



Board of Directors Regular Meeting May 23, 2023 | 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 Thursday, May 23, 2024, 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 view the Board Meeting.

Please click the link below to join the webinar:

https://us06web.zoom.us/j/89090964963?pwd=oQnUzQg_wzZbR93Z8USh0SicM3RMeg.ftTAYIRj1s-yvxLi

Passcode: 763622

Or One tap mobile: +13462487799

Or Telephone: +1 346 248 7799

Webinar ID: 890 9096 4963

Passcode: 763622

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 their comments to kmorris-perkins@dcta.net no later than **3:00 pm on Wednesday, May 22, 2024**, to ensure the comments 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 Authorizing the Chief Executive Officer (CEO) to Execute a Contract Renewal Option with Capitol-Insights & Bird Advocacy for State Legislative Consulting and Local Government Services for two (2) years in the amount of \$420,000, beginning on July 1, 2024**

Action Item

Background Information: Memo

- 2. Consider Appointment of DCTA Board Members to the Old Town Lewisville Transit Oriented Development Working Group**

Action Item

Background Information: Memo

- 3. Consider Approval of Regular Meeting Minutes dated April 25, 2024**

Action Item

Background Information: Exhibit 1: Regular Meeting Minutes dated April 25, 2024

REGULAR AGENDA

- 1. Consider Approval of Monthly Financial Statement for March 2024, Quarterly Grants Report for Quarter 2 – Fiscal Year 2024, and Receive an Update from the Chief Financial Officer Regarding Finance Operations and Enterprise Resource Program (ERP) Replacement**

Action Item

Background Information: Memo

Exhibit 1: Financial Statement (Jan – March 2024)

Exhibit 2: Investment Reports (Jan – March 2024)

Exhibit 3: Quarterly Grants Report (Q2 FY 2024)

- 2. Consider Approval of Intermediate Service Plan Recommendation for Connect Bus Frequency Service Change, Bus Stop Installation and GoZone Capacity Adjustment**

Action Item

Background Information: Memo

- 3. Consider Approval of a Resolution Approving Budget Revision 2024-24 for the Intermediate Service Plan for Connect Bus Frequency Change, Bus Stop Installation and GoZone Service Agreement Amendment**

Action Item

Background Information: Memo

Exhibit 1: Draft Resolution

4. Discuss Update and Consider Approval of Revised Interlocal Agreement with Dallas Area Rapid Transit (DART) for Joint Rail Operations

Action Item

Background Information: Memo

Exhibit 1: Original DART DCTA JROF Interlocal Agreement

Exhibit 2: Proposed Amendment DART DCTA JROF ILA

5. Discuss Update and Consider Approval of Return of Funding to Dallas Area Rapid Transit (DART) in the amount of \$1,623,515 for Design Services related to the Joint Rail Operating Maintenance Facility (JROF) at the Request of Dallas Area Rapid Transit (DART)

Action Item

Background Information: Memo

6. Discuss Update and Consider Approval of a Resolution Approving Budget Revision 2024-23 to Reduce the Revenue of \$751,700 that is allocated for Fuel and Lease Income and other Applicable Expenses for the Joint Rail Operating Facility (JROF)

Action Item

Background Information: Memo

Exhibit 1: Draft Resolution

7. Discuss Update on the Bus Fleet Replacement Plan and FY2025 Bus Purchase

Discussion Item

Background Information: Memo

8. Discuss Local and Regional Updates and Legislative Issues

Discussion Item

INFORMATIONAL REPORTS

1. Safety, Service, and Ridership Reports

Background Information: Memo

Exhibit 1: Safety Performance – FY to Date

Exhibit 2: Service Performance – FY to Date

Exhibit 3: Ridership by Mode – March 2024

Exhibit 4: Connect Ridership Year-Over-Year by Month

Exhibit 5: A-train Ridership Year-Over-Year by Month

Exhibit 6: Fixed-Route Ridership – March 2024

Exhibit 7: UNT Ridership Year-Over-Year by Month

2. RFP Landscape Maintenance for Rail, Bus Operations Maintenance (BOM) Facility and Downtown Denton Transit Center (DDTC)

Background Information: Memo

3. Update on Electronic Security, Access Control and Passenger Signage Project Procurement

Background 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: June 27, 2024

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

No items scheduled for this agenda.

RECONVENE OPEN SESSION

Reconvene and Take Necessary Action on Items Discussed during Executive Session (if applicable).

ADJOURN

Board Members:

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

Alternates

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

Non-Voting Board Members:

Jared Eutsler, Corinth
Dennie Franklin, Frisco
Jeremie Maurina, The Colony
Vacant, Flower Mound
Vacant, Little Elm
Vacant, Small Cities

Staff Liaison:

Paul Cristina, CEO



This notice was posted on May 17, 2024 by 5pm.

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

May 23, 2024

AGENDA ITEM: Consider Authorizing the Chief Executive Officer (CEO) to Execute a Contract Renewal Option with Capitol-Insights & Bird Advocacy for State Legislative Consulting and Local Government Services in the amount of \$420,000, beginning on July 1, 2024

Recommendation

Staff recommends the Board authorize the Chief Executive Officer (CEO) to Authorize the Chief Executive Officer (CEO) to Execute a Contract Renewal Option with Capitol-Insights & Bird Advocacy for State Legislative Consulting and Local Government Services in the amount of \$420,000, beginning on July 1, 2024.

Background

DCTA performed a solicitation for State Legislative Consulting Services in 2022 and the Board approved a contract with Capitol-Insights that was executed on August 8, 2022 for an initial 2 year period through June 30, 2024 with an option to extend for another 2 year period through June 30, 2026 at a retainer fee of \$10,000 per month.

In January of 2024, after a change in the DCTA organization and the demonstrated effectiveness of the consultant team, DCTA requested Capitol-Insights provide an updated scope of work that would enable the consultant to assume duties for Local Government Relations support for an additional fee of \$7,500 per month, increasing the total monthly fee to Capitol-Insights to \$17,500 through the remainder of the initial term. This was approved by the Board on January 25, 2024.

Previous Board Activity & Action

On July 28, 2022, the Board approved the award and authorized the Interim Chief Executive Officer (CEO) to Award and Execute a contract with Capitol-Insights beginning on or about September 1, 2022. The total estimated cost of the contract is \$240,000 for the initial two years through June 30, 2024. This award and contract has an option to renew for an additional two years.

On January 25, 2024, the Board authorized the CEO to amend this contract from coverage of State Legislative Consulting to also include Local Government Relations. This amendment covering Local Government Relations increased the contract an additional \$7,500.00 per month and a total monthly retainer of \$17,500.

Identified Need

Provides the Board of Directors a timely update on the need to consider renewal of this contract to ensure continuity of consulting and support for State Legislative & Local Government Relations needs.

Financial Impact

When renewed, this contract will cost a total of \$420,000 for the renewed two (2) year contract. The contract will continue to be paid by monthly retainer in the amounts of \$10,000 for State Legislative Consulting and \$7,500 for Local Government Relations. The cost for the service in the remainder of the fiscal year can be accommodated within the approved FY2024 Budget. This contract will be budgeted in FY2025.



Exhibits

None.

Submitted By: _____

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

Jackie Bronson, Director
Human Resources & Administration

Board of Directors Memo

May 23, 2024

Subject: Consider Appointment of DCTA Board Members to the Old Town Lewisville Transit Oriented Development Working Group

Recommendation

Staff recommends the Board appoint DCTA Board Chair T.J. Gilmore and Board Secretary Andy Eads to the Old Town Lewisville Transit Oriented Development (TOD) Working Group.

Background

In the Board's Strategic Planning Work Session in January 2024, DCTA staff shared information on TOD policy development, the City of Lewisville's Master Plan for Old Town, progress towards that vision, and the opportunity before DCTA to "make the market" for TOD in Old Town Lewisville with a bold vision. This approach would challenge the development market sector to think outside of the box in creating a transit development as a major focal point and destination hub that connects different modes seamlessly.

This agenda item provides a recommendation of two (2) Board Members to be appointed to a working group, also consisting of staff from DCTA, the City of Lewisville, and consultants, focused around the Old Town Lewisville Transit Oriented Development (TOD).

Previous Board Activity & Action

None.

Identified Need

DCTA's TOD Working Group is needed to ensure the guiding principles and policies of TOD are integrated into the design philosophy and overall execution of the Old Town Lewisville project.

Financial Impact

None.

Submitted by:


Austin Frith, Vice President
Planning and Development



Board of Directors Regular Meeting Minutes April 25, 2024 | 10:00 a.m.

The Board of Directors of the Denton County Transportation Authority (DCTA) convened a Regular Board of Directors Meeting with Chair TJ Gilmore presiding on Thursday, April 25, 2024 at 10:00am, located at the DCTA Administrative Offices, 1955 Lakeway Drive, Suite 260, Lewisville, Texas 75057.

Voting Members

Chair TJ Gilmore, City of Lewisville
Vice-Chair Cesar Molina, Denton County
Secretary Andy Eads, Denton County
Board Member Daniel Jaworski, City of Highland Village
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 Dennie Franklin, City of Frisco
Board Member Jeremie Maurina, City of The Colony
Board Member Jared Eutsler, City of Corinth

Legal Counsel

Courtney Morris, Nichols Jackson

DCTA CEO

Paul A. Cristina

CALL TO ORDER

Chair Gilmore called the meeting to order at 10:00am. All Board Members were present with the exception of Board Members Maguire and Smith.

INVOCATION

Board Member Jaworski provided the invocation.

PLEDGE OF ALLEGIANCE

The Board recited the pledges to the United States and Texas flags.

INTRODUCTIONS

The following new DCTA employees were introduced to the Board:
Ashlyn Kwast, HR Technician

Joseph “Joey” Czajkowski, Procurement Coordinator
Karina Maldonado, Planning Manager
Todd Plesko, Planning Analyst
Randi Trantham, Customer Service Manager

PUBLIC COMMENT

No members of the public wished to address the Board during this time.

CONSENT AGENDA

1. Consider Approval of February 2024 Monthly Financial Statement – February 29, 2024
2. Consider Authorizing the Chief Executive Officer (CEO) to Approve an Amendment of the Interlocal Agreement (ILA) with Trinity Metro for Alliance Lyft Services to Increase the Not to Exceed amount from \$570,000 to \$930,000 for Fiscal Year 2024
3. Consider Authorizing the Chief Executive Officer (CEO) to Execute an Amendment to Task Order 17-03 with Lyft for Alliance Lyft Services to Increase the Not to Exceed Amount from \$570,000 to \$870,000 for Fiscal Year 2024
4. Consider Approval of a Resolution Approving Budget Revision 2024-20 for the Interlocal Agreement for Trinity Metro Alliance Lyft Services
5. Consider Approval of Regular Meeting Minutes dated March 28, 2024

Motion by Secretary Eads with a second by Board Member Jaworski to approve the Consent Agenda as presented. Motion passes 4-0.

REGULAR AGENDA

1. Discuss Update on the Intermediate Service Plan (ISP)

Austin Frith, Vice-President of Planning and Development and Sherrelle Evans-Jones, Chief Financial Officer, presented to the Board highlighting the following:

- Intermediate Service Plan Overview
 - Intermediate Service Plan Principles/Decisions to be Made
- Phase 1 – Multimode GoZone App directs riders to fixed route for trips with Origin and Destination in 3-route network. GoZone trips no longer allowed.
- Phase 2 – (1) Geofence 3-route network to eliminate GoZone books with Origin or Destination within 3-route network (2) requires bus stop investment on 3,6,7 to create transfer points for fixed route/GoZone multimodal trips.

- Phase 3 – (1) Geofence 5-route network to eliminate GoZone bookings with Origin and Destination within 5-route network.
 - Requires: (1) Bus stop investment on CE and DP to create transfer points for fixed route/GoZone last multimodal trips (2) Close coordination/partnership with University of North Texas (3) Geofence expansion within fixed route network.
- Strategy for Execution: Intermediate Service Plan – Phase 1
 - Step 1: Increase frequency on Connect
 - Step 2: Implement Bus Stop Infrastructure Plan – Phase 1
 - Step 3: Remove microtransit from ¼ mile buffer of 3/6/7
- GoZone KPIs and Fixed Route OTP
- Lewisville Requested and Completed Trips
- GoZone Highland Village Performance
- Connect Routes vs GoZone: O&D Completed ¼ mile of route
- Unlinked Transit Trip Components
- GoZone App Function Proposal
- Cost Per Operating Hour – UNT Shuttle, Connect and GoZone
 - Direct Costs
 - Proportionate Share of Bus Admin Costs
 - Less: Unduplicated Costs
 - Proportionate Share of G&A Costs
- Marginal Cost Per Operating Hour – Bus and GoZone
- Connect Network Schedule Alternatives
- Average Weekday Passenger Cost Per Passenger Comparison – Midday
- Average Weekday Passenger Cost Per Passenger Comparison – Morning and Evening
- Connect Network Schedule Alternatives (Option 1-3)
- Bus Stop Infrastructure Alignment
- GoZone Reallocation – Lewisville Analysis
- GoZone Reallocation – Highland Village Analysis
- GoZone Reallocation – Denton Future Opportunities
- Next Steps -Preliminary
 - April 2024 – Finalize stop infrastructure plan and City of Denton Coordination
 - May 23, 2024 – Board Action on Preferred Option
 - June 10, 2024 – DCTA Completes Final Schedules
 - June 14, 2024 – DCTA Completes Blocking, Runcutting and Rostering
 - June 17, 2024 – Operator Training Begins
 - July 5, 2024 – Runs and Rosters Posted for Operator Selection
 - July 15, 2024 – Operator Assignment Bidding Complete
 - May 15 – August 18, 2024 – Bus Stop Installation and coordination with the City of Denton
 - August 18, 2024 – Service Begins

Board discussion regarding unduplicated costs, extra training for handicap rides, options for reallocation and timeframe, and Highland Village, Lewisville and Denton seat unavailability disparity and the possibility of addressing earlier than August. Staff discussed the sensitivity of the disparity between the cities and entire service area; however, asked to have the ability to monitor the numbers in April to see if the gap narrows and then receive Board direction. It was also the request of the Board to receive a slide that depicts the cost numbers for GoZone.

No Board action required at this time.

2. Discuss Update on the Old Town Lewisville Transit Oriented Development (TOD)

Austin Frith, Vice-President of Planning and Development, presented to the Board highlighting the following:

- Old Town Lewisville TOD
 - Considerations: Alignment with Old Town Master Plan
 - TOD Working Group Formulation
 - Critical Path for Project Development
 - ✓ Next Steps to Ensure Progression
 - ✓ Mid-May 2024 – Schedule and conduct the design workshop to discuss site plan and program options
 - ✓ June 2024 – Refinement of site plan concepts - Develop revised site plan, land use program and renderings that will paint a non-prescriptive vision to be included in the RFQ
 - ✓ July 2024 – Develop draft and revised RFQ

Board discussion regarding the establishment of the Working Group to include Chair Gilmore, Secretary Eads, members of the Lewisville Planning Department and DCTA staff. An action to appoint members to the Working Group will be on the May Board Meeting agenda.

No Board action required at this time.

3. Discuss Update on Solicitation for On-Call Architectural, Engineering, and Planning Services for Denton County Transportation Authority (DCTA)

Austin Frith, Vice-President of Planning and Development presented to the Board highlighting the following:

- Planning and Development Existing Contracts
 - Jacobs (On-Call Architecture & Engineering Professional Services)
 - LAN (On-Call Railroad Engineering Professional Services)
 - AECOM (Transit and Transportation Planning Services)
 - Kittleson (Transit and Transportation Planning Services)
- Planning and Development Needs

- Goal: Consolidation of existing contracts to align with the immediate and long-term needs of DCTA Planning Department
- Planning and Development New Contract Strategy
 - Goal: Develop contract solicitation strategy to align future contract support to current and future needs
 - Plan: Award three (3) contracts for the support of the Planning and Development Department of DCTA
 - ✓ On-Call, task order-based contract for Professional Services
 - ✓ On-Call, task order-based contract for Program Management
 - ✓ On-Call task order-based contract for Planning Services
 - Benefits
 - ✓ Single, larger contracts for each discipline
 - ✓ Single contract manager and point of contact for DCTA staff
 - ✓ Consistency throughout projects and programs
 - ✓ Efficiency realized through both internal and external collaboration
 - ✓ Program management stand-alone contract allows for laser focus on A-train program support
 - Next Steps
 - ✓ Program Management Contract – (1) Finalize scope of services for Program Management Contract (2) Develop solicitation schedule (3) Execute procurement process (4) Anticipate award in late Fall 2024
 - ✓ On-Call Professional and Planning Services Contract – (1) Develop new scope consolidating elements from past contracts (2) Develop solicitation schedule (3) Execute procurement process (4) Execute contract extension for existing on-call contracts to allow for overlap and transition period (5) Anticipate award Spring 2025

Board discussion regarding clarification of AECOM and Kittelson contracts and prequalifying firms.

No Board action required at this time.

4. Discuss Update on Mobility As A Service (MAAS) Contracts

Maurice Bell, Chief Operating Officer, presented to the Board highlighting the following:

- Current Contracts – Irving Holdings, Lyft, River North Transit
- Contracted Services – Mobility as a Service, On-Call Taxi Non-Emergency, On-Demand Rideshare Services

- Proposed Reset – Reclassification of current service contracts to align with current practices
- Contract Extension/Reclassification
- Re-Procurement Timeline
 - May 2024 – Audit and Re-Scope
 - October 2024 – RFP for On-Demand Service
 - January 2025 – RFP Review
 - March 2025 – Notification of Award and initiation of transition timeline
 - October 2025 – Start-up (Service provide by awarded vendor)

Board discussion regarding clarification of MaaS contracts and ensuring efficiency and refinement.

5. Discuss Local and Regional Updates and Legislative Issues

None at this time.

INFORMATIONAL REPORTS

1. Safety, Service, and Ridership Reports
2. Update on State Legislative & Local Government Relations Consulting
3. Update on Proposed Scope of Services and Timeline on the A-train Enhancement Program Management Contract

No Board action required at this time.

FUTURE AGENDA ITEMS AND BOARD MEMBER REQUESTS

None at this time.

REPORT ON ITEMS OF COMMUNITY INTEREST

April 27, 2024

Color Palooza

10am – 5pm (Free)

Wayne Ferguson Plaza

150 Church Street

Lewisville, Texas

May 2-5, 2024

The Wall That Heals

Replica – Vietnam Veterans Memorial

Frisco, Texas

CONVENE EXECUTIVE SESSION

No Executive Session is scheduled for this meeting.



RECONVENE OPEN SESSION

No Executive Session is scheduled for this meeting.

ADJOURN

No further business was discussed, and the meeting was adjourned at 11:16am.

TJ Gilmore, Board Chair

Andy Eads, Board Secretary

Board of Directors Memo

May 23, 2024

AGENDA ITEM: Consider Approval of Monthly Financial Statement for March 2024, Quarterly Grants Report for Quarter 2 – Fiscal Year 2024 and Receive an update from the Chief Financial Officer Regarding Finance operations and Enterprise Resource Program (ERP) Replacement

Recommendation

Staff recommends the Board approve the monthly Financial Statement for March 2024 and Quarterly Grants Reports for Quarter 2 – Fiscal Year 2024.

Background

The financial statement is presented monthly to the Board of Directors for approval. Grants reports are provided on a quarterly basis. The attached reports are for the period ending March 31, 2024. These reports provide a comparison of year-to-date budget vs. actual performance.

Previous Board Activity & Action

There has been no previous Board activity on the March 2024 Financial Statement or Quarterly Grants report.

Identified Need

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

Financial Impact

The financial impact of March 31, 2024 performance has been summarized within the respective document provided. Staff stands ready to answer any questions the Board may have regarding the financial performance.

Exhibits

Exhibit 1: Year-to-Date Financial Statement – March 31, 2024

Exhibit 2: Investment Report – March 31, 2024

Exhibit 3: Quarterly Grants Report – Q2 FY 2024

Submitted by:



Sherrelle Evans-Jones, CPA
Chief Financial Officer



DENTON COUNTY TRANSPORTATION AUTHORITY

Statement of Revenue and Expenditures
Presented for the Period Ended March 31, 2024
(UNAUDITED)

	Prior Year Actual			FY 2024 - March 31, 2024					
	2021	2022	2023	YTD Budget	YTD Actual	Annual Budget	Actual %	Expected %	Notes
Revenue and Other Income									
Passenger Revenues	\$ 542,920	\$ 928,716	\$ 1,568,793	\$ 1,102,149	\$ 869,074	\$ 1,817,942	47.8%	60.6%	Budgeted passenger revenue has been adjusted to include new FY24 programs such as Collin County Rides. The revenue for this program will be included in subsequent quarterly updates.
Contract Service Revenues	2,969,330	3,718,416	4,233,303	3,280,988	2,453,488	7,357,786	33.3%	44.6%	Revenue estimates included lease and fuel reimbursement estimates for JROF facility.
Sales Tax Revenues	34,653,779	38,030,250	40,292,936	19,999,998	20,152,255	40,000,000	50.4%	50.0%	Sales tax revenue performing slightly ahead of budget.
Federal/State Grants - Capital	1,409,423	95,069	59,828	1,464,912	566,000	2,591,429	21.8%	56.5%	Capital grant revenue is based on reimbursable grant spending.
Federal/State Grants - Operating	15,858,885	19,028,351	9,431,745	7,286,640	1,240,815	14,573,299	8.5%	50.0%	The agency has billed approximately 17% of YTD budget. The decrease in billing compared to budget is largely a function of the reduced amount of billable expenses incurred through 03/31/24.
Total Revenues and Other Income	55,434,337	61,800,802	55,586,605	33,134,687	25,281,633	66,340,456			
Operating Expenses									
Salary, Wages and Benefits	3,903,858	4,002,824	3,787,792	3,320,925	2,304,797	6,567,673	35.1%	50.6%	First 6 months includes a focus on hiring new talent anticipated in FY24 budget. Hiring is materially complete as of March 2024, with small number of open positions remaining. However YTD Budget anticipated staffing for 12 months.
Outsourced Services and Charges	3,029,903	4,517,965	5,600,148	2,977,875	2,912,863	5,748,271	50.7%	51.8%	
Materials and Supplies	1,711,081	2,536,927	2,576,663	2,092,171	1,224,489	4,027,178	30.4%	52.0%	FY24 budget included fuel estimates for DART JROF project.
Utilities	425,655	455,020	497,792	400,940	248,038	800,729	31.0%	50.1%	
Insurance	1,692,506	1,608,328	1,577,898	821,680	796,130	1,643,418	48.4%	50.0%	
Transportation Reinvestment (TRIP)	29,798	1,332,493	345,473	-	379,591	10,429,152	3.6%	0.0%	\$379K represents TRIP Disbursement to the City of Highland Village
Purchased Transportation Services	9,810,849	19,146,955	22,348,013	12,358,556	10,767,426	25,059,495	43.0%	49.3%	
Employee Development	80,428	119,259	2,559,697	354,170	95,338	671,946	14.2%	52.7%	First 6 months was a focus on hiring and recruitment. Employee development expense expected to increase in subsequent quarters.
Leases and Rentals	215,069	132,033	142,445	76,793	93,585	153,595	60.9%	50.0%	
Depreciation	9,524,340	11,351,682	9,074,611	5,549,558	5,885,061	11,099,129	53.0%	50.0%	
Total Operating Expenses	30,423,487	45,203,487	48,510,532	27,952,668	24,707,318	66,200,586			
Income Before Non-Operating Revenues and Expenses	25,010,851	16,597,315	7,076,073	5,182,019	574,314	139,870			
Non-Operating Revenues/(Expense)									
Investment Income	31,178	462,425	4,434,145	999,996	5,817,458	2,000,000	290.9%	50.0%	FY24 Budget conservatively estimated Investment Income. Investment income continues to perform consistently with FY23 actuals.
Gain (Loss) on Disposal of Assets	42,344	29,719	52,900	-	-	-	0.0%	0.0%	
Other Income/(Expense) - Miscellaneous	460,209	447,462	923,293	5,001,726	201,133	10,003,458	-1.1%	-1.1%	JROF facility estimates are the primary item in the FY24 Budget.
Long Term Debt Interest/(Expense)	(697,187)	(212,684)		(107,760)	(113,852)	(215,520)	52.8%	50.0%	
Total Non-Operating Revenues/(Expenses)	(163,456)	939,606	5,197,654	5,893,962	5,904,739	11,787,938			
Income (Loss) before Transfers to NTMC	24,847,395	17,536,921	12,273,727	11,075,981	6,479,053	11,927,808			
Transfers Out to NTMC	(6,489,350)	(5,926,669)	(5,577,506)	(3,500,676)	(2,874,971)	(7,001,358)	41.1%	50.0%	
Total Transfers	(6,489,350)	(5,926,669)	(5,577,506)	(3,500,676)	(2,874,971)	(7,001,358)			
Change in Net Position	\$ 18,358,045	\$ 11,610,252	\$ 6,696,221	\$ 7,575,305	\$ 3,604,082	\$ 4,926,450			

INVESTMENT REPORT

Denton County Transportation Authority

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January 1 to March 31, 2024



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Market Recap

The extreme bond market volatility continued in March as investors tried to determine exactly when the Fed would begin cutting the overnight target rate. Economic growth and labor market conditions proved much more resilient than expected while inflation measures failed to cool enough to quell market concerns. The result was higher yields during the month and the expectation that rate policy would remain higher for longer.

The first market-moving release in March actually nudged yields *lower*. The February ISM Services index slipped from 53.4 to 52.6, suggesting the service sector might be taking a breather. The following day, the February employment report appeared mixed as nonfarm payrolls increased by a solid +275k while the previous two months were revised lower by -167k. The separate household survey told a wildly contrasting story as the number of employed workers fell -184k, after dropping by a combined -151k in the previous two months. The headline unemployment rate increased from 3.7% to 3.9%, the highest since January 2022, as +150k workers entered (or reentered) the civilian labor force in February.

Consumer inflation was once again warmer-than-expected. Headline consumer price index (CPI) climbed +0.4% in February, which boosted the year-over-year pace up from +3.1% to +3.2%. Shelter costs and gasoline combined to account for over 60% of the monthly gain. The annual CPI core rate (which excludes food and energy) slipped from +3.9% to +3.8% but missed the more hopeful +3.7% median forecast.

Producer prices followed the same uncomfortably warm path with headline PPI jumping +0.6%, double both the January increase and the February median forecast. On a year-over-year basis, overall PPI rose at a mostly benign +1.6% pace, up from +1.0% in January, while core PPI held steady at +2.0%. Although producer prices were more in line with the Fed's target, the shift upward was a concern.

Retail sales were generally expected to rebound after bad weather contributed to a January sales slump, but that bounce-back wasn't nearly as strong as analysts expected with February retail sales climbing by +0.6%, a bit weaker than the +0.8% forecast. On top of that, the previously reported decline in January sales was revised lower from -0.8% to -1.1%,

while the December sales increase was revised downward from +0.4% to +0.1%. "Control group" sales were unchanged in February after falling a revised -0.3% in January. Because the control group is used to calculate GDP, it suggested slower Q1 GDP growth.

With a huge batch of fresh economic data to consider, Fed officials met in mid-March and voted unanimously to leave the overnight funds rate unchanged for the fifth consecutive meeting. The Fed's updated "dot plot" continued to show a total of 75 basis points in rate cuts this year, leaving the median funds forecast for the end of 2024 at 4.6%. The 2025 projection showed one fewer cut, moving the yearend funds forecast up from 3.6% to 3.9% and the 2026 forecast from 2.9% to 3.1%, although Powell noted that the dot plot is fluid and not a plan.

The committee's GDP forecast for 2024 increased from +1.4% at the December meeting to +2.1%, while the 2025 forecast was revised upward from +1.8% to +2.0% and the 2026 forecast from +1.9% to +2.0%. In the Fed's mind, the likelihood of recession continues to fade. The committee acknowledged recent higher-than-expected price pressures by revising 2024 yearend core PCE higher from +2.4% to +2.6%, although the 2025 and 2026 core inflation forecasts were unchanged at +2.2% and +2.0% respectively.

Both Q1 GDP forecasts and the early data suggest growth has slowed quarter to quarter. Just how quickly this softening of demand translates into lower prices will dictate the timing and magnitude of rate cuts later this year.

Investment Officers' Certification

This report is prepared for the Denton County Transportation Authority (the "Entity") in accordance with Chapter 2256 of the Texas Public Funds Investment Act ("PFIA"). Section 2256.023(a) of the PFIA states that: "Not less than quarterly, the investment officer shall prepare and submit to the governing body of the entity a written report of the investment transactions for all funds covered by this chapter for the preceding reporting period." This report is signed by the Entity's investment officers and includes the disclosures required in the PFIA.

The investment portfolio complied with the PFIA and the Entity's approved Investment Policy and Strategy throughout the period. All investment transactions made in the portfolio during this period were made on behalf of the Entity and were made in full compliance with the PFIA and the approved Investment Policy.

Investment Officers



Sherrelle Evans-Jones, CPA
Chief Financial Officer



Paul Cristina
Chief Executive Officer

Portfolio Overview

Portfolio Summary

	Prior 31 Dec-23	Current 31 Mar-24
Par Value	114,297,935.49	116,488,786.07
Original Cost	113,738,956.38	115,958,749.23
Book Value	113,913,786.39	116,136,372.19
Market Value	114,009,019.67	116,146,404.57
Accrued Interest	198,986.07	126,927.16
Book Value Plus Accrued	114,112,772.46	116,263,299.35
Market Value Plus Accrued	114,208,005.74	116,273,331.73
Net Unrealized Gain/(Loss)	95,233.28	10,032.38

Income Summary

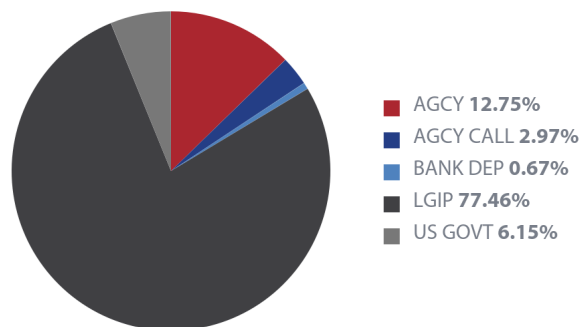
Current Period	1 Jan-24 to 31 Mar-24
Interest Income	1,315,985.11
Net Amortization/Accretion	161,656.47
Realized Gain/(Loss)	0.00
Net Income	1,477,641.58

Fiscal Year-to-Date	1 Oct-23 to 31 Mar-24
Net Income	2,944,898.94

Portfolio Characteristics

	Prior 31 Dec-23	Current 31 Mar-24
Yield to Maturity	5.116%	5.246%
Yield to Worst	5.116%	5.246%
Days to Final Maturity	72	76
Days to Effective Maturity	72	76
Duration	0.84	0.91

Asset Allocation

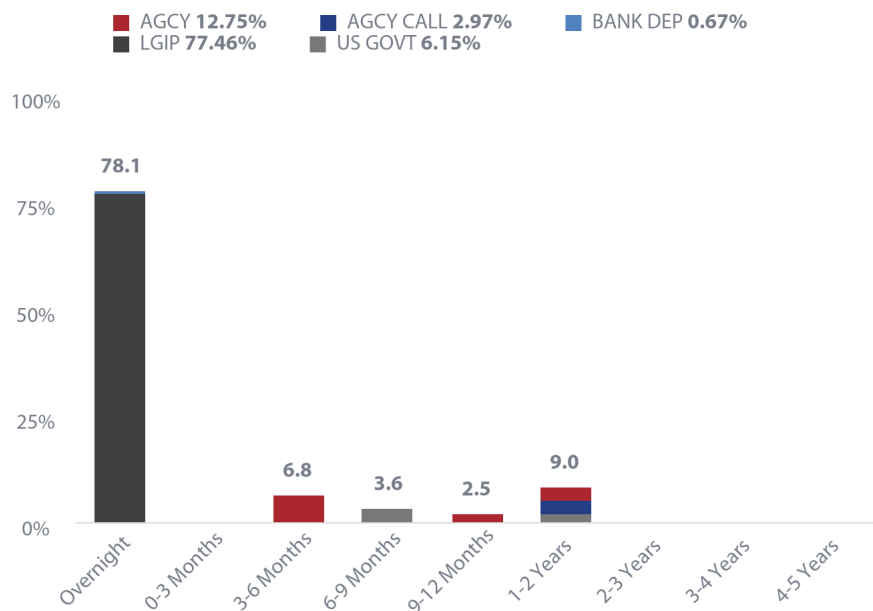


Transaction Summary

Transaction Type	Quantity	Principal	Interest	Total Amount	Realized Gain/Loss
Buy	6,000,000.00	(5,870,078.75)	(33,508.20)	(5,903,586.95)	0.00
Maturity	(6,000,000.00)	6,000,000.00	0.00	6,000,000.00	0.00
Coupon	0.00	0.00	275,000.00	275,000.00	0.00

Portfolio Overview

Maturity Distribution by Security Type



Top Ten Holdings

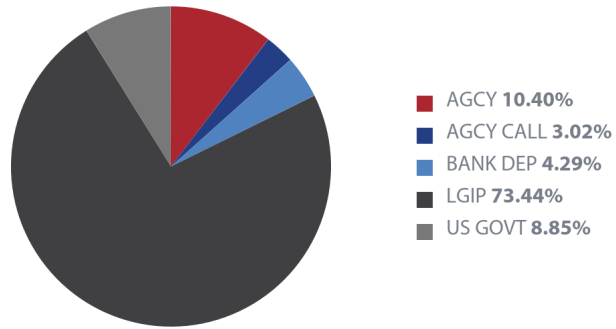
Issuer	Allocation
TEXSTAR	77.46%
Federal National Mortgage Association	6.81%
United States Department of The Treasury	6.15%
Federal Farm Credit Banks Funding Corporation	3.44%
Federal Home Loan Banks	2.97%
Federal Home Loan Mortgage Corporation	2.51%
WF	0.67%

Maturity Distribution by Security Type

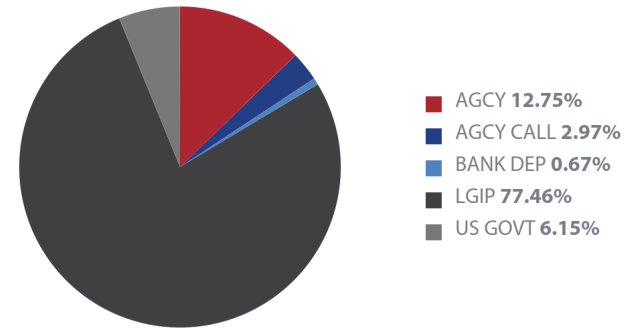
Security Type	Overnight	0-3 Months	3-6 Months	6-9 Months	9-12 Months	1-2 Years	2-3 Years	3-4 Years	4-5 Years	Portfolio Total
AGCY	--	--	7,905,094.53	--	2,909,937.87	3,995,480.79	--	--	--	14,810,513.18
AGCY CALL	--	--	--	--	--	3,445,093.40	--	--	--	3,445,093.40
BANK DEP	781,818.01	--	--	--	--	--	--	--	--	781,818.01
LGIP	89,956,968.06	--	--	--	--	--	--	--	--	89,956,968.06
US GOVT	--	--	--	4,175,813.06	--	2,966,166.47	--	--	--	7,141,979.53
Total	90,738,786.07	--	7,905,094.53	4,175,813.06	2,909,937.87	10,406,740.66	--	--	--	116,136,372.19

Asset Allocation

Asset Allocation by Security Type as of
31-Dec-2023



Asset Allocation by Security Type as of
31-Mar-2024



Book Value Basis Security Distribution

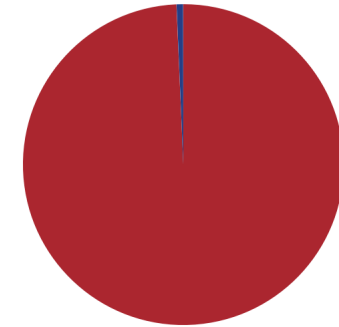
Security Type	Prior Balance 31-Dec-23	Prior Allocation 31-Dec-23	Change in Allocation	Current Balance 31-Mar-24	Current Allocation 31-Mar-24	Yield to Maturity
AGCY	11,845,748.59	10.40%	2.35%	14,810,513.18	12.75%	5.290%
AGCY CALL	3,434,953.07	3.02%	(0.05%)	3,445,093.40	2.97%	5.251%
BANK DEP	4,884,283.57	4.29%	(3.61%)	781,818.01	0.67%	0.946%
LGIP	83,663,651.92	73.44%	4.01%	89,956,968.06	77.46%	5.299%
US GOVT	10,085,149.24	8.85%	(2.70%)	7,141,979.53	6.15%	4.958%
Portfolio Total	113,913,786.39	100.00%		116,136,372.19	100.00%	5.246%

Credit Rating Summary

Rating Distribution

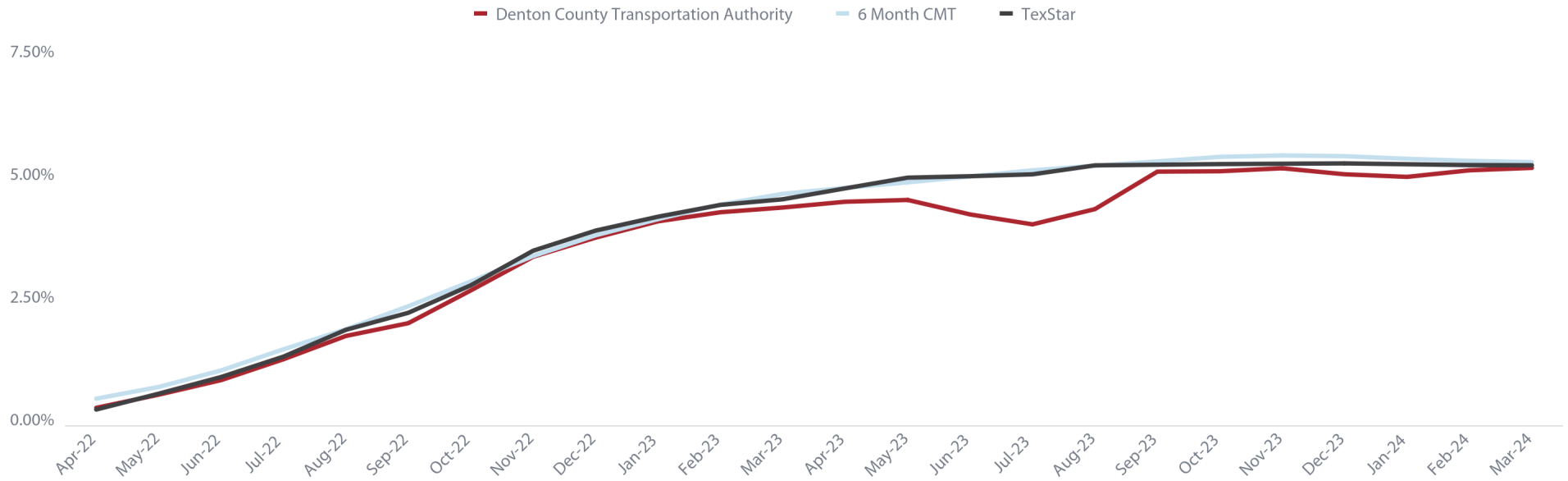
	Book Value	Portfolio Allocation
Secured Deposits (Insured or Collateralized)		
Demand Deposits	781,818.01	0.67%
Total Secured Deposits	781,818.01	0.67%
Local Government Investment Pools & Money Market Funds		
AAA	89,956,968.06	77.46%
Total Local Government Investment Pools & Money Market Funds	89,956,968.06	77.46%
Long Term Rating Distribution		
AAA	25,397,586.12	21.87%
Total Long Term Rating Distribution	25,397,586.12	21.87%
Portfolio Total	116,136,372.19	100.00%

Allocation by Rating



■ AAA 99.33% ■ SD 0.67%

Benchmark Comparison



Yield Overview

	Apr-22	May-22	Jun-22	Jul-22	Aug-22	Sep-22	Oct-22	Nov-22	Dec-22	Jan-23	Feb-23	Mar-23	Apr-23	May-23	Jun-23	Jul-23	Aug-23	Sep-23	Oct-23	Nov-23	Dec-23	Jan-24	Feb-24	Mar-24
Denton County Transportation Authority	0.36	0.62	0.92	1.35	1.82	2.08	2.75	3.44	3.82	4.16	4.34	4.44	4.56	4.59	4.30	4.10	4.41	5.17	5.18	5.24	5.12	5.06	5.20	5.25
6 Month CMT	0.54	0.78	1.12	1.55	1.96	2.43	2.93	3.45	3.87	4.20	4.50	4.72	4.84	4.95	5.07	5.20	5.29	5.38	5.47	5.50	5.48	5.43	5.39	5.36
TexStar	0.32	0.65	0.98	1.40	1.95	2.29	2.85	3.56	3.97	4.25	4.49	4.61	4.83	5.05	5.08	5.11	5.30	5.31	5.32	5.33	5.34	5.32	5.30	5.30

Fund Overview

Fund Name	Prior Book Value	Prior Market Value	Changes to Market Value	Current Book Value	Current Market Value	Net Income	Days to Final Mty	YTM	YTW
2011 Bond Fund	677,043.86	677,043.86	1,825.44	678,869.30	678,869.30	1,825.44	1	1.090%	1.090%
Additional Reserve Fund	1,456,746.19	1,456,746.19	19,360.25	1,476,106.44	1,476,106.44	19,360.25	1	5.299%	5.299%
Bond Fund	907,539.08	907,539.08	12,061.28	919,600.36	919,600.36	12,061.28	1	5.299%	5.299%
Operating Fund	4,207,239.71	4,207,239.71	(4,104,291.00)	102,948.71	102,948.71	0.00	1	0.000%	0.000%
Reserve Fund	23,470,810.48	23,525,726.43	85,991.05	23,604,871.40	23,611,717.48	307,552.48	157	5.266%	5.266%
Sales Tax Fund	83,194,407.07	83,234,724.40	6,122,437.88	89,353,975.98	89,357,162.28	1,136,842.13	58	5.277%	5.277%
Total	113,913,786.39	114,009,019.67	2,137,384.90	116,136,372.19	116,146,404.57	1,477,641.58	76	5.246%	5.246%

Detail of Security Holdings

CUSIP	Settle Date	Security Type	Security Description	CPN	Maturity Date	Next Call Date	Call Type	Par Value	Purch Price	Original Cost	Book Value	Mkt Price	Market Value	Days to Mty	Days to Call	YTM	YTW	Rating	
2011 Bond Fund																			
WF-MANA		BANK DEP	Wells Fargo Managed Rate		03/31/24			678,869.30	100.000	678,869.30	678,869.30	100.000	678,869.30	1		1.090	1.090	SD	
Total 2011 Bond Fund								678,869.30	678,869.30	678,869.30	678,869.30	1	1.090	1.090					
Additional Reserve Fund																			
TEXSTAR		LGIP	TexSTAR		03/31/24			1,476,106.44	100.000	1,476,106.44	1,476,106.44	100.000	1,476,106.44	1		5.299	5.299	AAA	
Total Additional Reserve Fund								1,476,106.44	1,476,106.44	1,476,106.44	1,476,106.44	1	5.299	5.299					
Bond Fund																			
TEXSTAR		LGIP	TexSTAR		03/31/24			919,600.36	100.000	919,600.36	919,600.36	100.000	919,600.36	1		5.299	5.299	AAA	
Total Bond Fund								919,600.36	919,600.36	919,600.36	919,600.36	1	5.299	5.299					
Operating Fund																			
WF-SWEEP		BANK DEP	Wells Fargo Sweep		03/31/24			102,948.71	100.000	102,948.71	102,948.71	100.000	102,948.71	1		0.000	0.000	SD	
Total Operating Fund								102,948.71	102,948.71	102,948.71	102,948.71	1	0.000	0.000					
Reserve Fund																			
TEXSTAR		LGIP	TexSTAR		03/31/24			12,746,905.48	100.000	12,746,905.48	12,746,905.48	100.000	12,746,905.48	1		5.299	5.299	AAA	
3135G0ZR7	09/18/23	AGCY	FNMA	2.625	09/06/24			4,000,000.00	97.361	3,894,444.00	3,952,547.26	98.836	3,953,440.00	159		5.464	5.464	AAA	
3137EAEP0	03/14/24	AGCY	FHLMC	1.500	02/12/25			3,000,000.00	96.829	2,904,883.44	2,909,937.87	96.924	2,907,720.00	318		5.104	5.104	AAA	
3133EPVY8	09/18/23	AGCY	FFCB	5.000	09/15/25			4,000,000.00	99.847	3,993,868.00	3,995,480.79	100.091	4,003,652.00	533		5.082	5.082	AAA	
Total Reserve Fund								23,746,905.48	23,540,100.92	23,604,871.40	23,611,717.48	157	5.266	5.266					
Sales Tax Fund																			
TEXSTAR		LGIP	TexSTAR		03/31/24			74,814,355.78	100.000	74,814,355.78	74,814,355.78	100.000	74,814,355.78	1		5.299	5.299	AAA	
3135G0ZR7	09/18/23	AGCY	FNMA	2.625	09/06/24			4,000,000.00	97.361	3,894,444.00	3,952,547.26	98.836	3,953,440.00	159		5.464	5.464	AAA	
912828G38	12/06/23	US GOVT	U.S. Treasury Note	2.250	11/15/24			4,250,000.00	97.367	4,138,105.47	4,175,813.06	98.188	4,172,968.75	229		5.146	5.146	AAA	
3130ASQF9	11/09/23	AGCY CALL	FHLB	4.000	07/25/25	04/25/24	Quarterly	3,500,000.00	97.972	3,429,022.94	3,445,093.40	98.669	3,453,429.00	481	25	5.251	5.251	AAA	
91282CGA3	03/14/24	US GOVT	U.S. Treasury Note	4.000	12/15/25			3,000,000.00	98.840	2,965,195.31	2,966,166.47	98.766	2,962,968.75	624		4.693	4.693	AAA	
Total Sales Tax Fund								89,564,355.78	89,241,123.50	89,353,975.98	89,357,162.28	58	25	5.277	5.277				

Detail of Security Holdings

CUSIP	Settle Date	Security Type	Security Description	CPN	Maturity Date	Next Call Date	Call Type	Par Value	Purch Price	Original Cost	Book Value	Mkt Price	Market Value	Days to Mty	Days to Call	YTM	YTW	Rating
Grand Total								116,488,786.07		115,958,749.23	116,136,372.19		116,146,404.57	76	25	5.246	5.246	

Earned Income

CUSIP	Security Type	Security Description	Beginning Accrued	Interest Earned	Interest Rec'd/ Sold/Matured	Interest Purchased	Ending Accrued	Disc Accr/Prem Amort	Net Realized Gain/Loss	Net Income
2011 Bond Fund										
WF-MANA	BANK DEP	Wells Fargo Managed Rate	0.00	1,825.44	1,825.44	0.00	0.00	0.00	0.00	1,825.44
Total 2011 Bond Fund			0.00	1,825.44	1,825.44	0.00	0.00	0.00	0.00	1,825.44
Additional Reserve Fund										
TEXSTAR	LGIP	TexSTAR	0.00	19,360.25	19,360.25	0.00	0.00	0.00	0.00	19,360.25
Total Additional Reserve Fund			0.00	19,360.25	19,360.25	0.00	0.00	0.00	0.00	19,360.25
Bond Fund										
TEXSTAR	LGIP	TexSTAR	0.00	12,061.28	12,061.28	0.00	0.00	0.00	0.00	12,061.28
Total Bond Fund			0.00	12,061.28	12,061.28	0.00	0.00	0.00	0.00	12,061.28
Operating Fund										
WF-SWEEP	BANK DEP	Wells Fargo Sweep	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total Operating Fund			0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Reserve Fund										
912797GQ4	US GOVT	U.S. Treasury Bill	0.00	0.00	0.00	0.00	0.00	29,150.00	0.00	29,150.00
TEXSTAR	LGIP	TexSTAR	0.00	167,185.29	167,185.29	0.00	0.00	0.00	0.00	167,185.29
3135G0ZR7	AGCY	FNMA	33,541.67	26,250.00	52,500.00	0.00	7,291.67	27,038.96	0.00	53,288.96
3137EAEP0	AGCY	FHLMC	0.00	2,125.00	0.00	(4,000.00)	6,125.00	5,054.43	0.00	7,179.43
3133EPVY8	AGCY	FFCB	58,888.89	50,000.00	100,000.00	0.00	8,888.89	748.80	0.00	50,748.80
Total Reserve Fund			92,430.56	245,560.29	319,685.29	(4,000.00)	22,305.56	61,992.19	0.00	307,552.48
Sales Tax Fund										
912797GX9	US GOVT	U.S. Treasury Bill	0.00	0.00	0.00	0.00	0.00	32,185.70	0.00	32,185.70
TEXSTAR	LGIP	TexSTAR	0.00	946,119.96	946,119.96	0.00	0.00	0.00	0.00	946,119.96
3135G0ZR7	AGCY	FNMA	33,541.67	26,250.00	52,500.00	0.00	7,291.67	27,038.96	0.00	53,288.96
912828G38	US GOVT	U.S. Treasury Note	12,347.18	23,906.25	0.00	0.00	36,253.43	29,328.13	0.00	53,234.38
3130ASQF9	AGCY CALL	FHLB	60,666.67	35,000.00	70,000.00	0.00	25,666.67	10,140.34	0.00	45,140.34

Earned Income

CUSIP	Security Type	Security Description	Beginning Accrued	Interest Earned	Interest Rec'd/ Sold/Matured	Interest Purchased	Ending Accrued	Disc Accr/Prem Amort	Net Realized Gain/Loss	Net Income
91282CGA3	US GOVT	U.S. Treasury Note	0.00	5,901.64	0.00	(29,508.20)	35,409.84	971.16	0.00	6,872.80
Total Sales Tax Fund			106,555.52	1,037,177.85	1,068,619.96	(29,508.20)	104,621.60	99,664.29	0.00	1,136,842.13
Grand Total			198,986.07	1,315,985.11	1,421,552.22	(33,508.20)	126,927.16	161,656.47	0.00	1,477,641.58

Investment Transactions

CUSIP	Trade Date	Settle Date	Security Type	Security Description	Coupon	Maturity Date	Call Date	Par Value	Price	Principal Amount	Interest Purchased/Received	Total Amount	Realized Gain/Loss	YTM	YTW
Reserve Fund															
Buy															
3137EAEPO	03/13/24	03/14/24	AGCY	FHLMC	1.500	02/12/25		3,000,000.00	96.829	2,904,883.44	4,000.00	2,908,883.44	0.00	5.104	5.104
Total Buy								3,000,000.00		2,904,883.44	4,000.00	2,908,883.44	0.00		
Coupon															
3135G0ZR7	03/06/24	03/06/24	AGCY	FNMA	2.625	09/06/24		0.00		0.00	52,500.00	52,500.00	0.00	--	--
3133EPVY8	03/15/24	03/15/24	AGCY	FFCB	5.000	09/15/25		0.00		0.00	100,000.00	100,000.00	0.00	--	--
Total Coupon								0.00		0.00	152,500.00	152,500.00	0.00		
Maturity															
912797GQ4	03/07/24	03/07/24	US GOVT	U.S. Treasury Bill	0.000	03/07/24		(3,000,000.00)	100.000	3,000,000.00	0.00	3,000,000.00	0.00	--	--
Total Maturity								(3,000,000.00)		3,000,000.00	0.00	3,000,000.00	0.00		
Sales Tax Fund															
Buy															
91282CGA3	03/13/24	03/14/24	US GOVT	U.S. Treasury Note	4.000	12/15/25		3,000,000.00	98.840	2,965,195.31	29,508.20	2,994,703.51	0.00	4.693	4.693
Total Buy								3,000,000.00		2,965,195.31	29,508.20	2,994,703.51	0.00		
Coupon															
3130ASQF9	01/25/24	01/25/24	AGCY CALL	FHLB	4.000	07/25/25	04/25/24	0.00		0.00	70,000.00	70,000.00	0.00	--	--
3135G0ZR7	03/06/24	03/06/24	AGCY	FNMA	2.625	09/06/24		0.00		0.00	52,500.00	52,500.00	0.00	--	--
Total Coupon								0.00		0.00	122,500.00	122,500.00	0.00		
Maturity															
912797GX9	03/14/24	03/14/24	US GOVT	U.S. Treasury Bill	0.000	03/14/24		(3,000,000.00)	100.000	3,000,000.00	0.00	3,000,000.00	0.00	--	--
Total Maturity								(3,000,000.00)		3,000,000.00	0.00	3,000,000.00	0.00		

Investment Transactions Totals

Transaction Type	Quantity	Principal Amount	Interest	Total Amount	Realized G/L	YTM	YTW
Total Buy	6,000,000.00	(5,870,078.75)	(33,508.20)	(5,903,586.95)	0.00	4.897	4.897
Total Maturity	(6,000,000.00)	6,000,000.00	0.00	6,000,000.00	0.00	5.530	5.530
Total Coupon	0.00	0.00	275,000.00	275,000.00	0.00		

Amortization and Accretion

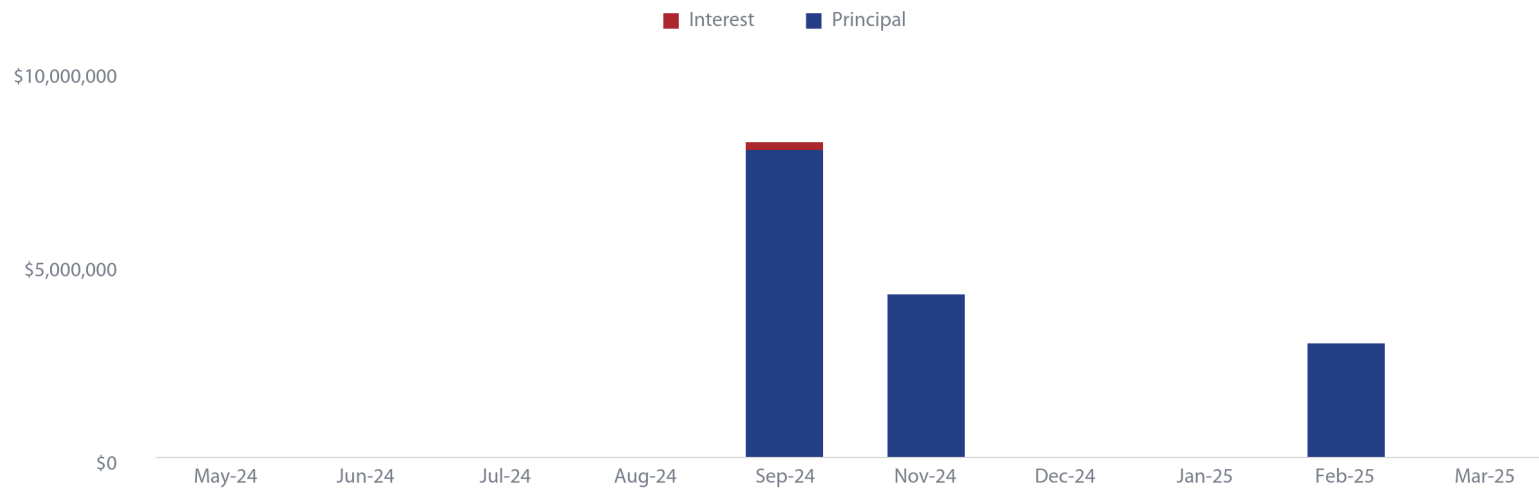
CUSIP	Settle Date	Security Type	Security Description	Purchase Qty	Orig Price	Original Cost	Amort/Accr for Period	Total Amort/Accr Since Purch	Remaining Disc/Premium	Ending Book Value
Reserve Fund										
912797GQ4	09/07/23	US GOVT	U.S. Treasury Bill	0.00	0.000	0.00	29,150.00	0.00	0.00	0.00
3135G0ZR7	09/18/23	AGCY	FNMA	4,000,000.00	97.361	3,894,444.00	27,038.96	58,103.26	(47,452.74)	3,952,547.26
3137EAEP0	03/14/24	AGCY	FHLMC	3,000,000.00	96.829	2,904,883.44	5,054.43	5,054.43	(90,062.13)	2,909,937.87
3133EPVY8	09/18/23	AGCY	FFCB	4,000,000.00	99.847	3,993,868.00	748.80	1,612.79	(4,519.21)	3,995,480.79
Total Reserve Fund				11,000,000.00		10,793,195.44	61,992.19	64,770.48	(142,034.08)	10,857,965.92
Sales Tax Fund										
912797GX9	09/18/23	US GOVT	U.S. Treasury Bill	0.00	0.000	0.00	32,185.70	0.00	0.00	0.00
3135G0ZR7	09/18/23	AGCY	FNMA	4,000,000.00	97.361	3,894,444.00	27,038.96	58,103.26	(47,452.74)	3,952,547.26
912828G38	12/06/23	US GOVT	U.S. Treasury Note	4,250,000.00	97.367	4,138,105.47	29,328.13	37,707.59	(74,186.94)	4,175,813.06
3130ASQF9	11/09/23	AGCY CALL	FHLB	3,500,000.00	97.972	3,429,022.94	10,140.34	16,070.46	(54,906.60)	3,445,093.40
91282CGA3	03/14/24	US GOVT	U.S. Treasury Note	3,000,000.00	98.840	2,965,195.31	971.16	971.16	(33,833.53)	2,966,166.47
Total Sales Tax Fund				14,750,000.00		14,426,767.72	99,664.29	112,852.48	(210,379.80)	14,539,620.20
Grand Total				25,750,000.00		25,219,963.16	161,656.47	177,622.96	(352,413.88)	25,397,586.12

Projected Cash Flows

CUSIP	Security Description	Post Date	Interest	Principal	Total Amount
Reserve Fund					
3137EAEP0	FHLMC	08/12/24	22,500.00		22,500.00
3135G0ZR7	FNMA	09/06/24	52,500.00		52,500.00
3135G0ZR7	FNMA	09/06/24		4,000,000.00	4,000,000.00
3133EPVY8	FFCB	09/16/24	100,000.00		100,000.00
3137EAEP0	FHLMC	02/12/25	22,500.00		22,500.00
3137EAEP0	FHLMC	02/12/25		3,000,000.00	3,000,000.00
3133EPVY8	FFCB	03/17/25	100,000.00		100,000.00
Sales Tax Fund					
912828G38	U.S. Treasury Note	05/15/24	47,812.50		47,812.50
91282CGA3	U.S. Treasury Note	06/17/24	60,000.00		60,000.00
3130ASQF9	FHLB	07/25/24	70,000.00		70,000.00
3135G0ZR7	FNMA	09/06/24	52,500.00		52,500.00
3135G0ZR7	FNMA	09/06/24		4,000,000.00	4,000,000.00
912828G38	U.S. Treasury Note	11/15/24	47,812.50		47,812.50
912828G38	U.S. Treasury Note	11/15/24		4,250,000.00	4,250,000.00
91282CGA3	U.S. Treasury Note	12/16/24	60,000.00		60,000.00
3130ASQF9	FHLB	01/27/25	70,000.00		70,000.00
Grand Total			705,625.00	15,250,000.00	15,955,625.00

Projected Cash Flows Totals

Month and Year	Interest	Principal	Total Amount
May 2024	47,812.50		47,812.50
June 2024	60,000.00		60,000.00
July 2024	70,000.00		70,000.00
August 2024	22,500.00		22,500.00
September 2024	205,000.00	8,000,000.00	8,205,000.00
November 2024	47,812.50	4,250,000.00	4,297,812.50
December 2024	60,000.00		60,000.00
January 2025	70,000.00		70,000.00
February 2025	22,500.00	3,000,000.00	3,022,500.00
March 2025	100,000.00		100,000.00
Total	705,625.00	15,250,000.00	15,955,625.00



Disclosures & Disclaimers

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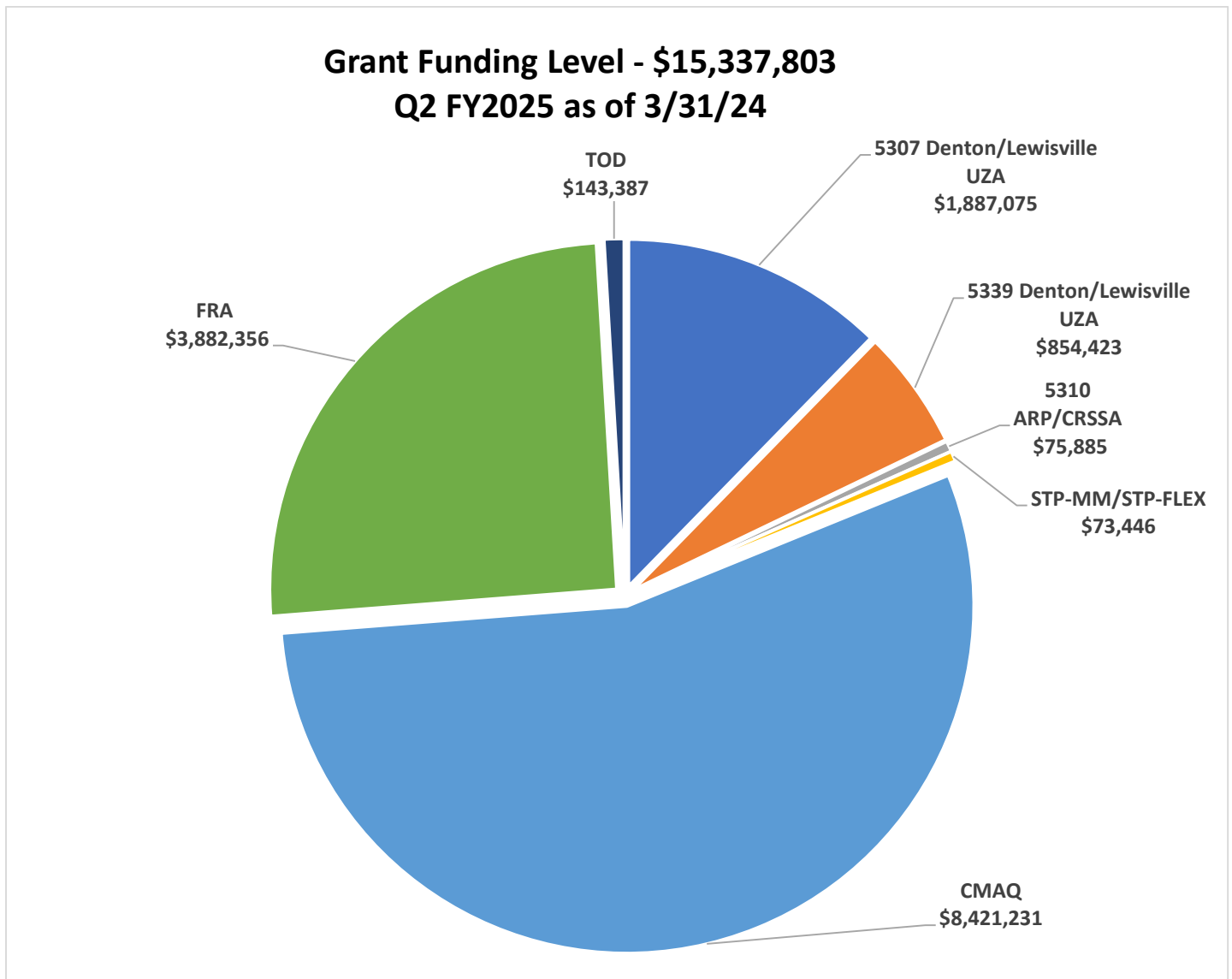
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Recommendation

Staff recommends the Board approve the quarterly grants report for Q2 FY2024.

Background

As of March 31,2024, DCTA has nine (9) open, fully executed grants that provide reimbursements for capital projects, rail and bus preventive maintenance, operating assistance, and ADA paratransit service. The grant funding sources include the Federal Transit Administration (FTA) and the Federal Railroad Administration (FRA).





Program	Q1 FY24 Balance	Q2 FY24 Balance	Variance	Grant Activity
Denton-Lewisville UZA (5307)	\$1,887,075	\$1,887,075	\$0	Operating Assistance, Fleet Replacement, Bus Preventive Maintenance, Safety & Security, ADA Paratransit
Bus and Bus Facilities (5339)	\$854,423	\$854,423	\$0	Fleet Replacement, Automated Fare Collection
ARP/CRRSA – Collin Co Rides (5310)	\$0	\$75,885	\$75,855	Collin County Rides Mobility Manager
STP-MM / STP-FLEX	\$73,446	\$73,446	\$0	NCTCOG Funds (Bus PM). No active vanpool funding currently.
Congestion Mitigation & Air Quality (CMAQ)	\$8,987,231	\$8,421,231	\$(566,000)	Land Acquisition & Construction (Old Town)
Consolidated Rail Infrastructure and Safety Improvements (FRA)	\$3,882,356	\$3,882,356	\$0	PTC Enhancements
Transit Oriented Development	\$243,560	\$143,387	\$(100,173)	Kansas City Southern (KCS) Rail Corridor study
Total	\$15,928,103	\$15,337,803	\$(590,288)	

Pending Funding and Other Grant Activity

Through March 31, 2024, DCTA has one (1) grant agreement awaiting FTA approval.

For this report, **pending** status indicates an active grant application in the system. This also means that the projects and associated funding have been approved in the TIP/STIP.

Program	Amount	Grant Activity	Funding Status
STP-MM/STP-FLEX	\$ 691,600	Vanpool Program	Obligated/Ready for execution
TOTAL	\$ 691,600		



Available Funding

For this report, **available** status indicates formula funding amounts have been allocated to DCTA, but no active grant application is currently in the system. TIP/STIP status is also noted.

Program	Amount	Grant Activity	Funding Status
FY21 5339 Formula	\$ 484,600	Bus Preventive Maintenance	Initial Review/Concurrence
FY22 5339 Formula	\$ 465,004	Bus Preventive Maintenance	Initial Review/Concurrence
FY23 5339 Formula	\$ 447,742	Bus Preventive Maintenance	Initial Review/Concurrence
FY22 5337 Formula	\$ 3,348,447	Rail Preventative Maintenance	Initial Review/Concurrence
FY23 5337 Formula	\$ 3,190,609	Rail Preventative Maintenance	Transmitted/Ready for FTA Review
FY22 5307 Formula	\$ 8,063,038	Operating Assistance, ADA Paratransit, Preventive Maintenance, Safety & Security	Transmitted/Ready for FTA Review
FY23 5307 Formula	\$ 7,765,711	Operating Assistance, ADA Paratransit, Preventive Maintenance, Safety & Security	Initial Review/Concurrence
FY24 5307 Formula	\$1,250,000	STP Flex Funds Vanpool	Initial Review/Concurrence
TOTAL	\$ 25,015,151		

Previous Board Activity & Action

There has been no previous Board activity on this item.

Identified Need

Provides the Board of Directors a quarterly status on grant balances and significant grant activity.

Financial Impact

This item is included for informational purposes only; there is no financial impact associated with this item. Grant revenues were adopted as part of the FY2024 budget.

Submitted by:

A handwritten signature in blue ink that reads "Jane Filarowicz".

Jane Filarowicz
Senior Manager of Budget & Grants

A handwritten signature in blue ink that reads "Sherrelle Evans-Jones".

Final Review:

Sherrelle Evans-Jones, CPA
Chief Financial Officer

Board of Directors Memo

May 23, 2024

AGENDA ITEM: Consider Approval of Intermediate Service Plan Recommendation for Connect Bus Frequency Service Change, Bus Stop Installation and GoZone Capacity Adjustment

Recommendation

Staff recommends the Board approve ISP enhancements of Connect bus frequency Option 1, bus stop installation, and GoZone capacity adjustment as presented.

Background

The purpose of the Intermediate Service Plan is to generate data-driven alternatives which balance GoZone coverage and fixed-route service to increase ridership and improve efficiency, service, and cost outcomes. During the March and April Board briefings, staff presented three (3) Connect network service alternatives to the Board for discussion that proposed various frequency and hours of service increases on Routes 3, 6, and 7, intended to enable and promote fixed route rather than GoZone within the travel shed of Connect 3, 6, and 7. In addition to the increased frequency, DCTA is moving forward with detailed analysis of 18 new bus stops along the same connect network to align with a consistent bus stop spacing of no more than ¼ mile between stops along these routes. These stops were identified in a previous study and presented to the Board in November of 2023. Finally, DCTA staff will review opportunities to relocate GoZone capacity to improve Key Performance Indicators (KPI) across the system.

Based on the data collected and the direction from the Board, staff has further investigated costs and considerations related the upcoming recommendations to be made. The update will provide the Board information related to the recommendations.

Previous Board Activity

The Board received an update on this item in the following meetings:

- April 2024 – Regular Agenda
- March 2024 – Regular Agenda
- October 2023 – Regular Agenda
- September 2023 – Informational Report
- August 2023 – Informational Report

Identified Need

None.


Financial Impact

This action requires an amendment to the FY24 Budget based on the option selected. The service will also be included in the FY2025 Operating Budget.

Exhibits

None.

Submitted by:


Austin Frith, VP of Planning and Development

Board of Directors Memo

May 23, 2024

AGENDA ITEM: Consider Approval of a Resolution Approving Budget Revision 2024-24 for the Intermediate Service Plan for Connect Bus Frequency Change, Bus Stop Installation and GoZone Service Agreement Amendment

Recommendation

Staff recommends the Board to Approve a Resolution Approving Budget Revision 2024-24 for the Intermediate Service Plan for Connect Bus Frequency Change, Bus Stop Installation and GoZone Service Agreement Amendment.

Background

This item is for the Budget Amendment that is to accompany Regular Agenda Item 02.

Previous Board Activity

The Board received an update on this item in the following meetings:

- April 2024 – Regular Agenda
- March 2024 – Regular Agenda
- October 2023 – Regular Agenda
- September 2023 – Informational Report
- August 2023 – Informational Report

Identified Need

None.

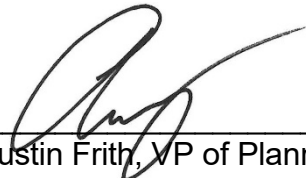
Financial Impact

As shown in attached Resolution.

Exhibits

Exhibit 1: Draft Resolution

Submitted by:


Austin Frith, VP of Planning and Development

**DENTON COUNTY TRANSPORTATION AUTHORITY
RESOLUTION NO. R24-XX**

A RESOLUTION OF THE BOARD OF DIRECTORS OF THE DENTON COUNTY TRANSPORTATION AUTHORITY (DCTA) APPROVING FISCAL YEAR 2024 BUDGET REVISION NUMBER 2024-24 REVISED OPERATING & CAPITAL BUDGET, ATTACHED HERETO AS EXHIBIT "A"; PROVIDING A REPEALING CLAUSE; AND PROVIDING AN EFFECTIVE DATE.

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

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

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

WHEREAS, the Board of Directors of DCTA desires to amend the Fiscal Year 2024 Operating and Capital Budget as set forth in Exhibit "A".

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

SECTION 1. The Operating and Capital Budget Revision attached hereto as Exhibit "A," be, and the same is hereby adopted and which shall amend the original budget adopted August 23, 2023, from and after the effective date of this Resolution.

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

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

DULY PASSED AND APPROVED BY THE BOARD OF DIRECTORS OF THE DENTON COUNTY TRANSPORTATION AUTHORITY THE 23TH DAY OF MAY 2024.

APPROVED:

TJ Gilmore, Chair

ATTEST:

Andy Eads, Secretary

Board of Directors Memo

May 23, 2024

AGENDA ITEM: Discuss Update and Consider Approval of Revised Interlocal Agreement with Dallas Area Rapid Transit (DART) for Joint Rail Operations

Recommendation

Staff recommends the Board approve the revised Interlocal Agreement with DART for Joint Rail Operations.

Background

Dallas Area Rapid Transit (DART) and Denton County Transportation Authority (DCTA) entered into an Interlocal Agreement (ILA) for the construction, operation, and maintenance of a Joint Rail Operations Facility (JROF) on November 18, 2021. DART and DCTA intended for the JROF to house rail vehicle maintenance for DART's Silver Line equipment alongside the DCTA's existing A-train maintenance operation.

The ILA provides that DCTA will, at DART's cost, procure design and construction services for the JROF and provide project management and oversight. The ILA sets out a baseline budget estimate of \$12,049,912 for the JROF project. In 2022, DART remitted \$2,794,840 to DCTA to initiate design and bid phase services for the JROF.

Due to an opportunity to create a single maintenance facility at Shiloh Road in Plano, DART has decided to suspend the JROF project indefinitely. The proposed agreement with DART and DCTA will solidify mutual understanding and agreement with respect to the following matters:

- Construction of the JROF has been suspended indefinitely.
- DCTA will pay all outstanding JROF invoices for services rendered to DCTA pursuant to the ILA and will not incur any additional costs related to the JROF.
- DCTA will provide a detailed accounting to DART of the use of the \$2,794,840 paid by DART to DCTA for design services. Following appropriate action by the DCTA Board of Directors, DCTA will reimburse DART in the amount of \$1,623,515 related to funds not applied to the project.
- DCTA and DART staff will cooperatively take all necessary actions, including seeking approval from their respective Board of Directors as needed, to formally terminate the existing ILA and short-term lease agreement without penalty to either agency.
- DCTA and DART staff will seek approval from their respective Board of Directors on a revised ILA that removes language related to the JROF and adds language related to the A-train enhancement program which both parties will be engaged on in the near future.

Previous Board Action

None.

Identified Need

A new Interlocal Agreement is required to capture changed conditions outlined above.



Financial Impact

There is no financial impact related to this ILA revision.

Exhibits

Exhibit 1: Original DART DCTA JROF Interlocal Agreement

Exhibit 2: Proposed amendment to Original DART DCTA ILA

Submitted By:



Austin Frith, VP of Planning and Development

**RESOLUTION**

of the

DALLAS AREA RAPID TRANSIT BOARD**(Executive Committee)****RESOLUTION**

Approval of the Interlocal Agreement (ILA) with Denton County Transportation Authority (DCTA) for Construction, Operation, and Maintenance of the Joint Rail Operations Facility (JROF) for the Silver Line Regional Rail Project

WHEREAS, the Denton County Transportation Authority (DCTA) operates and maintains a passenger rail system known as the A-train between DART's Trinity Mills Station and downtown Denton; and

WHEREAS, the Silver Line Regional Rail Project (the "Silver Line") extends DART's commuter rail services from the Dallas-Fort Worth International Airport (DFWIA) to Shiloh Road in Plano, Texas; and

WHEREAS, the Silver Line will operate eight Stadler Diesel Multiple Unit (DMU) trains on a 30-minute peak schedule; and

WHEREAS, DART has identified the need for the development of an equipment maintenance facility to receive, test, commission, and perform ongoing maintenance on the DMUs; and

WHEREAS, DART staff has identified the existing DCTA A-train Operations and Maintenance Facility (OMF) as a location that offers the greatest advantage to the operations of the Silver Line for the accomplishment of these purposes; and

WHEREAS, the Parties desire to facilitate cooperation by entering into this Agreement for joint usage of a JROF at the OMF for the A-train and Silver Line to the benefit of both DART and DCTA; and

WHEREAS, the Interlocal Cooperation Act, Texas Government Code Chapter 791, hereinafter "the Act," provides authorization for a local government to contract with one or more local governments to perform governmental functions and services under the terms of the Act, and the Parties hereby mutually agree to be subject to the provisions of the Act; and

WHEREAS, the Parties are eligible entities under the Act and want to enter into an Interlocal Agreement on the terms described herein; and

WHEREAS, the agreement provides for the manner in which DART and DCTA will jointly participate in the capital expansion and how costs will be shared, and the manner in which DART will compensate DCTA for the use of the JROF for the first two phases and includes the provision to negotiate a long-term lease agreement mutually beneficial to both parties.

NOW THEREFORE, be it resolved by the Dallas Area Rapid Transit Board of Directors that the President & Chief Executive Officer or her designee is authorized to execute an Interlocal Agreement with Denton County Transportation Authority (DCTA), substantially in the form shown in Exhibit 1 to the Resolution and subject to legal review, for Construction, Operation, and Maintenance of the Joint Rail Operations Facility (JROF) for the Silver Line Regional Rail Project.

Approval of the Interlocal Agreement (ILA) with Denton County Transportation Authority (DCTA) for Construction, Operation, and Maintenance of the Joint Rail Operations Facility (JROF) for the Silver Line Regional Rail Project



Rodney L. Schlosser
Secretary



Michele Wong Krause
Chair

APPROVED AS TO FORM:

ATTEST



Gene Gamez
General Counsel



Nadine S. Lee
President & Chief Executive Officer

October 26, 2021

Date

**INTERLOCAL AGREEMENT
BETWEEN
DALLAS AREA RAPID TRANSIT
AND
DENTON COUNTY TRANSPORTATION AUTHORITY
FOR CONSTRUCTION, OPERATION, AND MAINTENANCE
OF
JOINT RAIL OPERATIONS FACILITY (JROF)**

THIS INTERLOCAL AGREEMENT FOR THE CONSTRUCTION, OPERATION, AND MAINTENANCE OF A JOINT RAIL OPERATIONS FACILITY (this "Agreement"), by and between Dallas Area Rapid Transit, a regional transportation authority established pursuant to Chapter 452 of the Texas Transportation Code, with offices located at 1401 Pacific Avenue, Dallas, Texas 75202 (DART), and Denton County Transportation Authority, a coordinated county transportation authority established pursuant to Chapter 460 of the Texas Transportation Code with offices at 1955 Lakeway Drive, Ste. 260, Lewisville, Texas, 75067 (DCTA) (individually a "Party" and collectively "Parties").

RECITALS:

WHEREAS, the Silver Line regional commuter rail project (the "Silver Line") extends DART's commuter rail services from the Dallas-Fort Worth International Airport (DFWIA) to Shiloh Road in Plano, Texas; and,

WHEREAS, the Silver Line extends along the historic Cotton Belt Regional Rail Corridor and traverses seven cities: Grapevine, Coppell, Dallas, Carrollton, Addison, Richardson and Plano, providing passenger rail connections and service that will improve mobility, accessibility, and system linkages to major employment, population, and activity centers as well as connections to the DFWIA, three DART Rail lines, the DCTA A-train, and Trinity Metro's TEXRail in the northern part of the DART Service Area; and

WHEREAS, the Silver Line will operate eight (8) Stadler Fast Light Innovative Regional Train (FLIRT) Diesel Multiple Unit (DMU) trains ("Silver Line DMUs") on a 30-minute peak schedule; and,

WHEREAS, DART has identified the need for the development of an equipment maintenance facility to receive, test, commission, and perform ongoing maintenance on the DMUs; and,

WHEREAS, DART staff has identified the existing DCTA A-train Operations and Maintenance Facility (OMF) as a location that offers the greatest advantage to the operations of the Silver Line for the accomplishment of these purposes; and,

WHEREAS, DCTA's OMF is located in Lewisville, Texas, approximately seven (7) miles north of the Silver Line connection in Carrollton, Texas, along the DART-owned MKT freight rail alignment, which provides a direct connection to the Silver Line; and,

Exhibit 1

WHEREAS, the DCTA OMF, constructed in 2012, currently operates and maintains eleven (11) Stadler Gelenktriebwagen (GTW) DMU's and was planned strategically to expand and accommodate the future Silver Line; and,

WHEREAS, the location, design, and construction of the DCTA OMF was closely coordinated between DART and DCTA staff to ensure the possibility that a future JROF facility could be easily achieved to the benefit of both agencies; and

WHEREAS, the Parties desire to facilitate cooperation by entering into this Agreement for joint usage of a JROF at the OMF for the A-train and Silver Line to the benefit of both DART and DCTA; and

WHEREAS, the Interlocal Cooperation Act, Texas Government Code Chapter 791, hereinafter "the Act," provides authorization for a local government to contract with one or more local governments to perform governmental functions and services under the terms of the Act, and the Parties hereby mutually agree to be subject to the provisions of the Act; and

WHEREAS, the Parties are eligible entities under the Act and want to enter into an Interlocal Agreement on the terms described herein; and

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

Article I Term of Agreement

1.1 **Term.** This Agreement shall commence and become effective on the Agreement Commencement Date, _____, 2021 ("Effective Date"), and terminate on the Agreement Termination Date, _____, 2025, unless the Term of this Agreement is terminated earlier in accordance with Article 9 below.

1.2 **Phases.** This Agreement shall include three (3) phases, including:

- (a) Phase 1: DMU delivery, testing, and commissioning (May 2022 – December 2024);
- (b) Phase 2: JROF Capital Expansion (October 2021 – May 2023); and
- (c) Phase 3: Long Term Operations and Maintenance (May 2023 – May 2043).

Article II Phase 1 Scope of Services

2.1 DART and DCTA agree to work together to support the common goals of increasing service to their respective areas through expansion and capital improvements to the existing OMF for the purpose of developing a JROF that will provide service to both DART and DCTA.

Exhibit 1

2.2 DART will coordinate with Stadler to develop a plan for the receiving, testing, and commissioning of eight (8) FLIRT DMUs, subject to DCTA's approval, which shall not be unreasonably withheld. The plan will include:

- (a) a defined space within the DCTA OMF for temporary facilities for the delivery, commissioning, and testing of the Silver Line DMUs;
- (b) mobilization of temporary storage and office space;
- (c) a re-assembly plan for the Silver Line DMUs and an area in which to perform static testing in the DCTA OMF yard;
- (d) use of the DCTA corridor for dynamic testing and burn-in with defined and agreed-upon windows of time;
- (e) an operator agreement for testing on the DCTA corridor; and,
- (f) a safety plan.

2.3 DCTA will coordinate with Stadler to accommodate the Silver Line DMU delivery dates scheduled to begin in September 2022 as outlined in Exhibit 1, attached hereto and incorporated for all purposes herein.

2.4 DCTA will provide DART yard storage capacity at the OMF for the delivery of Silver Line DMUs beginning in September 2022.

2.5 Within 60 days of the Effective Date, DART and DCTA will negotiate a Phase 1 lease for the use of the OMF consistent with the above-referenced receiving, testing, and commissioning plan.

2.6 DART will provide proof of insurance naming DCTA as an additional insured or named insured to address all Phase 1 activities as set forth in Article 8 below.

Article III Phase 2 Scope of Services

3.1 DART and DCTA agree to work together to develop a plan to expand the existing OMF by 22,500 square feet (estimated) to accommodate the long-term operations and maintenance of both the A-train and Silver Line DMU fleets, resulting in the JROF.

3.2 DCTA will procure the design and construction for the OMF expansion (the "Design Contract").

3.3 DCTA will provide project management and project oversight for the OMF expansion.

3.4 DCTA will provide project accounting for the OMF expansion.

3.5 DART will participate in the design review and comment process for the OMF expansion in accordance with the design milestones set forth in the Design Contract.

Exhibit 1

3.6 DART's and DCTA's contract rail services operators (CRSO) will also participate in the space planning process for the OMF expansion during the preliminary engineering and design phase and the parties will jointly agree on the space planning to support both operations.

3.7 DCTA will deliver the OMF expansion no later than May 2023.

3.8 DART will fund the OMF capital expansion and agrees to pay DCTA all fair and reasonable expenses incurred by DCTA to deliver the capital expansion. DART is providing DCTA an initial estimate, which is attached to this Agreement as Exhibit 2 and incorporated for all purposes herein. DCTA will take reasonable commercial efforts to manage project expenses to those within the estimate in Exhibit 2. However, if the costs of the capital expansion exceed those outlined in Exhibit 2, DART will fund the full cost incurred by DCTA so that DCTA does not incur additional financial liability for project expenses beyond the estimate in Exhibit 2. DCTA shall first request approval of any expenses over the estimate in Exhibit 2.

3.9 To facilitate the long-term regional rail expansion by DCTA to Carrollton, Texas, DART and DCTA will develop capital improvement cost estimates to include: 1) Track upgrades from FRA Class 2 to FRA Class 4 track from Trinity Mills to the Downtown Carrollton Station, said estimates to include the track and track bed only. The initial estimate shall be determined by DART; 2) DCTA will develop cost estimates for the addition of interoperable Positive Train Control (PTC); 3) DCTA will develop initial cost estimate for the addition of Centralized Traffic Control (CTC) from the Trinity Mills Station to the Downtown Carrollton. DART and DCTA shall jointly determine cost sharing allocations and when each upgrade will be done to support each phase of the project by amendment to this ILA.

Article IV
Phase 3 Scope of Services

4.1 DART will provide, at its sole expense, insurance required for the operation and maintenance of the Silver Line DMUs as set forth in Article 8 below.

4.2 DART and DCTA will negotiate a Phase 3 long term joint use lease for the ongoing use of the JROF. The monthly lease rate should be inclusive of the costs associated with the joint use of the facility consistent with the approved Joint Rail Operations Plan including areas of shared resources to the benefit of both parties.

4.3 DART and DCTA agree the Phase 3 lease will supersede the Phase 1 lease.

4.5 DART and DCTA will direct the Silver Line and A-train CRSO's to develop a Joint Rail Operations Plan to ensure safe and reliable operations of both regional rail systems.

Article V Payment Provisions

- 5.1 Annual Budget Coordination. Operating and capital budgets of the Parties are prepared on an annual basis with the fiscal year beginning on October 1st of each year. The Parties shall coordinate on those elements of this Project that will impact each other.
- 5.2 Cost Sharing. DART and DCTA agree to share the cost of the JROF operating expenses and expenses associated with testing, commissioning, dispatching, and other related shared expenses with the terms set forth in the then-current JROF lease agreement.
- 5.3 Right to Audit. Each Party, at its own expense, shall have the right to audit the other Party regarding any costs incurred or services provided under this Agreement.

Article VI Extension of DCTA A-train Service to Carrollton

- 6.1 At such time as DCTA is ready to expand A-train service to downtown Carrollton, DART and DCTA will negotiate trackage rights and an access agreement from Trinity Mills to Downtown Carrollton to include:
- (a) DCTA design and construction of a Station in Downtown Carrollton. Attached as Exhibit 3, is a preliminary schematic and drawing indicating the proposed location of the DCTA Station Platform station in Downtown Carrollton. The location may be changed upon agreement of DART, DCTA and any other parties or entities necessary to facilitate such change;
 - (b) Corridor planning and coordination between the Parties to facilitate necessary upgrades to the track to enable DCTA to provide A-train service to Downtown Carrollton;
 - (c) Coordination between the Parties on DCTA-funded capital improvements necessary to facilitate future operations of the A-train service to Carrollton; and,
 - (d) Negotiated right-of-way lease inclusive of costs associated with the joint use of the corridor between Trinity Mills and Carrollton consistent with the approved Joint Rail Operations Plan including areas of shared resources to the benefit of both parties.

Article VII Indemnification

- 7.1 **Generally. TO THE EXTENT ALLOWED BY LAW, EACH PARTY AGREES TO RELEASE, DEFEND, INDEMNIFY, AND HOLD HARMLESS THE OTHER (AND ITS OFFICERS, AGENTS, AND EMPLOYEES) FROM AND AGAINST ALL CLAIMS OR CAUSES OF ACTION FOR INJURIES (INCLUDING DEATH), PROPERTY DAMAGES (INCLUDING LOSS OF USE), AND ANY OTHER LOSSES, DEMANDS, SUITS, JUDGMENTS, AND COSTS, INCLUDING REASONABLE ATTORNEY'S FEES AND EXPENSES, IN ANY WAY ARISING OUT OF, RELATED TO, OR RESULTING FROM**

Exhibit 1

ITS PERFORMANCE UNDER THIS AGREEMENT, OR CAUSED BY ITS NEGLIGENT ACTS OR OMISSIONS (OR THOSE OF ITS RESPECTIVE OFFICERS, AGENTS, EMPLOYEES, OR ANY OTHER THIRD PARTIES FOR WHOM IT IS LEGALLY RESPONSIBLE) IN CONNECTION WITH PERFORMING THIS AGREEMENT. THIS AGREEMENT AND THE INDEMNITY PROVIDED HEREIN IS NOT INTENDED TO AND SHALL NOT CREATE ANY CAUSE OF ACTION FOR THE BENEFIT OF THIRD PARTIES OR ANY PERSON NOT A PARTY TO THIS AGREEMENT.

7.2 Joint Responsibility. With regard to any claim or lawsuit arising from the joint or concurrent activities responsibilities and obligations of the Parties within this Agreement, a proportionate or percentage allocation of the handling and cost of the defense, settlement, satisfaction, payment or other resolution of such claim or lawsuit shall be determined by mutual agreement of the Parties. Should the Parties fail to reach such agreement, then their respective responsibilities (if any) shall be determined by the Texas law of proportionate responsibility under Chapter 33 of the TEX.CIV.PRAC.REM. CODE as amended and its successor provisions, or other statute or common law apportioning liability between joint tortfeasors, pursuant to a final judgment rendered by a court of appropriate jurisdiction. With regards to any claim or lawsuit that allege the damage or injury complained of is the result of the joint or concurrent activities of the Parties, the Parties agree to jointly defend such claim or lawsuit by means of a joint defense; provided, however, that nothing herein shall limit each respective Party from settling or disposing of its own potential liability prior to or subsequent to the final adjudication of such claim or lawsuit. A settlement of a claim or lawsuit by one Party shall not be binding upon the other Party, absent that Party's express prior written consent.

7.3 No Waiver of Defenses; No Third Party Benefit. Notwithstanding anything herein to the contrary, neither Party waives any defense available to it including, but not limited to, immunity from liability or immunity from suit. The indemnity provisions contained in this Article 7 are solely for the benefit of the Parties and are not intended to confer or convey any interest to any third party.

Article VIII Insurance

8.1 Commercial General Liability. DART and DCTA represent and warrant that they are covered by a self-insurance program, an insured program, emergency funds or any combination of programs and/or emergency funds that provides sufficient coverage against liabilities that may arise in connection with or related to the services provided under this agreement. All liabilities policies shall name the other Agency as additional insured.

DART and DCTA also represent and warrant that they shall provide worker's compensation coverage for the benefits of their employees. All insurance policies shall be endorsed with a waiver of subrogation in favor of DCTA and DART.

**Article IX
Miscellaneous Provisions**

9.1 Early Termination of Agreement.

- (a) **Termination for Default.** Subject to the provisions this Agreement, either Party shall have the option to either terminate this Agreement or enforce specific performance of the same in the event the other Party fails to perform a material obligation of this Agreement within sixty (60) days after receipt of written notice that such obligation has not been performed; provided, however if such failure is not reasonably capable of being cured within such sixty (60) day period, the period to cure shall be extended for such reasonable periods that may be required under the circumstances so long as the breaching Party is diligently prosecuting the cure of such failure to completion.
- (b) **Mutual Agreement.** The Parties may terminate this Agreement prior to the Agreement Termination Date by mutual written agreement with 36 months' notice.

9.2 Resolution of Disputes.

- (a) **Non-Binding Mediation.** It is the desire and intent of the Parties to avoid, if possible, the expense and delay inherent in litigation. Therefore, whenever a disputed issue cannot be resolved through mutual agreement, the matter will be submitted to non-binding mediation. Accordingly, in regard to disputed issues, the Parties agree that:
 - (1) Either Party may determine, in its sole discretion, that a dispute shall be submitted to mediation, and shall initiate the mediation process by written notice to the other Party.
 - (2) A Party shall respond, in writing, to a written notice of intent to mediate from the other within fifteen (15) days of receipt. The response shall acknowledge the start of the mediation process and propose a mediator.
 - (3) A single mediator shall be used if the Parties can agree on one. Otherwise, each party shall appoint one mediator within thirty (30) days after written notice of intent to mediate. The two mediators so appointed shall together appoint a third mediator within fifteen (15) days after their appointment.
 - (4) Unless otherwise agreed by the Parties hereto, the site for mediation proceedings will alternate between a site in Denton County and a site in Dallas County, commencing in Dallas County.
 - (5) All costs of mediation shall be borne equally by the Parties.

Exhibit 1

9.3 **Force Majeure.** It is expressly understood and agreed by the Parties that if the performance of any provision of this Agreement is delayed by reason of war, civil commotion, act of God, governmental restrictions, regulations or interferences, fire or other casualty, court injunction, or any circumstances which are reasonably beyond the control of the party obligated or permitted under the terms of this Agreement to do or perform the same, regardless of whether any such circumstance is similar to any of those enumerated herein, the party so obligated or permitted shall be excused from doing or performing the same during such period of delay, so that the period of time applicable to such requirement shall be extended for a period of time equal to the period of time such party was delayed.

9.4 **Contractual Relationship.** It is specifically understood and agreed that the relationship described in this Agreement among the Parties is contractual in nature and is not to be construed to create a partnership or joint venture or agency relationship among said parties.

9.5 **Complete Agreement.** This Agreement embodies the entire agreement of the Parties relating to the subject matter expressly set forth herein, supersedes all prior understandings and agreements regarding such subject matter, and may be amended, modified, or supplemented only by an instrument or instruments in writing executed by all of the Parties.

9.6 **Captions.** The captions, headings, and arrangements used in this Agreement are for convenience only and shall not in any way affect, limit, amplify, or modify its terms and provision.

9.7 **Governing Law and Venue.** This Agreement and all agreements entered into in connection with the transactions contemplated by this Agreement are, and will be, executed and delivered, and are intended to be performed in the County of Denton, State of Texas, and the laws of Texas shall govern the validity, construction, enforcement, and interpretation of this Agreement. In the event of litigation between the parties hereto, their successors or assigns, with regard to this Agreement and any subsequent supplementary agreements or amendments, venue shall lie exclusively in Denton County, Texas.

9.8 **Severability.** In the event any one or more of the provisions contained in this Agreement shall for any reason be held to be invalid, illegal, or unenforceable in any respect, such invalidity, illegality, or unenforceability shall not affect any other provision(s) hereof, and this Agreement shall be revised so as to cure such invalid, illegal, or unenforceable provision(s) to carry out as near as possible the original intent of the parties.

9.9 **Changed Circumstances.** If future federal, state, or local statute, ordinance, regulation, rule, or action render this Agreement in whole or in part, illegal, invalid, unenforceable, or impractical, the parties agree to delete and/or to modify such portions of the Agreement as are necessary to render it valid, enforceable, and/or practical. Each section, paragraph, or provision of this Agreement shall be considered severable, and if for any reason any section, paragraph, or provision herein is determined to be invalid under current or future law, regulation, or rule, such invalidity shall not impair the operation of or otherwise affect the valid portions of this instrument.

9.10 **Enforcement.** If any Party initiates an action to enforce any provision of this Agreement or for damages by reason of an alleged breach of any provision hereof, the prevailing party shall be entitled to receive from the other parties all reasonable and necessary costs and expenses,

Exhibit 1

including reasonable attorneys' fees and costs incurred in connection with such action.

9.11 Survival. All of the terms, conditions, warranties, representations and indemnities contained in this Agreement shall survive, in accordance with their terms, the execution hereof.

9.12 Reference. The use of the words "hereof," "herein," "hereunder," and words of similar import shall refer to this entire Agreement, and not to any particular section, subsection, clause, or paragraph of this Agreement, unless the context clearly indicates otherwise.

9.13 Further Assurances. Each Party agree to perform any further acts and to sign and deliver any further documents that may be reasonably necessary to carry out the provisions of this Agreement.

9.14 Notice. Whenever this Agreement requires or permits any consent, approval, notice, request, proposal, or demand from one party to another, the content, approval, notice, request, proposal, or demand must be in writing to be effective and shall be delivered to the party intended to receive it at the address(es) shown below:

If to DART:

President/Executive Director
Dallas Area Rapid Transit
P. O. Box 660163
1401 Pacific Ave.
Dallas, Texas 75266- 7210

With a copy to:

General Counsel
Dallas Area Rapid Transit
P. O. Box 660163
1401 Pacific Ave.
Dallas, Texas 75266- 7255

If to DCTA:

President/Executive Director
Denton County Transportation Authority
1955 Lakeway Drive, Suite 260
Lewisville, Texas 75057

With a copy to:

Joseph J. Gorfida
General Counsel
Denton County Transportation Authority
Nichols, Jackson, Dillard, Hager & Smith, L.L.P.
1800 Lincoln Plaza
500 North Akard
Dallas, Texas 75201

Exhibit 1

9.15 Execution Date. Notwithstanding Article 2 of this Agreement, this Agreement shall not be binding on the Parties until signed by authorized representatives of each Party.

9.16 Counterparts. This Agreement may be signed in multiple counterparts, each of which shall be deemed an original instrument, and all of which shall be deemed to constitute one and the same instrument.

9.17 Recitals. The recitals to this Agreement constitute a part of this Agreement.

9.18 Exhibits. The exhibits referenced in and attached to this Agreement constitute additional terms and provisions of this Agreement, are an integral part hereof, and are incorporated herein by reference as if fully set forth herein.

Executed on the dates indicated below, pursuant to the authority of:

Resolution No. _____ of the Dallas Area Rapid Transit Board of Directors, adopted _____, 2021;

Resolution No. _____ of the Denton County Transportation Authority Board of Directors, adopted _____, 2021, and

(signature pages to follow)

EXECUTED this 18th day of November, 2021.

Dallas Area Rapid Transit

By: 
Nadine S. Lee
President & Chief Executive Officer

Approved as to form:

By: 
Gene Gamez
General Counsel

Denton County Transportation Authority

By: 
Raymond Suarez
Chief Executive Officer

Approved as to form:

By: 
Joseph J. Goffida
General Counsel
(10-07-2021:TM 125279)

**AMENDED AND RESTATED INTERLOCAL AGREEMENT BETWEEN DALLAS AREA RAPID
TRANSIT AND DENTON COUNTY TRANSPORTATION AUTHORITY REGARDING REGIONAL
COLLABORATION**

THIS AMENDED AND RESTATED INTERLOCAL AGREEMENT REGARDING REGIONAL COLLABORATION (the “Agreement”), by and between Dallas Area Rapid Transit, a regional transportation authority established pursuant to Chapter 452 of the Texas Transportation Code, with offices located at 1401 Pacific Avenue, Dallas, Texas 75202 (DART) and Denton County Transportation Authority, a coordinated county transportation authority established pursuant to Chapter 460 of the Texas transportation Code with offices at 1955 Lakeway Drive, Ste.260, Lewisville, Texas 75067 (DCTA) (individually a “Party” and collectively “Parties”).

RECITALS

WHEREAS, on May 25, 2010, the Parties entered into the Transportation Access Agreement and Easement (“MKT Easement”), under which DART granted DCTA access to the Missouri-Kansas-Texas rail corridor, owned by DART, from MP 742.42 in the City of Carrollton, Texas to MP 721.53 in the City of Denton, Texas to construct, install, maintain, and operate a passenger rail system; and

WHEREAS, the MKT Easement, which allows DCTA to provide passenger rail service between Downton Denton and the DART Trinity Mills Station in Carrollton, will expire on May 25, 2030 unless extended by DCTA for up to an additional twenty (20) years; and

WHEREAS, DART’s Silver Line regional commuter rail service, expected to begin revenue service in early 2026, traverses seven cities (Grapevine, Coppell, Dallas, Carrollton, Addison, Richardson and Plano) and provides connections to the DFWIA, three DART light rail lines, the DCTA A-train, and Trinity Metro’s TEXRail commuter rail service;

WHEREAS, the Parties executed the Interlocal Agreement for Construction, Operations, and Maintenance of Joint Rail Operations Facility (JROF) (the “JROF ILA”) – which this Amendment amends, restates, and supersedes – on November 18, 2021; and

WHEREAS, the JROF ILA provided for the conversion of DCTA’s Operations and Maintenance Facility (OMF) in Lewisville, Texas, into a joint rail operating facility servicing both DART’s Silver Line vehicles and DCTA’s A-train vehicles; and

WHEREAS, pursuant to the JROF ILA, DCTA agreed to procure and deliver the OMF expansion and DART agreed to fund the OMF expansion and pay all fair and reasonable expenses incurred by DCTA to deliver the capital expansion; and

WHEREAS, DART paid \$2,794,840.00 to DCTA for design services for the OMF expansion; and

WHEREAS, on November 22, 2022, the Parties executed a short-term lease for the JROF (the “Lease”); however, the Lease never commenced; and

WHEREAS, on April 2, 2024, DART formally notified DCTA that it will be constructing an equipment and maintenance facility in Plano, Texas to service the Silver Line vehicles and, consequently, no longer desires to advance the JROF project at this point;

WHEREAS, the Interlocal Cooperation Act, Texas Government Code Chapter 791, provides authorization for a local government to contract with another local government to perform governmental functions and services; and

NOW THEREFORE, in consideration of the mutual promises and benefits contained herein, and for other value consideration, the receipt and sufficiency of which is hereby acknowledged, the Parties hereby agree as follows:

Article I
Suspension of the Joint Rail Operating Facility Project

- 1.1 The Parties mutually agree to indefinitely suspend the expansion of the OMF to a JROF serving both DCTA and DART. Upon execution of this Agreement, DCTA shall reimburse DART the amount of \$1,678,342.61, which **\$1,623,515** constitutes the total funds paid by DART to DCTA for design services, but not utilized by DCTA.
- 1.2 This Agreement amends, replaces, and fully supersedes the JROF ILA. Any obligations under the JROF ILA not set out in this Agreement are terminated. The Parties acknowledge and agree that all commitments under the JROF ILA have been fully satisfied, and there are no outstanding obligations or controversies between the Parties arising under the JROF ILA.
- 1.3 The Lease is hereby terminated and is of no further force or effect.

Article II
Supporting Regional Transit

- 2.1 DART and DCTA agree to work together to support the common goals of improving service to their respective areas through expansion and capital improvements. The Parties desire to increase communication and collaboration in the interest of identifying and capitalizing on opportunities for cost savings, greater efficiencies, and improved regional connectivity.
- 2.2 Extension of DCTA A-Train Service to Downtown Carrollton. At such time as DCTA is ready to expand A-train service to downtown Carrollton, DART and DCTA will negotiate trackage rights and an access agreement from Trinity Mills to Downtown Carrollton to include:
 - DCTA design and construction of a station in downtown Carrollton.
 - Corridor planning and coordination between the Parties to facilitate necessary upgrades to the track and systems to enable DCTA to provide A-train service to downtown Carrollton.
 - Coordination between the Parties on DCTA-funded capital improvements necessary to facilitate future operations of the A-train service to Carrollton
 - Negotiated right-of-way lease inclusive of costs associated with the joint use of the corridor between Trinity Mills and Carrollton; and
 - Coordination with DART's freight tenant, Dallas, Garland & Northeastern Railroad (DGNO).

Article IV
Miscellaneous Provisions

- 4.1 Term. This Agreement shall commence and become effective on the date last signed by a Party and terminate upon 30 days' written notice by either Party.
- 4.2 Notice. Notice shall be provided in writing at the following addresses:

DALLAS AREA RAPID TRANSIT
1401 Pacific Avenue
Dallas, Texas 75202-7210
Attn: EVP/Chief Development Officer

DENTON COUNTY TRANSPORTATION AUTHORITY
1955 Lakeway Drive, Suite 260
Lewisville, Texas 75057

Copy to:
DART General Counsel
P.O. Box 660163
Dallas, TX 75266-7255

Either Party may designate a different address for receipt of notice by giving written notice of such change of address.

- 4.3 Governing Law. This Agreement shall be construed under and in accordance with the laws of the State of Texas. Any action brought by a party to enforce any provision of this Agreement shall be commenced in a state district court of competent jurisdiction in Dallas County, Texas.
- 4.4 Entirety and Amendments. This Agreement embodies the entire agreement between the Parties and supersedes all prior agreements and understandings. This Agreement may be amended or supplemented only by a written instrument executed by the Parties.
- 4.5 No Joint Enterprise. The Parties do not intend that this Agreement be construed as finding that the Parties have formed a joint enterprise. It is not the intent of any of the Parties that a joint enterprise relationship is being entered into and the Parties hereto specifically disclaim such relationship.
- 4.6 Third Party Beneficiaries. There are no third-party beneficiaries to this Agreement.
- 4.7 Construction and Interpretation. This Agreement shall not be construed against the drafting Party. The Parties have both been afforded the opportunity to consult legal counsel and negotiate the terms of this Agreement.
- 4.8 Severability. If any provision of this Agreement is determined to be illegal or unenforceable in any respect, such determination will not affect the validity or enforceability of any other provision, each of which will be deemed to be independent and severable.
- 4.9 No Waiver of Governmental Immunity. By entering into this Agreement, neither Party waives or diminishes any defenses available to it, including, by example and without limitation, governmental immunity and statutory caps on damages.
- 4.10 No Discrimination. In the performance of this Agreement, each Party warrants that it shall not discriminate against any person on account of race, color, sex, religious creed, age, disability, ethnic or national origin, veteran status or other protected group of persons.
- 4.11 Signature Authority. Each of the individuals signing this Agreement warrants that he or she is duly and properly authorized to execute this Agreement on behalf of his or her respective Party.

Board of Directors Memo

May 23, 2024

ACTION ITEM: Discuss Update and Consider Approval of Return of Funding to Dallas Area Rapid Transit (DART) in the amount of \$1,623,515 for Design Services related to the Joint Rail Operations Maintenance Facility (JROF) at the Request of Dallas Area Rapid Transit (DART)

Recommendation

Staff recommends the Board approve the return of funding to Dallas Area Rapid Transit (DART) in the amount of \$1,623,515 for Design Services related to the Joint Rail Operations Maintenance Facility (JROF) at the request of DART.

Background

This item is related to the return of funding to DART for the JROF design and bid phase services discussed in the memo for Regular Agenda item RA04.

Previous Board Action

- October 28, 2021 – Regular Agenda

Identified Need

None.

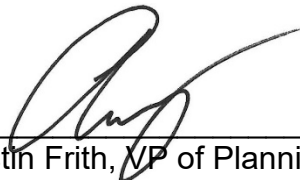
Financial Impact

All unused design funds provided by DART will be returned as noted in the briefing.

Exhibits

None.

Submitted By:



Austin Frith, VP of Planning and Development

Board of Directors Memo

May 23, 2024

AGENDA ITEM: Discuss Update and Consider Approval of a Resolution Approving Budget Revision 2024-03 to Reduce the Revenue of \$751,700 that is allocated for Fuel and Lease Income and other Applicable Expenses for the Joint Rail Operating Facility (JROF)

Recommendation

Staff recommends Board approve a Resolution approving Budget Revision 2024-03 to reduce the revenue of \$751,700 that was allocated for fuel and lease income and other expenses for the JROF.

Background

This item is related to the return of funding to DART for JROF design and bid phase services. This revision reflects reduction in fuel cost, fuel revenue, and lease income that would have been realized with a collocated Silver Line fleet under the JROF project as first contemplated.

Previous Board Activity

The Board received an update on this item in the following meetings:

- April 2024 – Regular Agenda
- March 2024 – Regular Agenda
- October 2023 – Regular Agenda
- September 2023 – Informational Report
- August 2023 – Informational Report

Identified Need

None.

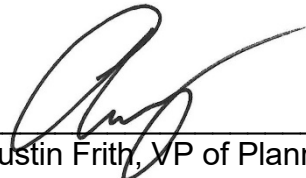
Financial Impact

See Exhibit 1.

Exhibits

Exhibit 1: Draft Resolution

Submitted by:


Austin Frith, VP of Planning and Development

**DENTON COUNTY TRANSPORTATION AUTHORITY
RESOLUTION NO. R24-XX**

A RESOLUTION OF THE BOARD OF DIRECTORS OF THE DENTON COUNTY TRANSPORTATION AUTHORITY (DCTA) APPROVING FISCAL YEAR 2024 BUDGET REVISION NUMBER 2024-23 REVISED OPERATING & CAPITAL BUDGET, ATTACHED HERETO AS EXHIBIT "A"; PROVIDING A REPEALING CLAUSE; AND PROVIDING AN EFFECTIVE DATE.

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

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

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

WHEREAS, the Board of Directors of DCTA desires to amend the Fiscal Year 2024 Operating and Capital Budget as set forth in Exhibit "A".

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

SECTION 1. The Operating and Capital Budget Revision attached hereto as Exhibit "A," be, and the same is hereby adopted and which shall amend the original budget adopted August 23, 2023, from and after the effective date of this Resolution.

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

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

DULY PASSED AND APPROVED BY THE BOARD OF DIRECTORS OF THE DENTON COUNTY TRANSPORTATION AUTHORITY THE 23TH DAY OF MAY 2024.

APPROVED:

TJ Gilmore, Chair

ATTEST:

Andy Eads, Secretary

Board of Directors Memo

May 23, 2024

AGENDA ITEM: Discuss Update on the Member City Transit Oriented Development Study and Consider Termination of the Project with the De-Obligation of Grant Funds to the Federal Transportation Administration (FTA) in the amount of \$83,823 for FTA Grant # TX 2021-0520-00, Pilot Program for Transit-Oriented Development Planning

Recommendation

Staff recommends the Board terminate the Member City Transit Oriented Development Study De-Obligate Grant Funds to the Federal Transportation Administration (FTA) in the amount of \$83,823 for FTA Grant # TX 2021-0520-00, Pilot Program for Transit-Oriented Development Planning.

Background

DCTA won the Federal Transportation Administration's Pilot Program for Transit-Oriented Development (TOD) Planning Grant for FY2019. This grant was awarded to conduct planning for TOD along a 25-mile segment of the existing CPKC (Canadian Pacific and Kansas City Southern) freight rail line. The task order for this project was approved by the DCTA Board of Directors on August 25, 2022, and the project began on December 15, 2022. The goals of this project were to perform the following:

- Create and share educational materials to explaining the concept of TOD
- Develop a TOD planning template
- Illustrate a vision for TOD around the CPKC rail line stations
- Develop an implementation framework for TOD in Denton County

The study developed goals and objectives for DCTA's approach to TOD, detailed existing conditions at the corridor-wide and station-area scales and developed illustrative TOD plans for the six stations along the CPKC rail corridor in Denton County. This planning study was conducted to educate stakeholders about TOD and to demonstrate how TOD principles and best practices can be applied to specific locations in Denton County. This study also demonstrated how a planning process can be applied as a template that can be replicated into TOD station area plans for other existing and planned transit stations in Denton County.

The DCTA Board of Directors conducted a Strategic Work Session in January 2024 in which it validated its work plan for 2024, outlined a work plan for the 2025 – 2027 timeframe, and began to define strategic goals and objectives through 2035. Neither the development of an alternative rail corridor for commuter rail service nor transit-oriented development on the CPKC corridor are included as strategic goals within those planning horizons.

With this direction in mind, DCTA staff engaged in dialogue with Region 6 of the Federal Transit Administration to determine feasibility of terminating the project and returning the unused grant funds back to. Board approval of the recommended action enables DCTA staff to officially terminate the project with FTA and de-obligate remaining grant funding for the project.

Previous Board Action

None.

Identified Need

None.

Financial Impact

De-obligation of FTA grant funds will be required in the amount of \$83,823.

Exhibits

None.

Submitted By:



Austin Frith, VP of Planning and Development

Board of Directors Memo

May 23, 2024

AGENDA ITEM: Discuss Update on the Bus Fleet Replacement Plan and FY2025 Bus Purchase

Recommendation

This is a discussion item only. No Board action is required.

Background

In alignment with Denton County Transportation Authority's (DCTA) Transportation Asset Management (TAM) Plan, the update on the Bus Fleet Replacement Plan and the planned FY2025 Bus Purchase, the bus purchase process requires consideration of fleet standards for several key vehicle components, including body and powertrain, operator workstation, and passenger amenities.

This briefing serves to provide a comprehensive update on the ongoing process pertaining to bus purchases, which were initiated during the FY2024 budget process. The primary objective of these discussions is to share the customization selection process as staff prepares the Board to approve bus procurement within the current fiscal year, with delivery anticipated for a future date.

Previous Board Action

- March 2024 - Discuss Update on the Bus Fleet Replacement and Bus Purchase
- April 2023 - Discuss Chief Operating Officer (COO) 100-day Report.

Identified Need

Improvements with innovative technology, reliability, maintenance, and operating costs through the adoption of a modernized and standardized vehicle fleet.

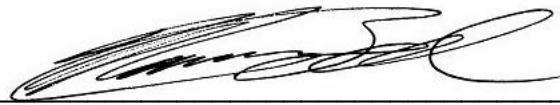
Financial Impact

None.

Exhibits

None.

Submitted By:



Maurice Bell, Chief Operating Officer

Board of Directors Memo

May 23, 2024

AGENDA ITEM: Safety, Service, and Ridership Reports – April 2024

Recommendation

This item is for information only. No Board action is required.

Introduction

Attached Exhibits 1-7 provide an overview of total monthly safety, service, and ridership trends across all DCTA services for April 2024.

Monthly Report

The month of April has seen total ridership up approximately 18% year over year. Bus ridership saw significant gains of 28.3% from March to April. We are also seeing significant year over year increases of 28% on Bus and 21% on Rail. GoZone remained fairly constant in ridership from last month.

The three-month trend of passenger trips on major modes is presented in the following table.

	Unlinked Passenger Trips Three-Month Trend					March-April % Change	April 2023 - 2024 % Change
	FY 2023	FY 2024					
	April	February	March	April			
Bus*	165,842	226,187	165,594	212,481	28.3%	28.1%	
Rail	20,003	21,775	21,935	24,237	10.5%	21.2%	
GoZone	74,633	69,940	72,625	72,923	0.4%	-2.3%	
Access	2,038	1,932	1,967	2,065	5.0%	1.3%	
Van Pool**	21,289	22,493	20,891	22,889	9.6%	7.5%	
TOTAL	283,805	342,327	283,012	334,595	18.2%	17.9%	

* UNT, Connect, and Non-Connect Fixed Routes

**Vanpool data lags by one month

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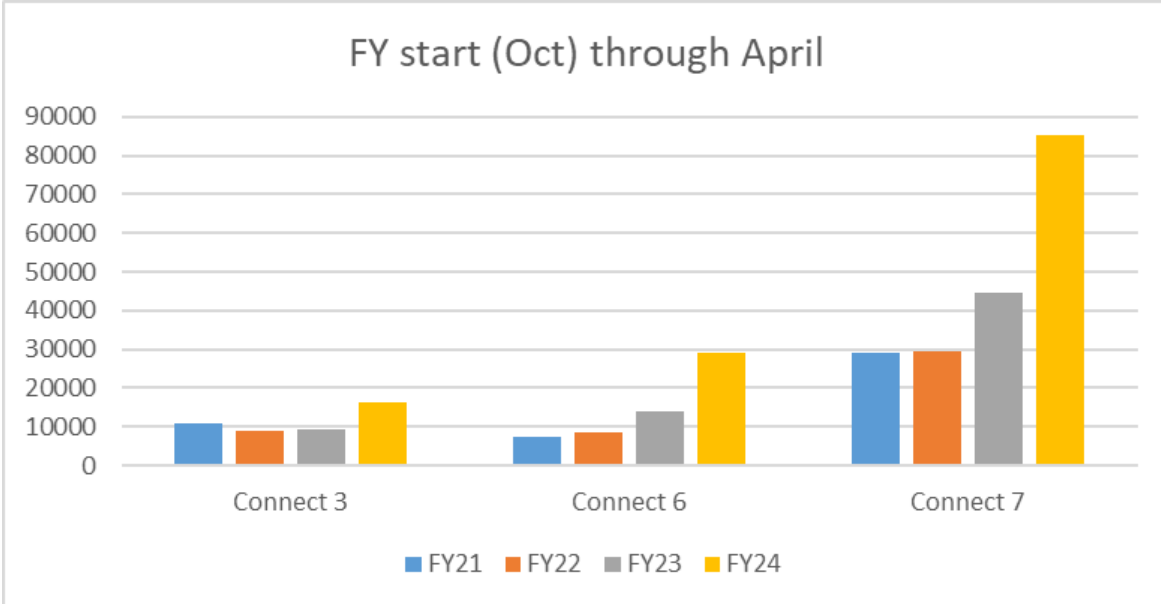
The following chart below presents a summary view of the overall ridership trend by mode from fiscal year start through April comparison for FY2021 to FY2024.

	Unlinked Passenger Trips - FY through April				FY23-FY24
	2021	2022	2023	2024	% Change
UNT	178,895	679,879	950,679	1,171,195	23.2%
Connect	119,374	78,566	73,358	130,803	78.3%
Non-Connect	2,633	8,184	2,911	1,559	-46.4%
A-train	57,605	101,147	128,444	150,647	17.3%
GoZone	-	290,242	487,316	506,261	3.9%
Access	8,750	12,589	14,438	14,297	-1.0%
Vanpool*	116,963	125,826	136,754	147,207	7.6%
TOTAL	484,220	1,296,433	1,793,900	2,121,969	18.3%

*Vanpool data lags by one month

S:\STRATEGIC PLANNING\SERVICE PLANNING & SERVICE DATA\Monthly Board reporting\May 2024\FY19-FY24Compare_May 24.xlsx\Memo_Tables

The following chart below presents a summary view of the overall Connect ridership trend by route from fiscal year start through April comparison for FY2021 to FY2024.



Identified Need

None.

Financial Impact


None.

Exhibits

- Exhibit 1: Safety Performance – FY24 to Date
- Exhibit 2: Service Performance – FY24 to Date
- Exhibit 3: Ridership by Mode – April 2024
- Exhibit 4: Connect Ridership Year-Over-Year by Month
- Exhibit 5: A-train Ridership Year-Over-Year by Month
- Exhibit 6: Fixed-Route Ridership – April 2024
- Exhibit 7: UNT Ridership Year-Over-Year by Month

Final Review: 
Maurice Bell, Chief Operating Officer

Final Review: 
Austin Frith, Vice President
Planning and Development

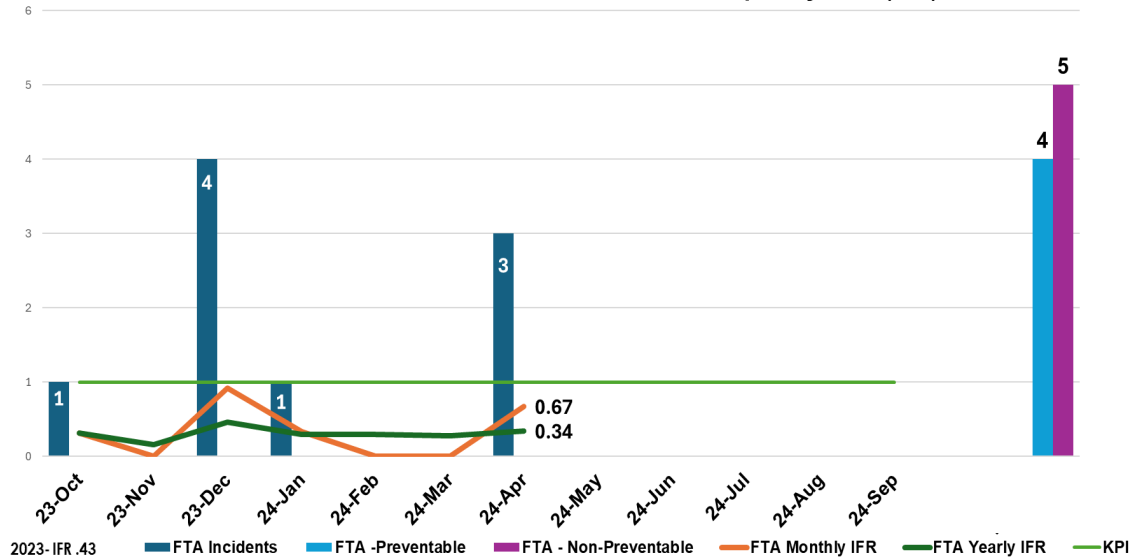
Final Review: 
Steve Swanberg, Senior Manager
Safety and Security

INFORMATIONAL REPORT 1 – SAFETY PERFORMANCE



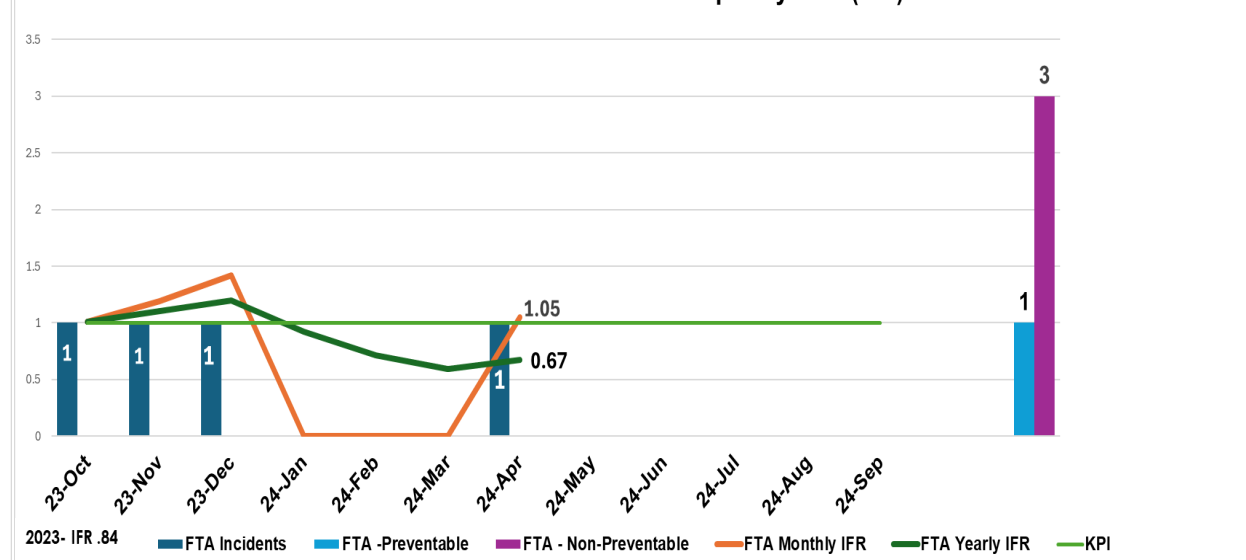
Exhibit 1

FY 2024 FTA - Go-Zone Incident Frequency Rate (IFR)



Go Zone Operations	23-Oct	23-Nov	23-Dec	24-Jan	24-Feb	24-Mar	24-Apr	24-May	24-Jun	24-Jul	24-Aug	24-Sep
FTA Incidents	1	0	4	1	0	0	3					
FTA Monthly IFR	0.3	0	0.9	0.3	0	0	0.67					
FTA Yearly IFR	0.3	0.1	0.4	0.3	0.3	0.2	0.34					

FY 2024 FTA - Bus Incident Frequency Rate (IFR)



Bus Operations	23-Oct	23-Nov	23-Dec	24-Jan	24-Feb	24-Mar	24-Apr	24-May	24-Jun	24-Jul	24-Aug	24-Sep
FTA Incidents	1	1	1	0	0	0	1					
FTA Monthly IFR	1.01	1.19	1.42	0	0	0	1.05					
FTA Yearly IFR	1.01	1.1	1.2	0.92	0.71	0.59	0.67					

FY 2024 FRA – Rio Grand Pacific Corp. Incident Frequency Rate (IFR)

Rio Grande Pacific Operations	23-Oct	23-Nov	23-Dec	24-Jan	24-Feb	24-Mar	24-Apr	24-May	24-Jun	24-Jul	24-Aug	24-Sep
FRA Incidents	0	1	0	0	0	0	1					
FRA Monthly IFR	0	3.1	0	0	0	0	2.9					
FRA Yearly IFR	0	1.5	1	0.76	0.61	0.5	0.86					

2023-IFR .25

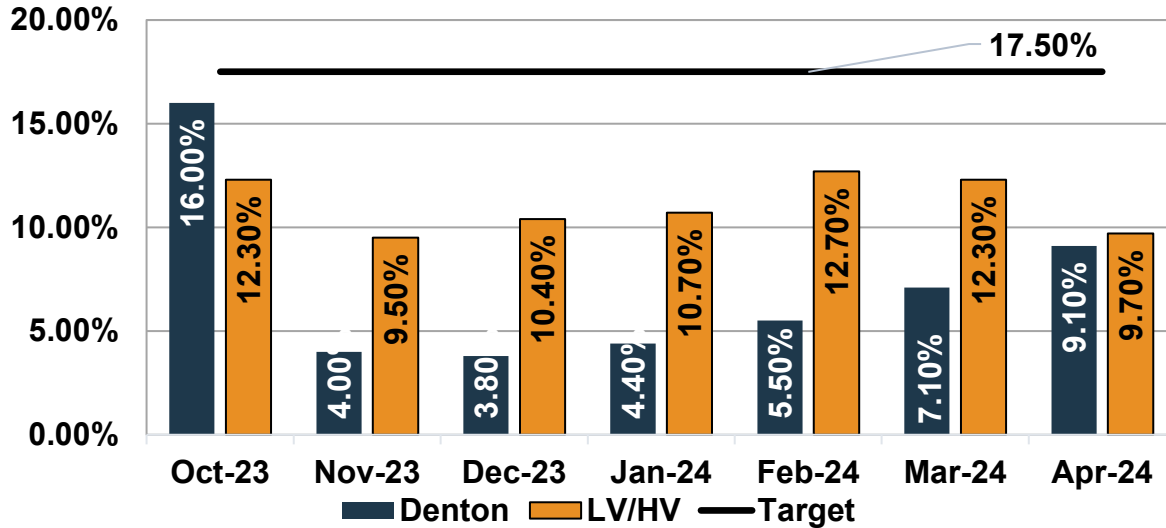
FRA Rail Crossing Reportable	0	1	0	0	0	0	0					
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INFORMATIONAL REPORT 1 – SERVICE PERFORMANCE

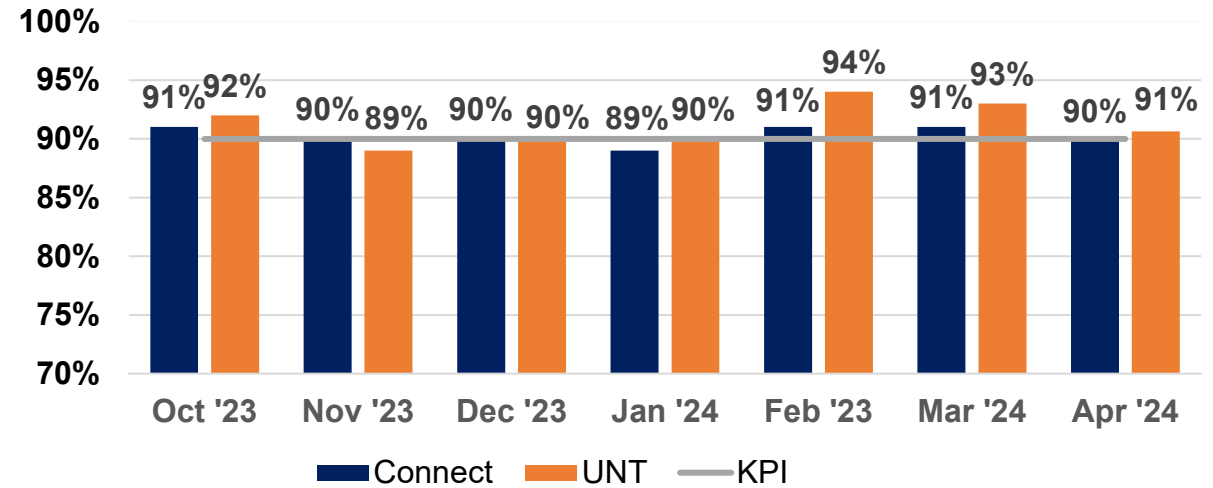


Exhibit 2

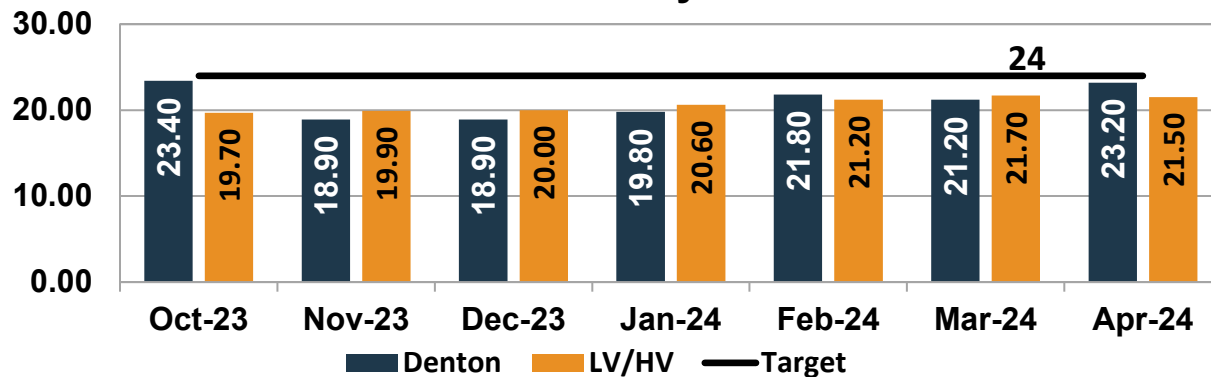
GoZone Seat Unavailable by Zone - FY24 YTD



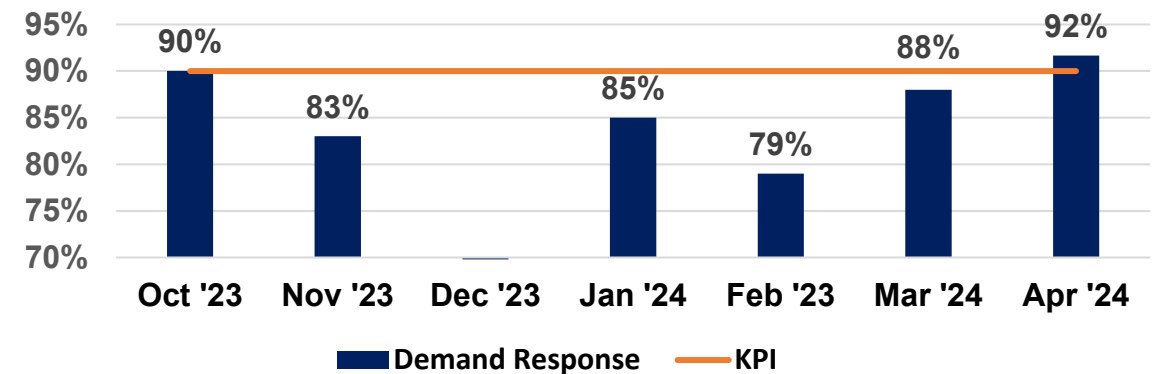
Fixed Route OTP



GoZone Wait Times by Zone - FY24 YTD



Access OTP



INFORMATIONAL REPORT 1 – EXHIBIT 3: RIDERSHIP



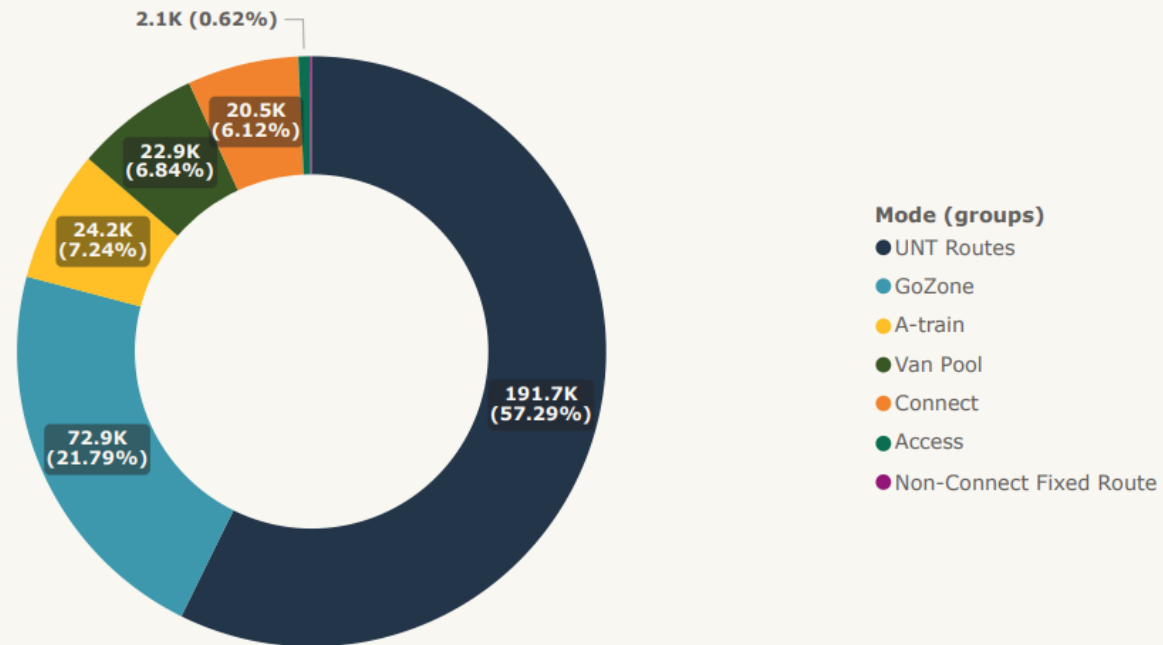
Total Ridership - Apr 2024

334.6K

Total Ridership FYTD

2.1M

Ridership by Travel Mode - Apr 2024



INFORMATIONAL REPORT 1 – EXHIBIT 4: CONNECT



Total Ridership - Apr 2024

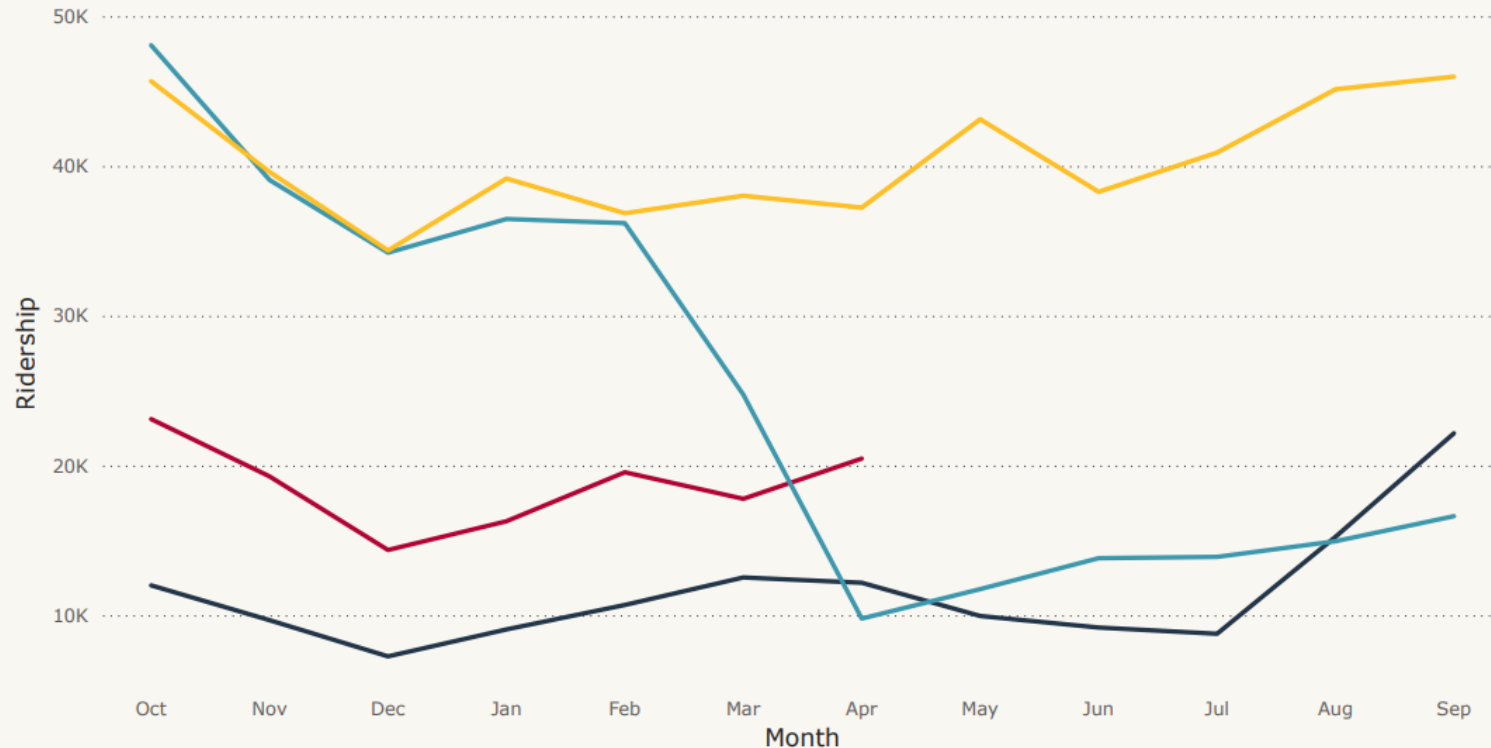
334.6K

Total Ridership FYTD

2.1M

Ridership by Month and Fiscal Year - Connect

Fiscal Year ● 2024 ● 2023 ● 2020 ● 2019



INFORMATIONAL REPORT 1 – EXHIBIT 5: A-TRAIN



Total Ridership - Apr 2024

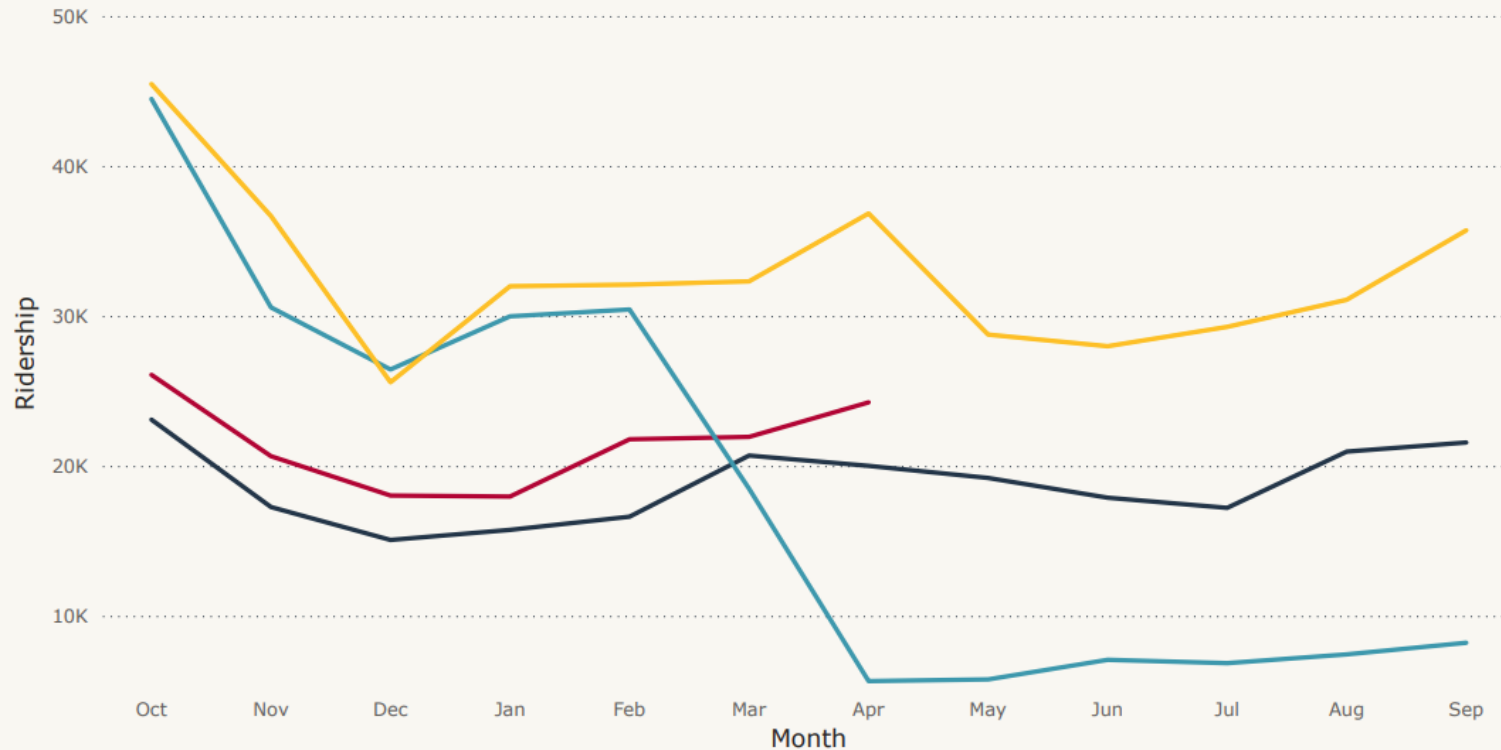
334.6K

Total Ridership FYTD

2.1M

Ridership by Month and Fiscal Year - A-train

Fiscal Year ● 2024 ● 2023 ● 2020 ● 2019



INFORMATIONAL REPORT 1 – EXHIBIT 6: FIXED ROUTE



Total Ridership - Apr 2024

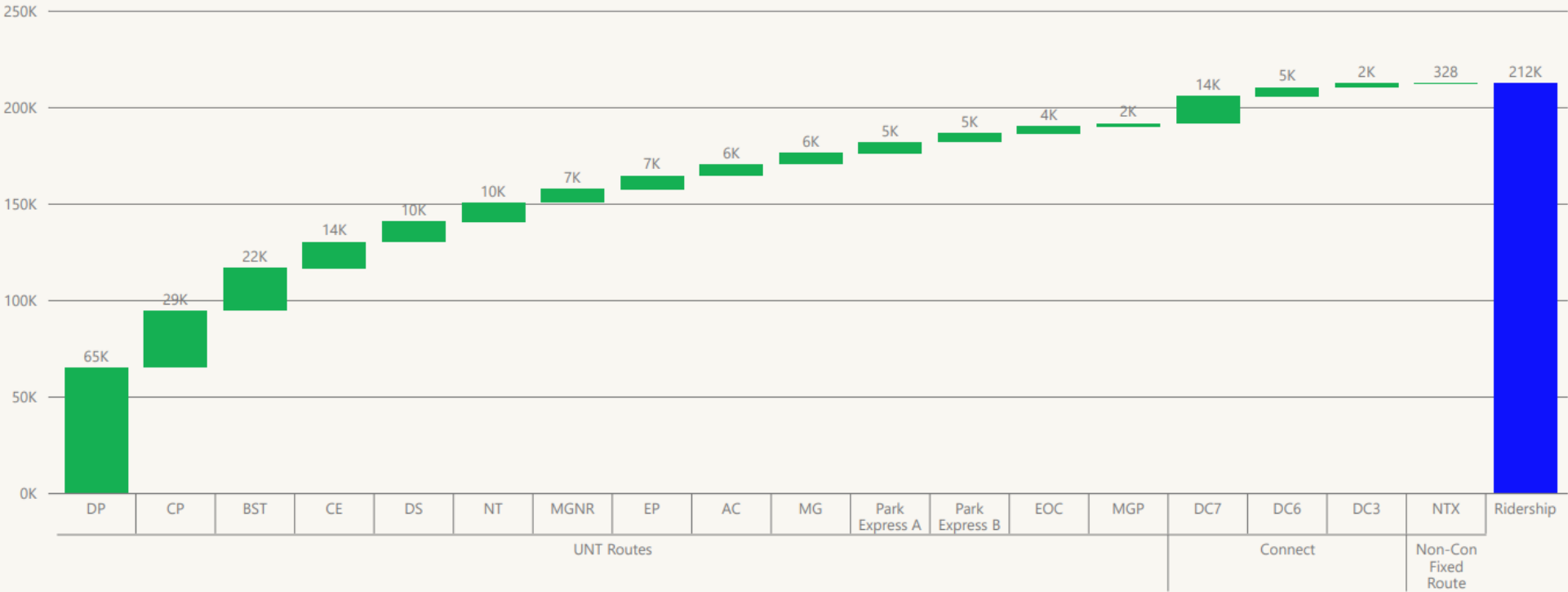
334.6K

Total Ridership FYTD

2.1M

Mode (groups)	Ridership
Connect	20,465
Non-Connect Fixed Route	328
UNT Routes	191,688
Total	212,481

Fixed-Route Ridership Waterfall



INFORMATIONAL REPORT 1 – EXHIBIT 7: UNT (ALL)



Total Ridership - Apr 2024

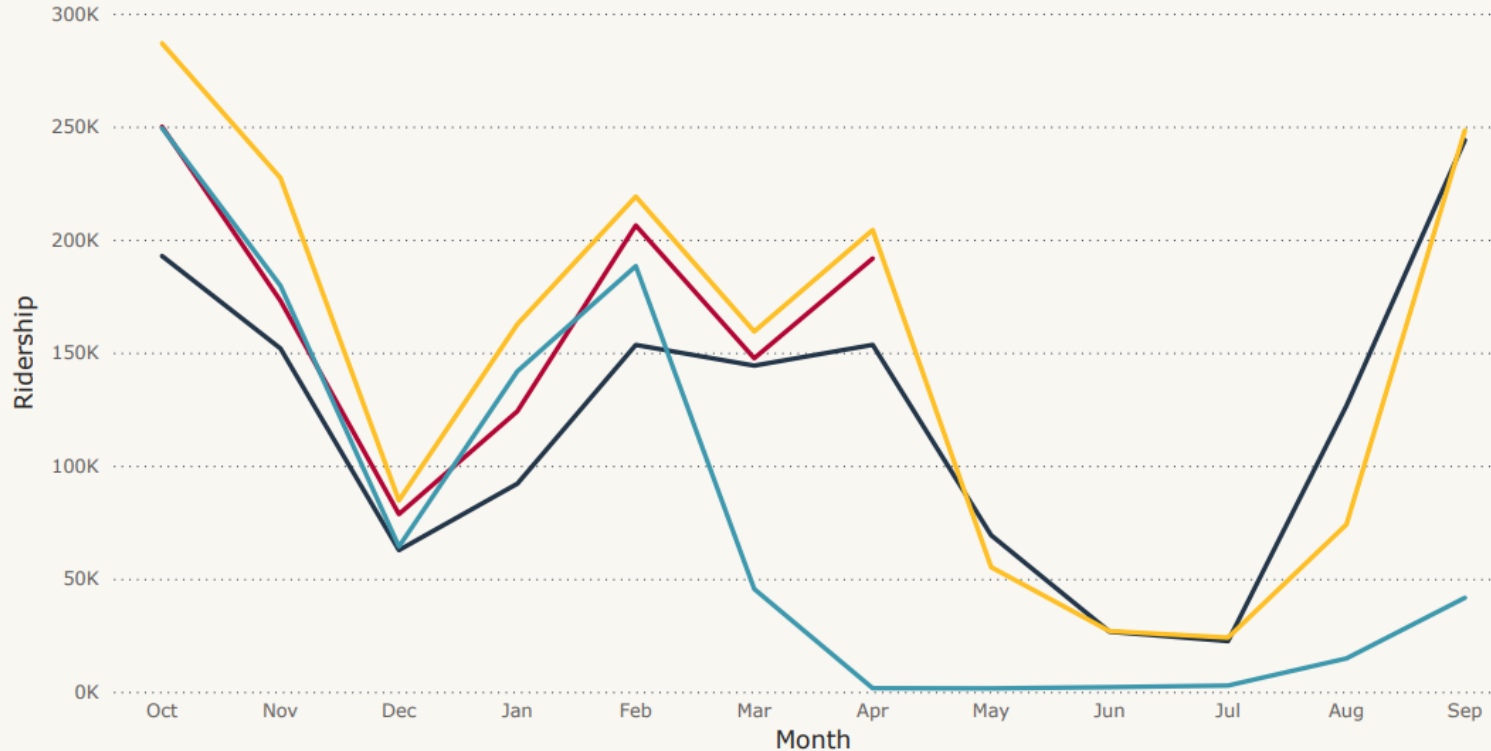
334.6K

Total Ridership FYTD

2.1M

Ridership by Month and Fiscal Year - UNT

Fiscal Year ● 2024 ● 2023 ● 2020 ● 2019



Board of Directors Memo

May 23, 2024

AGENDA ITEM: RFP Landscape Maintenance for Rail, Bus Operations Maintenance (BOM) Facility and Downtown Denton Transit Center (DDTC)

Recommendation

This is an informational report only. No Board action is required.

Background

Staff is considering review and restructuring of the current landscape contract to outline the comprehensive tasks and responsibilities for maintaining and enhancing the outdoor environment at selected DCTA facilities. This effort will include various aspects of landscape maintenance such as xeriscaping, native plant usage, lawn care, irrigation system management, plant care, seasonal services, hardscape maintenance, and sustainable practices at each designated location.

- Bus Operations & Maintenance Facility - 1101 Teasley Lane, Denton, TX 76205
- Downtown Denton Transit Center- 604 E. Hickory Street, Denton, TX 76205
- Med Park Station - 3220 Med Park Drive, Denton, TX 76208
- Highland Village/Lewisville Lake Station - 2998 N. Stemmons Freeway, Lewisville, TX 75077
- Old Town Station - 617 E. Main Street, Lewisville, TX 75057
- Hebron Station - 952 Lakeside Circle, Lewisville, TX 75057

Previous Board Action

None.

Identified Need

This effort improves the agency's branding and visibility along with enhancing customer experience.


Financial Impact

None.

Exhibits

None.

Submitted By:



Maurice Bell, Chief Operating Officer

Board of Directors Memo

May 23, 2024

AGENDA ITEM: Update on Electronic Security, Access Control and Passenger Signage Project Procurement

Recommendation

None. This is an informational report only.

Background

DCTA completed an Electronic Security Assessment performed by AECOM in 2023 for the purpose of identifying the agency's electronic security needs, providing a technical basis for design, and providing an independent cost estimate to inform the Fiscal Year 2024 budget process. This assessment was approved by the Board of Directors at the January 26, 2023 meeting.

On August 24, 2023, the Board of Directors approved the Fiscal Year 2024 budget, which included an Expanded Level Project for a four-year Electronic Security, Access Control and Passenger Signage project.

On October 27, 2023, DCTA released a 30-day Request for Qualifications to obtain a list of bidders qualified to perform the scope of work outlined in the AECOM needs assessment report. This procurement methodology was used to screen bidders prior to releasing DCTA's confidential security assessment. Two qualified proposers were identified through this process, and while performing due diligence on the vendors, one was identified on the Texas Department of Information Resources list of pre-negotiated contracts for technology products and services. The vendor, Preferred Technology, LLC (PREFtech), is a local security systems integrator who has recently performed work for local transit agencies such as Trinity Metro and Dallas Area Rapid Transit. In lieu of the RFP process, staff is working directly with PREFtech through the DIR contract process to obtain a proposal based on the Electronic Security Assessment. The next steps are tentatively as follows (these dates are subject to change based on proposal timeline requirements):

- June 2024 Board of Directors Meeting: Presentation of Vendor Proposal and Pricing
- July 2024 Board of Directors Meeting: Authorize the CEO to Enter into an Agreement with the Selected Vendor

Previous Board Action

Previous board action has been outlined in the background section above.

Identified Need

The need to implement a system wide Electronic Security program was identified during the Electronic Security Assessment performed by AECOM in 2023.

Financial Impact

Funding for the Electronic Security, Access Control and Passenger Signage project was approved during the Fiscal Year 2024 budget process.

Exhibits

None.

Submitted By:

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

Javier Trilla

Vice President, Innovation and Information Technology