

Denton County Transportation Authority

DCTA



Your Future Is Riding On Us.

COLLIN COUNTY TRANSIT OPTIONS

MAY 2016

Agency Facts

- Nearly 3 Million Passenger Trips (*FY '15*)
- Services Provided
 - *A-train Commuter Rail*
 - *Commuter Vanpools*
 - *Local Fixed Routes*
 - *University Shuttles*
 - *Paratransit*
 - *Demand Responsive*
 - *Contract Services*
- Regional Approach



Agency Background

- Established under Texas Transportation Code Chapter 460 (2001)
- Supported by ½ cent sales tax from Denton, Lewisville and Highland Village (2002)
- A-train began revenue service (*June 2011*)
- 14-member Board of Directors (*Appointed*)

Governance

- DCTA Governance
 - Appointed Board Members (*Member Cities and Denton County*)
 - Special Voting Requirements for Significant Action
- Proposed Governance for Potential Collin County Service
 - Full Cost Recovery Contract for Service
 - Service and Cost Containment Strategy
 - Leverage DCTA Leadership and Support (*logistics & technical*)
 - Commissioners Court Defines Service Parameters
 - Enabling Legislation allows DCTA to provide service of this type

Sustained Financial Strength

- Strong Reserve Funds
 - Operating Reserve: 90 days
 - Sales Tax Stabilization: 3%
 - Fuel: \$50,000
 - Capital Reserve: \$2M
- Internal Coverage Ratio : 1.31 (Target >1.25)
- Current Year Revenue Exceeds Current Year Expenditures
- Positive Net Cash
- Sustainable Five-Year Cash Flow Model
- Clean Audits
- Finance Awards Received

Finance Awards

- Distinguished Budget Presentation Award
Awarded by Government Finance Officers Association of the United States & Canada (GFOA)
- Certificate of Achievement for Excellence in Financial Reporting Program
Awarded by Government Finance Officers Association of the United States & Canada (GFOA)
- Texas State Comptroller's Leadership Circle Award - Platinum Level
Awarded by the Texas State Comptroller

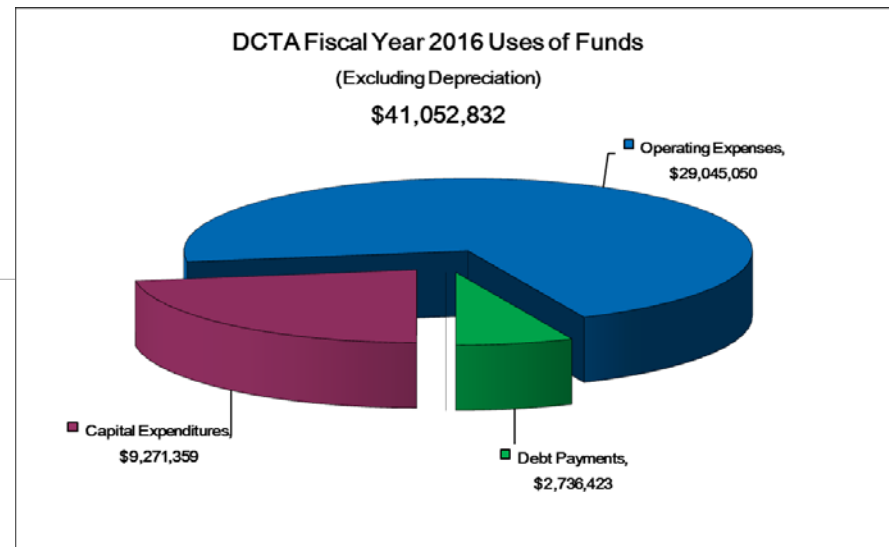
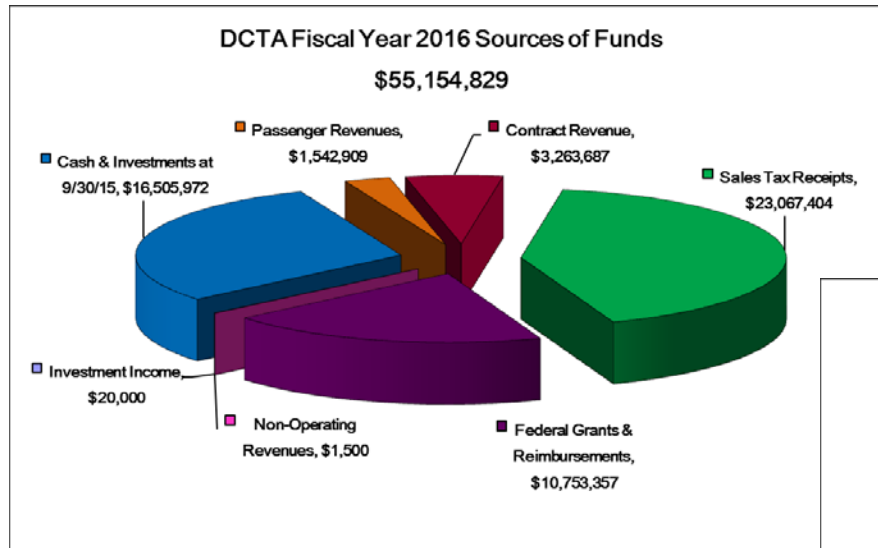
Fiscal Responsibility

- Federal Triennial Review
 - Three Triennial Reviews
 - One Procurement System Review
 - No material findings
 - Any identified deficiencies were corrected & submitted to FTA within required timeframe
 - No repeat findings
- Annual Agency Audit (FYE 9/30/2015)
 - No management letter comments
 - No audit findings

Sources and Uses of Funds

- DCTA's Annual Operating Budget

https://www.dcta.net/images/uploads/content_files/financials/DCTA-Budget-FY2016b.pdf



Grant Administration

- Federal Transit Administration (FTA) Grants (*inception to date*)
 - \$9 million average annual reimbursement
 - 2 new grants pending final approval
 - 15 active FTA grants
 - 42 successfully closed
- Non-FTA Grants
 - TxDOT
 - Community Enhancements
 - A-train Hike and Bike Trails
 - NCTCOG/Regional Toll Revenues
 - A-train Commuter Rail
 - Transit Service Delivery Enhancements
 - Transit Passenger Amenities

Contracts & Staffing

- Existing Service Contracts
 - Existing contracts *are based on operational hours, maintenance costs and capital need.*
 - ✓North Central Texas College
 - ✓University of North Texas
 - ✓City of Frisco
- Staffing Capacity
 - Outside of direct operations (bus operators, supervision), small increases in service should be incremental.
 - DCTA is structured to be scalable to address demands, based on service requirements.
 - Committed to providing cost-effective service that is true to both Collin County and Existing Member Cities.

Customer Service

- Collin County passengers would utilize DCTA's existing Customer Service phone number.
- DCTA would increase Call Center staff to support Collin County service.

On-Demand Service Approach

- Service would be tailored to meet local needs.
- The service approach could logically support Elderly, Disabled and Medical Trips; Must carefully consider state/federal requirements.
- As with Frisco contracted service, if capacity is available allowing other trip types could be an option.
- DCTA would recommend Collin County utilizing a “building block approach”.

On-Demand Service Approach (Continued)

- Provide a sustainable set service level (service hours, number of vehicles).
- Ensure full cost recovery.
- Assistance with identifying funding opportunities to offset costs

Operating Scenarios

- Scenario #1
 - 4 Vehicles Peak (7AM – 11AM; 3PM-6PM)
 - 2 Vehicles, Off-Peak (11AM – 3PM)
 - Weekday Service Only
 - \$930,000
- Scenario #2
 - 4 Vehicles Peak (7AM – 11AM; 3PM-6PM)
 - No Peak Service
 - Weekday Service Only
 - \$780,000

Summary

- Collin County & DCTA Partnership
 - Leverage DCTA Expertise and Infrastructure
 - Cost Containment
 - Retain Local Control
- Key Considerations
 - Fleet
 - Establishment of RTD
 - Finance/Organizational Structure
 - Long-term Service Needs
- Next Steps
 - Work with Collin County to tailor the best solution