			
June	August	\$ 2,214,480.34			
July	September	\$ 1,919,988.80			
August	October	\$ 1,874,046.32			
September	November	\$ 2,333,782.27			
Y.T.D Total		\$ 24,367,672.18	\$ 14,209,505.01	\$ 114,984.17	0.82%

Sources: Texas Comptroller of Public Accounts and DCTA Finance Department
Prepared By: Denton County Transportation Authority Finance Department
June 13, 2013

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

Transit	Current Rate	Net Payment This Period	Comparable Payment Prior Year	% Change	2013 Payments To Date	2012 Payments To Date	% Change
Houston MTA	1.00%	\$ 50,733,417.46	\$ 46,035,547.11	10.20%	\$ 320,343,479.30	\$ 294,837,587.99	8.65%
Dallas MTA	1.00%	\$ 35,774,146.00	\$ 33,378,928.59	7.18%	\$ 225,202,755.34	\$ 213,266,355.34	5.60%
Austin MTA	1.00%	\$ 13,259,463.59	\$ 13,306,613.67	-0.35%	\$ 87,905,860.72	\$ 82,244,905.26	6.88%
San Antonio MTA	0.50%	\$ 9,035,746.93	\$ 8,585,051.23	5.25%	\$ 59,268,083.02	\$ 55,313,197.82	7.15%
San Antonio ATD	0.25%	\$ 4,151,205.28	\$ 3,930,245.40	5.62%	\$ 26,831,462.60	\$ 25,768,696.74	4.12%
Fort Worth MTA	0.50%	\$ 4,624,617.71	\$ 4,253,883.07	8.72%	\$ 28,982,996.12	\$ 27,357,886.29	5.94%
El Paso CTD	0.50%	\$ 2,966,714.79	\$ 2,822,167.34	5.12%	\$ 19,259,161.57	\$ 18,618,857.92	3.44%
Corpus Christi MTA	0.50%	\$ 2,462,052.00	\$ 2,242,029.49	9.81%	\$ 17,162,258.07	\$ 14,558,744.79	17.88%
Denton CTA	0.50%	\$ 1,587,871.03	\$ 1,481,563.95	7.18%	\$ 9,935,557.82	\$ 9,553,338.27	4.00%
Laredo CTD	0.25%	\$ 627,663.19	\$ 548,860.32	14.36%	\$ 3,887,490.42	\$ 3,621,923.36	7.33%
TOTALS		\$ 125,222,897.98	\$ 116,584,890.17	7.41%	\$ 798,779,104.98	\$ 745,141,493.78	7.20%

Sources: Texas Comptroller of Public Accounts and DCTA Finance Department
Prepared By: Denton County Transportation Authority Finance Department
June 13, 2013



Board of Directors Memo

June 27, 2013

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

Equipment for New Maintenance Facility

Various procurements are available on BidSync for potential suppliers to view, download and submit pricing. There are currently 5 equipment procurements underway one (1) already posted to BidSync and four (4) in final review stages prior to posting.

Purchase of Remanufactured Engines and Transmissions

Procurements are available on BidSync for the purchase of the remanufactured engines and transmissions for the replacement in the Gillig vehicles. Bids are due on July 10th and a request for award will be presented on the July agenda. Additional funds were approved in revised budget to allow purchase of these.

DBE Compliance Consulting

Two (2) responses were received and are in the review process. We anticipate the contract cost to be below the Board approval threshold and be awarded administratively. An update on the firm selected will be included on the July procurement report. The consultant will assist staff with compiling data for required DBE reporting, make suggestions on how to market DCTA to DBE/SBE firms and ensure required information is maintained for future FTA and/or FHWA reviews.

Investment Advisory Services

One response was received and is currently being reviewed by Finance staff. A request for award will be presented on the July agenda for award.

FTA Procurement Systems Review

FTA consultants were on site the week of June 10th to conduct a Procurement Systems Review. The purpose of the review is to assure FTA that federal guidelines are followed in the procurement process and contract administration of federally funded projects. The review examined adherence to 60 FTA procurement elements for purchases which included micro purchases (<\$3,000), small purchases (\$3,000 to \$100,000) and formal procurements over \$100,000. The consultants tested twenty-five procurement files which ranged in value from a few hundred dollars to \$8.6 million.

The draft report reviewed on site with DCTA staff at the exit conference identified deficiencies in nine (9) of the 60 elements. No major deficiencies were identified and consultants and FTA suggested that the areas identified can be addressed by some procedural fine-tuning. In thirty (30) days FTA will provide DCTA with a final report of the findings. DCTA will have seven (7) days to provide comments regarding the findings or indicative corrective action and timeline to address findings. Staff is working on implementing corrective procedures to ensure findings are addressed and that there is on-going compliance with procurement requirements for FTA funded projects. Purchasing will work with DCTA and TMDC staff to implement the new procedures.

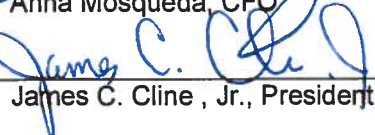
Submitted by:


Athena Forrester, Procurement Manager

Final Review:


Anria Mosqueda, CFO

Approval:


James C. Cline, Jr., President



Board of Directors Memo
Item: Fare Enforcement Update

June 27, 2013

Background

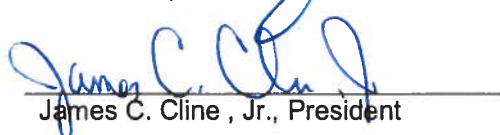
During the 82nd Texas Legislative Session in 2011, the DCTA Board adopted a Legislative Agenda that included a provision to allow DCTA the authority to enforce fares and fare collection. Legislation passed and was incorporated into Section 460.1091 of the Transportation Code. The new legislation addressed DCTA's authority to directly or indirectly enforce fares and fare collection, specified the type of enforcement officer, use of citations, access to courts, venue, jurisdiction and collection mechanisms to be used.

In January 2013, DCTA began training TMDC bus operations supervisory staff to also service as fare enforcement officers on the A-train. Fare enforcement Officers began activity on the train in March 2013. In order to give notice to riders of the A-train that DCTA would begin more focused fare enforcement, warning citations were issued for the first 2 months. The Fare Enforcement Program is now well underway. Fare evaders have 30 days to pay DCTA a \$75 fee either by mail, on-line at the DCTA website or in person at DDTC. After the 30 day period, citations are delivered to Lewisville County JP Court for judicial disposition. Below is a summary of the citations issued as of May 2013.

Warning Citations Issued	285
Citations Issued	71
Paid Citations	11
Citations Delivered to Court	47
Average Hours Fare Enforcement Officers Monitor System	4.5 hours/week per Fare Enforcement Officer (9 total FEO)

Submitted by: 
Amanda Riddle, Budget Coordinator

Final Review: 
Anna Mosqueda, CFO

Approval: 
James C. Cline, Jr., President

Board of Directors Memo

June 27, 2013

Item: 1(b) Capital Projects Update

GTW Implementation

Staff continues to work with Herzog, Stadler and the FRA to test GTWs with the intent of eventually operating single units. Herzog, DCTA and the FRA conducted two rounds of single car testing along the entire corridor, neither of which was successful. The loss of shunt experienced by a single GTW is a complex issue that will likely require a multi-disciplined approach to solve. Herzog Technologies has completed the installation of a wayside data transmitter which allows for remote monitoring of vehicle shunting. Staff held a productive meeting with the project team on Friday June 21st in which numerous new ideas were discussed and plans for testing were put in place. Additionally, Stadler has completed the development of a car based rail scrubber which will be tested in the near future.

Where's My Ride

The Strategic Mapping team will be on site June 25th – 28th for various meetings and a detailed fleet assessment. Donna Bowers has been named the DCTA Project Manager.

Bus Radios

DCTA staff is assembling the scope, budget and technical documentation to create a project for the installation of VHF land mobile radios in each of DCTA's buses. Staff has already determined that DCTA's existing Kenwood radio system has sufficient capacity to handle the mobile traffic from the buses, plus portable radios for the supervisors, base stations as required and a dispatch position. The Kenwood system does not have sufficient through-put to accommodate the Strategic Mapping data, however staff believes it represents the best solution for voice communication to the buses.

Bus Operations and Maintenance Facility

Work is ongoing on the public improvements. The drainage way is approximately 85% complete. The remaining work is adjacent to the sewer improvements and pedestrian bridge foundations. The parking lot is approximately 75% complete. DCTA staff is in regular contact with local residents and are satisfied with our progress. Two change orders have been negotiated with the contractor and will be presented to the Board this month for approval. One change order will cover changes to the plans and unknown site conditions discovered after the bids were received. The second change order will cover the installation of the new 18" sewer line, and the steel casing, vents and monitoring equipment required by DART for the gas line that goes under the rail. The net change to Ratcliff's contract will be \$173,000. We also still have the \$107k tree mitigation allowance. The project is scheduled for completion in January, 2014.

Community Enhancements

The TxDOT regional comments were reviewed and incorporated into the plans. The package was sent to Austin on June 17, 2013. TxDOT required a ten week period for review in Austin. We anticipate bidding the project in late August. The schedule reflects construction start during the fall planting season.

Lewisville Hike/Bike Trail

Jacobs has begun work on Phase 1 of the project, including data gathering and base map preparation, corridor analysis and a draft concept design. A meeting was held on May 22 to review the conceptual design and options. Jacobs expects to complete the corridor analysis this month, develop conceptual plans that include City of Lewisville trail standards and amenities, and refine the costs estimate. Final engineering is expected to be complete in late 2013 with construction start in the spring of 2014.

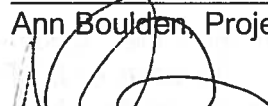
Positive Train Control (PTC)

LTK is proceeding with the bid documents and we are working with DART on the preferred contracting method. A meeting is scheduled on June 19th and 20th will all of the regional partners to review the technical and purchasing documents.

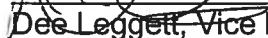
Passenger Amenities

Four shelters have been installed and four are currently under construction. The City of Denton has approved the installation of 14 of the bus shelters. We continue to negotiate site, easement and other issued on the remaining 8. A surveyor has been hired to establish the property lines on 5 of the sites and two sites have been submitted to TxDOT for approval. The contract was awarded to Boyd Construction, who began work the week of May 20th. We expect these 14 shelters to be complete by the middle of July.

Submitted by:


Ann Boulden, Project Manager

Approved by:


Dee Leggett, Vice President



COMMUNICATIONS AND PLANNING REPORT

June 27, 2013

Marketing and Communications Initiatives

Food Truckin' Tuesdays Coordination
 Bus Shelter Installation Celebration
 Mayor's Mile Event Coordination
 August Service Changes Planning
 Apartment Community Outreach
 University Orientations
 Summer Youth Pass Promotion
 A-train Magazine Content Development

I-35E Construction Campaign & Communications
 Communication Architecture Verification
 Chinn Community Training & Partnership
 DentonRadio.com Partnership
 Website Enhancement
 Bus Driver Recruitment
 Back to School Resource Fairs

Regional Initiatives

Regional Saturday Fare Promotion
 Regional Events Promotion Coordination
 APTA's Dump the Pump Regional Promotion

Transit Advertising
 Mobile Ticketing (GOPass) Communications

Recent Events

5/30	Lewisville Apartment Manager's Meeting	25	attendees
6/1	Highland Village Celebration	3000	attendees
6/4	Dump the Pump: Food Truckin' Tuesdays, DDTC	300	attendees
6/6	Dump the Pump: Denton Twilight Tunes, Courthouse Square	400	attendees
6/10	TWU Orientation	200	attendees
6/11	Dump the Pump: Sounds of Lewisville, MCL Grand	300	attendees
6/13	TWU Orientation	200	attendees
6/15	Denton Juneteenth Celebration		
6/20	MHMR Bus Shelter Ribbon Cutting		
6/16-6/22	Dump the Pump Promotional Passes	167	attendees
6/17-6/18	UNT Orientation	100	attendees
6/19	APTA's National Dump the Pump		

Upcoming Events

6/23-6/24	UNT Orientation	8/2	UNT Orientation
6/24	TWU Orientation	8/2	TWU Orientation
6/26-6/27	UNT Orientation	8/5	TWU Orientation
6/27	TWU Orientation	8/6	Food Truckin' Tuesdays, DDTC
7/3	UNT Orientation	8/8	Back 2 School Fair: Chin Fair, Lewisvill
7/2	Food Truckin' Tuesdays, DDTC	8/10	Back 2 School Fair: Southeast Denton
7/12	UNT Orientation	8/15	Back 2 School Fair: Lake Dallas ISD
7/14-7/15	UNT Orientation	8/17	Back 2 School Fair: Lewisville ISD
7/17-7/19	UNT Orientation	8/21-8/22	UNT Orientation
7/17	Chinn Refuge Ministry Train the Trainer	8/3	UNT Orientation
7/26	UNT Orientation	8/27	UNT Orientation
7/29-7/30	UNT Orientation		



COMMUNICATIONS AND PLANNING REPORT

June 27, 2013

General DCTA Related Media

Articles Mentioning DCTA	82	Month Total Ad Value	\$ 45,125
Web Reach Per Million	788	YTD Total Ad Value	\$ 133,030
YTD Web Reach Per Million	2,757	Dump the Pump Ad Value	\$ 20,783

Topic Highlights

- Cotton Belt funding bill dies in Legislature
- County backs DCTA action
- DART, The T, DCTA Urge Drivers to Dump the Pump
- DCTA adjusts Friday service
- DCTA Expands Lewisville Buses
- DCTA Family Fun Pass
- DCTA official plucked for post
- DCTA summer youth passes now available
- DCTA to Host Food Truckin' Tuesdays in Denton
- Jarod Varner has been named executive director
- Nelson discusses bills as legislature winds down
- Residents encouraged to help shape rail trail

Title	Source
DCTA light rail A train in Carrollton, Texas. - YouTube	youtube
National Train Day Saturday May 11, 2013 Fort Worth	hnbbs.net
Wednesday Night Update - Severe weather edition	Who's Playin
DCTA Family Fun Pass Family eGuide	familyeguide
Transit agencies urge commuters to "'Dump the Pump'" in June	World News Network
Transit agencies urge commuters to 'Dump the Pump' in June	yourplano.dallasnews
Denton County Transportation Authority Transportation Blog	DMN Transportation Blogs
Trade a Gas Receipt For a Free Week of DART	frontburner.dmagazine

COMMUNICATIONS AND PLANNING REPORT

June 27, 2013

Customer Service Performance

Call Center Monthly Statistics

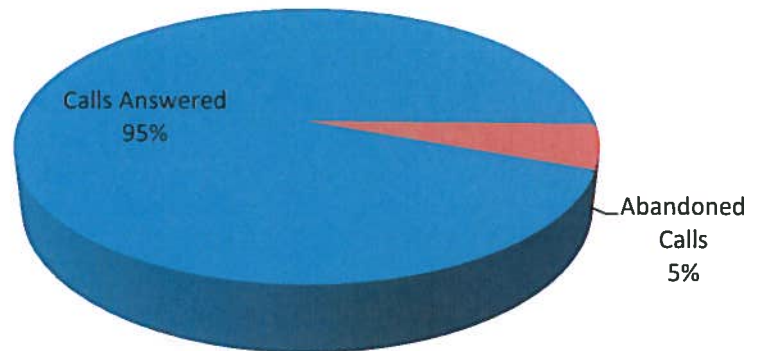
In May, DCTA's call center received 3,866 calls compared to the 3,687 calls that were recorded in the month of April. There were four days missing in the report for May that would have bolstered the 5% increase in incoming calls. 3,664 of the calls recorded in May were answered and 202 were abandoned.

The target for answered calls is 90%. With a 95% rate of calls answered this target was met this month.

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

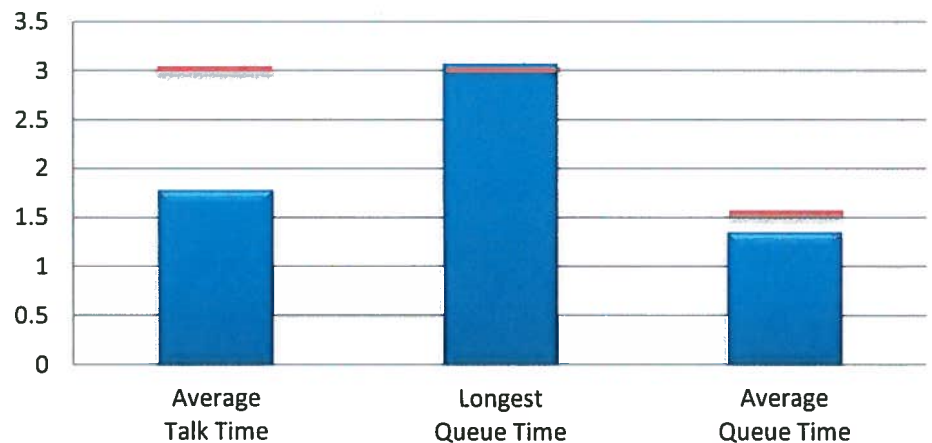
Incoming Calls

5/1/13 - 5/31/13



Call Center Performance

5/1/13 - 5/31/13



COMMUNICATIONS AND PLANNING REPORT

June 27, 2013

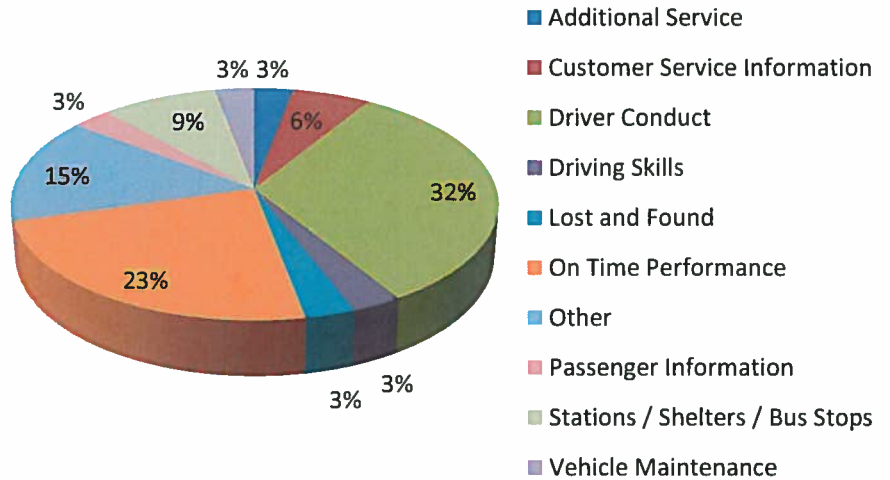
GoRequest Monthly Statistics

DCTA had a total of 34 requests during the month of May. This is a 40% decrease from the month of April.

Additional Service	1
Customer Service Information	2
Driver Conduct	11
Driving Skills	1
Lost and Found	1
On Time Performance	8
Other	5
Passenger Information	1
Stations / Shelters / Bus Stops	3
Vehicle Maintenance	1

Topic Counts of Opened Requests

5/1/13 - 5/31/13

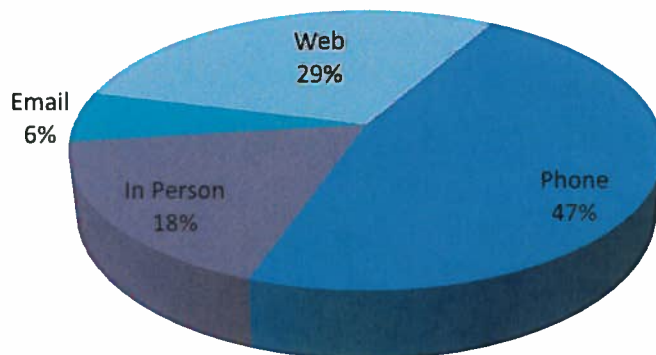


When a passenger enters a request they are asked to categorize it into a particular type. There are five request types to choose from complaint, compliment, problem, question and suggestion. Of the 34 requests received in May, the breakout looks like this:

Complaint	21
Compliment	2
Problem	0
Question	9
Suggestion	2

How Requests Are Reported

5/1/13 - 5/31/13



1.36 Complaints/10,000 Passengers
 2.20 Total Requests / 10,000 Passengers



COMMUNICATIONS AND PLANNING REPORT

June 27, 2013

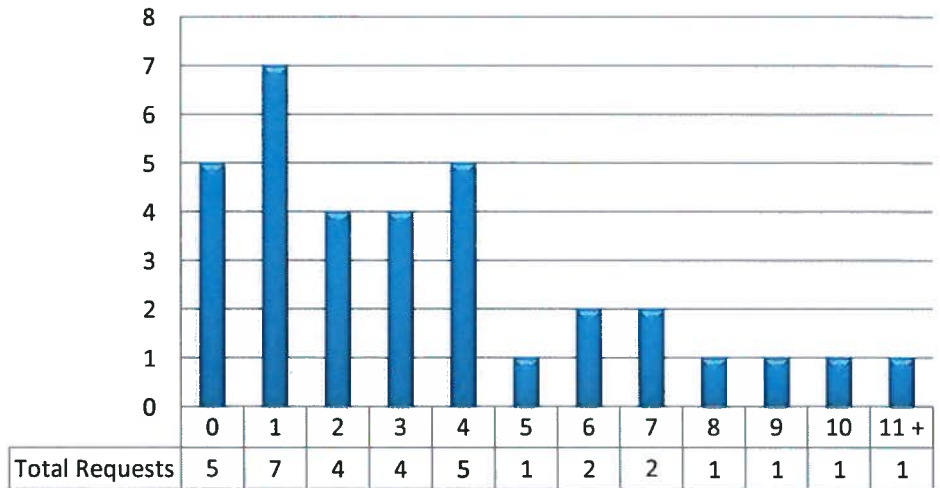
DCTA has set a goal to have all requests closed within seven days. Ten days is the maximum number of days that a request is allowed to remain unresolved.

During this reporting period one request took more than ten days to close out. This particular request required investigation into the incident in question before it could officially be closed out, however staff was in contact with the customer in regards to the issue well before the ten day time period.

In this reporting period it took, on average, 3.41 days to close out a request.

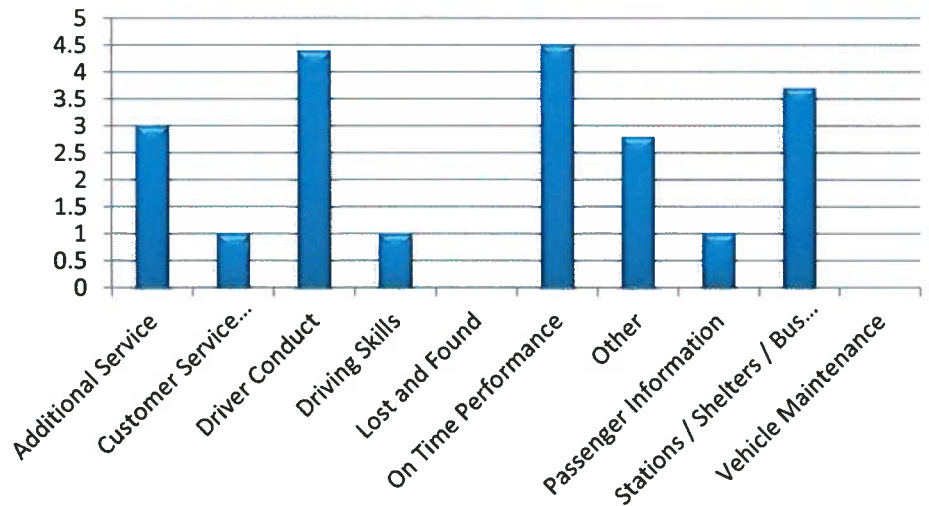
Number of Days to Close a Request

5/1/2013 - 5/31/2013



Average Number of Days to Close a Request by Topic

5/1/13 - 5/31/13



Dee Leggett
VP of Communications & Planning



RAIL OPERATIONS REPORT

Thursday, June 27, 2013

❖ RIDERSHIP

- The A-train carried 38,176 passengers during the month of May. This reflects an overall increase in ridership of 26% for the month of May 2013, when compared to May 2012.
- Refer to attached ridership charts.

❖ OPERATIONS

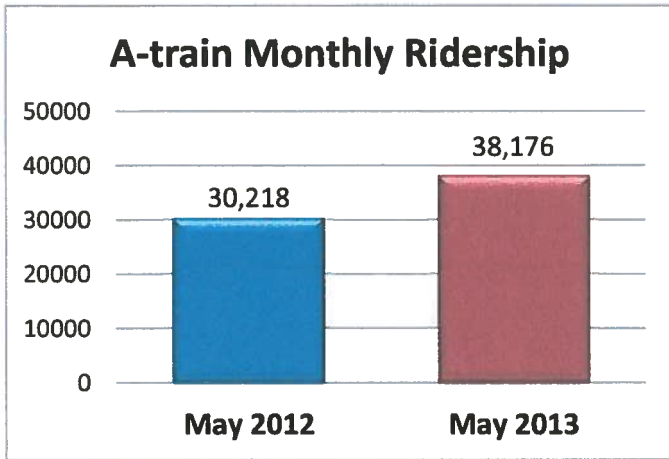
- May "On Time Performance" (OTP) was 99.45%.

❖ SAFETY/SECURITY

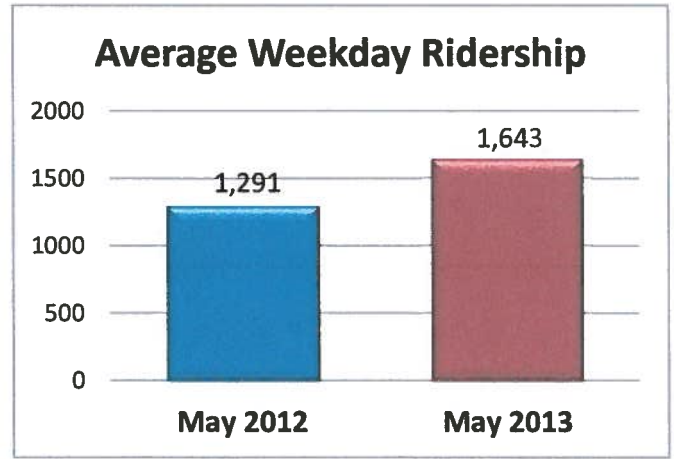
- DCTA Rail Operations Injury-Free Workdays: 352 days
- There was one vehicle issue at the Eagle Point road crossing during May, resulting in one delayed train and no track damage.

❖ MAINTENANCE

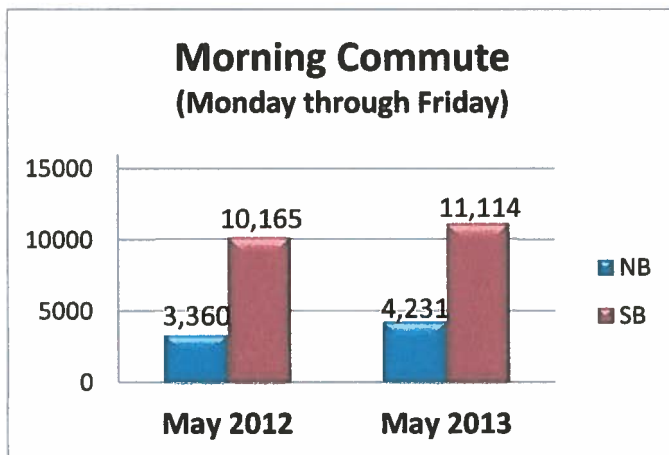
- **Right of Way:** Routine daily inspections are being performed by the contractor.
- **Signal/Communications:** On May 31, 2013, two trains were delayed by a signal issue at both ends of a control point (CP Lake). The issue was caused by a loose fitting on the track cable. The signal maintainer failed to properly tighten the fitting during routine testing.
- **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 May.



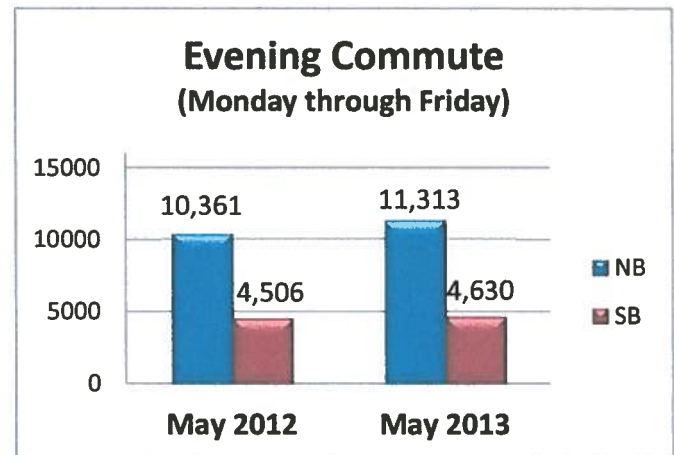
The A-train moved 38,176 passengers during the month of May, a 26% increase over May 2012.



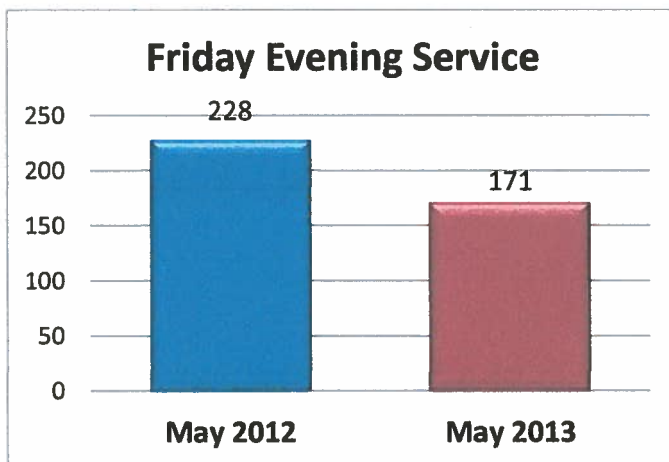
The daily average for A-train ridership during the month of April was 1,643 passengers, an increase of 27% over May 2012.



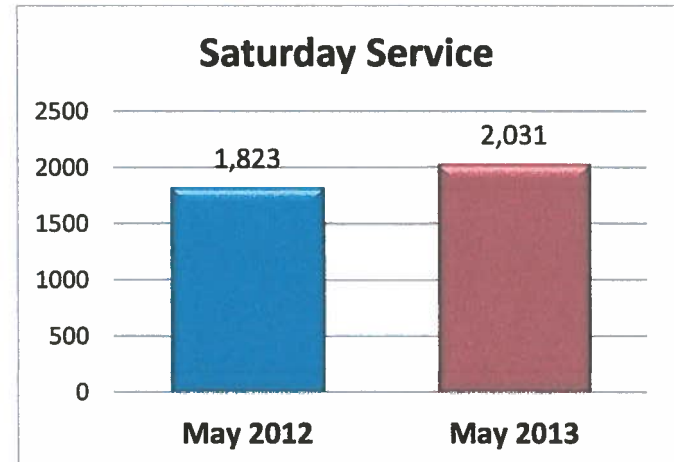
Morning commute ridership increased by 26% for northbound and 9% for southbound, compared to May 2012.



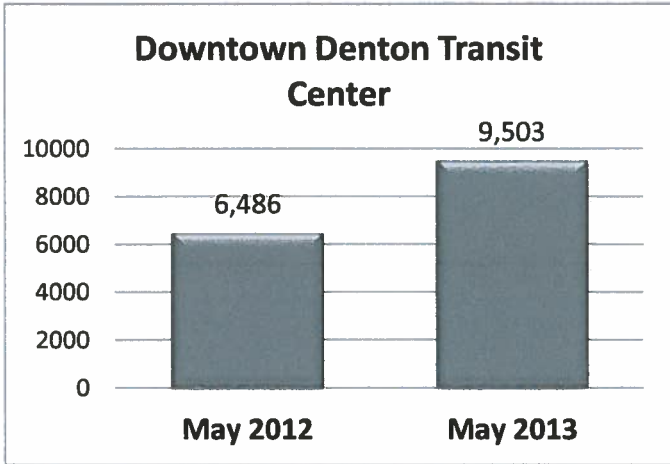
Evening commute ridership increased by 9% for northbound and 3% for southbound, compared to May 2012.



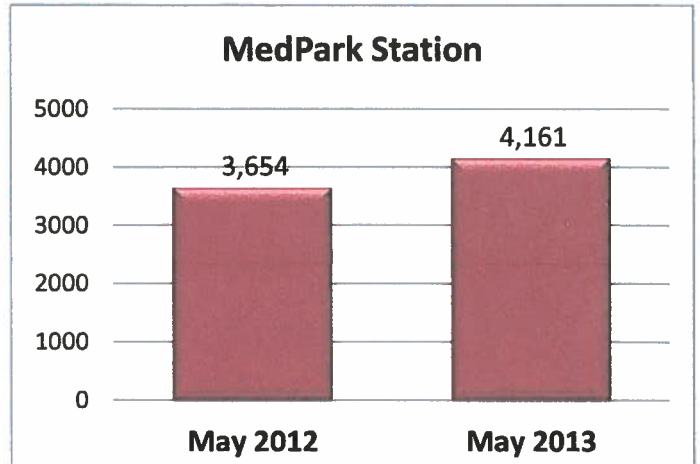
Friday evening service experienced a decrease of 25% in ridership for the month of May 2013, compared to May 2012.



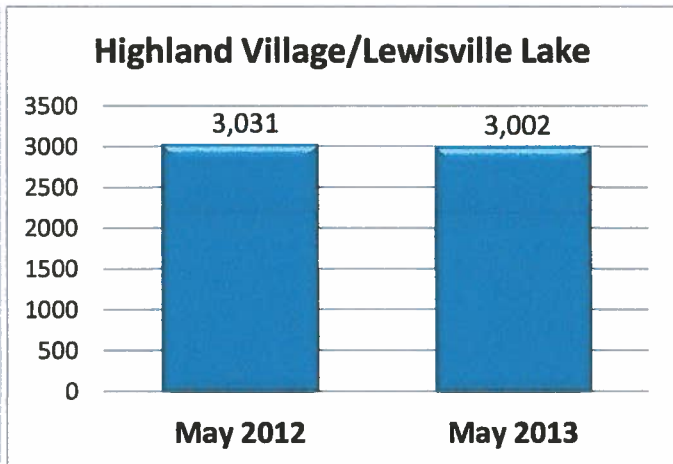
Saturday ridership increased by 11% for the month of May 2013, compared to the May 2012.



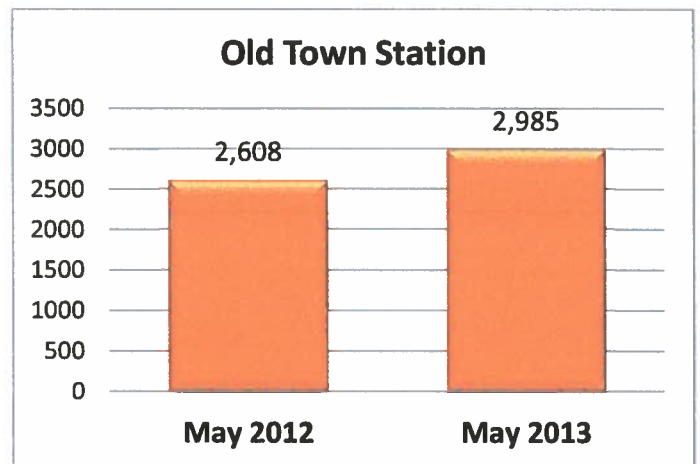
DDTC A-train ridership increased by 47%.



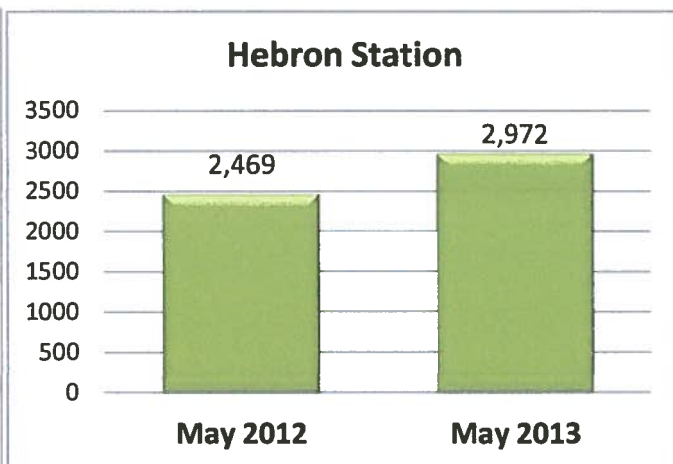
MedPark A-train ridership increased by 14%.



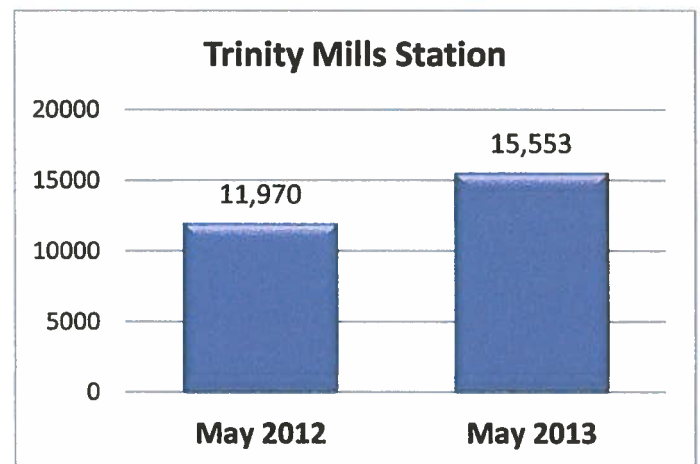
Highland Village/Lewisville Lake A-train ridership decreased by 1%.



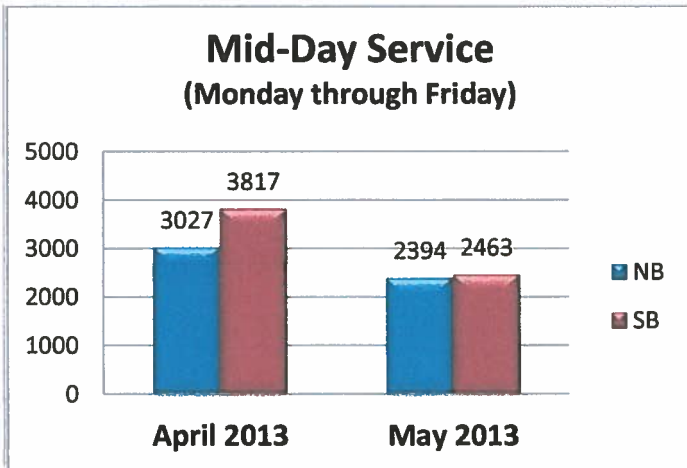
Old Town A-train ridership increased by 14%.



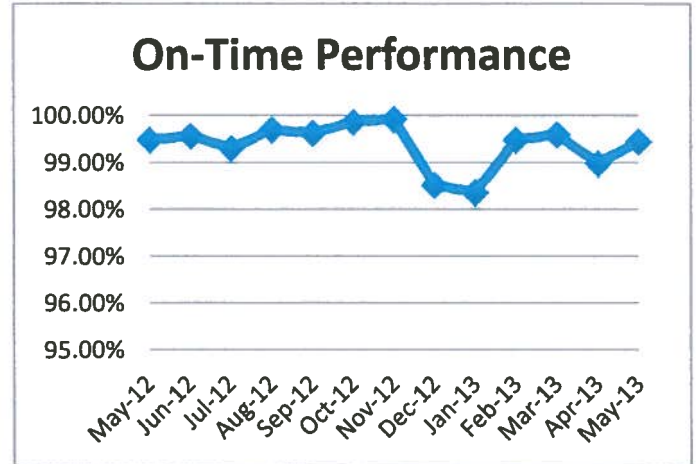
Hebron A-train ridership increased by 20%.



Trinity Mills A-train ridership increased by 30%.



Mid-Day Service ridership experienced a decrease of 21% for northbound and a decrease of 35% for southbound in May 2013, compared to April 2013.



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



BUS OPERATIONS REPORT

Thursday, June 27, 2013

❖ OPERATIONS

- **Ridership:** Bus services carried 116,325 passengers for the month of May.
- **On Time Performance:** Bus services achieved OTP of 99% for the month of May. OTP is determined by street supervisor observations. The Where's My Ride Project will provide much more accurate OTP calculations. Agencies deploying this type of technology generally see a significant decrease in OTP.

❖ SAFETY/SECURITY

- Bus operations experienced 3.34 accidents per 100,000 miles in April.

❖ FLEET

- **ROAD CALLS:** Bus maintenance experienced 6,597 miles between road calls in June.

❖ PLANNING

- The next schedule change will occur on August 26, 2013.

BUS OPERATIONS PERFORMANCE INDICATORS

Ridership

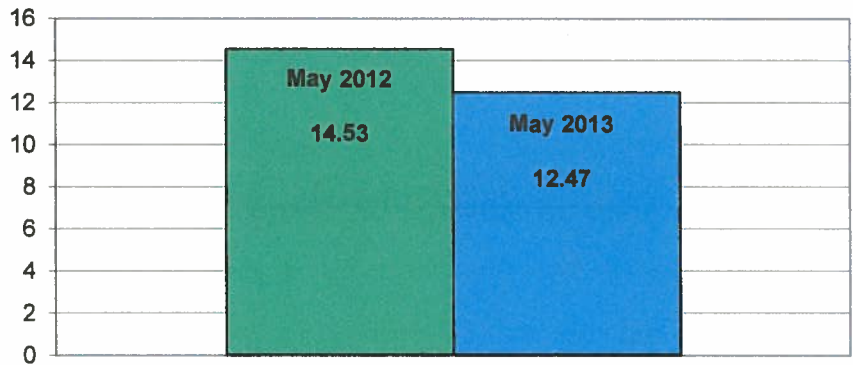
Ridership

May 2012 & May 2013

Performance Measures

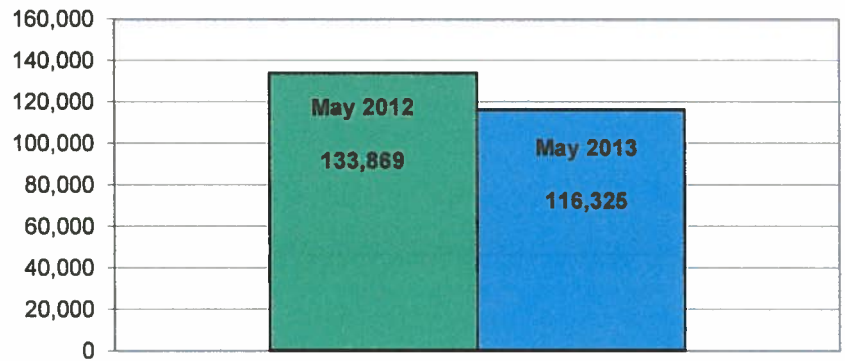
Passengers per Revenue Hour

Total passengers per revenue hour in May 2013 decreased by about 14% relative to May 2012.



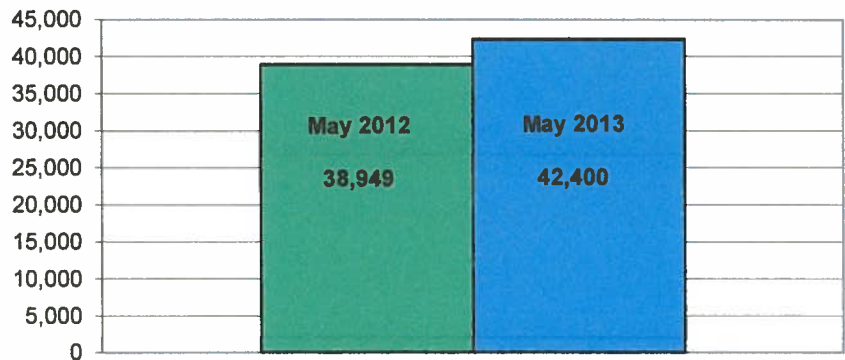
Bus System Ridership

Overall bus system ridership decreased by about 13% relative to May 2012, largely due to a decrease in UNT ridership.



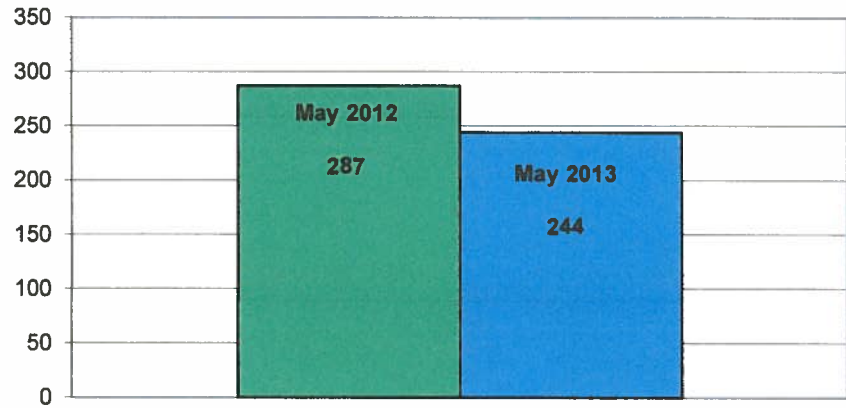
Connect Ridership

Connect ridership increased nearly 9% compared to last year.



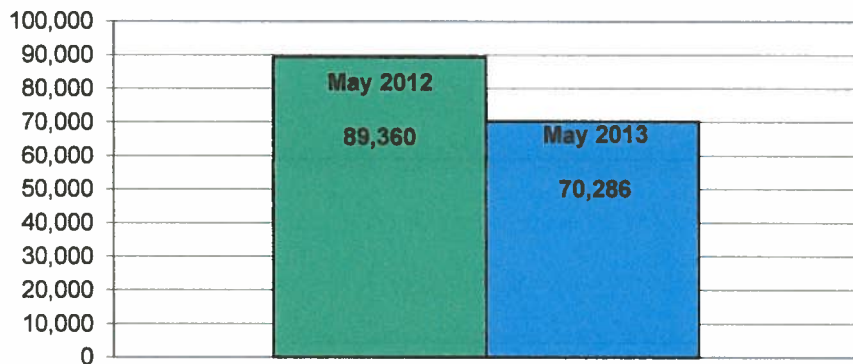
RSVP Ridership

RSVP ridership decreased by about 15% in comparison to May 2012.



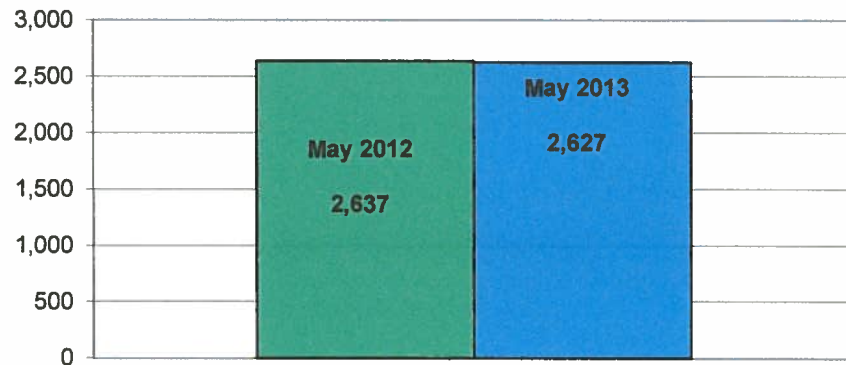
UNT Ridership

UNT ridership fell considerably, largely due to a reduction in hours compared with May of last year.



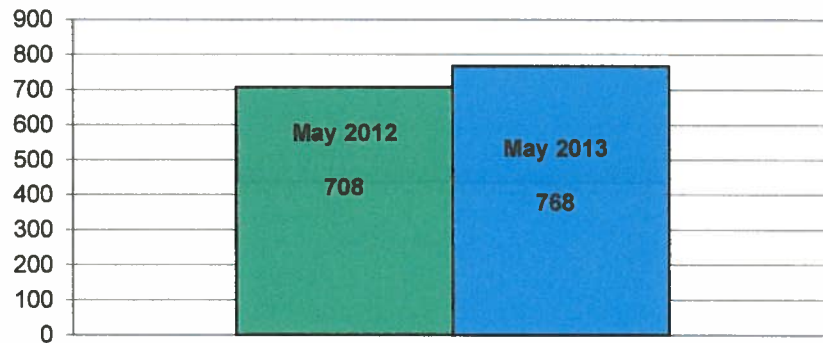
Access Ridership

Access ridership was practically unchanged.



NCTC Ridership

Ridership for NCTC continues to increase. Ridership for May 2013 showed an improvement of over 8% in comparison to May 2012.



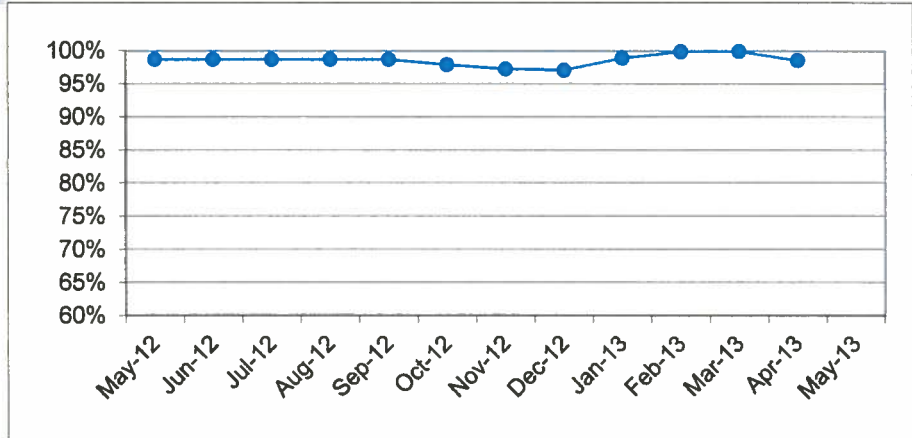
Customer Satisfaction

Systemwide Performance May 2012 & May 2013

Performance Measures

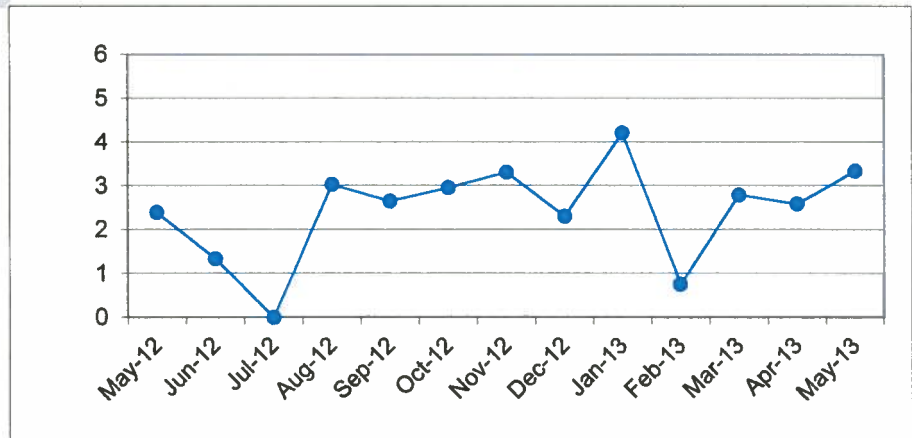
Systemwide On-Time Performance

Systemwide on-time performance continues to stay above the 95% metric.



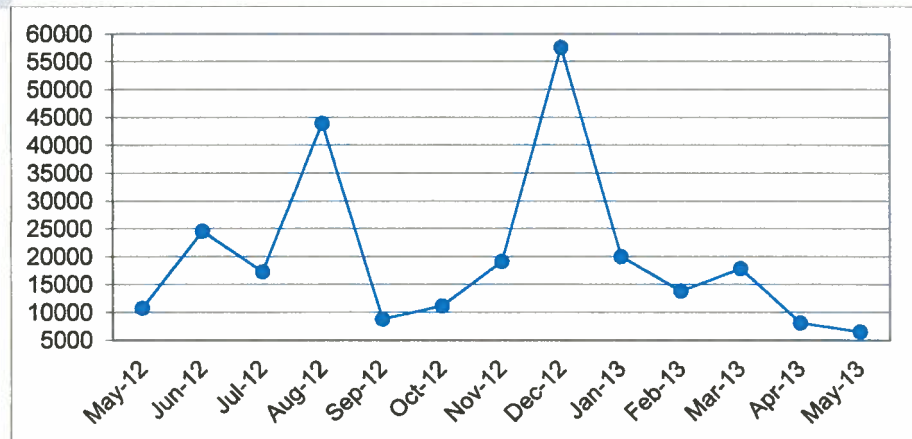
Systemwide Accidents per 100k Miles

Systemwide accidents per 100,000 miles increased marginally in May 2013.



Miles Between Road Calls

Miles between road calls decreased as the number of road calls increased to 23.

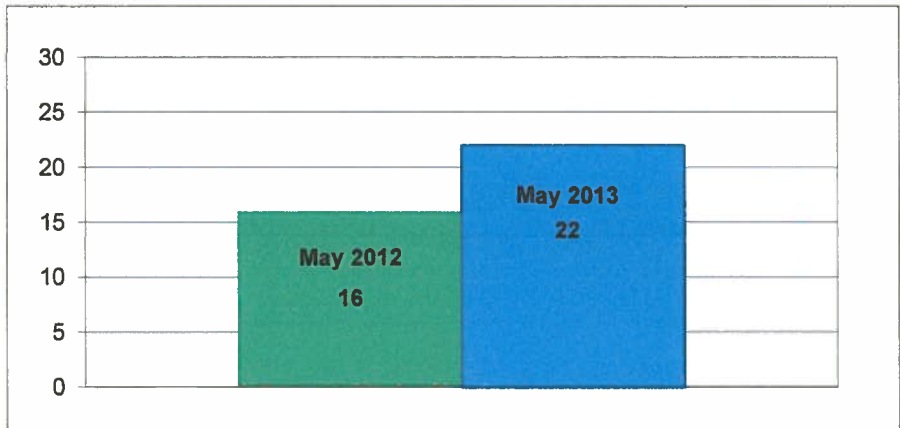


Access
May 2012 & May 2013

Performance Measures

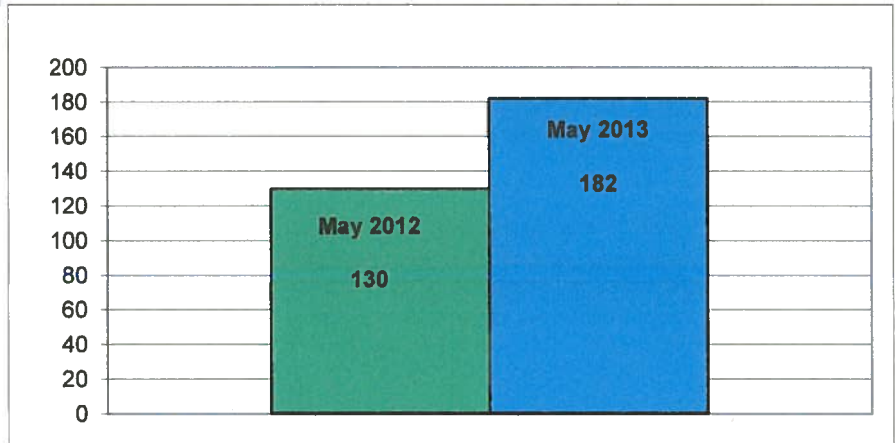
Trip Denials

There was an increase in trip denials.



No-Shows

No-shows increased by 40% as TMDC staff continue to work with Access customers in scheduling and cancelling appointments to avoid no-shows.





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 1:37 p.m. May 23, 2013 at 1660 S. Stemmons, Suite 250, Lewisville, TX 75067. A quorum was present.

Attendance

Small Cities

Bill Walker
Skip Kalb

Large Cities

Charles Emery, Lewisville, *Chairman*
Paul Pomeroy, Highland Village, *Vice-Chair*
Richard Huckaby, Denton, *Secretary*
Daniel Peugh, Corinth (2:27)
Carter Wilson, Frisco
Doug Peach, Little Elm

Denton County at Large

Dave Kovatch, *Treasurer*

Board Members Absent

George A. Campbell
Allen Harris, The Colony
Jim Robertson, Flower Mound
Don Hartman

DCTA Staff

James C. Cline, Jr., P.E.
Anna Mosqueda, CFO / VP Finance
Dee Leggett, VP Program Development
Jarod Varner VP Transit Operations

Legal Counsel

Pete Smith, General Counsel

Others in Attendance

Mark Nelson, City of Denton
Michael Chinn, TMDC
Jim Owen, ATU 1338

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

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

- b. Capital Projects Update - Dee Leggett and Jarod Varner presented information to the following topics
 - i. GTW Integration – Jarod Varner
 - ii. Where's My Ride – Jarod Varner
 - iii. Bus Radio System
 - iv. Bus Operations and Maintenance Facility (O&M)
 - v. Community Enhancements
 - vi. Lewisville Bike Trail
 - vii. Positive Train Control (PTC)
 - viii. Passenger Amenities
 - ix. Station Improvements

 - c. Communications and Planning – Dee Leggett reported on these items
 - i. Marketing and Communications Initiatives
 - ii. Media Coverage
 - iii. Customer Service
 - iv. Quarterly Social Media Results
 - v. Communication Architecture

 - d. Transit Operations – Jarod Varner provided an update
 - i. Rail Operations
 - ii. Bus Operations
2. Items for Discussion
- a. August 2013 Service Changes – Information provided by Jarod Varner
 - b. Title VI Policy – Dee Leggett provided information on items 2b and c
 - c. Public Involvement Policy
3. Committee Reports
- a. Program Services Committee – Paul Pomeroy reported information from the Program Services Committee
 - b. Finance Committee – Dave Kovatch reported information from the Finance Committee
 - c. Legislative Committee – no meeting, next meeting will be in June
4. Discussion of Regular Board Meeting Agenda Items (May 23, 2013)
5. 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.
 - b. As authorized by Texas Government Code section 551.071 consultation with General Counsel regarding pending litigation Cause No 2011-30066-211; URS Corporation v. Denton County Transportation Authority; 211th District Court, Denton County, Texas.
6. Reconvene Open Session n/a
- a. Reconvene and Take Necessary Action on Items Discussed during Executive Session.

7. Discussion of Future Agenda Items
a. Board Member Requests

<Break 2:53 p.m. – 3:04 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 3:04 p.m. May 23, 2013 at 1660 S. Stemmons, Suite 250, Lewisville, TX 75067. A quorum was present.

Attendance

Small Cities

Bill Walker
Skip Kalb

Large Cities

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

Denton County at Large

Dave Kovatch, *Treasurer*

Board Members Absent

George A. Campbell
Allen Harris, The Colony
Jim Robertson, Flower Mound
Don Hartman

DCTA Staff

James C. Cline, Jr., P.E.
Anna Mosqueda, CFO / VP Finance
Dee Leggett, VP Program Development
Jarod Varner VP Transit Operations

Legal Counsel

Pete Smith, General Counsel

Others in Attendance

Mark Nelson, City of Denton
Michael Leavitt, City of Highland Village
Michael Chinn, TMDC
Jim Owen, ATU 1338

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

PLEDGE OF ALLEGIANCE TO US AND TEXAS FLAGS – Carter Wilson

INVOCATION – Dave Kovatch

WELCOME AND INTRODUCTION OF VISITORS: Anna Mosqueda introduced new DCTA employee Whitney Trayler, Accounts Payable / Accounts Receivable

1. CONSENT AGENDA

- a. Approval of Minutes - Board Meeting April 25, 2013
- b. Acceptance of Financial Reports
- c. Approval of Mobile Ticketing Interlocal Agreement
- d. Approval of Fleet Maintenance Inventory Software
-Motion to approve Consent Agenda items 1a-d made by Richard Huckaby, 2nd by Skip Kalb. Motion carried unanimously.

2. REGULAR AGENDA

- a. Discussion / Approval of Texas A&M Transportation Institute Interlocal Agreement- Jim Cline presented information.
-Motion to approve Texas A&M Transportation Institute Interlocal Agreement made by Paul Pomeroy. 2nd by Daniel Peugh. Motion carried unanimously.
- b. Discussion / Approval of Annual Program of Projects – Dee Leggett made presentation
-Motion to approve Annual Program of Projects made by Dave Kovatch. 2nd by Daniel Peugh. Motion carried unanimously.
- c. Discussion / Approval of Highland Village / Lewisville Lake Recreational Parking Capital Project – Information provided by Jim Cline and Dee Leggett
-Motion to approve Highland Village / Lewisville Lake Recreational Parking Capital Project made by Paul Pomeroy. 2nd by Dave Kovatch. Motion carried unanimously.
- d. Approval of Resolution 13-01 Adopting Fiscal Year 2013 Revised Budget
 - i. Including Item 2c Highland Village / Lewisville Lake Recreational Parking Capital Project
-Motion to Approve Resolution 13-01 Adopting Fiscal Year 2013 Revised Budget, Including Item 2c Highland Village / Lewisville Lake Recreational Parking Capital Project made by Dave Kovatch. 2nd by Richard Huckaby. Motion carried unanimously.
- e. Discussion / Approval of Interlocal Agreement with City of Denton to Provide Maintenance of Hike and Bike Trail – Jim Cline and Jarod Varner provided information
-Motion to Approve of Interlocal Agreement with City of Denton to Provide Maintenance of Hike and Bike Trail made by Richard Huckaby. 2nd by Daniel Peugh. Motion carried unanimously.

3. CHAIR REPORT – Charles Emery gave an update on these issues

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

4. PRESIDENT'S REPORT – Jim Cline provided information
 - a. Report on Meetings with Area Communities
 - b. Fiscal Year 2013 Performance Reports (October 2012 - March 2013)

5. REPORT ON ITEMS OF COMMUNITY INTEREST – none
 - 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 – n/a
 - a. Reconvene and Take Necessary Action on Items Discussed during Executive Session.

8. ADJOURN REGULAR MEETING 3:41 p.m.

The minutes of the May 23, 2013 meeting of the Board of Directors were passed, and approved by a vote on this 27th day of June, 2013.

Charles Emery, Chairman

ATTEST

Richard Huckaby, Secretary



Board of Directors Memo

June 27, 2013

Item: 2(a) Approval of Change Order for Ratcliff Constructors Contract for Bus O&M Facility Construction

Background

The contract for the construction of the bus operations and maintenance facility was awarded to Ratcliff Constructors, LP in October 2012. Construction is currently progressing and the contractor has requested two additional change orders. Change order no. 1 was approved administratively in May for a deduct of \$177,834 for deletion of the bridge, site changes, and re-work channel at railroad bridge.

Change order no. 2, an increase of \$206,594, is work associated with the sewer line and steel casing under rail line for new gas lines. This additional work will impact the project timeline. The contract time will be increased by twenty-one days to 11/26/2013 for substantial completion.

Change order no. 3, an increase of \$138,978, is work associated with changes to the plans made by the City of Denton after award of the contract. These changes consist of modification to the water line, changes to the fire riser required by the fire marshal, and pilot channel.

Financial Impact

The total approved capital project budget is \$11,720,717 of which \$8,918,176 is allocated for construction. Approval of these changes orders does not require an increase to the project line item budgeted for construction. Staff is reviewing the FTA procurement guidelines as it relates to change order no. 2 to insure that it is not determined to be an add-on to the original scope as awarded. If the final determination is that change order no. 2 is an add-on to the original scope, this portion will not be eligible for 80 % reimbursement under the grant. However, because of the need to not cause any further delays to the project it was critical that this change order be negotiated with the vendor already on site doing the construction.

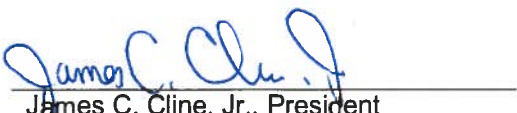
Original contract	\$8,506,700
Change order No 1	(\$ 177,834)
Change order No 2	\$ 206,594
Change order No 3	\$ 138,978
Total Contract	\$8,674,438

Recommendation

Staff requests the Board approve change orders two and three for an increase of \$345,572 to the contract with Ratcliff Constructors, LP, and authorize the President to execute the change orders.

Submitted by: 
Athena Forrester, Purchasing Manager

Final Review: 
Dee Leggett, VP of Program Development

Approval: 
James C. Cline, Jr., President

**Board of Directors Memo****June 27, 2013****Item: 2(b) Discussion/Guidance on Rail Operations Contract Intent****Background**

DCTA currently conducts joint operations with the Trinity Railway Express rail operator (Herzog Transit Services Inc.). This is implemented under an Interlocal Agreement with DART. The arrangement has been very favorable to both agencies, with significant cost savings on insurance, shared dispatch/administration, and other economies of scale. The agreement with HTSI must be reproced by the end of next fiscal year. DCTA staff has been actively involved in the preparation of the procurement documents over the last twelve months. This will likely also yield cost efficiencies in the operation of Positive Train Control, and is consistent with the intent of the North Central Texas Regional Passenger Rail Alliance.

Identified Need

DART has asked that DCTA give a formal notice of our intent to participate in this joint procurement. This will provide confidence to the proposers of our intent.

Financial Impact

The financial impact of not pursuing joint operations would be very significant for both agencies. We are recognizing no less than a 10-15% cost savings by being part of this agreement today.

Recommendation

DCTA staff recommends the Board of Directors authorize the President to actively pursue a joint rail operations contract and to state the Board's intent to proceed in this manner.

Approval:



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

**Board of Directors Memo****June 27, 2013****Subject: 2(c) Approval of Contract Agreement Amendment with Huitt Zollars for Design of Bus O&M Facility****Background**

Huitt-Zollars designed the facility and is responsible for overseeing the project including review of change orders, construction and contractor performance.

Identified Need

An amendment to the Huitt-Zollars contract to provide funds necessary to cover costs associated with the effort required for contract administration, technical support and additional changes required by the City of Denton.

Financial Impact

The fee for the additional services is \$143,500. The amendment will increase the overall contract value to \$1,147,690.

Recommendation

DCTA staff recommends the Board of Directors authorize the President to amend the Huitt-Zollars contract by an amount not to exceed \$143,500.

Submitted by:

A handwritten signature in blue ink, appearing to read "Dee Leggett", written over a horizontal line.

Final Review:

A handwritten signature in blue ink, appearing to read "Dee Leggett", written over a horizontal line.

Dee Leggett
Vice President of Program
Development

Approval:

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

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



Board of Directors Memo

June 27, 2013

Item: 3(a) Finance Committee Chair Report

The Finance Committee meeting and Special called Board of Directors meeting was held at 1:00 p.m., Monday, June 17, 2013 at 1660 S. Stemmons, Suite 250 Conference Room in Lewisville, TX

In attendance were:

Committee Chair: Dave Kovatch

Committee Members: Allan Harris, George Campbell

Board Members: Charles Emery, Paul Pomeroy, Carter Wilson

DCTA Staff: Jim Cline, Anna Mosqueda, Amanda Riddle, Jarod Varner, Donna Bowers, Doug Daly, Michael Chinn, Leslee Bachus

A complete copy of Budget Committee agenda packet and handouts is included as "Attachment A" to this report. The Bus and Rail operating, capital requests and projected ridership and related revenue for FY14 Budget were discussed at the June meeting rather than the July meetings as original anticipated. Jarod Varner V-P of Transit Operations has accepted a position with another transit agency and will not be available for budget discussion in July. His last day with DCTA is July 5. Since Transit Operations comprise the most significant portion of the DCTA budget it was in the best interest to move this discussion to an earlier date. There are still a number of issues to be vetted with the Finance Committee that will impact the final FY14 recommended budget, but this allowed the Finance Committee an opportunity to ask questions regarding Bus and Rail operations and capital requests. The following agenda items were discussed:

Discussion of Fiscal Year 2014 Budget

Operating & Capital Expenditures: Bus & Rail

- The committee reviewed and discussed the FY14 operating and capital budget for bus and rail in detail.
 - Discussion of operating and capital expenses required for bus services in FY14:
 - Salary & benefits include a 3% merit & 3% cost of living increase for non-union employees; bus operators are based on union contract with an average hourly rate of \$15.00 in FY14
 - Additional security services for the Bus Operations and Maintenance Facility will be required in FY14 and will result in \$45k increase to Services category
 - Fuel assumed at \$4.25/gallon
 - Large increase in tires in FY14 budget due to a large rebate received in FY13
 - Decrease in lease expense with completion of the Bus O&M Facility anticipated in FY14 with move in date by January 2014.

- Discussed a capital fleet replacement request for Connect & Access services to replace vehicles that have exceeded their useful life; both are grant funded and included in the 5 year plan
 - Discussed a capital request for scheduling software to allow for greater efficiency in route scheduling
 - Reviewed Expanded Level Projects that were submitted regarding anticipated bus service enhancements for FY14. These impact the Connect routes in Denton and Lewisville and would improve frequency on certain routes. These were included in the 5 year plan.
- Discussion of operating and capital expenses required for rail services in FY14:
 - Increase in Insurance for rail in FY14 since vehicle insurance includes a full-year of coverage for the Stadler vehicles
 - Purchased Transportation increased due to the standard 3% contract increase applied, additional expense for rail scrubbing included in FY14, and contingency for MOE and MOW
 - Decrease in leases with the return of all the RDCs in FY13
 - Reviewed and discussed multiple capital requests related to the Maintenance of Way for rail operations: Rail Grinding, Rail Scrubber Vehicle, Hi-Block Removal and Signal Reinforcement
 - Reviewed and discussed in detail the capital item requests related to Maintenance of Equipment, all of which were included in the 5 year plan
 - Discussed additional capital expense needed for Stadler Mobilization that will continue in FY14
 - Reviewed the Expanded Level Project for rail that would improve mid-day service. This was included in the 5 year plan discussed at the February 2013 Board Retreat.

Discussion of FY14 Revenue Projections

- Review and discussion of projected FY14 revenue projections for bus and rail operations. These include passenger revenues as well as contract revenue. FY14 reflects an overall increase in revenues.

Review Fund Balance Reserves

- Reviewed the current fund balance reserve levels that were adopted with the original FY13 budget and reflected on the cash flow model. These reserve amounts will be updated annually based on the adopted budget.

Overview of Fiscal Year 2014 Budget process

- Discussion of the annual decision cycle for DCTA
- Discussion regarding timing for distribution and release of cash flow model
- FY14 Budget Calendar and items for discussion planned for each meeting

Meetings adjourned at 2:35pm

Finance Committee

Chair – Dave Kovatch

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

Staff Liaison – Anna Mosqueda – CFO



Finance Committee
of the DCTA Board of Directors
1:00 p.m., June 17, 2013
1660 S. Stemmons, Suite 250 Conference Room
Lewisville, TX 75067

AGENDA

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

Welcome and Introductions

- 1) APPROVE MINUTES
 - a. May 21, 2013

- 2) ITEMS FOR DISCUSSION / FORWARD FOR BOARD CONSIDERATION
 - a. Discussion of Fiscal Year 2014 Budget
 - i. Operating & Capital Expenditures
 1. Bus
 2. Rail
 - ii. Revenue Projections
 - iii. Fund Balance Reserves
 1. Current
 2. Proposed FY14 and forward

- 3) ADJOURN

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

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

This notice was posted at 1660 S. Stemmons, Lewisville, Texas 75067 at a place convenient and readily accessible to the public at all times. Said notice was posted on 6/14/2013 at 6/14/2013.

Leslee Bachus, Executive Assistant



Denton County Transportation Authority
Finance Committee
Minutes

The Board Finance Committee of the Denton County Transportation Authority convened with Dave Kovatch presiding May 21, 2013 at 1660 S. Stemmons, Suite 250, Lewisville, TX 75067. A quorum was present.

MEMBERS PRESENT: Finance Committee Chairman Dave Kovatch, Jim Robertson, Allen Harris, Richard Huckaby, Paul Pomeroy

ALSO PRESENT: CFO Anna Mosqueda, President Jim Cline, Vice President Program Development Dee Leggett, Budget Analyst Amanda Riddle

Committee called to Order 1:06 p.m. - Committee Chair Dave Kovatch
Convene Board Meeting 1:06 p.m. - Vice-Chair Paul Pomeroy

Welcome and Introductions

1) ITEMS FOR DISCUSSION / FORWARD FOR BOARD CONSIDERATION

- a. Review Fiscal Year 2013 Revised Budget – Anna Mosqueda

2) ITEMS FOR DISCUSSION

- a. Discussion of Finance Committee Meeting Schedule – Amanda Riddle reviewed the proposed schedule and noted changes.
- b. Review Budget Contingency Plan – Anna Mosqueda reviewed triggers and precautionary actions.
- c. Overview of Fiscal Year 2014 Budget process – Anna Mosqueda and Jim Cline presented information
- d. Discuss Fiscal Year 2014 Budget
 - i. Review Goals and Objectives – Amanda Riddle and Jim Cline reviewed information

3) ADJOURN 2:30 pm

Leslee Bachus
Recording Secretary



Finance Committee Memo

June 17, 2013

Subject: 2 (a) Discussion of Fiscal Year 2014 Budget

Background

The discussion for the June meeting will focus on the base-line operating and capital projects for Bus and Rail Operations. As you know, Jarod Varner V-P of Transit Operations has accepted a job with Central Arkansas Transit Authority (CATA) and his last day with DCTA will be July 5.

This operating and capital review is being pulled up earlier than initially planned in order to allow for adequate discussion with the Finance Committee regarding the proposed base-line requirements for bus and rail transit operations for FY2014. Expanded level service requests will be presented for discussion as scheduled for July.

In addition, revenue projections for these two operations are included for discussion

Due to the timing of the discussion, any proposed increases for merit and benefits for DCTA rail operations are not yet included. Once the proposed staff recommendations for DCTA proposed merit and benefit changes have been vetted with the Finance Committee, these will be added to the proposed FY14 Rail budget.

Proposed salary adjustments are included in the bus operations as these are established by union contract for the bus operations and proposed by First Transit management who oversees the Transit Management of Denton County (TMDC) bus operations.

Identified Need

DCTA must adopt an annual budget.

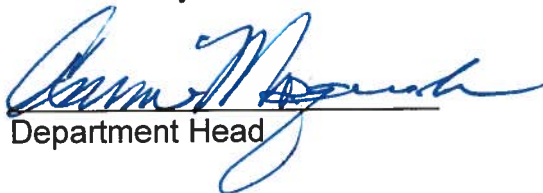
Financial Impact

None at this time..

Recommendation

Review and discussion only- no recommendation at this time.

Final Review:


 Department Head

**Denton County Transportation Authority
Proposed Fiscal Year 2014 Budget
Bus & Rail Operations**

Description	FY12 Actuals	FY13 Original Budget	FY13 Revised Budget	Actuals as of May 31, 2013	FY14 Proposed Budget	\$ Increase / (Decrease)	% Increase / (Decrease)	Notes
Comparison is between the FY13 Revised Budget and the FY14 Proposed Budget								
Revenue & Other Income								
Passenger Revenues (Bus Farebox)	451,186	421,157	421,157	346,039	417,736	(3,421)	-1%	
Passenger Revenues (Rail Farebox)	564,628	609,783	609,783	481,597	815,203	205,420	34%	Based on ridership trends
Contract Service Revenue	2,927,341	3,001,040	3,001,040	1,964,031	3,271,394	270,354	9%	UNT contract rate increased from \$44 to \$48/hour
Total Revenue & Other Income	3,943,154	4,031,980	4,031,980	2,791,667	4,504,333	472,353	12%	
Operating Expenses								
BUS SERVICES								
Salary, Wages and Benefits	4,535,797	5,292,312	5,292,312	3,333,020	5,541,516	249,204	5%	Includes a 3% merit & 3% cost of living increase for non-union employees; Operators salaries are based on Union contract - avg hourly rate at \$15.00/hour from \$14.85 in FY13
Services	321,194	310,820	332,160	237,613	408,125	75,965	23%	Bus O&M Facility will require security services (\$45k); slight increase in general services based on actuals
Materials and Supplies	1,703,703	1,819,380	2,019,380	1,038,842	2,163,511	144,131	7%	Fuel rate \$4.25/gallon for FY14 budget compared to \$4.00 in FY13; \$20k for replacement of RouteMatch computers; increase of \$72k for tires in FY14 due to large one time rebate received in FY13, and an increase in tire cost
Utilities	80,384	87,940	87,940	40,694	98,300	10,360	12%	Addition of the Bus O&M facility and fuel storage tanks
Insurance, Casualties and Losses	314,824	301,144	289,588	203,569	272,265	(17,324)	-6%	
Purchased Transportation Services	-	-	-	-	-	-	0%	
Miscellaneous	1,577	3,000	4,350	3,556	10,050	5,700	131%	
Leases and Rentals	120,880	119,101	119,101	69,931	29,590	(89,511)	-75%	Bus O&M Facility is scheduled to be complete in FY14 with relocation by Jan; 4 months leases for FY14
Subtotal - Bus Services	7,078,359	7,933,697	8,144,832	4,927,225	8,523,357	378,525	5%	
RAIL SERVICES								
Salary, Wages and Benefits	-	183,424	193,224	138,512	206,012	12,788	7%	Increase in State Unemployment Tax to 3.70 based on actuals; Merit and Benefits increase not included
Services	127,974	141,000	141,000	72,065	131,752	(9,248)	-7%	
Materials and Supplies	1,190,195	1,600,000	1,600,000	706,846	1,593,996	(6,004)	0%	
Utilities	300,596	270,400	308,058	206,299	324,315	16,257	5%	
Insurance, Casualties and Losses	41,429	234,000	327,167	157,558	514,477	187,310	57%	FY14 reflects the first full year of rail vehicle insurance
Purchased Transportation Services	7,605,437	8,430,186	8,430,186	5,583,042	9,178,365	748,179	9%	Includes a 3% standard contract increase; Additional expense for rail scrubbing; \$60k contingency for MOE; \$25k contingency in MOW
Miscellaneous	-	-	-	1,256	11,988	11,988	0%	
Leases and Rentals	653,815	150,000	266,100	92,880	100,000	(166,100)	-62%	Decrease due to the RDC lease ending in FY13
Subtotal - Rail Services	9,919,447	11,009,010	11,265,735	6,958,457	12,060,905	795,170	7%	
Total Operating Expenses	16,997,805	18,942,707	19,410,567	11,885,682	20,584,262	1,173,695	6%	

**FY14 Capital Budget Requests
Bus and Rail Operations**

BUS OPERATIONS

Item	Description	Estimated Cost	Included in 5 Year Plan
Fleet			
*Fleet Replacement - Minivans	5 accessible minivans have exceeded their useful life; Replacement of the vehicles will be grant funded (80/20)	\$ 283,250.00	√
*Fleet Replacement - Lewisville Cutaways	5 fixed-route cutaways have exceeded their useful life; will be replaced with low-floor cutaways with larger capacity & will be grant funded (80/20)	\$ 564,748.00	√
*TMDC Service Vehicle Acquisition (Supervisor Sedar	2 current sedans have outlived their useful life; Replacement of the vehicles will be grant funded (80/20)	\$ 50,000.00	√
Software			
*Fixed-Route Scheduling Software	Fixed route scheduling has increased in complexity and MS Excel is no longer adequate to efficiently schedule fixed route operations. A software capable of integrating bus and rail scheduling should be explored, but bus ops scheduling is the primary need.	\$ 200,000.00	√
Total Bus Capital		\$ 1,097,998.00	

**FY14 Capital Budget Requests
Bus and Rail Operations**

RAIL OPERATIONS

Item	Description	Estimated Cost	Included in 5 Year Plan
<i>Maintenance-of-Way</i>			
*Bi-Annual Rail Grinding	Bi-annual performance of rail grinding along the A-train corridor is necessary to restore the profile and eliminate mineral build up and/or irregularities from the track in order to extend the life of the rail and mitigate shunting issues.	\$ 192,000.00	√
*Rail Scrubber Equipped Hi-Rail Vehicle	One time R&D cost for Herzog to develop and build a Hi-Rail Vehicle Equipped with Rail Scrubbers for use on the DCTA line. While the vehicle would belong to HTSI, it would alleviate all maintenance costs related to the Swingmaster equipment (an estimated \$60,000 savings per year).	\$ 50,000.00	
*Hi-Block Removal	Six hi-block ramps were installed at DCTA stations and at Trinity Mills to accommodate ADA boarding on the RDC vehicles. Now that the Stadler fleet has been completely phased in, the ramps no longer provide any functionality to DCTA and pose a potential safety concern.	\$ 100,000.00	
*North Hebron Signal Reinforcement	Installation of additional rip-rap near the N. Hebron Signal to prevent soil erosion in the event of heavy rains.	\$ 100,000.00	√
		\$ 442,000.00	
<i>Maintenance-of-Equipment</i>			
*Wheel Turns (11 x 10k each)	Routine wheel maintenance to extend the life of the vehicles	\$ 110,000.00	√
*COT&S Equipment Exchange Core Kit	FRA mandated tri-annual maintenance to vehicle brake system	\$ 125,000.00	√
*COT&S Overhaul Valves (11 cars x 50K each)	FRA mandated tri-annual maintenance to vehicle brake system	\$ 350,000.00	√
		\$ 585,000.00	
<i>Stadler Mobilization</i>			
*Vehicle Testing	FY14	\$ 76,800.00	
*Special Tool Traction Motor Holder Cover	Tool that enables movement of traction motor to assist in wheel turning process	\$ 25,000.00	
		\$ 101,800.00	
	Total Rail Capital	\$ 1,128,800.00	
	TOTAL BUS & RAIL CAPITAL REQUESTS	\$ 2,226,798.00	

FY14 Revenue Projections

Bus Operations				
Revenue Source	Actual FY 2012 Oct 11 - Sept 12	Budget FY 2013 Oct 12 - Sept 13	Actuals as of May 31, 2013	Proposed FY14 Oct 13 - Sept 14
Passenger Revenues				
Connect	372,368	338,681	289,722	335,261
Access	81,497	82,475	56,307	82,475
Commuter Express	-	-	-	-
NCTC	21	-	10	-
Total Passenger Revenues	453,887	421,156	346,039	417,736
Contract Services				
Connect	19,167	49,000		52,420
UNT	2,801,769	2,809,085	1,902,756	3,087,024
Access	-	-	-	-
NCTC	106,426	142,956	61,275	131,950
Total Contract Services	2,927,362	3,001,041	1,964,031	3,271,394
Total	\$ 3,381,248	\$ 3,422,197	\$ 2,310,070	\$ 3,689,130
Rail Operations				
Revenue Source	Actual FY 2012 Oct 11 - Sept 12	Budget FY 2013 Oct 12 - Sept 13	Proposed FY14 Oct 13 - Sept 14	
Rail Farebox	\$ 564,628	\$ 609,783	\$ 481,597	\$ 815,203
Total	\$ 564,628	\$ 609,783	\$ 481,597	\$ 815,203
TOTAL REVENUES \$ 3,945,876 \$ 4,031,980 \$ 2,791,667 \$ 4,504,333				

Ridership				
Bus	2,564,852	2,292,665	1,928,762	2,633,123
Rail	387,478	398,550	342,529	586,477

Fund Balance Reserves

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	Revised FY13		FY14 CFM		FY15 CFM		FY16 CFM		FY17 CFM
<i>Three (3) Month Operating</i>	\$ 5,504,624	\$	5,696,561	\$	5,858,158	\$	6,057,426	\$	6,276,003
<i>Sales Tax Stabilization</i>	\$ 550,000	\$	585,792	\$	609,224	\$	633,593	\$	658,937
<i>Fuel Stabilization</i>	\$ 100,000	\$	100,000	\$	100,000	\$	100,000	\$	100,000
<i>Capital/Infrastructure</i>	\$ 1,296,000	\$	2,000,000	\$	2,000,000	\$	2,000,000	\$	2,000,000



**DENTON COUNTY TRANSPORTATION AUTHORITY
BOARD PLANNING RETREAT**

February 28, 2012, 9:00 a.m.
Hedrick House, Lewisville, TX

AGENDA

- Light Breakfast (8:30 a.m. - 9:00 a.m.)
- Formal Board Meeting as Posted
- Planning Retreat
 - Review Materials and Objectives
 - Board Chair Strategic Focus
 - Review Agency Performance
 - Review Five-Year Plan
 - ◆ Meeting Regulatory/Safety Requirements
 - ◆ Improving Customer Experience
 - Revenues
 - Contingency Planning
 - Long-Term Expansion
 - Legislative Goals
 - Cash Flow Model
- Lunch (fit into agenda as appropriate)
- Board Guidance
- Adjourn

REQUESTED FROM THE BOARD

- Confirmation of Progress to Meet Agency Goals
- Understanding of Regulatory and Safety Requirements to Include Long-Term Maintenance Requirements
- Concurrence on Plan to Improve Our Customer Experience Including Staffing
- Guidance for Contingency Planning
- Guidance for The Long-Term Growth and Service Expansion
- Understanding of Revenue Projections and Assumptions
- Initial Concurrence with a Cash Flow Model for Planning FY14 Budget

BOARD CHAIR STRATEGIC FOCUS

- Agency Integrity (Executive)
- Financial Stability (Finance)
- Agency Services / Operations (Program Services)
- NCTRPR Alliance (Executive)
- Legislative Activities (Executive)
- Board Succession (Executive)
- Transportation Funding Process

RETREAT OUTCOME

At the conclusion of the planning retreat, staff will have received clear guidance from the Board to begin preparation of the FY14 budget and specific policy guidance as required. Staff will present a comprehensive recommended path forward and next steps. The end result will be policy guidance for FY14 budget development and any updates to five-year plan.



FY13 AGENCY PERFORMANCE

First Quarter - October 2012 to December 2012

Topic	Metric	Goal	FY12 Base	Current	Trend	REF
Maximize Service Efficiency and Reliability						
Effective Bus Operation	On-Time %	95%	94%	97%	 	1
Efficient Bus Operating Cost	Cost per Passenger	3% Decrease (\$2.66)	\$2.74	\$2.21	 	2
Safe Bus Operations	Accidents/100,000 mile	2.0	1.3	2.92	 	3
Effective Rail Operations	On-Time %	99%	99%	99%	 	4
Efficient Rail Operating Cost	Cost per Passenger	3% Decrease (\$25.66)	\$26.45	\$19.42	 	5
Safe Rail Operations	FRA Reportable Incidents	25% Decrease (6)	8	0	 	6
Complete Rail Grinding	Completed by 11/15/12	100%	0%	100%	 	7
HV/LL Station Improvements	Completed by 3/1/13	100%	0%	10%	 	8
Signal System Testing/Follow-up	Initial Completed by 2/28/13; As needed	100%	0%	100%	 	9
On-Board Shunting Solution	Completed by 9/30/13	100%	0%	18%	 	10
Start Bus O&M Facility Construction	Award by 11/15/12	YES/NO	NO	YES	 	11
Maximize the Effectiveness of Service for DCTA's Ridership Markets						
Bus Ridership	Total Riders	10% Increase (2.85M)	2,588,793	812,097	 	12
Rail Ridership	Total Riders	10% Increase (426K)	387,478	129,565	 	13
Service Efficiency	Rail Passengers/Hr.	50	38.3	48	 	14
	Denton Connect Pass./Hr.	14	15	13	 	15
	Lewisville Connect Pass./Hr.	7	5	9	 	16
Implement "Where's My Ride" System	Completed by 9/30/13	100%	0%	5%	 	17
Provide Excellent Customer Service	Calls Answered	90%	86%	92%	 	18
	Complaints per 10K Boarding	5	3.3	0.9	 	19
Increase the Visibility and Elevate the Image of the Authority						
Optimize Media Coverage	Earned Media	3% Increase (\$409K)	\$397,016	\$49,275	 	20
APTA Participation	Sufficient Progress	YES/NO	YES	YES	 	21
RSAC Participation	Sufficient Progress	YES/NO	NO	YES	 	22
Expand DCTA's Services into Areas Where Transit has a Likelihood of Success						
LGC Authority	Sufficient Progress	YES/NO	NO	NO	 	23
Class I RR Liability	Sufficient Progress	YES/NO	NO	NO	 	24
Alternative Funding Options	Sufficient Progress	YES/NO	NO	NO	 	25
Engage Non-Member Cities	Sufficient Progress	YES/NO	YES	YES	 	26
Coordinate Regional Services with Other Regional Transit Providers						
PTC Funding	Percent Outside Funding (of current \$17M estimate)	60%	0%	74%	 	27
PTC Implementation	Sufficient Progress	YES/NO	YES	YES	 	28
Mobile Ticketing	Complete by 9/30/13	100%	0%	10%	 	29
Implement Transit Alliance	Sufficient Progress	YES/NO	NO	YES	 	30
Install TVM at Trinity Mills	Completed by 1/14/13	100%	0%	100%	 	31
Tie the Provision of Transit to Land-use and the Resulting Demand Levels						
Develop Effective Service Enhancements	Sufficient Progress	YES/NO	YES	YES	 	32
Advocate Sustainable Development Practices that Support Transit						
Develop Alternative Proposals for Development near Hebron Station	Sufficient Progress	YES/NO	NO	YES	 	33
Support Member City Efforts to develop near stations	Sufficient Progress	YES/NO	YES	YES	 	34
Community Enhancement Project	Completed by 9/30/13	100%	0%	35%	 	35
Hike/Bike Trail (Swisher to LL)	Schematic completed and funding committed by 9/30/13	100%	0%	5%	 	36
Lewisville Hike/Bike Trail	Schematic completed by 9/30/13	100%	0%	5%	 	37
Strive for Financial Excellence by Maintaining Fiscally Sound and Sustainable Financial Plans and Budgets that Reflect Community Priorities and Values						
Optimize Revenue	Total Operating Revenue	3% Increase (\$26.5M)	\$25,744,567	\$6,600,693	 	38
Farebox Recovery	Bus %/Rail %	50% / 15%	48% / 7.8%	54% / 7.1%	 	39
Progress toward S&P Top Ten	Sufficient Progress	10	6	6	 	40
Manage Capital Expend.	At/Under Budget	YES/NO	YES	YES	 	41
Manage Operating Expend.	At/Under Budget	YES/NO	YES	YES	 	42
Achieve Gold Transparency Award	Completed by 9/30/13	GOLD	SILVER	SILVER	 	43
Manage Debt Service	Internal Coverage for 5 year CFM	≥ 1.25	1.25	1.25	 	44
Maintain Reserve Funds	Meet Financial Policy	YES/NO	YES	YES	 	45

Note: Increase/Decrease relative to prior Fiscal Year

REF	FY13 FIRST QUARTER AGENCY PERFORMANCE DATA DETAIL
2	Dramatic drop in Bus Cost per Passenger: Driven by high level of efficiencies normally experienced in the fall semester. Cost per passenger will likely increase over the summer months due to fewer students, which reduces service efficiency.
3	Increase in Bus Accidents: Trend in higher number of minor accidents. No discernible pattern. TMDC aggressively pursuing solutions.
5	Dramatic Decrease in Rail Cost per Rider: Driven by high increase in ridership (42%) and holding costs stable.
8	HV/LL Station Improvements: Awaiting USACE approval and Lewisville ILA.
9	Signal System Testing: Single car testing to begin in February.
10	Onboard Signal Solution: Additional wheel scrubbers installed on 2 of 11 cars. The remaining equipment is due from Bussnang in mid-March.
15	Denton Connect Passengers per Hour: Impacted by fewer university days in first quarter. Improvements in second quarter will likely have positive impact.
17	Where's My Ride: Plan to award at the February board meeting. Staff currently reviewing seven proposals.
20	Earned Media is Trending Below Annual Goal: Staff updated media values which resulted in a market decrease in print values. Researching valuation of alternative media and additional opportunities for earned media.
21	APTA Participation: Staff has attended appropriate conferences and participated in committee meetings.
22	RSAC Participation: No meeting scheduled in first quarter.
23	LGC Authority: Included in State Legislative Action Plan. Partnering with Chapter 451 entities on joint bill and in DCTA omnibus bill.
24	Class I Rail Liability: Partnering with North Texas Regional Rail Alliance to develop regional legislation.
25	Alternative Funding Options: Opportunities being pursued; key linkage to system expansion.
29	Mobile Ticketing: Review of ILA draft underway. March 2013 target for board approval.
31	TVM installation: Installed on time; Put in service on February 1 due to testing issues.
33	Hebron Station Development Proposals: Hosted meeting with City of Lewisville and Huffines Communities.
34	Support Member Cities in TOD: Participated in Denton's Comprehensive Plan development.
35	Community Enhancement Project: 90% design submitted; environmental approval received from TxDOT.
36	Hike/Bike Trail (LL to Swisher): Grant request submitted; coordination with TxDOT and Lake Cities.
37	Lewisville Hike/Bike Trail: Discovery phase underway, initial kick-off meeting with City held.
38	Optimize Revenue: Revenue excluding capital grants.
39	Rail Farebox Recovery: Dropped slightly due to increased costs associated with rail scrubbing, vandalism and increased HTSI contract rates. Farebox revenue has also increased.
40	Progress toward S&P Top Ten: Will continue to review options.
41	Capital Expenditures: First quarter 2013 - \$1.8 million.
42	Operating Expenditures: First quarter 2013 Budget: \$8.1 million Actual: \$6.7 million Favorable: \$1.4 million
43	Gold Transparency Award: Will continue to review options for achieving gold award.

RECOMMENDED ADDITIONS TO THE FIVE-YEAR PLAN

MEETING SAFETY AND REGULATORY REQUIREMENTS						
	FY14	FY15	FY16	FY17	FY18	Five-Year Total
Positive Train Control (PTC)	✓	✓				\$21,000,000
Rail Grinding	✓		✓		✓	\$626,300
Rail Capital Maintenance						
Wheel Turns	✓		✓	✓		\$330,000
Wheel Replacement		✓				\$2,640,000
COT&S Equipment Exchange Core Kit	✓					\$125,000
COT&S Overhaul Valves	✓	✓	✓	✓	✓	\$1,100,000
Engine Overhauls					✓	\$880,000
Generator Overhauls					✓	\$220,000
Coupler Overhauls					✓	\$550,000
Traction Motor/ Gearbox Overhauls					✓	\$1,100,000
Suspension Elastomers					✓	\$660,000
Electronics					✓	\$110,000
Recover Seats					✓	\$550,000
Fleet Replacement	✓	✓	✓	✓		\$2,570,550
Facility Capital Repairs						
Fuel System				✓		\$10,000
Train Wash				✓		\$25,000
North Hebron Retaining Wall		✓				\$103,000

RECOMMENDED ADDITIONS TO THE FIVE-YEAR PLAN (Continued)

MEETING SAFETY AND REGULATORY REQUIREMENTS

PTC

- Increased PTC estimate to \$21M in cash flow model
 - Will get more fidelity on the estimate as the procurement progresses
 - Increase is shown to reflect conservative development of FY14 and future budgets
- Reduced to \$4M debt issuance in FY14 to cover funding gap between \$17M and \$21M
 - May be better ways to finance this gap if it develops
 - Options include pursuing additional funding requests from outside DCTA
 - Debt issuance is shown only to reflect conservative development of FY14 and future budgets
- Timing of funding from NCTCOG is not yet clear
 - Currently shown in cash flow model to mirror expenditures
 - Possible need to bridge a gap in time between expenditure and reimbursement
 - An additional reason to include the \$4M debt issuance in FY14 planning

Rail Grinding

- Success in improving shunting operations since grinding in October 2012
- Assumed to be performed every other year

Rail Capital Maintenance

- Included as recommended by Stadler/HTSI
- FY18 is the peak year in the 5 year planning horizon
- This is significant driver in the cash flow model

Bus Fleet Replacement

- Programmed replacement in accordance with FTA requirements
- Replacements programmed to utilize formula funds for these capital purchases

Facility Capital Repairs

- Fuel system and train wash
- North Hebron retaining wall (near Rail Operations and Maintenance Facility)
 - Concerns with improper drainage near a signal at the North Hebron Control Point
 - Retaining wall is necessary to ensure the signal and track in this area are not washed out by a major rain event

RECOMMENDED ADDITIONS TO THE FIVE-YEAR PLAN (Continued)

IMPROVING THE CUSTOMER EXPERIENCE						
<i>Included in the Cash Flow Model</i>						
	FY14	FY15	FY16	FY17	FY18	Five-Year Total
Information Technology						
Mobile Ticketing Maintenance	✓	✓	✓	✓	✓	\$7,500
Where's My Ride Maintenance	✓	✓	✓	✓	✓	\$50,000
Call Center Phone Upgrade		✓	✓	✓	✓	\$84,000
Scheduling Software	✓					\$240,000
Program Development						
Website Upgrade	✓					\$18,000
I-35E Marketing Campaign	✓	✓				\$80,000
Strategic Marketing Plan			✓			\$45,000
Service Plan Update			✓			\$250,000
Staffing						
Street Supervisor	✓	✓	✓	✓	✓	\$214,064
Customer Service Representative (CSR)	✓	✓	✓	✓	✓	\$200,685
Facility Attendant	✓	✓	✓	✓	✓	\$167,238
Service Enhancements						
Bus improvements to Lewisville routes	✓	✓	✓	✓	✓	\$1,090,117
Additional bus in Denton	✓	✓	✓	✓	✓	\$1,341,682
Two additional weekday rail trips	✓	✓	✓	✓	✓	\$879,063

RECOMMENDED ADDITIONS TO THE FIVE-YEAR PLAN (Continued)

IMPROVING THE CUSTOMER EXPERIENCE

Included in the Cash Flow Model

Information Technology

- Mobile Ticketing Maintenance
- Where's My Ride Maintenance
 - Ongoing maintenance, hosting and support by the selected vendor
- Design Software upgrade
- Call Center Phone Upgrade
- Scheduling Software
 - Off-the-shelf fixed-route scheduling software
 - Will provide more efficient scheduling, blocking, and runcutting
 - Manual creation no longer adequate due to the increased complexity of the system

Program Development

- Website Upgrade
 - Create design responsive site for use by multiple formats and multiple screen sizes
 - Important as agency implements more mobile tools
- I-35E Marketing campaign
 - 18 month campaign utilizing outdoor, direct mail, targeted online ads and social media
- Strategic Marketing Plan
 - Comprehensive look at agency's marketing and communications strategy
- Service Plan Update
 - Five-year review of short term priorities and long term goals

Staffing

- Street Supervisor
 - Transit Management of Denton County (TMDC) employee to assist with fare enforcement
 - Increase oversight of DCTA's expanding operations
- Customer Service Representative (CSR)
 - TMDC employee to allow for extended call center hours
 - Provide proper staffing necessary to cover employee vacations and other absences
- Facility Attendant
 - TMDC employee to assist with facility maintenance including the Downtown Denton Transit Center (DDTC), bus maintenance facility, and bus operations facility as well as the 20+ bus shelters being installed in the city of Denton

Service Enhancements

- Frequency improvements to Lewisville Connect starting in January 2014
 - Establish consistent 30 minute frequencies on Lewisville routes
- Frequency improvements to Denton Connect starting in January 2014
 - Improve frequencies in Denton getting routes closer to the 30 minute goal
- Frequency improvements on A-train starting in August 2013
 - Two additional weekday trips to extend peak period

RECOMMENDED ADDITIONS TO THE FIVE-YEAR PLAN (Continued)

ADDITIONAL NEEDS						
<i>Not Included in the Cash Flow Model</i>						
	FY14	FY15	FY16	FY17	FY18	Five-Year Total
Staffing						
Communications Specialist		✓	✓	✓	✓	\$263,568
Data/Revenue Analyst		✓	✓	✓	✓	\$289,925
IT Manager		✓	✓	✓	✓	\$500,780
Transportation Manager			✓	✓	✓	\$350,508
Safety/Risk Manager				✓	✓	\$217,413
Service Enhancements						
Lewisville Business Park Route		✓	✓	✓	✓	\$1,712,042
Denton Airport Route			✓	✓	✓	\$1,127,926
Two Additional Buses in Denton				✓		\$451,714
Additional Weekday Trips - improve midday		✓	✓	✓	✓	\$1,194,687
Additional Weekday Trips - later weekday service		✓	✓	✓	✓	\$705,014
Additional Saturday Service				✓	✓	\$193,052
Bus Expansion Fleet						
		✓	✓	✓		\$2,035,400
Information Technology						
Design Software Upgrade	✓					\$5,000
Windows Upgrade		✓				\$10,000

Note

- Addition of these items to the recommended budget will be considered in the budget development process

RECOMMENDED ADDITIONS TO THE FIVE-YEAR PLAN (Continued)

ADDITIONAL NEEDS

Not Included in the Cash Flow Model

Staffing

- Communications Specialist
 - DCTA employee to support the planning, development, coordination and implementation of communication strategies, community outreach and media relations
 - Focus on alternative media, online content and passenger information
- Data/Revenue Analyst
 - DCTA employee to produce reports and statistical analysis
 - Submit the annual FTA National Transit Database report
 - Analyze revenue data and compile survey data
 - Manage the large amounts of data generated by the Where's My Ride product
- IT Manager
 - DCTA employee to manage information technology needs of the agency, its ITS applications and the organization's multiple facilities
- Transportation Manager
 - DCTA employee to provide management level oversight of bus and/or rail operations
 - Ensure excellent customer service, regulatory and contract compliance
 - As DCTA services expand in scope and complexity, additional oversight and management is warranted
- Safety/Risk Manager
 - DCTA employee to provide management level oversight of bus/rail operating safety
 - Coordinating insurance coverage and claims
 - Monitor proper coverage and subrogation of claims
 - Advise executive staff on safety and risk management initiatives and manage liability claims

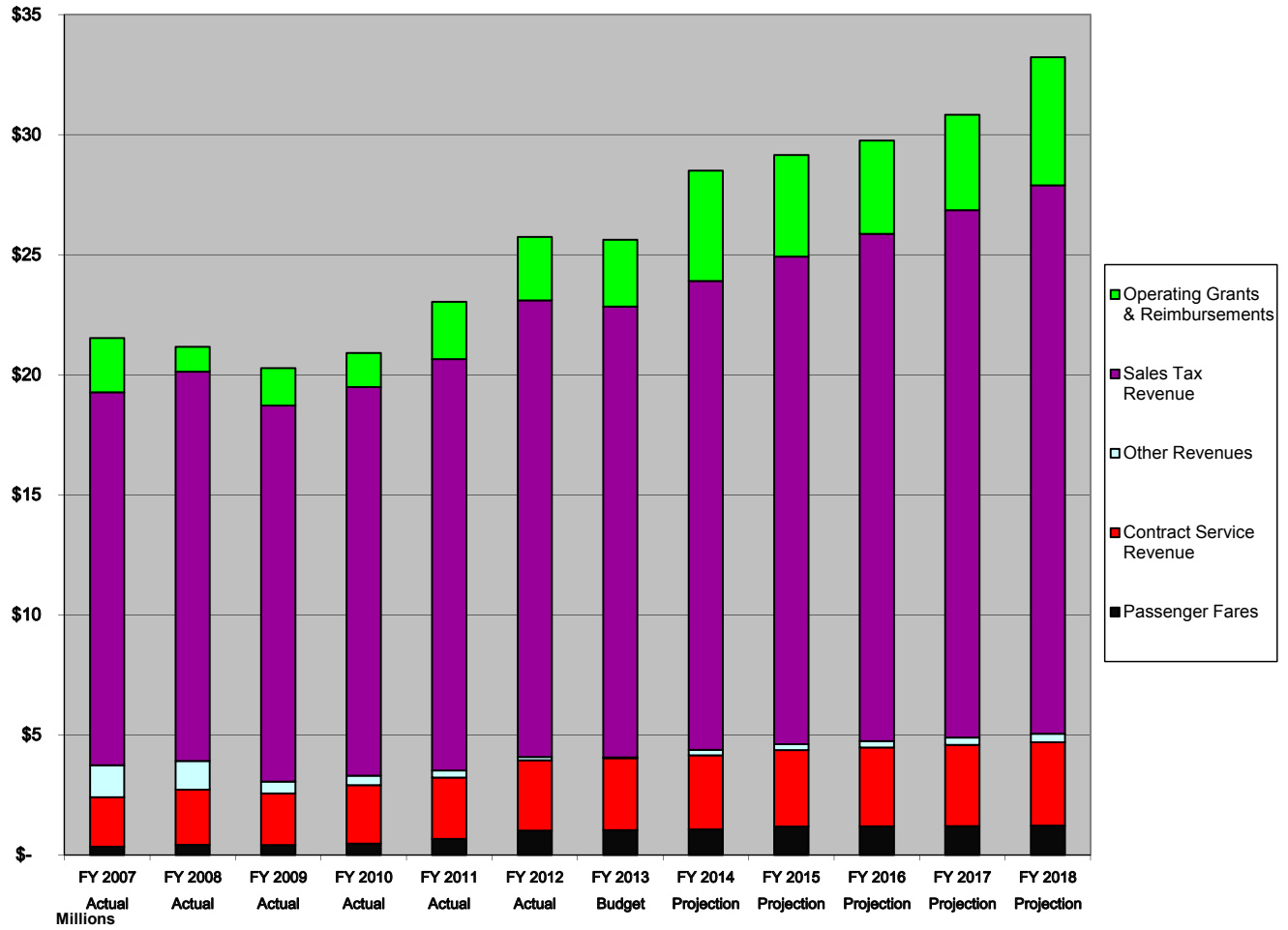
Service Enhancements

- Lewisville Business Park Route
 - Serve Chase and Convergence business employment centers
- Denton Airport Route
 - Serve the Denton Municipal Airport, Technical Schools and surrounding employment center
- Improved frequency on Denton Connect routes
 - Additional Bus on Route 2
 - Additional Bus on Route 8
- Improved A-train frequency
 - Additional A-train Weekday Trips - improve midday
 - Additional Weekday A-train Trips - later weekday service
 - Additional A-train Saturday Service
- Bus expansion fleet
 - Additional five buses to operate the aforementioned services

Information Technology

- Design Software Upgrade
 - Adobe Creative Suite
- Windows Upgrade
 - Operating system upgrade for 51 computers

REVENUE TRENDS/PROJECTION



Note

- Other revenues is principally interest
 - Drawdown of RTRFI balance and low interest rates have affected this item
- Contract service revenues are received from UNT and NCTC

CONTINGENCY PLANNING

- PTC Cost Increase
 - Review additional funding sources
 - Current planning for cost increase to \$21M covers likely contingency
- Sequestration
 - Primarily will affect New Starts funds (no DCTA applications now pending) and FTA staffing (may cause delay in reimbursements)
- Highland Village Parking Lot Expansion
 - No formal cost estimate available
 - Expected to be less than \$250,000
- Lawsuit Awards
 - Pending litigation is accounted for in planning
 - Additional issues will be resolved on case by case basis
- Single Car Operation
 - Could reduce operating costs if safety requirements can be achieved and FRA approval is granted
 - A capital solution might be required
 - More testing is needed
- Reserve Fund Policies (Adopted with Budget)
 - Operation and maintenance reserve
 - ◆ 90 days of operating expenditures
 - Sales tax stabilization
 - ◆ 3% of annual sales tax revenue
 - Fuel stabilization
 - ◆ \$0.25 / gallon increase over budget
 - Capital / Infrastructure
 - ◆ One 12-year bus, matching funds for bus replacements (20%), identified capital infrastructure needs
- Budget Contingency Plan (Adopted with Budget)

KEY LEGISLATIVE GOALS

- Federal
 - PTC Funding and Timing
 - Preservation of Formula Fund Programs
 - Commuter Rail Licensing
 - Credit for Local Funds Expended
- State
 - Local Government Corporation (LGC) (Including Bylaws Amendment)
 - Class I Liability
 - Chapter 460 Revisions

LONG RANGE SERVICE PLAN IMPLEMENTATION

Corridor	Project	Staff – Next Action	Board – Next Action	Future Actions
A-train	Lake Dallas/ Corinth Station	<ul style="list-style-type: none"> Review conditions Define link to Cotton Belt extension 	<ul style="list-style-type: none"> Opportunities for a new look at options Gauge support for funding request 	<ul style="list-style-type: none"> Execute ILA Capital improvements Implement Service
	Extension to Belt Line	<ul style="list-style-type: none"> Participate in Cotton Belt planning – define as critical link Link to maintenance facility utilization 	<ul style="list-style-type: none"> Work with governor's office RTC discussions Possible support to Cotton Belt project 	<ul style="list-style-type: none"> Execute ILA Capital Improvements
	Maintenance Facility Expansion	<ul style="list-style-type: none"> Key role in Cotton Belt, remain in discussion Key role in future manufacturing facility 	<ul style="list-style-type: none"> Work with governor's office RTC discussions Manufacturing/OEM potential assessment 	<ul style="list-style-type: none"> Execute ILA Capital Improvements
Frisco/ The Colony	Demand Responsive Service	<ul style="list-style-type: none"> Build Opportunities for interest Develop options and cost 	<ul style="list-style-type: none"> Identify Champion Gauge support for funding request 	<ul style="list-style-type: none"> Execute ILA Buy buses Implement service
	Fixed Route Service			
	BNSF Rail Service	<ul style="list-style-type: none"> Class I Liability Shunting Local Government Corporation 		<ul style="list-style-type: none"> Initiate alternatives assessment Hire project manager
Flower Mound	Demand Responsive Service	<ul style="list-style-type: none"> Build Opportunities for interest Develop options and cost 	<ul style="list-style-type: none"> Identify Champion Gauge support for funding request 	<ul style="list-style-type: none"> Execute ILA Buy buses Implement service
	Fixed Route Service			
I-35W	Fixed Route Service	<ul style="list-style-type: none"> Participate with I-35W Coalition Build Opportunities for interest Develop options, costs and funding 	<ul style="list-style-type: none"> Identify Champion Gauge support for funding request 	<ul style="list-style-type: none"> Execute ILA Buy buses Implement service
	Rail Service			

ADDITIONAL POLICY GUIDANCE

- Reserve Balances
 - Increase reserve amount for capital/infrastructure
 - Utilize funds to cushion impacts
- Hold fares for FY14 (coordination of fare schedules with regional partners)
- Board direction regarding election to provide DCTA ability to issue long-term debt for non-personal property financing needs

CASH FLOW MODEL


- Hold base assumptions for revenue and expenditure inflation measures
- Maintain reserve policy requirements
- Increase required funding level for PTC
- Size debt issuance requirements and service for PTC
- Add all safety/regulatory requirements with particular focus on capital maintenance of rail rolling stock and bus replacement
- Add first set of improvements to customer experience (IT, Program Development, staffing and service enhancements)
- Identify and evaluate additional needs as the FY14 budget is developed
 - Consider addition of unfunded items in budget development process

CASH FLOW MODEL ADOPTED FY13 BUDGET + MODIFIED 5 YEAR PLAN

OPERATING REVENUES	2012	2013	2014	2015	2016	2017	2018
Bus Operating Revenue	\$3,326,627	\$3,422,197	\$3,516,440	\$3,655,962	\$3,756,198	\$3,859,346	\$3,965,494
Rail Operating Revenue	574,015	609,783	640,272	710,702	717,809	724,987	732,237
Bus Expansion Operating Revenues			43,261	43,780	44,393	45,103	45,915
NON-OPERATING REVENUES							
Sales Tax Revenue	17,913,422	18,775,391	19,526,407	20,307,463	21,119,761	21,964,552	22,843,134
Formula Grants (Operating)	3,131,399	2,780,235	3,595,978	3,209,806	2,851,328	2,908,355	4,254,388
Interest Income-Non RTRFI Funds	48,000	36,000	67,661	88,155	116,023	153,494	201,896
Misc. Revenue	62,000	-	155,332	152,680	152,680	152,680	152,680
Restricted RTRFI Interest Income	678,182						
Additional Grant (Operating)			1,000,000	1,020,000	1,040,400	1,061,208	1,082,432
Total Revenues	25,733,645	25,623,606	28,545,350	29,188,549	29,798,593	30,869,726	33,278,176
OPERATING EXPENSES							
Bus Operating Expense	7,824,760	7,933,698	8,274,536	8,531,639	8,865,129	9,199,786	9,551,805
Bus Service Expansion			477,956	617,353	636,453	656,165	676,510
Rail Operating Expense	10,547,785	11,009,010	11,346,195	11,628,222	11,980,481	12,404,636	12,767,975
Rail Service Expansion			210,120	216,424	222,916	229,604	234,692
G&A Operating Expense	3,038,297	3,075,789	3,165,511	3,272,769	3,384,094	3,499,588	3,619,493
Marketing/Admin Programs			79,500	41,755	287,015	22,282	22,554
NON-OPERATING EXPENSES							
Non-Operating (Income) / Expense	-	-	-	-	-	-	-
Total Expenses	21,410,842	22,018,497	23,553,818	24,308,162	25,376,088	26,012,062	26,873,030
NET INCOME	4,322,802	3,605,109	4,991,532	4,880,387	4,422,505	4,857,664	6,405,146
CAPITAL OUTLAY							
Bus Capital Expenditure	309,228	9,104,464	1,378,177	-	-	-	-
Bus Fleet Replacement	549,861	-	483,250	1,051,500	258,300	457,500	-
CM/GC Construction Phase	2,088,339	-	-	-	-	-	-
Professional Services	1,024,110	967,985	-	-	-	-	-
Stadler Fleet	26,268,745	-	-	-	-	-	-
Real Estate	-	1,000,000	-	-	-	-	-
Right of Way	-	25,000	-	-	-	-	-
Rail Capital Expenditure (LV Hike & Bike)	-	86,250	741,520	2,600,941	-	-	-
Rail Capital Expenditure (Community Enhancements)	140,000	599,617	-	-	-	-	-
Rail Capital Expenditure (Rail Grinding)		204,000	204,000	-	205,000	-	217,300
Positive Train Control	3,002,070	9,508,758	8,250,000	-	-	-	-
Rail (Vehicle-OMF-ROW) Capital Maintenance		110,000	585,000	1,623,000	260,000	345,000	5,590,000
Scheduling Software/Call Center Upgrade			200,000	40,000	28,000	28,000	28,000
Bus Fleet Expansion			370,000	-	-	-	-
Total Capital Outlay	33,382,353	21,606,074	12,211,947	5,315,441	751,300	830,500	5,835,300
CAPITAL SOURCES							
New Money (Debt Issuance)	-	-	4,000,000				
RTRFI / RTC Funds	6,184,749	9,508,758	2,991,242				
Formula Grants (Capital)	3,281,104	7,467,865	2,511,738	3,756,071	96,300	96,300	96,300
Additional Grants (Capital)			500,000	510,000	520,200	530,604	541,216
Total Capital Sources	9,465,853	16,976,623	10,002,980	4,266,071	616,500	626,904	637,516
DEBT SERVICE							
2008 Issue (ST) Debt Service							
2009 Refunding (ST) Debt Service	833,511	1,718,511	1,718,200	1,716,492	1,718,387	1,713,687	1,717,590
2011 Contractual Obligations (Vehicles)	336,945	336,945	336,945	751,945	763,955	770,183	775,785
2011 Contractual Obligations (PTC)	113,463	113,463	113,463	253,463	254,081	259,542	264,691
2014 Contractual Obligations (PTC)		-	256,030	256,030	256,030	256,030	421,701
Total Debt Service	1,283,919	2,168,919	2,424,638	2,977,930	2,992,453	2,999,442	3,179,767
Gross Sales Tax Coverage:	13.95	8.66	8.05	6.82	7.06	7.32	7.18
Internal Debt Service Coverage:	3.37	1.66	2.06	1.64	1.48	1.62	2.01
Beginning Fund Balance:	\$32,528,473	\$11,650,856	\$8,457,596	\$8,815,523	\$9,463,610	\$10,757,402	\$12,191,838
Year End Audit Adjustment							
Ending Fund Balance:	11,650,856	8,457,596	8,815,523	9,463,610	10,757,402	12,191,838	10,225,906
<i>Less Restricted RTRFI Interest Income</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>
<i>Less Required Fund Balance (O&M Reserve Policy):</i>	<i>5,197,803</i>	<i>5,504,624</i>	<i>5,888,455</i>	<i>6,077,040</i>	<i>6,344,022</i>	<i>6,503,015</i>	<i>6,718,257</i>
<i>Less Sales Tax Stabilization Fund</i>		<i>550,000</i>	<i>585,792.20</i>	<i>609,223.89</i>	<i>633,592.84</i>	<i>658,936.56</i>	<i>685,294.02</i>
<i>Less Fuel Stabilization Fund</i>		<i>100,000</i>	<i>100,000</i>	<i>100,000</i>	<i>100,000</i>	<i>100,000</i>	<i>100,000</i>
<i>Less Capital/Infrastructure</i>		<i>1,796,000</i>	<i>2,000,000</i>	<i>2,500,000</i>	<i>3,000,000</i>	<i>3,500,000</i>	<i>2,000,000</i>
Net Available Cash	6,453,053	506,972	241,276	382,346	886,247	1,856,536	1,142,531

Legend

XXX - New/Significant Change

 - Reserve/Balance Calculations



Denton County Transportation Authority
1660 S. Stemmons Freeway, Suite 250 • Lewisville, Texas 75067
(940) 243-0077 • RideDCTA.net • info@dcta.net



DENTON COUNTY TRANSPORTATION AUTHORITY (DCTA)

FINANCE COMMITTEE
June 17, 2013

Chairman: Dave Kovatch
Members: George Campbell, Allan Harris,
Richard Huckaby, Jim Robertson

TODAY'S AGENDA

- **FY14 Bus / Rail**
 - Operating Budget
 - Capital Requests
 - Revenue

- **Reserves**
 - Current
 - FY14 and forward

[2]

FY14 STMT OF CHANGES IN NET ASSETS

BUS AND RAIL OPERATIONS

(3)

FY14 STMT OF CHANGES IN NET ASSETS Bus / Rail Services Operating Expenses

Description	FY12 Actuals	FY13 Original Budget	FY13 Revised Budget	Actuals as of May 31, 2013	FY14 Proposed Budget	\$ Increase / (Decrease)	% Increase / (Decrease)
Operating Expenses							
BUS SERVICES							
Salary, Wages and Benefits	4,535,797	5,292,312	5,292,312	3,333,020	5,541,516	249,204	5%
Services	321,194	310,820	332,160	237,613	408,125	75,965	23%
Materials and Supplies	1,703,703	1,819,380	2,019,380	1,038,842	2,163,511	144,131	7%
Utilities	80,384	87,940	87,940	40,694	98,300	10,360	12%
Insurance, Casualties and Losses	314,824	301,144	289,588	203,569	272,265	(17,324)	-6%
Purchased Transportation Services	-	-	-	-	-	-	0%
Miscellaneous	1,577	3,000	4,350	3,556	10,050	5,700	131%
Leases and Rentals	120,880	119,101	119,101	69,931	29,590	(89,511)	-75%
Subtotal - Bus Services	7,078,369	7,933,697	8,144,832	4,927,225	8,523,357	378,525	5%
RAIL SERVICES							
Salary, Wages and Benefits	-	183,424	193,224	138,512	206,012	12,788	7%
Services	127,974	141,000	141,000	72,065	131,752	(9,248)	-7%
Materials and Supplies	1,190,195	1,600,000	1,600,000	706,846	1,593,996	(6,004)	0%
Utilities	300,596	270,400	308,058	206,299	324,315	16,257	5%
Insurance, Casualties and Losses	41,429	234,000	327,167	157,558	514,477	187,310	57%
Purchased Transportation Services	7,605,437	8,430,186	8,430,186	5,583,042	9,178,365	748,179	9%
Miscellaneous	-	-	-	1,256	11,988	11,988	0%
Leases and Rentals	653,815	150,000	266,100	92,880	100,000	(166,100)	-62%
Subtotal - Rail Services	9,919,447	11,009,010	11,265,735	6,958,457	12,060,905	795,170	7%
Total Operating Expenses	16,997,805	18,942,707	19,410,567	11,885,682	20,584,262	1,173,695	6%

(4)

FY14 STMT OF CHANGES IN NET ASSETS Bus / Rail Services Revenues

Description	FY12 Actuals	FY13 Original Budget	FY13 Revised Budget	Actuals as of May 31, 2013	FY14 Proposed Budget	\$ Increase / (Decrease)	% Increase / (Decrease)
Revenue & Other Income							
Passenger Revenues (Bus Farebox)	451,186	421,157	421,157	346,039	560,461	139,304	33%
Passenger Revenues (Rail Farebox)	564,628	609,783	609,783	481,597	815,203	205,420	34%
Contract Service Revenue	2,927,341	3,001,040	3,001,040	1,964,031	3,271,394	270,354	9%
Total Revenue & Other Income	3,943,154	4,031,980	4,031,980	2,791,667	4,647,058	615,078	15%

(5)

FY14 Bus / Rail Services Revenues

<i>Bus Operations</i>				
Revenue Source	Actual FY 2012 Oct 11 - Sept 12	Budget FY 2013 Oct 12 - Sept 13	Actuals as of May 31, 2013	Proposed FY14 Oct 13 - Sept 14
Passenger Revenues				
Connect	372,368	338,681	289,722	477,986
Access	81,497	82,475	56,307	82,475
Commuter Express	-	-	-	-
NCTC	21	-	10	-
Total Passenger Revenues	453,887	421,156	346,039	560,461
Contract Services				
Connect	19,167	49,000	-	52,420
UNT	2,801,769	2,809,085	1,902,756	3,087,024
Access	-	-	-	-
NCTC	106,426	142,956	61,275	131,950
Total Contract Services	2,927,362	3,001,041	1,964,031	3,271,394
Total	\$ 3,381,248	\$ 3,422,197	\$ 2,310,070	\$ 3,831,855
<i>Rail Operations</i>				
Revenue Source	Actual FY 2012 Oct 11 - Sept 12	Budget FY 2013 Oct 12 - Sept 13	Actuals as of May 31, 2013	Proposed FY14 Oct 13 - Sept 14
Rail Farebox	\$ 564,628	\$ 609,783	\$ 481,597	\$ 815,203
Total	\$ 564,628	\$ 609,783	\$ 481,597	\$ 815,203
TOTAL REVENUES	\$ 3,945,876	\$ 4,031,980	\$ 2,791,667	\$ 4,647,058
Ridership				
Bus	2,564,852	2,292,665	1,928,762	2,633,123
Rail	387,478	398,550	342,529	586,477

(6)

FY14 CAPITAL PROJECTS

Bus/Rail

- Bus Capital Requests - \$1,097,998
- Rail Capital Requests - \$1,128,800
- TOTAL \$2,226,798

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CAPITAL PROJECTS

BUS OPERATIONS		
Item	Estimated Cost	Included in 5 Year Plan
<i>Fleet</i>		
*Fleet Replacement - Minivans	\$ 283,250.00	√
*Fleet Replacement - Lewisville Cutaways	\$ 564,748.00	√
*TMDC Service Vehicle Acquisition (Supervisor Sedans)	\$ 50,000.00	√
<i>Software</i>		
*Fixed-Route Scheduling Software	\$ 200,000.00	√
	\$ 1,097,998.00	

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CAPITAL PROJECTS

RAIL OPERATIONS		
Item	Estimated Cost	Included in 5 Year Plan
Maintenance-of-Way		
*Bi-Annual Rail Grinding	\$ 192,000.00	✓
*Rail Scrubber Equipped Hi-Rail Vehicle	\$ 50,000.00	
*Hi-Block Removal	\$ 100,000.00	
*North Hebron Signal Reinforcement	\$ 100,000.00	✓
	\$ 442,000.00	
Maintenance-of-Equipment		
*Wheel Tums (11 x 10k each)	\$ 110,000.00	✓
*COT&S Equipment Exchange Core Kit	\$ 125,000.00	✓
*COT&S Overhaul Valves (11 cars x 50K each)	\$ 350,000.00	✓
	\$ 585,000.00	
Stadler Mobilization		
*Vehicle Testing	\$ 76,800.00	
*Special Tool Traction Motor Holder Cover	\$ 25,000.00	
	\$ 101,800.00	
	\$ 1,128,800.00	

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FY14 EXPANDED SERVICE LEVEL REQUESTS: Bus/Rail

- Included in 5-year plan

- Bus Service Frequency (Lewisville) - \$161,606
- Bus Service Frequency (Denton) - \$198,900
- Rail Improved Mid-day - \$153,000
- TOTAL \$513,506

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FUND BALANCE RESERVES

	Revised	FY14	FY15	FY16	FY17
	FY13	CFM	CFM	CFM	CFM
<i>Three (3) Month Operating</i>	\$ 5,504,624	\$ 5,696,561	\$ 5,858,158	\$ 6,057,426	\$ 6,276,003
<i>Sales Tax Stabilization</i>	\$ 550,000	\$ 585,792	\$ 609,224	\$ 633,593	\$ 658,937
<i>Fuel Stabilization</i>	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000
<i>Capital/Infrastructure</i>	\$ 1,296,000	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000
TOTAL	\$ 7,450,624	\$ 8,382,353	\$ 8,567,381	\$ 8,791,019	\$ 9,034,939

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FY2014 BUDGET CALENDAR

- May 2013
 - FY13 Revised Budget
 - FY13 Accomplishments
 - FY14 Goal/Objectives
- June 2013 – Bus and Rail
 - Operating Expenditures
 - Revenue Assumptions and Projections
- July 2013
 - Operating Assumptions and Expenditures
 - Expanded Level Requests
 - 5 Year Capital Plan and Assumptions



{ 12 }

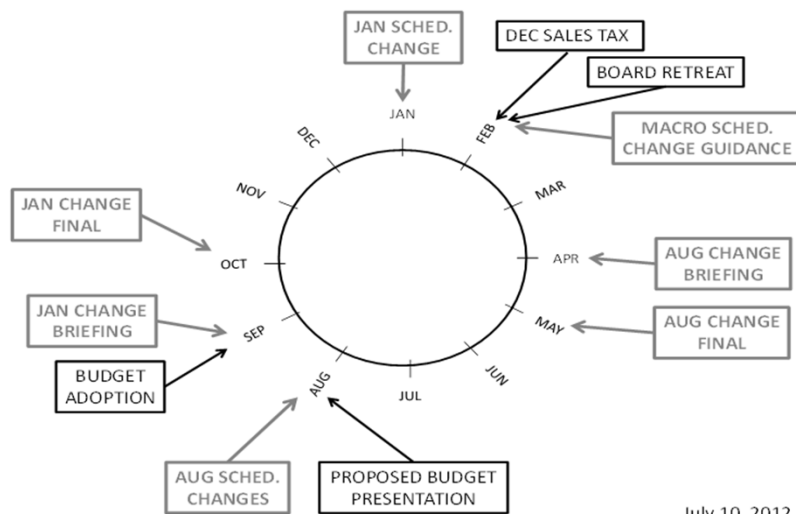
FY2014 BUDGET CALENDAR

- August
 - Proposed FY14 Operating and Capital Budget
 - Accompanying Cash Flow Model Impact
 - Public Hearing

- September
 - Final FY14 Operating and Capital Budget
 - Formal adoption of FY14 Operating and Capital Budget
 - Accompanying Cash Flow Model

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DCTA DECISION CYCLE



July 10, 2012

{ 14 }

QUESTIONS?

[15]



Special Called Meeting of the DCTA Board of Directors
and the Legislative Committee and Luncheon
of the DCTA Board of Directors
9:30 a.m., June 25, 2013
1660 S. Stemmons, Suite 250 Conference Room
Lewisville, Texas 75067

AGENDA

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

- 1) ITEMS FOR INFORMATION/DISCUSSION
 - a) State Legislative Overview
 - b) Federal Legislative Activities
 - c) Discussion of Anderson Tobin Agreement

- 2) ADJOURN

Legislative Committee
Chairman – Charles Emery
Members – Richard Huckaby, Daniel Peugh, Paul Pomeroy, Jim Robertson, Bill Walker
President – Jim Cline

The Denton County Transportation Authority's Board Room is 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

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 6/21/2013 at 2:59 PM

Leslee Bachus, Executive Assistant

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Washington Report

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HOUSE BILL WOULD SLASH CDBG FUNDING

CONGRESS

Rough seas are likely ahead for Congress on major issues. While the House and Senate continue to work diligently on high profile issues such as immigration reform, agriculture policy, and the FY 2014 budget, there are signs that gaining final approval on any of them in the near term will be extremely difficult.

The differences between the overall discretionary spending levels for FY 2014 being used by the House (\$967 billion) and Senate (\$1.058 trillion) have been outlined in this space over the last few weeks, but they really hit home this week. The approval of a particularly austere FY 2014 Transportation-HUD spending bill in subcommittee (see related stories below) confirmed the fact that House Republicans are intent on reducing spending with sometimes draconian cuts to non-defense related agencies.

This direction is not expected to be met with agreement in the Senate. In addition to using a higher overall spending limit for FY 2014 (the limit agreed to by Congress in the 2011 Budget Control Act), Senate leaders would like to prevent the steep cuts to domestic programs such as CDBG at HUD and Amtrak at DOT. In fact, when Senate Appropriations subcommittees were provided their allocations this week, panels with jurisdiction over non-defense agencies were provided much higher allocations that their House counterparts. They include Transportation-HUD (+23%), Labor-HHS-Education (+35%), and Interior-EPA (+24%).

The likely result of these disparate numbers between the House and Senate budgets is a stalemate that could delay approval of a FY 2014 budget well beyond the October 1 start of the new fiscal year.

On the immigration front, the Senate continues to work toward passage of its comprehensive reform package. Earlier in the week, Republican support for the effort appeared to be eroding, but seems to be back on track for passage after agreement was reached yesterday on a \$30 billion effort to strengthen border security. That staggering amount – particularly in light of the FY 2014 budget battles mentioned above – would be used to double the number of border agents, guarantee the completion of a 700-mile fence along the Southern border, and expand technologies such as drones and sensors.

While that agreement could result in over 70 votes for the immigration bill in the Senate, the bill may still stall in the House. There is much trepidation among House conservatives over provisions in the bill that would provide a “path to citizenship” (albeit a very long one) for the 11-12 million foreigners currently in the country illegally. That faction believes that they have secured a promise from House Speaker John Boehner (R-OH) that he will only bring an immigration bill to the floor that will be supported by a majority of the Republican caucus. Conservatives fear that the Senate bill would likely be approved in the House by a combination of Democrats and moderate Republicans and are using their considerable clout to prevent that scenario.

Finally, House leaders suffered an embarrassing defeat this week when their version of a Farm Bill was turned back 195-234. The measure was opposed by most Democrats because it would reduce funds for the food stamps program by over \$20 billion and allow states to impose work requirements on program recipients. It was also opposed by 62 Republicans who wanted deeper cuts to the program.

The Senate has approved a Farm Bill that cuts food stamps by \$4 billion and is considered a “non-starter” for Republicans in the House.

HOUSING AND CD

House FY14 spending bill would slash CDBG by 45%. The House Appropriations Committee subcommittee with jurisdiction over the Department of Housing and Urban Development (HUD) approved its FY 2014 spending measure this week and some core programs at the agency were targeted for huge reductions.

Formula grants through the Community Development Block Grant (CDBG) program would receive only \$1.637 billion in FY 2014, a cut of \$1.3 billion, or almost 45%. After reaching a level of just under \$4 billion in FY 2010, the popular program has been in the sights of House appropriators, and while the Senate has been able to fight off steep cuts to the program in recent years, tight discretionary spending limits and sequestration will make it difficult to hold off these efforts.

The HOME program did not fare much better in the House bill, suffering a \$300 million (30%) cut down to \$700 million from FY 2013 and over \$1 billion less than its FY 2010 level. Other proposed funding levels for HUD programs of interest include:

- \$2.088 billion for homeless assistance grants (+\$55m; +3%)
- \$4.262 billion for public housing operating assistance (same as FY13)
- \$1.5 billion for public housing capital assistance (-\$375m; -20%)
- \$375 million for Section 202 elderly housing (same as FY13)
- \$126 million for Section 811 disabled housing (-\$39m; -24%)
- \$300 million for Housing for Persons with AIDS (-\$32m; -10%)
- \$1.35 billion for Section 8 administrative expenses (-\$25m; -2%)

The subcommittee maintains that the measure includes sufficient funding to renew all Section 8 assisted housing vouchers in FY 2014. The House bill would also eliminate funding for the Choice Neighborhoods program, funded at \$120 million in FY 2013.

The Senate Appropriations Committee is expected to take up the FY 2014 HUD budget on the subcommittee level next week. This week, the Senate Transportation-HUD subcommittee was allocated almost \$10 billion more (nearly 23%) than its House counterpart, so supporters of HUD programs such as CDBG are hopeful that the recommendations will be higher than the House.

TRANSPORTATION

House DOT spending bill honors MAP-21 authorization levels. This week, House Appropriations subcommittee approved a FY 2014 spending plan for the Department of Transportation (DOT). The \$44.1 billion in discretionary funding recommended for DOT is \$7.7 billion (15%) below the FY 2013 level.

By honoring the funding levels from the 2012 MAP-21 law, Federal highway and transit programs largely avoided the draconian cuts that were suggested by the subcommittee for the Department of Housing and Urban Development, which is also under the jurisdiction of the panel. Federal-aid highway programs would be funded at \$40.256 billion in the bill, an increase of \$637 million (25%) from the FY 2013 level.

However, the subcommittee did recommend the elimination of the popular TIGER discretionary grant program, funded at \$500 million (\$475 million after the sequester) in FY 2013, but with general funds, as opposed to the Highway Trust Fund (HTF). The panel also targeted \$237 million in unobligated TIGER funding from previous years for rescission.

At the Federal Transit Administration, formula grants would be funded at \$8.595 billion, an increase of \$134 million, or 2%. However, New Starts rail projects would be funded at \$1.817 billion, a decrease of \$39 million (-2%) from the FY 2013 level and \$91 million (-5%) below the MAP-21 authorized level, again because New Starts is funded through the General fund rather than the HTF.

The subcommittee would impose severe cuts on Amtrak, reducing its capital grants by over \$300 million (-37%) to \$600 million, and its operating subsidy by \$92 million (-25%) to \$350 million. The bill also prohibits any spending from the bill on the California high-speed rail project, and prohibits FTA from entering into a Full Funding Grant Agreement on a New Starts project unless there is at least a 50 percent local match (law stipulates a 20% match, just like highway projects).

At the FAA, the Airport Improvement Program (AIP) would be funded at \$3.35 billion, a \$250 million (8%) increase over FY 2013.

The House Appropriations Committee will take up the bill next Thursday. In addition, the Senate Appropriations Committee will consider its version of the FY 2014 DOT budget at the subcommittee level next week. Since the Senate will be using a larger overall discretionary spending cap, the subcommittee will have approximately \$10 billion (23%) more than its House counterpart when considering DOT and HUD funding.

GRANTS & NOTICES

View grant application deadlines on our Grants Calendar [here](#). The password is *capitalede*.

Department of Housing & Urban Development

HUD announced the 334 recipients of \$40 million in housing counseling grants:

<http://1.usa.gov/191t3dr>

Department of Justice

DOJ released a guidance for law enforcement and local governments for planning and managing large-scale events, including best practices on security planning:

<http://1.usa.gov/11sitqM>

The National Institute of Justice released “A Review of Gun Safety Technologies” report:

<http://1.usa.gov/11SgLLU>

Environmental Protection Agency

EPA has issued notice of revisions to the Drinking Water State Revolving Fund (DWSRF) allotments included in the President's budget request for FY 2014, reflecting the results from EPA's most recent Drinking Water Infrastructure Needs Survey and Assessment:

<http://1.usa.gov/18RNZ6M>

EPA issued a report entitled "Our Built and Natural Environments: A Technical Review of the Interactions among Land Use, Transportation, and Environmental Quality." The report summarizes trends in land use, buildings, travel behavior, population growth, and the expansion of developed land. EPA is hosting a webinar on July 24 at 2:00pm (EST).

Report: <http://1.usa.gov/19nGvFo>

Webinar information:
<http://1.usa.gov/19nGrFI>

National Telecommunications and Information Administration

President Obama issued a Presidential Memorandum that is designed to enhance wireless spectrum efficiency:

<http://1.usa.gov/16m72B3>

Avon Foundation for Women

The Avon Foundation for Women solicits applications for the 2014 Avon Domestic Violence Survivor Empowerment Program. Funding will be awarded for the hiring of full-time Economic Empowerment Coordinators to teach domestic violence survivors the economic empowerment skills necessary to become self-sufficient. The foundation will make up to 20 awards of \$65,000 at maximum. Applications are due July 12:

<http://bit.ly/10ADlrX>

PetSmart Charities

PetSmart Charities is accepting applications for two grant programs promoting the spaying and neutering of animals: the Free-Roaming Cat Spay/Neuter Program and the Targeted Spay/Neuter Program. For both programs, PetSmart Charities will consider requests of up to \$100,000 per year with a maximum possible commitment of two years. Organizations may apply only to one grant program. Applications are due July 15:

<http://bit.ly/aqw5I2>