



Board of Directors Work Session February 28, 2019 | 1:30 p.m.

NOTICE IS HEREBY GIVEN that there will be a Work Session of DCTA Board of Directors at the time and location above to consider the following:

CALL TO ORDER

1. Monthly Financial Reports
 - a. Financial Statements for January 2019
 - b. Capital Projects Budget Report for January 2019
 - c. Monthly Sales Tax Receipts
 - d. Presentation of Audit Report for Fiscal Year End 9/30/2018 by Weaver & Tidwell, LLP
2. Update and Discussion Regarding Agency Initiatives (or intent)
 - a. 86th Legislative Session Activities
 - b. Stakeholder Value and Shared Future Vision
 - i. Establishment of a Local Government Corporation
 - ii. Social Services Agency Roundtables
 - iii. Citizen's Advisory Team Meetings
 - iv. Agency Strategic Visioning Forums
 - c. Assessing Everything We Do with Innovation
 - i. Service Schedule Modeling with PTC
 - ii. Expanded A-train Service
 - d. Improving Efficiencies and Maximizing City's Return on Investment
 - i. Update Fleet Sizing
 - ii. Operating Cost Model Development
 - e. Local and Regional Transit System Growth
 - i. East/West Connectivity
 - ii. North/South Connectivity
 1. North Texas Express
 2. Hebron to Downtown Dallas
 - iii. Contracted Service Requests
3. Discussion of Regular Board Meeting Agenda Items
 - a. Discuss Draft Bylaws and Certificate of Formation for a Local Government Corporation and the Appointment of its Initial Directors.
 - b. Discuss Task Order 1 Amendment 1 with Lockwood, Andrews & Newman, Inc. (LAN) for A-train Corridor Expansion Preliminary Planning

4. Convene Executive Session. The Board may convene the Work Session into Closed Executive Session for the following:
 - a. As Authorized by Section 551.071(2) of the Texas Government Code, the Board of Directors Work Session 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 or the Regular Board Meeting Agenda.
 - b. As Authorized by Texas Government Code Section 551.072 Deliberation regarding Real Property: Discuss acquisition, sale or lease of real property related to long-range service plan within the cities of Denton, Lewisville, Highland Village, or the A-train corridor.
5. Reconvene Open Session
 - a. Reconvene and Take Necessary Action on Items Discussed during Executive Session.
6. Discussion of Future Agenda Items
 - a. Board Member Requests
7. ADJOURN

Chair – Charles Emery
Vice Chair – Dianne Costa

Treasurer – Dave Kovatch
Secretary – Sara Bagheri

Members:
Skip Kalb, Tom Winterburn, Don Hartman, Allen Harris, Carter Wilson,
Connie White, Mark Miller, Ron Trees, Michael Savoie

Staff Liaison:
CEO – Raymond Suarez

The Denton County Transportation Authority meeting rooms are wheelchair accessible. Access to the building and special parking are available at the main entrance. Requests for sign interpreters or special services must be received forty-eight (48) hours prior to the meeting time by emailing bpedron@dcta.net or calling Brandy Pedron at 972.221.4600.

This notice was posted on 2/22/2019 at 12:47 PM.



Brandy Pedron, Executive Administrator | Open Records

Board of Directors Memo

February 28, 2019

SUBJECT: Financial Statements for January 2019

Background

The financial statements are presented monthly to the Board of Directors for acceptance. The reports presented for the period ending January 31, 2019 include the Statement of Change in Net Position, Statement of Net Position, and Capital Projects Fund. These reports provide a comparison of budget vs. actual for the fiscal year as of the current month.

The following are major variances between year-to-date budget and year-to-date actuals, which are annotated on the Statement of Change in Net Position.

- **Note A:** Passenger Revenues – YTD favorable by \$137k mainly due to increased bus ridership and a higher than anticipated average fare per rider. YTD FY19 bus ridership for Connect, Access, Frisco, Collin County Transit, and North Texas Xpress of 198k is 25% greater than the budgeted ridership of 159k (\$74k increased revenue). The FY19 budget estimated an average fare per rail rider of \$1.16; however, YTD rail revenue per rider was \$1.70 (\$76k increased revenue). This favorable variance is partially offset by lower than budgeted rail ridership; YTD FY19 rail ridership of 140k is 7% less than budgeted ridership of 151k.

		YTD FY19 Actual Ridership	YTD FY19 Budgeted Ridership	% Variance, Actual to Budget	YTD FY18 Actual Ridership	% Variance, Actual to Prior Year
Total Rail Ridership	(A)	139,684	150,788	-7%	150,098	-7%
Connect, Access, Frisco, CCT, NTX	(A)	198,637	158,661	25%	172,408	15%
UNT, NCTC, Taxi Ridership	(B)	773,249	799,754	-3%	800,920	-3%
Total Bus Ridership		971,886	958,415	1%	973,328	0%
Total Ridership		<u>1,111,570</u>	<u>1,109,203</u>	<u>0%</u>	<u>1,123,426</u>	<u>-1%</u>

(A) Passenger revenues are linked with these ridership statistics. Although Frisco & CCT service are contracted services, the passengers are responsible for a passenger fare as well.

(B) These ridership numbers are not linked to passenger revenues and are shown for information purposes only to include all system ridership.

- **Note B:** Contract Service Revenue – YTD unfavorable by (\$150k). YTD FY19 fuel usage for contract services of 42k gallons is 23% lower than budgeted usage of 55k gallons (\$37k decreased revenue). Average YTD pass-through fuel cost is \$2.23/gallon compared to budgeted \$3.00/gallon (\$33k decreased revenue). Additionally, actual YTD revenue hours of 18,597 were 6% less than budgeted hours of 19,751 (\$80k decreased revenue).
- **Note C:** Sales Tax Revenue – January sales tax revenue is not yet received and is accrued for the month based on budget. Sales tax generated in January will be received in March. The Sales Tax Report included in this agenda packet provides a more detailed Budget to Actual comparison of FY19 sales tax receipts collected through February.

- **Note D:** Federal/State Grants - Capital – YTD unfavorable by (\$573k) mainly due to a delay in requesting reimbursements for fleet replacement, as well as delayed expenses and corresponding reimbursements for the Hike and Bike Trail. Remaining fleet replacement reimbursements will be requested in February. DCTA will request reimbursements as payments are made for the Hike and Bike Trail.

	YTD FY19 Actual Revenue	YTD FY19 Budgeted Revenue	Variance, Actual to Budget
Data Analytics & Reporting	\$ -	\$ 41,979	\$ (41,979)
EPA - Brownfield	124,811	-	124,811
Fleet Replacement	773,989	1,152,600	(378,611)
Positive Trail Control (PTC)	396,783	506,145	(109,362)
Rail Safety Improvements	37,120	-	37,120
Hike & Bike Trail – Eagle Point	-	204,898	(204,898)
	<u>\$ 1,332,703</u>	<u>\$ 1,905,622</u>	<u>\$ (572,919)</u>

- **Note E:** Federal/State Grants - Operating – YTD unfavorable by (\$382k) mainly due to a delay in funding for ADA assistance. Staff is working with the Federal Transit Administration to finalize information needed for the next Program of Projects which includes ADA assistance funding.

	YTD FY19 Actual Revenue	YTD FY19 Budgeted Revenue	Variance, Actual to Budget
Bus PM	\$ 228,546	\$ 113,491	\$ 115,055
Rail PM	167,546	168,644	(1,098)
ADA Assistance	-	475,000	(475,000)
Vanpool	-	41,237	(41,237)
NCTCOG NTX 35W JARC	2,745	-	2,745
Transit Enhancements	17,734	-	17,734
	<u>\$ 416,571</u>	<u>\$ 798,372</u>	<u>\$ (381,801)</u>

Identified Need

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

Recommendation

Staff recommends acceptance.

Submitted by: 
Amber Karkauskas, Controller

Final Review: 
Marisa Perry, CPA, Chief Financial Officer/VP of Finance

DENTON COUNTY TRANSPORTATION AUTHORITY

CHANGE IN NET POSITION
MONTH AND YEAR TO DATE JANUARY 31, 2019
(UNAUDITED)

Description	Month Ended January 31, 2019			Year to Date January 31, 2019			Annual Budget
	Actual	Budget	Variance	Actual	Budget	Variance	
Revenue and Other Income							
Passenger Revenues	\$ 104,341	\$ 72,946	\$ 31,395	\$ 460,694	\$ 323,535	\$ 137,159	\$ 880,448 Note A
Contract Service Revenue	274,899	304,055	(29,156)	1,351,009	1,501,102	(150,093)	4,132,383 Note B
Sales Tax Revenue	1,965,738	2,054,846	(89,108)	9,478,932	9,509,925	(30,993)	28,450,180 Note C
Federal/State Grants - Capital	955,235	373,414	581,821	1,332,703	1,905,622	(572,919)	5,300,531 Note D
Federal/State Grants - Operating	63,401	207,026	(143,625)	416,571	798,372	(381,801)	5,397,931 Note E
Total Revenue and Other Income	<u>3,363,614</u>	<u>3,012,287</u>	<u>351,327</u>	<u>13,039,910</u>	<u>14,038,556</u>	<u>(998,646)</u>	<u>44,161,473</u>
Operating Expenses							
Salary, Wages and Benefits	801,295	1,059,580	258,285	3,656,573	4,388,805	732,232	12,817,577
Services	369,793	580,074	210,282	992,041	1,664,300	672,260	4,193,399
Materials and Supplies	153,062	330,189	177,127	750,933	1,244,992	494,059	3,543,396
Utilities	48,259	41,252	(7,007)	115,566	177,108	61,542	503,723
Insurance, Casualties and Losses	151,843	150,699	(1,144)	568,651	602,796	34,145	1,808,331
Purchased Transportation Services	787,751	880,748	92,997	3,058,936	3,437,680	378,744	10,492,159
Miscellaneous	11,984	57,706	45,722	88,298	297,876	209,578	610,016
Leases and Rentals	20,313	19,218	(1,094)	74,493	81,470	6,978	234,974
Depreciation	849,245	905,120	55,875	3,259,158	3,626,090	366,932	10,790,950
Total Operating Expenses	<u>3,193,545</u>	<u>4,024,587</u>	<u>831,041</u>	<u>12,564,648</u>	<u>15,521,118</u>	<u>2,956,470</u>	<u>44,994,525</u>
Income Before Non-Operating Revenue and Expense	170,069	(1,012,300)	1,182,369	475,262	(1,482,562)	1,957,823	(833,052)
Non-Operating Revenues / (Expense)							
Investment Income	38,531	16,667	21,864	173,696	66,668	107,028	200,000
Gain (Loss) Disposal of Assets	13,233	-	13,233	13,928	-	13,928	-
Fare Evasion Fee	150	-	150	150	-	150	-
Other Income - Miscellaneous	439	-	439	35,011	-	35,011	-
Long Term Debt Interest/Expense	(81,249)	(81,249)	0	(324,995)	(324,996)	1	(974,984)
Total Non-Operating Revenue / (Expense)	<u>(28,896)</u>	<u>(64,582)</u>	<u>35,686</u>	<u>(102,210)</u>	<u>(258,328)</u>	<u>156,118</u>	<u>(774,984)</u>
Change in Net Position	<u>\$ 141,173</u>	<u>\$ (1,076,882)</u>	<u>\$ 1,218,054</u>	<u>\$ 373,052</u>	<u>\$ (1,740,890)</u>	<u>\$ 2,113,941</u>	<u>\$ (1,608,036)</u>

DENTON COUNTY TRANSPORTATION AUTHORITY

STATEMENT OF NET POSITION
AS OF JANUARY 31, 2019
(UNAUDITED)

	January 31, 2019	December 31, 2018	Change
Current Assets			
Operating Cash & Cash Equivalents	\$ 8,441,388	\$ 8,681,770	\$ (240,382)
Reserves: Cash & Cash Equivalents	9,411,576	9,392,482	19,094
Reserves: Investments	4,468,540	4,468,540	-
Accounts & Notes Receivable	7,063,403	6,896,101	167,302
Prepaid Expenses	1,121,461	1,259,540	(138,079)
Inventory	20,351	34,786	(14,436)
Restricted Asset-Cash and Equivalents	2,515,064	1,832,754	682,310
Total Current Assets	33,041,782	32,565,974	475,808
Property, Plant and Equipment			
Land	17,394,147	17,394,147	-
Land Improvements	9,017,865	6,874,492	2,143,373
Machinery & Equipment	4,038,397	4,038,397	-
Vehicles	93,128,369	91,767,437	1,360,932
Computers & Software	1,387,627	1,387,627	-
Accumulated Depreciation	(71,150,001)	(70,300,755)	(849,245)
Total Property, Plant and Equipment	53,816,404	51,161,344	2,655,060
Capital Assets			
Intangible Assets	16,997,155.00	16,997,155	-
Other Capital Assets, Net	234,616,978	234,616,978	-
Construction in Progress	17,740,930	20,833,623	(3,092,693)
Total Capital Assets	269,355,063	272,447,755	(3,092,693)
Total Assets	\$ 356,213,249	\$ 356,175,074	\$ 38,175
Liabilities			
Current Liabilities			
Accounts Payable	\$ 140,381	\$ -	\$ 140,381
Salary, Wages, and Benefits Payable	611,125	733,816	(122,692)
Accrued Expenses Payable	73,128	283,481	(210,352)
Deferred Revenues	119,153	98,466	20,688
Interest Payable	324,995	243,746	81,249
Total Current Liabilities	1,268,782	1,359,509	(90,727)
Non-Current Liabilities			
Rail Easement Payable	1,100,000	1,100,000	-
Retainage Payable	612,188	624,458	(12,270)
Bonds Payable	27,020,000	27,020,000	-
Total Non-Current Liabilities	28,732,188	28,744,458	(12,270)
Total Liabilities	30,000,970	30,103,967	(102,997)
Net Position			
Net Investment in Capital Assets	295,951,497	295,951,497	-
Unrestricted	29,887,731	29,887,731	-
Change in Net Position	373,052	231,879	141,173
Total Net Position	326,212,279	326,071,107	141,173
Total Liabilities and Net Position	\$ 356,213,249	\$ 356,175,074	\$ 38,175

DENTON COUNTY TRANSPORTATION AUTHORITY
CAPITAL PROJECT FUND
AS OF JANUARY 31, 2019

Work Session 1(b)

Capital Project Number/Name	Original Budget	Revised Budget	January 2019 Actuals Booked	Actuals Life To Date	\$ Under/ (Over) Budget	% of Budget (As of January 2019 Close)	Project % Complete (Operations)
Construction Work in Progress							
G&A Capital Projects							
Total 10302 · Infrastructure Acquisition	\$ 1,900,000	\$ 3,900,000	\$ 2,460	\$ 181,577	\$ 3,718,423	5%	
Total 10403 · Server/Network Infrastructure	350,000	350,000	215,797	215,797	134,203	62%	
Total 10601 · Data Analytics & Reporting <i>CLOSED</i>	200,000	200,000	-	44,362	155,638	22%	
Total 10604 · Safety & Security Assessment	250,000	250,000	-	25,000	225,000	10%	
Total 10605 · Project Management/Document Control <i>CLOSED</i>	150,000	150,000	8,257	75,787	74,213	51%	
Total 10606 · Shared Use Mobility Study	123,428	123,428	6,063	18,188	105,240	15%	
Total 10701 · 2019 One-Time Transit Improvements	1,000,000	1,000,000	-	-	1,000,000	0%	
Total G&A Capital Projects	3,973,428	5,973,428	232,577	560,711	5,412,717	9%	
Bus Capital Projects							
Total 50305 · IOMF Fuel Tanks	250,000	1,012,000	38,584	796,804	215,196	79%	90%
Total 50409 · Bus Fleet Cameras	149,500	149,500	-	-	149,500	0%	
Total 50411 · Fleet Farebox (2019)	600,000	600,000	-	-	600,000	0%	
Total 50512 · Fleet (2018) <i>CLOSED</i>	3,003,580	1,360,932	-	1,360,932	-	100%	
Total 50513 · Fleet (2019)	1,481,000	1,481,000	-	-	1,481,000	0%	
Total 50601 · Scheduling Software (Bus)	250,000	250,000	-	28,125	221,875	11%	
Total Bus Capital Projects	5,734,080	4,853,432	38,584	2,185,861	2,667,571	45%	
Rail Capital Projects							
Total 61406.1 · Positive Train Control Implementation	-	16,720,141	154,441	14,602,080	2,118,061	87%	95%
Total 61605 · Brownfield Remediation	60,000	385,000	1,802	266,333	118,667	69%	80%
Total 61708 · Lewisville Bike Trail <i>CLOSED</i>	3,099,856	2,146,355	-	2,143,372.99	2,982	100%	
Total 61715 · Trail Safety Improvements	139,657	181,157	-	46,400	134,757	26%	30%
Total 61716 · Lewisville Bike Trail - Eagle Point Section	2,995,873	2,995,873	4,087	96,844	2,899,029	3%	5%
Total 61718 · Rail Safety Improvements	200,000	400,000	-	67,678	332,322	17%	17%
Total 61719 · Rail Capital Maintenance (2019)	2,500,000	2,475,000	-	269,127	2,205,873	11%	11%
Total Rail Capital Projects	8,995,386	25,303,526	160,330	17,491,835	7,811,691	69%	
Total Construction Work in Progress	\$ 18,702,894	\$ 36,130,386	\$ 431,491	\$ 20,238,407	\$ 15,891,979	56%	



Board of Directors Memo

February 28, 2019

SUBJECT: Monthly Sales Tax Receipts

Background

Sales tax represents the single largest source of revenue for DCTA at 64.13% for the Fiscal Year 2019 budget. The annual sales tax budget for FY19 is \$28,450,180. Because of its importance in funding of DCTA's ongoing operations, the Board adopted a Budget Contingency Plan that outlines the Agency's response when declines in sales tax hit a specific target.

This month, receipts were unfavorable compared to budget by 2.80%. The February allocation is for sales generated in the month of December and represents revenue for the third month of FY19.

- Sales tax for sales generated at retail in the month of December and received in February was \$2,831,728.
- This represents a decrease of 2.80% or \$81,597 compared to budget for the month.
- Compared to the same month last year, sales tax receipts are \$30,454 or 1.09% higher.
- Member city collections for the month compared to prior year are as follows:
 - City of Lewisville up 2.02%
 - City of Denton up 1.91%
 - Highland Village down 1.00%


Identified Need

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

Recommendation

For information only. No action required.

Submitted By: 
Amanda Riddle
Budget Manager

Final Review: 
Marisa Perry, CPA
Chief Financial Officer/VP of Finance

DENTON COUNTY TRANSPORTATION AUTHORITY

SALES TAX REPORT
BUDGET TO ACTUAL AND PREVIOUS YEAR COMPARISON

Sales Generated in Month of:	Received in Month of:	2018-2019 Year Budget	2018-2019 Year Actual	Variance Actual to Budget	CY Actual to CY Budget % Variance	2017-2018 Year Actual	Variance Actual to Prior Year	CY Actual to PY Actual % Variance
October	December	\$ 2,236,473	\$ 2,307,128	\$ 70,655	3.16%	\$ 2,150,455	\$ 156,673	7.29%
November	January	\$ 2,305,281	\$ 2,292,741	\$ (12,540)	-0.54%	\$ 2,216,616	\$ 76,125	3.43%
December	February	\$ 2,913,325	\$ 2,831,728	\$ (81,597)	-2.80%	\$ 2,801,274	\$ 30,454	1.09%
January	March	\$ 2,054,846				\$ 1,975,813		
February	April	\$ 2,093,223				\$ 2,012,714		
March	May	\$ 2,697,615				\$ 2,593,861		
April	June	\$ 2,215,262				\$ 2,130,060		
May	July	\$ 2,190,990				\$ 2,375,417		
June	August	\$ 2,576,338				\$ 2,604,185		
July	September	\$ 2,181,390				\$ 2,269,235		
August	October	\$ 2,393,496				\$ 2,343,951		
September	November	\$ 2,591,941				\$ 2,471,023		
YTD Total		\$ 28,450,180	\$ 7,431,596	\$ (23,483)	-0.31%	\$ 27,944,603	\$ 263,252	3.67%

Sources: Texas Comptroller of Public Accounts and DCTA Finance Department

Prepared By: Denton County Transportation Authority Finance Department

February 20, 2019

DENTON COUNTY TRANSPORTATION AUTHORITY

MEMBER CITIES SALES TAX REPORT
 MONTH ALLOCATION IS RECEIVED FROM COMPTROLLER
 PREVIOUS YEAR COMPARISON

CITY OF LEWISVILLE						CITY OF HIGHLAND VILLAGE					
Sales Generated in Month of:	Received in Month of:	2017-2018 Year Actual	2018-2019 Year Actual	Variance Actual to Prior Year	CY Actual to PY Actual % Variance	Sales Generated in Month of:	Received in Month of:	2017-2018 Year Actual	2018-2019 Year Actual	Variance Actual to Prior Year	CY Actual to PY Actual % Variance
October	December	\$ 3,009,098	\$ 3,287,654	\$ 278,557	9.26%	October	December	\$ 265,631	\$ 319,132	\$ 53,501	20.14%
November	January	\$ 2,973,704	\$ 3,193,613	\$ 219,909	7.40%	November	January	\$ 328,316	\$ 311,524	\$ (16,792)	-5.11%
December	February	\$ 3,924,399	\$ 4,003,626	\$ 79,227	2.02%	December	February	\$ 451,331	\$ 446,811	\$ (4,520)	-1.00%
January	March	\$ 2,767,715				January	March	\$ 287,500			
February	April	\$ 2,864,356				February	April	\$ 250,707			
March	May	\$ 3,540,108				March	May	\$ 341,604			
April	June	\$ 2,950,115				April	June	\$ 285,066			
May	July	\$ 3,386,756				May	July	\$ 325,073			
June	August	\$ 3,759,539				June	August	\$ 356,643			
July	September	\$ 3,055,068				July	September	\$ 301,133			
August	October	\$ 3,336,162				August	October	\$ 284,692			
September	November	\$ 3,551,821				September	November	\$ 327,060			
YTD Total		\$ 39,118,841	\$ 10,484,893	\$ 577,692	5.83%	YTD Total		\$ 3,804,755	\$ 1,077,467	\$ 32,190	3.08%

CITY OF DENTON						
Sales Generated in Month of:	Received in Month of:	2017-2018 Year Actual	2018-2019 Year Actual	Variance Actual to Prior Year	CY Actual to PY Actual % Variance	
October	December	\$ 2,718,499	\$ 2,875,467	\$ 156,969	5.77%	
November	January	\$ 2,945,336	\$ 2,933,274	\$ (12,062)	-0.41%	
December	February	\$ 3,598,809	\$ 3,667,687	\$ 68,878	1.91%	
January	March	\$ 2,568,686				
February	April	\$ 2,526,113				
March	May	\$ 3,661,913				
April	June	\$ 2,787,702				
May	July	\$ 2,936,759				
June	August	\$ 3,348,805				
July	September	\$ 3,095,938				
August	October	\$ 2,856,408				
September	November	\$ 3,231,127				
YTD Total		\$ 36,276,094	\$ 9,476,429	\$ 213,784	2.31%	

ALL TRANSIT AGENCIES
MONTHLY SALES AND USE TAX COMPARISON SUMMARY

Transit Agency	Current Rate	Net Payment This Period	Comparable Payment Prior Year	% Change	Payments YTD (Calendar)	Prior Year Payments YTD (Calendar)	% Change
Austin MTA	1.00%	\$ 24,517,928.13	\$ 23,103,499.53	6.12%	\$ 44,160,608.01	\$ 42,586,043.15	3.69%
Corpus Christi MTA	0.50%	\$ 3,585,366.82	\$ 3,182,933.96	12.64%	\$ 6,015,927.74	\$ 5,753,657.75	4.55%
Dallas MTA	1.00%	\$ 64,604,543.62	\$ 60,181,542.20	7.34%	\$ 112,327,732.64	\$ 106,851,318.38	5.12%
Denton CTA	0.50%	\$ 2,831,727.57	\$ 2,801,274.06	1.08%	\$ 5,124,468.69	\$ 5,017,890.43	2.12%
El Paso CTD	0.50%	\$ 4,857,798.06	\$ 4,626,557.89	4.99%	\$ 8,580,046.17	\$ 8,258,028.27	3.89%
Fort Worth MTA	0.50%	\$ 8,142,015.30	\$ 7,789,933.24	4.51%	\$ 14,815,845.54	\$ 14,086,973.39	5.17%
Houston MTA	1.00%	\$ 78,492,647.80	\$ 78,034,272.60	0.58%	\$ 138,284,419.53	\$ 138,875,704.61	-0.42%
Laredo CTD	0.25%	\$ 885,093.63	\$ 866,339.44	2.16%	\$ 1,556,281.49	\$ 1,553,776.14	0.16%
San Antonio ATD	0.25%	\$ 7,349,641.45	\$ 7,173,761.79	2.45%	\$ 12,593,085.50	\$ 12,271,824.13	2.61%
San Antonio MTA	0.50%	\$ 16,123,794.09	\$ 15,729,822.91	2.50%	\$ 27,658,439.35	\$ 27,069,972.36	2.17%
TOTALS		\$ 211,390,556.47	\$ 203,489,937.62	3.88%	\$ 371,116,854.66	\$ 362,325,188.61	2.43%

Sources: Texas Comptroller of Public Accounts and DCTA Finance Department
 Prepared By: Denton County Transportation Authority Finance Department
 February 20, 2019



Board of Directors Memo

February 28 2019

SUBJECT: 86th Legislative Activities, Chapter 460 Draft Bill Language

Draft Bill Language

Legislative Council has reviewed and modified the draft bill language for DCTA's Chapter 460 amendment. The modified version is attached.

Exhibits

Exhibit 1 – Chapter 460 Draft Bill *(as of 2/20/2019)*

Exhibit 2 – Supporting Resolution; City of Denton #19-287

Exhibit 3 – Supporting Resolution; City of Lewisville #0107-19-RES

Exhibit 4 – Supporting Resolution; City of Highland Village #2019-2795

Approval:



Kristina Holcomb, Deputy CEO

By: _____

____.B. No. _____

A BILL TO BE ENTITLED

AN ACT

relating to certain coordinated county transportation authorities.

BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF TEXAS:

SECTION 1. Section 460.201(c), Transportation Code, is amended to read as follows:

(c) Except as provided by Sections ~~[Section]~~ 460.2015 and 460.257, a vacancy on the board of directors is filled in the same manner as the original appointment to the interim executive committee.

SECTION 2. Section 460.2015, Transportation Code, is amended by adding Subsection (d) to read as follows:

(d) This section does not apply to an authority described by Section 460.252.

SECTION 3. Section 460.205, Transportation Code, is amended by adding Subsection (c) to read as follows:

(c) This section does not apply to an authority described by Section 460.252.

SECTION 4. Chapter 460, Transportation Code, is amended by adding Subchapter D-1 to read as follows:

SUBCHAPTER D-1. BOARD OF DIRECTORS: CERTAIN AUTHORITIES

Sec. 460.251. DEFINITIONS. In this subchapter:

(1) "Board" means the board of directors of an authority described by Section 460.252.

(2) "Founding municipality" means a municipality in

1 which an election was held before December 31, 2003, authorizing an
2 authority's sales and use tax levy.

3 Sec. 460.252. APPLICABILITY. (a) This subchapter applies
4 only to an authority confirmed under this chapter before December
5 31, 2003.

6 (b) Section 460.054 does not apply to an authority described
7 by Subsection (a).

8 Sec. 460.253. COMPOSITION. The board is composed of:

9 (1) one member appointed by the governing body of each
10 founding municipality;

11 (2) two members appointed by the commissioners court
12 who reside in:

13 (A) an unincorporated area of the county; or

14 (B) a municipality in the authority that is not
15 authorized to appoint a member to the board under Subdivision (1) or
16 Section 460.254;

17 (3) each member appointed under Section 460.254, if
18 applicable; and

19 (4) each nonvoting member appointed under Section
20 460.255.

21 Sec. 460.254. APPOINTMENT OF BOARD MEMBER BY CERTAIN
22 MUNICIPALITIES. (a) The board may authorize the governing body of
23 a municipality to appoint one member to the board if:

24 (1) the municipality:

25 (A) designates a public transportation financing
26 area for the benefit of the authority under Subchapter I and enters
27 into an agreement with the authority under Section 460.602; or

1 (B) authorizes the authority's sales and use tax
2 levy at the rate of one-half of one percent; and

3 (2) the appointment is approved by an affirmative vote
4 of at least three-fifths of the members described by either Section
5 460.253(1) or (3) and at least one member appointed by the
6 commissioners court.

7 (b) The board shall adopt rules and bylaws governing the
8 appointment of a member under this section.

9 Sec. 460.255. NONVOTING BOARD MEMBERS. (a) A nonvoting
10 member may be appointed to the board to represent a municipality in
11 the authority that is not otherwise authorized to appoint a member
12 to the board under this subchapter.

13 (b) A nonvoting member appointed under this section may not
14 be counted for purposes of establishing a quorum of the board.

15 (c) The board shall adopt rules and bylaws governing the
16 appointment, number, authority, and duties of a nonvoting member
17 appointed under this section.

18 Sec. 460.256. ELIGIBILITY OF ELECTED OFFICER TO SERVE ON
19 BOARD; COMPENSATION AND REIMBURSEMENT. (a) An elected officer of a
20 political subdivision of this state who is not prohibited by the
21 Texas Constitution from serving on the board is eligible, as an
22 additional duty of office, to serve on the board.

23 (b) An elected officer of a political subdivision of this
24 state who is a board member is not entitled to receive compensation
25 for serving on the board but is entitled to reimbursement for
26 reasonable expenses incurred in performing the member's duties.

27 Sec. 460.257. VACANCY. A vacancy on the board of directors

1 is filled in the same manner as the original appointment to the
2 board under this subchapter.

3 Sec. 460.258. VOTING REQUIREMENTS. Except as provided by
4 Sections 460.254(a) and 460.602(b), an action of the board of
5 directors requires a vote of a majority of the members present,
6 other than members described by Section 460.253(4), unless the
7 bylaws require a larger number for a specific action.

8 SECTION 5. Section 460.602, Transportation Code, is amended
9 to read as follows:

10 Sec. 460.602. PARTICIPATION IN SERVICE PLAN; AGREEMENT WITH
11 MUNICIPALITY. (a) A service plan may be implemented in an area of a
12 municipality that has not authorized the authority's sales and use
13 tax levy if:

14 (1) the authorization by the municipality of the
15 authority's sales and use tax levy, when combined with the rates of
16 all sales and use taxes imposed by other political subdivisions in
17 the municipality, would exceed two percent in any location in the
18 municipality; and

19 (2) the municipality has entered into an agreement
20 with the authority to provide public transportation services in a
21 public transportation financing area designated under this
22 subchapter in exchange for all or a portion of the tax increment in
23 the area.

24 (b) An authority described by Section 460.252 may enter into
25 an agreement under Subsection (a)(2) only if the board of directors
26 of the authority approves the agreement by an affirmative vote of at
27 least three-fifths of the members described by either Section

1 460.253(1) or (3) and at least one member appointed by the
2 commissioners court.

3 SECTION 6. On the effective date of this Act, the
4 composition of the board of directors of a coordinated county
5 transportation authority described by Section 460.252,
6 Transportation Code, as added by this Act, is modified to conform to
7 Subchapter D-1, Chapter 460, Transportation Code, as added by this
8 Act, as follows:

9 (1) the currently serving members of the board
10 appointed by a founding municipality, as that term is defined by
11 Section 460.251, Transportation Code, as added by this Act, assume
12 the board positions described by Section 460.253(1),
13 Transportation Code, as added by this Act, and continue to serve as
14 members of the board for the remainder of their terms;

15 (2) as soon as practicable, the commissioners court of
16 a county located in the authority shall designate the currently
17 serving members of the board appointed by the commissioners court
18 who assume the board positions described by Section 460.253(2),
19 Transportation Code, as added by this Act, and those members
20 continue to serve as members of the board for the remainder of their
21 terms;

22 (3) the currently serving members of the board
23 appointed by a municipality with a population of 17,000 or more that
24 has not authorized the authority's sales and use tax levy assume the
25 nonvoting board positions described by Section 460.255,
26 Transportation Code, as added by this Act, and continue to serve as
27 nonvoting members of the board for the remainder of their terms;

1 (4) as soon as practicable, the commissioners court of
2 a county located in the authority shall designate the currently
3 serving members of the board appointed by a municipality in the
4 county with a population of more than 500 but less than 17,000 that
5 has not authorized the authority's sales and use tax levy who assume
6 the nonvoting board positions described by Section 460.255,
7 Transportation Code, as added by this Act, and the members continue
8 to serve as nonvoting members of the board for the remainder of
9 their terms;

10 (5) any alternate members serving on the board for
11 members described by Subdivisions (1)-(4) of this section continue
12 to serve in that capacity; and

13 (6) the terms of all other currently serving members
14 of the board expire.

15 SECTION 7. This Act does not prohibit a person who is a
16 member of the board of directors of a coordinated county
17 transportation authority described by Section 460.252,
18 Transportation Code, as added by this Act, whose term expires under
19 Section 6 of this Act from being reappointed to the board if the
20 person is eligible under Subchapter D-1, Chapter 460,
21 Transportation Code, as added by this Act.

22 SECTION 8. (a) A rule or bylaw adopted or other action
23 taken before the effective date of this Act by a coordinated county
24 transportation authority described by Section 460.252,
25 Transportation Code, as added by this Act, remains in effect as a
26 rule, bylaw, or action of the authority until superseded by action
27 of that authority.

1 (b) The change in law made by this Act to Section 460.602,
2 Transportation Code, applies to an agreement entered into on or
3 after the effective date of this Act. An agreement entered into
4 before the effective date of this Act is governed by the law as it
5 existed immediately before the effective date of this Act, and that
6 law is continued in effect for that purpose.

7 SECTION 9. This Act takes effect immediately if it receives
8 a vote of two-thirds of all the members elected to each house, as
9 provided by Section 39, Article III, Texas Constitution. If this
10 Act does not receive the vote necessary for immediate effect, this
11 Act takes effect September 1, 2019.

RESOLUTION NO. 19-287

A RESOLUTION OF THE CITY OF DENTON, TEXAS IN SUPPORT OF PROPOSED AMENDMENTS TO CHAPTER 460 OF THE TEXAS TRANSPORTATION CODE RELATED TO GOVERNANCE OF DENTON COUNTY TRANSPORTATION AUTHORITY; SUPPORTING LEGISLATION ADOPTING SAID AMENDMENTS; AUTHORIZING THE MAYOR, CITY MANAGER AND THE CITY MANAGER'S DESIGNEE TO REPRESENT AND COMMUNICATE THE CITY'S POSITION; AND AUTHORIZING THE MAYOR AND CITY MANAGER TO SIGN ALL LETTERS, PETITIONS, AND/OR OTHER DOCUMENTS ON BEHALF OF THE CITY TO PROMOTE THE CITY'S POSITION.

WHEREAS, the Denton County Transportation Authority ("DCTA") is a countywide transportation authority created by House Bill 3323, under Chapter 460 of the Texas Transportation Code, approved by the 77th Texas Legislature and signed into law by the Governor in 2001; and

WHEREAS, on November 5, 2002, the voters of Denton County approved the confirmation of DCTA by 73%; and

WHEREAS, on September 13, 2003, voters in Lewisville, Denton, and Highland Village approved a half-cent sales tax to fund DCTA; and

WHEREAS, DCTA provides important transit services, including fixed-route buses and commuter rail, in the cities of Lewisville, Denton, and Highland Village; and

WHEREAS, the current structure of the DCTA Board of Directors results in a governing body in which the three cities providing sales tax support to DCTA represent a minority of the voting members, creating a form of "representation without taxation" in which the budget and operation plan are determined by representatives with no direct financial stake in DCTA; and

WHEREAS, the cities of Lewisville, Denton, and Highland Village wish to alter the DCTA governance structure in order to more fairly focus decision-making authority on those communities that provide sales tax support for DCTA; and

WHEREAS, representatives of Lewisville, Denton, Highland Village, Denton County, and DCTA have met to discuss appropriate amendments to Chapter 460 of the Texas Transportation Code that would apply to DCTA only; and

WHEREAS, the City Council has reviewed the proposed amendments to Chapter 460 of the Texas Transportation Code set forth in the draft legislation attached hereto as Exhibit "A" and finds the proposed amendments would apply only to DCTA and are in the best interest of DCTA, Lewisville, Denton, Highland Village, Denton County, and those whom DCTA serves; NOW, THEREFORE,

THE COUNCIL OF THE CITY OF DENTON HEREBY RESOLVES:

SECTION 1. The City Council hereby approves and requests that elected officials of the Texas Legislature adopt legislation in substantial conformance with the proposed amendments to Chapter 460 of the Texas Transportation Code set forth in the draft legislation attached hereto as Exhibit "A".

SECTION 2. The Mayor, the City Manager, and/or the City Manager's designee are authorized to communicate the City's support of said change to Texas law to the members of the Texas legislature, in general, and/or to the appropriate legislative committees, committee members, and other persons or groups.

SECTION 3. The Mayor and the City Manager are specifically authorized to sign any and all letters, petitions, and/or other documents on behalf of the City in order to promote the City's support of changing Texas law as set forth in Exhibit "A".

SECTION 4. This resolution shall become effective from and after its passage.

The motion to approve this resolution was made by Keely Briggs and seconded by Gerard Hudspeth. The resolution was passed and approved by the following vote [7 - 0]:

	Aye	Nay	Abstain	Absent
Mayor Chris Watts:	<u>✓</u>	<u> </u>	<u> </u>	<u> </u>
Gerard Hudspeth, District 1:	<u>✓</u>	<u> </u>	<u> </u>	<u> </u>
Keely G. Briggs, District 2:	<u>✓</u>	<u> </u>	<u> </u>	<u> </u>
Don Duff, District 3:	<u>✓</u>	<u> </u>	<u> </u>	<u> </u>
John Ryan, District 4:	<u>✓</u>	<u> </u>	<u> </u>	<u> </u>
Deb Armintor, At Large Place 5:	<u>✓</u>	<u> </u>	<u> </u>	<u> </u>
Paul Meltzer, At Large Place 6:	<u>✓</u>	<u> </u>	<u> </u>	<u> </u>

PASSED AND APPROVED this the 12th day of February, 2019.


CHRIS WATTS, MAYOR

ATTEST:
RACHEL WOOD, INTERIM CITY SECRETARY

BY: Jane Richardson, Asst.

APPROVED AS TO LEGAL FORM:
AARON LEAL, CITY ATTORNEY

BY: Mack Reinwand

EXHIBIT "A"
Proposed Amendments to Chapter 460 of the Texas Transportation Code

By: _____

____.B. No. ____

A BILL TO BE ENTITLED

AN ACT

relating to board of directors of a coordinated county
transportation authority.

BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF TEXAS:

SECTION 1. Subchapter D, Chapter 460, Transportation Code, is
amended by adding Section 460.20155 to read as follows:

Sec. 460.20155. MEMBERSHIP OF BOARD OF DIRECTORS; CERTAIN
AUTHORITIES. (a) Notwithstanding anything to the contrary
contained in Section 460.054, this section applies to an authority
confirmed under this chapter before December 31, 2003.

(b) For the purposes of this section, "founding
municipalities" means those municipalities that authorized a sales
and use tax levy by an election conducted prior to December 31,
2003.

(c) Members of the board are appointed as follows:

(1) one member, appointed by the governing body of each
founding municipality; and

(2) two members, appointed by the commissioners court

1 who reside in an unincorporated area of the county or in a
2 municipality that does not have a member pursuant to
3 Subsection(c)(1) or (e) .

4 (d) An elected officer of a political subdivision of this
5 state who is not prohibited by the Texas Constitution from serving
6 on the board is eligible, as an additional duty of office, to serve
7 on the board. An elected officer who is a board member is not
8 entitled to receive compensation for serving as a member, but is
9 entitled to reimbursement for reasonable expenses incurred in
10 performing duties as a member.

11 (e) The board may authorize the appointment of one member to
12 the board from a municipality that:

13 (1) designates a public transportation financing area
14 for the benefit of the authority under Subchapter I and enters
15 into an agreement under Section 460.602(2); or

16 (2) authorizes the authority's sales and use tax levy at
17 the rate of one-half of one percent.

18 (f) The board shall adopt rules and bylaws governing the
19 authorization of board members under Subsection (e), provided such
20 authorization shall require the affirmative vote of at least three-
21 fifths of the members appointed pursuant to Subsection(c)(1) or
22 (e) and one member appointed by the commissioners court.

23 (g) Nonvoting members of the board shall be appointed to
24 represent municipalities that have not appointed a member to the

1 board under Subsection (c)(1) or (e).

2 (h) A nonvoting member appointed under Subsection (g) is not
3 a member of the board for purposes of constituting a quorum.

4 (i) The board may adopt rules and bylaws governing the
5 appointment, number of appointees, authority and duties of an
6 nonvoting members appointed under Subsection (g) in distinction to
7 members appointed under Subsection (c) or (e).

8 (j) Section 460.054 does not apply to a board described under
9 this section.

10 SECTION 2. Section 460.205, Transportation Code, is amended
11 to read as follows:

12 Sec. 460.205. ~~[QUORUM.]~~ VOTING REQUIREMENTS. ~~[(a) Five~~
13 ~~members constitute a quorum of the board of directors.~~

14 ~~-(b)]~~ An action of the board of directors requires a vote of
15 a majority of the members present unless the bylaws require a
16 larger number for a specific action, including requiring at least
17 three-fifths of the members appointed pursuant to Subsection(c)(1)
18 or (e) and one member appointed by the commissioners court with
19 respect to certain actions by an authority described under Section
20 460.20155.

21 SECTION 3. Section 460.602, Transportation Code, is
22 amended to read as follows:

23 Sec. 460.602. PARTICIPATION IN SERVICE PLAN; AGREEMENT WITH
24 MUNICIPALITY. (a) A service plan may be implemented in an area of

1 a municipality that has not authorized the authority's sales and
2 use tax levy if:

3 (1) the authorization by the municipality of the
4 authority's sales and use tax levy, when combined with the rates
5 of all sales and use taxes imposed by other political subdivisions
6 in the municipality, would exceed two percent in any location in
7 the municipality; and

8 (2) the municipality has entered into an agreement with
9 the authority to provide public transportation services in a public
10 transportation financing area designated under this subchapter in
11 exchange for all or a portion of the tax increment in the area.

12 (b) An agreement entered into under Subsection (a)(2) with an
13 authority governed by a board formed under Section 460.20155 shall
14 require the affirmative vote of at least three-fifths of the
15 members appointed pursuant to Subsection(c)(1) or (e) and one
16 member appointed by the commissioners court.

17 SECTION 4. (a) This section applies only to an authority
18 governed by a board to which Section 460.20155, Transportation
19 Code, as added by this Act, applies.

20 (b) Upon the effective date of this Act, the board shall be
21 modified to conform to the terms of this Act as follows:

22 (1) the currently serving members of the board appointed
23 by the founding municipalities will constitute the voting members
24 appointed under Section 460.20155(c)(1), and will continue to

1 serve the remainder of their terms;

2 (2) the commissioners court will determine, as soon as
3 practical, which of the currently serving members of the board
4 appointed by the commissioners court will constitute the two voting
5 members appointed under Section 460.20155(c)(2), and those members
6 will continue to serve the remainder of their terms;

7 (3) the currently serving members of the board appointed
8 by municipalities with a population of 17,000 or more that have
9 not authorized the authority's sales and use tax levy will
10 constitute five nonvoting members appointed under Section
11 460.20155(i), and will continue to serve the remainder of their
12 terms;

13 (4) the commissioners court will determine, as soon as
14 practical, which of the currently serving members of the board
15 appointed by municipalities in the county with a population of
16 more than 500 but less than 17,000 that have not authorized the
17 authority's sales and use tax will constitute one nonvoting member
18 appointed under Section 460.20155(i), and that member will
19 continue to serve the remainder of the member's term;

20 (5) the appointed alternates to members of the board who
21 continue to serve under Subsections (b)(1)-(4) continue in that
22 capacity; and

23 (6) the terms of all other currently serving members of
24 the board will terminate.

1 (c) This Act does not prohibit a person who is a member of
2 the board on the effective date of this Act from being reappointed
3 to that board if the person has the qualifications required for a
4 member under Chapter 460, Transportation Code, as amended by this
5 Act.

6 (d) A rule or regulation adopted or other action taken by the
7 authority before the effective date of this Act that is not
8 inconsistent with this Act remains in effect as a rule, regulation,
9 or other action of the authority until superseded by action of
10 that entity.

11 (e) Without in any way limiting Subsection (d) above, any
12 existing agreement by and between the authority and any other party
13 prior to the effective date of this Act remains binding on,
14 benefiting, and is fully enforceable by and against the authority.

15 SECTION 4. This Act takes effect June 17, 2019, if it receives a
16 vote of two-thirds of all the members elected to each house, as
17 provided by Section 39, Article III, Texas Constitution. If this
18 Act does not receive the vote necessary for effect on that date,
19 this Act takes effect September 1, 2019.

RESOLUTION NO. 0107-19-RES

A RESOLUTION IN SUPPORT OF PROPOSED AMENDMENTS TO CHAPTER 460 OF THE TEXAS TRANSPORTATION CODE RELATED TO GOVERNANCE OF DENTON COUNTY TRANSPORTATION AUTHORITY (DCTA); SUPPORTING LEGISLATION ADOPTING SAID AMENDMENTS; AUTHORIZING THE MAYOR, CITY MANAGER AND THE CITY MANAGER'S DESIGNEE TO REPRESENT AND COMMUNICATE THE CITY'S POSITION; AND AUTHORIZING THE MAYOR AND CITY MANAGER TO SIGN ALL LETTERS, PETITIONS, AND/OR OTHER DOCUMENTS ON BEHALF OF THE CITY TO PROMOTE THE CITY'S POSITION.

WHEREAS the Denton County Transportation Authority ("DCTA") is a countywide transportation authority created by House Bill 3323, under Chapter 460 of the Texas Transportation Code, approved by the 77th Texas Legislature and signed into law by the Governor in 2001; and

WHEREAS, on November 5, 2002, the voters of Denton County approved the confirmation of DCTA by 73%; and

WHEREAS, on September 13, 2003, voters in Lewisville, Denton, and Highland Village approved a half-cent sales tax to fund DCTA; and

WHEREAS, DCTA provides important transit services, including fixed-route buses and commuter rail, in the cities of Lewisville, Denton, and Highland Village; and

WHEREAS, the current structure of the DCTA Board of Directors results in a governing body in which the three cities providing sales tax support to DCTA represent a minority of the voting members, creating a form of "representation without taxation" in which the budget and operation plan are determined by representatives with no direct financial stake in DCTA; and

RESOLUTION NO. 0107-19-RES

WHEREAS, the cities of Lewisville, Denton, and Highland Village wish to alter the DCTA governance structure in order to more fairly focus decision-making authority on those communities that provide sales tax support for DCTA; and

WHEREAS, representatives of Lewisville, Denton, Highland Village, Denton County, and DCTA have met to discuss appropriate amendments to Chapter 460 of the Texas Transportation Code that would apply to DCTA only; and

WHEREAS, the City Council has reviewed the proposed amendments to Chapter 460 of the Texas Transportation Code set forth in the draft legislation attached hereto as Exhibit “A” and finds the proposed amendments would apply only to DCTA and are in the best interest of DCTA, Lewisville, Denton, Highland Village, Denton County, and those whom DCTA serves.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF LEWISVILLE, TEXAS, THAT:

SECTION 1. The City Council hereby approves the proposed amendments to Chapter 460 of the Texas Transportation Code set forth in the draft legislation attached hereto as Exhibit “A”, or as it may be amended.

SECTION 2. The Mayor, the City Manager, and/or the City Manager’s designee are authorized to communicate the City’s support of said change to Texas law to the members of the Texas legislature, in general, and/or to the appropriate legislative committees, committee members, and other persons or groups.

SECTION 3. The Mayor and the City Manager are specifically authorized to sign any and all letters, petitions, and/or other documents on behalf of the City in order to promote the City’s support of changing Texas law as set forth in Exhibit “A”.

RESOLUTION NO. 0107-19-RES

SECTION 4. This Resolution shall become effective from and after its passage.

**DULY PASSED AND APPROVED BY THE CITY COUNCIL OF THE CITY OF
LEWISVILLE, TEXAS, ON THIS THE 4TH DAY OF FEBRUARY, 2019.**

APPROVED:



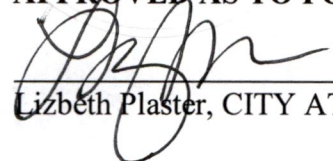
Brandon Jones, DEPUTY MAYOR PRO TEM

ATTEST:



Julie Worster, CITY SECRETARY

APPROVED AS TO FORM:



Lizbeth Plaster, CITY ATTORNEY

Resolution No. 0107-19-RES
Exhibit "A"

By: _____

__B. No. __

A BILL TO BE ENTITLED

AN ACT

relating to board of directors of a coordinated county transportation authority.

BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF TEXAS:

SECTION 1. Subchapter D, Chapter 460, Transportation Code, is amended by adding Section 460.20155 to read as follows:

Sec. 460.20155. MEMBERSHIP OF BOARD OF DIRECTORS; CERTAIN AUTHORITIES. (a) Notwithstanding anything to the contrary contained in Section 460.054, this section applies to an authority confirmed under this chapter before December 31, 2003.

(b) For the purposes of this section, "founding municipalities" means those municipalities that authorized a sales and use tax levy by an election conducted prior to December 31, 2003.

(c) Members of the board are appointed as follows:

(1) one member, appointed by the governing body of each municipality which has authorized the authority's sales and use tax levy; and

(2) two members, appointed by the commissioners court.

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Exhibit "A"

1 (d) An elected officer of a political subdivision of this state who is not prohibited by the Texas
2 Constitution from serving on the board is eligible, as an additional duty of office, to serve on the board.
3 An elected officer who is a board member is not entitled to receive compensation for serving as a member,
4 but is entitled to reimbursement for reasonable expenses incurred in performing duties as a member.

5 (e) If a member to the board appointed under Subsection (c)(1) or (g) by a municipality that is not
6 a founding municipality will result in:

7 (1) the founding municipalities no longer having a majority of votes on the board, or

8 (2) the board having an even number of members appointed under Subsections (c) and
9 (g),

10 one of the founding municipalities shall appoint an additional member to the board.

11 (f) The board shall adopt rules and bylaws governing the appointment by the founding
12 municipalities of additional board members under Subsection (e), provided such appointment shall
13 require a vote of a majority of the members appointed by the founding municipalities and one member
14 appointed under Subsection (c)(2).

15 (g) The governing body of a municipality that designates a public transportation financing area for
16 the benefit of the authority under Subchapter I and enters into an agreement under Section 460.602(2)
17 may be authorized by the board to appoint one member to the board.

18 (h) The board shall adopt rules and bylaws governing the authorization of board members under
19 Subsection (g), provided such authorization shall require a vote of all members appointed by the founding
20 municipalities and one member appointed under Subsection (c)(2).

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Exhibit "A"

1 (i) Nonvoting members of the board shall be appointed to represent municipalities that have not
2 appointed a member to the board under Subsection (c)(1) or (g).

3 (j) A nonvoting member appointed under Subsection (i) is not a member of the board for purposes
4 of constituting a quorum.

5 (k) The board may adopt rules and bylaws governing the appointment, number of appointees,
6 authority and duties of an nonvoting members appointed under Subsection (i) in distinction to members
7 appointed under Subsection (c) or (g).

8 (l) Section 460.054 does not apply to a board described under this section.

9 SECTION 2. Section 460.205, Transportation Code, is amended to read as follows:

10 Sec. 460.205. ~~[QUORUM;]~~ VOTING REQUIREMENTS. ~~[(a) Five members constitute a quorum of the~~
11 ~~board of directors.~~

12 ~~(b)~~ An action of the board of directors requires a vote of a majority of the members present
13 unless the bylaws require a larger number for a specific action, including requiring a majority or all of the
14 members appointed by the founding municipalities and one member appointed by the commissioners
15 court with respect to certain actions by an authority described under Section 460.20155.

16 SECTION 3. (a) This section applies only to an authority governed by a board to which Section
17 460.20155, Transportation Code, as added by this Act, applies.

18 (b) Upon the effective date of this Act, the board shall be modified to conform to the terms of this
19 Act as follows:

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Exhibit "A"

1 (1) the currently serving members of the board appointed by the founding municipalities
2 will constitute the voting members appointed under Section 460.20155(c)(1), and will continue to serve
3 the remainder of their terms;

4 (2) the commissioners court will determine, as soon as practical, which of the currently
5 serving members of the board appointed by the commissioners court will constitute the two voting
6 members appointed under Section 460.20155(c)(2), and those members will continue to serve the
7 remainder of their terms;

8 (3) the currently serving members of the board appointed by municipalities with a
9 population of 17,000 or more that have not authorized the authority's sales and use tax levy will constitute
10 five nonvoting members appointed under Section 460.20155(i), and will continue to serve the remainder
11 of their terms;

12 (4) the commissioners court will determine, as soon as practical, which of the currently
13 serving members of the board appointed by municipalities in the county with a population of more than
14 500 but less than 17,000 that have not authorized the authority's sales and use tax will constitute one
15 nonvoting member appointed under Section 460.20155(i), and that member will continue to serve the
16 remainder of the member's term;

17 (5) the appointed alternates to members of the board who continue to serve under
18 Subsections (b)(1)-(4) continue in that capacity; and

19 (6) the terms of all other currently serving members of the board will terminate.

20 (c) This Act does not prohibit a person who is a member of the board on the effective date of this
21 Act from being reappointed to that board if the person has the qualifications required for a member under
22 Chapter 460, Transportation Code, as amended by this Act.

Resolution No. 0107-19-RES
Exhibit "A"

1 (d) A rule or regulation adopted or other action taken by the authority before the effective date
2 of this Act that is not inconsistent with this Act remains in effect as a rule, regulation, or other action of
3 the authority until superseded by action of that entity.

4 (e) Without in any way limiting Subsection (d) above, any existing agreement by and between the
5 authority and any other party prior to the effective date of this Act remains binding on, benefiting, and is
6 fully enforceable by and against the authority.

7 SECTION 4. This Act takes effect June 17, 2019, if it receives a vote of two-thirds of all the members elected
8 to each house, as provided by Section 39, Article III, Texas Constitution. If this Act does not receive the
9 vote necessary for effect on that date, this Act takes effect September 1, 2019.

10

CITY OF HIGHLAND VILLAGE, TEXAS

RESOLUTION NO. 2019-2795

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF HIGHLAND VILLAGE, TEXAS APPROVING THE CITY'S LEGISLATIVE PROGRAM FOR THE 86th TEXAS LEGISLATURE; AND PROVIDING AN EFFECTIVE DATE

WHEREAS, the 86th Texas Legislature which convened in January 2019, and its committees will consider many issues and take action affecting the City of Highland Village; and

WHEREAS, the City Council of the City of Highland Village desires to adopt its 2019 State Legislative Program for the 86th Texas Legislature.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF HIGHLAND VILLAGE, TEXAS, THAT:

SECTION 1. The City of Highland Village's 2019 Legislative Program for the 86th Texas Legislature, attached hereto as Exhibit "A" and incorporated herein by reference, is adopted and approved.

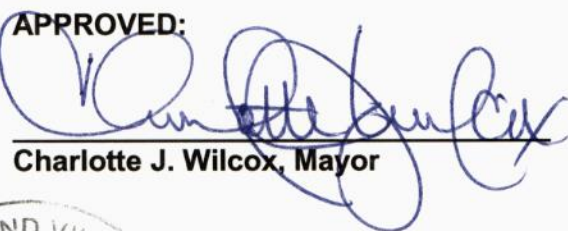
SECTION 2. The Mayor and City Council, City Manager or their designees are authorized to communicate the items included in the City's Legislative Program to the members of the Texas Legislature.

SECTION 3. The Mayor and City Manager are authorized to sign any and all letters, petitions, and/or other documents on behalf of the City in order to promote the City's Legislative Program.

SECTION 4. This Resolution shall take effect immediately upon passage.

PASSED AND APPROVED this the 22nd day of January 2019.

APPROVED:




Charlotte J. Wilcox, Mayor

ATTEST:


Angela Miller, City Secretary

APPROVED AS TO FORM AND LEGALITY:


Kevin B. Laughlin, City Attorney
(kbl:1/18/19:105474)

CITY OF HIGHLAND VILLAGE 2019 LEGISLATIVE PRIORITIES

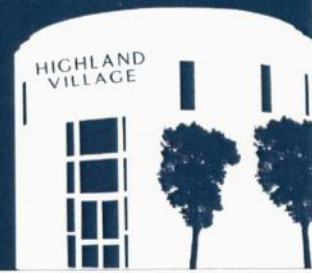
FOR THE 86TH SESSION OF THE TEXAS LEGISLATURE

HIGHLAND
VILLAGE

A stylized, high-contrast graphic of the Highland Village City Hall building and two trees. The building is depicted in white against a dark blue background, featuring a large arched roofline and several rectangular windows. The words "HIGHLAND VILLAGE" are printed on the building's facade. To the right of the building, two dark blue silhouettes of trees are shown. The entire graphic is set against a dark blue background.

2019 LEGISLATIVE PRIORITIES

FOR THE 86TH SESSION OF THE TEXAS LEGISLATURE



City of Highland Village Council



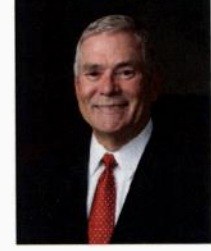
Mayor Charlotte Wilcox
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Mayor Pro Tem Fred Busche
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Daniel Jaworski
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The City of Highland Village is a Home Rule Charter City, operating under a Council-Manager form of government. All members of Council are elected at-large, under a place system, and serve two-year terms.

Highland Village City Council adopted its 2019 Legislative Agenda on January 22, 2019, setting the City's priorities and key issues for the 86th Texas Legislative Session. Our Legislative Priorities are divided into six main categories:

- | | |
|---|---------------------------|
| i. Local Authority - Public Rights-of-Way | iv. Transportation & DCTA |
| ii. Local Revenue Caps, Revenue Reduction, and Online Sales Tax | v. Water |
| iii. Public Safety | vi. Parks Funding |

The common theme to all six categories is Highland Village's belief that cities are the level of government most connected to, and thus most accountable to, the people they serve. As a result, the state should recognize and preserve local authority and support cities in their mission of providing quality local services to all Texans.

Within each broad Legislative Agenda category, there is a list giving the City's position on multiple sub-topics, some of them very specific to legislation filed for this session or in previous sessions. Because the Legislative Priorities are represented by six main categories, there is flexibility to allow emerging legislative issues to be addressed through one or more of those categories.

i. Local Authority - Public Rights-of-Way

Cities are the level of government that is closest to the people it serves. Therefore, cities are the level of government best able to identify the needs of a community as well as the appropriate means to address those needs. While state government should be a resource for cities, decision-making authority should be placed at the municipal level whenever reasonable.

Some corporate interests continue to seek exemptions from local control over public rights-of-way. Highland Village will fight at the state and federal levels to preserve municipal authority to manage and maintain public rights-of-way, including the right to seek adequate compensation for their use. The public should not be asked to subsidize for-profit businesses by allowing those businesses free use of public property (including rights-of-way) to generate their profit. Access charges for using a public right-of-way are in essence a rental payment for property, similar to rent a business might pay for office space or lease payments for major equipment. It is an expected cost of doing business and should be treated as such. Reducing the ability of cities to maintain rights-of-way, or to collect reasonable payments for commercial use of rights-of-way, would transfer unfair economic burden to taxpayers in violation of long-standing Texas legal standards.



- » **OPPOSING** any legislation that would erode authority over land users.
- » **OPPOSING** any legislation that would erode or invalidate a city's ability to establish and enforce reasonable business regulations.
- » **SUPPORTING** continuation of existing eminent domain authority and related tools used for planning and development of projects serving a valid public purpose.
- » **OPPOSING** any legislation that would change the current two dates per year on which local elections can be held, unless it is to give cities additional flexibility.
- » **PRESERVING** municipal authority to manage and maintain public rights-of-way, including the right to seek adequate compensation for their use.
- » **MAINTAINING** the ability of municipal government to participate in utility rate cases on behalf of their residents.

ii. Local Revenue Caps, Revenue Reduction, and Online Sales Tax

Highland Village has operated in a fiscally conservative manner for years. In 2017, a Community Service Survey was conducted. We found that overall the residents in the City of Highland Village have a very good appreciation and satisfaction towards the many aspects the City has to offer. Respondents expressed high levels of satisfaction with the service provided by different departments, especially from the Police Department, Parks and Recreation Department, and the Fire Department. Nearly two-thirds of the respondents (65%) are satisfied with the level of City services received in return for what residents are paying in property taxes. Applying an arbitrary statewide solution to a perceived problem, that is not typical of the majority of Texas cities, would go against the stated desires of Highland Village residents.

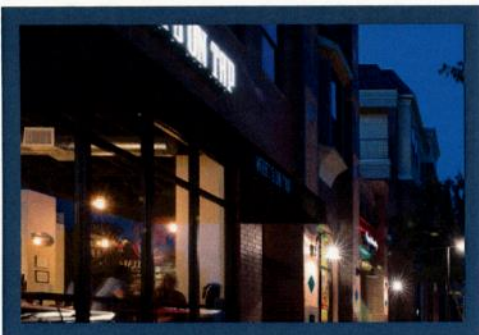
Cities provide the majority of government services that impact millions of Texans everyday; yet, unlike other parts of the country, Texas cities receive minimal funding from the federal and state government. As such, cities should not be expected to provide a wide range of important services and serve as a fundraising arm for the state. To the extent possible, local revenue should primarily benefit local taxpayers. Highland Village opposes any measure that would re-direct existing local revenue to the state, or would impose unfunded mandates that create additional work for cities without new funding.

This includes opposing any new or expanded fees that would be collected by local municipal courts on behalf of the state.

Certificates of Obligation provide cities and counties the flexibility to issue debt on a shorter timeline. This enables them to take advantage of favorable interest rates, or an opportunity to acquire a property, to make emergency repairs after a disaster, or to address a critical public need without having to wait for the next uniform election date on the calendar. There is sufficient accountability, as voters have the option to petition for an election on whether the Certificates should be issued, with the bar set relatively low for the petition requirements to call for an election. The process for issuing debt, by law, has extraordinary levels of transparency and accountability. Texas cities need to maintain flexibility in financing public improvements because every city has different needs and resources.

Assessing sales tax on both physical and online retailers creates a level playing field for businesses; exempting certain types of businesses from those levies would give them unfair competitive advantage with long-term negative impacts on commercial properties across Texas. The original reasoning for exempting online purchases from sales tax are no longer valid because online retail sales have become a well-established and thriving marketplace that no longer needs a public subsidy. For those, and other reasons, the 2018 United States Supreme Court ruling that sanctioned online sales tax collection should be honored and no effort should be made to permanently eliminate sales tax for online transactions. We call on the State Comptroller to work with cities on a fair and equitable way to distribute the local share of online sales taxes collected. We also ask the Comptroller to review the excessive fees currently being charged to cities for processing of sales tax collections and seek to adopt a fee structure that better reflects the cost of the service being provided.

- » OPPOSING any measure that would re-direct existing local revenue to the state.
- » OPPOSING any legislation that would increase or expand appraisal caps.
- » OPPOSING any legislation that would erode local taxing authority, including measures that would create new obstacles to funding sources or that would restrict the use of existing revenue streams.
- » OPPOSING any legislation that would erode the concept of “true market” appraisals.
- » SUPPORTING legislation that would close the “dark box” loophole being used by some large retailers to artificially devalue commercial properties for tax purposes.
- » OPPOSING any increased state fees, or reallocation of existing fees, on municipal court fines and proceedings, or any legislation that would have the effect of requiring municipal courts to collect revenue for the state.
- » OPPOSING any legislation that would permanently eliminate sales tax for online transactions.
- » OPPOSING any legislation that would create new sales tax exemptions, expand current exemptions, or expand the annual “sales tax holiday.”
- » SUPPORTING measures that would expand allowable uses of PEG fee revenue.
- » MAINTAIN Certificates of Obligation as a viable financing mechanism.



iii. Public Safety

Police, Fire, and Emergency Medical Services are among the most important services a city provides to its residents. Those services often represent the majority of a municipality's budget. State agencies and resources can be valuable, but should not be applied in such a way as to interfere with local efforts.



- » ENACTING a statewide prohibition on holding or operating a phone or electronic communications device while operating a motor vehicle.
- » PROVIDING adequate funding of state law enforcement agencies on public lakes.
- » DISCONTINUING the redirection of dedicated telephone taxes to purposes other than 9-1-1 services.
- » OPPOSING efforts to legalize recreational use of marijuana in Texas.
- » MAKING it an offense for a person to post on a publicly accessible website the residence address or telephone number of an individual the actor knows is a public servant or a member of a public servant's family or household.
- » SEEKING assistance from the state in the form of opt-in programs to help local governments protect electronic databases from criminal breach, including state funding mechanisms to assist with cyber security priorities.
- » OPPOSING proposed state and federal regulations that would increase the maximum size of long-haul trucks on public highways.
- » OPPOSING legislation that would permit First Responders other than certified Peace Officers to carry a firearm while on the job.

iv. Transportation & DCTA

Transportation is a key factor in the future viability of our community. Roads provide a vital network that connects Highland Village to the region and state. Effective public transit options represent a responsible and reliable way to provide workers with access to employment centers.

Interstate 35E through Dallas and Denton Counties is one of the most congested highways in Texas, causing delays that negatively impact tens of thousands of Texas commuters. This also has a dampening impact on current and prospective business development. A comprehensive reconstruction of Interstate 35E is planned, but only the smaller first phase has been funded (and completed in early 2017). The larger second phase has not been scheduled nor funded at this time. The economic vitality of communities along Interstate 35E, including Highland Village, relies on an interstate with sufficient



capacity and safety measures. Full funding for the second phase of Interstate 35E should be considered a top priority.

The current DCTA board was originally created by statute as a guiding body that included representation from communities throughout Denton County. However, only voters in the three cities approved a half-cent sales tax to fund public transit. This means the DCTA budget is being approved by a non-elected Board of Directors that includes a majority of members who represent communities that do not pay into the system. The three funding cities want to change this odd system of “representation without taxation” and limit voting board membership to the three funding cities plus two representatives appointed by Denton County.

Highland Village collects and remits to DCTA approximately \$1M per year in sales tax revenue. Yet, Highland Village’s one member on the Board of Directors can routinely be outvoted by a board majority that comes from communities that do not contribute financially in any way and have no tangible stake in the success of DCTA services.

The three cities also want the ability to appoint current City Council members to the DCTA Board of Directors. Current law does not allow that, unlike the governing boards of DART and other transit bodies around the state where cities do have that option. This could give cities more relevant input into DCTA budgeting and decision-making.

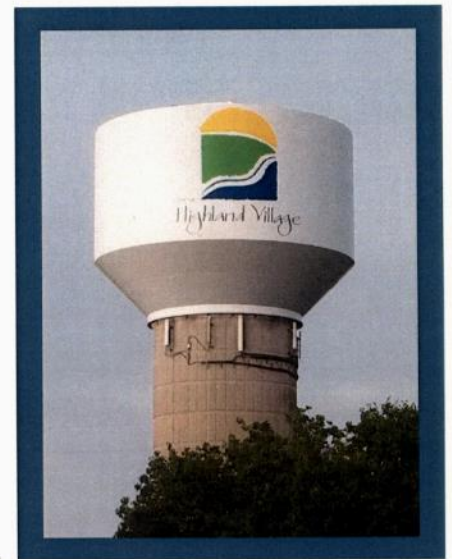
- » IDENTIFYING and securing full and timely funding for the second phase of Interstate 35E reconstruction.
- » PROVIDING increased and consistent state funding to build and maintain a high-quality, efficient highway system.
- » ENDING the diversion of transportation revenues to non-transportation purposes.
- » INCREASING state investment in public transit, including regional rail service.
- » PROVIDING greater flexibility for cities to fund local transportation projects, including potential new state funding sources for important local and regional roads.
- » PRESERVING municipal authority to manage and maintain public rights-of-way, including the right to seek adequate compensation for their use.
- » OPPOSING legislation that impedes local authorities from adopting, implementing, or considering ordinances that regulate traffic controls and safety in their communities.

v. Water

Future viability requires the ability to provide for the long-term water supply needs of residents and businesses in Highland Village, North Texas, and statewide. This must include both maintaining current water supplies and developing new water sources.

- » OPPOSING any legislation that would undermine city original jurisdiction, and oppose any efforts to make local water rates subject to approval by any state agency.
- » ESTABLISHING and enforcing water conservation standards at the local level, not at the state or federal level unless adequate ongoing funding is provided.

- » OPPOSING state “tap fees” or other state fees on municipal water systems.
- » FULLY funding the State Water Plan, and creating future state funding sources.
- » OPPOSING any legislation that might restrict Highland Village’s ability to continue providing a safe and reliable local water supply.
- » WORKING with state, regional partners, and other cities to identify and secure options for new water sources.



vi. Parks Funding

Public parks are popular recreation options for Texans, and multiple studies have shown that a well-maintained park system has a positive economic impact on both the community and state. Reduced state funding of parks not only threatens the viability of state parks, but it also has a direct negative impact on local parks that Texans value and love.

- » ENCOURAGING the state to adequately fund the maintenance and operation of state parks, recreation areas, natural areas, and monuments; and ensuring those facilities are widely and readily available to the public.
- » EXPANDING state and federal funding to assist with creating, maintaining, and operating local parks. Dedicating sports goods sales tax revenues for use in state and local parks that would directly benefit parks, recreation, open space, trails, and tourism.
- » ENSURING that parks and recreation agencies are included as eligible partners and beneficiaries in any strategy or guideline aimed at benefiting healthy lifestyles, increasing physical activity, conservation, or preservation.
- » RESTORING full funding to the Local Park Grant Program.
- » EXPANDING options for parks, recreation, open source, and trails on utility corridors, to include waiving all liability for those purposes to the utilities.



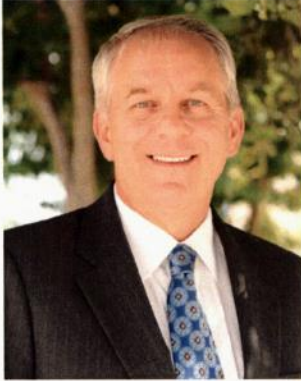
The City of Highland Village is 5.5 square miles, located in southern Denton County. We have a population of 16,624, with a build-out population estimated to be 18,000.

Thank you for taking the time to hear our position on the issues facing the 86th Session of the Texas Legislature.

CITY OF HIGHLAND VILLAGE - 86TH SESSION PRIORITIES

QUESTIONS? WE HAVE ANSWERS

PLEASE FEEL FREE TO CONTACT US ANYTIME.



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2019 February Social Service Agency Roundtables

February 6 (Lewisville) & 7 (Denton)

MEETING OVERVIEW



Lewisville Overview



DCTA Social Service Roundtable
February 6, 2019

Details:

(LEWISVILLE)
Wednesday, February 6, 2019
9:30 a.m. – 11 a.m.
DCTA Admin Office
Board Room

Agenda:

- Welcome from our CEO, Raymond Suarez
- Overview of Services
- Partnership Opportunities
- Overview of Discount Pass Program
- Ride-Along/Travel Training Opportunities
- Collateral Overview and Requests
- Open Q&A
- Discussion of Next Meeting
 - Wednesday, May 1
 - DCTA Admin Office

Thank you for joining us today! Should you have any questions, please contact Kelly Briggs, Community Relations Managers, at kbriggs@dcta.net or 972.316.6121.

DCTA February Social Service Roundtable Meetings 2019

3

Lewisville Meeting Details

Location:

DCTA Administrative Offices
Board Room

Date: Wednesday, February 6, 2019

Time: 9:30 a.m. – 11 a.m.

Invitations: 42

RSVPS:

10 Accepted
1 Tentative
6 Declined

Attendees: 15

Agencies in attendance: Denton County MHMR, City of Lewisville, Texas Health, Special Abilities of North Texas, CASA Denton, Legal Aid of Northwest Texas, NCTCOG.



DCTA February Social Service Roundtable Meetings 2019

4

Denton Meeting Details

Denton Meeting

Location:
Downtown Denton Transit Center
Community Room

Date: Thursday, February 7, 2018

Time: 9:30 a.m. – 11 a.m.

Invitations: 61

RSVPS:
18 Accepted
2 Tentative
6 Declined

Attendees: 24

Agencies in attendance: NCTCOG, Denton MHMR, Zoie's Place, Texas Health Presbyterian, REACH of Denton, United Way, Salvation Army, Serve Denton, City of Denton, Cumberland Presbyterian Children's Home, Foster Grandparent Volunteer Program, Denton County Friends of the Family, Hope, Inc., Journey to Dream, Monsignor King, Denton Community Market.



DCTA February Social Service Roundtable Meetings 2019

5

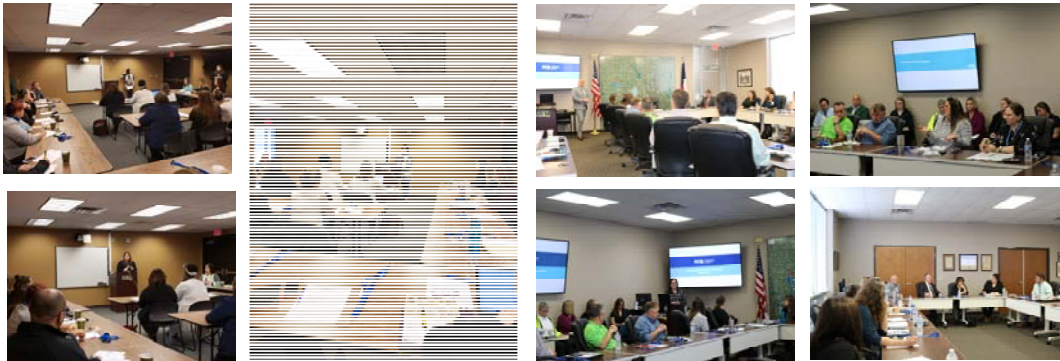
REAL-TIME SOCIAL MEDIA ENGAGEMENT



Social Media Goals

Social Media Goals:

- Showcase DCTA Outreach Efforts
- Encourage More Meeting Participants (especially if they are not on the existing invite list)
- Encourage Community Questions
- Gain Media Attention (for media outlets who follow DCTA's social channels)



DCTA February Social Service Roundtable Meetings 2019

7

Twitter - Organic



Post Dates: 2/6, 2/7

People Reached: 3,870

Total Engagements: 115



DCTA February Social Service Roundtable Meetings 2019

8

LinkedIn - Organic

Post Dates: 2/7

People Reached: 284

Total Engagements: 120



DCTA February Social Service Roundtable Meetings 2019

9

Social Media Comprehensive Results

- Days Posted – 2
- Total Impressions – 4,154
- Total Engagements – 235



DCTA February Social Service Roundtable Meetings 2019

10

COMMENTS



Lewisville Comments

NTCOG:

- Looking to find people who are falling through the cracks due to lack of transportation

Denton County MHMR:

- Moving Lewisville location to Flower Mound (100 Cross Timbers Road), individuals use bus route that drops off right in front of the office; the move is now 1 mile away from that bus stop
- No bus route from The Colony or Carrollton to connect to Lewisville, so they can't get to their appointments
- Some clients are only Spanish-speaking, but still can't read the translated maps, so they don't know how to get to the food banks/doctor (the visual guides would help here)
- Would need travel training in Spanish and not just translated route guides
- A ride-along with be helpful for case managers
- Quarterly meetings are helpful
- Knowing to go speak with Mayor/City manager of Flower Mound for service there is helpful

Lewisville Comments

City of Lewisville:

- Older Chin generations can't read in their own language so having graphic-driven collateral would be more useful within this community
- Would be helpful to get the heavy-graphic collateral and then do a travel training

Michelle: We can work on graphic identification cards that passengers can give to the driver to tell them where they're going. Ex. "I would like to go to Walmart"

- Many people think there would be value in simplistic graphic cards like this with major landmarks for their constituents (maybe DCTA could host on our website and agencies could print as needed)
- Would be helpful to have a place in case people are asking where they could pull new locations

Legal Aid of North Texas:

- Would be nice to have a "JP courts" card for those who are being evicted

MHMR:

- Ride along with be helpful for case managers
- Quarterly meetings are helpful
- Knowing to go speak with Mayor/City manager about Flower Mound service is helpful

DCTA February Social Service Roundtable Meetings 2019

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Lewisville Comments

City of Lewisville Sustainability / Resource information:

- Interested in learning about current ridership, identified barriers, which forms of transportation are Lewisville citizens using

Nicole: We can share our 2017 passenger satisfaction survey data and our 2018 A-train point-in-time survey results to gain some insight. DCTA is also conducting a passenger satisfaction survey in 2019 which will help provide more current results.

- Training and education pieces could work with economic development; think creatively on ways to increase reach of DCTA and use it collaboratively

Raymond: If you can tell us the top 5 places you need to go (inside and outside our existing service area), we could develop a heat map to consider new areas of service or potentially launching an on-demand zone through our contract with Lyft.

- City of Lewisville: elderly and special needs folks are coming from Lewisville but need to get access to areas that DCTA does not currently serve
- There is a large mobile home park near the Bed, Bath and Beyond warehouse that needs transportation and side walks
- The Lewisville hotel market is growing and their primary staff are transit dependent
- Would be helpful to have a transportation function like what Peterbilt has where a vehicle picks people up in certain areas and then brings them all in
- Lewisville Public Service (part of the City of Lewisville) employs people who are on the lower end of the pay range who ride the A-train and then have to walk or ride bikes the last mile – would be helpful to have more on-demand zones to address last-mile connections, which would also help with recruitment

DCTA February Social Service Roundtable Meetings 2019

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Lewisville Comments

Special Abilities of North Texas:

- Confusing to navigate SPAN vs DCTA; if there was an easier way for them to explain that to their constituents or something to give to them

Nicole: This is a great example of the customized collateral that we can develop in house for you. If you have additional specific needs, please let us know.

- Regularly experiences clients who can't utilize their services because they don't have the transportation to get there

General:

- Unanimous need for ride-along/travel training
- City of Lewisville Library offered to host meetings
- Can senior centers do travel trainings?

Nicole: Absolutely! Contact Kelly to coordinate general trainings and Crystal to coordinate more specific trainings (i.e. ADA)

- Collaborative planning will render great results; we'll see more and more success; thanks for holding these meetings
- Lewisville Chamber is doing workforce summit on April 11: asking larger employers who say they can't find people to hire or find people who have transportation
 - Will have a lot of data that they could share from us about what the businesses need
 - They are interested in having DCTA participate on a panel

DCTA February Social Service Roundtable Meetings 2019

15

Denton Comments

Denton County Friends of the Family:

- Need routes that run later (in conjunction with social service agency closing times)
- They have an office in Corinth and want to know how close DCTA can get to Corinth – is this an opportunity for an on-demand zone with Lyft?
- DCFOF specifically asked that DCTA look for resources to bridge the gap into Corinth
- Key times to service this audience are from 6 p.m. to 8:30 p.m., Monday through Thursday

Denton Community Market:

- Need more Saturday service; has WIC and SNAP clients who go to the market
- Most people are coming by car but their staff thinks that they are missing a huge group of constituents because people who can't go by car can't make it to the market
- Wants DCTA information at the markets

Nicole – Let's circle back after the meeting and we will be glad to help you in any way we can.

Veteran's Coalition:

- Would be helpful to have a route map that's easy to read and shows the three core buildings for veterans' service

DCTA February Social Service Roundtable Meetings 2019

16

Denton Comments

Travel Training:

- Need to teach kids in foster care how to use public transportation
 - Thinks it would be helpful to have a special route to teach students separate from current routes
- Michelle – We prefer to use existing routes to teach new passengers in a real-life scenario. We can absolutely customize an in-person presentation/training prior to training on vehicles if that would help.

Monsignor King:

- Wants to know how they become a stop (80-90 people go there every night)
- Half a mile is too long to the next stop to carry everything you own
- Recommends a stop at the Denton facility during peak times – 6 a.m. – 7 a.m. and 6 p.m. – 7 p.m.
- Stop could also serve Salvation Army

Denton Community Food Center:

- Clients don't have transportation to take home all the food they get
 - They're coming from Sycamore/Elm to the closest stop at the train station around 1 p.m. to 3 p.m.
 - Will be moving to the Servant Denton in August 2019

Denton Comments

Zoie's Place:

- Students have to leave school early to get to work because buses don't run often enough Monday through Friday (from the Northridge library and then have to switch buses at DDTC)
- Buses are often late and cause students to have to leave school even earlier to not miss work

Access Program:

- Didn't know people could use Access without an ID and that you only need it for fixed routes
 - Access packet is too big and people don't read it
- Michelle – Would it be helpful to have a one-pager or laminated wallet guide with the high level details for the Access program? (i.e. who to call to schedule a trip, etc.)
- Some people can't afford Access, and there's no discount for it like fixed routes

Foster Grandparents:

- Access trips are too expensive
- No one wants to use Access because automated calls and trips scheduled two hours early
- Customer service is not helpful for Access

Michelle – We are aware of the issues and are currently working on enhancing our overall customer service experience. If you have issues where a passenger is not receiving a confirmation call, please let us know ASAP so that we can address the issue.

Denton Comments

Inclement Weather Plan:

- During inclement weather, how do we get people from Lewisville to available shelters in Denton and back? Shelters are only in Denton.

Michelle – We can work with our communications department and external partners to ensure that is addressed in our inclement weather plan.

- Distribute plan to Homeless coalition and United Way
- No one knew about the inclement weather plan, but an email to the agencies would be helpful

Nicole – We can utilize our GovDelivery system to disseminate that information to all social service agencies in the county, as long as they're signed up to receive alerts. We can work with operations to provide this service.

- How do we communicate the plan if the city hasn't called for inclement weather yet and everyone's already left Daily Bread/other organization which would communicate the plan?

Michelle – Let's meet after this meeting to discuss specifics.

- Salvation Army in Lewisville could help get information to Lewisville

MHMR:

- Are there advertisements at stops that communicate service changes?

Nicole – Yes. (Nicole also shared all postings and communications surrounding service changes) If there's something specific that you need to help communicate service changes, please let us know and we would be happy to provide it.

- Getting physical materials for service changes would be helpful so they don't have to keep printing them out

Denton Comments

Cumberland Presbyterian Children's Home:

- Kids have to walk from Cumberland to Denton High School, would love to work with DCTA and ISD to fill gap in transportation

Nicole – We will be sending out a survey to all meeting participants asking for the five most popular destinations (inside and outside our current service) that your constituents need to get to. Please include this destination in your answer so that we can look at needs holistically.

General:

- Where does DCTA stand on grant for individual storage lockers?

Michelle – Provided detailed status.

- "Thought Exchange" (online forum, similar to "Sidewalk") could be a good tool to collect public opinion
- Some people may feel uncomfortable asking train conductor for help
 - Could have TWU OT department or UNT rehab studies students act as a ride assistant for practicum credit for those who need help riding
- General appreciation for attendance by executive staff at these meetings

MEETING RECAP



Takeaways

General:

- There was a general consensus that these meetings are extremely helpful and that attendees plan to attend them quarterly and share the meeting invites with their colleagues
- General communications from DCTA to social service agencies as a whole will be a huge benefit as we look at implementing inclement weather plans, potential new service opportunities, etc.

Programs and Materials:

- Adding general travel trainings or "Train the Trainer" opportunities would be extremely helpful and appreciated across all social service agencies
- Specialized collateral based on individual social service agency needs would be very helpful (most social service agencies didn't know they could ask)

Service:

- There are definite areas where service is not provided or the hours/frequency of service doesn't meet the needs of the agencies
- Attendees were excited to provide their input in our follow-up survey regarding the top five locations their constituents need to go

Next Steps

Direct Meeting Follow Up:

- Send Post-Meeting Email via GovDelivery ✓
- Send "Top 5" Survey Link to Meeting Attendees and Entire Social Service Agency Database ✓
- Pull "Top 5" Data and Analyze Results

Collateral Support:

- Develop "Where to" Cards for Download on DCTA Website
- Develop a "DCTA vs SPAN" One-Pager (to explain how to use both systems to enlarge service area)
- Develop Denton Community Market One-Pager (to help attendees utilize transit to get to/from the market) ⓘ
- Develop a Veteran's Service Map (showing DCTA services and all Veteran services / in large print)

Train the Trainer Program:

- Develop a "Train the Trainer" Program ⓘ
- Schedule "Train the Trainer" Outings

Discount Pass Program:

- Send Letter of Intent to Denton Community Market Detailing the Non-Profit Pass Program (proposed ticket purchase and amounts) ✓

LEGEND:
✓ - Complete
ⓘ - In Progress

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Next Steps, Con't

Inclement Weather Program:

- Coordinate 2/7 Inclement Weather Plan and Send Communications to ALL Social Service Agencies ✓
- Coordinate with Operations to Provide Communications Funnel for Future Inclement Weather Plans ✓

Service Change Support:

- Provide Direct Outreach to Social Service Agencies (handouts of new Route Guides and pre-communications via GovDelivery that service changes are approaching/include link to service change page on DCTA website)

Events:

- Attend the Chin Community Festival to Reach Specialized Community (2/19) ✓
- Attend the Lewisville Chamber of Commerce Workforce Summit (4/11) ⓘ

General:

- Research "Thought Exchange" as a Feedback Forum
- Look Into a Ride Assistance Program with UNT and TWU Students (maybe as part of the Train the Trainer program?)

Next Meeting:

- Increase Email Invite Outreach
- Solicit Topics for Agenda Ahead of Time
- Share "Top 5" Survey Data

LEGEND:
✓ - Complete
ⓘ - In Progress

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Follow-Up Email (Sent 2/21)



SOCIAL SERVICE AGENCY ROUNDTABLE RECAP AND NEXT STEPS

Thank you for attending our first social service agency roundtables! We know your time is valuable, and we appreciate you taking time out of your busy day to sit down and talk with us. We believe this continued discussion and collaboration will help provide our community with the resources needed.

As promised, we are sending a recap of key takeaways from our February meetings as well as an overview of next step action items for DCTA.

Meeting takeaways:

- A need and interest in a DCTA travel training/train the trainers program.
- Creation of individualized DCTA collateral for agencies to fit their specific needs.
- Need for collaborative communication regarding inclement weather plans.
- Identification of gaps in service times and service areas.

DCTA next steps and action items:

- DCTA has created individualized one-page fliers for those who requested them. If you think this is something your agency would benefit from, please reach out to Kelly Briggs at kbriggs@dcta.net, and we will get you taken care of.
- DCTA communicated the inclement weather plan that took place on Feb. 7 to our database of participating social service agencies.
- DCTA attended the Lewisville Chin Festival that took place Feb. 19.
- We are currently working on developing a travel training/train the trainers program for local social service agencies. Expect to receive information surrounding these

Your feedback is so important to us. In an effort to better understand the needs of your agency and constituents, please take a moment to fill out the survey below.

[Take our survey!](#)

Thank you again, and we are excited to keep the conversation going. Please reach out any time with questions, concerns or feedback! We will see you at our next social service agency roundtables on Wednesday, May 1 in Lewisville and Thursday, May 2 in Denton.

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Follow-Up Survey

Social Service Agency Roundtable Feedback

1. What are the five most important places for the people you serve?

2. Do you have any topics you would like to have added to the agenda for the next meeting?

3. Do you have any other feedback or requests?

[DONE](#)

DCTA February Social Service Roundtable Meetings 2019

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Board of Directors Memo

February 28, 2019

SUBJECT: Citizen's Advisory Team Meetings

Overview

DCTA hosted Citizen's Advisory Team meetings in January 2019. DCTA enthusiasts, stakeholders, partners and the general public were invited to attend.

{LEWISVILLE}

Tuesday, January 29, 2019

6 p.m. – 7 p.m.

DCTA Administrative Office

T&P Conference Room

{DENTON}

Thursday, January 31, 2019

6 p.m. – 7 p.m.

Downtown Denton Transit Center (DDTC)

Community Room

RSVP – to Kelly Briggs at kbriggs@dcta.net

Attendees must RSVP to receive a regional pass.

Communications

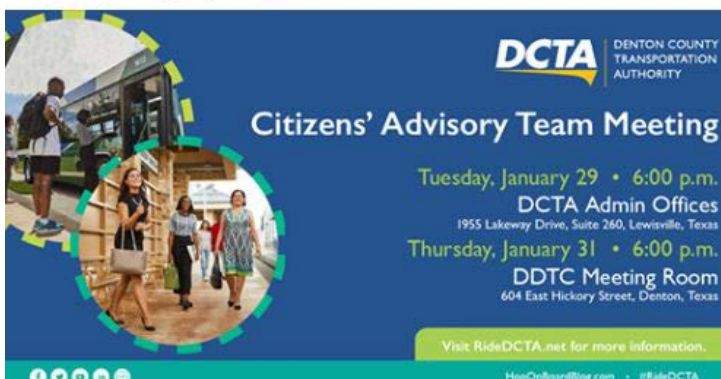
- Rider Alert to DCTA Passengers (invitation) – 1/28
- Facebook
 - Total impressions: 1,293
 - Total engagement: 47



Denton County Transportation Authority (DCTA)

Published by Kayla laird [?] · January 10 at 12:00 PM · 🌐

Reminder: January's Citizens' Advisory Team meetings have been moved to January 29 at Lewisville Staff and January 31 at City of Denton, TX - City Hall. RSVP today! <http://bit.ly/2PdSO1U>



The poster features a blue background with a circular inset on the left showing a group of people walking. The DCTA logo is in the top right corner. The text reads: 'Citizens' Advisory Team Meeting', 'Tuesday, January 29 • 6:00 p.m.', 'DCTA Admin Offices', '1955 Lakeway Drive, Suite 260, Lewisville, Texas', 'Thursday, January 31 • 6:00 p.m.', 'DDTC Meeting Room', '604 East Hickory Street, Denton, Texas'. At the bottom, it says 'Visit RideDCTA.net for more information.' and includes social media icons and the hashtag #RideDCTA.

- Twitter
 - Total impressions: 3,738
 - Total engagement: 34



- Article in the Denton Record Chronicle

DCTA seeks public feedback

By Peggy Heinkel-Wolfe Staff Writer pheinkel-wolfe@dentonrc.com Jan 28, 2019



Riders head to their next destination at the Downtown Denton Transit Center.

DRC file photo

Buy Now



The Denton County Transportation Authority is holding a pair of one-hour Citizens' Advisory Team meetings in Lewisville and Denton in the coming days.

LEWISVILLE MEETING

LEWISVILLE AGENDA

Topics of discussion included:

- Lewisville Lakeway Zone On-Demand
- Fare Changes
- Board Changes
- Denton Airport Zone On-Demand Now Permanent
- Public Meetings
- Social Service Agency Round Tables
- Alliance Link

Attendees: (3)

- Beth Holen
- Brett Ranger
- Brad

Attendee Questions:

- Why is DCTA not in Flower Mound?
- How do we get DCTA in Corinth?
- Sunday service and late-night service would be nice, even just later Saturday service for big events like the State Fair

DENTON MEETING

DENTON AGENDA

Topics of discussion included:

- Lewisville Lakeway Zone On-Demand
- Fare Changes
- Board Changes
- Public Meetings
- Social Service Agency Round Tables
- LGC

Attendees: (24)

- Carol Dougherty
- Murphy Hardinger
- E. A. "Rex" King, III
- Ray Flowers

- Joshua Hatton
- Jessica Spears Williams
- Valoris Vera
- Michelle Henderson
- Carl Seiler
- Bob Tickner
- Paul McManus
- Beth Roacti
- June Hood
- Vicki Oppenheim
- George Cisneros
- Ken Hoestman
- Alan Schiegg
- Jim Owens
- Susan Willenburg
- Paula Richardson
- Eddie Moreno
- Matt Farmer

Meeting Notes:

Lewisville Lakeway Zone On-Demand

- Launched January 14
- Replaced part of Route 21
- Goes to Hebron Station and around the Lakeway Business Park area
- CAT attendees were concerned about riders who don't have access to cell phones
- One attendee suggested putting a tablet-type device at stops in zone for riders without cell phones to use
- One attendee was concerned if the on-demand buses are wheel chair accessible

Fare Changes

- Launched January 14
- Removed Connect fares
- AM/PM passes added
- Denton Airport Zone ON-Demand now part of fares
- Attendees wanted to know who qualified for reduced fare and if you need to show an ID to prove you qualify for reduced fare?
- One attendee wanted to know if you can buy DART passes at the DDTC

Potential Board Changes

- Contingent upon approval of the Texas Legislature
- 14 voting members could change to 5 voting and 6 non-voting members
 - 5 voting members: 3 member city appointees, 2 from Denton County

Public Meetings

- Next public meetings will take place end of March or in April
- Dates should be scheduled within the next week or so

Social Agency Round Tables

- First social agency round tables taking place Feb. 6 in Lewisville at Administrative Offices and Feb. 7 in Denton at the Downtown Denton Transit Center
- Many CAT attendees were interested in attending these meetings
- Attendees wanted to know how to be a part of the roundtables and if the sign-in list will be sent invitations to the roundtables

LGC

- One attendee was happy that drivers will be under DCTA and is happy that the bus drivers will be under a public corporation

Attendee Questions:

- Can DCTA advertise more? Can DCTA put routes in the paper once a week?
- Is there a how to ride DCTA services training? (Everyone was interested in this)
- Wants increased service on Saturdays for the Denton Community Market, like shuttles from the parking areas to the market; would love to have DCTA tables at the market
- Would use a bus to Tanger Outlets
- Trinity Mills station has no bathrooms; since there is no train service at noon, there should be signage on how to get to a bathroom
- People who don't have the GoPass app are unaware of the 1.5-hour gap and are turned off from using DCTA by the time gap
- Are there plans for a Highland Village zone along 407?
- Are there plans to make more accessible bus stops?
- Are there plans for an on-demand zone in Denton?
- Buses not running on Sunday affects low income, disabled and students without cars
- Lack of night service affects workers on Fry Street
- Emailed Feedback:
 - The meeting showed the tremendous interest in DCTA and public transit, as I was amazed by all of the different things people want from DCTA, from wanting to learn the basics about

DCTA's services, for helping veterans and disabled persons, for shopping trips, and for getting people to special events, just to name a few things. For me, my main interests/goals for DCTA are a) getting service in Lantana and Flower Mound, b) increasing presence and ridership at special events, and increasing ridership and service frequency of the A-Train.

- It sounded like most of the people at the meeting found out about it in the newspaper (I'm assuming the Denton Record-Chronicle). I think this fact underscores the need to continue to publicize these meetings and other DCTA information through various types of media. I personally find out about DCTA meetings and news through Facebook (DCTA's and other pages) and also DCTA's website, and I noticed that our meeting was also mentioned on the DR-C's and the City of Denton's Facebook pages.
- Our meeting proved that having DCTA staff and board members present is critical to have them understand what people want, need, and expect from DCTA.
- If it's not being done already, I think someone on your staff should monitor social media posts about DCTA on media outlets such as the DR-C, Star Local Media (which publishes the Lewisville Leader and Flower Mound Leader), The Cross Timbers Gazette (which is owned by a resident here in Lantana and serves primarily Lantana, Flower Mound, Highland Village, Argyle and a couple of other communities around here), and other pages, to view the stories and any comments that may be posted so that DCTA can respond accordingly and encourage people to submit comments and concerns to DCTA staff and/or encourage them to attend our CAT meetings.
- If the large turnout continues at our meetings, we may want to either expand the frequency of them to every two months or start them at 5:30 and end at 7:00 so that the entire meeting agenda can be covered, and everyone's questions and comments can be heard.
- What was the attendance at the Lewisville meeting on Tuesday night? Was the feedback given at that meeting similar to that given at ours?
- I've noticed in Highland Village and Flower Mound over the past week or so that DCTA's buses now have electronic signs on the top of them, such as "Lewisville" on the Highland Village Connect Shuttle, or "Access" on the Access busses. This is something I suggested a couple of years ago, and I think these signs will give more visibility to DCTA's services and be helpful to riders and the general public as well.
- In case you haven't heard about it yet, TEXRail ridership from Jan. 10-31 was approx. 90,000.
- I think that, if possible, to help capture the momentum of TEXRail's early success, maybe the A-Train could run on Sundays just for special events, or even somehow on-demand (I know that the TRE runs on Sundays during the State Fair and also the Fort Worth Parade of Lights). For example, some people may be able to go to the Denton Arts & Jazz Festival or the Highland Village Balloon Festival only on Sundays. Plus, I'm hearing that more special events are being added at the Downtown Carrollton Square, and Dallas Mavericks and Dallas Stars playoff games, along with other special events at the American Airlines Center, would give DCTA some potential ridership opportunities on Sundays (and other days of the week) as well.

Takeaways:

1. There is desire for Corinth and Flower Mound service.
2. There is group interest in attending the Social Service Agency Roundtables.
3. There is interest in travel training/train-the-trainer program.
4. There is positive feedback regarding LGC formation.