



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

Board of Directors
Work Session
July 26, 2012
1:30 p.m.

1. Routine Briefing Items
 - a. Financial Reports
 - i. Financial Statements
 - ii. Capital Projects Fund
 - iii. Sales Tax Report
 - iv. Quarterly Investment Report
 - v. Procurement Report

 - b. Capital Projects Update
 - i. GTW Integration
 - ii. Bus Operations and Maintenance Facility (OMF)
 - iii. Community Enhancements
 - iv. Lewisville Bike Trail
 - v. Positive Train Control (PTC)
 - vi. A-train Close-out Status
 - vii. Interstate Highway 35 East Impacts / Grade Crossing Agreement
 - viii. Passenger Amenities
 - ix. Station Kiosks

 - c. Communications and Planning
 - i. Marketing and Communications Initiatives
 - ii. Media Coverage
 - iii. Safety Campaign
 - iv. Customer Service
 - v. Social Media Policy
 - vi. Creative Services Contract
 - vii. Map-21 Report

 - d. Transit Operations
 - i. Bus Operation
 - ii. Rail Operations

2. Items for Discussion
 - a. Discuss State Legislative Priorities and Action Plan for 83rd Legislative Session
 - b. Discussion of North Central Texas Regional Rail Partnership
3. Committee Briefings – Reports by Committee Chairmen
 - a. Budget Committee
4. Discussion of Regular Board Meeting Agenda Items (July 26, 2012)
5. Executive Session
 - a. As Authorized by Section 551.071(2) of the Texas Government Code, the Work Session or the Regular Board Meeting may be Convened into Closed Executive Session for the Purpose of Seeking Confidential Legal Advice from the General Counsel on any Agenda Item Listed Herein.
 - b. As authorized by Texas Government Code section 551.071 consultation with General Counsel regarding pending litigation Cause No 2011-30066-211; URS Corporation v. Denton County Transportation Authority; 211th District Court, Denton County, Texas.
6. Reconvene Open Session
 - a. Reconvene and Take Necessary Action on Items Discussed during Executive Session.
7. Discussion of Future Agenda Items
 - a. Hike / Bike Trail Maintenance Agreement
 - b. Creative Services Contract
 - c. DART Operations and Maintenance Agreement Renewal
 - d. Board Member Requests
8. Adjourn Work Session

**Board of Directors
Regular Meeting**

July 26, 2012

3:00 p.m.*

**or immediately following Board Work Session*

CALL TO ORDER

PLEDGE OF ALLEGIANCE TO US AND TEXAS FLAGS

INVOCATION

WELCOME AND INTRODUCTION OF VISITORS

1. CONSENT AGENDA
 - a. Approval of Minutes – June 28, 2012
 - b. Approval of Minutes – July 11, 2012 Board Meeting and Budget Committee Meeting
 - c. Acceptance of Financial Reports
 - d. Acceptance of Quarterly Investment Report

2. REGULAR AGENDA
 - a. Discussion / Approval of City of Denton Bus Facility Lease
 - b. Discussion / Approval of Resolution 12-02 establishing Disadvantaged Business Goal
 - c. Discussion / Authorization for President to Revise Agreement for Positive Train Control with LTK

3. CHAIR REPORT
 - a. Discussion of Regional Transportation Issues
 - b. Discussion Legislative Issues
 - i. Regional
 - ii. State
 - iii. Federal

4. PRESIDENT'S REPORT
 - a. Presentation of Distinguished Budget Award

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

6. CONVENE EXECUTIVE SESSION
 - a. As Authorized by Section 551.071(2) of the Texas Government Code, the Board Meeting may be Convened into Closed Executive Session for the Purpose of Seeking Confidential Legal Advice from the General Counsel on any Agenda Item Listed Herein.

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

8. ADJOURN REGULAR MEETING

Chair – Charles Emery
Vice Chair – Charles Correll

Secretary – Dave Kovatch
Treasurer – Paul Pomeroy

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

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

This notice was posted at 1660 S. Stemmons, Lewisville, Texas 75067 at a place convenient and readily accessible to the public at all times. Said notice was posted on 7/20/2012 at 3:04 PM.

Leslee Bachus, Executive Assistant

Board of Directors Memo

July 26, 2012

Subject: WS1ai) Monthly Financial Reports

Background

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

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

Statement of Changes in Net Assets:

- **Note A:** Sales Tax Revenue is less than budgeted by \$71K due to timing variance in receipt of allocation compared to budget. YTD variance reflects 9 months budget (October – June) compared to actual receipts for 8 months (October – May) for the fiscal year. See the Sales Tax Report included in this agenda packet for a more detailed Budget to Actual comparison.
- **Note B:** Federal Grants and Reimbursements Revenue Favorable by a net \$202K due primarily to the June drawdown of \$299k for fuel reimbursement from 1X additional funding for fuel usage approved in FTA 5307 grant. FTA and State grant revenues are recognized as reimbursements for expenditures occur. Changes in project timelines from original anticipated budget results in a timing variance.
- **Note C:** Salary, Wages and Benefits Favorable by \$41k. Health care benefits have not increased as anticipated in the budget.
- **Note D:** Materials & Supplies were Favorable by \$33k mainly due to Bus Operations Parts and Fuel expenses. Parts expenditures for bus operations are lower than originally anticipated as result of new fleet additions. Diesel fuel was budgeted at \$3.75 per gallon and actuals were \$3.69 per gallon for June.
- **Note E:** Leases and Rentals were Favorable by a net of \$139k primarily due to the timing variance of \$150,000 for the annual DART ROW lease payment.
- **Note F:** Depreciation was Unfavorable by (\$251k) due to recognizing Rail O&M Facility depreciation. This capital project was closed in June 2012 but facility was put into service December 2011.

Statement of Net Assets

- **Note A:** Investments Decreased \$2,661k. This decrease results from the net impact of:
 - + Receipt of Sales Tax of \$ 1,481,563.95
 - + Texstar pool interest earned \$897.34
 - - \$4,145k transferred to cover operating and capital expenditures
- **Note B:** Accounts & Notes Receivable Increased by \$503k due to the FTA invoices for grant reimbursements in receivables as of month end.
- **Note C:** Land increased by \$5,027k due to the capitalization of Rail O&M Facility land.
- **Note D:** Other Capital Assets increased by \$21,514k due to the capitalization of Rail O&M Facility from CWIP
- **Note C:** Construction Work in Process Decreased by \$23,304k due to the capitalization of Rail O&M Facility. Received Stadler invoices for \$3,132k, LTK invoices for \$36k for PTC, Huitt Zollars \$65k.

- **Note D:** Net Loss for the month of June was (\$279,164).

Capital Projects Fund

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

Need


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

Recommendation

Staff recommends acceptance.

Submitted by: Madhu Penmetsa
Senior Accountant

Final Review: 
V-P Finance /CFO

Approval: 
President

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

Description	Month Ended June 30, 2012			Year to Date June 30, 2012			Annual Budget	
	Actual	Budget	Variance	Actual	Budget	Variance		
Revenue and Other Income								
Passenger Revenues	72,092	67,448	4,644	732,539	650,239	82,300	873,272	
Contract Service Revenue	119,540	119,859	(319)	2,361,785	2,404,938	(43,153)	3,013,356	
Sales Tax Revenue	1,566,892	1,638,431	(71,539)	12,465,625	13,455,059	(989,434)	17,579,537	Note A
Federal/State Grants and Reimbursements	573,280	370,297	202,983	9,466,581	9,597,044	(130,463)	12,597,252	Note B
Total Revenue and Other Income	2,331,804	2,196,036	135,769	25,026,530	26,107,280	(1,080,750)	34,063,417	
Operating Expenses								
Salary, Wages and Benefits	462,828	504,072	41,244	4,897,144	5,085,594	188,450	6,677,179	Note C
Services	148,053	150,404	2,352	931,462	1,250,929	319,467	1,682,609	
Materials and Supplies	224,322	258,001	33,679	2,113,646	2,594,502	480,856	3,369,999	Note D
Utilities	39,369	35,243	(4,126)	282,415	317,186	34,771	422,915	
Insurance, Casualties and Losses	33,736	39,662	5,925	260,602	352,756	92,154	471,740	
Purchased Transportation Services	697,016	684,586	(12,430)	5,311,583	5,615,561	303,978	7,597,897	
Miscellaneous	6,002	17,666	11,664	72,910	113,984	41,073	139,523	
Leases and Rentals	94,413	233,765	139,352	731,412	908,615	177,203	1,048,980	Note E
Depreciation	784,367	533,582	(250,786)	4,853,846	4,602,915	(250,930)	6,682,989	Note F
Total Operating Expenses	2,490,104	2,456,980	(33,125)	19,455,020	20,842,042	1,387,022	28,093,832	
Income Before Non-operating Revenue and Expense	(158,300)	(260,944)	102,644	5,571,510	5,265,238	306,272	5,969,586	
Non-Operating Revenues / (Expense)								
Investment Income	3,185	4,000	(815)	44,088	36,000	8,088	48,000	
Gain (Loss) Disposal of Assets	-	-	-	(85,580)	-	(85,580)	-	
Other Income - Miscellaneous	648	5,167	(4,518)	25,688	46,500	(20,812)	62,000	
Long Term Debt Interest/Expense	(124,697)	(123,698)	(998)	(1,122,374)	(1,113,285)	(9,089)	(1,484,380)	
Total Non-Operating Revenue / (Expense)	(120,864)	(114,532)	(6,332)	(1,138,178)	(1,030,785)	(107,393)	(1,374,380)	
Change in Net Assets	(279,164)	(375,476)	96,312	4,433,333	4,234,453	198,879	4,595,206	

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

	June 30, 2012	May 31, 2012	Change	
Current Assets				
Cash & Cash Equivalents	5,161,814	6,099,559	(937,745)	
Investments	9,529,673	12,191,618	(2,661,946)	Note A
Accounts & Notes Receivable	2,902,858	2,398,956	503,902	Note B
Prepaid Expenses	286,644	323,034	(36,390)	
Restricted asset-cash and equi	3,877,392	3,651,447	225,945	
Total Current Assets	21,758,380	24,664,614	(2,906,233)	
Property, Plant and Equipment				
Land	16,228,337	11,200,341	5,027,996	Note C
Land Improvements	5,386,734	5,386,734	-	
Machinery & Equipment	1,020,582	1,020,582	-	
Leasehold Improvements	55,506	55,506	-	
Vehicles	9,475,154	9,475,154	-	
Computers & Software	58,808	58,808	-	
Accumulated depreciation	(11,577,770)	(10,793,402)	(784,367)	
Total Property, Plant and Equipment	20,647,352	16,403,723	4,243,629	
Other Non Current Assets				
Bond Fees	433,318	451,041	(17,723)	
Total Other Non Current Assets	433,318	451,041	(17,723)	
Capital assets				
Intangible Assets	16,997,155	16,997,155	-	
Other capital assets net	215,574,809	194,059,991	21,514,818	Note D
Construction in Progress	88,211,203	111,514,877	(23,303,674)	Note E
Total Capital assets	320,783,167	322,572,022	(1,788,855)	
Total Assets	363,622,217	364,091,400	(469,183)	
Liabilities				
Current Liabilities				
Accounts Payable	1,251,424	1,471,472	(220,049)	
Salary, Wages, and Benefits Payable	289,714	265,636	24,079	
Accrued Expenses Payable	1,935,375	1,925,368	10,007	
Deferred Revenues	295,220	353,093	(57,873)	
Interest payable	320,980	213,986	106,993	
Total Current Liabilities	4,092,713	4,229,555	(136,842)	
Non-Current Liabilities				
Rail Easement Payable	1,950,000	1,950,000	-	
Retainage payable	1,734,736	1,787,913	(53,177)	
Bonds Payable	35,280,000	35,280,000	-	
Total Non-Current Liabilities	38,964,736	39,017,913	(53,177)	
Total Liabilities	43,057,449	43,247,468	(190,019)	
Net Assets				
Invested in capital asset	227,094,067	227,094,067	-	
Unrestricted Retained Earnings	89,037,368	89,037,368	-	
Change in Net Assets	4,433,333	4,712,496	(279,164)	Note F
Total Equity	320,564,768	320,843,932	(279,164)	
Total Liabilities and Equity	363,622,217	364,091,400	(469,183)	

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

ASSETS

Fixed Assets

1660 - Construction Work in Progress

5 - Bus Capital Projects

50202 - Passenger Amenities (Phase 2)

5020214 - Acquisition

Original Budget	Revised Budget	June 2012 Expenses Booked	LTD	\$ Under/(Over) Budget	% of Budget (As of June 2012 Close)	* Project % of Completion as of 6/30/12
174,011	229,326		134,531	94,795	59%	
Total 50202 - Passenger Amenities (Phase 2)	174,011	-	134,531	94,795	59%	35%

50301 - Bus O&M Facility

5030113 - Design

590,000	1,294,280	65,409	872,704	421,576	67%	90%
---------	-----------	--------	---------	---------	-----	-----

5030114 - Land Acquisition

1,164,310	1,164,310		1,165,810	(1,500)	100%	100%
-----------	-----------	--	-----------	---------	------	------

5030116 - Building Construction

4,745,690	8,920,436		2,260	8,918,176	0%	0%
-----------	-----------	--	-------	-----------	----	----

5030118 - Canopy Construction

			-	-	0%	0%
--	--	--	---	---	----	----

5030126 - Furniture,Fixtures & Equipment

1,642,667	-	-	-	-	0%	0%
-----------	---	---	---	---	----	----

5030129 - Project Management

-	341,331	-	-	341,331	0%	0%
---	---------	---	---	---------	----	----

5030133 - Legal Fees

	360			360	0%	0%
--	-----	--	--	-----	----	----

Total 50301 - Bus O&M Facility

8,142,667	11,720,717	65,409	2,040,774	9,679,943	28%	29%
------------------	-------------------	---------------	------------------	------------------	------------	------------

50302 - Bus Maintenance Equipment

5030214 - Acquisition

500,000	500,000		56,235	443,765	11%	
---------	---------	--	--------	---------	-----	--

Total 50302 - Bus Maintenance Equipment

500,000	500,000	-	56,235	443,765	11%	10%
----------------	----------------	----------	---------------	----------------	------------	------------

50303 - DDTC

5030314 - Acquisition

373,282	373,282		-	373,282	0%	
---------	---------	--	---	---------	----	--

Total 50303 - DDTC

373,282	373,282	-	-	373,282	0%	0%
----------------	----------------	----------	----------	----------------	-----------	-----------

50403 - Paratransit Scheduling Systems

5040314 - Acquisition

180,000	180,000		166,342	13,658	92%	
---------	---------	--	---------	--------	-----	--

Total 50403 - Paratransit Scheduling Systems

180,000	180,000	-	166,342	13,658	92%	90%
----------------	----------------	----------	----------------	---------------	------------	------------

50405 - Electronic Fareboxes

5040514 - Acquisition

445,000	445,000		-	445,000	0%	
---------	---------	--	---	---------	----	--

Total 50405 - Electronic Fareboxes

445,000	445,000	-	-	445,000	0%	0%
----------------	----------------	----------	----------	----------------	-----------	-----------

50502 - Fleet Replacement 2010

5050214 - Acquisition

1,968,500	3,136,993		2,587,132	549,861	82%	
-----------	-----------	--	-----------	---------	-----	--

Total 50502 - Fleet Replacement 2010

1,968,500	3,136,993	-	2,587,132	549,861	82%	82%
------------------	------------------	----------	------------------	----------------	------------	------------

Total 5 - Bus Capital Projects

11,783,460	16,585,318	65,409	4,985,014	11,600,304	30%	
-------------------	-------------------	---------------	------------------	-------------------	------------	--

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

	Original Budget	Revised Budget	June 2012 Expenses Booked	LTD	\$ Under/(Over) Budget	% of Budget (As of June 2012 Close)	* Project % of Completion as of 6/30/12
6 - Rail Construction (RTRFI Funded)							
61206 - MedPark Extension	1,000,000	1,000,000	-	-	1,000,000	0%	0%
61401 - Fare Collection Systems							
6140111 - Engineering	-	68,962	-	68,963	(1)	100%	100%
6140114 - Acquisition	489,000	582,371	-	477,281	105,090	82%	100%
6140115 - Installation	80,000	81,771	-	86,885	(5,114)	106%	100%
Total 61401 - Fare Collection Systems	569,000	733,104	-	633,129	99,975	86%	100%
61403 - Traffic Signals							
6140323 - Crossings/Traffic Signals	2,480,000	3,046,178	-	2,640,516	405,662	87%	90%
Total 61403 - Traffic Signals	2,480,000	3,046,178	-	2,640,516	405,662	87%	90%
61406 - Positive Train Control							
6140617 - Construction	-	13,492,026	-	-	13,492,026	0%	0%
6140628 - Contingency	-	728,554	-	-	728,554	0%	0%
6140629 - Project Management	-	2,097,992	36,460	392,550	1,705,442	19%	5%
6140633 - Legal Fees	-	80,939	-	-	80,939	0%	0%
6140636 - Vehicle Provisions	-	597,930	-	358,758	239,172	60%	70%
6140621 - Systems	-	-	-	-	-	0%	0%
Total 61406 - Positive Train Control	-	16,997,441	36,460	751,308	16,246,133	4%	13%
61601 - Professional Services							
6160113 - Final Design	14,667,096	14,675,501	-	14,675,501	0	100%	
6160129 - Project Management	11,532,904	9,533,632	9,239	9,705,707	(172,075)	102%	
6160133 - Legal Fees	-	58,032	-	-	58,032	100%	
Total 61601 - Professional Services	26,200,000	24,267,165	9,239	24,439,240	(172,075)	101%	N/A
61603 - Stadler Implementation							
6160332 - Mobilization	-	895,803	8,369	316,033	579,770	35%	
Total 61603 - Stadler Implementation	-	895,803	8,369	316,033	579,770	35%	25%
61701 - Trail Relocation - North Region							
6170117 - Track & Civil Construction	-	377,490	-	377,691	(201)	100%	100%
6170122 - Bridges	-	1,615,258	-	1,615,259	(1)	100%	100%
Total 61701 - Trail Relocation - North Region	2,800,000	1,992,748	-	1,992,950	(202)	100%	100%
61707 - Community Enhancements							
6170711 - Engineering	-	22,000	-	-	22,000	0%	0%
6170712 - Preliminary Design	-	12,500	-	-	12,500	0%	0%
6170713 - Final Design	-	15,000	-	-	15,000	0%	0%
6170715 - Survey, Inspection & Testing	-	6,000	-	-	6,000	0%	0%
6170716 - Building Construction	-	545,000	-	-	545,000	0%	0%
6170720 - Landscaping	-	25,000	-	-	25,000	0%	0%
6170726 - FF&E	-	10,000	-	-	10,000	0%	0%
6170727 - Environmental Mitigation	-	4,000	-	-	4,000	0%	0%
6170728 - Contingency	-	15,029	-	-	15,029	0%	0%
6170729 - Project Management	-	85,088	-	-	85,088	0%	0%
6170733 - Administration Fees	-	13,091	-	13,091	-	100%	100%
Total 61707 - Community Enhancements	-	752,708	-	13,091	739,617	2%	9%
61708 - Lewisville Bike Trail							
6170811 - Engineering	-	75,000	-	-	75,000	0%	0%
6170812 - Preliminary Design	-	75,000	-	-	75,000	0%	0%
6170813 - Final Design	-	41,000	-	-	41,000	0%	0%
6170816 - Building Construction	-	2,410,102	-	-	2,410,102	0%	0%
6170820 - Landscaping	-	21,000	-	-	21,000	0%	0%
6170822 - Bridges	-	55,355	-	-	55,355	0%	0%
6170823 - Crossings/Traffic Signals	-	200,000	-	-	200,000	0%	0%
6170825 - Utilities	-	75,000	-	-	75,000	0%	0%
6170826 - FF&E	-	3,000	-	-	3,000	0%	0%
6170827 - Environmental Mitigation	-	28,800	-	-	28,800	0%	0%
6170828 - Contingency	-	50,000	-	-	50,000	0%	0%
6170829 - Project Management	-	394,454	-	-	394,454	0%	0%
6170833 - Administration Fees	-	60,685	-	60,685	-	100%	100%
Total 61708 - Lewisville Bike Trail	-	3,489,396	-	60,685	3,428,711	2%	8%
60701 - Passenger Information							
6070114 - Acquisition	-	56,214	-	4,807	51,407	9%	
Total 60701 - Passenger Information	-	56,214	-	4,807	51,407	9%	0%
61502 - Rail Maintenance Equipment							
6150214 - Acquisition	-	50,000	-	45,000	5,000	90%	
Total 61502 - Rail Maintenance Equipment	-	50,000	-	45,000	5,000	90%	0%
Total Rail Construction Projects	33,049,000	63,280,757	54,068	30,896,759	22,383,998	515%	

Capital Projects Fund - DCTA

Budget vs. Actual

As of June 30, 2012

(Cash Basis)

	Original Budget	Revised Budget	June 2012 Expenses Booked	LTD	\$ Under/(Over) Budget	% of Budget (As of June 2012 Close)	* Project % of Completion as of 6/30/12
61501 - Rail Cars							
6150114 - Acquisition	71,500,000	77,715,424	3,132,487	75,801,849	1,913,575	98%	82%
6150128 - FRA Compliance Contingency	-	250,396	-	-	250,396	0%	100%
6150133 - Legal Fees	-	15,005	-	15,005	-	100%	100%
6150129 - Project Management	-	1,814,699	42,177	1,389,292	425,407	77%	70%
Total 61501 - Rail Cars	71,500,000	79,795,524	3,174,664	77,206,146	2,589,378	97%	83%
TOTAL RAIL CONSTRUCTION & CARS	104,549,000	133,076,281	3,228,732	108,102,904	24,973,377	81%	
Total 1660 - Construction Work in Progress	116,332,460	149,661,599	3,294,141	113,087,918	36,573,681	76%	

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

June 26, 2012

Background

Sales tax represents the single largest source of revenue for DCTA, at 53.5% for the current FY12 budget. Annual Sales Tax budget is \$17,579,537. Because of its importance in funding of DCTA's ongoing operations, the Board adopted a Budget Contingency Plan that outlines the Agency's response when declines in sales tax hit a specific target. This month receipts were favorable compared to budget.

- May sales tax received in July were \$1,566,892.
- An increase of 14.80% or \$202,048 compared to budget for the month.
- Favorable 5.49% year-to-date compared to budget.
- Compared to the same month last year, sales tax receipts were \$205,356 or 15.08% more.

- Member city collections for the month compared to prior year are as follows:
 - City of Lewisville up 10.86%
 - City of Denton up 22.90%
 - Highland Village up 21.97%

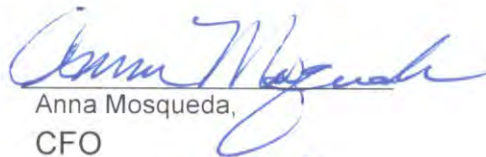
Need

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

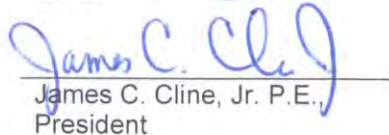
Recommendation

For information only. No action required.

Final Review:


Anna Mosqueda,
CFO

Approval:


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

Denton County Transportation Authority (DCTA)									
Sales Tax Report									
Budget to Actual and Prev. Yr. Comparison									
Budget Month: Financials	2011-2012 Year Budget	2011-2012 Year Actual	Variance Actual to Budget	CY Actual to CY Budget % Variance	2010-2011 Year Actual	Variance Actual to Prior Year	CY Actual to PY Actual Variance		
October	\$ 1,345,394.47	\$ 1,345,394.47	\$ -	0.00%	\$ 1,261,013.90	\$ 84,380.57	6.69%		
November	\$ 1,424,754.55	\$ 1,424,754.55	\$ -	0.00%	\$ 1,289,591.88	\$ 135,162.67	10.48%		
December	\$ 2,046,560.44	\$ 2,046,560.44	\$ -	0.00%	\$ 1,880,172.72	\$ 166,387.72	8.85%		
January	\$ 1,353,986.02	\$ 1,353,986.02	\$ -	0.00%	\$ 1,232,517.48	\$ 121,468.54	9.86%		
February	\$ 1,254,090.92	\$ 1,380,412.94	\$ 126,322.02	10.07%	\$ 1,182,101.16	\$ 198,311.78	16.78%		
March	\$ 1,658,496.73	\$ 1,866,060.37	\$ 207,563.64	12.52%	\$ 1,650,410.06	\$ 215,650.31	13.07%		
April	\$ 1,368,500.23	\$ 1,481,563.95	\$ 113,063.72	8.26%	\$ 1,290,268.01	\$ 191,295.94	14.83%		
May	\$ 1,364,843.73	\$ 1,566,892.00	\$ 202,048.27	14.80%	\$ 1,361,535.35	\$ 205,356.65	15.08%		
June	\$ 1,638,431.30				\$ 1,639,147.71				
July	\$ 1,310,043.61				\$ 1,229,556.49				
August	\$ 1,311,152.92				\$ 1,419,245.41				
September	\$ 1,503,281.91				\$ 1,699,798.76				
Y.T.D Total	\$ 17,579,536.83	\$ 12,465,624.74	\$ 648,997.65	5.49%	\$ 17,135,358.93	\$ 1,318,014.18	11.82%		

Sources: Texas Comptroller of Public Accounts and DCTA Finance Department
 Prepared By: Denton County Transportation Authority Finance Department
 July 13, 2012

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

City of Lewisville				City of Highland Village					
Month	2010-2011 Year Actual	2011-2012 Year Actual	Variance Actual to Prior Year	CY Actual to PY Actual Variance	Month	2010-2011 Year Actual	2011-2012 Year Actual	Variance Actual to Prior Year	CY Actual to PY Actual Variance
December	\$ 1,734,488.96	\$ 1,732,551.04	\$ (1,937.92)	-0.11%	December	\$ 204,079.40	\$ 243,619.10	\$ 39,539.70	19.37%
January	\$ 1,804,653.79	\$ 1,984,090.82	\$ 179,437.03	9.94%	January	\$ 232,136.90	\$ 243,165.41	\$ 11,028.51	4.75%
February	\$ 2,664,170.34	\$ 2,874,196.38	\$ 210,026.04	7.88%	February	\$ 377,127.03	\$ 395,580.52	\$ 18,453.49	4.89%
March	\$ 1,695,276.75	\$ 1,797,507.20	\$ 102,230.45	6.03%	March	\$ 199,650.45	\$ 201,738.67	\$ 2,088.22	1.05%
April	\$ 1,582,081.70	\$ 1,917,700.22	\$ 335,618.52	21.21%	April	\$ 185,890.33	\$ 215,687.96	\$ 29,797.63	16.03%
May	\$ 2,185,878.93	\$ 2,521,189.10	\$ 335,310.17	15.34%	May	\$ 273,658.81	\$ 294,815.24	\$ 21,156.43	7.73%
June	\$ 1,752,909.11	\$ 2,056,180.28	\$ 303,271.17	17.30%	June	\$ 220,960.62	\$ 246,882.39	\$ 25,921.77	11.73%
July	\$ 1,936,503.22	\$ 2,146,891.75	\$ 210,388.53	10.86%	July	\$ 230,200.23	\$ 280,774.11	\$ 50,573.88	21.97%
August	\$ 2,326,422.23				August	\$ 282,276.49			
September	\$ 1,914,427.72				September	\$ 242,698.30			
October	\$ 1,997,116.32				October	\$ 216,980.51			
November	\$ 2,312,125.96				November	\$ 276,329.67			
Y.T.D Total	\$ 23,906,055.03	\$ 17,030,306.79	\$ 1,674,343.99	10.90%	Y.T.D Total	\$ 2,941,988.74	\$ 2,122,263.40	\$ 198,559.63	10.32%

City of Denton				
Month	2010-2011 Year Actual	2011-2012 Year Actual	Variance Actual to Prior Year	CY Actual to PY Actual Variance
December	\$ 1,607,241.13	\$ 1,847,567.14	\$ 240,326.01	14.95%
January	\$ 1,582,833.44	\$ 1,765,223.00	\$ 182,389.56	11.52%
February	\$ 2,433,313.87	\$ 2,562,967.74	\$ 129,653.87	5.33%
March	\$ 1,547,033.41	\$ 1,802,513.11	\$ 255,479.70	16.51%
April	\$ 1,561,082.16	\$ 1,733,550.06	\$ 172,467.90	11.05%
May	\$ 2,164,539.72	\$ 2,557,253.34	\$ 392,713.62	18.14%
June	\$ 1,626,348.85	\$ 1,825,446.45	\$ 199,097.60	12.24%
July	\$ 1,571,084.72	\$ 1,930,853.61	\$ 359,768.89	22.90%
August	\$ 2,036,375.03			
September	\$ 1,258,063.86			
October	\$ 1,755,761.74			
November	\$ 2,225,760.90			
Y.T.D Total	\$ 21,369,438.83	\$ 16,025,374.45	\$ 1,931,897.15	13.71%

Sources: Texas Comptroller of Public Accounts and DCTA Finance Department
 Prepared By: DCTA Finance Department
 July 13, 2012

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

Transit	Current Rate	Net Payment This Period	Comparable Payment Prior Year	% Change	2012 Payments To Date	2011 Payments To Date	% Change
Houston MTA	1.00%	49,368,861.91	42,451,677.14	16.29%	344,206,449.90	308,340,932.93	11.63%
Dallas MTA	1.00%	33,896,718.35	31,112,319.78	8.94%	247,163,073.69	232,478,140.69	6.31%
Austin MTA	1.00%	13,289,613.38	11,977,824.03	10.95%	95,534,518.64	87,034,119.64	9.76%
San Antonio MTA	0.50%	9,113,735.57	7,338,243.11	24.19%	64,426,933.39	56,438,227.31	14.15%
San Antonio ATD	0.25%	4,042,860.17	3,458,754.73	16.88%	29,811,556.91	26,512,688.45	12.44%
Fort Worth MTA	0.50%	4,592,216.92	5,027,695.66	-8.66%	31,950,103.21	28,443,408.14	12.32%
El Paso CTD	0.50%	2,770,949.84	3,131,799.69	-11.52%	21,389,807.76	21,297,296.52	0.43%
Corpus Christi MTA	0.50%	2,373,520.66	1,990,917.42	19.21%	16,932,265.45	14,253,617.40	18.79%
Denton CTA	0.50%	1,566,892.01	1,361,535.35	15.08%	11,120,230.28	9,886,596.66	12.47%
Laredo CTD	0.25%	577,245.31	532,782.58	8.34%	4,199,168.67	3,795,440.29	10.63%
TOTALS	-----	121,592,614.12	108,383,549.49	12.18%	866,734,107.90	788,480,468.03	9.92%

Sources: Texas Comptroller of Public Accounts
 Prepared By: Denton County Transportation Authority Finance Department
 July 13, 2012



Investment Portfolio Summary

Denton County Transportation Authority



For the Quarter Ended

June 30, 2012

Prepared by
FirstSouthwest Asset Management



Table of Contents

Report Name

MARKET RECAP:

Certification Page	The economic data released in June has largely confirmed economists' fears that first quarter growth was fueled by unusually mild winter weather and would reverse itself at the expense of second quarter growth. One needs to look no further than the monthly employment report to see the trend. During the first quarter, non-farm payrolls grew by an average of 226k per month. In the second quarter, payroll growth has slowed to an average of just 75k per month, while the unemployment rate has climbed from April's 8.1% to 8.2% in June. Retail sales have declined for two months in a row with both April and May falling by 0.2%. Vehicle sales have decelerated sharply since hitting a post-recession high of 15 million annualized units in February, falling to just 13.7 million annual units in May.
Executive Summary	Consumer spending is likely being constrained by a lack of income as average hourly earnings rose by just 1.7% year-over-year in May, a new low for the current recovery cycle. Consumers are already stretched and with the prospect of higher taxes in the offing, it's no wonder they are cutting back.
Benchmark Comparison	Global conditions are not helping. Much of Europe is already in recession and growth in China has slowed sharply. Concerns about the implementation of a rescue package for its troubled banks helped to send yields on 10-year Spanish government bonds over 7%, and Italy isn't far behind. In contrast, yields on the relative safe harbor debt of the U.S. and Germany continue to fall. On June 1st, the yield on 10-year U.S. Treasuries fell to a record low of 1.44%. At the same time, the German 10-year bond reached 1.13% and the German two-year traded below zero for the first time ever. The Federal Reserve, mindful of the economy's precarious position, voted to extend their "Operation Twist" program through the end of 2012. With inflation well contained, the global economy slowing, payroll growth at a virtual standstill, and the fiscal cliff beginning to exert itself, additional easing measures are widely expected.
Detail of Security Holdings	
Change in Value	
Earned Income	
Investment Transactions	
Amortization and Accretion	
Projected Fixed Income Cash Flows	

For the Quarter Ended

June 30, 2012

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. To the extent possible, market prices have been obtained from independent pricing sources.

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.

Officer Names and Titles:



James C. Chung, President

Account Summary

	Beginning Values as of 03/31/12	Ending Values as of 06/30/12
Par Value	28,485,795.58	18,756,824.54
Market Value	28,485,795.58	18,756,824.54
Book Value	28,485,795.58	18,756,824.54
Unrealized Gain / Loss	0.00	0.00
Market Value %	100.00%	100.00%
Weighted Avg. YTW	0.169%	0.192%
Weighted Avg. YTM	0.169%	0.192%

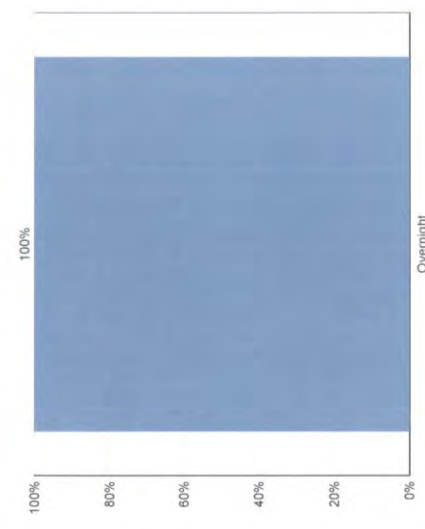
Allocation by Security Type



Allocation by Issuer

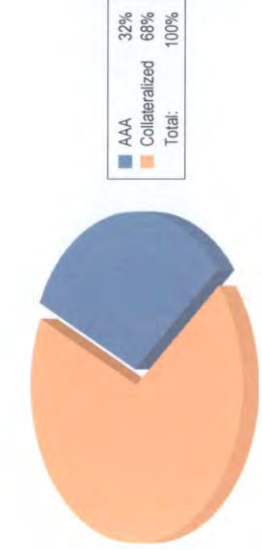


Maturity Distribution %

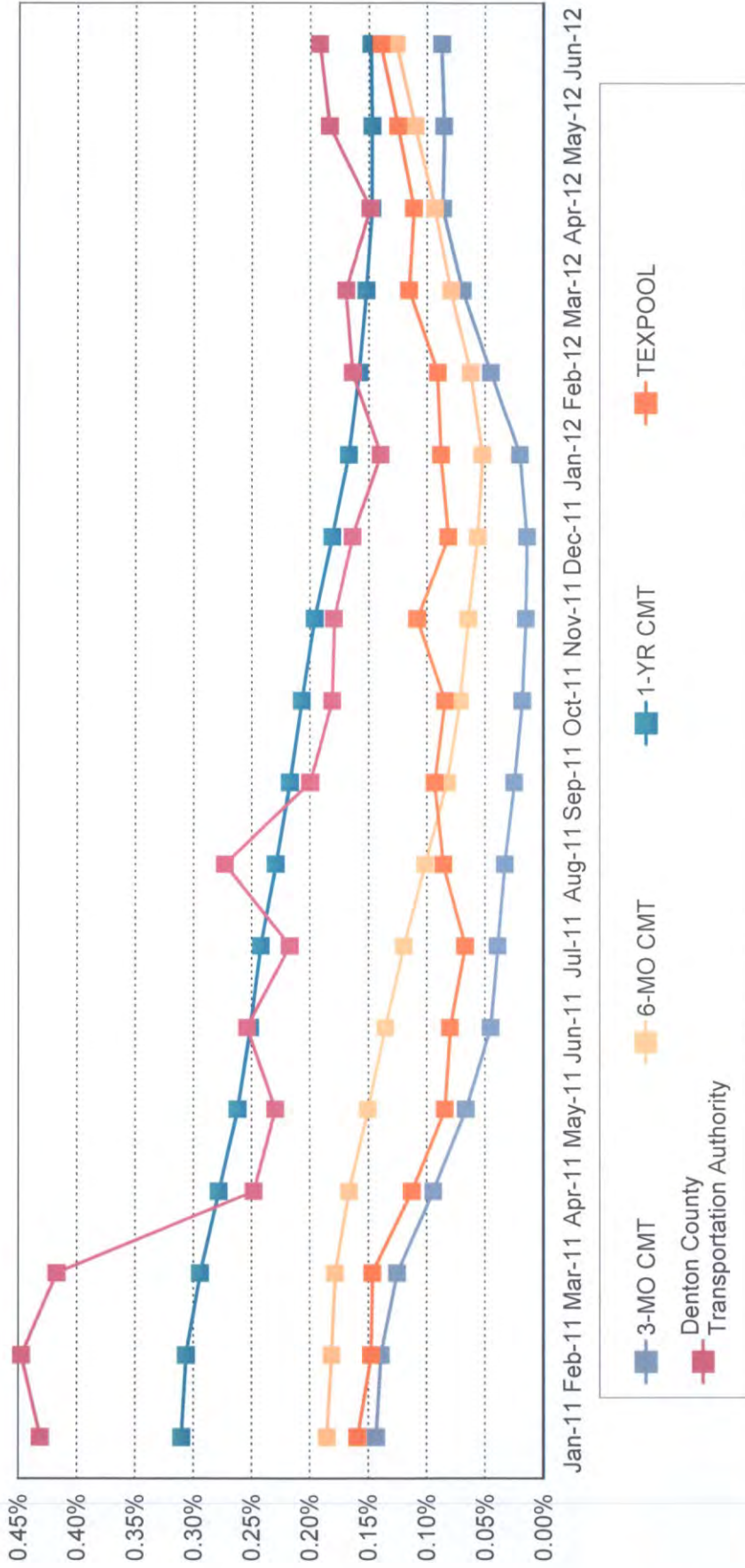


Weighted Average Days to Maturity: 0

Credit Quality



Denton County Transportation Authority
Benchmark Comparison
 As of 06/30/2012



Note 1: CMT stands for Constant Maturity Treasury. This data is published in Federal Reserve Statistical Release H-15 and represents an average of all actively traded Treasury securities having that time remaining until maturity. This is a standard industry benchmark for Treasury securities. The CMT benchmarks are moving averages. The 3-month CMT is the daily average for the previous 3 months, the 6-month CMT is the daily average for the previous 6 months, and the 1-year and 2-year CMT's are the daily averages for the previous 12-months.

Note 2: Benchmark data for TexPool is the monthly average yield.



Denton County Transportation Authority
Detail of Security Holdings
 As of 06/30/2012

CUSIP	Settle Date	Sec. Type	Sec. Description	CPN	Mty Date	Next Call	Call Type	Par Value	Purch Price	Orig Cost	Book Value	Mkt Price	Market Value	Days to Mty	Days to Call	YTM	YTW
2008 Bond Fund																	
TEXSTAR		LGIP	TexSTAR					231,449.15	100.000	231,449.15	231,449.15	100.000	231,449.15	1		0.138	0.138
Total for 2008 Bond Fund																	
2011 Bond Fund																	
WF-MANA		BANK DEP	Wells Fargo Managed Rate					3,323,016.21	100.000	3,323,016.21	3,323,016.21	100.000	3,323,016.21	1		0.250	0.250
Total for 2011 Bond Fund																	
Operating Fund																	
WF-MANA		BANK DEP	Wells Fargo Managed Rate					3,877,728.61	100.000	3,877,728.61	3,877,728.61	100.000	3,877,728.61	1		0.250	0.250
WF-SWEEP		MMF	Wells Fargo Sweep					251,462.84	100.000	251,462.84	251,462.84	100.000	251,462.84	1		0.020	0.020
Total for Operating Fund																	
Reserve Fund																	
WF-PREM		BANK DEP	Wells Fargo Premium Rate					5,098,296.87	100.000	5,098,296.87	5,098,296.87	100.000	5,098,296.87	1		0.180	0.180
Total for Reserve Fund																	
RTRFI Funding																	
TEXSTAR		LGIP	TexSTAR					0.75	100.000	0.75	0.75	100.000	0.75	1		0.138	0.138
TEXSTAR2		LGIP	TexSTAR					0.37	100.000	0.37	0.37	100.000	0.37	1		0.138	0.138
WF-MANA		BANK DEP	Wells Fargo Managed Rate					152,623.60	100.000	152,623.60	152,623.60	100.000	152,623.60	1		0.250	0.250
Total for RTRFI Funding																	



Denton County Transportation Authority
Detail of Security Holdings
 As of 06/30/2012

CUSIP	Settle Date	Sec. Type	Sec. Description	CPN	Mty Date	Next Call	Call Type	Par Value	Purch Price	Orig Cost	Book Value	Mkt Price	Market Value	Days to Mty	Days to Call	YTM	YTW
RTRFI Interest																	
TEXSTAR		LGIP	TexSTAR					170,255.07	100,000	170,255.07	170,255.07	100,000	170,255.07	1		0.138	0.138
TEXSTAR2		LGIP	TexSTAR					14.55	100,000	14.55	14.55	100,000	14.55	1		0.138	0.138
Total for RTRFI Interest									170,259.62	170,259.62	170,259.62	100,000	170,259.62	1		0.138	0.138
Sales Tax Fund																	
TEXSTAR		LGIP	TexSTAR					5,651,976.52	100,000	5,651,976.52	5,651,976.52	100,000	5,651,976.52	1		0.138	0.138
Total for Sales Tax Fund									5,651,976.52	5,651,976.52	5,651,976.52	100,000	5,651,976.52	1		0.138	0.138
Total for Denton County Transportation Authority									18,756,824.54	18,756,824.54	18,756,824.54	100,000	18,756,824.54	1		0.192	0.192



Denton County Transportation Authority
Change in Value
 From 03/31/2012 to 06/30/2012

CUSIP	Security Type	Security Description	03/31/12 Book Value	Cost of Purchases	Maturities / Calls / Sales	Amortization / Accretion	Realized Gain/(Loss)	06/30/12 Book Value	03/31/12		06/30/12	
									Market Value	Market Value	Market Value	Market Value
2008 Bond Fund												
TEXSTAR	LGIP	TexSTAR	6,236.09	225,213.06	0.00	0.00	0.00	231,449.15	6,236.09	231,449.15	231,449.15	225,213.06
Total for 2008 Bond Fund			6,236.09	225,213.06	0.00	0.00	0.00	231,449.15	6,236.09	231,449.15	231,449.15	225,213.06
2011 Bond Fund												
WF-MANA	BANK DEP	Wells Fargo Managed Rate	5,310,922.12	1,500.73	(1,989,405.64)	0.00	0.00	3,323,016.21	5,310,922.12	3,323,016.21	3,323,016.21	(1,987,905.91)
Total for 2011 Bond Fund			5,310,922.12	1,500.73	(1,989,405.64)	0.00	0.00	3,323,016.21	5,310,922.12	3,323,016.21	3,323,016.21	(1,987,905.91)
Operating Fund												
WF-MANA	BANK DEP	Wells Fargo Managed Rate	3,875,051.56	2,677.05	0.00	0.00	0.00	3,877,728.61	3,875,051.56	3,877,728.61	3,877,728.61	2,677.05
WF-SWEEP	MMF	Wells Fargo Sweep	1,416,922.61	2,335,684.82	(3,501,124.59)	0.00	0.00	251,462.84	1,416,922.61	251,462.84	251,462.84	(1,165,459.77)
Total for Operating Fund			5,291,974.17	2,338,341.87	(3,501,124.59)	0.00	0.00	4,129,191.45	5,291,974.17	4,129,191.45	4,129,191.45	(1,162,782.72)
Reserve Fund												
WF-PREM	BANK DEP	Wells Fargo Premium Rate	5,096,266.34	2,030.53	0.00	0.00	0.00	5,098,296.87	5,096,266.34	5,098,296.87	5,098,296.87	2,030.53
Total for Reserve Fund			5,096,266.34	2,030.53	0.00	0.00	0.00	5,098,296.87	5,096,266.34	5,098,296.87	5,098,296.87	2,030.53
RTRFI Funding												
TEXSTAR	LGIP	TexSTAR	0.00	0.75	0.00	0.00	0.00	0.75	0.00	0.00	0.75	0.75
TEXSTAR2	LGIP	TexSTAR	0.00	0.37	0.00	0.00	0.00	0.37	0.00	0.00	0.37	0.37
WF-MANA	BANK DEP	Wells Fargo Managed Rate	152,517.80	105.80	0.00	0.00	0.00	152,623.60	152,517.80	152,623.60	152,623.60	105.80
Total for RTRFI Funding			152,517.80	106.92	0.00	0.00	0.00	152,624.72	152,517.80	152,624.72	152,624.72	106.92



Denton County Transportation Authority
Change in Value
 From 03/31/2012 to 06/30/2012

CUSIP	Security Type	Security Description	03/31/12 Book Value	Cost of Purchases	Maturities / Calls / Sales	Amortization / Accretion	Realized Gain/(Loss)	06/30/12 Book Value	03/31/12 Market Value	06/30/12 Market Value	Change in Mkt Value
RTRFI Interest											
TEXSTAR	LGIP	TexSTAR	373,336.47	19.29	(203,100.69)	0.00	0.00	170,255.07	373,336.47	170,255.07	(203,081.40)
TEXSTAR2	LGIP	TexSTAR	14.55	0.00	0.00	0.00	0.00	14.55	14.55	14.55	0.00
Total for RTRFI Interest			373,351.02	19.29	(203,100.69)	0.00	0.00	170,269.62	373,351.02	170,269.62	(203,081.40)
Sales Tax Fund											
TEXSTAR	LGIP	TexSTAR	12,254,528.04	926,944.20	(7,529,495.72)	0.00	0.00	5,651,976.52	12,254,528.04	5,651,976.52	(6,602,551.52)
Total for Sales Tax Fund			12,254,528.04	926,944.20	(7,529,495.72)	0.00	0.00	5,651,976.52	12,254,528.04	5,651,976.52	(6,602,551.52)
Total for Denton County Transportation Authority			28,485,795.58	3,494,156.60	(13,223,127.64)	0.00	0.00	18,756,824.54	28,485,795.58	18,756,824.54	(9,728,971.04)



Denton County Transportation Authority
Earned Income
 From 03/31/2012 to 06/30/2012

CUSIP	Security Type	Security Description	Beg. Accrued	Interest Earned	Interest Rec'd / Sold / Matured	Interest Purchased	Ending Accrued	Disc Accr / Prem Amort	Net Income
2008 Bond Fund									
TEXSTAR	LGIP	TexSTAR	0.00	9.56	9.56	0.00	0.00	0.00	9.56
Total for 2008 Bond Fund			0.00	9.56	9.56	0.00	0.00	0.00	9.56
2011 Bond Fund									
WF-MANA	BANK DEP	Wells Fargo Managed Rate	0.00	2,294.09	2,294.09	0.00	0.00	0.00	2,294.09
Total for 2011 Bond Fund			0.00	2,294.09	2,294.09	0.00	0.00	0.00	2,294.09
Operating Fund									
WF-MANA	BANK DEP	Wells Fargo Managed Rate	0.00	2,677.05	2,677.05	0.00	0.00	0.00	2,677.05
WF-SWEEP	MMF	Wells Fargo Sweep	0.00	44.68	44.68	0.00	0.00	0.00	44.68
Total for Operating Fund			0.00	2,721.73	2,721.73	0.00	0.00	0.00	2,721.73
Reserve Fund									
WF-PREM	BANK DEP	Wells Fargo Premium Rate	0.00	2,030.53	2,030.53	0.00	0.00	0.00	2,030.53
Total for Reserve Fund			0.00	2,030.53	2,030.53	0.00	0.00	0.00	2,030.53
RTRFI Funding									
WF-MANA	BANK DEP	Wells Fargo Managed Rate	0.00	105.80	105.80	0.00	0.00	0.00	105.80
Total for RTRFI Funding			0.00	105.80	105.80	0.00	0.00	0.00	105.80
RTRFI Interest									
TEXSTAR	LGIP	TexSTAR	0.00	70.20	70.20	0.00	0.00	0.00	70.20
Total for RTRFI Interest			0.00	70.20	70.20	0.00	0.00	0.00	70.20

Denton County Transportation Authority
Earned Income
 From 03/31/2012 to 06/30/2012



CUSIP	Security Type	Security Description	Beg. Accrued	Interest Earned	Interest Rec'd / Sold / Matured	Interest Purchased	Ending Accrued	Disc Accr / Prem Amort	Net Income
Sales Tax Fund									
TEXSTAR	LGIP	TexSTAR	0.00	2,839.84	2,839.84	0.00	0.00	0.00	2,839.84
Total for Sales Tax Fund			0.00	2,839.84	2,839.84	0.00	0.00	0.00	2,839.84
Total for Denton County Transportation Authority									
			0.00	10,071.75	10,071.75	0.00	0.00	0.00	10,071.75

Board of Directors MemoJuly 26, 2012**Item: 1 (a)(v) Procurement Status Report****Creative Marketing and Public Relations Services**

Procurement issued an RFP for creative marketing and public relations services in May. The purpose of the solicitation was to establish a pool of firms to support DCTA's marketing and communication efforts in the promotion of existing and future transit services. A total of eleven (11) responses were received and evaluated by Communications staff members. Six (6) firms were short listed and interviews were conducted. Staff has recommended two (2) firms, Younger Associates and Aria Agency, as the selected firms to move forward in the process.

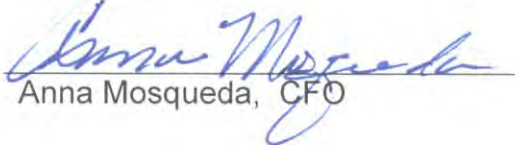
A recommendation for award and approval to enter into contracts with these two (2) firms will be presented to the Board in August for approval.

Department Review:



Athena Forrester, Purchasing
Manager

Final Review:



Anna Mosqueda, CFO

Board of Directors Memo

July 26, 2012

Item: 1(b) Capital Projects Update

GTW Implementation

Four cars are in regular service and four RDC's will be returned the week of July 9, 2012. The C- 111 is still undergoing repairs in Switzerland from the vehicle accident that occurred during transport. Our goal is to gradually integrate additional cars into the system with full Stadler GTW operation by August 18, 2012

Bus Operations and Maintenance Facility

Huitt- Zollars will have the final construction documents ready for DCTA review the week of July 23rd. We expect to issue the plans for bid on July 31st with bids due on August 30th. We anticipate Award of the contract and Notice to Proceed in September 2012, and Project Completion in January, 2014.

Community Enhancements

Jacobs is completing the schematic design for DCTA and stakeholder review. A stakeholder meeting is planned for the third week of July, with a public meeting to follow in August.

Lewisville Hike/Bike Trail

DCTA staff is preparing a Scope of Work for the design and engineering services associated with the Lewisville Hike/Bike Trail. DCTA staff anticipates approval and Notice to Proceed will be issued in December 2012. Engineering is expected to be complete in late 2013 with construction start in the spring of 2014.

Positive Train Control (PTC)

The transportation bill passed by Congress in June was silent on the issue of Positive Train Control, but there remain a number of unanswered questions at the national level (funding, radios, and spectrum). Staff continues to pursue outside funding for PTC at all levels. As discussed at the June Board meeting, a recommendation is under consideration to pursue exemption from all or part of the requirement. Initial discussions with regulators have not been positive for approval.

Passenger Amenities

Bids were received and the contractor selected for installation of the four shelters at the Medpark, Highland Village/Lewisville Lake, Old Town and Hebron stations. Completion is expected by the end of August. We have developed a permit process and conducted a field survey with staff from the City of Denton to finalize locations for the remaining shelters. We expect to issue an RFP for installation of the first half no later than September.

Station Kiosks

Bids were received and a vendor selected for the kiosks at the Hebron, Highland Village/Lewisville Lake, Old Town, Medpark and Downtown Denton Transit Center locations. Staff is currently reviewing a preliminary schematic. Manufacturing and installation will be complete by September 30, 2012.

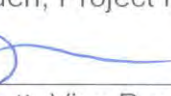
A-train Closeout


The completion of traffic signal work at Colorado and Medpark is the most significant issue remaining to close-out the A-train project with the City of Denton. Work was completed during the week of July 9, 2012, and the signal was placed into initial operation on July 13, 2012.

IH35 E Managed Lanes Project

DCTA staff has been participating in the IH35 project Traffic Management Committee chaired by TxDOT. Other members include stakeholder representatives along the project corridor. DCTA provided input to the Traffic Management and Rail section of the project specifications. The project is scheduled to be issued for bid by the third week of July. Discussions with the City of Lewisville regarding the proposed new crossing at Garden Ridge and identifying the two existing crossings that DART will likely require us to close, are ongoing.

Submitted by: 
Ann Boulden, Project Manager

Final Review: 
Dee Leggett, Vice President

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



COMMUNICATIONS AND PLANNING REPORT

July 26, 2012

Social Media Policy

DCTA staff is currently working with DCTA General Counsel to develop a social media policy that outlines the protocol and procedures for use of social media to publicize official DCTA services and events. In addition, this policy will address the responsibilities of individual employees and DCTA staff with regard to social media and the use of DCTA resources (time/equipment), as well as responsibilities related to public records. This policy will be reviewed and discussed in the August Board work session.

Creative Services Contract

DCTA staff conducted a competitive procurement to identify vendors to provide communications and marketing support for DCTA initiatives. The current contract with Concussion expires at the end of this fiscal year. DCTA staff has selected two firms that will be presented to the board for approval in August. The activities will be assigned on a task order basis. The two firms being recommended to the board are Aria and Younger Associates.

MAP-21 Report

On June 29, 2012, both the United States House and Senate voted to pass the Conference Report to the Moving Ahead for Progress in the 21st Century (MAP-21/H.R. 4348) legislation, the surface transportation bill. The final conference agreement provides for a limited increase in Federal Transit Program, providing a total of \$10.578 billion in authorized funding in FY 2013 and \$10.695 billion in FY 2014. Funding authorized from the Mass Transit Account of the Highway Trust Fund amounts to \$8.478 billion in FY 2013 and \$8.595 billion in FY 2012 with \$2.1 billion authorized from the General Fund in each fiscal year.

Attached is a more detailed report of the bill and its key policy and programmatic elements of interest to DCTA and the transit industry.

Marketing and Communications Initiatives

DART Orange Line Communications
Community Celebration Event
August Service Changes Implementation
University Orientations
University Back to School Promotion
University Pass Program Promotion
Western Days Event Transportation
Fare Structure Public Meetings

Ozone Awareness Campaign
Social Media Presence Enhancement
Public Art Display Policy Development
Social Media Policy Development
Website Enhancement
Commuter Vanpool Program
Passenger Information Improvement & Reporting
Call Center/Customer Service Improvements

COMMUNICATIONS AND PLANNING REPORT

July 26, 2012

Recent Events

- June 17-18: UNT Orientation (300 attendees)
- June 25-26: UNT Orientation (300 attendees)
- June 29: UNT Transfer Student Orientation (250 attendees)
- July 6: UNT Transfer Student Orientation (250 attendees)
- July 9-10: UNT Orientation (300 attendees)
- July 12: Citizen's Advisory Team Meeting, Lewisville (2 attendees)
- July 13: UNT Transfer Student Orientation (250 attendees)
- July 14: Congressman Burgess' Energy Summit (150 attendees)
- July 16: UNT Orientation (300 attendees)
- July 16: TWU Student Orientation (300 attendees)
- July 19: UNT Orientation (300 attendees)
- July 19: TWU Student Orientation (300 attendees)
- July 19: Citizen's Advisory Team Meeting, Denton (6 attendees)
- July 27: UNT Transfer Student Orientation (250 attendees)

Upcoming Events

- August 3: TWU Pioneer Leadership Expo & Block Party
- August 3: UNT Transfer Student Orientation
- August 10: Lewisville Agency Roundtable
- August 11: LISD Back To School Resource Fair
- August 15-17: Irving Transportation Summit
- August 18: DCTA Community Celebration (DDTC 11AM-2PM)
- August 20: TWU & NCTC Back to School
- August 21: UNT International Student Orientation
- August 22: UNT Back to School
- August 22: UNT Housing Department Travel Training
- August 23: UNT Orientation
- August 24: UNT Transfer Student Orientation
- August 24: TWU Maroon & White Block Party
- August 27-31: Welcome Back Students Promo (DDTC)
- September 4: Public Meeting: Proposed January Changes (Lewisville)
- September 5: Public Meeting: Proposed January Changes (UNT)
- September 5: Public Meeting: Proposed January Changes & Capital Projects Update (DDTC)
- September 6: Public Meeting: Proposed January Changes (Highland Village)
- September 11: Stakeholder Meeting: Proposed January Changes (DDTC)
- September 18: Public Meeting: Proposed January Changes (TWU)
- September 28-29: Lewisville Western Day Festival

Upcoming Rail Safety Outreach

- August 11: LISD Back 2 School Health Fair



COMMUNICATIONS AND PLANNING REPORT

July 26, 2012

General DCTA Related Media

Articles Mentioning DCTA	50	Month Total Ad Value	\$ 52,258
Web Reach Per Million	531	YTD Total Ad Value	\$ 322,173

Topic Highlights:

- DCTA Celebrates A-trains First Year and New Vehicles
- DCTA puts Stadler GTWs in revenue service
- DCTA to move forward with rail vehicles
- DCTA's Friday Night Service Is Back On
- Dump the Pump campaign continues

DCTA Marketing Web Statistics

DCTA Website

dcta.net				
	Visitors	Visits	New Visits	Avg. Time on Site
April	14,880	23,743	49.69%	2:47
May	14,344	22,749	50.35%	2:54
June	14,273	22,815	50.45%	3:04
Total	43,497	69,307	50.16%	2:55

Top Page Views
Homepage
Routes & Schedules
A-train Routes & Schedules
Connect
Fare Information

	Traffic Sources Overview		
	April	May	June
Search Engines	16,207	15,134	15,263
Direct Traffic	4,357	4,517	4,466
Referring Sites	3,179	3,098	3,086

Top Traffic Sources
Google
Direct
Bing
Yahoo
dart.org

	Visitors	Visits	New Visits	Avg. Time on Site
1st Quarter 2012	45,783	71,438	36569	3:07
2nd Quarter 2012	43,497	69,307	34764	2:55
% Difference	-5%	-3%	-5%	6%

COMMUNICATIONS AND PLANNING REPORT

July 26, 2012

DCTA Social Media

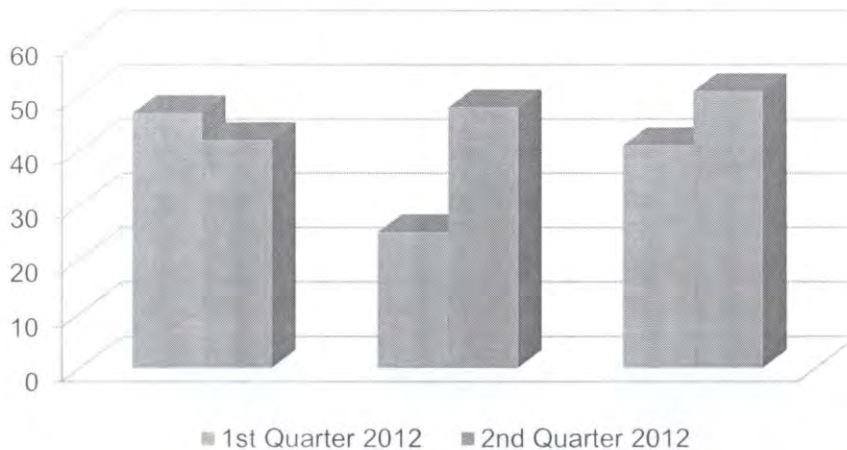
Foursquare	
Top Check-in Venue *	171
Total Check-ins 2nd Quarter 2012	513

* DCTA Highland Village/Lake Lewisville Station

twitter.com			
	1st Quarter 2012	2nd Quarter 2012	% Difference
Followers	762	889	17%
Following	185	207	12%
Listed	24	31	29%

facebook.com						
	April	May	June	1st Quarter 2012	2nd Quarter 2012	% Difference
People Talking About This	282	281	615	907	1178	30%
Page Stories	478	500	1030	1617	2008	24%
Lifetime Total Likes	1497	1530	1557	4359	4584	5%
New Likes	42	46	51	161	139	-14%
Unlikes	9	6	8	24	23	-4%
Page Engaged Users	569	534	1234	2283	2337	2%
Total Reach	18798	15097	25031	34478	58926	71%
Viral Reach	5776	4960	10814	6839	21550	215%
Total Impressions	133454	84452	161522	242682	379428	56%
Viral impressions	12469	20115	34868	21016	67452	221%

Daily New Facebook Likes





COMMUNICATIONS AND PLANNING REPORT

July 26, 2012

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

Title	Source
Denton rail service celebrates 1st birthday	Dallas Morning News Transportation Blogs
DCTA's Friday Night Service Is Back On	Dallas Observer Blogs
Denton County Transit Authority Kills Its Friday Night Service	Dallas Observer Blogs
DCTAs Friday Night Service Is Back On	dallas.localme.me
DCTA Stadler GTW at Union Station	Flicker
Union Station (DCTA, TRE, Omni Hotel)	Flicker
DCTA supports NCTCOGtrans Clean Air Action Day!	Twitter
DCTA 2010 Denton County Transit Authority	railpictures
MPI 9011 Denton County Transit Authority	railpictures
DCTA 110 takes a trip to Dallas 06/03/2012	youtube
DCTA ATrain 62112	youtube
DCTA Stadler arrives Trinity Mills.MOD	youtube

COMMUNICATIONS AND PLANNING REPORT

July 26, 2012

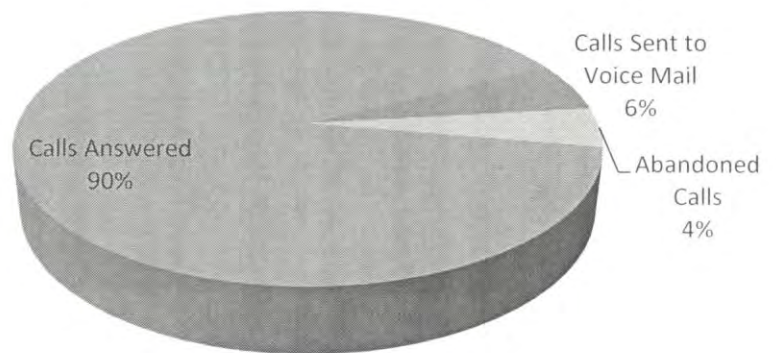
Customer Service Performance

Call Center Monthly Statistics

In June, DCTA's call center received 4,825 calls. 4,141 of those calls were answered, 262 were sent to a voicemail box and 422 were abandoned.

Incoming Calls

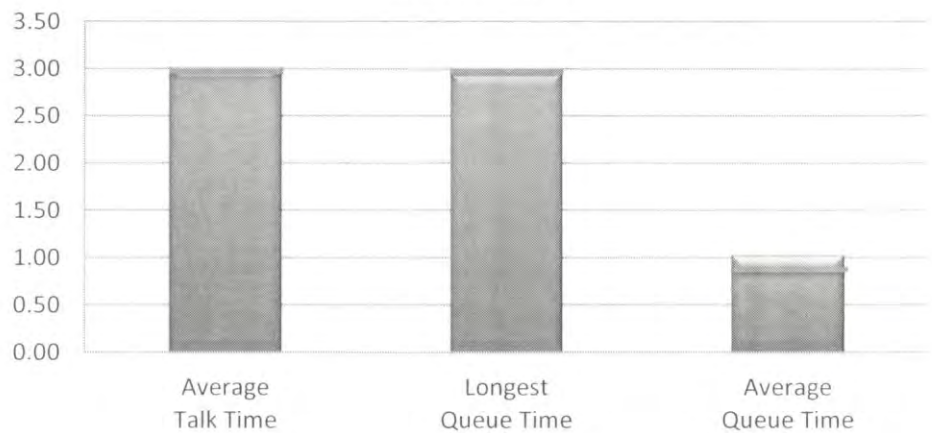
6/1/12 - 6/30/12



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

Call Center Performance

6/1/12 - 6/30/12



COMMUNICATIONS AND PLANNING REPORT

July 26, 2012

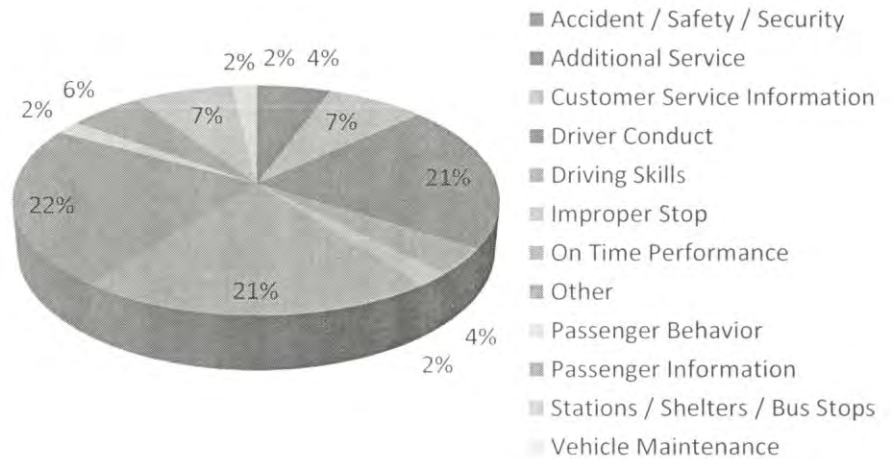
GoRequest Monthly Statistics

DCTA had a total of 53 requests during the month of June. This is a 68% decrease from the month of May.

Accident / Safety / Security	1
Additional Service	2
Customer Service Information	4
Driver Conduct	11
Driving Skills	2
Improper Stop	1
On Time Performance	11
Other	12
Passenger Behavior	1
Passenger Information	3
Stations / Shelters / Bus Stops	4
Vehicle Maintenance	1

Topic Counts of Opened Requests

6/1/12 - 6/30/12

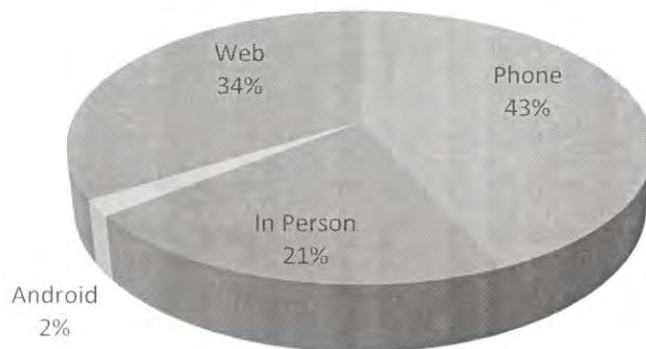


When a passenger enters a request they are asked to categorize it into a particular type. There are five request types to choose from: complaint, compliment, problem, question and suggestion. Of the 53 requests received in June, the breakout looks like this:

Complaint	23
Compliment	5
Problem	1
Question	13
Suggestion	11

How Requests Are Reported

6/1/12 - 6/30/12



COMMUNICATIONS AND PLANNING REPORT

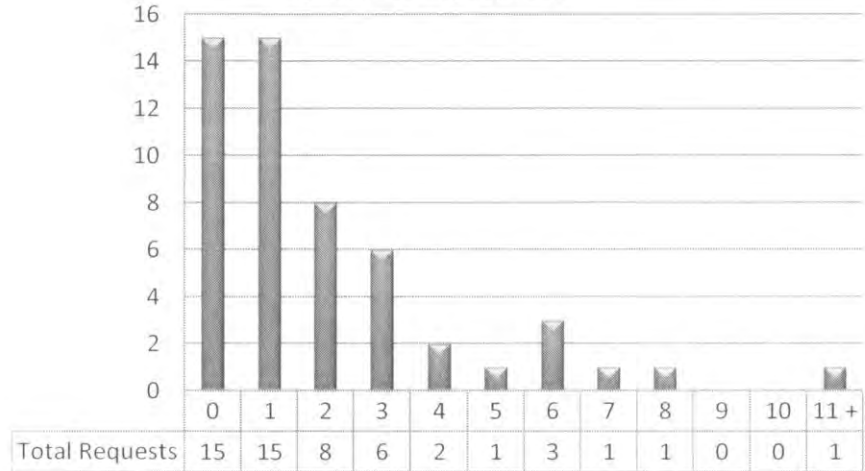
July 26, 2012

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

In this reporting period there was one instance of requests going beyond the ten day allowable period. This particular case involved some measure of investigation as it was a noise complaint in regards to the Rail O&M. The notes in the system show that DCTA staff was in contact with the homeowner throughout the investigation. In the end staff is led to believe the offending noise is coming from another location in close proximity to the Rail O&M and not our facility.

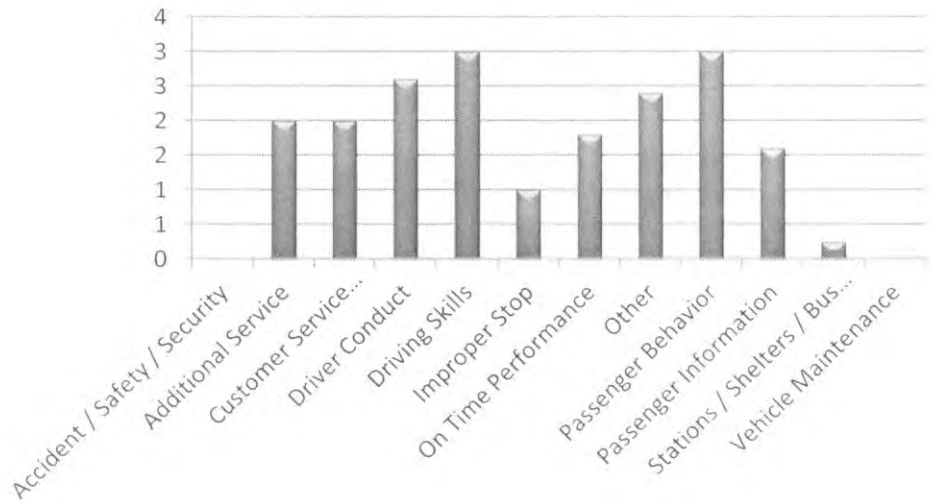
Number of Days to Close a Request

6/01/2012 - 6/30/2012



Average Number of Days to Close a Request by Topic

6/01/12 - 6/30/12



Dee Leggett
VP of Communications & Planning

Formula Grant Programs

Urbanized Area Grants continue to be the largest program for federal investment in public transportation. DCTA is a direct recipient of the 5307 formula funds for the Denton-Lewisville Urbanized Area. The conference report allocates \$4.398 billion in FY 2013 and \$4.459 billion in FY 2014 for urbanized area programs. This compares to an estimated \$4.552 billion in FY 2012. Other programs were consolidated into this program and others were eliminated.

The Job Access and Reverse Commute (JARC) program activities will now be funded under the Sec. 5307 formula program.

The new State of Good Repair Program (5337) replaces the Fixed-Guideway Modernization Program and includes funding to support high-intensity bus systems. As with the previous program, the 5337 program is available to systems that have been in revenue service for at least seven years.

The bill authorizes \$422 million in FY 2013 and \$427.8 million in FY 2014 for a Bus and Bus Facilities Formula program. The funding level, while significantly below current law (\$984 million in FY 2012), was a major change from how this money has been historically awarded to transit agencies. The new program is a formula grant program (as opposed to a discretionary grant program in current law) and does not restrict agencies that operate rail services from eligibility, as proposed in the House T&I Committee bill, H.R. 7. A minimum allocation is made available to all states, with the remaining funds distributed based on population and service factors.

The Elderly and Disabled (Sec. 5310) and New Freedom (Sec. 5317) Programs are combined into a single program that will fund activities designed to enhance the mobility of seniors and individuals with disabilities (the new program remains under Sec. 5310). The consolidated program will increase the level of resources available for elderly and disabled transportation programs.

The bill repeals the Clean Fuels Formula Program as well as the Transit In the Parks Program.

Items of particular note:

1. DCTA, along with other transit agencies, pushed for greater flexibility in the urbanized area program to allow funds to be used for both operating and capital expenditures. Map-21 does allow for use of some formula funds to cover operating expenses for systems with 100 buses or less.
2. Based on preliminary tables released on July 13, 2012; the Denton-Lewisville Urbanized Area will receive \$3,959,308 in FY 2013 and \$4,015,211 in FY 2014 from the new formula programs. Additional information is needed from FTA and NCTCOG on how these funds will be dispersed to the urbanized areas and the transit agencies.

3. Elderly and Disabled (5310) and New Freedom (5317) has been combined into a single program. Historically, 5310 funds have been provided to SPAN in Denton County and New Freedom funds have been competitively awarded by NCTCOG. Administration of these funds is unknown.

Fixed Guideway Capital Investment Grants and Program Streamlining

The conference report authorizes \$1.907 billion for each of Fiscal Years 2013 and 2014 for Fixed Guideway Capital Investment Grants. This level is below the \$1.955 billion authorized in FY 2012. The conference report's Fixed Guideway Capital Investment Grants provision reforms and streamlines the project approval process, eliminating duplicative steps in project development and providing for quicker review by the Federal Transit Administration. The bill modifies eligibility standards to include new fixed guideway capital projects, small starts, and core capacity improvements, as well as programs of interrelated projects. Corridor-based bus rapid transit (BRT) projects that do not operate in right-of-ways dedicated exclusively to public transportation are eligible for small starts funding and BRT new starts funding is available to systems where a majority of the project operates in a dedicated right-of-way during peak periods.

Transit Safety Oversight

The provision grants authority to the Secretary of Transportation to create a national safety plan for all modes of public transportation, to set minimum safety performance standards for all rolling stock not otherwise regulated and to establish a national safety certification training program for Federal and State employees, or other designated personnel, who conduct safety audits and examinations of public transportation systems and employees of public transportation agencies directly responsible for safety oversight. Under this provision, all recipients of federal transit funding are required to establish, and have certified, a comprehensive safety plan based on set criteria. Those states with rail fixed guideway systems are required to have an approved state safety oversight program that establishes a state safety oversight agency which assumes oversight related responsibilities.

The state safety oversight agencies are required, among other things, to review, approve, oversee and enforce implementation of transit agency safety plans, to conduct triennial safety audits and to provide annual safety status reports to the Federal Transit Administration (FTA) and others. While transit agency safety oversight will be carried out by the state safety oversight entities, the Secretary will oversee implementation by those state safety oversight entities and has the authority to audit their activities. In the event that a recipient is found to be noncompliant with safety requirements, the Secretary may withhold Federal funding or require up to 100 percent of Federal funds be used for corrective safety actions. In the event that a state safety oversight agency is found to be noncompliant, the Secretary is granted a range of options, including but not limited to issuing directives, requiring more frequent oversight and/or withholding Federal funds.

Asset Management

The bill also requires the establishment of a system to monitor and manage public transportation assets to improve safety and increase reliability and performance. Transit agencies will be required to establish and use an asset management system to develop capital asset inventories and condition assessments, and report on the condition of their system as a whole, with descriptions of the change in condition since the last report.

Highway Title Provisions

The bill authorizes several programs under the Highway Title and includes policy provisions that impact the availability of funding for transit and transit-related projects. The bill provides \$10.2 billion in FY 2013 and \$10.3 billion in FY 2014 for the Surface Transportation Program (STP) and maintains language that allows transit projects to be funded with STP dollars. Further, \$2.26 billion is allocated FY 2013 and \$2.28 billion in FY 2014 for the Congestion Mitigation and Air Quality (CMAQ) program. A provision mandating a percentage of CMAQ funding be used for diesel exhaust retrofits is not included in the conference report. Lastly, the bill consolidates the Transportation Enhancements, Safe Route to Schools, and Recreational Trails programs into a new "Transportation Alternatives (TA)" program, however, overall funding for these activities is reduced by roughly \$300 million annually. Under the new TA program, 50 percent of funding will be allocated to MPOs and 50 percent to states, however, states may choose not to utilize funding for TA activities and devote funding to other transportation initiatives (including road and bridge projects).

Transportation Infrastructure Finance and Innovation (TIFIA)

The Conference largely adopted the Senate's TIFIA provision, with some modifications establishing application procedures to impose deadlines for actions by the U.S. Department of Transportation (DOT) and requiring an annual application process report by DOT. The conference report authorizes funding for the TIFIA program at \$750 million in FY 2013 and \$1 billion in FY 2014. For FY 2013, this represents a \$250 million reduction from the level included in both the House and Senate bills.

Rail Title – Positive Train Control and STB Licensing

Although rail titles were contained in both the House and Senate authorization proposals, an agreement could not be negotiated and the rail title was deleted from the final conference agreement. The Senate Sec. 35601 provision requiring all passenger railroads to maintain at least \$200 million in liability insurance and to become certified by the Surface Transportation Board was eliminated. And despite language in both the House and Senate proposals to provide flexibility to commuter railroads in the process of implementing Positive Train Control (PTC), all PTC related provisions were struck from the final conference report.



BUS OPERATIONS REPORT

Thursday, July 26, 2012

❖ OPERATIONS

- **Ridership:** Bus services carried 87,563 passengers during the month of June.
-
- **On Time Performance:** Bus services achieved 98.7% OTP for the month of June.
- **Amalgamated Transit Union:** Negotiations between ATU and First Transit will continue during the week of July 23rd.

❖ SAFETY/SECURITY

- Bus operations experienced 1.34 accidents per 100,000 miles in June.

❖ FLEET

- **UNT Vehicle Purchase:** Additional Champion buses for the UNT Shuttle have been delivered. We are anticipating delivery throughout the summer.
- **ROAD CALLS:** Bus maintenance experienced 24,629 miles between road calls in June.
- **MAINTENANCE:** The bus maintenance department has been relocated to their new location.

❖ PLANNING

- Bus and A-train schedules have been finalized for the August 20, 2012 service change.

BUS OPERATIONS PERFORMANCE INDICATORS

Ridership

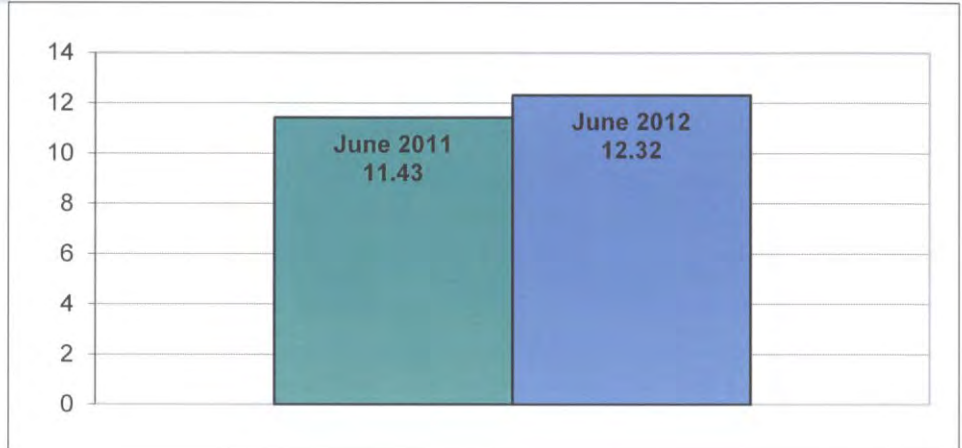
Ridership

June 2011 & June 2012

Performance Measures

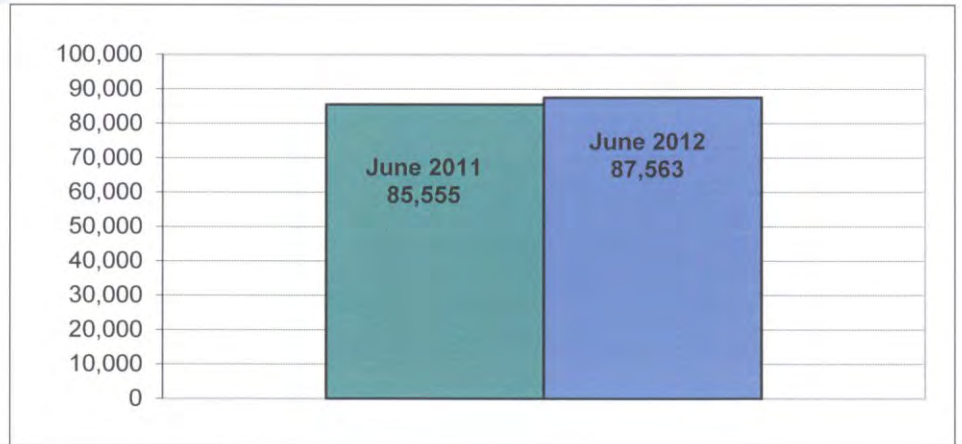
Systemwide Ridership per Revenue Hour

Ridership per revenue hour showed an increase of 7% over June 2011.



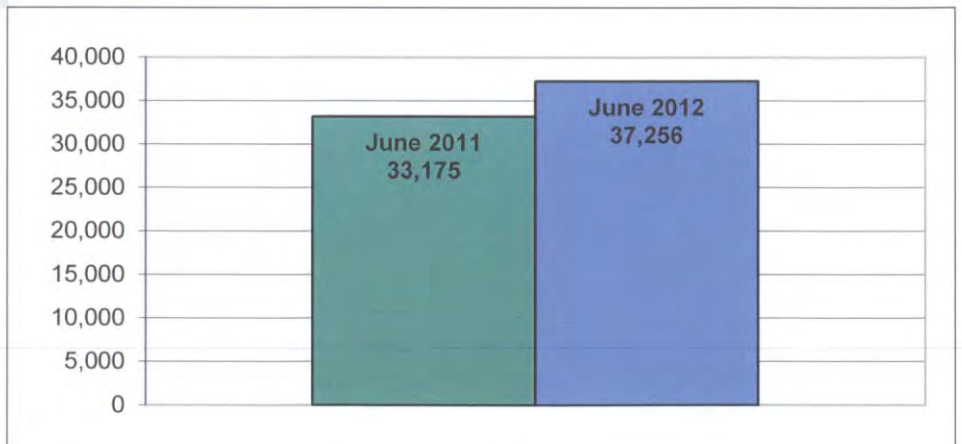
Systemwide Ridership

Systemwide ridership saw a slight increase of 2% over June 2011.



Connect Ridership

Connect ridership saw the highest increase in ridership (12%) over 2011. The Route 4 saw a 77% increase in ridership over June 2011.



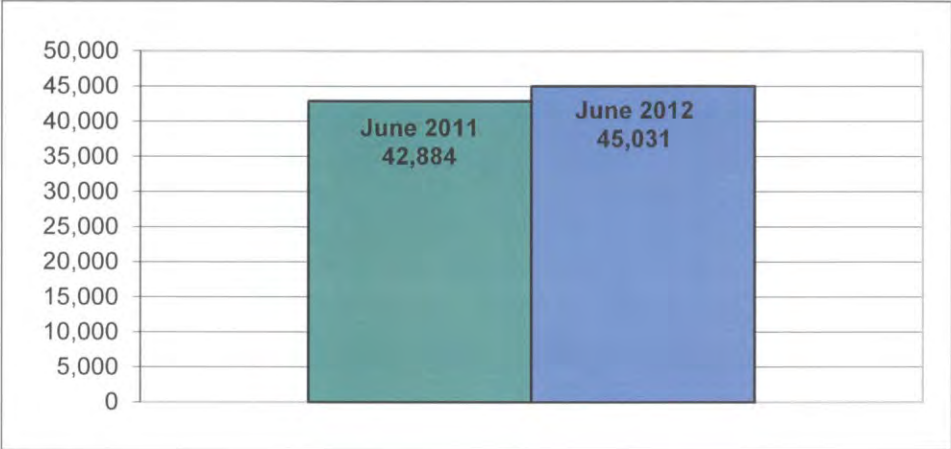
RSVP Ridership

RSVP ridership is trending upward with an increase of 22% over June 2011.



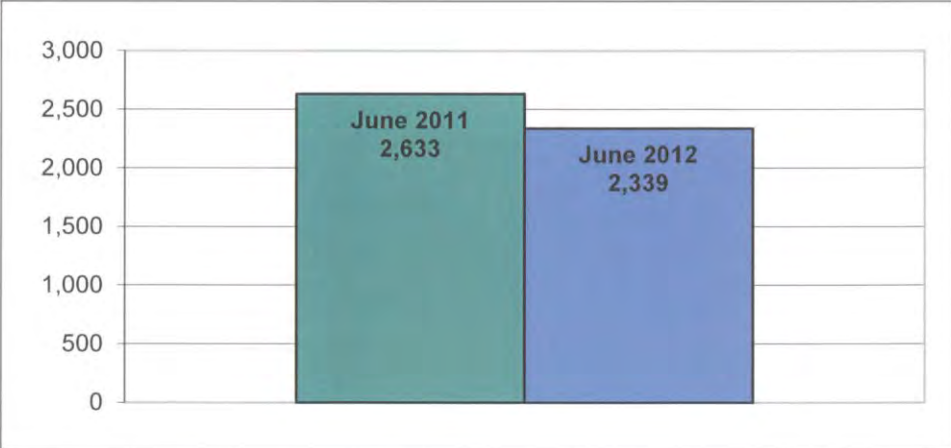
UNT Ridership

UNT ridership showed a slight ridership increase of 5% over June 2011.



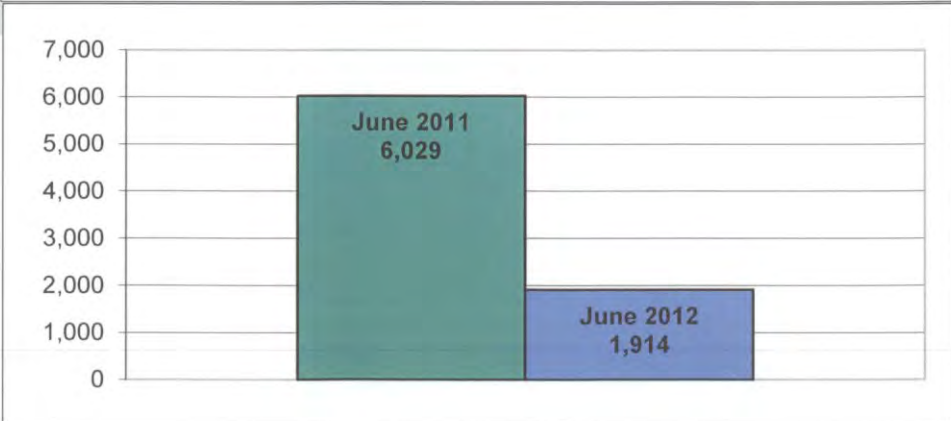
Access Ridership

Access ridership showed a decrease of 11% as non-ADA trips are shifted to the fixed-route system.



Station Shuttle Ridership

Ridership on the station shuttle has shown a decrease of 68%. The 2012 trips shown are for midday service between the train stations and Trinity Mills.



NCTC Ridership

The NCTC shuttle has shown a 22% increase in ridership over June 2011. Ridership increases as more students utilize the shuttle between the Medpark Station and the Flower Mound and Corinth campuses.



Customer Satisfaction

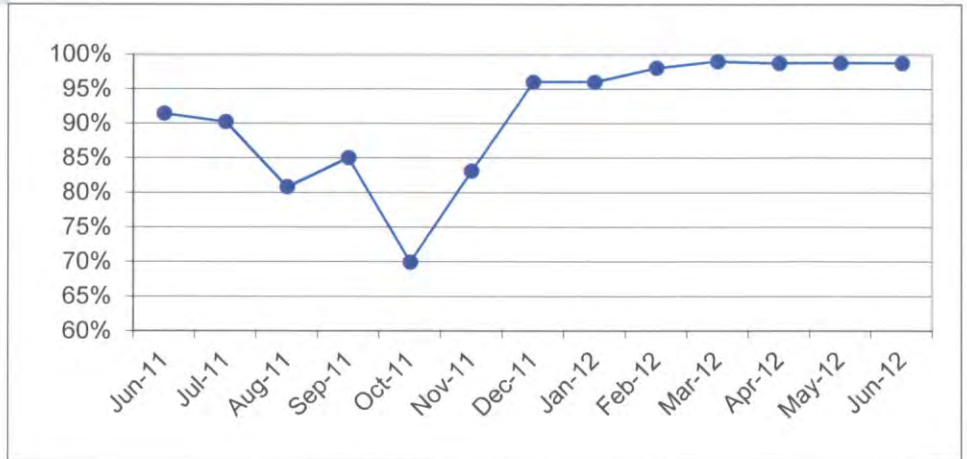
Systemwide Performance

June 2011-June 2012

Performance Measures

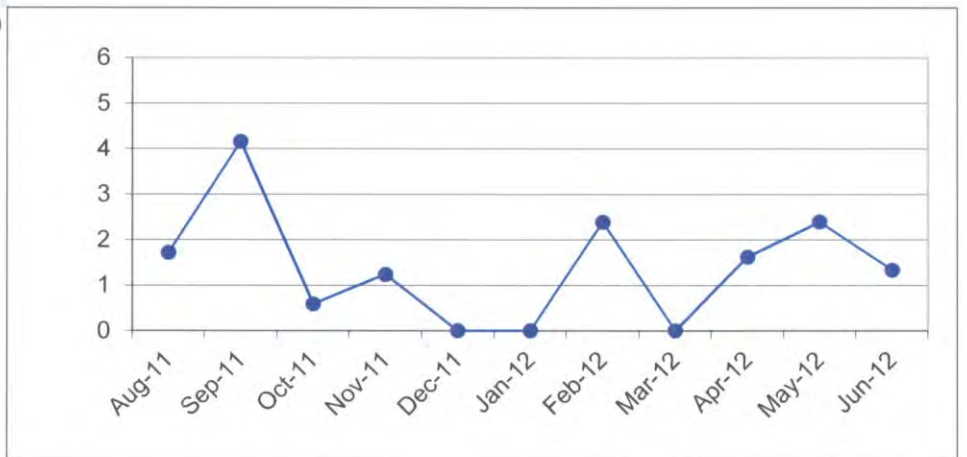
Systemwide On-Time Performance

System-wide on-time performance keeps meeting the 95% threshold.



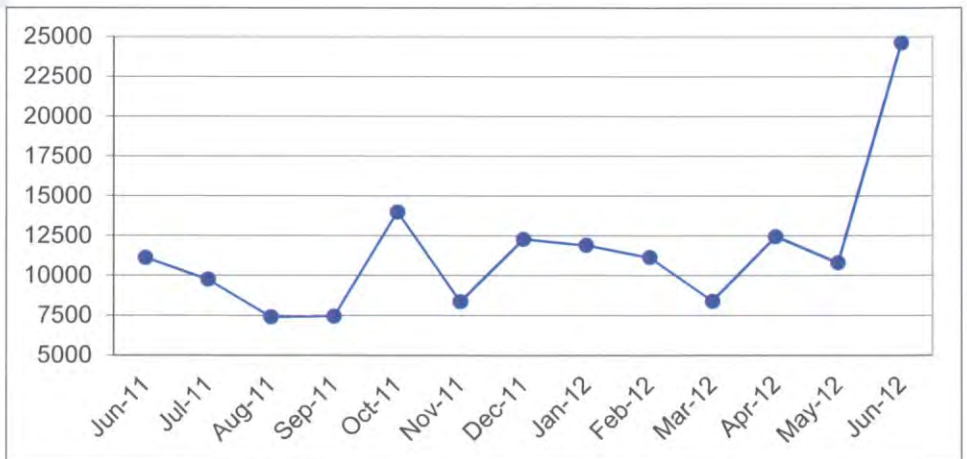
Systemwide Accidents per 100k Miles

There were 1.34 accidents per 100,000 miles operated.



Miles Between Road Calls

Fleet reliability continues to surpass expectations. The vehicles which were most likely to breakdown are not being used and will be replaced with new Champion buses in August.



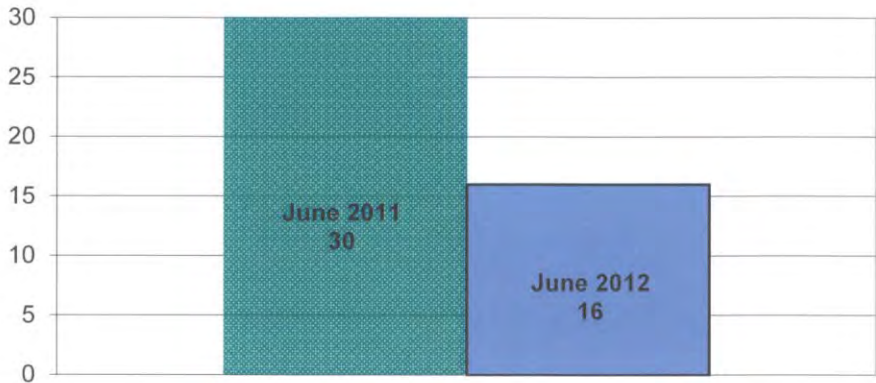
Access

June 2011 & June 2012

Performance Measures

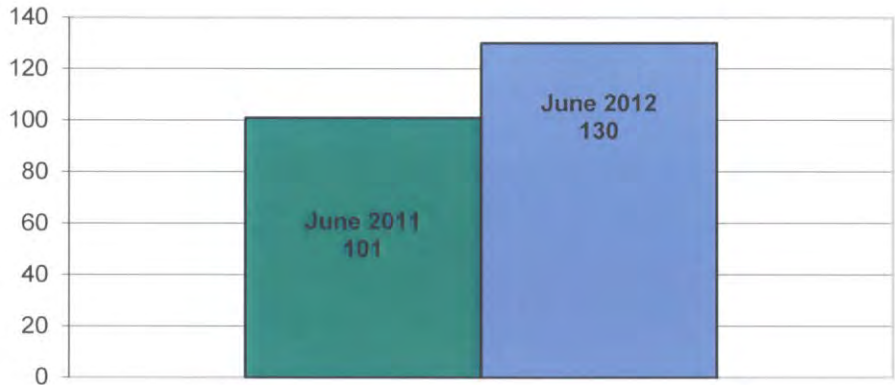
Trip Denials

Trip denials have reduced by 46% as requests for non-ADA trips have decreased.



No-Shows

While no-shows have shown an increase of 28%, no-shows can include passengers who have been delayed at medical appointments (dialysis).



Financial Indicators

Financial Indicators

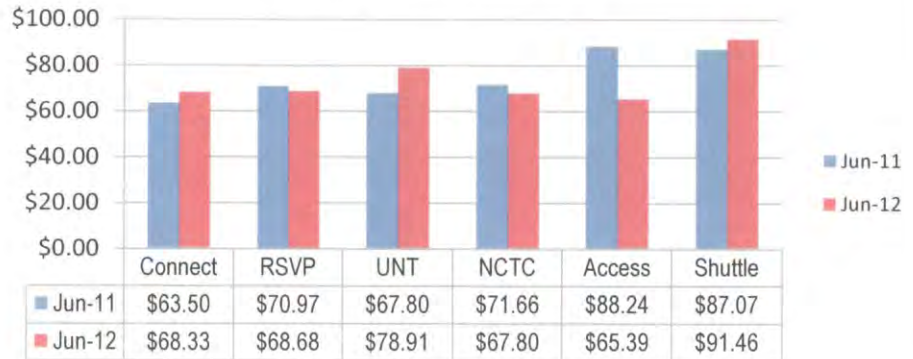
June 2011 & June 2012

Cost Per Hour

Cost per hour increased on the Station Shuttle as ridership decreases. Remainder of the increases are to be expected due to salary and wage increases and maintenance costs allocated throughout the system.

Performance Measures

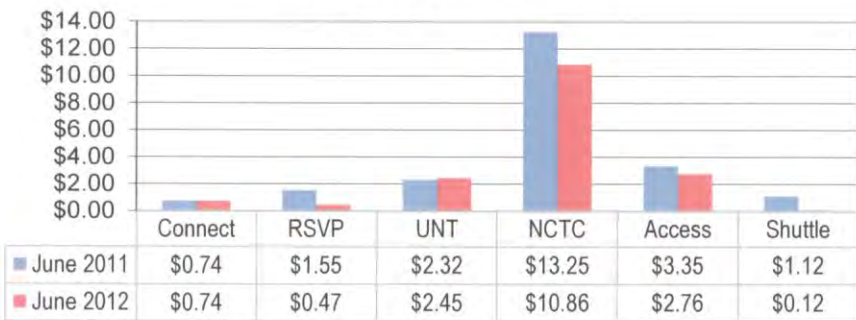
Cost per Hour June 2011 vs. June 2012



Revenue per Passenger

Revenue per passenger showed little or no increase, despite the increase in the price of fuel and maintenance. NCTC showed a decrease in revenue per passenger on a fixed rate service, revenue per passenger will decrease.

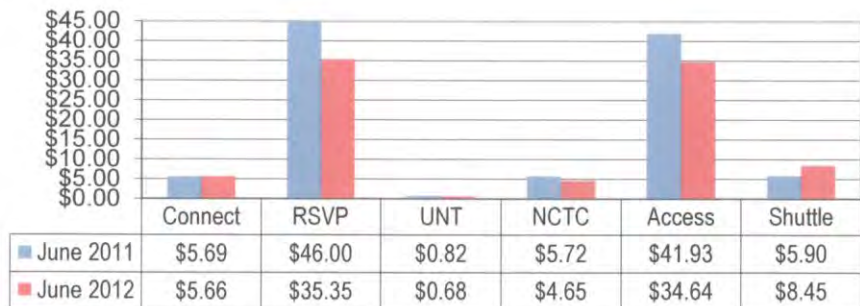
Revenue per Passenger -- June 2011 vs. June 2012



Subsidy per Passenger

Subsidy per passenger either stayed the same over this time last year (Connect, UNT and NCTC) or showed a decrease (RSVP and Access). As the Station Shuttle ridership decreases, it is expected to see the subsidy for this service to rise.

Subsidy per Passenger -- June 2011 vs. June 2012





RAIL OPERATIONS REPORT

Thursday, July 26, 2012

❖ OPERATIONS

- June "On Time Performance" (OTP) was 99.57%.
- The implementation of Stadler GTWs into revenue service began in June. The first set was put into service on June 16, 2012, with the second set beginning service on June 25, 2012. RDC vehicles 2001 and 2005 have been returned to the TRE.

❖ SAFETY/SECURITY

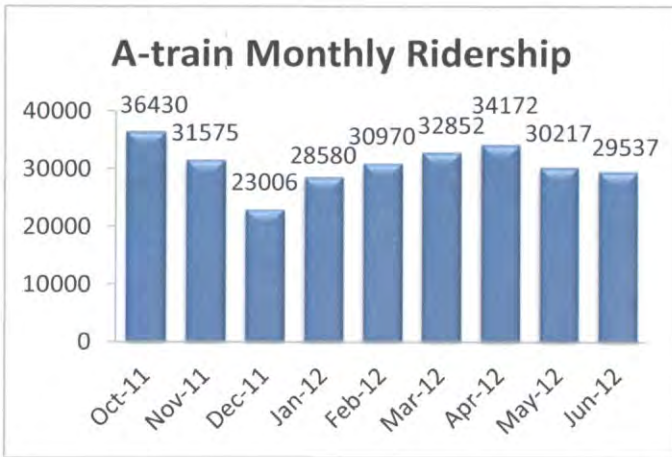
- DCTA Rail Operations Injury Free Workdays: 22 days
- No security issues to report

❖ MAINTENANCE

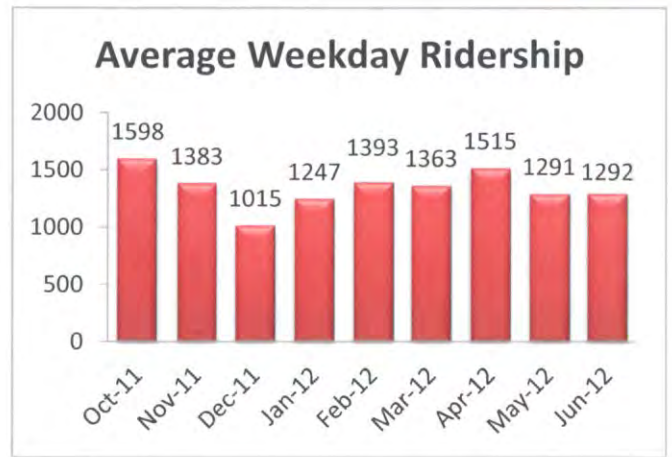
- **Right of Way:** Routine daily inspections are being performed by the contractor.
- **Signal/Communications:** No issues to report for June.
- **Stations:** DCTA contract operations (HTSI) continues to perform weekly safety inspections, which have not identified any major issues and any minor aesthetic issues have been quickly resolved (i.e. landscape maintenance, etc.).
- **Mechanical:** DCTA contract operations (HTSI) reported two (2) RDC mechanical issues in the month of June. These issues resulted in one late and one terminated train.

❖ RIDERSHIP

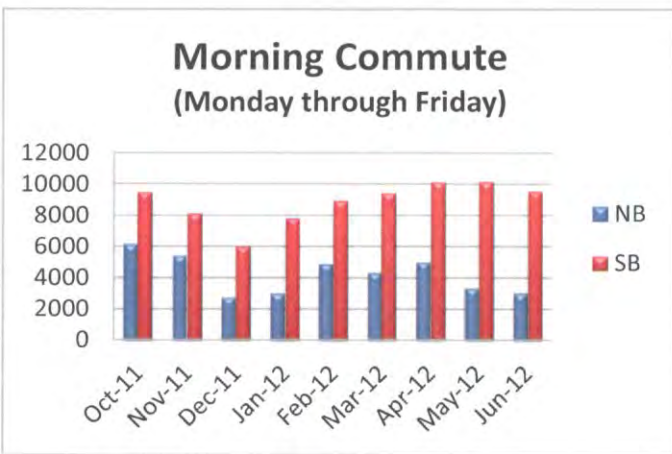
- The A-train has experienced an overall decrease in ridership of approximately 2% for the month of June 2012 compared to May 2012.
- Refer to attached ridership charts.



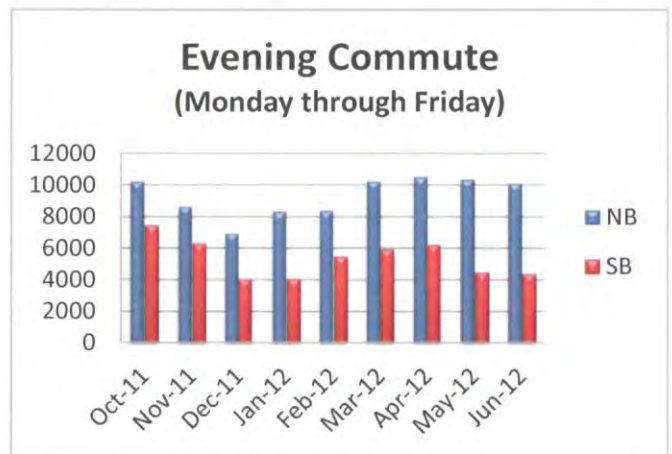
The A-train moved 29537 passengers for the month of June, a 2% decrease over the month of May.



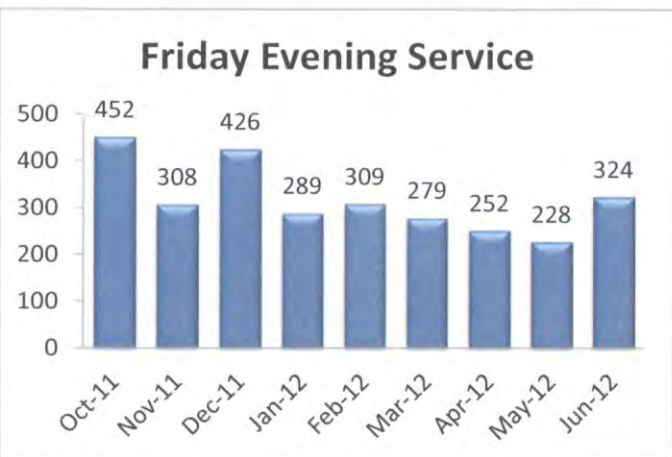
The average daily A-train ridership for the month of June was 1,292 passengers per day.



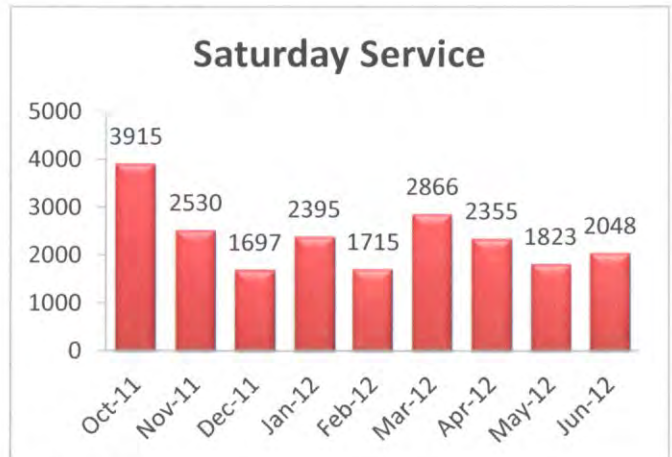
The A-train experienced decreases of 9% on the northbound and 6% on the southbound morning commutes during the month of June.



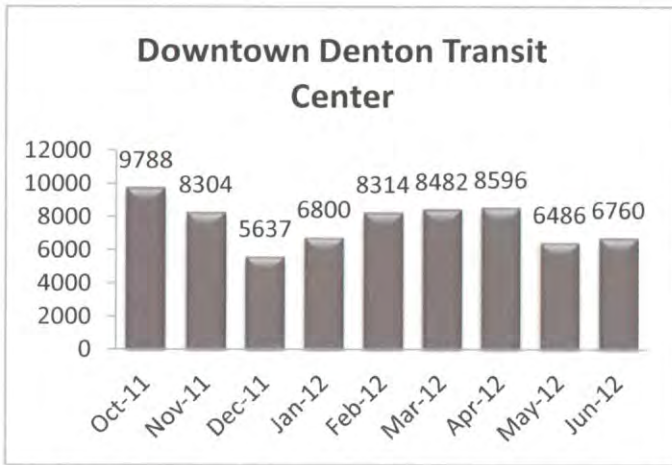
The A-train experienced a decrease of 2% on both the northbound and southbound evening commutes during the month of June.



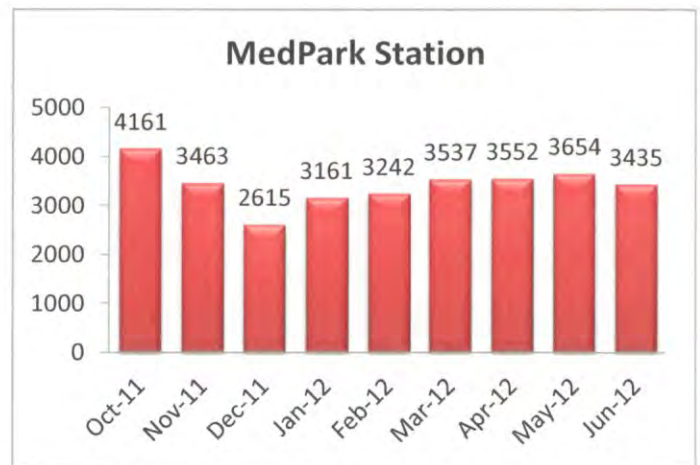
A-train Friday evening service experienced an increase of 44% in ridership for the month of June compared to the previous month.



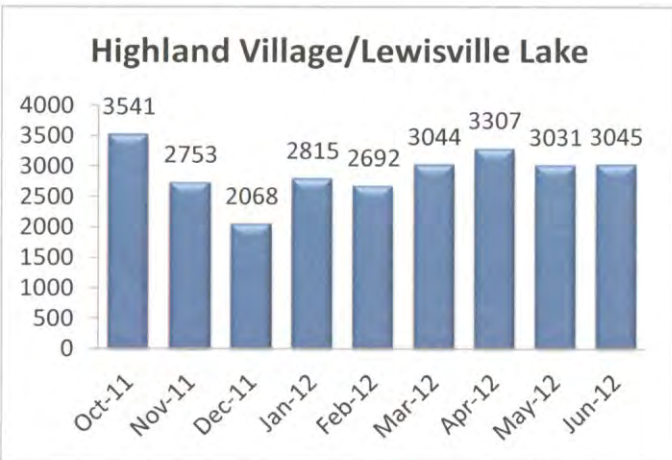
A-train Saturday service experienced an increase of 12% in ridership for the month of June compared to the previous month.



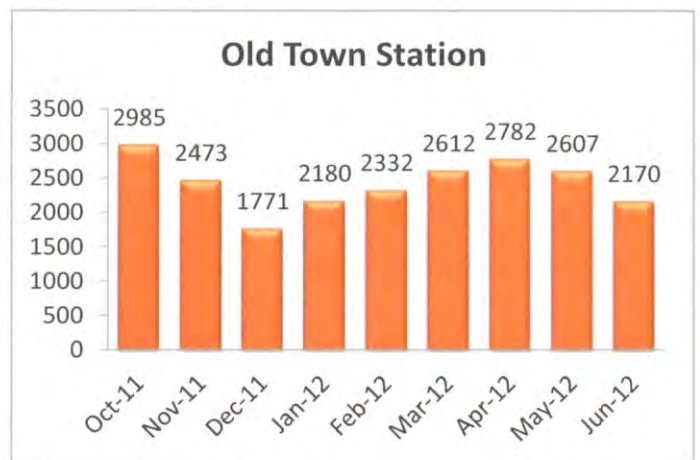
DDTC A-train ridership increased by 4% month over month for June. Trips originating at DDTC accounted for 23% of A-train ridership in June.



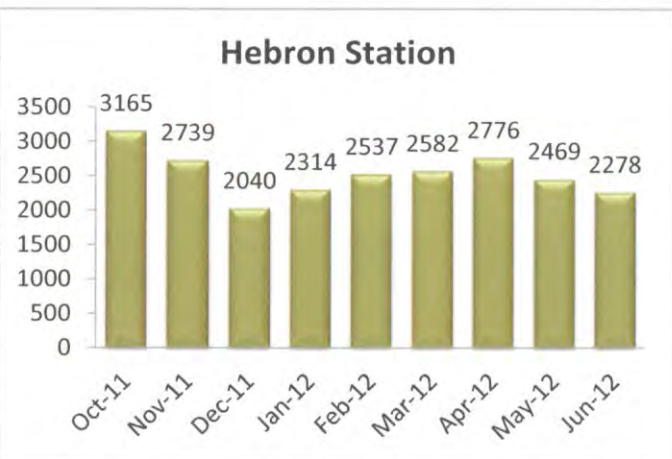
MedPark A-train ridership decreased by 6% month over month for June. Trips originating at MedPark accounted for 12% of A-train ridership in June.



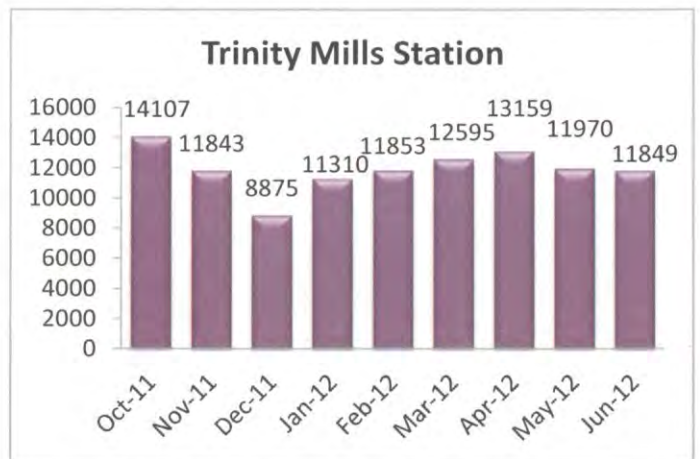
HV/LL A-train ridership remained stable month over month for June. Trips originating at HV/LL accounted for 10% of A-train ridership in June.



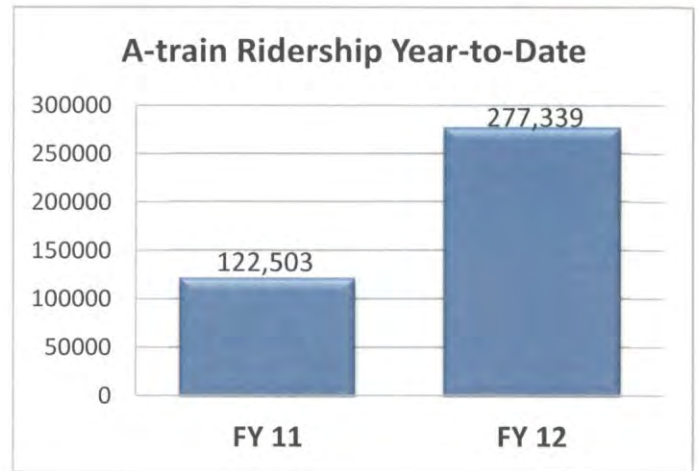
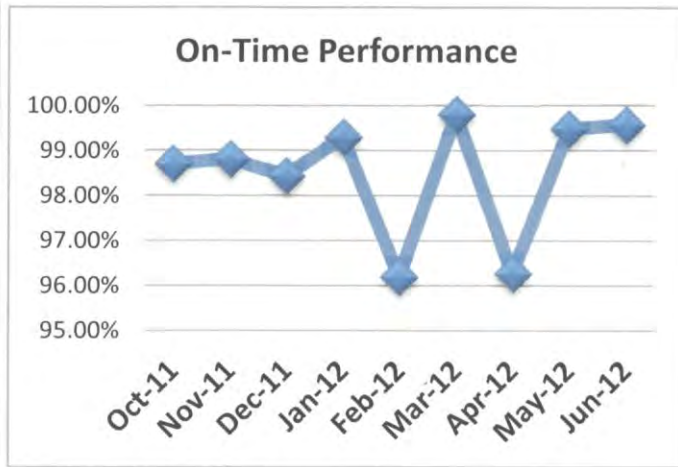
Old Town A-train ridership decreased by 17% month over month for June. Trips originating at Old Town accounted for 7% of A-train ridership in June.



Hebron A-train ridership decreased by 8% month over month for June. Trips originating at Hebron accounted for 8% of A-train ridership in June.



Trinity Mills A-train ridership decreased by 1% month over month for May. Trips originating at Trinity Mills accounted for 40% of A-train ridership in May.



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



Board of Directors Memo

July 26, 2012

Subject: WS 2(a) Discuss State Legislative Priorities and Action Plan for 83rd Legislature

Background

The 83rd Legislature will reconvene in Austin in January 2013. DCTA is currently working with the region and other state metropolitan transit agencies to develop and support legislation that will advance the agency objectives. Initial work with the Legislative Committee has resulted in the following preliminary priorities.

Legislation to Advance:

- Pursue state funding for Positive Train Control.
- Provide the ability to enter into Local Government Corporations, similar to DART and The T. ATTACHMENT A provides some recommended changes to Chapter 431. Changes to Chapter 460 may provide DCTA with greater flexibility and authority. Both routes will be pursued.
- Limit risk for Class I railroads that allow passenger service to operate on system. Provide similar liability coverage as that of a public entity to a Class I rail provider that allows commuter rail systems to operate on their system/within shared corridor. Language would be developed similar to S.B. 219 that was passed in Colorado in 2007
- Pursue either through legislation or through municipal elections the ability to issue long-term debt.
- Updates/Revisions to Chapter 460 as needed to address the addition of new participating cities and certain procurement provisions. ATTACHMENT A provides addition information.

Legislation to Monitor/Support:

- Encourage greater transit applications of Transportation Development Credits. A brief overview is provided in SEE ATTACHMENT B.
- Monitor interim House Charges on Public Transportation.
- Pursue access to additional sales tax sources by transit agencies.
- Eliminate diversions and oppose any additional efforts to divert funds from transportation.
- Increase transportation funding

Identified Need

DCTA needs to establish and adopt key legislative strategies and action plan in advance of the 83rd legislative session.

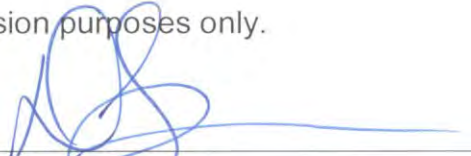
Financial Impact

None at this time.

Recommendation

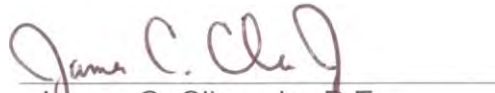
This item is for discussion purposes only.

Final Review:



Dee Leggett,
Vice President

Approval:



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

CHAPTER 431

Tex. Trans. Code §431.003: Amend subsection (3) to read as follows:

Sec. 431.003. DEFINITIONS. In this chapter:

* * *

(3) "Local government" means:

(A) a municipality;

(B) a county; or

(C) for purposes of Subchapter D, a navigation district, hospital district, or hospital authority, ~~or~~ a regional transportation authority as described by Section 452.001, or a coordinated county transportation authority as described by Section 460.001.

This amendment would authorize DCTA to create, either by itself or other authorized local governments, to create a local government corporation under Chapter 431, Subchapter D of the Texas Transportation Code.

CHAPTER 431

Tex Trans Code §460.054(b): Amend paragraphs (2) and (3) and add new paragraph (4) to read as follows:

(b) The interim executive committee is composed of:

(1) one member appointed by the governing body of each municipality with a population of 12,000 or more that is located in the county;

(2) three members appointed by the commissioners court, two of whom must reside in the unincorporated area of the county; ~~and~~

(3) three members to be designated by the remaining municipalities with a population of more than 500 but less than 12,000 that is located in the county but which are not eligible to appoint a member pursuant to Subdivision (4); and

(4) one member appointed by the governing body of each municipality other than a municipality eligible to make an appointment under Subdivision (1) that:

(i) imposes a sales and use tax authorized in accordance with Section 460.055; or

(ii) establishes a public transportation financing area and enters into an agreement with the authority to provide public transportation services in the public transportation area in accordance with Subchapter I

OBJECTIVE: This amendment would ensure that any city that has adopted the sales and use tax or that is paying the tax increment, regardless of population, would have a designated member of the board representing that city. The change to (3) coupled with the language in (4) is intended to prevent any city from being able to designate more than one representative on the board.

Tex. Trans. Code §460.406: Amend subsections (a), (c)(8), and (d)(12) as follows:

(a) Except as provided by Subsection (c), an authority may not award a contract for the purchase of construction services, goods and/or services, or the personal property, other than real property, except through the solicitation of competitive sealed bids or proposals ensuring full and open competition.

(c) The board of directors may authorize the negotiation of a contract without competitive sealed bids or proposals if:

* * *

(8) the contract is for the lease, purchase, or sale of an interest in land ~~or a right-of-way;~~

* * *

(12) the contract is one awarded for alternate project delivery ~~under~~ using the procedures set forth in Subchapters E, F, ~~and~~ G, and I, Chapter 2267, Government Code.

OBJECTIVE: The amendment to subsection (a) cleans up the language and makes it more consistent with language used in other statutes relating purchasing requirements. The amendment to subsection (c)(8) would make it more clear that DCTA would not be required to take bids on the lease or sale of an interest in land. The amendment to (c)(8) also makes it more clear that the exception applies to any interest in land. The deletion of the phrase "or a right-of-way" does not change anything, since a "right-of-way" is an interest in land. The amendment to subsection (c)(12) is intended to add some clarity to the confusion caused by Tex. Govt. Code §2267.010 which states that Chapter 2267 of the Texas Government Code does not apply to coordinated county transportation authorities. The proposed amendment would allow a contract to be exempt from the standard sealed bid or sealed proposal process as long as it followed the procedures set forth in the cited subchapters. The addition of Subchapter I of Chapter 2267 would allow DCTA to take advantage of the job order contract method of procurement for certain routine maintenance and repair services that are described in that subchapter.

**Transportation Development Credits
Background, Overview
& Proposed Draft Rules for the Texas Transportation Commission
June 2012
Public Comment Period Opened June 28**

What is a transportation development credit?

Section 120 of Title 23, United States Code, as amended by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), permits States to use certain toll revenue expenditures, known as transportation development credits (TDC), as a credit toward the non-Federal share of certain programs.

State of Texas

In Texas, TDC are generated from eligible projects of the Central Texas Turnpike System (CTTS), Harris County Toll Road Authority (HCTRA), North Texas Tollway Authority (NTTA), Regional Mobility Authorities (RMAs), and international bridges not owned by the State or TxDOT in the geographic area of an RMA. Non-locally earned credits are generated from TxDOT projects outside of an RMA.

Existing Process for Award of TDCs

In June 2006, the Texas Transportation Commission adopted the Transportation Development Credit Program as contained in Title 43 of the Texas Administrative Code (43 TAC §5.70). This section specifies the procedures and conditions for the eligibility and award of TDCs to entities within the State.

The rules provide for two methods of awarding TDCs: a competitive process and a discretionary process. Through a competitive process, 75% of the State's locally earned credits will be awarded to projects within the region from which they were earned. If all credits within a particular region are not requested after three program calls, they may be used elsewhere. To date, there have been no calls to award TDCs under this mechanism.

Through the discretionary process, 25% of the State's locally earned credits and all non-locally earned credits will be awarded by the Commission. Since 2006, public transit providers throughout the State have received approximately \$30.5 million in TDC under this mechanism. TDCs have been awarded for fleet replacement and expansion; facility construction and rehabilitation; equipment purchases such as tools, computer hardware and software; contracted services/purchase of service; and preventive maintenance. Attachment 1.1 and 1.2 provide a summary of TDCs awarded by fiscal year and by program respectively.

Rulemaking Process

Rider 45 (Attachment 2) to the Texas Department of Transportation (TxDOT) appropriations for FY 2012-2013 stipulates that the Department shall make it a priority to utilize TDCs as the required match in a manner that would maximize utilization of federal funds on eligible projects.

State funds no longer needed to be used as the required federal match should then be made available to be targeted to other priority projects to streamline their delivery.

In June 2011, the Commission passed Minute Order 112731 establishing the Transportation Development Credit Rulemaking Advisory Committee to advise the Commission with respect to contemplated rulemaking. The TDC Rulemaking Advisory Committee is composed of seven (7) members. A membership roster is provided as Attachment 3.

The TDC Rulemaking Advisory Committee began meeting in March 2012 to initiate the rulemaking process. The Committee has met several times in its efforts to draft revised rules for consideration by the Commission. From the beginning, the Committee expressed their support of public transit and the preservation of its historical utilization of TDCs. As such, transit representatives on the Advisory Committee were tasked with coordinating with transit providers, transit industry representatives, and other stakeholders which was achieved through regular communication and coordination with the Texas Transportation Association and Public Transportation Advisory Committee. A timeline is provided in Attachment 4.

Proposed Revised Rules

A copy of the revised rules, as proposed, is provided in Attachment 5. Key revisions include:

- Added four (4) stated goals, including the support of public transit. [43 TAC §5.102]
- Modified method for award of 75% of the State's locally earned credits from the Commission to the Metropolitan Planning Organization (MPO) in whose planning area the credits were earned.
 - Commission will allocate TDCs to MPO, similar to the Congestion Mitigation and Air Quality (CMAQ) and Surface Transportation – Metropolitan Mobility (STP-MM) Programs. [43 TAC §5.105]
 - A public transit agency located within the planning area of an MPO must first seek credits through the MPO regional allocation, except when the credits would serve as the non-federal share for programs administered statewide by TxDOT (e.g., 5310, 5311, 5316, 5317, etc.). [43 TAC §5.106(g)]
- The Commission will continue to award 25% of the State's locally earned credits and non-locally earned credits. [43 TAC §5.107]
 - Added an annual allocation of credits to be used only in support of public transit. A minimum of 15 million, or 50% of the total number of credits available, whichever is less will be made available for award on the 1st day of the fiscal year. [43 TAC §5.107(b)]
 - Remaining funds will be awarded by the Commission through a Competitive Process [43 TAC §5.108] or at its discretion [43 TAC §5.109].
 - Note: In addition to the annual allocation to public transit, credits can also be requested through the regional allocations (MPOs), and the Commission's Competitive and Discretionary Processes.
- An entity awarded credits has two (2) years to enter into an agreement with TxDOT or the MPO that awarded the credits, or the credits may be awarded to another eligible entity. [43 TAC §5.110]
- Allows for the transfer of credits from an MPO to another MPO or the Commission. [43 TAC §5.111]

- Added annual reporting requirement for MPOs [43 TAC§5.106(f)] and TxDOT [43 TAC§ 5.104].



Board of DirectorsMemo

July 26, 2012

Work Session Agenda 2(b) – Discussion of North Central Texas Regional Rail Partnership

As the DCTA representative to the RTC, Mr. Emery is leading a Sub-Committee on Transit Partnerships. As the last meeting (July 12, 2012), the Sub-Committee unanimously approved forwarding the attached draft resolution to the full RTC. This is a positive step forward for the three transit agencies in the region, and will drive further success.

Mr. Emery and I will brief the Board on the current status of this effort, the positive effects, and the next steps.

Please do not hesitate to contact me if you have any questions, comments, or requests for additional information.


James C. Cline, Jr., President

**RESOLUTION SUPPORTING THE NORTH CENTRAL TEXAS REGIONAL RAIL PARTNERSHIP
(R__-12)**

WHEREAS, the North Central Texas Council of Governments is designated as the Metropolitan Planning Organization for the Dallas-Fort Worth Metropolitan Area by the Governor of Texas in accordance with federal law; and,

WHEREAS, the Regional Transportation Council (RTC), comprised primarily of local elected officials, is the regional transportation policy body associated with the North Central Texas Council of Governments, and has been and continues to be the regional forum for cooperative decisions; and,

WHEREAS, over forty percent of the population of the North Central Texas Region does not live within a transit authority service area; and,

WHEREAS, the Regional Transportation Council's Mobility 2035 The Metropolitan Transportation Plan For North Central Texas addresses the implementation of the Regional Rail System as a critical element of the overall transportation system in the region; and,

WHEREAS, DART, The T, and DCTA are proposing the recognition of joint efforts in the provision and expansion of the regional rail system as the "North Central Texas Regional Rail Partnership".

NOW, THEREFORE, BE IT HEREBY RESOLVED THAT:

Section 1. The Regional Transportation Council supports the North Central Texas Regional Rail Partnership as included in Attachment 1.

Section 2. The Regional Transportation Council will continue to be a financial partner with the transit authorities.

Section 3. This resolution will be transmitted to the North Central Texas legislative delegation.

Section 4. The NCTCOG Transportation Director is authorized to communicate these positions on behalf of the Regional Transportation Council.

Section 5. This resolution shall be in effect immediately upon its adoption.

Pete Kamp, Chair
Regional Transportation Council
Mayor Pro Tem, City of Denton

I hereby certify that this resolution was adopted by the Regional Transportation Council of the North Central Texas Council of Governments for the Dallas-Fort Worth Metropolitan Area on

Mike Cantrell
Regional Transportation Council
Commissioner, Dallas County

DRAFT - July 11, 2012

NORTH CENTRAL TEXAS REGIONAL RAIL PARTNERSHIP

- Dallas Area Rapid Transit (DART), the Fort Worth Transportation Authority (The T), and Denton County Transportation Authority (DCTA) are well positioned to lead the planning, implementation, and operation of the regional rail component of the Mobility 2035 Plan with particular emphasis on closing gaps and expanding service within the North Central Texas Region. This can be successfully completed without the creation of additional transit entities.
- DART, The Fort Worth T, and DCTA are currently engaged in numerous joint efforts which increase service to riders in the region, saving taxpayer funds, including but not limited to:
 - Rail Operations/Dispatch
 - Fuel Purchase
 - Regional Fares Coordination
 - Marketing
 - Rights-of-way use
 - On-line schedule / connectivity rider information
- The North Central Texas Regional Rail Partnership supports continued efforts to improve and expand regional passenger rail through additional joint efforts and expanded agreements addressing:
 - Positive Train Control
 - Vehicle Purchases
 - Opening Freight Corridors for Passenger Rail
 - Alignment Development
- DART, The T, and DCTA agree to jointly petition the Texas Legislature and the US Congress for support of efforts to expand regional passenger rail in North Central Texas.
- DART, The T, and DCTA agree to recognize the “North Central Texas Regional Rail Partnership” as a mechanism to accelerate the planned expansion of passenger rail service in the 12-county DFW region.
- The three existing transportation authorities will maintain respective funding, responsibilities, and commitments (Dallas Area Rapid Transit, Denton County Transportation Authority, and the Fort Worth Transportation Authority).

Dallas Area Rapid Transit

Fort Worth Transportation
Authority

Denton County
Transportation Authority

July 9, 2012

REPORT TO THE DCTA BOARD OF DIRECTORS FROM BUDGET COMMITTEE CHAIRMAN

The Budget Committee meetings and Special called Board of Directors meetings were held at 3:00 p.m., Wednesday, July 11th & 18th, 2012 at 1660 S. Stemmons, Suite 250 Conference Room in Lewisville, TX

A complete copy of Budget Committee agenda packet and handouts for the July 18th meeting is included as "Attachment A" to this report.

July 11th:

In attendance were:

Committee Members: Paul Pomeroy, Dave Kovatch, Tom Spencer

Board Members: none

DCTA Staff/Legal Counsel : Jim Cline, Anna Mosqueda, Amanda Riddle, Jarod Varner, Shanna O'Gilvie, Leslee Bachus, Joe Gorfida

The following items were discussed:

Proposed FY13 Budget – Revenues (Information and discussion only)

- Discussion of updated FY13 revenue projections based on most current allocation

Proposed FY13 Budget - Operating Expenditures (Information and discussion only)

Annual Decision Cycle regarding implementation timeframe for service enhancements

Detail discussion of Proposed FY13 Operating Expenditures and variance analysis to approved FY12

Meeting adjourned at 5 p.m.

July 18th:

In attendance were:

Committee Members: Paul Pomeroy, Tom Spencer, Richard Huckaby

Board Members: Charles Emery

DCTA Staff/Legal Counsel: Jim Cline, Anna Mosqueda, Amanda Riddle, Jarod Varner Shanna Ogilvie, Leslee Bachus, Dee Leggett, Kevin McLaughlin

The following agenda items were discussed:

Proposed FY13 Budget – Revenues

Revenue projections for FY13 updated to reflect most current sales tax receipts

Proposed FY13 Budget – Operating & Capital Expenditures

Review Cash Flow Model

Discussion of impact to Cash Flow Model of the Proposed FY13 Budget

Meeting adjourned at 5 p.m.

In summary the FY13 Budget as proposed

- Funds current year operations from current year revenues
- Adds full year of mid-day rail service
 - 9% service increase : 8% increase in operating costs
- Adds addition 32 additional hours/day of bus service
 - 15% service increase ; 1% increase in costs
- Funds Reserve / Stabilization Funds
- Maintains 1.25 debt service coverage ratio
- Budgets diesel fuel at \$4 gallon
- Total operating expenditures of \$22 million or 3% increase
- Total operating revenues of \$25 million or 4% increase
- Three (3) new capital projects
- Incorporates planned new debt issuance for Positive Train Control project
- Recommends a contingency plan for service and support enhancements predicated on a sustainable revenue stream and evaluation/prioritization based on system performance and Board adopted service standards and service plan (**Not included in Proposed FY13 Budget**)

Included as Attachment A is a complete packet of Budget Committee Agenda which provides more detailed information.

Budget Committee

Chair – Paul Pomeroy

Members –Richard Huckaby, Dave Kovatch, Tom Spencer

Staff Liaison – Anna Mosqueda – CFO

Attachment - A



Special Called Meeting of the DCTA Board of Directors
and the Budget Committee
of the DCTA Board of Directors
3:00 p.m., July 18, 2012
1660 S. Stemmons, Suite 250 Conference Room
Lewisville, Texas 75067

AGENDA

NOTICE IS HEREBY GIVEN that there will be a special called meeting of the DCTA Board of Directors and a meeting of the Budget Committee of the DCTA Board of Directors at the time and location above. The DCTA Board of Directors will not conduct its special called meeting if a quorum of the DCTA Board of Directors does not attend however the DCTA Budget Committee will conduct its meeting regardless of the presence of a quorum of the DCTA Board of the Directors. The DCTA Board of Directors and the Budget Committee of the DCTA Board of Directors will consider the following:

Welcome and Introductions

- 1) APPROVE MINUTES
 - a. July 11, 2012

- 2) ITEMS FOR DISCUSSION / FORWARD FOR BOARD CONSIDERATION
 - a. Discuss Fiscal Year 2013 Budget
 - i. Revenues
 - ii. Operating & Capital Expenditures
 - iii. Review Cash Flow Model

- 3) ADJOURN

Budget Committee
Chair – Paul Pomeroy
Members –Richard Huckaby, Dave Kovatch, Tom Spencer
Staff Liaison – Anna Mosqueda – CFO

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

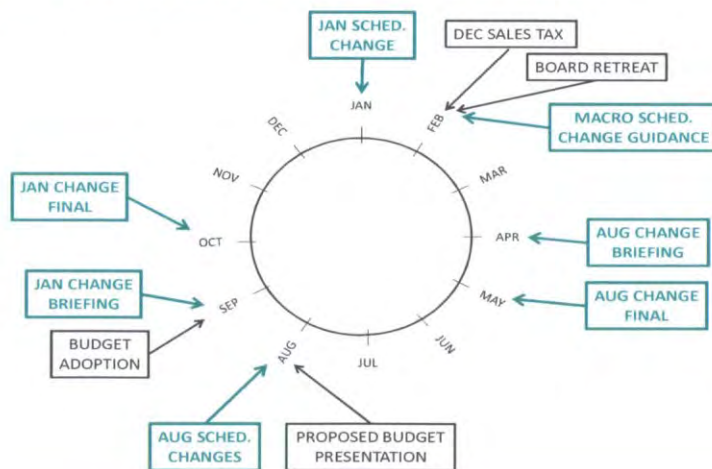
This notice was posted at 1660 S. Stemmons, Lewisville, Texas 75067 at a place convenient and readily accessible to the public at all times. Said notice was posted on 06/08/2012 at 1:45 p.m.

Leslee Bachus, Executive Assistant

DCTA FY2012-2013 OPERATING & CAPITAL BUDGET

July 18, 2012

OVERVIEW : ANNUAL DECISION CYCLE



7/18/2012

2

TODAY'S AGENDA

- **Overview**
 - Revenue update
 - Operating Expenditures Update
- **Proposed Capital Projects**
- **Contingency Plan**
 - Service and Support Enhancements
 - Implementation Process
- **Capital Projects**
- **Cash Flow Model**
- **Next Steps**

7/18/2012

3

FY 2013 BUDGET-IN-BRIEF

- Current year revenues fund current year operations
- Added mid-day rail service
 - 9% service increase (248 trips/week to 271 trips/week)
 - 8% increase in cost
- Added bus service – effective Jan 2013
 - 15% service increase (service hours from 45,195 to 52,193)
 - 1% increase in cost
- Funded reserve / stabilization funds
- Maintained 1.25 debt service coverage ratio

7/18/2012

4

FY 2013 BUDGET-IN-BRIEF

- ❑ Recommended contingency plan for service and service support enhancements
- ❑ Enhanced passenger support and communications via new “Where’s My Ride” capital project
- ❑ Operating expenditures
 - \$22M total
 - 3% increase
- ❑ Operating revenues
 - \$25.6M total
 - 4% increase

7/18/2012

5

OVERVIEW – OPERATING Enhanced Service Levels – FY2013

- ❑ Rail: Mid-day Service - \$450K
 - 5 additional trains per day
 - 2 hour frequency
 - Trips increased from 248 to 271 (9% increase)
- ❑ Bus: Additional 32 hours/day - \$184k
 - Effective Jan. 2013
 - Service hours increase from 45,195 to 52,193
 - Service hours increase 15%

7/18/2012

6

OVERVIEW - OPERATING

- ❑ REVENUE UPDATE
 - Sales tax receipts as of July 2012 (reflects May retail sales)
 - Does not include impact of any fare changes

- ❑ OPERATING EXPENDITURE CHANGES
 - EXPANDED LEVEL PACKAGES-OPERATING
 - ❑ Expanded Bus Service (32 hrs./day)
 - ❑ IT Upgrades
 - Additional Contract Support
 - ❑ Additional Marketing Services Budget
 - ❑ Additional P-T Staff (2 PT Admin. Assistant; 1 Intern)
 - FUEL
 - ❑ \$4 per/gal from \$3.75/gal
 - ❑ Additional service levels

7/18/2012

7

OVERVIEW – RESERVE FUNDS/CAPITAL PROJECTS

- ❑ Reserve Funds
 - Adjustment to 3-month operating reserve - \$295K
 - Fuel Stabilization - \$100K
 - Sales Tax Stabilization - \$550K
 - Capital/Infrastructure Reserve - \$2M

- ❑ Capital Projects
 - “WHERE’ S MY RIDE” – (ARRA; 5307) \$940K
 - Bus Safety & Security - \$88K
 - ROW Fencing - \$25K

7/18/2012

8

ADDITIONAL SERVICE LEVEL CONSIDERATIONS REQUESTED

- ❑ Late afternoon train (weekdays) - \$290K
- ❑ Earlier Saturday train (1/week) - \$60K
- ❑ Additional Mid-day train (weekdays) - \$450K
- ❑ Special Event train service (150 trains/year) - \$225K

7/18/2012

9

ADDITIONAL SERVICE LEVEL CONSIDERATIONS REQUESTED

- ❑ Not recommended for August 2012 implementation
- ❑ Evaluate and prioritize service levels based on:
 - System performance and,
 - Board adopted service standards and service plan
- ❑ Contingency plan and process to address service enhancements and related support requirements based on additional sustainable revenue
 - Incorporate in FY2013 Budget

7/18/2012

10

PROPOSED FY2013 OPERATING BUDGET: Revenues and Expenditures

REVENUES (Refer to handout)

- Sales Tax @ 3% \$18,775,391 (Updated)
- Rail Revenues \$609,783
 - Ridership projections average 1,519 per day
 - Average fare of \$1.53
 - Cost recovery of 5.6%
 - 7% increase
- Contract Service Revenues (Bus)
 - UNT contract rate - \$44/hr.
 - NCTC contract rate - \$37/hr.
- Federal/State Grants
 - Operating \$2,780,235
 - Capital \$7,467,865

7/18/2012

12

FY13 Budget Assumptions

- DCTA
 - Merit Pay – 3% (\$32,422)
 - Pay Plan Adjustment (\$25,000)

- Budgeted Annual Merit
 - FY10 = 0
 - 1X Lump sum payment -\$25K (2.5%)
 - FY11 = \$22,249 (3%)
 - FY12 = \$26,168 (3%)
 - FY13 = \$32,422 (3%)

7/18/2012

13

FY13 Budget Assumptions

- Fuel
 - Budget - \$4.00/gallon compared to \$3.75 in FY12
 - Cost/gallon change - \$136,272
 - Increased service level - \$150,763

- Health care cost
 - 10% increase budgeted
 - DCTA - \$19,990
 - Bus Services (TMDC) - \$91,106

7/18/2012

14

FY13 Budget Assumptions

- General Liability/Property Insurance
 - Budgeted increase related to rail
 - Increase in number of facilities
 - Increase in number of vehicles (rail cars)

7/18/2012

15

FY13 Budget Assumptions

- Rail Services
 - Full year of A-train operations expenses
 - Utilities, DART ROW Lease Payment, Fuel, Insurance
 - Increase in Purchased Transportation contract costs
 - Operating all Stadler Fleet
- Bus Services
 - Step increases based on previous Union contract for bus operators (3% Admin; Blended rate of 5% for Bus Operators)
 - Health Benefits budgeted with a 10% increase - \$91,106

7/18/2012

16

FY2013 Budget Assumptions: Expanded Level Programs

- Included in Proposed Budget
 - Expanded Bus Service
 - Additional 32/hrs./day - \$183,817
 - Effective January 2013
 - IT Contract Support - \$17,000 (Updated)
 - Additional Services - Marketing- \$18,040
 - Additional P-T Staff
 - 2 PT Admin Assistant; 1 Intern - \$56,680
 - Rider Alert System - \$10,000

7/18/2012

17

Budget Changes From Last Meeting

- Sales Tax receipts
 - \$208,110 increase
- IT Hardware upgrades moved to FY12
 - \$18,200
- Rail security services included
 - \$141,000

7/18/2012

18

Proposed FY2013 Budget

- Review Handout
 - Updated Budget comparison detail
 - Revised FY12 – Proposed FY13 Operating
 - Excludes depreciation

7/18/2012

19

Contingency Service & Support Programs

Support/Staffing

- Call Center
 - 1 Part-time
 - \$15,000
- Bus Supervisor / Fare Enforcement
 - 1 Full-time
 - \$50,000

Service Enhancements

- Bus Service
 - Additional 16 hours-Lewisville
 - \$125,000 operating
 - \$15,000 Local Match -one bus
- Rail Service
 - Close 6 pm-8 pm gap
 - \$290,000 annual operating

7/18/2012

20

Contingency Service & Related Support Process

- **Sustainable revenues**
- Decision will follow annual Decision Cycle framework
- Implementation of Contingency Budget item will required Board action.

7/18/2012

21

Capital Improvements Program(CIP) (Refer to Handout)

- **FY13 Additional Capital Projects**
 - Where's My Ride - \$940,485
 - Local match requirement of \$99,097
 - ROW Fencing - \$25,000
 - Bus O&M Facility Safety & Security Equipment - \$88,555
 - Local match requirement of \$17,711

7/18/2012

22

Capital Improvements Program (CIP)

- Where's My Ride
 - Real-Time Passenger Information
 - Predictive Arrival by Stop
 - CAD/AVL to Aid Dispatch and Call Center
 - Payment System
 - Open and/or Closed System
 - University ID Integration
 - GFI Integration
 - Improved Data Collection (Bus)
 - System will allow for stop level ridership reporting
 - More accurate and efficient data collection
 - Next Stop Annunciation (Bus)
 - Improve ADA Adherence

7/18/2012

23

Capital Improvements Program (CIP)

- Bus O&M Facility Safety and Security Equipment
 - Utilizing 5307 funds to supplement the O&M project to include
 - Cameras
 - Fencing
 - Keycard Access
 - Lighting
- Rail Right-of-Way Fencing
 - Partnerships with Private Property Owners
 - Leverage project funds to encourage private property owners to build fencing
 - Stand-Alone DCTA Projects
 - Fencing in areas where trespassing occurs frequently
 - Fencing in areas where the trail and rail corridors are at-grade with one another

7/18/2012

24

┆ Impact of FY13 Budget to CFM

- Review hand-out
 - Variance Analysis
 - Adopted CFM May 2012 vs. Proposed FY13 Budget CFM

7/18/2012

25

FY 2013 BUDGET-IN-BRIEF

- Current year revenues fund current year operations
- Added mid-day rail service
 - 9% increase in service (trips) : 8% cost increase
- Added bus service – effective Jan 2013
 - 15% increase in service (hrs.) : 1% cost crease
- Funded reserve / stabilization funds
- Maintained 1.25 debt service coverage ratio
- Contingency Plan to address service enhancements
- Enhanced passenger support and communications
 - 'Where's My Rider' capital projects – leverages Federal \$\$\$s

7/18/2012

26

Next Steps

- August 2012
 - August 8 & 15 Budget Committee Meetings
 - August 22 Board Meeting
 - Proposed Budget presentation to the Board
 - Public Hearing on Proposed Budget
- September 2012
 - September 12 Budget Committee (if needed)
 - September 27 Board Meeting
 - FY13 Budget Adoption

7/18/2012

27

QUESTIONS

Denton County Transportation Authority
Proposed Fiscal Year 2013 Budget (Budget Basis)
as of 7-18-2012

Description	FY11 Actuals	FY12 Original Budget	FY12 Revised Budget	Actuals as of May 31, 2012	FY13 Proposed Budget	% Increase / (Decrease)	\$ Amount Change	VARIANCE
<i>Variance Analysis is comparison between the FY12 Revised Budget and the FY13 Proposed Budget</i>								
Revenue & Other Income								
Passenger Revenues (Bus Farebox)	471,812	302,905	302,905	283,669	421,157	39%	118,252	FY13 includes projected revenue increase from 32 hours of additional Connect service to provide additional frequencies and service to areas currently underserved.
Passenger Revenues (Rail Farebox)	194,684	1,263,412	570,367	376,778	609,783	7%	39,416	FY13 includes projected revenue increase from the addition of mid-day rail service
Contract Service Revenue	2,560,035	3,013,356	3,013,356	2,242,245	3,001,040	0%	(12,316)	
Sales Tax Revenue	17,135,359	16,909,740	17,579,537	10,898,733	18,775,391	7%	1,195,854	Assumes a 3% increase from actuals thru May 2012 received in July
Federal/State Grants & Reimbursements	2,383,209	2,772,921	3,131,399	1,539,090	2,780,235	-11%	(351,164)	The reduction in FY reflects the reallocation in FY12 of a portion of grant funds previously banked for construction of the Bus O&M Facility in 2015. As result of the State OF Repair grant received for 80% of the Bus Ohm Facility funds were reallocated for eligible operating expenditures.
Total Revenue & Other Income	22,745,099	24,262,335	24,597,564	15,340,514	25,587,606	4%	990,042	
Operating Expenses								
GENERAL & ADMINISTRATIVE								
Salary, Wages and Benefits	1,364,508	1,764,299	1,763,240	1,205,879	1,735,489	-2%	(27,751)	Assumes a 10% increase in benefits which is offset by the transfer of 2 rail employees salary & benefits from G&A to Rail Services in order to accurately capture costs related directly to rail services.
Services	1,197,734	919,654	1,201,854	499,583	936,632	-22%	(265,222)	Reduction primarily due to \$250,000 1X budget for legal services as well as the completion of the Service Plan in FY12.
Materials and Supplies	161,148	96,450	96,450	75,047	74,960	-22%	(21,490)	
Utilities	9,562	10,800	10,800	10,828	14,400	33%	3,600	Utilities includes cost of phone lines and phone usage, this reflects increased cost of phones
Insurance, Casualties and Losses	6,805	7,284	7,284	4,330	9,588	32%	2,304	Increases in workers compensation insurance and vehicle insurance not previously budgeted in this fund
Purchased Transportation Services	-	-	-	-	-	0%	-	
Miscellaneous	147,498	136,078	137,203	65,621	152,491	11%	15,288	Includes \$18k for additional "Marketing Services" expanded level service to support special events and target audiences
Leases and Rentals	167,731	164,400	164,400	130,407	152,229	-7%	(12,171)	
Subtotal - G&A	3,054,985	3,098,965	3,381,231	1,991,697	3,075,789	-9%	(305,442)	
BUS SERVICES								
Salary, Wages and Benefits	4,387,833	5,054,639	4,913,939	3,228,437	5,292,312	8%	378,373	Includes a 3% merit increase for Administrative staff, 5% pay rate increase for bus operators and assumes a 10% increase in benefits. This has also increased due to the addition of 32 hours of bus service beginning in January 2013.
Services	362,075	373,980	355,284	189,426	310,820	-13%	(44,464)	Reduction in maintenance expense anticipated due to replacement of old buses and the elimination of the Commuter Express bus service.
Materials and Supplies	1,694,534	2,043,911	1,976,911	1,199,325	1,819,380	-8%	(157,531)	Reduction of parts and tires of \$156,000 in FY13 due to newer buses in the fleet offsets budgeted price/gallon increase in fuel.
Utilities	79,341	106,900	106,900	53,875	87,940	-18%	(18,960)	Electricity for DDTC is trending less than anticipated, at time FY12 budget was developed projected usage was based on estimates provided by City of Denton based on previous use of building.
Insurance, Casualties and Losses	291,189	354,456	354,456	204,622	301,144	-15%	(53,312)	
Purchased Transportation Services	-	-	-	-	-	0%	-	
Miscellaneous	1,471	2,220	2,320	1,288	3,000	29%	680	
Leases and Rentals	123,205	102,900	114,950	76,161	119,101	4%	4,151	
Subtotal - Bus Services	6,939,649	8,039,006	7,824,760	4,953,133	7,933,697	1%	108,937	
RAIL SERVICES								
Salary, Wages and Benefits	-	-	-	-	183,424	N/A	183,424	Transfer of rail employees from G&A (see note above) to Rail Services to accurately capture the full cost of the rail service.
Services	129,068	101,340	125,471	94,400	141,000	12%	15,529	County Sheriff & Security Services
Materials and Supplies	451,098	1,296,638	1,296,638	614,952	1,600,000	23%	303,362	Increase in fuel with the addition of rail mid-day service as well as budgeted increase in price/gallon from 43.75 to \$4.00/gallon
Utilities	86,251	183,473	305,215	178,343	270,400	-11%	(34,815)	
Insurance, Casualties and Losses	-	110,000	110,000	17,914	234,000	113%	124,000	Includes an additional \$124k for Property Liability insurance for the additon of full year of coverage for Stadler cars in FY13
Purchased Transportation Services	5,537,662	7,544,845	7,597,897	4,614,567	8,430,186	11%	832,289	This increase is due to the following factors: (1) the addition of mid-day service in FY13, (2) increased "shared cost" for the agency, (3) MOW over 25ft increased \$270k, (4) 3% contract increase and (5) increase of 15% for rail liability insurance.
Miscellaneous	-	-	-	-	-	0%	-	
Leases and Rentals	305,300	769,630	769,630	430,430	150,000	-81%	(619,630)	This decrease is from the elimination of the RDC leased vehicles in FY12. \$150,000 reflects DART ROW Lease
Subtotal - Rail Services	6,509,380	10,005,926	10,204,851	5,950,607	11,009,010	8%	804,159	
Total Operating Expenses	16,504,014	21,143,898	21,410,842	12,895,437	22,018,496	3%	607,654	
Income Before Non-operating Revenue & Exp	6,241,086	3,118,437	3,186,722	2,445,078	3,569,110		382,388	
Non-Operating Revenues / (Expense)								
Investment Income	110,472	48,000	48,000	40,903	36,000	-25%	(12,000)	
Misc Income	183,598	62,000	62,000	24,985	-	-100%	(62,000)	FY12 assumed receiving rent for retail space at DDTC along with advertising revenues. Retail space was not rented as anticipated and advertising program is no currently planned.
Non-Operating Revenues / (Expense)	(184,095)	-	-	(85,580)	-		-	
Long Term Debt Interest/(Expense)	(208,430)	(1,283,919)	(1,484,379)	(997,732)	(2,168,920)	46%	684,541	Debt expense for refunding the 2008 debt in 2009 and CO's issued in 2011
Total Non-Operating Revenue / (Expense)	(98,455)	(1,173,919)	(1,374,379)	(1,017,424)	(2,132,920)	55%	758,541	
NET INCOME	6,142,631	1,944,518	1,812,343		1,436,190		(376,153)	

BUS		Actual FY 2010	Actual FY 2011	Budget FY 2012	Proposed FY 2013
Revenue Source	Oct 09 - Sept 10	Oct 10 - Sept 11	Oct 11 - Sept 12	Total	
Passenger Revenues					
Connect	164,729	264,057	190,979	338,681	
Access	93,972	84,192	91,777	82,475	
Commuter Express	189,104	123,231	20,149	-	
NCTC	122	332	-	-	
Contract Services					
Connect	40,000	40,000	59,000	49,000	
UNT	2,246,799	2,414,566	2,809,987	2,809,085	
Access	52,011	-	-	-	
NCTC	122,109	105,470	144,369	142,956	
Total	\$ 2,908,846	\$ 3,031,848	\$ 3,316,262	\$ 3,422,197	

RAIL		Actual FY 2010	Actual FY 2011	Budget FY 2012	Proposed FY 2013
Revenue Source	Oct 09 - Sept 10	Oct 10 - Sept 11	Oct 11 - Sept 12	Total	
Rail Farebox	\$ -	\$ 194,684	\$ 570,367	\$ 609,783	
Total	\$ -	\$ 194,684	\$ 570,367	\$ 609,783	

DCTA		Actual FY 2010	Actual FY 2011	Budget FY 2012	Proposed FY 2013
Revenue Source	Oct 09 - Sept 10	Oct 10 - Sept 11	Oct 11 - Sept 12	Total	
Interest Income	\$ 102,615	\$ 110,472	\$ 48,000	\$ 36,000	
RTRFI Interest	-	-	-	-	
Misc. Revenue	132,193	183,574	62,000	-	
Sales Tax	16,188,072	17,135,359	17,579,537	18,775,391	
Total	\$ 16,422,880	\$ 17,429,405	\$ 17,689,537	\$ 18,811,391	

GRANTS		Actual FY 2010	Actual FY 2011	Budget FY 2012	Proposed FY 2013
Revenue Source	Oct 09 - Sept 10	Oct 10 - Sept 11	Oct 11 - Sept 12	Total	
Federal Operating Grants	\$ 1,249,340	\$ 2,248,138	\$ 3,023,249	\$ 2,665,503	
Federal Capital Grants	2,012,840	3,128,333	2,696,891	6,890,671	
State Operating Grants	170,109	135,071	108,150	114,732	
State Capital Grants	102,970,259	77,838,642	6,768,962	577,194	
Total	\$ 106,402,548	\$ 83,350,184	\$ 12,597,252	\$ 10,248,100	

81

TOTAL REVENUES \$ 125,734,274 \$ 104,006,120 \$ 34,173,418 **\$33,091,470**

Capital Improvement Plan

2ai
DRAFT

PROJECT NAME	Project Number	5 Year Capital Improvement Plan			LTD Expenses (June 2012)	Actuals FY09 - FY11	FY12	FY13	FY14	FY15	FY16	PROJECT TOTAL
		Original Project Budget	FY12 Approved Project Budget	Total Proposed Project Budget								
BUS OPERATIONS												
Passenger Amenities (Phase 2)	50202	174,011	229,326	229,326	134,531	133,799	95,527	-	-	-	-	229,326
Bus O&M Facility	50301	8,142,667	11,720,717	11,720,717	2,040,774	1,967,610	105,868	8,269,062	1,378,177	-	-	11,720,717
Bus Maintenance Equipment	50302	500,000	500,000	500,000	57,035	51,435	75,000	373,565	-	-	-	500,000
Paratransit Scheduling Systems	50403	180,000	180,000	180,000	166,342	147,167	32,833	-	-	-	-	180,000
Fleet Replacement	50502	1,968,500	3,136,993	3,136,993	2,587,132	2,587,132	549,861	-	-	1,973,773	-	5,110,766
Where's My Ride	NEW	-	-	940,485	-	-	-	940,485	-	-	-	940,485
Bus Operations Safety & Security Equipment	NEW	-	-	88,555	-	-	-	88,555	-	-	-	88,555
DDTC	50303	373,282	373,282	373,282	-	-	-	373,282	-	-	-	373,282
Total Bus Capital Projects		11,338,460	16,140,318	17,169,358	4,985,814	4,887,143	859,089	10,044,949	1,378,177	1,973,773	-	19,143,131
RAIL DEVELOPMENT												
Passenger Information	60701	56,214	56,214	56,214	4,807	-	28,714	27,500	-	-	-	56,214
Rail Maintenance Equipment	61502	50,000	50,000	50,000	45,000	-	50,000	-	-	-	-	50,000
ROW Fencing	NEW	-	-	25,000	-	-	-	25,000	-	-	-	25,000
MedPark Extension	61206	1,000,000	1,000,000	1,000,000	-	-	-	1,000,000	-	-	-	1,000,000
Fare Collection Systems	61401	569,000	733,105	733,105	633,129	633,129	99,976	-	-	-	-	733,105
Traffic Signals	61403	2,480,000	3,046,177	3,046,177	2,640,516	2,769,252	276,925	-	-	-	-	3,046,177
Positive Train Control	61406	16,997,441	16,997,441	16,997,441	751,308	239,172	3,002,070	9,508,758	4,247,441	-	-	16,997,441
Rail Cars	61501	71,500,000	79,795,524	79,795,524	77,108,590	53,589,443	26,206,081	-	-	-	-	79,795,524
Stadler Implementation	61603	-	895,803	895,803	316,033	-	895,803	-	-	-	-	895,803
Professional Services	61601	26,200,000	24,267,165	24,267,165	24,439,240	24,104,908	162,257	-	-	-	-	24,267,165
Community Enhancements	61707	752,708	752,708	752,708	13,091	13,091	140,000	599,617	-	-	-	752,708
Lewisville Bike Trail	61708	3,489,396	3,489,396	3,489,396	60,685	60,685	-	86,250	741,520	2,600,941	-	3,489,396
Total Rail Capital Projects		123,094,759	131,083,533	131,108,533	106,012,399	81,409,680	30,861,826	11,247,125	4,988,961	2,600,941	-	131,108,533
TOTAL CAPITAL PROJECTS BUDGET		134,433,219	147,223,851	148,277,891	110,998,213	86,296,823	31,720,915	21,292,074	6,367,138	4,574,714	-	150,251,664

CAPITAL FUNDING SOURCES			
RTRFI FUNDING			-
FEDERAL / STATE GRANTS & REIMBURSEMENTS			7,467,865
NEW DEBT ISSUANCE (PTC 2013)			9,508,758
DCTA FUNDING			4,315,451
TOTAL FY 13 FUNDING SOURCES			21,292,074

Cash Flow Model (Revised Budget 05-2012) Variance Analysis @ 7/18/2012

	CFM Adopted		Impact of Proposed FY13		Variance	
	May 2012	2012	2013	2013 v 2012 Adp	2013	2013 v 2012 Adp
OPERATING REVENUES						
Bus Operating Revenue	\$ 3,326,627	\$ 3,326,627	\$ 3,422,197	\$ 95,570		
Rail Operating Revenue	574,015	574,015	609,783	35,768		
NON-OPERATING REVENUES						
Sales Tax Revenue	17,913,422	17,913,422	18,775,391	861,969		VARIANCE ANALYSIS COMPARES PROPOSED FY 2013 TO FY12 CFM ADOPTED 5-2012
Formula Grants (Operating)	3,131,399	3,131,399	2,780,235	(351,164)		FY13 sales tax projection is based on actual receipts thru July 2012, escalated at 3%
Interest Income-Non RTRFI Funds	48,000	48,000	36,000	(12,000)		Grants are based on current funds programmed into the program of projects for the agency.
Misc. Revenue	62,000	62,000	-	(62,000)		Previously assumed DDTC retail space rent and advertising funds are no longer assumed in the FY13 budget
Restricted RTRFI Interest Income	678,182	678,182	-	(678,182)		Remaining RTRFI funds have been drawn down in FY12
Total Revenues	25,733,645	25,733,645	25,623,606	(110,039)		
OPERATING EXPENSES						
Bus Operating Expense	7,824,760	7,824,760	7,933,698	108,937		The FY13 budget includes 32 hours of additional Connect service. Also includes a 5% pay increase for bus operators and a 10% increase in benefits. The additional expense is offset by anticipated savings in maintenance, parts and tires.
Rail Operating Expense	10,547,785	10,547,785	11,009,010	461,225		Includes an additional \$124k in Property Liability ins for the Stadler vehicles; increase in Purchased Transportation due to the addition of mid-day rail service due to the following: (1) increase "shared" cost and (2) increase of 15% for rail liability insurance (3) MOW>25
G&A Operating Expense	3,038,297	3,038,297	3,075,789	37,492		
NON-OPERATING EXPENSES						
Non-Operating (Income) / Expense						
Total Expenses	21,410,842	21,410,842	22,018,497	607,654		
NET INCOME	4,322,802	4,322,802	3,605,109	(717,693)		
CAPITAL OUTLAY						
Bus Capital Expenditure	2,101,402	309,228	9,104,464	7,003,062		Major impact is due to revised design and construction schedule for the Bus O&M. Based on current information construction is planned to occur sooner.
Bus Replacement Expense	549,861	549,861	-	(549,861)		No fleet replacement anticipated in FY13
CM/GC Construction Phase	2,157,883	2,088,339	-	(2,157,883)		A-train construction was completed in FY12
Professional Services	1,152,608	1,024,110	967,985	(184,623)		FY13 budget includes the Where's My Ride and Passenger Information project
Stadler Fleet (Vehicles)	26,268,745	26,268,745	-	(26,268,745)		Stadler contract will be completed in FY12
Real Estate	-	-	1,000,000	1,000,000		MedPark Extension
Right of Way	-	-	25,000	25,000		Addition of a capital project for ROW Fencing.
Rail Capital Expenditure (LV Hike & Bike)	-	-	86,250	86,250		
Rail Capital Expenditure (Community Enhancements)	140,000	140,000	599,617	459,617		
Positive Train Control	3,002,070	3,002,070	9,508,758	6,506,688		
Total Capital Outlay	35,372,569	33,382,353	21,292,074	(14,080,495)		
CAPITAL SOURCES						
New Money (Debt Issuance)	-	-	13,400,000	13,400,000		Debt issuance for PTC planned in late 2013 with first debt service payment in 2014
RTRFI Funds	6,184,749	6,184,749	(6,184,749)	(6,184,749)		Reallocation of grant funds based on current program of projects. Includes additional funds for Where's My Ride capital project and revised schedule for Bus O&M.
Formula Grants (Capital)	3,281,104	3,281,104	7,467,865	4,186,761		
Total Capital Sources	9,465,853	9,465,853	20,867,865	11,402,012		
DEBT SERVICE						
2008 Issue (ST) Debt Service	833,511	833,511	1,718,511	885,000		
2009 Refunding (ST) Debt Service	336,945	336,945	336,945	-		
2011 Contractual Obligations (Vehicles)	113,463	113,463	113,463	-		
2013 Contractual Obligations (PTC)	-	-	-	-		
Total Debt Service	1,283,919	1,283,919	2,168,919	885,000		
Gross Sales Tax Coverage	13,95	13,95	8,66	(5,29)		
Internal Debt Service Coverage	3,37	3,37	1,66	(1,70)		
Beginning Fund Balance:	\$ 32,528,473	\$ 32,528,473	\$ 11,650,856	\$ (20,877,617)		
Year End Audit Adjustment	-	-	-	-		
Ending Fund Balance:	9,660,640	11,650,856	12,662,838	3,002,197		
Less Restricted RTRFI Interest Income	5,197,803	5,197,803	5,504,624	306,821		Increase in Fund Balance Reserve to cover operating cost increases
Less Required Fund Balance (O&M Reserve Policy)	-	-	550,000	550,000		Funding of Sales Tax Stabilization
Less Sales Tax Stabilization Fund	-	-	100,000	100,000		Funding of Fuel Stabilization
Less Fuel Stabilization Fund	-	-	2,000,000	2,000,000		Funding of Capital/Infrastructure Reserve
Net Cash	4,462,837	6,463,063	4,508,214	45,376		

Cash Flow Model (Proposed FY13 Budget)

OPERATING REVENUES	2011	2012	2013	2014	2015	2016	2017	TOTAL
Bus Operating Revenue	\$ 3,031,848	\$ 3,326,627	\$ 3,422,197	\$ 3,516,440	\$ 3,655,962	\$ 3,756,198	\$ 3,859,346	21,536,770
Rail Operating Revenue	\$ 194,684	574,015	609,783	640,272	710,702	717,809	724,987	3,977,569
NON-OPERATING REVENUES								
Sales Tax Revenue	17,135,359	17,913,422	18,775,391	19,526,407	20,307,463	21,119,761	21,964,552	119,606,996
Formula Grants (Operating)	2,105,742	3,131,399	2,780,235	3,595,978	3,209,806	2,851,328	2,908,355	18,477,101
Interest Income-Non RTRFI Funds	110,472	48,000	36,000	101,303	105,306	130,100	165,788	586,497
Misc. Revenue	200,888	62,000	-	155,332	152,680	152,680	152,680	675,372
Restricted RTRFI Interest Income	344,975	678,182	-	-	-	-	-	678,182
Total Revenues	23,123,967	25,733,645	25,623,606	27,535,731	28,141,920	28,727,877	29,775,709	165,538,487
OPERATING EXPENSES								
Bus Operating Expense	6,939,649	7,824,760	7,933,698	8,274,536	8,531,639	8,865,129	9,199,786	50,629,548
Rail Operating Expense	6,910,500	10,547,785	11,009,010	11,346,195	11,628,222	11,980,481	12,404,636	68,916,329
G&A Operating Expense	2,653,865	3,038,297	3,075,789	3,165,511	3,272,769	3,384,094	3,499,588	19,436,048
NON-OPERATING EXPENSES								
Non-Operating (Income) / Expense	(184,095)	-	-	-	-	-	-	-
Total Expenses	16,319,919	21,410,842	22,018,497	22,786,242	23,432,630	24,229,703	25,104,011	138,981,925
NET INCOME	6,804,048	4,322,802	3,605,109	4,749,489	4,709,290	4,498,173	4,671,698	26,556,562
CAPITAL OUTLAY								
Bus Capital Expenditure	598,287	309,228	9,104,464	1,378,177	-	-	-	10,791,869
Bus Replacement Expense	2,307,427	549,861	-	-	1,973,773	-	-	2,523,634
CM/GC Construction Phase	81,696,729	2,088,339	-	-	-	-	-	2,088,339
Professional Services	4,680,325	1,024,110	967,985	-	-	-	-	1,992,095
Stadler Fleet (Vehicles)	26,503,820	26,268,745	-	-	-	-	-	26,268,745
Real Estate	742,808	-	1,000,000	-	-	-	-	1,000,000
Right of Way	7,500,040	-	25,000	-	-	-	-	25,000
Rail Capital Expenditure (LV Hike & Bike)	60,685	-	86,250	741,520	2,600,941	-	-	3,428,711
Rail Capital Expenditure (Community Enhancements)	13,091	140,000	599,617	-	-	-	-	739,617
Positive Train Control	239,172	3,002,070	9,508,758	4,247,441	-	-	-	16,758,269
Total Capital Outlay	124,342,384	33,382,353	21,292,074	6,367,138	4,574,714	-	-	65,616,279
CAPITAL SOURCES								
New Money (Debt Issuance)	14,305,000	-	13,400,000	-	-	-	-	13,400,000
RTRFI Funds	77,661,498	6,184,749	-	-	-	-	-	6,184,749
Formula Grants (Capital)	3,405,800	3,281,104	7,467,865	2,511,738	3,756,071	96,300	96,300	17,209,378
Total Capital Sources	95,372,298	9,465,853	20,867,865	2,511,738	3,756,071	96,300	96,300	36,794,127
DEBT SERVICE								
2008 Issue (ST) Debt Service	-	-	-	-	-	-	-	-
2009 Refunding (ST) Debt Service	833,512	833,511	1,718,511	1,718,200	1,716,492	1,718,387	1,713,687	9,418,788
2011 Contractual Obligations (Vehicles)	-	336,945	336,945	336,945	751,945	763,955	770,183	3,296,918
2011 Contractual Obligations (PTC)	-	113,463	113,463	113,463	253,463	254,081	259,542	1,107,475
2013 Contractual Obligations (PTC)	-	-	-	857,700	857,700	857,700	857,700	3,430,800
Total Debt Service	833,512	1,283,919	2,168,919	3,026,308	3,579,600	3,594,123	3,601,112	17,253,981
Gross Sales Tax Coverage:	20.56	13.95	8.66	6.45	5.67	5.88	6.10	-
Internal Debt Service Coverage:	8.16	3.37	1.66	1.57	1.32	1.25	1.30	-
Beginning Fund Balance:	\$ 55,528,022	\$ 32,528,473	\$ 11,650,856	\$ 12,662,838	\$ 10,530,619	\$ 10,841,665	\$ 11,842,016	-
Year End Audit Adjustment	-	-	-	-	-	-	-	-
Ending Fund Balance:	32,528,473	11,650,856	12,662,838	10,530,619	10,841,665	11,842,016	13,008,902	-
Less Restricted RTRFI Interest Income	-	-	-	-	-	-	-	-
Less Required Fund Balance (O&M Reserve Policy):	4,079,980	5,197,803	5,504,624	5,696,561	5,858,158	6,057,426	6,276,003	-
Less Sales Tax Stabilization Fund	-	-	550,000	585,792.20	609,223.89	633,592.84	658,936.56	-
Less Fuel Stabilization Fund	-	-	100,000	100,000	100,000	100,000	100,000	-
Less Capital/Infrastructure	-	-	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	-
			84					
Net Available Cash	28,448,493	6,453,053	4,508,214	2,148,266	2,274,284	3,050,997	3,973,963	-

Cash Flow Model (Revised Budget 05-2012)

	2011	2012	2013	2014	2015	2016	2017	Total 2012 - 2017
OPERATING REVENUES								
Bus Operating Revenue	\$ 3,031,848	\$ 3,326,627	\$ 3,420,160	\$ 3,516,437	\$ 3,647,495	\$ 3,749,826	\$ 3,855,155	21,515,699
Rail Operating Revenue	\$ 194,684	\$ 574,015	\$ 579,755	\$ 608,743	\$ 675,705	\$ 682,462	\$ 689,286	3,809,966
NON-OPERATING REVENUES								
Sales Tax Revenue	17,135,359	17,913,422	18,450,825	19,188,858	19,956,412	20,754,668	21,584,855	117,849,040
Formula Grants (Operating)	2,105,742	3,131,399	3,592,536	3,595,978	3,209,806	2,851,328	2,908,355	19,289,402
Interest Income-Non RTRFI Funds	110,472	48,000	57,964	107,603	110,214	140,859	184,582	649,222
Misc. Revenue	200,888	62,000	135,888	155,332	152,680	152,680	152,680	811,260
Restricted RTRFI Interest Income	344,975	678,182						678,182
Total Revenues	23,123,967	25,733,645	26,237,128	27,172,950	27,752,312	28,331,822	29,374,914	164,602,770
OPERATING EXPENSES								
Bus Operating Expense	6,939,649	7,824,760	8,145,565	8,394,592	8,650,254	8,981,290	9,312,642	51,309,104
Rail Operating Expense	6,910,500	10,547,785	10,009,597	10,312,729	10,563,113	10,882,635	11,200,147	63,516,006
G&A Operating Expense	2,653,865	3,038,297	2,819,792	2,912,951	3,009,561	3,109,766	3,213,699	18,104,067
NON-OPERATING EXPENSES								
Non-Operating (Income) / Expense	(184,095)							-
Total Expenses	16,319,919	21,410,842	20,974,954	21,620,273	22,222,928	22,973,691	23,726,487	132,929,176
NET INCOME	6,804,048	4,322,802	5,262,173	5,552,677	5,529,383	5,358,131	5,648,427	31,673,594
CAPITAL OUTLAY								
Bus Capital Expenditure	598,287	2,101,402	7,116,973	2,057,836	-	-	-	11,276,211
Bus Replacement Expense	2,307,427	549,861	-	-	1,973,773	-	-	2,523,634
CM/GC Construction Phase	81,696,729	2,157,883	-	-	-	-	-	2,157,883
Professional Services	4,680,325	1,152,608	27,500	-	-	-	-	1,180,108
Stadler Fleet (Vehicles)	26,503,820	26,268,745	-	-	-	-	-	26,268,745
Real Estate	742,808	-	1,000,000	-	-	-	-	1,000,000
Right of Way	7,500,040	-	-	-	-	-	-	-
Rail Capital Expenditure (LV Hike & Bike)	60,685	-	86,250	741,520	2,600,941	-	-	3,428,711
Rail Capital Expenditure (Community Enhancements)	13,091	140,000	599,617	-	-	-	-	739,617
Positive Train Control	239,172	3,002,070	9,508,758	4,247,441				16,758,269
Total Capital Outlay	124,342,384	35,372,569	18,339,098	7,046,797	4,574,714	-	-	65,333,178
CAPITAL SOURCES								
New Money (Debt Issuance)	14,305,000	-	13,400,000					13,400,000
RTRFI Funds	77,661,498	6,184,749						6,184,749
Formula Grants (Capital)	3,405,800	3,281,104	5,635,587	2,511,738	3,756,071	96,300	96,300	15,377,100
Total Capital Sources	95,372,298	9,465,853	19,035,587	2,511,738	3,756,071	96,300	96,300	34,961,849
DEBT SERVICE								
2008 Issue (ST) Debt Service	-	-	-	-	-	-	-	-
2009 Refunding (ST) Debt Service	833,512	833,511	1,718,511	1,718,200	1,716,492	1,718,387	1,713,687	9,418,788
2011 Contractual Obligations (Vehicles)		336,945	336,945	336,945	751,945	763,955	770,183	3,296,918
2011 Contractual Obligations (PTC)		113,463	113,463	113,463	253,463	254,081	259,542	1,107,475
2013 Contractual Obligations (PTC)				1,278,000	1,272,000	1,271,800	1,275,100	5,096,900
Total Debt Service	833,512	1,283,919	2,168,919	3,446,608	3,993,900	4,008,223	4,018,512	18,920,081
Gross Sales Tax Coverage:	20.56	13.95	8.51	5.57	5.00	5.18	5.37	
Internal Debt Service Coverage:	8.16	3.37	2.43	1.61	1.38	1.34	1.41	
Beginning Fund Balance:	\$ 55,528,022	\$ 32,528,473	\$ 9,660,640	\$ 13,450,384	\$ 11,021,394	\$ 11,738,234	\$ 13,184,443	
Year End Audit Adjustment								
Ending Fund Balance:	32,528,473	9,660,640	13,450,384	11,021,394	11,738,234	13,184,443	14,910,658	
Less Restricted RTRFI Interest Income	-	-	-	-	-	-	-	
Less Required Fund Balance (O&M Reserve Policy):	4,079,980	5,197,803	5,243,739	5,405,068	5,555,732	5,743,423	5,931,622	
Less Sales Tax Stabilization Fund								
Less Fuel Stabilization Fund								
Less Capital/Infrastructure								
			85					
Net Available Cash	28,448,493	4,462,837	8,206,645	5,616,326	6,182,502	7,441,020	8,979,036	



1660 S. Stemmons., Suite 250
Lewisville, Texas 75067
Ph: (972) 221-4600 Fax: (972) 221-4601

Denton County Transportation Authority
Board of Directors
Work Session and Board Meeting Minutes

Work Session Minutes

The Board of Directors of the Denton County Transportation Authority convened with Chairman Charles Emery presiding at 1:37 p.m. June 28, 2012 at 1660 S. Stemmons, Suite 250, Lewisville, TX 75067. A quorum was present.

Attendance

Small Cities

Bill Walker
Tom Spencer

Large Cities

Richard Huckaby, Denton
Paul Pomeroy, Highland Village, *Treasurer*
Charles Emery, Lewisville, *Chairman*
Daniel Peugh, Corinth
Dave Kovatch, The Colony, *Secretary*
Jim Robertson, Flower Mound (1:54 pm arrival)
Doug Peach, Little Elm (2:18 pm arrival)

Denton County Unincorporated

Charles Correll, *Vice-Chairman*
Don Hartman

Denton County at Large

Thomas Smith

Board Members Absent

Skip Kalb

DCTA Staff

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

Legal Counsel

Pete Smith

Others in Attendance

Mayor Pat Davis, City of Highland Village
Mike Leavitt, City of Highland Village
Mayor Mark Burroughs, Denton
Kevin Roden, City of Denton
George Campbell, City of Denton
Steve Bacchus, City of Lewisville
Dalton Gregory, Denton City Council
Pete Kamp, Denton City Council
Chris Watts, Denton City Council

1. Routine Briefing Items
 - a. Financial Reports – Anna Mosqueda presented information
 - i. Financial Statements
 - ii. Capital Projects Fund
 - iii. Sales Tax Report

- b. Capital Projects Update – Jim Cline presented information.
 - i. GTW Integration – Jim Cline made a formal presentation of the FRA waiver letter for the GTW vehicles.
 - ii. Bus Operations and Maintenance Facility (OMF)
 - iii. Community Enhancements
 - iv. Lewisville Bike Trail
 - v. Positive Train Control (PTC)
 - vi. A-train Close-out Status
 - vii. Interstate Highway 35 East Impacts / Grade Crossing Agreement
 - c. Communications and Planning – Information provided by Dee Leggett
 - i. Marketing and Communications Initiatives
 - ii. Media Coverage
 - iii. Safety Campaign
 - iv. Customer Service
 - d. Transit Operations – Jarod Varner gave a briefing on the following items:
 - i. Bus Operation
 - ii. Rail Operations
 - 2. Special Briefings – Jim Cline presentations
 - a. System Improvement Considerations – PowerPoint presentation
 - b. Shunting and Single Car Operations – PowerPoint presentation
 - 3. Committee Briefings – Reports by Committee Chairmen
 - a. Budget Committee – Committee Chairman Paul Pomeroy reviewed the Budget Committee packet and discussions from the meeting.
 - b. Legislative Committee – Committee Chairman Charles Emery gave an update from recent meeting.
 - 4. Discussion of Regular Board Meeting Agenda Items (June 28, 2012) – not necessary
 - 5. Executive Session – none
 - a. As Authorized by Section 551.071(2) of the Texas Government Code, the Work Session or the Regular Board Meeting may be Convened into Closed Executive Session for the Purpose of Seeking Confidential Legal Advice from the General Counsel on any Agenda Item Listed Herein.
 - 6. Reconvene Open Session – not necessary
 - a. Reconvene and Take Necessary Action on Items Discussed during Executive Session.
 - 7. Discussion of Future Agenda Items – Jim Cline reviewed future agenda items.
 - a. City of Denton Bus Facility Lease
 - b. Hike / Bike Trail Maintenance Agreement
 - c. State Legislature Consultant Contract
 - d. Board Member Requests
 - 8. Adjourn Work Session 3:05 p.m.



1660 S. Stemmons., Suite 250
Lewisville, Texas 75067

Denton County Transportation Authority
Board of Directors
Work Session and Board Meeting Minutes

Board Meeting Minutes

The Board of Directors of the Denton County Transportation Authority convened with Chairman Charles Emery presiding at 3:15 p.m. June 298, 2012 at 1660 S. Stemmons, Suite 250, Lewisville, TX 75067. A quorum was present.

Attendance

Small Cities

Bill Walker
Tom Spencer

Large Cities

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

Denton County Unincorporated

Charles Correll, *Vice-Chairman*
Don Hartman

Denton County at Large

Thomas Smith

Board Members Absent

Skip Kalb

DCTA Staff

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

Legal Counsel

Pete Smith

Others in Attendance

Mayor Pat Davis, City of Highland Village
Mike Leavitt, City of Highland Village
Mayor Mark Burroughs, Denton
Kevin Roden, City of Denton
George Campbell, City of Denton
Steve Bacchus, City of Lewisville
Dalton Gregory, Denton City Council
Pete Kamp, Denton City Council
Chris Watts, Denton City Council
Guy McElroy, Gloria McElroy

CALL TO ORDER – Charles Emery called to order at 3:15 pm

PLEDGE OF ALLEGIANCE TO US AND TEXAS FLAGS – Tom Smith

INVOCATION – Charles Correll

WELCOME AND INTRODUCTION OF VISITORS – UNT Parking and Transportation representatives: Ginny Griffin and Ken Kindle.

1. CONSENT AGENDA

- a. Approval of Minutes – May 24, 2012
- b. Acceptance of Financial Reports
-Motion by Dave Kovatch to approve the Consent Agenda with a change to item 1a) Minutes of May 24, 2012 Board Minutes to eliminate arrival times of Peugh and Smith carried over from Work Session attendance chart. 2nd by Paul Pomeroy. Motion carried unanimously.

2. REGULAR AGENDA – Chairman Emery rearranged agenda items due to the gallery attendance and the interest in items 2c and d.

- a. Discussion / Authorization for President to Negotiate and Execute Agreement for Federal Legislative Consultant
-Motion by Paul Pomeroy to authorize President to negotiate and execute agreement for Federal Legislative Consultant. 2nd by Bill Walker. Motion carried unanimously.

- b. Discussion / Approval of additions to the Rail Service schedule
-Item requested by Board Member Dave Kovatch. Following a presentation of suggested improvements, Chairman Emery requested that this issued be directed through the Budget Committee in order to vet the financial implications as they relate to the current budget and the cash flow model.

- c. Motion to reconsider, pursuant to DCTA Rules of Procedure, Rule 12, Friday Night Service as voted on by the Board at the May 24, 2012 Regular Board Meeting Agenda Item 2b
-Motion by Bill Walker to reconsider the previous motion to modify and continue Friday night service as proposed by the DCTA Staff at the DCTA Board meeting on May 24, 2012. 2nd by Richard Huckaby. Motion Carried.
Details of vote:

In Favor of Motion: 8

Dave Kovatch
Jim Robertson
Don Hartman
Richard Huckaby
Paul Pomeroy
Charles Emery
Bill Walker
Doug Peach

Against Motion: 4

Daniel Peugh
Tom Spencer
Charles Correll
Tom Smith

- d. Subject to approval of item 2.c. Discuss and Take Action to Modify and Continue Friday Night Service
-Motion by Bill Walker to modify and continue Friday night service as proposed by the DCTA Staff at the Board meeting May 24, 2012. 2nd by Paul Pomeroy. Motion Carried. Details of vote:

In Favor of Motion: 7

Jim Robertson
Don Hartman
Richard Huckaby
Paul Pomeroy
Charles Emery
Bill Walker
Doug Peach

Against Motion: 5

Daniel Peugh
Tom Spencer
Charles Correll
Tom Smith
Dave Kovatch

3. CHAIR REPORT – Charles Emery
 - a. Discussion of Regional Transportation Issues
 - b. Discussion Legislative Issues: Local, Regional, Federal
4. PRESIDENT'S REPORT – Jim Cline
 - a. Presentation of Federal Railroad Administration Waiver
 - b. Transit Board Member Educational Opportunities
 - i. APTA Transit Board Member Seminar
 - ii. APTA Annual Meeting
 - iii. Rail-Volution
5. REPORT ON ITEMS OF COMMUNITY INTEREST - none
 - a. Pursuant to Texas Government Section 551.0415 the Board of Directors may report on following items: (1) expression of thanks, congratulations, or condolences; (2) information about holiday schedules; (3) recognition of individuals; (4) reminders about upcoming DCTA and Member City events; (5) information about community events; and (6) announcements involving imminent threat to public health and safety.
6. CONVENE EXECUTIVE SESSION - none
 - a. As Authorized by Section 551.071(2) of the Texas Government Code, the Board Meeting may be Convened into Closed Executive Session for the Purpose of Seeking Confidential Legal Advice from the General Counsel on any Agenda Item Listed Herein.
7. RECONVENE OPEN SESSION – not necessary
 - a. Reconvene and Take Necessary Action on Items Discussed during Executive Session.
8. ADJOURN REGULAR MEETING - 5:22 p.m.
-Motion to adjourn by Richard Huckaby, 2nd by Jim Robertson. Motion carried.

The minutes of the May 24, 2012 meeting of the Board of Directors were passed, and approved by a vote on this 28th, day of June, 2012.

Charles Emery, Chairman

ATTEST

Dave Kovatch, Secretary



Special Called Meeting of the DCTA Board of Directors
and the Budget Committee
of the DCTA Board of Directors
3:00 p.m., June 13, 2012
1660 S. Stemmons, Suite 250 Conference Room
Lewisville, Texas 75067

MINUTES

Attendance

Paul Pomeroy, Committee Chairman
Dave Kovatch
Richard Huckaby

Tom Spencer (3:11 pm)
Charles Emery

Jim Cline, President
Anna Mosqueda, CFO / VP Finance
Dee Leggett, VP Communications and
Planning
Jarod Varner, VP Transit Operations
Amanda Riddle, Budget Analyst
Kevin Laughlin, General Counsel
Shanna O’Gilvie, Management Specialist
Morgan Young, Holmes Murphy
Representative (presenter)

Welcome and Introductions - Committee Chairman Pomeroy convened the meeting of the Budget Committee at 3:04 p.m.

1) ITEMS FOR DISCUSSION / FORWARD FOR BOARD CONSIDERATION

- a. Employee Benefits Presentation – Morgan Young, Holmes Murphy representative gave a presentation.

3:11 p.m. - upon arrival of Tom Spencer a quorum of the Board was present and Board Chairman Emery convened a meeting of the Board of Directors

- b. Discuss Fiscal Year 2013 Budget – Review and discussion lead by Paul Pomeroy and Anna Mosqueda
 - i. Revenues
 - ii. Goals & Objectives

4:38 p.m. – Board Chairman Emery left the meeting, dropping the attendance below the level of a quorum. The Board Meeting was adjourned at this time. The Budget Committee meeting remained in session.

- c. Discuss Administrative Procedure 2006-01: Budget Amendment Procedures – Anna Mosqueda presented information. At the direction of the committee, this item will be forwarded to the Board for consideration.

2) ADJOURN 4:52 p.m.

Budget Committee

Chair – Paul Pomeroy

Members –Richard Huckaby, Dave Kovatch, Tom Spencer

Staff Liaison – Anna Mosqueda – CFO

Leslee Bachus, Executive Assistant



Board of Directors Memo

July 26, 2012

Regular Meeting Agenda 2(d) – Discussion/Authorization for President to enter into agreement with LTK for completion of procurement and acceptance of the Stadler GTW rail cars.

As a part of the On-Track 2010 contract, LTK provides consulting services for the procurement and acceptance of the Stadler GTW rail cars. With the exception of the Stadler GTW rail cars, the components of the A-train project for which On-Track 2010 provided project support and oversight are complete. The On-track 2010 contract needs to be closed out in order to minimize costs and wrap up the project.

After conferring with Ross Bowman (Bowman Engineers) and counsel, it was agreed that the best solution was to shift the rail car contract elements for the remaining balance of the project to a separate agreement directly with LTK with a task order issued for the balance of the work required. The total estimated amount to complete the required services through completion in October 2012 is \$170,000. This change to contract directly with LTK for the balance of the work does not impact the project budget. Project management was approved in the rail car project budget as a component activity for the total rail car project.

As you know LTK also provides, under a separate contract, consulting services for the implementation of Positive Train Control (PTC). After further review, since the funding sources and scope for the PTC contact are materially different we determined that a separate contract with LTK for the remainder of the rail car project allows clearer delineation.

It is recommended that the Board authorize the President to enter into and execute a contract with LTK for the balance of the rail vehicle procurement and acceptance.

Please do not hesitate to contact me if you have any questions, comments, or requests for additional information.

A handwritten signature in black ink, appearing to read "James C. Cline, Jr.", is written over a horizontal line.

James C. Cline, Jr., President



Board of Directors Memo

July 26, 2012

Subject: 2(b) Discussion/Approval of City of Denton Bus Facility Lease

Background

The DCTA Bus Maintenance department has maintained equipment and fleet at a leased facility within the Denton Landfill since DCTA began operating bus services in Denton and Lewisville. The Denton Solid Waste Operation has identified an operational need for the bus maintenance facility and will need to have access to the facility this summer. Vehicle maintenance has been relocated; bus parking, fueling, washing, and administrative functions will continue to be housed within the Landfill. The City of Denton staff has developed draft lease terms and negotiations are ongoing.

Identified Need

DCTA needs a new lease agreement with the City of Denton to accommodate bus operations bus parking, fueling, washing and administrative functions until the permanent facility is completed in the first quarter of 2014.

Financial Impact

The existing Solid Waste Facility lease rate is \$7,634 per month. Due to the exclusion of the vehicle maintenance facility, the new lease rate is expected to be approximately \$4,100 per month. This represents an annual reduction in the contract with the City of Denton of \$42,408. As was previously briefed and approved by the Board, the bus maintenance facility has been relocated to an interm leased site pending the completion of the new Bus O & M Facility.

Recommendation

Staff recommends the Board of Directors authorize the President to enter into an agreement with the City of Denton for a facility lease not to exceed \$4,100 per month.

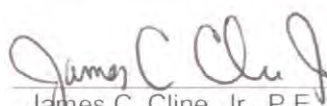
Department Review: _____

Final Review:



Jarod Varner,
Vice President

Approval:



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



Board of Directors Memo

July 26, 2012

Subject: 2c Approval of Resolution 12-02 for Disadvantaged Business Enterprise (DBE) Program Goal for Fiscal Year's 2013, 2014, and 2015

Background

The Federal Transit Administration (FTA), in conjunction with the Department of Transportation, has established rules and guidelines governing the procurement of goods and services from Disadvantaged Business Enterprises (DBE's). DCTA adopted a formal DBE policy statement on February 26, 2004. The policy statement outlines the process a grantee will pursue in implementing the guidelines pursuant to 49 CFR Part 26 and FTA Circular 4716.1A.

Identified Need

Key to the development of the DBE program is establishing a tri-annual goal of DBE participation available from contract opportunities funded in whole or part by FTA. DCTA staff is recommending the use of our own historical data (2004-present) and methodology consistent with guidelines as outlined by FTA.

The goal developed by staff is eleven percent (11%) for fiscal year's 2013, 2014, and 2015 or \$1,237,798 of the projected contracts that will receive federal funds for fiscal year's 2013, 2014 and 2015.

Financial Impact

None

Recommendation

In compliance with the public notice requirements DCTA posted a Public Notice in the local newspaper, Denton Record-Chronicle, for comments regarding the eleven percent (11%) goal on June 16, 2012, through July 30, 2012. Forty-five (45) days following the public notice and after DCTA Board approval Staff will submit a written report to FTA which details the data and methodology used to calculate the tri-annual DBE goal. As of this memo no comments have been received regarding DCTA's published DBE goal.


Staff recommends the Board of Directors approve Resolution 12-02, establishing the tri-annual Disadvantaged Business Enterprise (DBE) goal of eleven percent (11%) for fiscal year's 2013, 2014 and 2015.

Respectfully,

Submitted by:


Athena Forrester, Purchasing Manager

Final Review:


Anna Mosqueda, CFO

Approval:


James C. Cline, Jr., President

**DENTON COUNTY TRANSPORTATION AUTHORITY
RESOLUTION NO. 12-02**

A RESOLUTION OF THE BOARD OF DIRECTORS OF THE DENTON COUNTY TRANSPORTATION AUTHORITY ESTABLISHING THE AUTHORITY'S TRI-ANNUAL DISADVANTAGED BUSINESS ENTERPRISE GOAL FOR FISCAL YEARS OCTOBER 1, 2012 THROUGH SEPTEMBER 30, 2015; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, the Board of Directors of the Denton County Transportation Authority (DCTA) has adopted a policy that establishes rules and guidelines governing the procurement of goods and services from Disadvantaged Business Enterprises (DBE's) pursuant to the rules and guidelines in the Code of Federal Regulations (Title 49, Part 26) and Federal Transit Administration Circular 4716.1A; and

WHEREAS, the key to the development of the DBE program is the establishment of a tri-annual DCTA program goal of DBE participation available from Federal Transit Administration assisted contract opportunities; and

WHEREAS, the Board of Directors of the DCTA finds that it is in the best interest of the DCTA to adopt a DBE goal for the fiscal years beginning October 1, 2012 through September 30, 2015.

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

SECTION 1. The Board of Directors of the DCTA hereby adopts a DBE program goal of eleven percent (11%) for fiscal year beginning October 1, 2012 through September 30, 2015.

SECTION 2. The Board of Directors of the DCTA hereby finds and declares the recitals contained herein to be true and correct and approves and adopts the same herein as part of this Resolution.

SECTION 3. If for any reason any section, paragraph, subdivision, clause, phrase or provision of this Resolution shall be held invalid, it shall not affect any valid provisions of this or any other Resolution of the Denton County Transportation Authority to which these rules and regulations relate.

SECTION 4. This Resolution shall become effective July 26, 2012.

DULY PASSED AND APPROVED BY THE BOARD OF DIRECTORS OF THE DENTON COUNTY TRANSPORTATION AUTHORITY THE 26TH DAY OF JULY, 2012.

APPROVED:

Charles Emery, Chairman

APPROVED AS TO FORM:

ATTEST:

Peter G. Smith, General Counsel
(PGS:7-10-12:56308)

Dave Kovatch, Secretary

**Disadvantaged Business Enterprise
(DBE) Goal**

Denton County Transportation Authority



Fiscal Year's 2013, 2014 and 2015

Name of Organization: Denton County Transportation Authority

Goal Period: FY's 2013, 2014 and 2015 October 1, 2012 through September 30, 2015

Projected Federally-assisted contract amount: \$11,252,717.00

DBE goal: 11%

Total Dollar Amount to be Expended on DBE's: \$1,237,798.87

Market Area: Dallas / Ft. Worth Metroplex

Sources:

- a. U.S. Census Bureau
- b. Texas Unified Certification Program DBE Directory

Step 1: The base figure was determined by identifying all projects which were projected to receive federal funding in fiscal year's 2013, 2014 and 2015. NAICS codes were applied to these projects based on the type of work included. Data was then collected from the U.S. Census Bureau, and the Texas Unified Certification Program.

The percentage was calculated by dividing the number of DBE firms by the total number of all firms. [(Number of DBE Firms) divided by (Total Number of all Firms)]

The project weights were calculated by the individual project dollars divided by the total projected contract dollars.

TYPE OF WORK	NAICS	PROJECTED CONTRACT DOLLAR	TOTAL ALL DBE'S	TOTAL ALL FIRMS	Percentage	PROJECT WEIGHT
Passenger Ammenities	236220	\$124,900.00	262	894	29.31%	1.11%
Shop Maintenance Equipment	423120	\$373,565.00	7	301	2.33%	3.32%
Passenger Information	423990	\$27,500.00	24	377	6.37%	.24%
Electronic Fareboxes, Where's My Ride	334514 541512	\$786,188.00	117	1551	7.54%	6.99%
Construction of Bus Facility	236220	\$8,231,344.00	262	894	29.31%	73.15%
Auto Repair Parts	423120	1154615.00	7	301	2.33%	10.26%
Tires	423130	\$277,443.00	4	52	7.69%	2.47%
Office Supplies	424120	\$144,522.00	10	119	8.40%	1.28%
Uniform Rental	812332	\$132,640.00	1	21	8.476%	1.18%
	Totals	\$11,252,717.00	694	4510	10.89%	100%

Step 2: This step is intended to adjust the DBE goal derived from step 1 to increase the accuracy of the calculated DBE goal.

Goals for the prior three years:

2010 11%

2011 11%

2012 11%

DCTA met and exceeded the goals for the three prior years by using both Race Conscious and Race Neutral means.

The median for the prior three years is 11%. Based on the median and past performance DCTA will set the goal at 11% for FYs 2013, 2014 and 2015.

DCTA will meet 11% utilizing Race Conscious methods.