



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

**Board of Directors
Work Session
May 24, 2012
1:30 p.m.**

1. Routine Briefing Items
 - a. Financial Reports
 - i. Financial Statements
 - ii. Capital Projects Fund
 - iii. Sales Tax Report
 - b. Capital Projects Update
 - i. GTW Integration
 - ii. Bus Operations and Maintenance Facility (OMF)
 - iii. Community Enhancements
 - iv. Lewisville Bike Trail
 - v. Positive Train Control (PTC)
 - vi. A-train Close-out Status
 - c. Communications and Planning
 - i. Marketing and Communications Initiatives
 - ii. Media Coverage
 - iii. Safety Campaign
 - iv. Customer Service
 - v. Triennial Review
 - d. Transit Operations
 - i. Bus Operation
 - ii. Rail Operations
 - iii. April 30, 2012 Service Interruption
2. Discussion – Resolution 12-01 Adopting Fiscal Year 2012 Revised Budget / Cash Flow Model
3. Discussion – August Service Level Changes
4. Presentation / Discussion
 - a. United Way Presentation on Results of Community Needs Assessment

5. Committee Briefings
 - a. Budget Committee
6. Discussion of Regular Board Meeting Agenda Items (May 24, 2012)
7. Executive Session
 - a. As Authorized by Section 551.071(2) of the Texas Government Code, the 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.
8. Reconvene Open Session
 - a. Reconvene and Take Necessary Action on Items Discussed during Executive Session.
9. Discussion of Future Agenda Items
 - a. Disadvantaged Business Enterprise Goal Update
 - b. Board Member Requests
10. Adjourn Work Session

**Board of Directors
Regular Meeting**

May 24, 2012

3:00 p.m.*

**or immediately following Board Work Session*

CALL TO ORDER

PLEDGE OF ALLEGIANCE TO US AND TEXAS FLAGS

INVOCATION

WELCOME AND INTRODUCTION OF VISITORS

1. CONSENT AGENDA
 - a. Approval of Minutes – April 26, 2016
 - b. Acceptance of Financial Reports
2. REGULAR AGENDA
 - a. Approval of Resolution 12-01 Adopting Fiscal Year 2012 Revised Budget / Cash Flow Model
 - b. Discussion / Approval of August Service Level Changes
 - c. Approval of Rail Safety Awareness Month Proclamation
 - d. Discussion / Approval of Alternate Regional Transportation Council Representative

3. CHAIR REPORT
 - a. Committee Appointments
 - b. Discussion of Regional Transportation Issues
 - c. Discussion Legislative Issues: Local, Regional, Federal

4. PRESIDENT'S REPORT
 - a. Introduction of Ann Boulden, Project Manager Capital Projects
 - b. Ad Hoc Committee Agenda Format / Reports

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 Meeting may be Convened into Closed Executive Session for the Purpose of Seeking Confidential Legal Advice from the General Counsel on any Agenda Item Listed Herein.

7. RECONVENE OPEN SESSION
 - a. Reconvene and Take Necessary Action on Items Discussed during Executive Session.

8. ADJOURN REGULAR MEETING

Chair – Charles Emery
Vice Chair – Charles Correll

Secretary – Dave Kovatch
Treasurer – Paul Pomeroy

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

President – Jim Cline

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

This notice was posted at 1660 S. Stemmons, Lewisville, Texas 75067 at a place convenient and readily accessible to the public at all times. Said notice was posted on 5/18/2012 at 3:47 PM.

Leslee Bachus, Executive Assistant

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

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

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

Statement of Changes in Net Assets:

- **Note A:** Passenger Revenues Unfavorable by (\$47K) mainly due to Rail revenues not performing as anticipated in FY12 budget. March Rail Passenger revenues were budgeted at \$106k and actual revenues received were \$47k resulting in a net (\$59k) unfavorable variance. The unfavorable rail revenue variance was offset by Bus Passenger revenues favorable by \$12k. Rail revenue budget has been adjusted in revised FY12 budget. The adjustment will be reflected after approval of revised FY12 budget.
- **Note B:** Sales Tax Revenue Favorable by \$537K. YTD variance reflects 7 months budget (October – April) compared to actual receipts for 6 months (October – March) for the fiscal year due to the lag time of sales tax allocations. See the Sales Tax Report included in this agenda packet for a more detailed Budget to Actual comparison.
- **Note C:** Federal Grants and Reimbursements Revenue Favorable by 48K due to the RTRFI Interest drawdowns for PTC. FTA grant revenue is recognized as reimbursements for expenditures occur. Changes in project timelines from original anticipated budget results in a timing variance
- **Note D:** Salaries were Favorable by \$57k. DCTA was favorable by \$7k due to open position. TMDC was favorable by \$50k due to Health care benefits have not increased as anticipated in the budget.
- **Note E:** Materials & Supplies were Favorable by \$61k mainly due to Parts and Rail Fuel expenses. Fuel for rail operations is billed by DART with a two month lag. Parts expenditures for bus operations are lower than originally anticipated as result of new fleet additions. For Month of April diesel fuel for bus operations was \$4.02/gallon compared to \$3.75/gallon budget.
- **Note F:** Depreciation was Unfavorable by (\$71k) due to the Capitalization and amortization of Rail Project. As previously mentioned, this has been adjusted to reflect new rail assets in FY12 revised budget.

Statement of Net Assets

- **Note A:** Investments decreased \$4,865k. This decrease results from the net impact of:
 - Receipt of Sales Tax of \$ 1,380,412
 - Texstar pool interest earned \$1,058.67
 - Transferred \$6.2 million to cover operating and capital expenditures
- **Note B:** Accounts & Notes Receivable increased by \$875k due to the FTA Grant and UNT monthly invoices were in receivables as of month end.

- **Note C:** Prepaid Expenses Increased by \$74k primarily due to the TML Insurance 2012-2013 for additional Rail facilities/equipment was booked into prepaid for the amount of \$120k. This amount will be amortized on a monthly basis.
- **Note D:** Restricted Assets decreased by \$2,090k primarily due to the payment of Stadler rail vehicles from bond proceeds.
- **Note E:** Vehicles decreased by \$448k due to the auction of buses.
- **Note F:** Construction Work in Process increased by \$2,809k due to the Stadler invoices for \$ 2,780K, LTK invoices for \$41k, Ontrack \$138k.
- **Note G:** Accounts Payable decreased by \$4.4 million primarily due to the payment of Stadler invoices for \$4,003k.
- **Note H:** Retainage Payable decreased by \$1,163k due to booking of retainage invoices for Stadler \$218K and NTRG \$945K.
- **Note I:** Net Income for the month of April was \$350,080.

Capital Projects Fund

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

Need

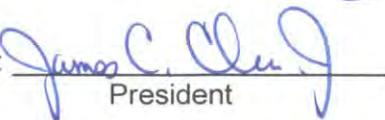
Provides the Board a monthly review of DCTA's financial position and performance to budget

Recommendation

Staff recommends acceptance.

Submitted by: Madhu Penmetsa
Senior Accountant

Final Review: 
V-P Finance /CFO

Approval: 
President

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

Description	Month Ended April 30, 2012			Year to Date April 30, 2012			Annual Budget	
	Actual	Budget	Variance	Actual	Budget	Variance		
Revenue and Other Income								
Passenger Revenues	85,342	132,841	(47,500)	582,302	828,952	(246,650)	1,566,317	Note A
Contract Service Revenue	338,599	344,201	(5,602)	2,012,393	2,061,876	(49,482)	3,013,356	
Sales Tax Revenue	1,866,060	1,328,641	537,419	9,417,169	9,989,591	(572,422)	16,909,740	Note B
Federal/State Grants and Reimbursements	405,464	357,297	48,167	8,670,907	7,961,445	709,463	10,011,818	Note C
Total Revenue and Other Income	2,695,465	2,162,980	532,484	20,682,772	20,841,864	(159,092)	31,501,231	
Operating Expenses								
Salary, Wages and Benefits	539,125	596,092	56,967	3,907,763	4,096,342	188,579	6,818,238	Note D
Services	89,286	95,535	6,249	680,093	846,387	166,294	1,395,574	
Materials and Supplies	237,088	298,254	61,166	1,635,747	2,095,017	459,270	3,436,999	Note E
Utilities	19,630	25,098	5,467	198,307	175,684	(22,623)	301,173	
Insurance, Casualties and Losses	43,819	35,463	(8,356)	193,129	273,433	80,304	471,740	
Purchased Transportation Services	655,442	684,586	29,144	3,923,878	4,246,389	322,511	7,544,845	
Miscellaneous	7,351	11,544	4,193	61,474	84,574	23,100	138,398	
Leases and Rentals	85,052	81,400	(3,652)	555,366	588,720	33,354	1,036,930	
Depreciation	533,245	604,213	70,968	3,536,325	1,613,680	(1,922,645)	4,632,371	Note F
Total Operating Expenses	2,210,038	2,432,184	222,146	14,692,082	14,020,225	(671,857)	25,776,268	
Income Before Non-operating Revenue and Expense	485,426	(269,204)	754,630	5,990,690	6,821,639	(830,948)	5,724,963	
Non-Operating Revenues / (Expense)								
Investment Income	3,422	4,000	(578)	37,498	28,000	9,498	48,000	
Gain (Loss) Disposal of Assets	(15,607)	-	(15,607)	(85,580)	-	(85,580)	-	
Other Income - Miscellaneous	1,525	5,167	(3,642)	24,315	36,167	(11,852)	62,000	
Long Term Debt Interest/Expense	(124,687)	(106,993)	(17,693)	(872,986)	(748,953)	(124,033)	(1,283,919)	
Total Non-Operating Revenue / (Expense)	(135,346)	(97,827)	(37,520)	(896,752)	(684,786)	(211,966)	(1,173,919)	
Change in Net Assets	350,080	(367,031)	717,111	5,093,938	6,136,853	(1,042,915)	4,551,044	

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

	<u>April 30, 2012</u>	<u>March 31, 2012</u>	<u>Change</u>	
Current Assets				
Cash & Cash Equivalents	5,331,976	6,464,999	(1,133,023)	
Investments	11,263,752	16,129,578	(4,865,827)	Note A
Accounts & Notes Receivable	4,075,021	3,199,523	875,498	Note B
Prepaid Expenses	359,424	284,902	74,522	Note C
Restricted asset-cash and equi	3,752,112	5,843,028	(2,090,916)	Note D
Total Current Assets	<u>24,782,285</u>	<u>31,922,031</u>	<u>(7,139,746)</u>	
Property, Plant and Equipment				
Land	11,200,341	11,200,341	-	
Land Improvements	5,386,734	5,386,734	-	
Machinery & Equipment	1,020,582	1,020,582	-	
Leasehold Improvements	55,506	55,506	-	
Vehicles	9,475,154	9,923,610	(448,456)	Note E
Computers & Software	58,808	58,808	-	
Accumulated depreciation	(10,260,249)	(10,145,147)	(115,101)	
Total Property, Plant and Equipment	<u>16,936,877</u>	<u>17,500,434</u>	<u>(563,557)</u>	
Other Non Current Assets				
Bond Fees	468,764	486,488	(17,723)	
Total Other Non Current Assets	<u>468,764</u>	<u>486,488</u>	<u>(17,723)</u>	
Capital assets				
Intangible Assets	16,997,155	16,997,155	-	
Other capital assets net	194,059,991	194,059,991	-	
Construction in Progress	111,155,227	108,345,861	2,809,366	Note F
Total Capital assets	<u>322,212,372</u>	<u>319,403,007</u>	<u>2,809,366</u>	
Total Assets	<u>364,400,298</u>	<u>369,311,959</u>	<u>(4,911,661)</u>	
Liabilities				
Current Liabilities				
Accounts Payable	1,347,582	5,743,389	(4,395,806)	Note G
Salary, Wages, and Benefits Payable	376,758	70,077	306,681	
Accrued Expenses Payable	1,925,368	1,925,368	0	
Deferred Revenues	403,193	518,820	(115,627)	
Interest payable	106,993	0	106,993	
Total Current Liabilities	<u>4,159,894</u>	<u>8,257,653</u>	<u>(4,097,759)</u>	
Non-Current Liabilities				
Rail Easement Payable	1,950,000	1,950,000	-	
Retainage payable	1,785,032	2,949,014	(1,163,982)	Note H
Bonds Payable	35,280,000	35,280,000	-	
Total Non-Current Liabilities	<u>39,015,032</u>	<u>40,179,014</u>	<u>(1,163,982)</u>	
Total Liabilities	<u>43,174,925</u>	<u>48,436,666</u>	<u>(5,261,741)</u>	
Net Assets				
Invested in capital asset	227,094,067	227,094,067	-	
Unrestricted Retained Earnings	89,037,368	89,037,368	-	
Change in Net Assets	5,093,937	4,743,858	350,080	Note I
Total Equity	<u>321,225,373</u>	<u>320,875,293</u>	<u>350,080</u>	
Total Liabilities and Equity	<u>364,400,298</u>	<u>369,311,959</u>	<u>(4,911,661)</u>	

* Retainage Payable: URS \$1,466,743, North Texas Rail Group \$55,000, Stadler \$250,425.19, LTK Eng. \$12,862

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

Work Session 1a ii

	Original Budget	Revised Budget	April 2012 Expenses Booked	LTD	\$ Under/(Over) Budget	% of Budget (As of April 2012 Close)	* Project % of Completion as of 4/30/12
ASSETS							
Fixed Assets							
1660 - Construction Work in Progress							
5 - Bus Capital Projects							
50202 - Passenger Amenities (Phase 2)							
5020214 - Acquisition	174,011	229,326		134,531	94,795	59%	
Total 50202 - Passenger Amenities (Phase 2)	174,011	229,326	-	134,531	94,795	59%	35%
50301 - Bus O&M Facility							
5030113 - Design	590,000	1,294,280		801,440	492,840	62%	75%
5030114 - Land Acquisition	1,164,310	1,164,310		1,165,810	(1,500)	100%	100%
5030116 - Building Construction	4,745,690	8,920,436	1,900	2,260	8,918,176	0%	0%
5030118 - Canopy Construction				-	-	0%	0%
5030126 - Furniture, Fixtures & Equipment	1,642,667	-	-	-	-	0%	0%
5030129 - Project Management	-	341,331	-		341,331	0%	0%
5030133 - Legal Fees		360			360	0%	0%
Total 50301 - Bus O&M Facility	8,142,667	11,720,717	1,900	1,969,510	9,751,207	28%	29%
50302 - Bus Maintenance Equipment							
5030214 - Acquisition	500,000	500,000		51,435	448,565	10%	
Total 50302 - Bus Maintenance Equipment	500,000	500,000	-	51,435	448,565	10%	10%
50303 - DDTC							
5030314 - Acquisition	373,282	373,282		-	373,282	0%	
Total 50303 - DDTC	373,282	373,282	-	-	373,282	0%	0%
50401 - Security System Video Units-CLOSED							
5040114 - Acquisition	-	-		10,560	(10,560)		
5040115 - Installation	10,200	18,397	-	42,779	(24,382)	233%	
5040121 - Systems	100,089	111,440		76,440	35,000	69%	
Total 50401 - Security System Video Units	129,837	129,837	-	129,779	58	100%	100%
50403 - Paratransit Scheduling Systems							
5040314 - Acquisition	180,000	180,000		166,342	13,658	92%	
Total 50403 - Paratransit Scheduling Systems	180,000	180,000	-	166,342	13,658	92%	90%
50405 - Electronic Fareboxes							
5040514 - Acquisition	445,000	445,000		-	445,000	0%	
Total 50405 - Electronic Fareboxes	445,000	445,000	-	-	445,000	0%	0%
50502 - Fleet Replacement 2010							
5050214 - Acquisition	1,968,500	3,136,993		2,587,132	549,861	82%	
Total 50502 - Fleet Replacement 2010	1,968,500	3,136,993	-	2,587,132	549,861	82%	82%
Total 5 - Bus Capital Projects	11,913,297	16,715,155	1,900	5,038,729	11,676,426	30%	

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

Work Session 1a11

	Original Budget	Revised Budget	April 2012 Expenses Booked	LTD	\$ Under/(Over) Budget	% of Budget (As of April 2012 Close)	* Project % of Completion as of 4/30/12
6 - Rail Construction (RTRFI Funded)							
61101 - Line Construction-CLOSED							
6110115 - Survey, Testing & Inspection	-	7,665,356	-	7,478,397	186,959	98%	100%
6110117 - Track & Civil Work-Construction	-	54,440,016	-	53,780,982	659,034	99%	100%
6110122 - Bridges	-	7,795,886	-	7,795,886	-	100%	100%
6110124 - Drainage	-	5,656,042	-	5,569,119	86,923	98%	100%
6110125 - Utilities	-	2,193,234	-	2,189,841	3,393	100%	100%
6110127 - Environmental Mitigation	-	1,399,278	-	1,399,278	(0)	100%	100%
6110128 - Contingency-Contractor/Owner	-	5,607,602	-	5,029,788	577,814	90%	100%
6110130 - Construction Management	-	3,192,106	-	3,192,105	1	100%	100%
6110131 - Insurance & Bonds	-	7,215,179	-	7,215,179	0	100%	100%
6110133 - Legal/Other Prof Fees/Permits	-	186,238	-	186,288	(50)	100%	100%
6110134 - Fixed Fee	-	19,997,175	-	19,997,175	(0)	100%	100%
6110135 - Indirects	-	21,634,678	-	21,220,634	414,044	98%	100%
Total 61101 - Line Construction	143,300,000	136,982,790	-	135,054,672	1,928,118	99%	100%
61201 - Medpark Station-CLOSED							
6120114 - Land Aquisition	3,750,000	3,251,900	-	3,251,900	-	100%	100%
6120117 - Track & Civil Construction	4,933,334	1,728,290	-	1,594,979	133,311	92%	100%
6120118 - Canopy Construction	-	579,544	-	566,336	13,208	0%	100%
6120119 - Platform Construction	-	505,581	-	562,519	(56,938)	0%	100%
6120120 - Landscaping	-	276,556	-	410,923	(134,367)	0%	100%
6120124 - Drainage	-	332,791	-	316,944	15,847	0%	100%
6120125 - Utilities	-	1,628,662	-	1,625,739	2,923	100%	100%
6120126 - FF&E	-	93,055	-	84,595	8,460	0%	100%
6120133 - Legal Fees	-	1,435	-	1,435	-	100%	100%
Total 61201 - Medpark Station	8,683,334	8,397,814	-	8,415,370	(17,556)	100%	100%
61202 - Downtown Denton Rail Station-CLOSED							
6120214 - Land Acquisition	-	740,378	-	740,378	-	100%	100%
6120217 - Track & Civil Construction	-	989	-	3,296	(2,307)	333%	100%
6120218 - Canopy-Construction	-	562,981	-	538,720	24,261	0%	100%
6120219 - Platform Construction	-	595,392	-	566,659	28,733	0%	100%
6120224 - Drainage	-	33,888	-	33,365	523	0%	100%
6120225 - Utilities	-	626,897	-	625,842	1,055	100%	100%
6120226 - FF&E	-	83,836	-	79,844	3,992	0%	100%
Total 61202 - Downtown Denton Station	-	2,644,361	-	2,588,104	56,257	98%	100%
61203 - HV/LV Lake Station-CLOSED							
6120314 - Land Aquisition	1,472,000	2,951,891	-	2,951,891	0	100%	100%
6120317 - Track & Civil Construction	4,933,333	970,019	-	924,635	45,384	95%	100%
6120318 - Canopy Construction	-	582,380	-	543,239	39,141	0%	100%
6120319 - Platform Construction	-	555,838	-	532,789	23,049	96%	100%
6120320 - Landscaping	-	138,614	-	146,257	(7,643)	0%	100%
6120324 - Drainage	-	280,889	-	267,514	13,375	0%	100%
6120325 - Utilities	-	1,036,148	-	1,011,319	24,829	98%	100%
6120326 - FF&E	-	94,490	-	89,990	4,500	0%	100%
6120333 - Legal Fees	-	10,812	-	10,812	-	100%	100%
Total 61203 - HV/LV Lake Station	6,405,333	6,621,081	-	6,478,446	142,635	98%	100%
61204 - Old Town Lewisville Station-CLOSED							
6120414 - Land Aquisition	2,850,000	3,012,751	-	3,012,751	-	100%	100%
6120433 - Legal Fees	-	3,557	-	3,557	-	0%	100%
6120419 - Platform Construction	-	418,173	-	397,366	20,807	0%	100%
6120418 - Canopy Construction	-	583,154	-	556,341	26,813	0%	100%
6120420 - Landscaping	-	433,386	-	447,405	(14,019)	0%	100%
6120424 - Drainage	-	189,761	-	180,725	9,036	0%	100%
6120425 - Utilities	-	1,276,419	-	1,243,298	33,121	0%	100%
6120426 - Furniture&Fixtures/Equipment	-	135,097	-	129,323	5,774	100%	100%
6120417 - Track & Civil Construction	4,933,333	1,298,753	-	1,237,932	60,821	95%	100%
Total 61204 - Old Town Lewisville Station	7,783,333	7,351,051	-	7,208,699	142,352	98%	100%
61205 - Hebron Station-CLOSED							
6120517 - Track & Civil Construction	-	16,840	-	50,624	(33,784)	301%	100%
6120518 - Canopy Construction	-	558,540	-	532,347	26,193	0%	100%
6120519 - Platform Construction	-	662,142	-	646,863	15,279	98%	100%
6120524 - Drainage	-	27,321	-	26,020	1,301	95%	100%
6120525 - Utilities	-	112,016	-	123,159	(11,143)	0%	100%
6120526 - Furniture, Fixtures & Equipment	-	816,900	-	789,376	27,524	97%	100%
6120533 - Legal Fees	-	2,200	-	2,200	-	0%	100%
Total 61205 - Hebron Station	-	2,195,959	-	2,170,589	25,370	99%	100%

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

Work Session 1a

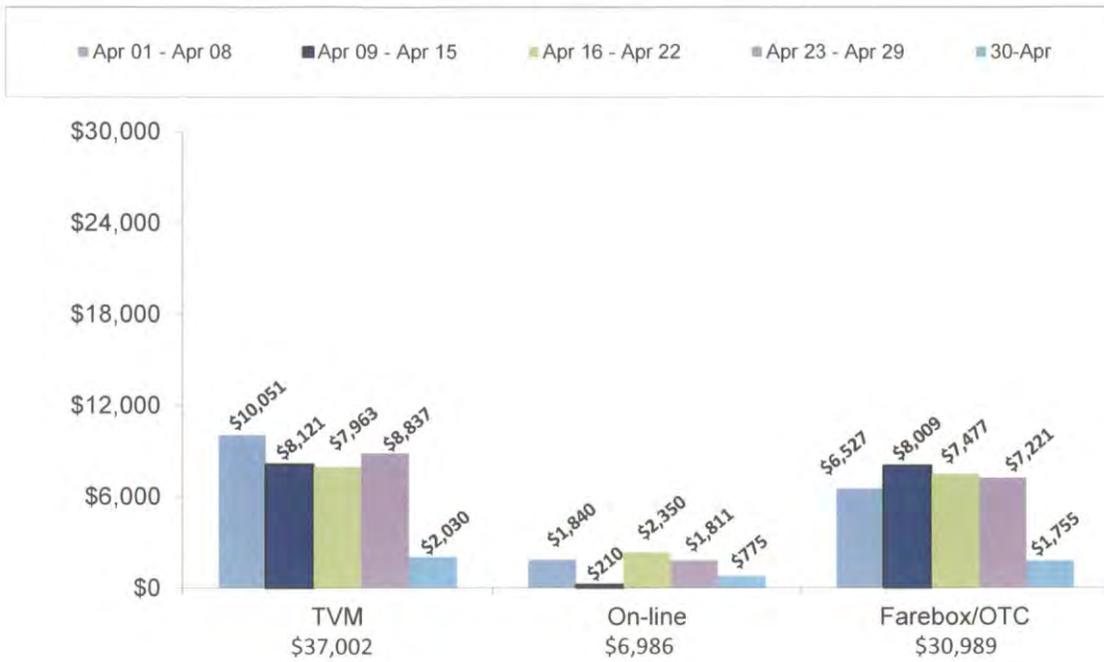
	Original Budget	Revised Budget	April 2012 Expenses Booked	LTD	\$ Under/(Over) Budget	% of Budget (As of April 2012 Close)	* Project % of Completion as of 4/30/12
61206 · MedPark Extension	1,000,000	1,000,000	-	-	1,000,000	0%	0%
61207 · Trinity Mills Platform (DART)-CLOSED							
6120713 · Design	300,000	300,000		105,901	194,099	35%	100%
6120719 · Platform Construction	-	10,189		10,475	(286)	0%	100%
6120717 · Track & Civil Construction	440,000	140,470		213,443	(72,973)	152%	100%
Total 61207 · Trinity Mills Platform (DART)	740,000	450,659	-	329,819	120,840	73%	100%
61301 · Rail O&M Facility							
6130111 · Engineering	-	-		-	-	0%	
6130113 · Final Design	-	1,222,671		1,223,846	(1,175)	100%	100%
6130114 · Land Aquisition	3,928,000	5,027,996		5,027,996	(0)	100%	100%
6130116 · Building Construction	-	14,999,999		20,145,303	(5,145,304)	0%	100%
6130133 · Legal Fees	-	77,075		81,170	(4,095)	0%	100%
6130117 · Track & Civil - Construction	17,700,000	2,700,000		119,500	2,580,500	4%	100%
Total 61301 · Rail O&M Facility	21,628,000	24,027,741	-	26,597,816	(2,570,075)	111%	100%
61401 · Fare Collection Systems							
6140111 · Engineering	-	68,962		68,963	(1)	100%	100%
6140114 · Acquisition	489,000	582,371		477,281	105,090	82%	100%
6140115 · Installation	80,000	81,771		86,885	(5,114)	106%	100%
Total 61401 · Fare Collection Systems	569,000	733,104	-	633,129	99,975	86%	100%
61402 · Communication System-CLOSED							
6140221 · Systems	1,000,000	4,043,280		3,765,084	278,196	93%	100%
Total 61402 · Communication System	1,000,000	4,043,280	-	3,765,084	278,196	93%	100%
61403 · Traffic Signals							
6140323 · Crossings/Traffic Signals	2,480,000	3,046,178	(165,000)	2,640,516	405,662	87%	90%
Total 61403 · Traffic Signals	2,480,000	3,046,178	(165,000)	2,640,516	405,662	87%	90%
61404 · Railroad Signal System/Crossing-CLOSED							
6140423 · Crossings/Traffic Signals	9,920,000	11,989,000		11,833,468	355,532	97%	
Total 61404 · Railroad Signal System/Crossing	9,920,000	11,989,000	-	11,833,468	355,532	97%	100%
61405 · Positive Train Control Study-CLOSED							
6140512 · Preliminary Design	-	179,619		179,619	-	100%	
Total 61405 · Positive Train Control Study	-	179,619	-	179,619	-	100%	100%
61406 · Positive Train Control							
6140617 · Construction		13,492,026			13,492,026	0%	0%
6140628 · Contingency		728,554			728,554	0%	0%
6140629 · Project Management		2,097,992	41,214	298,464	1,799,528	14%	5%
6140633 · Legal Fees		80,939			80,939	0%	0%
6140636 · Vehicle Provisions		597,930	119,586	358,758	239,172	60%	70%
6140621 · Systems	-	-		-	-	0%	0%
Total 61406 · Positive Train Control	-	16,997,441	160,800	657,222	16,340,219	4%	13%
61601 · Professional Services							
6160113 · Final Design	14,867,096	14,875,501		14,875,501	0	100%	
6160129 · Project Management	11,532,904	9,533,632	66,220	9,696,468	(162,836)	102%	
6160133 · Legal Fees	-	58,032		58,032	-	100%	
Total 61601 · Professional Services	26,200,000	24,267,165	66,220	24,430,001	(162,836)	101%	N/A
61602 · CM/GC Pre-Construction - CLOSED							
6160230 · Construction Management	-	506,000		506,000	-	100%	
6160233 · Legal Fees	-	16,315		16,315	-	100%	
Total 61602 · CM/GC Pre-Construction	-	522,315	-	522,315	-	100%	100%
61603 · Stadler Implementation							
6160332 · Mobilization	-	895,803	11,593	66,102	829,701	7%	
Total 61603 · Stadler Implementation	-	895,803	11,593	66,102	829,701	7%	25%
61701 · Trail Relocation - North Region							
6170117 · Track & Civil Construction	-	377,490		377,691	(201)	100%	100%
6170122 · Bridges	-	1,615,258		1,615,259	(1)	100%	100%
Total 61701 · Trail Relocation - North Region	2,800,000	1,992,748	-	1,992,950	(202)	100%	100%
61702 · Project Management - DCTA Internal-CLOSED							
6170214 · Acquisition - DCTA	-	61,695		61,695	(0)	100%	
6170233 · Permits & Fees - DCTA	-	248,187		248,488	(301)	100%	
6170235 · DCTA Internal Indirects	-	9,198		9,198	(0)	100%	
Total 61702 · Project Management - DCTA Internal	-	319,080	-	319,382	(302)	100%	N/A

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

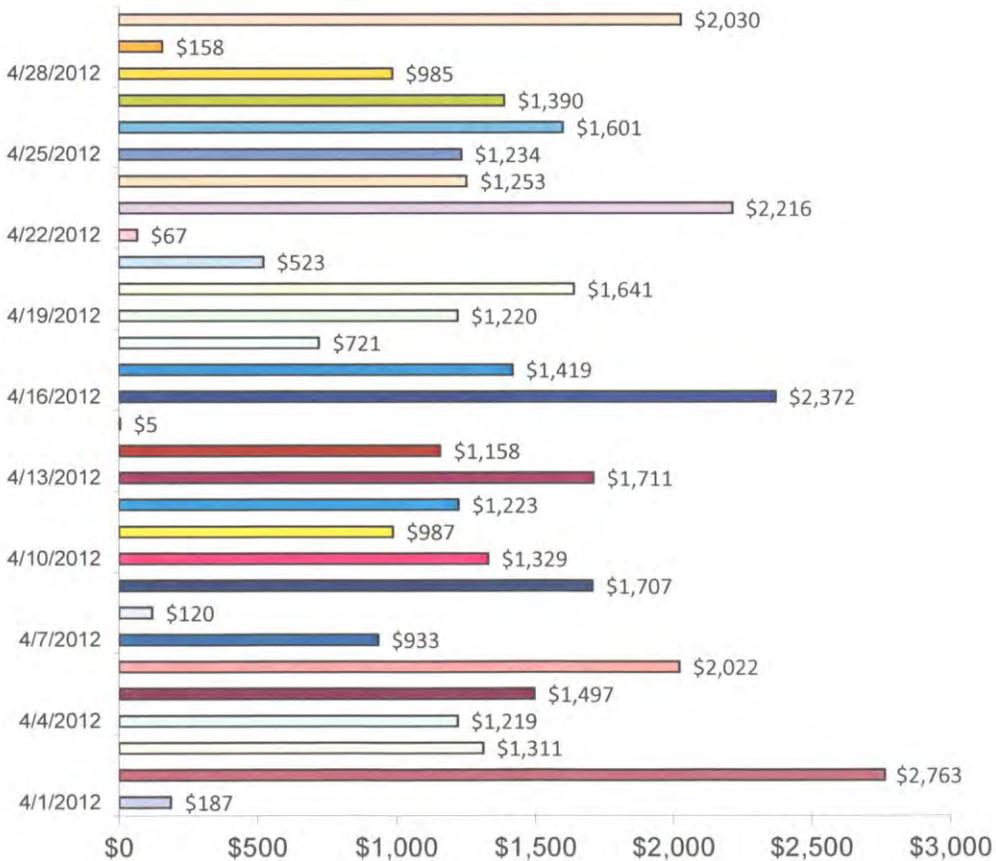
Work Session 1aii

	Original Budget	Revised Budget	April 2012 Expenses Booked	LTD	\$ Under/(Over) Budget	% of Budget (As of April 2012 Close)	* Project % of Completion as of 4/30/12
61703 - Rail Corridor - DART-CLOSED							
6170314 - Acquisition	10,000,000	15,010,000		15,010,000	-	100%	
6170333 - Legal Fees	-	37,155		37,155	-	100%	
Total 61703 - Rail Corridor - DART	10,000,000	15,047,155		15,047,155	-	100%	100%
61706 - Neighborhood Sound Mitigation-CLOSED							
6170613 - Final Design	-	16,470		18,860	(2,390)	115%	100%
6170627 - Environmental Mitigation	-	253,530		208,310	45,220	82%	100%
Total 61706 - Neighborhood Sound Mitigation	-	270,000	-	227,170	42,830	84%	100%
61707 - Community Enhancements							
6170711 - Engineering	-	22,000		-	22,000	0%	0%
6170712 - Preliminary Design	-	12,500		-	12,500	0%	0%
6170713 - Final Design	-	15,000		-	15,000	0%	0%
6170715 - Survey, Inspection & Testing	-	6,000		-	6,000	0%	0%
6170716 - Building Construction	-	545,000		-	545,000	0%	0%
6170720 - Landscaping	-	25,000		-	25,000	0%	0%
6170726 - FF&E	-	10,000		-	10,000	0%	0%
6170727 - Environmental Mitigation	-	4,000		-	4,000	0%	0%
6170728 - Contingency	-	15,029		-	15,029	0%	0%
6170729 - Project Management	-	85,088		-	85,088	0%	0%
6170733 - Administration Fees	-			13,091	-	100%	100%
Total 61707 - Community Enhancements	-	752,708	-	13,091	739,617	2%	9%
61708 - Lewisville Bike Trail							
6170811 - Engineering	-	75,000		-	75,000	0%	0%
6170812 - Preliminary Design	-	75,000		-	75,000	0%	0%
6170813 - Final Design	-	41,000		-	41,000	0%	0%
6170816 - Building Construction	-	2,410,102		-	2,410,102	0%	0%
6170820 - Landscaping	-	21,000		-	21,000	0%	0%
6170822 - Bridges	-	55,355		-	55,355	0%	0%
6170823 - Crossings/Traffic Signals	-	200,000		-	200,000	0%	0%
6170825 - Utilities	-	75,000		-	75,000	0%	0%
6170826 - FF&E	-	3,000		-	3,000	0%	0%
6170827 - Environmental Mitigation	-	28,800		-	28,800	0%	0%
6170828 - Contingency	-	50,000		-	50,000	0%	0%
6170829 - Project Management	-	394,454		-	394,454	0%	0%
6170833 - Administration Fees	-	60,685		60,685	-	100%	100%
Total 61708 - Lewisville Bike Trail	-	3,489,396	-	60,685	3,428,711	2%	8%
Total Rail Construction Projects	242,509,000	274,216,448	73,813	251,031,402	23,185,046	92%	
61501 - Rail Cars							
6150114 - Acquisition	71,500,000	77,715,424	2,861,342	72,889,362	5,046,062	94%	82%
6150128 - FRA Compliance Contingency	-	250,396		-	250,396	0%	100%
6150133 - Legal Fees	-	15,005		15,005	-	100%	100%
6150129 - Project Management	-	1,814,699	72,510	1,347,115	467,584	74%	70%
Total 61501 - Rail Cars	71,500,000	79,795,524	2,733,852	74,031,482	5,764,042	93%	83%
TOTAL RAIL CONSTRUCTION & CARS	314,009,000	354,011,972	2,807,466	325,062,884	28,949,088	92%	
Total 1660 - Construction Work in Progress	325,922,297	370,727,127	2,809,366	330,101,613	40,625,514	89%	

Total Sales - \$ 74,977



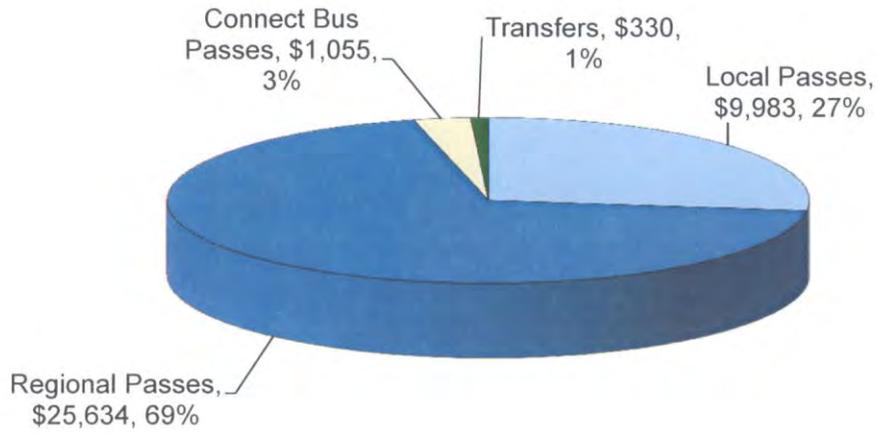
TVM Daily Sales



TVM Sales By Pass Type (\$)

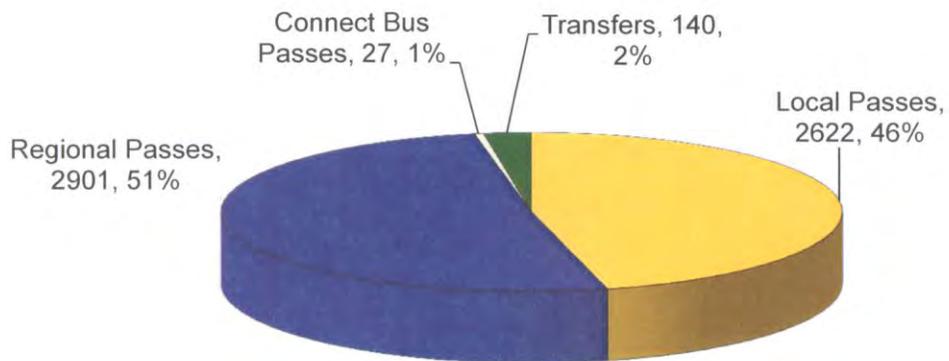
April 1 - 30, 2012

(Total \$ 37,002)

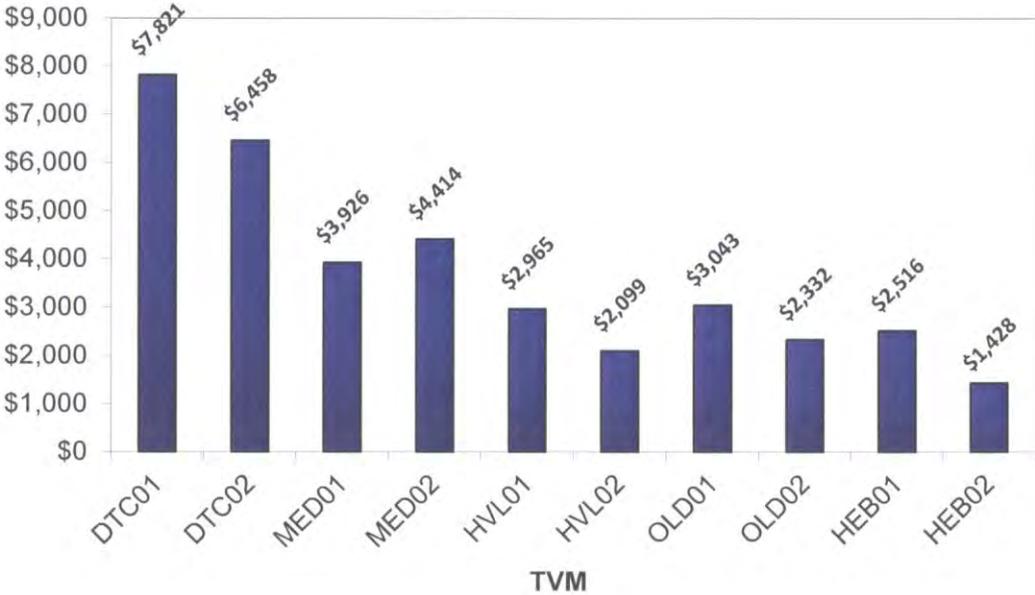


TVM Sales Qty By Pass Type

(Total 5,690)



Sales by TVM



Board of Directors Memo
Item 1(a)iii Sales Tax Report

May 24, 2012

Background

Sales tax represents the single largest source of revenue for DCTA, at 53.5% for the current FY12 budget. Annual Sales Tax budget is \$16,909,740. Because of its importance in funding of DCTA's ongoing operations, the Board adopted a Budget Contingency Plan that outlines the Agency's response when declines in sales tax hit a specific target. This month receipts were favorable compared to budget.

- March sales tax received in May were \$1,866,060.
- An increase of 15.89% or \$255,869 compared to budget for the month.
- Favorable 8.73% year-to-date compared to budget.
- Compared to the same month last year, sales tax receipts were \$215,650 or 13.07% more.

- Member city collections for the month compared to prior year are as follows:
 - City of Lewisville up 15.34%
 - City of Denton up 18.14%
 - Highland Village up 7.73%

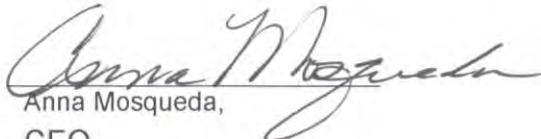
Need

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

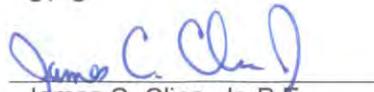
Recommendation

For information only. No action required.

Final Review:


Anna Mosqueda,
CFO

Approval:


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

Denton County Transportation Authority (DCTA)

Sales Tax Report

Budget to Actual and Prev. Yr. Comparison

Budget Month: Financials	Allocation Received from Comptroller	2011-2012 Year Budget	2011-2012 Year Actual	Variance Actual to Budget	CY Actual to CY Budget % Variance	2010-2011 Year Actual	Variance Actual to Prior Year	CY Actual to PY Actual Variance
October	December	\$ 1,298,844.00	\$ 1,345,394.47	\$ 46,550.47	3.58%	\$ 1,261,013.90	\$ 84,380.57	6.69%
November	January	\$ 1,328,280.00	\$ 1,424,754.55	\$ 96,474.55	7.26%	\$ 1,289,591.88	\$ 135,162.67	10.48%
December	February	\$ 1,936,578.00	\$ 2,046,560.44	\$ 109,982.44	5.68%	\$ 1,880,172.72	\$ 166,387.72	8.85%
January	March	\$ 1,269,493.00	\$ 1,353,986.02	\$ 84,493.02	6.66%	\$ 1,232,517.48	\$ 121,468.54	9.86%
February	April	\$ 1,217,564.00	\$ 1,380,412.94	\$ 162,848.94	13.37%	\$ 1,182,101.16	\$ 198,311.78	16.78%
March	May	\$ 1,610,191.00	\$ 1,866,060.37	\$ 255,869.37	15.89%	\$ 1,650,410.06	\$ 215,650.31	13.07%
April	June	\$ 1,328,641.00				\$ 1,290,268.01		
May	July	\$ 1,325,091.00				\$ 1,361,535.35		
June	August	\$ 1,590,710.00				\$ 1,639,147.71		
July	September	\$ 1,271,887.00				\$ 1,229,556.49		
August	October	\$ 1,272,964.00				\$ 1,419,245.41		
September	November	\$ 1,459,497.00				\$ 1,699,798.76		
Y.T.D Total		\$ 16,909,740.00	\$ 9,417,168.79	\$ 756,218.79	8.73%	\$ 17,135,358.93	\$ 921,361.59	10.84%

Sources: Texas Comptroller of Public Accounts and DCTA Finance Department
 Prepared By: Denton County Transportation Authority Finance Department
 May 9, 2012

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

City of Lewisville					City of Highland Village				
Month	2010-2011 Year Actual	2011-2012 Year Actual	Variance Actual to Prior Year	CY Actual to PY Actual Variance	Month	2010-2011 Year Actual	2011-2012 Year Actual	Variance Actual to Prior Year	CY Actual to PY Actual Variance
December	\$ 1,734,488.96	\$ 1,732,551.04	\$ (1,937.92)	-0.11%	December	\$ 204,079.40	\$ 243,619.10	\$ 39,539.70	19.37%
January	\$ 1,804,653.79	\$ 1,984,090.82	\$ 179,437.03	9.94%	January	\$ 232,136.90	\$ 243,165.41	\$ 11,028.51	4.75%
February	\$ 2,664,170.34	\$ 2,874,196.38	\$ 210,026.04	7.88%	February	\$ 377,127.03	\$ 395,580.52	\$ 18,453.49	4.89%
March	\$ 1,685,276.75	\$ 1,797,507.20	\$ 102,230.45	6.03%	March	\$ 199,650.45	\$ 201,738.67	\$ 2,088.22	1.05%
April	\$ 1,582,081.70	\$ 1,917,700.22	\$ 335,618.52	21.21%	April	\$ 185,890.33	\$ 215,687.96	\$ 29,797.63	16.03%
May	\$ 2,185,878.93	\$ 2,521,189.10	\$ 335,310.17	15.34%	May	\$ 273,658.81	\$ 294,815.24	\$ 21,156.43	7.73%
June	\$ 1,752,909.11				June	\$ 220,960.62			
July	\$ 1,936,503.22				July	\$ 230,200.23			
August	\$ 2,326,422.23				August	\$ 282,276.49			
September	\$ 1,914,427.72				September	\$ 242,698.30			
October	\$ 1,997,116.32				October	\$ 216,980.51			
November	\$ 2,312,125.96				November	\$ 276,329.67			
Y.T.D Total	\$ 23,906,055.03	\$ 12,827,234.76	\$ 1,160,684.29	9.95%	Y.T.D Total	\$ 2,941,988.74	\$ 1,594,606.90	\$ 122,063.88	8.29%

City of Denton				
Month	2010-2011 Year Actual	2011-2012 Year Actual	Variance Actual to Prior Year	CY Actual to PY Actual Variance
December	\$ 1,607,241.13	\$ 1,847,567.14	\$ 240,326.01	14.95%
January	\$ 1,582,833.44	\$ 1,766,223.00	\$ 182,389.56	11.52%
February	\$ 2,433,313.87	\$ 2,562,967.74	\$ 129,653.87	5.33%
March	\$ 1,547,033.41	\$ 1,802,513.11	\$ 255,479.70	16.51%
April	\$ 1,561,082.16	\$ 1,733,550.06	\$ 172,467.90	11.05%
May	\$ 2,164,539.72	\$ 2,557,253.34	\$ 392,713.62	18.14%
June	\$ 1,626,348.85			
July	\$ 1,571,084.72			
August	\$ 2,036,375.03			
September	\$ 1,258,063.86			
October	\$ 1,755,761.74			
November	\$ 2,225,760.90			
Y.T.D Total	\$ 21,369,438.83	\$ 12,269,074.39	\$ 1,373,030.66	12.60%

Sources: Texas Comptroller of Public Accounts and DCTA Finance Department
 Prepared By: DCTA Finance Department
 May 8, 2012

All Transit Agencies as of May 2012
Monthly Sales and Use Tax Comparison Summary

Transit	Current Rate	Net Payment This Period	Comparable Payment Prior Year	% Change	2012 Payments To Date	2011 Payments To Date	% Change
Houston MTA	1.00%	55,965,795.43	52,462,222.69	6.67%	248,802,040.88	225,054,472.82	10.55%
Dallas MTA	1.00%	39,540,471.00	39,654,411.81	-0.28%	179,887,426.75	169,471,700.68	6.14%
Austin MTA	1.00%	15,409,397.12	14,210,496.50	8.43%	68,938,291.59	63,070,990.77	9.30%
San Antonio MTA	0.50%	10,952,539.91	10,097,528.81	8.46%	46,728,146.59	41,637,123.30	12.22%
San Antonio ATD	0.25%	5,139,018.64	4,667,047.91	10.11%	21,838,451.34	19,479,337.28	12.11%
Fort Worth MTA	0.50%	5,059,323.06	4,105,950.83	23.21%	23,104,003.22	20,258,610.22	14.04%
El Paso CTD	0.50%	3,462,032.46	3,618,137.77	-4.31%	15,796,690.58	15,447,377.26	2.26%
Corpus Christi MTA	0.50%	2,724,072.52	2,473,034.86	10.15%	12,316,715.30	10,308,205.47	19.48%
Denton CTA	0.50%	1,866,060.37	1,650,410.06	13.06%	8,071,774.32	7,234,793.30	11.56%
Laredo CTD	0.25%	669,850.71	633,394.24	5.75%	3,073,063.04	2,741,071.67	12.11%
TOTALS	-----	140,788,561.22	133,572,635.48	5.40%	628,556,603.61	574,703,682.77	9.37%

Sources: Texas Comptroller of Public Accounts
Prepared By: Denton County Transportation Authority Finance Department
May 9, 2012



Board of Directors Memo

May 24, 2012

Item: 1(b) Capital Projects Update

GTW Implementation

The acceptance of all vehicles has been completed except Vehicle 111. The A and B components are in Lewisville, with the C- 111 in Switzerland undergoing repairs from the vehicle accident that occurred during transport. We are investigating the ability to extend the warranty for key components damaged on that vehicle.

The Alternate Vehicle Technology (AVT) waiver is still in process. Some late questions were raised by FRA research staff. Initial responses have been submitted. Jim Cline will attend a meeting in Boston (May 22/23, 2012) at the Volpe Research Center to represent our Agency interests, and to help retain focus on the approval of the waiver by June. The goal of the meeting is to answer all questions and reach closure.

Resolving shunting of the Stadler cars is the key issue before DCTA at this time. We anticipate the delivery of the rail cleaning equipment on May 19, 2012. We will test the equipment on May 20, 2012. While DCTA is optimistic this will give us at least an interim solution to get the Stadler cars integrated into service, we are also aggressively pursuing additional alternative measures (signal adjustments, car modifications, etc.).

It is our objective to integrate the Stadler cars into service as quickly as possible. See attached chart.

Bus Operations and Maintenance Facility

The Huitt-Zollars team contract revision has been finalized and the design process has been reinitiated. The team is making good progress on the design and permitting. Initial coordination with the City of Denton is positive. An initial Design Review Committee meeting was held on May 10, 2012. We anticipate Award of the contract in August 2012, Notice to Proceed in September 2012, and Project Completion in January, 2014.

Community Enhancements

DCTA has issued Notice to Proceed to Jacobs Engineering for the design and implementation of the Community Enhancements Grant. A project kick-off meeting will be held this month with a stakeholder meeting anticipated in June.

Lewisville Hike/Bike Trail

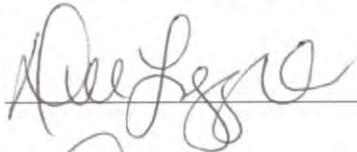
DCTA staff is preparing a Scope of Work for the design and engineering services associated with the Lewisville Hike/Bike Trail. DCTA staff anticipates approval and Notice to Proceed will be issued in August.

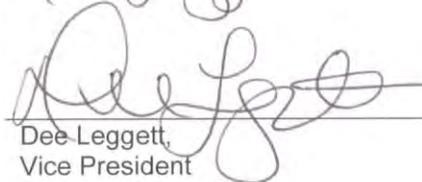
Positive Train Control (PTC)

LTK continues to progress on the development of the engineering package for the PTC system. As briefed in February, there remain a number of unanswered questions at the national level with PTC (funding, radios, spectrum). This will impact the start date of the project. Staff is also pursuing outside funding for PTC at all levels.

A-train Closeout

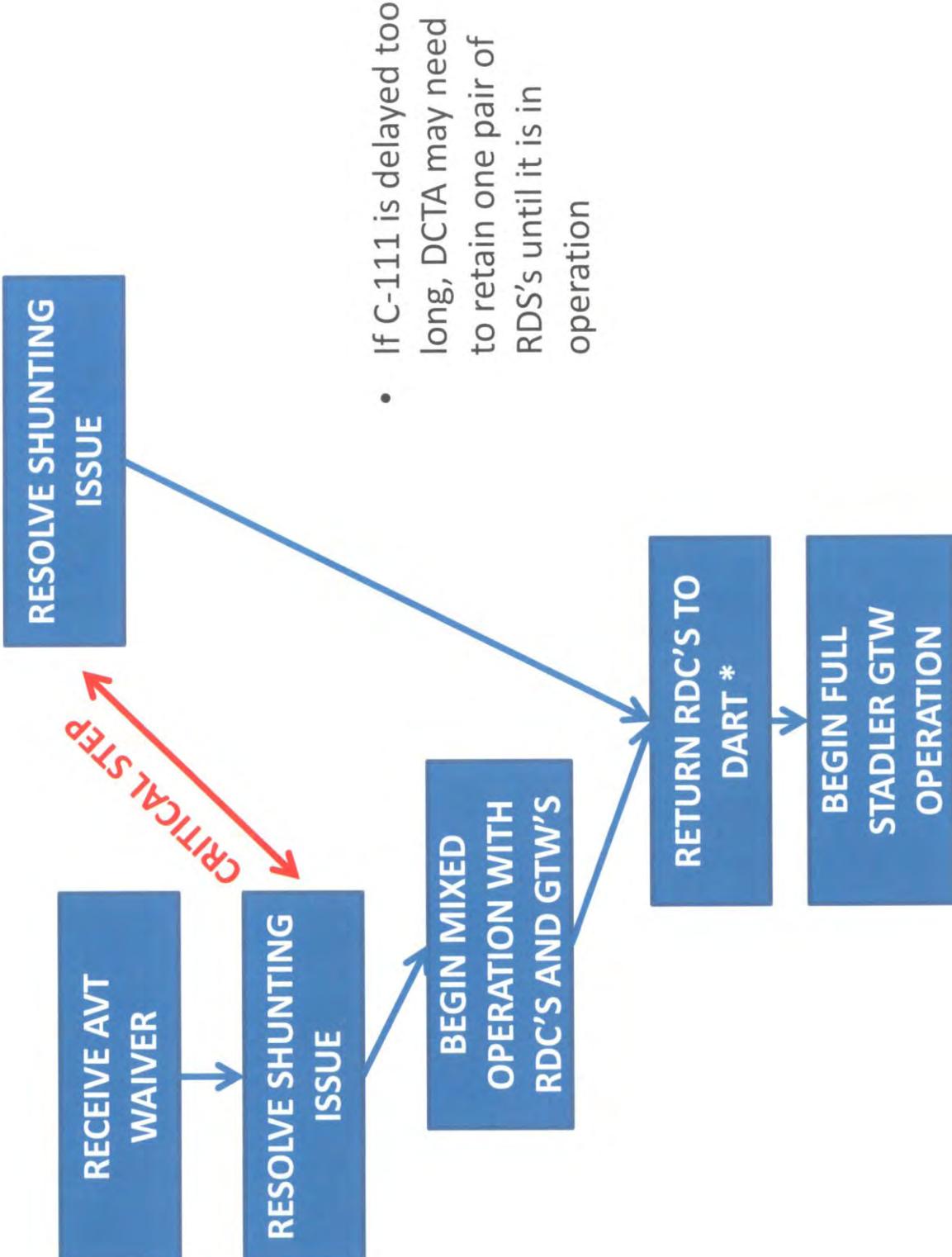
The completion of this traffic signal is the most significant issue remaining to close-out the A-train project with the City of Denton. Final plans should be complete by May 11, 2012. At that point, NTRG's signal contractor will be called in to complete the work. Completion by the end of June, 2012 is possible with final scheduling of the contractor pending.

Department Review:  _____

Final Review:  _____
Dee Leggett,
Vice President

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

Stadler GTW Implementation





COMMUNICATIONS AND PLANNING REPORT

May 24, 2012

Triennial Review

DCTA continues to work with FTA to expedite close-out of the issues identified in the Triennial Review. Many of the items were closed within seven days. The remaining issues (Access policy and Procurement Policy) will be addressed within the required timeframe.

Marketing and Communications Initiatives

Safety Campaign and Outreach	University Back to School Promotion
Public Art Display Policy Development	Development
Social Media Policy Development	Website Enhancement
Ozone Awareness Campaign	Commuter Vanpool Program
Social Media Promotions	Passenger Information Improvement and Reporting
August Service Changes Implementation	Call Center/Customer Service Improvements

Recent Events

- April 12: Downtown Denton Task Force Presentation (25 attendees)
- April 12: Rail Ready: Denton ISD Olive Stephens Elementary (540 attendees)
- April 12: Rail Ready & Travel Training: YMCA of Flower Mound (15 attendees)
- April 19: Citizen's Advisory Team, Denton (6 attendees)
- April 19: American Airlines Employee Earth Day (300 attendees)
- April 20: UNT Prospective Student Open House
- April 21: Leadership Lewisville Amazing Race
- April 25: Public Meeting Proposed August Service Changes, TWU (5 attendees)
- April 26: UNT Transportation Sustainability Fair (100 attendees)
- April 27-29: City of Denton Arts & Jazz Festival (200,000 attendees)
- April 27-29: DCTA Canned Food Drive (340 participants)
- April 28: Lake Dallas Cops & Kids Safety Event (1000 attendees)
- April 30: Public Meeting Proposed August Service Changes (6:30PM, DDTC)
- May 1: Denton Kid Life Ad #2 (Publication to 13,000 to Denton ISD)
- May 9: Travel Training, Primrose School Denton (11 attendees)
- May 17: Community Wide Presentation (35 attendees)
- May 1: Public Meeting: Proposed August Service Changes, Highland Village (8 attendees)
- May 3: Public Meeting: Proposed August Service Change, Lewisville
- May 3: Denton Chamber Business to Business Expo (100 attendees)
- May 10: City of Denton Community-Wide Travel Training
- May 11: Rail Ready: Denton ISD Olive Stephens Elementary 5th Grade (100 attendees)
- May 12: National Train Day (Dallas Union Station, 10AM-2PM)
- May 12: Denton Area Model Railroad Club Model Train Display (DDTC, 10AM-4PM)
- May 12: National Train Day Social Media Promo (Ride DCTA FREE w/Code Word "CHOO CHOO")
- May 18: Human Services Agency Roundtable, Lewisville



COMMUNICATIONS AND PLANNING REPORT

May 24, 2012

Upcoming Events

- June 8: Red, White & Blue Festival, Highland Village
- June 11: TWU Student Orientation
- June 14: TWU Student Orientation
- June 21: Dump the Pump
- July 12: Citizen’s Advisory Team Meeting, Lewisville
- July 16: TWU Student Orientation
- July 19: TWU Student Orientation
- July 19: Citizen’s Advisory Team Meeting, Denton
- August 3: TWU Pioneer Leadership Expo & Block Party
- August 11: LISD Back To School Resource Fair
- August 18: DCTA Community Celebration
- August 20: TWU & NCTC Back to School
- August 22: UNT Back to School
- September 29: Lewisville Western Day Festival
- September 29: Susan G. Komen Race for the Cure

Upcoming Rail Safety Outreach

- May 16: Rail Ready: Denton Breakfast Kiwanis Club
- May 18: Rail Ready: Shady Shores Elementary
- June 1: Denton Kid Life Ad #3 (*Publication to 13,000 to Denton ISD*)
- June 5: June 7: Rail Safety Proclamation Signing, Denton City Council
- June 6: Rail Ready: Library Larry Live (*Fowler Library, 5PM*)
- June 7: Rail Safety Proclamation Signing, Corinth City Council
- June 8: Rail Safety Poster Contest Entry Deadline (*Partnership with DRC*)
- June 12: Library Larry Live (*North Library, 4:30PM*)
- June 14: Library Larry Live (*South Library, 3:30PM*)
- August 11: LISD Back 2 School Health Fair

General DCTA Related Media

Articles Mentioning DCTA	91	Month Total Ad Value	\$ 22,344.00
Web Reach Per Million	63,352	YTD Total Ad Value	\$ 179,924.75

Topic Highlights:

- 200,000 Attendees Expected for Denton Arts & Jazz Festival
- DCTA adds 18 buses to UNT routes
- Fitch Rates Lewisville, TX GOs 'AAA'; Outlook Stable
- DCTA launches new safety awareness campaign
- DART considers rate increase
- DCTA officials divided on Friday night service
- DCTA to exchange cans for free day pass at arts & jazz fest
- DCTA launches 'GO Request' smart phone application
- Candidates discuss key issues



COMMUNICATIONS AND PLANNING REPORT

May 24, 2012

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

Title	Source
DCTA adds new buses for campus routes	North Texas Daily
DCTA launches new safety awareness campaign	topics.treehugger
DTV Newsbreak - DCTA launches 'GO Request' smart phone application	youtube
APTA Transit News - Earth Day is Every Day at Public	expertclick
200,000 Attendees Expected for Denton Arts & Jazz Festival	KVUE Political Junkie
Ride A-train to enjoy the DENTON Arts & Jazz Festival	neighborsgo
DCTA to Exchange Canned Food Item for FREE Regional Day Pass	preppyissues.wordpress
Fitch Rates Lewisville, TX GOs 'AAA'; Outlook Stable	KVUE Political Junkie
DCTA launches 'GO Request' smart phone application	1click.indiatimes
DCTA Public Meeting: Proposed Service Changes	dentonlive
DCTA Board is planning a vote	rodenfordenton

COMMUNICATIONS AND PLANNING REPORT

May 24, 2012

Customer Service Performance

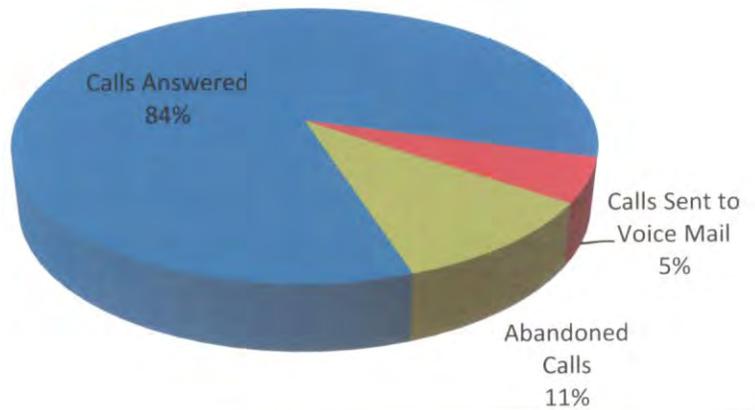
Call Center Matrix

In April, DCTA's call center received 4,452 calls. 3,756 of those calls were answered, 232 were sent to a voicemail box and 465 were abandoned. 49% of the calls occur on Monday and Tuesday.

**The following days are not reported: April 12, 27, 28, and 30. DCTA staff is currently working on a fix for this issue.*

Incoming Calls*

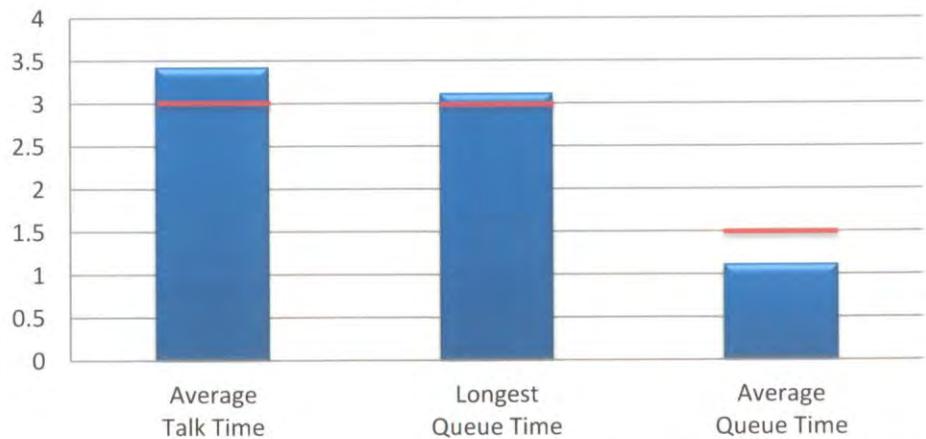
4/1/12 - 4/30/12



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

Call Center Performance

4/1/12 - 4/30/12



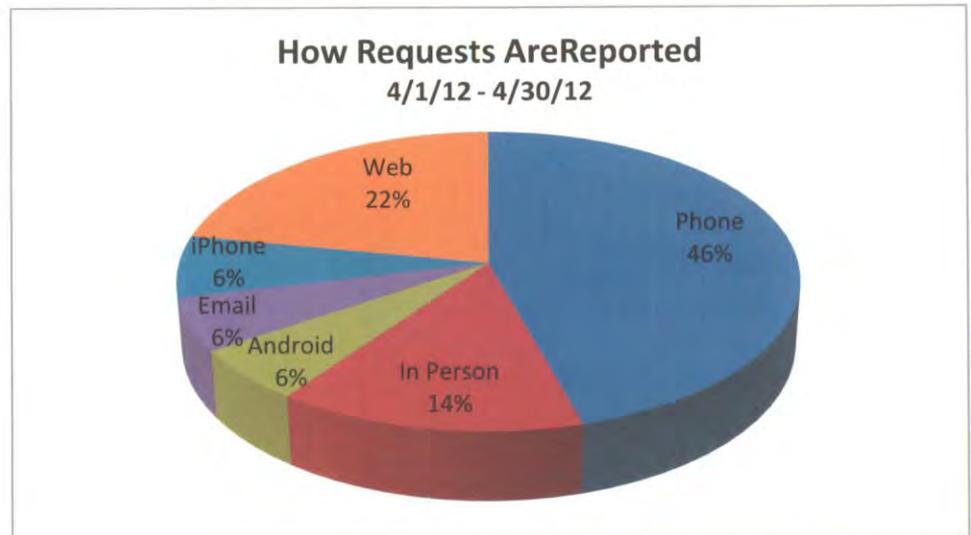
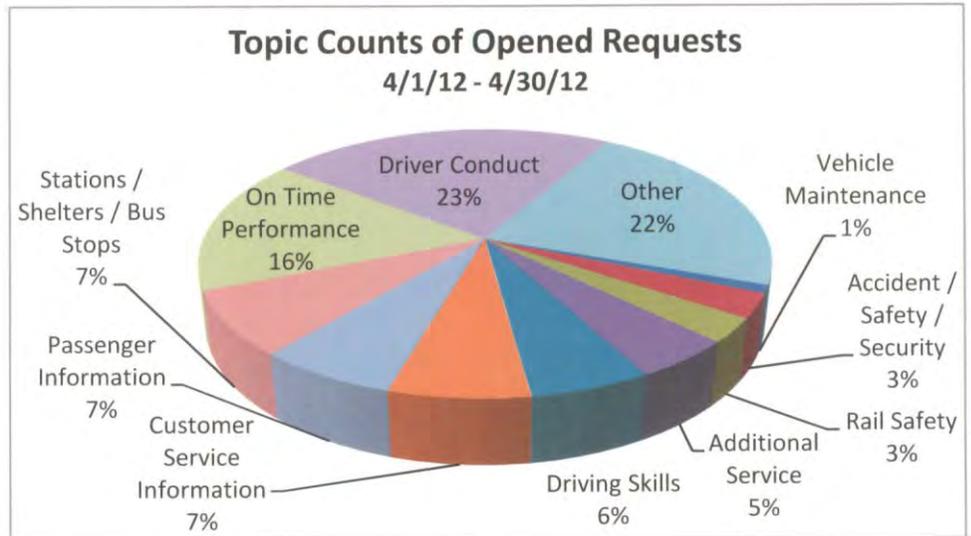
COMMUNICATIONS AND PLANNING REPORT

May 24, 2012

GoRequest Matrix

DCTA had a total of 104 requests during the month of April.

Vehicle Maintenance	1
Accident / Safety / Security	3
Rail Safety	3
Additional Service	5
Driving Skills	6
Customer Service Information	7
Passenger Information	7
Stations / Shelters / Bus Stops	8
On Time Performance	17
Driver Conduct	24
Other	23



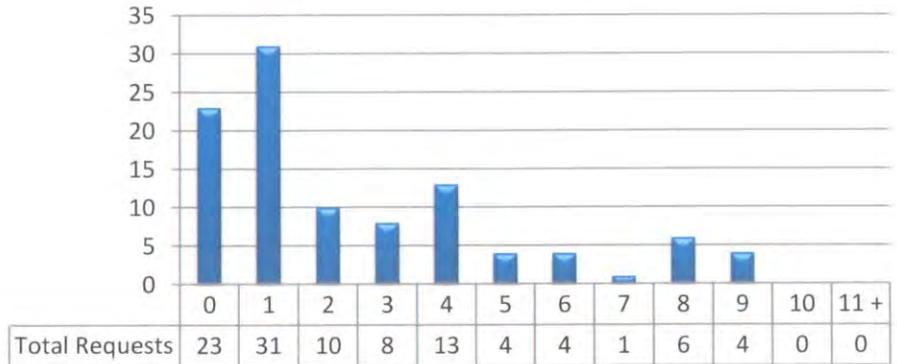


COMMUNICATIONS AND PLANNING REPORT

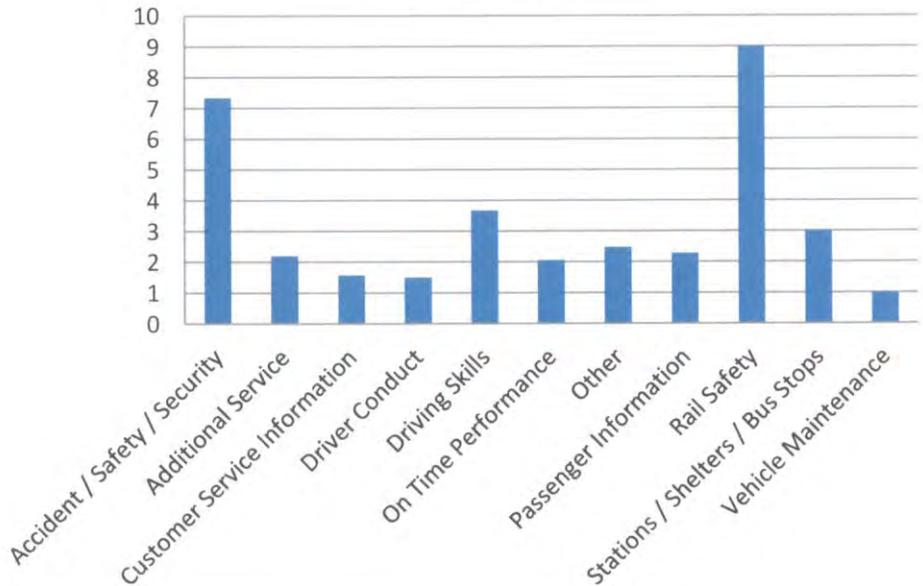
May 24, 2012

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

Number of Days to Close a Request 04/01/2012 - 04/30/2012



Average Number of Days to Close by Topic 4/01/12 - 4/30/12



Dee Leggett
VP of Communications & Planning



BUS OPERATIONS REPORT

Thursday, May 24, 2012

❖ OPERATIONS

- **Ridership:** 283,826 passengers utilized DCTA buses in April.
-
- **On Time Performance:** April OTP was 98.7%.
- **Amalgamated Transit Union:** The collective bargaining agreement between First Transit and ATU expired on March 24. Negotiations will continue on May 31st. TMDC bus operators voted on May 7 to continue as a collective bargaining unit.

❖ SAFETY/SECURITY

- Bus operations experienced less than 2 accidents per 100,000 miles in April.

❖ FLEET

- **UNT Vehicle Purchase:** There are some minor issues with the delivery of the Champion buses but are anticipating delivery to begin in May.
- **ROAD CALLS:** Bus maintenance experienced 12,463 miles between road calls in April. Fleet reliability continues to show improvement.

❖ PLANNING

- DCTA is working with HNTB to develop appropriate plans to submit to the City of Denton for the installation of bus shelters.

BUS OPERATIONS PERFORMANCE INDICATORS

Ridership

Ridership

April 2011 & April 2012

Performance Measures

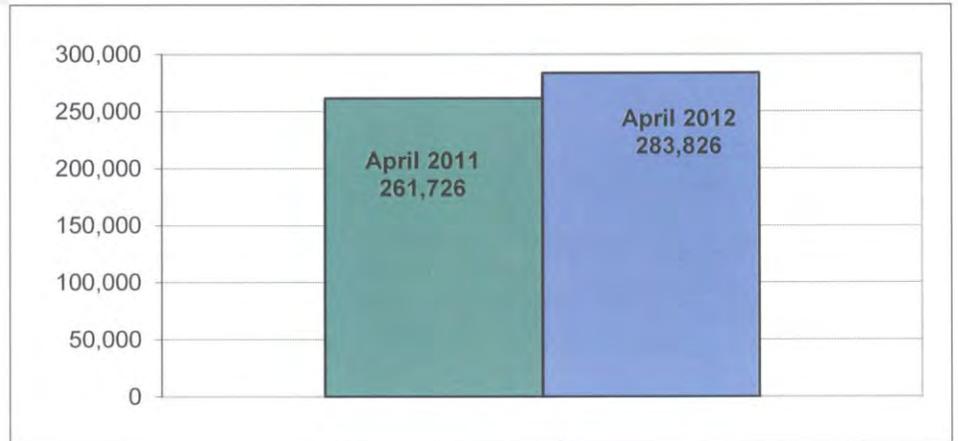
Systemwide Ridership per Revenue Hour

Systemwide, riders per revenue hour increased by 11% over April 2011. While the April 2011 figures includes Commuter Express, those riders may have shifted over to the A-train. However, the system is still seeing growth overall.



Systemwide Ridership

Ridership, overall, saw an increase of 8%.



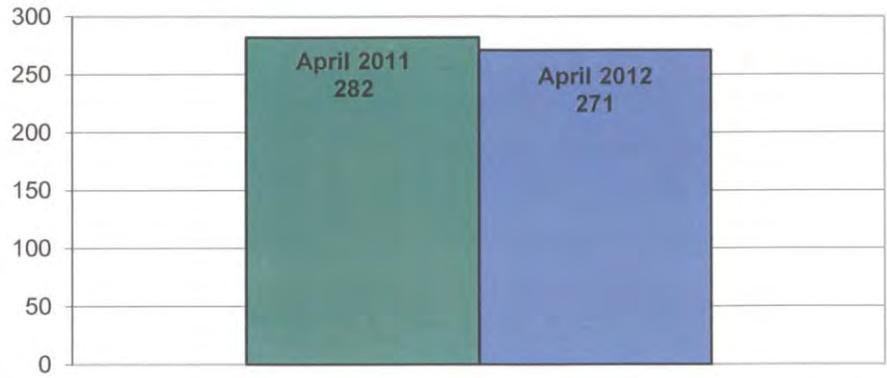
Connect Ridership

Connect ridership saw an increase of 35%.



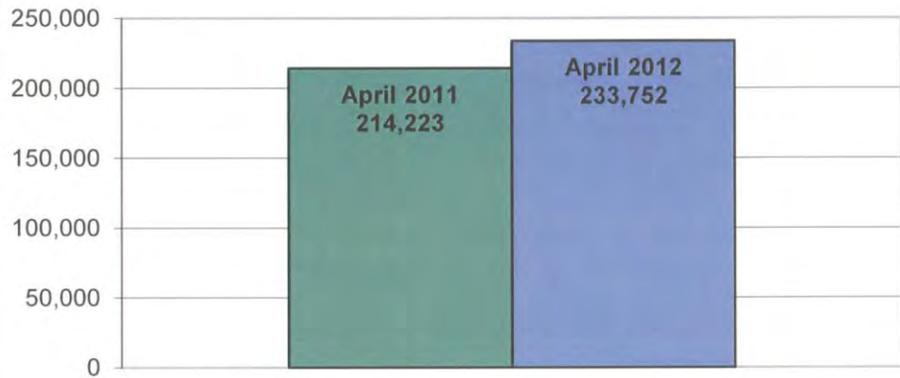
RSVP Ridership

RSVP ridership saw a slight decrease in ridership by 3%.



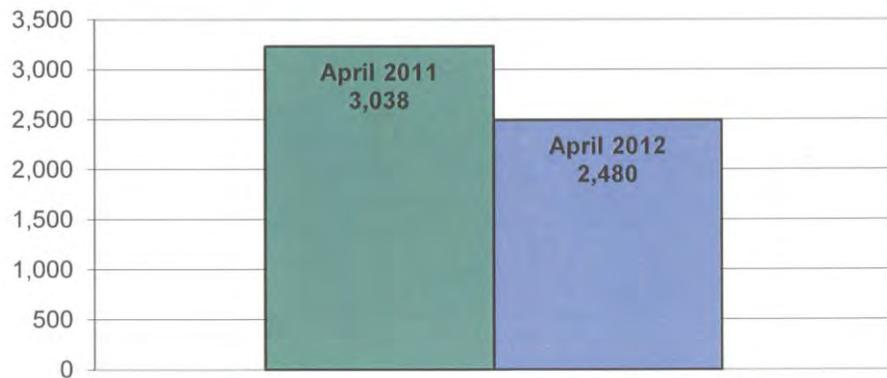
UNT Ridership

Ridership on the UNT routes showed an increase of 9%.



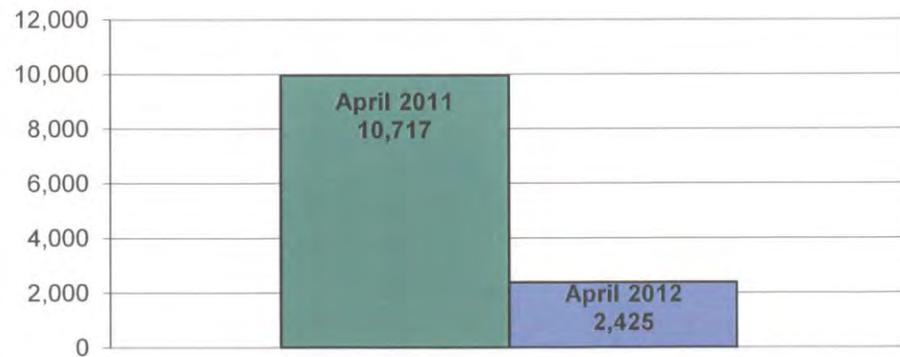
Access Ridership

Access ridership showed a decrease of 18%, due to allocated hours being reduced.



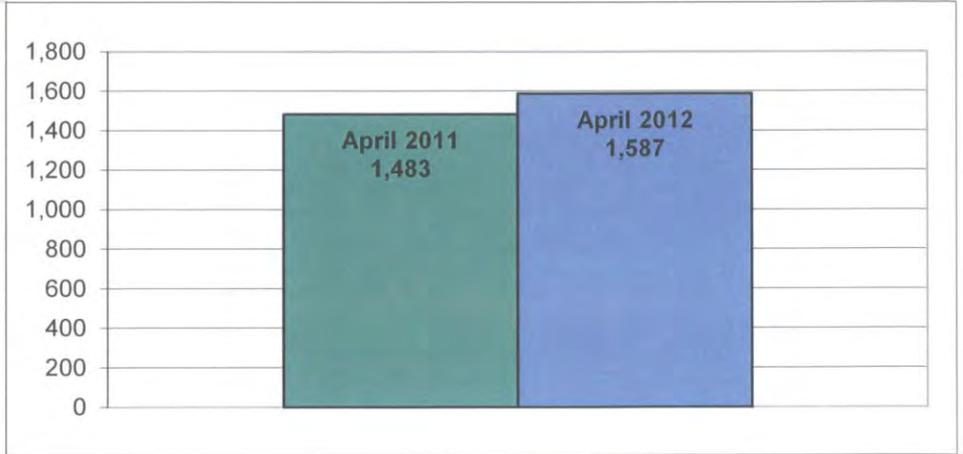
Station Shuttle Ridership

Ridership on the station shuttle is down by 77%, but the April 2011 route was a purely commuter service while the current service only serves rail stations.



NCTC Ridership

NCTC ridership increased by 7% over last April.



Customer Satisfaction

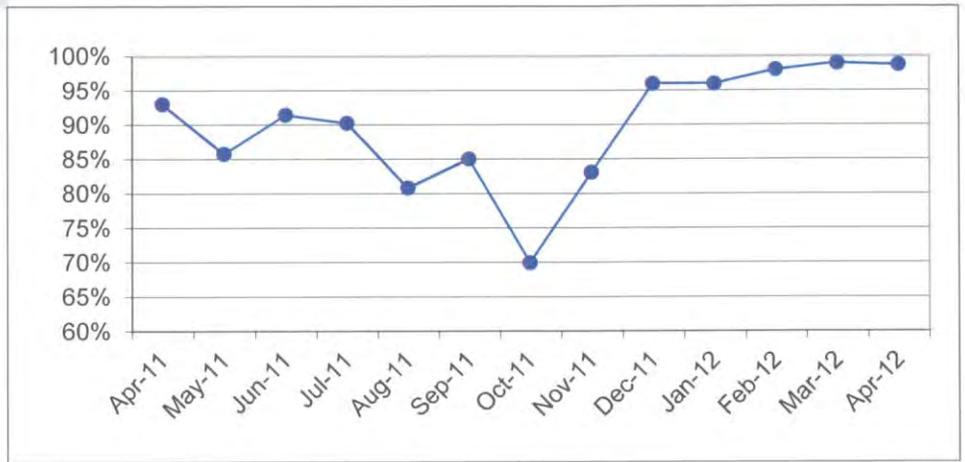
Systemwide Performance

April 2011-April 2012

Performance Measures

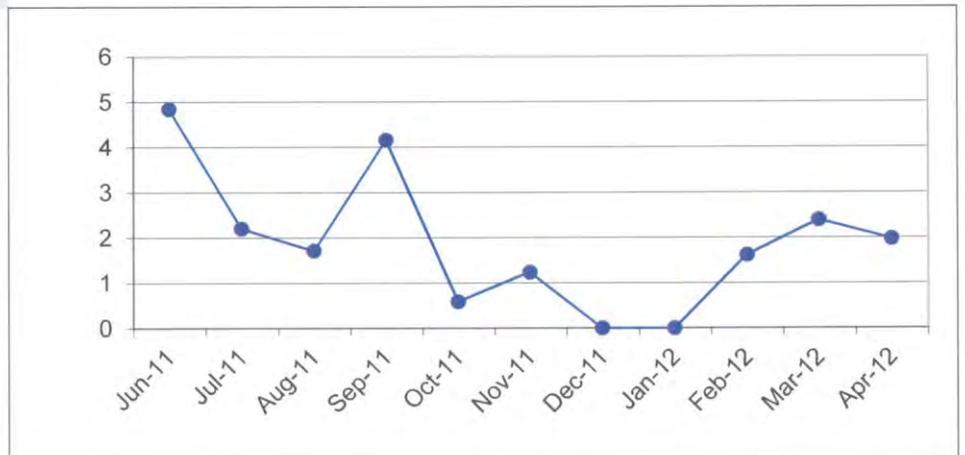
Systemwide On-Time Performance

As a whole, on-time performance is increasing and is expected to stay above 96%.



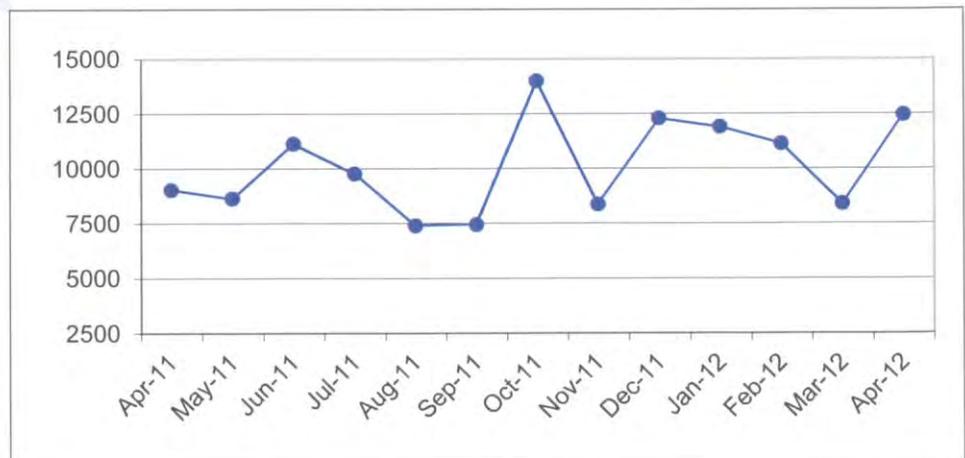
Systemwide Accidents per 100k Miles

Accidents per 100,000 miles are decreasing, with April having less than 2 accidents per 100,000.



Miles Between Road Calls

With newer fleet, miles between road calls are increasing overall.



Access

March 2011 & March 2012

Performance Measures

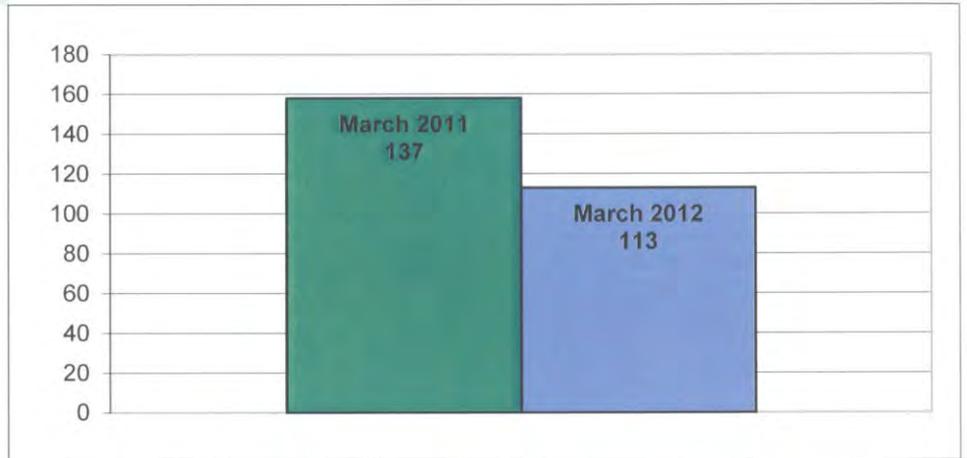
Trip Denials

Trip denials increased by 60% due to operating constraints.



No-Shows

No-shows decreased by 38% compared to March 2011.



RAIL OPERATIONS REPORT

Thursday, May 24, 2012

❖ APRIL 30, 2012 SERVICE INTERRUPTION

- From approximately 3:30pm to 7:00pm on Monday, April 30, 2012, the signal system failed at the main dispatch in Irving. This impacted operations on both the TRE and the A-train. The root cause was the failure of a Dell network switch installed in the dispatch server rack. The switch failed in a manner where it would only pass ethernet traffic in one direction. This condition caused the entire dispatch system to become unresponsive because the dispatcher workstation could not connect to any of the system servers. It took Herzog Technologies personnel longer than normal to diagnose the issue due to faulty system monitoring indicators. All of the network connections were moved to another switch in the server rack to get the system back up and operational. A new Cisco switch has been installed and the system is operating properly. HTSI is developing a proposal for the TRE to upgrade the back-office system to add redundancy.

❖ OPERATIONS

- April On Time Performance (OTP) was 97.33%.
- Testing and commission of the Stadler GTWs is ongoing. Still trying to resolve shunting issue.

❖ SAFETY/SECURITY

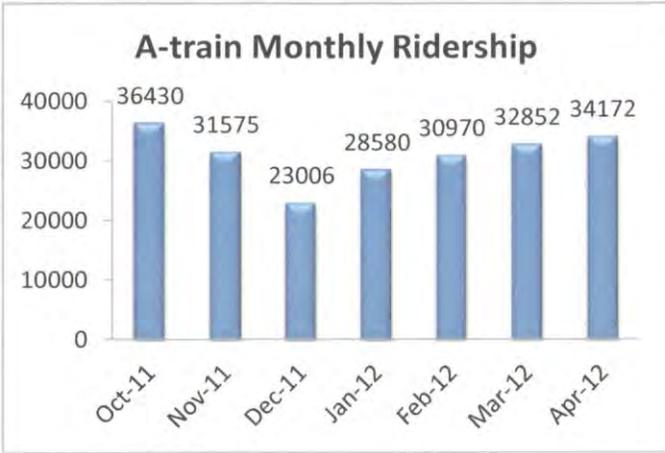
- DCTA Rail Operations Injury Free Workdays: 316 days
- On April 3rd, 6 trains were annulled due to tornado warnings resulting in 86.67% OTP for that day.

❖ MAINTENANCE

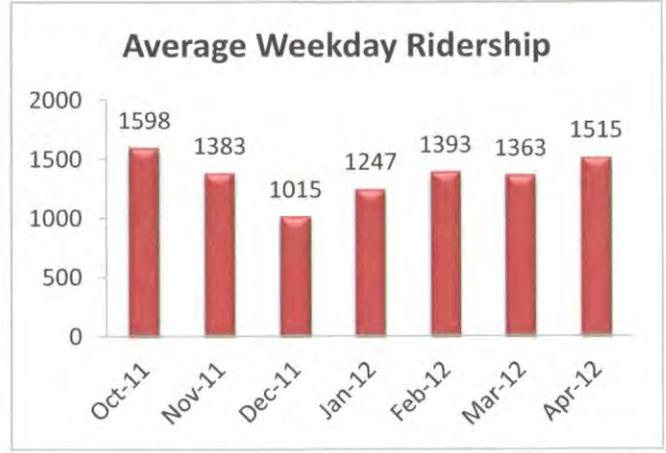
- **Right of Way:** Routine daily inspections are being performed by the contractor. Only exceptions reported for the month of April is the ongoing trouble with vehicles at Eagle Point Road. Two vehicles were removed from the property, one of which resulted in 7 late trains and 84.44% OTP for April 5th.
- **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 three (3) RDC mechanical issues in the month of April, none affecting on-time performance.

❖ RIDERSHIP

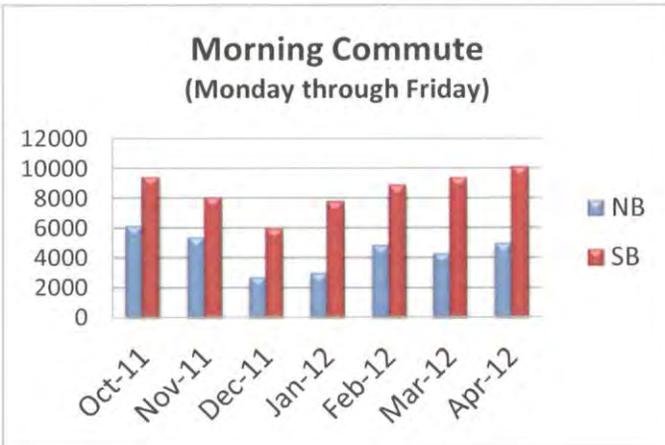
- The A-train has experienced an overall increase in ridership of approximately 4% for the month of April 2012 compared to March 2012.
- Refer to attached ridership charts.



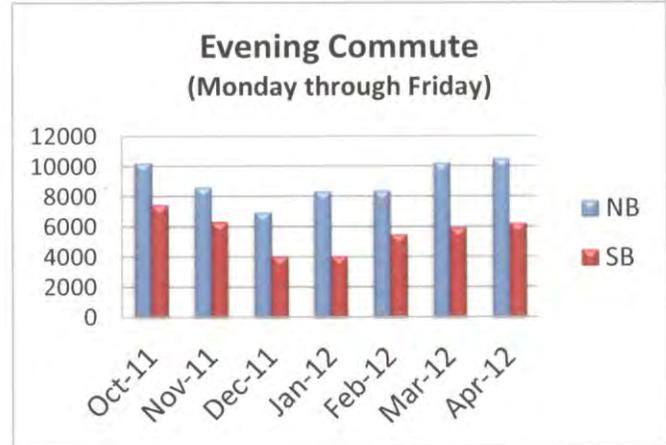
The A-train moved 34,172 passengers for the month of April which is a 4% increase over the month of March.



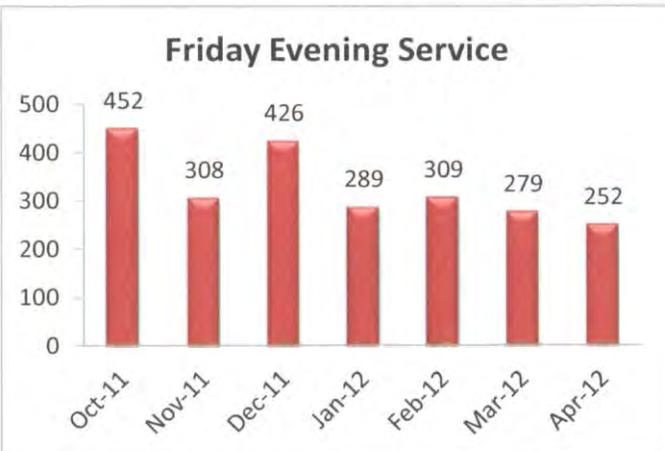
The average daily A-train ridership for the month of April was 1,515 passengers per day. This is an 11% increase over the month of March.



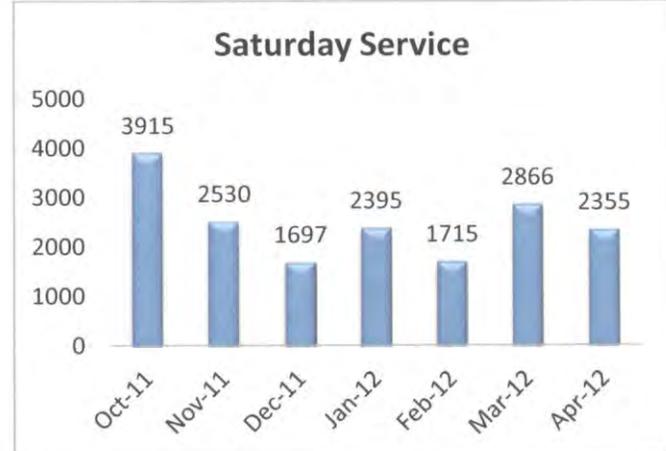
The A-train experienced an increase in the northbound morning commute of 16% and an increase in southbound morning commute of 8% during the month of April.



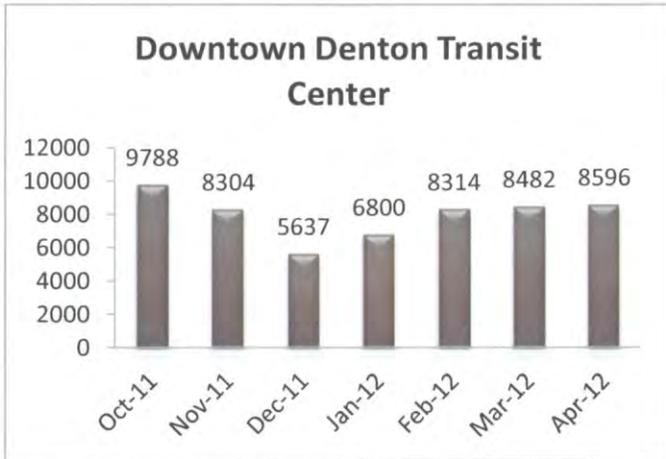
The A-train experienced increases of 2% on the northbound and 5% on the southbound evening commutes during the month of April.



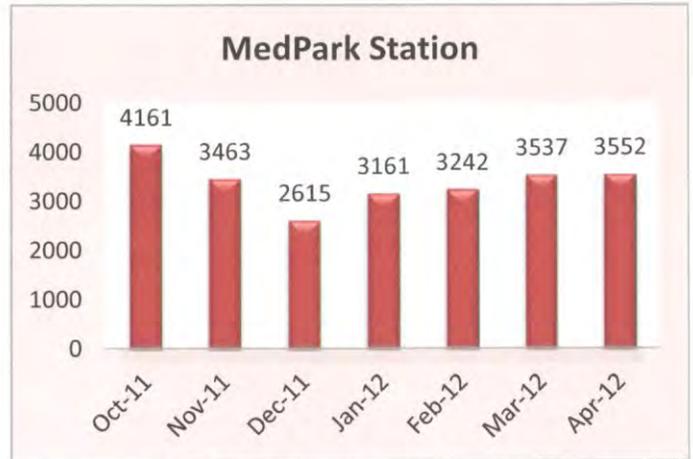
A-train Friday evening service experienced a decrease of 10% in total ridership for the month of April compared to the previous month.



A-train Saturday service experienced a decrease of 18% in total ridership for the month of April compared to the previous month.



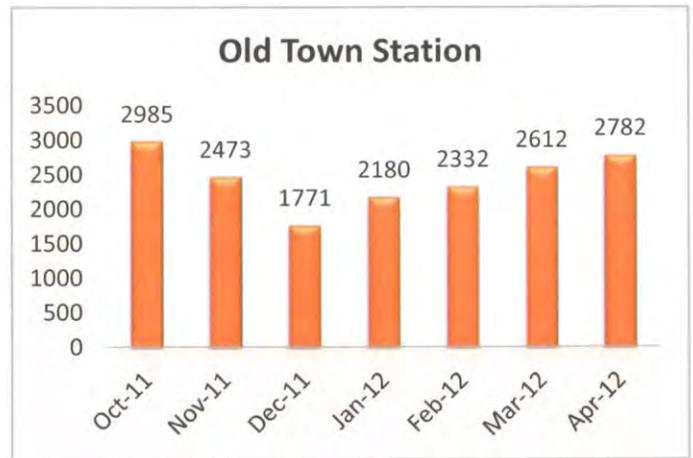
The DDTC A-train ridership increased by 1% month over month for March. Trips originating at DDTC accounted for 25% of April's A-train ridership.



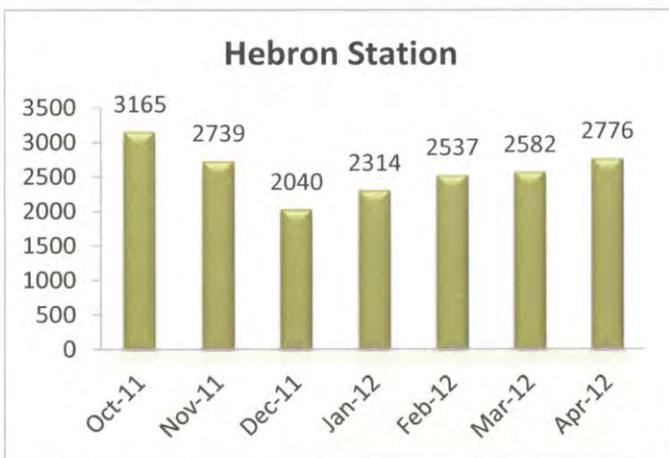
The MedPark A-train ridership remained stable during the month of March. Trips originating at MedPark accounted for 10% of April's A-train ridership.



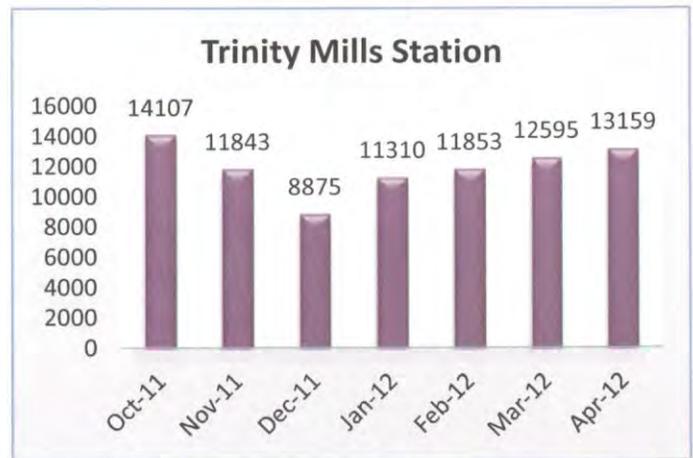
The HV/LL A-train ridership increased by 9% month over month for March. Trips originating at HV/LL accounted for 10% of April's A-train ridership.



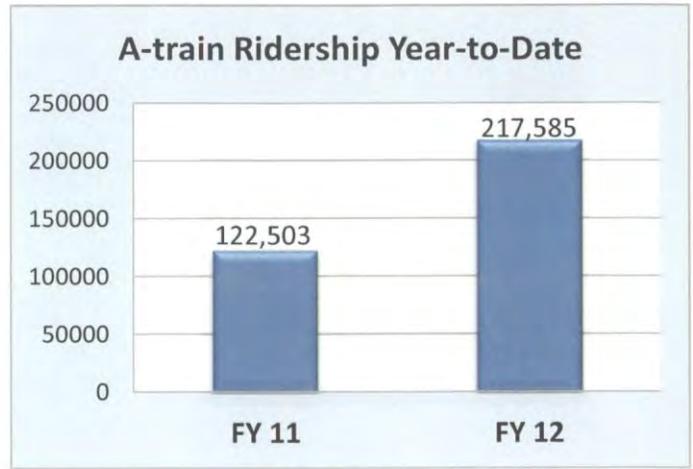
The Old Town A-train ridership increased by 7% month over month for March. Trips originating at Old Town accounted for 8% of April's A-train ridership.



The Hebron A-train ridership increased by 8% month over month for March. Trips originating at Hebron accounted for 8% of April's A-train ridership.



The Trinity Mills A-train ridership increased by 4% month over month for February. Trips originating at Trinity Mills accounted for 39% of April's A-train ridership.



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



Board of Directors Memo

May 24, 2012

Subject: 2 Approval of Resolution 12-01 Adopting Fiscal Year 2012 Revised Budget / Cash Flow Model

Background

The DCTA budget is prepared months in advance of the start of the October 1 fiscal year and not all expenditures can be anticipated at the time of the budget preparation. Therefore, during the fiscal year, it may become necessary to reforecast the annual expenditures and modify the budget by amendment. DCTA's Administrative Procedure Number 2006-01 allows staff to present to the Board of Directors, budget amendments for new items or when there is a material change in an operating expense line item that is greater than \$100,000 and twenty-five percent of the budgeted amounts. Amending the budget for material changes will provide a better forecasting and management tool for the Board and DCTA staff. Summary of changes are provided in the following attached exhibits:

- Exhibit "A" is Budget Amendment 2012-04
- Exhibit "B" includes the Changes in Net Assets schedule along with the related notes which provide a more detailed explanation of the variances.
- Exhibit "C" reflects the changes to the Capital Projects Fund
- Exhibit "D" is the updated Cash Flow Model which reflects the impacts of the revised FY12 budget.

Need

In order to improve financial reporting and communicate expected financial results the revised budget is submitted to the Board for approval by adoption of a budget amendment as allowed by Administrative Procedure Number 2006-01.

Financial Impact

As detailed in Exhibit "B" (Operating Budget) and Exhibit "C" (Capital Budget). The FY12 revised budget incorporates a change in service levels for the A-train which includes the addition of mid-day service Monday-Friday and modifications to the current Friday night and Saturday service effective August 2012. The annualized impact of this change in service level is included in the Cash Flow Model and maintains the debt coverage policy target.

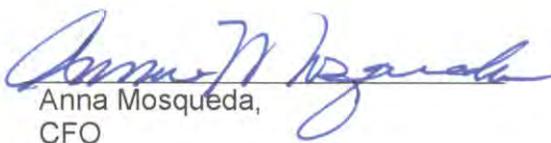
Recommendation

Staff recommends the Board of Directors approve Resolution 12-01 to adopt the FY 2012 Revised Operating & Capital Budget and Cash Flow Model.

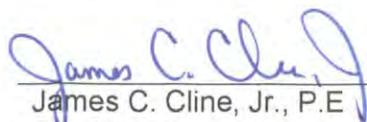
Department Review:


Amanda Riddle

Final Review:


Anna Mosqueda,
CFO

Approval:


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

**DENTON COUNTY TRANSPORTATION AUTHORITY
RESOLUTION NO. 12-01**

A RESOLUTION OF THE BOARD OF DIRECTORS OF THE DENTON COUNTY TRANSPORTATION AUTHORITY (DCTA) APPROVING FISCAL YEAR 2012 BUDGET AMENDMENT NUMBER 2012-04 REVISED OPERATING AND CAPITAL BUDGET AND CASH FLOW AMENDMENTS, ATTACHED HERETO AS EXHIBITS "A" THROUGH "D", RESPECTIVELY; PROVIDING A REPEALING CLAUSE; AND PROVIDING AN EFFECTIVE DATE.

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

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

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

WHEREAS, the Board of Directors of the DCTA desires to amend the fiscal year 2012 Operating and Capital Budget and Cash Flow Model as set forth in Exhibits "A" through "D", respectively.

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

SECTION 1. The Budget Amendment number 2012-04 attached hereto as Exhibits "A" through "D", respectively, be, and the same are hereby adopted and which shall amend the original budget adopted September 22, 2011, from and after the effective date of this resolution.

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

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

DULY PASSED AND APPROVED BY THE BOARD OF DIRECTORS OF THE DENTON COUNTY TRANSPORTATION AUTHORITY THE _____ DAY OF MAY, 2012.

APPROVED:

Charles Emery, Chairman

ATTEST:

Dave Kovatch, Secretary

APPROVED AS TO FORM:

Peter G. Smith, General Counsel
(PGS:05-09-12:TM 55358)

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

Number: 2012-04

Type: Amendment X
Revision _____

	<u>Original FY12 Budget</u>	<u>Amendment</u>	<u>Amended FY12 Budget</u>
Operating Budget			
Total Operating Revenues	4,579,673	(693,045)	3,886,628
Total Operating Expenses	(25,776,268)	(2,317,563)	(28,093,831)
Total Non-Operating Revenue/(Expense)	25,747,638	3,054,771	28,802,409
Total Operating Budget	4,551,043	44,163	4,595,206
Capital Budget			
Total Bus Operations Capital	(1,469,837)	(1,521,758)	(2,991,595)
Total Rail Operations Capital	(33,361,952)	(218,714)	(33,580,666)
Total Operating Budget	(34,831,789)	(1,740,472)	(36,572,261)

Explanation:
Please see attached Exhibit A for detailed explanations.

Date: 5.17.2012

Reviewed By 

Date: _____

President _____

Denton County Transportation Authority
Fiscal Year 2012 Operating Budget
Statement of Changes in Net Assets - Budget Format
EXHIBIT "B"

Description	Original FY12 Budget	Revisions	Amended FY12 Budget	
Operating Revenues				
Passenger Revenues	\$ 1,566,317	\$ (693,045)	873,272	Note 1
Contract Service Revenue	3,013,356	\$ -	\$ 3,013,356	
Other Revenues	-	\$ -	-	
Total Operating Revenues	\$ 4,579,673	\$ (693,045)	\$ 3,886,628	
Operating Expenses				
Salaries, Wages & Fringe Benefits	\$ 6,818,238	\$ (141,059)	\$ 6,677,179	Note 2
Services	1,395,574	\$ 287,035	1,682,609	Note 3
Materials & Supplies	3,436,999	\$ (67,000)	3,369,999	Note 4
Utilities	301,173	\$ 121,742	422,915	Note 5
Insurance, Casualties & Losses	471,740	\$ -	471,740	
Purchased Transportation Services	7,544,845	\$ 53,052	7,597,897	Note 6
Miscellaneous	138,398	\$ 1,125	139,523	
Leases & Rentals	1,036,930	\$ 12,050	1,048,980	Note 7
Depreciation	4,632,371	\$ 2,050,618	6,682,989	Note 8
Total Operating Expenses	\$ 25,776,268	\$ 2,317,563	\$ 28,093,831	
Operating Income / (Loss)	\$ (21,196,595)	\$ (3,010,608)	\$ (24,207,203)	
Non-Operating Revenue/(Expenses)				
Sales Tax Revenue	\$ 16,909,740	\$ 669,797	\$ 17,579,537	Note 9
Net Investment Income /(Expense)	48,000	\$ -	48,000	
Long-Term Debt Interest /(Expense)	(1,283,919)	\$ (200,461)	(1,484,380)	Note 10
Non-Operating Revenues /(Expenses)	62,000	\$ -	62,000	
Federal Grants & Reimbursements	3,518,583	\$ 2,201,557	5,720,140	Note 11
State Grants & Reimbursements	6,493,234	\$ 383,878	6,877,112	Note 12
Debt Issuance	-	\$ -	-	
Total Non-Operating Revenue/(Expenses)	\$ 25,747,638	\$ 3,054,771	\$ 28,802,409	
Increase in Net Assets	\$ 4,551,043	\$ 44,163	\$ 4,595,206	
Net Assets - Beginning of Year:	\$ 103,309,909		\$ 103,309,909	
Net Assets - End of Year:	\$ 107,860,952		\$ 107,905,115	
Transfer to Capital Projects	\$ 34,831,789	\$ 1,740,472	\$ 36,572,261	Note 13
Net Assets After Capital Project Transfer	\$ 73,029,163		\$ 71,332,854	

Denton County Transportation Authority Fiscal Year 2012 Revised Budget – Notes

Note 1 – Passenger Revenues

The decrease of \$693k is a result of reducing the rail revenues based on actual information. When they FY12 budget was completed, DCTA did not have rail operations experience to base the estimation on.

Note 2 – Salaries, Wages & Fringe Benefits

The decrease of \$141k is due to savings captured in bus operations and is offset by the addition of the Project Manager Position not previously budgeted for.

Note 3 – Services

Services increased by \$287k due to the following items:

- \$250k for legal fees for possible litigation
- \$34k for the rail safety campaign
- \$25k for additional staff support
- \$22k for additional IT support throughout the SunGard implementation
- \$24k for additional security services at the Rail OMF

These expenses were then offset by realized savings in other areas.

Note 4 – Materials & Supplies

This category decreased by \$67k due to realized savings in bus operations. These include office supplies, parts and tires.

Note 5 – Utilities

Utilities increased by \$121k in order to account for utilities at the Rail OMF and stations that were not included in the adopted budget. These include water, electricity, and other communications.

Note 6 – Purchased Transportation Services

The increase of \$53k is for the addition of mid-day rail service beginning August 20, 2012. The impact for a full year of mid-day operations in FY13 is \$463,657 and is included in the cash flow model.

Note 7 – Leases & Rentals

The increase of \$12k is for the additional Bus O&M facility lease that will begin in July 2012.

Note 8 – Depreciation

Depreciation has been re-calculated based on the transfer of rail fixed assets, which has caused an increase of \$2 million in this expense category. This is a non-cash item and will have no effect on the bottom line.

Note 9 – Sales Tax Revenue

The increase of \$669k is a result of updating the budget figure to reflect actuals received.

Note 10 – Long-Term Debt Expense

The increase of \$200k is for the pre-payment penalty incurred from the 2008 Series Bonds that was not previously included in the budget.

Note 11 – Federal Grants & Reimbursements

The increase of \$2.2 million is a result of a re-allocation of grants due DCTA receiving \$8.2M for the State of Good Repair grant. This award has allowed DCTA to begin work on the Bus O&M facility this year we have been able to re-allocate a portion of the grant funds to PTC.

Note 12 – State Grants & Reimbursements

This \$383k increase is based on an increase in the actual remaining RTRFI funds that have been drawn down and a slight decrease related to the STEP grants (TxDOT) that were administrative fees paid.

Note 13 – Capital Projects

The capital project budget has increased by \$1.7 million to account for the following approved capital projects in FY12:

- Bus O&M design and construction phase to begin in 2012 (\$1.5M)
- Rail Maintenance Equipment (\$50k)
- Passenger Information (\$28k)
- Community Enhancements – Design will begin summer of 2012

Denton County Transportation Authority
Fiscal Year 2012 Capital Budget
EXHIBIT "C"

Project Description	Original FY12 Capital Budget	Amendments	Amended FY12 Capital Budget
Bus Operations			
Passenger Amenities-Phase 2	85,527		85,527
Bus Operations & Maintenance Facility	-	1,521,758	1,521,758
Bus Maintenance Equipment	75,000		75,000
Security System Video Units	10,618		10,618
Paratransit Scheduling Systems	37,800		37,800
Electronic Fareboxes	-		-
Fleet Replacement	887,610		887,610
DDTC	373,282		373,282
Total Bus Operations	\$ 1,469,837	\$ 1,521,758	\$ 2,991,595
Rail Operations			
Passenger Information	-	28,714	28,714
Rail Maintenance Equipment	-	50,000	50,000
Line Construction	-		-
MedPark Station	-		-
Downtown Denton Station	-		-
HV/LV Lake Station	-		-
Old Town Lewisville Station	-		-
Hebron Station	-		-
MedPark Extension	-		-
Trinity Mills - NTRG Expense	-		-
Rail Operations & Maintenance Facility	1,200,000		1,200,000
Fare Collection Systems	-		-
Communication System	-		-
Traffic Signals	-		-
Railroad Signal System/Crossing	-		-
Positive Train Control Study	-		-
Positive Train Control	3,002,070		3,002,070
Rail Cars	28,035,303		28,035,303
Stadler Cars Implementation	895,803		895,803
Professional Services	155,000		155,000
CM/GC Pre-Construction	-		-
Trail Relocation - North Region	-		-
Project Management - DCTA Internal	-		-
Rail Corridor - DART	-		-
Neighborhood Sound Mitigation	-		-
Community Enhancements	13,091	140,000	153,091
Lewisville Bike Trail	60,685		60,685
Total Rail Operations	\$ 33,361,952	\$ 218,714	\$ 33,580,666
Total Capital Expenditures	\$ 34,831,789	\$ 1,740,472	\$ 36,572,261

	2011	2012	2013	2014	2015	2016	2017	Total 2012 - 2017
OPERATING REVENUES								
Bus Operating Revenue	\$ 3,031,848	\$ 3,326,627	\$ 3,420,160	\$ 3,516,437	\$ 3,647,495	\$ 3,749,826	\$ 3,855,155	21,515,699
Rail Operating Revenue	\$ 194,684	\$ 574,015	\$ 579,755	\$ 608,743	\$ 675,705	\$ 682,462	\$ 689,286	3,809,966
NON-OPERATING REVENUES								
Sales Tax Revenue	17,135,359	17,913,422	18,450,825	19,188,858	19,956,412	20,754,668	21,584,855	117,849,040
Formula Grants (Operating)	2,105,742	3,131,399	3,592,536	3,595,978	3,209,806	2,851,328	2,908,355	19,289,402
Interest Income-Non RTRFI Funds	110,472	48,000	57,964	107,603	110,214	140,859	184,582	649,222
Misc. Revenue	200,888	62,000	135,888	155,332	152,680	152,680	152,680	811,260
Restricted RTRFI Interest Income	344,975	678,182						678,182
Total Revenues	23,123,967	25,733,645	26,237,128	27,172,950	27,752,312	28,331,822	29,374,914	164,602,770
OPERATING EXPENSES								
Bus Operating Expense	6,939,649	7,824,760	8,145,565	8,394,592	8,650,254	8,981,290	9,312,642	51,309,104
Rail Operating Expense	6,910,500	10,547,785	10,009,597	10,312,729	10,563,113	10,882,635	11,200,147	63,516,006
G&A Operating Expense	2,653,865	3,038,297	2,819,792	2,912,951	3,009,561	3,109,766	3,213,699	18,104,067
NON-OPERATING EXPENSES								
Non-Operating (Income) / Expense	(184,095)							-
Total Expenses	16,319,919	21,410,842	20,974,954	21,620,273	22,222,928	22,973,691	23,726,487	132,929,176
NET INCOME	6,804,048	4,322,802	5,262,173	5,552,677	5,529,383	5,358,131	5,648,427	31,673,594
CAPITAL OUTLAY								
Bus Capital Expenditure	598,287	2,101,402	7,116,973	2,057,836	-	-	-	11,276,211
Bus Replacement Expense	2,307,427	549,861	-	-	1,973,773	-	-	2,523,634
CM/GC Construction Phase	81,696,729	2,157,883	-	-	-	-	-	2,157,883
Professional Services	4,680,325	1,152,608	27,500	-	-	-	-	1,180,108
Stadler Fleet (Vehicles)	26,503,820	26,268,745	-	-	-	-	-	26,268,745
Real Estate	742,808	-	1,000,000	-	-	-	-	1,000,000
Right of Way	7,500,040	-	-	-	-	-	-	-
Rail Capital Expenditure (LV Hike & Bike)	60,685	-	86,250	741,520	2,600,941	-	-	3,428,711
Rail Capital Expenditure (Community Enhancements)	13,091	140,000	599,617	-	-	-	-	739,617
Positive Train Control	239,172	3,002,070	9,508,758	4,247,441	-	-	-	16,758,269
Total Capital Outlay	124,342,384	35,372,569	18,339,098	7,046,797	4,574,714	-	-	65,333,178
CAPITAL SOURCES								
New Money (Debt Issuance)	14,305,000	-	13,400,000	-	-	-	-	13,400,000
RTRFI Funds	77,661,498	6,184,749	-	-	-	-	-	6,184,749
Formula Grants (Capital)	3,405,800	3,281,104	5,635,587	2,511,738	3,756,071	96,300	96,300	15,377,100
Total Capital Sources	95,372,298	9,465,853	19,035,587	2,511,738	3,756,071	96,300	96,300	34,961,849
DEBT SERVICE								
2008 Issue (ST) Debt Service	833,512	833,511	1,718,511	1,718,200	1,716,492	1,718,387	1,713,687	9,418,788
2009 Refunding (ST) Debt Service	-	-	-	-	-	-	-	-
2011 Contractual Obligations (Vehicles)	-	336,945	336,945	336,945	751,945	763,955	770,183	3,296,918
2011 Contractual Obligations (PTC)	-	113,463	113,463	113,463	253,463	254,081	259,542	1,107,475
2013 Contractual Obligations (PTC)	-	-	-	1,278,000	1,272,000	1,271,800	1,275,100	5,096,900
Total Debt Service	833,512	1,283,919	2,168,919	3,446,608	3,993,900	4,008,223	4,018,512	18,920,081
Gross Sales Tax Coverage:	20,566	13,955	8,511	5,571	5,000	5,181	5,371	
Internal Debt Service Coverage:	8.16	3.37	2.43	1.61	1.38	1.34	1.41	
Beginning Fund Balance:	\$ 55,528,022	\$ 32,528,473	\$ 9,660,640	\$ 13,450,384	\$ 11,021,394	\$ 11,738,234	\$ 13,184,443	
Year End Audit Adjustment	-	-	-	-	-	-	-	
Ending Fund Balance:	32,528,473	9,660,640	13,450,384	11,021,394	11,738,234	13,184,443	14,910,658	
Less Restricted RTRFI Interest Income	-	-	-	-	-	-	-	
Less Required Fund Balance (O&M Reserve Policy):	4,079,980	5,197,803	5,243,739	5,405,068	5,555,732	5,743,423	5,931,622	
Less Sales Tax Stabilization Fund	-	-	-	-	-	-	-	
Less Fuel Stabilization Fund	-	-	-	-	-	-	-	
Less Capital/Infrastructure	-	-	-	-	-	-	-	
Net Available Cash	28,448,493	4,462,837	8,206,645	5,616,326	6,182,502	7,441,020	8,979,036	

	2011		2012		2013	2014	2015	2016	2017	Total 2012 - 2017
		Budget		Budget						
OPERATING REVENUES										
Bus Operating Revenue	\$ 2,962,599	\$ 3,316,262	\$ 3,417,303	\$ 3,511,437	\$ 3,658,678	\$ 3,758,580	\$ 3,856,068	\$ 3,954,520	\$ 4,053,008	\$ 21,518,328
Rail Operating Revenue	\$ 296,124	\$ 1,263,412	\$ 1,425,120	\$ 1,468,640	\$ 1,504,184	\$ 1,550,061	\$ 1,595,520	\$ 1,641,000	\$ 1,686,479	\$ 8,806,937
NON-OPERATING REVENUES										
Sales Tax Revenue	16,417,224	16,909,740	17,417,032	18,113,713	18,838,262	19,591,793	20,375,464	21,160,235	21,945,006	111,246,004
Formula Grants (Operating)	1,309,828	2,383,938	2,763,724	2,767,166	2,701,968	2,756,007	2,811,127	2,866,186	2,921,245	16,183,931
Interest Income-Non RTRFI Funds	108,027	48,000	50,569	100,482	95,516	109,884	146,208	191,632	237,486	550,659
Misc. Revenue	168,048	62,004	135,888	155,332	152,680	152,680	152,680	152,680	152,680	811,264
Restricted RTRFI Interest Income	183,523	691	-	-	-	-	-	-	-	691
Total Revenues	21,445,372	23,984,047	25,209,637	26,116,770	26,951,288	27,919,005	28,937,067	29,914,138	30,901,217	159,117,814
OPERATING EXPENSES										
Bus Operating Expense	7,056,675	8,039,006	8,370,126	8,687,984	9,015,686	9,293,678	9,637,014	9,980,350	10,323,686	53,043,493
Rail Operating Expense	6,174,104	10,397,864	9,500,800	9,790,934	10,027,891	10,333,743	10,636,797	10,942,850	11,248,903	60,688,029
G&A Operating Expense	2,639,390	2,707,033	2,712,949	2,804,143	2,898,767	2,996,970	3,098,885	3,197,000	3,295,115	17,218,746
NON-OPERATING EXPENSES										
Non-Operating (Income) / Expense	(226,016)	-	-	-	-	-	-	-	-	-
Total Expenses	15,644,152	21,143,903	20,583,874	21,283,060	21,942,344	22,624,391	23,372,696	24,117,446	24,866,704	130,950,269
NET INCOME	5,801,220	2,840,144	4,625,763	4,833,710	5,008,944	5,294,615	5,564,371	5,846,692	6,034,513	28,167,545
CAPITAL OUTLAY										
Bus Capital Expenditure (Maintenance Fac.)	590,795	582,227	818,565	-	9,665,107	-	-	-	-	11,065,899
Bus Replacement Expense	1,969,678	887,610	-	-	-	-	-	-	-	887,610
CM/GC Construction Phase	82,780,932	1,200,000	-	-	-	-	-	-	-	1,200,000
Professional Services	5,190,679	655,000	-	-	-	-	-	-	-	655,000
Stadler Fleet (Vehicles)	24,341,459	28,431,106	-	-	-	-	-	-	-	28,431,106
Real Estate	742,808	-	1,000,000	-	-	-	-	-	-	1,000,000
Right of Way	7,500,040	-	-	-	-	-	-	-	-	-
Rail Capital Expenditure (LV Hike & Bike)	-	60,685	86,250	741,520	2,600,941	-	-	-	-	3,489,396
Rail Capital Expenditure (Community Enhancements)	-	13,091	739,617	-	-	-	-	-	-	752,708
Positive Train Control	597,930	3,002,070	9,150,000	4,247,441	12,266,048	16,399,511	16,399,511	16,399,511	16,399,511	63,881,230
Total Capital Outlay	123,714,321	34,831,789	11,794,432	4,988,961	12,266,048	16,399,511	16,399,511	16,399,511	16,399,511	63,881,230
CAPITAL SOURCES										
New Money (Debt Issuance)	14,390,000	-	13,400,000	-	-	-	-	-	-	13,400,000
RTRFI Funds	78,181,468	5,664,780	69,000	593,216	10,856,398	10,856,398	10,856,398	10,856,398	10,856,398	5,664,780
Formula Grants (Capital)	3,210,102	1,962,409	69,000	593,216	10,856,398	10,856,398	10,856,398	10,856,398	10,856,398	13,481,022
Total Capital Sources	95,781,570	7,627,188	13,469,000	593,216	10,856,398	10,856,398	10,856,398	10,856,398	10,856,398	32,545,802
DEBT SERVICE										
2008 Issue (ST) Debt Service	-	-	-	-	-	-	-	-	-	-
2009 Refunding (ST) Debt Service	833,512	833,512	1,718,512	1,718,200	1,716,492	1,718,387	1,713,687	1,708,987	1,704,287	9,418,790
CAPITAL IMPROVEMENT PLAN (2011)										
Contractual Obligations (Vehicles)	315,285	315,285	336,945	336,945	751,945	763,955	770,183	776,413	781,643	3,275,258
Contractual Obligations (Pos Train Cont)	135,122	135,122	113,463	1,391,463	1,525,463	1,525,881	1,534,642	1,543,403	1,552,164	6,226,034
Other Sales Tax Bonds	-	-	-	-	-	-	-	-	-	-
Total Debt Service	833,512	1,283,919	2,168,920	3,446,608	3,993,900	4,008,223	4,018,512	4,026,890	4,037,490	18,920,082
Gross Sales Tax Coverage:	19,700	13,170	8,030	5,260	4,720	4,890	5,070	5,250	5,430	28,167,545
Internal Debt Service Coverage:	6,960	2,210	2,130	1,400	1,250	1,320	1,380	1,440	1,500	6,034,513
Beginning Fund Balance:	\$ 57,042,278	\$ 34,077,235	\$ 8,428,859	\$ 12,560,270	\$ 9,551,627	\$ 9,157,020	\$ 10,443,412	\$ 11,989,271	\$ 13,688,043	\$ 57,042,278
Year End Audit Adjustment:	-	-	-	-	-	-	-	-	-	-
Ending Fund Balance:	34,077,235	8,428,859	12,560,270	9,551,627	9,157,020	10,443,412	11,989,271	13,688,043	15,487,814	34,077,235
Less Restricted RTRFI Interest Income	-	-	-	-	-	-	-	-	-	-
Less Required Fund Balance (O&M Reserve Policy):	3,911,038	5,131,068	5,145,969	5,320,765	5,485,586	5,656,098	5,843,174	6,034,513	6,226,034	28,167,545
Capital/Infrastructure Reserve	30,166,197	3,297,791	7,414,301	4,230,862	3,671,434	4,787,314	6,146,097	7,644,860	9,157,020	30,166,197
Net Available Cash	-	-	-	-	-	-	-	-	-	-

Five Year Impact
Major Variances - Adopted CFM (Sept. 2011) vs. Revised CFM (May 2012)

Operating Revenues

- > Rail operating revenues revised based on actual rail revenues **(Total decrease \$4,996,971)**

Non-Operating Revenues

- > Sales tax revenue revised to reflect actuals received thru May 2012 with an additional 3% increase for the remaining months. FY12 total escalates based on cash flow model assumption. **(Total increase of \$6,603,036)**
- > Operating and capital grants have been revised to reflect current information. Also includes the addition of \$8.2 million DCTA was awarded for the Bus O&M facility that was not previously included. **(Total increase of \$5,521,518)**

Operating Expenses

- > Addition of Rail mid-day service **(Total increase of \$2,514,673)**
 - * Mid-Day = \$2,450,835
 - * Friday Night = \$63,838
- > Additional legal fees assumed in FY2012 **(Total increase \$250k)**

Capital Outlay

- > Bus O&M Facility increased capital cost **(Total Increase of \$88k)**
- > Additional passenger amenities project is 80% grant funded **(Total increase of \$124,900)**
- > Additional bus replacement scheduled in 2015 is 80% grant funded **(Total increase of \$1,973,773)**

** FY2011 actuals were updated with audited financials

Cash Flow Model - Assumptions

Cost Category	2013	2014	2015	2016	2017
Bus Revenues Growth / Inflation	1.00%	1.00%	11.00%	1.00%	1.00%
UNT Contract Revenue Growth	3.00%	3.00%	3.00%	3.00%	3.00%
Rail Revenues Growth / Inflation	1.00%	5.00%	11.00%	1.00%	1.00%
Labor Cost Inflation	4.00%	4.00%	4.00%	4.00%	4.00%
Benefit Cost Inflation	5.56%	5.56%	5.56%	5.56%	5.56%
General Inflation Rate	2.22%	2.22%	2.22%	2.22%	2.22%
Rail O&M Contract Inflation				3.00%	3.00%
Fuel Oil Projected Inflation (Energy Info Assoc)	4.98%	3.30%	3.09%	3.24%	2.46%
Sales Tax Growth / Inflation	3.00%	4.00%	4.00%	4.00%	4.00%
DART Easement Lease Payment	3.00%	3.00%	3.00%	3.00%	3.00%
Formula Grant Escalation	2.00%	2.00%	2.00%	2.00%	2.00%
Interest Rate	0.60%	0.80%	1.00%	1.20%	1.40%



Board of Directors Memo

May 24, 2012

Subject: 3 Discussion of August Service Level Changes

Background

In December, DCTA adopted a Service Plan that included a series of recommendations for near-term service improvements. These improvements included increasing the span of service on the A-train and improving connections between transit modes. DCTA then conducted a community wide survey to gather a better understanding of transit needs and priorities. The results, key findings and proposed actions were presented to the public at a round of public meeting in early March. A summary of the comments received from those meetings is attached.

Based on the public feedback received and the review of the authority's financial capacity, DCTA staff is proposing the following set of actions for presentation to the board in April, presentation to the public in May and adoption by the board in May:

DCTA staff is proposing the following actions for implementation on August 20, 2012

- Maximize connection opportunities between DART and DCTA and within the DCTA system without negatively impacting the local system.
- Modify Saturday schedule to provide an earlier trip without adding operating costs.
- Move fare boundary to Trinity Mills.
- Add mid-day A-train service and eliminate Mid-day Station Shuttle.
- Continue Friday night service but reconfigure to better meet demand.

DCTA staff will continue to study for implementation and funding in FY13

- Additional bus service in Denton and Lewisville to improve connections and spans of service

DCTA staff needs a minimum of 75 days prior to the implementation of service changes so that passenger information materials can be updated and distributed.

Identified Need

Mid-day A-train service will increase ridership and better meet the needs of our commuting public. Modifications to Friday night and Saturday morning will provide better trip opportunities for discretionary travelers and in the long term build DCTA's regular ridership base. Friday night service (as currently configured) is not performing as well as anticipated in terms of ridership. Historic data since 10/1/2011 is attached along with a summary explanation. The recommended plan is to realign the service to meet identified trends and survey data.

DCTA hosted public meetings in late April/early May to garner public input. A summary of the comments received from the public is attached.

Financial Impact

To accommodate the addition of mid-day A-train service on August 20, 2012, an amendment to the FY12 budget is required to accommodate the additional operating costs. The changes to Friday and Saturday do not impact the budget. The revised cash flow model incorporates these levels of service while maintaining DCTA financial policy standards.

Recommendation

Staff recommends Board approval of the service changes presented.

Final Review:



Jarod Varner
Vice President

Approval:



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

PUBLIC INVOLVEMENT STRATEGY FOR AUGUST 20, 2012 SERVICE CHANGES

Between March and May, DCTA actively solicited feedback on proposed service improvements. These activities included seven public meetings, two community events, three presentations to stakeholder, and numerous comment opportunities through comment forms, email, phone call and social media.

Activities in March and early April focused on community survey results and service priorities. Service priorities were further refined based on agency financial constraints which resulted in a series of recommended improvements in August and another series of improvements in January. The August recommendations as presented to the DCTA Board of Directors on April 26, 2012, were presented to the public for comment in late April and early May.

Public meetings were advertised in local newspapers in accordance with the Authority's Public Involvement Plan. DCTA also provided notice about the meetings on DCTA vehicles, website and social media platforms.

**SUMMARY OF PUBLIC COMMENTS FROM APRIL/MAY PUBLIC MEETINGS
– via Public Meetings, Social Media, Call Center, Personal Need Surveys, and Comment Forms**

Personal Needs Survey of Passengers

Passengers were asked to rate recommendations based on their personal travel needs from 1 to 6 (1 being the most immediate need).

Need	Avg Rating
Add Mid-Day Rail Service and Eliminate Mid-Day Shuttle Service	2.06
Maximize Transit Connections Between Modes	2.26
Add bus services in Denton and Lewisville to Improve Connections and Spans of Service	2.31
Continue Extended Weekend Hours but Reconfigure to Better Meet Demand and Serve Key Regional Events	2.44
Modify Saturday Service to Provide an Earlier Trip	2.82
Eliminate Regular Friday Night Service to Operate Special Event Schedules for Major Events	4.21

Mid-Day A-train Service

- Consistent, reliable service during the middle of the day is important.
- DCTA is not proposing enough service in the middle of the day. The gap between trips is too large.
- DCTA is reducing the number of trip opportunities by replacing the train with the bus.
- The bus was adequate but just needed to have more trips.
- Mid-day rail service is the best way to grow ridership and should be the top priority.

- Mid-day rail service provides additional trip opportunities for students.
- Mid-day service is important for people with non-traditional work schedules.
- The proposal provides additional flexibility for people wanting to go to Dallas for lunch or special excursions.
- This option provides working parents the flexibility to go home during emergency.

Extended Friday/Saturday/Special Events

- DCTA should consider building a schedule that allows people to attend Stars and Mavericks games at the American Airlines Center.
- The trains should run later on Friday and Saturday nights.
- DCTA should provide service on Sundays for special events.
- DCTA should run special trains for events like 35 Denton and Arts and Jazz.
- Bus service does not mirror A-train service so people can't get to square during special events.
- Later hours on the weekend allow people to use the A-train for trips other than work or school.
- Friday night needs to be allowed to run through the summer.
- Earlier Saturday train will allow people to enjoy day time activities on the weekend like zoo, State Fair and festivals in Denton.
- Earlier Saturday trip will better accommodate work schedules. Retail typically opens between 10 and 11.
- Need more frequency on Saturdays, during the mid-day and on Friday nights.
- Run Friday night services later to accommodate events and concerts.
- Staff Friday night proposal is not late enough.
- Defining key regional events would be difficult.

AM/PM Weekday Service

- 5:00 a.m. seems to be too early to start service.
- 5:00 a.m. is needed especially for people traveling to Fort Worth.
- DCTA does not run late enough to accommodate night classes at UNT, TWU and NCTC.
- DCTA needs to have a later train from Trinity Mills. 8:00 p.m. is just too early.
- The gap between 6:40 p.m. and 8:00 p.m. is too long. If someone misses a connection, then passengers are left waiting over an hour. This is still peak commuting time.
- DCTA needs to run late every day to accommodate shift workers with non-traditional work schedules.
- Earlier train in AM from Denton should be added to accommodate Southwest employees and hospital employees.

A-train Schedule/Operations

- Conductors take too long to load passengers at stations. Need to expedite the process.
- Better connections with DART.
- Need to run the same frequencies and operating hours as DART.
- Some of the DART/A-train connections are too tight.

- If DART is running late and misses the connection with the A-train, then passengers sometimes have to wait over an hour.
- DART and DCTA should communicate during delays.
- Frequency is reduced too quickly in the afternoon peak. DCTA's peak needs to be earlier to serve university students but late enough to serve commuters coming back from Dallas.
- DCTA conductors are great and make the commute enjoyable.
- Bus shuttles need to be used during system failures or major service delays.
- Better signal reliability.
- DCTA needs to improve reliability.
- Consider allowing pets in carriers on the train.
- Sunday service should be offered.
- The trains are positioned in the middle of the platform and people have to walk all the way around the ends of the platform.

Bus Service

- Add more service in Denton.
- Better connections to UNT and the A-train.
- Operate Route 9 all year around and all day.
- NCTC needs more frequency.
- Better on-time performance.
- Connections between bus routes need to be improved.
- DCTA buses and trains should meet. Connections are horrible.
- Bus routes that serve stations need to better align with A-train operating hours and frequencies.
- The bus needs to run later and start earlier.
- Route 2 needs to be adjusted to better connect employment centers with MedPark station.
- Run later buses Monday through Friday.
- All buses should operate as well as Route 9.
- The frequency of bus service in Lewisville and Denton does not meet the need and limits ridership.
- Travel time in Denton because of traffic, transfer time, and on-time performance keeps people from riding DCTA.
- Route 8 is almost never on-time.
- Route 3 needs to better align with A-train hours especially when county complex opens.
- Better promotion and hours for Connect RSVP.
- The mid-day shuttle takes too long.
- DCTA needs to improve reliability.
- Buses need to accommodate wider wheelchairs.
- Add Sunday bus service.

Passenger Experience/Amenities/Information

- Trip planning mobile application is needed.
- Call Center and transit center hours need to mirror operating hours

- Call Center needs additional lines or staffers. Phones are often busy or unable to get through.
- DCTA needs some emergency call number in case something happens when the call center is not open.
- Call Center staff needs better awareness of where buses and trains are when they are running behind schedule.
- Rider alerts need to continue as long as the service is behind schedule.
- Provide text rider alerts. Many people cannot receive email on their phone.
- Need north – south windscreens.
- Need restrooms and water fountains.
- Better communication between DART and DCTA when DART is running late.
- WiFi on trains and buses.
- Bike lids and additional bicycle amenities at the station.
- Schedule public meetings at the universities.
- Add recycling receptacles to transit center and stations.
- Too many homeless loiter around the transit center.
- Handicap door assist buttons at DDTC.
- Improve communication during major service issues with signage or staff at each station.
- Provide more frequent updates during major service issues.
- DCTA staff is terrific.
- DCTA should do more to promote the services.
- Encourage people to buy passes from DCTA.
- DCTA is very customer oriented.
- DART still cannot validate DCTA passes.
- Need reader boards/signage at the stations.
- Hold public meetings at times convenient for commuters.
- Pursue partnerships to promote the service and subsidize passes.
- Target key demographics that are most likely to travel on transit.
- UNT routes need an overhaul.
- UNT routes need to operate on consistent headways.

A-train Vehicles

- Like the nostalgia of current RDCs.
- General excitement for new vehicles.
- Get the A-trains running as quickly as possible.

Safety/Security

- People drive through the bus lane at Highland Village/Lewisville Lake station.
- Better passenger pick-up/drop off signage at Highland Village/Lewisville Lake station.
- Difficulty turning out of Highland Village/Lewisville Lake station. Visibility of on-coming cars is difficult.
- DCTA should allow for overnight parking for business trips and so that passengers can complete the last section of their trip.
- Wayside horn at Eagle Point.

- Safety at Eagle Point crossing.
- Finish the traffic light at Colorado.

Fare Media/Pass Sales

- Want to be able to buy passes from DCTA even if employer is in Dallas County.
- The current regional fare agreement does not seem to be fair to DCTA.
- DART buses are not accepting DCTA fares.
- Offer fare vouchers for social service agencies.
- Offer weekend family passes.
- The faculty/staff rate should be the same as the students.
- Regional fare boundary makes sense at Trinity Mills.
- Do not increase fares on the elderly.
- Do not increase regional fares.

Other Service Areas

- Service to Fort Worth
- Direct connection to TRE without having to transfer to Green Line.
- Bus service to Health Services of North Texas in Denton.
- Bus service to new development near Unicorn Lake.
- Bus service to North Lewisville and Highland Village.
- Bus service to business developments near Hebron.
- More bus routes are needed throughout Lewisville.
- Expand bus service in Lewisville to serve employment areas south of the Vista Ridge Mall.
- Add a direct route between TWU and UNT.
- Bus service west of I-35 in Denton.
- Station in Lake Cities.
- Connection to Amtrak.
- Regular service back to Lewisville Senior Center.
- Service to 380.
- Express train service to Downtown Dallas without a DART connection.
- Service to Collin County.

What We Heard

- Mid-day rail service is top priority. Shuttle bus is inconvenient and the fleet is unreliable.
- Friday night service in its current configuration is not working as well as everyone hoped.
- Late night and weekend service is highly desirable by community, especially to serve regional events.
- Smooth and timely connections between modes are essential.
- Bus services need to be expanded both in frequency and service hours.
- There are areas that need bus service or are underserved by current service.
- Later weekday service is warranted to accommodate later work hours and night classes.

DCTA

Service Changes As Presented (5/24)

August 20, 2012

- Mid-day rail service will be implemented with 2-3 NB/SB trips.
- Maximize key connections between modes.
- Begin Saturday rail service earlier.
- Move fare boundary to Trinity Mills.
- Modify Friday and Saturday night service to better serve regional events.

January Considerations

- Additional bus frequency and expanded hours in Lewisville and Denton.
- Expanded bus service area in our member cities.
- Later weekday service warranted to accommodate later work hours and night classes.

The logo for DCTA (Dallas County Transportation Authority) is displayed in a large, bold, white font against a dark grey background. The letters are thick and blocky, with a slight shadow effect behind them.

Direction	Current Hours		Current # of Trips	Proposed Hours		Proposed # of Trips
	1st depart	Last Depart		1st depart	Last Depart	
Monday-Thursday						
Southbound AM	4:57am	9:28am	10	5:04am	9:34am	11
Northbound AM*	4:17am	8:21am	10	4:30am	8:50am	11
Southbound-Midday	10:30am	2:00pm	4	11:15am	1:15pm	2
Northbound-Midday	10:30am	2:00pm	4	10:26am	2:06pm	3
Southbound PM	3:19pm	7:13pm	9	3:00pm	8:48pm	12
Northbound PM*	2:39pm	8:04pm	12	2:48pm	8:06pm	13
Friday						
Southbound AM	4:57am	9:28am	9	5:04am	9:34am	10
Northbound AM*	4:17am	8:21am	10	4:30am	8:50am	7
Southbound-Midday	10:30am	2:00pm	4	11:15am	1:15pm	3
Northbound-Midday	10:30am	2:00pm	4	10:26am	2:06pm	3
Southbound PM	3:19pm	11:38pm	12	3:00pm	1:30am**	16
Northbound PM*	2:39pm	10:45pm	14	2:48pm	12:44am	15
Saturday						
Southbound	11:31am	11:15pm	8	10:15am	11:53 pm	8
Northbound*	10:39am	10:24pm	9	9:40am	12:37 am	8

* Includes partial trips for positioning of trains.

** Last trip does not go to Trinity Mills. No DART connection.



Trade Offs

Issue/Concern	Outcomes
Mid-day rail Service	Less trip opportunities/More reliability
Later Friday PM rail service	90 minute layover in Denton. No SB service between 9:00PM and 11:55PM.
Earlier AM/ Later Saturday PM rail service	Increase service spans to accommodate earlier/later schedule. May require more funds to do both
Move Fare Boundary to Trinity Mills	May not be able to buy DCTA local at Trinity Mills
Rail: NB PM weekday gap between 6:48PM & 8:04PM	January consideration
Bus: Additional bus frequency, span of service and coverage	January consideration



REPORT TO THE DCTA BOARD OF DIRECTORS FROM BUDGET COMMITTEE CHAIRMAN

WS 5(a)

The first meeting of the Budget Committee was held at 3:00 p.m., Wednesday, May 16, 2012 at 1660 S. Stemmons, Suite 250 Conference Room in Lewisville, TX

In attendance were:

Committee Members: Paul Pomeroy, Dave Kovatch, Richard Huckaby

DCTA Staff/Legal Counsel : Jim Cline, Anna Mosqueda, Amanda Riddle, Jarod Varner, Dee Leggett, Ann Boulden, Leslee Bachus, Pete Smith

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

Overview of Fiscal Year 2013 Budget process (Information and discussion only)

- Review of FY13 Budget Calendar and committee meeting dates and objectives for each committee meeting (Reference Budget Calendar)

Review Fiscal Year 2012 Revised Budget and Cash Flow Model (Committee recommendation to forward to the Board for approval)

- Discussion of FY12 Revised Budget and accompanying cash flow model.
- Cash flow Model incorporates impact of recommended rail service schedule changes

Discuss Fiscal Year 2013 Budget Goals and Objectives (Information and discussion only)

- Synopsis of FY12 key accomplishments
- Presentation of FY13 Goals and Objectives as adopted by the Board in the Long Range Service Plan
- Discussion of best method of feedback/communication with full Board on Goals and Objectives and budget process
- Discussion of FY13 PROPOSED TASKS AND PERFORMANCE MEASURES as the baseline for the upcoming FY13 BUDGET.

Meeting adjourned at 5:00pm

Budget Committee

Chair – Paul Pomeroy

Members –Richard Huckaby, Dave Kovatch, Tom Spencer

Staff Liaison – Anna Mosqueda – CFO

ATTACHMENT "A"

WS 5(a)



Budget Committee
of the DCTA Board of Directors
3:00 p.m., May 16, 2012
1660 S. Stemmons, Suite 250 Conference Room
Lewisville, TX 75067

AGENDA

NOTICE IS HEREBY GIVEN that there will be a meeting of the Budget Committee of the DCTA Board of Directors at the time and location above.

Welcome and Introductions

1) ITEMS FOR DISCUSSION / FORWARD FOR BOARD CONSIDERATION

- a. Overview of Fiscal Year 2013 Budget process
- b. Review Fiscal Year 2012 Revised Budget and Cash Flow Model
- c. Discuss Fiscal Year 2013 Budget
 - i. Goals and Objectives
 - ii. Revenues
 - iii. Operating Expenditures
 - iv. Capital Expenditures
 - v. Cash Flow Model

2) ADJOURN

Budget Committee
Chair – Paul Pomeroy
Members –Richard Huckaby, Dave Kovatch, Tom Spencer
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 5/18/2012 at 10:12 AM.

Leslee Bachus, Executive Assistant

DENTON COUNTY TRANSPORTATION AUTHORITY (DCTA)

FISCAL YEAR 2012-2013
OPERATING AND CAPITAL BUDGET

BUDGET COMMITTEE
May 16, 2012

Chairman: Paul Pomeroy
Members: Richard Huckaby, Dave Kovatch, Tom Spencer

CHAIRMAN - OVERVIEW

- Purpose
- Meeting Schedule and Process
- Board Update
- Principles and Assumptions

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TODAY'S AGENDA

- FY13 Budget Calendar/Process
- FY12 Revised Budget
 - Accompanying cash flow model
- FY12 Projected Accomplishments
- FY13 Goals/Objectives/Tasks

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FY2013 BUDGET CALENDAR

- May 2012
 - FY1 Revised Budget
 - Accompanying cash flow model
 - FY12 Projected Accomplishments
 - FY13 Goal/Objectives/Performance Measures
- June 2012
 - Revenue Projections and Assumptions
 - Proposed Employee benefits
- July 2012
 - Operating Assumptions and Expenditures
 - Expanded Level Requests
 - 5 Year Capital Plan and Assumptions

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FY2013 BUDGET CALENDAR

May 2012 – September 2012

- August
 - Proposed FY13 Operating and Capital Budget
 - Accompanying Cash Flow Model Impact
 - Public Hearing

- September
 - Final FY13 Operating and Capital Budget
 - Formal adoption of FY13 Operating and Capital Budget
 - Accompanying Cash Flow Model

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FY2012 REVISED BUDGET / CASH FLOW MODEL

Committee Agenda Packet
Pages 3-12

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FY2012 KEY ACCOMPLISHMENTS

- Increased system-wide ridership by a record 20% due to the introduction of the A-train and positive improvements to bus services
- Increased the number of DCTA vanpools to 5
- Trained 450 first responders on the operation and configuration of the Stadler GTW vehicles
- Completed closeout of the A-train construction contract within budget
- Bus operations averages 96% On Time Performance (OTP)
- Completed construction and move-in of the Rail Operations & Maintenance Facility
- Adopted the long range service plan

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FY2012 KEY ACCOMPLISHMENTS

- Positive Train Control (PTC) preliminary design/engineering contract awarded to LTK
- Adoption of the Financial Policies
- Implementation of an integrated financial software solution (SunGard One Solution)
- Completion of the FY11 Audit with an unqualified opinion and no material findings
- Completed conversion to TCDRS retirement plan and addition of ICMA as voluntary plan
- Received TX State Comptroller Leadership Circle – Silver Award

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VISION and MISSION

- **Vision:**
DCTA is a leader in advancing public transportation alternatives, helping to improve Denton County's economy and environment.
- **Mission Statement:**
As a regional partner, the Denton County Transportation Authority is committed to providing safe, customer-focused, and efficient mobility solutions for Denton County.

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AGENCY CORE VALUES

- **Accountability:** accountable to constituents and to being exemplary stewards of public resources.
- **Commitment:** working collaboratively to deliver the Service Plan in a timely manner to serve the mobility needs customers.
- **Excellence:** will consistently offer innovative, effective, and quality public transportation alternatives that exceed customer expectations.
- **Integrity:** conduct themselves in a manner that upholds the highest legal and ethical standards, uncompromising in commitment to truth, honesty, and openness in all relationships and interactions.
- **Respect:** all customers are important and all employees add value; and will treat all customers and employees with dignity and esteem.
- **Safety:** most important commitment is safety through the strict adherence to policies, procedures and ongoing employee training and professional development.

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FY2013 AGENCY GOALS AND OBJECTIVES

- Long Range Service Plan
 - Team lead by Nelson-Nygaard

- Vision/Goals/Objectives
 - Adopted Feb. 2012

- Performance Measures
 - Presented Feb & March 2012

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AGENCY GOALS AND OBJECTIVES

- GOAL 1: Maximize service efficiency and reliability

- GOAL 2: Maximize the effectiveness of service for DCTA's ridership markets

- GOAL 3: Increase the visibility and elevate the image of DCTA

- GOAL 4: Expand DCTA's services into areas where transit has a strong likelihood of success.

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AGENCY GOALS AND OBJECTIVES (continued)

- GOAL 5: Coordinate regional services with other regional transportation providers.
- GOAL 6: Tie the provision of transit to land-use and the resulting demand levels
- GOAL 7: Advocate sustainable development practices that support transit.
- GOAL 8: Maintain fiscally sound and sustainable financial plans and budgets that reflect community priorities and values

[13]

AGENCY GOALS AND OBJECTIVES

DISCUSSION OF
FY13 GOALS/OBJECTIVES/PERFORMANCE MEASURES

REFER TO HAND-OUT

[14]

DCTA FY13 Budget Preparation Calendar



Budget Kick-Off Meeting

Quarterly Budget Reviews

Agency Goals

Staff Department Goals Due

Revenue Projections Due

Board of Director Meetings

FY13 Staff Budget Reviews

Operating & Capital Budgets Due

Budget Committee Meetings
3-5 p.m. DCTA Board Room

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

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

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

FY13 Budget Calendar Completed

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

April 13th: FY13 Agency Goals Determined
April 16-18th: FY12 Q2 Budget Reviews
April 26th: FY12 Revised Budget to BOD

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

May 1st: FY13 Departmental Goals/Objectives Due
May 16th: FY12 Accomplishments & FY13 Goals (BC)
May 24th: FY12 Revised Budget to BOD for Adoption

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

June 1st: FY13 Revenue Projections Due
June 6-7th: FY13 Revenue Reviews (Staff)
June 13th: FY13 Benefits & Revenues (BC)
June 22nd: FY13 Operating & Capital Budgets Due
June 25-27th: FY13 Operating & Capital Reviews (Staff)

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

July 11th & 18th: FY13 Operating & Capital Review (BC)

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

August 8th: Review follow-up items with BC
August 15th: Proposed FY13 Budget Presentation to BC
August 23rd: Proposed FY13 Budget Presentation to BOD and Public Hearing

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

September 12th: FY13 Budget Presentation to BC
September 27th: FY13 Budget Adoption by BOD

**DENTON COUNTY TRANSPORTATION AUTHORITY
RESOLUTION NO. 12-01**

A RESOLUTION OF THE BOARD OF DIRECTORS OF THE DENTON COUNTY TRANSPORTATION AUTHORITY (DCTA) APPROVING FISCAL YEAR 2012 BUDGET AMENDMENT NUMBER 2012-04 REVISED OPERATING AND CAPITAL BUDGET AND CASH FLOW AMENDMENTS, ATTACHED HERETO AS EXHIBITS "A" THROUGH "D", RESPECTIVELY; PROVIDING A REPEALING CLAUSE; AND PROVIDING AN EFFECTIVE DATE.

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

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

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

WHEREAS, the Board of Directors of the DCTA desires to amend the fiscal year 2012 Operating and Capital Budget and Cash Flow Model as set forth in Exhibits "A" through "D", respectively.

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

SECTION 1. The Budget Amendment number 2012-04 attached hereto as Exhibits "A" through "D", respectively, be, and the same are hereby adopted and which shall amend the original budget adopted September 22, 2011, from and after the effective date of this resolution.

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

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

DULY PASSED AND APPROVED BY THE BOARD OF DIRECTORS OF THE DENTON COUNTY TRANSPORTATION AUTHORITY THE _____ DAY OF MAY, 2012.

APPROVED:

Charles Emery, Chairman

ATTEST:

Dave Kovatch, Secretary

APPROVED AS TO FORM:

Peter G. Smith, General Counsel
(PGS:05-09-12:TM 55358)

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

Number: 2012-04

Type: Amendment X
Revision

	Original FY12 Budget	Amendment	Amended FY12 Budget
Operating Budget			
Total Operating Revenues	4,579,673	(693,045)	3,886,628
Total Operating Expenses	(25,776,268)	(2,317,563)	(28,093,831)
Total Non-Operating Revenue/(Expense)	25,747,638	3,054,771	28,802,409
Total Operating Budget	4,551,043	44,163	4,595,206
Capital Budget			
Total Bus Operations Capital	(1,469,837)	(1,521,758)	(2,991,595)
Total Rail Operations Capital	(33,361,952)	(218,714)	(33,580,666)
Total Operating Budget	(34,831,789)	(1,740,472)	(36,572,261)

Explanation:

Please see attached Exhibit A for detailed explanations.

Date: _____

Reviewed By _____

Date: _____

President _____

Denton County Transportation Authority
Fiscal Year 2012 Operating Budget
Statement of Changes in Net Assets - Budget Format
EXHIBIT "B"

Description	Original FY12 Budget	Revisions	Amended FY12 Budget	
Operating Revenues				
Passenger Revenues	\$ 1,566,317	\$ (693,045)	873,272	Note 1
Contract Service Revenue	3,013,356	\$ -	\$ 3,013,356	
Other Revenues	-	\$ -	-	
Total Operating Revenues	\$ 4,579,673	\$ (693,045)	\$ 3,886,628	
Operating Expenses				
Salaries, Wages & Fringe Benefits	\$ 6,818,238	\$ (141,059)	\$ 6,677,179	Note 2
Services	1,395,574	\$ 287,035	1,682,609	Note 3
Materials & Supplies	3,436,999	\$ (67,000)	3,369,999	Note 4
Utilities	301,173	\$ 121,742	422,915	Note 5
Insurance, Casualties & Losses	471,740	\$ -	471,740	
Purchased Transportation Services	7,544,845	\$ 53,052	7,597,897	Note 6
Miscellaneous	138,398	\$ 1,125	139,523	
Leases & Rentals	1,036,930	\$ 12,050	1,048,980	Note 7
Depreciation	4,632,371	\$ 2,050,618	6,682,989	Note 8
Total Operating Expenses	\$ 25,776,268	\$ 2,317,563	\$ 28,093,831	
Operating Income / (Loss)	\$ (21,196,595)	\$ (3,010,608)	\$ (24,207,203)	
Sales Tax Revenue	\$ 16,909,740	\$ 669,797	\$ 17,579,537	Note 9
Net Investment Income /(Expense)	48,000	\$ -	48,000	
Long-Term Debt Interest /(Expense)	(1,283,919)	\$ (200,461)	(1,484,380)	Note 10
Non-Operating Revenues /(Expenses)	62,000	\$ -	62,000	
Federal Grants & Reimbursements	3,518,583	\$ 2,201,557	5,720,140	Note 11
State Grants & Reimbursements	6,493,234	\$ 383,878	6,877,112	Note 12
Debt Issuance	-	\$ -	-	
Total Non-Operating Revenue/(Expenses)	\$ 25,747,638	\$ 3,054,771	\$ 28,802,409	
Increase in Net Assets	\$ 4,551,043	\$ 44,163	\$ 4,595,206	
Net Assets - Beginning of Year:	\$ 103,309,909		\$ 103,309,909	
Net Assets - End of Year:	\$ 107,860,952		\$ 107,905,115	
Transfer to Capital Projects	\$ 34,831,789	\$ 1,740,472	\$ 36,572,261	Note 13
Net Assets After Capital Project Transfer	\$ 73,029,163		\$ 71,332,854	

Denton County Transportation Authority Fiscal Year 2012 Revised Budget – Notes

Note 1 – Passenger Revenues

The decrease of \$693k is a result of reducing the rail revenues based on actual information. When they FY12 budget was completed, DCTA did not have rail operations experience to base the estimation on.

Note 2 – Salaries, Wages & Fringe Benefits

The decrease of \$141k is due to savings captured in bus operations and is offset by the addition of the Project Manager Position not previously budgeted for.

Note 3 – Services

Services increased by \$287k due to the following items:

- \$250k for legal fees for possible litigation
- \$34k for the rail safety campaign
- \$25k for additional staff support
- \$22k for additional IT support throughout the SunGard implementation
- \$24k for additional security services at the Rail OMF

These expenses were then offset by realized savings in other areas.

Note 4 – Materials & Supplies

This category decreased by \$67k due to realized savings in bus operations. These include office supplies, parts and tires.

Note 5 – Utilities

Utilities increased by \$121k in order to account for utilities at the Rail OMF and stations that were not included in the adopted budget. These include water, electricity, and other communications.

Note 6 – Purchased Transportation Services

The increase of \$53k is for the addition of mid-day rail service beginning August 20, 2012. The impact for a full year of mid-day operations in FY13 is \$463,657 and is included in the cash flow model.

Note 7 – Leases & Rentals

The increase of \$12k is for the additional Bus O&M facility lease that will begin in July 2012.

Note 8 – Depreciation

Depreciation has been re-calculated based on the transfer of rail fixed assets, which has caused an increase of \$2 million in this expense category. This is a non-cash item and will have no effect on the bottom line.

Note 9 – Sales Tax Revenue

The increase of \$669k is a result of updating the budget figure to reflect actuals received.

Note 10 – Long-Term Debt Expense

The increase of \$200k is for the pre-payment penalty incurred from the 2008 Series Bonds that was not previously included in the budget.

Note 11 – Federal Grants & Reimbursements

The increase of \$2.2 million is a result of a re-allocation of grants due DCTA receiving \$8.2M for the State of Good Repair grant. This award has allowed DCTA to begin work on the Bus O&M facility this year we have been able to re-allocate a portion of the grant funds to PTC.

Note 12 – State Grants & Reimbursements

This \$383k increase is based on an increase in the actual remaining RTRFI funds that have been drawn down and a slight decrease related to the STEP grants (TxDOT) that were administrative fees paid.

Note 13 – Capital Projects

The capital project budget has increased by \$1.7 million to account for the following approved capital projects in FY12:

- Bus O&M design and construction phase to begin in 2012 (\$1.5M)
- Rail Maintenance Equipment (\$50k)
- Passenger Information (\$28k)
- Community Enhancements – Design will begin summer of 2012

Denton County Transportation Authority
Fiscal Year 2012 Capital Budget
EXHIBIT "C"

Project Description	Original FY12 Capital Budget	Amendments	Amended FY12 Capital Budget
Bus Operations			
Passenger Amenities-Phase 2	85,527		85,527
Bus Operations & Maintenance Facility	-	1,521,758	1,521,758
Bus Maintenance Equipment	75,000		75,000
Security System Video Units	10,618		10,618
Paratransit Scheduling Systems	37,800		37,800
Electronic Fareboxes	-		-
Fleet Replacement	887,610		887,610
DDTC	373,282		373,282
Total Bus Operations	\$ 1,469,837	\$ 1,521,758	\$ 2,991,595
Rail Operations			
Passenger Information	-	28,714	28,714
Rail Maintenance Equipment	-	50,000	50,000
Line Construction	-		-
MedPark Station	-		-
Downtown Denton Station	-		-
HV/LV Lake Station	-		-
Old Town Lewisville Station	-		-
Hebron Station	-		-
MedPark Extension	-		-
Trinity Mills - NTRG Expense	-		-
Rail Operations & Maintenance Facility	1,200,000		1,200,000
Fare Collection Systems	-		-
Communication System	-		-
Traffic Signals	-		-
Railroad Signal System/Crossing	-		-
Positive Train Control Study	-		-
Positive Train Control	3,002,070		3,002,070
Rail Cars	28,035,303		28,035,303
Stadler Cars Implementation	895,803		895,803
Professional Services	155,000		155,000
CM/GC Pre-Construction	-		-
Trail Relocation - North Region	-		-
Project Management - DCTA Internal	-		-
Rail Corridor - DART	-		-
Neighborhood Sound Mitigation	-		-
Community Enhancements	13,091	140,000	153,091
Lewisville Bike Trail	60,685		60,685
Total Rail Operations	\$ 33,361,952	\$ 218,714	\$ 33,580,666
Total Capital Expenditures	\$ 34,831,789	\$ 1,740,472	\$ 36,572,261

	2011		2012		2013		2014		2015		2016		2017		Total 2012 - 2017	
		Budget		Budget												
OPERATING REVENUES																
Bus Operating Revenue	\$ 2,962,599	\$ 3,316,262	\$ 3,417,303	\$ 3,511,437	\$ 3,658,678	\$ 3,758,580	\$ 3,856,068	\$ 3,954,937	\$ 4,054,875	\$ 4,154,813	\$ 4,254,751	\$ 4,354,689	\$ 4,454,627	\$ 4,554,565	\$ 4,654,503	\$ 21,518,328
Rail Operating Revenue	\$ 296,124	\$ 1,263,412	\$ 1,425,120	\$ 1,468,640	\$ 1,504,184	\$ 1,550,061	\$ 1,595,520	\$ 1,640,979	\$ 1,686,438	\$ 1,731,897	\$ 1,777,356	\$ 1,822,815	\$ 1,868,274	\$ 1,913,733	\$ 1,959,192	\$ 8,806,937
NON-OPERATING REVENUES																
Sales Tax Revenue	16,417,224	16,909,740	17,417,032	18,113,713	18,838,262	19,591,793	20,375,464	21,159,135	21,942,806	22,726,477	23,510,148	24,293,819	25,077,490	25,861,161	26,644,832	111,246,004
Formula Grants (Operating)	1,309,828	2,383,938	2,763,724	2,767,166	2,701,968	2,756,007	2,811,127	2,866,187	2,921,247	2,976,307	3,031,367	3,086,427	3,141,487	3,196,547	3,251,607	16,183,931
Interest Income-Non RTRFI Funds	108,027	48,000	50,569	100,482	95,516	109,884	146,208	192,592	238,486	284,380	330,274	376,168	422,062	467,956	513,850	550,659
Misc. Revenue	168,048	62,004	135,888	155,332	152,680	152,680	152,680	152,680	152,680	152,680	152,680	152,680	152,680	152,680	152,680	811,264
Restricted RTRFI Interest Income	183,523	691	-	-	-	-	-	-	-	-	-	-	-	-	-	691
Total Revenues	21,445,372	23,984,047	25,209,637	26,116,770	26,951,288	27,919,005	28,937,067	29,954,126	30,971,185	31,988,244	32,999,303	33,999,362	34,999,421	35,999,480	36,999,539	159,117,814
OPERATING EXPENSES																
Bus Operating Expense	7,056,675	8,039,006	8,370,126	8,687,984	9,015,686	9,293,678	9,637,014	9,980,350	10,323,686	10,667,022	11,010,358	11,353,694	11,697,030	12,040,366	12,383,702	53,043,493
Rail Operating Expense	6,174,104	10,397,864	9,500,800	9,790,934	10,027,891	10,333,743	10,639,695	10,945,547	11,251,399	11,557,251	11,863,103	12,168,955	12,474,807	12,780,659	60,688,029	
G&A Operating Expense	2,639,390	2,707,033	2,712,949	2,804,143	2,898,767	2,996,970	3,098,885	3,196,799	3,294,713	3,392,627	3,490,541	3,588,455	3,686,369	3,784,283	17,218,746	
NON-OPERATING EXPENSES																
Non-Operating (Income) / Expense	(226,016)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Expenses	15,644,152	21,143,903	20,583,874	21,283,050	21,942,344	22,624,391	23,372,696	24,101,999	24,831,305	25,560,617	26,289,928	27,019,239	27,748,544	28,477,850	29,207,156	130,950,269
NET INCOME	5,801,220	2,840,144	4,625,763	4,833,720	5,008,944	5,294,615	5,564,371	5,852,127	6,142,880	6,427,627	6,717,375	7,012,127	7,306,883	7,601,633	7,896,383	31,167,545
CAPITAL OUTLAY																
Bus Capital Expenditure (Maintenance Fac.)	590,795	582,227	818,565	-	9,665,107	-	-	-	-	-	-	-	-	-	-	11,065,899
Bus Replacement Expense	1,969,678	887,610	-	-	-	-	-	-	-	-	-	-	-	-	-	887,610
CM/GC Construction Phase	82,780,932	1,200,000	-	-	-	-	-	-	-	-	-	-	-	-	-	1,200,000
Professional Services	5,190,679	655,000	-	-	-	-	-	-	-	-	-	-	-	-	-	655,000
Stadler Fleet (Vehicles)	24,341,459	28,431,106	-	-	-	-	-	-	-	-	-	-	-	-	-	28,431,106
Real Estate	742,808	-	1,000,000	-	-	-	-	-	-	-	-	-	-	-	-	1,000,000
Right of Way	7,500,040	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Rail Capital Expenditure (LV Hike & Bike)	-	60,685	86,250	741,520	2,600,941	-	-	-	-	-	-	-	-	-	-	3,489,396
Rail Capital Expenditure (Community Enhancements)	-	13,091	739,617	-	-	-	-	-	-	-	-	-	-	-	-	752,708
Positive Train Control	597,930	3,002,070	9,150,000	4,247,441	12,266,048	16,399,511	16,399,511									
Total Capital Outlay	123,714,321	34,831,789	11,794,432	4,988,951	12,266,048	16,399,511	63,881,230									
CAPITAL SOURCES																
New Money (Debt Issuance)	14,390,000	-	13,400,000	-	-	-	-	-	-	-	-	-	-	-	-	13,400,000
RTRFI Funds	78,181,468	5,664,780	56,647,800													
Formula Grants (Capital)	3,210,102	1,962,409	69,000	593,216	10,856,398	-	-	-	-	-	-	-	-	-	-	13,481,022
Total Capital Sources	95,781,570	7,627,188	13,469,000	593,216	10,856,398	32,545,802										
DEBT SERVICE																
2008 Issue (ST) Debt Service	833,512	833,512	1,718,512	1,718,200	1,716,492	1,718,387	1,713,687	1,708,987	1,704,287	1,700,587	1,696,887	1,693,187	1,689,487	1,685,787	1,682,087	9,418,790
2009 Refunding (ST) Debt Service	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CAPITAL IMPROVEMENT PLAN (2011)																
Contractual Obligations (Vehicles)	315,285	315,285	336,945	336,945	751,945	763,955	770,183	776,411	782,649	788,887	795,125	801,363	807,601	813,839	820,077	3,275,258
Contractual Obligations (Pos Train Cont)	135,122	135,122	113,463	1,391,463	1,525,463	1,525,881	1,534,642	1,543,403	1,552,164	1,560,925	1,569,686	1,578,447	1,587,208	1,595,969	1,604,730	6,226,034
Other Sales Tax Bonds	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Debt Service	833,512	1,283,919	2,168,920	3,446,608	3,993,900	4,008,223	4,018,512	4,028,809	4,039,106	4,049,403	4,059,700	4,069,997	4,080,294	4,090,591	4,100,888	18,920,082
Gross Sales Tax Coverage:	19.70	13.17	8.03	5.26	4.72	4.89	5.07	5.25	5.43	5.61	5.79	5.97	6.15	6.33	6.51	5.07
Internal Debt Service Coverage:	6.96	2.21	2.13	1.40	1.25	1.32	1.38	1.45	1.51	1.58	1.65	1.71	1.78	1.85	1.91	1.38
Beginning Fund Balance:	\$ 57,042,278	\$ 34,077,235	\$ 8,428,859	\$ 12,560,270	\$ 9,551,627	\$ 9,157,020	\$ 10,443,412	\$ 11,989,271	\$ 13,735,130	\$ 15,581,989	\$ 17,538,848	\$ 19,595,707	\$ 21,752,566	\$ 23,909,425	\$ 26,166,284	\$ 26,166,284
Year End Audit Adjustment	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ending Fund Balance:	34,077,235	8,428,859	12,560,270	9,551,627	9,157,020	10,443,412	11,989,271	13,735,130	15,581,989	17,538,848	19,595,707	21,752,566	23,909,425	26,166,284	28,421,143	28,421,143
Less Restricted RTRFI Interest Income	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Less Required Fund Balance (O&M Reserve Policy):	3,911,038	5,131,068	5,145,969	5,320,765	5,485,586	5,656,098	5,843,174	6,030,250	6,215,326	6,400,402	6,585,478	6,770,554	6,955,630	7,140,706	7,325,782	30,166,197
Capital/Infrastructure Reserve	30,166,197	3,297,791	7,414,301	4,230,862	3,671,434	4,787,314	6,146,097	7,504,870	8,861,742	10,218,614	11,573,486	12,928,358	14,283,230	15,638,102	17,000,000	17,000,000
Net Available Cash	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Cash Flow Model (Revised Budget 05-2012)

	2011	2012	2013	2014	2015	2016	2017	Total
OPERATING REVENUES								
Bus Operating Revenue	\$ 3,031,848	\$ 3,326,627	\$ 3,420,160	\$ 3,516,437	\$ 3,647,495	\$ 3,749,826	\$ 3,855,155	21,515,699
Rail Operating Revenue	\$ 194,684	\$ 574,015	\$ 579,755	\$ 608,743	\$ 675,705	\$ 682,462	\$ 689,286	3,809,966
NON-OPERATING REVENUES								
Sales Tax Revenue	17,135,359	17,913,422	18,450,825	19,188,858	19,956,412	20,754,668	21,584,855	117,849,040
Formula Grants (Operating)	2,105,742	3,131,399	3,592,536	3,595,978	3,209,806	2,851,328	2,908,355	19,289,402
Interest Income-Non RTRFI Funds	110,472	48,000	57,964	107,603	110,214	140,859	184,582	649,222
Misc. Revenue	200,888	62,000	135,888	155,332	152,680	152,680	152,680	811,260
Restricted RTRFI Interest Income	344,975	678,182						678,182
Total Revenues	23,123,967	25,733,645	26,237,128	27,172,950	27,752,312	28,331,822	29,374,914	164,602,770
OPERATING EXPENSES								
Bus Operating Expense	6,939,649	7,824,760	8,145,565	8,394,592	8,650,254	8,981,290	9,312,642	51,309,104
Rail Operating Expense	6,910,500	10,547,785	10,009,597	10,312,729	10,563,113	10,882,635	11,200,147	63,516,006
G&A Operating Expense	2,653,865	3,038,297	2,819,792	2,912,951	3,009,561	3,109,766	3,213,699	18,104,067
NON-OPERATING EXPENSES								
Non-Operating (Income) / Expense	(184,095)							-
Total Expenses	16,319,919	21,410,842	20,974,954	21,620,273	22,222,928	22,973,691	23,726,487	132,929,176
NET INCOME	6,804,048	4,322,802	5,262,173	5,552,677	5,529,383	5,358,131	5,648,427	31,673,594
CAPITAL OUTLAY								
Bus Capital Expenditure	598,287	2,101,402	7,116,973	2,057,836	-	-	-	11,276,211
Bus Replacement Expense	2,307,427	549,861	-	-	1,973,773	-	-	2,523,634
CM/GC Construction Phase	81,696,729	2,157,883	-	-	-	-	-	2,157,883
Professional Services	4,680,325	1,152,608	27,500	-	-	-	-	1,180,108
Stadler Fleet (Vehicles)	26,503,820	26,268,745	-	-	-	-	-	26,268,745
Real Estate	742,808	-	1,000,000	-	-	-	-	1,000,000
Right of Way	7,500,040	-	-	-	-	-	-	-
Rail Capital Expenditure (LV Hike & Bike)	60,685	-	86,250	741,520	2,600,941	-	-	3,428,711
Rail Capital Expenditure (Community Enhancements)	13,091	140,000	599,617	-	-	-	-	739,617
Positive Train Control	239,172	3,002,070	9,508,758	4,247,441	-	-	-	16,758,269
Total Capital Outlay	124,342,384	35,372,569	18,339,098	7,046,797	4,574,714	-	-	65,333,178
CAPITAL SOURCES								
New Money (Debt Issuance)	14,305,000	-	13,400,000	-	-	-	-	13,400,000
RTRFI Funds	77,661,498	6,184,749	-	-	-	-	-	6,184,749
Formula Grants (Capital)	3,405,800	3,281,104	5,635,587	2,511,738	3,756,071	96,300	96,300	15,377,100
Total Capital Sources	95,372,298	9,465,853	19,035,587	2,511,738	3,756,071	96,300	96,300	34,961,849
DEBT SERVICE								
2008 Issue (ST) Debt Service	833,512	-	1,718,511	1,718,200	1,716,492	1,718,387	1,713,687	9,418,788
2009 Refunding (ST) Debt Service	-	-	-	-	-	-	-	-
2011 Contractual Obligations (Vehicles)	336,945	336,945	336,945	336,945	751,945	763,955	770,183	3,296,918
2011 Contractual Obligations (PTC)	113,463	113,463	113,463	113,463	253,463	254,081	259,542	1,107,475
2013 Contractual Obligations (PTC)	-	-	-	1,278,000	1,272,000	1,271,800	1,275,100	5,096,900
Total Debt Service	833,512	1,283,919	2,168,919	3,446,608	3,993,900	4,008,223	4,018,512	18,920,081
Gross Sales Tax Coverage:	20.56	13.95	8.51	5.57	5.00	5.18	5.37	
Internal Debt Service Coverage:	8.16	3.37	2.43	1.61	1.38	1.34	1.41	
Beginning Fund Balance:	\$ 55,528,022	\$ 32,528,473	\$ 9,660,640	\$ 13,450,384	\$ 11,021,394	\$ 11,738,234	\$ 13,184,443	
Year End Audit Adjustment	-	-	-	-	-	-	-	
Ending Fund Balance:	32,528,473	9,660,640	13,450,384	11,021,394	11,738,234	13,184,443	14,910,658	
Less Restricted RTRFI Interest Income	-	-	-	-	-	-	-	
Less Required Fund Balance (O&M Reserve Policy):	4,079,980	5,197,603	5,243,739	5,405,068	5,555,732	5,743,423	5,931,622	
Less Sales Tax Stabilization Fund	-	-	-	-	-	-	-	
Less Fuel Stabilization Fund	-	-	-	-	-	-	-	
Less Capital/Infrastructure	-	-	-	-	-	-	-	
Net Available Cash	28,448,493	4,462,837	8,206,645	5,616,326	6,182,502	7,441,020	8,979,036	

Five Year Impact

Major Variances - Adopted CFM (Sept. 2011) vs. Revised CFM (May 2012)

Operating Revenues

- > Rail operating revenues revised based on actual rail revenues **(Total decrease \$4,996,971)**

Non-Operating Revenues

- > Sales tax revenue revised to reflect actuals received thru May 2012 with an additional 3% increase for the remaining months. FY12 total escalates based on cash flow model assumption. **(Total increase of \$6,603,036)**
- > Operating and capital grants have been revised to reflect current information. Also includes the addition of \$8.2 million DCTA was awarded for the Bus O&M facility that was not previously included. **(Total increase of \$5,521,518)**

Operating Expenses

- > Addition of Rail mid-day service **(Total increase of \$2,514,673)**
 - * Mid-Day = \$2,450,835
 - * Friday Night = \$63,838

- > Additional legal fees assumed in FY2012 **(Total increase \$250k)**

Capital Outlay

- > Bus O&M Facility increased capital cost **(Total Increase of \$88k)**
- > Additional passenger amenities project is 80% grant funded **(Total increase of \$124,900)**
- > Additional bus replacement scheduled in 2015 is 80% grant funded **(Total increase of \$1,973,773)**

** FY2011 actuals were updated with audited financials

Cash Flow Model - Assumptions

Cost Category	2013	2014	2015	2016	2017
Bus Revenues Growth / Inflation	1.00%	1.00%	11.00%	1.00%	1.00%
UNT Contract Revenue Growth	3.00%	3.00%	3.00%	3.00%	3.00%
Rail Revenues Growth / Inflation	1.00%	5.00%	11.00%	1.00%	1.00%
Labor Cost Inflation	4.00%	4.00%	4.00%	4.00%	4.00%
Benefit Cost Inflation	5.56%	5.56%	5.56%	5.56%	5.56%
General Inflation Rate	2.22%	2.22%	2.22%	2.22%	2.22%
Rail O&M Contract Inflation				3.00%	3.00%
Fuel Oil Projected Inflation (Energy Info Assoc)	4.98%	3.30%	3.09%	3.24%	2.46%
Sales Tax Growth / Inflation	3.00%	4.00%	4.00%	4.00%	4.00%
DART Easement Lease Payment	3.00%	3.00%	3.00%	3.00%	3.00%
Formula Grant Escalation	2.00%	2.00%	2.00%	2.00%	2.00%
Interest Rate	0.60%	0.80%	1.00%	1.20%	1.40%

FY13 Agency Goals & Objectives

Goal 1: Maximize service efficiency and reliability

Objectives	Lead	Support	Tasks / Performance Measures
Ensure availability of sufficient safe and reliable in-service vehicles to meet the daily pullout requirements for DCTA	Operations	Planning	<ul style="list-style-type: none"> • Effectively manage the construction of the Bus Operations and Maintenance Facility to ensure that the facility once constructed meets the Authority's operational and maintenance needs. • No more than 2 accidents per 100,000 miles for DCTA Bus Operations • Maintain zero FRA reportable worker injuries • Maintain rail vehicle up-time at 90% • 100% of preventative maintenance performed on-time
	Operations		
		Finance	
Operate on-schedule within adopted on-time performance standards	Operations		<ul style="list-style-type: none"> • 95% on-time performance for bus services • 99% on-time performance for A-train service
Consistently monitor and evaluate services in accordance with adopted service standards	Operations		<ul style="list-style-type: none"> • Increase Access passengers per hour to 2.25 • Increase system ridership by 10% • Decrease cost per passenger
		Finance	
Minimize non-revenue hours operated on all services	Operations		<ul style="list-style-type: none"> • Service to Total Hours Ratio (+85%)
Maintain a minimum/maximum fleet size that ensures an optimal spare to in-service fleet ratio	Operations	Finance	<ul style="list-style-type: none"> • Conduct auctions and insure timely and proper disposal of vehicles and other equipment (Spare ratio <= 20%)
Operate consistent headways whenever possible	Planning	Operations	<ul style="list-style-type: none"> • Improve overall service delivery with each planned schedule update
Build services around a network of intercity and local feeder services, as well as local routes/service in urban areas			
Assign vehicles by service type			

FY13 Agency Goals & Objectives

Goal 2: Maximize the effectiveness of service for DCTA's ridership markets

Objectives	Lead	Support	Tasks / Performance Measures
<p>Ensure availability of sufficient safe and reliable in-service vehicles to meet the daily pullout requirements for DCTA</p> <p>Minimize service overlap/duplications</p> <p>Provide access to major centers of demand from all parts of the DCTA service areas</p> <p>Ensure routes are easy to understand</p>	<p>Operations</p> <p>Operations</p>		<ul style="list-style-type: none"> • Increase access to the Denton and Lewisville Connect system through route expansion to serve major employment and residential areas. (Accomplish during the January service update if funding permits) • Provide 100 separate travel training sessions • Effectively train 30 individuals to take trips on Connect and the A-train
<p>Bi-directional service should be provided by most route segments, so that transit provides an equivalent alternative to for travel in both directions</p> <p>Tranfers should be convenient and fast between routes</p> <p>Operate routes directionally, minimizing the amount of off-directional travel</p> <p>Implement strategies to speed transit service, particularly along congested corridors</p> <p>Ensure adequate vehicle capacity to maintain passenger loads within the adopted maximum load standards established for fixed-route services</p>	<p>Planning</p>	<p>Operations</p>	<p>Successfully implement with schedule revisions in August and January</p>

FY13 Agency Goals & Objectives

Goal 4: Expand DCTA's services into areas where transit has a likelihood of success

Objectives	Lead	Support	Tasks / Performance Measures
Ensure availability of sufficient safe and reliable in-service vehicles to meet the daily pullout requirements for DCTA			
Provide outreach to non-participating cities and other potential public or private partners	Planning	Communications / Executive	<ul style="list-style-type: none"> • Host a county-wide lunch with local and state elected officials prior to legislative session to discuss long-term vision, opportunities and key legislative strategies. • Work with region to encourage local participation of corridor planning of the key corridors identified in the Service Plan. • Meet with board members and elected officials in those key corridors to measure interest and need and determine appropriate next steps.
Negotiate potential pilot programs and partnership to introduce transit services into communities where service is not currently available	Planning	Communications / Executive	<ul style="list-style-type: none"> • Introduce legislation that will encourage Class I railroads to allow shared-use of freight corridors. • Partner with DART and The T to advance the CottonBelt/TexRail. • Promote the vanpool program in areas that are currently not served by DCTA.
Ensure that each new service is financially feasible, meets performance standards and does not negatively impact existing services			

FY13 Agency Goals & Objectives

Goal 5: Coordinate regional services with other regional transit providers

Objectives	Lead	Support	Tasks / Performance Measures
<p>Ensure availability of sufficient safe and reliable in-service vehicles to meet the daily pullout requirements for DCTA</p> <p>Meet quarterly with transit staff from adjacent properties to review service options and coordination opportunities</p>	Communications / Operations	Planning Finance	<ul style="list-style-type: none"> • Quarterly meetings with customer service staff. • Quarterly meetings with planning staff. • Quarterly meetings with marketing and communications staff. • More frequent meetings to discuss special projects, events or issues. • Quarterly meeting with Dart and "T" on regional services issues
<p>Co-author grant applications with regional agencies and planning entities</p>	Planning Finance	Finance / Operations Planning	<ul style="list-style-type: none"> • Pursue joint funding for positive train control. • Pursue joint funding for passenger information and planning tools that encourage seamless connectivity. • Support regional initiatives with other transit agencies and NCTCOG
<p>Consider joint operations/shared funding of transit services that cross county boundaries</p>	Executive Operations Finance	Planning Finance Operations	<ul style="list-style-type: none"> • Actively participate in the planning and implementation of the CottonBelt. • Modify the A-train regional fare boundary and incorporate a DCTA ticket vending machine at Trinity Mills station, allowing passengers to pay a local fare when utilizing only one service • Review all opportunities for shared services and identify opportunities for interlocal agreements that assist DCTA in minimizing expenditures
<p>Ensure promotion of vanpools and other ridesharing opportunities at major employers throughout North Texas</p>	Communications	Operations	<ul style="list-style-type: none"> • Participate in regional events. • Target Denton County employers that have employees driving from outside of Denton County. • Evaluate vanpool opportunities for Wise County residents who work in Denton County. • Promote ridesharing opportunities through use of DCTA's station parking lots.

FY13 Agency Goals & Objectives

Goal 6: Tie the provision of transit to land-use and the resulting demand levels

Objectives	Lead	Support	Tasks / Performance Measures
daily pullout requirements for DCTA Existing services that fail to achieve established performance standards should be considered for remedial action Existing services that significantly exceed standards should be augmented	Finance	Operations	<ul style="list-style-type: none"> • Utilize long term financial planning with cash flow model to define opportunities to fund most promising service level
Primary transit services focus on corridors where compact development patterns that feature a mix of residential, retail, and employment activities exist. Secondary transit service will operate in a mix of medium density, and in some cases, lower density neighborhoods	Operations	Finance	<ul style="list-style-type: none"> • Bring forward affordable options for service enhancements during schedule update

FY13 Agency Goals & Objectives

Goal 8: Strive for financial excellence by maintaining fiscally sound and sustainable financial plans and budgets that reflect community priorities and values

Objectives	Lead	Support	Tasks / Performance Measures
Ensure availability of sufficient safe and reliable in-service vehicles to meet the daily pullout requirements for DCTA			
Establish and maintain high bond ratings	Finance		<ul style="list-style-type: none"> • Prepare agency to obtain credit rating by a recognized external rating agency, by incorporating S&P Criteria for "Top 10 Management Characteristics of Highly Rated Credits" into DCTA operations
Develop capital and funding plans for critical infrastructure / replacement / maintenance	Finance		<ul style="list-style-type: none"> • Adopt 5-year capital plan as part of annual budget process • Continue utilization of Long-Term Financial Planning cash flow model to guide decision making for capital needs.
Provide accurate and reliable revenue and expenditure forecasts and maintain budget practices that ensure sustainability and continuity of programs and services	Finance		<ul style="list-style-type: none"> • Complete sales tax audit • Implement review of risk insurance coverage for DCTA operations • Develop full functionality of new financial system. • Insure proper grant management and timely reporting. • Monitor and insure timely reimbursement of all allowable grant expenditures • Establish and maintain reserves per adopted Financial Policies • Maintain internal debt coverage ratio at 1.25x
	Operations		<ul style="list-style-type: none"> • Begin the development of a joint procurement with DART and The T for contract rail operations and maintenance
Maintain a transparent financial environment free of fraud, waste and abuse	Planning	Finance	<ul style="list-style-type: none"> • Manage grant and contract compliance in accordance with federal standards on federally funded projects. • Timely reporting of transit data, project milestones and grant progress to the Board, NCTCOG and appropriate state and federal agencies.
	Finance		<ul style="list-style-type: none"> • Achieve unqualified audit opinion and completion of annual audit within 6 months of year-end. • Earn Government Finance Officers Assoc. recognition for: Distinguished Budget Award Certificate of Excellence in Financial Reporting • Maintain well defined annual budget process that incorporates opportunity for public input. • Maintain compliance and accountability of P-card program • Review and update process/procedures annually



Board of Directors Memo

May 24, 2012

Subject: 9(a) Disadvantage Business Enterprise Goal Update

Background

The Federal Transit Administration (FTA), in conjunction with the Department of Transportation, has established rules and guidelines governing the procurement of goods and services from Disadvantaged Business Enterprises (DBE's). Recipients are required to set a goal for participation by DBE firms in contracting opportunities funded in whole or in part by FTA.

Identified Need

In 2011 FTA changed the goal setting criteria from an annual goal to a triennial goal. Beginning this year DCTA will set a DBE goal for the fiscal years of 2013-2015. DCTA staff is reviewing data to determine the number of ready willing and able DBE firms in the Dallas-Fort Worth area to determine the goal for the projects anticipated during the upcoming three year period.

Financial Impact

None

Recommendation

In compliance with the public notice requirements DCTA will post a Public Notice in the local newspaper, Denton Record-Chronicle, on June 1, 2012, through July 15, 2012, for comments regarding the anticipated goal. Following the public notice period and upon DCTA Board approval in July, Staff will submit a written report to FTA which details the data and methodology used to calculate the triennial DBE goal. The report is due to FTA no later than August 1, 2012.

Respectfully,

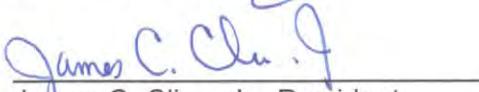
Submitted by:


Athena Forrester, Purchasing Manager

Final Review:


Anna Mosqueda, CFO

Approved:


James C. Cline, Jr., President



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 1:35 p.m. April 26, 2012 at 1660 S. Stemmons, Suite 250, Lewisville, TX 75067. A quorum was present.

Attendance

Small Cities

Bill Walker

Large Cities

Richard Huckaby, Denton
Paul Pomeroy, Highland Village, *Treasurer*
Charles Emery, Lewisville, *Chairman*
Daniel Peugh, Corinth
Jim Robertson, Flower Mound (arrived 2:50 p.m.)
Doug Peach, Little Elm (arrived 2:09 p.m.)
Dave Kovatch, The Colony, *Secretary*

Denton County Unincorporated

Charles Correll, *Vice-Chairman* (arrived 2:42 p.m.)

Denton County at Large

Board Members Absent

Tom Spencer
Skip Kalb
Don Hartman
Thomas Smith

DCTA Staff

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

Madhu Penmetsa, Sr. Accountant
Amanda Riddle, Budget Analyst
Kristina Brevard, Marketing Manager

Legal Counsel

Pete Smith

Others in Attendance

Michael Leavitt, City of Highland Village
Mark Nelson, City of Denton
Kevin Feldt, NCTCOG
Tom Shelton, NCTCOG

1. Routine Briefing Items
 - a. Financial Reports – Anna Mosqueda reviewed the following items:
 - i. Financial Statement
 - ii. Capital Projects Fund
 - iii. Sales Tax Report
 - iv. Quarterly Investment Report
 - v. Procurement Status Report

- b. Capital Projects Update – Jim Cline presented the Board with information on the following items:
 - i. GTW Procurement
 - ii. Bus Operations and Maintenance Facility (OMF)
 - iii. Positive Train Control (PTC)
 - iv. A-train Close-out Status
 - c. Communications and Planning – Dee Leggett provided a briefing on the following items:
 - i. Safety Program
 - ii. Community Promotions
 - iii. Triennial Review
 - d. Transit Operations – Jarod Varner presented information on the following items:
 - i. Bus Operation
 - ii. Rail Operations
2. Presentation / Discussion
- a. Presentation of NCTCOG Innovative Finance Initiative – Kevin Feldt and Tom Shelton of North Central Texas Council of Governments made a presentation to the Board.
 - i. Phase 1 Final Report
 - ii. Phase 2 Next Steps
 - b. Discussion regarding Architecture and Engineering Task Order for Community Enhancements – Dee Leggett provided information
 - c. Discussion regarding Revised Budget / Cash Flow Model – Jim Cline and Anna Mosqueda lead a discussion and answered questions.
 - d. Discussion of Presentation Material for April/May Public Meetings
 - i. Proposed Service Enhancements – Jim Cline and Dee Leggett provided information and answered questions. A letter on this topic from Board Member Tom Spencer was distributed to all Board Members. (letter attached)
- Jarod Varner provided information on Items 2e-h:
- e. Discussion of Rail Maintenance Equipment Purchase
 - f. Discussion of Capital Budget Amendment for Purchase of Rail Maintenance Equipment
 - g. Discussion of Temporary Maintenance Facility Lease
 - h. Discussion of City of Denton Solid Waste Facility Lease
3. Discussion of Regular Board Meeting Agenda Items (April 26, 2012) – no questions

4. Executive Session – No Executive Session
 - a. As Authorized by Section 551.071(2) of the Texas Government Code, the Work Session and Regular Meeting may be Convened into Closed Executive Session for the Purpose of Seeking Confidential Legal Advice from the General Counsel on any Agenda Item Listed Herein.

5. Reconvene Open Session - none
 - a. Reconvene and Take Necessary Action on Items Discussed during Executive Session.

6. Discussion of Future Agenda Items – Jim Cline advised the Board of items that will be discussed in future meetings.
 - a. Denton Hike and Bike Trail Maintenance Interlocal Agreement
 - b. Proposed Sales Tax Audit
 - c. Board Member Requests - None

7. Adjourn Work Session 4:14 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 4:19 p.m. April 26, 2012 at 1660 S. Stemmons, Suite 250, Lewisville, TX 75067. A quorum was present.

Attendance

Small Cities

Large Cities

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

Denton County Unincorporated
Charles Correll, *Vice-Chairman*

DCTA Staff

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

Legal Counsel

Pete Smith

Others in Attendance

Mark Nelson, City of Denton

Denton County at Large

Board Members Absent

Tom Spencer
Skip Kalb
Don Hartman
Thomas Smith
Bill Walker

CALL TO ORDER – Charles Emery called the meeting to order at 4:19 p.m.

PLEDGE OF ALLEGIANCE TO US AND TEXAS FLAGS – Richard Huckaby

INVOCATION – Dave Kovatch

WELCOME AND INTRODUCTION OF VISITORS - no visitors

1. CONSENT AGENDA

- a. Approval of Minutes – February 2012
- b. Approval of Minutes – March 2012
- c. Acceptance of Financial Reports
- d. Acceptance of Quarterly Investment Reports
- e. Approval of Consent to Assignment of State Legislative Services Contract
-Motion to approve Consent Agenda items 1a-e made by Richard Huckaby.
2nd by Doug Peach. Motion carried unanimously.

2. REGULAR AGENDA

- a. Presentation of Texas Comptrollers Leadership Circle – Silver Award
-Anna Mosqueda explained the significance of this honor recognizing transparency in DCTA business practices.
- b. Approval of Annual Program of Projects
-Motion to approve the Annual Program of Projects made by Richard Huckaby. 2nd by Paul Pomeroy. Motion carried unanimously.
- c. Approval of Updated Rules of Procedure
-Motion to approve the Updated Rules of Procedure made by Charles Correll, 2nd by Dave Kovatch. Motion carried unanimously.
- d. Approval of Architecture and Engineering Task Order for Community Enhancements
-Motion to approve Architecture and Engineering Task Order for Community Enhancements made by Doug Peach. 2nd by Dave Kovatch. Motion carried unanimously.

(Items 2e-f considered together)

- e. Approval of Capital Budget Amendment for Purchase of Rail Maintenance Equipment
 - f. Approval of Rail Maintenance Equipment Purchase
-Motion to approve a Capital Budget Amendment for Purchase of Rail Maintenance Equipment and approval of Rail Maintenance Equipment Purchase made by Charles Correll. 2nd by Paul Pomeroy. Motion carried unanimously.
 - g. Approval of Temporary Maintenance Facility Lease
-Motion to approve Temporary Maintenance Facility Lease made by Jim Robertson. 2nd by Dave Kovatch. Motion carried unanimously.
 - h. Approval of Modification to Access Policy – No action necessary.
Information to Board regarding compliance issue.
3. CHAIR REPORT – Charles Emery briefed the Board on the following items:
 - a. Discussion of Regional Transportation Issues
 - b. Discussion Legislative Issues: Local, Regional, Federal
 - c. Legislative Committee Report – a meeting date will be set in May 2012
 4. PRESIDENT’S REPORT
 - a. Review of Board Member E-mail Communications and Public Information – Pete Smith provided information to the Board
 - b. Update on Status of Texas Woman’s University Agreement Providing Denton Connect Services to Students. - Information Presented by Jim Cline
 - c. Fare Increases by Regional Partners - Information Presented by Jim Cline
 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 Work Session and Regular Meeting may be Convened into Closed Executive Session for the Purpose of Seeking Confidential Legal Advice from the General Counsel on any Agenda Item Listed Herein.
 7. RECONVENE OPEN SESSION – not necessary
 - a. Reconvene and Take Necessary Action on Items Discussed during Executive Session.
 8. ADJOURN REGULAR MEETING – 4:42 p.m.

The minutes of the April 26, 2012 meeting of the Board of Directors were passed, and approved by a vote on this 24th day of May, 2012.

Charles Emery, Chairman

ATTEST

Dave Kovatch, Secretary

Gentleman,

I'm sorry I am not able to be at the meeting but my wife and I are vacationing with friends. I have the following comments that I would like read into the record.

Tom Spencer

Friday Night Ridership

I note Friday Night only met the metric of 50% of weekday ridership 7 out of 26 times or 27%, during the period. That is far short of our agreed requirement for performance. Looking back at my records, from 7/1 to present it appears that it only exceeded the metric 8-9 times out of 40 nights, 22.5%. The pilot project for Friday night service has failed. Not because the direction of the ridership was wrong, which it was, but because the number of riders was too low and discretionary in nature. If we doubled the number of riders we still would not have met our defined criteria.

Staff seems to hope that if we "tweak" Friday night we might create some "discretionary travelers and in the long term build DCTA's regular ridership base." I remind you of the statement that "nobody ever built a successful commuter rails system catering to discretionary ridership." That is true because by their discretionary nature they are not a reliable component of the ridership base. I would posit that we would do better by spreading the trips at the end of peak on all 5 days of the week. If we can fill a day's schedule on a reasonable headway and extend the peak each weekday we will see an increase in ridership base that will be "significant," and not just a marginal increase of "maybe" riders. We need to change our priorities back to creating a reliable, timely, and financially responsible agency. We have real financial challenges and we cannot continue to subsidize the most expensive service we offer to the fewest people.

I think the board should also know the following information.

The average subsidy per rider from January 1, 20012 to March 31, 2012 for each of the following transportation services we provide. I think this information gives us one of several and the best indicator of the efficiency of our use of our money, like it or not. I would like this information presented to the board.

- a. Connect
- b. Access
- c. Connect RSVP
- d. A-train
- e. Friday night service

Shunting

The capital cost of the Swingmaster Corporation's D-925 Railbrush is supposed at \$50,000. What is the operational cost for the process? What is the total per year? We need to get everyone from Stadler on down to sit down and find a solution to this. We may need to purchase this brush to get the new cars up and in service, but that is not a solution, only a Band-Aid an expensive one at that. We need to correct this problem before we have a viable regional and national vehicle. The shunt problem is an operational one, not a crash worthiness issue. The AVT technology works and will be approved at some point. I think everyone benefits if we get to put the Stadler in service while we are running the RDC's. This especially applies to Stadler.



Board of Directors Memo

May 24, 2012

Subject: 2(c) Approval of Proclamation Recognizing June as Rail Safety Awareness Month

Background

DCTA's Rail Ready safety campaign offers proactive opportunities promoting rail safety education and enforcement along the A-train corridor in close cooperation with the local jurisdictions, the Federal Railroad Administration and Operation Lifesaver.

Need

June is National Safety Month. DCTA needs to utilize this month to further raise awareness about safety along rail corridors, at crossings and near station platforms.

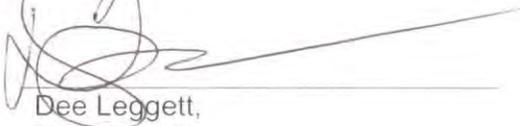
Financial Impact

None.

Recommendation

Staff recommends the Board of Directors approve the Proclamation proclaiming June Rail Safety Awareness Month.

Department Review:  _____

Final Review:  _____
Dee Leggett,
Vice President

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

*Office of the Chairman
Denton County Transportation Authority*

Proclamation

WHEREAS, the Denton County Transportation Authority is a leader in supporting highway-rail grade crossing and pedestrian safety programs; and

WHEREAS, An incident occurs on railroad property in the United States every 180 minutes; and

WHEREAS, 202 highway-grade crossing crashes during the year of 2011 resulted in 16 persons killed and another 81 injured in the state of Texas; and

WHEREAS, 65 pedestrian/railroad trespass incidents on railroad property during the year of 2011 resulted in 33 persons killed and another 32 injured in the state of Texas; and

WHEREAS, highway-grade crossing crashes are more severe than highway collisions and are more likely to result in death and injury; and

WHEREAS, there are over 14,168 at-grade public rail crossings located within Texas and 151 are located within the county of Denton, Texas; and

WHEREAS, collisions between trains and motor vehicles or pedestrians could have been prevented by increased public awareness of the dangers at crossings and around railroad property and the appropriate safety laws, and

WHEREAS, Denton County Transportation Authority works in cooperation with Operation Lifesaver, Inc., the foremost public information and education program dedicated to preventing highway-rail grade crossing crashes and pedestrian/railroad trespass incidents; and

WHEREAS, annually in June and throughout the each all citizens are encouraged to observe added caution as motorists or pedestrians near highway-rail crossings, railroad tracks and trains; and

WHEREAS, this important observance leads to greater safety awareness and a reduction in highway-rail grade crossings crashes and pedestrian/railroad incidents;

NOW, THEREFORE, I, CHARLES EMERY, CHAIRMAN OF THE BOARD OF DIRECTORS OF THE DENTON COUNTY TRANSPORTATION AUTHORITY, proclaim JUNE 2012, as:

“RAIL SAFETY AWARENESS MONTH”

IN WITNESS WHEREOF, I have hereunto set my hand and caused the great seal of the Denton County Transportation Authority to be affixed this May 24th, in the year 2012.

Charles Emery
DCTA Board Chairman