



DENTON COUNTY  
TRANSPORTATION AUTHORITY

1955 Lakeway Dr., # 260, Lewisville, Texas 75057  
972.221.4600 | RideDCTA.net

## **Board of Directors Regular Meeting**

**January 25, 2018 | 3:00 p.m.\***

*\*or immediately following Board Work Session  
scheduled at 1:30 p.m. on January 25, 2018*

CALL TO ORDER

PLEDGE OF ALLEGIANCE TO US AND TEXAS FLAGS

INVOCATION

WELCOME AND INTRODUCTION OF VISITORS

AGENCY AWARDS AND RECOGNITIONS

### **1. CONSENT AGENDA**

- a. Approval of Minutes for the Board Work Session and Regular Meeting on December 14, 2017
- b. Acceptance of Monthly Financial Statements – November and December 2017
- c. Acceptance of Quarterly Investment Report – Q1 FY2018
- d. Authorize President to Negotiate and Execute an Agreement with DLT Solutions for Autodesk Vault Software, Implementation, and Support Services (Data Storage)
- e. Authorize President to Negotiate and Execute Task Order 2 with Lyft for Late Night UNT Ride Service and any related Amendments to the ILA with UNT as necessary
- f. Authorize President to Negotiate and Execute Agreement with The Management Connection, Inc. for Staff Development Services

### **2. REGULAR AGENDA**

- a. Approval of Resolution R18-01 designating Marisa Perry as Investment Officer
- b. Discussion and Approval of Continuing North Texas Xpress I-35W Commuter Bus Service
- c. Board Officer Elections

3. Convene Executive Session. The Board may convene the Regular Board Meeting into Closed Executive Session for the following:
  - a. As Authorized by Section 551.071(2) of the Texas Government Code, the Work Session or the Regular Board Meeting may be Convened into Closed Executive Session for the Purpose of Seeking Confidential Legal Advice from the General Counsel on any Agenda Item Listed Herein.
  - b. As Authorized by Texas Government Code Section 551.072 Deliberation regarding Real Property: Discuss acquisition, sale or lease of real property related to long-range service plan within the cities of Denton, Lewisville, Highland Village, or the A-train corridor.
4. Reconvene Open Session
  - a. Reconvene and Take Necessary Action on Items Discussed during Executive Session.
5. CHAIR REPORT
  - a. Discussion of Regional Transportation Issues
  - b. Discussion Legislative Issues
    - i. Regional
    - ii. State
    - iii. Federal
6. PRESIDENT'S REPORT
  - a. Budget Transfers
  - b. Regional Transportation Issues
7. REPORT ON ITEMS OF COMMUNITY INTEREST
  - a. Pursuant to Texas Government Section 551.0415 the Board of Directors may report on following items: (1) expression of thanks, congratulations, or condolences; (2) information about holiday schedules; (3) recognition of individuals; (4) reminders about upcoming DCTA and Member City events; (5) information about community events; and (6) announcements involving imminent threat to public health and safety.
8. ADJOURN

**Chair – Charles Emery**  
**Vice Chair – Vacant**

**Secretary – Richard Huckaby**  
**Treasurer – Dave Kovatch**

**Members – Skip Kalb, Tom Winterburn, Don Hartman,**  
**George A. Campbell, Allen Harris, Carter Wilson, Connie White, Mark Miller, Dianne Costa**  
**President – Jim Cline**

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

This notice was posted on 1/19/2018 at 2:06 PM.



Brandy Pedron, Administrative Assistant



## Board of Directors

### Work Session Minutes

The Board of Directors of the Denton County Transportation Authority convened the work session of the Board of Directors with Charles Emery, Chairman presiding at 9:02 a.m. on December 14, 2017 at 1955 Lakeway Drive, Suite 260, Lewisville, Texas 75057. A quorum was present.

### Attendance

#### Small Cities

Skip Kalb

#### Large Cities

Charles Emery, Lewisville, Chairman  
 Dianne Costa, Highland Village  
 Richard Huckaby, Denton, Secretary  
 Tom Winterburn, Corinth  
 Carter Wilson, Frisco  
 Allen Harris, The Colony

#### Denton County Unincorporated

Don Hartman (at 9:14)  
 George Campbell  
 Dave Kovatch, Denton County At Large,  
 Treasurer

#### Board Members Absent

Connie White, Small Cities  
 Mark Miller, Flower Mound

#### Legal Counsel

Pete Smith

#### DCTA Staff

Jim Cline, President  
 Anna Mosqueda, Chief Financial Officer  
 Raymond Suarez, Chief Operating  
 Officer  
 Nicole Recker, Vice President,  
 Marketing and Communications  
 Kristina Holcomb, Vice President,  
 Planning and Development

#### Other Attendees

Lindsay Baker, Director of Strategic  
 Partnerships  
 Amanda Riddle, Budget Manager  
 Athena Forrester, Senior Procurement  
 Manager  
 Scott Hudson, WSP

Chairman, Charles Emery, called the meeting to order and announced the presence of a quorum.

1. NCTCOG MTP 2045 Overview Presentation by Kevin Feldt – Guest Speaker, Kevin Feldt presented DCTA Board and Staff with a presentation and general discussion on the NCTCOG MTP 2045 Plan
2. Routine Briefing Items
  - a. Staff Briefing on Monthly Financial Reports – Anna Mosqueda, Chief Financial Officer and Marisa Perry, Controller reported on the following
    - i. Monthly Financial Statements for November 2017 (to be provided in January 2018)
    - ii. Capital Projects Budget Report for November 2017 (to be provided in January 2018)
    - iii. Monthly Sales Tax Receipts
    - iv. Current Procurement Activities
  - b. Marketing and Communications – Nicole Recker, Vice President Marketing and Communications, reported on the following
    - i. Veteran's Day "Free Ride" Promotion Recap Report
    - ii. New Website Demo
    - iii. Monthly Media Report
  - c. Strategic Planning and Development – Kristina Holcomb, reported on the following
    - i. Departmental Administrative Update
    - ii. Regional Planning Initiatives Update
    - iii. Local Planning Update
    - iv. Business Development and Partnerships Update
    - v. Funding Opportunities Update
    - vi. Land Use Planning & Development
  - d. Capital Projects – Raymond Suarez, Chief Operating Officer, gave an update on the following projects
    - i. Positive Train Control
    - ii. Hike and Bike Trail
  - e. Staff Briefing on Transit Operations Reports – Raymond Suarez, Chief Operating Officer, gave an update on ridership
    - i. Bus and Rail Operations
3. Items for Discussion
  - a. 2018 Board Calendar – Jim Cline, President, briefly discussed the 2018 Board Calendar for Executive and Board meetings for 2018. A handout was also provided to the Board.

- b. 2018 Special Called Meeting of the Board, Strategic Planning Session – Jim Cline, President, gave a brief update on the planning for the Strategic Planning Session. A draft agenda and draft Strategic Plan will be presented in the January Board Meeting
  - c. Upcoming Board Officer Elections in January
- 4. Discussion of Regular Board Meeting Agenda Items (December 14, 2017) – There was no discussion on this item
- 5. Convene Executive Session – The board did not meet in Executive Session
- 6. Discussion of Future Agenda Items – There was no discussion on this item
  - a. Board Member Requests
- 7. ADJOURN at 10:08 p.m.

The minutes of the December 14, 2017 work session meeting of the Board of Directors were passed, and approved by a vote on this 25<sup>th</sup> day of January, 2018.

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Charles Emery, Chairman

ATTEST

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Richard Huckaby, Secretary



Board of Directors

**Board Meeting Minutes**

The regular meeting of the Board of Directors of the Denton County Transportation at 10:19 p.m., December 14, 2017 at 1955 Lakeway Drive, Suite 260, Lewisville, Texas 75057. A quorum was present.

**Attendance**

**Small Cities**

Skip Kalb

**Large Cities**

Charles Emery, Lewisville, Chairman  
Dianne Costa, Highland Village  
Richard Huckaby, Denton, Secretary  
Tom Winterburn, Corinth  
Carter Wilson, Frisco  
Allen Harris, The Colony

**Denton County Unincorporated**

Don Hartman (at 9:14)  
George Campbell  
Dave Kovatch, Denton County At Large,  
Treasurer

**Board Members Absent**

Connie White, Small Cities  
Mark Miller, Flower Mound

**Legal Counsel**

Pete Smith

**DCTA Staff**

Jim Cline, President  
Anna Mosqueda, Chief Financial Officer  
Raymond Suarez, Chief Operating  
Officer  
Nicole Recker, Vice President,  
Marketing and Communications  
Kristina Holcomb, Vice President,  
Planning and Development

**Other Attendees**

Lindsay Baker, Director of Strategic  
Partnerships  
Amanda Riddle, Budget Manager  
Scott Hudson, WSP

CALL TO ORDER –Chairman, Charles Emery, called the meeting to order and announced the presence of a quorum.

PLEDGE OF ALLEGIANCE TO US AND TEXAS FLAGS – led by Charles Emery, Chair

INVOCATION – led by Skip Kalb

WELCOME AND INTRODUCTION OF VISITORS – Jim Cline, President, introduced Lindsay Baker as DCTA's new Director of Strategic Partnerships and Scott Hudson with WSP Engineers

AGENCY AWARDS AND RECOGNITIONS – None at this time

1. CONSENT AGENDA

- a. Approval of Minutes for the Board Work Session and Regular Meeting on November 16, 2017
- b. Acceptance of Monthly Financial Statements for October 2017
  - Motion to approve the Consent Agenda items a and b was made by Richard Huckaby. The motion was seconded by Charles Emery, Chair. Motion passed unanimously.

2. REGULAR AGENDA

- a. Approval of Change Order to Alstom USA Signaling for Positive Train Control
  - Motion to approve Change Order to Alstom USA Signaling was made by Allan Harris. The motion was seconded by Dave Kovatch. Motion passed unanimously.

3. CONVENE EXECUTIVE SESSION – The board did not meet in Executive Session

4. CHAIR REPORT

- a. Discussion of Regional Transportation Issues – Charles Emery, Chairman briefly discussed the following:
  - Visit with Jane Nelson to present her with a DCTA model train
  - Articles of interest from the RTC meeting were presented to the Board
  - Meetings with supporting and/or sponsoring city councils
  - Visit with Congressman Michael Burges to update status of DCTA
- b. Discussion Legislative Issues – none at this time

5. PRESIDENT'S REPORT

- a. Budget Transfers – Jim Cline, President, briefed Board on \$200,000 from capital to operating, service analysis
- b. Regional Transportation Issues - Jim Cline, President, provided information on the following
  - Attendance at the DART Board Session: reported that the Shared Services Agreement was accepted/voted on favorable for DCTA; and that he is also having more frequent meetings with Gary Thomas, DART Executive Director
  - Cotton Belt Project is something to watch carefully and how it may be accommodating to the Atrain going South
  - Fares Increase discussion between DCTA, DART, and FWTa

6. REPORT ON ITEMS OF COMMUNITY INTEREST – there was none at this time
  - a. Pursuant to Texas Government Section 551.0415 the Board of Directors may report on following items: (1) expression of thanks, congratulations, or condolences; (2) information about holiday schedules; (3) recognition of individuals; (4) reminders about upcoming DCTA and Member City events; (5) information about community events; and (6) announcements involving imminent threat to public health and safety.
7. ADJOURN – Adjourned at 10:36 PM

The minutes of the December 14, 2017 regular meeting of the Board of Directors were passed, and approved by a vote on this 25<sup>th</sup> day of January, 2018.

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Charles Emery, Chairman

ATTEST

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Richard Huckaby, Secretary



**Board of Directors Memo****January 25, 2018****Item: 1(d) Authorize the President to Negotiate and Execute an Agreement with DLT Solutions for Autodesk Vault Software, Implementation, and Support Services (Data Storage).****Background**

DCTA is in possession of several hundred thousand paper documents generated by the planning, engineering and construction of the A-train and other facilities. These documents include construction drawings, drawing as-builts, specifications and submittals. The system will meet the mandated document retention requirements. The documents will be electronic in case of loss or damage to the original hard copies.

The purchase is being made through the State of Texas Department of Information Resources (DIR) contract.

**Identified Need**

The Autodesk Vault software will allow us to store and protect current sets of system, signal and building drawings. It will allow us to track any changes made to drawings or specifications and to institute an approval mechanism for DCTA staff. The system can store any type of document including correspondence and submittal data and archive drawings in any format.

**Financial Impact**

Costs for the software and implementation services are expected to be \$35,000. Annual license and maintenance costs are estimated not to exceed \$16,000. These costs are part of the document control project and are within the project budget. The implementation will be paid from the capital project budget. Future license and maintenance fees will be paid from the operating budget.

**Recommendation**

Staff recommends the Board authorize the President to negotiate and execute an agreement with DLT Solutions for Autodesk Vault software, implementation, and support services.

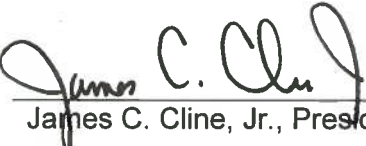
Submitted by:

  
Athena Forrester, CPPO, CPPB,  
AVP of Procurement

Final Review:

  
Raymond Suarez, COO

Approval:

  
James C. Cline, Jr., President

**Board of Directors Memo****January 25, 2018****Item: 1(e) Authorize President to Negotiate and Execute Task Order 2 with Lyft for Late Night UNT Ride Service****Background**

On March 23<sup>rd</sup>, 2017, the DCTA board approved the execution of a contract with Lyft, Inc. to provide On-Demand Rideshare Services. Lyft's contract allows them to provide on-call transportation services to DCTA on a task order basis, utilizing their ridesourcing technology and driver contractors to provide service enhancements and first/last mile connections within our region.

UNT administration requested DCTA to provide a late night ride service to supplement the University's current E-ride program, and to have a solution in place by the beginning of the 2018 Spring Semester. DCTA recommended utilizing Lyft's contract to implement a pilot program for late night ride services available for students. Lyft's cost proposal for this program is \$72,000.

UNT emphasized the importance of having this program be available on January 16, 2018, the first day of the Spring 2018 Semester. The task order was executed by the President on January 18, 2018.

**Identified Need**

UNT's current E-ride program, operated by the University's Transportation Department, serves students seeking a safe ride home in areas around campus when other transit services are minimal or not operating. DCTA, as part of overall contract negotiations with UNT, provided a cost proposal for supplemental mobility service that would utilize Lyft vehicles for student service requested between 2:00am-7:00am, 7 days a week, during the Spring 2018 semester. Supplementing the E-ride program with a pilot Lyft program allows for a more cost-effective option to serve students with late night campus rides, and provides an innovative service model that addresses a challenging component of UNT's transportation needs.

The program is available for all active students around a limited area that includes most of the main campus, Oak Street Hall, and the West Campus (including Apogee Stadium and Mean Green Village). Students entering a special promotion code in the Lyft app will get the full cost of their fares covered by DCTA if a qualified trip is completed between 2:00am and 7:00am. Lyft technology can create a 'geofence' that maps the beginning and ending location of trips taken in a Lyft vehicle. Trips that don't take place within the qualified geofence are not given a completely subsidized ride, and fare costs are the responsibility of the customer.

The pilot program is designated only for the Spring Semester and will be deactivated on May 15, 2018. Ridership reports and monthly invoices will be provided to assist DCTA and UNT in program evaluation.

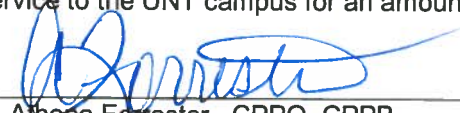
**Financial Impact**

The task order with Lyft for UNT late night ride service has a maximum cost of \$72,000. Lyft models and UNT ridership estimates indicate that this amount is enough to cover the expected number of late night Lyft rides requested. The program will be active from January 16<sup>th</sup> through May 18<sup>th</sup>. Lyft will invoice DCTA monthly for program costs, and those charged will be passed through to UNT.

**Recommendation**

DCTA staff recommends the Board approve and ratify the Lyft task order executed earlier this month to provide late night service to the UNT campus for an amount of \$72,000.

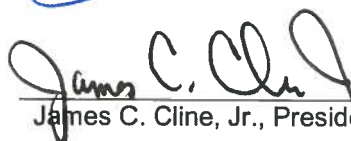
Submitted by:

  
Athena Forrester, CPPO, CPPB  
AVP of Procurement

Final Review:

  
Kristina Holcomb, VP Planning & Development

Approval:

  
James C. Cline, Jr., President



**Board of Directors Memo**

**January 25, 2018**

**Item: 1(f) Authorize the President to Negotiate and Execute an Agreement with The Management Connection, Inc. for Staff Development Services**

**Background**

DCTA is continuing our efforts to further build and develop senior staff and employees at all levels of the organization. The provision of an outside consultant greatly facilitates this effort

**Identified Need**

DCTA has a strong set of leaders/employees, and the continuing development of this team is important to the long-term success of the organization.

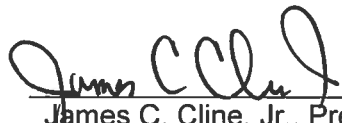
**Financial Impact**

Costs for these services is expected to be less than \$50,000. Funds are available in the operating budget.

**Recommendation**

Staff recommends the Board authorize the President to negotiate and execute an agreement with The Management Connection, Inc. for Staff Development Services.

Approval:

  
James C. Cline, Jr., President




**Board of Directors Memo**

January 25, 2018

**Subject: RM 2(a) Approval Resolution 18-01 Designating Marisa Perry as the Investment Officer**

Anna Mosqueda retired from DCTA on January 16, 2018, and Marisa Perry is the current VP Finance/Chief Financial Officer. Resolution 18-01 Designating Marisa Perry as the Investment Officer for DCTA is presented to the Board of Directors for approval.

Submitted by: Marisa Perry, CPA  
Interim CFO

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

**DENTON COUNTY TRANSPORTATION AUTHORITY  
RESOLUTION NO. 18-01**

**A RESOLUTION OF THE BOARD OF DIRECTORS OF THE DENTON COUNTY TRANSPORTATION AUTHORITY (“DCTA”) APPOINTING THE VP-FINANCE/CHIEF FINANCIAL OFFICER AS THE INVESTMENT OFFICER FOR DCTA AND APPOINTING THE PRESIDENT AS THE ALTERNATE INVESTMENT OFFICER); PROVIDING A REPEALING CLAUSE AND PROVIDING FOR AN EFFECTIVE DATE.**

**WHEREAS**, the Board of Directors of DCTA previously adopted a resolution designating the then DCTA Sr. VP-Finance/Chief Financial Officer Anna Mosqueda as the Investment Officer and the DCTA President, James C. Cline, Jr., as the Alternate Investment Officer; and

**WHEREAS**, Anna Mosqueda has retired and is no longer employed by DCTA and Marisa Perry is the current VP-Finance/Chief Financial Officer; and

**WHEREAS**, the Board of Directors desires to name Marisa Perry as the Investment Officer and James C. Cline, Jr. will remain the Alternate Investment Officer.

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

**SECTION 1.** The DCTA VP-Finance/Chief Financial Officer Marisa Perry is hereby designated as the Investment Officer and the DCTA President, James C. Cline, Jr., is designated the Alternate Investment Officer.

**SECTION 2.** The Investment Officer and Alternate Investment Officer are hereby authorized to engage in investment transactions on behalf of DCTA.

**SECTION 3.** The Investment Officers authorized by this resolution shall also be authorized to approve wire transfers used in the process of investing.

**SECTION 4.** The Investment Officers shall designate a liaison/deputy in writing in the event circumstances require timely action and the Investment Officers are unavailable.

**SECTION 5.** That all provisions of the resolutions of the Board of Directors of the DCTA, 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 6.** This resolution shall become effective immediately upon its passage and approval.

**DULY PASSED AND APPROVED BY THE BOARD OF DIRECTORS OF THE DENTON COUNTY TRANSPORTATION AUTHORITY ON THIS \_\_\_\_\_ DAY OF JANUARY, 2018.**

**APPROVED:**

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Charles Emery, Chairman

**ATTEST:**

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Richard Huckaby, Secretary

**APPROVED AS TO FORM:**

A handwritten signature in cursive script that reads "Peter G. Smith".

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Peter G. Smith, General Counsel  
(PGS:01-10-18:94797)

**Board of Directors Memo**

January 25, 2018

**Subject: RM 2b Discussion and Approval of Continuing North Texas Xpress I-35W Commuter Bus Service****Background**

In September 2016, DCTA launched a pilot commuter bus service, North Texas Xpress along the 35W corridor between Denton and Fort Worth in partnership with the Fort Worth Transportation Authority (FWTA). Prior to the pilot service launch, a public meeting was held on June 14<sup>th</sup> to share recommended service levels, stop locations and required fare. Additional public meetings were held on October 10, 11 and 13<sup>th</sup> within DCTA member cities to further discuss the pilot service and obtain additional feedback on initial service levels, stop locations and fare. A copy of a sample public meeting advertisement and the Public Engagement Wrap Up report are attached for reference.

Existing service levels of this service include 90 minute headways. The current limited service being provided is experiencing growing ridership and has great potential to see continued growth with improved headways and additional trip opportunities. DCTA and FWTA are working to develop an enhanced service plan for future implementation and will bring a draft of this plan for approval to the board in the near future.

As FWTA is our partner in providing this service, attached you will find Title VI analysis lead by the Fort Worth Transportation Authority with results demonstrating this service had no disparate impact or disproportionate burden under Title VI.

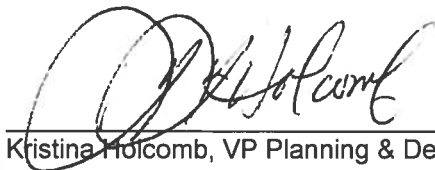
**Financial Impact**

North Texas Xpress commuter bus service has been included in the FY18 budget at the same service levels of the pilot service.

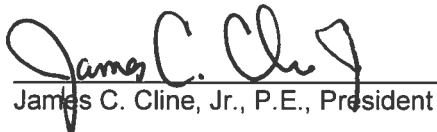
**Recommendation**

Staff recommends board approval of continued North Texas Xpress commuter bus service along the I-35W corridor; maintaining existing service levels provided by the piloted service.

Submitted by:

  
Kristina Holcomb, VP Planning & Development

Approval:

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



1955 Lakeway Dr., # 260, Lewisville, Texas 75057  
972.221.4600 | RideDCTA.net

Special Called Work Session of the DCTA Board of Directors  
and the **Program Services Committee** of the DCTA Board of Directors  
June 14, 2016 | 12:00 p.m.

AGENDA

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

Welcome and Introductions

1. Public Meeting and Presentation Regarding 35W Corridor Service
2. Service Enhancement Recommendations
3. Lewisville Final Comprehensive Operational Analysis Final Report
4. Executive Session
  - a. Texas Government Code Section 551.072 Deliberation regarding Real Property: Discuss acquisition, sale or lease of real property related to long-range service plan within the cities of Denton, Lewisville, or Highland Village.
5. Rail Operations and Maintenance Procurement Process Overview
6. Future Agenda Items
7. Adjourn

Program Development Chair – Paul Pomeroy  
Program Development Members – Skip Kalb, Doug Peach, Don Hartman, Carter Wilson, Jim Robertson, Allen Harris, George A. Campbell  
Staff Liaison – Kristina Brevard, Vice President, Planning & Development

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This notice was posted on 1/18/2018 at 8:07 AM.

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Rusty Comer, Senior Public Information Specialist



# Fort Worth-Alliance-Denton\UNT Express Bus Service Proposal

FORT WORTH TRANSPORTATION AUTHORITY



# Member Cities



- Fort Worth
- Richland Hills
- Blue Mound
- Grapevine & North Richland Hills (Partners)

*“We will provide quality public transportation to meet the mobility needs of our region.”*



# Public Transportation Services

- Fixed Route Bus, Rider Request Service  
44 Bus Routes
- Commuter Rail (Trinity Railway Express)  
19 Weekday departures from FW  
9 Saturday departures from FW
- MITS Paratransit Service  
1,200 trips per day (avg.)
- Carpool and Vanpool Programs  
165 active vanpools

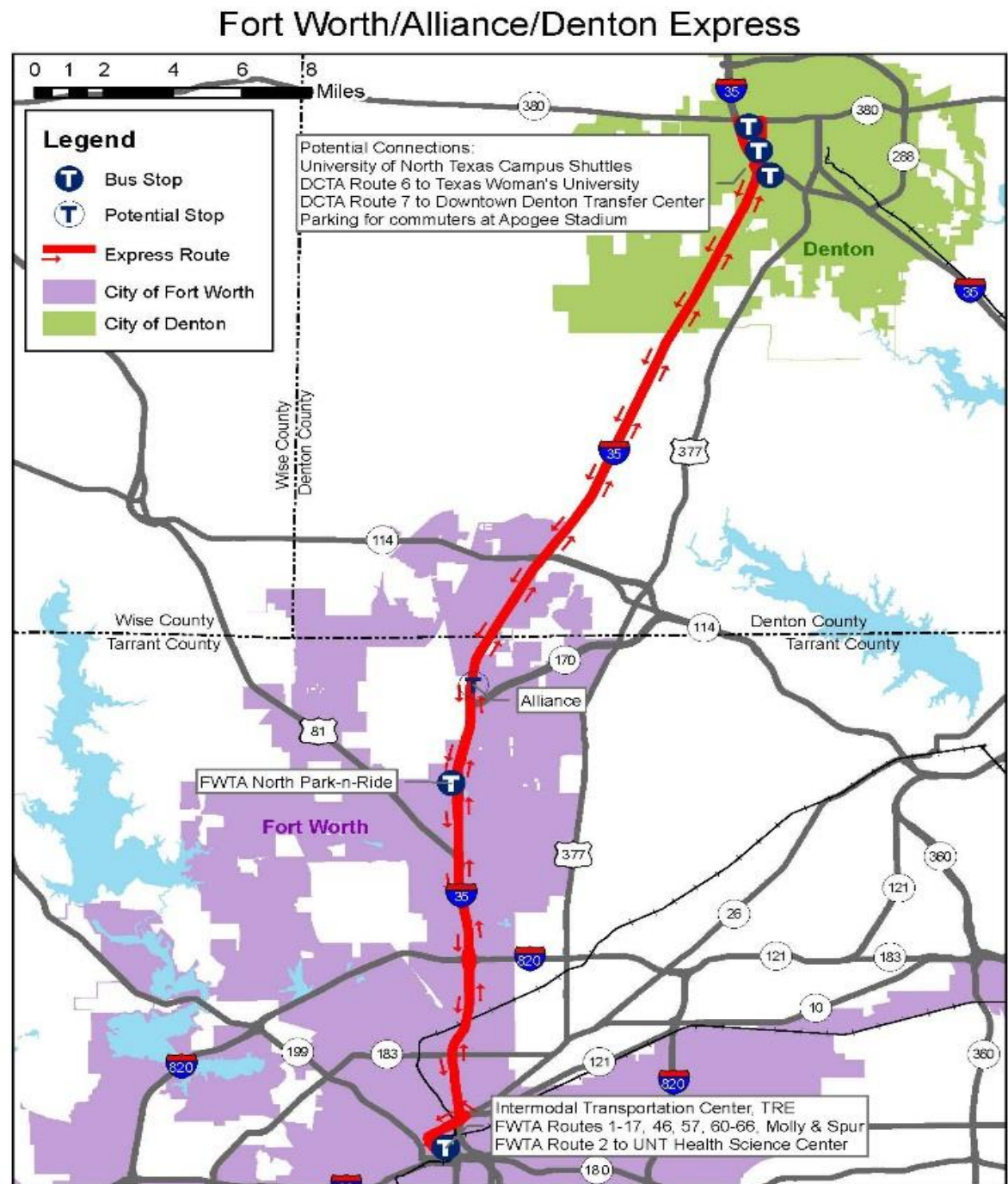


# FWTA Service Proposal

- New Express Route bus service between Downtown Fort Worth to Denton/UNT
- One intermediate stop at FWTA North Park and Ride lot
- Service 6:00 a.m.– 9:00 p.m., every three hours
- Beginning September 26, 2016

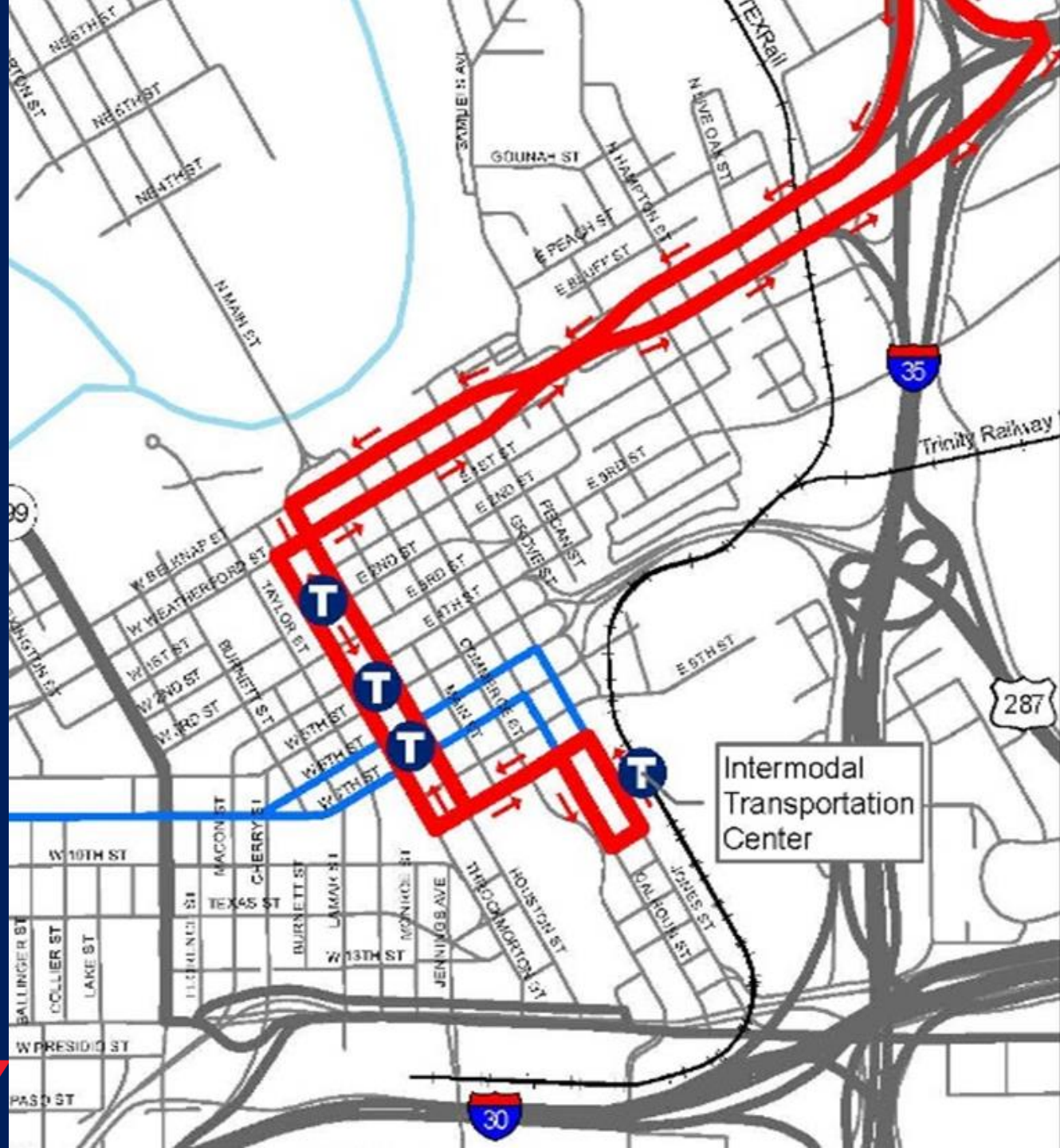


# Proposed New Express Route

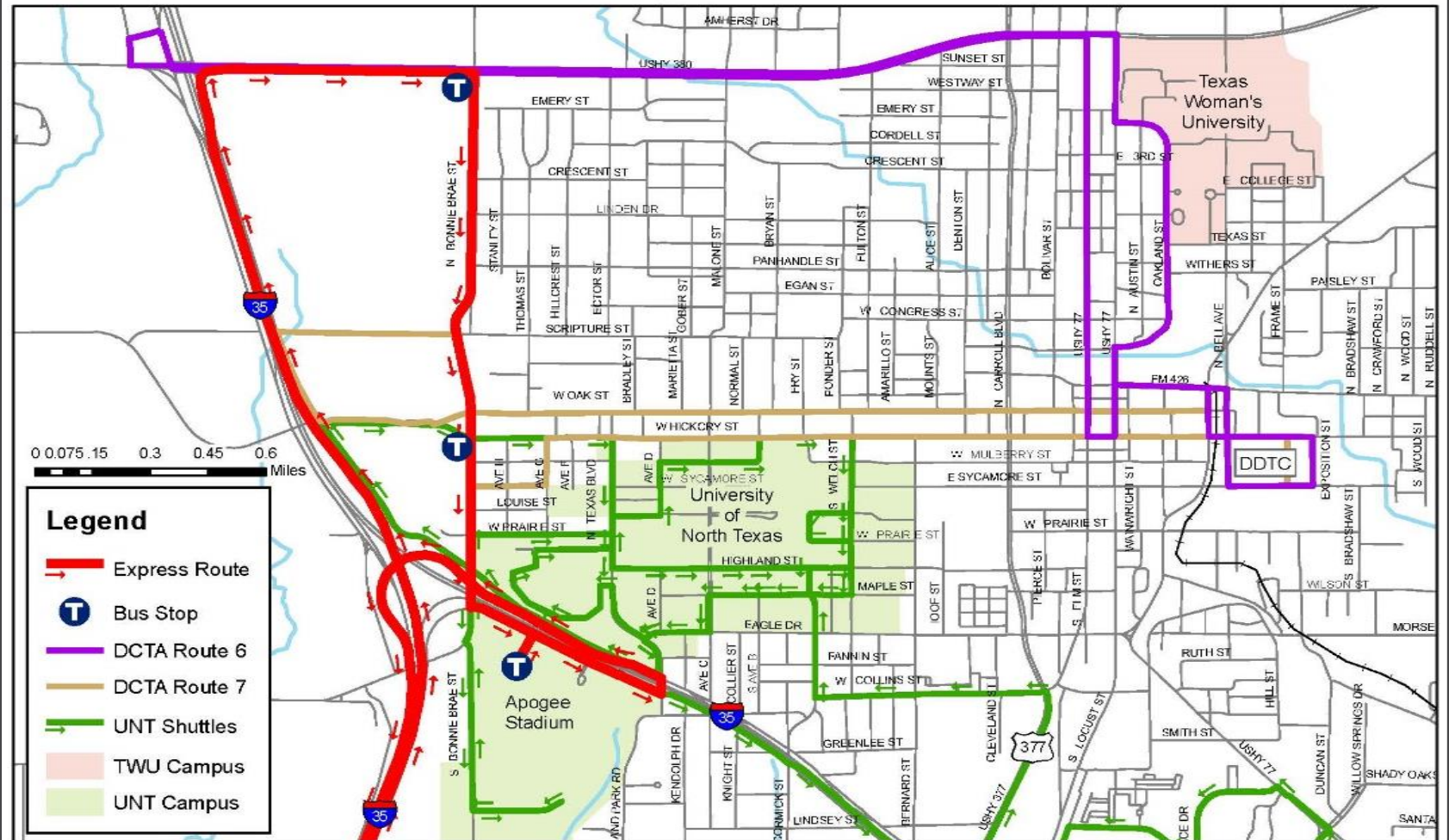




# Proposed Route - Downtown Fort Worth Detail



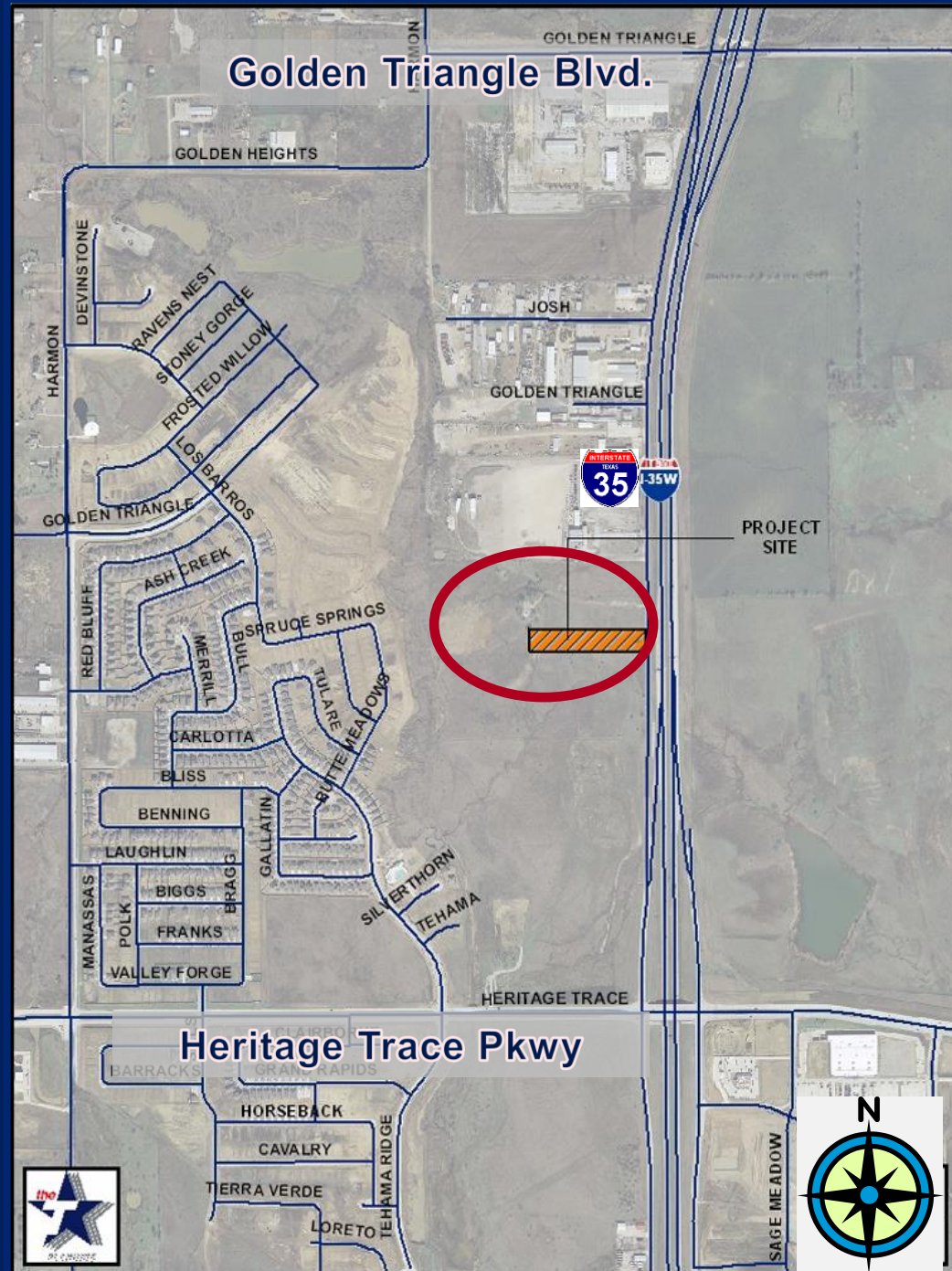
# Proposed Route Denton/UNT Detail





# FWTA North Park and Ride Location

Intermediate stop







# Proposed Express Bus Service

- 5 round-trips, 6:00 a.m. – 9:00 p.m.
- Travel Time: 80-90 minutes one-way, includes stop at North Park and Ride
- Approximately 40 miles one way

Leaving ITC	Arriving Denton/UNT
6:15 a.m.	7:39 a.m.
9:15 a.m.	10:39 a.m.
12:15 p.m.	1:39 p.m.
3:15 p.m.	4:39 p.m.
6:15 p.m.	7:39 p.m.

Leaving Denton/UNT	Arriving ITC
7:45 a.m.	9:15 a.m.
10:45 a.m.	12:15 p.m.
1:45 p.m.	3:15 p.m.
4:45 p.m.	6:15 p.m.
7:45 p.m.	9:15 p.m.

# Proposed Express Bus Service

- Includes Route 63 North Park and Ride Express trips

Route 63

Leaving ITC	FWTA North P-n-R	Arriving Denton/ UNT
6:15a	6:58a	7:39a
9:15a	9:58a	10:39a
12:15p	12:58p	1:39p
3:15p	3:58p	4:39p
4:16p	5:01p	-
5:16p	6:06p	-
6:05p	6:45p	-
6:15p	6:58p	7:39p

Leaving Denton/ UNT	FWTA North P-n-R	Arriving ITC
-	6:15a	6:50a
-	7:00a	7:40a
-	7:45a	8:25a
7:45a	8:27a	9:15a
10:45a	11:27a	12:15p
1:45p	2:27p	3:15p
4:45p	5:27p	6:15p
7:45p	8:27p	9:15p

# Proposed Vehicle

(May include special wrap for branding)



2016 Gillig 40' low-floor commuter bus powered by  
clean-burning natural gas



# FWTA Major Service Change Policy

- The Major Service Change policy governs when FWTA is required to conduct equity analysis of effects of potential service changes and hold a public hearing.
- A Major Service Change is defined as:
  - An increase or decrease of 25% or more of the number of transit route miles of a transit route.
  - The establishment of a new transit route.



# Disparate Impact Policy

## Disproportionate Burden Policy

Approved by FWTB Board January 2013

- If the minority or low-income populations will experience
  - 20% more of the cumulative burden due to service change or fare change, or
  - 20% less of the cumulative benefit, relative to the non-minority or non-low-income populations.
- Resulting Analysis
  - Propose new route = No burdens or benefits to minority or low income populations due to higher benefit and negligible burden percentage.
  - Plans to possibly expand service to Alliance may result in benefits to these groups





# Public Involvement Process

- FWTA would like your comments on the proposed new bus service presented today
- Informational Meetings
  - Tuesday, June 14, DCTA, Lewisville Admin. Offices
  - Wednesday, June 15 from 7:00 p.m. at North Park YMCA, 9100 N. Beach Street, Fort Worth
- Public Hearing
  - Thursday, June 16, 6pm at the ITC, Downtown Fort Worth 1001 Jones St., Fort Worth
- FWTA Board Action/Decision
  - August 22<sup>nd</sup>, 3:30 pm, 1001 Jones St., Fort Worth



# To provide public comment, citizens may do any of the following:

- Fill out a Comment Card and return to FWTA;
- Attend the Public Hearing on June 16th, and leave oral or written comments
- Call the FWTA's hotline at 817-215-8793
- Send an e-mail to [Tboard@fwta.org](mailto:Tboard@fwta.org)

Attendance is not required at the meetings or Public Hearing to provide input or comments.

Comments will be received until June 17, 5:00pm, 2016.





# Thank You - Questions?

Stay updated: [www.FWTA.org](http://www.FWTA.org)





Shaping *our* Future

Your Future is Riding on Us.



# Shaping Our Future

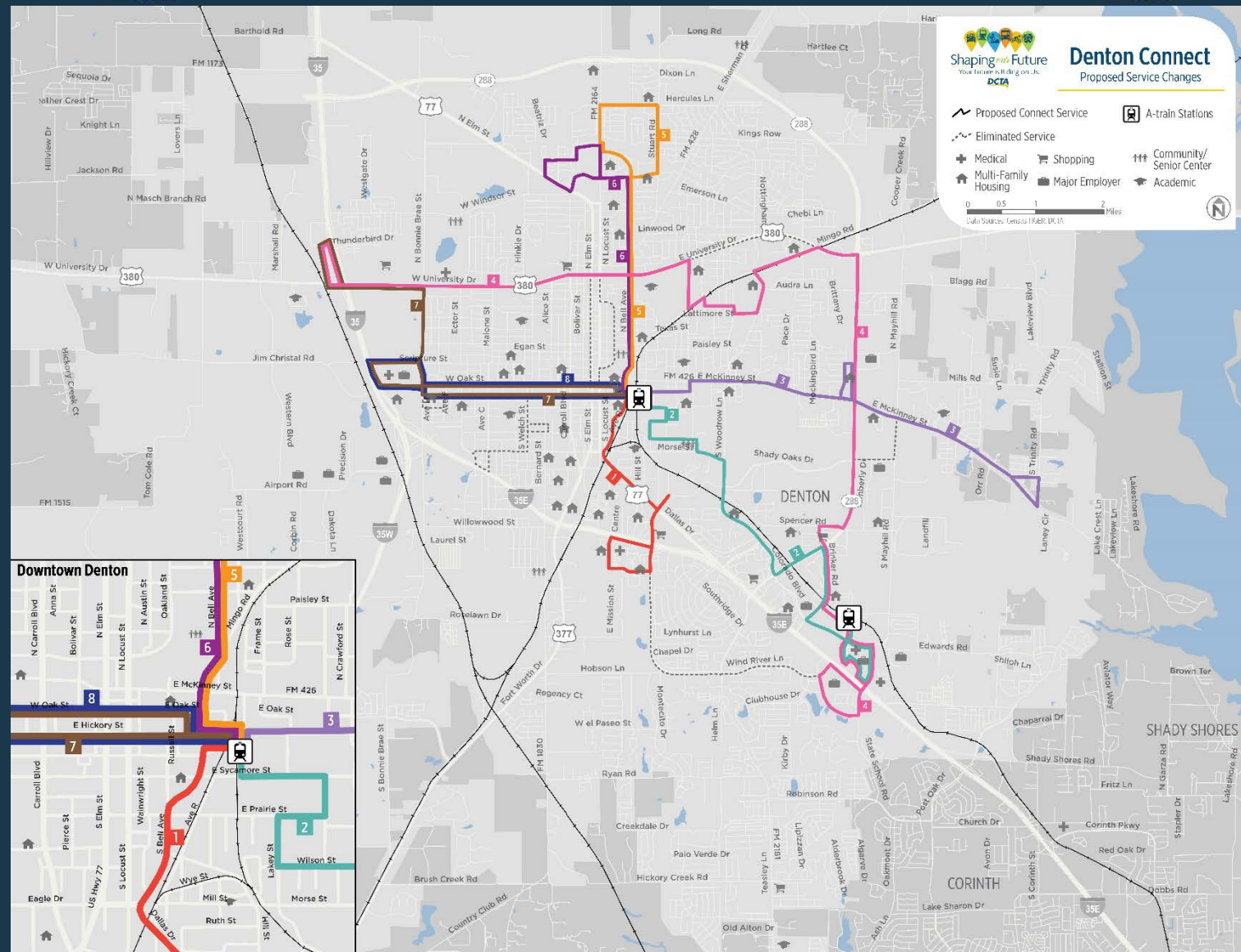
Up and Coming Projects

# Agenda

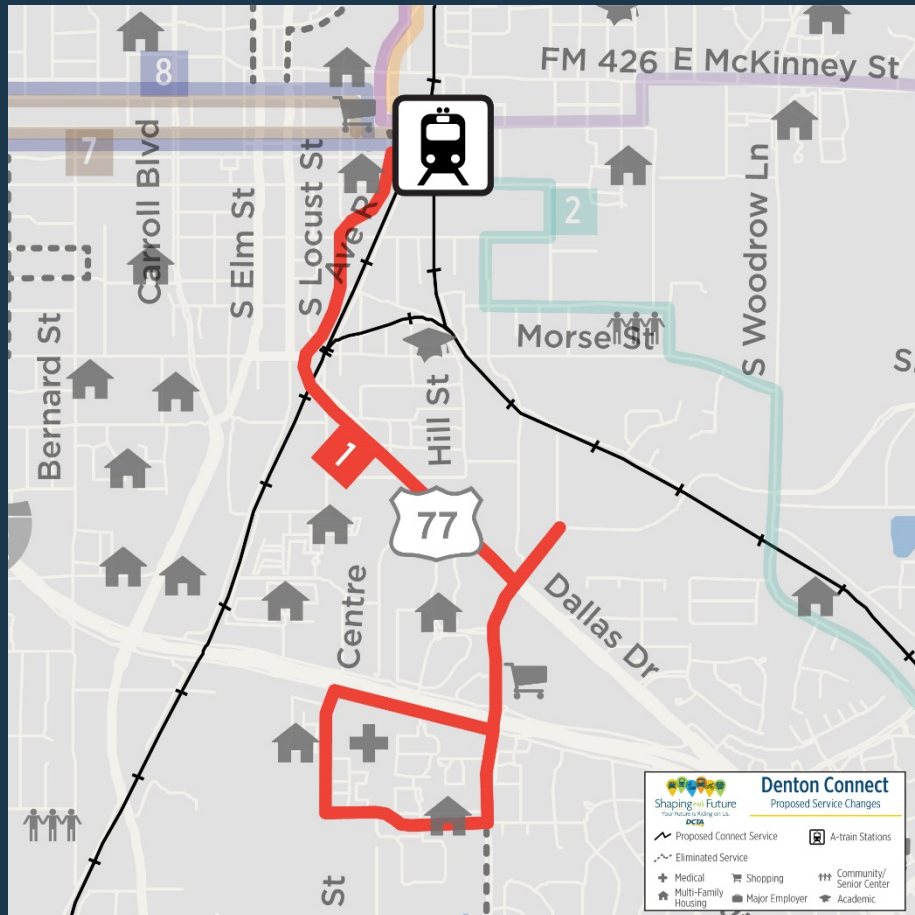
- Proposed Denton Bus Service Changes
- North Texas Xpress Service
- DCTA-Sponsored Uber Discount in Highland Village
- Agency's FY '17 Budget Overview

# Proposed Denton Bus Service Changes

Effective January 2017



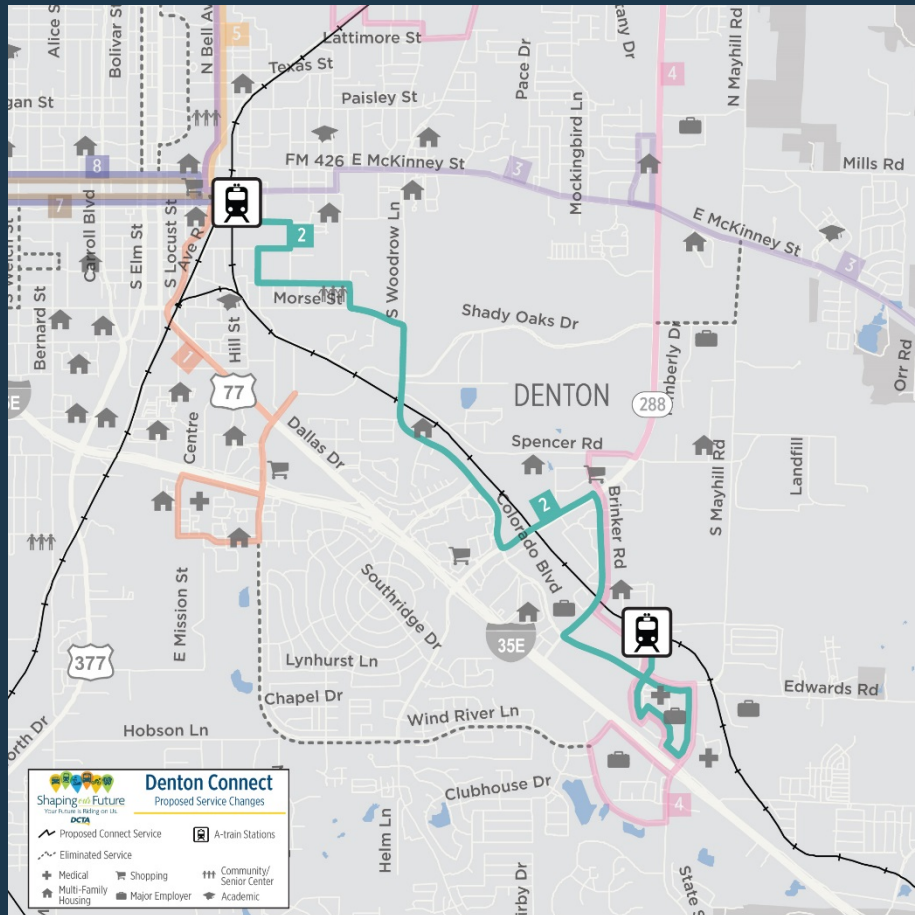
# Proposed Route 1 Changes



- Service to Londonderry Lane and Sam Bass Boulevard has been added
- Service to Unicorn Lake has been moved to Route 4
- Service along Teasley from Londonderry to Lillian Miller has been eliminated

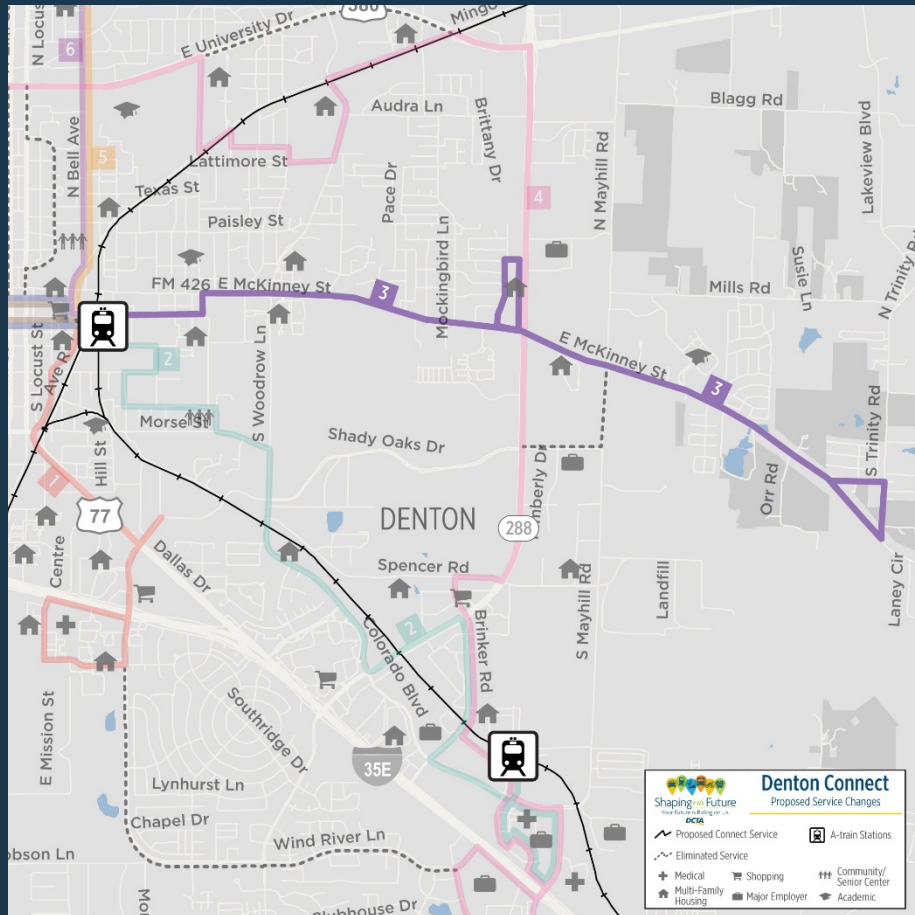


# Proposed Route 2 Changes



- Will keep the same routing to Denton Regional Medical Center (DRMC)
- Stops will be added along Colorado and Mayhill near the DRMC
- Routing will serve the DRMC before the MedPark Station

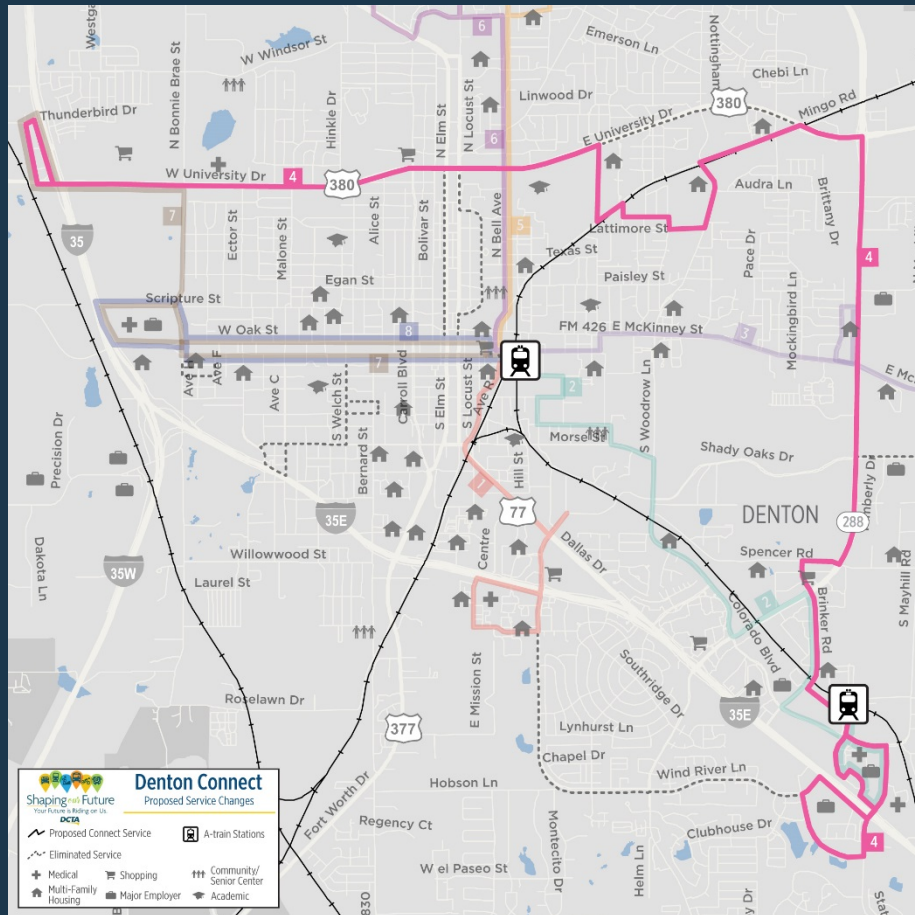
# Proposed Route 3 Changes



- Service to Morse Street and Denton County Offices has been moved to Route 4
- The loop around Cardinal and Oriole will be served on both the inbound and outbound to accommodate Denton Ryan students

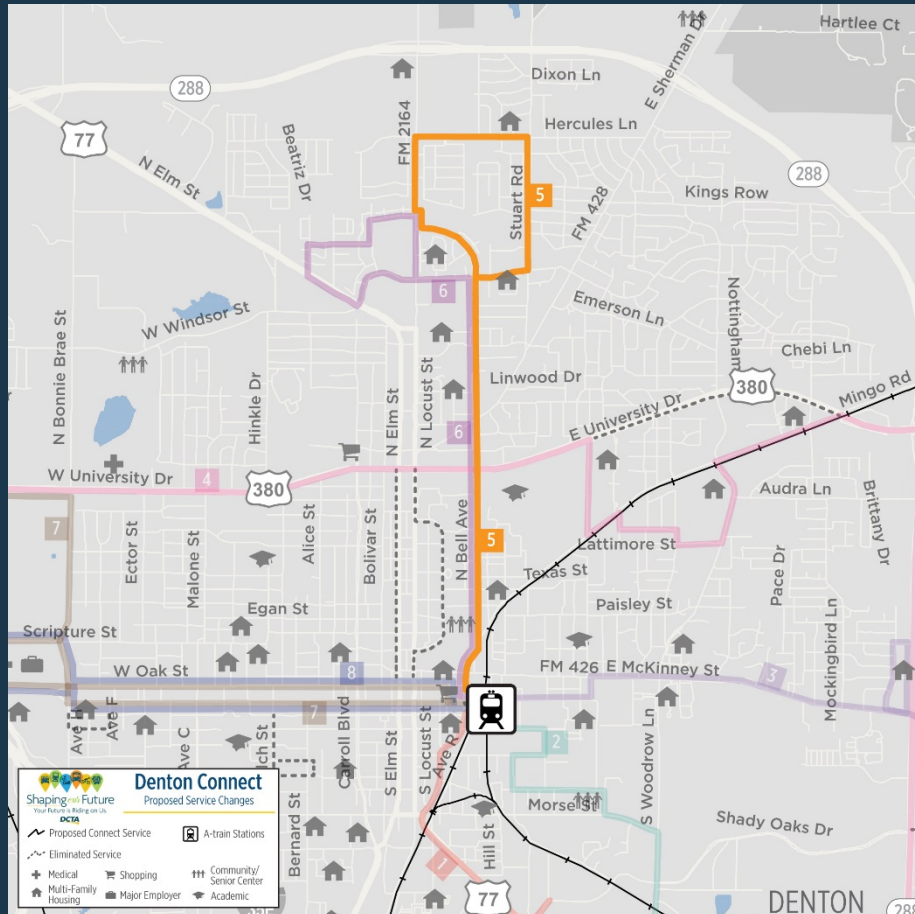


# Proposed Route 4 Changes



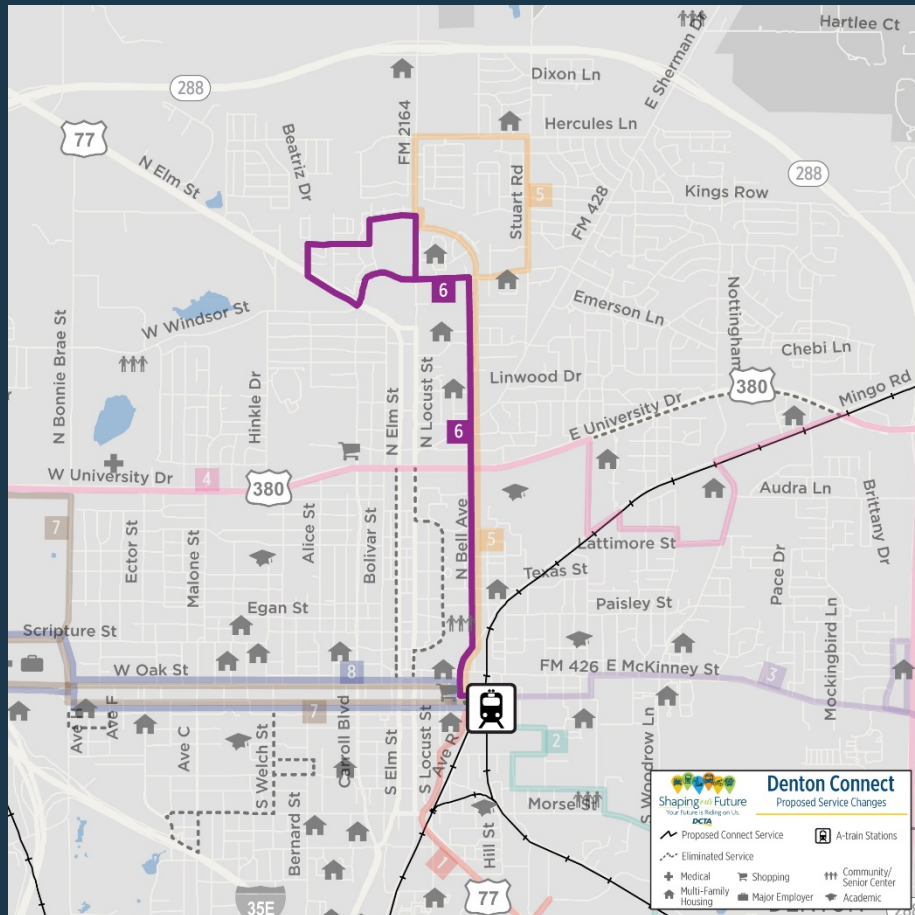
- Will act as a connector along the North and East sides of Denton
- Will not serve the Downtown Denton Transit Center
- Will have transfer opportunities to other Denton Connect Routes
  - Route 2 at stops between Brinker and Loop 288 to the Denton Regional Medical Center
  - Route 3 at the intersection of Loop 288 and McKinney
  - Routes 5 and 6 at the intersection of University and Bell
  - Route 7 along University at Razor Ranch
- Stops on University from Ruddell to Old North have been removed
- Service along Mingo and through the neighborhood south of the tracks will be bi-directional
- Will stop on Loop 288 at Morse next to the Denton County Administrative Complex
- Will stop at the Department of Public Safety Office located on Loop 288
- Will serve the Denton Regional Medical Center as well as Unicorn Lake

# Proposed Route 5 Changes



- Will no longer serve Windsor west of Bell, Fallmeadow, Gardenview, Evers Park, and North Branch Library
  - These locations will be served by Route 6

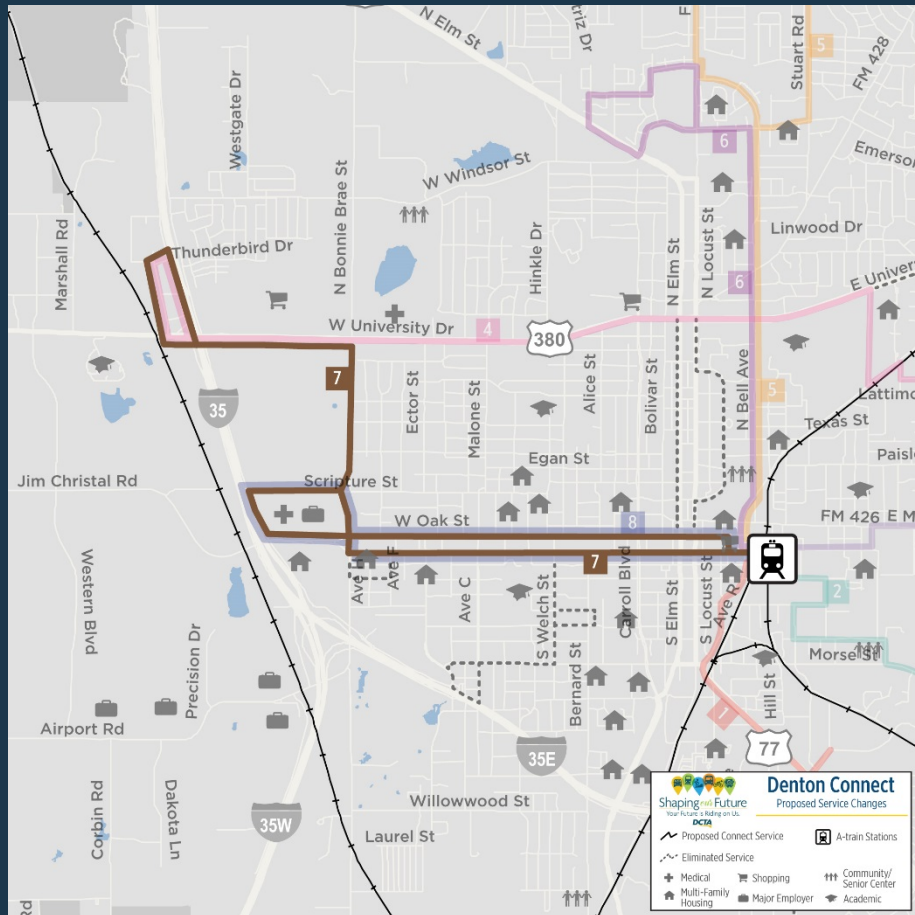
# Proposed Route 6 Changes



- Service along Oakland, Locust, & Elm Streets has been removed
  - Will no longer serve the West side of Texas Woman's University
- Will follow Bell Avenue from the Downtown Denton Transit Center to Windsor Street
- Will serve the western parts of the current Route 5

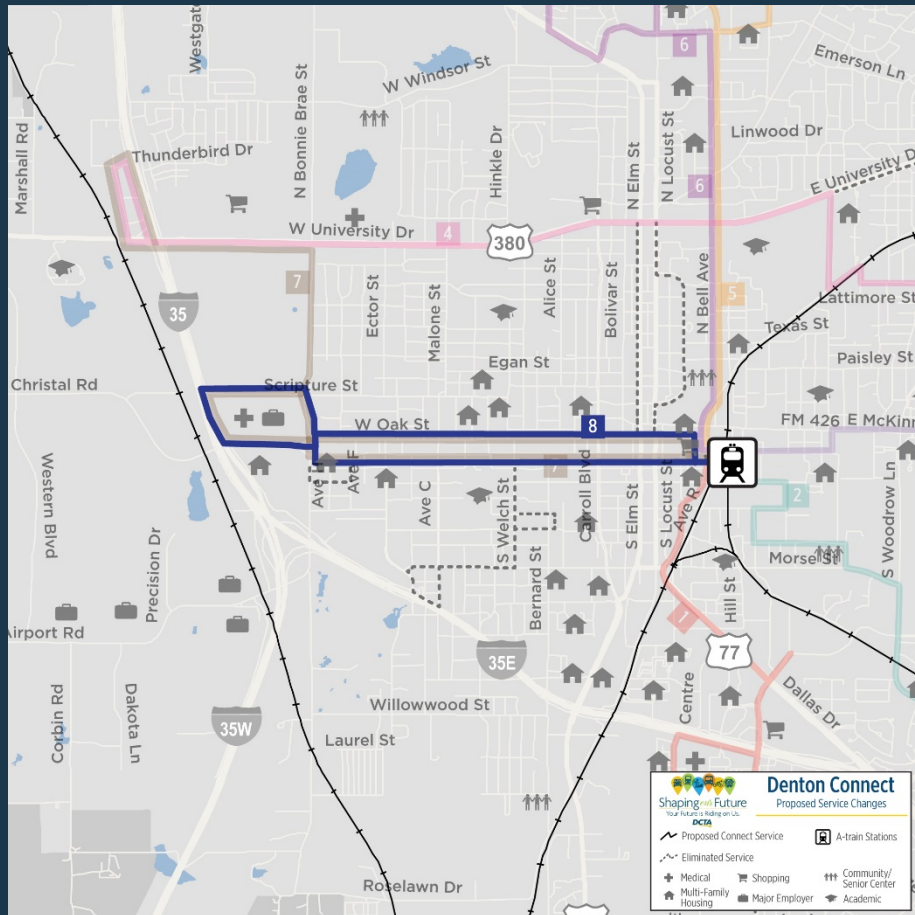


# Proposed Route 7 Changes



- The majority of the route is unchanged
- Service down Charlotte has been removed
- Route now serves Razor Ranch and Mesa along Bonnie Brae

# Proposed Route 8 Changes



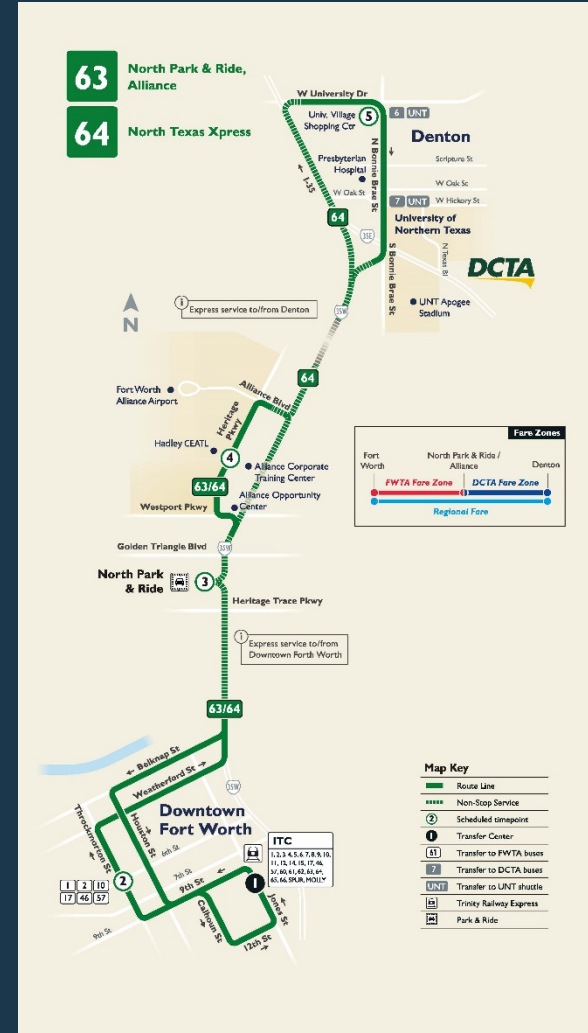
- Will follow the current Route 7 alignment without service along Charlotte Street
- Will no longer serve Welch, Eagle or the area around the old Sack 'n Save
- Connects with the UNT Mean Green Shuttle at the intersection of Ave B and Hickory for service along Maple Street which parallels Eagle

# North Texas Xpress

Bus Service Between Denton and Fort Worth

# North Texas Xpress (NTX)

- The Fort Worth Transportation Authority (FWTA) and the Denton County Transit Authority (DCTA) partnered to provide bus service along 35W
- Connects Fort Worth and Denton with stops in Alliance
- Operates between 5:15 a.m. and 9:45 p.m.





# North Texas Xpress (NTX)

## Weekdays

### Northbound

Route	ITC Station ①	6th St & Throckmorton ②	North P & R ③	Alliance Heritage Pkwy & Horizon Dr ④	Denton W University Dr & N Bonnie Brae ⑤
63	5:15	5:20	6:15	6:00	—
63	6:05	6:10	7:00	6:50	—
64	6:15	6:20	6:50	7:00	7:39
63	6:55	7:00	7:50	7:40	—
64	7:45	7:50	8:20	8:30	9:09
64	9:15	9:20	9:50	10:00	10:39
64	10:45	10:50	11:20	11:30	12:09
64	12:45	12:50	1:20	1:30	2:09
64	2:15	2:20	2:50	3:00	3:39
64	3:45	3:50	4:20	4:30	5:09
63	4:15	4:20	5:00	5:10	—
64	5:15	5:20	5:50	6:00	6:39
63	6:15	6:20	6:55	7:05	—
64	6:45	6:50	7:20	7:30	8:09
64	8:15	8:20	8:50	9:00	9:39

AM Times

PM Times

No Service on Saturday, Sunday or Holidays

## Weekdays

### Southbound

Route	Denton W University Dr & N Bonnie Brae ⑤	Alliance Heritage Pkwy & Horizon Dr ④	North P & R ③	ITC Station ①
63	—	6:00	6:15	6:50
63	—	6:50	7:00	7:40
64	6:15	6:57	7:07	7:45
63	—	7:40	7:50	8:30
64	7:45	8:27	8:37	9:15
64	9:15	9:57	10:07	10:45
64	10:45	11:27	11:37	12:15
64	12:15	12:57	1:07	1:45
64	2:15	2:57	3:07	3:45
64	3:45	4:27	4:37	5:15
63	—	5:10	5:00	5:50
64	5:15	5:57	6:07	6:45
63	—	6:15	6:05	6:55
63	—	7:05	6:55	7:45
64	6:45	7:27	7:37	8:15
64	8:15	8:57	9:07	9:45

AM Times

PM Times

No Service on Saturday, Sunday or Holidays

## Fares & Passes

### ITC to Alliance and Reverse \*

local day	local 2 hr	reduced day	reduced 2 hr
\$3.50	\$1.75	\$1.75	\$.85

### North Park & Ride to Denton and Reverse

local day	local 2 hr	reduced day	reduced 2 hr
\$6.00	\$3.00	\$2.50	\$1.25

### Regional ITC to Denton and Reverse

regional day	regional 2 hr	reduced day	reduced 2 hr
\$10.00	\$5.00	\$2.50	\$1.25

\*TRE 1 zone or regional fares apply as needed to transfer to TRE



# DCTA-Sponsored Uber Discount in Highland Village

# Discounted Uber Rides in Highland Village

- Offers additional transit options for those traveling within Highland Village
- There are two ways to access the DCTA-sponsored Highland Village Uber discount:
  1. Set a pickup location and a destination within the Highland Village Zone in the Uber mobile application
    - A \$2 discount will automatically appear
    - The discount will only appear Monday through Friday from 5:30 am to 7:00 pm.
  2. Set a pickup location and a destination in the Uber mobile application where one is in the Highland Village Zone and the other is Medical Center of Lewisville
    - Enter the special promotional code DCTAHV to receive a \$2 discount for their Uber ride
    - The discount will only apply Monday through Friday from 5:30 am to 7:00 pm.

# Budget Overview

Fiscal Year 2017

# FY17 Budget-In-Brief: Base-line Assumptions

- The DCTA Board of Directors approved the following at the September 22, 2016 board meeting
    - DCTA
      - Merit Pay – 3.5% (\$59,928)
      - Pay Plan Adjustment - \$25,000
    - TMDC
      - Non-Union – 3% merit (\$53,550)
      - Union (bus operators) – per union contract avg. \$16.61/hr.
    - Fuel
      - \$3.00/gallon (Bus - 380k gallons)
      - \$2.75/gallon (Rail - 400k gallons)
- \*Increased fuel stabilization fund to \$450k

# FY17 Budget-In-Brief: Base-line Assumptions

- Health Care Costs Increase
  - DCTA
    - Assumes 10% increase in benefit rate
    - Additional positions added
    - Grants Manager (Vacant in FY16)
    - Senior Planner (Hired in July 2016)
    - Payroll & Benefits Coordinator (PT in 2016)
  - TMDC
    - Assumes 15% increase in benefit rate
    - Additional positions added
    - 2 Mechanics



# Expanded Level Projects - Operating

- Staffing
  - Marketing Interns (2) - \$33,460
  - Mechanic (2) - \$141,360
  - Payroll & Benefits Coordinator (PT to FT) - \$51,223 (Net Impact)
- Memberships
  - Texas Transit Association - \$9,250
  - NCTRCA Membership - \$30,000
    - Will allow staff access to a DBE database for procurement activities.

## Expanded Level Projects - Operating

- Passenger Amenities
  - UNT Bus Stop Poles/Signage - \$58,900
- Service Enhancements
  - 35W-Denton-Ft.Worth (Oct '16) - \$450k
  - Denton COA Phase 1 (Jan '17) - \$150k (\$200k annual)
  - Rail Service Placeholder (Aug '17) - \$41,667 (\$250k annual)
  - Denton COA Phase 2 (Jan '18) - \$315k in 2018 (\$420k annual)

# FY17 Statement of Change in Net Position

## G&A Operating Expenses

Description	FY15 Actuals	FY16 Original Budget	FY16 Revised Budget	Actuals as of June 30, 2016	FY17 Proposed Budget	\$ Increase / (Decrease)	% Increase / (Decrease)
<b>GENERAL &amp; ADMINISTRATIVE</b>							
Salary, Wages and Benefits	2,103,634	2,643,498	2,534,126	1,745,104	3,093,757	559,632	22%
Services	948,337	1,412,474	1,508,500	809,502	1,574,450	65,950	4%
Materials and Supplies	172,635	239,700	239,700	106,470	118,982	(120,718)	-50%
Utilities	31,814	54,240	54,240	11,792	27,600	(26,640)	-49%
Insurance, Casualties and Losses	11,639	11,626	11,626	8,955	13,598	1,972	17%
Purchased Transportation Services	158,025	206,550	206,550	159,375	187,368	(19,182)	-9%
Miscellaneous	134,748	219,694	206,729	81,031	312,560	105,832	51%
Leases and Rentals	116,104	107,976	107,976	97,268	123,981	16,005	15%
Depreciation	-	33,333	33,333	-	28,333	(5,000)	-15%
Subtotal - G&A	3,676,937	4,929,092	4,902,779	3,019,496	5,480,630	577,851	12%

# FY17 Statement of Change in Net Position

## Bus Operating Expenses

Description	FY15 Actuals	FY16 Original Budget	FY16 Revised Budget	Actuals as of June 30, 2016	FY17 Proposed Budget	\$ Increase / (Decrease)	% Increase / (Decrease)
<b>BUS SERVICES</b>							
Salary, Wages and Benefits	5,957,867	6,463,161	6,584,471	4,875,283	7,623,917	1,039,446	16%
Services	566,898	714,150	775,608	504,474	755,541	(20,067)	-3%
Materials and Supplies	1,449,666	2,242,584	1,593,023	835,499	2,161,725	568,702	36%
Utilities	149,843	176,732	176,732	104,651	164,620	(12,112)	-7%
Insurance, Casualties and Losses	282,526	289,255	289,255	227,879	316,956	27,701	10%
Purchased Transportation Services	-	-	-	-	-	-	0%
Miscellaneous	30,854	47,960	48,010	20,174	58,100	10,090	21%
Leases and Rentals	6,443	6,000	34,000	24,334	43,308	9,308	27%
Depreciation	1,628,053	1,917,896	1,953,887	1,210,258	2,262,289	308,402	16%
Subtotal - Bus Services	10,072,150	11,857,738	11,454,986	7,802,552	13,386,455	1,931,470	17%

# FY17 Statement of Change in Net Position

## Rail Operating Expenses

Description	FY15 Actuals	FY16 Original Budget	FY16 Revised Budget	Actuals as of June 30, 2016	FY17 Proposed Budget	\$ Increase / (Decrease)	% Increase / (Decrease)
<b>RAIL SERVICES</b>							
Salary, Wages and Benefits	277,509	287,591	299,419	223,201	315,252	15,833	5%
Services	1,206,941	298,160	269,775	319,716	276,155	6,380	2%
Materials and Supplies	906,439	1,301,000	642,799	434,667	1,118,667	475,868	74%
Utilities	290,734	280,389	280,389	150,378	289,044	8,655	3%
Insurance, Casualties and Losses	485,946	499,334	499,334	377,566	523,640	24,306	5%
Purchased Transportation Services	9,922,894	11,427,074	10,427,074	7,628,423	9,375,986	(1,051,088)	-10%
Miscellaneous	20,996	13,693	13,693	10,554	14,745	1,053	8%
Leases and Rentals	2,099	102,207	2,207	1,655	2,208	1	0%
Depreciation	7,709,452	8,029,976	8,029,976	5,424,467	8,049,118	19,142	0%
Subtotal - Rail Services	20,823,009	22,239,424	20,464,666	14,570,626	19,964,815	(499,851)	-2%

\*Purchased Transportation based on current "Best and Final Offer" received from First Transit

# FY17 Statement of Change in Net Position

## Non-Operating Revenues (Expenses)

Description	FY15 Actuals	FY16 Original Budget	FY16 Revised Budget	Actuals as of June 30, 2016	FY17 Proposed Budget	\$ Increase / (Decrease)	% Increase / (Decrease)
<b>Non-Operating Revenues / (Expense)</b>							
Investment Income	24,772	20,000	20,000	42,585	40,000	20,000	100%
Non-Operating Revenues / (Expense)	147,360	1,500	1,500	109,583	1,500	-	0%
Sales Tax Revenue	23,261,746	23,067,404	23,067,403	17,994,003	24,624,601	1,557,198	7%
Federal Grants & Reimbursements	6,227,397	10,753,357	12,625,651	4,181,558	15,360,732	2,735,081	22%
State Grants & Reimbursements	1,395,467	-	227,029	317,488	2,844,087	2,617,058	1153%
Long Term Debt Interest/Expense	(1,211,899)	(1,156,422)	(1,156,422)	(867,124)	(1,098,412)	58,010	-5%
<b>Total Non-Operating Revenue / (Expense)</b>	<b>29,844,844</b>	<b>32,685,839</b>	<b>34,785,161</b>	<b>21,778,093</b>	<b>41,772,508</b>	<b>6,987,347</b>	<b>20%</b>



# FY17 Capital Budget

- Capital {New}
  - AVL & Farebox Systems - \$200k
  - IOMF Lewisville Fuel Tanks - \$250k
  - Safety & Security (Agency-Wide) - \$250k (Partially Grant Funded)
  - Infrastructure Acquisition - \$1.9M
  - Project Management/Document Control - \$150,000



DENTON COUNTY  
TRANSPORTATION  
AUTHORITY



RideDCTA.com • #RideDCTA

## October 2016 Public Engagement Wrap Up

### Engagement Area:

Cities of Lewisville, Highland Village and Denton

### Engagement Objective:

Solicit public input on the proposed Denton Connect service changes, the new North Texas Xpress service along 35W, the DCTA-sponsored Uber discount in Highland Village, as well as the agency's fiscal year 2017 budget.

### Engagement Timeframe:

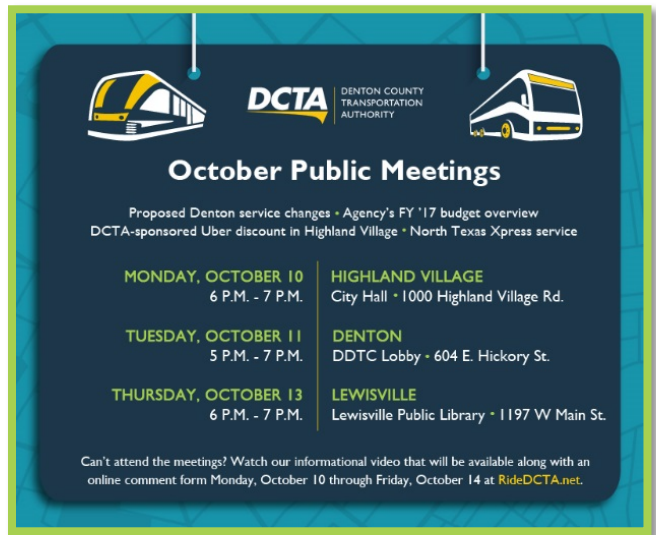
October 10 – October 14, 2016

### Public Meetings

A series of public meetings were held in Lewisville, Highland Village and Denton during October 2016. The meetings were held in a variety of settings in an effort to bolster attendance and engagement. An online presentation showcasing the information presented at the three meetings was hosted on RideDCTA.net with an available comment form the week coinciding with the physical meetings.

### Business/Stakeholders

DCTA worked with each city, local universities and local community groups to promote the meetings through a variety of methods, including postings, social media, and etcetera.

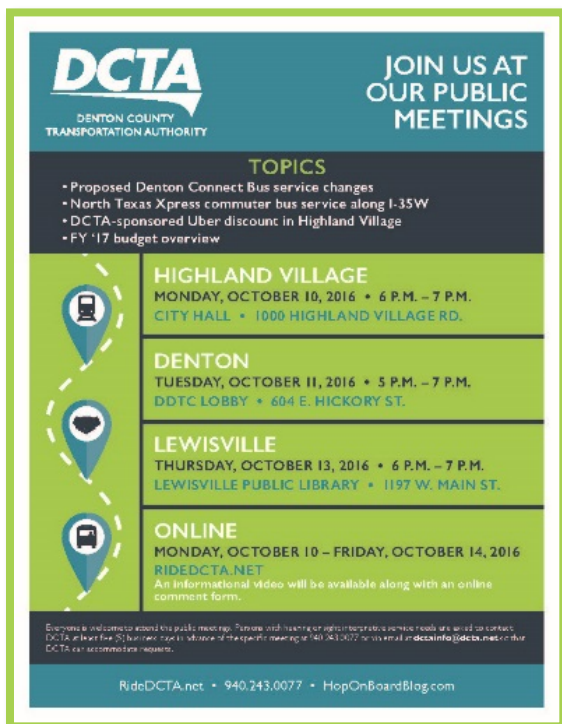


**October Public Meetings**

Proposed Denton service changes • Agency's FY '17 budget overview  
DCTA-sponsored Uber discount in Highland Village • North Texas Xpress service

<b>MONDAY, OCTOBER 10</b> 6 P.M. - 7 P.M.	<b>HIGHLAND VILLAGE</b> City Hall • 1000 Highland Village Rd.
<b>TUESDAY, OCTOBER 11</b> 5 P.M. - 7 P.M.	<b>DENTON</b> DDTC Lobby • 604 E. Hickory St.
<b>THURSDAY, OCTOBER 13</b> 6 P.M. - 7 P.M.	<b>LEWISVILLE</b> Lewisville Public Library • 1197 W. Main St.

Can't attend the meetings? Watch our informational video that will be available along with an online comment form Monday, October 10 through Friday, October 14 at [RideDCTA.net](http://RideDCTA.net).







**DCTA**  
DENTON COUNTY  
TRANSPORTATION  
AUTHORITY

**JOIN US AT  
OUR PUBLIC  
MEETINGS**

**TOPICS**

- Proposed Denton Connect Bus service changes
- North Texas Xpress commuter bus service along I-35W
- DCTA-sponsored Uber discount in Highland Village
- FY '17 budget overview

	<b>HIGHLAND VILLAGE</b> MONDAY, OCTOBER 10, 2016 • 6 P.M. - 7 P.M. CITY HALL • 1000 HIGHLAND VILLAGE RD.
	<b>DENTON</b> TUESDAY, OCTOBER 11, 2016 • 5 P.M. - 7 P.M. DDTC LOBBY • 604 E. HICKORY ST.
	<b>LEWISVILLE</b> THURSDAY, OCTOBER 13, 2016 • 6 P.M. - 7 P.M. LEWISVILLE PUBLIC LIBRARY • 1197 W. MAIN ST.
	<b>ONLINE</b> MONDAY, OCTOBER 10 - FRIDAY, OCTOBER 14, 2016 <a href="http://RIDEICTA.NET">RIDEICTA.NET</a> An informational video will be available along with an online comment form.

Everyone is invited to attend the public meetings. Persons with disabilities who require a special needs are asked to contact DCTA at least five (5) business days in advance of the specific meeting at 940.243.0077 or via email at [dctainfo@dcta.net](mailto:dctainfo@dcta.net) or the DCTA customer relations team.

RideDCTA.net • 940.243.0077 • [HopOnBoardBlog.com](http://HopOnBoardBlog.com)

### Media/Community Relations

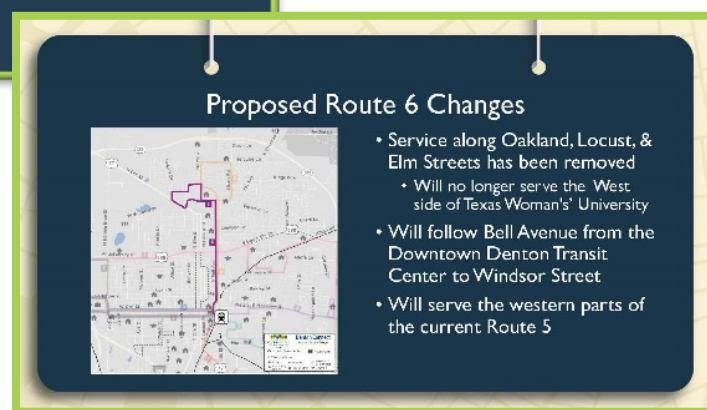
Press Releases were sent out to area newspapers two weeks prior to the meeting dates.

Newspaper ads were purchased in the Lewisville Leader, Denton Record Chronicle and The Leader and ran at least twice in all publications.

Meeting notices were posted on RideDCTA.net, Facebook and Twitter. Notices were posted on the vehicles as well as on the affected bus stops. Information regarding the proposed changes to Denton Connect Bus service was onboard all Denton and UNT vehicles.

## Meeting Statistics

- Highland Village Public Meeting
  - Monday, October 10
  - 6 p.m. to 7 p.m.
  - Highland Village Municipal Complex City Council Chambers
  - 2 individual interactions
  
- Denton Public Engagement Day at the Euline Brock Downtown Denton Transit Center & Denton Public Meeting
  - Tuesday, October 11
  - 8 a.m. to 7 p.m.
  - 103 individual interactions
  
- Onboard Denton Connect Engagement
  - Thursday, October 13
  - 8 a.m. to 12 p.m.
  - 22 individual interactions
  
- Lewisville Public Meeting
  - Thursday, October 13
  - 6 p.m. to 7 p.m.
  - Lewisville Public Library Lobby
  - 5 individual interactions
  
- Online Video
  - Monday, October 10 – Monday, October 17
  - RideDCTA.net
  - 77 Video Views
  - 382 Unique Page Views



## Comments

### ▪ Highland Village Public Meeting

- I would like to see service along 121 connecting DCTA with DART in Plano. I think it should go from the Old Town Station, with a stop in the Colony and over to DART's Northwest Park and Ride.
- I really think that extending the A-train to the Downtown Carrollton Station is vital to DCTA's continued success and growth. Especially when the Cotton Belt line becomes a reality.

### ▪ Denton Public Engagement Day at the DDTC

- I have a few concerns about Rt 4. I know that there are many customers that go to the Unicorn Lake area for medical appointments, movie theatre, restaurants, etc. If Route 4 isn't going to the DDTC central station at all does it mean that all passengers have to go from central on other buses and transfer to Rt 4 at common bus stops? We also have many customers who go to the Denton Center area on University (especially Kroger) and the Movie Tavern and banks and restaurants and Denton High School in that area who would have to use Rt 4 to get there. Is Rt 4 route schedule going to accommodate passengers getting to work and school on time?
  - Will UNT students have to utilize UNT shuttles to get around UNT campus because of the Rt 8 changes?
- North of University has no service
  - Cannot get to bus stop
  - Service on Nottingham & Emerson to Old North
- Is there a way to connect Route 1 to Route 4?
  - Additional vehicles are needed on Route 4
- You should use the new Welcome Center in Denton to help get the word out about meetings
  - Later hours on buses, I am not off work until 9pm
  - Sunday service for work
- Weekend hours extended
- Add Online maps that are clearer w/street names & shops
- You should look at serving Friends of the family located at 4845 S I-35 E, Suite 200, Corinth, TX 76210
- I like the proposed routes
- It is not pedestrian friendly along Charlotte making the changes hard on disabled and wheelchair passengers
- You should have service to the Denton South Branch Library
- You should have better service to the Ridge on Colorado Drive
- I would like concrete pads near stops near Razor Ranch, grassy now and hard to get off on street at shops when in a wheelchair
- I would like to see a connection between Route 1 and Route 4
- I like the current detour for the Kroger on University, they drop off on Sherman on the side of Kroger and it is easier to get to the store
- I go to UNT and I use the stops at Fry street and the one on Welch next to the student union
- I live along Pennsylvania Dr. & Teasley, and losing the Route 1 along this route will force me to travel 2 miles by foot every morning to get to the bus. I also weekly used this bus to get to the Unicorn Lake area and now I will not be able to. I ride this route daily.
- Synchronize buses at DDTC, particularly when service is 60 minutes
- I ride Route 7, picking up at Charlotte & Bonnie Brae and I go to the Denton State School I have to be there by 8:00 for my start time
- Keep Charlotte St., Lots of handicap ride from this street
- I use a wheelchair and I live on Elm Street. I am unhappy about losing stop at Elm @ 3rd St.
- Concerns about ability to travel all the length of Route 4 in time with construction and traffic issues
- 30 minute frequency is preferred especially on Route 6, however I am worried about construction delays
  - The new shelter on Route 6 is nice
  - You should add more stops along University
- There are a lot of UNT students who use the stop along Route 8 at Welch & Eagle
- It is hard to get across 288 from Walmart to Kroger
- I would like Sunday service so I can get to/from work

- I live at Village East on Route 4 at University @ Old North Rd. and I work at GTI on Route 8 (Large Call Center) I do not want to lose my access to service for my home and work
- You should use small buses for lower ridership areas in order to keep service in areas that are proposed to lose service
- I commute to work at UNT and I am unhappy about the changes
- You should keep Route 9 to keep the service in order to keep the service along Welch & Eagle
- I still want to keep frequent service, and I don't think that only 2 buses to serve UNT is sufficient
- I typically ride Routes 8 & 9
- I am worried about loss of GTI for the workers there
- I like the service on Route 8 to Welch & Eagle, because I use it to go to the Dollar General, restaurants and the laundry mat. I am also worried that the UNT students will not have service
- I live at Unicorn Lake and I go to TWU. With the proposed changes I would have to walk from University and Bell to TWU Campus or transfer to another route
- The temporary stop on side of Kroger's needs to be permanent, It's better than the former Kroger's stop, but the #6 stop by the gas station is very uneven and not a safe walk at all
- Charlotte St. is physically the safest stop you have that and the stop in front of the apartments facing Eagle Manor – Hickory's fine to a point, but on a bit of an incline and if it ices over it's a hazard
- Can you eventually add a stop at the Downtown Denton Transit center for the Fort Worth bus route?
- I would like to be able to go from the DDTC to Fort Worth
- GTI employees are worried about losing service to place of work
- I am in a wheelchair and I live along Louise Street, near Charlotte. I have a problem using stop along Charlotte as it will be very difficult for me to reach my stop
- I am a UNT Student and I have issues with Route 8 not going along Welch because that means I would have to walk across campus and I do not feel safe late at night
- There are no sidewalks around Charlotte, so I don't like the change to Route 7
- I would like to see service to Denton Guyer High School and that part of town, right now it has no service
- I would like service on Sundays for work
- You should run a bus to friends of family close to NCTC – Katy Trail
- I don't like not having direct access to the movies and Unicorn Lake area from my house at Londonderry and I would have to make three transfers to get to this area with these changes
- I would like to keep Sack 'n Save portion of the Route 8
- Worried about losing the Sack 'n Save area and service to area through UNT
- I am concerned about Route 4 crossing over I35 traffic and onto the service road at 135E
- Your drivers are wonderful, but you need to look at turnover
- Don't Change routes, you should leave routes alone
- There are a few areas you should serve:
  - Truck stop – Greyhound Stop even if this was an on demand shuttle
  - Fort Worth Drive South of I35E near the Old Smokehouse BBQ
- Are you going to serve the new shopping center across from Rayzor Ranch on Route 6? We need stops on that side & signs along other side need to be replaced
- I35 backs up Route 1 now, how will you handle this on Route 4?
  - I would not change routes 4, 5, 7, 8 & 9 because they run pretty much on time
  - Route 8 is missing the stop sign in front of IHOP
  - Would like to keep this part of Route 8 around the old Sack 'n Save for access to UNT basketball games and the IHOP
- I like the reflector lights that you gave out so I can help signal drivers they I am at a dark stop
- I am concerned about the changes because I travel from Teasley to the State School Area and with the changes I would have to take 3 routes to get there
- Worried about service road at 135E near Unicorn Lake, it is dangerous to make that turn
- I think there should be a stop closer to Calhoon Middle School along Bernard Street for the students
- I don't like that Charlotte Street losing stop/shelter
- The stop before Presbyterian by apartments the sign is badly faded
- The Route 8 & 9 changes cuts off access to Routes, the sidewalks are bad so you can't get to the University
- I suggest the uses of minibuses in the old streets and the Teasley area



- The North Texas Xpress could start from DCTA, then go to the Presbyterian parking area on its way to Fort Worth. In my opinion, that bus would have a better chance at full ridership by going through downtown Denton both giving to and coming from Fort Worth.
- Extend a bus from Med Park to Teasley & Pennsylvania
  - This would be the most convenient for residents in South Ridge Neighborhood, I ride from here daily
- You should have a stop at TA Travel – Truck Stop at US 77 & I35. That is the Greyhound Connection
- I like the route 2 going to Walmart at Rayzor Ranch
  - The key places that I travel to are Walmart, Kroger, the doctor's, and home
- Will the shelter at Mesa & Barcelona Family Healthcare be staying?
- My doctor's office is on Elm, just south of my apartment, and I live on Elm Street at 2nd Street. Stop right in front of apartments (Elmwood Apts.) with these changes I am losing my stop? What do I do now? There are not consistent sidewalks in the area and I am in a wheelchair.
  - The Route 6 temporary stop is great, and I would like to keep it.
- Why don't you have service along Carroll or on Fort Worth Dr. across from I35E?
- Proposed Route 4 works for me
- I love the bus system. I cannot drive, so it is very convenient for me
- You should have service to the food bank on Sycamore, between Elm and Locust on Sycamore
- The inbound on Route 3 you need to keep Morse through from Oriol to Loop 288, it is dangerous to walk there
- You need a shelter on Route 1 inbound at Teasley and Londonderry at Eureka Village Apartments
- Keep Route 9 and service to the south side of campus
- You need service on Fort Worth Dr.
- Route 4 needs to connect with the Route 1
- Keep Service on Eagle
- Keep service on Welch
- I like these proposals. I mainly use 7, 8, 2, on New Maps.

▪ **Onboard Denton Connect Engagement**

- Length of Route 4 is a problem, we will have to make multiple in route and we are only issued one transfer per trip
- I will probably stop using DCTA's services with the proposed Route 4
- Many people get off the bus along Route 1 at the CVS on Wind River
- I don't like the transfers and I will not be able to get to Unicorn Lake from the DDTC.
- Employees work at GTI near the old Sack 'N Save location
- Better frequency would trump the Route 8 changes along Welch & Eagle
- I would like if I had more frequent service on A-train especially on Saturdays
- Stop at IHOP on North Texas Blvd is missing the stop sign
- Drop off a lot of people at Welch & Highland for the BLB building and the Highland Street Garage
- There are many apartments in the Welch/Eagle area with people wanting to travel to work
- I think you should have one UNT Shuttle Bus that goes to DDTC
- The stop blade at Oak & Locus only says Route 6 but is really served by multiple routes
- There is no sign for the stop along McKinney before Bell
- The buses packed on 8 & 9 in early morning, so I am worried not going to have capacity on buses if go to two routes
- Church at Elm & Carroll is a busy stop in the mornings between 10:30 and 11
- Build in enough time in the schedule to load wheelchairs
- The delivery trucks that stop at the Midway Craft House on the corner of Hickory and Welch will cause problems with loading and unloading passengers

▪ **Online Feedback Form with Video/Presentation, GOREquest and Customer Feedback**

- DCTA should provide a direct link between the DDTC and the UNT Discovery Park Campus on N. Elm Street.
  - I understand that the Proposed Route 6 will no longer run down University, but will instead run North up Elm ST. However, the proposed change OUGHT to run all the way to Discovery Park.

Please modify the route so that the nearly 4,000 students, faculty and staff at Discovery Park can have a direct connection to the DDTC.

- You at the DCTA are already well aware that many of the people working at Discovery Park commute to work via car, and only a few use the DCTA (other than the students who use the UNT Shuttle operated by the DCTA between the main campus and Discovery Park). I predict many more of our car commuters would willingly shift to DCTA if you include Discovery Park on the new Route 6.
- Thank you for considering my proposal. Connecting to Discovery Park makes sense and I don't think it will ever be any easier.
- Since I'm unable to attend any of the public meetings this week, I want to give you my feedback regarding the proposed Denton Connect service changes:
  - Route 1: I like the addition of service to Londonderry and Sam Bass to this route, but I also think that service along Teasley from Londonderry to Lillian Miller needs to continue in order to serve the southern part of Denton, as well as to provide people with service to South Lakes Park, the south branch library and the CVS at Teasley @ Lillian Miller. Here's specifically what I'd like to propose for Route 1:
    - In addition to the proposed route, retain the current stops that exist now along Teasley between Londonderry and Lillian Miller, except move the stop on eastbound Teasley that's now in front of the CVS a few feet further west so that the bus will be able to turn left from Teasley onto Lillian Miller
    - Add a stop on northbound Lillian Miller just north of Teasley/Windriver
    - Add a stop on northbound Lillian Miller either just north or south of Southridge
    - Add a stop on northbound Lillian Miller just south of the shopping center that houses the Denton Music Academy, Chili's, Fuzzy's, etc.
    - The bus will turn right at the light that marks to the entrance to that shopping center so that the bus can make a u-turn to proceed back south on Lillian Miller
    - Add stops along southbound Lillian Miller between the light marking the entrance to that shopping center and Teasley/Windriver that are directly across from the stops I proposed above on northbound Lillian Miller
    - Add a stop along westbound Teasley directly across from the new CVS stop I proposed above on eastbound Teasley
  - Route 2: I like the proposal for this route. Will this route now automatically include a stop at MedPark Station after it leaves the DRMC unlike now in which passengers must request this stop? I think the stop at MedPark should be automatic both inbound and outbound to better serve A-Train passengers.
  - Route 3: I like the proposal for this route.
  - Route 4: I like the proposal for this route, as I think a crosstown route like the 400-series DART routes and FWTAs' Route 25 has been much needed in Denton. Three questions about this revamped Route 4:
    - Will the portion of the route still have stops along Windriver near the Cinemark, BJ's and Chuy's? I think those stops are needed.
    - Will there be inbound and outbound stops at MedPark Station? I think those stops are needed to better serve A-Train passengers.
    - Will there be connections along this route to FWTA's Route 64 as there are now along the current Route 6?
  - Route 5: I like the proposal for this route.
  - Route 6: I think the Oakland/Elm/Locust portion of the route needs to remain in order to better serve TWU and also to provide more and better connections with downtown Denton and the square. I like that this route will serve the north branch library and the Evers Park area as Route 5 does now, but I also think that this route should be extended further west along Windsor to Bonnie Brae so that North Lakes Park and the North Lakes Recreation Center are both served.
  - Route 7: I like the proposal for this route. Will there be connections along this route to FWTA's Route 64 as there are now?
  - Route 8: I like the proposal for this route, except that I think service along this route should also extend from Hickory south on Bonnie Brae and then west on Airport Rd. so that the employment centers along and near Airport Rd. as well as the Denton Enterprise Airport are serviced.
  - Also, will Route 9 continue to operate?

- I hope you will consider all of my suggestions, and thank you so much for allowing me to provide feedback in order to help DCTA provide the best bus service possible throughout Denton.
- I saw the proposed change to Route 8 for DCTA Connect Bus. I oppose it. Eliminating Route 9 and then changing Route 8 leaves the East and South sides of the UNT campus without DCTA service. The proposed changes make no sense to serious commuters and come right at a time when our President Dr. Smatresk is telling us we all need to seriously consider taking mass transit to work. I think you all are seriously out of touch with what the President is saying. Perhaps there is something I can't see from my point of view. What is seriously needed is more bus connectivity between UNT and the DDTC not less. Thank you for considering my input.
- Public restroom at the rail stations as well as additional parking at the Downtown Denton Transit Center are very important
  - Would like to see bus service to Main Street at Garden Ridge in Lewisville
  - Would like to see later trains during the week to get people back from Dallas especially during the State Fair of Texas (9 p.m.)
  - Would like to see additional bus trips on Lewisville, Lewisville and Denton both put in a half cent sales tax but there is much more service in Denton than there is in Lewisville.
- I do not like the new bus routes changes for 5 and 6 in January. I live near top of the hill of Coronado Dr. With the new bus route changes I would have to hike up the hill with a full load of groceries when I go shopping. I do like the fact that route 4 will connect the busses and go to loop 288 and University
- I recently had a look at the proposed plan to have the routes changed, and saw that route 6 would be splitting the area that is currently all route 5's, routes 5 and 6 would travel north on Bell Ave. Until Windsor, 5 would continue straight and 6 would turn left, and cross fm2164 at North Branch Library. This actually cuts out the entire neighborhood of Coronado st. Currently route five takes a left on Coronado and a right on Locust, then another left on Windsor from fm2164. I think that it would be a mistake to do this. There is no need for both buses to travel all the way northbound on Bell, if route 6 would take the left on Coronado then a right on Locust, it would be better for the company, and especially the residents who lived and work in that area.
- By not going down Teasley lane to Wind River, you are ignoring the Southeast corridor of Joey Hawkin's council district. The 4th district pays a lot of sales tax.
- "Great plan! Thank you DCTA. ~Denton Native"
- By cutting route 1 in half, you are denying service to the southeast main arterial (Teasley Lane). You are ignoring the Bucces (150 employees), Jostens, the south library, CVS and DATCU, 3 churches, 1 elementary school. Your basic assumptions about increased ridership will turn out to be flawed.
- Rt 3 has cut out services to Kimberly in which there are offices, such as, UPS, CPS, WICK, Sally Beauty, Probation office, please consider looking at this route again.
- I depend on DCTA for my daily commute to UNT, so I am most affected by the changes to routes 7, 8 and 9. I am very concerned that these plans eliminate route 9. While I understand that using 7 and 8 on a loop up and down Hickory and Oak will offer more frequent service, it limits service to only one side of campus. Having at least one route continue on Welch provides an option for access from the other side of campus. Expecting riders to rely on UNT shuttles merely adds more wait time and the likely result that waiting on a shuttle means you miss the bus connection. Please consider either keeping the limited service of route 9 with the pick-ups on Welch, or allow route 7 and 9 to loop on Hickory and Oak and keep the current route 8. Route 8 extends service out to the Performing Arts Center and Gateway conference center. Thank you. (P.S. I LOVE the A-train!)
- I hope that there will be sufficient frequency, especially in the mornings, so that shortly after the A-Train arrives, people will not be twiddling thumbs, waiting for the rides on route 7 or 8 (currently covered by route 9).
- The consolidation of these routes looks good, and focused.
- It would be nice if an Uber type or pay as you go service could be offered for businesses along Airport Rd. in Denton. TOO MANY CARS ON THAT ROAD!!!! And no public transit at all.
- I live in Dallas and work in Denton. I rely on the bus lines to get me between the DTTC and the UNT campus so that I can commute to and from work by train.
- What is the purpose of removing DDTC service from Route 4? This removes my only way of getting to the UNT campus from my home, and I know of at least three other students who use this route and connect to 7, 8, or 9 from the DDTC. I also see many TWU students boarding the bus near the Ruddell stops. Is the goal of these changes to improve ridership? I ride DCTA 5 days a week, every week, but these changes would completely put me out of luck.



DENTON COUNTY  
TRANSPORTATION  
AUTHORITY

JOIN US AT  
OUR PUBLIC  
MEETINGS

## TOPICS

- Proposed Denton Connect Bus service changes
- North Texas Xpress commuter bus service along I-35W
- DCTA-sponsored Uber discount in Highland Village
- FY '17 budget overview



### HIGHLAND VILLAGE

MONDAY, OCTOBER 10, 2016 • 6 P.M. – 7 P.M.

HIGHLAND VILLAGE CITY HALL • 1000 HIGHLAND VILLAGE RD.



### DENTON

TUESDAY, OCTOBER 11, 2016 • 5 P.M. – 7 P.M.

DOWNTOWN DENTON TRANSIT CENTER LOBBY • 604 E. HICKORY ST.



### LEWISVILLE

THURSDAY, OCTOBER 13, 2016 • 6 P.M. – 7 P.M.

LEWISVILLE PUBLIC LIBRARY • 1197 W. MAIN ST.

### ONLINE

MONDAY, OCTOBER 10, 2016 – FRIDAY, OCTOBER 14, 2016

[RideDCTA.NET](http://RideDCTA.net)

An informational video will be available along with an online comment form.

Everyone is welcome to attend the public meetings. Persons with hearing or sight interpretive service needs are asked to contact DCTA at least five (5) business days in advance of the specific meeting at 940.243.0077 or via email at [dctainfo@dcta.net](mailto:dctainfo@dcta.net) so that DCTA can accommodate requests.

**FORT WORTH TRANSPORTATION AUTHORITY**  
**FORT WORTH-ALLIANCE-DENTON EXPRESS**

**TITLE VI ANALYSIS**



**JUNE, 2016**

## MAJOR SERVICE CHANGE POLICY

Major service changes must be evaluated for Title VI impacts according to The T's Service Standards policy. The T defines a major service change as:

1. An increase or decrease of 25% or more of the number of transit route miles of a transit route,
2. An increase or decrease of 25% or more of the number of transit revenue vehicle miles of a transit route, computed daily, for the day of the week for which the change is made, or
3. The establishment of a new transit route.

## ADVERSE EFFECTS

The T establishes that a fare change, major service change or other policy has a disparate impact if the minority populations will experience 20% more of the cumulative burden, or experience 20% less of the cumulative benefit, relative to the non-minority populations, unless (a) there is substantial legitimate justification for the change, and (b) 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.

## DISPARATE IMPACT

Minorities are defined as persons who identified themselves as Hispanic or a member of a race other than White in the 2010 decennial Census. The analysis compares the population affected by the change to the population of the service area as a whole. Should the percentage of minority population for the affected area be more than 20% greater or less than the percentage of minorities in the service area as a whole, the change would be considered to have a "disparate impact".

## DISPROPORTIONATE BURDEN

Low-income persons are defined as persons with household income below the poverty level as reported and tabulated by the U.S. Census Bureau in the 2012 American Community Survey. The analysis compares the population affected by the change to the population of the service area as a whole. Should the percentage of low-income population for the affected area be more than 20% greater or less than the percentage of low-income in the service area as a whole, the change would be considered to have a "disproportionate burden".



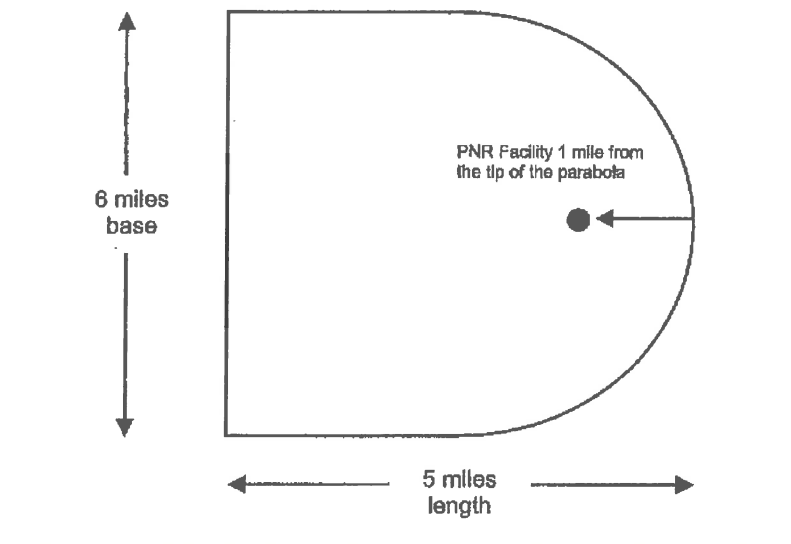
## ANALYSIS FRAMEWORK

**Table 1** below shows the minority and low-income population for The T's service area for comparison.

<b>Table 1 – The T Service Area Population Data</b>				
Total Population of Service Area	Minority Population of Service Area <sup>1</sup>	Percent Minority	Low-Income Population of Service Area <sup>2</sup>	Percent Low-Income
751,401	435,228	57.9%	137,167	18.5%

Fixed route impacted populations are defined as blocks or block groups intersecting a ¼ mile buffer zone of the proposed route or change exclusive of “closed door” segments such as freeways. Unidirectional express routes beginning in a park-n-ride lot are evaluated based on the population of the expected catchment area, defined as a parabola shape six miles wide by five miles long with the station one mile within the apex as shown in **Illustration 1** below<sup>3</sup>.

**Illustration 1 – Park-n-Ride Express Bus Catchment Area**



## IMPACT ASSESSMENT

**Table 2** below shows the total affected population and the percentage minority for the proposed service change. The affected area minority population of 47.0% is not more

<sup>1</sup> U.S. Census Summary File 1 Tables QT-P3 and QT-P4

<sup>2</sup> American Community Survey 2012 5-year Tables S1701 and B01003 (740,392 persons for whom poverty status is determined)

<sup>3</sup> Fort Worth Park-n-Ride Development Study, North Central Texas Council of Governments, June 2008.

than 20% below the service area minority population of 57.9%. As the benefit does not apply to a significantly smaller percentage of minority persons than average, there is not a disparate impact to the minority population. See attached **Map A** for Disparate Impact location.

<b>Table 2 – Affected Minority Population</b>				
Route #	Change	Affected Population	Minority Population	Percent Minority
TBD	New	268,181	126,103	47.0%

**Table 3** below shows the total affected population and the percentage low-income for the proposed service change. The affected area low-income population of 19.0% is 0.5% higher than the service area low-income population of 18.5%. As the benefit applies to slightly more low-income persons than average, there is no disproportionate burden in this case. See attached **Map B** for Disproportionate Burden analysis.

<b>Table 3 – Affected Low-Income Population</b>				
Route #	Change	Affected Population	Low-Income Population	Percent Low-Income
TBD	New	318,392	60,564	19.0%

## JUSTIFICATION

While this new express bus route serves many non-minority suburban areas near the North Park-n-Ride, by virtue of being bi-directional, it also serves many minority and low-income areas in two central cities. As there is no Disparate Impact or Disproportionate Burden found, no further justification is required.



# Disparate Impact Analysis

## New Service

 New Express

 Catchment Areas

## Other Transit

 FWTA Route

 DCTA Route

 Rail Station

 Transfer Center

 Park-n-Ride

 Rider Request Area

## Census Blocks

### Minority Classification

 Minority

 Non-Minority

0 1 2 3 4 5 Miles

Minority Census Blocks are defined as blocks where the percentage of persons who identified themselves as Hispanic or a member of a race other than White is greater than the percentage for The T's entire service area of 57.9%.

State of Texas 54.7%

The T Service Area 57.9%

Map A





# Disproportionate Burden Analysis

## New Service

 New Express

 Catchment Areas

## Other Transit

 FUTA Route

 DCTA Route

 Rail Station

 Transfer Center

 Park-n-Ride

 Rider Request Area

## Block Groups

### Low-Income Classification

 Not Low-Income

 Low-Income

0 1 2 3 4 5 Miles

Low-Income Block Groups are defined as those where the percentage of persons who reported income less than the poverty level is greater than the percentage for The T's entire service area of 18.5%.

State of Texas	17.4%
The T Service Area	18.5%

Map B

