



Board of Directors Regular Meeting August 25, 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 Regular Meeting on August 25, 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/81047856775?pwd=d0R2MjJoY3k1UEw1RmtnWik2RnQ5Zz09>

Passcode: 496680

Or One tap mobile:

US: +13462487799

Or Telephone:

Dial: US: +1 346 248 7799

Webinar ID: 810 4785 6775

Passcode: 496680

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.

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.

Speakers making personal, impertinent, profane, or slanderous remarks may be removed from the meeting. Unauthorized remarks from the audience, stamping of feet, whistles, yells, clapping and similar demonstrations will not be permitted.

Citizens that are not able to participate in-person must email his or her public comment to kmorris-perkins@dcta.net no later than **3:00 pm on Wednesday, August 24, 2022**, to ensure the comment will be distributed to Board Members prior to the meeting.



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.

CONSENT AGENDA

1. Consider Approval of Monthly Financial Statements for July 2022

(packet pages 7-14)

Action Item

Backup Information: Memo 1
Exhibit 1(a): Monthly Financial Statements – July 2022
Exhibit 1(b): Capital Projects Budget Report – July 2022

2. Consider Authorizing the Interim Chief Executive Officer (CEO) to Execute a Contract with CTJ Maintenance Inc. for Administrative Office Janitorial Services in the amount of \$43,800 for an initial three (3) years with the option to renew for an additional two (2) years for \$29,200 for the total contract cost of \$73,000 for Five (5) years commencing October 3, 2022.

(packet pages 15-16)

Action Item

Backup Information: Memo

3. Consider Authorizing the Interim Chief Executive Officer (CEO) to Execute a contract with Capital Edge Advocacy for Federal Legislative Consulting Services in the amount of \$168,000 for an initial two (2) year term with the option to renew for three (3) additional one (1) year terms beginning October 1, 2022

(packet pages 17-18)

Action Item

Backup Information: Memo

4. Consider Approval of Regular Board Meeting Minutes dated June 23, 2022

(packet pages 19-28)

Action Item

Backup Information: Exhibit 1: June 23, 2022 Minutes

REGULAR AGENDA

1. Conduct a Public Hearing of the Proposed FY 2023 Operating & Capital Budget

(packet pages 29-39)

Discussion Item

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

Backup Information: Memo
Exhibit 1: Long Range Financial Plan
Exhibit 2: Change in Net Position – Combined
Exhibit 3: Change in Net Position by Function

Exhibit 4: Revenue Detail
Exhibit 5: Grants Detail
Exhibit 6: Capital Improvement & Major Maintenance Plan
Exhibit 7: Budget Contingency Plan

**2. Presentation and Discussion of the Audit Plan for FY2022 Financial Statements
Presentation by Plante & Moran**

(packet pages 40-43)

Discussion Item

Presenters: David Leininger, Interim Chief Financial Officer
Keith Szymanski, Plante & Moran
Amy Tytar, Plante & Moran

Backup Information: Memo
Exhibit 1: FY2022 Audit Planned Scope

**3. Discuss and Consider Approval of Contract Amendment #8 to Task Order No. 1 with
River North Transit LLC (Via) for GoZone Service in an amount not to exceed \$614,948
effective September 7, 2022 through September 30, 2022**

(packet pages 44-47)

Action Item

Presenter: Javier Trilla, AVP of Innovation and Information Technology

Backup Information: Memo
Exhibit 1: DCTA Amendment #8

**4. Discuss and Consider Approval of Inflation Adjustment Compensation for DCTA and
NTMC Staff**

(packet page 48)

Discussion Item

Presenter: Paul Cristina, Interim CEO

Backup Information: Memo

**5. Consider Approval of Task Order with Kittelson & Associates, Inc. in the amount of
\$750,000 for Member City Transit-Oriented Development as Described in Previously
Awarded Federal Transit Administration (FTA) Grant Agreement**

(packet pages 49-50)

Action Item

Presenters: Paul Cristina, Interim CEO
Tim Palermo, Planning and Data Analytics Manager

Backup Information: Memo

6. Discuss A-train Updates: Long Range Maintenance Planning, Loram Friction Modifier System, Joint Rail Operations Facility, and A-train Enhancement Study

[\(packet page 51\)](#)

Discussion Item

Presenters: Paul Cristina, Interim CEO
Rony Philip, Senior Director Rail Operations

Backup Information: Memo

7. Consider Approval of Contract with Loram Technologies for purchase of Railway Friction Modifiers in the amount of \$63,051.80

[\(packet pages 52-57\)](#)

Action Item

Presenters: Paul Cristina, Interim CEO
Rony Philip, Senior Director Rail Operations

Backup Information: Memo
Exhibit 1: DCTA Loram Technologies Second Amendment Agreement
Exhibit 2: LORAM Quote for installation of four units

8. Discuss FY23 Projects: Arctic Wolf Cybersecurity Service and Swiftly Connected Transit Platform

[\(packet pages 58-60\)](#)

Discussion Item

Presenter: Javier Trilla, AVP of Innovation and Information Technology

Backup Information: Memo
Exhibit 1: Swiftly – August 2022 Budgetary Estimate

9. Discuss Local and Regional Transportation Updates and Legislative Issues

[\(packet pages N/A\)](#)

Discussion Item

INFORMATIONAL REPORTS

1. Monthly Financial Reports

[\(packet pages 61-65\)](#)

Backup Information: Memo 1: Monthly Sales Tax Receipts
Exhibit 1: Monthly Sales Tax Report
Memo 2: Budget Information

2. Monthly Ridership Reports

[\(packet pages 66-74\)](#)

Backup Information: Memo
Exhibit 1: Ridership by Mode – July 2022
Exhibit 2: Connect and GoZone Ridership by Month and Year
Exhibit 3: Connect Ridership Year-Over-Year by Month
Exhibit 4: A-train Year-Over-Year by Month
Exhibit 5: Fixed-Route Ridership – July 2022
Exhibit 6: UNT Ridership Year-Over-Year by Month



3. Denton County Transportation Authority Board of Directors Officer Elections
(packet page 75)

Backup Information: Memo

4. Interlocal Agreement Renewal with City of Coppell for Mobility Services
(packet pages 76-77)

Backup Information: Memo

FUTURE AGENDA ITEMS AND BOARD MEMBER REQUESTS

Staff will discuss proposed future agenda items. Board members may request an informational item or action item to be added to the next Board meeting agenda.

Next Regular Board Meeting Date: September 22, 2022

REPORT ON ITEMS OF COMMUNITY INTEREST

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

CONVENE EXECUTIVE SESSION

The Board may convene the Regular Board Meeting into Closed Executive Session for the following:

The Board of Directors will convene into Closed Executive Session pursuant to Section 551.074 of the Texas Government Code, Personnel Matters, to deliberate the employment and duties of the Chief Executive Officer.

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 August 19, 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

August 25, 2022

SUBJECT: Consider Approval of Monthly Financial Statements for July 2022

Recommendation

Staff recommends the Board approve the monthly financial statements for July 2022.

Background

The financial statements are presented monthly to the Board of Directors for acceptance. The reports for the period ending July 31, 2022, include the Statement of Change in Net Position, Statement of Net Position, and Capital Projects Budget Report. These reports provide a comparison of year-to-date budget vs. actual as of the current month.

Previous Board Activity & Action

There has been no previous Board activity on this item.

Identified Need

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

Financial Impact

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

- Note A:** Passenger Revenues – YTD favorable by \$210k due primarily to A-train and GoZone ridership of 621k which was 70% higher than budgeted ridership of 364k (\$133k increased revenue).

| | YTD FY22 Actual Ridership | YTD FY22 Budgeted Ridership | % Variance, Actual to Budget | YTD FY21 Actual Ridership | % Variance, Actual to Prior Yr |
|-----------------------------|---------------------------------|-----------------------------------|------------------------------------|---------------------------------|--------------------------------------|
| Total Rail Ridership | 141,634 | 135,207 | 5% | 86,387 | 64% |
| Connect | 106,977 | 122,841 | -13% | 176,346 | -39% |
| Access & Zone Service | 17,363 | 17,056 | 2% | 16,665 | 4% |
| GoZone | 478,907 | 229,143 | 109% | - | N/A |
| Frisco | 5,081 | 3,737 | 36% | 2,207 | 130% |
| Collin County Transit (CCT) | 3,371 | 13,616 | -75% | 8,710 | -61% |
| North Texas Xpress | 1,529 | 361 | 324% | 3,553 | -57% |
| University of North Texas | 770,077 | 1,089,101 | -29% | 202,131 | 281% |
| Special Movements | 481 | - | N/A | 1,048 | -54% |
| Total Bus Ridership | 1,383,786 | 1,475,855 | -6% | 410,660 | 237% |
| Vanpool | 189,025 | - | N/A | 179,375 | 5% |
| Total System Ridership | 1,714,445 | 1,611,062 | 6% | 676,422 | 153% |

(A) FY21 ridership includes Lewisville Lakeway On-Demand and Downtown Denton Transit Center (DDTC) Evening On-Demand which ended September 6, 2021.

(B) Includes Demand Response service and Taxi service.



- (C) FY21 ridership includes North Texas Xpress operated jointly with Trinity Metro through September 6, 2021. Beginning September 7, 2021, DCTA operates an abbreviated portion of the route with two trips each weekday.
- (D) These ridership numbers are not linked to passenger revenues and are shown for information purposes only to present system-wide ridership.

- **Note B:** Contract Service Revenue – YTD unfavorable by \$348k primarily due to lower than budgeted revenue hours (\$360k decreased revenue) and billable fuel costs (\$38k decreased revenue). Average year to date pass-through fuel cost was \$3.3/gallon compared to budgeted \$3.00/gallon and usage of 83k gallons was 20% lower than budgeted usage of 104k gallons.
- **Note C:** Sales Tax Revenue – July sales tax revenue was not yet received as of month-end close and is accrued for the month based on budget - \$2,312,751. June's Sales Tax revenue of \$3,403,413 was higher than reported in June with the difference of \$675,730 reflected in July. Sales tax generated in July will be received in September.
- **Note D:** Federal/State Grant Revenues - Capital – YTD unfavorable by \$4,4 million due to a timing difference as reimbursements for the Positive Train Control (PTC) project are delayed due to delayed project expenditures. Reimbursement will be requested as funds are expended.

| | YTD FY22 Actual Revenue | YTD FY22 Budgeted Revenue | Variance, Actual to Budget |
|-----------------------------------|----------------------------|---------------------------------|-------------------------------|
| PTC Implementation & Enhancements | \$ 88,037 | \$ 4,439,516 | (\$ 4,351,479) |
| | <u>\$ 88,037</u> | <u>\$ 4,439,516</u> | <u>(\$ 4,351,479)</u> |

- **Note E:** Federal/State Grant Revenues - Operating – YTD favorable by \$793K due to reimbursement for operating assistance exceeding original budgeted amount.

| | YTD FY22 Actual Revenue | YTD FY22 Budgeted Revenue | Variance, Actual to Budget |
|-----------------------------|----------------------------|---------------------------------|-------------------------------|
| Bus Preventive Maintenance | \$ 801,510 | \$ 984,926 | (\$ 183,416) |
| Rail Preventive Maintenance | 1,973,636 | 3,249,078 | (1,275,442) |
| Operating Assistance | 13,540,187 | 11,264,709 | 2,275,478 |
| ADA Assistance | 322,529 | 300,000 | 22,529 |
| Vanpool | 148,277 | 194,484 | (46,207) |
| | <u>\$16,786,139</u> | <u>\$15,993,197</u> | <u>\$792,942</u> |

- **Note F:** Purchased Transportation Services Expense – YTD unfavorable by \$140k mainly due to higher than anticipated GoZone service costs. The FY22 YTD budget anticipated 111k GoZone service hours; actual YTD GoZone billed hours were 114k (\$139k increased expense). Additionally, DCTA incurred \$75k in customer service costs above the original budget amount.

Exhibits

Exhibit 1: Monthly Financial Statements – July 2022

Exhibit 2: Capital Projects Budget Report – July 2022

Submitted by: _____



Isaias A Ríos, MBA

Accenture Consulting Manager



DENTON COUNTY TRANSPORTATION AUTHORITY

CHANGE IN NET POSITION

MONTH AND YEAR TO DATE AS OF JULY 31, 2022
(UNAUDITED)

| | Month Ended July 31, 2022 | | | Year to Date July 31, 2022 | | | | |
|---|---------------------------|--------------|----------------|----------------------------|---------------|-------------|---------------|--------|
| Description | Actual | Budget | Variance | Actual | Budget | Variance | Annual Budget | |
| Revenue and Other Income | | | | | | | | |
| Passenger Revenues | \$ 83,609 | \$ 50,191 | \$ 33,418 | \$ 734,525 | \$ 524,308 | \$ 210,217 | \$ 642,579 | Note A |
| Contract Service Revenues | 197,772 | 328,342 | (130,570) | 3,024,483 | 3,372,692 | (348,209) | 4,043,386 | Note B |
| Sales Tax Revenues | 2,988,019 | 2,312,751 | 675,268 | 30,807,046 | 28,879,572 | 1,927,474 | 34,191,233 | Note C |
| Federal/State Grants - Capital | - | 3,881,456 | (3,881,456) | 88,037 | 4,439,516 | (4,351,479) | 4,689,516 | Note D |
| Federal/State Grants - Operating | 4,204,584 | 5,405,195 | (1,200,611) | 16,786,139 | 16,002,340 | 783,799 | 21,864,250 | Note E |
| Total Revenues and Other Income | 7,473,985 | 11,977,935 | (4,503,950) | 51,440,230 | 53,218,428 | (1,778,198) | 65,430,964 | |
| Operating Expenses | | | | | | | | |
| Salary, Wages and Benefits | 305,416 | 426,806 | 121,390 | 3,426,655 | 4,250,029 | 823,374 | 5,103,643 | |
| Outsourced Services and Charges | 936,739 | 411,077 | (525,662) | 3,371,876 | 5,069,458 | 1,697,582 | 5,720,562 | |
| Materials and Supplies | 219,358 | 202,838 | (16,520) | 2,007,006 | 2,358,187 | 351,181 | 2,780,594 | |
| Utilities | 22,308 | 43,853 | 21,545 | 321,596 | 438,562 | 116,966 | 526,281 | |
| Insurance | 125,006 | 141,412 | 16,406 | 1,271,702 | 1,423,229 | 151,527 | 1,706,052 | |
| Purchased Transportation Services | 1,675,640 | 1,850,871 | 175,231 | 15,593,052 | 15,453,264 | (139,788) | 18,790,814 | Note F |
| Employee Development | 30,680 | 13,089 | (17,591) | 89,691 | 218,212 | 128,521 | 235,385 | |
| Leases and Rentals | 10,824 | 11,648 | 824 | 118,419 | 116,345 | (2,074) | 139,772 | |
| Depreciation | 939,627 | 945,185 | 5,558 | 9,472,999 | 9,461,593 | (11,406) | 11,349,464 | |
| Total Operating Expenses | 4,265,598 | 4,046,779 | (218,819) | 35,672,994 | 38,788,879 | 3,115,885 | 46,352,567 | |
| Income Before Non-Operating Revenues and Expenses | 3,208,387 | 7,931,156 | (4,722,769) | 15,767,235 | 14,429,549 | 1,337,686 | 19,078,397 | |
| Non-Operating Revenues/(Expense) | | | | | | | | |
| Investment Income | 106,519 | 1,000 | 105,519 | 155,254 | 10,000 | 145,254 | 12,000 | |
| Gain (Loss) on Disposal of Assets | 19,380 | - | 19,380 | 7,783 | - | 7,783 | - | |
| Other Income/(Expense) - Miscellaneous | 663 | - | 663 | 291,518 | 2,794,840 | (2,503,323) | 2,794,840 | |
| Long Term Debt Interest/Expense | (19,946) | (19,817) | (129) | (193,935) | (198,170) | 4,235 | (237,800) | |
| Total Non-Operating Revenues/(Expenses) | 106,616 | (18,817) | 125,433 | 260,620 | 2,606,670 | (2,346,050) | 2,569,040 | |
| Income (Loss) before Transfers | 3,315,003 | 7,912,339 | (4,597,336) | 16,027,855 | 17,036,219 | (1,008,364) | 21,647,437 | |
| Transfers Out | (486,889) | (560,841) | 73,952 | (4,949,211) | (6,136,383) | 1,187,171 | (7,263,989) | |
| Total Transfers | (486,889) | (560,841) | 73,952 | (4,949,211) | (6,136,383) | 1,187,171 | (7,263,989) | |
| Change in Net Position | \$ 2,828,115 | \$ 7,351,498 | \$ (4,523,384) | \$ 11,078,644 | \$ 10,899,836 | \$ 178,807 | \$ 14,383,448 | |



DENTON COUNTY TRANSPORTATION AUTHORITY

STATEMENT OF NET POSITION AS OF JULY 31, 2022 (UNAUDITED)

| | July 31, 2022 | June 30, 2022 | Change |
|--|-----------------------|-----------------------|---------------------|
| Assets | | | |
| Current Assets | | | |
| Cash & Cash Equivalents | \$ 77,706,677 | \$ 78,247,487 | \$ (540,810) |
| Investments | 11,446,987 | 11,473,047 | (26,060) |
| Receivables | 10,588,483 | 7,179,080 | 3,409,403 |
| Prepaid Expenses | 354,563 | 478,569 | (124,006) |
| Inventory | 753,898 | 761,194 | (7,297) |
| Total Current Assets | 100,850,607 | 98,139,377 | 2,711,230 |
| Non-Current Assets | | | |
| Restricted Cash | 676,799 | 678,248 | (1,450) |
| Capital Assets: | | | |
| Land | 17,394,147 | 17,394,147 | - |
| Land Improvements | 12,158,726 | 12,158,726 | - |
| Machinery & Equipment | 5,250,731 | 5,250,731 | - |
| Vehicles | 92,912,472 | 92,951,436 | (38,964) |
| Computers & Software | 1,791,431 | 1,791,431 | - |
| Intangible Assets | 16,997,155 | 16,997,155 | - |
| Construction in Progress | 4,236,894 | 4,233,151 | 3,743 |
| Other Capital Assets, Net | 251,986,070 | 251,986,070 | - |
| Accumulated Depreciation | (105,641,985) | (104,741,323) | (900,663) |
| Total Non-Current Assets | 297,762,439 | 298,699,773 | (937,333) |
| Total Assets | 398,613,047 | 396,839,150 | 1,773,897 |
| Deferred Outflow of Resources | | | |
| Deferred Outflows Related to Pensions | 421,130 | 421,130 | - |
| Total Deferred Outflow of Resources | 421,130 | 421,130 | - |
| Liabilities | | | |
| Current Liabilities | | | |
| Accounts Payable | - | 751,014 | (751,014) |
| Accrued Liabilities and Other | 1,281,375 | 1,603,101 | (321,725) |
| Unearned Revenues | 2,767,851 | 2,769,275 | (1,424) |
| Interest Payable | 79,783 | 59,837 | 19,946 |
| Total Current Liabilities | 4,129,009 | 5,183,227 | (1,054,218) |
| Non-Current Liabilities | | | |
| Rail Easement Payable | 700,000 | 700,000 | - |
| Bonds Payable | 21,265,000 | 21,265,000 | - |
| Net Pension Liability | 65,492 | 65,492 | - |
| Total Non-Current Liabilities | 22,030,492 | 22,030,492 | - |
| Total Liabilities | 26,159,501 | 27,213,719 | (1,054,218) |
| Deferred Inflow of Resources | | | |
| Deferred Inflows Related to Pensions | 152,490 | 152,490 | - |
| Total Deferred Inflow of Resources | 152,490 | 152,490 | - |
| Net Position | | | |
| Net Investment in Capital Assets | 283,862,326 | 283,862,326 | - |
| Unrestricted | 77,781,216 | 77,781,216 | - |
| Change in Net Position | 11,078,644 | 8,250,529 | 2,828,115 |
| Total Net Position | \$ 372,722,186 | \$ 369,894,071 | \$ 2,828,115 |



NORTH TEXAS MOBILITY CORPORATION

CHANGE IN NET POSITION
MONTH AND YEAR TO DATE AS OF JULY 31, 2022
(UNAUDITED)

| Description | Month Ended July 31, 2022 | | | Year to Date July 31, 2022 | | | Annual Budget |
|---------------------------------------|---------------------------|----------------|-----------------|----------------------------|------------------|--------------------|------------------|
| | Actual | Budget | Variance | Actual | Budget | Variance | |
| Operating Expenses | | | | | | | |
| Salary, Wages and Benefits | \$ 434,658 | \$ 511,570 | \$ 76,912 | \$ 4,486,182 | \$ 5,633,502 | \$ 1,147,320 | \$ 6,661,164 |
| Outsourced Services and Charges | 44,563 | 37,327 | (7,236) | 413,268 | 377,849 | (35,419) | 452,892 |
| Materials and Supplies | 357 | 184 | (173) | 940 | 1,636 | 696 | 1,936 |
| Insurance | 6,982 | 7,635 | 653 | 38,080 | 74,086 | 36,006 | 89,337 |
| Employee Development | 330 | 4,125 | 3,795 | 10,741 | 49,310 | 38,569 | 58,660 |
| Total Operating Expenses | <u>486,889</u> | <u>560,841</u> | <u>73,952</u> | <u>4,949,211</u> | <u>6,136,383</u> | <u>1,187,172</u> | <u>7,263,989</u> |
| Income (Loss) before Transfers | (486,889) | (560,841) | 73,952 | (4,949,211) | (6,136,383) | 1,187,172 | (7,263,989) |
| Transfers In | 486,889 | 560,841 | (73,952) | 4,949,211 | 6,136,383 | (1,187,171) | 7,263,989 |
| Total Transfers | <u>486,889</u> | <u>560,841</u> | <u>(73,952)</u> | <u>4,949,211</u> | <u>6,136,383</u> | <u>(1,187,171)</u> | <u>7,263,989</u> |
| Change in Net Position | <u>\$ -</u> | <u>\$ (0)</u> | <u>\$ 0</u> | <u>\$ -</u> | <u>\$ (0)</u> | <u>\$ 0</u> | <u>\$ (0)</u> |



NORTH TEXAS MOBILITY CORPORATION

STATEMENT OF NET POSITION AS OF JULY 31, 2022 (UNAUDITED)

| | July 31, 2022 | June 30, 2022 | Change |
|-------------------------------|----------------|----------------|-----------------|
| Assets | | | |
| Cash & Cash Equivalents | \$ 180,193 | \$ 244,057 | \$ (63,864) |
| Receivables | - | - | - |
| Prepaid Expenses | 13,963 | 20,945 | (6,982) |
| Total Assets | <u>194,156</u> | <u>265,002</u> | <u>(70,846)</u> |
| Liabilities | | | |
| Accounts Payable | - | 89,174 | (89,174) |
| Accrued Liabilities and Other | 194,156 | 175,828 | 18,328 |
| Total Liabilities | <u>194,156</u> | <u>265,002</u> | <u>(70,846)</u> |
| Net Position | | | |
| Change in Net Position | - | - | - |
| Total Net Position | <u>\$ -</u> | <u>\$ -</u> | <u>\$ -</u> |

DENTON COUNTY TRANSPORTATION AUTHORITY
CAPITAL PROJECTS BUDGET REPORT
AS OF JULY 31, 2022

| Capital Project Number/Name | Project Budget | July 2022 Actuals Booked | Actuals Life To Date | \$ Under/ (Over) Budget | % of Budget (As of July 2022 Close) |
|---|----------------------|--------------------------------|-------------------------|----------------------------|---|
| Construction Work in Progress | | | | | |
| G&A Capital Projects | | | | | |
| Total 10302 · Infrastructure Acquisition | 3,251,990 | - | 2,617,009 | 634,981 | 80% |
| Total 10404 · Backup Infrastructure Upgrade | 45,000 | - | - | 45,000 | 0% |
| Total 10702 · Transportation Reinvestment Program - FY21 | 100,000 | - | 52,473 | 47,527 | 52% |
| Close-Out to Operating Expense | (18,557) | - | (18,557) | | |
| Net Remaining · Transportation Reinvestment Program - FY21 | 81,444 | - | 33,916 | 47,527 | |
| Total 10702.1 · Transportation Reinvestment Program FY21 - Denton | 3,424,946 | - | 5,682 | 3,419,264 | 0% |
| Close-Out to Operating Expense | (5,173) | - | (5,173) | | |
| Net Remaining · Transportation Reinvestment Program FY21 - Denton | 3,419,773 | - | 509 | 3,419,264 | |
| Total 10702.2 · Transportation Reinvestment Program FY21 - Highland Village | 379,591 | - | 2,358 | 377,233 | 1% |
| Close-Out to Operating Expense | (2,358) | - | (2,358) | | |
| Net Remaining · Transportation Reinvestment Program FY21 - Highland Village | 377,233 | - | - | 377,233 | |
| Total 10702.3 · Transportation Reinvestment Program FY21 - Lewisville | 3,837,597 | - | 3,987 | 3,833,610 | 0% |
| Close-Out to Operating Expense | (3,710) | - | (3,710) | | |
| Net Remaining · Transportation Reinvestment Program FY21 - Lewisville | 3,833,887 | - | 278 | 3,833,610 | |
| Total 10703 · Transportation Reinvestment Program - FY22 | 100,000 | - | - | 100,000 | 0% |
| Total 10703.1 · Transportation Reinvestment Program FY22 - Denton | 4,263,151 | - | - | 4,263,151 | 0% |
| Total 10703.2 · Transportation Reinvestment Program FY22 - Highland Village | 450,500 | - | - | 450,500 | 0% |
| Total 10703.3 · Transportation Reinvestment Program FY22 - Lewisville | 5,019,354 | - | - | 5,019,354 | 0% |
| Total G&A Capital Projects | 20,842,332 | - | 2,651,711 | 18,190,620 | 13% |
| Bus Capital Projects | | | | | |
| Total 50307 · Major Maintenance - Bus 2022 | 179,530 | - | - | 179,530 | 0% |
| Total 50411 · Integrated Fare Payment | 600,000 | - | - | 600,000 | 0% |
| Total 50412 · Bus OMF Network Video Recorder | 26,000 | - | - | 26,000 | 0% |
| Total 50413 · DDTC Rail Fiber Extension | 125,000 | - | 5,528 | 119,472 | 4% |
| Total Bus Capital Projects | 930,530 | - | 5,528 | 925,002 | 1% |
| Rail Capital Projects | | | | | |
| Total 61302 · Joint Rail Operations Facility (JROF) | 2,794,840 | - | 86,899 | 2,707,941 | 3% |
| Total 61406.1 · Positive Train Control Implementation | 16,720,141 | 2,766 | 16,135,382 | 584,759 | 97% |
| Close-Out to Capitalized Assets | (16,022,566) | - | (16,022,566) | | |
| Net Remaining · Positive Train Control Implementation | 697,575 | 2,766 | 112,816 | 584,759 | |
| Total 61406.2 · Positive Train Control Enhancements | 5,000,000 | - | 148,180 | 4,851,820 | 3% |
| Total 61605 · Brownfield Remediation | 420,000 | 978 | 415,168 | 4,832 | 99% |
| Close-Out to Operating Expenses | (366,448) | - | (366,448) | | |
| Net Remaining · Brownfield Remediation | 53,552 | 978 | 48,720 | 4,832 | |
| Total 61723.1 · Canopy Repairs 2021 | 486,127 | - | 302,143 | 183,984 | 62% |
| Close-Out to Operating Expenses | (65,055) | - | (65,055) | | |
| Net Remaining · Canopy Repairs 2021 | 421,072 | - | 237,088 | 183,984 | |
| Total 61724 · Major Maintenance-Rail 2022 | 1,836,442 | - | 945,952 | 890,490 | 52% |
| Total Rail Capital Projects | 10,803,481 | 3,743 | 1,579,655 | 9,223,826 | 15% |
| Total Construction Work in Progress | \$ 32,576,342 | \$ 3,743 | \$ 4,236,894 | \$ 28,339,448 | 13% |



Board of Directors Memo

August 28, 2022

SUBJECT: Consider Authorizing the Interim Chief Executive Officer (CEO) to Execute a Contract with CTJ Maintenance Inc. for Administrative Office Janitorial Services in the amount of \$43,800 for an initial three (3) years with the option to renew for an additional two (2) years for \$29,200 for the total contract cost of \$73,000 for Five (5) years commencing October 3, 2022.

Recommendation

Staff recommends the Board approve the award and authorize the Interim Chief Executive Officer (CEO) to Execute a Contract with CTJ Maintenance Inc. In the amount of \$43,800 for the initial three (3) years with the option to renew for an additional two years for \$29,200 for a total five (5) year contract cost of \$73,000 commencing October 3, 2022.

Background

The current Janitorial Services contract began on September 29, 2017 and expires October 2, 2022. The contract was a three-year agreement with two one-year renewal options that were both exercised. These services include various cleaning methods to keep the approximated 7,607 square feet Administration Building clean. Tasks include dusting, vacuuming, cleaning bathrooms, and emptying trash bins. The services also included deep cleaning during the COVID-19 global pandemic to keep workers safe and to decrease the spread of infectious germs.

DCTA received three (3) bids on July 13, 2022. Staff reviewed the bids and determined the lowest responsive and responsible bidder to be CTJ Maintenance Inc. The following companies submitted bids:

- Adams Enterprise USA Inc.
- CTJ Maintenance Inc.
- GlobalBuilding Maintenance Inc.

Previous Board Activity & Action

- July 28, 2022: Board Meeting Informational Item

Identified Need

Janitorial services are required to ensure that the administrative offices remain clean and sanitary.

Financial Impact

The estimated cost for the five (5) year contract is \$73,000. The initial three (3) years cost is \$43,800 with the option to renew for an additional two years for \$29,200. The yearly cost is \$14,600 for the Janitorial services, of that dollar amount, \$11,400 includes the basic cleaning services and an additional \$3,200 to be used to pay for "as needed" services such as carpet cleaning, electrostatic disinfection, and deep cleaning. All services are allocated within the Fiscal Year 2023 budget and will be included in future budgets. The as-needed services will be requested by DCTA Staff.

Exhibits: N/A



Submitted By: *Geri Osinaike*
Geri Osinaike, Senior Procurement Specialist

Approved By: *BFarr*
Brittney Farr, Senior Director of Engagement & Administration



Board of Directors Memo

August 25, 2022

SUBJECT: Consider authorizing the Interim Chief Executive Officer (CEO) to award and execute a contract with Capital Edge Advocacy in the amount of \$168,000 for Federal Legislative Consulting Services beginning on October 1, 2022, for an initial two (2) year term with the option to renew for three (3) additional one (1) year terms.

Recommendation

Staff recommends the Board authorize the Interim Chief Executive Officer (CEO) to award and execute a contract with Capital Edge Advocacy in the amount of \$168,000 for Federal Legislative Consulting Services beginning on October 1, 2022, for an initial two (2) year term with the option to renew for three (3) additional one (1) year terms.

Background

The current contract term for Federal Legislative Consultant began on October 1, 2017 and expires with no options for renewal on September 30, 2022. A Request for Proposal (RFP) 22-07 was released on May 3, 2022 on BidSync for a Federal Legislative Consultant. DCTA received four (4) responses on May 27, 2022. The following companies submitted proposals:

Alpine Group
Capitol Edge Advocacy
Clark Hill
Hance Scarborough LLP

Staff conducted an initial evaluation of all proposals received. Following the initial evaluation, interviews were scheduled with the top two scoring firms. The interview panel consisted of Chair Molina, Secretary Costa, and Interim CEO Paul Cristina. Procurement staff attended all interviews.

As a result of the initial evaluations and the interviews, Staff recommends approval of an agreement with Capital Edge Advocacy as DCTA's federal legislative consultants. The initial term of the agreement is two (2) years with the option to extend for three (3) additional one (1) year terms. The initial term will commence on October 1, 2022, through and including September 30, 2024. If exercised, the three (3) additional one (1) year terms would extend the contract through September 30, 2027.

Previous Board Activity & Action

- March 24, 2022: Board Meeting Informational Item

Identified Need

DCTA needs continued federal legislative consulting services to serve as its representation in Washington, D.C. before the United States Congress and appropriate federal agencies.



Financial Impact

Estimated cost of the contract is \$168,000 for the initial two-year term with the option to renew for an additional three (3) years at a cost of \$84,000 per year. The cost for the service is incorporated within the proposed FY2023 Budget and will be included in future budgets.

Exhibits

Exhibit 1: RFP 22-07

Exhibit 2: Evaluation Consensus Averages

Submitted By: *Geri Osinaike*
Geri Osinaike, Senior Procurement Specialist

Approved By: *B Farr*
Brittney Farr, Senior Director of Engagement and Administration



Board of Directors Regular Meeting

June 23, 2022 | 10:00 a.m.

The Board of Directors of the Denton County Transportation Authority (DCTA) convened a Regular Board of Directors Meeting with Chair Cesar Molina presiding on June 23, 2022, at 10:00am located at the DCTA Administrative Offices located at 1955 Lakeway Drive, Suite 260, Lewisville, Texas.

Voting Members

Chair Cesar Molina, Denton County
Vice-Chair TJ Gilmore, City of Lewisville
Secretary Dianne Costa, City of Highland Village
Board Member Andy Eads, Denton County
Board Member Alison Maguire, City of Denton

Alternates

Board Member Jody Gonzalez, Denton County
Board Member Kristin Green, City of Lewisville
Board Member Pat Smith, City of Denton
Board Member Paul Stevens, City of Highland Village

Non-Voting Members

Board Member Tom Winterburn, City of Corinth
Board Member Dennie Franklin, City of Frisco
Board Member Connie White, Small Cities
Board Member Mark Miller, City of Flower Mound
Board Member Jeremie Maurina, City of The Colony

Legal Counsel

Joe Gorfida, NJDHS

INTERIM DCTA CEO

Paul Cristina

CALL TO ORDER

Chair Molina called the meeting to order at 10:06am. All voting Board Members, Alternates and Non-Voting Board Members were present except for Jody Gonzalez, Kristin Green and Tom Winterburn. Board Member Eads departed at 2:25pm and Vice-Chair Gilmore departed at 2:38pm.

INVOCATION

Secretary Costa provided the invocation.

PLEDGE OF ALLEGIANCE

Board Members recited the Pledge of Allegiance to the United States and Texas flags.



INTRODUCTIONS

No introductions at this time.

CONSENT AGENDA

1. Consider Approval of Monthly Financial Statements for May 2022

(packet pages 7-14)

Action Item

Backup Information:

Memo

Exhibit 1: Monthly Financial Statements – May 2022

Exhibit 2: Capital Projects Budget Report – May 2022

2. Consider Authorizing the Interim Chief Executive Officer (CEO) to execute a contract with Hilltop Securities Asset Management in the amount of \$150,000 for Investment Advisory Services for a contract term of August 1, 2022 through July 31, 2025, with the option to renew for two (2) additional one (1) year terms through July 31, 2027

(packet pages 15-210)

Action Item

Backup Information:

Memo

Exhibit 1: Request for Proposal 22-05

Exhibit 2: Hilltop Securities Asset Management

Proposal

Exhibit 3: Evaluation Consensus Scores

3. Consider Authorizing the Interim Chief Executive Officer (CEO) to execute a contract with Holmes Murphy for the Employee Benefit Broker/Consultant Services in the amount of \$105,000 for a contract term of August 1, 2022 through July 31, 2025 with the option to renew for two (2) additional one (1) year terms through July 31, 2027 for an estimated additional \$70,000

(packet pages 211-334)

Action Item

Backup Information:

Memo

Exhibit 1: Request for Proposal 22-09

Exhibit 2: Proposal

Exhibit 3: Evaluation Consensus

4. Consider Authorizing the Interim Chief Executive Officer (CEO) to execute a contract with Industrial Power Truck and Equipment under The Interlocal Purchasing System (TIPS) Cooperative Purchasing Agreement

(packet page 335)

Action Item

Backup Information:

Memo

5. Consider Approval of a Resolution Designating David Leininger as the Investment Officer

(packet pages 336-338)

Action Item

Backup Information: Memo
Exhibit 1: Resolution

6. Consider Authorizing the Interim Chief Executive Officer (CEO) to execute a contract with Southern Tire Mart and The Goodyear Tire and Rubber Company for a total amount not to exceed the approved budget of FY22 \$9,500 and FY23 for \$96,000

(packet pages 339-431)

Action Item

Backup Information: Memo
Exhibit 1: Request for Bid 22-10
Exhibit 2: Bid – Goodyear Tire & Rubber Company
Exhibit 3: Bid – Southern Tire Mart
Exhibit 4: RFP 22-10 Bid Tabulation

7. Consider Approval of Regular Meeting Minutes dated May 26, 2022

(packet pages 432-438)

Action Item

Backup Information: Exhibit 1: DCTA Regular Board Meeting Minutes – May 26, 2022

Motion by Board Member Maguire with a second by Secretary Costa to approve the Consent Agenda as presented. Motion passes 5-0.

REGULAR AGENDA

1. Consider Authorizing the Interim Chief Executive Officer (CEO) to Execute a Contract with Texas Municipal League (TML) Health for Medical, Dental and Vision benefits beginning October 1, 2022, in the amount of \$576,637 for Fiscal Year (FY) 2023

(packet page 439)

Action Item

Presenters: Brittney Farr, Senior Director of Engagement and Administration
Julie Rickman, Holmes Murphy
Adam Kinyicky, Holmes Murphy
Backup Information: Memo

Brittney Farr, Senior Director of Engagement and Administration, introduced Julie Rickman from Holmes Murphy who provided the presentation highlighting the following:

- COVID-19 Updates
- Plans and Renewal Status
- Medical, Dental and Vision Renewal

Next Steps

June 23 – Board Approval

July 1, 2022 – Signed Renewals due to Texas Municipal League (TML)

July 29, 2022 – Open Enrollment

October 1, 2022 – Plan Year begins

Board discussion regarding clarification of “infusion therapy” and whether there would be an increase in employee contributions.

Motion by Board Member Maguire and a second by Secretary Costa to approve as presented. Motion passes 5-0.

- 2. Consider Authorizing the Interim Chief Executive Officer (CEO) to Execute a Contract with Randy C. Cain, Attorney at Law and Burklund Consulting LLC, to provide State Legislative Consulting Services beginning July 1, 2022, for an initial two-year term in an amount not to exceed \$200,000**

(packet pages 440-501)

Action Item

Presenter: Brittney Farr, Senior Director of Engagement and Administration

Backup Information: Memo

Exhibit 1: RFP 22-02

Exhibit 2: Randy C. Cain, Attorney at Law & Burklund Consulting, LLC Proposal

Exhibit 3: Evaluation Consensus Averages

Brittney Farr, Senior Director of Engagement and Administration provided the presentation highlighting the following:

- Background
- Evaluation and Selection Process
- Next Steps

In anticipation of the 88th Texas Legislative Session to begin in January 2023, the Request for Proposal for a new State Legislative Consultant was released on March 8, 2022.

Therefore, it is the recommendation of staff to authorize the Interim CEO to execute a contract with Randy C. Cain, Attorney at Law and Burklund Consulting, LLC to provide State Legislative Consulting services to begin July 1, 2022.

Board discussion regarding amount of HillCo contract, impact on staff, and having a broader evaluation committee whereas the Board would have more involvement in the selection process.

Motion by Board Member Eads and a second by Vice-Chair Gilmore to continue this item until after the interviews and recommendations have been made from an Evaluation Committee consisting of Board Member Eads, Secretary Costa and staff. This motion was later withdrawn, and a second motion was made to reject staff's recommendation to award a contract for State Legislative Consulting Services and further continue the evaluation process to allow Board Representatives to interview the four (4) prospects and make a recommendation back to the Board and for the Evaluation Committee to consist of Chair Cesar Molina, Secretary Dianne Costa, Interim CEO Paul Cristina and Director of Engagement and Administration Brittney Farr. Motion passes 5-0.

**3. Consider Approval of City of Denton Fiscal Year (FY) 2022 Transportation Reinvestment Program (TRiP) Call for Projects Grants
([packet pages 502-513](#))**

Action Item

Presenter: Tim Palermo, Planning and Data Analytics Manager

Backup Information: Memo

Exhibit 1: Adopted TRiP Policy

Tim Palermo, Planning and Data Analytics Manager, presented to the Board highlighting the following:

- TRiP – Transportation Reinvestment Program (Why TRiP?)
- TRiP Process
- Funding
- FY22 TRiP Member City Allocations with FY21 Program Rollover
- FY22 TRiP City of Denton Applications Recommended for Approval
- Mayhill Road Extension Phase 2
- SED-A Street Bundle
- SED-B Street Bundle
- UPRR Quite Zone Pedestrian Improvements
- Loop 288 Sidewalks
- Downtown Sidewalks
- A-train to UNT Bike Path Completion
- All-Way Crossing Construction

Motion by Vice-Chair Gilmore with a second by Secretary Costa to approve as presented. Motion passes 5-0.

**4. Discuss GoZone Performance, Fare Structure Alternatives, Route Alternatives for Connect Fixed Route Service and Comprehensive Operations Analysis Public Feedback Summary
(packet page 514)**

Discussion Item

Presenter: Javier Trilla, AVP of Innovation and Information Technology

Backup Information: Memo

Javier Trilla, AVP of Innovation and Information Technology and Steven David of Accenture provided the presentation to the Board highlighting the following:

- Overview
- Ridership and Service Hours by Month
- Utilization by Month
- Quality of Service by Month
- Increased Supply – May/June (significantly improved service)
- GoZone Safety Performance
- Lewisville and Highland Village – total hours and service costs
- Lewisville and Highland Village – van hours
- Expanding Lewisville and Highland Village to encompass Lewisville City Limits – increase population coverage.
- FY23 Ridership – All Zones, Lewisville and Highland Village
- Service Design - Approach
- Current Fare Schedule Review
- GoZone Ride Pass Structure – Current
- Potential GoZone Ride Pass Structure – Option 1, Option 2 and Other Future Considerations
- Fare Revenue Alternatives
- DCTA Connect Fare
- Connect Operating Costs Allocation – Detail
- GoZone Weekday Demand – Lewisville/Highland Village/Denton
- GoZone Origin/Destination Analysis – Lewisville/Highland Village/Denton
- Alternative A : Productivity Parity between Denton Connect and GoZone
- Alternative B: 60% Productivity Factor
- Alternative C: 50% Productivity Factor
- Alternative C: Denton Connect has 50% Productivity Factor
- Alternative D: Reinvestment Option 1
- Alternative D: Reinvestment Option 2 (Routes 5 and 7 only)
- Alternative F: Reinvestment Option 2 with Extension of Routs 3 to Our Daily Bread
- Alternative G: Reinvestment Option 3 (Routes 6 and 7 only)
- Alternative Summary
- Potential Future Design – Lewisville Alternatives Overview
- Potential Future Design – Lewisville – Option 21A, 22A, 22B

- Seat Unavailability and Active Vehicles by Hour of Day 1 and 2
- Lewisville GoZone Requests Reachable for Proposed Fixed Route Stops
- Seat Unavailability – Lewisville
- Public Feedback – Summary
- Survey Responses
- Public Involvement Snapshot
- Survey Response Word Cloud

Board discussion regarding plan of action to address multiple issues (i.e. language barriers of GoZone customer service, update on Mobility Services Manager candidate, quality improvement actions, seat unavailability and Estimated Time of Arrival (ETA) by zone and time of day data (data requested by board member for August 2022 Board Meeting), clarification of population counts – i.e. Castle Hills, clarification of new expanded zone, GoZone expanded coverage, 1-day pricing, how passes work from customer service viewpoint, not-for-profit tool for discounted rates, cost savings with elimination of fares, clarification of base fare and mileage over base, “cash” costs, the Board’s interest in a free-fare analysis, revenue hours for GoZone, inclusion of Our Daily Bread across all alternative options, seat unavailability, UNT semester/schedules, coding comments as opposed to “word cloud”, flat fares (no coins), and costs between modes.

No Board action required at this time.

5. Discuss Marketing and Communications Business Engagement, Ridership Campaign, Public Information Officer Coordination Initiative, and Strategic Communications Assessment

(packet page 515)

Discussion Item

Presenter: Paul Cristina, Interim CEO

Backup Information: Memo

Paul Cristina, Interim CEO, presented the report highlighting the following:

- Business Engagement
- Ridership Campaign: High Gas Prices – Dump the Pump
- Public Information Office Committee (City of Denton, City of Highland Village, City of Lewisville and Denton County representatives)
- Strategic Marketing and Communications Assessment (Minerva)

No Board action required at this time.

6. Discuss Interim Chief Financial Officer (CFO) Observations and Recommendations on DCTA Financial Management Policies and Practices

(packet page N/A)

Discussion Item

Presenter: David Leininger, Interim CFO

David Leininger, Interim CFO, presented highlighted the following:

- Observations and Recommendations
 - ✓ Organization and staffing within the Finance Team warrants reconsideration once Controller position is filled and a decision is made regarding replacement of the existing SunGard ERP software.
 - ✓ Manual processes – The use of several Excel spreadsheets utilizes considerable staff time maintaining.
 - ✓ Anticipate additional opportunities to transition authorized Finance positions to Service Delivery/Operations functions once Controller position is filled (i.e. Finance Assistant to Director and Safety & Compliance)
 - ✓ Fare policies, fare collection and ridership measurement practices warrant review.
 - ✓ Innovative technology solutions.
 - ✓ Financial Budgeting and Long-Term Financial Planning

No Board action required at this time.

7. Update on Transformation Initiative, Options for Enterprise Resource Planning (ERP) Initiative, and Temporary and Augmented Staff Status and Budget

(packet page 516)

Discussion Item

Presenter: Paul Cristina, Interim CEO
Chris Newport, Accenture

Backup Information: Memo

Paul Cristina, Interim CEO, presented the reporting highlighting the following:

- April Interim Staffing Timeline and Recommendations
- Transformation Initiative Background
- Transformation Initiative – Previously Prioritized Project Set
- Summary Roadmap – Initiative Status
- Enterprise Resource Planning (ERP) Implementation Options
- ERP Alternative Selection: Actions To Date
- ERP Alternative Selection: Implementation Readiness
- Temporary and Augmented Staff Status and Budget Utilization
- April Board Approval and Budget Estimates, Budget Impacts and Financial Plan Estimates
- Integrated Operations Timeline

- Integrated DCTA Finance, HR Organization and Staffing Update
- Interim Staffing Support: Spend to Plan Status Update

No Board action required at this time

**8. Discuss Local and Regional Transportation Updates and Legislative Issues
(packet page N/A)**

Discussion Item

Board Secretary Costa discussed updates from the Regional Transportation Council.

INFORMATIONAL REPORTS

1. Monthly Financial Reports

(packet pages 517-521)

Backup Information: Memo 1: Monthly Sales Tax Receipts
Exhibit 1: FY22 Monthly Sales Tax Report
Memo 2: Budget Information

2. Monthly Ridership Reports

(packet pages 522-529)

Backup Information: Memo
Exhibit 1: Ridership by Mode – May 2022
Exhibit 2: A-train Year-Over-Year Ridership
Comparison
Exhibit 3: Connect and GoZone Ridership by Month
and Year
Exhibit 4: Fixed-Route Ridership – May 2022
Exhibit 5: Connect Ridership Year-Over-Year by
Month
Exhibit 6: UNT Ridership Year-Over-Year by Month

**3. Request for Bids (RFB) 22-14 Remanufactured Transmissions and Engines
for Buses**

(packet page 530)

Backup Information: Memo

**4. Denton County Sheriff's Office Interlocal Agreement for Law Enforcement
Services**

(packet page 531)

Backup Information: Memo

No Board action required at this time.



FUTURE AGENDA ITEMS AND BOARD MEMBER REQUESTS

Staff will discuss proposed future agenda items. Board members may request an informational item or action item to be added to the next Board meeting agenda.

No Board Member requests at time.

REPORT ON ITEMS OF COMMUNITY INTEREST

None at this time.

CONVENE EXECUTIVE SESSION

The Board may convene the Regular Board Meeting into Closed Executive Session for the following:

The Board of Directors will convene into Closed Executive Session pursuant to Section 551.074 of the Texas Government Code, Personnel Matters, to deliberate the employment and duties of the Chief Executive Officer.

The Board of Directors convened into Executive Session at 1:43pm.

RECONVENE OPEN SESSION

The Board of Directors reconvened into Open Regular Session at 2:09pm with no action taken.

ADJOURN

Motion by Secretary Costa and a second by Board Member Maguire to adjourn the meeting at 3:06pm. Motion passes unanimously.

Cesar Molina, Board Chair

Dianne Costa, Board Secretary



Board of Directors Memo

August 25, 2022

SUBJECT: Conduct a Public Hearing of the Proposed FY 2023 Operating & Capital Budget

Recommendation

This item is presented for informational purposes only. After presentation of the proposed budget and discussion by the Board, the Board will hold a public hearing to receive public input on the proposed budget.

Background

The Texas Transportation Code, Chapter 460 requires the preparation of an annual budget for DCTA. Staff has prepared a balanced budget, where current year operating expenses and capital expenditures do not exceed current year revenues and undesignated fund balance/reserves.

The budget is submitted today to the Board of Directors, in accordance with requirements under Chapter 460 of the Texas Transportation Code and DCTA Board policy and procedures, for Board review and comment as well as citizen input. Notice of the public hearing was published in the Denton Record Chronicle on August 15th, 2022.

Previous Board Activity & Action

The proposed FY 2023 budget was presented and discussed with the Board at the Budget Workshop on June 16th and an update was presented at the July Board meeting as well. Once information from both the Board and the public has been received, the FY 2023 Budget will be presented for final review and adoption by the Board at the Board meeting scheduled for September 22, 2022.

Identified Need

No action is required at this time.

Financial Impact


The FY 2023 operating budget includes total revenues of \$70.7 million, expenses of \$59.3 million, and capital outlay and major maintenance of \$34.9 million.

Exhibits

The proposed budget contains revenue and expense assumptions for FY 2023, which include capital expenditures. Included as agenda back-up are the following exhibits:

- Exhibit 1: Long Range Financial Plan
- Exhibit 2: Change in Net Position – Combined
- Exhibit 3: Change in Net Position by Function
- Exhibit 4: Revenue Detail
- Exhibit 5: Grants Detail
- Exhibit 6: Capital Improvement & Major Maintenance Plan
- Exhibit 7: Budget Contingency Plan



Submitted By: 
Amanda Riddle
Senior Manager of Budget

Final Review: _____
Paul Cristina
Interim Chief Executive Officer

DENTON COUNTY TRANSPORTATION AUTHORITY
FY23 Proposed Budget
Long Range Financial Plan

| | Audited 2021* | Adopted FY2022 | Working FY2022 ¹ | 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 |
|--|----------------------|----------------------|--------------------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|
| <i>Beginning Fund Balance:</i> | \$ 51,474,366 | \$ 59,286,617 | \$ 78,429,922 | \$ 89,990,027 | \$ 75,880,992 | \$ 66,819,556 | \$ 65,206,573 | \$ 70,767,186 | \$ 74,368,042 | \$ 77,196,952 | \$ 79,693,621 | \$ 81,693,219 | \$ 82,602,982 | \$ 83,220,164 | \$ 85,773,580 | \$ 87,024,190 | \$ 87,854,433 | \$ 51,474,366 |
| OPERATING REVENUES | | | | | | | | | | | | | | | | | | |
| Bus Operating Revenue | 3,189,064 | 4,242,754 | 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 | 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 | 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 | 13,042,809 | 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 | 169,628,414 |
| Investment Income | 31,178 | 12,000 | 12,000 | 6,000 | 75,881 | 66,820 | 65,207 | 70,767 | 74,368 | 77,197 | 79,694 | 81,693 | 82,603 | 83,220 | 85,774 | 87,024 | 87,854 | 1,067,279 |
| TOTAL REVENUES | 58,971,181 | 58,388,316 | 64,684,027 | 58,690,440 | 58,507,097 | 59,867,387 | 61,287,098 | 60,029,857 | 61,542,926 | 62,980,888 | 64,572,131 | 66,097,664 | 67,664,311 | 69,398,805 | 71,063,067 | 72,776,151 | 74,706,677 | 1,032,839,707 |
| OPERATING EXPENSES | | | | | | | | | | | | | | | | | | |
| Bus Operating Expense | 10,039,787 | 16,136,775 | 19,463,741 | 22,802,223 | 23,440,883 | 24,061,425 | 24,945,934 | 26,077,152 | 27,159,602 | 28,111,767 | 29,341,556 | 30,263,421 | 31,410,750 | 32,631,657 | 33,714,412 | 35,256,033 | 36,518,850 | 435,239,192 |
| Rail Operating Expense | 13,530,078 | 15,149,321 | 15,059,322 | 16,511,002 | 16,191,314 | 16,647,436 | 17,139,531 | 17,627,946 | 18,147,475 | 18,674,802 | 19,226,929 | 19,788,825 | 20,361,054 | 20,963,831 | 21,572,771 | 22,202,284 | 22,853,049 | 296,497,648 |
| G&A Operating Expense | 5,896,514 | 6,760,429 | 7,844,029 | 8,629,600 | 7,795,540 | 7,706,088 | 7,947,731 | 8,199,586 | 8,462,239 | 8,736,314 | 9,022,483 | 9,321,464 | 9,634,023 | 9,960,986 | 10,303,233 | 10,661,711 | 11,037,434 | 141,158,976 |
| TOTAL OPERATING EXPENSES | 29,466,379 | 38,046,525 | 42,367,092 | 47,942,825 | 47,427,737 | 48,414,948 | 50,033,196 | 51,904,684 | 53,769,316 | 55,522,883 | 57,590,968 | 59,373,709 | 61,405,827 | 63,556,474 | 65,590,416 | 68,120,028 | 70,409,333 | 872,895,816 |
| NET INCOME | 29,504,801 | 20,341,791 | 22,316,935 | 10,747,614 | 11,079,360 | 11,452,439 | 11,253,902 | 8,125,172 | 7,773,610 | 7,458,004 | 6,981,163 | 6,723,955 | 6,258,485 | 5,842,331 | 5,472,651 | 4,656,123 | 4,297,344 | 159,943,891 |
| CAPITAL OUTLAY & MAJOR MAINTENANCE | | | | | | | | | | | | | | | | | | |
| Bus Capital | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Fleet Replacement | 1,053,712 | - | - | 45,000 | 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 | 1,200,000 | 16,698,712 |
| Professional Services / Technology Improvements | - | 496,000 | 196,000 | 3,120,803 | 350,000 | 80,000 | - | 45,000 | 125,000 | 350,000 | 80,000 | - | 45,000 | 125,000 | 350,000 | 80,000 | - | 4,946,803 |
| Transit Safety Improvements | 10,095 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 10,095 |
| Hike & Bike Trails | (18,151) | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | (18,151) |
| Major Maintenance Items - Rail | - | 1,836,442 | 2,257,514 | 2,000,000 | 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 | 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 | 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 | 35,000 | - | - | - | - | - | - | - | - | - | - | - | - | - | 88,552 |
| Joint Rail Operations Facility (JROF) | - | - | 549,953 | 5,928,263 | 5,571,696 | - | - | - | - | - | - | - | - | - | - | - | - | 12,049,912 |
| Transportation Reinvestment Program (TRiP) | - | 7,119,429 | 7,712,337 | 21,226,221 | 9,068,483 | 7,721,447 | - | - | - | - | - | - | - | - | - | - | - | 45,728,488 |
| TOTAL CAPITAL OUTLAY & MAJOR MAINTENANCE | 1,166,481 | 15,100,221 | 11,166,930 | 34,925,344 | 21,885,517 | 12,098,612 | 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 | 129,604,484 |
| TOTAL CAPITAL, MAINTENANCE AND OPERATING EXPENSES | 30,632,860 | 53,146,746 | 53,534,022 | 82,868,169 | 69,313,254 | 60,513,560 | 54,760,383 | 55,458,894 | 57,745,237 | 59,517,053 | 61,602,281 | 64,219,897 | 65,981,686 | 67,865,388 | 70,832,458 | 72,965,908 | 74,689,251 | 1,002,500,300 |
| CAPITAL SOURCES | | | | | | | | | | | | | | | | | | |
| Proceeds from Debt Issuance | 260,000 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 260,000 |
| Capital Grants | 1,409,423 | 4,609,056 | 318,060 | 2,166,079 | 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 | 19,870,581 |
| Capital Grants - Old Town | - | - | - | 634,981 | - | - | - | - | - | - | - | - | - | - | - | - | - | 634,981 |
| Capital Reimbursement - DART JROF | - | - | 2,794,840 | 9,255,072 | - | - | - | - | - | - | - | - | - | - | - | - | - | 12,049,912 |
| TOTAL CAPITAL SOURCES | 1,669,423 | 4,609,056 | 3,112,900 | 12,056,132 | 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 | 32,815,474 |
| 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 | 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 | 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 | 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 | 8.26 | 5.41 | 5.56 | 5.76 | 5.67 | 4.08 | 3.91 | 3.75 | 3.51 | 3.38 | 3.00 | N/A | N/A | N/A | N/A | |
| <i>Outstanding Bond Principal as of September 30th</i> | <i>21,265,000</i> | <i>18,800,000</i> | <i>18,800,000</i> | <i>17,025,000</i> | <i>15,225,000</i> | <i>13,410,000</i> | <i>11,575,000</i> | <i>9,715,000</i> | <i>7,835,000</i> | <i>5,935,000</i> | <i>4,010,000</i> | <i>2,065,000</i> | - | - | - | - | - | |
| ENDING FUND BALANCE | 78,429,922 | 66,434,443 | 89,990,027 | 75,880,992 | 66,819,556 | 65,206,573 | 70,767,186 | 74,368,042 | 77,196,952 | 79,693,621 | 81,693,219 | 82,602,982 | 83,220,164 | 85,773,580 | 87,024,190 | 87,854,433 | 88,891,859 | 88,891,859 |
| <i>Less Required Fund Balance (O&M Reserve Policy)</i> | <i>7,366,595</i> | <i>9,511,631</i> | <i>10,591,773</i> | <i>11,985,706</i> | <i>11,856,934</i> | <i>12,103,737</i> | <i>12,508,299</i> | <i>12,976,171</i> | <i>13,442,329</i> | <i>13,880,721</i> | <i>14,397,742</i> | <i>14,843,427</i> | <i>15,351,457</i> | <i>15,889,119</i> | <i>16,397,604</i> | <i>17,030,007</i> | <i>17,602,333</i> | |
| <i>Less Sales Tax Stabilization Fund</i> | <i>1,059,965</i> | <i>962,664</i> | <i>1,143,654</i> | <i>1,189,401</i> | <i>1,236,977</i> | <i>1,274,086</i> | <i>1,312,308</i> | <i>1,351,678</i> | <i>1,392,228</i> | <i>1,433,995</i> | <i>1,477,015</i> | <i>1,521,325</i> | <i>1,566,965</i> | <i>1,613,974</i> | <i>1,662,393</i> | <i>1,712,265</i> | <i>1,763,633</i> | |
| <i>Less Fuel Stabilization Fund</i> | <i>450,000</i> | <i>286,189</i> | <i>299,822</i> | <i>249,329</i> | <i>249,329</i> | <i>249,329</i> | <i>249,329</i> | <i>249,329</i> | <i>249,329</i> | <i>249,329</i> | <i>249,329</i> | <i>249,329</i> | <i>249,329</i> | <i>249,329</i> | <i>249,329</i> | <i>249,329</i> | <i>249,329</i> | |
| <i>Less Capital/Infrastructure Fund</i> | <i>4,000,000</i> | <i>2,000,000</i> | <i>2,000,000</i> | <i>2,000,000</i> | <i>2,000,000</i> | <i>2,000,000</i> | <i>2,000,000</i> | <i>2,000,000</i> | <i>2,000,000</i> | <i>2,000,000</i> | <i>2,000,000</i> | <i>2,000,000</i> | <i>2,000,000</i> | <i>2,000,000</i> | <i>2,000,000</i> | <i>2,000,000</i> | <i>2,000,000</i> | |
| NET AVAILABLE FUND BALANCE | \$ 65,553,363 | \$ 53,673,959 | \$ 75,954,778 | \$ 60,456,556 | \$ 51,476,316 | \$ 49,579,421 | \$ 54,697,250 | \$ 57,790,864 | \$ 60,113,066 | \$ 62,129,577 | \$ 63,569,133 | \$ 63,988,900 | \$ 64,052,413 | \$ 66,021,159 | \$ 66,714,864 | \$ 66,862,832 | \$ 67,276,564 | |

(1) Working budget includes adjustments to sales tax, federal grants, & capital outlay that have not been adopted by the Board.

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

| Description | FY 2021 Actuals | DCTA FY 2022 Adopted Budget | DCTA FY 2022 Working Budget ¹ | NTMC FY 2022 Adopted Budget | NTMC FY 2022 Working Budget | FY 2022 Adopted Budget | FY 2022 Working Budget | DCTA FY 2023 Proposed Budget | NTMC FY 2023 Proposed Budget | FY 2023 Proposed Budget |
|---|--------------------|--------------------------------------|---|--------------------------------------|--------------------------------------|------------------------------|------------------------------|---------------------------------------|---------------------------------------|-------------------------------|
| OPERATING REVENUE | | | | | | | | | | |
| Passenger Revenues (Bus Farebox) | \$ 265,879 | \$ 116,994 | \$ 168,096 | \$ - | \$ - | \$ 116,994 | \$ 168,096 | \$ 206,348 | \$ - | \$ 206,348 |
| Passenger Revenues (GoZone Farebox) | - | 210,001 | 211,566 | - | - | 210,001 | 211,566 | 1,295,474 | - | 1,295,474 |
| Passenger Revenues (Rail Farebox) | 282,291 | 262,917 | 262,917 | - | - | 262,917 | 262,917 | 295,805 | - | 295,805 |
| Contract Service Revenue | 2,923,185 | 3,915,759 | 4,043,386 | - | - | 3,915,759 | 4,043,386 | 3,828,781 | - | 3,828,781 |
| Total Operating Revenue | 3,471,355 | 4,505,671 | 4,685,965 | - | - | 4,505,671 | 4,685,965 | 5,626,408 | - | 5,626,408 |
| OPERATING EXPENSES | | | | | | | | | | |
| Salary, Wages & Benefits | 9,973,966 | 5,103,643 | 5,103,643 | 5,787,307 | 6,661,164 | 10,890,950 | 11,764,807 | 5,473,014 | 6,499,768 | 11,972,782 |
| Outsourced Services & Charges | 5,395,086 | 4,610,662 | 5,720,562 | 450,970 | 452,892 | 5,061,632 | 6,173,454 | 6,290,146 | 607,445 | 6,897,591 |
| Materials & Supplies | 1,087,452 | 2,650,094 | 2,780,594 | 1,936 | 1,936 | 2,652,030 | 2,782,530 | 3,363,038 | 1,936 | 3,364,974 |
| Utilities | 431,998 | 526,281 | 526,281 | - | - | 526,281 | 526,281 | 666,751 | - | 666,751 |
| Insurance | 1,822,821 | 1,635,812 | 1,706,052 | 65,842 | 89,337 | 1,701,654 | 1,795,389 | 1,750,482 | 95,592 | 1,846,074 |
| Transportation Reinvestment | 29,798 | - | - | - | - | - | - | - | - | - |
| Purchased Transportation Services | 10,302,946 | 16,680,162 | 18,790,814 | - | - | 16,680,162 | 18,790,814 | 22,584,376 | - | 22,584,376 |
| Employee Development | 97,423 | 235,385 | 235,385 | 58,660 | 58,660 | 294,045 | 294,045 | 310,565 | 53,260 | 363,825 |
| Leases & Rentals | 224,890 | 139,772 | 139,772 | - | - | 139,772 | 139,772 | 146,452 | - | 146,452 |
| Depreciation | 9,956,638 | 10,899,464 | 11,349,464 | - | - | 10,899,464 | 11,349,464 | 11,211,908 | - | 11,211,908 |
| Total Operating Expenses | 39,323,017 | 42,481,275 | 46,352,567 | 6,364,715 | 7,263,989 | 48,845,990 | 53,616,556 | 51,796,732 | 7,258,001 | 59,054,733 |
| Operating Income / (Loss) | (35,851,662) | (37,975,604) | (41,666,602) | (6,364,715) | (7,263,989) | (44,340,319) | (48,930,591) | (46,170,324) | (7,258,001) | (53,428,325) |
| NON-OPERATING REVENUE / (EXPENSE) | | | | | | | | | | |
| Investment Income | 31,178 | 12,000 | 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 | - | 9,255,072 |
| Sales Tax Revenue | 35,332,154 | 32,088,804 | 38,121,812 | - | - | 32,088,804 | 38,121,812 | 39,646,685 | - | 39,646,685 |
| Federal Grants & Reimbursements | 20,969,469 | 26,390,897 | 22,182,310 | - | - | 26,390,897 | 22,182,310 | 15,843,869 | - | 15,843,869 |
| State Grants & Reimbursements | 73,895 | - | - | - | - | - | - | - | - | - |
| Long Term Debt Interest/Expense | (697,187) | (237,800) | (237,800) | - | - | (237,800) | (237,800) | (212,640) | - | (212,640) |
| Total Non-Operating Revenue / (Expense) | 56,212,062 | 58,253,901 | 62,873,162 | - | - | 58,253,901 | 62,873,162 | 64,907,524 | - | 64,907,524 |
| Income (Loss) Before Transfers | 20,360,400 | 20,278,297 | 21,206,560 | (6,364,715) | (7,263,989) | 13,913,582 | 13,942,571 | 18,737,200 | (7,258,001) | 11,479,199 |
| Transfers Out | (6,520,464) | (6,364,715) | (7,263,989) | - | - | (6,364,715) | (7,263,989) | (7,258,001) | - | (7,258,001) |
| Transfers In | 6,520,464 | - | - | 6,364,715 | 7,263,989 | 6,364,715 | 7,263,989 | - | 7,258,001 | 7,258,001 |
| Total Transfers | - | (6,364,715) | (7,263,989) | 6,364,715 | 7,263,989 | - | - | (7,258,001) | 7,258,001 | - |
| CHANGE IN NET POSITION | \$ 20,360,400 | \$ 13,913,582 | \$ 13,942,571 | \$ - | \$ - | \$ 13,913,582 | \$ 13,942,571 | \$ 11,479,199 | \$ - | \$ 11,479,199 |
| Net Position - Beginning of Year: | \$ 337,218,981 | | | | | \$ 356,412,900 | \$ 356,412,900 | | | \$ 359,188,541 |
| Net Position - End of Year: | \$ 357,579,381 | | | | | \$ 370,326,482 | \$ 370,355,471 | | | \$ 370,667,740 |
| Transfer to Capital Projects | \$ (1,166,481) | \$ (15,100,221) | \$ (11,166,930) | | | \$ (15,100,221) | \$ (11,166,930) | | | \$ (34,925,344) |
| Net Position After Capital Project Transfer | \$ 356,412,900 | | | | | 355,226,261 | 359,188,541 | | | 335,742,396 |

(1) Working budget includes adjustments to sales tax, federal grants, & capital outlay that have not been adopted by the Board.

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 ¹ | FY 2023 Proposed Budget | \$ Increase / (Decrease) |
|--|--------------------|------------------------------|---|-------------------------------|-----------------------------|
| OPERATING REVENUE | | | | | |
| Passenger Revenues (Bus Farebox) | \$ 265,787 | \$ 116,994 | \$ 168,096 | \$ 206,348 | \$ 38,252 |
| Passenger Revenues (GoZone Farebox) | | 210,001 | 211,566 | 1,295,474 | 1,083,908 |
| Passenger Revenues (Rail Farebox) | 282,291 | 262,917 | 262,917 | 295,805 | 32,888 |
| Contract Service Revenue | 2,923,277 | 3,915,759 | 4,043,386 | 3,828,781 | (214,605) |
| Total Operating Revenue | 3,471,355 | 4,505,671 | 4,685,965 | 5,626,408 | 940,443 |
| GENERAL & ADMINISTRATIVE EXPENSES | | | | | |
| Salary, Wages & Benefits | 3,265,302 | 3,842,511 | 3,842,511 | 4,040,075 | 197,564 |
| Outsourced Services & Charges | 2,274,345 | 2,436,018 | 3,470,918 | 3,973,908 | 502,990 |
| Materials & Supplies | 86,970 | 87,850 | 136,550 | 138,050 | 1,500 |
| Utilities | 25,915 | 42,710 | 42,710 | 44,210 | 1,500 |
| Insurance | 12,416 | 15,515 | 15,515 | 16,707 | 1,192 |
| Transportation Reinvestment | 29,798 | - | - | - | - |
| Purchased Transportation Services | - | - | - | - | - |
| Employee Development | 77,670 | 205,305 | 205,305 | 279,450 | 74,145 |
| Leases & Rentals | 124,100 | 130,520 | 130,520 | 137,200 | 6,680 |
| Total G&A Operating Expenses | 5,896,514 | 6,760,429 | 7,844,029 | 8,629,600 | 785,571 |
| BUS OPERATIONS EXPENSES (Bus Admin, Fixed Route, Access/Demand Response, UNT, NTX) | | | | | |
| Salary, Wages & Benefits | 6,423,550 | 6,441,844 | 7,315,701 | 7,260,719 | (54,982) |
| Outsourced Services & Charges | 1,261,839 | 1,790,955 | 1,867,877 | 1,675,320 | (192,557) |
| Materials & Supplies | 656,897 | 1,461,080 | 1,632,880 | 1,804,482 | 171,602 |
| Utilities | 143,151 | 199,183 | 199,183 | 223,297 | 24,114 |
| Insurance | 441,324 | 345,082 | 438,817 | 463,344 | 24,527 |
| Purchased Transportation Services | - | - | - | - | - |
| Employee Development | 18,074 | 75,685 | 75,685 | 69,360 | (6,325) |
| Leases & Rentals | 99,177 | 6,852 | 6,852 | 6,852 | - |
| Total Bus Operations Expenses | 9,044,012 | 10,320,681 | 11,536,995 | 11,503,374 | (33,621) |
| MOBILITY SERVICES EXPENSES (Lyft, Taxi, GoZone, MaaS) | | | | | |
| Salary, Wages & Benefits | - | - | - | - | - |
| Outsourced Services & Charges | 521 | - | - | 226,704 | 226,704 |
| Materials & Supplies | - | - | - | - | - |
| Utilities | - | - | - | - | - |
| Insurance | - | - | - | - | - |
| Purchased Transportation Services | 995,253 | 5,816,095 | 7,926,747 | 11,072,145 | 3,145,398 |
| Employee Development | - | - | - | - | - |
| Leases & Rentals | - | - | - | - | - |
| Total Mobility Services Expenses | 995,774 | 5,816,095 | 7,926,747 | 11,298,849 | 3,372,102 |
| RAIL OPERATIONS EXPENSES | | | | | |
| Salary, Wages & Benefits | 285,114 | 606,595 | 606,595 | 671,988 | 65,393 |
| Outsourced Services & Charges | 1,858,381 | 834,659 | 834,659 | 1,021,659 | 187,000 |
| Materials & Supplies | 343,585 | 1,103,100 | 1,013,100 | 1,422,442 | 409,342 |
| Utilities | 262,932 | 284,388 | 284,388 | 399,244 | 114,856 |
| Insurance | 1,369,081 | 1,341,057 | 1,341,057 | 1,366,023 | 24,966 |
| Purchased Transportation Services | 9,307,693 | 10,864,067 | 10,864,067 | 11,512,231 | 648,164 |
| Employee Development | 1,679 | 13,055 | 13,055 | 15,015 | 1,960 |
| Leases & Rentals | 1,613 | 2,400 | 2,400 | 2,400 | - |
| Total Rail Operations Expenses | 13,430,078 | 15,049,321 | 14,959,321 | 16,411,002 | 1,451,681 |
| Total Operating Expenses | 29,366,379 | 37,946,526 | 42,267,092 | 47,842,825 | 5,575,733 |
| Operating Income / (Loss) | (25,895,024) | (33,440,855) | (37,581,127) | (42,216,417) | (4,635,290) |
| NON-OPERATING REVENUE / (EXPENSE) | | | | | |
| Investment Income | 31,178 | 12,000 | 12,000 | 6,000 | (6,000) |
| Lease Income | - | - | - | 368,538 | 368,538 |
| Misc. Revenues | 502,553 | - | 2,794,840 | 9,255,072 | 6,460,232 |
| Sales Tax Revenue | 35,332,154 | 32,088,804 | 38,121,812 | 39,646,685 | 1,524,873 |
| Federal Grants & Reimbursements | 20,969,469 | 26,390,897 | 22,182,310 | 15,843,869 | (6,338,441) |
| State Grants & Reimbursements | 73,895 | - | - | - | - |
| Long Term Debt Interest/Expense | (697,187) | (237,800) | (237,800) | (212,640) | 25,160 |
| Total Non-Operating Revenue / (Expense) | 56,212,062 | 58,253,901 | 62,873,162 | 64,907,524 | 2,034,362 |
| Income (Loss) Before Transfers | 30,317,038 | 24,813,046 | 25,292,035 | 22,691,107 | (2,600,928) |
| Transfers Out | (6,520,464) | (6,364,715) | (7,263,989) | (7,258,001) | 5,988 |
| Transfers In | 6,520,464 | 6,364,715 | 7,263,989 | 7,258,001 | (5,988) |
| Total Transfers | - | - | - | - | - |
| CHANGE IN NET POSITION | \$ 30,317,038 | \$ 24,813,046 | \$ 25,292,035 | \$ 22,691,107 | (2,600,928) |

(1) Working budget includes adjustments to sales tax, federal grants, & capital outlay that have not been adopted by the Board.

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 ¹ | FY 2023 Proposed Budget | \$ Increase / (Decrease) |
|--|--------------------|------------------------------|---|-------------------------------|-----------------------------|
| OPERATING REVENUE | | | | | |
| Passenger Revenues (Bus Farebox) | \$ 265,787 | \$ 116,994 | \$ 168,096 | \$ 206,348 | \$ 38,252 |
| Passenger Revenues (GoZone Farebox) | | 210,001 | 211,566 | 1,295,474 | 1,083,908 |
| Passenger Revenues (Rail Farebox) | 282,291 | 262,917 | 262,917 | 295,805 | 32,888 |
| Contract Service Revenue | 2,923,277 | 3,915,759 | 4,043,386 | 3,828,781 | (214,605) |
| Total Operating Revenue | 3,471,355 | 4,505,671 | 4,685,965 | 5,626,408 | 940,443 |
| GENERAL & ADMINISTRATIVE EXPENSES | | | | | |
| Salary, Wages & Benefits | 3,265,302 | 3,842,511 | 3,842,511 | 4,040,075 | 197,564 |
| Outsourced Services & Charges | 2,274,345 | 2,436,018 | 3,470,918 | 3,973,908 | 502,990 |
| Materials & Supplies | 86,970 | 87,850 | 136,550 | 138,050 | 1,500 |
| Utilities | 25,915 | 42,710 | 42,710 | 44,210 | 1,500 |
| Insurance | 12,416 | 15,515 | 15,515 | 16,707 | 1,192 |
| Transportation Reinvestment | 29,798 | - | - | - | - |
| Purchased Transportation Services | - | - | - | - | - |
| Employee Development | 77,670 | 205,305 | 205,305 | 279,450 | 74,145 |
| Leases & Rentals | 124,100 | 130,520 | 130,520 | 137,200 | 6,680 |
| Depreciation | 66,626 | 66,626 | 66,626 | - | (66,626) |
| Total G&A Operating Expenses | 5,963,140 | 6,827,055 | 7,910,655 | 8,629,600 | 718,945 |
| BUS OPERATIONS EXPENSES (Bus Admin, Fixed Route, Access/Demand Response, UNT, NTX) | | | | | |
| Salary, Wages & Benefits | 6,423,550 | 6,441,844 | 7,315,701 | 7,260,719 | (54,982) |
| Outsourced Services & Charges | 1,261,839 | 1,790,955 | 1,867,877 | 1,675,320 | (192,557) |
| Materials & Supplies | 656,897 | 1,461,080 | 1,632,880 | 1,804,482 | 171,602 |
| Utilities | 143,151 | 199,183 | 199,183 | 223,297 | 24,114 |
| Insurance | 441,324 | 345,082 | 438,817 | 463,344 | 24,527 |
| Purchased Transportation Services | - | - | - | - | - |
| Employee Development | 18,074 | 75,685 | 75,685 | 69,360 | (6,325) |
| Leases & Rentals | 99,177 | 6,852 | 6,852 | 6,852 | - |
| Depreciation | 1,241,913 | 1,329,404 | 1,329,404 | 1,275,250 | (54,154) |
| Total Bus Operations Expenses | 10,285,925 | 11,650,085 | 12,866,399 | 12,778,624 | (87,775) |
| MOBILITY SERVICES EXPENSES (Lyft, Taxi, GoZone, MaaS) | | | | | |
| Salary, Wages & Benefits | - | - | - | - | - |
| Outsourced Services & Charges | 521 | - | - | 226,704 | 226,704 |
| Materials & Supplies | - | - | - | - | - |
| Utilities | - | - | - | - | - |
| Insurance | - | - | - | - | - |
| Purchased Transportation Services | 995,253 | 5,816,095 | 7,926,747 | 11,072,145 | 3,145,398 |
| Employee Development | - | - | - | - | - |
| Leases & Rentals | - | - | - | - | - |
| Depreciation | - | - | - | - | - |
| Total Mobility Services Expenses | 995,774 | 5,816,095 | 7,926,747 | 11,298,849 | 3,372,102 |
| RAIL OPERATIONS EXPENSES | | | | | |
| Salary, Wages & Benefits | 285,114 | 606,595 | 606,595 | 671,988 | 65,393 |
| Outsourced Services & Charges | 1,858,381 | 834,659 | 834,659 | 1,021,659 | 187,000 |
| Materials & Supplies | 343,585 | 1,103,100 | 1,013,100 | 1,422,442 | 409,342 |
| Utilities | 262,932 | 284,388 | 284,388 | 399,244 | 114,856 |
| Insurance | 1,369,081 | 1,341,057 | 1,341,057 | 1,366,023 | 24,966 |
| Purchased Transportation Services | 9,307,693 | 10,864,067 | 10,864,067 | 11,512,231 | 648,164 |
| Employee Development | 1,679 | 13,055 | 13,055 | 15,015 | 1,960 |
| Leases & Rentals | 1,613 | 2,400 | 2,400 | 2,400 | - |
| Depreciation | 8,648,099 | 9,503,434 | 9,953,434 | 9,936,658 | (16,776) |
| Total Rail Operations Expenses | 22,078,177 | 24,552,755 | 24,912,755 | 26,347,660 | 1,434,905 |
| Total Operating Expenses | 39,323,017 | 48,845,990 | 53,616,556 | 59,054,733 | 5,438,177 |
| Operating Income / (Loss) | (35,851,662) | (44,340,319) | (48,930,591) | (53,428,325) | (4,497,734) |
| NON-OPERATING REVENUE / (EXPENSE) | | | | | |
| Investment Income | 31,178 | 12,000 | 12,000 | 6,000 | (6,000) |
| Lease Income | - | - | - | 368,538 | 368,538 |
| Misc. Revenues | 502,553 | - | 2,794,840 | 9,255,072 | 6,460,232 |
| Sales Tax Revenue | 35,332,154 | 32,088,804 | 38,121,812 | 39,646,685 | 1,524,873 |
| Federal Grants & Reimbursements | 20,969,469 | 26,390,897 | 22,182,310 | 15,843,869 | (6,338,441) |
| State Grants & Reimbursements | 73,895 | - | - | - | - |
| Long Term Debt Interest/Expense | (697,187) | (237,800) | (237,800) | (212,640) | 25,160 |
| Total Non-Operating Revenue / (Expense) | 56,212,062 | 58,253,901 | 62,873,162 | 64,907,524 | 2,034,362 |
| Income (Loss) Before Transfers | 20,360,400 | 13,913,582 | 13,942,571 | 11,479,199 | (2,463,372) |
| Transfers Out | (6,520,464) | (6,364,715) | (7,263,989) | (7,258,001) | 5,988 |
| Transfers In | 6,520,464 | 6,364,715 | 7,263,989 | 7,258,001 | (5,988) |
| Total Transfers | - | - | - | - | - |
| CHANGE IN NET POSITION | \$ 20,360,400 | \$ 13,913,582 | \$ 13,942,571 | \$ 11,479,199 | (2,463,372) |
| Net Position - Beginning of Year: | \$ 337,218,981 | \$ 356,412,900 | \$ 356,412,900 | \$ 359,188,541 | |
| Net Position - End of Year: | \$ 357,579,381 | \$ 370,326,482 | \$ 370,355,471 | \$ 370,667,740 | |
| Transfer to Capital Projects | \$ (1,166,481) | \$ (15,100,221) | \$ (11,166,930) | \$ (34,925,344) | |
| Net Position After Capital Project Transfer | \$ 356,412,900 | \$ 355,226,261 | \$ 359,188,541 | \$ 335,742,396 | |

(1) Working budget includes adjustments to sales tax, federal grants, & capital outlay that have not been adopted by the Board.

DENTON COUNTY TRANSPORTATION AUTHORITY
FY23 Proposed Budget
Revenue Detail

| Bus Operations | | | | | | |
|------------------------------------|-------------------|------------------------------|---|-------------------------------|-----------------------------|--|
| | FY 2021 Actual | FY 2022 Adopted Budget | FY 2022 Working Budget ¹ | FY 2023 Proposed Budget | \$ Increase / (Decrease) | |
| BUS OPERATIONS REVENUES | | | | | | |
| Connect Fixed Route | \$ 208,034 | \$ 69,335 | \$ 120,437 | \$ 127,597 | \$ 7,160 | |
| Access | 42,723 | 37,315 | 37,315 | 66,575 | 29,260 | |
| UNT | 2,132,517 | 2,892,979 | 2,892,979 | 2,828,089 | (64,890) | |
| <i>UNT Fuel (Direct Pass Thru)</i> | <i>167,763</i> | <i>355,660</i> | <i>355,660</i> | <i>472,409</i> | <i>116,749</i> | |
| UNT Connect Fixed Route | 28,583 | - | - | 49,000 | 49,000 | |
| Frisco Demand Response | 7,275 | 9,376 | 9,376 | 9,929 | 553 | |
| CCT Demand Response | 1,264 | 562 | 562 | - | (562) | |
| North Texas Xpress | 3,222 | 406 | 406 | 2,247 | 1,841 | |
| Total Bus Operations Revenues | \$ 2,591,382 | \$ 3,365,633 | \$ 3,416,735 | \$ 3,555,846 | \$ 139,111 | |
| MOBILITY SERVICES REVENUES | | | | | | |
| UNT Lyft | | | | | | |
| Frisco Lyft/Taxi | 166,984 | 349,917 | 311,567 | 327,782 | 16,215 | |
| CCT Taxi | 295,752 | 108,653 | 108,653 | - | (108,653) | |
| GoZone | 3,361 | 210,001 | 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 | 151,501 | (223,026) | |
| Total Mobility Services Revenue | \$ 597,682 | \$ 877,121 | \$ 1,006,313 | \$ 1,774,757 | \$ 768,444 | |
| Total Bus Operations Revenue | \$ 3,189,064 | \$ 4,242,754 | \$ 4,423,048 | \$ 5,330,603 | \$ 907,555 | |
| Rail Operations | | | | | | |
| | FY 2021 Actual | FY 2022 Adopted Budget | FY 2022 Proposed Revised Budget | FY 2023 Proposed Budget | \$ Increase / (Decrease) | |
| Passenger Revenues (Rail Farebox) | \$ 282,291 | \$ 262,917 | \$ 262,917 | \$ 295,805 | \$ 32,888 | |
| Total Rail Operations Revenue | \$ 282,291 | \$ 262,917 | \$ 262,917 | \$ 295,805 | \$ 32,888 | |
| Non-Operating Revenue | | | | | | |
| | FY 2021 Actual | FY 2022 Adopted Budget | FY 2022 Proposed Revised Budget | FY 2023 Proposed Budget | \$ Increase / (Decrease) | |
| Investment Income | \$ 31,178 | \$ 12,000 | \$ 12,000 | \$ 6,000 | \$ (6,000) | |
| Lease Income | - | - | - | 368,538 | 368,538 | |
| Misc. Revenues | 502,553 | - | 2,794,840 | 9,255,072 | 6,460,232 | |
| Sales Tax Revenue | 35,332,154 | 32,088,804 | 38,121,812 | 39,646,685 | 1,524,873 | |
| Federal Grants & Reimbursements | 20,969,469 | 26,390,897 | 22,182,310 | 15,843,869 | (6,338,441) | |
| State Grants & Reimbursements | 73,895 | - | - | - | - | |
| Total Non-Operating Revenue | \$ 56,909,248 | \$ 58,491,701 | \$ 63,110,962 | \$ 65,120,164 | \$ 2,009,202 | |
| TOTAL REVENUES | | | | | | |
| | \$ 60,380,603 | \$ 62,997,372 | \$ 67,796,927 | \$ 70,746,572 | \$ 2,949,645 | |

(1) Working budget includes adjustments to sales tax, federal grants, & capital outlay that have not been adopted by the Board.

DENTON COUNTY TRANSPORTATION AUTHORITY
FY23 PROPOSED BUDGET
Grant Budget Detail

| CAPITAL PROJECTS & ASSOCIATED GRANTS | JL KEY | FY 2023 CAPITAL PROJECT EXPENDITURE | FEDERAL REIMBURSEMENT PERCENTAGE | TOTAL FY 2023 CAPITAL GRANTS | NOTES |
|--|---------|--|--|---------------------------------------|--|
| POSITIVE TRAIN CONTROL ENHANCEMENTS (PHASE 2-CRISI) 69A36520401620CRSTX | 61406.2 | \$ 1,455,546 | 80% | \$ 1,164,437 | |
| POSITIVE TRAIN CONTROL IMPLEMENTATION TX-95-X079-00 | 61406.1 | \$ 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) | | \$ 895,803 | 80% | \$ 716,642 | Funded by underutilized Section 5339 balances; Introduction of New Technology eligibility. |
| Safety Director Non-Revenue Vehicle TX-2020-123-00 | | \$ 45,000 | 100% | \$ 45,000 | |
| TOTAL CAPITAL GRANTS | | \$ 3,331,330 | | \$ 2,801,060 | |

| OPERATING EXPENSES & ASSOCIATED GRANTS | GL OBJECT | FY 2023 OPERATING EXPENSE | FEDERAL REIMBURSEMENT PERCENTAGE | TOTAL FY 2023 OPERATING GRANTS | NOTES |
|--|-----------|---------------------------------|--|---|---|
| OPERATING ASSISTANCE | 40400 | | | | |
| 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 | | \$ 5,118,856 | 50% | \$ 2,559,428 | |
| FY22 5307 Funds | | \$ - | 50% | \$ - | |
| ADA OPERATING ASSISTANCE | 40400 | | | | |
| 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 | | \$ 368,020 | 100% | \$ 368,020 | |
| FY22 5307 Funds | | | 80% | \$ - | |
| VANPOOL | 40400 | | | | |
| 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 | 40400 | | | | |
| 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 | | \$ 1,328,516 | 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 | 40400 | | | | |
| 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) | 40400 | | | | |
| 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 | 40400 | | | | |
| 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 | | \$ 19,563,624 | | \$ 13,042,809 | |

Total Federal Grants & Reimbursements \$ 15,843,869

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

| 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 | Proposed FY 2025 | Proposed FY 2026 | Proposed FY 2027 | Proposed FY 2028 | Anticipated Project Total (Thru 2028) |
|--|--------------------------------|--|-----------------------------|--------------------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---|
| FLEET REPLACEMENT | | | | | | | | | | | |
| Non-Revenue Vehicle (Safety Director) | | 45,000 | - | - | 45,000 | - | - | - | - | - | 45,000 |
| 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 | 26,000 | - | - | 26,000 | - | - | - | - | - | - | 26,000 |
| Backup & DR Infrastructure Upgrades | 45,000 | - | - | 45,000 | - | - | - | - | 45,000 | - | 90,000 |
| DDTC Rail Fiber Extension | 125,000 | - | - | 125,000 | - | - | - | - | - | - | 125,000 |
| Swiftly Transit Platform (CAD/AVL) | | 1,184,000 | - | - | 895,803 | | | | | | 895,803 |
| Multi-Facility Firewall Upgrade | | 60,000 | - | - | 60,000 | | | | | 60,000 | 120,000 |
| AV Upgrade - DCTA Conference Room | | 65,000 | - | - | 65,000 | | | | | 65,000 | 130,000 |
| ERP Implementation | | 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) | 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 | 2,897,164 | 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 | 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 | 35,000 | - | - | - | - | - | 455,000 |
| 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 | | 11,393,216 | - | - | 11,393,216 | - | - | - | - | - | 11,393,216 |
| FUTURE: TRiP Program Funding | | - | - | - | - | 9,079,508 | 7,730,830 | - | - | - | 16,810,338 |
| TOTAL CAPITAL BUDGET | \$ 48,460,209 | \$ 26,102,288 | \$ 19,249,056 | \$ 11,166,930 | \$ 34,925,344 | \$ 21,896,542 | \$ 12,107,994 | \$ 4,727,187 | \$ 3,554,209 | \$ 3,975,921 | \$ 111,603,184 |

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 (\$792,934)

- 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 (\$1,189,401)

- 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 (\$1,585,867)

- 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



Board of Directors Memo

August 28, 2022

SUBJECT: Presentation and Discussion of the Audit Plan for FY2022 Financial Statements

Recommendation

This item is for informational purposes only. No action is required.

Background

In March 2021, the Board approved the engagement of Plante & Moran, PLLC, as the external auditor. At the beginning of each year's audit, Plante & Moran will present a proposed audit plan and will invite the Board to share any additional information relevant to the audit.

Previous Board Activity & Action

- July 22, 2021, the FY2021 proposed audit plan was presented to the Board

Identified Need

DCTA is required by the Texas Transportation Code Chapter 460 to complete an annual audit of the affairs of the authority prepared by an independent certified public accountant. This also includes the performance of an annual single audit as well as agreed upon procedures required for DCTA's National Transit Database (NTD) reporting. This item provides the Board of Directors a summary of the auditor's responsibilities under professional standards, the planned scope and timing for the audit, and the potential risks identified as well as corresponding responses.

Financial Impact

There is no financial impact associated with this item

Exhibits

Exhibit 1: FY2022 Audit Planned Scope

Submitted By: David Leininger
David Leininger, Interim CFO

Approved By: Paul A. Cristina
Paul Cristina, Interim CEO

August 12, 2022

Board of Directors
Denton County Transportation Authority
1955 Lakeway Drive Ste. 260
Lewisville, TX 75057

Dear Board of Directors:

We are in the process of planning for the audit of the financial statements of the Denton County Transportation Authority (the "Authority") for the year ended September 30, 2022. An important aspect of planning for the audit is communication with those who have responsibility for overseeing the strategic direction of the Authority and obligations related to the accountability of the Authority. At the Authority, these responsibilities and obligations are held by the Board of Directors, collectively and individually; therefore, it is important for us to communicate with each of you in your role as a member of the Board of Directors.

Our Responsibility Under Generally Accepted Auditing Standards

As stated in the signed contract addressed to the Authority and dated August 1, 2022, our responsibility, as described by professional standards, is to express an opinion about whether the financial statements prepared by management with your oversight are fairly presented, in all material respects, in conformity with U.S. generally accepted accounting principles. Our audit of the financial statements does not relieve you or management of your responsibilities.

In accordance with Generally Accepted Government Auditing Standards (GAO Standards), we are required to communicate all noncompliance with provisions of laws, regulations, contracts, or grants that have a material effect on the financial statements that comes to our attention. GAO Standards also require that we report any instances of abuse identified during that audit that could be quantitatively or qualitatively material to the financial statements.

We may need to include an emphasis-of-matter paragraph in the Independent Auditor's Report informing users of the financial statements about the adoption of GASB Statement No. 87, *Leases*, if it has a significant impact. The Authority is still working through the analysis. If there is a significant impact, the proposed wording of the emphasis-of-matter paragraph follows:

As described in Note X to the basic financial statements, in 2022, the Authority adopted the provisions of Governmental Accounting Standards Board (GASB) Statement No. 87, *Leases*, which changes accounting and financial reporting for leases by governments. Our opinion is not modified with respect to this matter.

Overview of the Planned Scope and Timing of the Audit

Our audit fieldwork will include three phases. The planning and preliminary information-gathering phase will occur during August and September 2022; the risk assessment phase in October 2022; and the rest of our audit procedures will be performed during November and December 2022.

To plan an effective audit, we must identify significant risks of misstatement in the financial statements, including those related to changes in the financial reporting framework or changes in the entity's environment, financial condition, or activities, and design procedures to address those risks.

We identified the following areas of the audit that we will focus on that, in our brainstorming session, we identified as potential significant risks of misstatement:

- Proper accounting treatment for additional federal funding (CARES Act, CRRSAA, and ARPA) received by DCTA including accuracy and completeness of the Schedule of Expenditures for Federal Awards (SEFA)
- Proper internal controls were maintained despite vacancies in the Finance Department
- Proper analysis, conclusions, and recording of leases upon adoption of GASB 87

In response to these identified significant risks, we will perform the following:

- Assess whether the additional federal funds were spent in accordance with legislation and guidance and that related transactions are recorded correctly in the general ledger. We will also test and assess the completeness of the SEFA in conjunction with the single audit.
- Obtain an understanding of internal controls from the forms described below, assess the reasonableness of the controls, and perform testing to verify controls were in place and operating effectively.
- Test the Authority's identification of potential leases and conclusions as to whether those contracts are subject to GASB 87 accounting. If significant leases are identified, we will perform testing of the Authority's analysis and calculations.

We will gain an understanding of accounting processes and key internal controls through a review of the accounting and control procedures forms prepared by management. We will confirm through observation and inspection procedures that accounting procedures and controls included in the forms have been implemented. In addition, we plan to perform testing of the effectiveness of controls over financial reporting. We will not express an opinion on the effectiveness of internal control over financial reporting; however, we will communicate to you significant deficiencies and material weaknesses identified in connection with our audit.

The concept of materiality is inherent in our work. We place greater emphasis on those items that have, on a relative basis, more importance to the financial statements and greater possibilities of material error than with those items of lesser importance or those in which the possibility of material error is remote.

Information from You Relevant to Our Audit

An important aspect of this communication process is the opportunity for us to obtain from you information that is relevant to our audit. Your views about any of the following are relevant to our audit:

- The Authority's objectives and strategies and the related business risks that may result in material misstatements
- Matters that you consider warrant particular attention during the audit and any areas where you want to request additional procedures be undertaken
- Significant communications between the Authority and regulators
- Understanding of the Authority's relationships and transactions with related parties that are significant to the Authority and any concerns regarding those relationships or transactions
- The attitudes, awareness, and actions concerning:

Board of Directors
Denton County Transportation Authority

3

August 12, 2022

- The Authority's internal control and its importance to the Authority, including how the Board of Directors oversees the effectiveness of internal control and the detection or possibility of fraud
- The detection or possibility of fraud, including whether the Board of Directors has knowledge of any actual, suspected, or alleged fraud affecting the Authority
- Any significant unusual transactions the Authority has entered into
- The actions of the Board of Directors in response to developments in accounting standards, regulations, laws, previous communications from us, and other related matters and the effect of such developments on, for example, the overall presentation, structure, and content of the financial statements, including the following:
 - The relevance, reliability, comparability, and understandability of the information presented in the financial statements
 - Whether all required information has been included in the financial statements and whether such information has been appropriately classified, aggregated or disaggregated, and presented

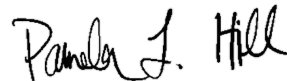
Other information included in the annual comprehensive report is comprised of the introductory and statistical sections. In connection with our audit of the basic financial statements, our responsibility is to read the other information and consider whether a material inconsistency exists between the other information and the basic financial statements or the other information otherwise appears to be misstated. If, based on the work performed, we conclude that an uncorrected material misstatement of the other information exists, we are required to describe it in our report.

If you have any information to communicate to us regarding the above or any other matters you believe are relevant to the audit, or if you would like to discuss the audit in more detail, please call me at 810.766.6022 as soon as possible.

Thank you for your time and consideration in this important aspect of the audit process. You can expect to hear from us again after the completion of our audit when we will report to you the significant findings from the audit.

Very truly yours,

Plante & Moran, PLLC



Pamela L. Hill, CPA
Partner



Board of Directors Memo

August 25, 2022

SUBJECT: Discuss and Consider Approval of Contract Amendment #8 to Task Order No. 1 with River North Transit LLC (Via) for GoZone Service in an amount not to exceed \$614,948 effective September 7, 2022 through September 30, 2022

Recommendation

Staff recommends the Board approve Amendment #8 to Task Order No. 1 with River North Transit LLC (Via) effective September 7, 2022 through September 30, 2022 in an amount not to exceed \$614,948.

Background

GoZone service launched under a two-year base contract term effective September 7, 2021 until September 6, 2023. Alignment of the fiscal year and GoZone contract term streamlines the contract management and budget process; however, it creates a supply hour funding gap in the first year of service.

Previous Board Activity & Action

- **April 7, 2021** - Regular Agenda Item 2 – Presentation and Discussion of Task Order with Via
- **July 27, 2021** – No Board Action Required – Amendment No. 1 Cost Breakdown
- **September 7, 2021** – No Board Action Required – Amendment No. 2 Afterhours Customer Support
- **March 10, 2022** – No Board Action Required – Amendment No. 3 Insurance Requirements
- **March 7, 2022 (rescheduled February Meeting)** – Regular Agenda Item 3 – Consider Approval of Amendment (No. 4) to Task Order with River North Transit LLC (Via) Regarding GoZone Customer Support Services
- **March 22, 2022** – No Board Action Required – Amendment No. 5 Ongoing Invoice Fees
- **April 28, 2022** – Regular Agenda Item 3 - Discuss and Consider Approval of Contract Amendment for Additional GoZone Service Hours
- **June 6, 2022** – No Board Action Required – Amendment No. 7 Parking Lot License

Identified Need

The addition of service hours to Year 1 of the GoZone contract will close the funding gap created by the contract alignment process, maintaining the current level of GoZone service delivery and quality in Fiscal Year 2022.

Financial Impact

An increase of 14,897 vehicle hours at a rate of \$41.28 per hour will result in an increase of \$614,948 to the Year 1 GoZone Not-to-Exceed budget. Funding for this contract amendment has been identified in savings within the Fiscal Year 2022 budget.

Exhibits

Exhibit 1: DCTA Amendment #8



A handwritten signature in black ink, appearing to read "J. Trilla", is written over a horizontal line.

Submitted By: _____
Javier Trilla, AVP of Innovation and Information Technology

Amendment #8

to the

AGREEMENT FOR MOBILITY SERVICES

River North Transit LLC ("Via" or "Contractor") and Denton County Transportation Authority ("Customer" and, together with Via, the "Parties") have entered into those certain agreements titled AGREEMENT FOR MOBILITY SERVICES, Denton County Transportation Authority Task Order No. 1, Amendment #1, Amendment #2, Amendment #3, Amendment #4, Amendment #5, Amendment #6, Amendment #7 to the AGREEMENT FOR MOBILITY SERVICES and to the Denton County Transportation Authority Task Order No. 1 (collectively, the "Agreement"), dated May 15, 2019, June 2, 2021, July 27, 2021, September 7, 2021, March 16, 2022, March 22, 2022, May 18, 2022, and June 3, 2022 respectively. Upon execution of this Amendment #8 to the Agreement for Mobility Services and to the Denton County Transportation Authority Task Order No. 1 (the "Amendment"), the Parties agree to modify the Agreement as follows:

- 1. Amendment:** Customer and River North agree to add the following row to the pricing tables of the "4-Year Not-to-Exceed Cost Model" subsection of Section 4 of Denton Transportation Transit Authority Task Order #1:

| | | Two-Year Base Contract Term (9/7/21 - 9/30/23) | | | | | |
|---|------------------------------------|---|---|-------------------|-----------------------------------|---|-------------------|
| | | Year 1 | | | Year 2 | | |
| Service | Timeframe | Cost/ Vehicle Hour | Max No. of Vehicle Hours | Total Cost | Cost/ Vehicle Hour | Max No. of Vehicle Hours | Total Cost |
| Fiscal year and contract year alignment | Sept. 7 2022 - Sept 30, 2022 | \$41.28 | 14,897 | \$614,948 | \$41.28 | 0 | \$0 |

The total Not-to-Exceed amount for Year 1 is changed from 175,560 Vehicle Hours / \$8,446,481 to 190,457 vehicle hours / \$9,061,429.

This Amendment #8 is effective as of September 7, 2022.

River North Transit LLC

By:

Name: Alex Lavoie

Title: Manager

Date:

Denton County Transportation Authority

By:

Name: Paul Cristina

Title: Interim Chief Executive Officer

Date:



Board of Directors Memo

August 25, 2022

SUBJECT: Discuss and Consider Approval of Inflation Adjustment Compensation for DCTA and NTMC Staff

Recommendation

Staff Recommends the Board of Directors approve budget authority to provide compensation to address inflation with a one-time payment in amount of \$2,300 to be paid from FY 2022 funds. All DCTA and NTMC employees in good standing as of August 31, 2022 are eligible, though the NTMC Board of Directors must also take action to approve the payment to NTMC employees.

Background

DCTA staff received feedback at the June Budget Workshop regarding the proposed merit pay increase featured in the proposed FY 2023 budget. DCTA staff coordinated with counterparts at each of the member cities and Denton County to understand their respective approaches to compensation next fiscal year. Some are considering a one-time payment in FY 2022 in addition to an annual salary increase in FY 2023. The FY 2022 payment is intended to counteract the effects of inflation on employee households.

The briefing to accompany this item will describe how the proposed amount was derived, how it reflects approaches at member cities and Denton County, and its total cost.

Previous Board Activity

None.

Identified Need

No action is required at this time.

Financial Impact

Not Applicable.

Submitted By:

A handwritten signature in blue ink, reading "Paul A. Cristina", is written over a horizontal line.

Paul A. Cristina, Interim CEO



Board of Directors Memo

August 25, 2022

SUBJECT

Consider approval of task order with Kittelson & Associates, Inc. in the amount of \$750,000 for member city transit oriented development planning as described in previously awarded Federal Transit Administration (FTA) grant agreement.

Recommendation

Staff recommends the Board authorize the Interim CEO to execute a Task Order with Kittelson & Associates, Inc. in the amount of \$750,000 for Member City Transit Oriented Development planning as described in Previously Awarded Federal Transit Administration (FTA) Grant Agreement, with such authorization contingent upon approval of the FY 2023 operating budget and the associated Expanded Level Project.

Background

DCTA was awarded a \$600,000 grant from the Federal Transit Administration to conduct comprehensive Transit-Oriented Development planning analysis within a 25-mile transit corridor connecting the cities of Denton, Highland Village, Lewisville, and southwest Denton County. The member city center point of the proposed project is near the Lewisville Old Town Transit Station, where the KCS and DCTA A-train lines converge. Old Town Station, UNT, and Highland Village represent priority areas for transit-supportive development as a means for improving mobility and economic development.

The study corridor begins at the University of North Texas and continues southeast through the cities of Denton, Highland Village, and Lewisville towards eastern Denton County. The 24-month planning process provides phased station area development plans for up to six sites, recommended financial tools to encourage public-private partnerships, and land development policies which incentivize transit-oriented market responses. The resulting analysis, recommendations, and conceptual master plans will address the unique mobility needs and development aspirations of each member city and the methodology can be readily applied to existing A-train station areas.



Financial Impact

This \$750,000 planning effort includes \$150,000 matching funds from DCTA with the remaining \$600,000 coming from a previously awarded grant from FTA's TOD Planning Pilot Program.

The project is accounted for within the FY 2023 operating budget.

Submitted By:

A handwritten signature in black ink, appearing to read "Tim", is written over a horizontal line.

Tim Palermo, Planning & Data Analytics Manager

Approval:

A handwritten signature in blue ink, appearing to read "Paul A. Cristina", is written over a horizontal line.

Paul A. Cristina, Interim Chief Executive Officer



Board of Directors Memo

August 25, 2022

SUBJECT: Discuss A-train Updates: Long Range Maintenance Planning, Loram Friction Modifier System, Joint Rail Operations Facility, and A-train Enhancement Study.

Recommendation

No Board action required at this time. This is a discussion item only.

Background

Information item for updating DCTA Board on initiatives undertaken for A-train operational enhancement.

Identified Need

DCTA's A-train operations require substantial planning for operational flexibility, reliability, efficiency, and ridership improvements. This presentation is to highlight the following:

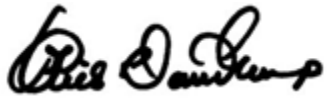
- Update on the progress of Joint Rail Operations Facility with DART.
- A-train enhancement study for Trinity Mills to Downtown Carrollton extension, Double Tracking efforts to improve Headways and Corinth Station feasibility.
- DCTA's Long Range Maintenance Plan for Vehicles, Track, Signal and Facilities
- Loram Friction Modifier additions on DCTA alignment to improve shunting for reliable operations.

Financial Impact

None.

Exhibits:

None.

Submitted By: 
Rony Philip, Sr. Director Rail Operations



Board of Directors Memo

08/25/2022

Subject: Consider Approval of Contract with Loram Technologies, Inc. for purchase of railway friction modifiers in the amount of \$63,051.80.

Recommendation

Staff recommends the Board authorize the Interim Chief Executive Officer to execute the second amendment to the existing agreement with LORAM Technologies to purchase four additional Loram railway friction modifier units in the amount of \$63,051.80.

Background

Friction modifiers inhibit rust formation on the surface of the rail by putting out a layer of lubricant on the rail that is spread down the track by wheels of the rail car. The thin layer of lubricant film on the rail surface helps with the following:

- 1) Improves shunting sensitivity
- 2) Reduces friction
- 3) Eliminates the need for rail scrubbing

DCTA has five Loram friction modifier units on the corridor that have proven effective to ensure reliable A-train operations. Staff is requesting procurement of four additional units. Prior procurement of five units cost \$70,366. This purchase of these four additional units exceeds the Interim CEO's approval threshold, thereby requiring Board approval.

This purchase also eliminates the need to procure a scrubbing machine that is currently budgeted as a \$95,000 FY 2022 expense.

Previous Board Activity & Action

There has been no previous Board activity on this item.

Identified Need

Shunting (effective wheel and rail surface contact) is required for the proper function of the A-train's signal system.

Rust buildup on the surface of the rail can cause signal malfunctions which impact service availability, on-time performance, and the traveling public.

The requested friction modifiers will ensure reliable A-train operations across the corridor and will eliminate the need to scrub the rail surface to remove rust in the future.



Financial Impact

This project is eligible for 80% reimbursement under PTC Grant 61406.1 as the installations will aid proper functioning of the PTC system. The estimate from Loram for procuring four friction modifier units is \$ 63,051.80

Exhibits

- 1) DCTA Loram Technologies Second Amendment Agreement
- 2) LORAM Quote for installation of four units

A handwritten signature in black ink, appearing to read "Rony Philip", is written over a horizontal line.

Submitted By: _____
Rony Philip, Sr. Director Rail Operations

STATE OF TEXAS §
 § **SECOND AMENDMENT TO AGREEMENT**
 § **FOR INSTALLATION OF RUST**
 § **INHIBITOR MATERIALS**
COUNTY OF DENTON §

This **Second Amendment to Agreement for Installation of Rust Inhibitor Materials** is made and entered into by and between Denton County Transportation Authority (“DCTA”) and Loram Technologies, Inc. (“Contractor”), (each a “Party” and collectively the “Parties”), acting by and through their authorized representatives.

WHEREAS, the Parties previously entered into that certain Agreement for Installation of Rust Inhibitor Materials on July 21, 2021 (the “Agreement”); and

WHEREAS, the Parties previously entered into that certain First Amendment to the Agreement on December 30, 2021, extending the Term of the Agreement; and

WHEREAS, the Parties wish to amend the Agreement by amending Article III “Scope of Work” to include the procurement and installation of four (4) LORAM friction modifier units; and by amending Article V “Compensation and Method of Payment” to include the additional costs for the four (4) LORAM friction modifier units; and

WHEREAS, the Parties desire to amend the Agreement as set forth herein;

NOW THEREFORE, in consideration of the mutual promises contained herein and other valuable consideration the receipt and sufficiency of which are hereby acknowledged, the Parties agree as follows:

1. That Article III, **Scope of Work**, is hereby amended to read as follows:

That Article III, **Scope of Work**, is amended to include the procurement and installation of the four (4) LORAM friction modifier units as set forth in Exhibit “A”.

2. That Article V, **Compensation and Method of Payment**, is hereby amended to include additional compensation for the procurement and installation of the four (4) LORAM friction modifier units as set forth in Exhibit “A”.

3. The Agreement shall continue in full force and effect except as amended herein. If any terms or conditions contained in the Second Amendment are inconsistent with the First Amendment and Agreement, the terms and conditions contained in the Second Amendment will be controlling.

(signature page to follow)

EXECUTED this _____ day of _____, 2022.

Denton County Transportation Authority

By: _____
Paul Cristina, Interim Chief Executive Officer

Approved as to form:

By: _____
Joseph J. Gorfida, Jr., General Counsel
(07-14-2022:TM 130594)

EXECUTED this _____ day of _____, 2022.

Loram Technologies, Inc.

By: _____
Name: _____
Title: _____

EXHIBIT "A"

Scope of Work



Address: 111 Cooperative Way, Suite 400, Georgetown, TX 78628
Email: LTI Sales@loram.com

Our Reference: Customer Number:
2511

Delivery Address:
Denton County Transportation Authority
640 SH 121 Business
Lewisville, TX 75057
Ship Via:

Quotation - Preliminary

Quotation Date: Date Printed: Expiration Date:
21-Jun-2022 12-Jun-2022

Quotation Number: Revision No:
*5413 1
Customer RFQ Number: Your Reference:
Rony Philip 6.21.22

Document Address:
Denton County Transportation Authority
640 SH 121 Business
Lewisville, TX 75057
Terms of Delivery:

| Pos | Part No Description | Sale Qty | Unit | Price | Planned Delivery Date | Net Amount USD |
|-------------------|--|-------------|------|--------------|-----------------------|-------------------|
| 1 | 181845 TOR SYSTEM; 54 GAL; DUAL TRACK | 1 | Each | 17,775.00 | | 17,775.00 |
| 2 | 181206 SOLAR POWER PACKAGE; SINGLE TRACK | 4 | EA | 805.00 | | 3,220.00 |
| 3 | 176697 5 Gallon Pail of TOR-XTEND Friction Modifier | 28 | EA | 107.30 | | 2,789.80 |
| 4 | 182137 TOR SYSTEM; 25 GAL; 12V; SINGLE TRACK; 4G; NON-DIR (WDSZ) | 3 | Each | 11,489.00 | | 34,467.00 |
| 5 | INSTALLATION INSTALLATION | 1 | EA | 4,000.00 | | 4,000.00 |
| Sub Total: | | | | | | 62,251.80 |
| Charge Type | Charge Type Description | Charged Qty | Unit | Charge Price | Charge Net Amount | |
| SHIPPING | | 1.00 | Each | 800.00 | 800.00 | |
| Shipping - Cost | | | | | | |
| Shipping | | | | | | 800.00 |
| TOTAL: | | | | | | 63,051.80 |

OrderQuotationRep_LMW

1 (1)



Address: 111 Cooperative Way, Suite 400, Georgetown, TX 78626

Email: LTISales@loram.com

Our Reference: Customer Number:
2511

Delivery Address:
Denton County Transportation Authority
640 SH 121 Business
Lewisville, TX 75057

Ship Via:

Quotation - Preliminary

Quotation Date: Date Printed: Expiration Date:
21-Jun-2022 12-Jun-2022

Quotation Number: Revision No:
*5413 1

Customer RFQ Number: Your Reference:
Rony Philip 6.21.22

Document Address:
Denton County Transportation Authority
640 SH 121 Business
Lewisville, TX 75057

Terms of Delivery:

| Pos | Part No Description | Sale Qty | Unit | Price | Planned Delivery Date | Net Amount USD |
|-----|---|----------|------|-----------|-----------------------|-------------------|
| 1 | 181845 TOR SYSTEM; 54 GAL; DUAL TRACK | 1 | Each | 17,775.00 | | 17,775.00 |
| 2 | 181206 SOLAR POWER PACKAGE; SINGLE TRACK | 4 | EA | 805.00 | | 3,220.00 |
| 3 | 176697 5 Gallon Pail of TOR-XTEND Friction Modifier | 26 | EA | 107.30 | | 2,789.80 |
| 4 | 182137 TOR SYSTEM; 25 GAL; 12V; SINGLE TRACK; 4G; NON-DIR (WDSZ) | 3 | Each | 11,489.00 | | 34,467.00 |
| 5 | INSTALLATION INSTALLATION | 1 | EA | 4,000.00 | | 4,000.00 |

Sub Total: 62,251.80

| Charge Type | Charged Qty | Unit | Charge Price | Charge Net Amount |
|---|-------------|------|--------------|-------------------|
| Charge Type Description SHIPPING Shipping - Cost | 1.00 | Each | 800.00 | 800.00 |

Shipping 800.00

TOTAL: 63,051.80



Board of Directors Memo

August 25, 2022

SUBJECT: Discuss FY23 Projects: Arctic Wolf Cybersecurity Services and Swiftly Connected Transit Platform

Recommendation

No Board action required at this time. This is an informational update.

Background

This update will serve as a briefing to the Board of Directors on the following Innovation and Information Technology department projects:

- Arctic Wolf Cybersecurity Services – Managed Detection and Response Service
- Swiftly Connected Transit Platform Contract - Computer Aided Dispatch / Automated Vehicle Location

These projects are in the proposed Fiscal Year 2023 budget. Staff will request contract approval at the September Board of Directors meeting after budget approval.

Previous Board Activity & Action

- **June 16, 2022** – Regular Agenda Item 1 - Discussion of Proposed Fiscal Year (FY) 2023 Operating and Capital Budget

Identified Need

A pilot program with Arctic Wolf's Managed Detection and Response platform resulted in increased cybersecurity protection for the agency, providing actionable items and protection for the agency's assets.

DCTA's bus fleet has a need for onboard technology that will significantly improve the quality of data that is obtained from its fixed routes, along with a need to improve both the passenger and driver experience onboard. DCTA currently utilizes a subset of Swiftly's technology platform for the purpose of providing passengers with real time vehicle location information, also known as GTFS-R – General Transit Feed Specification – Realtime. The complete Swiftly Connected Transit Platform includes additional technologies such as automated passenger counters (APC) to significantly improve data collection for the purposes of ridership and planning, next stop annunciators, real time bus crowding information, driver tablets that include an onboard app to communicate route changes to drivers in real time, and the ability to allow Wi-Fi onboard vehicles as a passenger amenity.

Financial Impact

Funding for these items exists in the proposed Fiscal Year 2023 budget as follows:

- Arctic Wolf Cybersecurity Services can be located as an operating expense line item
- Swiftly Connected Transit Platform can be located as an FY2023 Expanded Level Project



Exhibits

Exhibit 1: Swiftly Connected Transit Platform Budgetary Estimate

A handwritten signature in black ink, appearing to read "J. Trilla", is written over a horizontal line.

Submitted By: _____
Javier Trilla, AVP of Innovation and Information Technology

Swiftly Budgetary Quote



| | |
|-------------------|---|
| Customer | Denton County Transportation Authority (DCTA) |
| Quote Date | 8/11/2022 |

Quote created for budgetary estimate purposes and is not binding for either party.

| Annual Fees | | | | |
|------------------------------------|--------------------|----------|----------------------------|-----------------------|
| PRODUCT | PART NUMBER | QUANTITY | ESTIMATED ANNUAL UNIT COST | ESTIMATED ANNUAL COST |
| Connect with Passengers | | | | |
| Rider Alerts Module | SWFT-TRANS-ALERT-2 | 50 | \$218 | \$10,900.00 |
| Connect with Staff | | | | |
| Operator Reports Module | SWFT-INSIGHTS-OR-2 | 50 | \$275 | \$13,750 |
| Connect with Vehicles | | | | |
| Onboard App | SWFT-MET-OA-2 | 50 | \$461 | \$23,050 |
| Service Adjustments Module | SWFT-MET-SA-2 | 50 | \$404 | \$20,200 |
| APC Connector | SWFT-MET-APC-2 | 50 | \$549 | \$27,450 |
| AVAS Connector | SWFT-MET-AV-2 | 50 | \$350 | \$17,500 |
| TOTAL ESTIMATED ANNUAL COST | | | | \$112,850 |
| TOTAL ANNUAL INCREASE AFTER YEAR 1 | | | | 5% |

| One-Time Fees | | | |
|--|----------|----------------------------|----------------------|
| SERVICE / PRODUCT | QUANTITY | ESTIMATED COST PER VEHICLE | ESTIMATED TOTAL COST |
| Swiftly Implementation Services for New Modules | 50 | \$505 | \$25,250 |
| Onboard App Tablet and Mount | 50 | \$349 | \$17,433 |
| Tablet Installation | 50 | \$273 | \$13,650 |
| 1-Door Bus Automatic Passenger Counters (APCs) | 20 | \$1,724 | \$34,485 |
| 1-Door Bus Automatic Passenger Counters (APCs) Installation | 20 | \$713 | \$14,250 |
| 2-Door Bus Automatic Passenger Counters (APCs) | 30 | \$3,514 | \$105,414 |
| 2-Door Bus Automatic Passenger Counters (APCs) Installation | 30 | \$855 | \$25,650 |
| CradlePoint 3 YR NetCloud Managed IBR-1700 WIFI Router with Antennas | 50 | \$2,513 | \$125,650 |
| CradlePoint WIFI Router with Antenna - Installation | 50 | \$261 | \$13,063 |
| Project Management for APC + WiFi Router Installation (Travel + 17 days on-site) | - | - | \$21,577 |
| AVAS Hardware (Way Sine) | 50 | \$3,040 | \$152,000 |
| AVAS Hardware Installation (Way Sine) | 50 | \$891 | \$44,531 |
| Hardware Sales Tax | | | TBD |
| Shipping Costs | | | TBD |
| TOTAL ESTIMATED ONE-TIME COST | | | \$592,953 |

| Billing Table | Annual Term | Estimated Amount Due |
|---------------|-------------------------|----------------------|
| | YEAR 1 TOTAL Due | \$705,803 |
| | YEAR 2 TOTAL Due | \$118,493 |
| | YEAR 3 TOTAL Due | \$124,417 |



Board of Directors Memo

August 25, 2022

SUBJECT: Monthly Sales Tax Receipts

Recommendation

This item is presented for informational purposes only. No action is required.

Background

Sales tax represents the single largest source of revenue for DCTA at 50.93% of Fiscal Year 2022 budgeted revenues. The sales tax budget for FY22 is \$34,191,233. Because of its importance in funding of DCTA's ongoing operations, the Board adopted a Budget Contingency Plan that outlines the Agency's response when declines in sales tax hit a specific target.

In April, the Board approved a budget revision, capturing the additional sales tax revenue the agency had received through the month of April. The additional \$1,527,336 was accounted for in the April 2022 financials.

For the month of August, receipts were favorable compared to budget.

- Sales tax for sales generated in the month of June and received in August was \$3,403,413.
- Compared to the same month last year, sales tax receipts are \$179,667 or 5.01% lower.
- This represents an increase of 24.77% or \$675,730 compared to the revised budget for the month.
- Member city collections for the month compared to prior year are as follows:
 - City of Lewisville down 11.58%
 - City of Denton down 1.42%
 - City of Highland Village up 6.59%

Based upon year to date receipts the revised estimate for total year-end sales tax receipts is \$38,121,812 and this estimate is being used in the FY 23 budget presentation materials for the Board of Directors.

Previous Board Activity & Action

There has been no previous Board activity on this item.

Identified Need

Provides the Board of Directors a monthly status on sales tax collections.

Financial Impact

This item is included for informational purposes only; there is no financial impact associated with this informational item.

Exhibits

Exhibit 1: FY22 Monthly Sales Tax Report

Submitted By: Amanda Riddle
Amanda Riddle, Senior Manager of Budget

Final Review: David Leininger
David Leininger
Interim Chief Financial Officer

DENTON COUNTY TRANSPORTATION AUTHORITY

SALES TAX REPORT
BUDGET TO ACTUAL AND PREVIOUS YEAR COMPARISON

| Sales Generated in Month of: | Received in Month of: | 2021-2022 Adopted Budget | 2021-2022 Revised Budget | 2021-2022 Year Actual | Variance Actual to Original Budget | CY Actual to CY Original Budget % Variance ^(A) | Variance Actual to Revised Budget | CY Actual to CY Revised Budget % Variance ^(B) | 2020-2021 Year Actual | Variance Actual to Prior Year | CY Actual to PY Actual % Variance |
|------------------------------------|--------------------------|-----------------------------|-----------------------------|--------------------------|---|--|---|---|--------------------------|-------------------------------------|---|
| October | December | \$ 3,032,911 | \$ 3,032,911 | \$ 2,925,241 | \$ (107,670) | -3.55% | \$ (107,670) | -3.55% | \$ 2,944,573 | \$ (19,333) | -0.66% |
| November | January | \$ 2,696,417 | \$ 2,696,417 | \$ 3,097,630 | \$ 401,213 | 14.88% | \$ 401,213 | 14.88% | \$ 2,617,881 | \$ 479,749 | 18.33% |
| December | February | \$ 3,457,647 | \$ 3,457,647 | \$ 3,771,295 | \$ 313,648 | 9.07% | \$ 313,648 | 9.07% | \$ 3,356,939 | \$ 414,356 | 12.34% |
| January | March | \$ 2,365,559 | \$ 2,429,458 | \$ 2,853,426 | \$ 487,867 | 20.62% | \$ 423,968 | 17.45% | \$ 2,296,659 | \$ 556,767 | 24.24% |
| February | April | \$ 2,143,386 | \$ 2,207,285 | \$ 2,703,463 | \$ 560,077 | 26.13% | \$ 496,178 | 22.48% | \$ 2,080,957 | \$ 622,506 | 29.91% |
| March | May | \$ 3,470,214 | \$ 3,534,113 | \$ 3,486,379 | \$ 16,165 | 0.47% | \$ (47,734) | -1.35% | \$ 3,369,140 | \$ 117,239 | 3.48% |
| April | June | \$ 2,567,236 | \$ 4,158,471 | \$ 3,178,508 | \$ 611,272 | 23.81% | \$ (979,963) | -23.57% | \$ 2,839,395 | \$ 339,113 | 11.94% |
| May | July | \$ 2,258,937 | \$ 2,322,836 | \$ 3,106,755 | \$ 847,818 | 37.53% | \$ 783,919 | 33.75% | \$ 3,171,719 | \$ (64,964) | -2.05% |
| June | August | \$ 2,663,784 | \$ 2,727,683 | \$ 3,403,413 | \$ 739,629 | 27.77% | \$ 675,730 | 24.77% | \$ 3,583,080 | \$ (179,667) | -5.01% |
| July | September | \$ 2,248,852 | \$ 2,312,751 | | | 0.00% | | 0.00% | \$ 2,903,336 | | 0.00% |
| August | October | \$ 2,471,690 | \$ 2,535,589 | | | 0.00% | | 0.00% | \$ 2,878,254 | | 0.00% |
| September | November | \$ 2,712,171 | \$ 2,776,072 | | | 0.00% | | 0.00% | \$ 3,346,913 | | 0.00% |
| YTD TOTAL | | \$ 24,656,091 | \$ 26,566,821 | \$ 28,526,110 | \$ 3,870,019 | 15.70% | \$ 1,959,289 | 7.37% | \$ 26,260,344 | \$ 2,265,766 | 8.63% |
| FISCAL YEAR TOTAL | | \$ 32,088,804 | \$ 34,191,233 | | | | | | \$ 35,388,847 | | |

^(A) Formula: YTD Variance Actual to Original Budget/YTD Original Budget^(B) Formula: YTD Variance Actual to Revised Budget/YTD Revised Budget

Sources: Texas Comptroller of Public Accounts and DCTA Finance Department
 Prepared By: Denton County Transportation Authority Finance Department
 August 16, 2022

DENTON COUNTY TRANSPORTATION AUTHORITY

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

| CITY OF LEWISVILLE | | | | | | CITY OF HIGHLAND VILLAGE | | | | | |
|------------------------------|-----------------------|-----------------------|-----------------------|-------------------------------|-----------------------------------|------------------------------|-----------------------|-----------------------|-----------------------|-------------------------------|-----------------------------------|
| Sales Generated in Month of: | Received in Month of: | 2020-2021 Year Actual | 2021-2022 Year Actual | Variance Actual to Prior Year | CY Actual to PY Actual % Variance | Sales Generated in Month of: | Received in Month of: | 2020-2021 Year Actual | 2021-2022 Year Actual | Variance Actual to Prior Year | CY Actual to PY Actual % Variance |
| October | December | \$ 3,348,633 | \$ 4,067,980 | \$ 719,347 | 21.48% | October | December | \$ 341,390 | \$ 409,602 | \$ 68,213 | 19.98% |
| November | January | \$ 3,755,579 | \$ 4,446,756 | \$ 691,177 | 18.40% | November | January | \$ 354,573 | \$ 444,066 | \$ 89,493 | 25.24% |
| December | February | \$ 4,903,701 | \$ 5,140,124 | \$ 236,424 | 4.82% | December | February | \$ 503,020 | \$ 597,222 | \$ 94,202 | 18.73% |
| January | March | \$ 3,072,003 | \$ 4,004,884 | \$ 932,882 | 30.37% | January | March | \$ 320,412 | \$ 355,997 | \$ 35,584 | 11.11% |
| February | April | \$ 2,971,403 | \$ 3,429,615 | \$ 458,213 | 15.42% | February | April | \$ 288,219 | \$ 336,599 | \$ 48,380 | 16.79% |
| March | May | \$ 4,956,466 | \$ 4,928,216 | \$ (28,250) | -0.57% | March | May | \$ 436,049 | \$ 447,417 | \$ 11,368 | 2.61% |
| April | June | \$ 3,990,693 | \$ 4,171,768 | \$ 181,074 | 4.54% | April | June | \$ 353,678 | \$ 409,168 | \$ 55,490 | 15.69% |
| May | July | \$ 6,076,775 | \$ 4,047,178 | \$ (2,029,597) | -33.40% | May | July | \$ 371,973 | \$ 418,702 | \$ 46,729 | 12.56% |
| June | August | \$ 5,447,446 | \$ 4,816,743 | \$ (630,703) | -11.58% | June | August | \$ 449,307 | \$ 478,937 | \$ 29,631 | 6.59% |
| July | September | \$ 4,010,507 | | | 0.00% | July | September | \$ 395,735 | | | 0.00% |
| August | October | \$ 3,945,754 | | | 0.00% | August | October | \$ 370,264 | | | 0.00% |
| September | November | \$ 4,735,921 | | | 0.00% | September | November | \$ 412,047 | | | 0.00% |
| YTD TOTAL | | \$ 38,522,697 | \$ 39,053,265 | \$ 530,567 | 1.38% | YTD TOTAL | | \$ 3,418,620 | \$ 3,897,709 | \$ 479,090 | 14.01% |
| FISCAL YEAR TOTAL | | \$ 51,214,879 | | | | FISCAL YEAR TOTAL | | \$ 4,596,666 | | | |

| CITY OF DENTON | | | | | |
|------------------------------|-----------------------|-----------------------|-----------------------|-------------------------------|-----------------------------------|
| Sales Generated in Month of: | Received in Month of: | 2020-2021 Year Actual | 2021-2022 Year Actual | Variance Actual to Prior Year | CY Actual to PY Actual % Variance |
| October | December | \$ 3,174,573 | \$ 3,676,801 | \$ 502,228 | 15.82% |
| November | January | \$ 3,050,388 | \$ 3,708,019 | \$ 657,631 | 21.56% |
| December | February | \$ 4,149,443 | \$ 5,123,779 | \$ 974,336 | 23.48% |
| January | March | \$ 3,086,526 | \$ 3,679,379 | \$ 592,852 | 19.21% |
| February | April | \$ 2,606,494 | \$ 3,844,879 | \$ 1,238,385 | 47.51% |
| March | May | \$ 4,277,512 | \$ 4,711,544 | \$ 434,032 | 10.15% |
| April | June | \$ 3,557,513 | \$ 4,248,744 | \$ 691,231 | 19.43% |
| May | July | \$ 3,442,340 | \$ 4,151,924 | \$ 709,583 | 20.61% |
| June | August | \$ 4,173,943 | \$ 4,114,811 | \$ (59,132) | -1.42% |
| July | September | \$ 3,845,740 | | | 0.00% |
| August | October | \$ 3,749,030 | | | 0.00% |
| September | November | \$ 4,385,475 | | | 0.00% |
| YTD TOTAL | | \$ 31,518,732 | \$ 37,259,879 | \$ 5,741,147 | 18.22% |
| FISCAL YEAR TOTAL | | \$ 43,498,977 | | | |

ALL TRANSIT AGENCIES

MONTHLY SALES AND USE TAX COMPARISON SUMMARY

| Transit Agency | Current Rate | Net Payment This Period | Comparable Payment Prior Year | % Change | Payments YTD (Calendar) | Prior Year Payments YTD (Calendar) | % Change |
|--------------------|--------------|----------------------------|----------------------------------|----------|----------------------------|---------------------------------------|----------|
| Austin MTA | 1.00% | \$ 33,813,594 | \$ 28,435,530 | 18.91% | \$ 242,930,031 | \$ 195,082,774 | 24.52% |
| Corpus Christi MTA | 0.50% | \$ 3,455,792 | \$ 3,418,544 | 1.08% | \$ 25,243,989 | \$ 23,881,194 | 5.70% |
| Dallas MTA | 1.00% | \$ 68,486,227 | \$ 65,521,455 | 4.52% | \$ 521,068,658 | \$ 450,002,672 | 15.79% |
| Denton CTA | 0.50% | \$ 3,403,413 | \$ 3,583,080 | -5.01% | \$ 25,600,869 | \$ 23,315,771 | 9.80% |
| El Paso CTD | 0.50% | \$ 5,840,632 | \$ 5,529,670 | 5.62% | \$ 42,261,426 | \$ 37,329,429 | 13.21% |
| Fort Worth MTA | 0.50% | \$ 10,123,232 | \$ 8,887,834 | 13.89% | \$ 71,266,993 | \$ 59,936,649 | 18.90% |
| Houston MTA | 1.00% | \$ 89,020,162 | \$ 81,047,459 | 9.83% | \$ 651,205,951 | \$ 560,341,043 | 16.21% |
| Laredo CTD | 0.25% | \$ 993,598 | \$ 887,135 | 12.00% | \$ 7,361,885 | \$ 6,325,763 | 16.37% |
| San Antonio ATD | 0.25% | \$ 8,883,261 | \$ 8,297,686 | 7.05% | \$ 62,072,585 | \$ 53,964,320 | 15.02% |
| San Antonio MTA | 0.50% | \$ 19,315,238 | \$ 17,888,638 | 7.97% | \$ 137,113,245 | \$ 118,796,356 | 15.41% |
| TOTALS | | \$ 243,335,148 | \$ 223,497,032 | 8.88% | \$ 1,786,125,632 | \$ 1,528,975,972 | 16.82% |

Sources: Texas Comptroller of Public Accounts and DCTA Finance Department

Prepared By: Denton County Transportation Authority Finance Department

August 16, 2022



Board of Directors Memo

August 25, 2022

SUBJECT: Budget Information

Recommendation

This item is presented for informational purposes only. No action is required.

Background

There were no budget transfers completed in the month of July to report.

Previous Board Activity & Action

There has been no previous Board activity on this item.

Identified Need


Provides the Board of Directors a monthly status on any budget transfers completed.

Financial Impact

This item is included for informational purposes only; there is no financial impact associated with this informational item.

Exhibits

N/A

Submitted By: 
Amanda Riddle
Senior Manager of Budget

Final Review: 
David Leininger
Interim Chief Financial Officer



Board of Directors Memo

August 25, 2022

SUBJECT: Monthly Ridership Reports

Ridership Trends

Exhibits 1-6 provide an overview of total monthly ridership trends across all DCTA services—comparing FY19 against FY20, FY21, and FY22. These exhibits also enable a visual comparison of GoZone and fixed-route ridership reports by route and type of service.

The summary table below shows that July 2022 month-over-month bus trips were about 27 percent below the previous month. July A-train trips were somewhat lower (-11.1%) during the same period. These declines are primarily attributed to schedule cuts related to the UNT summer break and aligns with prior seasonal variation. July GoZone trips were roughly equivalent to June levels and represent the highest number of monthly GoZone trips since its inception.

| Unlinked Passenger Trips | | | | | |
|--------------------------|---------------|----------------|----------------|----------------|-----------------------|
| | 2021 | 2022 | | | |
| | July | May | June | July | June-July % Change |
| Bus* | 28,888 | 51,791 | 35,276 | 25,539 | -27.6% |
| Rail | 10,374 | 14,056 | 13,994 | 12,437 | -11.1% |
| GoZone | n.a. | 54,391 | 67,412 | 67,439 | 0.0% |
| TOTAL | 39,262 | 120,238 | 116,682 | 105,415 | -9.7% |

| July 2021- July 2022 % Change |
|-------------------------------------|
| -11.6% |
| 19.9% |
| n.a. |
| 168.5% |

* UNT, Connect, and Non-Connect Fixed Routes

S:\STRATEGIC PLANNING\ServicePlaningSupport\Trend Analysis\Item2Materials4Aug25\[FY19-FY22Compare_080922.xlsx]Sheet1

The ridership recovery from the COVID-19 pandemic continues with total July 2022 ridership being more than twice (168.5%) July 2021 ridership and is primarily attributable to the addition of GoZone service last fall. July 2022 A-train boardings were about 20 percent above July 2021. Lastly, July 2022 A-train boardings were more than 31 percent greater than overall monthly average A-train boardings (9,453) in FY21 as seen in the table below.

| | |
|--|--------------|
| FY 21 A-train Monthly Average Passengers | 9,453 |
| July 2022 A-Train Passengers | 12,437 |
| Percent Increase (Decrease) | 31.6% |

Exhibits

- Exhibit 1: Ridership by Mode – July 2022
- Exhibit 2: Connect and GoZone Ridership by Month and Year
- Exhibit 3: Connect Ridership Year-Over-Year by Month
- Exhibit 4: A-train Year-Over-Year by Month
- Exhibit 5: Fixed-Route Ridership – July 2022
- Exhibit 6: UNT Ridership Year-Over-Year by Month

Submitted By: 

Tim Palermo, Planning & Data Analytics Manager



Final Review: _____

Troy Raley, Senior Director – Mobility Services

Final Review: 

Rony Philip Sr. Director – Rail Operations

Final Review: 

Javier Trilla – AVP of Innovation and Information Technology

Total Ridership - Jul 2022

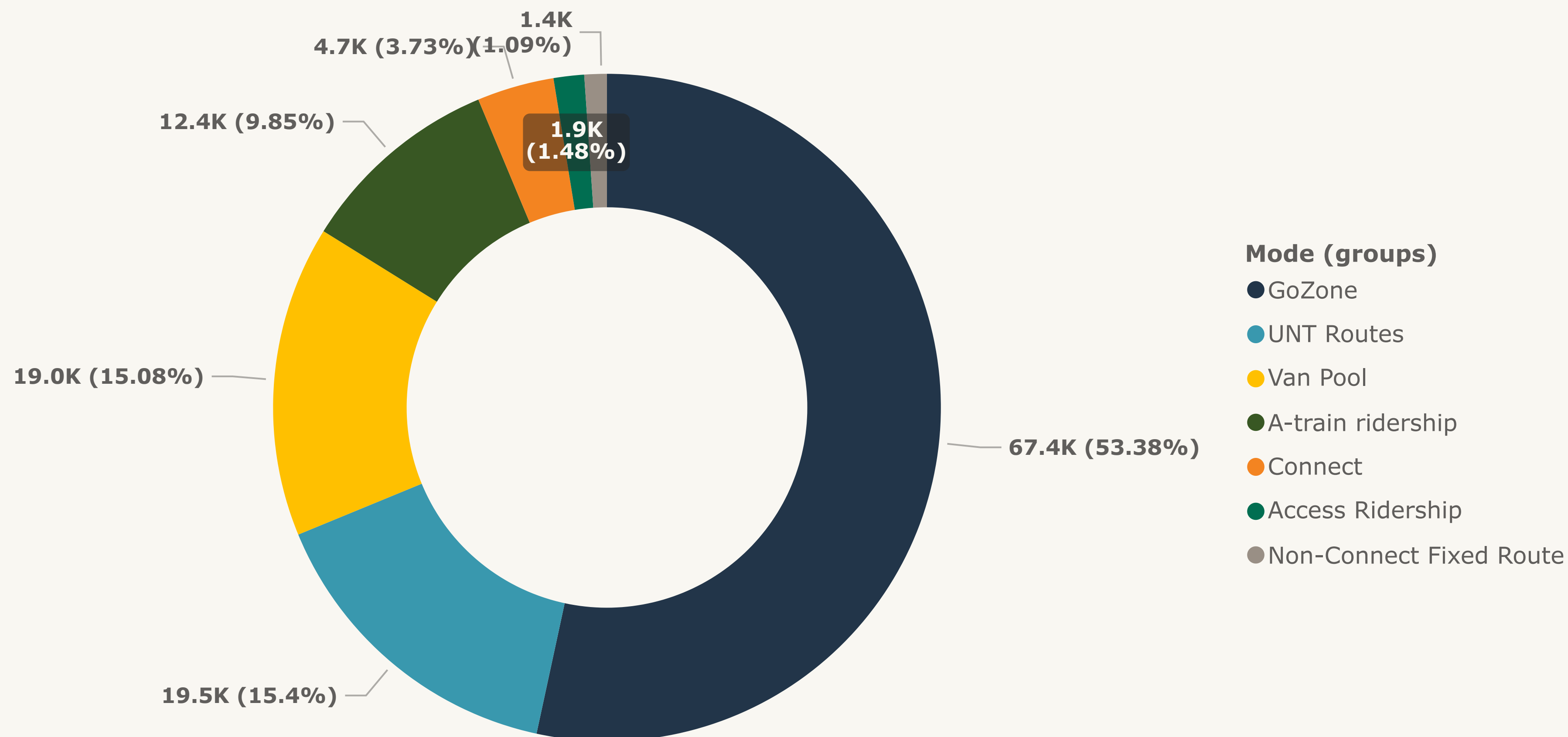
126.3K

Total Ridership FYTD

1.70M

Information Report 2
Exhibit 1

Ridership by Travel Mode - Jul 2022



Total Ridership - Jul 2022

126.3K

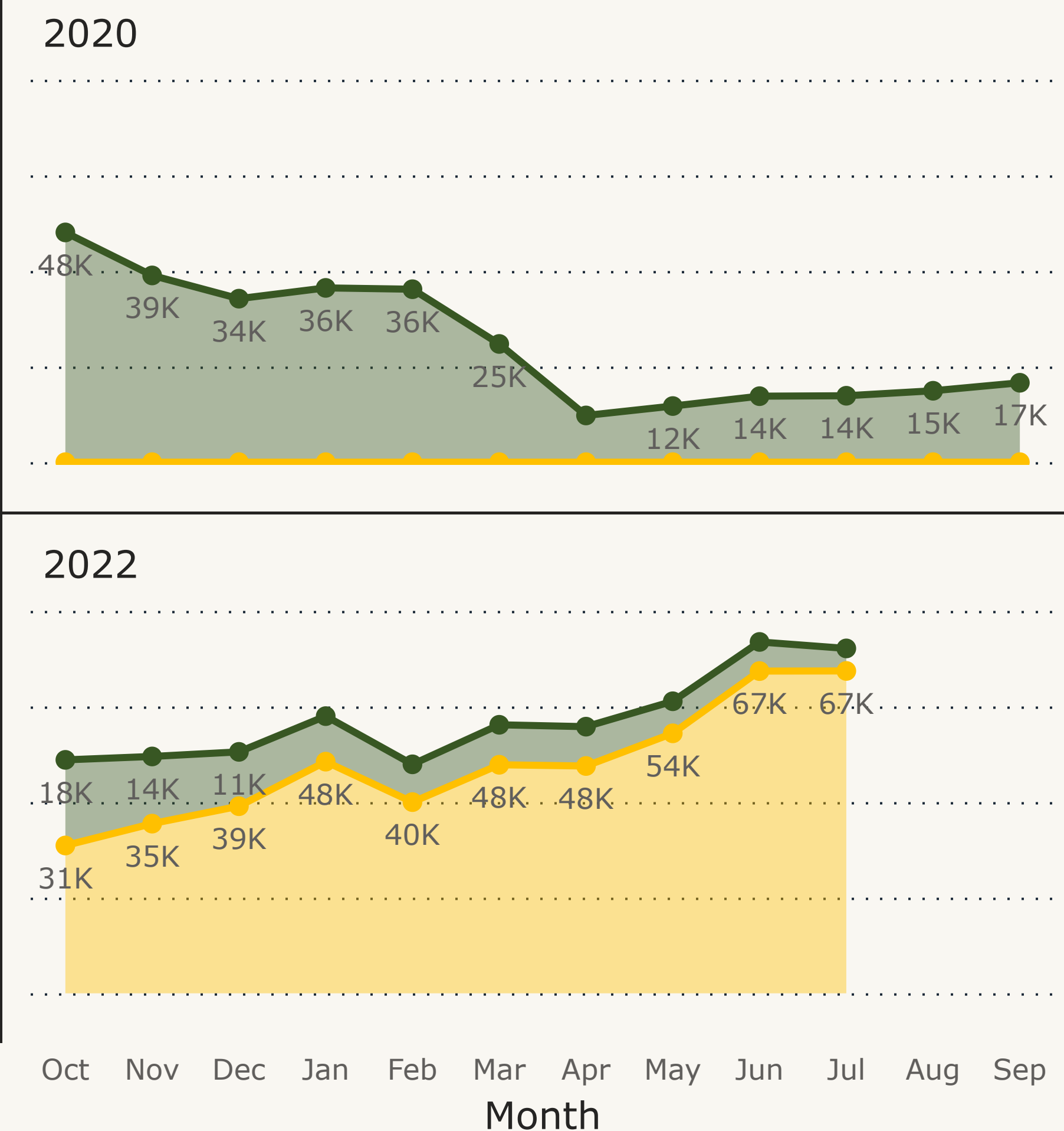
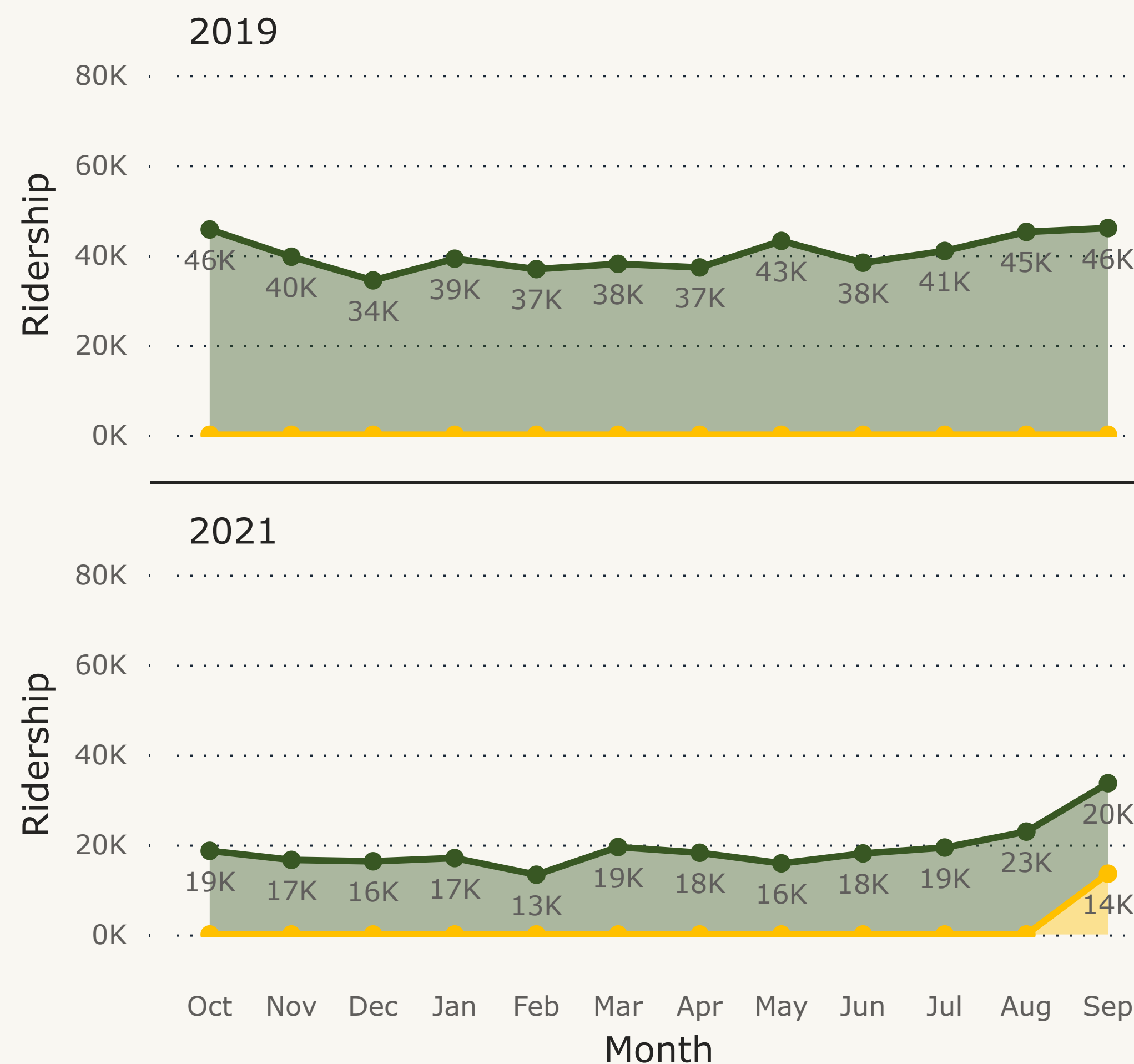
Total Ridership FYTD

1.70M

Information Report 2
Exhibit 2

Connect and GoZone Ridership by Month

Mode (groups) ● GoZone ● Connect



Total Ridership - Jul 2022

126.3K

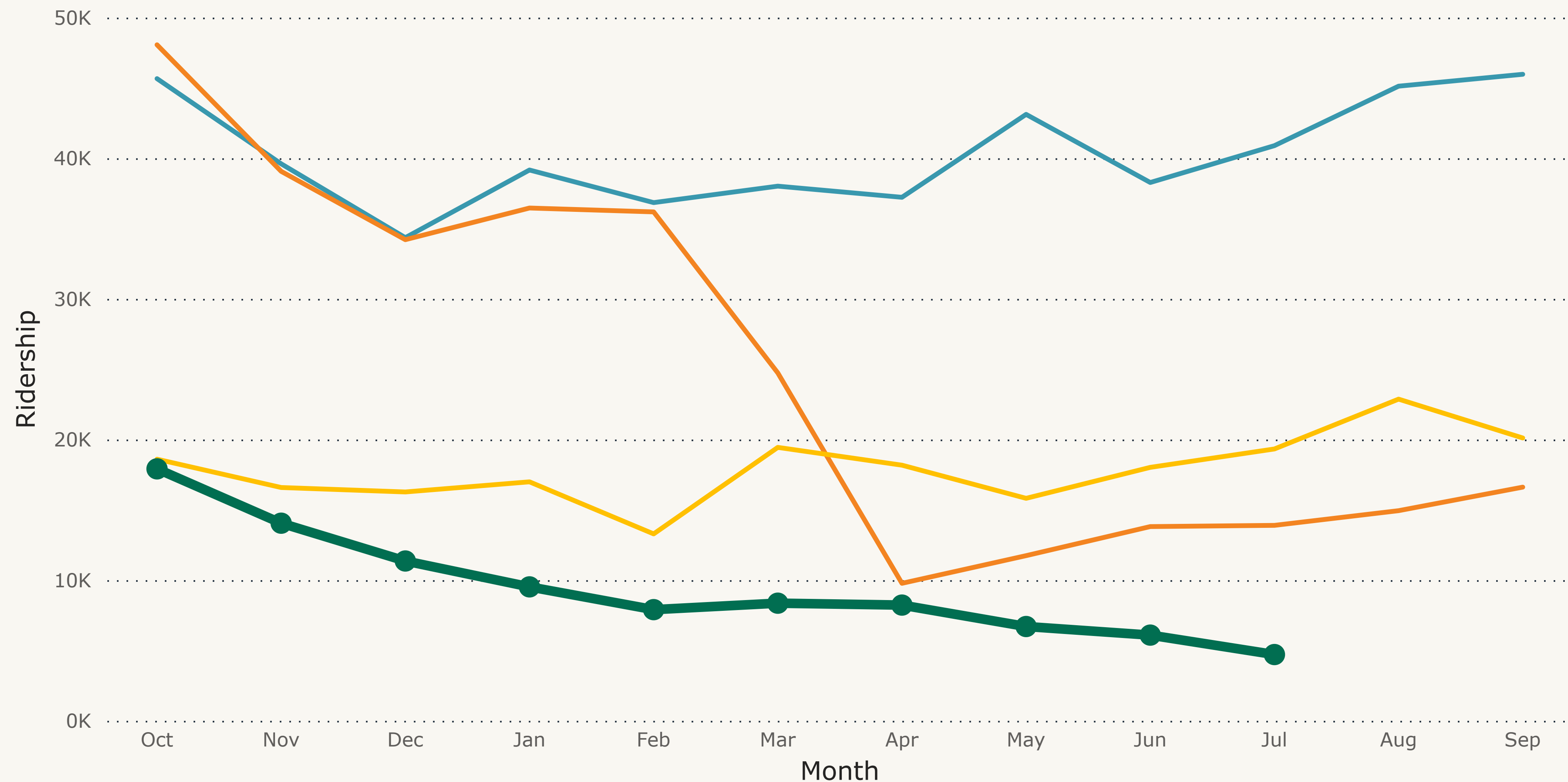
Total Ridership FYTD

1.70M

Information Report 2
Exhibit 3

Ridership by Month and Fiscal Year - Connect

Fiscal Year ● 2019 ● 2020 ● 2021 ● 2022



Total Ridership - Jul 2022

126.3K

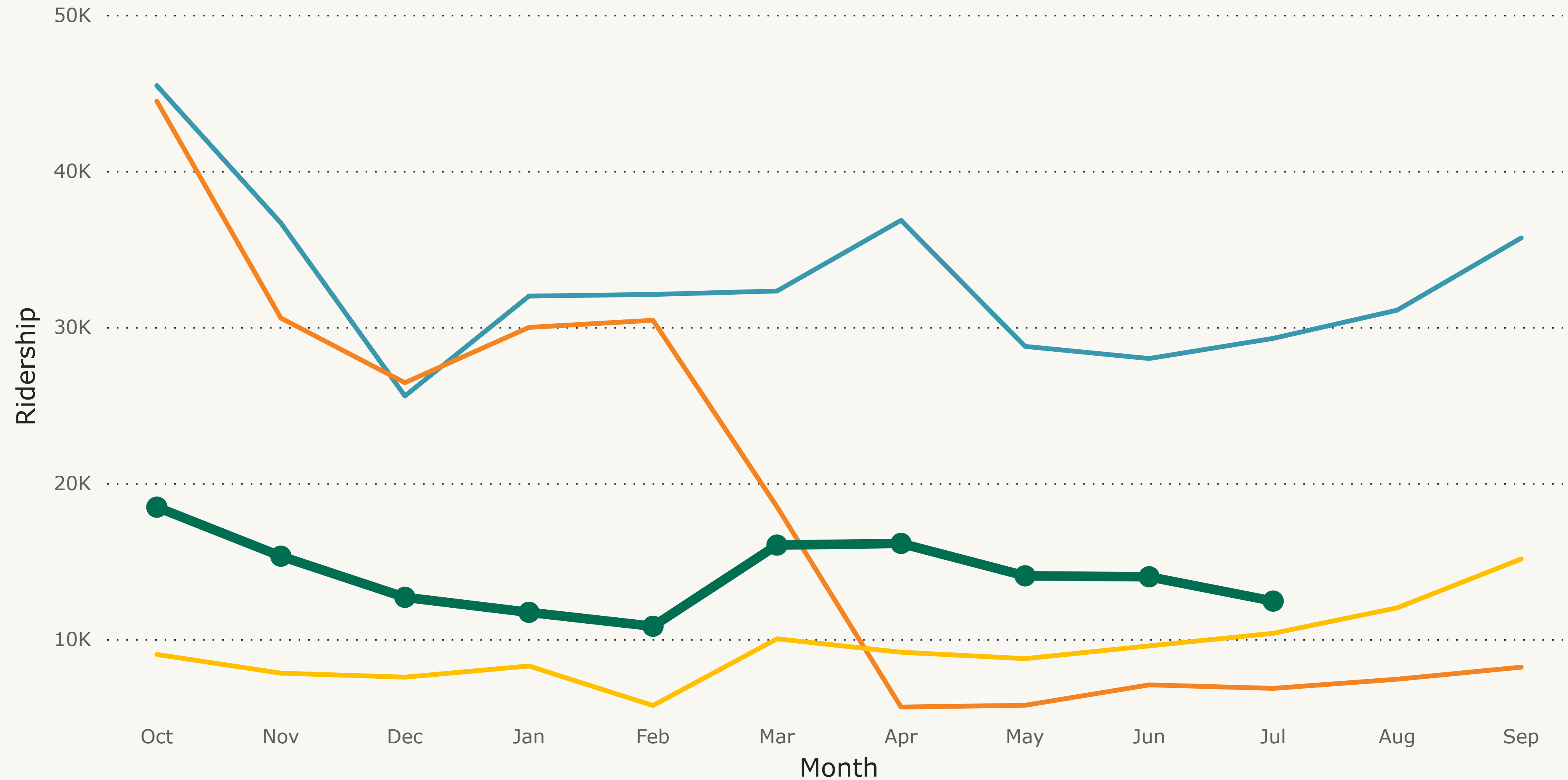
Total Ridership FYTD

1.70M

Information Report 2
Exhibit 4

Ridership by Month and Fiscal Year - A-train

Fiscal Year ● 2019 ● 2020 ● 2021 ● 2022





Total Ridership - Jul 2022

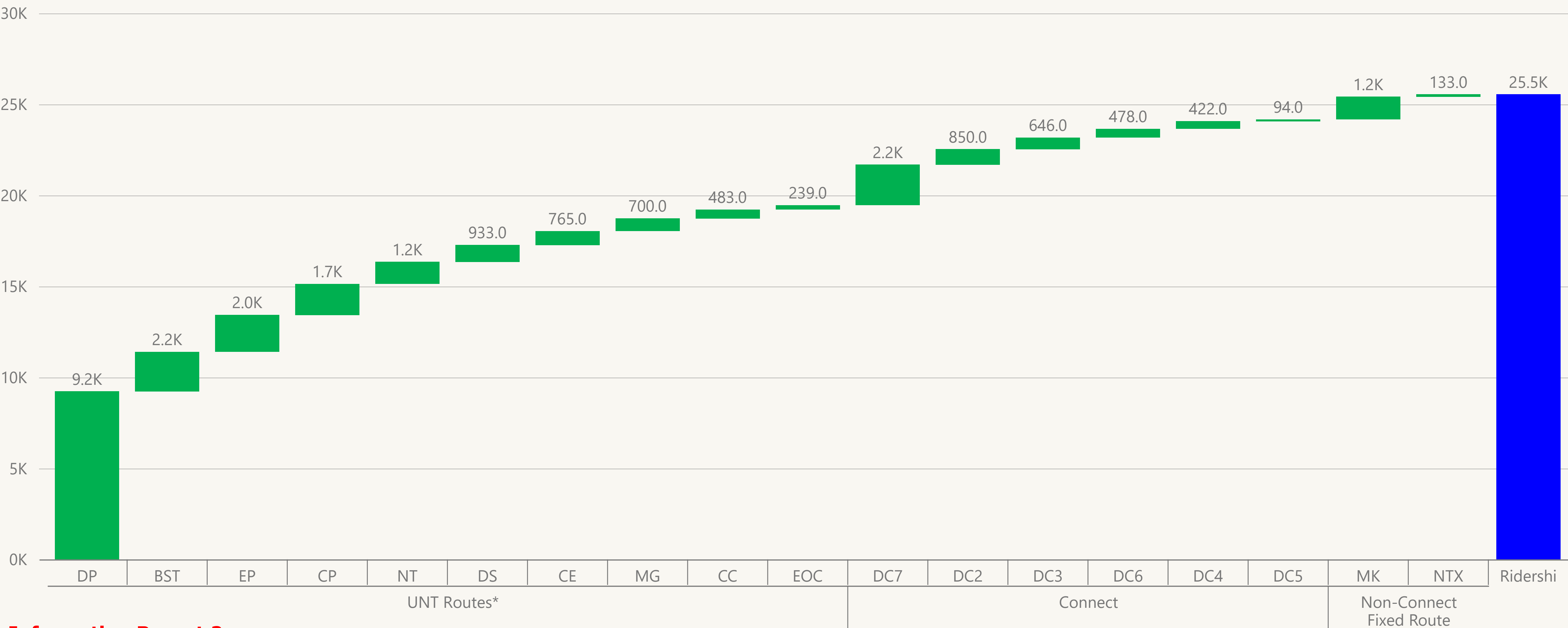
126.3K

Total Ridership FYTD

1.70M

| Mode (groups) | Ridership |
|-------------------------|-----------|
| Connect | 4,713 |
| Non-Connect Fixed Route | 1,375 |
| UNT Routes | 19,451 |
| Total | 25,539 |

Fixed Route Ridership Waterfall



*see notes

Total Ridership - Jul 2022

126.3K

Total Ridership FYTD

1.70M

Ridership by Month and Fiscal Year - UNT

Fiscal Year ● 2019 ● 2020 ● 2021 ● 2022

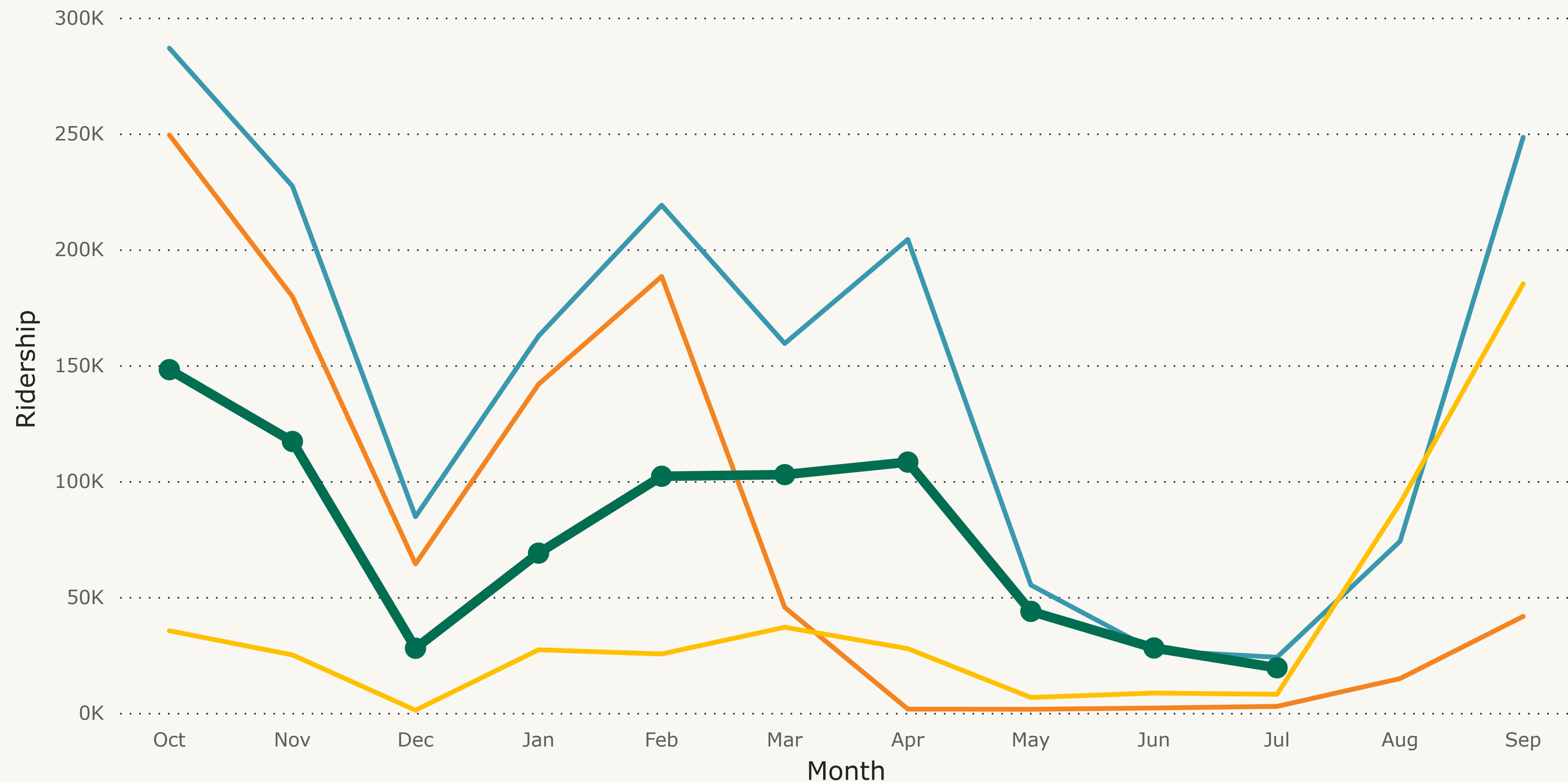


EXHIBIT 5 NOTES

UNT Route Abbreviation Key

DP – Discovery Park

BST – Bernard Street

EP – Eagle Point

CP – Centre Place

NT – North Texan

DS – Daugherty Street

CE – Colorado Express

MG – Mean Green

CC – Campus Cruiser

EOC – Evening Off Campus



Board of Directors Memo

August 25, 2022

SUBJECT: Denton County Transportation Authority Board of Directors Officer Elections

Recommendation

This is an informational item. Staff will seek Board approval of Fiscal Year 2023 Board Officers at the September 2022 board meeting.

Background

Article IV of the Denton County Transportation Authority Amended and Restated Bylaws provides for the manner and method by which the Authority's officers are elected. Section 1 states that the Board shall elect three (3) Voting Board Members to serve as the Chair, Vice-Chair, and Secretary. Section 5 specifies the term for these offices is one (1) year and shall run from October 1 through September 30. Section 5 also states that a Board Member may not be elected to more than three (3) consecutive one-year (1) terms as Chair.

Currently the Board Officers of Dallas Area Rapid Transit (DART) serve two (2) year terms. Trinity Metro Board Officers are elected to one (1) year terms. Members of the Denton County Transportation Authority Board have indicated an interest in the adoption of a Board practice to reappoint the current slate of officers to an additional one-year term, to align with DART's officer elections. A vote on these officers would still be required to conform with the current Amended and Restated Bylaws.

Previous Board Activity & Action

- October 28, 2021 – Fiscal Year 2022 Officers Elected

Identified Need

Current Officer terms expire on September 30, 2022. Board Officer elections for the upcoming fiscal year will need to be held prior to the expiration of the current Officer terms.

Financial Impact

There is no financial impact associated with this item.

Approved By: _____

Brittney Farr, Senior Director of Engagement and Administration



Board of Directors Memo

August 25, 2022

SUBJECT: Interlocal Agreement with the City of Coppell for Mobility Services

Recommendation

This is an informational item. Staff will seek Board approval for the Interlocal Agreement (ILA) with the City of Coppell at the September 2022 board meeting.

Background

DCTA and the City of Coppell initially approved an ILA in August 2019 to deploy a Lyft program to serve the workforce mobility needs in Coppell's business parks beginning on October 1, 2019. In August 2020, the Board of Directors approved the First Amended and Restated ILA with the City of Coppell, and in August 2021, the Board approved the Second Amended and Restated ILA which is set to expire on September 30, 2022.

The service, operated by Lyft through a task order with DCTA, provides on-demand services from six transit stops to the City of Coppell's workforce centers. Transit stops include: The A-train Hebron Station, DART Trinity Mills Station, DART Beltline Station, two DART Bus Stops (Saintsbury at Beltline and Regent at Royal), and the Grapevine TRE station. Services are offered Monday through Sunday, from 5 am to 12 am. The customer pays the first \$2, with the City of Coppell subsidizing the remainder of the fare up to \$17. Any remaining fare is paid by the customer.

Previous Board Activity & Action

- August 2019 - DCTA Board of Directors approved an initial Interlocal Agreement with the City of Coppell.
- August 2020 – DCTA Board of Directors approved the First Amended and Restated ILA with the City of Coppell
- August 2021 – DCTA Board of Directors approved the Second Amended and Restated ILA with the City of Coppell

Identified Need

The City of Coppell has indicated they wish to continue the current services. On September 30, 2022, the Second Amended and Restated ILA with the City of Coppell will expire, and a new ILA must be executed to continue current services.

Financial Impact

DCTA will be fully reimbursed by the City of Coppell for the Lyft service, including appropriate administrative fees.

Exhibits

Exhibit 1: Second Restated Interlocal Agreement with the City of Coppell



Submitted By: Brandy Hazel

Brandy Hazel, Manager of Contracts and Procurement

Approved By: B. Farr

Brittney Farr, Senior Director of Engagement and Administration