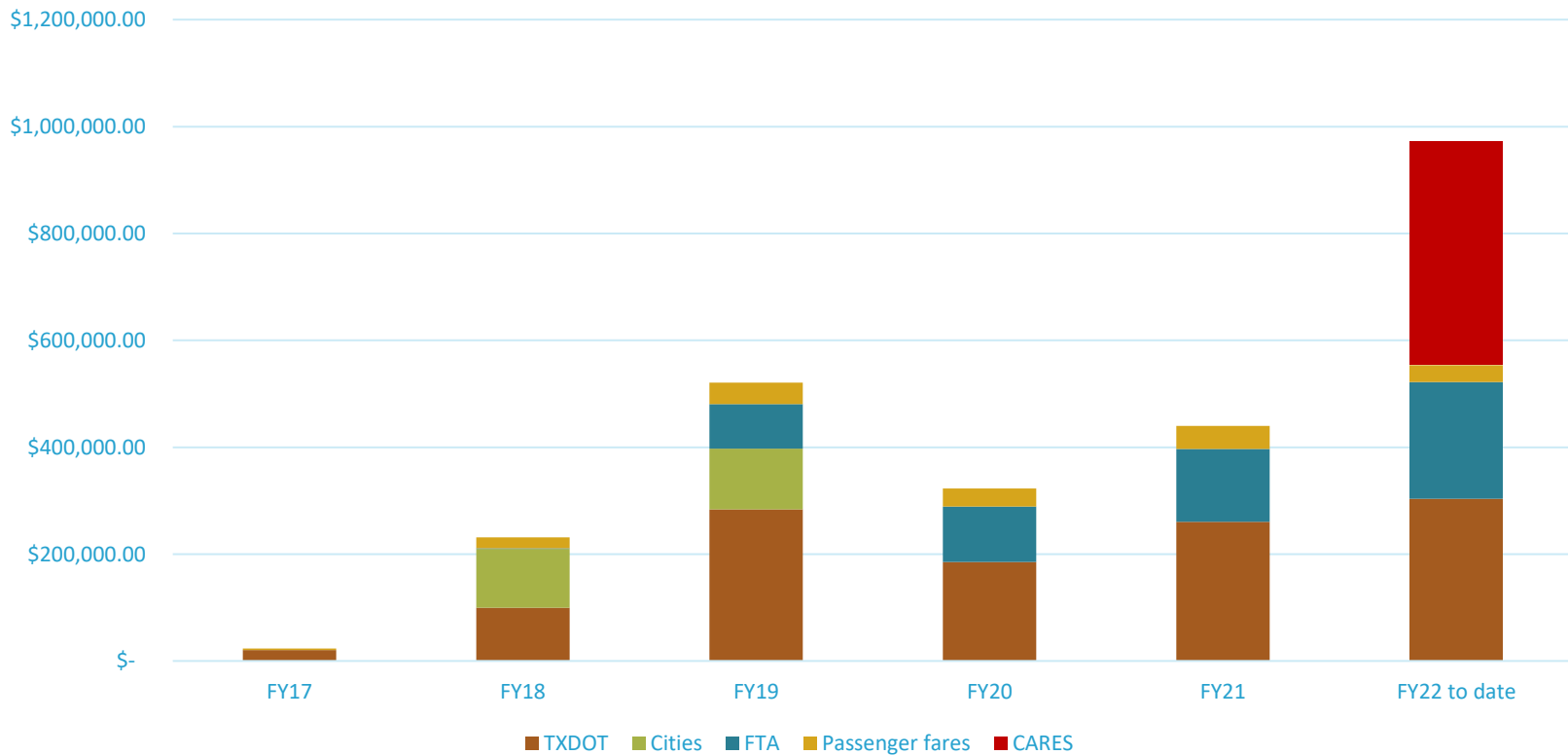


MUTD Budget & Cost Share Discussion

Akia Pichon, Transit Administrator

Cost of Transit Service



Presently, extra cost increase has been absorbed by CARES funding, however MUTD will need to find a significant funding source to replace it once those funds are extinguished.

Note: the first instance of CARES Act funds used for operational costs was for the January 2022 invoice.

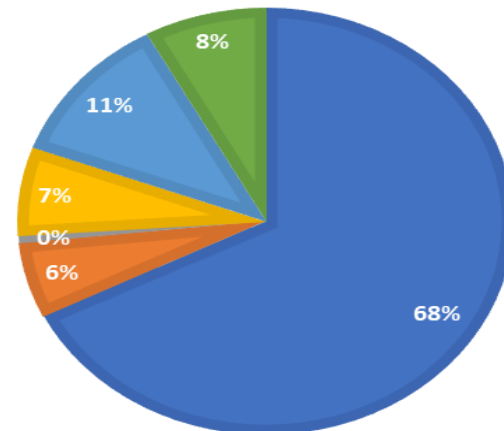
Cost Allocation Formula vs Actual Use

Under the current cost allocation plan:

- “The minimum local contribution for each participating jurisdiction in the MUTD will be cost of service multiplied by percentage of population of MUTD entity multiplied by 15%.”
- Based on that formula and population estimates provided by census.gov, the cost share for MUTD cities is as follows:
 - 1. McKinney \$120,156
 - 2. Melissa \$10,602
 - 3. Lowry Crossing \$1,767
 - 4. Princeton \$12,369
 - 5. Prosper \$19,437
 - 6. Celina \$14,136

COST SHARE ALLOCATION

■ 1 ■ 2 ■ 3 ■ 4 ■ 5 ■ 6



Budget Review: Actual Cost of Service

Task	Collin County Transit Program 2022							Total	Budgeted	Remaining	% Remaining
	January	February	March	April	May	June	July				
MUTD-Owned Vehicle	\$9,341.44	\$10,801.04	\$23,192.36	\$26,973.24	\$26,237.82	\$29,542.48	\$26,156.00	\$152,244.38	\$389,000.00	\$(66,269.47)	-17%
MUTD-Owned Vehicle Fuel Surcharge	\$280.25	\$324.04						\$604.29			
Standard Contractor - Operations Fee	\$44,079.20	\$35,996.00	\$41,793.20	\$39,044.40	\$37,934.00	\$39,157.20	\$37,416.80	\$275,420.80			
Metered Max Active Vehicle	\$2,000.00	\$2,000.00	\$2,500.00	\$3,000.00	\$5,000.00	\$5,500.00	\$7,000.00	\$27,000.00			
Non-Dedicated Operations Fee	\$-	\$-	\$-	\$559.12	\$11,802.98	\$19,812.28	\$23,864.24	\$56,038.62	\$87,000.00	\$29,574.78	34%
Non-Dedicated Trip Cancellation Fee	\$-	\$-	\$-	\$58.85	\$444.10	\$500.05	\$383.60	\$1,386.60			
Spare Platform Primary	\$875.00	\$875.00	\$875.00	\$875.00	\$875.00	\$875.00	\$875.00	\$6,125.00	\$35,000.00	\$(325.36)	-1%
Spare Turnkey Management Fee	\$3,543.87	\$3,067.20	\$3,993.32	\$3,753.38	\$4,578.90	\$5,330.83	\$4,932.86	\$29,200.36			
Call Center - One Time Set Up Fee	\$350.00	\$-	\$-	\$-	\$-			\$350.00	\$35,000.00	\$(68,008.03)	-194%
Call Center - Base Fee	\$2,300.00	\$2,300.00	\$2,300.00	\$2,300.00	\$2,300.00	\$2,300.00	\$2,300.00	\$16,100.00			
Call Center - Fee above 1500 mins	\$15,156.75	\$11,642.75	\$12,580.75	\$6,132.00	\$12,859.00	\$15,304.63	\$8,536.50	\$82,212.38			
Metered Voice Package	\$280.00	\$280.00	\$350.00	\$420.00	\$700.00	\$770.00	\$980.00	\$3,780.00			
Spare Voice (IVR system) for Non-Dedicated Vehicles	\$-	\$-	\$-	\$75.00	\$75.00	\$75.00	\$75.00	\$300.00			
Spare Voice (IVR system) for Non-Dedicated Vehicles - Fee above 500	\$-	\$-	\$-	\$-	\$34.65	\$99.45	\$131.55	\$265.65			
DART Project Management Fee	\$6,666.67	\$6,666.67	\$6,666.67	\$6,666.67	\$6,666.67	\$6,666.67	\$6,666.67	\$46,666.67	\$80,000.00	\$33,333.33	42%
DART Business Innovation Fee	\$200,000.00							\$200,000.00	\$200,000.00	\$-	0%
Marketing			\$715.00					\$715.00	\$100,000.00	\$99,285.00	99%
DART Fee	\$8,333.33	\$8,333.33	\$8,333.33	\$8,333.33	\$8,333.33	\$8,333.33	\$8,333.33	\$58,333.31	\$100,000.00	\$41,666.69	42%
G&A	\$8,750.00	\$8,750.00	\$8,750.00	\$8,750.00	\$8,750.00	\$8,750.00	\$8,750.00	\$61,250.00	\$105,000.00	\$43,750.00	42%
Farebox Revenue	\$(537.00)	\$(1,650.00)	\$(2,839.00)	\$(3,241.00)	\$(5,208.00)	\$(6,225.00)	\$(6,924.00)	\$(26,624.00)			
Promo Revenue	\$1,712.00	\$1,644.00	\$1,929.00	\$1,776.00	\$1,596.00	\$1,256.05	\$1,242.00	\$11,155.05			
Program Cost	\$303,131.51	\$91,030.03	\$111,139.63	\$105,475.99	\$122,979.45	\$138,047.97	\$130,719.55	\$1,002,524.11	\$1,131,000.00	\$113,006.94	

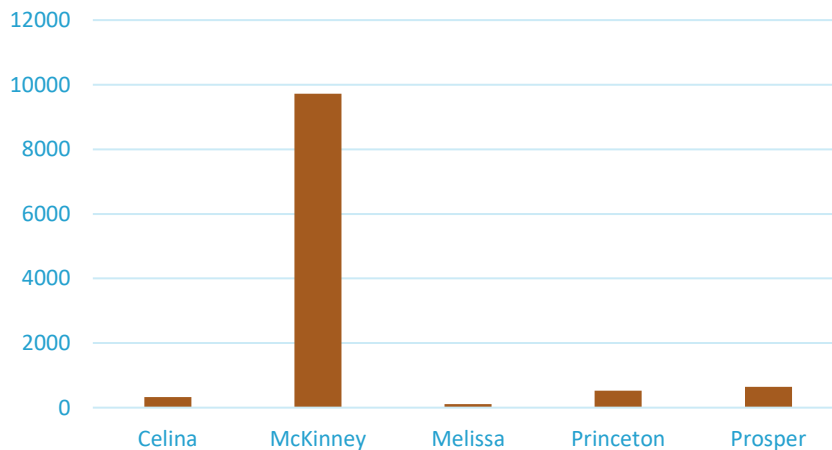
- Color Legend: Operations in blue; call center in yellow; DART in green; farebox revenue in red.

Cost Allocation Formula vs Actual Use

Under actual use of service:

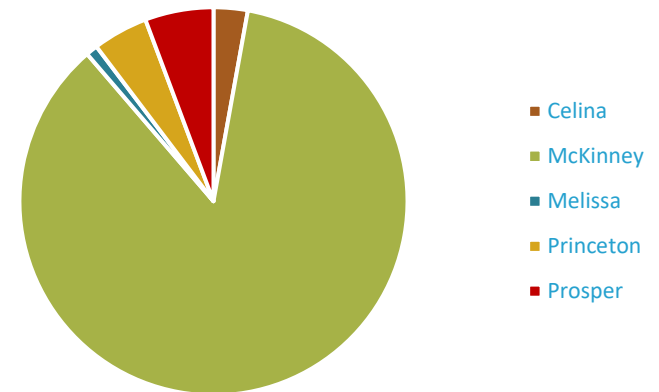
Of all the cities in the MUTD, City of McKinney consistently has the highest use of the service, across all three subcontractor fleets. These subcontractor fleets all have different hourly costs for use.

Sum of Trips by City



~86% of trips originate in City of McKinney. 3% in Celina, 5% Princeton, 6% Prosper, 1% Melissa. Lowry Crossing has had less than 1% of service usage in 2022.

Trips by City



If transit service as budgeted was paid for using **only** local dollars along actual cost of use, cities would pay:

McKinney 86% - \$961,480

Celina 3% - \$33,540

Princeton 5% - \$55,900

Prosper 6% - \$67,080

Melissa 1% - \$11,180

Considerations & Discussion Questions

- Staff will come back to the Board with a funding request resolution at the next MUTD Board meeting.

- Considerations and discussion questions:
 - FTA CARES Act funds made this programmatic expansion possible. After the CARES Act funds are spent, should the Board consider additional ways to fund the service in years moving forward?
 - Of the MUTD's \$8.8M in FTA CARES funds, \$5.8M is allocated to operating assistance and \$3M allocated to preventative maintenance.
 - Should the Board update its shared cost allocation plan?
 - Under the current cost allocation plan, MUTD cities would pay \$178,467.