



September 2018 Open House Meeting Topics

Presentation Live: 9/3 – 9/28

Service Updates



Denton Enterprise Airport Zone

PILOT PROGRAM DETAILS

The pilot program launched August 27, 2018 and compliments the agency's fixed-route service and provides service to the industrial area near the Denton Enterprise Airport

PILOT PROGRAM SERVICE HOURS

- Monday through Friday from 6 a.m. to 9:30 p.m.
- Saturdays from 8:30 a.m. to 7 p.m.
- Service will not run on major holidays.

COST TO RIDE

This service will be offered at no charge during the pilot period that ends on January 14, 2019.



Proposed January 2019 Service Changes

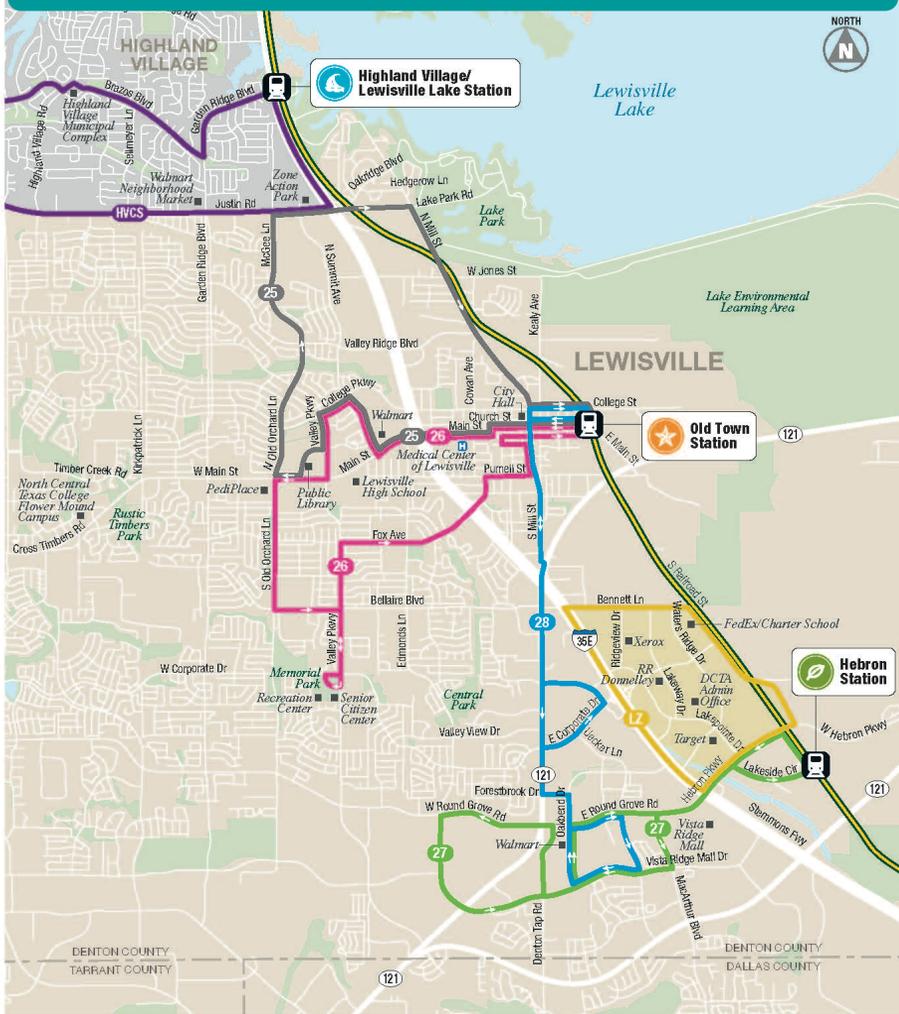


Lewisville Connect

Current Lewisville System



Proposed Lewisville System



Lewisville Connect: Route 25



30 Minute Frequency

Connections

- Connects with Route 26 at Old Town Station, Church Street, Main Street and Summit Avenue
- Connects with Route 28 at the Old Town Station
- Connects with HVCS at FM 407 and Summit Avenue

Serves:

- Old Town Station
- Lewisville City Hall
- Main Street Wal-Mart
- Department of Public Safety
- Department Family & Protective Services
- Post Office
- Lewisville Public Library
- Lewisville Municipal Annex
- Residential and Light Industrial on Mill north of Main Street

Lewisville Connect: Route 26

30 Minute Frequency

Connections:

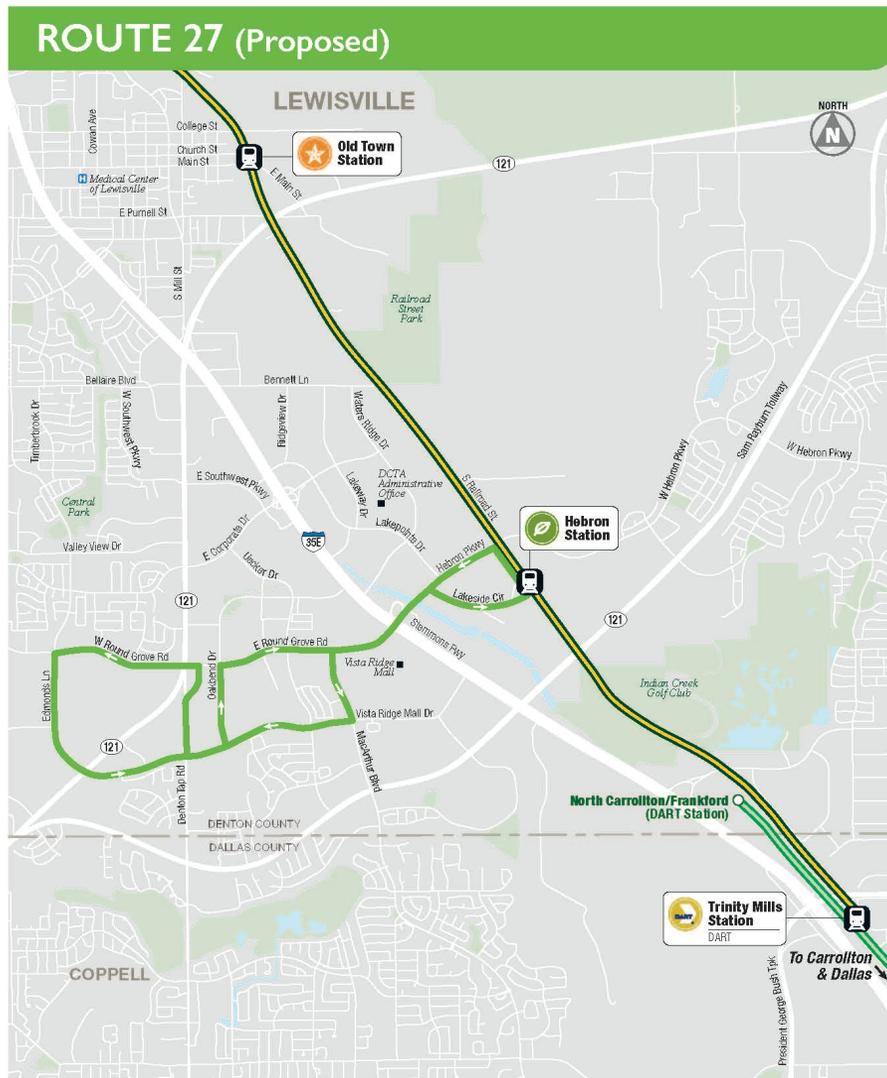
- Connects with Route 25 at the Old Town Station, along Church Street, Main Street and Summit Avenue
- Connects with Route 28 at the Old Town Station

Serves:

- Old Town Station
- Lewisville City Hall
- Main Street Wal-Mart
- Lewisville Public Library
- Senior Center
- Memorial Park Recreation Center
- Educational Facilities
- Residential Area Along Fox Avenue
- Improved access for CCA and Salvation Army



Lewisville Connect: Route 27



30 Minute Frequency

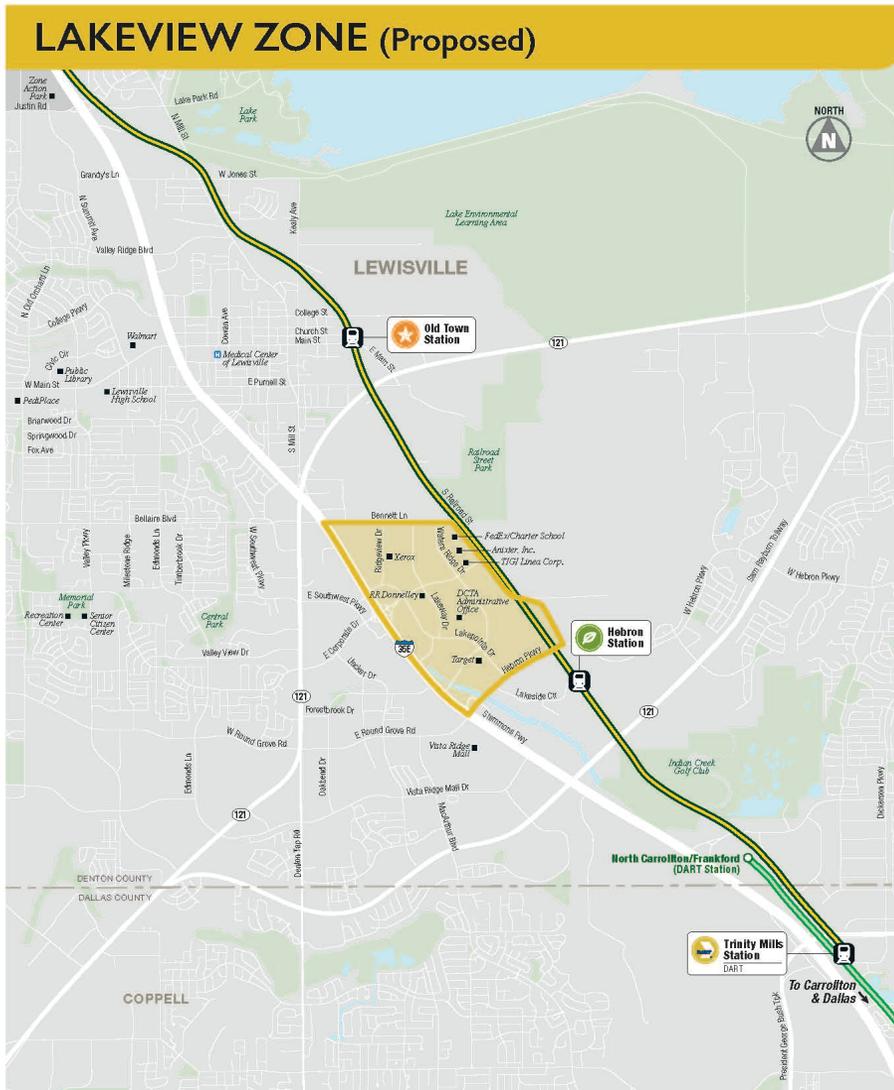
Connections:

- Connects with Route 28 along Oak Bend Drive, Vista Ridge Mall Drive and portions of Round Grove Road
- Connects with the Lakeway Zone at the Hebron Station

Serves:

- Hebron Station
- Round Grove Road Retail
- Large areas of Multi-Family Housing
- Serves Mary Kay from the front of the building (outbound) and the side (inbound)
- Office Park off Edmonds at 121
- Convergence Office Park
- Round Grove Wal-Mart

LEWISVILLE: Lakeview Zone



On-Demand Zone

Potential Hub System or Curb-to-Curb:

- Hub out of Hebron Station
- With possible hub or curb-to-curb inside the zone at:
 1. Xerox
 2. Lakeway @ Bennett
 3. Fed Ex / Charter School
 4. Anixter, Inc. / TIGI Linea Corp.
 5. RR Donnelley
 6. DCTA Admin Office
 7. Target
 8. Other Potential Locations as Identified

Denton Connect

- No proposed route changes
- Proposing minor schedule adjustments in response to the addition of mid-day A-train service

Alliance Link to Lyft Program Transition

- Alliance Link provides on-demand first/last mile connectivity between the North Texas Xpress stops and companies throughout the Alliance, Texas area, providing residents reliable transportation to jobs.
- The current Alliance Link Shuttle pilot program is set to expire in January 2019.
- DCTA is working with regional stakeholders to transition the current Alliance Link shuttle service to a more sustainable model.
- DCTA is proposing to implement on-demand Lyft zones to continue the much needed connectivity between the NTX and proposed Route 65 stops and Alliance jobs.
- Deployment is estimated for mid-2019.



Route 90 - Denton to Alliance

- Alliance currently supports over 50,000 jobs throughout the complex and is expected to support over 100,000 jobs when fully built out
- Many of these jobs are perfect targets for students and others
- The distance from both Denton and Fort Worth make access to these jobs less desirable without a robust and reliable transportation system in place
- Access to workers in support of 24/7/365 operations is a universal challenge for Alliance employers
- Denton provides access to over 56,000 students at UNT, TWU and NCTC and several disadvantaged neighborhoods that are prime candidates and a natural resource pool for the jobs at Alliance
- UNT and Amazon already have a strong cooperative program in place
- Route 64 NTXpress provides limited service to Alliance and connects to the existing Alliance Link

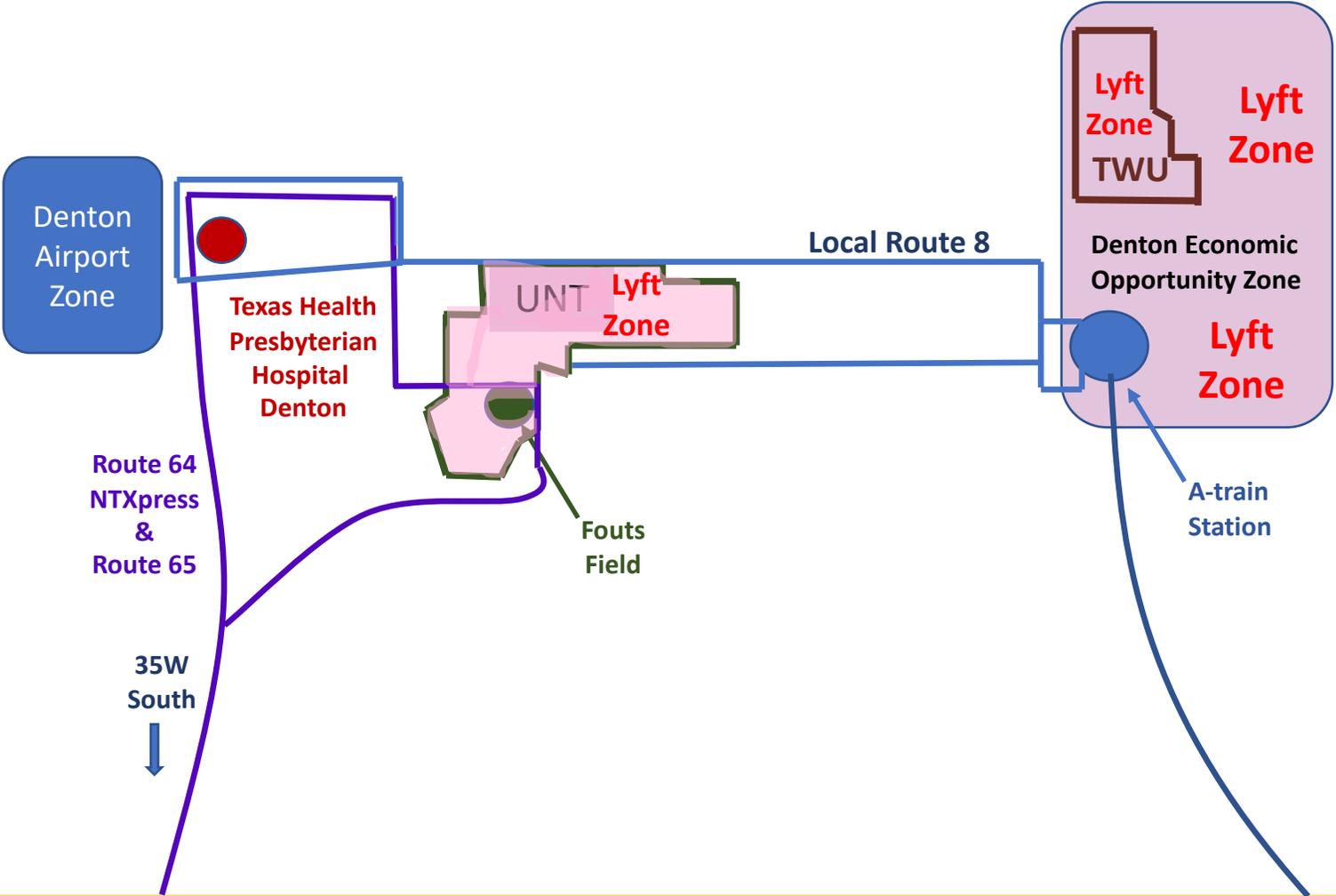
DCTA is considering a new service Route 90 to Robson Ranch, Alliance Airport & Roanoke:

- Local Route Limited Stops Connects to Denton Presbyterian Hospital and UNT Campus & Denton Airport Zone at UNT
- 8 trips daily using existing DCTA fleet (designed around shift changes) to complement the NTXpress

Denton Lyft Zones & Bike Share

- Includes UNT Campus, TWU Campus, Denton Economic Opportunity Zone around DDTC and Denton Square
- Funded by DCTA, connects to Route 64 & 65, this is a vital first/last mile connection to make the 64 & 65 successful

Route 90: Denton to Alliance: Proposed Service Map



Route 90: Connects DCTA System to Denton Airport Zone & Alliance Link Zones

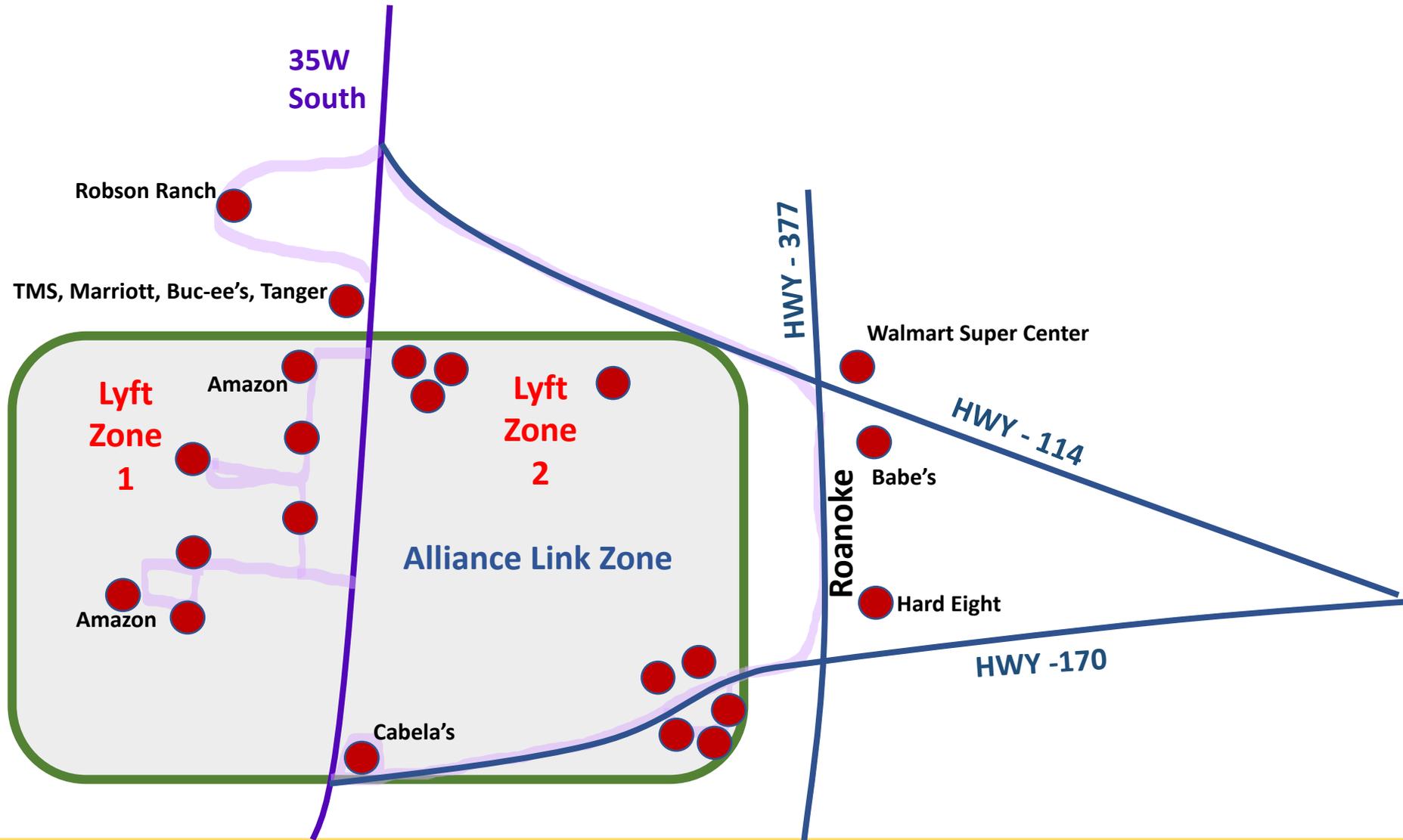
- **Denton & Alliance**

- UNT via Fouts Field
- Presbyterian Hospital
- Robson Ranch
- Texas Motor Speedway
- Bucee's
- Tanger Outlets
- Amazon Fulfilment Centers 1 & 2
- UPS, Fedex, Walmart Distribution Centers
- Mercedes Benz
- Tarrant County Community College
- Alliance Opportunity Center
- Teleflex Medical
- Volkswagen
- Michael's Distribution Center

HWY 170 & Roanoke HWY 377

- Black Horse Carrier
- McKesson Corp
- Tech Data Center
- Texas Quality Beverages
- Fedex Supply Chain
- UPS Supply Chain
- GenCo
- Hard Eight
- Twisted Root
- Babe's Chicken
- 20+ retailers & Entertainment
- Walmart Super Center
- Several other retail establishments along Hwy 377 & Hwy 114

Route 90: Connects DCTA System to Denton Airport Zone & Alliance Link Zones



Mid-Day A-train Service

- Expanded A-train weekday midday service beginning 1/14/19
- Four additional trains northbound and four southbound from DDTC to Trinity Mills.
- Mid-day service will provide passengers more flexibility and travel options in their daily commute.
- Improve on-time performance

Promotions



University A-train Promotion



UNIVERSITY A-TRAIN PROMOTION

Free train rides for students, faculty and staff from August 27, 2018 through January 14, 2019

NORTH CENTRAL TEXAS COLLEGE

UNT
EST. 1890

TEXAS WOMAN'S UNIVERSITY

Fares



Local Fare Promotion



LOCAL FARE PROMOTION CHEAT SHEET

Beginning August 27, 2018, local fares will decrease and regional fares will increase. This cheat sheet lists all the updated prices - local and regional. The local fare promotion is slated to end on January 14, 2019. For more information, visit RideDCTA.net.

REGIONAL FARE INCREASE

Fare	Current Fare	New Fare
Regional 2-Hour	\$5	\$6
Regional 2-Hour Reduced	\$1.25	\$1.50
Regional Day Pass	\$10	\$12
Regional Day Pass Reduced	\$2.50	\$3
Regional 7-Day Pass	\$50	\$60
Regional 10-Pack of Day Passes	\$70	\$84
Regional 31-Day Pass	\$160	\$192
Regional 31-Day Pass Reduced	\$40	\$48
Regional Annual Pass	\$1,600	\$1,920
Regional Annual Pass Reduced	\$480	\$576

CONNECT FARE DECREASE

Fare	Current Fare	Promo Fare
Connect One-Way	\$1.50	\$1.00
Connect One-Way Reduced	\$.75	\$.50
Connect 10-Ride Book	\$13	\$9
Connect 31-Day Pass	\$45	\$30
Connect 31-Day Pass Reduced	\$25	\$15
Connect Annual Pass	\$450	\$300

LOCAL FARE DECREASE

Fare	Current Fare	Promo Fare
Local 2-Hour	\$3	\$1.50
Local 2-Hour Reduced	\$1.25	\$.75
Local Day Pass	\$6	\$3
Local Day Pass Reduced	\$2.50	\$1.50
Local 7-Day Pass	\$25	\$15
Local 10-Pack of Day Passes	\$40	\$20
Local 31-Day Pass	\$90	\$48
Local 31-Day Pass Reduced	\$40	\$24
Local Annual Pass	\$650	\$480
Local Annual Pass Reduced	\$480	\$240
Local Summer Youth Pass	\$30	\$20

*The Local Fare Promotion is effective August 27, 2018 through January 14, 2019. This is a promotion only and modifications to the discount can occur without notice.

Discontinue of Specific Regional Passes

Effective January 14 the following fares will no longer be sold as Regional Fares but will be offered as Local Fares:

- 2 hour
- 2 hour reduced
- Mid-Day
- Mid- Day Reduced
- 7-Day Pass
- 7-Day Pass Reduced

Discontinue of Transfer Buy-Ups

As of January 14, 2019, all Transfer Buy Up options will no longer be sold.

TRANSFER BUY-UP

FARE TYPE	FARE RATE
Connect to Local System 2-Hour Pass	\$1.50
Connect to Regional System 2-Hour Pass	\$3.50
DCTA Local System 2-Hour Pass to Regional System 2-Hour Pass	\$2.00

Title VI Program Updates



Title VI Program Updates

DCTA is currently updating its Title VI program which is required by the Federal Transit Administration every three years. As part of the update, DCTA will be updating some policies and guidelines which are used by agency staff during the transit planning process. Staff will have proposed policy and guidelines modifications available at the public meetings for review and comment prior to taking to the board of directors for approval.

Major Service Change Policy

Current:

The following is considered a major service change (unless otherwise noted under Exemptions), and will be evaluated in accordance with the regulatory requirements set forth in FTA Circular 4702.1B:

- Route Level Service Reduction or Elimination
 - Reducing an existing route by more than 25% of weekday route revenue miles, or
 - Reducing an existing route by more than 25% of Saturday route miles, or
 - Reducing the number of directional route miles more than 25%, or
 - A change in route alignment resulting in 25% or greater variance from the existing route alignment, or
 - In situations where service would be reduced or eliminated in jurisdictions where minority and/or low-income populations exceed the transit system service area.
- Route Level Expansion or Addition of a New Route
 - Adding a new route, or
 - Expansion of an existing route that increases weekday route revenue miles by more than 25%, or
 - Expansion of an existing route that increases Saturday route revenue miles by more than 25%, or
 - Expanding the number of route directional miles more than 25%, or
 - A change in a route alignment resulting in a 25% or greater variance from the existing route alignment.

Proposed:

According to DCTA, a major service change is a change that results in one or more of the following conditions:

- The establishment or elimination of a fixed bus route.
- A substantial geographical alteration on a given route of more than 25 percent of its revenue miles.
- A modification which causes a change in the number of daily revenue hours provided equivalent to 25 percent or greater of the original daily hours provided.

Disparate Impact Policy

Current:

When conducting a service or fare change equity analysis, the following thresholds will be used to determine when a service or fare would have a disparate impact on minority populations:

- Service Level and Service Area Reduction – If the percentage of minority passengers on an affected route is greater than the transit system's minority ridership (within the approximate dataset's margin of error) by transit classification (local, express, community circulators, campus routes, etc.).
- Route Level Expansion of Addition of a New Route – If a service level expansion or service area expansion is considered that coincides with a reduction in transit service on the same route or other routes, and the route(s) considered for service expansion predominantly serves non-minority and/or non-low-income geographic areas while the route(s) considered for reduction predominately serve minority and/or low-income geographic areas, then a disproportionate burden may be determined.

A disproportionate burden will be determined if the percentage of minority passengers on an affected route considered for service expansion is less than the transit system's minority ridership percentage by transit classification and if the percentage of minority passengers on an affected route considered for service reduction is greater than the transit system's minority ridership percentage by transit classification.

- Fare Increase or Change in Fare Type – If an increase to fare or a change in fare type is considered, a disproportionate burden may be determined if the percentage of minority passengers using the affected fare is greater than the transit system's minority ridership percentage.
- The determination of the transit system and the route's minority and/or low-income population will be derived from the following data sources: most recently completed statistically valid regional on-board and destination survey; most recently completed customer surveys and demographic data by census tract.

Proposed:

DCTA establishes that a fare change, major service change, or other policy has a disparate impact if the minority populations will experience five (5) percent more of the cumulative burden, or experience five (5) percent less of the cumulative benefit, relative to the non-minority populations. To avoid, minimize, or mitigate disparate impacts, DCTA will develop and assess alternatives and/or modifications to proposed changes that will result in adverse impacts.

DCTA will implement alternatives or modifications to proposed changes to address adverse impacts unless:

- There is substantial legitimate justification for the change, and
- No other alternatives exist that would serve the same legitimate objectives but with less disproportionate effects on the basis of race, color or national origin.

Disproportionate Burden Policy

Current:

When conducting a service or fare change equity analysis, the following thresholds will be used to determine when a service or fare change would have a disproportionate burden on low-income populations:

- Service Level and Service Area Reduction – If the percentage of low-income passengers on an affected route is greater than the transit system's low-income ridership (within the approximate dataset's margin of error) by transit classification (local, express, community circulators, campus routes, etc.).
- Route Level Expansion or Addition of a New Route – If a service level expansion or service area expansion is considered that coincides with a reduction in transit service on the same route or other routes, and the route(s) considered for service expansion predominantly serves non-minority and/or non-low-income geographic areas while the route(s) considered for reduction predominately serve minority and/or low-income geographic areas, then a disproportionate burden may be determined.
- A disproportionate burden will be determined if the percentage of low-income passengers on an affected route considered for service expansion is less than the transit system's low-income ridership percentage by transit classification and if the percentage of low-income passengers on an affected route considered for service reduction is greater than the transit system's low-income ridership percentage by transit classification.
- Fare Increase or Change in Fare Type – If an increase to fare or a change in fare type is considered, a disproportionate burden may be determined if the percentage of low-income passengers using the affected fare is greater than the transit system's low-income ridership percentage.
- The determination of the transit system and the route's minority and/or low-income population will be derived from the following data sources: most recently completed statistically valid regional on-board and destination survey; most recently completed customer surveys and demographic data by census tract.

Proposed:

DCTA establishes that a fare change, major service change, or other policy has a disproportionate burden if low-income populations will experience five (5) percent more of the cumulative burden, or experience five (5) percent less of the cumulative benefit, relative to non-low-income populations unless the disproportionate effects are mitigated.

Policy Updates

- Public Involvement Policy
 - Potential adjustment to bi-annual meeting schedule
 - Addition of detailed requirements for outreach to targeted markets

Grants



FTA Bus and Bus Facilities Grant

FTA Bus & Bus Facilities Grant:

- Federal Transit Administration (FTA)
- Replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities
- Project: Bus Operations and Maintenance Satellite “Lite” Facility
 - DCTA will use the funds to construct a 4,300 SF maintenance facility and 6,300 SF wash building which will accommodate up to 45 buses.
 - Significantly reduces deadhead and emissions by keeping buses closer to key routes in Lewisville.
- Award amount: \$2,625,000

CRISI Grant

CRISI Grant:

- CRISI (Consolidated Rail Infrastructure and Safety Improvements)
- Federal Railroad Administration (FRA)
- Eligible projects include increased safety improvements, especially Positive Train Control
- Project: Positive Train Control (PTC) Enhancements
 - DCTA will use funds to fully integrate Wabtec TMDS dispatch system. The benefits include increased system and service performance, as well as safety improvements.
- Award amount: \$4,000,000

Fiscal Year 2018 Program of Projects

Fiscal Year 2018 Program of Projects

- The Program of Projects (POP) identifies how DCTA will use federal funds which have been appropriated to DCTA as the designated recipient of Federal Transit Administration (FTA) Section 5307 and 5339-Urbanized Area Formula Program (UZA) funds.
- DCTA receives roughly \$5M each year in this formula funding stream.
- The proposed projects listed for Fiscal Year 2018 Program of Projects are based on a funding estimate provided by the North Central Texas Council of Governments (NCTCOG).
- DCTA utilizes this formula funding for projects such as preventive maintenance, funding the purchase of fleet vehicles, accessibility for riders, and acquisition of security equipment for safety measures.

Fiscal Year 2018 Program of Projects

Transit Section 5307 Funds – Denton-Lewisville UZA:

PROJECT DETAILS FOR TRANSIT MODIFICATION

DENTON COUNTY TRANSPORTATION AUTHORITY--FY2018 PROGRAM OF PROJECTS - TRANSIT SECTION 5307 FUNDS - DENTON-LEWISVILLE UZA

ORIGINAL FUNDED AMOUNT:

TIP CODE	FISCAL YEAR	FUNDING PROGRAM	PROJECT DESCRIPTION	PROJECT TYPE	FEDERAL SHARE	STATE SHARE	REGIONAL SHARE	LOCAL SHARE	TDC AWARDED	TOTAL COST
12104.18	2018	5307	BUS TRANSIT ENHANCEMENTS	CAPITAL	\$ 44,552	\$ -	\$ -	\$ 11,138	\$ -	\$ 55,690
12354.18	2018	5307	EQUIPMENT	CAPITAL	\$ 44,552	\$ -	\$ -	\$ 11,138	\$ -	\$ 55,690
12356.18	2018	5307	ADA PARATRANSIT SERVICE	CAPITAL	\$ 375,000	\$ -	\$ -	\$ 93,750	\$ -	\$ 468,750
12465.18	2018	5307	OPERATING ASSISTANCE - SPECIAL RULE	OPERATING	\$ 375,000	\$ -	\$ -	\$ 375,000	\$ -	\$ 750,000
12534.18	2018	5307	BUS PREVENTIVE MAINTENANCE	CAPITAL	\$ 1,205,000	\$ -	\$ -	\$ 301,250	\$ -	\$ 1,506,250
12535.18	2018	5307	RAIL PREVENTIVE MAINTENANCE	CAPITAL	\$ 2,411,063	\$ -	\$ -	\$ 602,766	\$ -	\$ 3,013,829
					\$ 4,455,167	\$ -	\$ -	\$ 1,395,042	\$ -	\$ 5,850,209

CURRENT REQUEST:

TIP CODE	FISCAL YEAR	FUNDING PROGRAM	PROJECT DESCRIPTION	PROJECT TYPE	FEDERAL SHARE	STATE SHARE	REGIONAL SHARE	LOCAL SHARE	TDC AWARDED	TOTAL COST	CHANGE
12104.18	2018	5307	BUS TRANSIT ENHANCEMENTS	CAPITAL	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	DELETE PROJECT
12354.18	2018	5307	ACQUISITION OF SURVEILLANCE/SECURITY EQUIPMENT	CAPITAL	\$ 63,745	\$ -	\$ -	\$ 15,936	\$ -	\$ 79,681	INCREASE FUNDING
12356.18	2018	5307	ADA PARATRANSIT SERVICE	CAPITAL	\$ 700,000	\$ -	\$ -	\$ 175,000	\$ -	\$ 875,000	INCREASE FUNDING
12465.18	2018	5307	OPERATING ASSISTANCE - SPECIAL RULE	OPERATING	\$ 3,000,000	\$ -	\$ -	\$ 3,000,000	\$ -	\$ 6,000,000	INCREASE FUNDING
12534.18	2018	5307	SYSTEM PREVENTIVE MAINTENANCE	CAPITAL	\$ 2,483,187	\$ -	\$ -	\$ 620,797	\$ -	\$ 3,103,984	CHANGE PROJECT DESCRIPTION & INCREASE FUNDING
12535.18	2018	5307	RAIL PREVENTIVE MAINTENANCE	CAPITAL	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	DELETE PROJECT
					\$ 6,246,932	\$ -	\$ -	\$ 3,811,733	\$ -	\$ 10,058,665	

Fiscal Year 2018 Program of Projects

Transit Section 5339 Funds – Denton-Lewisville UZA:

PROJECT DETAILS FOR TRANSIT MODIFICATION
DENTON COUNTY TRANSPORTATION AUTHORITY--FY2018 PROGRAM OF PROJECTS - TRANSIT SECTION 5339 FUNDS - DENTON-LEWISVILLE UZA

ORIGINAL FUNDED AMOUNT:

TIP CODE	FISCAL YEAR	FUNDING PROGRAM	PROJECT DESCRIPTION	PROJECT TYPE	FEDERAL SHARE	STATE SHARE	REGIONAL SHARE	LOCAL SHARE	TDC AWARDED	TOTAL COST
	2018	5339	PURCHASE REPLACEMENT VEHICLES	CAPITAL	\$ 85,000	\$ -	\$ -	\$ 15,000	\$ -	\$ 100,000
					\$ 85,000	\$ -	\$ -	\$ 15,000	\$ -	\$ 100,000

CURRENT REQUEST:

TIP CODE	FISCAL YEAR	FUNDING PROGRAM	PROJECT DESCRIPTION	PROJECT TYPE	FEDERAL SHARE	STATE SHARE	REGIONAL SHARE	LOCAL SHARE	TDC AWARDED	TOTAL COST	CHANGE
	2018	5339	PURCHASE REPLACEMENT VEHICLES	CAPITAL	\$ 572,056	\$ -	\$ -	\$ 100,952	\$ -	\$ 673,008	INCREASE FUNDING
					\$ 572,056	\$ -	\$ -	\$ 100,952	\$ -	\$ 673,008	

Proposed Fiscal Year 2019 Budget Overview

- The budget identifies the source and use of funds expended by DCTA, communicates priorities, and informs Denton County citizens about the financial condition of the agency.
- The FY19 Proposed Capital and Operating Budget is scheduled for Board adoption on September 27, 2018.

FY19 PROPOSED BUDGET-IN-BRIEF: BASE-LINE ASSUMPTIONS

DCTA SALARY & BENEFITS:

- Merit Pay 3.5%: \$79,297
- Pay Plan Adjustment: \$25,000
- 10% increase in health benefit rates

TMDC SALARY & BENEFITS:

- Non-Union Merit Pay 3%: \$59,186
- Union (Bus Operators) Average Rate: \$18.53/hr.
 - Outlined by Union Contract
 - Previously budgeted at \$16.61/hr.
- 15% increase in health benefit rates

FUEL:

Bus @ \$3.00/gallon (431k gallons)
Rail @ \$2.75/gallon (400k gallons)

EXPANDED LEVEL PROJECTS - OPERATING

STAFFING: \$341,740

- Communications Coordinator
- Regulatory Compliance Officer
- Bus Operations Manager (Mobility as a Service)
- Bus Operations Intern

RAIL OPERATIONS:

- PTC Annual Operating Expense \$250k (Annual)
- Rail OMF Building Modifications \$185k (1X)
- Southbound Rail Extension Study \$200k (1X)

GENERAL & ADMINISTRATIVE:

- Transportation Forums \$20k (Annual)

FY19 STATEMENT OF CHANGE IN NET POSITION G&A OPERATING EXPENSES (EXCLUDING DEPRECIATION)

Description	FY 2017 Actuals	FY 2018 Original Budget	FY 2018 Revised Budget	YTD Actuals May 31, 2018	FY 2019 Proposed Budget	\$ Increase / (Decrease)	% Increase / (Decrease)
GENERAL & ADMINISTRATIVE EXPENSES							
Salary, Wages and Benefits	2,825,667	3,703,635	3,603,635	2,133,820	3,870,123	266,488	7%
Services	1,392,331	1,981,760	2,106,541	974,619	2,061,043	(45,498)	-2%
Materials and Supplies	78,063	139,404	129,404	60,845	136,100	6,696	5%
Utilities	21,233	28,800	28,800	13,333	29,400	600	2%
Insurance, Casualties and Losses	13,591	13,938	13,938	8,399	12,706	(1,232)	-9%
Purchased Transportation Services	125,967	187,368	187,368	74,000	158,778	(28,590)	-15%
Miscellaneous	168,437	299,218	299,218	141,954	352,330	53,112	18%
Leases and Rentals	117,722	120,393	120,393	83,756	144,481	24,088	20%
Total G&A Operating Expenses	\$ 4,743,011	\$ 6,474,516	\$ 6,489,298	\$ 3,490,726	\$ 6,764,961	\$ 275,663	4%

FY19 STATEMENT OF CHANGE IN NET POSITION

BUS OPERATIONS EXPENSES (EXCLUDING DEPRECIATION)

Description	FY 2017 Actuals	FY 2018 Original Budget	FY 2018 Revised Budget	YTD Actuals May 31, 2018	FY 2019 Proposed Budget	\$ Increase / (Decrease)	% Increase / (Decrease)
BUS OPERATIONS EXPENSES							
Salary, Wages and Benefits	7,312,852	8,160,925	7,804,142	4,836,729	8,452,147	648,005	8%
Services	786,391	1,029,958	1,029,958	585,773	1,086,023	56,065	5%
Materials and Supplies	1,590,825	2,330,569	2,017,004	1,095,480	2,293,561	276,557	14%
Utilities	147,092	142,320	142,320	87,786	173,760	31,440	22%
Insurance, Casualties and Losses	394,098	488,468	488,468	268,475	461,622	(26,846)	-5%
Purchased Transportation Services	38,400	334,341	334,342	80,232	343,118	8,776	3%
Miscellaneous	18,803	108,563	108,563	21,980	241,058	132,495	122%
Leases and Rentals	128,198	143,279	143,279	58,416	99,981	(43,298)	-30%
Total Bus Operations Expenses	\$ 10,416,659	\$ 12,738,424	\$ 12,068,076	\$ 7,034,871	\$ 13,151,270	\$ 1,083,194	9%

FY19 STATEMENT OF CHANGE IN NET POSITION

RAIL OPERATIONS EXPENSES (EXCLUDING DEPRECIATION)

Description	FY 2017 Actuals	FY 2018 Original Budget	FY 2018 Revised Budget	YTD Actuals May 31, 2018	FY 2019 Proposed Budget	\$ Increase / (Decrease)	% Increase / (Decrease)
RAIL OPERATIONS EXPENSES							
Salary, Wages and Benefits	317,366	473,889	473,889	257,665	495,307	21,418	5%
Services	421,770	353,450	631,279	3,122,157	773,574	142,295	23%
Materials and Supplies	648,283	1,131,967	881,967	342,167	1,118,667	236,700	27%
Utilities	258,687	289,044	289,044	147,085	300,563	11,519	4%
Insurance, Casualties and Losses	1,193,243	1,224,376	1,224,376	831,083	1,334,003	109,627	9%
Purchased Transportation Services	10,422,758	9,191,633	9,106,633	5,825,792	9,990,263	883,630	10%
Miscellaneous	16,223	15,545	15,545	10,264	16,628	1,083	7%
Leases and Rentals	2,207	2,208	2,208	1,472	4,512	2,304	104%
Total Rail Operations Expenses	\$ 13,280,537	\$ 12,682,112	\$ 12,624,941	\$ 10,537,685	\$ 14,033,517	\$ 1,408,576	11%

FY19 STATEMENT OF CHANGE IN NET POSITION NON-OPERATING REVENUE / (EXPENSE)

Description	FY 2017 Actuals	FY 2018 Original Budget	FY 2018 Revised Budget	YTD Actuals May 31, 2018	FY 2019 Proposed Budget	\$ Increase / (Decrease)	% Increase / (Decrease)
NON-OPERATING REVENUE / (EXPENSE)							
Investment Income	122,250	78,000	78,000	194,438	200,000	122,000	156%
Non-Operating Revenues / (Expense)	408,658	1,000	738,255	797,288	1,000	(737,255)	-100%
Sales Tax Revenue	26,790,098	26,649,585	26,649,585	17,982,500	28,450,180	1,800,595	7%
Federal Grants & Reimbursements	11,429,852	13,077,265	8,668,022	4,692,003	8,854,376	186,354	2%
State Grants & Reimbursements	3,434	2,114,696	310,610	-	1,844,086	1,533,476	494%
Long Term Debt Interest/ Expense	(1,098,106)	(1,008,084)	(1,008,084)	(692,043)	(974,984)	33,100	-3%
Total Non-Operating Revenue / (Expense)	37,656,186	40,912,462	35,436,388	22,974,186	38,374,658	2,938,270	8%

FY19 PROPOSED CAPITAL BUDGET

New Capital: \$3,531,000

- Server & Network Infrastructure \$350k (every 5 years)
- Trail Safety Improvements \$100k
- Farebox Replacement \$600k
- Fleet Replacement (2019) \$1,481,000
- 2019 One-Time Transit Improvements \$1M

Additional Notices



Eagle Point Closure Notice

DCTA WILL CLOSE THE EAGLE POINT GRADE CROSSING BY THE END OF 2018

- Safety is DCTA's first core value.
- We have documented more than 100 vehicle incursions onto the tracks at this crossing in the last 18 months which has led to decision to close the Eagle Point crossing.
- Now that TxDOT has completed their improvements to the I-35 corridor in this area, there is a convenient and safe alternative to crossing the tracks.
- With the support and concurrence of the FRA and TxDOT, DCTA will be closing the crossing by the end of 2018 and we have contacted all property owners directly affected by the closure.
- See the illustration at right for the new traffic patterns.
- Contact DCTA at info@dcta.net with your questions.

