



Board of Directors Regular Meeting August 22, 2024 | 10:00 a.m.

NOTICE IS HEREBY GIVEN that the members of the Denton County Transportation Authority (DCTA) Board of Directors will hold a Regular Meeting on Thursday, August 22, 2024, at 10:00 a.m. at the DCTA Administrative Offices located at 1955 Lakeway Drive, Suite 260, Lewisville, Texas 75057 and by ZOOM Video Conference at which time the following agenda will be discussed.

The public is allowed to use the ZOOM link below to view the Board Meeting. To view the meeting, please use the information below:

Please click the link below to join the webinar:

<https://us06web.zoom.us/j/88437007934?pwd=CQAZAhIAvy41GbJySvRwza2u9bAHCX.1>

Passcode: 287131

Or One tap mobile: +13462487799

Or Telephone: +1 346 248 7799 US

Webinar ID: 884 3700 7934

Passcode: 287131

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

CALL TO ORDER

INVOCATION

PLEDGE OF ALLEGIANCE

INTRODUCTIONS

PUBLIC COMMENT

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

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

Citizens that are not able to participate in-person must email his or her public comment to kmorris-perkins@dcta.net no later than **3:00 pm on Wednesday, August 21, 2024**, to ensure the comment will be distributed to Board Members prior to the meeting.



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

CONSENT AGENDA

1. **Consider Authorizing the Chief Executive Officer (CEO) to Execute a One Year Option with Capital Edge for Federal Legislative Consulting Services in the amount of \$84,000 for one (1) year beginning October 1, 2024**
Action Item
Background Information: Memo
2. **Consider Approval of Regular Agenda Meeting Minutes dated July 25, 2024**
Action Item
Background Information: Exhibit 1: Regular Meeting Minutes dated July 25, 2024

REGULAR AGENDA

1. **Conduct a Public Hearing and Consider Approval of a Resolution to Adopt the Proposed Denton County Transportation Authority (DCTA) Fiscal Year (FY) 2025 Operating and Capital Budget, Long-Range Financial Plan, and Budget Contingency Plan beginning October 1, 2024 and ending September 30, 2025**
Action Item
Background Information: Memo
Exhibit 1: Draft Resolution
2. **Consider Approval of Monthly Financial Statement for June 2024, Quarterly Grants Report for Quarter 3 – Fiscal Year 2024 and Receive an Update from the Chief Financial Officer Regarding Finance Operations and Enterprise Resource Program (ERP) Replacement**
Action Item
Background Information: Memo
Exhibit 1: Year-to-Date Financial Statement – June 30, 2024
Exhibit 2: Investment Report – June 30, 2024
Exhibit 3: Quarterly Grants Report – Q3 FY2024
3. **Discuss and Consider Approval of the Fiscal Year 2024 Transportation Reinvestment Program (TRiP) Project Submissions**
Action Item
Background Information: Memo
4. **Discuss Update on New Member City Admission and Contracted Services Policy**
Discussion Item
Background Information: Memo
Exhibit 1: Draft Policy

- 5. Discuss Update on Emerging Opportunity in the City of Frisco for Technology Based Transit Service**
Discussion Item
Background Information: Memo
- 6. Discuss Update on Procurement for External Marketing and Communications Support**
Discussion Item
Background Information: Memo
- 7. Discuss Local and Regional Updates and Legislative Issues**
Discussion Item

INFORMATIONAL REPORTS

- 1. Safety, Service, and Ridership Reports**
Background Information: Memo
Exhibit 1: Safety Performance – FY to Date
Exhibit 2: Service Performance – FY to Date
Exhibit 3: Ridership by Mode – July 2024
Exhibit 4: Connect Ridership Year-Over-Year by Month
Exhibit 5: A-train Ridership Year-Over-Year by Month
Exhibit 6: Fixed-Route Ridership – July 2024
Exhibit 7: UNT Ridership Year-Over-Year by Month
- 2. Update on Denton County Transportation Authority Board of Directors Terms and Officer Elections**
Background Information: Memo
- 3. Update on Extension of the 12th Amendment of the Agreement for Mobility Services with River North Transit LLC (“Via”) for GoZone Service**
Background Information: Memo
- 4. Update on Renewal of City of Frisco ILA for Transit Services for a period of one year beginning October 1, 2024, through September 30, 2025**
Background Information: Memo
- 5. Update on Renewal of City of Coppell ILA for Mobility Services for a period of one year beginning October 1, 2024, through September 30, 2025**
Background Information: Memo
- 6. Update on Contract 17-03 and 17-27 and Task Order #5 with Irving Holdings for Frisco Transportation Services for a period of one year beginning October 1, 2024, through September 30, 2025**
Background Information: Memo
- 7. Update on Contract 17-03 and Task Order #4 with Lyft, Inc. for Frisco Transportation Services for a period of one year beginning October 1, 2024, through September 30, 2025**
Background Information: Memo



8. Update on Task Order #19 with Lyft, Inc. for On-Demand Rideshare Services for City of Coppell for a period of one year beginning October 1, 2024, through September 30, 2025

Background Information: Memo

9. Update on Task Order #2 with Irving Holdings for Collin County Rides Transit Services for the Cities of Allen and Fairview for a period of one year beginning October 1, 2024, through September 30, 2025

Background Information: Memo

10. Update on Task Order #2 with Lyft, Inc. for Collin County Rides Transit Services for the Cities of Allen and Fairview for a period of one year beginning October 1, 2024, through September 30, 2025

Background Information: Memo

11. Update on Denton County Sheriff’s Office Interlocal Agreement for Law Enforcement Services for the A-train

Background Information: Memo

FUTURE AGENDA ITEMS AND BOARD MEMBER REQUESTS

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

Next Regular Board Meeting Date: September 26, 2024

REPORT ON ITEMS OF COMMUNITY INTEREST

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

CONVENE EXECUTIVE SESSION

1. Pursuant to Texas Government Code Section 551.074, Personnel Matters, the Board of Directors will convene into Closed Executive Session to Deliberate the Duties and Performance of the Chief Executive Officer (Fiscal Year 2024 Year End Performance Evaluation – Board Deliberation).
 - a. Action as a result of Executive Session.
2. Pursuant to Texas Government Code Section 551.072(2), the Board of Directors will convene into Closed Executive Session to Consult with General Counsel regarding proposed Letter of Intent with the Amalgamated Transit Union (ATU) Local 1338.
 - a. Action as a result of Executive Session.



RECONVENE OPEN SESSION

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

ADJOURN

Board Members:

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

Alternates

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

Non-Voting Board Members:

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

Staff Liaison:

Paul Cristina, CEO

This notice was posted on August 16, 2024 by 5pm.

Kisha Morris-Perkins
Executive Assistant & Board Process Manager



Board of Directors Memo

August 22, 2024

SUBJECT: Consider Authorizing the Chief Executive Officer (CEO) to Execute a One Year Option with Capital Edge for Federal Legislative Consulting Services in the amount of \$84,000 for one (1) year beginning on October 1, 2024

Recommendation

Staff recommends the Board authorize the Chief Executive Officer (CEO) to Execute a Contract Renewal with Capital Edge for Federal Legislative Consulting Services in the amount of \$84,000, for one (1) year beginning on October 1, 2024.

Background

The current contract term for Federal Legislative Consultant, approved by the Board in August 2022, began on October 1, 2022, and expires on September 30, 2024, with the option to extend for three (3) additional one (1) year terms.

At this time, while Staff evaluates the changing legislative climate, it is imperative we continue consulting services and also take time to consider that no formal Request for Proposal (RFP) has been done for services in two (2) years. As such, the recommendation at this time is for a one (1) year period.

Previous Board Activity & Action

On July 28, 2022, the Board approved the award and authorized the Interim Chief Executive Officer (CEO) to Award and Execute a contract with Capital Edge Advocacy as DCTA’s federal legislative consultants. The initial term of the agreement was two (2) years with the option to extend for three (3) additional one (1) year terms. The initial term commenced on October 1, 2022, through and including September 30, 2024. If exercised, the three (3) additional one (1) year terms would extend the contract through September 30, 2027.

Identified Need


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

Financial Impact

Estimated cost of the initial extension period of one (1) year would be \$84,000. The cost for the service is currently incorporated within the proposed FY2025 Budget and will be included in future budgets as is if extended.

Exhibits

None.

Submitted By: 

Jackie Bronson, Vice President
Engagement and Administration

Board of Directors Regular Meeting Minutes

July 25, 2024 | 10:00 a.m.

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

Voting Members

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

Alternates

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

Non-Voting Members

Board Member Dennie Franklin, City of Frisco
 Board Member Jeremie Maurina, City of The Colony
 Board Member Jared Eutsler, City of Corinth

Legal Counsel

Joe Gorfida, Nichols Jackson

DCTA CEO

Paul A. Cristina

CALL TO ORDER

Chair Gilmore called the meeting to order at 10:02am, All Board Members were present with the exception of Board Members Eutsler and Franklin. Secretary Eads arrived at 10:12am.

INVOCATION

Board Member Gonzalez provided the invocation.

PLEDGE OF ALLEGIANCE

Board Member Green led the Board in the pledges to the United States and Texas flags.

INTRODUCTIONS

Anna Wiskirchen, Human Resources Generalist
 Melvin Barkley, Director of Bus Operations

PUBLIC COMMENT

No one wished to address the Board in-person; however, Chair Gilmore acknowledged the emailed comments from the public that were distributed to the Board prior to the meeting. The following individuals provided emailed comments:

Elizabeth Robbins
 Shane Ragsdale
 Maria Zamarripa
 Amber Parker
 Jennifer Ragsdale

CONSENT AGENDA

1. Consider Approval of Monthly Financial Statement – May 31, 2024
2. Consider Authorizing the Chief Executive Officer (CEO) to Execute a Contract with Texas Health Benefits (TXHB) for Medical, Dental and Vision Benefits beginning October 1, 2024 in the amount of \$1,674,786
3. Consider Approval of Interlocal Agreement with Texas Municipal League (TML) for Cyber Liability Coverage
4. Consider Authorizing the Chief Executive Officer (CEO) to Enter Agreement with LMC Corporation in an amount not to exceed \$76,000 for Fiscal Year 2024 Expanded Level Project (ELP) – Bus Operations and Maintenance Facility Fuel Tank Rehabilitation utilizing the Sourcewell cooperative contract number: TX-NT-GC-101619-LCM
5. Consider Approval of Regular Meeting Minutes dated June 27, 2024

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

REGULAR AGENDA

1. **Consider Authorizing the Chief Executive Officer (CEO) to Award and Execute a Contract with Preferred Technologies, LLC for Electronic Security and Access Control in the amount of \$4,859,448.89 and Authorize a Contingency in the amount of \$242,972.44 for a Total Contract Award in an amount not to exceed \$5,102,421.33**

Javier Trilla, VP Innovation and Information Technology presented to the Board highlighting the following:

- Electronic Security Program Review
- Timeline Update
- Program DIR Vendor (Preftech and Genetec)
- Electronic Security Hardware
- Security Camera Coverage – Facility Design
- Security Camera Coverage – Vehicle Design
- Project Schedule
- Project Budget and Estimated Costs

The Board requested clarification on the passenger signage and expressed gratitude of this item coming forward and being presented to the Board.

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

2. Discuss and Consider Approval of the Fiscal Year 2025 Transportation Reinvestment Program (TRiP) Project Submissions

Due to a scrivener's error on the posted agenda, the item was removed.

3. Discuss Proposed Fiscal Year 2025 Operating and Capital Budget and Reserve Policies

Jane Filarowicz, Senior Manager of Budget and Grants, presented to the Board highlighting the following:

- Proposed Revised Budget Workshop
- FY25 Budget Summary
- FY25 Updates – since June Board Meeting
- Change in Net Position – DCTA (Net Depreciation)
- Change in Net Position – DCTA (includes Depreciation)
- Capital Improvement and Major Maintenance Plan
- Transportation Reinvestment Program (TRiP)
- Long Range Financial Plan
- Next Steps
 - July 25- August 9, 2024 – Updating FY2025 budget for any changes noted
 - August 22, 2024 – FY2025 Public Hearing to Adopt Budget with Board Vote
 - August 23, 2024 – September 30, 2024 – Final steps in preparing FY25 Budget for use
 - October 1, 2024 – Start of FY25

During this presentation, staff also requested a “head start” of FY25 positions, advance order for MP software, and non-revenue vehicles, anticipating lead time between initiating processes and expenditures.

Board discussion regarding options with the City of Frisco and how they may be reflected in the Budget, clarification on the decrease in grant line item, and clarification of major maintenance decrease from 2029-2030. The Board also discussed the staff request regarding the requested “head start” with regards to FY25 positions and other items. It was a consensus of the Board to allow; however, not to consider this as a routine process in the future and to continue to keep the Board updated with progress.

No Board action required at this time.

4. Discuss Update on Implementation of the Intermediate Service Plan (ISP)

Austin Frith, VP of Planning and Development, presented to the Board highlighting the following:

- Intermediate Service Plan Overview
- Strategy for Execution: Intermediate Service Plan Phase 1 (Steps 1-3)
- Implementation Update: ISP Increase frequency on Connect
- Implementation Update: ISP Bus Stop Infrastructure
- Implementation Update: ISP Realignment of Microtransit
- Implementation Update: ISP Realignment of Microtransit
- Implementation Update: ISP Public Communication and Outreach
- CDL Bus Operator, Ops Supervisor and Ops Manager Pipeline
- On Target for August 19th Launch
 - Other Critical Tasks Ahead
 - ✓ Installation of all bus stops by mid-August
 - ✓ Completion of GoZone app development with realignment of service
 - ✓ Social Media and Outreach to promote new service

Board discussion regarding QR codes, print collateral, bus frequency, geofencing, reducing/reallocating GoZone spend to another network and communication to the Denton City Council.

No Board action required at this time.

5. Discuss Local and Regional Updates and Legislative Issues

Discussion Item

The following items were discussed during this time:

- Vice Chair Molina and Kisha Morris-Perkins shared items of interest from the recent APTA Transit Board Members and Board Administrators Seminar – San Jose, CA.
- Board Secretary Eads shared information from the Monthly Mayors Meeting.
- CEO Cristina shared information regarding Regional Transit 2.0 meetings.

INFORMATIONAL REPORTS

1. Safety, Service, and Ridership Reports

No Board action required at this time.

FUTURE AGENDA ITEMS AND BOARD MEMBER REQUESTS

The next Board Meeting is scheduled for Thursday, August 22, 2024.

REPORT ON ITEMS OF COMMUNITY INTEREST

The latest DCTA Recruitment video was shared.



CONVENE EXECUTIVE SESSION
No items scheduled for this agenda.

RECONVENE OPEN SESSION
No items scheduled for this agenda.

ADJOURN
The meeting was adjourned at 11:23am.

TJ Gilmore, Board Chair

Andy Eads, Board Secretary



Board of Directors Memo

August 22, 2024

AGENDA ITEM: Conduct a Public Hearing and Consider Approval of a Resolution to Adopt the Proposed Denton County Transportation Authority (DCTA) Fiscal Year (FY) 2025 Operating and Capital Budget, Long Range Financial Plan, and Budget Contingency Plan beginning October 1, 2024, and ending September 30, 2025.

Recommendation

Staff recommends the approval of the Resolution adopting the FY 2025 Operating and Capital Budget, Long Range Financial Plan and Budget Contingency Plan.

Background

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

The budget is submitted today to the Board of Directors, for Board final review and adoption, in accordance with requirements under Chapter 460 of the Texas Transportation Code and DCTA Board policy and procedures.

Previous Board Activity

The proposed FY 2025 budget was presented and discussed with the Board at the Budget Workshop on June 27th and an update was presented at the July 25th Board meeting as well. Notice of the public hearing was published in the Denton Record Chronicle on August 7th and 8th, 2024.

Identified Need

Staff recommends adoption of the Fiscal Year 2025 proposed budget which will go in effect on October 1, 2024.

Financial Impact

The Fiscal Year 2025 operating budget includes total revenue of \$64.2 million, expenses net depreciation of \$51.9 million, and capital outlay and major maintenance of \$24.9 million.

Exhibits

Exhibit 1: Resolution with Exhibits A-E

Submitted By:


Jane Filarowicz
Senior Manager of Budget

Final Review:


Sherrelle Evans-Jones, CPA
Chief Financial Officer

**DENTON COUNTY TRANSPORTATION AUTHORITY
RESOLUTION NO. R24-09**

A RESOLUTION OF THE BOARD OF DIRECTORS OF THE DENTON COUNTY TRANSPORTATION AUTHORITY PROVIDING FOR ADOPTION OF THE DENTON COUNTY TRANSPORTATION AUTHORITY OPERATING AND CAPITAL BUDGET FOR FISCAL YEAR 2024-2025, BEGINNING OCTOBER 1, 2024 AND ENDING SEPTEMBER 30, 2025; PROVIDING THAT EXPENDITURES FOR SAID FISCAL YEAR SHALL BE MADE IN ACCORDANCE WITH THE BUDGET AS ADOPTED; ADOPTING CHANGE IN NET POSITION, CAPITAL IMPROVEMENT & MAJOR MAINTENANCE PLAN, LONG RANGE FINANCIAL PLAN, AND FY25 BUDGET CONTINGENCY PLAN; PROVIDING A REPEALING CLAUSE; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, Section 460.403 of the Texas Transportation Code requires Denton County Transportation Authority (“DCTA”) to prepare an annual budget; and

WHEREAS, the prepared budget, Change in Net Position, Capital Improvement & Major Maintenance Plan, Long Range Financial Plan, and FY25 Budget Contingency Plan have been presented to the public for review and comment; and

WHEREAS, the budget, Change in Net Position, Capital Improvement & Major Maintenance Plan, Long Range Financial Plan, and FY25 Budget Contingency Plan have been presented to the DCTA Board of Directors for review and comment; and

WHEREAS, after consideration, it is the consensus of the DCTA Board of Directors that the proposed FY 2024–2025 budget as hereinafter set forth, meets the legal and practical requirements of DCTA for the proper and sustained operation of DCTA services and capital expenditures and should be approved as presented;

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

SECTION 1. The DCTA Operating and Capital Budget for FY 2024-2025, including Change in Net Position, Capital Improvement & Major Maintenance Plan, Long Range Financial Plan, and FY25 Budget Contingency Plan, attached as Exhibits “A” through “E”, be adopted and approved in all respects, and that the sums of money indicated in the proposed budget be approved as listed, and that the estimate of income and financial support as shown be accepted as proper and sufficient to pay such expenditures for both the operating and capital portions of the Budget.

SECTION 2. That all Budget amendments and transfers of appropriations budgeted from one account or activity to another within any individual activity for the fiscal year 2023-2024 are hereby ratified, and the budget for fiscal year 2024-2025, heretofore adopted by resolution of the DCTA Board of Directors, be and the same is hereby, amended to the extent of such transfers and amendments for all purposes.

SECTION 3. That all provisions of the resolutions of the DCTA Board of Directors in conflict with the provisions of this Resolution be, and the same are hereby, repealed, and all other provisions not in conflict with the provisions of this Resolution shall remain in full force and effect.

SECTION 4. That this Resolution shall take effect immediately from and after its passage, and it is, accordingly, so resolved.

DULY PASSED AND APPROVED BY THE BOARD OF DIRECTORS OF THE DENTON COUNTY TRANSPORTATION AUTHORITY THE 22ND DAY OF AUGUST 2024.

APPROVED:

TJ Gilmore, Chair

ATTEST:

Andy Eads, Secretary

Change in Net Position - no Depreciation

Description	FY 2024 Adopted Budget	FY 2024 Working Budget	FY2025 Proposed Budget	FY 2024/FY 2025 Variance
OPERATING REVENUE				
Passenger Revenues (Bus Farebox)	\$ 220,384	\$ 611,884	\$ 363,000	-40.68%
Passenger Revenues (GoZone Farebox)	865,836	865,836	950,000	9.72%
Passenger Revenues (Rail Farebox)	340,222	340,222	362,312	6.49%
Contract Service Revenue	6,065,584	6,606,086	4,400,615	-33.39%
Total Operating Revenue	\$ 7,492,026	\$ 8,424,028	\$ 6,075,927	-27.87%
GENERAL & ADMINISTRATIVE EXPENSES				
Salary, Wages & Benefits	\$ 4,936,805	\$ 4,929,355	\$ 4,951,999	0.46%
Outsourced Services & Charges	3,290,451	3,268,355	3,560,198	8.93%
Materials & Supplies	218,200	221,700	243,710	9.93%
Utilities	70,970	70,970	173,750	144.82%
Insurance	16,523	16,523	23,500	42.23%
Employee Development	620,869	648,065	686,170	5.88%
Leases	144,138	144,138	175,500	21.76%
Total G&A Operating Expenses	\$ 9,297,956	\$ 9,299,106	\$ 9,814,827	5.55%
BUS OPERATIONS EXPENSES (Bus Admin, Fixed Route, Demand Response)				
Salary, Wages & Benefits	\$ 7,746,369	\$ 7,753,439	\$ 8,795,464	13.44%
Outsourced Services & Charges	1,462,680	1,483,754	972,510	-34.46%
Materials & Supplies	1,837,028	1,779,011	1,984,387	11.54%
Utilities	281,150	281,150	194,800	-30.71%
Insurance	334,829	334,829	394,800	17.91%
Employee Development	90,339	86,989	89,620	3.02%
Leases	7,057	10,057	13,200	31.25%
Total Bus Operations Expenses	\$ 11,759,452	\$ 11,729,229	\$ 12,444,781	6.10%
MOBILITY SERVICES EXPENSES (Lyft, Taxi, GoZone, MaaS, CCR)				
Salary, Wages & Benefits	\$ -	\$ 83,895	\$ 312,204	272.14%
Outsourced Services & Charges	111,571	113,071	148,671	31.48%
Materials & Supplies	-	5,000	6,000	20.00%
Utilities	-	1,200	1,200	0.00%
Purchased Transportation	11,862,228	13,259,864	12,828,274	-3.25%
Employee Development	-	2,500	8,830	253.20%
Total Mobility Services Expenses	\$ 11,973,799	\$ 13,465,530	\$ 13,305,179	-1.19%
RAIL OPERATIONS EXPENSES				
Salary, Wages & Benefits	\$ 378,825	\$ 378,825	\$ 228,624	-39.65%
Outsourced Services & Charges	1,157,659	1,157,659	881,204	-23.88%
Materials & Supplies	1,980,250	1,489,062	1,137,500	-23.61%
Utilities	447,409	378,404	391,822	3.55%
Insurance	1,370,916	1,370,916	1,456,300	6.23%
Purchased Transportation	11,799,631	11,799,631	12,225,184	3.61%
Employee Development	14,215	14,215	10,720	-24.59%
Leases	2,400	2,400	-	-100.00%
Total Rail Operations Expenses	\$ 17,151,305	\$ 16,591,112	\$ 16,331,354	-1.57%
Total Operating Expenses	\$ 50,182,512	\$ 51,084,977	\$ 51,896,141	1.59%
Operating Income/(Loss)	(42,690,486)	(42,660,949)	(45,820,214)	7.41%
NON-OPERATING REVENUE/(EXPENSE)				
Investment Income	\$ 2,000,000	\$ 2,000,000	\$ 2,200,000	10.00%
Lease Income	-	-	-	0.00%
Misc. Revenues	10,003,458	-	255,000	0.00%
Sales Tax Revenue	40,000,000	40,000,000	41,000,000	2.50%
Federal Grants & Reimbursements	16,826,328	17,164,728	14,703,218	-14.34%
State Grants & Reimbursements	-	-	-	0.00%
Long Term Debt Interest/Expense	(215,520)	(215,520)	(171,811)	-20.28%
Total Non-Operating Revenue/ (Expense)	\$ 68,614,266	\$ 58,949,208	\$ 57,986,407	-1.63%
Income (Loss) Before Transfers	25,923,780	16,288,259	12,166,193	-25.31%
Transfers Out	(7,001,358)	(7,001,358)	-	-100.00%
Transfers In	7,001,358	7,001,358	-	-100.00%
Total Transfers	\$ 0	\$ 0	\$ -	0%
CHANGE IN NET POSITION	\$ 25,923,780	\$ 16,288,259	\$ 12,166,193	-25.31%



DENTON COUNTY TRANSPORTATION AUTHORITY - COMBINED
 Statement of Revenue and Expenditures
 Last Updated: 8/22/24

	Prior Year Actual			Current Year				Variance Proposed / Proposed Revised 2025	Variance Proposed / "Adopted" 2025	Variance FY24/FY25
	2021	2022	2023	2024 Adopted	Proposed 2025	Proposed Revised 2025	"Adopted 2025"			
Revenue and Other Income										
Passenger Revenues	\$ 542,920	\$ 928,716	\$ 1,568,793	\$ 1,817,942	\$ 1,675,312	\$ 1,675,312	\$ 1,675,312	\$ -	\$ -	-7.85%
Contract Service Revenues	2,969,330	3,718,416	4,233,303	7,357,786	4,400,615	4,400,615	4,400,615	-	-	-40.19%
Sales Tax Revenues	34,653,779	38,030,250	40,292,936	40,000,000	41,000,000	41,000,000	41,000,000	-	-	2.50%
Federal/State Grants - Capital	1,409,423	95,069	59,828	2,591,429	4,319,818	4,319,818	4,319,818	-	-	66.70%
Federal/State Grants - Operating	15,858,885	19,028,351	9,431,745	14,573,299	10,383,400	10,383,400	10,383,400	-	-	-28.75%
Total Revenues and Other Income	55,434,337	61,800,802	55,586,605	66,340,456	61,779,145	61,779,145	61,779,145	-	-	-6.88%
Operating Expenses										
Salary, Wages and Benefits	9,932,326	9,357,858	9,119,157	13,136,294	14,422,553	14,288,291	14,288,291	(134,262)	-	8.77%
Outsourced Services and Charges	3,396,347	5,022,667	5,831,688	6,001,119	5,562,583	5,562,583	5,562,583	-	-	-7.31%
Materials and Supplies	1,711,684	2,537,867	2,578,069	4,044,978	3,371,597	3,371,597	3,371,597	-	-	-16.65%
Utilities	425,655	455,020	497,792	800,729	761,572	761,572	761,572	-	-	-4.89%
Insurance	1,802,404	1,660,372	1,586,293	1,722,268	1,874,600	1,874,600	1,874,600	-	-	8.84%
Purchased Transportation Services	9,810,849	19,146,955	22,348,013	25,059,495	25,053,458	25,053,458	25,053,458	-	-	-0.02%
Employee Development	95,479	133,208	2,565,240	755,185	783,940	795,340	795,340	11,400	-	5.32%
Leases and Rentals	215,069	132,033	142,445	153,595	188,700	188,700	188,700	-	-	22.86%
Depreciation	9,524,340	11,351,682	9,074,611	11,099,129	10,832,092	10,832,092	10,832,092	-	-	-2.41%
Total Operating Expenses	36,914,153	49,797,663	53,743,308	62,772,792	62,851,095	62,728,233	62,728,233	(122,862)	-	-0.07%
Income Before Non-Operating Revenues and Expenses	18,520,184	12,003,139	1,843,297	3,567,664	(1,071,950)	(949,088)	(949,088)	(122,862)	-	-126.60%
Non-Operating Revenues/(Expense)										
Investment Income	31,178	462,425	4,434,145	2,000,000	2,200,000	2,200,000	2,200,000	-	-	10.00%
Gain (Loss) on Disposal of Assets	42,344	29,719	52,900	-	-	-	-	-	-	-
Other Income/(Expense) - Miscellaneous	460,209	447,462	923,293	10,003,458	255,000	255,000	255,000	-	-	-97.45%
Long Term Debt Interest/Expense	(697,187)	(233,828)	(212,684)	(215,520)	(171,811)	(171,811)	(171,811)	-	-	-20.28%
Total Non-Operating Revenues/(Expenses)	(163,456)	705,778	5,197,654	11,787,938	2,283,189	2,283,189	2,283,189	-	-	-80.63%
Income (Loss) before Transfers to NTMC	18,356,728	12,708,917	7,040,951	15,355,602	1,211,239	1,334,101	1,334,101	\$ (122,862)	\$ -	-91.31%
Transfers Out to NTMC	(6,489,350)	(5,926,669)	(5,577,506)	(7,001,358)	-	-	-	-	-	-100.00%
Total Transfers	(6,489,350)	(5,926,669)	(5,577,506)	(7,001,358)	-	-	-	-	-	-
Change in Net Position	\$ 11,867,378	\$ 6,782,248	\$ 1,463,445	\$ 8,354,244	\$ 1,211,239	\$ 1,334,101	\$ 1,334,101	\$ (122,862)	\$ -	-

DENTON COUNTY TRANSPORTATION AUTHORITY
 FY25 Operating Budget - DRAFT
 Capital Improvement & Major Maintenance Plan

	FY25 Cash Spend
	FY25 Capital Reser
	Not DCTA Capital

Project Name	Project Number	Projects thru FY 2023	Projects in FY 2024	Proposed FY 2025	Proposed FY 2026	Proposed FY 2027	Proposed FY 2028	Proposed FY 2029	Proposed FY 2030	Anticipated Project Total (Thru 2030)
Bus Services										
Fleet Purchase - Bus	TBD			2,040,000	603,000	8,999,000	3,291,000	3,356,000	3,424,000	21,713,000
TAM: Fleet Replacement - UNT			400,000	400,000	500,000	500,000	500,000	500,000	500,000	3,300,000
TAM: Fleet Replacement - Connect			1,200,000	1,400,000	1,500,000	1,500,000	1,500,000	1,500,000	1,500,000	10,100,000
Samsara Dual Facing Camera	TBD				25,000	25,000				50,000
Rail Services										
Positive Train Control Enhancements (Phase 2)	61406.2	1,603,726		2,500,000						4,103,726
Major Maintenance - Rail FY24	61726	-	2,368,780							2,368,780
Major Maintenance - Rail NEW in FY25	TBD			3,130,608	5,859,000	5,488,000	5,660,000	7,324,000	5,359,000	32,820,608
RailComm Dispatch Software - NEW in FY25	TBD			500,000	300,000					800,000
TAM: Major Maintenance - Rail Roof Replacement			1,800,000	1,800,000	1,800,000	1,800,000	1,800,000	1,800,000	1,800,000	12,600,000
						650,000				650,000
G&A Services										
Multi-Facility Firewall Upgrade	10406	60,000					60,000			120,000
AV Upgrade - DCTA Conference Room	10407	65,000					65,000			130,000
Infrastructure Acquisition	10302	2,617,009	634,981	1,200,000	3,300,000	3,852,250				11,604,240
ERP Implementation	10408		500,000	1,600,000						2,100,000
Server Infrastructure Refresh	10409		450,000					500,000		950,000
Electronic Safety & Security Program	10411			3,888,000	1,878,000					5,766,000
Fiber Optic Network - Locate & Improvements- NEW in FY25	TBD			278,000	175,000					453,000
Project Management Software & Implementation- NEW in FY25	TBD			112,000						112,000
Fleet -Non-Revenue (2 SUV's)	TBD			80,000						80,000
Stadler Laptop Replacement	TBD				80,000					80,000
FUTURE: Backup & DR Infrastructure Upgrades						45,000				45,000
Transportation Reinvestment Program (TRiP)										
TRiP Program Funding - FY21	10702	7,742,135								7,742,135
TRiP Program Funding - FY22	10703	9,833,005								9,833,005
TRiP Program Funding - FY23	10704	11,393,216								11,393,216
TRiP Program Funding - FY24	10705		10,429,152							10,429,152
TRiP Program Funding - FY25	TBD			5,967,642						5,967,642
FUTURE: TRiP Program Funding					7,260,945	4,834,611	4,435,572	2,758,603	2,390,064	21,679,794
TOTAL CAPITAL BUDGET		\$ 33,314,091	\$ 17,782,913	\$ 24,896,250	\$ 23,280,945	\$ 27,693,861	\$ 17,311,572	\$ 17,738,603	\$ 14,973,064	\$ 176,991,298

DCTA Budget Contingency Plan Fiscal Year 2025

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

Section I: Sales Tax Revenue Shortfall

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

Initial Precautionary Action

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

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

2% Reduction (\$820,000)

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

3% Reduction (\$1,230,000)

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

4% Reduction (\$1,640,000)

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

Section II: Sales Tax Revenue Sustainable Increase

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

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

Increases in sales tax revenue may be utilized to fund:

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

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

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

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

Service Level enhancement decisions will follow annual Decision Cycle framework.

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

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

Section III: Federal Grant Funding Reduction

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

Capital Expenditures:

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

Operating Funds:

- Follow the Sales Tax Revenue Shortfall Procedure

DENTON COUNTY TRANSPORTATION AUTHORITY
Long Range Financial Plan
Fiscal Year 2025 Proposed

#		Adopted FY2024	Proposed FY2025	Proposed FY2026	Proposed FY2027	Proposed FY2028	Proposed FY2029	Proposed FY2030	Proposed FY2031	Proposed FY2032	Proposed FY2033	Proposed FY2034	Proposed FY2035	Proposed FY2036	FY2024-FY2036
1	Beginning Fund Balance:	\$ 94,654,688	\$ 83,097,819	\$ 74,192,763	\$ 61,994,042	\$ 53,377,019	\$ 49,012,617	\$ 43,838,042	\$ 40,950,968	\$ 38,577,216	\$ 39,344,605	\$ 42,419,736	\$ 43,576,050	\$ 40,946,232	\$ 705,981,796
	OPERATING REVENUES														
2	Passenger Revenue	1,426,442	1,675,312	1,692,065	1,708,986	1,726,076	1,743,336	1,760,770	1,778,377	1,796,161	1,814,123	1,832,264	1,850,587	1,869,093	22,673,591
3	Contract Services	6,065,584	4,400,615	4,554,637	4,714,049	4,879,041	5,049,807	5,226,550	5,409,479	5,598,811	5,794,770	5,997,587	6,207,502	6,424,765	70,323,195
	NON-OPERATING REVENUES														
4	Sales Tax Revenue	40,000,000	41,000,000	41,820,000	42,656,400	43,509,528	44,379,719	45,267,313	46,172,659	47,096,112	48,038,035	48,998,795	49,978,771	50,978,347	589,895,679
5	Operating Grants	14,573,299	10,383,400	10,584,838	10,790,184	10,999,513	11,212,904	11,430,434	11,652,185	11,878,237	12,108,675	12,343,583	12,583,049	12,827,160	153,367,461
6	Investment Income	2,000,000	2,200,000	2,206,600	2,213,220	2,219,859	2,226,519	2,233,199	2,239,898	2,246,618	2,255,604	2,264,627	2,273,685	2,282,780	28,862,609
7	Other Non-Operating Revenues		255,000	257,550	260,126	262,727	265,354	268,008	270,688	273,395	276,128	278,890	281,679	284,495	3,234,038
8	TOTAL REVENUES	64,065,325	59,914,327	61,115,690	62,342,964	63,596,744	64,877,639	66,186,273	67,523,287	68,889,334	70,287,335	71,715,746	73,175,273	74,666,639	868,356,574
	OPERATING EXPENSES														
9	Salaries, Wages & Benefits	13,061,999	14,288,291	14,859,823	15,454,216	16,072,384	16,715,280	17,383,891	18,079,246	18,802,416	19,554,513	20,336,693	21,150,161	21,996,168	227,755,080
10	Outsourced Services & Charges	6,022,302	5,562,583	5,673,835	5,787,311	5,903,058	6,021,119	6,141,541	6,264,372	6,389,659	6,517,453	6,647,802	6,780,758	6,916,373	80,628,164
11	Materials and Supplies	4,035,478	3,371,597	3,439,029	3,507,810	3,577,966	3,649,525	3,722,516	3,796,966	3,872,905	3,950,363	4,029,371	4,109,958	4,192,157	49,255,639
12	Purchased Transportation Services	23,661,859	25,053,458	25,805,062	26,579,214	27,376,590	28,197,888	29,043,824	29,915,139	30,812,593	31,736,971	32,689,080	33,669,753	34,679,845	379,221,276
13	Other Operating Expenses	3,400,815	3,620,212	3,692,616	3,766,469	3,841,798	3,918,634	3,997,007	4,076,947	4,158,486	4,241,655	4,326,488	4,413,018	4,501,279	51,955,423
	NON-OPERATING EXPENSES														
14	Non-Operating (Income) / Expense														-
	NON-OPERATING EXPENSES														
15	Interest Expense	215,520	171,811	151,102	130,108	108,779	87,166	65,253	43,005	20,444	-	-	-	-	993,185
16	Other Non-Operating Expenses														-
17	TOTAL EXPENSES	50,182,453	51,896,141	53,470,364	55,095,019	56,771,795	58,502,445	60,354,031	62,175,675	64,056,503	66,000,955	68,029,434	73,725,092	75,957,134	788,815,582
18	NET INCOME	13,882,872	8,018,186	7,645,325	7,247,945	6,824,948	6,375,194	5,832,243	5,347,612	4,832,831	4,286,380	3,686,312	(549,819)	(1,290,494)	72,139,534

DENTON COUNTY TRANSPORTATION AUTHORITY
Long Range Financial Plan
Fiscal Year 2025 Proposed

#		Adopted FY2024	Proposed FY2025	Proposed FY2026	Proposed FY2027	Proposed FY2028	Proposed FY2029	Proposed FY2030	Proposed FY2031	Proposed FY2032	Proposed FY2033	Proposed FY2034	Proposed FY2035	Proposed FY2036	FY2024-FY2036
CAPITAL OUTLAY & MAJOR MAINTENANCE															
19	Reserve for Fleet Replacement (TAM) - Bus	1,600,000	1,800,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	25,400,000
20	Professional Services / Technology Improvements	3,635,000	5,958,000	2,053,000	-	125,000	-	-	999,999	999,999	131,250	999,999	999,999	999,999	16,902,245
21	Reserve for Major Maintenance Items (TAM) - Rail	1,800,000	1,800,000	1,800,000	1,800,000	1,800,000	1,800,000	1,800,000	1,800,000	1,800,000	1,800,000	1,800,000	1,800,000	23,400,000	
22	Major Maintenance Items - Rail	2,368,780	3,130,608	5,859,000	5,488,000	5,660,000	7,324,000	5,359,000	5,573,360	1,999,999	1,999,999	1,999,999	1,999,999	50,762,743	
23	Capital Improvement Items - Rail		500,000	300,000	650,000		500,000					550,000		2,500,000	
24	Capital Improvement Items - Bus & Bus Ops Projects	339,783		105,000	70,000				180,000		100,000		100,000	982,783	
25	Fleet Purchase -Bus/Rail		2,040,000	603,000	8,999,000	3,291,000	3,356,000	3,424,000	15,000,000	15,500,000	16,000,000			68,213,000	
26	Positive Train Control	3,396,274	2,500,000											5,896,274	
27	Infrastructure Acquisition - Old Town Transit Oriented Development	634,981	1,200,000	3,300,000	3,852,250									8,987,231	
28	Brownfield Remediation														
29	Joint Rail Operations Facility (JROF)	11,499,959												11,499,959	
30	Transportation Reinvestment Program (TRIP)	10,429,152	5,967,642	7,260,945	4,834,611	4,435,572	2,758,603	2,390,064						38,076,588	
31	TOTAL CAPITAL OUTLAY & MAJOR MAINTENANCE	35,703,929	24,896,250	23,280,945	27,693,861	17,311,572	17,738,603	14,973,064	25,553,359	22,299,998	22,031,249	7,349,998	6,899,998	6,887,998	252,620,824
32	TOTAL CAPITAL OUTLAY & MAJOR MNTN, LESS TAM RESERVES	32,303,929	21,296,250	19,480,945	23,893,861	13,511,572	13,938,603	11,173,064	21,753,359	18,499,998	18,231,249	3,549,998	3,099,998	3,087,998	
33	TOTAL CAPITAL MAINTENANCE & OPERATING EXPENSES	85,886,382	76,792,391	76,751,309	82,788,879	74,083,367	76,241,048	75,327,095	87,729,034	86,356,501	88,032,204	75,379,432	80,625,090	82,845,132	1,041,436,406
CAPITAL SOURCES															
34	Capital Grants - Programmed	1,618,048	4,319,818	1,020,000	1,020,000	1,020,000	1,020,000	1,020,000	1,020,000	1,020,000	1,020,000	1,020,000	1,020,000	1,020,000	17,157,866
35	Capital Grants - Discretionary				7,199,200	2,632,800	2,684,800	2,739,200	12,000,000	12,400,000	12,800,000				52,456,000
36	Capital Grants - Old Town	634,981													634,981
37	Use of Capital Reserves		2,040,000	603,000	1,799,800	658,200	671,200	684,800	3,000,000	3,100,000	3,200,000				15,757,000
38	Capital Reimbursement - DART JROF	10,003,458													10,003,458
39	TOTAL CAPITAL SOURCES	12,256,487	6,359,818	1,623,000	10,019,000	4,311,000	4,376,000	4,444,000	16,020,000	16,520,000	17,020,000	1,020,000	1,020,000	1,020,000	96,009,305
DEBT SERVICE															
40	2020 Series Refunding Bonds	967,467	948,755	930,142	916,628	898,163	874,798	861,581	833,413	2,085,444					9,316,388
41	2021 Series Refunding Bonds	1,024,832	1,038,056	1,055,960	1,073,480	1,090,616	1,112,368	1,128,672	1,154,592						8,678,576
42	TOTAL DEBT SERVICE	1,992,299	1,986,811	1,986,102	1,990,108	1,988,779	1,987,166	1,990,253	1,988,005	2,085,444					17,994,964
43	Internal Debt Service Coverage:	6.97	4.04	3.85	3.64	3.43	3.21	2.93	2.69	2.32	N/A	N/A	N/A	N/A	
44	Outstanding Bond Principal as of September 30th	15,225,000	13,410,000	11,575,000	9,715,000	7,835,000	5,935,000	4,010,000	2,065,000						
45	Audit Adjustment														
46	ENDING FUND BALANCE	\$ 83,097,819	\$ 74,192,763	\$ 61,994,042	\$ 53,377,019	\$ 49,012,617	\$ 43,838,042	\$ 40,950,968	\$ 38,577,216	\$ 39,344,605	\$ 42,419,736	\$ 43,576,050	\$ 40,946,232	\$ 37,587,740	
47	Less Required Fund Balance (O&M Reserve Policy)	12,545,613	12,974,035	13,367,591	13,773,755	14,192,949	14,625,611	15,088,508	15,543,919	16,014,126	16,500,239	17,007,359	18,431,273	18,989,283	
48	Less Sales Tax Stabilization Fund	1,200,000	1,230,000	1,254,600	1,279,692	1,305,286	1,331,392	1,358,019	1,385,180	1,412,883	1,441,141	1,469,964	1,499,363	1,529,350	
49	Less Fuel Stabilization Fund	249,329	249,329	249,329	249,329	249,329	249,329	249,329	249,329	249,329	249,329	249,329	249,329	249,329	
50	Less Capital/Infrastructure Fund														
51	NET AVAILABLE FUND BALANCE	\$ 69,102,877	\$ 59,739,399	\$ 47,122,522	\$ 38,074,243	\$ 33,265,053	\$ 27,631,710	\$ 24,255,112	\$ 21,398,788	\$ 21,668,267	\$ 24,229,027	\$ 24,849,398	\$ 20,766,267	\$ 16,819,777	
52	RESERVES FOR CAPITAL PROJECTS (cumulative total)	3,400,000	7,000,000	8,760,000	11,957,000	13,957,200	17,099,000	20,227,800	21,543,000	20,543,000	19,443,000	18,243,000	20,343,000	22,431,000	
53	Use of Capital Reserve Funds		(2,040,000)	(603,000)	(1,799,800)	(658,200)	(671,200)	(684,800)	(3,000,000)	(3,100,000)	(3,200,000)				
54	CAPITAL RESERVE BALANCE	\$ 3,400,000	\$ 4,960,000	\$ 8,157,000	\$ 10,157,200	\$ 13,299,000	\$ 16,427,800	\$ 19,543,000	\$ 18,543,000	\$ 17,443,000	\$ 16,243,000	\$ 18,243,000	\$ 20,343,000	\$ 22,431,000	

Board of Directors Memo

August 22, 2024

AGENDA ITEM: Consider Approval of Monthly Financial Statement for June 2024, Quarterly Grants Report for Quarter 3 – Fiscal Year 2024, and Receive an update from the Chief Financial Officer Regarding Finance operations and Enterprise Resource Program (ERP) Replacement.

Recommendation

Staff recommends the Board approve the monthly financial statement for June 2024 and Quarterly Reports for Quarter 3 – Fiscal Year 2024.

Background

The financial statement is presented monthly to the Board of Directors for approval. Grants reports are provided on a quarterly basis. The attached reports are for the period ending June 30, 2024. These reports provide a comparison of year-to-date budget vs. actual performance.

Previous Board Activity & Action

There has been no previous Board activity on the June 2024 financial statement or quarterly grants report.

Identified Need

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

Financial Impact

The financial impact of June 30, 2024 performance has been summarized within the respective document provided. Staff stands ready to answer any questions the Board may have regarding the financial performance.

Exhibits

Exhibit 1: Year-to-Date Financial Statement – June 30, 2024

Exhibit 2: Investment Report – June 30, 2024

Exhibit 3: Quarterly Grants Report – Q3 FY 2024

Submitted by:



Sherrelle Evans-Jones, CPA
Chief Financial Officer



DENTON COUNTY TRANSPORTATION AUTHORITY

Statement of Revenue and Expenditures
Presented for the Period Ended June 30, 2024
(UNAUDITED)

	Prior Year Actual			FY 2024 - June 30, 2024					
	2021	2022	2023	YTD Budget	YTD Actual	Annual Budget	Actual %	Expected %	Notes
Revenue and Other Income									
Passenger Revenues	\$ 542,920	\$ 928,716	\$ 1,568,793	\$ 1,451,074	\$ 1,342,800	\$ 1,817,942	73.9%	79.8%	Budgeted passenger revenue has been adjusted to include new FY24 programs such as Collin County Rides. Revenue estimates from this program may require reductions as it was based upon data provided by predecessor transit authority; actual performance indicates lower revenue estimates. The revenue for this program will be included in subsequent quarterly updates.
Contract Service Revenues	2,969,330	3,718,416	4,233,303	5,089,683	3,805,344	6,606,086	57.6%	77.0%	Revenue estimates include much higher revenue expectations for new programs such as Collin County Rides. These revenue estimates were based on details provided by 3rd parties in the transition of service. Actual revenues are less than expected. Related expenditures are also less than expected.
Sales Tax Revenues	34,653,779	38,030,250	40,292,936	29,999,997	30,467,116	40,000,000	76.2%	75.0%	Sales Tax performing slightly ahead of budget thru June 2024.
Federal/State Grants - Capital	1,409,423	95,069	59,828	2,028,168	805,274	2,591,429	31.1%	78.3%	Capital grant revenue is based on reimbursable grant spending.
Federal/State Grants - Operating	15,858,885	19,028,351	9,431,745	10,929,960	3,387,872	14,573,299	23.2%	75.0%	The agency has billed approximately 31% of YTD budget. The decrease in billing compared to budget is largely a function of the reduced amount of billable expenses incurred through 06/30//24.
Total Revenues and Other Income	55,434,337	61,800,802	55,586,605	49,498,882	39,808,405	65,588,756			
Operating Expenses									
Salary, Wages and Benefits	3,903,858	4,002,824	3,787,792	4,929,267	3,539,654	6,500,200	54.5%	75.8%	First 6 months includes a focus on hiring new talent anticipated in FY24 budget. Hiring was materially complete as of March 2024, with small number of open positions remaining. However YTD Budget anticipated staffing for 12 months.
Outsourced Services and Charges	3,029,903	4,517,965	5,600,148	4,155,944	3,908,510	6,952,778	56.2%	59.8%	
Materials and Supplies	1,711,081	2,536,927	2,576,663	2,558,115	1,858,545	3,514,858	52.9%	72.8%	
Utilities	425,655	455,020	497,792	531,807	382,721	731,724	52.3%	72.7%	
Insurance	1,692,506	1,608,328	1,577,898	1,232,521	1,608,178	1,643,418	97.9%	75.0%	Includes April 24 pmt for Rail Liab Insurance, materially completing the annual insurance payments.
Transportation Reinvestment (TRiP)	29,798	1,332,493	345,473		379,591	10,429,152	3.6%	0.0%	\$379K represents TRiP Disbursement to the City of Highland Village
Purchased Transportation Services	9,810,849	19,146,955	22,348,013	19,144,016	16,899,382	25,059,495	67.4%	76.4%	
Employee Development	80,428	119,259	2,559,697	517,874	200,722	681,946	29.4%	75.9%	First 6 months was a focus on hiring and recruitment. Employee development expense expected to increase in subsequent quarters.
Leases and Rentals	215,069	132,033	142,445	118,190	129,822	156,595	82.9%	75.5%	
Depreciation	9,524,340	11,351,682	9,074,611	8,324,338	8,591,154	11,099,129	77.4%	75.0%	
Total Operating Expenses	30,423,487	45,203,487	48,510,532	41,512,072	37,498,279	66,769,295			
Income Before Non-Operating Revenues and Expenses	25,010,851	16,597,315	7,076,073	7,986,811	2,310,126	(1,180,539)			

Non-Operating Revenues/(Expense)

Investment Income	31,178	462,425	4,434,145	1,499,994	7,174,222	2,000,000	358.7%	FY24 Budget conservatively estimated Investment Income. Investment
Gain (Loss) on Disposal of Assets	42,344	29,719	52,900	-	-	-	0.0%	income continues to perform consistently with FY23 actuals.
Other Income/(Expense) - Miscellaneous	460,209	447,462	923,293	-	164,307	-	0.0%	
Long Term Debt Interest/(Expense)	(697,187)		(212,684)	(161,640)	(113,852)	(215,520)	52.8%	75.0%
Total Non-Operating Revenues/(Expenses)	(163,456)	939,606	5,197,654	1,338,354	7,224,676	1,784,480		
Income (Loss) before Transfers to NTMC	24,847,395	17,536,921	12,273,727	9,325,165	9,534,802	603,941		
Transfers Out to NTMC	(6,489,350)	(5,926,669)	(5,577,506)	(5,251,014)	(4,173,568)	(7,001,358)	59.6%	75.0%
Total Transfers	(6,489,350)	(5,926,669)	(5,577,506)	(5,251,014)	(4,173,568)	(7,001,358)		
Change in Net Position	\$ 18,358,045	\$ 11,610,252	\$ 6,696,221	\$ 4,074,151	\$ 5,361,234	\$ (6,397,417)		

INVESTMENT REPORT

Denton County Transportation Authority

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April 1 to June 30, 2024



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Market Recap

Bond yields took another step down in June, despite generally mixed data, as consumer inflation appeared to cool. The monthly employment report was once again stronger-than-expected, and as a result drove yields to their peak for the month. U.S. businesses added +272k workers in May following a revised +165k April increase, effectively dashing any remaining hope for a July rate cut. The separate household survey was a different story as the total number of employed workers actually fell by -408k, while the overall labor force declined by -250k, pushing the headline unemployment rate up to 4.0% for the first time since January 2022.

The May consumer price index, released the following week on the morning of the Fed's June 12th FOMC meeting, was arguably the most anticipated news of the month. Headline CPI was mercifully *unchanged* in May, bettering the +0.1% expectation and down from +0.3% in April. Core CPI was up +0.2% after a +0.3% increase in April. On an annual basis, overall CPI edged slightly lower from +3.4% to +3.3%, while core CPI fell from +3.6% to +3.4%. *All good*. Motor vehicle insurance was still up an ugly +20.3% year-over-year but was actually down -0.3% for the month. The second straight consumer inflation report indicating (slightly) cooler price data sparked a morning rally that drove yields sharply lower.

The June Fed meeting concluded that same afternoon, and committee members took little comfort in the improved CPI reading. Instead, they exercised caution, which reversed much of the post-CPI rally. As expected, the overnight rate target was left unchanged for the seventh straight meeting. The so-called "dot plot," representing the overnight target rate projections of 19 voting and non-voting committee members, was a surprise as the number of expected quarter point cuts for 2024 was lowered from three at the March meeting to just one. Although this recalibration seems to show a more hawkish stance, the reality is there are simply *fewer opportunities to ease as the year winds down*. Total rate cuts of 100 basis points were forecasted for both next year and 2026. If core inflation were to fall back to the Fed's +2.0% target sooner than expected, the Fed might be incentivized to move more aggressively.

The May retail sales report proved a bit softer than forecast, up just +0.1%. Auto sales made the biggest positive contribution, while gasoline sales were among the categories that fell. But, perhaps the most important news in the report was that restaurant and bar sales took a step back. This seemed to indicate that consumers' discretionary spending capacity may be waning. On a related note, both new and existing home sales fell in May, not due to a lack of demand, but rather continued lean housing supply. As a result, the median sales price climbed to a record \$419,300, unaffordable for the average buyer and adding unwelcome pressure to the rental market.

A cautious approach by Fed officials is warranted. Central Bank credibility is at stake. It's still far too early to declare victory in the inflation battle. Labor remains in short supply and housing is scarce. This signals continued pressure on both wages and shelter costs, the two primary drivers of U.S. price pressure.

The European Central Bank (ECB) and the Bank of Canada both cut rates in June. In Canada's case, it might have been premature as the May inflation rate unexpectedly reversed a downside and moved higher. With its patient stance, the Fed hopes to avoid a similar policy misstep.

Investment Officers' Certification

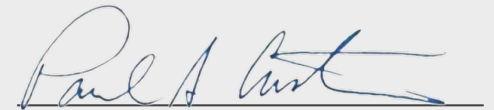
This report is prepared for the Denton County Transportation Authority (the "Entity") in accordance with Chapter 2256 of the Texas Public Funds Investment Act ("PFIA"). Section 2256.023(a) of the PFIA states that: "Not less than quarterly, the investment officer shall prepare and submit to the governing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

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

Investment Officers



Sherrelle Evans-Jones, CPA
Chief Financial Officer



Paul Cristina
Chief Executive Officer

Portfolio Overview

Portfolio Summary

	Prior 31 Mar-24	Current 30 Jun-24
Par Value	116,488,786.07	118,379,118.37
Original Cost	115,958,749.23	117,849,081.53
Book Value	116,136,372.19	118,152,195.38
Market Value	116,146,404.57	118,129,740.00
Accrued Interest	126,927.16	221,472.77
Book Value Plus Accrued	116,263,299.35	118,373,668.15
Market Value Plus Accrued	116,273,331.73	118,351,212.76
Net Unrealized Gain/(Loss)	10,032.38	(22,455.39)

Income Summary

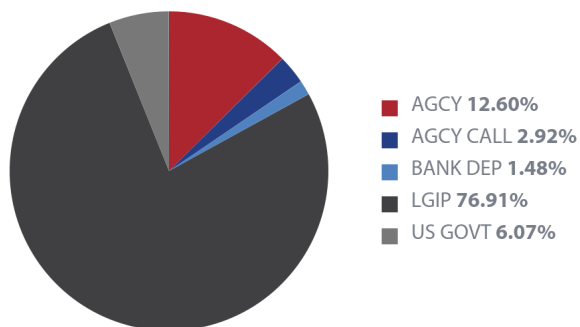
Current Period	1 Apr-24 to 30 Jun-24
Interest Income	1,396,479.48
Net Amortization/Accretion	125,490.90
Realized Gain/(Loss)	0.00
Net Income	1,521,970.37

Fiscal Year-to-Date	1 Oct-23 to 30 Jun-24
Net Income	4,466,869.31

Portfolio Characteristics

	Prior 31 Mar-24	Current 30 Jun-24
Yield to Maturity	5.246%	5.214%
Yield to Worst	5.246%	5.214%
Days to Final Maturity	76	56
Days to Effective Maturity	76	56
Duration	0.91	0.67

Asset Allocation

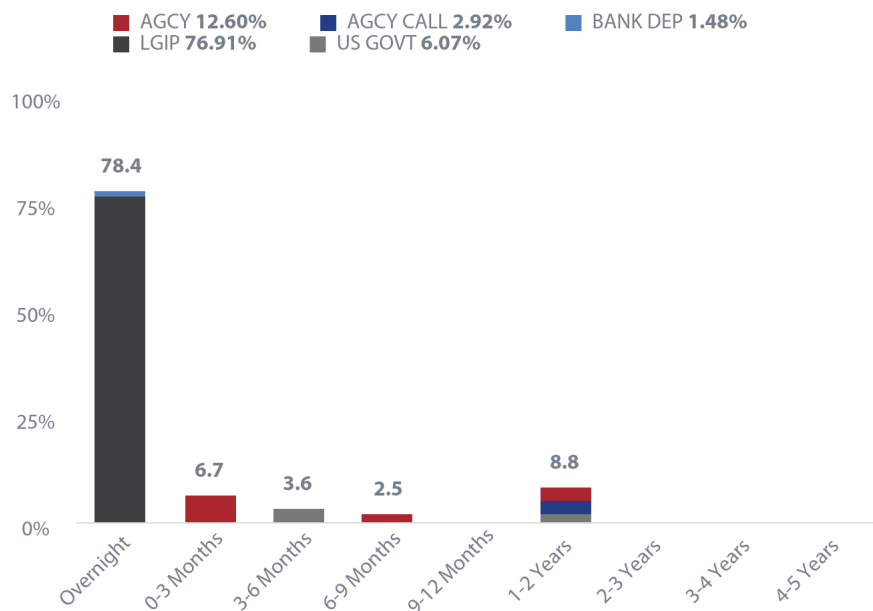


Transaction Summary

Transaction Type	Quantity	Principal	Interest	Total Amount	Realized Gain/Loss
Coupon	0.00	0.00	107,812.50	107,812.50	0.00

Portfolio Overview

Maturity Distribution by Security Type



Top Ten Holdings

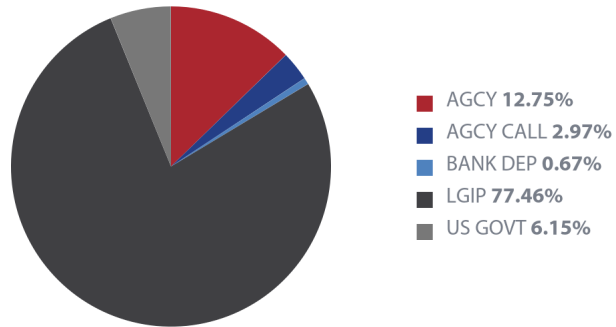
Issuer	Allocation
TEXSTAR	76.91%
Federal National Mortgage Association	6.74%
United States Department of The Treasury	6.07%
Federal Farm Credit Banks Funding Corporation	3.38%
Federal Home Loan Banks	2.92%
Federal Home Loan Mortgage Corporation	2.48%
WF	1.48%

Maturity Distribution by Security Type

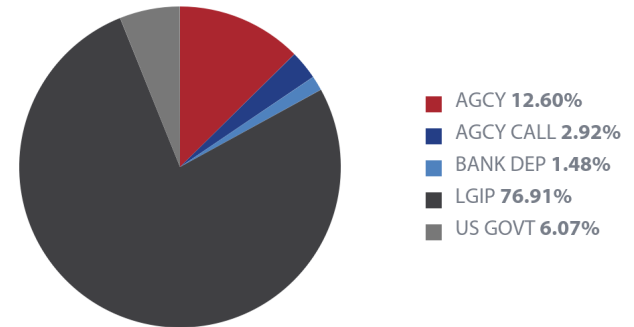
Security Type	Overnight	0-3 Months	3-6 Months	6-9 Months	9-12 Months	1-2 Years	2-3 Years	3-4 Years	4-5 Years	Portfolio Total
AGCY	--	7,959,755.27	--	2,935,490.80	--	3,996,229.68	--	--	--	14,891,475.75
AGCY CALL	--	--	--	--	--	3,455,218.84	--	--	--	3,455,218.84
BANK DEP	1,752,790.79	--	--	--	--	--	--	--	--	1,752,790.79
LGIP	90,876,327.58	--	--	--	--	--	--	--	--	90,876,327.58
US GOVT	--	--	4,205,321.39	--	--	2,971,061.03	--	--	--	7,176,382.42
Total	92,629,118.37	7,959,755.27	4,205,321.39	2,935,490.80	--	10,422,509.55	--	--	--	118,152,195.38

Asset Allocation

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



Asset Allocation by Security Type as of
30-Jun-2024



Book Value Basis Security Distribution

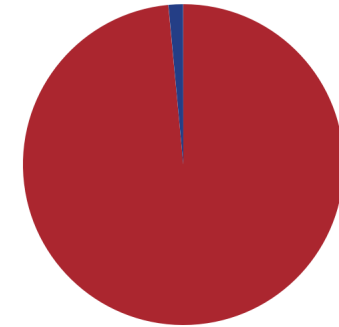
Security Type	Prior Balance 31-Mar-24	Prior Allocation 31-Mar-24	Change in Allocation	Current Balance 30-Jun-24	Current Allocation 30-Jun-24	Yield to Maturity
AGCY	14,810,513.18	12.75%	(0.15%)	14,891,475.75	12.60%	5.290%
AGCY CALL	3,445,093.40	2.97%	(0.04%)	3,455,218.84	2.92%	5.251%
BANK DEP	781,818.01	0.67%	0.81%	1,752,790.79	1.48%	0.423%
LGIP	89,956,968.06	77.46%	(0.54%)	90,876,327.58	76.91%	5.313%
US GOVT	7,141,979.53	6.15%	(0.08%)	7,176,382.42	6.07%	4.959%
Portfolio Total	116,136,372.19	100.00%		118,152,195.38	100.00%	5.214%

Credit Rating Summary

Rating Distribution

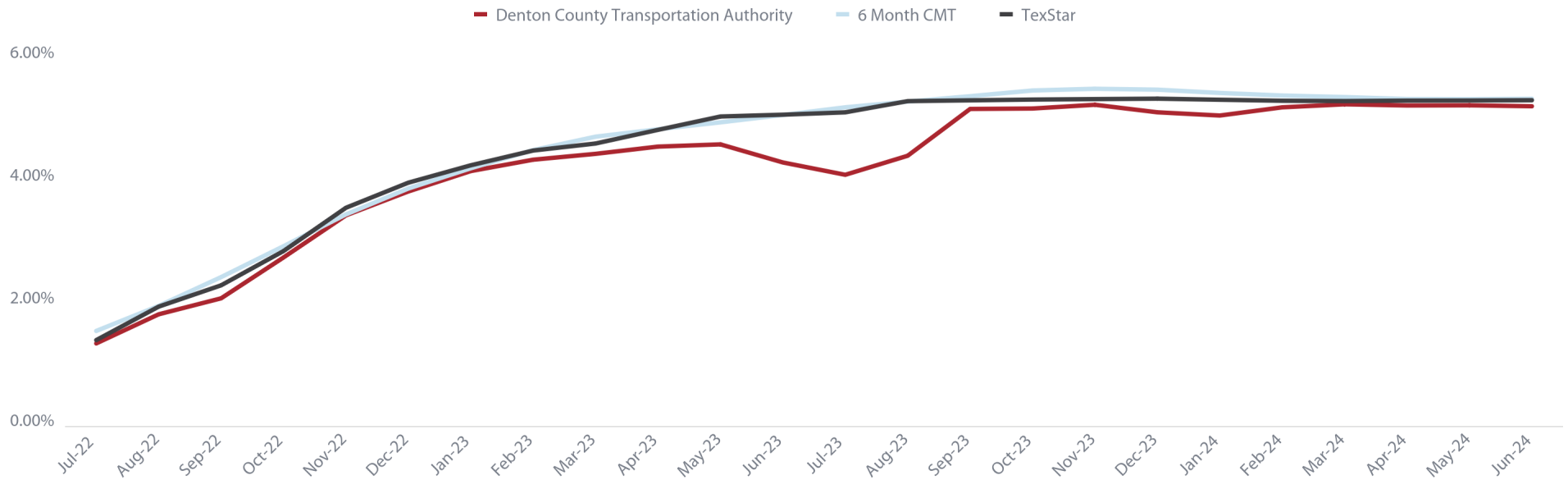
	Book Value	Portfolio Allocation
Secured Deposits (Insured or Collateralized)		
Demand Deposits	1,752,790.79	1.48%
Total Secured Deposits	1,752,790.79	1.48%
Local Government Investment Pools & Money Market Funds		
AAA	90,876,327.58	76.91%
Total Local Government Investment Pools & Money Market Funds	90,876,327.58	76.91%
Long Term Rating Distribution		
AAA	25,523,077.01	21.60%
Total Long Term Rating Distribution	25,523,077.01	21.60%
Portfolio Total	118,152,195.38	100.00%

Allocation by Rating



■ AAA 98.52% ■ SD 1.48%

Benchmark Comparison



Yield Overview

	Jul-22	Aug-22	Sep-22	Oct-22	Nov-22	Dec-22	Jan-23	Feb-23	Mar-23	Apr-23	May-23	Jun-23	Jul-23	Aug-23	Sep-23	Oct-23	Nov-23	Dec-23	Jan-24	Feb-24	Mar-24	Apr-24	May-24	Jun-24
Denton County Transportation Authority	1.35	1.82	2.08	2.75	3.44	3.83	4.16	4.34	4.44	4.56	4.59	4.30	4.10	4.41	5.17	5.18	5.24	5.12	5.06	5.20	5.25	5.23	5.23	5.21
6 Month CMT	1.55	1.96	2.43	2.93	3.45	3.87	4.20	4.50	4.72	4.84	4.95	5.07	5.20	5.29	5.38	5.47	5.50	5.48	5.43	5.39	5.36	5.33	5.33	5.34
TexStar	1.40	1.95	2.29	2.85	3.56	3.97	4.25	4.49	4.61	4.83	5.05	5.08	5.11	5.30	5.31	5.32	5.33	5.34	5.32	5.30	5.30	5.31	5.31	5.31

Fund Overview

Fund Name	Prior Book Value	Prior Market Value	Changes to Market Value	Current Book Value	Current Market Value	Net Income	Days to Final Mty	YTM	YTW
2011 Bond Fund	678,869.30	678,869.30	1,830.36	680,699.66	680,699.66	1,830.36	1	1.090%	1.090%
Additional Reserve Fund	1,476,106.44	1,476,106.44	19,621.10	1,495,727.54	1,495,727.54	19,621.10	1	5.313%	5.313%
Bond Fund	919,600.36	919,600.36	12,223.76	931,824.12	931,824.12	12,223.76	1	5.313%	5.313%
Operating Fund	102,948.71	102,948.71	969,142.42	1,072,091.13	1,072,091.13	0.00	1	0.000%	0.000%
Reserve Fund	23,604,871.40	23,611,717.48	207,699.96	23,827,941.55	23,819,417.44	310,570.15	114	5.273%	5.273%
Sales Tax Fund	89,353,975.98	89,357,162.28	772,817.83	90,143,911.38	90,129,980.11	1,177,725.00	43	5.289%	5.289%
Total	116,136,372.19	116,146,404.57	1,983,335.43	118,152,195.38	118,129,740.00	1,521,970.37	56	5.214%	5.214%

Detail of Security Holdings

CUSIP	Settle Date	Security Type	Security Description	CPN	Maturity Date	Next Call Date	Call Type	Par Value	Purch Price	Original Cost	Book Value	Mkt Price	Market Value	Days to Mty	Days to Call	YTM	YTW	Rating	
2011 Bond Fund																			
WF-MANA		BANK DEP	Wells Fargo Managed Rate		06/30/24			680,699.66	100.000	680,699.66	680,699.66	100.000	680,699.66	1		1.090	1.090	SD	
Total 2011 Bond Fund								680,699.66	680,699.66	680,699.66	680,699.66		680,699.66	1		1.090	1.090		
Additional Reserve Fund																			
TEXSTAR		LGIP	TexSTAR		06/30/24			1,495,727.54	100.000	1,495,727.54	1,495,727.54	100.000	1,495,727.54	1		5.313	5.313	AAA	
Total Additional Reserve Fund								1,495,727.54	1,495,727.54	1,495,727.54	1,495,727.54		1,495,727.54	1		5.313	5.313		
Bond Fund																			
TEXSTAR		LGIP	TexSTAR		06/30/24			931,824.12	100.000	931,824.12	931,824.12	100.000	931,824.12	1		5.313	5.313	AAA	
Total Bond Fund								931,824.12	931,824.12	931,824.12	931,824.12		931,824.12	1		5.313	5.313		
Operating Fund																			
WF-SWEEP		BANK DEP	Wells Fargo Sweep		06/30/24			1,072,091.13	100.000	1,072,091.13	1,072,091.13	100.000	1,072,091.13	1		0.000	0.000	SD	
Total Operating Fund								1,072,091.13	1,072,091.13	1,072,091.13	1,072,091.13		1,072,091.13	1		0.000	0.000		
Reserve Fund																			
TEXSTAR		LGIP	TexSTAR		06/30/24			12,916,343.44	100.000	12,916,343.44	12,916,343.44	100.000	12,916,343.44	1		5.313	5.313	AAA	
3135G0ZR7	09/18/23	AGCY	FNMA	2.625	09/06/24			4,000,000.00	97.361	3,894,444.00	3,979,877.64	99.473	3,978,928.00	68		5.464	5.464	AAA	
3137EAEP0	03/14/24	AGCY	FHLMC	1.500	02/12/25			3,000,000.00	96.829	2,904,883.44	2,935,490.80	97.748	2,932,434.00	227		5.104	5.104	AAA	
3133EPVY8	09/18/23	AGCY	FFCB	5.000	09/15/25			4,000,000.00	99.847	3,993,868.00	3,996,229.68	99.793	3,991,712.00	442		5.082	5.082	AAA	
Total Reserve Fund								23,916,343.44	23,709,538.88	23,827,941.55	23,819,417.44		23,819,417.44	114		5.273	5.273		
Sales Tax Fund																			
TEXSTAR		LGIP	TexSTAR		06/30/24			75,532,432.48	100.000	75,532,432.48	75,532,432.48	100.000	75,532,432.48	1		5.313	5.313	AAA	
3135G0ZR7	09/18/23	AGCY	FNMA	2.625	09/06/24			4,000,000.00	97.361	3,894,444.00	3,979,877.64	99.473	3,978,928.00	68		5.464	5.464	AAA	
912828G38	12/06/23	US GOVT	U.S. Treasury Note	2.250	11/15/24			4,250,000.00	97.367	4,138,105.47	4,205,321.39	98.844	4,200,859.38	138		5.146	5.146	AAA	
3130ASQF9	11/09/23	AGCY CALL	FHLB	4.000	07/25/25	07/25/24	Quarterly	3,500,000.00	97.972	3,429,022.94	3,455,218.84	98.762	3,456,666.50	390	25	5.251	5.251	AAA	
91282CGA3	03/14/24	US GOVT	U.S. Treasury Note	4.000	12/15/25			3,000,000.00	98.840	2,965,195.31	2,971,061.03	98.703	2,961,093.75	533		4.693	4.693	AAA	
Total Sales Tax Fund								90,282,432.48	89,959,200.20	90,143,911.38	90,129,980.11		90,129,980.11	43	25	5.289	5.289		

Detail of Security Holdings

CUSIP	Settle Date	Security Type	Security Description	CPN	Maturity Date	Next Call Date	Call Type	Par Value	Purch Price	Original Cost	Book Value	Mkt Price	Market Value	Days to Mty	Days to Call	YTM	YTW	Rating
Grand Total								118,379,118.37		117,849,081.53	118,152,195.38		118,129,740.00	56	25	5.214	5.214	

Earned Income

CUSIP	Security Type	Security Description	Beginning Accrued	Interest Earned	Interest Rec'd/Sold/Matured	Interest Purchased	Ending Accrued	Disc Accr/Prem Amort	Net Realized Gain/Loss	Net Income
2011 Bond Fund										
WF-MANA	BANK DEP	Wells Fargo Managed Rate	0.00	1,830.36	1,830.36	0.00	0.00	0.00	0.00	1,830.36
Total 2011 Bond Fund			0.00	1,830.36	1,830.36	0.00	0.00	0.00	0.00	1,830.36
Additional Reserve Fund										
TEXSTAR	LGIP	TexSTAR	0.00	19,621.10	19,621.10	0.00	0.00	0.00	0.00	19,621.10
Total Additional Reserve Fund			0.00	19,621.10	19,621.10	0.00	0.00	0.00	0.00	19,621.10
Bond Fund										
TEXSTAR	LGIP	TexSTAR	0.00	12,223.76	12,223.76	0.00	0.00	0.00	0.00	12,223.76
Total Bond Fund			0.00	12,223.76	12,223.76	0.00	0.00	0.00	0.00	12,223.76
Operating Fund										
WF-SWEEP	BANK DEP	Wells Fargo Sweep	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total Operating Fund			0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Reserve Fund										
TEXSTAR	LGIP	TexSTAR	0.00	169,437.96	169,437.96	0.00	0.00	0.00	0.00	169,437.96
3135G0ZR7	AGCY	FNMA	7,291.67	26,250.00	0.00	0.00	33,541.67	27,330.37	0.00	53,580.37
3137EAEP0	AGCY	FHLMC	6,125.00	11,250.00	0.00	0.00	17,375.00	25,552.93	0.00	36,802.93
3133EPVY8	AGCY	FFCB	8,888.89	50,000.00	0.00	0.00	58,888.89	748.89	0.00	50,748.89
Total Reserve Fund			22,305.56	256,937.96	169,437.96	0.00	109,805.56	53,632.19	0.00	310,570.15
Sales Tax Fund										
TEXSTAR	LGIP	TexSTAR	0.00	991,008.19	991,008.19	0.00	0.00	0.00	0.00	991,008.19
3135G0ZR7	AGCY	FNMA	7,291.67	26,250.00	0.00	0.00	33,541.67	27,330.37	0.00	53,580.37
912828G38	US GOVT	U.S. Treasury Note	36,253.43	23,772.04	47,812.50	0.00	12,212.98	29,508.33	0.00	53,280.37
3130ASQF9	AGCY CALL	FHLB	25,666.67	35,000.00	0.00	0.00	60,666.67	10,125.44	0.00	45,125.44
91282CGA3	US GOVT	U.S. Treasury Note	35,409.84	29,836.07	60,000.00	0.00	5,245.90	4,894.56	0.00	34,730.62
Total Sales Tax Fund			104,621.60	1,105,866.30	1,098,820.69	0.00	111,667.21	71,858.70	0.00	1,177,725.00

Earned Income

CUSIP	Security Type	Security Description	Beginning Accrued	Interest Earned	Interest Rec'd/ Sold/Matured	Interest Purchased	Ending Accrued	Disc Accr/Prem Amort	Net Realized Gain/Loss	Net Income
Grand Total			126,927.16	1,396,479.48	1,301,933.87	0.00	221,472.77	125,490.90	0.00	1,521,970.37

Investment Transactions

CUSIP	Trade Date	Settle Date	Security Type	Security Description	Coupon	Maturity Date	Call Date	Par Value	Price	Principal Amount	Interest Purchased/Received	Total Amount	Realized Gain/Loss	YTM	YTW
Sales Tax Fund															
Coupon															
912828G38	05/15/24	05/15/24	US GOVT	U.S. Treasury Note	2.250	11/15/24		0.00		0.00	47,812.50	47,812.50	0.00	--	--
91282CGA3	06/15/24	06/15/24	US GOVT	U.S. Treasury Note	4.000	12/15/25		0.00		0.00	60,000.00	60,000.00	0.00	--	--
Total Coupon								0.00		0.00	107,812.50	107,812.50	0.00		

Investment Transactions Totals

Transaction Type	Quantity	Principal Amount	Interest	Total Amount	Realized G/L	YTM	YTW
Total Coupon	0.00	0.00	107,812.50	107,812.50	0.00		

Amortization and Accretion

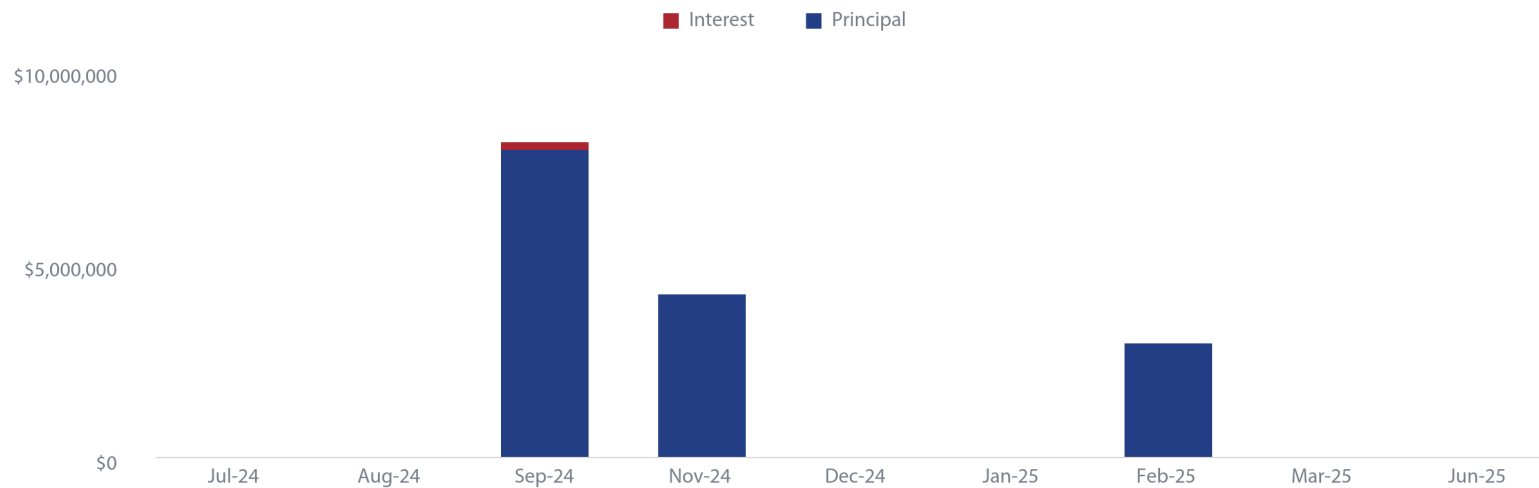
CUSIP	Settle Date	Security Type	Security Description	Purchase Qty	Orig Price	Original Cost	Amort/Accr for Period	Total Amort/Accr Since Purch	Remaining Disc/Premium	Ending Book Value
Reserve Fund										
3135G0ZR7	09/18/23	AGCY	FNMA	4,000,000.00	97.361	3,894,444.00	27,330.37	85,433.64	(20,122.36)	3,979,877.64
3137EAEPO	03/14/24	AGCY	FHLMC	3,000,000.00	96.829	2,904,883.44	25,552.93	30,607.36	(64,509.20)	2,935,490.80
3133EPVY8	09/18/23	AGCY	FFCB	4,000,000.00	99.847	3,993,868.00	748.89	2,361.68	(3,770.32)	3,996,229.68
Total Reserve Fund				11,000,000.00		10,793,195.44	53,632.19	118,402.67	(88,401.89)	10,911,598.11
Sales Tax Fund										
3135G0ZR7	09/18/23	AGCY	FNMA	4,000,000.00	97.361	3,894,444.00	27,330.37	85,433.64	(20,122.36)	3,979,877.64
912828G38	12/06/23	US GOVT	U.S. Treasury Note	4,250,000.00	97.367	4,138,105.47	29,508.33	67,215.92	(44,678.61)	4,205,321.39
3130ASQF9	11/09/23	AGCY CALL	FHLB	3,500,000.00	97.972	3,429,022.94	10,125.44	26,195.90	(44,781.16)	3,455,218.84
91282CGA3	03/14/24	US GOVT	U.S. Treasury Note	3,000,000.00	98.840	2,965,195.31	4,894.56	5,865.72	(28,938.97)	2,971,061.03
Total Sales Tax Fund				14,750,000.00		14,426,767.72	71,858.70	184,711.18	(138,521.10)	14,611,478.90
Grand Total				25,750,000.00		25,219,963.16	125,490.90	303,113.85	(226,922.99)	25,523,077.01

Projected Cash Flows

CUSIP	Security Description	Post Date	Interest	Principal	Total Amount
Reserve Fund					
3137EAEP0	FHLMC	08/12/24	22,500.00		22,500.00
3135G0ZR7	FNMA	09/06/24	52,500.00		52,500.00
3135G0ZR7	FNMA	09/06/24		4,000,000.00	4,000,000.00
3133EPVY8	FFCB	09/16/24	100,000.00		100,000.00
3137EAEP0	FHLMC	02/12/25	22,500.00		22,500.00
3137EAEP0	FHLMC	02/12/25		3,000,000.00	3,000,000.00
3133EPVY8	FFCB	03/17/25	100,000.00		100,000.00
Sales Tax Fund					
3130ASQF9	FHLB	07/25/24	70,000.00		70,000.00
3135G0ZR7	FNMA	09/06/24	52,500.00		52,500.00
3135G0ZR7	FNMA	09/06/24		4,000,000.00	4,000,000.00
912828G38	U.S. Treasury Note	11/15/24	47,812.50		47,812.50
912828G38	U.S. Treasury Note	11/15/24		4,250,000.00	4,250,000.00
91282CGA3	U.S. Treasury Note	12/16/24	60,000.00		60,000.00
3130ASQF9	FHLB	01/27/25	70,000.00		70,000.00
91282CGA3	U.S. Treasury Note	06/16/25	60,000.00		60,000.00
Grand Total			657,812.50	15,250,000.00	15,907,812.50

Projected Cash Flows Totals

Month and Year	Interest	Principal	Total Amount
July 2024	70,000.00		70,000.00
August 2024	22,500.00		22,500.00
September 2024	205,000.00	8,000,000.00	8,205,000.00
November 2024	47,812.50	4,250,000.00	4,297,812.50
December 2024	60,000.00		60,000.00
January 2025	70,000.00		70,000.00
February 2025	22,500.00	3,000,000.00	3,022,500.00
March 2025	100,000.00		100,000.00
June 2025	60,000.00		60,000.00
Total	657,812.50	15,250,000.00	15,907,812.50



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Investing in fixed income securities involves interest rate risk, credit risk, and inflation risk. Interest rate risk is the possibility that bond prices will decrease because of an interest rate increase. When interest rates rise, bond prices and the values of fixed income securities fall. When interest rates fall, bond prices and the values of fixed income securities rise. Credit risk is the risk that a company will not be able to pay its debts, including the interest on its bonds. Inflation risk is the possibility that the interest paid on an investment in bonds will be lower than the inflation rate, decreasing purchasing power.

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Board of Directors Memo

August 22, 2024

AGENDA ITEM: Quarterly Grants Report Q3 FY2024

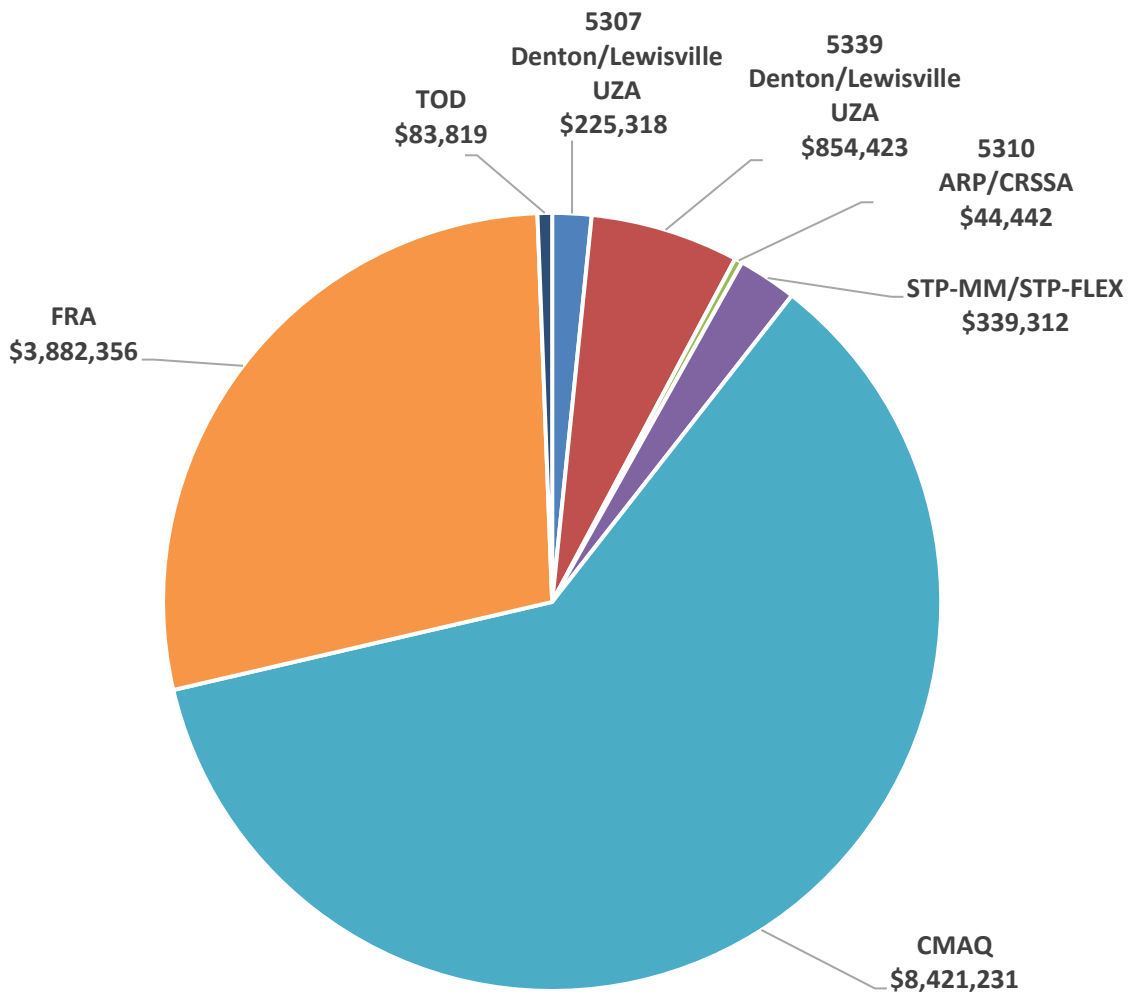
Recommendation

Staff recommends the Board approve the quarterly grants report for Q3 FY2024.

Background

As of June 30, 2024, DCTA has twelve (12) open, fully executed grants that provide reimbursements for capital projects, rail and bus preventive maintenance, operating assistance, and ADA paratransit service. The grant funding sources include the Federal Transit Administration (FTA) and the Federal Railroad Administration (FRA).

**Grant Funding Level - \$13,850,901
Q3 FY2024 as of 6/30/24**





Program	Q1 FY24 Balance	Q2 FY24 Balance	Q3 FY24 Balance	Variance (Q3 to Q2)	Grant Activity
Denton-Lewisville UZA (5307)	\$1,887,075	\$1,887,075	\$225,318	(\$1,661,757)	Operating Assistance, Fleet Replacement, Bus Preventive Maintenance, Safety & Security, ADA Paratransit
Bus and Bus Facilities (5339)	\$854,423	\$854,423	\$854,423	\$0	Fleet Replacement, Automated Fare Collection
ARP/CRRSA – Collin Co Rides (5310)	\$0	\$75,885	\$44,442	(\$31,443)	Collin County Rides Mobility Manager
STP-MM / STP-FLEX	\$73,446	\$73,446	\$339,312	\$265,866	NCTCOG Funds (Bus PM). In Q3, added in Vanpool funding for \$691,600 and did drawdown for \$425,734 for Oct-May.
Congestion Mitigation & Air Quality (CMAQ)	\$8,987,231	\$8,421,231	\$8,421,231	\$0	Land Acquisition & Construction (Old Town)
Consolidated Rail Infrastructure and Safety Improvements	\$3,882,356	\$3,882,356	\$3,882,356	\$0	PTC Enhancements
Transit Oriented Development	\$243,560	\$143,387	\$83,819	(\$59,568)	Kansas City Southern (KCS) Rail Corridor study
Total	\$15,928,091	\$15,337,803	\$13,850,901	(\$1,486,902)	

Pending Funding and Other Grant Activity

Through June 30, 2024, DCTA has two (2) lapsing grants recently executed; and one (1) agreement awaiting FTA approval.

Program	Amount	Grant Activity	Funding Status
Lapsing DCTA FY21 Sec 5339 - Fleet Replacement	\$484,600	Fleet Replacement	Active (Executed)
DCTA FY22 Sec 5310 Lapsing Mobility Mgmt	\$327,726	Mobility Mgmt – Salary & Benefits	Active (Executed)
DCTA FY19 Sec 5307 Lapsing Funds PM	\$ 128,696	Bus Preventative Maintenance	Final Concurrence/Reservation
TOTAL	\$ 941,022		

Available Funding

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

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

Previous Board Activity & Action

There has been no previous Board activity on this item.

Identified Need

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

Financial Impact

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



Submitted by:

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

Jane Filarowicz
Senior Manager of Budget & Grants

Final Review:

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

Sherrelle Evans-Jones, CPA
Chief Financial Officer

Board of Directors Memo

August 22, 2024

SUBJECT: Discuss and Consider Approval of the Fiscal Year 2024 Transportation Reinvestment Program (TRiP) Project Submissions

Background

Through our Annual Call for Projects for FY2024, DCTA received six (6) TRiP funding requests totaling \$6,969,060 from the cities of Denton and Lewisville for the planning, design and/or construction of transit-supportive capital projects. The total value of the projects receiving TRiP funds represents over \$21.1 million dollars in transit-supportive infrastructure. These improvements will provide a safer means of travel for transit riders as they walk to and from employment, education, and entertainment areas in and around Denton and Lewisville.

Recommendation

Staff recommends the Board approve the FY2024 Transportation Reinvestment Program (TRiP) Project Submissions.

Staff Review Notes

DCTA staff found the applications thorough and complete. They meet the minimum project eligibility requirements for TRiP funding by supporting DCTA Long-Range Service Plan goals:

- Increase service efficiency and reliability;
- Increase service effectiveness for DCTA customers;
- Increase the visibility and elevate the image of DCTA;
- Expand DCTA services into areas where transit has a strong likelihood of success;
- Demonstrate sustainable development practices that support transit; and
- Strive for financial excellence by maintaining fiscally sound and sustainable financial plans and budgets that reflect community priorities and values.

These Long-Range Service Plan goal achievements are enumerated and described in the project applications.

DCTA staff also found that each proposed project met or exceeded key evaluation criteria, including:

- Achieves long-term vision: as noted above, the project supports key tenets of the anticipated DCTA Long-Range Service Plan.
- Safety & ADA: the improvements would increase safety for all users.
- Quality of Life: the improvements would increase the appeal and walkability of member city neighborhoods and activity centers.

Funding Sources: There are multiple funding sources associated with the proposed projects and TRiP funds would be one component.

Maintenance: The respective member cities are responsible for maintenance.



Previous Board Activity & Action

The Board authorized the TRiP Annual Call for Projects for FY24 at its January 25, 2024 meeting.

Financial Impact

The total cost of the projects is over \$21.1 million with \$6,969,060 million being requested through TRiP funds. The table below displays the amount of TRiP funds remaining upon commitment.

FY24 CALL FOR PROJECTS REQUESTED FUNDING				
	CITY OF DENTON	CITY OF HIGHLAND VILLAGE**	CITY OF LEWISVILLE	TOTAL
FY24 CALL FOR PROJECTS AVAILABLE FUNDING	\$ 5,876,029	\$ 1,486,924	\$ 7,060,473	\$ 14,423,426
(L6) The Standard TOD Public Street Construction - City of Lewisville			\$ 2,000,000	
(D19) McKinney Ave from Carrol Street to Loop 288 - City of Denton	\$ 1,519,060			
(D20) North South Woodrow Lane - McKinney Ave-Spencer - City of Denton	\$ 850,000			
(D21) Morse Street - Wye street to Wood Row Lane - City of Denton	\$ 850,000			
(D22) Riney Road – Bonnie Brae to North Elm Street - City of Denton	\$ 750,000			
(D23) Sidewalk and Pad Allowance for high priority multimodal connectivity locations - City of Denton	\$ 1,000,000			
FY24 CALL FOR PROJECTS REMAINING FUNDS	\$ 906,969	\$ 1,486,924	\$ 5,060,473	\$ 7,454,366

** FY 2022 Rollover for Highland Village is set to expire in FY 2025

Submitted By: 
 Karina Maldonado, AICP, Planning Manager

Reviewed By: 
 Austin Frith, Vice President, Planning and Development

Board of Directors Memo

August 22, 2024

AGENDA ITEM: Discuss Update on New Member City Admission and Contracted Services Policy

Recommendation

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

Background

The DCTA New Member Policy has not been updated since February 2012 and does not reflect revisions made to DCTA's enabling legislation or its bylaws in 2019. The current policy also does not reflect the type of approach DCTA wishes to undertake in performing contracted services for non-member cities or other entities.

It is appropriate for the DCTA Board to consider this important policy given the substantive changes to DCTA's governance structure, the increase in interest for transit services in the North Texas Region, the current "Regional Transit 2.0" initiative being led by North Central Texas Council of Governments (NCTCOG), and the contracted services portfolio DCTA currently serves.

The purpose of this item is to follow-up on initial discussion on the topic undertaken in the January Board Strategic Work Session with a proposed revision to the policy, receive Board feedback, and consider additional revisions that would enable the Board to adopt a revised New Member City Admission and Contracted Services Policy.

Previous Board Action

The Board discussed this item in its January Strategic Work Session.

Identified Need

DCTA needs an updated New Member City Admission and Contracted Services Policy to effectively serve its current member cities and potential future member cities.

Financial Impact

None. This is a discussion item only.

Exhibits

Exhibit 1: Draft Policy

Submitted By:



Paul A. Cristina, Chief Executive Officer

DENTON COUNTY TRANSPORTATION AUTHORITY

Policies and Procedures

Distribution: DCTA Board of Directors		Subject: Policy 0-2_New Member City Admission and Contracted Services	
Effective Date: XX, 2024	Page No. 1	Pages Of 5	File Under Section: 00_DCTA Board of Directors
Revision/Review Date:		Approved By: DCTA Board of Directors	

1. Purpose

The purpose of this policy is to define DCTA’s approach in the engagement of cities for membership in DCTA and the provision of contracted services for non-member cities and other entities.

The statutory charge and the desire of DCTA is to encourage the development and provision of transit services in and for Denton County. To achieve that goal, DCTA welcomes inquiries from all Denton County cities and surrounding areas that may be interested in receiving DCTA transit services.

2. Background

The Denton County Transportation Authority (“DCTA”) was created in 2001 by the Denton County Commissioners Court pursuant to House Bill 3323 (Acts 2001, 77th Leg., Ch. 1186, §1, eff. Sept. 1, 2001), codified as Chapter 460, Texas Transportation Code.

The formation of DCTA was confirmed by a countywide election on November 5, 2002 with a favorable vote of greater than 73%. A subsequent transit sales tax authorization election was held on September 13, 2003 and the municipalities of Denton, Highland Village, and Lewisville authorized the collection of a 1/2-cent transit sales and use tax for the benefit of DCTA and formed the initial service delivery area.

Since the initial service area was formed the Authority has established numerous transit services operating within and between the member cities, completed the construction of a commuter rail line, and initiated A-train service to connect the member cities along the rail right of way to the Trinity Mills station on the DART Green Line. The Authority also has provided public transit services to non-member cities and municipalities on a contractual basis for defined periods of time utilizing non-dedicated funding sources.

Chapter 460, DCTA’s enabling legislation, was amended in 2019 to further define the process by which voting privileges on the DCTA Board are established and the mechanisms by which New Member Cities may be brought into the Agency. Following the 2019 amendment, the DCTA Board of Directors (the “DCTA Board”) revised the agency’s bylaws that, among other things, defined how membership in the agency is classified and how voting privileges are granted and executed. This policy is intended to reflect the requirements of DCTA’s enabling legislation as amended in 2019 as well as the DCTA Board’s bylaws as revised in December 2019.

DENTON COUNTY TRANSPORTATION AUTHORITY

Policies and Procedures

Distribution: DCTA Board of Directors		Subject: Policy 0-2_New Member City Admission and Contracted Services	
Effective Date: XX, 2024	Page No. 2	Pages Of 5	File Under Section: 00_DCTA Board of Directors
Revision/Review Date:		Approved By: DCTA Board of Directors	

DCTA recognizes the exceptional vision and initiative demonstrated by Denton County and the founding municipalities of Denton, Highland Village, and Lewisville that have pledged significant resources to enable the creation and ongoing operation of DCTA since its inception.

At the same time, Denton County and its cities continue to experience rapid population and employment growth, and the transportation and mobility needs of our citizens continue to evolve. Therefore, DCTA anticipates other cities in Denton County may wish to participate in the transportation services DCTA provides in a manner that meets their individual needs and aligns with the long-term needs of the region.

This New Member Cities Admission and Contracted Services Policy defines how the DCTA Board of Directors (the “DCTA Board”) considers services to other Cities within Denton County and the region either on a short-term, contracted basis or on an enduring basis as a Member City of DCTA.

3. Board of Director Considerations for the Addition of New Member Cities

The DCTA Board may vote to add New Member Cities to the Authority at its sole discretion. The path to membership requires broad collaboration between staffs and elected officials working on behalf of and representing the DCTA Board and the interested City.

In general, the DCTA Board will evaluate candidates for New Member Cities (the “Applicant”) based on three primary considerations:

1. What is the value of the funding source generated by the Applicant versus the cost of the service desired by the Applicant?
2. Does the new service increase transportation access to residents of Denton County and DCTA’s Member Cities?
3. What DCTA staff resources and other resources are required to deliver the new service and are those costs properly addressed by the Applicant?

DCTA staff will develop a procedure to enable the DCTA Board to evaluate these considerations in its deliberation of the New Member request. All costs associated with that procedure shall be borne by the Applicant.

DENTON COUNTY TRANSPORTATION AUTHORITY

Policies and Procedures

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Revision/Review Date:		Approved By: DCTA Board of Directors	

4. Application for Membership

The Applicant must submit a written “Request for Membership” to the DCTA Board describing the type of service the Applicant desires to achieve. The “Request for Membership” may be in the form of a letter from the senior elected official representing the Applicant to the Chair of the DCTA Board. Whatever the form of written communication, it must be accompanied by a resolution of the Applicant’s governing body requesting membership in DCTA.

Membership in DCTA requires the establishment of a dedicated funding source. DCTA’s enabling legislation, Chapter 460 of the Texas Transportation Code, defines two methods for establishing a dedicated funding source and entering into Agreement with DCTA.

Method 1

1. Within its Request for Membership, the Applicant may request DCTA call an election, to be held in that municipality, on whether the Applicant should be admitted to DCTA with the levy of a 1/2 cent sales tax.
2. Following successful election, DCTA and the Applicant enter into Agreement for admission of the Applicant into DCTA as a Member. [460.302(d)]

Method 2

1. Applicant enters into Agreement with DCTA to provide service in a Public Transportation Financing Area in exchange for all or a portion of the tax increment generated by the Area, which may be generated by ad valorem tax revenue and / or sales and use tax revenue. This method may be pursued if the municipality is unable to provide a sales and use tax levy because such a tax levy would cause the Applicant’s sales and use tax levy to exceed two percent. [460.602(a)]

Membership requires an affirmative vote of the DCTA Board of Directors and such affirmative vote may also include voting privileges for the New Member.

The DCTA Board possesses broad discretion in the granting of Board membership and, separately, the granting of voting privileges. The Board may consider a variety of factors in evaluating potential voting privileges for a New Member including, but not limited to, the value of the dedicated funding source provided by the New Member relative to the value of the existing Voting Members’ funding sources.

DENTON COUNTY TRANSPORTATION AUTHORITY

Policies and Procedures

Distribution: DCTA Board of Directors		Subject: Policy 0-2_New Member City Admission and Contracted Services	
Effective Date: XX, 2024	Page No. 4	Pages Of 5	File Under Section: 00_DCTA Board of Directors
Revision/Review Date:		Approved By: DCTA Board of Directors	

5. Capital Payment Fees for New Members

The cost of any capital investment(s) required to start up a new service for a New Member or enable a New Member to integrate its service into the DCTA network shall be paid by the New Member. The cost of such capital investment shall be determined through the evaluation of the New Member request.

6. Contracted Transportation Services to Non-Member Cities and Other Entities

When requested, DCTA may choose to provide a specific type of public transportation service to a non-member municipality or other public or private entity (the "Requestor") through an Interlocal Cooperation Agreement or similar contractual mechanism ("Contracted Services"). The provision of these services shall not materially impact the provision of services in Member Cities, nor materially impact any major capital projects underway or planned in the Authority's Service Plan. Additionally, DCTA shall ensure Member Cities' financial resources are not applied to support such Contracted Services. The DCTA "Comprehensive Financial Management Policy," approved by the Board of Directors and published annually with the DCTA Operating and Capital Budget, provides clear requirements for service cost recovery and administrative fees that shall be charged to entities receiving Contracted Services.

DCTA provides Contracted Services for four primary reasons:

1. Provides opportunity for the DCTA Board and the Requestor to evaluate the utility and performance of a new service for a limited time.
2. To provide an avenue for the Requestor to become a Member of DCTA (if eligible) and expand the agency service area.
3. To enable DCTA to act as a regional leader in providing public transportation solutions.
4. The premium and fees generated by such services generate revenue that meaningfully offsets ongoing investment by Member Cities.

DCTA's intent in providing Contracted Services is to provide an avenue for a non-member municipality to become a Member of DCTA and expand the agency service area for the good of all members and Denton County. Therefore, DCTA and the Requestor shall engage in a regular dialogue throughout the term of the Contracted Service that enables the Requestor

DENTON COUNTY TRANSPORTATION AUTHORITY

Policies and Procedures

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Revision/Review Date:		Approved By: DCTA Board of Directors	

and the Agency to evaluate the Requestor’s opportunity for membership in DCTA.

DCTA staff will develop a procedure to enable the DCTA Board to evaluate the proposed Contracted Service before Board approval and also during its performance period for purposes of identifying a path to membership for the requesting entity. All costs associated with that procedure shall be borne by the Applicant.

7. Updates to the New Member City Admission and Contracted Services Policy

This Policy may be reviewed and updated at any time by the DCTA Board of Directors.

8. Conflicts

To the extent of any conflict between this Policy and Chapter 460 of the Texas Transportation Code, as amended, Chapter 460 of the Texas Transportation Code shall control.

9. Effective Date

This policy is effective as of [Effective Date] and will remain in effect until superseded by a revised policy.

Board of Directors Memo

August 22, 2024

AGENDA ITEM: Discuss Update on Emerging Opportunity in the City of Frisco for Technology Based Transit Service

Recommendation

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

Background

In June 2023, the City of Frisco completed a service analysis with Via, the contractor providing GoZone service to DCTA, to understand the requirements to provide a GoZone service in the City of Frisco. DCTA was involved in the process as a stakeholder.

At the conclusion of the study, the City of Frisco and the North Central Texas Council of Governments (NCTCOG) approached DCTA with the idea of DCTA providing the proposed GoZone service to the City of Frisco. DCTA and Frisco staff evaluated the findings of the study and DCTA suggested, based on its experience with the service, that revisions be made to the study recommendations to ensure that system capacity would be available to meet demand. The City of Frisco staff agreed with those recommendations. City staff briefed its council in a work session in February 2024 and, with direction from Council, City staff and NCTCOG began conversations regarding funding for the service.

This briefing will provide an update to the Board on the details of the service being considered so that the Board can provide staff direction on if or how DCTA should proceed conversation regarding this service.

Previous Board Action

The Board received briefings on this item in the following months:

- January 2024 (Strategic Planning Work Session)
- June 2024

Identified Need

Staff requests Board direction on the next steps related to this initiative.

Financial Impact

None. This is a discussion item only.

Exhibits

None.

Submitted By:



Paul A. Cristina, Chief Executive Officer

Board of Directors Memo

August 22, 2024

AGENDA ITEM: Discuss Update on Procurement for External Marketing and Communications Support

Recommendation

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

Background

Staff has determined the most effective way to proceed with development of the annual Marketing and Communications Plan is to procure and hire an external firm to provide creative production capabilities and strategy expertise. This enables internal staff can focus on customer and stakeholder engagement and applying marketing creatives (print media advertising, social media, customer collateral, etc.) in DCTA's operation and throughout the marketplace.

The purpose of this briefing is to provide an overview of the proposed scope of work that will be procured and the anticipated timeline for implementation.

Previous Board Action

The DCTA Board received Marketing and Communications updates in:

- January 2024
- February 2024

Identified Need

DCTA requires external support to produce creative content, develop social media strategy and execution, and develop and strengthen its brand in Denton County and the communities it serves.

Financial Impact

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

Exhibits

None.

Submitted By:



Jackie Bronson, Vice President
Engagement and Administration

Board of Directors Memo

August 22, 2024

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

Recommendation

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

Introduction

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

Monthly Report

The month of July has seen total ridership up approximately over June 2024. Bus and Rail ridership, while still seeing the usual summer reduction, have increased 5.2% and 8% respectively over the prior month, with GoZone seeing a 4.6% increase.

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

Unlinked Passenger Trips Three-Month Trend						
	FY23	FY24				
	July	May	June	July	June-July % Change	July 2023-2024 % Change
Bus*	31,306	82,141	41,890	44,058	5.2%	40.7%
Rail	17,201	20,512	19,763	21,347	8.0%	24.1%
GoZone	67,010	74,537	70,283	73,538	4.6%	9.7%
TOTAL	115,517	177,190	131,936	138,943	5.3%	20.3%

* UNT, Connect, and Non-Connect Fixed Routes

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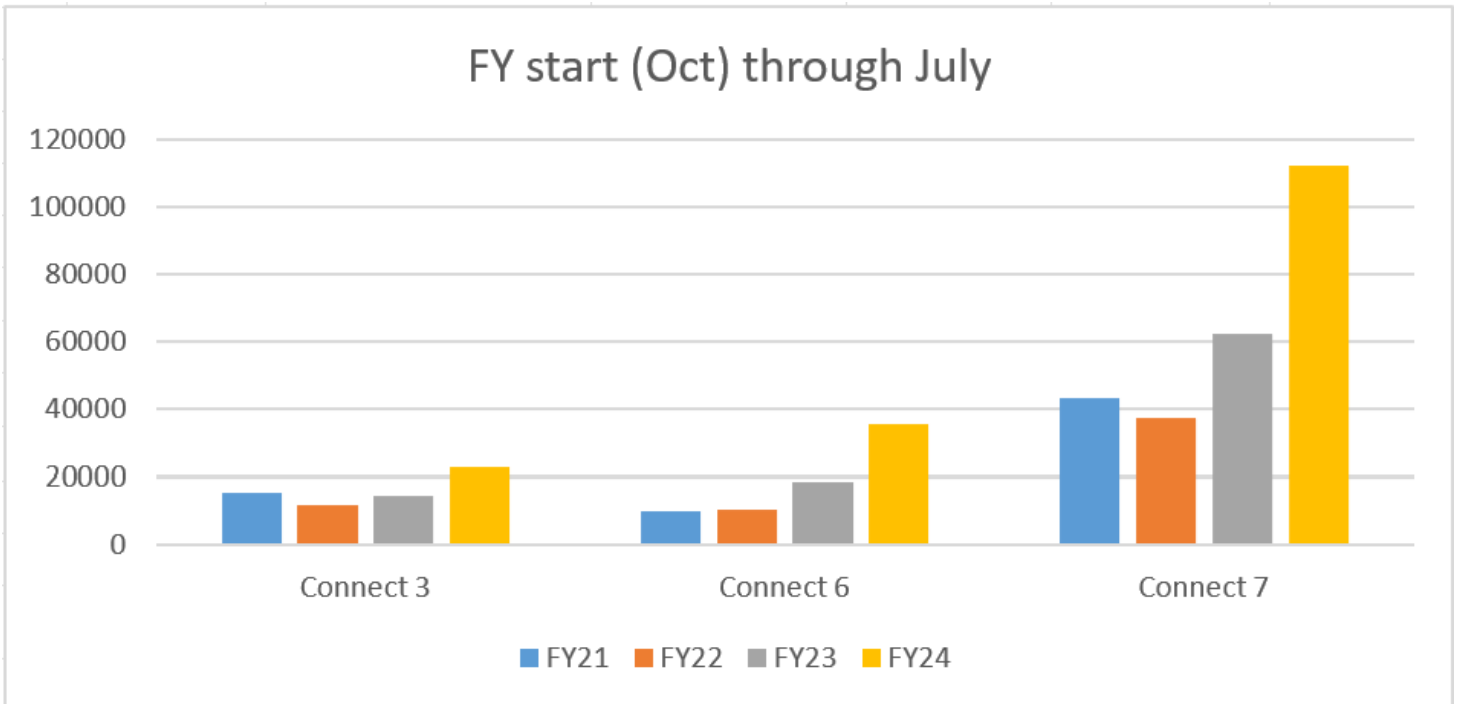
The following chart below presents a summary view of the overall ridership trend by mode from fiscal year start through July comparison for FY2021 to FY2024.

	Unlinked Passenger Trips - FY through July				FY23-FY24
	2021	2022	2023	2024	% Change
UNT	202,101	771,129	1,069,037	1,299,047	21.5%
Connect	172,549	96,080	101,252	170,646	68.5%
Non-Connect	3,552	12,012	3,167	1,953	-38.3%
A-train	86,297	141,634	182,720	212,269	16.2%
GoZone	-	479,410	702,770	724,619	3.1%
Access	12,986	18,377	21,595	20,532	-4.9%
Vanpool*	179,786	187,393	196,220	212,070	8.1%
TOTAL	657,271	1,706,035	2,276,761	2,641,136	16.0%

*Vanpool data lags by one month

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



Identified Need

None.

Financial Impact

None.

Exhibits

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

Final Review: 
Maurice Bell, Chief Operating Officer

Final Review: 
Austin Frith, Vice President
Planning and Development

Final Review: 
Steve Swanberg, Senior Manager
Safety and Security

INFORMATIONAL REPORT 1 – SAFETY PERFORMANCE



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

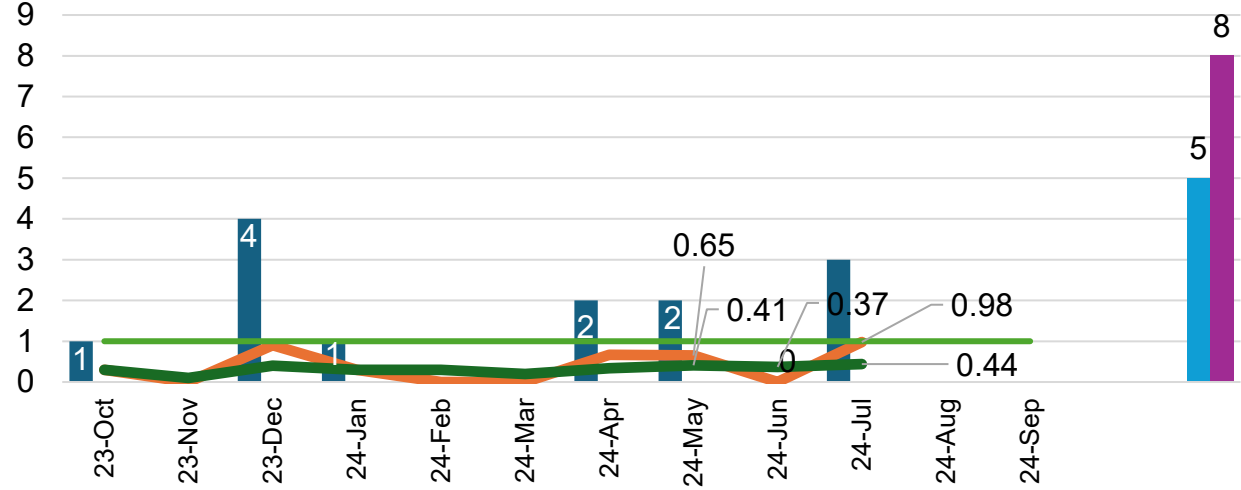
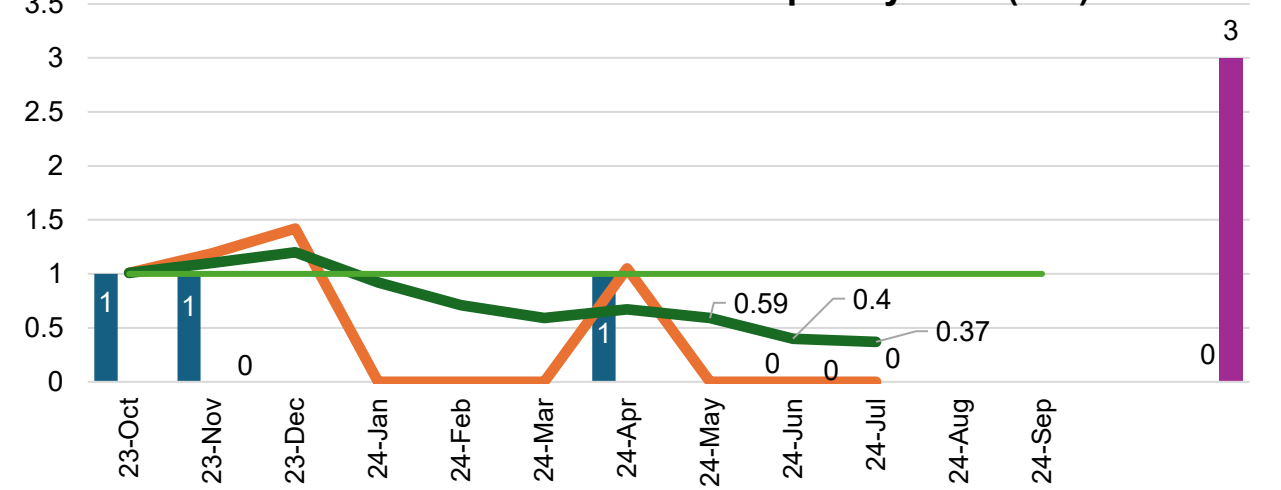


Exhibit 1

FY 2024 FTA - Bus Incident Frequency Rate (IFR)



Go Zone Operations	23-Oct	23-Nov	23-Dec	24-Jan	24-Feb	24-Mar	24-Apr	24-May	24-Jun	24-Jul
FTA Incidents	1	0	4	1	0	0	2	2	0	3
FTA Monthly IFR	0.3	0	0.9	0.3	0	0	0.67	0.65	0	0.98
FTA Yearly IFR	0.3	0.1	0.4	0.3	0.3	0.2	0.34	0.41	0.37	0.44

Bus Operations	23-Oct	23-Nov	23-Dec	24-Jan	24-Feb	24-Mar	24-Apr	24-May	24-Jun	24-Jul
FTA Incidents	1	1	0	0	0	0	1	0	0	0
FTA Monthly IFR	1.01	1.19	1.42	0	0	0	1.05	0	0	0
FTA Yearly IFR	1.01	1.1	1.2	0.92	0.71	0.59	0.67	0.59	0.4	0.37

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

Rio Grande Pacific Operations	23-Oct	23-Nov	23-Dec	24-Jan	24-Feb	24-Mar	24-Apr	24-May	24-Jun	24-Jul
FRA Incidents	0	1	0	0	0	0	1	0	0	0
FRA Monthly IFR	0	3.1	0	0	0	0	2.9	0	0	0
FRA Yearly IFR	0	1.5	1	0.76	0.61	0.5	0.86	0.85	0.67	0.61

2023- IFR .25

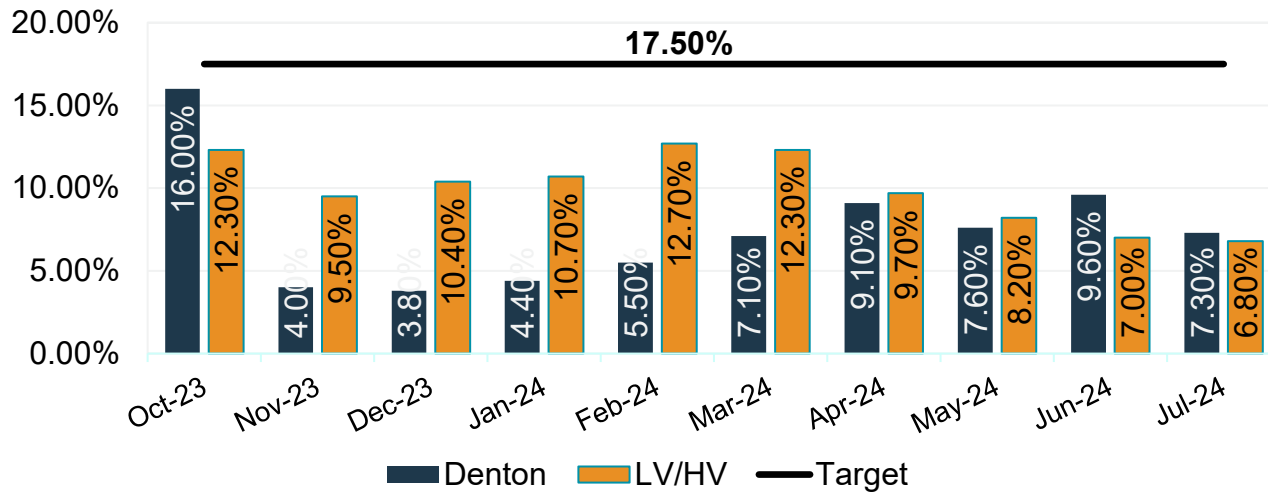
FRA Rail Crossing Reportable	23-Oct	23-Nov	23-Dec	24-Jan	24-Feb	24-Mar	24-Apr	24-May	24-Jun	24-Jul
FRA Rail Crossing Reportable	0	1	0	0	0	0	0	0	0	0

INFORMATIONAL REPORT 1 – SERVICE PERFORMANCE

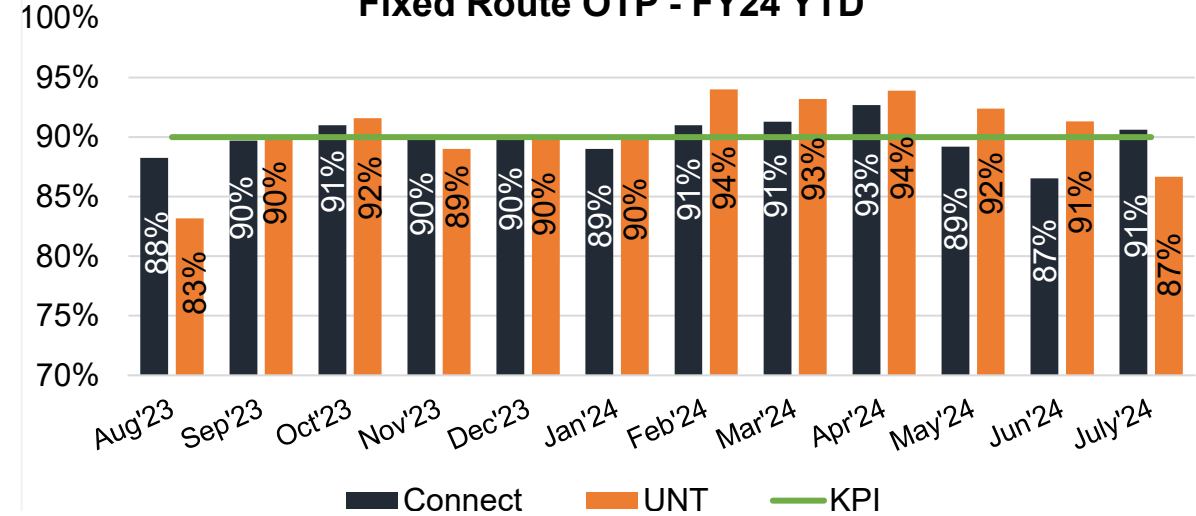


Exhibit 2

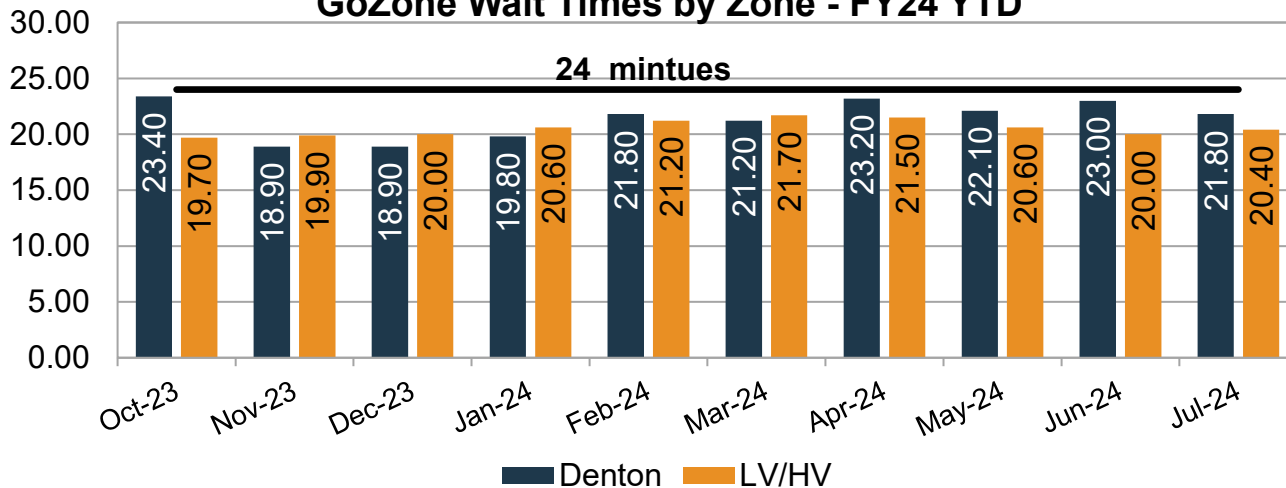
GoZone Seat Unavailable by Zone - FY24 YTD



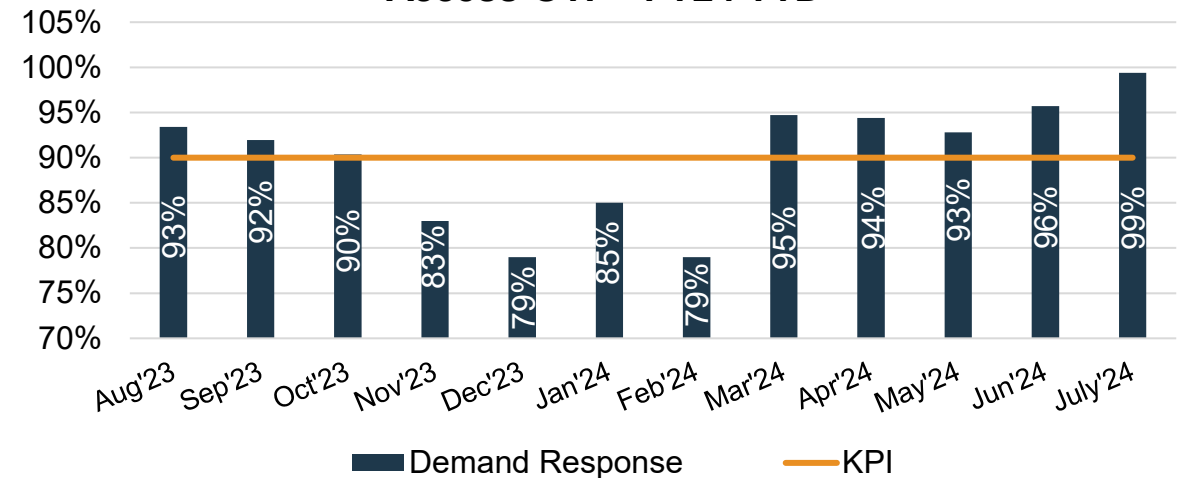
Fixed Route OTP - FY24 YTD



GoZone Wait Times by Zone - FY24 YTD



Access OTP - FY24 YTD



INFORMATIONAL REPORT 1 – EXHIBIT 3: RIDERSHIP



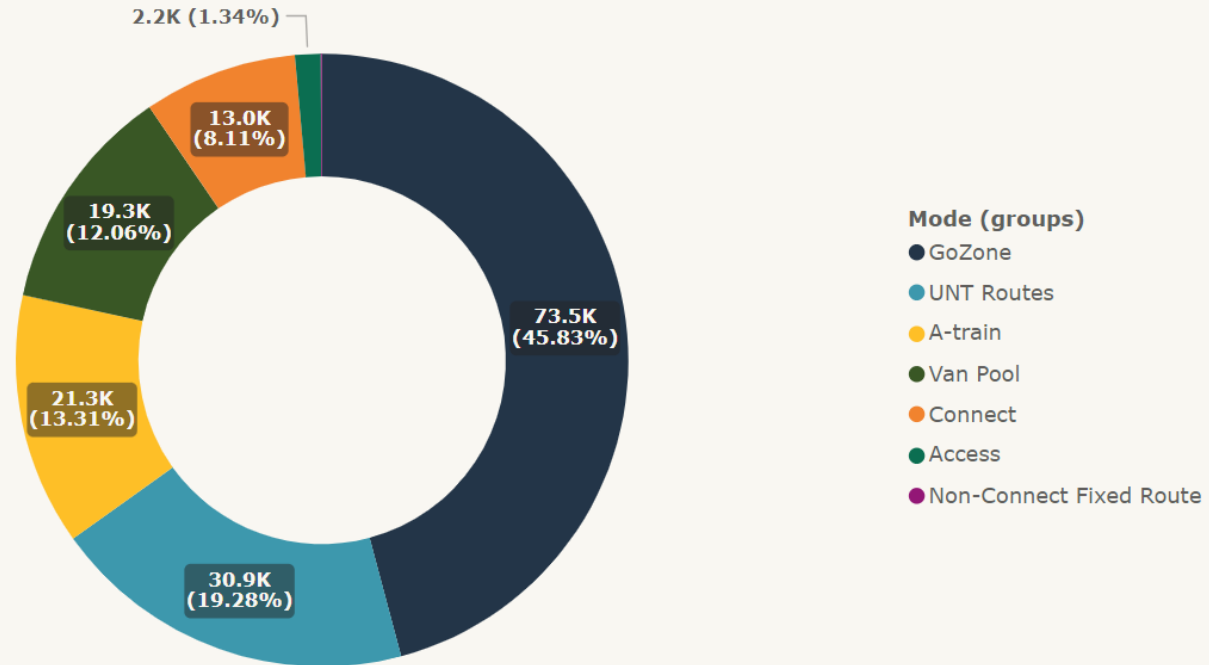
Total Ridership - Jul 2024

160.4K

Total Ridership FYTD

2.6M

Ridership by Travel Mode - Jul 2024



INFORMATIONAL REPORT 1 – EXHIBIT 4: CONNECT



Total Ridership - Jul 2024

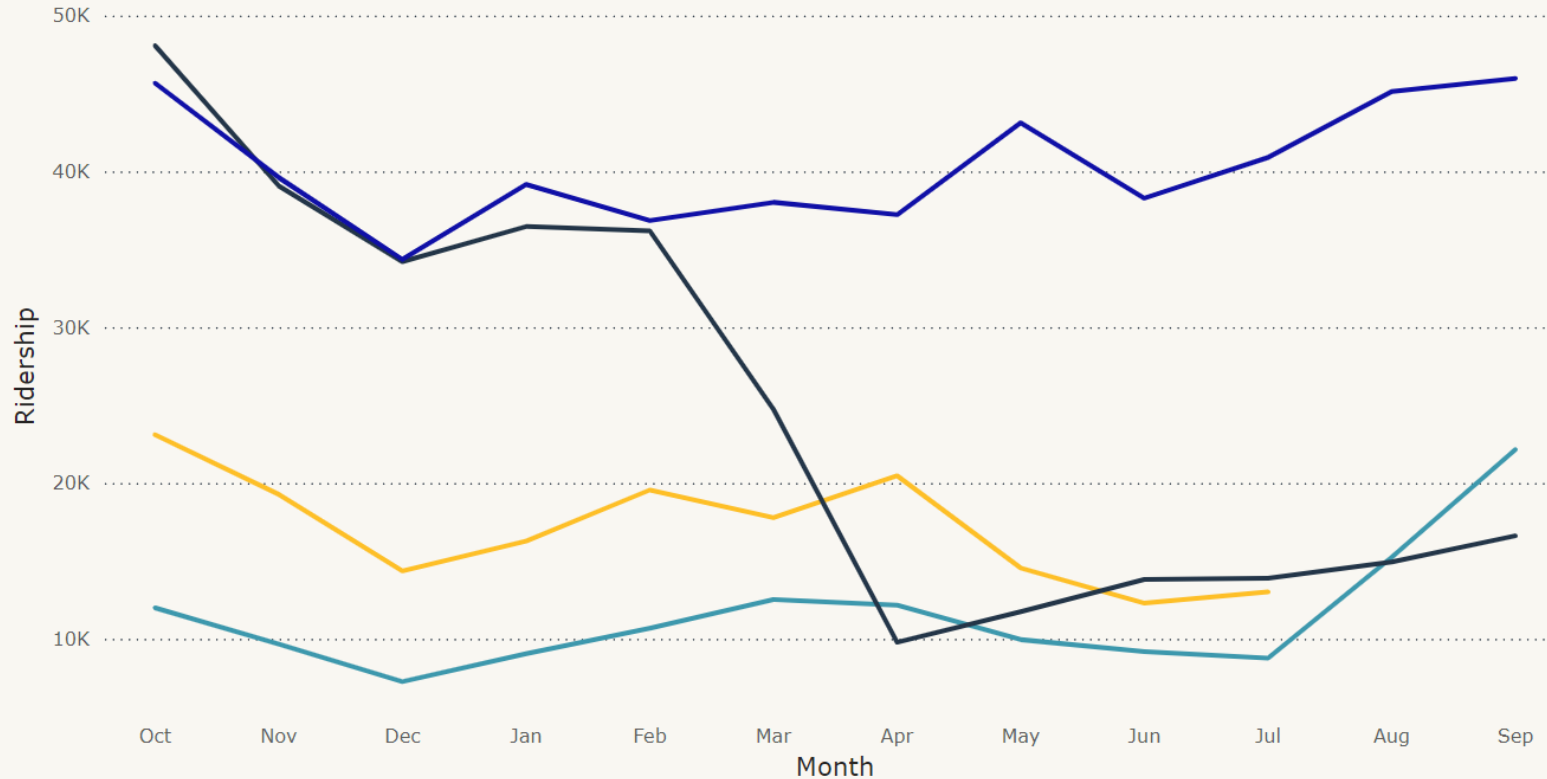
160.4K

Total Ridership FYTD

2.6M

Ridership by Month and Fiscal Year - Connect

Fiscal Year ● 2024 ● 2023 ● 2020 ● 2019



INFORMATIONAL REPORT 1 – EXHIBIT 5: A-TRAIN



Total Ridership - Jul 2024

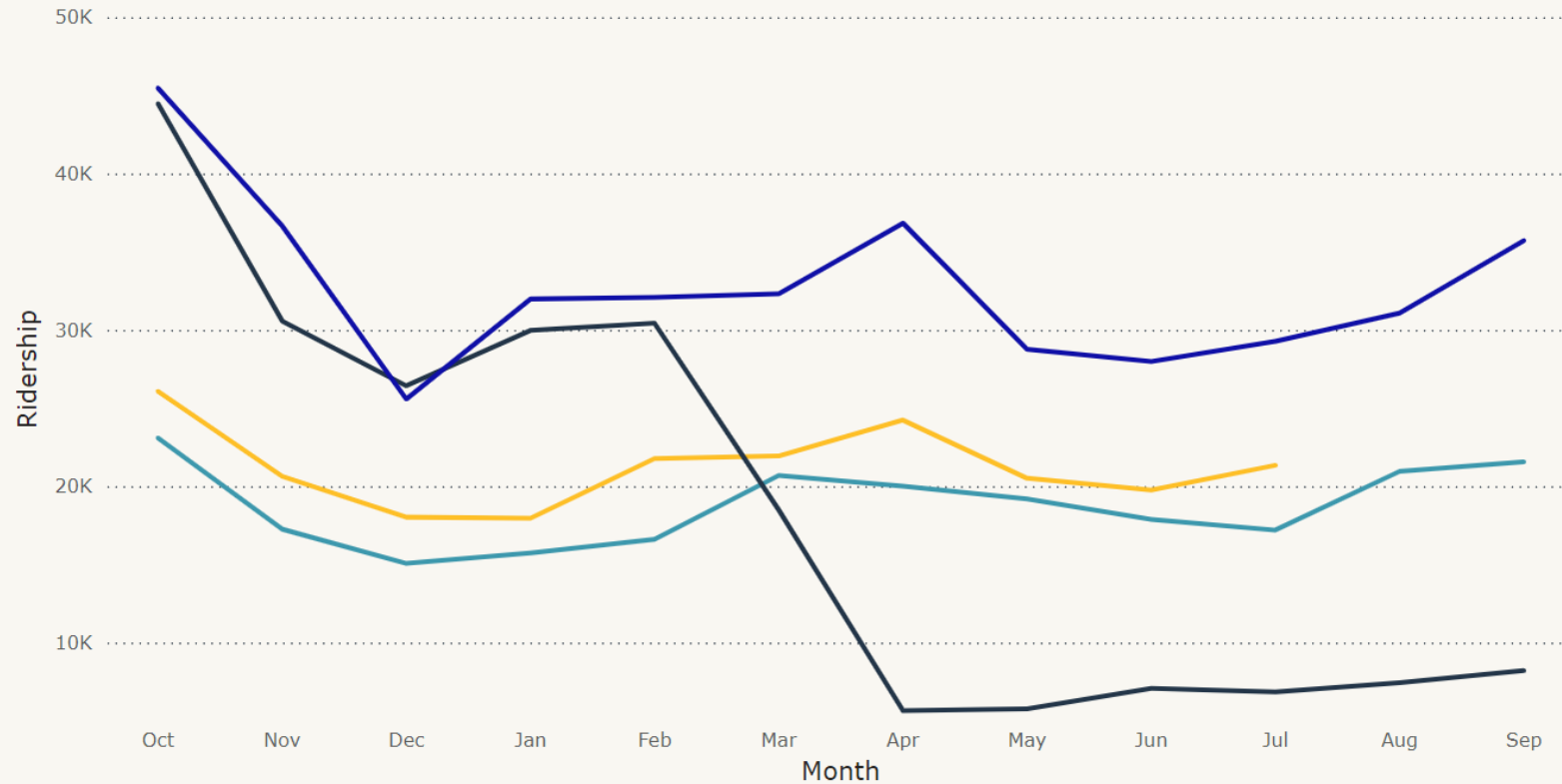
160.4K

Total Ridership FYTD

2.6M

Ridership by Month and Fiscal Year - A-train

Fiscal Year ● 2024 ● 2023 ● 2020 ● 2019



INFORMATIONAL REPORT 1 – EXHIBIT 6: FIXED ROUTE



Total Ridership - Jul 2024

160.4K

Total Ridership FYTD

2.6M

Mode (groups)	Ridership
Connect	13,011
Non-Connect Fixed Route	121
UNT Routes	30,926
Total	44,058

Fixed-Route Ridership Waterfall



INFORMATIONAL REPORT 1 – EXHIBIT 7: UNT (ALL)



Total Ridership - Jul 2024

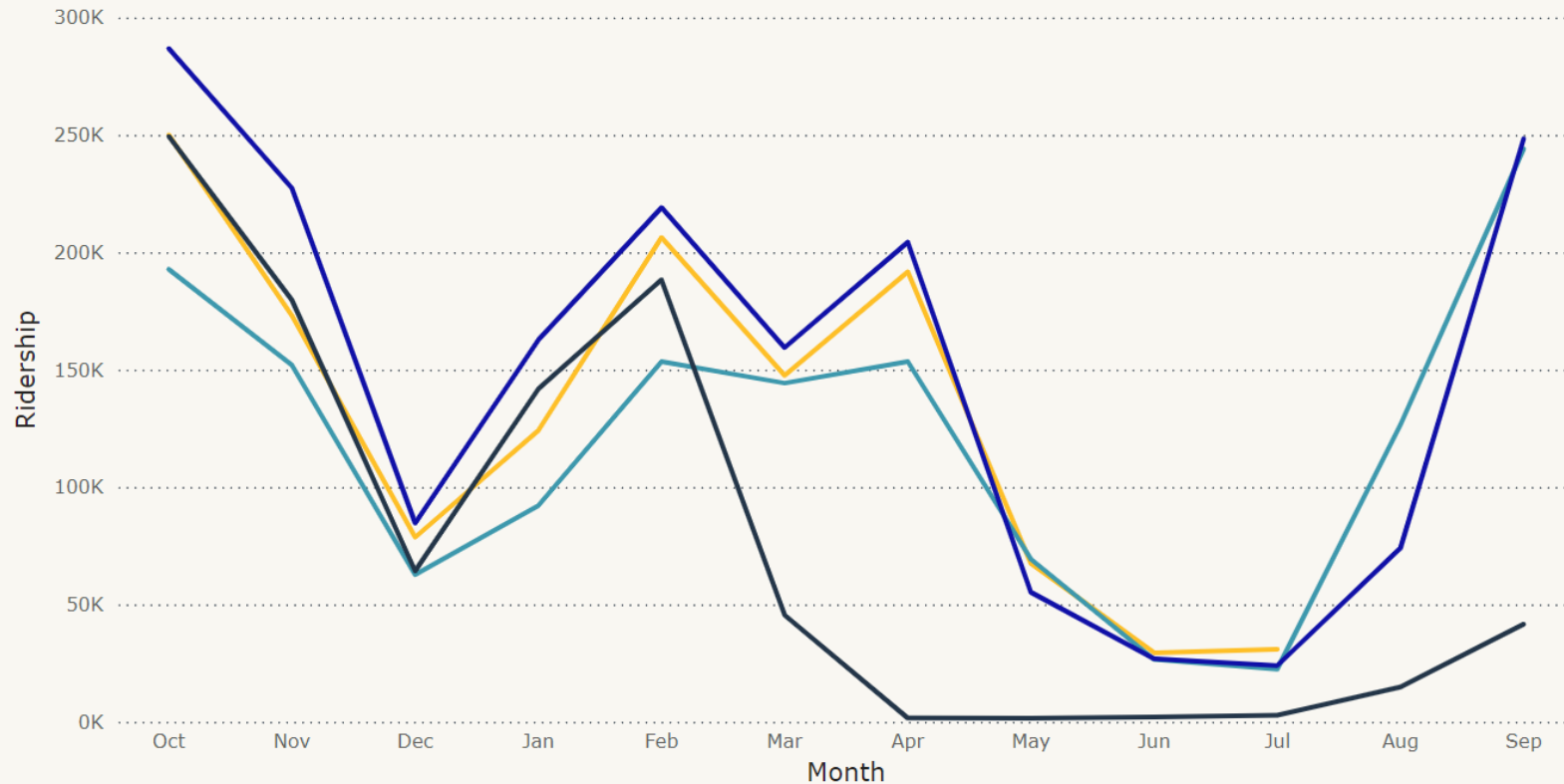
160.4K

Total Ridership FYTD

2.6M

Ridership by Month and Fiscal Year - UNT

Fiscal Year ● 2024 ● 2023 ● 2020 ● 2019





Board of Directors Memo

August 22, 2024

AGENDA ITEM: Update on Denton County Transportation Authority Board of Directors Terms and Officer Elections

Recommendation

This is an informational item. Staff will seek Board approval of Fiscal Year 2025 Board Officers at the September 2024 board meeting.

Background

Article III, Section 5, Terms of the Denton County Transportation Authority Amended and Restated Bylaws, states, “The term of office for a member of the Board is two years.” Board Members and Alternates qualified to serve under applicable law and these Bylaws may be reappointed following the expiration of their terms. Except otherwise provided by applicable law, there is no limitation on the number of terms a Board Member may serve.”

Board Members may be appointed at any time; however, the official term dates are from November 13 until November 12 in the corresponding years. It should be noted that Board Members are allowed to continue to serve until either reappointed or until a successor is named.

Below is the current status of the terms for the DCTA Board of Directors. The “Current Term Beginning Date” reflects the date the term begins and not necessarily the date the Board Member was appointed.

Voting Board Members

Representing	Name and Title	Current Term Beginning Date	Expiration Date
Lewisville	TJ Gilmore Chair	11/13/22	11/12/24
Denton County Unincorporated (1)	Cesar Molina Vice Chair	11/13/22	11/12/24
Denton County Unincorporated (2)	Andy Eads Secretary	11/13/23	11/12/25
Denton	Alison Maguire Board Member	11/13/23	11/12/25
Highland Village	Daniel Jaworski	11/13/23	11/12/25

Alternate Board Members

Representing	Name	Current Term Beginning date	Expiration Date
Lewisville	Kristin Green	11/13/22	11/12/24
Denton County Unincorporated (1)	Jody Gonzalez	11/13/23	11/12/25
Denton	Pat Smith	11/13/23	11/12/25
Highland Village	Paul Stevens	11/13/23	11/12/25
Denton County Unincorporated (2)	Vacant	11/13/23	11/12/25

Non-Voting Board Members

Representing	Board Member	Current Term Beginning Date	Expiration Date
Frisco	Dennie Franklin	11/13/23	11/12/25
The Colony	Jeremie Maurina	11/13/22	11/12/24
The Colony (Alternate)	Blaine Crimmins	11/13/22	11/12/24
Little Elm	Vacant		
Small Cities (500-17,000 population) Seats 1,2,3	Vacant		

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

Previous Board Action

On September 28, 2023, the Board elected the following Officers for FY 2024:

- TJ Gilmore – Chair
- Cesar Molina – Vice Chair
- Andy Eads – Secretary

Identified Need

Current Officer terms expire on September 30, 2024. Board Officer elections for the upcoming fiscal year will need to be held prior to the expiration of the current Officer terms. Notification letters for Board

appointments and/or reappointments will be mailed to each entity with either expiring terms and/or vacancies.

Financial Impact

There is no financial impact associated with this item.

Exhibits

None.

Submitted By:



Jackie Bronson, Vice President
Engagement and Administration

Board of Directors Memo

August 22, 2024

SUBJECT: Update on Extension of the 12th Amendment of the Agreement for Mobility Services with River North Transit LLC (“Via”) for GoZone Service

Recommendation

This is an Informational Report only. No Board action is required.

Background

GoZone, DCTA's on-demand rideshare service operated by River North Transit, LLC (Via), will complete its third full year of operation by the end of Fiscal Year 2024. The current agreement with Via represents the first of two one-year renewal options and is scheduled to expire on September 30, 2024.

Identified Need

Staff intends to seek approval by the Board of Directors to execute a contract renewal with Via to continue operating GoZone services at the September 2024 Board of Directors meeting.

Financial Impact

This is an Informational Report only. However, funding for FY24 GoZone operating costs are included in the proposed DCTA FY2024 operating budget. The Not-To-Exceed (NTE) value of the Year 4 contract is estimated to be \$11,347,100 and includes 250,495 GoZone service hours and rider support.

Exhibits

None.

Submitted By:


Maurice Bell, Chief Operating Officer

Board of Directors Memo

August 22, 2024

AGENDA ITEM: Update on Renewal of City of Frisco ILA for Transit Services for period of one year beginning October 1, 2024, through September 30, 2025

Recommendation

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

Background

DCTA and the City of Frisco initially approved an ILA in December 2015 for the deployment of transit services for eligible Frisco residents. This ILA has been subsequently amended to continue the service through September 2024.

Under the ILA, transit services may be provided by DCTA directly, or by taxi providers and transportation network companies (TNCs) that directly contract with DCTA.

DCTA provides transit services to the following eligible passengers:

- (a) Frisco residents who are 65 years of age or older
- (b) Frisco residents who are disabled
- (c) Frisco residents requiring transportation for medical care-related purposes; and
- (d) Others as directed by Frisco based on available funding and service capacity

Previous Board Activity & Action

None.

Identified Need

On September 30, 2024, the current ILA with the City of Frisco will expire, and a new ILA must be executed to continue current services through September 30, 2025.

Financial Impact

This is an Informational Report only. However, if the ILA is approved, DCTA will be fully reimbursed by the City of Frisco for costs incurred by DCTA to deliver service, plus a 69% administrative fee. Staff expects that DCTA Compensation shall not exceed Four Hundred Twenty-Five Thousand Dollars (\$425,000) for FY2025, pending approval of a new ILA with the City of Frisco.

Submitted By:



Kevin A. Thompson, Senior Manager of Mobility Services

Final Review:



Maurice Bell, Chief Operating Officer

Board of Directors Memo

August 22, 2024

AGENDA ITEM: Update on Renewal of City of Coppell ILA for Mobility Services for period of one year beginning October 1, 2024, through September 30, 2025

Recommendation

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

Background

DCTA and the City of Coppell initially approved an ILA in August 2019 to deploy a Lyft program to serve the workforce mobility needs in Coppell's business parks beginning on October 1, 2019. This ILA has been subsequently amended to continue the service through September 2024.

The service, operated by Lyft through a task order with DCTA, provides on-demand services from six (6) transit stops to the City of Coppell's workforce centers. Transit stops include: The A-train Hebron Station, DART Trinity Mills Station, DART Beltline Station, two (2) DART Bus Stops (Saintsbury at Beltline and Regent at Royal), and the Grapevine TRE station. Services are offered Monday through Sunday, from 5 am to 12 am. The customer pays the first \$2, with the City of Coppell subsidizing the remainder of the fare up to \$17. Any remaining fare is paid by the customer.

Previous Board Activity & Action

None.

Identified Need

On September 30, 2024, the Fourth (4) Amended and Restated ILA with the City of Coppell will expire, and a new ILA must be executed to continue current services through September 30, 2025.

Financial Impact

This is an Informational Report only. However, if the ILA is approved, DCTA will be fully reimbursed by the City of Coppell for the Lyft service, plus an administrative fee of 60% of cost to deliver service, in accordance with DCTA policy.

Exhibits

None.

Submitted By:



Kevin A. Thompson
Senior Manager of Mobility Services

Submitted By:



Maurice Bell, Chief Operating Officer

Board of Directors Memo

August 22, 2024

AGENDA ITEM: Update on Contract 17-03 and 17-27 and Task Order #5 with Irving Holdings for Frisco Transportation Services for period of one year beginning October 1, 2024, through September 30, 2025

Recommendation

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

Background

DCTA contracts with several mobility services providers to deliver services to transit partners and contract cities. DCTA currently contracts with the following providers, under their respective procurements:

Irving Holdings, Inc.

17-03 On-Demand Rideshare Services (executed May 2017)

17-27 On-Call Taxi and Non-emergency Transportation Services (executed August 2017)

This item will require extension of the subject contracts and approval of Task Order #5 with Irving Holdings to deliver service to the City of Frisco in FY2025.

The current contracts and task orders for these services are set to expire on September 30, 2024. As briefed to the Board of Directors in April, Staff will be requesting an extension for these contracts through September 30, 2025, so that the contract can be re-bid prior to that date.

Previous Board Activity & Action

None.

Identified Need

DCTA has successfully partnered with these vendors since 2017 and seeks to extend the existing contract with Irving Holdings, Inc. through September 30, 2025, to continue delivering services to our transit partners and contract cities.

Financial Impact

Services provided through the associated contracts are fully reimbursed by transit partners and non-member cities at 100% plus an associated administrative fee as defined by DCTA's Administrative Fee Policy.

- This is the Fifth (5) Amendment to the Agreement for On-Demand Rideshare Services between DCTA and Irving Holdings, Inc., not to exceed \$245,000.00

Exhibits

None.



Submitted By:

Kevin A. Thompson, Senior Manager of Mobility Services

Final Review:

Maurice Bell, Chief Operating Officer

Board of Directors Memo

August 22, 2024

AGENDA ITEM: Update on Contract 17-03 and Task Order #4 with Lyft Inc. for Frisco Transportation Services for period of one year beginning October 1, 2024, through September 30, 2025

Recommendation

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

Background

DCTA contracts with several mobility services providers to deliver services to transit partners and contract cities. DCTA currently contracts with the following providers, under their respective procurements:

Lyft Inc.

17-03 On-Demand Rideshare Services (executed May 2017)

This item will require extension of the subject contract and approval of Task Order #4 with Lyft Inc. 7-03 to deliver Transportation Service to the City of Frisco in FY2025.

The current contracts and task orders for these services are set to expire on September 30, 2024. As briefed to the Board of Directors in April, Staff will be requesting an extension for these contracts through September 30, 2025, so that the contract can be re-bid prior to that date.

Previous Board Activity & Action

None.

Identified Need

DCTA has successfully partnered with these vendors since 2017 and seeks to extend the existing contract with Lyft, Inc. through September 30, 2025, to continue delivering services to our transit partners and contract cities.

Financial Impact


Services provided through the associated contracts are fully reimbursed by transit partners and non-member cities at 100% plus an associated administrative fee as defined by DCTA's Administrative Fee Policy.

- This is the Fourth (4) Amendment to the Agreement for On-Demand Rideshare Services between DCTA and Lyft, Inc.

Exhibits


None.

Submitted By:



Kevin A. Thompson, Senior Manager of Mobility Services

Final Review:



Maurice Bell, Chief Operating Officer

Board of Directors Memo

August 22, 2024

SUBJECT: Update on Task Order #19 with Lyft for On-Demand Rideshare Services for City of Coppell for a period of one year beginning October 1, 2024, through September 30, 2025

Recommendation

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

Background

DCTA contracts with Lyft, Inc. to provide Mobility Services to the City of Coppell and others. DCTA maintains one contract with Lyft under which it provides service:

This item will provide On-Demand Rideshare services to the City of Coppell in FY2025.

Previous Board Activity & Action

None.

Identified Need

DCTA has successfully partnered with Lyft since 2017 and seeks to extend the existing contract with Lyft and to continue delivering services to our transit partners and contract cities and the subject Task Order for the City of Coppell.

Financial Impact

This is an Informational Report only. No Board action is required. However, if the ILA and Agreement, are approved, service to the City of Coppell is reimbursed by the City at 100% cost of service plus an administrative fee in accordance with DCTA policy. This item is included in the FY2025 budget.

Exhibits

None.

Submitted By:



Kevin A. Thompson
Senior Manager of Mobility Services

Final Review:



Maurice Bell, Chief Operating Officer

Board of Directors Memo

August 22, 2024

AGENDA ITEM: Update on Task Order #2 with Irving Holdings for Collin County Rides Transit Services for the Cities of Allen and Fairview for a period of one year beginning October 1, 2024, through September 30, 2025

Recommendation

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

Background

DCTA contracts with Irving Holdings, Inc. to provide Mobility Services. This Task Order #2 is intended to provide services to the City of Allen and Town of Fairview for the Collin County Rides program. The current task order for the service ends on September 30, 2024. The term of the new task order shall commence on October 1, 2024, for service through September 30, 2025.

Previous Board Activity & Action

None.

Identified Need

Execution of Agreements to continue providing service beginning on October 1, 2024.

Financial Impact

This is an informational report only. However, if approved, all service costs will be reimbursed to DCTA with a 69% administrative fee.

Exhibits

None.

Submitted By:



Kevin A. Thompson, Senior Manager of Mobility Services

Final Review:



Maurice Bell, Chief Operating Officer

Board of Directors Memo

August 22, 2024

SUBJECT: Update on Task Order #2 with Lyft, Inc. for Collin County Rides Transit Services for the Cities of Allen and Fairview for a period of one year beginning October 1, 2024, through September 30, 2025

Recommendation

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

Background

DCTA contracts with Lyft, Inc. to provide Mobility Services.

This Task Order #2 is intended to provide services to the City of Allen and Town of Fairview for the Collin County Rides program. The current task order for the service ends on September 30, 2024. The term of the task order shall commence on October 1, 2024, for service through September 30, 2025.

Previous Board Activity & Action

None.

Identified Need

Execution of Agreements to enable the continuation of service on October 1, 2024.

Financial Impact

This is an informational report only. However, if approved, all service costs will be reimbursed to DCTA with a 69% administrative fee.

Exhibits

None.

Submitted By:



Kevin A. Thompson, Senior Manager of Mobility Services

Final Review:



Maurice Bell, Chief Operating Officer

Board of Directors Memo

August 22, 2024

AGENDA ITEM: Update on Denton County Sheriff's Office Interlocal Agreement for Law Enforcement Services for the A-train

Recommendation

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

Background

DCTA originally entered into an Interlocal Cooperation Agreement with Denton County for dedicated law enforcement services in February 2011 for a one-year term and has renewed annually subject to budget reviews

Previous Board Activity & Action

There has been no previous Board activity or action at this time.

Identified Need

Annual Renewal of Agreement between DCTA and Denton County for FY 2025, to provide DCTA with dedicated law enforcement services. The current agreement expires on September 30, 2024.

The Denton County Sheriff's Office provides the following services to DCTA:

- a) A-train fare checks and fare enforcement.
- b) Routine and random patrols of DCTA transit properties, vehicles, and facilities.
- c) Transit security duties as required by the Department of Homeland Security, TSA, FRA, and/or FTA.
- d) Respond to any incidents/accidents along the A-train corridor, if needed.
- e) Provide security staff for meetings and events, if needed.

Financial Impact

This information report has no financial impact.

Exhibits

None.

Submitted By:



Maurice Bell, Chief Operating Officer