



## Board of Directors Special Called Board Meeting DCTA Budget Workshop June 16, 2022 | 10:00 a.m.

**NOTICE IS HEREBY GIVEN** that the members of the Denton County Transportation Authority (DCTA) Board of Directors will hold a Special Called Meeting (Budget Workshop) on June 16, 2022 at 10:00 a.m. at the DCTA Administrative Offices located at 1955 Lakeway Drive, Suite 260, Lewisville, Texas 75057 and by Zoom Video Conference at which time the following agenda will be discussed.

The public is allowed to use the ZOOM link below to participate in a Board Meeting. To join the meeting, please use the information below:

Please click the link below to join the webinar:

<https://us06web.zoom.us/j/86342684432?pwd=OTISNHBKTEZaMURab1ZBLzRubDJoUT09>

Passcode: 814783

Or One tap mobile :

US: +13462487799

Or Telephone:

Dial: US: +1 346 248 7799

Webinar ID: 863 4268 4432

Passcode: 814783

CALL TO ORDER

INVOCATION

PLEDGE OF ALLEGIANCE

INTRODUCTIONS

PUBLIC COMMENT

This agenda item provides an opportunity for citizens to address the DCTA Board of Directors on any agenda item(s) or other matters relating to DCTA. Each speaker will be given a total of three (3) minutes to address any item(s). Anyone wishing to speak shall be courteous and cordial.

Any person who wishes to address the DCTA Board of Directors regarding any item(s) may do so by either completing a Request to Speak Card located in the DCTA Board Room prior to the meeting or if participating virtually, by utilizing the "raise hand" function.

Citizens that are not able to participate in-person or connect virtually to the Zoom meeting must email his or her public comment to [kmorris-perkins@dcta.net](mailto:kmorris-perkins@dcta.net) no later than **3:00 pm on Wednesday, June 15, 2022**, to ensure the comment will be read.



The Board of Directors is not permitted to take action on any subject raised by a speaker during Public Comments. However, the DCTA Board of Directors may have the item placed on a future agenda for action; refer the item to the DCTA Administration for further study or action; briefly state existing DCTA policy; or provide a brief statement of factual information in response to the inquiry.

## REGULAR AGENDA

### 1. **Discussion of Proposed Fiscal Year (FY) 2023 Operating and Capital Budget** **(packet pages 4-83)**

#### *Discussion Item*

Presenter: Amanda Riddle, Senior Manager of Budget  
Paul Cristina, Interim CEO

Backup Information: Memo

## CONVENE EXECUTIVE SESSION

As authorized by Section 551-071 of the Texas Government Code, the Board of Directors may convene into Closed Executive Session for the purpose of seeking legal advice from Legal Counsel on any item on the agenda at any time during the meeting.

## RECONVENE OPEN SESSION

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

## ADJOURN

### **Board Members:**

Cesar Molina, Denton County Seat 1, *Chair*  
TJ Gilmore, Lewisville, *Vice-Chair*  
Dianne Costa, Highland Village, *Secretary*  
Alison Maguire, Denton  
Andy Eads, Denton County Seat 2

### **Alternates**

Jody Gonzalez, Denton County Seat 1  
Kristin Green, Lewisville  
Pat Smith, Denton  
Paul Stevens, Highland Village  
Vacant, Denton County Seat 2



**Non-Voting Board Members:**

Dennie Franklin, Frisco  
Mark Miller, Flower Mound  
Jeremie Maurina, The Colony  
Connie White, Small Cities  
Tom Winterburn, Corinth  
Vacant, Little Elm

**Staff Liaison:**

Paul Cristina, Interim CEO

This notice was posted on June 9, 2022 by 6pm.

A handwritten signature in blue ink, reading "Kisha Morris-Perkins", is written over a horizontal line.

Kisha Morris-Perkins  
Executive Assistant | Board Process Manager



## Board of Directors Memo

June 16, 2022

SUBJECT: Discussion of Proposed Fiscal Year (FY) 2023 Operating & Capital Budget and Reserve Policies

### Recommendation

This item is included for discussion purposes only.

### Background

In preparation for the upcoming FY2023 Operating & Capital Budget Workshop, the exhibits listed below have been attached for review.

### Financial Impact

The FY2023 operating budget includes total revenues of \$71 million, expenses of \$58 million, and capital outlay and major maintenance of \$35 million.

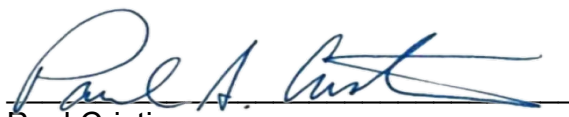
### Exhibits

- Exhibit 1: Presentation Slides
- Exhibit 2: Long Range Financial Plan
- Exhibit 3: Change in Net Position Combined
- Exhibit 4: Change in Net Position by Function
- Exhibit 5: Revenue Detail
- Exhibit 6: Grant Detail
- Exhibit 7: DCTA Organizational Chart
- Exhibit 8: NTMC Organizational Chart
- Exhibit 9: Capital Improvement & Major Maintenance Plan
- Exhibit 10: Budget Detail by Department
- Exhibit 11: Budget Detail by Function
- Exhibit 12: Professional Services Detail
- Exhibit 13: Budget Contingency Plan

Staff will present the Proposed FY2023 Operating & Capital Budget along with the Long Range Financial Plan at the upcoming budget workshop.

Submitted By:   
Amanda Riddle, Senior Manager of Budget

Final Review: *David Leininger*  
David Leininger  
Interim Chief Financial Officer

  
Paul Cristina  
Interim Chief Executive Officer



# BOARD OF DIRECTORS SPECIAL CALLED MEETING

## JUNE 16, 2022

# DCTA BOARD MEETING

- CALL TO ORDER
- INVOCATION

# PUBLIC COMMENT

THIS AGENDA ITEM PROVIDES AN OPPORTUNITY FOR CITIZENS TO ADDRESS THE BOARD OF DIRECTORS ON ANY AGENDA ITEM(S) OR OTHER MATTERS RELATING TO THE DCTA. EACH SPEAKER WILL BE GIVEN A TOTAL OF THREE (3) MINUTES TO ADDRESS ANY ITEM(S). ANYONE WISHING TO SPEAK SHALL BE COURTEOUS AND CORDIAL. ANY PERSON WHO WISHES TO ADDRESS THE BOARD OF DIRECTORS REGARDING ANY ITEM(S) MAY DO SO BY UTILIZING THE "RAISE HAND" FUNCTION OF THE ZOOM MEETING AT THIS TIME. CITIZENS THAT ARE NOT ABLE TO CONNECT TO THE ZOOM MEETING MUST EMAIL HIS OR HER PUBLIC COMMENT TO KMORRIS-PERKINS@DCTA.NET NO LATER THAN 3:00 PM ON WEDNESDAY, JUNE 16, 2021 TO ENSURE THE COMMENT WILL BE READ. THE BOARD OF DIRECTORS IS NOT PERMITTED TO TAKE ACTION ON ANY SUBJECT RAISED BY A SPEAKER DURING PUBLIC COMMENTS. HOWEVER, THE BOARD OF DIRECTORS MAY HAVE THE ITEM PLACED ON A FUTURE AGENDA FOR ACTION; REFER THE ITEM TO THE DCTA ADMINISTRATION FOR FURTHER STUDY OR ACTION; BRIEFLY STATE EXISTING DCTA POLICY; OR PROVIDE A BRIEF STATEMENT OF FACTUAL INFORMATION IN RESPONSE TO THE INQUIRY.

# REGULAR AGENDA — ITEM 1

- DISCUSSION OF PROPOSED FISCAL YEAR (FY) 2023  
OPERATING & CAPITAL BUDGET AND RESERVE POLICIES

PRESENTED BY:

AMANDA RIDDLE, SENIOR BUDGET MANAGER

PAUL CRISTINA, INTERIM CHIEF EXECUTIVE OFFICER

JAVIER TRILLA, AVP INNOVATION & INFORMATION TECHNOLOGY

TROY RALEY, SENIOR DIRECTOR OF MOBILITY SERVICES

ATHENA FORRESTER, AVP REGULATORY & COMPLIANCE

*DISCUSSION ITEM*





# FISCAL YEAR 2023 PROPOSED OPERATING & CAPITAL BUDGET

## BOARD OF DIRECTORS BUDGET WORKSHOP JUNE 16, 2022

# BUDGET WORKSHOP OUTLINE

## 1. EXECUTIVE SUMMARY

- 4-YEAR OUTLOOK
- 2022 – 2023 BUDGET ADJUSTMENT DRIVERS
- RIDERSHIP VS. BUDGET BY MODE
- OPERATING, CAPITAL, AND DEBT SERVICE SUMMARY

## 2. REVENUES

## 3. OPERATING EXPENSE: BUS OPERATIONS

- BUS
- GoZONE
- MOBILITY SERVICES

## 4. OPERATING EXPENSE: RAIL OPERATIONS

## 5. OPERATING EXPENSE: GENERAL & ADMINISTRATIVE

## 6. OPERATING EXPENSE: DEBT SERVICE

## 7. CAPITAL IMPROVEMENTS & MAJOR MAINTENANCE PLAN

## 8. LONG RANGE FINANCIAL PLAN

NOTE: BUDGET SCHEDULES IN THIS DOCUMENT IDENTIFY "WORKING BUDGET" AND "PROPOSED REVISED BUDGET" FIGURES. THESE TERMS ARE DEFINED BELOW:

\*WORKING BUDGET: INCLUDES ALL COMPLETED BUDGET REVISIONS YEAR TO DATE THAT HAVE BEEN APPROVED BY THE BOARD

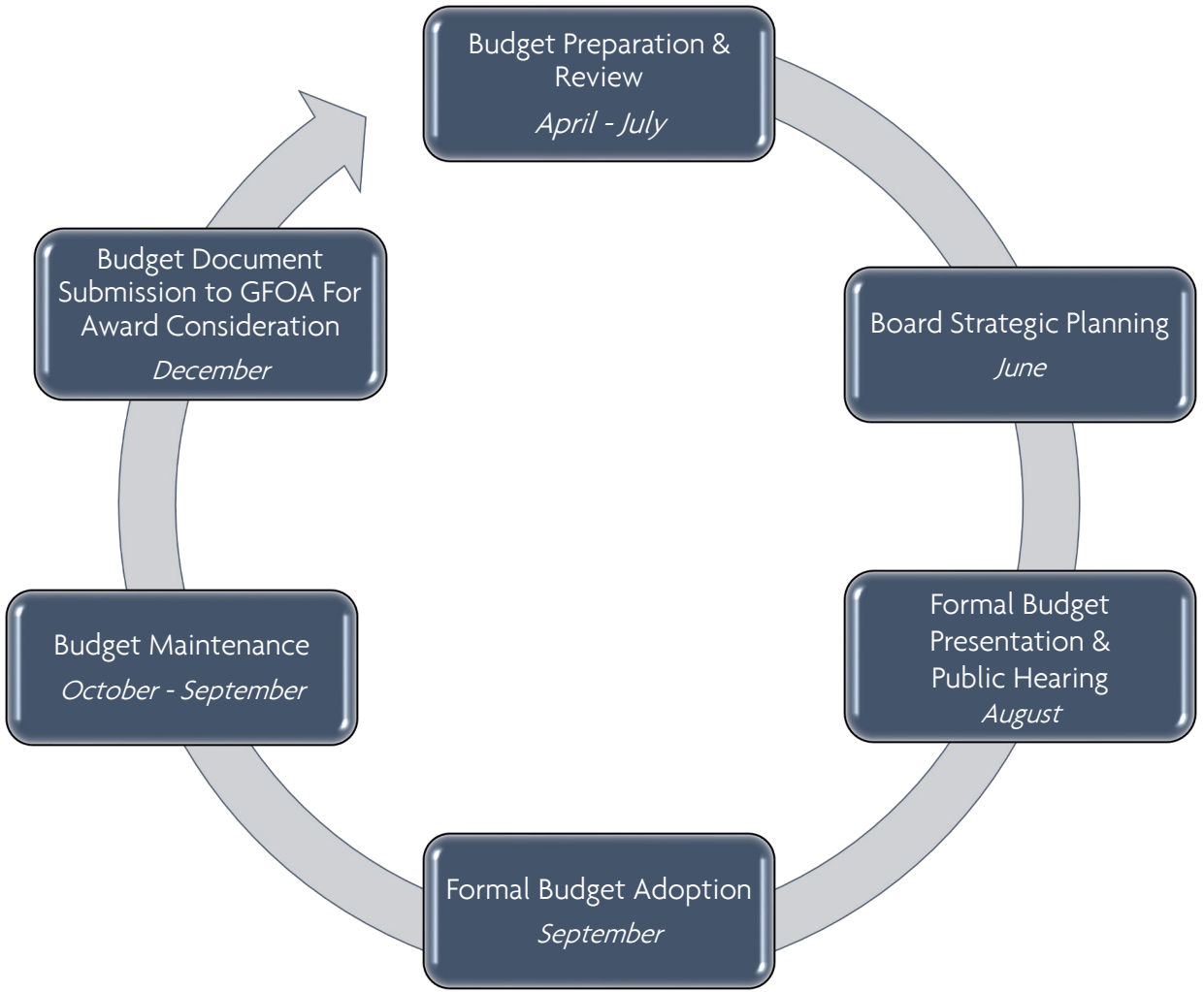
\*PROPOSED REVISED BUDGET: INCLUDES BUDGET REVISIONS THAT ARE ANTICIPATED AND WILL BE BROUGHT TO THE BOARD FOR APPROVAL PRIOR TO END OF THE FISCAL YEAR

# 1. EXECUTIVE SUMMARY



# FY2023 PROPOSED BUDGET

## BUDGET CALENDAR



# FY2023 PROPOSED BUDGET

## 4-YEAR OUTLOOK, REVENUE VS EXPENSES

	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	DRIVERS, 2023 - 2024
REVENUE						
*TRIP FUNDING FROM PREVIOUS YEAR	7.7	21.2	9.2	7.8		TRIP FUNDING ROLLED OVER FROM YEAR EARNED
FED GRANTS	22.2	16.2	14.8	12.0	12.0	FY22 INCLUDED ARP FUNDS
SALES TAX	38.1	39.6	41.2	42.5	43.7	4% INCREASE FY23 & FY24; 3% IN OUT YEARS <sup>1</sup>
OPERATING REVENUE	4.7	5.6	5.8	5.9	6.1	
NON-OPERATING REVENUE	2.8	9.6	.4	.4	.4	\$9.3M INCLUDED FOR JROF; \$360K LEASE INCOME
EXPENSES						
OPERATING EXPENSES <sup>2</sup>	(42.3)	(47.3)	(47.4)	(48.4)	(50.0)	SEE NOTE 3
DEBT SERVICE	(2.7)	(2.0)	(2.0)	(2.0)	(2.0)	
CAPITAL EXPENSES	(3.5)	(13.9) <sup>4</sup>	(12.8) <sup>5</sup>	(4.4)	(4.7)	
TRIP PROGRAM EXPENSES	(7.7)	(21.2)	(9.2)	(7.8)		BASED ON 15% OF NET AVAILABLE FUND BALANCE
NET CASH	19.3	7.8	-	6.0	5.5	

(1) SALES TAX INCREASE AVERAGED 7.6% YOY, 2014 - 2021

(2) DEPRECIATION NOT INCLUDED

(3) FY2023 INCREASE: GoZONE CONTRACT \$3M, BUS FUEL \$0.3M, BUS BENEFITS \$0.2M, RAIL CONTRACTUAL INCREASE \$0.7M, RAIL FUEL \$0.4M, RAIL PROF SVCS \$0.2M, MISC +\$0.2M

(4) 2023 CAPITAL: JROF \$5.9M, PTC \$1.8M, RAIL / BUS MAINT \$2.2M, ELP \$3.4M, BURNS RELOCATION \$0.6M

(5) 2024 CAPITAL: JROF \$5.6M, PTC \$3.4M, RAIL / BUS MAINT \$2.3M, BUS FLEET REPLACEMENT \$1.2M, IT HARDWARE \$0.4M

# FY2023 PROPOSED BUDGET

## BUDGET ADJUSTMENT DRIVERS – REVENUES AND EXPENSES

REVENUES	EXPENSES
<b>GoZONE INCREASE - \$1.08M</b> <ul style="list-style-type: none"> <li>FARE PER RIDER INCREASED FROM \$0.75 TO \$1.50</li> <li>RIDERSHIP INCREASED 280K TO 864K</li> </ul>	<b>VANPOOL PROGRAM INCREASE - \$344K</b> <ul style="list-style-type: none"> <li>BASED ON ANTICIPATED INCREASE OF VANPOOLS IN SERVICE</li> <li>100% GRANT FUNDED</li> </ul>
<b>SALES TAX REVENUE INCREASE - \$1.5M</b> <ul style="list-style-type: none"> <li>FY22 PROPOSED SALES TAX PROJECTION AT \$38,121,812 <ul style="list-style-type: none"> <li>INCREASE OF \$3.9M FROM CURRENT \$34.2M</li> </ul> </li> <li>FY23 ASSUMES A 4% INCREASE OVER FY22 PROJECTION</li> </ul>	<b>NTMC BENEFIT INCREASE - \$386K</b> <ul style="list-style-type: none"> <li>ASSUMES A 17% INCREASE IN BENEFITS DUE TO EXPECTED HIGH LOSS RATIO</li> <li>BASED ON CURRENT ELECTION COUNTS</li> <li>VACANCIES (14) ASSUMED AT EE+FAMILY PLAN</li> </ul>
<b>LEASE INCOME INCREASE - \$369K</b> <ul style="list-style-type: none"> <li>LEASE AGREEMENT IN PLACE WITH DART RELATED TO JROF PROPERTY</li> <li>LEASE INCOME FOR THE BURNS PROPERTY INCLUDED IN FY23</li> </ul>	<b>BUS FUEL RATE INCREASE - \$315K</b> <ul style="list-style-type: none"> <li>ASSUMES \$4.25/GALLON IN FY23 COMPARED TO \$3.00 IN FY22 DUE TO RECENT FLUCTUATIONS IN FUEL RATES</li> </ul>
<b>DART REIMBURSEMENT FOR JROF CONSTRUCTION - \$9.3M</b> <ul style="list-style-type: none"> <li>INCREASE OF \$6.5M FROM FY22 FUNDS RECEIVED RELATED TO DESIGN PORTION</li> </ul>	<b>GoZONE SERVICE INCREASE - \$3.0M</b> <ul style="list-style-type: none"> <li>HIGH QUALITY OF SERVICE HOURS INCREASE - \$2M</li> <li>HOURLY RATE INCREASE FROM \$41.06 TO \$41.28</li> <li>INCLUDES \$153K FOR PROPOSED SATURDAY AM SERVICE &amp; OVERALL QUALITY IMPROVEMENTS</li> </ul>
<b>GRANT FUNDING DECREASE - \$6.0M</b> <ul style="list-style-type: none"> <li>OVERALL DECREASE DUE TO CAPITAL PROJECT DELAYS &amp; DEPLETION OF ARP FUNDS</li> </ul>	<b>RAIL FUEL RATE INCREASE - \$409K</b> <ul style="list-style-type: none"> <li>ASSUMES \$5.25/GALLON IN FY23 COMPARED TO \$3.00 IN FY22</li> <li>INCLUDES \$98K RELATED TO DART SILVER LINE FUEL USAGE BEGINNING JAN 2023 <ul style="list-style-type: none"> <li>WILL BE REIMBURSED BY DART WITH A 2% MARK-UP</li> </ul> </li> </ul>

# FY2023 PROPOSED BUDGET

## EXPANDED LEVEL PROJECT (ELP) SUMMARY

### CAPITAL

	DEPARTMENT	\$	DESCRIPTION
1	RAIL	\$2.0M	RAIL CAPITAL MAINTENANCE
2	FINANCE	\$2.1M	ERP IMPLEMENTATION (INCLUDES INDEPENDENT VERIFICATION AND VALIDATION AND SOFTWARE LICENSING)
3	IT	\$1.2M	SWIFTLY TRANSIT PLATFORM (CAD/AVL)
4	IT	\$60k	MULTIFACILITY FIREWALL UPGRADE
5	IT	\$65k	AV UPGRADE - DCTA CONFERENCE ROOMS
		\$5.5M	SUBTOTAL, CAPITAL

**FY 2023 ELP  
REQUESTS: \$7.5M**

### OPERATING

6	IT	\$150k	SECURITY CAMERA, ACCESS CONTROL & STATION SIGNAGE STUDY
7	MOBILITY SERVICES	\$153k	GoZONE EARLY AM HOURS & QUALITY IMPROVEMENTS
8	COMPLIANCE	\$168k	SAFETY/RISK MANAGER (1 FTE)
9	PLANNING	\$750k	KCS STUDY
10	PLANNING	\$600k	LONG RANGE SERVICE PLAN
11	MARKETING	\$250k	ENHANCED MARKETING & ADVERTISING INITIATIVE
		\$2.0M	SUBTOTAL, OPERATING

# FY2023 PROPOSED BUDGET

## RIDERSHIP AND BUDGET BY MODE

### RIDERSHIP BY MODE

	FY 2022 FORECAST*	FY 2023 BUDGET	% CHANGE
<b>BUS OPERATIONS</b>			
CONNECT FIXED ROUTE	135,400	114,485	-15.45%
UNT	978,300	1,028,658	5.15%
ACCESS	23,600	30,680	30.0%
FRISCO	2,842	3,321	16.85%
NORTH TEXAS XPRESS	2,000	2,100	5.0%
<b>MOBILITY SERVICES</b>			
CONTRACTED MOBILITY AS A SERVICE <sup>4</sup>	3,900	5,000	28%
GoZONE	551,700	863,649	56.54%
VANPOOL <sup>3</sup>	236,700	244,500	3.30%
<b>A-TRAIN</b>	190,200	197,203	3.68%
<b>TOTALS</b>	<b>2,124,642</b>	<b>2,489,596</b>	<b>17.18%</b>

### BUDGET BY MODE

	FY 2022 BUDGET	FY 2023 BUDGET	% CHANGE
<b>BUS OPERATIONS</b>			
CONNECT FIXED ROUTE	\$ 1,998,862	\$ 1,984,179	-0.73%
UNT	\$ 2,349,667	\$ 2,472,743	5.24%
ACCESS	\$ 734,344	\$ 1,016,141	38.37%
FRISCO	\$ 145,598	\$ 141,618	-2.73%
NORTH TEXAS XPRESS	\$ 61,702	\$ 86,387	40.01% <sup>1</sup>
<b>MOBILITY SERVICES</b>			
CONTRACTED MOBILITY AS A SERVICE <sup>2</sup>	\$ 375,802	\$ 236,081	-37.18% <sup>3</sup>
GoZONE	\$ 7,195,352	\$ 10,229,479	42.17%
VANPOOL <sup>4</sup>	\$ 303,193	\$ 646,788	113.3%
<b>A-TRAIN</b>	\$ 14,959,321	\$ 16,405,947	9.67%
<b>TOTALS</b>	<b>\$ 28,123,841</b>	<b>\$ 33,219,363</b>	<b>18.12%</b>

(1) INCREASED FUEL COST ANTICIPATED

(2) CONTRACTED MOBILITY AS A SERVICE INCLUDES: ALLIANCE LYFT, FRISCO LYFT/TAXI, COPPELL LYFT, UNT LYFT

(3) ALLIANCE LYFT CONTRACT CURRENTLY BUDGETED TO END IN JANUARY 2023. IF EXTENDED, ADDITIONAL \$20K BUDGET PER MONTH FEBRUARY – SEPTEMBER PUTS 2023 BUDGET AT \$396K, 17% HIGHER THAN FY22

(4) BUFFER INCLUDED ON THIS ESTIMATE TO ENABLE MARKET RESPONSE, GIVEN 100% REIMBURSABLE COST VIA FEDERAL GRANT



# FY2023 PROPOSED BUDGET

## DCTA BUDGET SUMMARY

### OPERATING BUDGET

BUS OPERATIONS	
CONNECT FIXED ROUTE	\$ 1,984,179
UNT	\$ 2,472,743
ACCESS	\$ 1,016,141
FRISCO	\$ 141,618
NORTH TEXAS XPRESS	\$ 86,387
MOBILITY SERVICES	
GoZONE	\$ 10,229,479
VANPOOL	\$ 646,788
CONTRACTED MOBILITY AS A SERVICE <sup>1</sup>	\$ 236,081
BUS ADMIN & SUPPORT SERVICES	\$ 6,081,397
<b>A-TRAIN</b>	\$ 16,405,947
GENERAL & ADMINISTRATIVE	\$ 7,967,400
<b>TOTAL</b>	<b>\$ 47,268,160</b>

### CAPITAL BUDGET

TOTAL FY2023 PROPOSED CAPITAL	\$ 35,133,542
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### DEBT SERVICE

TOTAL FY2023 DEBT SERVICE (P+I)	\$ 1,987,438
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### GENERAL & ADMINISTRATIVE vs OPEX (\$M), 2019 – 2023 (PROPOSED)

	2019	2020	2021	2022	2023
OPEX	33.4	31.1	29.4	42.3	47.3
G&A	6.1	5.5	5.9	7.8	8.0
G&A %	18.3	17.7	20.1	18.4	16.9

2019 – 2021: ACTUALS

2022: FORECAST

2023: BUDGET

(1) CONTRACTED MOBILITY AS A SERVICE INCLUDES: ALLIANCE LYFT, FRISCO LYFT/TAXI, COPPELL LYFT, UNT LYFT

# CAPITAL BUDGET SUMMARY

Project Name	Current Capital Projects	Proposed FY 2023 NEW Capital Projects	Project LTD thru FY 2021	FY 2022 Proposed Revised	Proposed FY 2023	Proposed FY 2024	Anticipated Project Total (Thru 2024)
BUS FLEET REPLACEMENT							
FUTURE: Fleet Replacement		-	-	-	-	1,200,000	1,200,000
PROFESSIONAL SERVICES/TECHNOLOGY IMPROVEMENTS							
Bus OMF Network Video Recorder	26,000	-	-	26,000	-	-	26,000
Backup & DR Infrastructure Upgrades	45,000	-	-	45,000	-	-	45,000
DDTC Rail Fiber Extension	125,000	-	-	125,000	-	-	125,000
Swiftly Transit Platform (CAD/AVL)		1,184,000	-		1,184,000	-	1,184,000
Multi-Facility Firewall Upgrade		60,000	-		60,000	-	60,000
AV Upgrade - DCTA Conference Room		65,000	-		65,000	-	65,000
ERP Implementation		2,100,000	-		2,100,000	-	2,100,000
FUTURE: Server & Network Infrastructure		-	-	-	-	350,000	350,000
MAJOR MAINTENANCE ITEMS							
Major Maintenance - Rail Canopy Repairs (FY21)	486,127	-	65,055	421,072	-	-	486,127
Major Maintenance - Rail (FY22)	1,836,442	-	-	1,836,442	-	-	1,836,442
Major Maintenance - Bus (FY22)	179,530	-	-		179,530	-	179,530
NEW: Major Maintenance - Rail (FY23)		2,000,000	-		2,000,000	-	2,000,000
FUTURE: Major Maintenance - Rail		-	-	-	-	2,034,860	2,034,860
FUTURE: Major Maintenance - Bus		-	-	-	-	264,203	264,203
POSITIVE TRAIN CONTROL							
Positive Train Control Implementation	16,720,141	-	16,022,566	397,575	300,000	-	16,720,141
Positive Train Control Enhancements (Phase 2)	5,000,000	-	148,180		1,455,546	3,396,274	5,000,000
INFRASTRUCTURE ACQUISITION	3,251,990	-	2,617,009		634,981	-	3,251,990
BROWNFIELD REMEDIATION	420,000	-	366,448	53,552	-	-	420,000
JOINT RAIL OPERATIONS FACILITY (JROF)	2,794,840	9,255,072	-	549,953	5,928,263	5,571,696	12,049,912
TRANSPORTATION REINVESTMENT PROGRAM (TRiP)							
TRiP Program Funding - FY21	7,742,134	-	29,798	7,712,337	-	-	7,742,134
TRiP Program Funding - FY22	9,833,005	-	-	-	9,833,005	-	9,833,005
NEW: TRiP Program Funding - FY23		10,834,614	-	-	11,393,216	-	11,393,216
FUTURE: TRiP Program Funding		-	-	-	-	9,187,902	9,187,902
TOTAL CAPITAL BUDGET	\$ 48,460,209	\$ 25,498,686	\$ 19,249,056	\$ 11,166,930	\$ 35,133,541	\$ 22,004,935	\$ 87,554,463

Proposed FY 2023 ELP

FY22 Rollover

# FY2023 PROPOSED BUDGET

## CHANGE IN NET POSITION (DCTA, NET DEPRECIATION)

Description	FY 2021 Actuals	FY 2022 Working Budget	FY 2022 Proposed Revisions	FY 2022 Proposed Revised Budget	FY 2023 Proposed Budget
OPERATING REVENUE					
Passenger Revenues (Bus Farebox)	\$ 265,787	\$ 168,096	\$ -	\$ 168,096	\$ 206,348
Passenger Revenues (GoZone Farebox)		211,566	-	211,566	1,295,474
Passenger Revenues (Rail Farebox)	282,291	262,917	-	262,917	295,805
Contract Service Revenue	2,923,277	4,043,386	-	4,043,386	3,828,781
Total Operating Revenue	3,471,355	4,685,965	-	4,685,965	5,626,408
GENERAL & ADMINISTRATIVE EXPENSES					
Salary, Wages & Benefits	3,265,302	3,842,511	-	3,842,511	3,957,944
Outsourced Services & Charges	2,274,345	3,470,918	-	3,470,918	3,403,839
Materials & Supplies	86,970	136,550	-	136,550	138,050
Utilities	25,915	42,710	-	42,710	44,210
Insurance	12,416	15,515	-	15,515	16,707
Transportation Reinvestment	29,798	-	-	-	-
Purchased Transportation Services	-	-	-	-	-
Employee Development	77,670	205,305	-	205,305	269,450
Leases & Rentals	124,100	130,520	-	130,520	137,200
Total G&A Operating Expenses	5,896,514	7,844,029	-	7,844,029	7,967,400
BUS OPERATIONS EXPENSES					
Salary, Wages & Benefits	6,423,550	7,315,701	-	7,315,701	7,425,347
Outsourced Services & Charges	1,262,360	1,867,877	-	1,867,877	1,902,025
Materials & Supplies	656,897	1,632,880	-	1,632,880	1,956,644
Utilities	143,151	199,183	-	199,183	185,597
Insurance	441,324	438,817	-	438,817	463,344
Purchased Transportation Services	995,253	7,926,747	-	7,926,747	10,885,644
Employee Development	18,074	75,685	-	75,685	69,360
Leases & Rentals	99,177	6,852	-	6,852	6,852
Total Bus Operations Expenses	10,039,787	19,463,742	-	19,463,742	22,894,813

Description	FY 2021 Actuals	FY 2022 Working Budget	FY 2022 Proposed Revisions	FY 2022 Proposed Revised Budget	FY 2023 Proposed Budget
RAIL OPERATIONS EXPENSES					
Salary, Wages & Benefits	285,114	606,595	-	606,595	670,043
Outsourced Services & Charges	1,858,381	834,659	-	834,659	1,021,659
Materials & Supplies	343,585	1,013,100	-	1,013,100	1,422,442
Utilities	262,932	284,388	-	284,388	396,134
Insurance	1,369,081	1,341,057	-	1,341,057	1,366,023
Purchased Transportation Services	9,307,693	10,864,067	-	10,864,067	11,512,231
Employee Development	1,679	13,055	-	13,055	15,015
Leases & Rentals	1,613	2,400	-	2,400	2,400
Total Rail Operations Expenses	13,430,078	14,959,321	-	14,959,321	16,405,947
Total Operating Expenses	29,366,380	42,267,092	-	42,267,092	47,268,160
Operating Income / (Loss)	(25,895,024)	(37,581,127)	-	(37,581,127)	(41,641,752)
NON-OPERATING REVENUE / (EXPENSE)					
Investment Income	31,178	12,000	-	12,000	6,000
Lease Income	-	-	-	-	368,538
Misc. Revenues	502,553	2,794,840	-	2,794,840	9,255,072
Sales Tax Revenue	35,332,154	34,191,233	3,930,579	38,121,812	39,646,685
Federal Grants & Reimbursements	20,969,469	26,553,766	(4,371,456)	22,182,310	16,167,981
State Grants & Reimbursements	73,895	-	-	-	-
Long Term Debt Interest/Expense	(697,187)	(237,800)	-	(237,800)	(212,640)
Total Non-Operating Revenue / (Expense)	56,212,062	63,314,039	(440,877)	62,873,162	65,231,636
Income (Loss) Before Transfers	30,317,038	25,732,912	(440,877)	25,292,035	23,589,884
Transfers Out	(6,520,464)	(7,263,989)	-	(7,263,989)	(7,424,657)
Transfers In	6,520,464	7,263,989	-	7,263,989	7,424,657
Total Transfers	-	-	-	-	-
CHANGE IN NET POSITION	\$ 30,317,038	\$ 25,732,912	\$ (440,877)	\$ 25,292,035	\$ 23,589,884
Transfer to Capital Projects	(1,166,481)	(28,876,172)	17,709,242	(11,166,930)	(35,133,542)

## 2. REVENUES

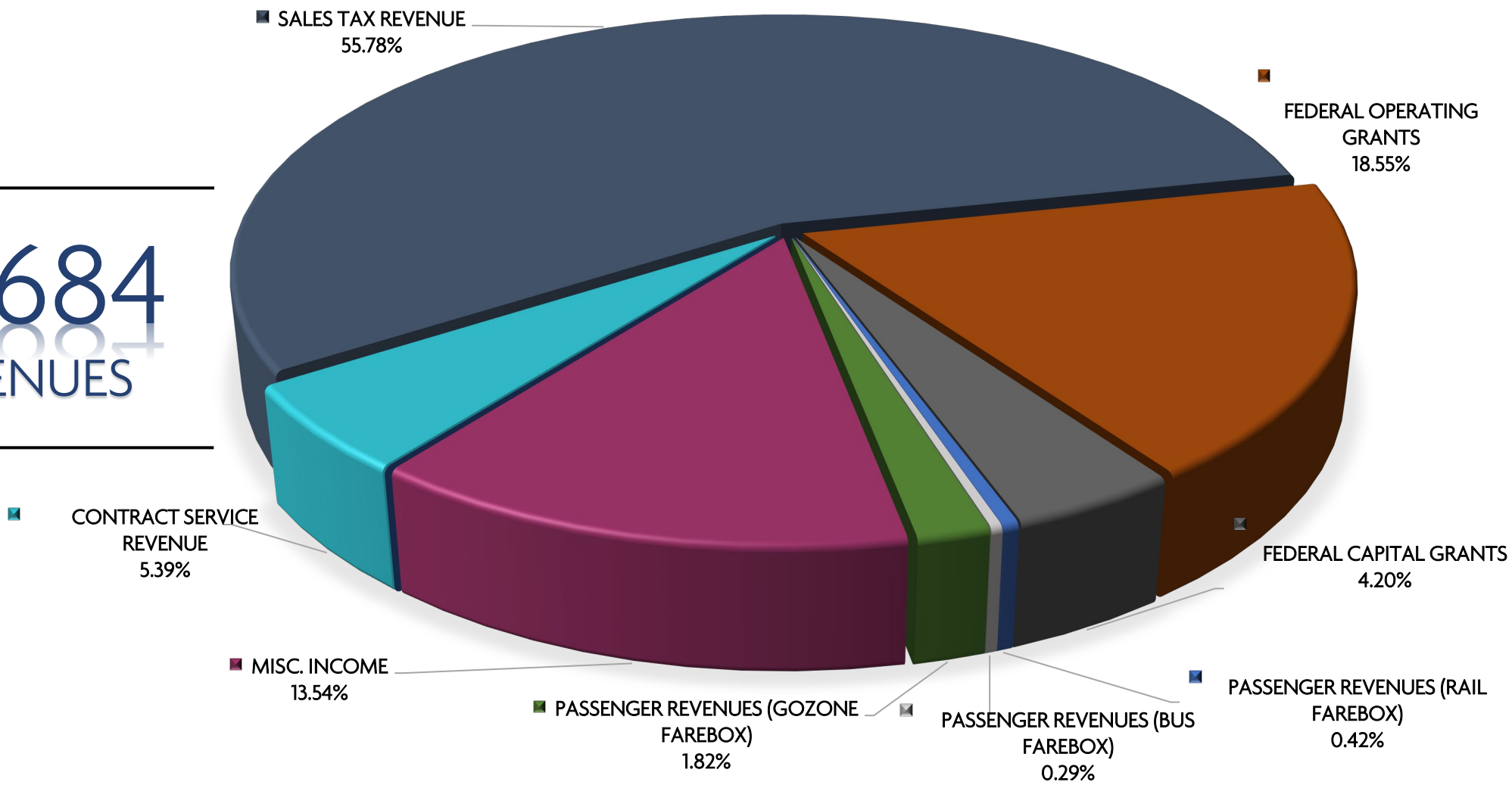


FY2023 PROPOSED BUDGET

# TOTAL FY2023 PROPOSED REVENUES

\$71,070,684

TOTAL REVENUES



# FY2023 PROPOSED BUDGET

## OPERATING REVENUES – BUS, GoZONE, RAIL

Bus Operations									
	FY 2021	FY 2022	FY 2022	FY 2022		FY 2022	FY 2023		
	Actual	Adopted	Working	Proposed		Proposed	Proposed	\$ Increase /	
		Budget	Budget	Revisions		Revised Budget	Budget	(Decrease)	
BUS OPERATIONS REVENUES									
Connect Fixed Route	\$ 208,034	\$ 69,335	\$ 120,437	\$ -	\$ 120,437	\$ 127,597	\$ 7,160		
Access	42,723	37,315	37,315	-	37,315	66,575	29,260		
UNT	2,132,517	2,892,979	2,892,979	-	2,892,979	2,828,089	(64,890)		
UNT Fuel (Direct Pass Thru)	167,763	355,660	355,660	-	355,660	472,409	116,749		
UNT Connect Fixed Route	28,583	-	-	-	-	49,000	49,000		
Frisco Demand Response	7,275	9,376	9,376	-	9,376	9,929	553		
CCT Demand Response	1,264	562	562	-	562	-	(562)		
North Texas Xpress	3,222	406	406	-	406	2,247	1,841		
Total Bus Operations Revenues	\$ 2,591,382	\$ 3,365,633	\$ 3,416,735	\$ -	\$ 3,416,735	\$ 3,555,846	\$ 139,111		
MOBILITY SERVICES REVENUES									
UNT Lyft									
Frisco Lyft/Taxi	166,984	349,917	311,567	-	311,567	327,782	16,215		
CCT Taxi	295,752	108,653	108,653	-	108,653	-	(108,653)		
GoZone	3,361	210,001	211,566	-	211,566	1,295,474	1,083,908		
North Texas Xpress/Alliance Lyft	93,615	-	-	-	-	-	-		
Mobility as a Service (MaaS)	37,970	208,550	374,527	-	374,527	151,501	(223,026)		
Total Mobility Services Revenue	\$ 597,682	\$ 877,121	\$ 1,006,313	\$ -	\$ 1,006,313	\$ 1,774,757	\$ 768,444		
Total Bus Operations Revenue	\$ 3,189,064	\$ 4,242,754	\$ 4,423,048	\$ -	\$ 4,423,048	\$ 5,330,603	\$ 907,555		
Rail Operations									
	FY 2021	FY 2022	FY 2022	FY 2022		FY 2022	FY 2023		
	Actual	Adopted	Working	Proposed		Proposed	Proposed	\$ Increase /	
		Budget	Budget	Revisions		Revised Budget	Budget	(Decrease)	
Passenger Revenues (Rail Farebox)	\$ 282,291	\$ 262,917	\$ 262,917	\$ -	\$ 262,917	\$ 295,805	\$ 32,888		
Total Rail Operations Revenue	\$ 282,291	\$ 262,917	\$ 262,917	\$ -	\$ 262,917	\$ 295,805	\$ 32,888		

# FY2023 PROPOSED BUDGET

## NON-OPERATING REVENUES

Non-Operating Revenue							
	FY 2021 Actual	FY 2022 Adopted Budget	FY 2022 Working Budget	FY 2022 Proposed Revisions	FY 2022 Proposed Revised Budget	FY 2023 Proposed Budget	\$ Increase / (Decrease)
Investment Income	\$ 31,178	\$ 12,000	\$ 12,000	\$ -	\$ 12,000	\$ 6,000	\$ (6,000)
Lease Income	-	-	-	-	-	368,538	368,538
Misc. Revenues	502,553	-	2,794,840	-	2,794,840	9,255,072	6,460,232
Sales Tax Revenue	35,332,154	32,088,804	34,191,233	3,930,579	38,121,812	39,646,685	1,524,873
Federal Grants & Reimbursements	20,969,469	26,390,897	26,553,766	(4,371,456)	22,182,310	16,167,981	(6,014,329)
State Grants & Reimbursements	73,895	-	-	-	-	-	-
Total Non-Operating Revenue	\$ 56,909,248	\$ 58,491,701	\$ 63,551,839	\$ (440,877)	\$ 63,110,962	\$ 65,444,276	\$ 2,333,314

SALES TAX TREND



- FY23 PROPOSED SALES TAX BUDGET IS BASED ON A 4% ESCALATION OF THE FY22 PROJECTION.
- FY22 PROJECTION IS BASED ON ACTUALS RECEIVED OCTOBER – MARCH & FY21 ACTUALS RECEIVED FOR THE REMAINING MONTHS OF APRIL – SEPTEMBER, ESCALATED BY 3%.
- MISCELLANEOUS REVENUES REFLECT DART FUNDING RECEIVED IN 2022 FOR JROF DESIGN AND ANTICIPATED FUNDING IN 2023 FOR FACILITY CONSTRUCTION.

Sales Generated in Month of:	Received in Month of:	FY2022 Revised Budget	FY2022 Projected Budget	FY2023 Proposed Budget
October	December	\$ 2,925,241	\$ 2,925,241	\$ 3,042,251
November	January	3,097,630	3,097,630	\$ 3,221,535
December	February	3,771,295	3,771,295	\$ 3,922,147
January	March	2,853,426	2,853,426	\$ 2,967,563
February	April	2,703,463	2,703,463	\$ 2,811,602
March	May	3,534,113	3,486,379	\$ 3,625,834
April	June	2,631,135	2,924,577	\$ 3,041,560
May	July	2,322,836	3,266,871	\$ 3,397,546
June	August	2,727,683	3,690,572	\$ 3,838,195
July	September	2,312,751	2,990,436	\$ 3,110,053
August	October	2,535,589	2,964,602	\$ 3,083,186
September	November	2,776,072	3,447,320	\$ 3,585,213
Total Sales Tax Revenue		\$ 34,191,233	\$ 38,121,812	\$ 39,646,685

# FY2023 PROPOSED BUDGET

## NON-OPERATING REVENUE: FEDERAL GRANTS – CAPITAL & OPERATING

### CAPITAL

CAPITAL PROJECTS & ASSOCIATED GRANTS	FY 2023 CAPITAL PROJECT EXPENDITURE	FEDERAL REIMBURSEMENT PERCENTAGE	TOTAL FY 2023 CAPITAL GRANTS
POSITIVE TRAIN CONTROL ENHANCEMENTS (PHASE 2-CRISI)	\$ 1,455,546	80%	\$ 1,164,437
POSITIVE TRAIN CONTROL IMPLEMENTATION	\$ 300,000	80%	\$ 240,000
INTERMODAL TRANSIT CENTER	\$ 634,981	100%	\$ 634,981
SWIFTLY TRANSIT PLATFORM	\$ 1,184,000	80%	\$ 947,200
<b>TOTAL CAPITAL PROJECTS &amp; ASSOCIATED GRANTS</b>	<b>\$ 3,574,527</b>		<b>\$ 2,986,618</b>

- PTC GRANTS ROLL OVER FROM FY2022
- INTERMODAL TRANSIT CENTER REFLECTS RELOCATION PAYMENT DUE TO SELLER ON BURNS PROPERTY
- SWIFTLY TRANSIT PLATFORM REPRESENTS GRANT CONTRIBUTION TO ELP REQUEST, DISCUSSED IN BUS OPS EXPENSE SECTION.

### OPERATING

OPERATING EXPENSES & ASSOCIATED GRANTS	FY 2023 OPERATING EXPENSE	FEDERAL REIMBURSEMENT PERCENTAGE	TOTAL FY 2023 OPERATING GRANTS
<u>OPERATING ASSISTANCE</u>			
TX-2021-091-00 (FY20 5307 Funds)	\$ 11,679,258	50%	\$ 5,839,629
<u>ADA OPERATING ASSISTANCE</u>			
TX-2021-091-00 (FY20 5307 funds)	\$ 308,898	100%	\$ 308,898
FY21 5307 Funds	\$ 387,990	100%	\$ 387,990
<u>VANPOOL</u>			
TX-2021-012-00 (FY19 Funds)	\$ 646,788	100%	\$ 646,788
<u>BUS PREVENTIVE MAINTENANCE</u>			
TX-2019-071-00 (FY18 5307 funds)	\$ 2,124,250	80%	\$ 1,305,773
<u>RAIL PREVENTIVE MAINTENANCE</u>			
TX-2019-073-00 (FY17 5307 funds)	\$ 329,164	100%	\$ 329,164
<u>RAIL PREVENTIVE MAINTENANCE (FIXED GUIDEWAY)</u>			
FY21 5337 Funds	\$ 2,232,774	100%	\$ 2,232,774
FY22 5337 Funds	\$ 2,234,364	80%	\$ 1,787,493
<u>TOD / KCS STUDY</u>			
TX-2021-052-00	\$ 428,568	80%	\$ 342,854
<b>TOTAL OPERATING EXPENSES &amp; ASSOCIATED GRANTS</b>	<b>\$ 20,372,054</b>		<b>\$ 13,181,363</b>



# 3. OPERATING EXPENSE: BUS OPERATIONS



# BUILDING THE BUS OPERATIONS BUDGET

## OPERATING EXPENSES – BUS (\$22.9 MILLION)

### CHANGES: FY2022 TO FY2023

Description	FY 2021 Actuals	FY 2022 Adopted Budget	FY 2022 Working Budget	FY 2022 Proposed Revisions	FY 2022 Proposed Revised Budget	FY 2023 Proposed Budget	\$ Increase / (Decrease)
BUS OPERATIONS EXPENSES							
Salary, Wages & Benefits	6,423,550	6,441,844	7,315,701	-	7,315,701	7,425,347	109,646
Outsourced Services & Charges	1,262,360	1,790,955	1,867,877	-	1,867,877	1,902,025	34,148
Materials & Supplies	656,897	1,461,080	1,632,880	-	1,632,880	1,956,644	323,764
Utilities	143,151	199,183	199,183	-	199,183	185,597	(13,586)
Insurance	441,324	345,082	438,817	-	438,817	463,344	24,527
Purchased Transportation Services	995,253	5,816,095	7,926,747	-	7,926,747	10,885,644	2,958,897
Employee Development	18,074	75,685	75,685	-	75,685	69,360	(6,325)
Leases & Rentals	99,177	6,852	6,852	-	6,852	6,852	-
Total Bus Operations Expenses	10,039,787	16,136,776	19,463,742	-	19,463,742	22,894,813	3,431,071

#### WAGES & BENEFITS

- Assumes a 17% increase for benefit premiums

#### MATERIALS & SUPPLIES

- Assumes \$4.25/gallon compared to \$3.00 in FY22

#### PURCHASED TRANSPORTATION SERVICES

- GoZone service increase of \$2.8M
  - Hourly rate of service increased to \$41.28 from \$41.06
  - Impact of \$2M due to the high quality of service hours
  - Includes \$153k for proposed Saturday AM service & overall quality improvements
- Vanpool service increase of \$344k based on service trend; 100% grant funded program
- Reduction of \$52k for CCT service elimination in FY22 & \$125k for Trinity Metro/Alliance Lyft service elimination in Jan 2023

# BUILDING THE BUS OPERATIONS BUDGET – DIRECTLY OPERATED SERVICE

## SERVICE MILES & FUEL

MODE	FY22	FY23
LEWISVILLE FIXED ROUTE	82,649	-
DENTON FIXED ROUTE	373,977	403,675
UNT	474,214	444,620
FRISCO DEMAND RESPONSE	37,915	41,246
LEWISVILLE ACCESS	47,568	86,534
HIGHLAND VILLAGE ACCESS	7,270	11,015
DENTON ACCESS	86,574	100,503
NORTH TEXAS XPRESS	26,574	28,808
TOTAL SERVICE MILES	1,136,741	1,116,401

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$$\text{FUEL} = (\text{SERVICE MILES} \div \text{MPG}) * \$4.25$$

259,461

(SERVICE + SUPPORT VEHICLE GALLONS)

TOTAL BUS OPERATIONS FUEL BUDGET

\$1,102,708

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# BUILDING THE BUS OPERATIONS BUDGET – CONTRACT SERVICE

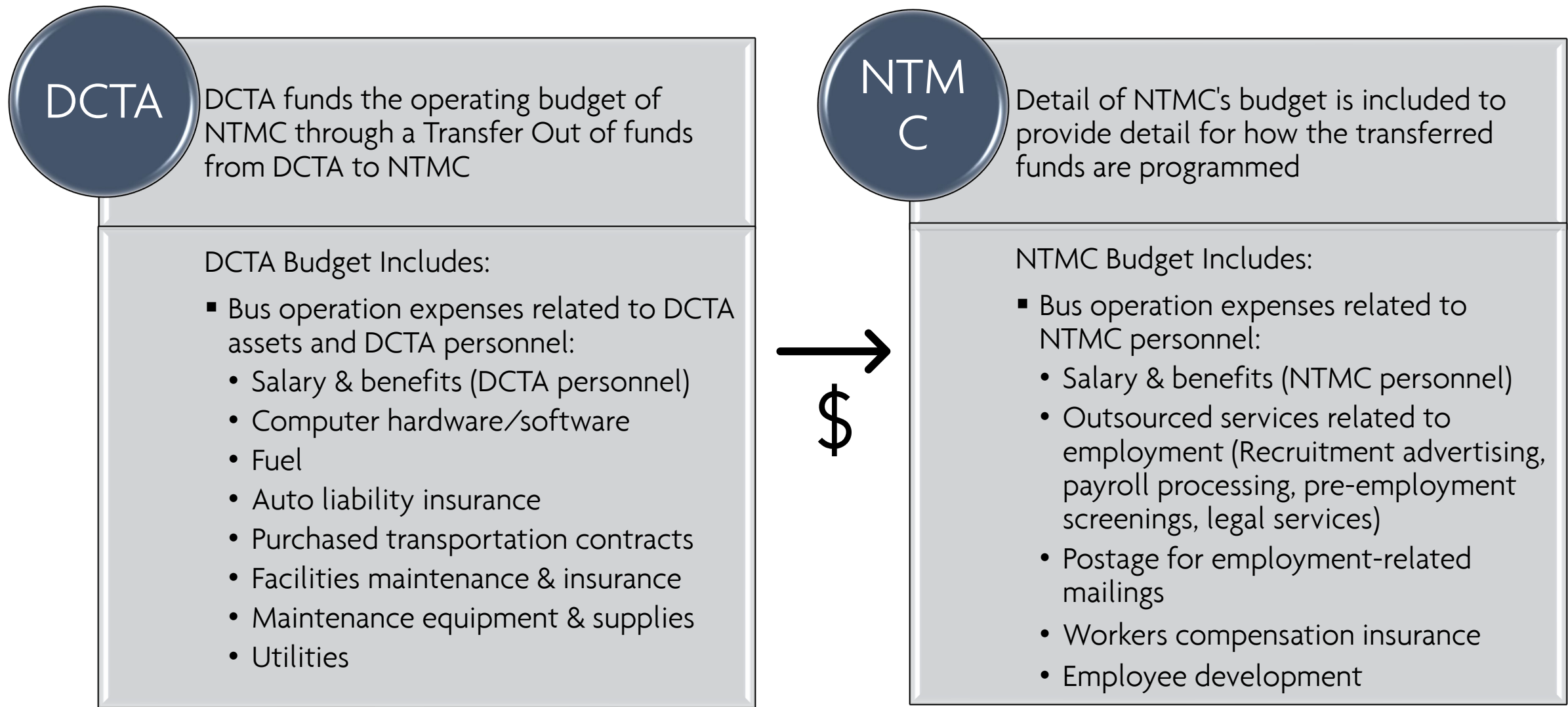
## UNT CONTRACT DETAILS

TYPE OF SERVICE	RATE	BILLING METRIC		TOTAL REVENUE
BASE SERVICE	\$ 67.50	BASE SERVICE HOURS	40,832	\$ 2,756,089
LATE NIGHT SERVICE	\$ 56.62	LATE NIGHT SERVICE HOURS	-	0
LYFT SERVICE	PASS-THROUGH COST			72,000
FUEL EXPENSE	PASS-THROUGH COST			472,409
ACCESS TO CONNECT SERVICE	FLAT RATE			49,000
TOTAL CONTRACT VALUE				\$ 3,349,498

- Contract has been in place since 2005; current contract Sept 2018 – Aug 2028
- UNT transferred vehicles to DCTA upon execution of contract in Sept 2018
  - Contracted base service hourly rate includes funding for replacement of vehicles

FY2023 PROPOSED BUDGET

RELATIONSHIP BETWEEN DCTA & NORTH TEXAS MOBILITY CORPORATION



FY2023 PROPOSED BUDGET

DCTA TRANSFER OUT TO NTMC BUDGET

NTMC FY2023 PROPOSED BUDGET	
SALARY, WAGES & BENEFITS	\$ 6,666,425
OUTSOURCED SERVICES & CHARGES	607,444
MATERIALS & SUPPLIES	1,936
INSURANCE	95,592
EMPLOYEE DEVELOPMENT	53,260
TOTAL OPERATING EXPENSES	\$ 7,424,657
TRANSFER IN FROM DCTA	\$ 7,424,657
CHANGE IN NET POSITION	\$ -

# FY2023 PROPOSED BUDGET

## CHANGE IN NET POSITION (DCTA, NET DEPRECIATION)

Description	FY 2021 Actuals	FY 2022 Working Budget	FY 2022 Proposed Revisions	FY 2022 Proposed Revised Budget	FY 2023 Proposed Budget
OPERATING REVENUE					
Passenger Revenues (Bus Farebox)	\$ 265,787	\$ 168,096	\$ -	\$ 168,096	\$ 206,348
Passenger Revenues (GoZone Farebox)		211,566	-	211,566	1,295,474
Passenger Revenues (Rail Farebox)	282,291	262,917	-	262,917	295,805
Contract Service Revenue	2,923,277	4,043,386	-	4,043,386	3,828,781
Total Operating Revenue	3,471,355	4,685,965	-	4,685,965	5,626,408
GENERAL & ADMINISTRATIVE EXPENSES					
Salary, Wages & Benefits	3,265,302	3,842,511	-	3,842,511	3,957,944
Outsourced Services & Charges	2,274,345	3,470,918	-	3,470,918	3,403,839
Materials & Supplies	86,970	136,550	-	136,550	138,050
Utilities	25,915	42,710	-	42,710	44,210
Insurance	12,416	15,515	-	15,515	16,707
Transportation Reinvestment	29,798	-	-	-	-
Purchased Transportation Services	-	-	-	-	-
Employee Development	77,670	205,305	-	205,305	269,450
Leases & Rentals	124,100	130,520	-	130,520	137,200
Total G&A Operating Expenses	5,896,514	7,844,029	-	7,844,029	7,967,400
BUS OPERATIONS EXPENSES					
Salary, Wages & Benefits	6,423,550	7,315,701	-	7,315,701	7,425,347
Outsourced Services & Charges	1,262,360	1,867,877	-	1,867,877	1,902,025
Materials & Supplies	656,897	1,632,880	-	1,632,880	1,956,644
Utilities	143,151	199,183	-	199,183	185,597
Insurance	441,324	438,817	-	438,817	463,344
Purchased Transportation Services	995,253	7,926,747	-	7,926,747	10,885,644
Employee Development	18,074	75,685	-	75,685	69,360
Leases & Rentals	99,177	6,852	-	6,852	6,852
Total Bus Operations Expenses	10,039,787	19,463,742	-	19,463,742	22,894,813

Description	FY 2021 Actuals	FY 2022 Working Budget	FY 2022 Proposed Revisions	FY 2022 Proposed Revised Budget	FY 2023 Proposed Budget
RAIL OPERATIONS EXPENSES					
Salary, Wages & Benefits	285,114	606,595	-	606,595	670,043
Outsourced Services & Charges	1,858,381	834,659	-	834,659	1,021,659
Materials & Supplies	343,585	1,013,100	-	1,013,100	1,422,442
Utilities	262,932	284,388	-	284,388	396,134
Insurance	1,369,081	1,341,057	-	1,341,057	1,366,023
Purchased Transportation Services	9,307,693	10,864,067	-	10,864,067	11,512,231
Employee Development	1,679	13,055	-	13,055	15,015
Leases & Rentals	1,613	2,400	-	2,400	2,400
Total Rail Operations Expenses	13,430,078	14,959,321	-	14,959,321	16,405,947
Total Operating Expenses	29,366,380	42,267,092	-	42,267,092	47,268,160
Operating Income / (Loss)	(25,895,024)	(37,581,127)	-	(37,581,127)	(41,641,752)
NON-OPERATING REVENUE / (EXPENSE)					
Investment Income	31,178	12,000	-	12,000	6,000
Lease Income	-	-	-	-	368,538
Misc. Revenues	502,553	2,794,840	-	2,794,840	9,255,072
Sales Tax Revenue	35,332,154	34,191,233	3,930,579	38,121,812	39,646,685
Federal Grants & Reimbursements	20,969,469	26,553,766	(4,371,456)	22,182,310	16,167,981
State Grants & Reimbursements	73,895	-	-	-	-
Long Term Debt Interest/Expense	(697,187)	(237,800)	-	(237,800)	(212,640)
Total Non-Operating Revenue / (Expense)	56,212,062	63,314,039	(440,877)	62,873,162	65,231,636
Income (Loss) Before Transfers	30,317,038	25,732,912	(440,877)	25,292,035	23,589,884
Transfers Out	(6,520,464)	(7,263,989)	-	(7,263,989)	(7,424,657)
Transfers In	6,520,464	7,263,989	-	7,263,989	7,424,657
Total Transfers	-	-	-	-	-
CHANGE IN NET POSITION	\$ 30,317,038	\$ 25,732,912	\$ (440,877)	\$ 25,292,035	\$ 23,589,884
Transfer to Capital Projects	(1,166,481)	(28,876,172)	17,709,242	(11,166,930)	(35,133,542)

# BUILDING THE BUS OPERATIONS BUDGET

## PURCHASED TRANSPORTATION

	ENTERPRISE HOLDINGS (VANPOOL)	IRVING HOLDINGS (TAXI)	LYFT	VIA	TOTAL PURCHASED TRANSPORTATION
UNT	\$ -	\$ -	\$ 72,000	\$ -	\$ 72,000
FRISCO	-	38,821	8,572	-	47,393
COPPELL	-	-	28,688	-	28,688
ALLIANCE ZIP ZONE (BILLED TO TRINITY METRO + ADMIN FEE)	-	-	88,000	-	88,000
VANPOOL (GRANT FUNDED; 100% FEDERAL)	646,788	-	-	-	646,788
GoZONE	-	-	-	10,002,775	10,002,775
				TOTAL	\$ 10,885,644

TYPE OF SERVICE	TOTAL REVENUE
COPPELL LYFT SERVICE	\$ 28,688
COPPELL ADMINISTRATIVE FEE (60%)	17,213
TOTAL COPPELL CONTRACT REVENUE	45,901
ALLIANCE LYFT SERVICE – BILLED TO TRINITY METRO	88,000
ALLIANCE ADMINISTRATIVE FEE (20%)	17,600
TOTAL ALLIANCE CONTRACT REVENUE	105,600

### FRISCO CONTRACT:

TYPE OF SERVICE	BILLING METRIC	TOTAL REVENUE
DIRECTLY OPERATED SERVICE		
	OPERATING EXPENSES FROM 220	\$ 34,636
	OPERATING EXPENSES FROM 703	92,757
FUEL EXPENSE	PASS-THROUGH COST	25,042
TAXI SERVICE	PASS-THROUGH COST	38,821
LYFT EXPENSE	PASS-THROUGH COST	8,572
ADMINISTRATIVE FEE	INCLUDES 69% OF THE FOLLOWING COSTS:	
	DIRECTLY OPERATED SERVICE COSTS	105,182
	COST OF TAXI TRIPS PROVIDED	26,785
	COST OF LYFT TRIPS PROVIDED	5,916
	PASSENGER FARES RETAINED BY DCTA	(9,929)
	TOTAL CONTRACT REVENUE	\$ 327,782

- CONTRACT HAS BEEN IN PLACE SINCE 2015
- BUDGET IS BASED ON TASK ORDER AMOUNT AND BROKEN OUT BETWEEN DIRECTLY OPERATED AND PURCHASED TRANSPORTATION
- TAXI SERVICE: TAKES RECENT TRENDS IN TRIPS TAKEN AND OVERALL SPEND TO PROJECT SERVICE LEVELS AND RIDERSHIP
- LYFT SERVICE: BASED ON LYFT TASK ORDER AMOUNT



# BUILDING THE BUS OPERATIONS BUDGET – PURCHASED TRANSPORTATION SERVICE

## GoZONE BUDGET DETAILS

TYPE OF SERVICE	FY 2022 RATE	FY 2022 MAX NUMBER VEHICLE HOURS	FY 2022 ADOPTED TOTAL COST	FY 2023 RATE	FY 2023 MAX. NUMBER VEHICLE HOURS	FY 2023 PROPOSED TOTAL COST
BASE SERVICE (MONDAY – SATURDAY)	\$ 41.06	99,097	\$ 4,068,923	\$ 41.28	133,535	\$ 5,512,325
SUNDAY AND HOLIDAY SERVICE		9,300	381,858		11,902	491,315
SATURDAY SERVICE HOURS EXTENSION		1,560	64,054		4,491	185,395
DENIA NEIGHBORHOOD EXPANSION		6,250	256,625		7,999	330,199
BUSINESS 121 NORTH ZONE EXPANSION		4,874	200,126		6,238	257,505
FRANKFORD STATION (DART) TO THE LEWISVILLE/HV ZONE		4,250	174,505		5,439	224,522
SUNDAY A-TRAIN REPLACEMENT		1,860	76,372		2,380	98,246
SERVICE TO/FROM TRINITY MILLS STATION		2,750	112,915		3,519	145,264
TOTAL ADD-ONS – FY 2022						
CASTLE HILLS ZONE EXPANSION		3,656	150,094		6,238	257,505
VIA CUSTOMER SERVICE			242,200			420,000
HIGH QUALITY SERVICE HOUR INCREASE		35,745	1,467,690			
TOTAL ADD-ONS – FY 2023						
HIGH QUALITY SERVICE HOUR INCREASE					48,934	2,020,000
GENERAL QUALITY IMPROVEMENTS						50,000
ADDITIONAL BIKE RACK/REPLACEMENT YEAR 2						10,500
TOTAL BUDGET		169,342	\$ 7,195,362		230,675	\$ 10,002,775

# 4. OPERATING EXPENSE: RAIL OPERATIONS



# BUILDING THE RAIL OPERATIONS BUDGET

## OPERATING EXPENSES— RAIL (\$16.4 MILLION)

Description	FY 2021 Actuals	FY 2022 Adopted Budget	FY 2022 Working Budget	FY 2022 Proposed Revisions	FY 2022 Proposed Revised Budget	FY 2023 Proposed Budget	\$ Increase / (Decrease)
RAIL OPERATIONS EXPENSES							
Salary, Wages & Benefits	285,114	606,595	606,595	-	606,595	670,043	63,448
Outsourced Services & Charges	1,858,381	834,659	834,659	-	834,659	1,021,659	187,000
Materials & Supplies	343,585	1,103,100	1,013,100	-	1,013,100	1,422,442	409,342
Utilities	262,932	284,388	284,388	-	284,388	396,134	111,746
Insurance	1,369,081	1,341,057	1,341,057	-	1,341,057	1,366,023	24,966
Purchased Transportation Services	9,307,693	10,864,067	10,864,067	-	10,864,067	11,512,231	648,164
Employee Development	1,679	13,055	13,055	-	13,055	15,015	1,960
Leases & Rentals	1,613	2,400	2,400	-	2,400	2,400	-
Total Rail Operations Expenses	13,430,078	15,049,321	14,959,321	-	14,959,321	16,405,947	1,446,626

WAGES & BENEFITS

- Merit increase of 3.5% included
- Assumes a 10% increase for benefit premiums

OUTSOURCED SERVICES & CHARGES

- Increase of \$187k
- Professional services budget assumes an increase for projects that will result from the Rail Efficiency Study that is currently underway
- Includes est. DART Access/Impact Fee \$240k

MATERIALS & SUPPLIES

- Increase of \$409k
- Assuming \$5.25/gallon compared to \$3.00 in FY22
- Includes additional \$98k for DART Silver Line fuel usage beginning Jan 2023
- Fuel will be reimbursed by DART with a 2% mark-up

UTILITIES

- INCREASE OF \$112K
- MID AMERICAN ENERGY RATE INCREASE FROM .04 TO .07
- ADDITIONAL UTILITY EXPENSES RELATED TO DART JROF USAGE

PURCHASED TRANSPORTATION SERVICES

- Increase in overall rates based on FY23 contract detail
- PTC OPERATING INCLUDED AT \$200K

# BUILDING THE RAIL OPERATIONS BUDGET

## RAIL OPERATIONS & MAINTENANCE AGREEMENT

CONTRACT DETAIL	UNITS	FY 2023 RATE	FY 2023	
TRAIN CREW HOURS	21,424	\$155.58	\$3,333,115	RIO GRANDE PACIFIC CORP
CAR MILES	403,971	\$3.83	\$1,547,208	
MANAGEMENT / ADMINISTRATION	12 MONTHS	\$161,714	\$1,940,567	
DISPATCH OPERATIONS	12 MONTHS	\$52,200	\$626,404	
FACILITY MAINTENANCE	12 MONTHS	\$265,117	\$3,181,407	
VEHICLE MAINTENANCE	ANNUAL ALLOWANCE		\$200,000	
MAINTENANCE OF WAY	ANNUAL ALLOWANCE		\$260,000	
ASSET MANAGEMENT / TECHNOLOGY	12 MONTHS	\$7,323	\$87,878	
MISC. CREW COSTS	90 HOURS	\$88.51	\$7,967	
TICKET VENDING MACHINE MAINTENANCE & REVENUE COLLECTION			\$44,469	
TRINITY MILLS PLATFORM MAINTENANCE	12 MONTHS	\$1,380	\$16,560	DART ILA
TRINITY MILLS RESTROOM MAINTENANCE			\$6,658	
		TOTAL	\$11,252,233	

\*\* Purchased Transportation budget also includes \$200k for PTC operating costs and \$60k for enhanced COVID-19 cleaning not included in the above schedule

# BUILDING THE RAIL OPERATIONS BUDGET

## OPERATING EXPENSES

### KEY BUDGET COMPONENTS:

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#### FUEL

BUDGETED @ \$5.25/GALLON

270,655

STADLER & SUPPORT VEHICLE GALLONS

DART SILVER LINE FUEL (18,750 GALLONS)

TOTAL RAIL OPERATIONS FUEL BUDGET

\$1,420,942

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#### OUTSOURCED SERVICES & CHARGES

- DENTON COUNTY SHERIFF DEPT INTERLOCAL AGREEMENT - \$116K
- DART ACCESS/IMPACT ANNUAL FEE - \$240K
- LANDSCAPE CONTRACT - \$115K

#### INSURANCE

- GENERAL LIABILITY - \$811K
- PROPERTY DAMAGE - \$103K
- VEHICLE INSURANCE - \$451K

#### PURCHASED TRANSPORTATION

- RAIL OPERATIONS & MAINTENANCE AGREEMENT - \$11.3M
- PTC OPERATING EXPENSE - \$200K
- ENHANCED COVID-19 CLEANING - \$60K

# Rail Major Maintenance - Background

- Maintenance approach for Stadler DMU (GTW-2) is unique:
  - Fleet is 11 years old.
  - Stadler has stopped production of the A-train model (GTW-2 DMU)
  - Replacement parts not widely available as suppliers focus on new models
  - Local resources for repair are limited.
- Rio Grande Pacific / Stadler team has maintained fleet cost-effectively through condition-based maintenance
- Fleet age driving a program of multi-year overhauls to maintain vehicles, continuing efforts from recent years:



(\$K)	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22
ABB Board Renewal			\$558 (3 DMU)	\$558 (3 DMU)	\$558 (3 DMU)	\$558 (2 DMU)
<i>ABB Boards are traction motor control boards. This program replaced ABB Boards across the fleet.</i>						
Brake Overhaul	\$178 (2 DMU)	\$625 (7 DMU)	\$178 (2 DMU)		\$178 (2 DMU)	\$474 (4 DMU)
<i>Brake overhauls are required by FRA regulation to be performed on each DMU every 3 years, regardless of mileage or hours.</i>						
Engine & Generator Overhaul			\$27 (1 DMU) <sup>1</sup>		\$383 (3 DMU)	\$428 (3 DMU)
<i>Powerplant overhaul on each DMU, required as fleet reaches 12 years in service.</i>						
TOTALS	\$178	\$625	\$763	\$558	\$1,119	\$1,460

(1) REPAIR TO ONE ENGINE FAILED IN SERVICE

# Expanded Level Project: Rail Major Maintenance (A-train)

This ELP requests Board approval of FY23 expenditures for Rail Major Maintenance, with authority to negotiate and obligate DCTA on like items in future budget years to

- Secure long-lead parts and favorable vendor pricing.
- Reserve availability of vendors to perform the overhaul, as technical expertise on Stadler equipment is limited.
- Enable continuous execution across fiscal years due to delays in shipping, labor and parts availability, etc.



(\$K)	FY 23	FY 24	FY 25
<b>HVAC Overhaul</b>	<b>\$504 (3 DMU)</b>	<b>\$704 (4 DMU)</b>	<b>\$ 736 (4 DMU)</b>
<i>Maintains acceptable cabin temperature.</i>			
<b>Brake Overhaul</b>	<b>\$378 (3 DMU)</b>	<b>\$396 (3 DMU)</b>	<b>\$552 (4 DMU)</b>
<i>Brake overhauls are required by FRA regulation to be performed on each DMU every 3 years, regardless of mileage or hours.</i>			
<b>Engine &amp; Generator Overhaul</b>	<b>\$314 (2 DMU)</b>	<b>\$198 (1 DMU)</b>	
<i>Powerplant overhaul on each DMU, required as fleet reaches 12 years in service. FY 23 project overhauls 1 additional spare Engine.</i>			
<b>HVAC LCS Controller</b>		<b>\$400 (8 boards)</b>	
<i>HVAC LCS controllers ( 2 per DMU) control the HVAC units. These boards are no longer available and require 70-80 weeks of lead time for manufacturing by the OEM . Staff will request advanced authority for this item.</i>			
<b>TOTALS</b>	<b>\$1,196</b>	<b>\$1,698</b>	<b>\$1,288</b>



# Expanded Level Project Rail Major Maintenance (Overall)

Stadler GTW Fleet	\$1,196,000
<i>Brake Overhaul (3 Sets)</i>	378,000
<i>Engine/Generator Overhaul (2 Sets)</i>	314,000
<i>HVAC OH (3 units)</i>	504,000
Track	\$339,570
<i>Road Crossing Refurbishment East Prairie Denton</i>	143,325
<i>Road Crossing Refurbishment Morse Denton</i>	196,245
Road Crossing Signals	\$83,566
<i>Battery replacement allowance</i>	25,000
<i>HXP3 upgrade to XP4 allowance (1 location)</i>	58,566
Rail Facilities	\$380,864
<i>Rail station PNA ramp removal/platform refurbishment</i>	260,000
<i>Facilities maintenance allowance</i>	120,864
<b>Total</b>	<b>\$2,000,000</b>



*Rail Station PNA Ramps to Remove and ADA Refurbishment*

*Note: Staff is also developing future agenda items for the Board of Directors on A-train planning in Q3 & Q4 2022 covering:*

- *Comprehensive fleet maintenance plan, by vehicle, to identify anticipated rail equipment maintenance expenditures over the next 10 years.*
- *Comprehensive railroad maintenance plan to identify anticipated maintenance expenditures over the next 10 years.*
- *Costs to recover 1 DMU that is down for parts and potential fleet right-sizing*
- *Long term DART lease and A-train extension to Carrollton in conjunction with NCTCOG and DART*



# Recommended Rail Fleet Maintenance FY26-FY30 (DRAFT)

- DCTA'S O&M Contractor recommends the following maintenance schedule for the entire A-Train fleet starting from fiscal year 2026 through fiscal year 2030. This maintenance/overhaul is required to keep the A-Train fleet in a state of good repair and prolong their useful life.
  - Staff is working with Rio Grande Pacific and Stadler representatives to understand needs and timing of maintenance investment to maintain state of good repair on equipment
- A-train long-term maintenance program will also include railroad components such as signal system, track / ties / ballast, structures, etc.

(\$K)	FY26	FY27	FY 28	FY 29	FY 30
Vehicle interior refresh			\$468	\$486	\$504
Vehicle exterior refresh (Wraps)	\$162				
HVAC Overhaul					
Bogey Rebuilds	\$720	\$500			
Traction Motors/Automatic Couplers				\$203	\$175
Engine-Generator Overhaul	\$360	\$375			
Mid-Life Overhaul ( Hydraulics & Electronics)	\$515	\$530	\$546	\$563	\$580
Vehicle lifting Equipment Overhaul		\$100			
Brake Overhauls	\$576	\$450	\$624	\$648	\$504
<b>Total</b>	<b>\$2,333</b>	<b>\$1,955</b>	<b>\$1,638</b>	<b>\$1,900</b>	<b>\$1,763</b>



## 5. OPERATING EXPENSE: GENERAL & ADMINISTRATIVE



# BUILDING THE GENERAL & ADMINISTRATIVE BUDGET

## OPERATING EXPENSES – GENERAL & ADMINISTRATIVE (\$7.9 MILLION)

Description	FY 2021 Actuals	FY 2022 Adopted Budget	FY 2022 Working Budget	FY 2022 Proposed Revisions	FY 2022 Proposed Revised Budget	FY 2023 Proposed Budget	\$ Increase / (Decrease)
GENERAL & ADMINISTRATIVE EXPENSES							
Salary, Wages & Benefits	3,265,302	3,842,511	3,842,511	-	3,842,511	3,957,944	115,433
Outsourced Services & Charges	2,274,345	2,436,018	3,470,918	-	3,470,918	3,403,839	(67,079)
Materials & Supplies	86,970	87,850	136,550	-	136,550	138,050	1,500
Utilities	25,915	42,710	42,710	-	42,710	44,210	1,500
Insurance	12,416	15,515	15,515	-	15,515	16,707	1,192
Transportation Reinvestment	29,798	-	-	-	-	-	-
Purchased Transportation Services	-	-	-	-	-	-	-
Employee Development	77,670	205,305	205,305	-	205,305	269,450	64,145
Leases & Rentals	124,100	130,520	130,520	-	130,520	137,200	6,680
Total G&A Operating Expenses	5,896,514	6,760,429	7,844,029	-	7,844,029	7,967,400	123,371

### WAGES & BENEFITS

- INCREASE OF \$115K
- INCLUDES ADDITIONAL FTE FOR RISK/SAFETY MANAGER (\$161,590); OFFSET BY SAVINGS WITH ELIMINATION OF FINANCE ASSISTANT FTE
- MERIT INCREASE OF 3.5% INCLUDED
- ASSUMES A 10% INCREASE FOR BENEFIT PREMIUMS

### OUTSOURCED SERVICES & CHARGES

- DECREASE OF \$67K
- FY22 INCLUDES THE FOLLOWING:
  - ACCENTURE TO 3# - \$447K
  - CEO EXECUTIVE SEARCH - \$84K
  - INTERIM STAFFING EXPENSES IN FINANCE & HR - \$478,250
- FY23 INCLUDES THE FOLLOWING EXPENSES:
  - LONG-RANGE SERVICE PLAN - \$600K
  - KCS RAIL STUDY - \$429K
    - TOTAL \$750K WITH REMAINING IN FY24
  - SECURITY CAMERA, ACCESS CONTROL STUDY - \$150K
  - ENHANCED MARKETING & ADVERTISING - \$250K

# FY2023 PROPOSED BUDGET

## EXPANDED LEVEL PROJECT (ELP) SUMMARY

### OPERATING

IT	\$150K	SECURITY CAMERA, ACCESS CONTROL & STATION SIGNAGE STUDY
MOBILITY SERVICES	\$153K	GOZONE EARLY AM HOURS & QUALITY IMPROVEMENTS
COMPLIANCE	\$168K	SAFETY/RISK MANAGER (1 FTE)
PLANNING	\$750K	KCS STUDY
PLANNING	\$600K	LONG RANGE SERVICE PLAN
MARKETING	\$250K	ENHANCED MARKETING & ADVERTISING INITIATIVE
	\$2.0M	SUBTOTAL, OPERATING

# EXPANDED LEVEL PROJECT: SECURITY CAMERA, ACCESS CONTROL, AND STATION SIGNAGE STUDY



**Cost Estimate:** \$150,000

## **Current State:**

- Only the Bus Operations and Maintenance Facility has a functional camera system.
- Aging camera fleet on both bus and rail vehicles
- Building access control systems are decentralized, resulting in multiple access controls per user across the organization
- DCTA customers lack real-time information at the platform on next train scheduled arrival, like is available on the DART system.

## **Scope:**

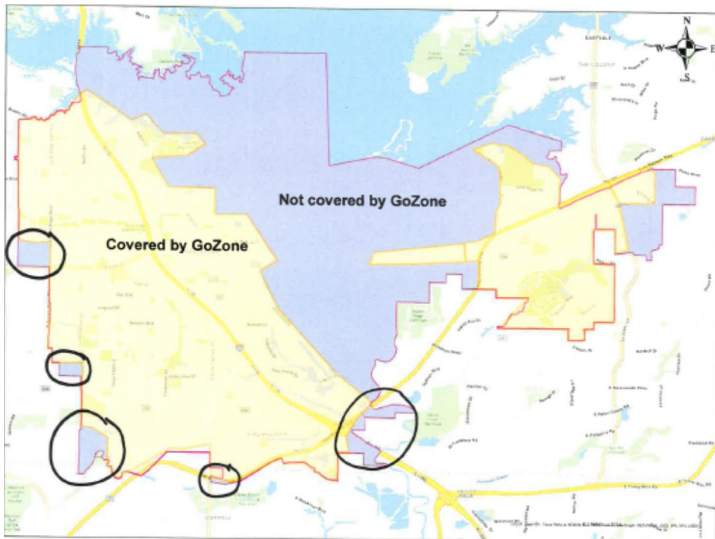
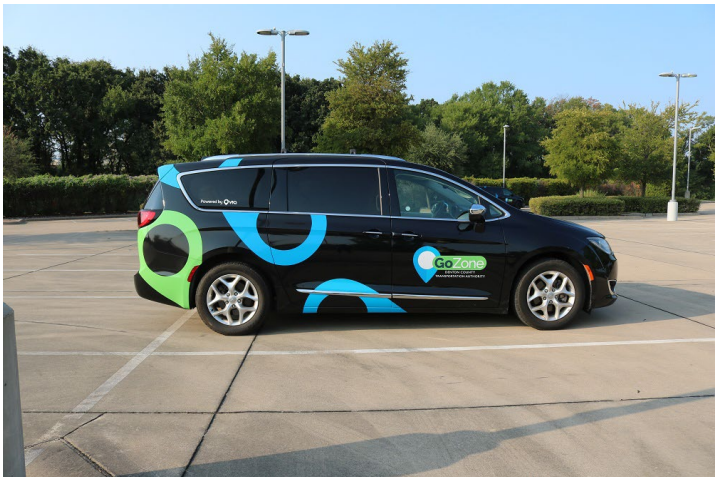
- Identify needs for enhanced physical security and access control at DCTA facilities across the service area: Rail and Bus Maintenance Facilities, A-train platforms, parking areas, etc.
- Identify the hardware and infrastructure needed to support physical security features and passenger amenities such as station signage
- Develop program of projects to accomplish these objectives
- Identify needs for ongoing support and monitoring of proposed devices

## **Identified Need:**

To bolster the safety and security capabilities of the agency and provide improved passenger experience.



# EXPANDED LEVEL PROJECT: GoZONE WEEKEND HOURS, COVERAGE EXPANSION, AND QUALITY IMPROVEMENTS



### Cost Estimate:

Extended Saturday Morning Service	\$103,000
Quality Improvements	\$50,000
<b>TOTAL</b>	<b>\$153,000</b>

### Current State:

- GoZone service operates beginning at 8 am on Saturday mornings. Connect service begins operation at approximately 8 am on Saturdays also, depending on the route. A-train service begins at 8 am on Saturdays. Some users of DCTA services may need to arrive at work or other locations of need prior to 8 am.
- GoZone vehicles are equipped with bicycle racks and other appurtenances that can fall into a state of disrepair based on use.
- DCTA has received inquiries from the public regarding vehicle registration and taxation due to their extended operation within Denton County.
- The GoZone service does not cover all areas of Lewisville where demand exists for service.

### Scope:

- This item provides allowances for the following service enhancements:
  - Additional GoZone service hours on Saturday mornings
  - Replace bicycle racks and appurtenances based on wear
  - Cause GoZone vehicles to be registered in Denton County
  - Provide coverage across the city limits of Lewisville
- Staff will work with Via to implement these enhancements within the budget and determine feasibility of fleet registration in Denton County.

### Identified Need:

To enhance availability and quality of the service.

### NOTES:

1. Via is currently pricing an option to cover all of Lewisville with GoZone service.
2. City of Lewisville Staff is preparing a map book that will identify targeted areas for expansion in Lewisville, which can also be priced by Via as an option. This budget item will be updated when this work is complete.



# EXPANDED LEVEL PROJECT: DIRECTOR, SAFETY AND COMPLIANCE

**Cost Estimate:**

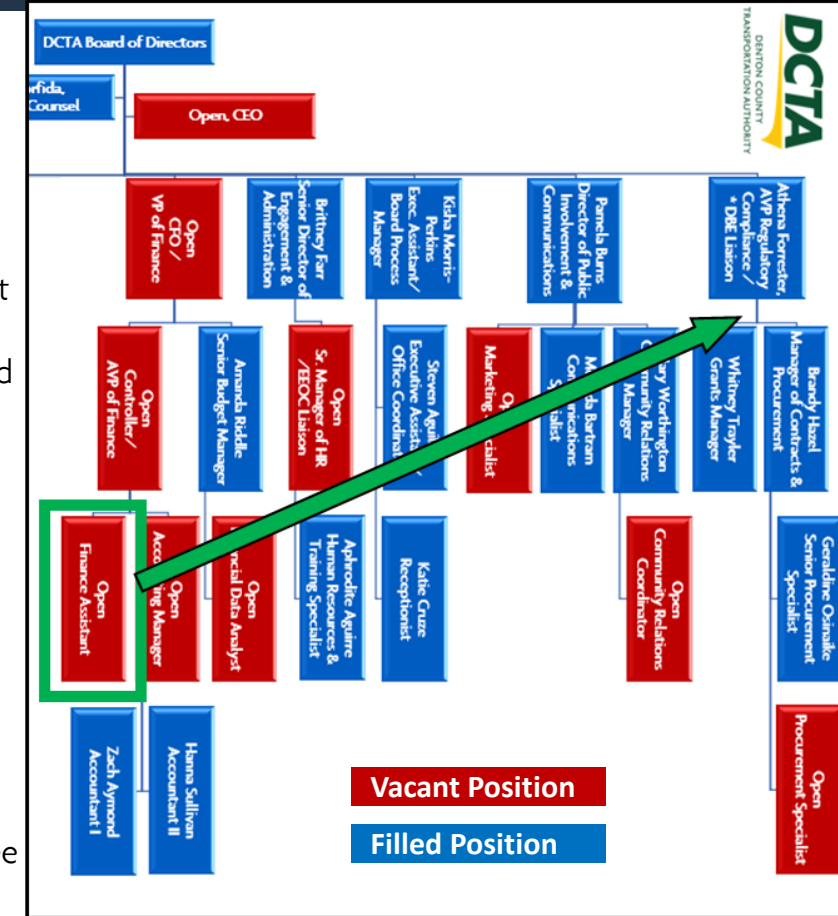
Salary and Benefits	\$168,000
Finance Assistant Offset / Transfer	(\$78,500)
<b>TOTAL</b>	<b>\$89,500</b>

Current State:

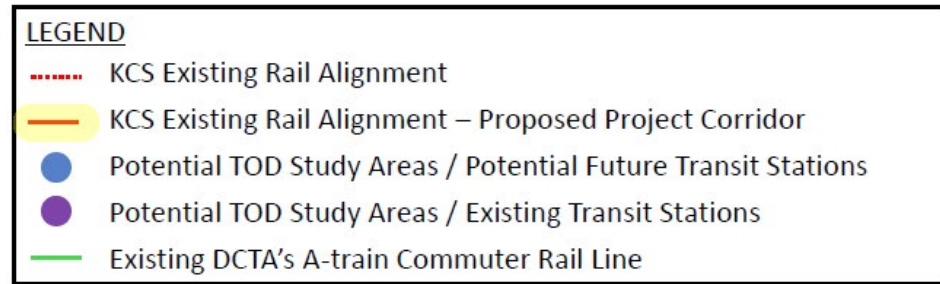
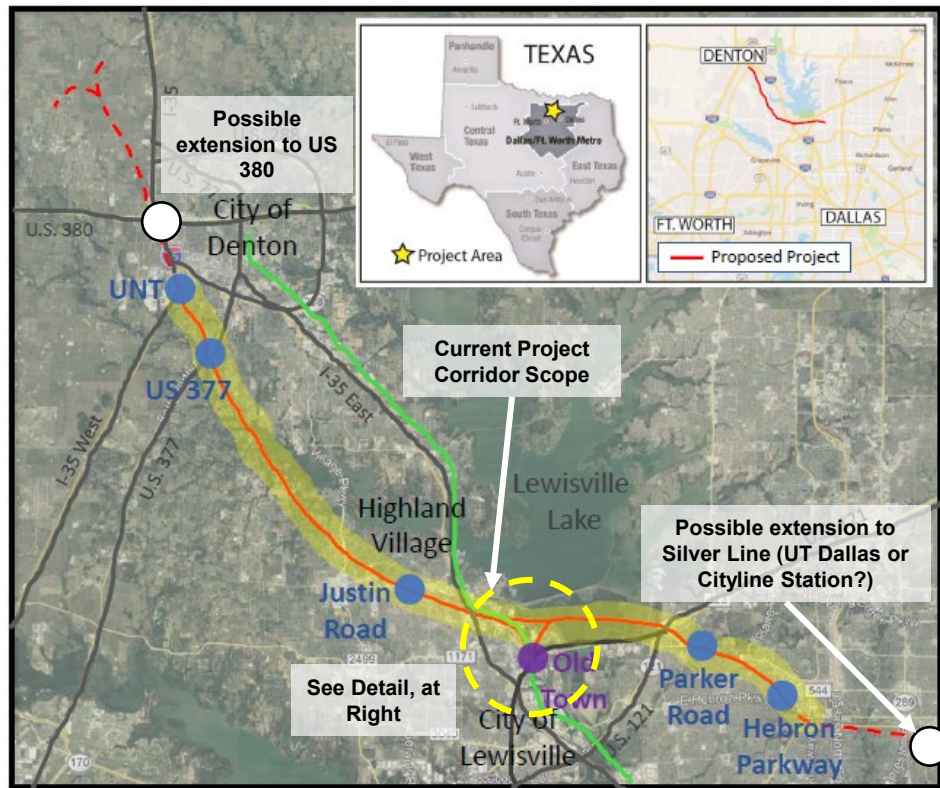
- In July 2018, FTA issued the Public Transportation Agency Safety Plan (PTASP) final rule, 49 CFR 673.5, requiring transit operators to implement safety plans. **By rule, the CEO or Accountable Executive must designate a Chief Safety Officer.** Individual must be “adequately trained,” must not serve in other operational or maintenance capacities, and cannot be a contractor.
- This CSO requirement applies to DCTA because DCTA operates a rail fixed guideway public transportation system (A-train).
- The new Bipartisan Infrastructure Law requires DCTA, an agency serving a large urbanized area, to establish a Safety Committee by 7/31/22 that is compliant with 49 USC 5329(d)(5).
- DCTA does not have a person or position currently tasked with these duties. **Staff has determined an existing, vacant Finance position, “Finance Assistant,” can be repurposed to provide this capability.**

### Anticipated Job Duties

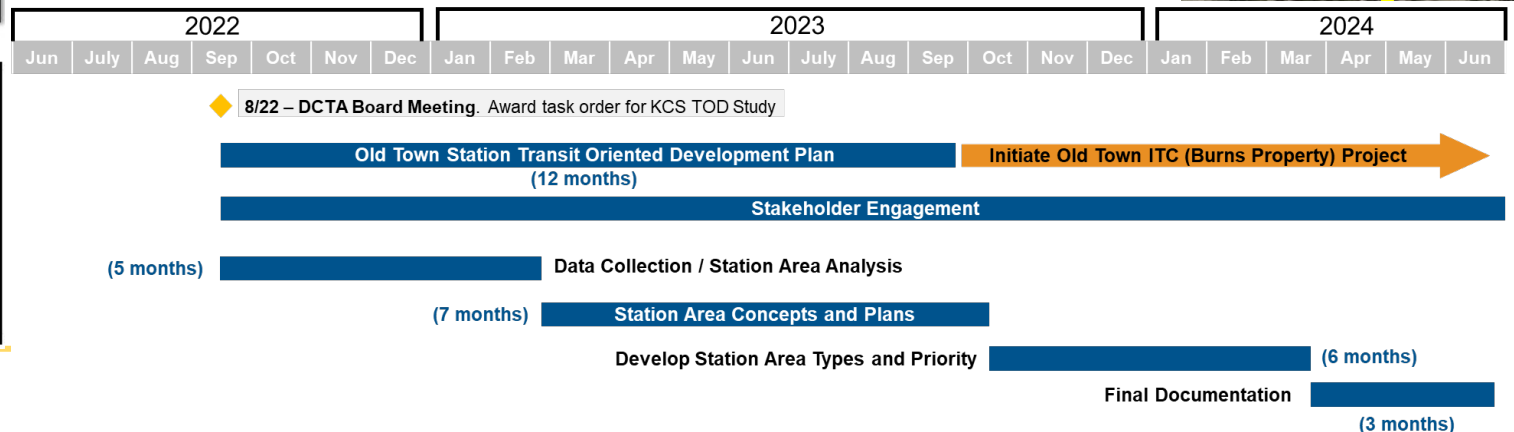
- Main point of contact for safety assurance, compliance, and training across all DCTA transportation modes
- Responsible for maintaining DCTA PTASP, leading the DCTA safety committee, and directing execution of committee actions, per Federal requirements
- Maintain and report safety-related KPIs across all modes. Identify recurring root causes and recommend system improvements. Monitor implementation of improvements by modal managers.
- Conduct field and desktop audits on Rail, Fixed Route, GoZone, and contractor safety programs.
- Conduct post-incident audits, maintain records of inspections, identify deficiencies, and ensure corrective actions.
- Ensure completion of required training across modes and general staff.
- Equip / Maintain lifesaving equipment at DCTA facilities and ensure adequate training of staff on its use.



# EXPANDED LEVEL PROJECT: KANSAS CITY SOUTHERN (KCS) TRANSIT-ORIENTED DEVELOPMENT (TOD) PLANNING ANALYSIS



- DCTA RECEIVED PLANNING GRANT IN FY2019 FROM FEDERAL TRANSIT ADMINISTRATION (FTA) TOD PILOT PROGRAM
- FUNDING: \$600K FTA / \$150K DCTA
- OBJECTIVES:
  - ENHANCE ECONOMIC DEVELOPMENT ALONG KCS CORRIDOR AND INCREASE DCTA RIDERSHIP
  - ALIGN PUBLIC / PRIVATE SECTOR PLANNING PROCESSES ACROSS CITIES AND REGION
  - FACILITATE MULTIMODAL CONNECTIVITY AND ACCESSIBILITY
  - INCREASE ACCESS TO TRANSIT HUBS
- \$150K DCTA MATCHING FUNDS YIELD DETAILED CONCEPT DEVELOPMENT AND MARKET ASSESSMENT FOR OLD TOWN ITC / TOD TO GENERATE DEVELOPER RFP
- NEXT STEPS:
  - FINALIZE SCOPE AND FEE
  - BOARD APPROVAL OF TASK ORDER CONTRACT
  - INITIATE WORK IN Q3 2022





# EXPANDED LEVEL PROJECT: LONG-RANGE SERVICE PLAN UPDATE (LRSP)



*A long-range service plan is a policy document that defines DCTA's strategic goals and objectives and how the agency will accomplish them with proper response to regional growth and land use changes over time.*

**Cost Estimate:** \$600,000

## **Current State:**

DCTA's last LRSP was completed in 2012. The Board of Directors will identify its mission and strategic goals and objectives for the agency that staff will be tasked to implement.

## **Scope:**

The LRSP will:

- Identify a prioritized, cost-constrained implementation and growth strategy across all DCTA modes to deliver specified outcomes;
- Strengthen existing and establish new partnerships between DCTA member cities, and regional partners;
- Establish a comprehensive performance measurement program linked to specific targets and policy objectives;
- Engage DCTA customers as well as the larger community throughout plan development;
- Identify transit-supportive public-private partnership opportunities;
- Provide measurable performance indicators for the Board to evaluate progress, and
- Increase DCTA's ability to obtain additional funding and community support for needed service and facility enhancements

## **Identified Need:**

- The Long Range Service Plan provides a path for the agency's pursuit of its strategic goals, with measurable performance indicators to identify progress.

# EXPANDED LEVEL PROJECT: MARKETING AND ADVERTISING STRATEGIC REVIEW

Cost Estimate: \$250,000

## Current State

Staff engaged Minerva Consulting, a strategic marketing and communications firm, to:

- Facilitate mission, vision, and values and goals definition discussion for the Board of Directors
- Engage with DCTA's operations team to understand DCTA's business and value proposition
- Summarize key themes and perspectives on desirable mission, vision, and values alongside DCTA's unique value proposition to its riders, Denton County, and member cities
- Provide evaluation of best practices for the Public Involvement and Communications (PIC) organization and its org structure, budget, engagement channels, and strategy.

The PIC team currently has two vacancies that could potentially be repurposed for other marketing and communications functions in pursuit of agency goals.

## Scope

Build upon the initial review, above, in order to provide recommendations and assistance to implement improvements to the PIC organization that will enable DCTA to reach its stated mission, goals, and objectives.

## Identified Need

Gain perspective on and implement industry best practices to enable DCTA's marketing and communications effort to effectively contribute to achieving the agency's goals.

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# FY2023 PROPOSED BUDGET

## STAFFING LEVEL REVIEW

DIVISION SUMMARY				
	FY 2022 FTE Count	FY 2022 Salaries & Benefits	FY 2023 FTE Count	FY 2023 Salaries & Benefits
GENERAL & ADMINISTRATIVE DIVISION	30.60	3,842,511	30.10	3,957,944
BUS OPERATIONS DIVISION	6.40	654,537	6.90	752,583
RAIL OPERATIONS DIVISION	4.00	606,595	4.00	644,658
TOTAL DCTA FTE STAFF	41.00	5,103,643	41.00	5,355,185
THIRD PARTY CONTRACT OPERATIONS				
Contracted Bus Services (NTMC)*	90.00	6,661,164	91.00	6,666,425
<i>Bus Administration Department</i>	3.00	221,520	3.00	226,694
<i>Customer Service Department</i>	9.00	542,836	8.00	555,575
<i>Supervisors/Dispatchers Department</i>	13.00	842,047	11.00	742,554
<i>Maintenance Department</i>	16.00	1,065,826	19.00	1,273,505
<i>Bus Operators</i>	49.00	3,988,935	50.00	3,868,097
Contracted Rail Services (Rio Grande Pacific Corp)	45.00	N/A	45.00	N/A
TOTAL THIRD PARTY CONTRACT OPERATIONS	135.00		136.00	

Reference accompanying org charts:  
Ex 7: DCTA  
Ex 8: NTMC

\*Contracted Bus Services FTE methodology is based on operator pay hours.

## 6. OPERATING EXPENSE: DEBT SERVICE



# FY2023 PROPOSED BUDGET

## NON-OPERATING EXPENSE

- 2020 SALES TAX REVENUE REFUNDING BONDS:
  - \$12,930,000 TOTAL; \$9,725,000 OUTSTANDING AT 9/30/22
  - REFUNDED 2009 ISSUANCE (12-YEAR TERM)
  - DEBT SERVICE THROUGH 2032
  
- 2021 SALES TAX REVENUE REFUNDING BONDS:
  - \$9,940,000 TOTAL; \$9,075,000 OUTSTANDING AT 9/30/22
  - REFUNDED 2011 ISSUANCE (10-YEAR TERM)
  - DEBT SERVICE THROUGH 2031

	PRINCIPAL PAYMENT	INTEREST EXPENSE	FY2023 DEBT SERVICE
2020 ISSUANCE	\$ 890,000	\$ 96,360	\$ 986,360
2021 ISSUANCE	885,000	116,280	1,001,280
	\$ 1,775,000	\$ 212,640	\$ 1,987,640

# 7. CAPITAL IMPROVEMENT & MAJOR MAINTENANCE PLAN



# CAPITAL BUDGET SUMMARY

Project Name	Current Capital Projects	Proposed FY 2023 NEW Capital Projects	Project LTD thru FY 2021	FY 2022 Proposed Revised	Proposed FY 2023	Proposed FY 2024	Anticipated Project Total (Thru 2024)
BUS FLEET REPLACEMENT							
FUTURE: Fleet Replacement		-	-	-	-	1,200,000	1,200,000
PROFESSIONAL SERVICES/TECHNOLOGY IMPROVEMENTS							
Bus OMF Network Video Recorder	26,000	-	-	26,000	-	-	26,000
Backup & DR Infrastructure Upgrades	45,000	-	-	45,000	-	-	45,000
DDTC Rail Fiber Extension	125,000	-	-	125,000	-	-	125,000
Swiftly Transit Platform (CAD/AVL)		1,184,000	-		1,184,000	-	1,184,000
Multi-Facility Firewall Upgrade		60,000	-		60,000	-	60,000
AV Upgrade - DCTA Conference Room		65,000	-		65,000	-	65,000
ERP Implementation		2,100,000	-		2,100,000	-	2,100,000
FUTURE: Server & Network Infrastructure		-	-	-	-	350,000	350,000
MAJOR MAINTENANCE ITEMS							
Major Maintenance - Rail Canopy Repairs (FY21)	486,127	-	65,055	421,072	-	-	486,127
Major Maintenance - Rail (FY22)	1,836,442	-	-	1,836,442	-	-	1,836,442
Major Maintenance - Bus (FY22)	179,530	-	-		179,530	-	179,530
NEW: Major Maintenance - Rail (FY23)		2,000,000	-		2,000,000	-	2,000,000
FUTURE: Major Maintenance - Rail		-	-	-	-	2,034,860	2,034,860
FUTURE: Major Maintenance - Bus		-	-	-	-	264,203	264,203
POSITIVE TRAIN CONTROL							
Positive Train Control Implementation	16,720,141	-	16,022,566	397,575	300,000	-	16,720,141
Positive Train Control Enhancements (Phase 2)	5,000,000	-	148,180		1,455,546	3,396,274	5,000,000
INFRASTRUCTURE ACQUISITION	3,251,990	-	2,617,009		634,981	-	3,251,990
BROWNFIELD REMEDIATION	420,000	-	366,448	53,552	-	-	420,000
JOINT RAIL OPERATIONS FACILITY (JROF)	2,794,840	9,255,072	-	549,953	5,928,263	5,571,696	12,049,912
TRANSPORTATION REINVESTMENT PROGRAM (TRiP)							
TRiP Program Funding - FY21	7,742,134	-	29,798	7,712,337	-	-	7,742,134
TRiP Program Funding - FY22	9,833,005	-	-	-	9,833,005	-	9,833,005
NEW: TRiP Program Funding - FY23		10,834,614	-	-	11,393,216	-	11,393,216
FUTURE: TRiP Program Funding		-	-	-	-	9,187,902	9,187,902
TOTAL CAPITAL BUDGET	\$ 48,460,209	\$ 25,498,686	\$ 19,249,056	\$ 11,166,930	\$ 35,133,541	\$ 22,004,935	\$ 87,554,463

Proposed FY 2023 ELP

FY22 Rollover

# FY2023 PROPOSED BUDGET

## CAPITAL ROLLOVER REQUESTS

BUS CAPITAL MAINTENANCE  
*FY23 IMPACT - \$180K*

- DDTC Facility Scheduled Repairs - \$131,618
- Bus Operations & Maintenance Facility Scheduled Repairs - \$47,912

POSITIVE TRAIN CONTROL  
IMPLEMENTATION  
*FY23 IMPACT - \$300K*

- Positive Train Control (PTC) implementation that was achieved by the December 31, 2020 mandate.
- Remaining \$300k of the project to be rolled over to FY23 for project completion
- Grant funds associated - \$240k

POSITIVE TRAIN CONTROL  
ENHANCEMENTS  
*FY23 IMPACT - \$1,455,546*

- DCTA received a Consolidated Rail Infrastructure and Safety Improvement (CRISI) grant from the Federal Railroad Administration for \$4,000,000 (20% local match) to address need for enhancements
- Remaining \$4,851,820 to rollover to FY23 & FY24

INFRASTRUCTURE ACQUISITION  
*FY23 IMPACT - \$635K*

- The remaining budget of \$635k is for the relocation expense for the Burns property.
- This project is 100% grant funded
- Lease agreement through September 2023 with tenant; have included \$73,500 for lease income



## EXPANDED LEVEL PROJECT (ELP) SUMMARY

## CAPITAL

DEPARTMENT	\$	DESCRIPTION
RAIL	\$2.0M	RAIL CAPITAL MAINTENANCE
FINANCE	\$1.5M	ERP IMPLEMENTATION
FINANCE	\$350k	ERP IMPLEMENTATION – INDEPENDENT VERIFICATION & VALIDATION
FINANCE	\$250k	ERP IMPLEMENTATION – SOFTWARE LICENSING
IT	\$1.2M	SWIFTLY TRANSIT PLATFORM (CAD/AVL)
IT	\$60k	MULTIFACILITY FIREWALL UPGRADE
IT	\$65k	AV UPGRADE - DCTA CONFERENCE ROOMS
	\$5.5M	SUBTOTAL, CAPITAL

# EXPANDED LEVEL PROJECT: ENTERPRISE RESOURCE PLANNING (ERP) IMPLEMENTATION

Cost Estimate:

ERP Implementation	\$1,500,000
Independent Verification & Validation	\$350,000
Software Licensing (Annual)	\$250,000
TOTAL	\$2,100,000

Current State

DCTA's current Enterprise Resource Planning software package, known as CentralSquare (SunGard) OneSolution, is at the core of the Finance department at DCTA and touches every department at the agency.

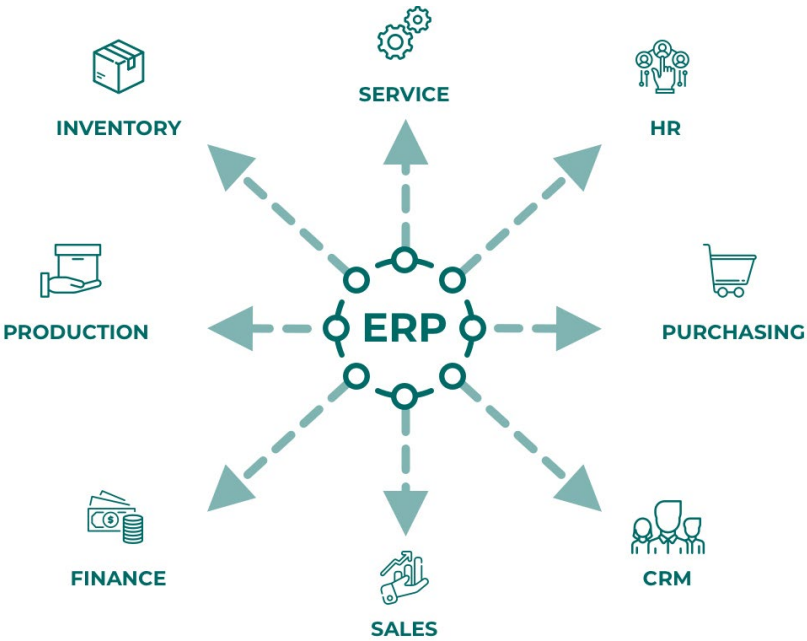
The DCTA Transformation Initiative reviewed the software and recommended it be replaced with a more robust technology solution better suited to the agency's needs.

Scope

The scope of this project includes three essential parts: ERP software licensing, ERP implementation costs, and independent verification and validation of the deployment during the installation.

Identified Need

The current ERP software at DCTA was found to be deficient in many aspects of core financial functions. Many processes at DCTA are manual which increases the potential for error and generates more work than would be required with a more modern, automated system.



# EXPANDED LEVEL PROJECT: SWIFTLY TRANSIT PLATFORM (CAD-AVL)



**Cost Estimate:** \$1,184,000

*(\$221,000 annual operating impact)*

## Current State

DCTA's fleet lacks on-board technology that improves both the driver and passenger experience. In addition, data collection of data relies on time consuming, manual collection methods that are prone to human error.

## Scope

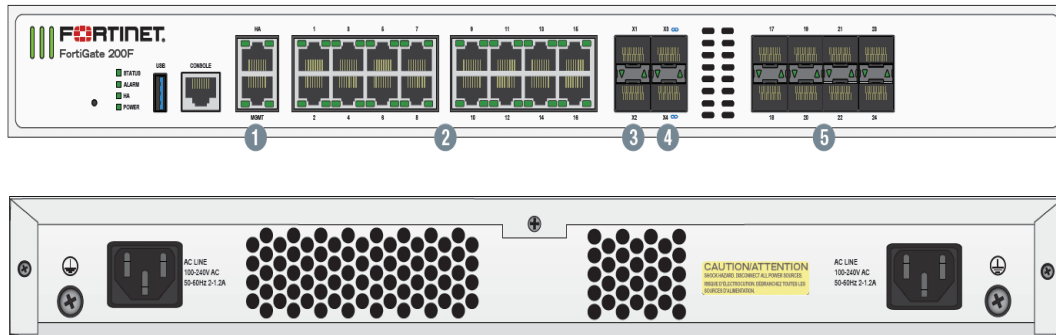
Swiftly's Transit Platform is a computer-aided dispatch and automated vehicle location system (CAD-AVL) that enables automated passenger counting, stop annunciators, real-time passenger information, driver tablets that communicate route changes in real time, onboard Wi-Fi, and data analytics platforms.

## Identified Need:

DCTA's fleet is currently lacking on-board technology that improves both the driver and passenger experience. Collection of data relies on error-prone collection methods resulting in inaccurate counts. Swiftly's suite of hardware and software tools will satisfy the above listed deficiencies.

# EXPANDED LEVEL PROJECT: DCTA MULTIFACILITY FIREWALL UPGRADE

FortiGate 200F/201F



## Interfaces

1. 2x GE RJ45 HA/MGMT Ports
2. 16x GE RJ45 Ports
3. 2x 10 GE SFP+ Slots
4. 2x 10 GE SFP+ FortiLink Slots
5. 8x GE SFP Slots



**Cost Estimate: \$60,000**

(increase of \$20,000 in FY24-FY27 operating funds)

## Current State

DCTA's technology lifecycle typically follows a five-year replacement plan. Cybersecurity threats are constantly evolving, requiring regular replacements to stay up to date on the threat landscape.

## Scope

This project includes network design, configuration, deployment and support contracts for all equipment. This request accounts for high availability features at all facilities (2 firewalls per location).

## Identified Need:

The project is necessary to protect DCTA networks from existing and emerging Cybersecurity threats.

# EXPANDED LEVEL PROJECT: AV UPGRADE FOR DCTA CONFERENCE ROOMS

**Cost Estimate: \$65,000**

(Annual operating cost of \$3,600 in FY24 – 27)

## Current State

The conference rooms at DCTA's Rail Maintenance, Bus Maintenance and DDTC facilities are not well equipped for video conferencing that has become a core part of DCTA's communication needs with both internal and external stakeholders. Some rooms have existing technology that have reached end of life, while some rooms are completely lacking in capability.

## Scope

This project would equip all facilities with up-to-date audio video conferencing solutions and update the display technologies used at select facilities. These solutions would be designed, installed, configured, and supported by audio video specialists who would then perform knowledge transfer to DCTA IT staff.

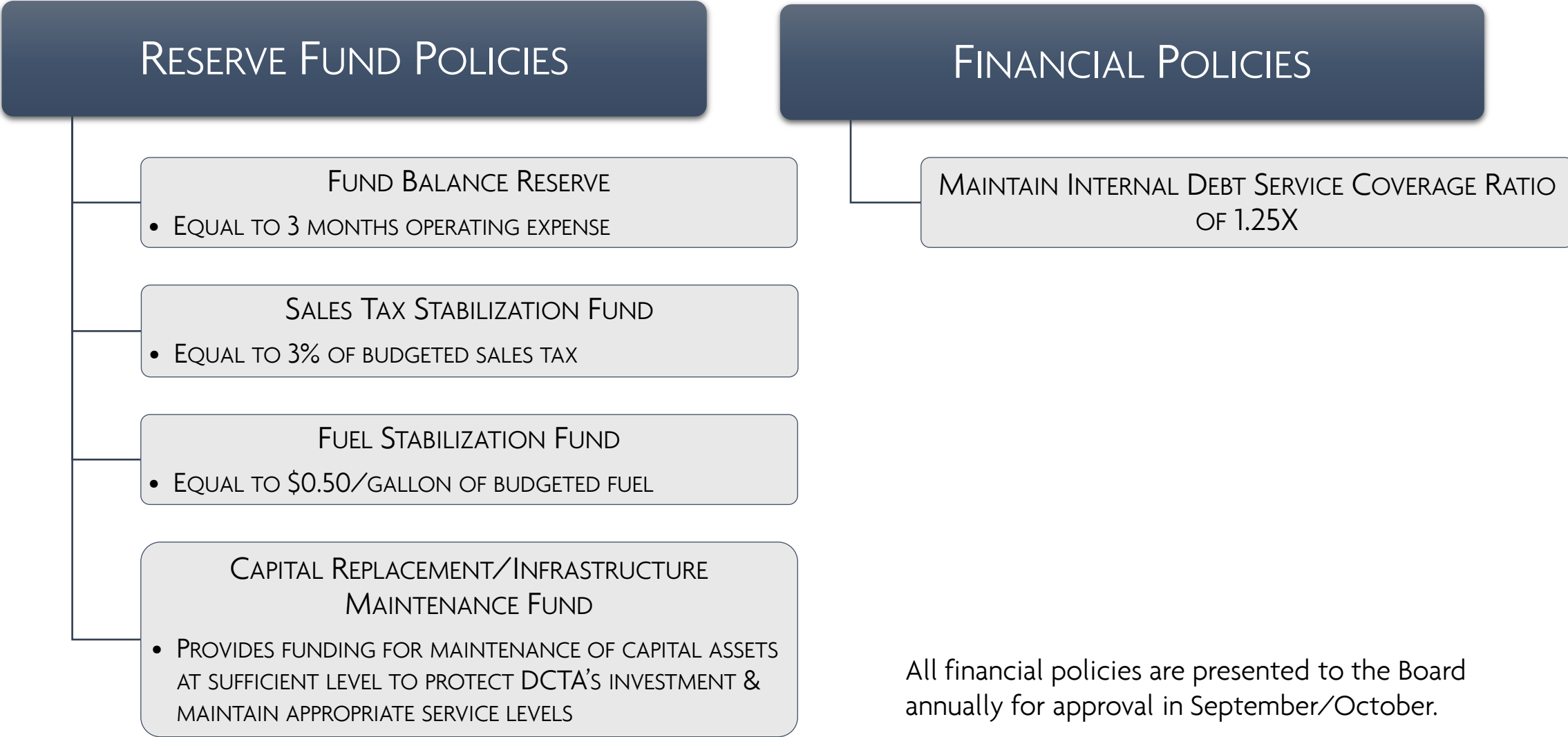
## Identified Need:

Enable robust, reliable video conferencing capability at DCTA facilities.



# 8. LONG RANGE FINANCIAL PLAN





ESCALATION ASSUMPTIONS

REVENUE

- BUS REVENUE – 1%
- RAIL REVENUE – 1%

GENERAL INFLATION

- 2.0%
- BASED ON US HEADLINE CPI  
ROLLING 10-YEAR AVERAGE
- FEDERAL RESERVE BANK OF DALLAS

SALES TAX

- FY2023 & FY2024: 4%
- FY2025 & FORWARD: 3%

LABOR

- BUS LABOR – 4%
- G&A/RAIL LABOR – 3%
- HEALTH BENEFITS – 8%
  - MEDICAL, LIFE, DENTAL & VISION
- RETIREMENT MATCH – 5%
- STATE UNEMPLOYMENT TAX ACT (SUTA) – 3%
- FEDERAL UNEMPLOYMENT TAX ACT (FUTA) – 1%



QUESTIONS?

DENTON COUNTY TRANSPORTATION AUTHORITY  
FY23 Proposed Budget  
Long Range Financial Plan

	Audited 2021*	Adopted FY2022	Working FY2022 (With YTD Revisions)	Proposed Revisions	Proposed Revised FY2022	Proposed FY2023	Proposed FY2024	Proposed FY2025	Proposed FY2026	Proposed FY2027	Proposed FY2028	Proposed FY2029	Proposed FY2030	Proposed FY2031	Proposed FY2032	Proposed FY2033	Proposed FY2034	Proposed FY2035	Proposed FY2036	FY2021-FY2036
Beginning Fund Balance:	\$ 51,474,366	\$ 59,286,617	\$ 78,429,922		\$ 78,429,922	\$ 89,990,029	\$ 76,571,573	\$ 67,446,973	\$ 65,800,975	\$ 71,420,949	\$ 75,082,270	\$ 77,970,871	\$ 80,527,470	\$ 82,586,270	\$ 83,555,437	\$ 84,233,174	\$ 86,846,886	\$ 88,159,165	\$ 89,052,443	\$ 51,474,366
OPERATING REVENUES																				
Bus Operating Revenue	3,189,064	4,242,754	4,423,048	-	4,423,048	5,330,603	5,504,021	5,633,259	5,777,328	6,001,471	6,155,868	6,195,345	6,329,153	6,372,000	6,412,704	6,556,958	6,600,722	6,646,150	6,839,069	93,966,764
Rail Operating Revenue	282,291	262,917	262,917	-	262,917	295,805	313,701	316,838	320,006	339,366	342,760	346,188	367,132	370,803	374,511	397,169	401,141	405,152	429,664	5,565,445
Misc. Revenue	502,553	-	-	-	-	368,538	359,900	359,900	359,900	359,900	359,900	359,900	359,900	359,900	359,900	359,900	359,900	359,900	359,900	5,549,791
NON-OPERATING REVENUES																				
Sales Tax Revenue	35,332,154	32,088,804	34,191,233	3,930,579	38,121,812	39,646,685	41,232,552	42,469,529	43,743,615	45,055,923	46,407,601	47,799,829	49,233,824	50,710,839	52,232,164	53,799,129	55,413,103	57,075,496	58,787,760	757,062,014
Operating Grants	19,633,941	21,781,841	21,864,250	-	21,864,250	13,181,363	11,021,042	11,021,042	11,021,042	8,202,429	8,202,429	8,202,429	8,202,429	8,202,429	8,202,429	8,202,429	8,202,429	8,202,429	8,202,429	169,766,968
Investment Income	31,178	12,000	12,000	-	12,000	6,000	76,572	67,447	65,801	71,421	75,082	77,971	80,527	82,586	83,555	84,233	86,847	88,159	89,052	1,078,432
TOTAL REVENUES	58,971,181	58,388,316	60,753,448	3,930,579	64,684,027	58,828,994	58,507,788	59,868,014	61,287,692	60,030,510	61,543,640	62,981,661	64,572,965	66,098,557	67,665,264	69,399,818	71,064,141	72,777,286	74,707,875	1,032,989,414
OPERATING EXPENSES																				
Bus Operating Expense	10,039,787	16,136,775	19,463,740	-	19,463,740	22,894,813	23,535,348	24,158,775	25,048,915	26,183,658	27,271,669	28,228,549	29,464,195	30,391,170	31,542,853	32,769,726	33,857,026	35,403,424	36,671,241	436,924,890
Rail Operating Expense	13,530,078	15,149,321	15,059,321	-	15,059,321	16,505,947	16,186,154	16,642,147	17,134,109	17,622,386	18,141,775	18,668,956	19,220,933	19,782,675	20,354,744	20,957,358	21,566,129	22,195,467	22,846,052	296,414,231
G&A Operating Expense	5,896,514	6,760,429	7,844,029	-	7,844,029	7,967,400	7,647,637	7,554,044	7,791,405	8,038,830	8,296,895	8,566,222	8,847,471	9,141,353	9,448,627	9,770,107	10,106,665	10,459,237	10,828,826	138,205,263
TOTAL OPERATING EXPENSES	29,466,379	38,046,525	42,367,090	-	42,367,090	47,368,160	47,369,140	48,354,966	49,974,429	51,844,873	53,710,339	55,463,727	57,532,600	59,315,198	61,346,225	63,497,192	65,529,820	68,058,128	70,346,119	871,544,384
NET INCOME	29,504,801	20,341,791	18,386,358		22,316,937	11,460,834	11,138,648	11,513,049	11,313,263	8,185,637	7,833,301	7,517,934	7,040,365	6,783,360	6,319,039	5,902,626	5,534,321	4,719,158	4,361,756	161,445,030
CAPITAL OUTLAY & MAJOR MAINTENANCE																				
Bus Capital	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bus Fleet Replacement	1,053,712	-	-	-	-	-	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000	16,653,712
Professional Services / Technology Improvements	-	496,000	496,000	(300,000)	196,000	3,409,000	350,000	80,000	-	45,000	125,000	350,000	80,000	-	45,000	125,000	350,000	80,000	-	5,235,000
Transit Safety Improvements	10,095	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	10,095
Hike & Bike Trails	(18,151)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(18,151)
Major Maintenance Items - Rail	-	1,836,442	2,257,514		2,257,514	2,000,000	2,034,860	2,897,164	3,327,187	2,109,209	2,450,921	2,244,169	2,531,313	3,446,188	3,130,859	2,783,914	3,492,042	3,365,880	2,879,918	40,951,139
Major Maintenance Items - Bus	-	179,530	179,530	(179,530)	-	179,530	264,203	200,000	200,000	200,000	200,000	200,000	200,000	200,000	200,000	200,000	200,000	200,000	200,000	2,843,733
Positive Train Control	109,080	5,448,820	5,549,395	(5,151,820)	397,575	1,755,546	3,396,274	-	-	-	-	-	-	-	-	-	-	-	-	5,658,475
Infrastructure Acquisition - Old Town	11,745	-	-	-	-	634,981	-	-	-	-	-	-	-	-	-	-	-	-	-	646,726
Brownfield Remediation	-	20,000	53,552	-	53,552	-	-	-	-	-	-	-	-	-	-	-	-	-	-	53,552
Joint Rail Operations Facility (JROF)	-	-	2,794,840	(2,244,887)	549,953	5,928,263	5,571,696	-	-	-	-	-	-	-	-	-	-	-	-	12,049,912
Transportation Reinvestment Program (TRiP)	-	7,119,429	17,545,342	(9,833,006)	7,712,337	21,226,222	9,190,935	7,815,072	-	-	-	-	-	-	-	-	-	-	-	45,944,566
TOTAL CAPITAL OUTLAY & MAJOR MAINTENANCE	1,166,481	15,100,221	28,876,172	(17,709,242)	11,166,930	35,133,542	22,007,968	12,192,236	4,727,187	3,554,209	3,975,921	3,994,169	4,011,313	4,846,188	4,575,859	4,308,914	5,242,042	4,845,880	4,279,918	130,028,759
TOTAL CAPITAL, MAINTENANCE AND OPERATING EXPENSES	30,632,860	53,146,746	71,243,262	(17,709,242)	53,534,020	82,501,702	69,377,108	60,547,202	54,701,616	55,399,082	57,686,260	59,457,896	61,543,913	64,161,385	65,922,084	67,806,106	70,771,861	72,904,009	74,626,037	1,001,573,144
CAPITAL SOURCES																				
Proceeds from Debt Issuance	260,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	260,000
Capital Grants	1,409,423	4,609,056	4,689,516	(4,371,456)	318,060	2,351,637	3,737,019	1,020,000	1,020,000	1,020,000	1,020,000	1,020,000	1,020,000	1,020,000	1,020,000	1,020,000	1,020,000	1,020,000	1,020,000	20,056,139
Capital Grants - Old Town	-	-	-	-	-	634,981	-	-	-	-	-	-	-	-	-	-	-	-	-	634,981
Capital Reimbursement - DART JROF	-	-	2,794,840	-	2,794,840	9,255,072	-	-	-	-	-	-	-	-	-	-	-	-	-	12,049,912
TOTAL CAPITAL SOURCES	1,669,423	4,609,056	7,484,356	(4,371,456)	3,112,900	12,241,690	3,737,019	1,020,000	1,020,000	1,020,000	1,020,000	1,020,000	1,020,000	1,020,000	1,020,000	1,020,000	1,020,000	1,020,000	1,020,000	33,001,032
DEBT SERVICE																				
2009 Series Refunding Bonds	90,475	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	90,475
2011 Series Contractual Obligations	1,094,789	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1,094,789
2020 Series Refunding Bonds	1,794,775	1,712,800	1,712,800	-	1,712,800	986,278	967,467	948,755	930,142	916,628	898,163	874,798	861,581	833,413	2,085,444	-	-	-	-	13,810,240
2021 Series Refunding Bonds	72,147	990,000	990,000	-	990,000	1,001,160	1,024,832	1,038,056	1,055,960	1,073,480	1,090,616	1,112,368	1,128,672	1,154,592	-	-	-	-	-	10,741,883
TOTAL DEBT SERVICE	3,052,187	2,702,800	2,702,800	-	2,702,800	1,987,438	1,992,299	1,986,811	1,986,102	1,990,108	1,988,779	1,987,166	1,990,253	1,988,005	2,085,444	-	-	-	-	25,737,388
Internal Debt Service Coverage:	9.67	7.53	6.80		8.26	5.77	5.59	5.79	5.70	4.11	3.94	3.78	3.54	3.41	3.03	N/A	N/A	N/A	N/A	
Outstanding Bond Principal as of September 30th	21,265,000	18,800,000	18,800,000		18,800,000	17,025,000	15,225,000	13,410,000	11,575,000	9,715,000	7,835,000	5,935,000	4,010,000	2,065,000	-	-	-	-	-	
ENDING FUND BALANCE	78,429,922	66,434,443	72,721,664		89,990,029	76,571,573	67,446,973	65,800,975	71,420,949	75,082,270	77,970,871	80,527,470	82,586,270	83,555,437	84,233,174	86,846,886	88,159,165	89,052,443	90,154,281	90,154,281
Less Required Fund Balance (O&M Reserve Policy)	7,366,595	9,511,631	10,591,773		10,591,773	11,842,040	11,842,285	12,088,741	12,493,607	12,961,218	13,427,585	13,865,932	14,383,150	14,828,799	15,336,556	15,874,298	16,382,455	17,014,532	17,586,530	
Less Sales Tax Stabilization Fund	1,059,965	962,664	1,025,737		1,143,654	1,189,401	1,236,977	1,274,086	1,312,308	1,351,678	1,392,228	1,433,995	1,477,015	1,521,325	1,566,965	1,613,974	1,662,393	1,712,265	1,763,633	
Less Fuel Stabilization Fund	450,000	286,189	299,822		299,822	267,231	267,231	267,231	267,231	267,231	267,231	267,231	267,231	267,231	267,231	267,231	267,231	267,231	267,231	
Less Capital/Infrastructure Fund	4,000,000	2,000,000	2,000,000		2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	
NET AVAILABLE FUND BALANCE	\$ 65,553,363	\$ 53,673,959	\$ 58,804,333		\$ 75,954,780	\$ 61,272,902	\$ 52,100,481	\$ 50,170,917	\$ 55,347,803	\$ 58,502,143	\$ 60,883,827	\$ 62,960,313	\$ 64,458,875	\$ 64,938,082	\$ 65,062,422	\$ 67,091,383	\$ 67,847,087	\$ 68,058,415	\$ 68,536,887	

As of June 16, 2022

DENTON COUNTY TRANSPORTATION AUTHORITY  
FY23 Proposed Budget  
Change in Net Position - Combined Statement (DCTA & NTMC)

Description	FY 2021 Actuals	DCTA FY 2022 Working Budget	DCTA FY 2022 Proposed Revisions	DCTA FY 2022 Proposed Revised Budget	NTMC FY 2022 Working Budget	FY 2022 Adopted Budget	FY 2022 Working Budget	FY 2022 Proposed Revised Budget	DCTA FY 2023 Proposed Budget	NTMC FY 2023 Proposed Budget	FY 2023 Proposed Budget
OPERATING REVENUE											
Passenger Revenues (Bus Farebox)	\$ 265,879	\$ 168,096	\$ -	\$ 168,096	\$ -	\$ 116,994	\$ 168,096	\$ 168,096	\$ 206,348	\$ -	\$ 206,348
Passenger Revenues (GoZone Farebox)	-	211,566	-	211,566	-	210,001	211,566	211,566	1,295,474	-	1,295,474
Passenger Revenues (Rail Farebox)	282,291	262,917	-	262,917	-	262,917	262,917	262,917	295,805	-	295,805
Contract Service Revenue	2,923,185	4,043,386	-	4,043,386	-	3,915,759	4,043,386	4,043,386	3,828,781	-	3,828,781
Total Operating Revenue	3,471,355	4,685,965	-	4,685,965	-	4,505,671	4,685,965	4,685,965	5,626,408	-	5,626,408
OPERATING EXPENSES											
Salary, Wages & Benefits	9,973,967	5,103,643	-	5,103,643	6,661,164	10,890,950	11,764,807	11,764,807	5,386,909	6,666,425	12,053,334
Outsourced Services & Charges	5,395,088	5,720,562	-	5,720,562	452,892	5,061,632	6,173,454	6,173,454	5,720,079	607,444	6,327,523
Materials & Supplies	1,087,451	2,780,594	-	2,780,594	1,936	2,652,030	2,782,530	2,782,530	3,515,200	1,936	3,517,136
Utilities	431,998	526,281	-	526,281	-	526,281	526,281	526,281	625,941	-	625,941
Insurance	1,822,821	1,706,052	-	1,706,052	89,337	1,701,654	1,795,389	1,795,389	1,750,482	95,592	1,846,074
Transportation Reinvestment	29,798	-	-	-	-	-	-	-	-	-	-
Purchased Transportation Services	10,302,946	18,790,814	-	18,790,814	-	16,680,162	18,790,814	18,790,814	22,397,875	-	22,397,875
Employee Development	97,423	235,385	-	235,385	58,660	294,045	294,045	294,045	300,565	53,260	353,825
Leases & Rentals	224,889	139,772	-	139,772	-	139,772	139,772	139,772	146,452	-	146,452
Depreciation	9,956,637	11,349,464	-	11,349,464	-	10,899,464	11,349,464	11,349,464	11,211,908	-	11,211,908
Total Operating Expenses	39,323,018	46,352,567	-	46,352,567	7,263,989	48,845,990	53,616,556	53,616,556	51,055,411	7,424,657	58,480,068
Operating Income / (Loss)	(35,851,663)	(41,666,602)	-	(41,666,602)	(7,263,989)	(44,340,319)	(48,930,591)	(48,930,591)	(45,429,003)	(7,424,657)	(52,853,660)
NON-OPERATING REVENUE / (EXPENSE)											
Investment Income	31,178	12,000	-	12,000	-	12,000	12,000	12,000	6,000	-	6,000
Lease Income	-	-	-	-	-	-	-	-	368,538	-	368,538
Misc. Revenues	502,552	2,794,840	-	2,794,840	-	-	2,794,840	2,794,840	9,255,072	-	9,255,072
Sales Tax Revenue	35,332,154	34,191,233	3,930,579	38,121,812	-	32,088,804	34,191,233	38,121,812	39,646,685	-	39,646,685
Federal Grants & Reimbursements	20,969,469	26,553,766	(4,371,456)	22,182,310	-	26,390,897	26,553,766	22,182,310	16,167,981	-	16,167,981
State Grants & Reimbursements	73,895	-	-	-	-	-	-	-	-	-	-
Long Term Debt Interest/Expense	(697,186)	(237,800)	-	(237,800)	-	(237,800)	(237,800)	(237,800)	(212,640)	-	(212,640)
Total Non-Operating Revenue / (Expense)	56,212,062	63,314,039	(440,877)	62,873,162	-	58,253,901	63,314,039	62,873,162	65,231,636	-	65,231,636
Income (Loss) Before Transfers	20,360,399	21,647,437	(440,877)	21,206,560	(7,263,989)	13,913,582	14,383,448	13,942,571	19,802,633	(7,424,657)	12,377,976
Transfers Out	(6,520,464)	(7,263,989)	-	(7,263,989)	-	(6,364,715)	(7,263,989)	(7,263,989)	(7,424,657)	-	(7,424,657)
Transfers In	6,520,464	-	-	-	7,263,989	6,364,715	7,263,989	7,263,989	-	7,424,657	7,424,657
Total Transfers	-	(7,263,989)	-	(7,263,989)	7,263,989	-	-	-	(7,424,657)	7,424,657	-
CHANGE IN NET POSITION	\$ 20,360,399	\$ 14,383,448	\$ (440,877)	\$ 13,942,571	\$ -	\$ 13,913,582	\$ 14,383,448	\$ 13,942,571	\$ 12,377,976	\$ -	\$ 12,377,976
Net Position - Beginning of Year:	\$ 337,218,981					\$ 356,412,899	\$ 356,412,899	\$ 356,412,899			\$ 359,188,540
Net Position - End of Year:	\$ 357,579,380					\$ 370,326,481	\$ 370,796,347	\$ 370,355,470			\$ 371,566,516
Transfer to Capital Projects	\$ (1,166,481)	\$ (28,876,172)	\$ 17,709,242	\$ (11,166,930)		\$ (15,100,221)	\$ (28,876,172)	\$ (11,166,930)			\$ (35,133,542)
Net Position After Capital Project Transfer	\$ 356,412,899					355,226,260	341,920,175	359,188,540			336,432,974

DENTON COUNTY TRANSPORTATION AUTHORITY  
FY23 Proposed Budget  
Change in Net Position - Combined Statement (DCTA & NTMC)  
*Depreciation Not Included*

Description	FY 2021 Actuals	DCTA FY 2022 Working Budget	DCTA FY 2022 Proposed Revisions	DCTA FY 2022 Proposed Revised Budget	NTMC FY 2022 Working Budget	FY 2022 Adopted Budget	FY 2022 Working Budget	FY 2022 Proposed Revised Budget	DCTA FY 2023 Proposed Budget	NTMC FY 2023 Proposed Budget	FY 2023 Proposed Budget
OPERATING REVENUE											
Passenger Revenues (Bus Farebox)	\$ 265,879	\$ 168,096	\$ -	\$ 168,096	\$ -	\$ 116,994	\$ 168,096	\$ 168,096	\$ 206,348	\$ -	\$ 206,348
Passenger Revenues (GoZone Farebox)	-	211,566	-	211,566	-	210,001	211,566	211,566	1,295,474	-	1,295,474
Passenger Revenues (Rail Farebox)	282,291	262,917	-	262,917	-	262,917	262,917	262,917	295,805	-	295,805
Contract Service Revenue	2,923,185	4,043,386	-	4,043,386	-	3,915,759	4,043,386	4,043,386	3,828,781	-	3,828,781
Total Operating Revenue	3,471,355	4,685,965	-	4,685,965	-	4,505,671	4,685,965	4,685,965	5,626,408	-	5,626,408
OPERATING EXPENSES											
Salary, Wages & Benefits	9,973,967	5,103,643	-	5,103,643	6,661,164	10,890,950	11,764,807	11,764,807	5,386,909	6,666,425	12,053,334
Outsourced Services & Charges	5,395,088	5,720,562	-	5,720,562	452,892	5,061,632	6,173,454	6,173,454	5,720,079	607,444	6,327,523
Materials & Supplies	1,087,451	2,780,594	-	2,780,594	1,936	2,652,030	2,782,530	2,782,530	3,515,200	1,936	3,517,136
Utilities	431,998	526,281	-	526,281	-	526,281	526,281	526,281	625,941	-	625,941
Insurance	1,822,821	1,706,052	-	1,706,052	89,337	1,701,654	1,795,389	1,795,389	1,750,482	95,592	1,846,074
Transportation Reinvestment	29,798	-	-	-	-	-	-	-	-	-	-
Purchased Transportation Services	10,302,946	18,790,814	-	18,790,814	-	16,680,162	18,790,814	18,790,814	22,397,875	-	22,397,875
Employee Development	97,423	235,385	-	235,385	58,660	294,045	294,045	294,045	300,565	53,260	353,825
Leases & Rentals	224,889	139,772	-	139,772	-	139,772	139,772	139,772	146,452	-	146,452
Total Operating Expenses	29,366,380	35,003,103	-	35,003,103	7,263,989	37,946,526	42,267,092	42,267,092	39,843,503	7,424,657	47,268,160
Operating Income / (Loss)	(25,895,025)	(30,317,138)	-	(30,317,138)	(7,263,989)	(33,440,855)	(37,581,127)	(37,581,127)	(34,217,095)	(7,424,657)	(41,641,752)
NON-OPERATING REVENUE / (EXPENSE)											
Investment Income	31,178	12,000	-	12,000	-	12,000	12,000	12,000	6,000	-	6,000
Lease Income	-	-	-	-	-	-	-	-	368,538	-	368,538
Misc. Revenues	502,552	2,794,840	-	2,794,840	-	-	2,794,840	2,794,840	9,255,072	-	9,255,072
Sales Tax Revenue	35,332,154	34,191,233	3,930,579	38,121,812	-	32,088,804	34,191,233	38,121,812	39,646,685	-	39,646,685
Federal Grants & Reimbursements	20,969,469	26,553,766	(4,371,456)	22,182,310	-	26,390,897	26,553,766	22,182,310	16,167,981	-	16,167,981
State Grants & Reimbursements	73,895	-	-	-	-	-	-	-	-	-	-
Long Term Debt Interest/Expense	(697,186)	(237,800)	-	(237,800)	-	(237,800)	(237,800)	(237,800)	(212,640)	-	(212,640)
Total Non-Operating Revenue / (Expense)	56,212,062	63,314,039	(440,877)	62,873,162	-	58,253,901	63,314,039	62,873,162	65,231,636	-	65,231,636
Income (Loss) Before Transfers	30,317,037	32,996,901	(440,877)	32,556,024	(7,263,989)	24,813,046	25,732,912	25,292,035	31,014,541	(7,424,657)	23,589,884
Transfers Out	(6,520,464)	(7,263,989)	-	(7,263,989)	-	(6,364,715)	(7,263,989)	(7,263,989)	(7,424,657)	-	(7,424,657)
Transfers In	6,520,464	-	-	-	7,263,989	6,364,715	7,263,989	7,263,989	-	7,424,657	7,424,657
Total Transfers	-	(7,263,989)	-	(7,263,989)	7,263,989	-	-	-	(7,424,657)	7,424,657	-
CHANGE IN NET POSITION	\$ 30,317,037	\$ 25,732,912	\$ (440,877)	\$ 25,292,035	\$ -	\$ 24,813,046	\$ 25,732,912	\$ 25,292,035	\$ 23,589,884	\$ -	\$ 23,589,884

DENTON COUNTY TRANSPORTATION AUTHORITY  
FY23 Proposed Budget  
Change in Net Position by Function - Combined Statement (DCTA & NTMC)

Description	FY 2021 Actuals	FY 2022 Adopted Budget	FY 2022 Working Budget	FY 2022 Proposed Revisions	FY 2022 Proposed Revised Budget	FY 2023 Proposed Budget	\$ Increase / (Decrease)	Notes
OPERATING REVENUE								
Passenger Revenues (Bus Farebox)	\$ 265,787	\$ 116,994	\$ 168,096	\$ -	\$ 168,096	\$ 206,348	\$ 38,252	In FY22 bus farebox was increased due to the extension of fixed route service through Sept 2022
Passenger Revenues (GoZone Farebox)		210,001	211,566	-	211,566	1,295,474	1,083,908	Fare assumption of \$1.50/ride in FY23 compared to \$.75 in FY22; Ridership increase from 280k to 864k
Passenger Revenues (Rail Farebox)	282,291	262,917	262,917	-	262,917	295,805	32,888	Increase of 3-5% in rail ridership included in FY23; Avg fare revenue of \$1.50
Contract Service Revenue	2,923,277	3,915,759	4,043,386	-	4,043,386	3,828,781	(214,605)	Decrease due to elimination of McKinney/CCT service Dec 2021 & Trinity Metro/Alliance Lyft service as of Jan 2023
Total Operating Revenue	3,471,355	4,505,671	4,685,965	-	4,685,965	5,626,408	940,443	
GENERAL & ADMINISTRATIVE EXPENSES								
Salary, Wages & Benefits	3,265,302	3,842,511	3,842,511	-	3,842,511	3,957,944	115,433	FY23 includes additional FTE for Risk/Safety Manager (\$161,590); offset by savings of \$78,497 with elimination of Finance Assistant FTE; Includes merit pay of 3.5%
Outsourced Services & Charges	2,274,345	2,436,018	3,470,918	-	3,470,918	3,403,839	(67,079)	In FY22, outsourced services was increased for the following: (1) Task Order #3 for Accenture - \$447k; (2) CEO Executive Search - \$84k; (3) Accenture/Robert Half services related to the interim staffing expenses in Finance & HR - \$478,250  The proposed FY23 budget includes the following one-time expenses: (1) Long-Range Service Plan - \$600k; (2) KCS Rail Study - \$750k (spread over FY23 & FY24); (3) Security Camera, Access Control & Station Signage Study - \$150k; (4) Enhanced Marketing & Advertising Initiative - \$250k
Materials & Supplies	86,970	87,850	136,550	-	136,550	138,050	1,500	In FY22, materials & supplies was increased for the Board Room Audio/Visual Project that was delayed due to vendor supply issues - \$48,700 In FY23 there is \$68k included for laptop/desktop replacements for DCTA & NTMC staff based on the IT replacement schedule
Utilities	25,915	42,710	42,710	-	42,710	44,210	1,500	
Insurance	12,416	15,515	15,515	-	15,515	16,707	1,192	
Transportation Reinvestment	29,798	-	-	-	-	-	-	
Purchased Transportation Services	-	-	-	-	-	-	-	
Employee Development	77,670	205,305	205,305	-	205,305	269,450	64,145	Increase of \$17k related to APTA Leadership Program (JT); additional \$3k for Grammarly program; \$3k for off-site leadership meetings; overall increase in conference expense
Leases & Rentals	124,100	130,520	130,520	-	130,520	137,200	6,680	
Depreciation	66,626	66,626	66,626	-	66,626	-	(66,626)	
Total G&A Operating Expenses	5,963,140	6,827,055	7,910,655	-	7,910,655	7,967,400	56,745	
BUS OPERATIONS EXPENSES								
Salary, Wages & Benefits	6,423,550	6,441,844	7,315,701	-	7,315,701	7,425,347	109,646	Assumes a 17% increase in health benefits due to expected high loss ratio. FY23 benefits are based on current elections counts with vacancies (14) assumed at EE+Family plans
Outsourced Services & Charges	1,262,360	1,790,955	1,867,877	-	1,867,877	1,902,025	34,148	
Materials & Supplies	656,897	1,461,080	1,632,880	-	1,632,880	1,956,644	323,764	Increase in fuel expense - assuming \$4.25/gallon in FY23 compared to \$3.00 in FY22 due to recent fuel volatility
Utilities	143,151	199,183	199,183	-	199,183	185,597	(13,586)	
Insurance	441,324	345,082	438,817	-	438,817	463,344	24,527	
Purchased Transportation Services	995,253	5,816,095	7,926,747	-	7,926,747	10,885,644	2,958,897	Increase of \$2.9M due to the following: (1) GoZone increase of \$2.8M - hourly rate increase from \$41.06 to \$41.28; Impact of \$2M due to "high quality" of Via service approved by the Board in FY22; Includes \$153k for proposed Saturday AM service and overall quality improvements (2) Vanpool service increase of \$344k based on current service trend; 100% grant funded (3) Reduction of \$52k for CCT service elimination in FY22 & \$125k for Trinity Metro/Alliance Lyft service elimination in Jan 2023
Employee Development	18,074	75,685	75,685	-	75,685	69,360	(6,325)	
Leases & Rentals	99,177	6,852	6,852	-	6,852	6,852	-	
Depreciation	1,241,913	1,329,404	1,329,404	-	1,329,404	1,275,250	(54,154)	
Total Bus Operations Expenses	11,281,700	17,466,180	20,793,146	-	20,793,146	24,170,063	3,376,917	
RAIL OPERATIONS EXPENSES								
Salary, Wages & Benefits	285,114	606,595	606,595	-	606,595	670,043	63,448	Includes merit pay of 3.5%
Outsourced Services & Charges	1,858,381	834,659	834,659	-	834,659	1,021,659	187,000	Professional services budget assumes an increase for projects that will result from the Rail Efficiency Study that is currently underway
Materials & Supplies	343,585	1,103,100	1,013,100	-	1,013,100	1,422,442	409,342	Increase in fuel expense - assuming \$5.25/gallon in FY23 compared to \$3.00 in FY22 due to recent fuel volatility & experienced increases. Also includes additional \$98k for DART Silver Line fuel useage beginning in Jan 2023 calculated at 10% of DCTA budget per month
Utilities	262,932	284,388	284,388	-	284,388	396,134	111,746	Increase due to additional utility expenses related to DART JROF facility usage beginning in Jan 2023; Increase in electricity rate for Mid American Energy from .039 to .076
Insurance	1,369,081	1,341,057	1,341,057	-	1,341,057	1,366,023	24,966	
Purchased Transportation Services	9,307,693	10,864,067	10,864,067	-	10,864,067	11,512,231	648,164	Based on Rio Grande Pacific contract terms
Employee Development	1,679	13,055	13,055	-	13,055	15,015	1,960	
Leases & Rentals	1,613	2,400	2,400	-	2,400	2,400	-	
Depreciation	8,648,099	9,503,434	9,953,434	-	9,953,434	9,936,658	(16,776)	
Total Rail Operations Expenses	22,078,178	24,552,755	24,912,755	-	24,912,755	26,342,605	1,429,850	
Total Operating Expenses	39,323,018	48,845,990	53,616,556	-	53,616,556	58,480,068	4,863,512	
Operating Income / (Loss)	(35,851,663)	(44,340,319)	(48,930,591)	-	(48,930,591)	(52,853,660)	(3,923,069)	
NON-OPERATING REVENUE / (EXPENSE)								
Investment Income	31,178	12,000	12,000	-	12,000	6,000	(6,000)	
Lease Income	-	-	-	-	-	368,538	368,538	This accounts for Burns property lease income of \$73,500 that will begin October 1, 2022 thru June 30, 2023; DART lease income of \$295,038 for JROF property & fuel reimbursement
Misc. Revenues	502,553	-	2,794,840	-	2,794,840	9,255,072	6,460,232	DART reimbursement for JROF design & construction expense
Sales Tax Revenue	35,332,154	32,088,804	34,191,233	3,930,579	38,121,812	39,646,685	1,524,873	Based on a 4% increase over the FY22 sales tax projection that includes actuals received thru May 2022 + FY21 actuals received for the months of June - Sept 2021, escalated by 3%
Federal Grants & Reimbursements	20,969,469	26,390,897	26,553,766	(4,371,456)	22,182,310	16,167,981	(6,014,329)	Decrease as a result in capital project rollovers & the depletion of the American Rescue Plan (ARP) grant funds in FY22 that DCTA was awarded
State Grants & Reimbursements	73,895	-	-	-	-	-	-	
Long Term Debt Interest/Expense	(697,187)	(237,800)	(237,800)	-	(237,800)	(212,640)	25,160	
Total Non-Operating Revenue / (Expense)	56,212,062	58,253,901	63,314,039	(440,877)	62,873,162	65,231,636	2,358,474	
Income (Loss) Before Transfers	20,360,399	13,913,582	14,383,448	(440,877)	13,942,571	12,377,976	(1,564,595)	
Transfers Out	(6,520,464)	(6,364,715)	(7,263,989)	-	(7,263,989)	(7,424,657)	(160,668)	
Transfers In	6,520,464	6,364,715	7,263,989	-	7,263,989	7,424,657	160,668	
Total Transfers	-	-	-	-	-	-	-	
CHANGE IN NET POSITION	\$ 20,360,399	\$ 13,913,582	\$ 14,383,448	\$	13,942,571	\$ 12,377,976	(1,564,595)	
Net Position - Beginning of Year:	\$ 337,218,981	\$ 356,412,899	\$ 356,412,899	\$	356,412,899	\$ 359,188,540		
Net Position - End of Year:	\$ 357,579,380	\$ 370,326,481	\$ 370,796,347	\$	370,355,470	\$ 371,566,516		
Transfer to Capital Projects	\$ (1,166,481)	\$ (15,100,221)	\$ (28,876,172)	\$ 17,709,242	\$ (11,166,930)	\$ (35,133,542)		
Net Position After Capital Project Transfer	\$ 356,412,899	\$355,226,260	\$ 341,920,175	\$	359,188,540	\$ 336,432,974		



DENTON COUNTY TRANSPORTATION AUTHORITY  
FY23 Proposed Budget  
Change in Net Position by Function - Combined Statement (DCTA & NTMC)  
*Depreciation Not Included*

Description	FY 2021 Actuals	FY 2022 Adopted Budget	FY 2022 Working Budget	FY 2022 Proposed Revisions	FY 2022 Proposed Revised Budget	FY 2023 Proposed Budget	\$ Increase / (Decrease)	Notes
OPERATING REVENUE								**Comparison is between the FY22 Proposed Revised Budget & FY23 Proposed Budget**
Passenger Revenues (Bus Farebox)	\$ 265,787	\$ 116,994	\$ 168,096	\$ -	\$ 168,096	\$ 206,348	\$ 38,252	In FY22 bus farebox was increased due to the extension of fixed route service through Sept 2022
Passenger Revenues (GoZone Farebox)		210,001	211,566	-	211,566	1,295,474	1,083,908	Fare assumption of \$1.50/ride in FY23 compared to \$.75 in FY22; Ridership increase from 280k to 864k
Passenger Revenues (Rail Farebox)	282,291	262,917	262,917	-	262,917	295,805	32,888	Increase of 3-5% in rail ridership included in FY23; Avg fare revenue of \$1.50
Contract Service Revenue	2,923,277	3,915,759	4,043,386	-	4,043,386	3,828,781	(214,605)	Decrease due to elimination of McKinney/CCT service Dec 2021 & Trinity Metro/Alliance Lyft service as of Jan 2023
Total Operating Revenue	3,471,355	4,505,671	4,685,965	-	4,685,965	5,626,408	940,443	
GENERAL & ADMINISTRATIVE EXPENSES								
Salary, Wages & Benefits	3,265,302	3,842,511	3,842,511	-	3,842,511	3,957,944	115,433	FY23 includes additional FTE for Risk/Safety Manager (\$161,590); offset by savings of \$78,497 with elimination of Finance Assistant FTE; Includes merit pay of 3.5%
Outsourced Services & Charges	2,274,345	2,436,018	3,470,918	-	3,470,918	3,403,839	(67,079)	In FY22, outsourced services was increased for the following: (1) Task Order #3 for Accenture - \$447k; (2) CEO Executive Search - \$84k; (3) Accenture/Robert Half services related to the interim staffing expenses in Finance & HR - \$478,250
Materials & Supplies	86,970	87,850	136,550	-	136,550	138,050	1,500	The proposed FY23 budget includes the following one-time expenses: (1) Long-Range Service Plan - \$600k; (2) KCS Rail Study - \$750k (spread over FY23 & FY24); (3) Security Camera, Access Control & Station Signage Study - \$150k; (4) Enhanced Marketing & Advertising Initiative - \$250k
Utilities	25,915	42,710	42,710	-	42,710	44,210	1,500	In FY22, materials & supplies was increased for the Board Room Audio/Visual Project that was delayed due to vendor supply issues - \$48,700
Insurance	12,416	15,515	15,515	-	15,515	16,707	1,192	In FY23 there is \$68k included for laptop/desktop replacements for DCTA & NTMC staff based on the IT replacement schedule
Transportation Reinvestment	29,798	-	-	-	-	-	-	
Purchased Transportation Services	-	-	-	-	-	-	-	
Employee Development	77,670	205,305	205,305	-	205,305	269,450	64,145	Increase of \$17k related to APTA Leadership Program (JT); additional \$3k for Grammarly program; \$3k for off-site leadership meetings; overall increase in conference expense
Leases & Rentals	124,100	130,520	130,520	-	130,520	137,200	6,680	
Total G&A Operating Expenses	5,896,514	6,760,429	7,844,029	-	7,844,029	7,967,400	123,371	
BUS OPERATIONS EXPENSES								
Salary, Wages & Benefits	6,423,550	6,441,844	7,315,701	-	7,315,701	7,425,347	109,646	Assumes a 17% increase in health benefits due to expected high loss ratio. FY23 benefits are based on current elections counts with vacancies (14) assumed at EE+Family plans
Outsourced Services & Charges	1,262,360	1,790,955	1,867,877	-	1,867,877	1,902,025	34,148	
Materials & Supplies	656,897	1,461,080	1,632,880	-	1,632,880	1,956,644	323,764	Increase in fuel expense - assuming \$4.25/gallon in FY23 compared to \$3.00 in FY22 due to recent fuel volatility
Utilities	143,151	199,183	199,183	-	199,183	185,597	(13,586)	
Insurance	441,324	345,082	438,817	-	438,817	463,344	24,527	
Purchased Transportation Services	995,253	5,816,095	7,926,747	-	7,926,747	10,885,644	2,958,897	Increase of \$2.9M due to the following: (1) GoZone increase of \$2.8M - hourly rate increase from \$41.06 to \$41.28; Impact of \$2M due to "high quality" of Via service approved by the Board in FY22; Includes \$153k for proposed Saturday AM service and overall quality improvements (2) Vanpool service increase of \$344k based on current service trend; 100% grant funded (3) Reduction of \$52k for CCT service elimination in FY22 & \$125k for Trinity Metro/Alliance Lyft service elimination in Jan 2023
Employee Development	18,074	75,685	75,685	-	75,685	69,360	(6,325)	
Leases & Rentals	99,177	6,852	6,852	-	6,852	6,852	-	
Total Bus Operations Expenses	10,039,787	16,136,776	19,463,742	-	19,463,742	22,894,813	3,431,071	
RAIL OPERATIONS EXPENSES								
Salary, Wages & Benefits	285,114	606,595	606,595	-	606,595	670,043	63,448	Includes merit pay of 3.5%
Outsourced Services & Charges	1,858,381	834,659	834,659	-	834,659	1,021,659	187,000	Professional services budget assumes an increase for projects that will result from the Rail Efficiency Study that is currently underway
Materials & Supplies	343,585	1,103,100	1,013,100	-	1,013,100	1,422,442	409,342	Increase in fuel expense - assuming \$5.25/gallon in FY23 compared to \$3.00 in FY22 due to recent fuel volatility & experienced increases. Also includes additional \$98k for DART Silver Line fuel usage beginning in Jan 2023 calculated at 10% of DCTA budget per month
Utilities	262,932	284,388	284,388	-	284,388	396,134	111,746	Increase due to additional utility expenses related to DART JROF facility usage beginning in Jan 2023; Increase in electricity rate for Mid American Energy from .039 to .076
Insurance	1,369,081	1,341,057	1,341,057	-	1,341,057	1,366,023	24,966	
Purchased Transportation Services	9,307,693	10,864,067	10,864,067	-	10,864,067	11,512,231	648,164	Based on Rio Grande Pacific contract terms
Employee Development	1,679	13,055	13,055	-	13,055	15,015	1,960	
Leases & Rentals	1,613	2,400	2,400	-	2,400	2,400	-	
Total Rail Operations Expenses	13,430,078	15,049,321	14,959,321	-	14,959,321	16,405,947	1,446,626	
Total Operating Expenses	29,366,380	37,946,526	42,267,092	-	42,267,092	47,268,160	5,001,068	
Operating Income / (Loss)	(25,895,024)	(33,440,855)	(37,581,127)	-	(37,581,127)	(41,641,752)	(4,060,625)	
NON-OPERATING REVENUE / (EXPENSE)								
Investment Income	31,178	12,000	12,000	-	12,000	6,000	(6,000)	
Lease Income	-	-	-	-	-	368,538	368,538	This accounts for Burns property lease income of \$73,500 that will begin October 1, 2022 thru June 30, 2023; DART lease income of \$295,038 for JROF property & fuel reimbursement
Misc. Revenues	502,553	-	2,794,840	-	2,794,840	9,255,072	6,460,232	DART reimbursement for JROF design & construction expense
Sales Tax Revenue	35,332,154	32,088,804	34,191,233	3,930,579	38,121,812	39,646,685	1,524,873	Based on a 4% increase over the FY22 sales tax projection that includes actuals received thru May 2022 + FY21 actuals received for the months of June - Sept 2021, escalated by 3%
Federal Grants & Reimbursements	20,969,469	26,390,897	26,553,766	(4,371,456)	22,182,310	16,167,981	(6,014,329)	Decrease as a result in capital project rollovers & the depletion of the American Rescue Plan (ARP) grant funds in FY22 that DCTA was awarded
State Grants & Reimbursements	73,895	-	-	-	-	-	-	
Long Term Debt Interest/Expense	(697,187)	(237,800)	(237,800)	-	(237,800)	(212,640)	25,160	
Total Non-Operating Revenue / (Exp)	56,212,062	58,253,901	63,314,039	(440,877)	62,873,162	65,231,636	2,358,474	
Income (Loss) Before Transfers	30,317,038	24,813,046	25,732,912	(440,877)	25,292,035	23,589,884	(1,702,151)	
Transfers Out	(6,520,464)	(6,364,715)	(7,263,989)	-	(7,263,989)	(7,424,657)	(160,668)	
Transfers In	6,520,464	6,364,715	7,263,989	-	7,263,989	7,424,657	160,668	
Total Transfers	-	-	-	-	-	-	-	
CHANGE IN NET POSITION	\$ 30,317,038	\$ 24,813,046	\$ 25,732,912	\$	25,292,035	\$ 23,589,884	(1,702,151)	

Bus Operations								
	FY 2021 Actual	FY 2022 Adopted Budget	FY 2022 Working Budget	FY 2022 Proposed Revisions	FY 2022 Proposed Revised Budget	FY 2023 Proposed Budget	\$ Increase / (Decrease)	
BUS OPERATIONS REVENUES								
Connect Fixed Route	\$ 208,034	\$ 69,335	\$ 120,437	\$ -	\$ 120,437	\$ 127,597	\$ 7,160	
Access	42,723	37,315	37,315	-	37,315	66,575	29,260	
UNT	2,132,517	2,892,979	2,892,979	-	2,892,979	2,828,089	(64,890)	
UNT Fuel (Direct Pass Thru)	167,763	355,660	355,660	-	355,660	472,409	116,749	
UNT Connect Fixed Route	28,583	-	-	-	-	49,000	49,000	
Frisco Demand Response	7,275	9,376	9,376	-	9,376	9,929	553	
CCT Demand Response	1,264	562	562	-	562	-	(562)	
North Texas Xpress	3,222	406	406	-	406	2,247	1,841	
Total Bus Operations Revenues	\$ 2,591,382	\$ 3,365,633	\$ 3,416,735	\$ -	\$ 3,416,735	\$ 3,555,846	\$ 139,111	
MOBILITY SERVICES REVENUES								
UNT Lyft								
Frisco Lyft/Taxi	166,984	349,917	311,567	-	311,567	327,782	16,215	
CCT Taxi	295,752	108,653	108,653	-	108,653	-	(108,653)	
GoZone	3,361	210,001	211,566	-	211,566	1,295,474	1,083,908	
North Texas Xpress/Alliance Lyft	93,615	-	-	-	-	-	-	
Mobility as a Service (MaaS)	37,970	208,550	374,527	-	374,527	151,501	(223,026)	
Total Mobility Services Revenue	\$ 597,682	\$ 877,121	\$ 1,006,313	\$ -	\$ 1,006,313	\$ 1,774,757	\$ 768,444	
Total Bus Operations Revenue	\$ 3,189,064	\$ 4,242,754	\$ 4,423,048	\$ -	\$ 4,423,048	\$ 5,330,603	\$ 907,555	
Rail Operations								
	FY 2021 Actual	FY 2022 Adopted Budget	FY 2022 Working Budget	FY 2022 Proposed Revisions	FY 2022 Proposed Revised Budget	FY 2023 Proposed Budget	\$ Increase / (Decrease)	
Passenger Revenues (Rail Farebox)	\$ 282,291	\$ 262,917	\$ 262,917	\$ -	\$ 262,917	\$ 295,805	\$ 32,888	
Total Rail Operations Revenue	\$ 282,291	\$ 262,917	\$ 262,917	\$ -	\$ 262,917	\$ 295,805	\$ 32,888	
Non-Operating Revenue								
	FY 2021 Actual	FY 2022 Adopted Budget	FY 2022 Working Budget	FY 2022 Proposed Revisions	FY 2022 Proposed Revised Budget	FY 2023 Proposed Budget	\$ Increase / (Decrease)	
Investment Income	\$ 31,178	\$ 12,000	\$ 12,000	\$ -	\$ 12,000	\$ 6,000	\$ (6,000)	
Lease Income	-	-	-	-	-	368,538	368,538	
Misc. Revenues	502,553	-	2,794,840	-	2,794,840	9,255,072	6,460,232	
Sales Tax Revenue	35,332,154	32,088,804	34,191,233	3,930,579	38,121,812	39,646,685	1,524,873	
Federal Grants & Reimbursements	20,969,469	26,390,897	26,553,766	(4,371,456)	22,182,310	16,167,981	(6,014,329)	
State Grants & Reimbursements	73,895	-	-	-	-	-	-	
Total Non-Operating Revenue	\$ 56,909,248	\$ 58,491,701	\$ 63,551,839	\$ (440,877)	\$ 63,110,962	\$ 65,444,276	\$ 2,333,314	
TOTAL REVENUES	\$ 60,380,603	\$ 62,997,372	\$ 68,237,804	\$ (440,877)	\$ 67,796,927	\$ 71,070,684	\$ 3,273,757	

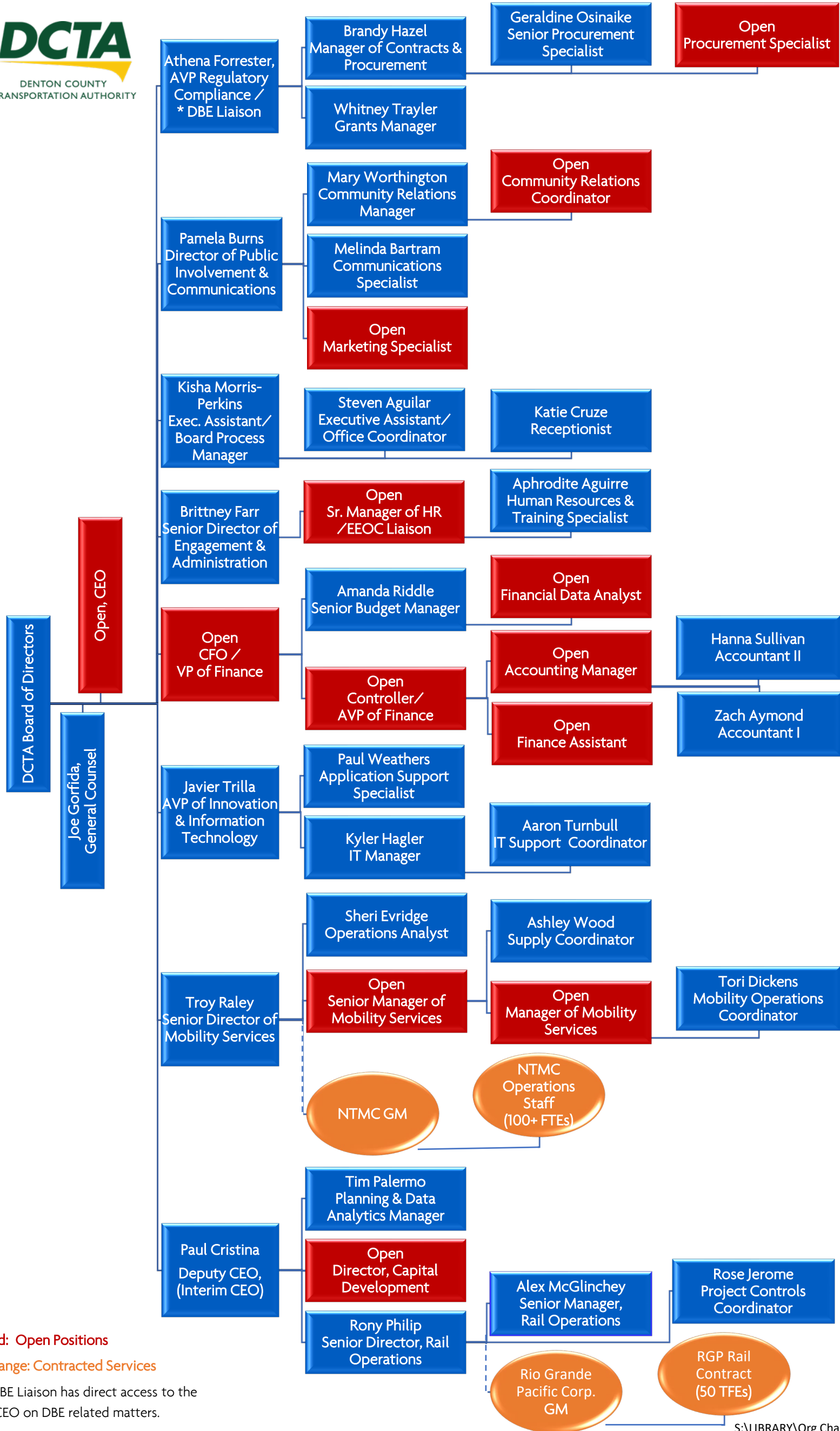
DENTON COUNTY TRANSPORTATION AUTHORITY  
FY23 PROPOSED BUDGET  
Grant Budget Detail

CAPITAL PROJECTS & ASSOCIATED GRANTS	FY 2023 CAPITAL PROJECT EXPENDITURE	FEDERAL REIMBURSEMENT PERCENTAGE	TOTAL FY 2023 CAPITAL GRANTS	NOTES
POSITIVE TRAIN CONTROL ENHANCEMENTS (PHASE 2-CRISI) 69A36520401620CRSTX	\$ 1,455,546	80%	\$ 1,164,437	
POSITIVE TRAIN CONTROL IMPLEMENTATION TX-95-X079-00	\$ 300,000	80%	\$ 240,000	Anticipate available balance of \$300,546 for FY23 resulting in deobligation of \$60,546 at close of project.
OLD TOWN INTERMODAL TRANSIT CENTER TX-2020-119-00	\$ 634,981	100%	\$ 634,981	Relocation expenses for seller (total available is \$677,500); Utilizing TDCs for 100% match; no local funds required.
SWIFTLY TRANSIT PLATFORM FY17-FY22 5339 Funds (TBD)	\$ 1,184,000	80%	\$ 947,200	Funded by underutilized Section 5339 balances; Introduction of New Technology eligibility.
TOTAL CAPITAL GRANTS	\$ 3,574,527		\$ 2,986,618	

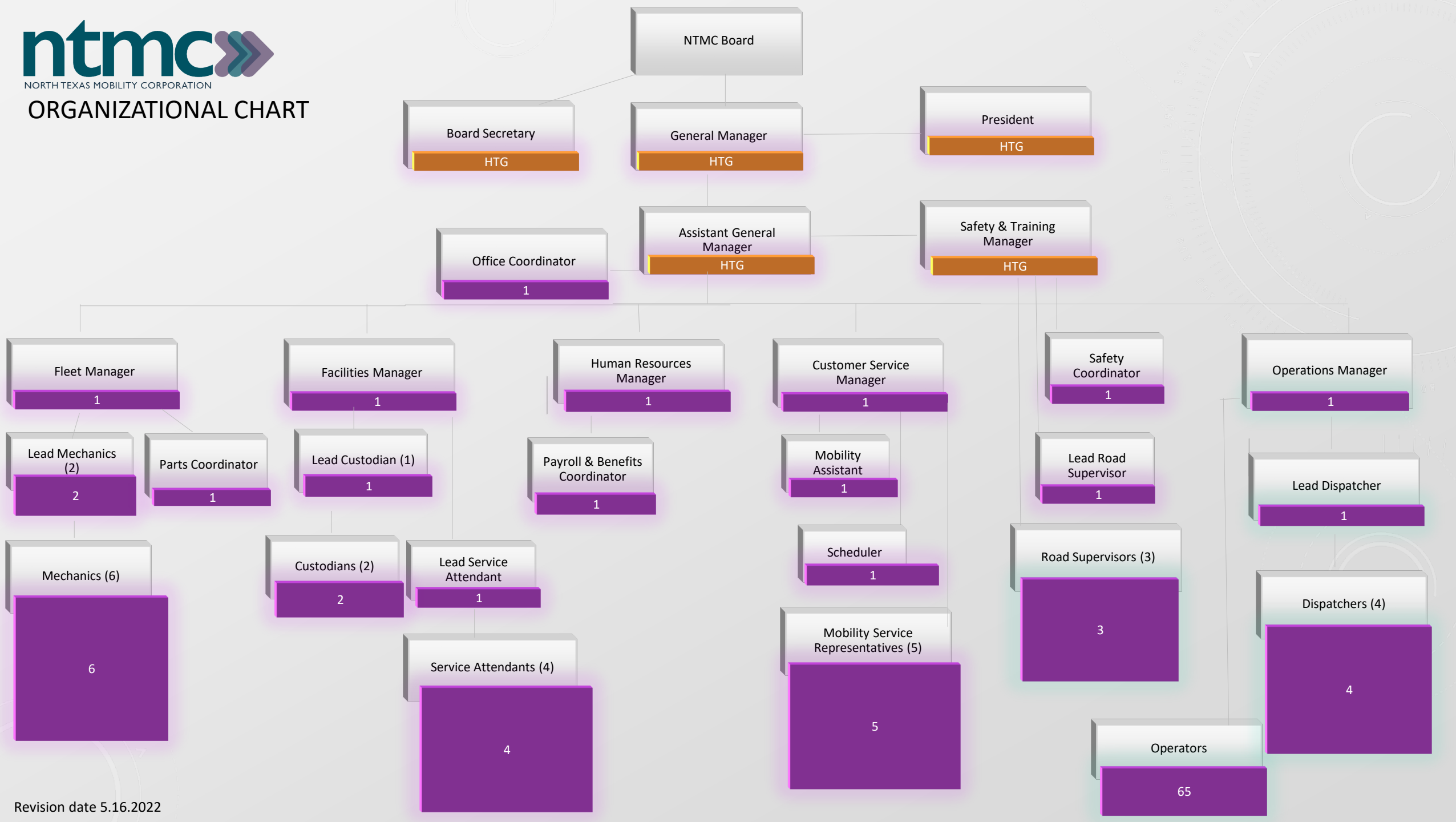
OPERATING EXPENSES & ASSOCIATED GRANTS	FY 2023 OPERATING EXPENSE	FEDERAL REIMBURSEMENT PERCENTAGE	TOTAL FY 2023 OPERATING GRANTS	NOTES
OPERATING ASSISTANCE TX-2021-091-00 (FY20 5307 Funds)	\$ 6,323,234	50%	\$ 3,161,617	Formula funding available for operating expenses from Via contract, Connect Fixed Route service (personnel and insurance), bus support functions, and customer service.
FY21 5307 Funds	\$ 5,356,024	50%	\$ 2,678,012	
FY22 5307 Funds	\$ -	50%	\$ -	
ADA OPERATING ASSISTANCE TX-2021-091-00 (FY20 5307 funds)	\$ 308,898	100%	\$ 308,898	Formula funding available for ADA demand response service (Access); Utilizing TDCs for 100% match; no local funds required.
FY21 5307 Funds	\$ 387,990	100%	\$ 387,990	
FY22 5307 Funds		80%	\$ -	
VANPOOL TX-2021-012-00 (FY19 Funds)	\$ 73,714	100%	\$ 73,714	DCTA covers a portion of the total vanpool expenses (35%) with the remaining 65% covered by the vanpool passengers. Assumes 100% drawdown for DCTA's portion of expenses.
NCTCOG Funding TBD	\$ 573,074	100%	\$ 573,074	
BUS PREVENTIVE MAINTENANCE TX-2019-071-00 (FY18 5307 funds)	\$ 7,410	80%	\$ 5,928	Formula funding available for bus preventive maintenance expenses from Via contract, maintenance department personnel and insurance, and parts.
NCTCOG Project Swap Funds	\$ 200,000	100%	\$ 200,000	Formula funding available for bus preventive maintenance expenses from Via contract, maintenance department personnel and insurance, and parts; Utilizing TDCs for 100% match; no local funds required.
FY21 5307 Funds	\$ 37,032	100%	\$ 37,032	Formula funding available for bus preventive maintenance expenses from Via contract, maintenance department personnel and insurance, and parts; Utilizing TDCs for 100% match; no local funds required.
FY22 5307 Funds	\$ 1,879,808	80%	\$ 1,062,813	Formula funding available for bus preventive maintenance expenses from Via contract, maintenance department personnel and insurance, and parts.
RAIL PREVENTIVE MAINTENANCE TX-2019-073-00 (FY17 5307 funds)	\$ 329,164	100%	\$ 329,164	Formula funding available for rail preventive maintenance expenses from the RioGrande Pacific contract (car miles, facility maintenance, maintenance of way/signals/communications) and the DART contract (ticket vending machine, platform, and Trinity Mills restroom maintenance); Utilizing TDCs for 100% match; no local funds required.
RAIL PREVENTIVE MAINTENANCE (FIXED GUIDEWAY) FY21 5337 Funds	\$ 2,232,774	100%	\$ 2,232,774	Formula funding available for rail preventive maintenance expenses from the RioGrande Pacific contract (car miles, facility maintenance, maintenance of way/signals/communications) and the DART contract (ticket vending machine, platform, and Trinity Mills restroom maintenance); Utilizing TDCs for 100% match; no local funds required.
FY22 5337 Funds	\$ 2,234,364	80%	\$ 1,787,493	Formula funding available for rail preventive maintenance expenses from the RioGrande Pacific contract (car miles, facility maintenance, maintenance of way/signals/communications) and the DART contract (ticket vending machine, platform, and Trinity Mills restroom maintenance).
TOD / KCS STUDY TX-2021-052-00	\$ 428,568	80%	\$ 342,854	Discretionary planning funds for Transit Oriented Development along the Kansas City Southern rail corridor.
TOTAL OPERATING GRANTS	\$ 20,372,054		\$ 13,181,363	

Total Federal Grants & Reimbursements \$ 16,167,981





# ORGANIZATIONAL CHART



DENTON COUNTY TRANSPORTATION AUTHORITY  
FY23 Proposed Budget  
Capital Improvement & Major Maintenance Plan

Project Name	Project Number	Current Capital Projects	Proposed FY 2023 NEW Capital Projects	Project LTD thru FY 2021	FY 2022 Proposed Revised	Proposed FY 2023	Proposed FY 2024	Proposed FY 2025	Proposed FY 2026	Proposed FY 2027	Proposed FY 2028	Anticipated Project Total (Thru 2028)
BUS FLEET REPLACEMENT												
FUTURE: Fleet Replacement			-	-	-	-	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000	6,000,000
PROFESSIONAL SERVICES/TECHNOLOGY IMPROVEMENTS												
Bus OMF Network Video Recorder	50412	26,000	-	-	26,000	-	-	-	-	-	-	26,000
Backup & DR Infrastructure Upgrades	10404	45,000	-	-	45,000	-	-	-	-	45,000	-	90,000
DDTC Rail Fiber Extension	50413	125,000	-	-	125,000	-	-	-	-	-	-	125,000
Swiftly Transit Platform (CAD/AVL)	NEW		1,184,000	-	-	1,184,000						1,184,000
Multi-Facility Firewall Upgrade	NEW		60,000	-	-	60,000					60,000	120,000
AV Upgrade - DCTA Conference Room	NEW		65,000	-	-	65,000					65,000	130,000
ERP Implementation	NEW		2,100,000	-	-	2,100,000	-	-	-	-	-	2,100,000
FUTURE: Stadler Laptop Replacement			-	-	-	-	-	80,000	-	-	-	80,000
FUTURE: Server & Network Infrastructure			-	-	-	-	350,000	-	-	-	-	350,000
MAJOR MAINTENANCE ITEMS												
Major Maintenance - Rail Canopy Repairs (FY21)	61723.1	486,127	-	65,055	421,072	-	-	-	-	-	-	486,127
Major Maintenance - Rail (FY22)	61724	1,836,442	-	-	1,836,442	-	-	-	-	-	-	1,836,442
Major Maintenance - Bus (FY22)	50307	179,530	-	-	-	179,530	-	-	-	-	-	179,530
NEW: Major Maintenance - Rail (FY23)	NEW		2,000,000	-	-	2,000,000	-	-	-	-	-	2,000,000
FUTURE: Major Maintenance - Rail			-	-	-	-	2,034,860	2,897,164	3,327,187	2,109,209	2,450,921	12,819,342
FUTURE: Major Maintenance - Bus			-	-	-	-	264,203	200,000	200,000	200,000	200,000	1,064,203
POSITIVE TRAIN CONTROL												
Positive Train Control Implementation	61406.1	16,720,141	-	16,022,566	397,575	300,000	-	-	-	-	-	16,720,141
Positive Train Control Enhancements (Phase 2)	61406.2	5,000,000	-	148,180	-	1,455,546	3,396,274	-	-	-	-	5,000,000
INFRASTRUCTURE ACQUISITION												
	10302	3,251,990	-	2,617,009	-	634,981	-	-	-	-	-	3,251,990
BROWNFIELD REMEDIATION												
	61605	420,000	-	366,448	53,552	-	-	-	-	-	-	420,000
JOINT RAIL OPERATIONS FACILITY (JROF)												
	61302	2,794,840	9,255,072	-	549,953	5,928,263	5,571,696	-	-	-	-	12,049,912
TRANSPORTATION REINVESTMENT PROGRAM (TRiP)												
TRiP Program Funding - FY21	10702	7,742,134	-	29,798	7,712,337	-	-	-	-	-	-	7,742,134
TRiP Program Funding - FY22	10703	9,833,005	-	-	-	9,833,005	-	-	-	-	-	9,833,005
NEW: TRiP Program Funding - FY23	NEW		10,834,614	-	-	11,393,216	-	-	-	-	-	11,393,216
FUTURE: TRiP Program Funding			-	-	-	-	9,187,902	7,809,275	-	-	-	16,997,177
TOTAL CAPITAL BUDGET												
		\$ 48,460,209	\$ 25,498,686	\$ 19,249,056	\$ 11,166,930	\$ 35,133,541	\$ 22,004,935	\$ 12,186,439	\$ 4,727,187	\$ 3,554,209	\$ 3,975,921	\$ 111,998,219

Account Number	Account Description	FY 2023 100 CEO	FY 2023 105 Administration	FY 2023 110 Board	FY 2023 120 Finance	FY 2023 130 Planning	FY 2023 140 C&M	FY 2023 170 Human Resources	FY 2023 180 Innovation & Technology	FY 2023 190 Compliance & Procurement	TOTAL FY 2023 G&A
40100	Passenger Revenue (Farebox)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	-
40100	Passenger Revenue (VIA Farebox)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	-
40120	Contract Revenue	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	-
TOTAL OPERATING REVENUES		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	-
Operating Expenses											
50110	Salary & Wages - Regular	\$ 327,500	\$ 97,864		\$ 716,530	\$ 288,315	\$ 355,813	\$ 272,050	\$ 245,243	\$ 558,779	\$ 2,862,094
50120	Salary & Wages - Overtime										\$ -
50130	Training										\$ -
50160	Paid Time Off										\$ -
50205	ER Medicare & Social Security	\$ 25,060	\$ 7,490		\$ 54,811	\$ 22,054	\$ 27,221	\$ 20,809	\$ 18,762	\$ 44,414	\$ 220,621
50210	ER Match - Retirement	\$ 27,176	\$ 8,164		\$ 59,802	\$ 24,063	\$ 29,707	\$ 22,704	\$ 20,468	\$ 45,938	\$ 238,022
50215	Health Insurance	\$ 23,256	\$ 41,520		\$ 150,168	\$ 39,300	\$ 66,096	\$ 57,132	\$ 44,796	\$ 94,517	\$ 516,785
50225	SUTA	\$ 4,937	\$ 1,483		\$ 10,863	\$ 4,377	\$ 5,399	\$ 3,992	\$ 3,462	\$ 6,675	\$ 41,188
50230	FUTA	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
50231	Life & Disability Insurance	\$ 1,044	\$ 1,068		\$ 7,260	\$ 2,412	\$ 3,600	\$ 3,096	\$ 2,520	\$ 5,103	\$ 26,103
50235	Vision	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
50245	Vehicle Allowance	\$ 9,816	\$ -		\$ 6,000	\$ 3,000	\$ -	\$ -	\$ -	\$ -	\$ 18,816
50250	Cell Phone Allowance	\$ 1,968	\$ -		\$ 720	\$ 1,872	\$ 2,880	\$ 720	\$ 2,520	\$ 720	\$ 11,400
50265	Dental	\$ 1,008	\$ 1,764		\$ 6,564	\$ 1,836	\$ 3,036	\$ 2,520	\$ 2,004	\$ 4,183	\$ 22,915
TOTAL SALARY & BENEFITS		\$ 421,765	\$ 159,353	\$ -	\$ 1,012,718	\$ 387,229	\$ 493,752	\$ 383,023	\$ 339,775	\$ 760,329	\$ 3,957,944
50301	Management Services										\$ -
50302	Advertising				\$ 100		\$ 400,000	\$ 7,500		\$ 900	\$ 408,500
50305	Towing										\$ -
50306	Uniforms										\$ -
50307	Service Fees				\$ 6,000			\$ 12,000			\$ 18,000
50308	Credit Card Clearing Fees				\$ 32,700						\$ 32,700
50309	Professional Services	\$ 195,000		\$ 6,500	\$ 122,181	\$ 1,149,818	\$ 268,500	\$ 70,000	\$ 225,200	\$ 18,000	\$ 2,055,199
50310	General Services		\$ 19,760		\$ 100,000			\$ 3,600			\$ 123,360
50311	Printing	\$	11,500			\$ 1,500	\$ 101,000	\$ 500			\$ 114,500
50312	Community Involvement						\$ 45,000	\$ 8,000			\$ 53,000
50313	Computer & Software Maintenance			\$ 25,300	\$ 106,400	\$ 5,000	\$ 90,570		\$ 252,500	\$ 35,560	\$ 515,330
50315	Legal Fees	\$ 70,200									\$ 70,200
50316	3rd Party Maintenance										\$ -
50317	Passenger Amenities Maintenance										\$ -
50318	Facilities Maintenance	\$	13,050								\$ 13,050
50410	Fuel										\$ -
50415	Small Tools, Safety & Supplies								\$ 2,000		\$ 2,000
50420	Promotional Supplies						\$ 18,100	\$ 1,000			\$ 19,100
50425	Office Supplies	\$	10,300	\$ 500							\$ 10,800
50430	Reference Materials & Books					\$ 100					\$ 100
50435	Furniture	\$	3,000								\$ 3,000
50440	Computer & Software Supplies			\$ 500					\$ 90,600	\$ 4,000	\$ 95,100
50445	Postage	\$	2,000				\$ 5,950				\$ 7,950
50450	Tires										\$ -
50455	Parts										\$ -
50456	Fluids										\$ -
50515	Data & Phone Circuits	\$	31,110								\$ 31,110
50520	Water										\$ -
50525	Electricity	\$	13,100								\$ 13,100
50530	Other Communications										\$ -
50605	General Liability Insurance				\$ 828						\$ 828
50610	Property Damage Insurance				\$ 887						\$ 887
50615	Vehicle Insurance										\$ -
50620	Crime Liability Insurance				\$ 3,948						\$ 3,948
50625	Errors & Omission Liability				\$ 5,926						\$ 5,926
50630	Workers Compensation Insurance				\$ 4,249						\$ 4,249
50635	Auto Liability				\$ 869						\$ 869
50640	Pollution Liability Coverage										\$ -
50810	Purchased Transportation										\$ -
50910	Dues & Subscriptions	\$ 43,900	\$ 3,850		\$ 2,660	\$ 1,550	\$ 8,400	\$ 1,025	\$ 2,000	\$ 2,725	\$ 66,110
50915	Registration Fees	\$ 4,000	\$ 2,000	\$ 7,375	\$ 3,250	\$ 4,700	\$ 10,500	\$ 1,600	\$ 13,000	\$ 9,160	\$ 55,585
50920	Travel	\$ 12,900		\$ 13,600	\$ 3,000	\$ 8,850	\$ 5,250	\$ 1,500	\$ 20,650	\$ 2,750	\$ 68,500
50925	Mileage Reimbursement	\$ 500		\$ 1,000	\$ 1,200	\$ 1,200	\$ 750	\$ 600	\$ 1,800	\$ 1,000	\$ 8,050
50930	Meals - Non Travel	\$ 2,200	\$ 1,000	\$ 7,200	\$ 3,600	\$ 600	\$ 1,750	\$ 400	\$ 450	\$ 600	\$ 17,800
50935	Contingency										\$ -
50940	Other Miscellaneous							\$ 16,200			\$ 16,200
50945	Training & Development			\$ 6,285	\$ 2,000			\$ 20,750	\$ 4,500	\$ 3,670	\$ 37,205
51010	Operating Leases	\$	132,700				\$ 4,500				\$ 137,200
51310	Depreciation - Facilities										\$ -
51315	Depreciation - Land Improvements										\$ -
51320	Depreciation - Leasehold Improve										\$ -
51325	Depreciation - FF&E										\$ -
51326	Depreciation - Computer & Software										\$ -
51330	Depreciation - Vehicles										\$ -
51335	Depreciation - Rail Assets										\$ -
51340	Depreciation - Rail Assets ROW										\$ -
TOTAL OPERATING (LESS SALARY & BENEFITS)		\$ 328,700	\$ 243,370	\$ 61,975	\$ 404,083	\$ 1,175,318	\$ 960,270	\$ 144,675	\$ 610,700	\$ 80,365	\$ 4,009,456
TOTAL FY23 OPERATING EXPENSES		\$ 750,465	\$ 402,723	\$ 61,975	\$ 1,416,801	\$ 1,562,547	\$ 1,454,022	\$ 527,698	\$ 950,475	\$ 840,694	\$ 7,967,400
Total FY23 Operating (Less Depreciation)		\$ 750,465	\$ 402,723	\$ 61,975	\$ 1,416,801	\$ 1,562,547	\$ 1,454,022	\$ 527,698	\$ 950,475	\$ 840,694	\$ 7,967,400
Non-Operating Revenue (Expense)											
40210	Investment Income				\$ 6,000						\$ 6,000
40225	Fare Evasion Fee										\$ -
NEW	LEASE/RENTAL INCOME				\$ 73,500						\$ 73,500
40230	Misc Revenue										\$ -
40235	Refunds & Reimbursements										\$ -
40243	2009 Series Bonds Interest Exp										\$ -
40249	2021 Series Bond Interest Exp				\$ (116,280)						\$ (116,280)
40247	2020 Series Bond Interest Expense				\$ (96,360)						\$ (96,360)
40248	2020 Series Cost of Debt Issue										\$ -
40300	Sales Tax Revenue				\$ 39,646,685						\$ 39,646,685
40400	Federal Operating Grant										\$ -
40410	Federal Capital Grant				\$ 2,986,618						\$ 2,986,618
40413	State Operating Grant										\$ -
40414	State Capital Grant										\$ -
TOTAL NON-OPERATING REVENUES / (EXPENSES)		\$ -	\$ -	\$ -	\$ 42,500,163	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 42,500,163

DENTON COUNTY TRANSPORTATION AUTHORITY  
FY23 Proposed Budget  
Budget Detail by Department

		FY 2023 200 UNT	FY 2023 701 NTMC UNT	FY 2023 220 Frisco	FY 2023 703 NTMC Frisco	FY 2023 240 MaaS	FY 2023 500 Bus Admin	FY 2023 700 NTMC Bus Admin	FY 2023 505 Mobility Services	FY 2023 510 Fixed Route	FY 2023 511 Denton Fixed Route	FY 2023 711 NTMC Denton Fixed Route	FY 2023 531 Denton Demand Response	FY 2023 731 NTMC Denton Demand Response
40100	Passenger Revenue (Farebox)			\$ 9,929							\$ 127,597		\$ 34,049	
40100	Passenger Revenue (VIA Farebox)													
40120	Contract Revenue	\$ 3,300,498		\$ 327,782		\$ 151,501					\$ 49,000			
TOTAL OPERATING REVENUES		\$ 3,300,498	\$ -	\$ 337,711	\$ -	\$ 151,501	\$ -	\$ -	\$ -	\$ -	\$ 176,597	\$ -	\$ 34,049	\$ -
Operating Expenses														
50110	Salary & Wages - Regular		\$ 888,202		\$ 46,983			\$ 154,349	\$ 526,241			\$ 673,228		\$ 186,708
50120	Salary & Wages - Overtime		\$ 73,720		\$ 3,900			\$ 3,346				\$ 55,877		\$ 15,496
50130	Training													
50160	Paid Time Off		\$ 4,765		\$ 254							\$ 3,608		\$ 1,000
50205	ER Medicare & Social Security		\$ 68,595		\$ 3,626			\$ 12,062	\$ 40,256			\$ 51,930		\$ 14,394
50210	ER Match - Retirement		\$ 18,574		\$ 983			\$ 3,600	\$ 43,924			\$ 14,063		\$ 3,899
50215	Health Insurance		\$ 617,801		\$ 32,657			\$ 43,620	\$ 126,732			\$ 467,719		\$ 129,634
50225	SUTA		\$ 29,953		\$ 1,582			\$ 5,271	\$ 7,981			\$ 22,677		\$ 6,283
50230	FUTA		\$ 5,778		\$ 305			\$ 1,020				\$ 4,377		\$ 1,213
50231	Life & Disability Insurance		\$ 21,522		\$ 1,138			\$ 1,944	\$ 5,352			\$ 16,294		\$ 4,516
50235	Vision		\$ 5,926		\$ 313			\$ 498				\$ 4,483		\$ 1,245
50245	Vehicle Allowance													
50250	Cell Phone Allowance								\$ 2,808					
50265	Dental		\$ 8,888		\$ 470			\$ 984	\$ 5,628			\$ 6,730		\$ 1,864
TOTAL SALARY & BENEFITS		\$ -	\$ 1,743,724	\$ -	\$ 92,211	\$ -	\$ -	\$ 226,694	\$ 758,922	\$ -	\$ -	\$ 1,320,986	\$ -	\$ 366,252
50301	Management Services													
50302	Advertising							\$ 4,200						
50305	Towing													
50306	Uniforms		\$ 5,607		\$ 546							\$ 5,290		\$ 1,327
50307	Service Fees							\$ 53,592						
50308	Credit Card Clearing Fees													
50309	Professional Services						\$ 163,200	\$ 453,224						
50310	General Services						\$ 8,664	\$ 26,028						
50311	Printing						\$ 18,552	\$ 1,800			\$ 5,599		\$ 1,550	
50312	Community Involvement													
50313	Computer & Software Maintenance	\$ 72,444					\$ 1,000		\$ 3,000		\$ 65,437		\$ 44,253	
50315	Legal Fees							\$ 40,000						
50316	3rd Party Maintenance													
50317	Passenger Amenities Maintenance													
50318	Facilities Maintenance						\$ 153,180							
50410	Fuel	\$ 472,409		\$ 25,042							\$ 428,904		\$ 61,019	
50415	Small Tools, Safety & Supplies						\$ 1,800							
50420	Promotional Supplies													
50425	Office Supplies						\$ 8,400	\$ 736						
50430	Reference Materials & Books													
50435	Furniture						\$ 3,600							
50440	Computer & Software Supplies						\$ 2,400						\$ 1,218	
50445	Postage							\$ 1,200						
50450	Tires													
50455	Parts													
50456	Fluids													
50515	Data & Phone Circuits	\$ 12,132		\$ 5,394			\$ 11,400				\$ 11,452		\$ 13,037	
50520	Water						\$ 24,000							
50525	Electricity						\$ 45,600							
50530	Other Communications													
50605	General Liability Insurance													
50610	Property Damage Insurance													
50615	Vehicle Insurance													
50620	Crime Liability Insurance													
50625	Errors & Omission Liability													
50630	Workers Compensation Insurance		\$ 30,430		\$ 1,609			\$ 174				\$ 23,038		\$ 6,385
50635	Auto Liability	\$ 135,997		\$ 12,616							\$ 123,473		\$ 30,741	
50640	Pollution Liability Coverage													
50810	Purchased Transportation	\$ 72,000		\$ 47,393		\$ 763,476								
50910	Dues & Subscriptions							\$ 1,220	\$ 500					
50915	Registration Fees							\$ 2,400						
50920	Travel			\$ 4,200				\$ 1,200	\$ 6,000					
50925	Mileage Reimbursement								\$ 600					
50930	Meals - Non Travel							\$ 12,600						
50935	Contingency													
50940	Other Miscellaneous							\$ 11,240						
50945	Training & Development							\$ 600	\$ 4,800					
51010	Operating Leases						\$ 4,632							
51310	Depreciation - Facilities						\$ 275,194							
51315	Depreciation - Land Improvements						\$ 61,309							
51320	Depreciation - Leasehold Improve													
51325	Depreciation - FF&E						\$ 103,145							
51326	Depreciation - Computer & Software						\$ 33,667							
51330	Depreciation - Vehicles						\$ 801,935							
51335	Depreciation - Rail Assets													
51340	Depreciation - Rail Assets ROW													
TOTAL OPERATING (LESS SALARY & BENEFITS)		\$ 764,982	\$ 36,037	\$ 94,645	\$ 2,155	\$ 763,476	\$ 1,721,678	\$ 610,214	\$ 14,900	\$ -	\$ 634,865	\$ 28,328	\$ 151,818	\$ 7,712
TOTAL FY23 OPERATING EXPENSES		\$ 764,982	\$ 1,779,761	\$ 94,645	\$ 94,366	\$ 763,476	\$ 1,721,678	\$ 836,908	\$ 773,822	\$ -	\$ 634,865	\$ 1,349,314	\$ 151,818	\$ 373,964
Total FY23 Operating (Less Depreciation)		\$ 764,982	\$ 1,779,761	\$ 94,645	\$ 94,366	\$ 763,476	\$ 446,428	\$ 836,908	\$ 773,822	\$ -	\$ 634,865	\$ 1,349,314	\$ 151,818	\$ 373,964
Non-Operating Revenue (Expense)														
40210	Investment Income													
40225	Fare Evasion Fee													
NEW	LEASE/RENTAL INCOME													
40230	Misc Revenue													
40235	Refunds & Reimbursements													
40243	2009 Series Bonds Interest Exp													
40249	2021 Series Bond Interest Exp													
40247	2020 Series Bond Interest Exepense													
40248	2020 Series Cost of Debt Issue													
40300	Sales Tax Revenue													
40400	Federal Operating Grant						\$ 8,489,078							
40410	Federal Capital Grant													
40413	State Operating Grant													
40414	State Capital Grant													
TOTAL NON-OPERATING REVENUES / (EXPENSES)		\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,489,078	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -





DENTON COUNTY TRANSPORTATION AUTHORITY

FY23 Proposed Budget  
Budget Detail by Department

Account Number	Account Description	FY 2023 590 Maintenance	FY 2023 790 NTMC Maintenance	TOTAL FY 2023 Bus Services (DCTA + NTMC)	TOTAL FY 2023 Rail Operations	TOTAL FY 2023 Proposed Budget
40100	Passenger Revenue (Farebox)			\$ 206,348	\$ 295,805	\$ 502,153
40100	Passenger Revenue (VIA Farebox)			\$ 1,295,474		\$ 1,295,474
40120	Contract Revenue			\$ 3,828,781		\$ 3,828,781
TOTAL OPERATING REVENUES		\$ -		\$ 5,330,603	\$ 295,805	\$ 5,626,408
Operating Expenses						
50110	Salary & Wages - Regular		\$ 796,392	\$ 4,219,766	\$ 498,008	\$ 7,579,868
50120	Salary & Wages - Overtime		\$ 60,255	\$ 279,825		\$ 279,825
50130	Training			\$ -		\$ -
50160	Paid Time Off			\$ 10,570		\$ 10,570
50205	ER Medicare & Social Security		\$ 65,534	\$ 331,450	\$ 38,098	\$ 590,169
50210	ER Match - Retirement		\$ 15,600	\$ 117,515	\$ 41,567	\$ 397,104
50215	Health Insurance		\$ 279,990	\$ 2,163,154	\$ 71,928	\$ 2,751,867
50225	SUTA		\$ 28,640	\$ 135,181	\$ 7,554	\$ 183,923
50230	FUTA		\$ 5,530	\$ 24,546	\$ -	\$ 24,546
50231	Life & Disability Insurance		\$ 12,300	\$ 79,357	\$ 3,804	\$ 109,264
50235	Vision		\$ 3,030	\$ 20,458	\$ -	\$ 20,458
50245	Vehicle Allowance			\$ -	\$ 3,000	\$ 21,816
50250	Cell Phone Allowance			\$ 2,808	\$ 2,880	\$ 17,088
50265	Dental		\$ 6,234	\$ 40,717	\$ 3,204	\$ 66,836
TOTAL SALARY & BENEFITS		\$ -	\$ 1,273,505	\$ 7,425,347	\$ 670,043	\$ 12,053,334
50301	Management Services			\$ -		\$ -
50302	Advertising			\$ 4,200		\$ 412,700
50305	Towing	\$ 4,800		\$ 4,800		\$ 4,800
50306	Uniforms		\$ 9,900	\$ 28,600		\$ 28,600
50307	Service Fees			\$ 53,592	\$ 240,000	\$ 311,592
50308	Credit Card Clearing Fees			\$ 226,704		\$ 259,404
50309	Professional Services			\$ 683,624	\$ 375,000	\$ 3,113,823
50310	General Services	\$ 1,200		\$ 38,256	\$ 120,000	\$ 281,616
50311	Printing	\$ 1,200		\$ 31,637	\$ 13,500	\$ 159,637
50312	Community Involvement			\$ -		\$ 53,000
50313	Computer & Software Maintenance	\$ 22,770		\$ 292,712	\$ 35,633	\$ 843,675
50315	Legal Fees			\$ 40,000		\$ 110,200
50316	3rd Party Maintenance	\$ 80,700		\$ 80,700	\$ 1,000	\$ 81,700
50317	Passenger Amenities Maintenance	\$ 144,000		\$ 144,000	\$ 5,000	\$ 149,000
50318	Facilities Maintenance	\$ 50,400		\$ 273,200	\$ 231,526	\$ 517,776
50410	Fuel			\$ 1,102,708	\$ 1,420,942	\$ 2,523,650
50415	Small Tools, Safety & Supplies	\$ 72,600		\$ 74,400	\$ 500	\$ 76,900
50420	Promotional Supplies			\$ -		\$ 19,100
50425	Office Supplies			\$ 11,536		\$ 22,336
50430	Reference Materials & Books			\$ -		\$ 100
50435	Furniture			\$ 3,600		\$ 6,600
50440	Computer & Software Supplies			\$ 6,000		\$ 101,100
50445	Postage			\$ 3,000		\$ 10,950
50450	Tires	\$ 96,000		\$ 96,000		\$ 96,000
50455	Parts	\$ 623,400		\$ 623,400	\$ 1,000	\$ 624,400
50456	Fluids	\$ 36,000		\$ 36,000		\$ 36,000
50515	Data & Phone Circuits			\$ 79,997	\$ 27,000	\$ 138,107
50520	Water			\$ 42,000	\$ 80,509	\$ 122,509
50525	Electricity			\$ 63,600	\$ 268,625	\$ 345,325
50530	Other Communications			\$ -	\$ 20,000	\$ 20,000
50605	General Liability Insurance			\$ -	\$ 811,025	\$ 811,853
50610	Property Damage Insurance	\$ 21,147		\$ 21,147	\$ 102,826	\$ 124,860
50615	Vehicle Insurance			\$ -	\$ 450,672	\$ 450,672
50620	Crime Liability Insurance			\$ -		\$ 3,948
50625	Errors & Omission Liability			\$ -		\$ 5,926
50630	Workers Compensation Insurance		\$ 12,666	\$ 95,592		\$ 99,841
50635	Auto Liability	\$ 2,684		\$ 346,605	\$ 920	\$ 348,394
50640	Pollution Liability Coverage			\$ -	\$ 580	\$ 580
50810	Purchased Transportation			\$ 10,885,644	\$ 11,512,231	\$ 22,397,875
50910	Dues & Subscriptions			\$ 1,720	\$ 600	\$ 68,430
50915	Registration Fees			\$ 2,400	\$ 3,000	\$ 60,985
50920	Travel			\$ 11,400	\$ 8,020	\$ 87,920
50925	Mileage Reimbursement			\$ 600	\$ 1,000	\$ 9,650
50930	Meals - Non Travel			\$ 12,600	\$ 400	\$ 30,800
50935	Contingency			\$ -		\$ -
50940	Other Miscellaneous			\$ 11,240	\$ 875	\$ 28,315
50945	Training & Development		\$ 6,000	\$ 29,400	\$ 1,120	\$ 67,725
51010	Operating Leases			\$ 6,852	\$ 2,400	\$ 146,452
51310	Depreciation - Facilities			\$ 275,194	\$ 430,296	\$ 705,490
51315	Depreciation - Land Improvements			\$ 61,309	\$ 404,929	\$ 466,238
51320	Depreciation - Leasehold Improve			\$ -		\$ -
51325	Depreciation - FF&E			\$ 103,145	\$ 90,032	\$ 193,177
51326	Depreciation - Computer & Software			\$ 33,667	\$ 14,135	\$ 47,802
51330	Depreciation - Vehicles			\$ 801,935		\$ 801,935
51335	Depreciation - Rail Assets			\$ -	\$ 8,147,408	\$ 8,147,408
51340	Depreciation - Rail Assets ROW			\$ -	\$ 849,858	\$ 849,858
TOTAL OPERATING (LESS SALARY & BENEFITS)		\$ 1,156,901	\$ 28,566	\$ 16,744,716	\$ 25,672,562	\$ 46,426,734
TOTAL FY23 OPERATING EXPENSES		\$ 1,156,901	\$ 1,302,071	\$ 24,170,063	\$ 26,342,605	\$ 58,480,068
Total FY23 Operating (Less Depreciation)		\$ 1,156,901	\$ 1,302,071	\$ 22,894,813	\$ 16,405,947	\$ 47,268,160
Non-Operating Revenue (Expense)						
40210	Investment Income			\$ -		\$ 6,000
40225	Fare Evasion Fee			\$ -		\$ -
NEW	LEASE/RENTAL INCOME			\$ -	\$ 295,038	\$ 368,538
40230	Misc Revenue			\$ -		\$ -
40235	Refunds & Reimbursements			\$ -	\$ 9,255,072	\$ 9,255,072
40243	2009 Series Bonds Interest Exp			\$ -		\$ -
40249	2021 Series Bond Interest Exp			\$ -		\$ (116,280)
40247	2020 Series Bond Interest Exepense			\$ -		\$ (96,360)
40248	2020 Series Cost of Debt Issue			\$ -		\$ -
40300	Sales Tax Revenue			\$ -		\$ 39,646,685
40400	Federal Operating Grant			\$ 8,489,078	\$ 4,692,285	\$ 13,181,363
40410	Federal Capital Grant			\$ -		\$ 2,986,618
40413	State Operating Grant			\$ -		\$ -
40414	State Capital Grant			\$ -		\$ -
TOTAL NON-OPERATING REVENUES / (EXPENSES)		\$ -	\$ -	\$ 8,489,078	\$ 14,242,395	\$ 65,231,636

DENTON COUNTY TRANSPORTATION AUTHORITY  
FY23 Proposed Budget  
Budget Detail by Function

Regular Agenda 1, Exhibit 11

Account Number	Account Description	TOTAL FY 2023 G&A	TOTAL FY 2023 Bus Services (DCTA + NTMC)	TOTAL FY 2023 Rail Operations	TOTAL FY 2023 Proposed Budget
40100	Passenger Revenue (Farebox)	\$ -	\$ 206,348	\$ 295,805	\$ 502,153
40100	Passenger Revenue (VIA Farebox)	\$ -	\$ 1,295,474		\$ 1,295,474
40120	Contract Revenue	\$ -	\$ 3,828,781		\$ 3,828,781
TOTAL OPERATING REVENUES		\$ -	\$ 5,330,603	\$ 295,805	\$ 5,626,408
Operating Expenses					
50110	Salary & Wages - Regular	\$ 2,862,094	\$ 4,219,766	\$ 498,008	\$ 7,579,868
50120	Salary & Wages - Overtime	\$ -	\$ 279,825		\$ 279,825
50130	Training	\$ -	\$ -		\$ -
50160	Paid Time Off	\$ -	\$ 10,570		\$ 10,570
50205	ER Medicare & Social Security	\$ 220,621	\$ 331,450	\$ 38,098	\$ 590,169
50210	ER Match - Retirement	\$ 238,022	\$ 117,515	\$ 41,567	\$ 397,104
50215	Health Insurance	\$ 516,785	\$ 2,163,154	\$ 71,928	\$ 2,751,867
50225	SUTA	\$ 41,188	\$ 135,181	\$ 7,554	\$ 183,923
50230	FUTA	\$ -	\$ 24,546	\$ -	\$ 24,546
50231	Life & Disability Insurance	\$ 26,103	\$ 79,357	\$ 3,804	\$ 109,264
50235	Vision	\$ -	\$ 20,458	\$ -	\$ 20,458
50245	Vehicle Allowance	\$ 18,816	\$ -	\$ 3,000	\$ 21,816
50250	Cell Phone Allowance	\$ 11,400	\$ 2,808	\$ 2,880	\$ 17,088
50265	Dental	\$ 22,915	\$ 40,717	\$ 3,204	\$ 66,836
TOTAL SALARY & BENEFITS		\$ 3,957,944	\$ 7,425,347	\$ 670,043	\$ 12,053,334
50301	Management Services	\$ -	\$ -		\$ -
50302	Advertising	\$ 408,500	\$ 4,200		\$ 412,700
50305	Towing	\$ -	\$ 4,800		\$ 4,800
50306	Uniforms	\$ -	\$ 28,600		\$ 28,600
50307	Service Fees	\$ 18,000	\$ 53,592	\$ 240,000	\$ 311,592
50308	Credit Card Clearing Fees	\$ 32,700	\$ 226,704		\$ 259,404
50309	Professional Services	\$ 2,055,199	\$ 683,624	\$ 375,000	\$ 3,113,823
50310	General Services	\$ 123,360	\$ 38,256	\$ 120,000	\$ 281,616
50311	Printing	\$ 114,500	\$ 31,637	\$ 13,500	\$ 159,637
50312	Community Involvement	\$ 53,000	\$ -		\$ 53,000
50313	Computer & Software Maintenance	\$ 515,330	\$ 292,712	\$ 35,633	\$ 843,675
50315	Legal Fees	\$ 70,200	\$ 40,000		\$ 110,200
50316	3rd Party Maintenance	\$ -	\$ 80,700	\$ 1,000	\$ 81,700
50317	Passenger Amenities Maintenance	\$ -	\$ 144,000	\$ 5,000	\$ 149,000
50318	Facilities Maintenance	\$ 13,050	\$ 273,200	\$ 231,526	\$ 517,776
50410	Fuel	\$ -	\$ 1,102,708	\$ 1,420,942	\$ 2,523,650
50415	Small Tools, Safety & Supplies	\$ 2,000	\$ 74,400	\$ 500	\$ 76,900
50420	Promotional Supplies	\$ 19,100	\$ -		\$ 19,100
50425	Office Supplies	\$ 10,800	\$ 11,536		\$ 22,336
50430	Reference Materials & Books	\$ 100	\$ -		\$ 100
50435	Furniture	\$ 3,000	\$ 3,600		\$ 6,600
50440	Computer & Software Supplies	\$ 95,100	\$ 6,000		\$ 101,100
50445	Postage	\$ 7,950	\$ 3,000		\$ 10,950
50450	Tires	\$ -	\$ 96,000		\$ 96,000
50455	Parts	\$ -	\$ 623,400	\$ 1,000	\$ 624,400
50456	Fluids	\$ -	\$ 36,000		\$ 36,000
50515	Data & Phone Circuits	\$ 31,110	\$ 79,997	\$ 27,000	\$ 138,107
50520	Water	\$ -	\$ 42,000	\$ 80,509	\$ 122,509
50525	Electricity	\$ 13,100	\$ 63,600	\$ 268,625	\$ 345,325
50530	Other Communications	\$ -	\$ -	\$ 20,000	\$ 20,000
50605	General Liability Insurance	\$ 828	\$ -	\$ 811,025	\$ 811,853
50610	Property Damage Insurance	\$ 887	\$ 21,147	\$ 102,826	\$ 124,860
50615	Vehicle Insurance	\$ -	\$ -	\$ 450,672	\$ 450,672
50620	Crime Liability Insurance	\$ 3,948	\$ -		\$ 3,948
50625	Errors & Omission Liability	\$ 5,926	\$ -		\$ 5,926
50630	Workers Compensation Insurance	\$ 4,249	\$ 95,592		\$ 99,841
50635	Auto Liability	\$ 869	\$ 346,605	\$ 920	\$ 348,394
50640	Pollution Liability Coverage	\$ -	\$ -	\$ 580	\$ 580
50810	Purchased Transportation	\$ -	\$ 10,885,644	\$ 11,512,231	\$ 22,397,875
50910	Dues & Subscriptions	\$ 66,110	\$ 1,720	\$ 600	\$ 68,430
50915	Registration Fees	\$ 55,585	\$ 2,400	\$ 3,000	\$ 60,985
50920	Travel	\$ 68,500	\$ 11,400	\$ 8,020	\$ 87,920
50925	Mileage Reimbursement	\$ 8,050	\$ 600	\$ 1,000	\$ 9,650
50930	Meals - Non Travel	\$ 17,800	\$ 12,600	\$ 400	\$ 30,800
50935	Contingency	\$ -	\$ -		\$ -
50940	Other Miscellaneous	\$ 16,200	\$ 11,240	\$ 875	\$ 28,315
50945	Training & Development	\$ 37,205	\$ 29,400	\$ 1,120	\$ 67,725
51010	Operating Leases	\$ 137,200	\$ 6,852	\$ 2,400	\$ 146,452
51310	Depreciation - Facilities	\$ -	\$ 275,194	\$ 430,296	\$ 705,490
51315	Depreciation - Land Improvements	\$ -	\$ 61,309	\$ 404,929	\$ 466,238
51320	Depreciation - Leasehold Improve	\$ -	\$ -		\$ -
51325	Depreciation - FF&E	\$ -	\$ 103,145	\$ 90,032	\$ 193,177
51326	Depreciation - Computer & Software	\$ -	\$ 33,667	\$ 14,135	\$ 47,802
51330	Depreciation - Vehicles	\$ -	\$ 801,935		\$ 801,935
51335	Depreciation - Rail Assets	\$ -	\$ -	\$ 8,147,408	\$ 8,147,408
51340	Depreciation - Rail Assets ROW	\$ -	\$ -	\$ 849,858	\$ 849,858
TOTAL OPERATING (LESS SALARY & BENEFITS)		\$ 4,009,456	\$ 16,744,716	\$ 25,672,562	\$ 46,426,734
TOTAL FY23 OPERATING EXPENSES		\$ 7,967,400	\$ 24,170,063	\$ 26,342,605	\$ 58,480,068
Total FY23 Operating (Less Depreciation)		\$ 7,967,400	\$ 22,894,813	\$ 16,405,947	\$ 47,268,160
Non-Operating Revenue (Expense)					
40210	Investment Income	\$ 6,000	\$ -		\$ 6,000
40225	Fare Evasion Fee	\$ -	\$ -		\$ -
NEW	LEASE/RENTAL INCOME	\$ 73,500	\$ -	\$ 295,038	\$ 368,538
40230	Misc Revenue	\$ -	\$ -		\$ -
40235	Refunds & Reimbursements	\$ -	\$ -	\$ 9,255,072	\$ 9,255,072
40243	2009 Series Bonds Interest Exp	\$ -	\$ -		\$ -
40249	2021 Series Bond Interest Exp	\$ (116,280)	\$ -		\$ (116,280)
40247	2020 Series Bond Interest Exepense	\$ (96,360)	\$ -		\$ (96,360)
40248	2020 Series Cost of Debt Issue	\$ -	\$ -		\$ -
40300	Sales Tax Revenue	\$ 39,646,685	\$ -		\$ 39,646,685
40400	Federal Operating Grant	\$ -	\$ 8,489,078	\$ 4,692,285	\$ 13,181,363
40410	Federal Capital Grant	\$ 2,986,618	\$ -		\$ 2,986,618
40413	State Operating Grant	\$ -	\$ -		\$ -
40414	State Capital Grant	\$ -	\$ -		\$ -
TOTAL NON-OPERATING REVENUES / (EXPENSES)		\$ 42,500,163	\$ 8,489,078	\$ 14,242,395	\$ 65,231,636



## DENTON COUNTY TRANSPORTATION AUTHORITY

FY23 Proposed Budget  
Professional Services Detail

PROFESSIONAL SERVICES			
100	State Legislative Services	\$	100,000
100	Federal Legislative Services (Capital Edge)		90,000
100	Facilitator: Executive Team Workshop		5,000
110	Facilitator: Board Visioning Session & Board Workshops		4,500
110	Photography Board Headshots		2,000
120	Financial Advisory Services (Hilltop Securities)		6,000
120	Investment Advisory Services and Continuing Disclosure Reporting (Hilltop Securities)		26,000
120	Consulting: Financial forecasting, Revenue Sharing Agreements & Cost Allocation Model		24,000
120	Sales Tax Analysis & Reporting Service (HdL)		7,500
120	External Audit, National Transit Database Report Review (Plante Moran)		56,450
120	Graphic Design Services - Budget & CAFR		2,231
130	Planning Project Support		25,000
130	Facilities Management Support/Engineering Work		96,250
130	ELP: KCS Corridor Planning Study (FY23 portion)		428,568
130	ELP: Long Range Service Plan Update		600,000
140	Photoshoot		48,000
140	Web Services		34,000
140	Smartmaps (GIS Maps/Timetables)		8,000
140	Brand Ambassador Staffing		50,000
140	Agency Translations		3,500
140	Contract Graphic Designer		25,000
140	ELP: Communications Audit & Strategy Consultant		100,000
170	Employee Benefits Broker (Holmes Murphy)		30,000
170	Kronos System Updates		10,000
170	EE Training/SGR Development & Training Employment Processes		30,000
180	Optiv Security Consulting		12,000
180	SunGard Consulting Fees		8,000
180	Business Continuity		12,000
180	Firewall Monitoring		43,200
180	ELP: Security Camera, Access Control & Station Signage Study		150,000
190	Grant Research, Support & Compliance (Blais)		18,000
620	Consulting Services: LAN, LTK		375,000
500	Security Services		91,200
500	Professional Studies (Route Scheduling & Runcutting Assistance)		60,000
500	Consulting Services		12,000
570	Security Services		67,200
NTMC	HTG Management Services (GM, AGM & Safety)		433,224
NTMC	Temporary Staff Services		20,000
PROFESSIONAL SERVICES TOTAL			\$ 3,113,823

## Department Codes:

100	President/CEO	140	Marketing & Communications	500	DCTA Bus Administration
105	Administration	170	Human Resources	505	Mobility Services
110	Board of Directors	180	Innovation & Technology	620	Rail Operations
120	Finance	190	Compliance & Procurement	NTMC	NTMC Bus Operations
130	Strategic Planning & Development				

DCTA Budget Contingency Plan  
Fiscal Year 2023

The fiscal year budget includes revenue streams based on historical trends and projections of future activity. The largest revenue stream is sales tax. A contingency plan is recommended should the budgeted increase in sales tax not materialize or, if there is a need for service enhancements not planned in the fiscal year budget and it is determined that sales tax revenue has increased sufficiently to support sustainable service.

**Section I: Sales Tax Revenue Shortfall**

The following precautionary actions will be initiated immediately if a sales tax revenue shortfall is anticipated:

Initial Precautionary Action

- Freeze all new hire positions and vacant positions except with necessity review by the Management Team.
- Identify any non-traditional revenue sources.
- Re-justify all planned capital outlay over \$10,000 to the Management Team prior to expenditures.
- Re-justify all vehicle replacement/purchase schedules to the Management Team.
- Re-justify all travel related expenditures to the Management Team.
- Re-justify expenditures related to the service and materials & supplies category including, but not limited to:
  - Technology
  - Professional Services
  - Consulting Fees

Initiate the following expenditure reductions and measures if a cumulative unanticipated shortfall in sales tax revenue is equal to:

2% Reduction (\$773,739)

- Realized savings will not be transferred between categories.
- Prohibit unbudgeted expenditures including supplies and maintenance accounts.
- The Management Team will be required to review, monitor and control planned expenditures greater than \$5,000.
- Supplemental appropriations will not be made from budgeted savings or unappropriated fund balance.
- All carry forward requests will be carefully reviewed and approved by Finance.
- Any overtime must be pre-approved by department heads.
- Determination made and plan developed regarding utilization of sales tax stabilization fund. Utilization of sales tax stabilization funds will require Board Approval prior to implementation.

3% Reduction (\$1,160,608)

- Freeze all travel and training requests except with necessity review by the Management Team.
- Reduce expenditures in operations and maintenance accounts in each functional area. Amount of reduction to be determined by Management Team.
- Freeze capital outlay except with necessity review by the Management Team.
- Indefinitely freeze all vacant positions except with necessity review by the Management Team.

4% Reduction (\$1,547,477)

- Will require Board policy decisions regarding service delivery and fund balance reserves.
- Re-evaluate any budgeted transfer to Capital Projects which is not a grant match requirement.
- The Management Team will review service level reductions, passenger fare increases, elimination of specific programs, and reduction in work force. This would require implementation of the Service Reduction Policy.
- Evaluate the 90-day Operating Fund Balance Reserve Policy and consider options for fund balance utilization or utilization of other reserve funds. Board action will be required for utilization of reserve funds.

**Section II: Sales Tax Revenue Sustainable Increase**

The following steps will be followed when it is determined that additional mid-year service level enhancements are necessary (above those already programmed in the annual budget) and sales tax revenue exceeds budget and prior year's actual for at least 4 consecutive months and a determination is made that sales tax revenue increase is sufficient to support sustainable service levels.

For planning purposes, recommended service level increases will be less than or equal to the available sales tax stabilization fund.

Increases in sales tax revenue may be utilized to fund:

- Direct service enhancements
- System support
- Capital Infrastructure and maintenance reserve

Recommended service levels enhancements will be evaluated and prioritized based on:

- System performance and
- Board adopted service standards and service plan

Service Level considerations are not limited to additional transit service hours but may include other agency or transit system support requirements.

Service Level enhancement decisions will follow annual Decision Cycle framework.

Prior to implementation and adoption by Board, additional service level enhancements will be incorporated into long-range financial plan to identify impact of current enhancement in future years.

Implementation of Service Level Enhancements will require Board action and revision of annual budget.

**Section III: Federal Grant Funding Reduction**

The following precautionary actions will be initiated immediately if a federal grant reduction is anticipated:

Capital Expenditures:

- Identify and evaluate other available funding sources
- Evaluate scaling back the scope of the project to the allocated funds, if feasible
- Freeze project pending review and discussion with Board of Directors

Operating Funds:

- Follow the Sales Tax Revenue Shortfall Procedure