



DCTA Board of Directors Regular Meeting

June 24, 2021 | 10:00 a.m.

To be held by Zoom Video Conference

NOTICE IS HEREBY GIVEN that the members of the DCTA Board of Directors will be meeting via video conference using Zoom. The meeting will be made available to the public at the following web address: <https://zoom.us/j/94897326743> or by joining via telephone by dialing the following number: +1 346 248 7799; Meeting ID: 948 9732 6743.

CALL TO ORDER

INVOCATION

INTRODUCTIONS

PUBLIC COMMENT

This agenda item provides an opportunity for citizens to address the DCTA Board of Directors on any agenda item(s) or other matters relating to DCTA. Each speaker will be given a total of three (3) minutes to address any item(s). Anyone wishing to speak shall be courteous and cordial. Any person who wishes to address the DCTA Board of Directors regarding any item(s) may do so by utilizing the "raise hand" function of the Zoom meeting at this time. Citizens that are not able to connect virtually to the Zoom meeting must email his or her public comment to kmorris-perkins@dcta.net no later than **3:00 pm on Wednesday, June 23, 2021** to ensure the comment will be read. The Board of Directors is not permitted to take action on any subject raised by a speaker during Public Comments. However, the DCTA Board of Directors may have the item placed on a future agenda for action; refer the item to the DCTA Administration for further study or action; briefly state existing DCTA policy; or provide a brief statement of factual information in response to the inquiry.

CONSENT AGENDA

1. Consider Approval of May 27, 2021 Meeting Minutes

(packet pages 7-16)

Action Item

Backup Information: Exhibit 1: May 27, 2021 Meeting Minutes

2. Consider Approval of Monthly Financial Statements for May 2021

(packet pages 17-24)

Action Item

Backup Information: Memo 1

Exhibit 1(a): Monthly Financial Statements – May 2021

Exhibit 1(b): Capital Projects Budget Report – May 2021

3. Consider Approval of the 2021-2022 Swiftly Contract Renewal Form

(packet pages 25-28)

Action Item

Backup Information: Memo

Exhibit 1: 2021-2022 Swiftly Contract Renewal Form

4. Consider Extension of Interlocal Agreement (ILA) with City of McKinney for McKinney Urban Transit District (MUTD) Collin County Transit (CCT) Services

[\(packet pages 29-33\)](#)

Action Item

Backup Information: Memo

Exhibit 1: Sixth Amendment to the City of McKinney MUTD ILA

5. Consider Extension of Task Order with Irving Holdings for McKinney Urban Transit District (MUTD) Collin County Transit (CCT) Services

[\(packet pages 34-42\)](#)

Action Item

Backup Information: Memo

Exhibit 1: Irving Holdings Task Order 3 Rev. 2

REGULAR AGENDA

1. Review and Discuss Project Management Office (PMO) Activities Related to Task Order #2 with Accenture, LLC

[\(packet pages 43-45\)](#)

Discussion Item

Presenter: Chris Newport, Accenture

Backup Information: Memo

Exhibit 1: PMO Progress Report

2. Consider Approval of Resolution R21-02 Approving FY21 Budget Revision 2021-04

[\(packet pages 46-56\)](#)

Action Item

Presenter: Marisa Perry, CFO/VP of Finance

Backup Information: Memo

Exhibit 1: Resolution R21-02 with the following exhibits:

“A”: Budget Revision 2021-04

“B”: Change in Net Position (DCTA Only)

“B-1”: Change in Net Position (DCTA & NTMC Combined)

Exhibit 2: Year-to-Date FY2021 Budget Revisions

3. Discuss and Provide Direction to Staff Regarding Future Board Meeting Logistics Including the Purchase of Audio and Visual (AV) Improvements and Revisiting the Timing of In-Person Board Meetings

[\(packet pages 57-58\)](#)

Discussion Item

Presenter: Kristina Holcomb, Deputy CEO

Backup Information: Memo

4. Review, Discuss, and Consider Approval of Member City Submitted TRiP Projects for FY 2021 Annual Call for Projects Funding and Authorize CEO to negotiate and enter into a Project Funding Agreement with Each Respective Member City

(packet pages 59-105)

Action Item

Presenter: Kristina Holcomb, Deputy CEO

Backup Information: Memo

Exhibit 1: Adopted TRiP Policy

Exhibit 2: Project Review Memo & Application (City of Highland Village)

Exhibit 3: Project Review Memo & Application (City of Lewisville)

Exhibit 4: Project Review Memos & Applications (City of Denton)

5. Receive Presentation and Consider Approval of FY 22 Healthcare Benefit Contract

(packet pages 106-127)

Action Item

Presenter(s): Julie Rickman, Holmes Murphy

Marisa Perry, Chief Financial Officer/VP of

Backup Information: Finance Memo

Exhibit 1: Holmes Murphy RFP Questionnaire

Exhibit 2: RFP Pricing and Plan Proposals

6. Discuss and Give Direction Regarding the Request from Dallas Area Rapid Transit (DART) to Proceed with Preliminary Engineering and Design work to Develop Cost Estimates, Scope and Approach and Necessary Supporting Documents for future consideration of Interlocal Agreements

(packet pages 128-132)

Action Item

Presenter: Raymond Suarez, CEO

Backup Information: Memo

Exhibit 1: DART Letter (May 28, 2021)

7. Discuss GoZone Public Involvement Feedback and Potential Service Modifications to Proposed Plan

(packet pages 133-199)

Discussion Item

Presenter(s): Nicole Recker, VP of Mobility Services and Administration

Raymond Suarez, CEO

Backup Information: Memo

Exhibit 1: Public Comment Overview

Exhibit 2: Preliminary Public Comment Report (April 19 – June 11, 2021)

8. Discuss Local & Regional Transportation Updates and Legislative Issues

(packet page N/A)

Discussion Item

Presenter(s): Chris Watts, Chair

Director Dianne Costa

Raymond Suarez, CEO

Backup Information: N/A

INFORMATIONAL REPORTS

1. Monthly Financial Reports

(packet pages 200-206)

Backup Information: Memo 1: Monthly Sales Tax Receipts
Exhibit 1: FY21 Monthly Sales Tax Report
Memo 2: Monthly Mobility-as-a-Service Update
Memo 3: Budget Information

2. Ridership Trend Report

(packet pages 207-214)

Backup Information: Memo
Exhibit 1: FY19, FY20, & FY21 Total Monthly Ridership – Rail
Exhibit 2: FY19, FY20, & FY21 Total Monthly Ridership – Bus
Exhibit 3: FY19, FY20, & FY21 Total Monthly Ridership – Access
Exhibit 4: FY19, FY20, & FY21 Total Monthly Ridership – On-Demand
Exhibit 5: A-train Ridership Pre- and During COVID-19 Comparison

3. Public Involvement Progress Report

(packet pages 215-232)

Backup Information: Memo
Exhibit 1: Public Involvement Progress Report (May 1 – May 31, 2021)

4. Connect Route 3 & 7 Survey Data

(packet pages 233-235)

Backup Information: Memo

5. Social Service Agency Roundtable Recap Report – May 2021

(packet pages 236-248)

Backup Information: Memo
Exhibit 1: Social Service Agency Roundtable Recap Report (May 2021)

6. Request for Bid (RFB) 21-05 New and Recapped Tires

(packet pages 249-305)

Backup Information: Memo
Exhibit 1: RFB 21-05 New and Recapped Tires

7. Disadvantaged Business Enterprise (DBE) Goal for FY 22, FY 23, and FY 24

(packet page 306)

Backup Information: Memo



FUTURE AGENDA ITEMS AND BOARD MEMBER REQUESTS

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

Backup Information: Exhibit 1: Board Agenda Outlook as of 06.17.2021 ([packet page 307](#))
[Next Board Meeting Date: July 22, 2021](#)

REPORT ON ITEMS OF COMMUNITY INTEREST

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

CONVENE EXECUTIVE SESSION

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 Board of Directors 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 or the Regular Board Meeting Agenda.
- B. As Authorized by Section 551.074 of the Texas Government Code, the Board of Directors may convene into Executive Session for the purpose of discussing the duties and evaluation of the Chief Executive Officer (CEO).

RECONVENE OPEN SESSION

Reconvene and Take Necessary Action on Items Discussed during Executive Session.

ADJOURN

Board Members:

Chris Watts, Denton, *Chair*
Cesar Molina, Denton County Seat 1, *Vice Chair*
Sam Burke, Denton County Seat 2, *Secretary*
Dianne Costa, Highland Village
TJ Gilmore, Lewisville

Alternates

John Ryan, Denton
Jody Gonzalez, Denton County Seat 1
Paul Cristina, Denton County Seat 2
Charlotte Wilcox, Highland Village
Kristin Green, Lewisville



Non-Voting Board Members:

Mark Miller
Connie White
Dennie Franklin
Tom Winterburn, Joe Perez

Staff Liaison:

Raymond Suarez, CEO

This notice was posted on June 18, 2021 by 5pm.

A handwritten signature in blue ink, reading "Kisha Morris-Perkins", is written over a horizontal line.

Kisha Morris-Perkins
Executive Assistant | Board Process Manager



DENTON COUNTY
TRANSPORTATION
AUTHORITY

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

Board of Directors Regular Meeting Minutes

May 27, 2021 | 10:00 a.m.

To be held by Zoom Video Conference

The Board of Directors of the Denton County Transportation Authority (DCTA) convened the Regular Meeting of the Board of Directors with Chair Chris Watts presiding on May 27, 2021 remotely using Zoom Meeting.

Voting Members

Chair Chris Watts, City of Denton
Vice Chair Cesar Molina, Denton County
Secretary Sam Burke, Denton County
Board Member Dianne Costa, City of Highland Village
Board Member TJ Gilmore, City of Lewisville

Alternates

Board Member John Ryan, City of Denton
Board Member Jody Gonzalez, Denton County
Board Member Paul Cristina, Denton County
Board Member Charlotte Wilcox, City of Highland Village
Board Member Kristin Green, City of Lewisville

Non-Voting Members

Board Member Tom Winterburn, City of Corinth
Board Member Dennie Franklin, City of Frisco
Board Member Connie White, Small Cities
Board Member Mark Miller, City of Flower Mound
Board Member Joe Perez, City of The Colony

Legal Counsel

Joe Gorfida, NJDHS

DCTA Executive Staff

Raymond Suarez, CEO
Kristina Holcomb, Deputy Chief Executive Officer
Marisa Perry, Chief Financial Officer/Vice President of Finance
Nicole Recker, Vice President of Mobility Services and Administration

CALL TO ORDER:

Chair Watts called the meeting to order at 10:01am. All Voting Board Members were present constituting a quorum. In addition, the following DCTA Board Members were also in attendance: Charlotte Wilcox, Kristin Green, Mark Miller, Dennie Franklin, Tom Winterburn and Joe Perez.

INVOCATION:

Chair Watts provided the invocation.

INTRODUCTIONS:

There were no scheduled introductions during this meeting.



PUBLIC COMMENT: There were no public comments received in advance via email or by utilizing the “raise hand” function during Public Comment.

CONSENT AGENDA

1. Consider Approval of April 22, 2021 Meeting Minutes
(packet pages)
Action Item
Backup Information: Exhibit 1: April 22, 2021 Meeting Minutes
 2. Consider Approval of Monthly Financial Statements for April 2021
(packet pages)
Action Item
Backup Information: Memo 1
Exhibit 1(a): Monthly Financial Statements – April 2021
Exhibit 1(b): Capital Projects Budget Report – April 2021
 3. Consider Approval of City of Highland Village’s Use of Enhanced Local Assistance Program (ELAP) Funds
(packet pages)
Action Item
Presenter: Marisa Perry
Backup Information: Memo
 4. Consider a Ratification of the Termination of the Agreement between the Denton County Transportation Authority (DCTA) and HillCo Partners
(packet pages)
Action Item
Presenter(s): Raymond Suarez, CEO
Kristina Holcomb, Deputy CEO
Backup Information: Memo
Exhibit 1: Termination Letter
- Motion by Vice-Chair Molina with a second by Chair Watts to approve the Consent Agenda as presented. Motion passes 5-0.*

REGULAR AGENDA

1. Review and Discuss Project Manager Office (PMO) Activities Related to Task Order #2 with Accenture, LLC
(packet pages)
Discussion Item
Presenter: Chris Newport, Accenture
Backup Information: Memo
Exhibit 1: PMO Progress Report



Chris Newport, Accenture, presented the report highlighting the following:

- Via/GoPass/DART/GoZone Launch
- Current Focus and Accomplishments
- Risks/Issues/Mitigation

Board discussion regarding credit available for users of GoZone, the “promotional period”, any contract proposal conflicts, definition/clarification of “promotional” and the consideration of using the word “pilot program”, staff’s promotional fare intentions, ensuring there is a clear understanding to the public of the promotional fares (i.e. not permanent), single-day/day passes, fare changes, comments regarding allowing staff the opportunity to present recommendations to the Board and be evaluated on such.

No Board action required at this time.

2. Discuss proposed Agency Performance Metrics
(packet pages)

Discussion Item

Presenter(s): Raymond Suarez, CEO
Chris Newport, Accenture
Backup Information: Memo
Exhibit 1:

Raymond Suarez, CEO, introduced the item providing a history of the of Agency Performance Metric. Chris Newport, Accenture, highlighted the following:

- Performance Content Influences
- Sources of Information
- Organized Performance Measures (High Performance Service/Micro-Transit/Customer Satisfaction/Staff Project Management)

Board discussion regarding the incorporation of ridership growth (which is included in customer satisfaction information), financials pre-COVID for fixed route systems, service indicators, the comparison of DCTA to similar size organizations’ performance measures, as well as key performance measures/indicators for regional partnerships and regional objectives to be included in performance measures.

No Board action required at this time.

3. Discuss improving the Agenda Planning and Communication Process
(packet pages)

Discussion Item

Presenter Raymond Suarez, CEO
Backup Information: Memo
Exhibit 1:



CEO Raymond Suarez and Chris Newport, Accenture, provided a briefing on this item stating that staff was looking to accomplish the objective of more transparent communication between the Board, staff and the public. Specifically, the development of a memo template (based on Board/staff feedback) that would present basic, high-level information that directly ties agenda items to strategic initiatives, which will provide a clear understanding of staff's recommendations and board requests (i.e. action/discussion item) that can be quickly reviewed by the Board incorporating the level of detail necessary to the decision making process.

Board discussion regarding more efficient ways to collect information from the Board to which the staff will investigate.

No Board action required at this time.

4. Capital Edge Federal Legislative Briefing
(packet pages)

Discussion Item

Presenter(s): Kristina Holcomb, Deputy CEO
Chris Giglio, Capital Edge
Backup Information: Memo

Deputy CEO Kristina Holcomb introduced Chris Giglio from Capital Edge who provided the following update:

- Capital Edge Overview
- Federal Update – May 2021
- Infrastructure Plan
- FAST Act reauthorization
- Fiscal Year (FY) 2022 Department of Transportation Budget

No Board action required at this time.

Note: The DCTA Board of Directors recessed the meeting at 11:16am and reconvened at 11:26am. Board Member Gilmore arrived at 11:27am.

5. Denton County Transportation Authority (DCTA) and Dallas Area Rapid Transit (DART)
Interlocal Agreement Briefing
(packet pages)

Discussion Item

Presenter(s): Raymond Suarez, CEO
Kristina Holcomb, Deputy CEO
Backup Information: Memo
Exhibit 1: Interlocal Agreement

CEO Raymond Suarez gave a brief overview highlighting the following and seeking guidance from the Board:



- Conversations with Interim DART CEO (DART would like an opportunity to send a letter outlining their intentions (i.e. Silver Line Project and a temporary facility)
- Expansion of DCTA facility
- Level of Technical updates (Trinity Mills to Carrollton)
- Roundtable meetings with stakeholder communities
- Timelines to include letter of intent (June 2021), negotiating terms (June 2021), discussions about ILA (June-July 2021) and possible considerations from both agencies (August/September 2021).

Board discussion regarding specific negotiation terms or interest-based discussions, recent high-level discussions with Board, discussing Board's interest before moving forward, Board Chair's involvement in the discussions/deal points. It was the consensus of the Board to receive a briefing from the CEO as to specific interests in an appropriate forum (open session vs. executive session).

No Board action required at this time.

6. Review and Discuss MK101 Service Status, City of Denton Requests, Impacts of Proposed GoZone Service and Future Service Needs
(packet pages)

Discussion Item

Presenter: Nicole Recker, VP of Mobility Services and Administration
Backup Information: Memo
Exhibit 1: Request from the City of Denton
Exhibit 2: Route Map and Schedule
Exhibit 3: Service Ridership

Nicole Recker, VP Mobility Services & Administration, gave an overview of the request, current service offered, and offered a recommendation for the Board to approve as presented at a future board meeting.

Board discussion regarding the requirement of cities to utilize ELAP funds or be considered for funding on an individual basis. Staff noted that when the TriP program was developed, there are projects that may be ineligible for ELAP fund use.

No Board action required at this time.

7. Presentation of the GoZone Public Involvement Progress Report and Activities
(packet page)

Discussion Item

Presenter: Nicole Recker, VP of Mobility Service and Administration
Backup Information: Memo
Exhibit 1: Public Involvement Progress Report (April 19 – April 30, 2021)
Exhibit 2: Overview of DCTAfeedback.net

Nicole Recker, VP Mobility Services/Administration, gave an overview of the GoZone Public Involvement project highlighting the following:

- April 19, 2021 - Public Involvement Process began
- April 19, 2021 – Launched GoZone Microsite
- Public Involvement Progress Report Data – April 19 through April 30, 2021
- Outreach Efforts – Title VI Analysis, Community Presentations, Stakeholder Presentations, Community/DCTA Events, Virtual Town Halls, On-Board Brand Ambassadors
- Outreach Efforts (in progress) – 10+ events scheduled, presentations during member City Council Meetings, 5 additional Virtual Town Hall Meetings, Community Sponsorships, Water Bill inserts (Lewisville, Highland Village), Community Newsletter inserts (Denton, Highland Village)
- Marketing & Communications – Media Relations, Social Media, Email Marketing, Print Advertising, Inserts, and City Partnerships
- DCTAfeedback.com – How It Works, Public Events, Media Center, Map, Fare Forum, Ideas Wall
- Activity – Increasing traffic daily, questions answered by staff within 24-48 hours, interactive, static, and video content available, 3 custom surveys to encourage engagement, calendar of events updated weekly

Board discussion regarding presentation at the Highland Village City Council Meeting (which was well-received), comments regarding the microsite being an awesome way to capture data which could provide an opportunity for expansion and contracts into some contiguous areas, and level of outreach after the Public Involvement component (i.e. education campaign). It was also noted that futures presentations will occur at the City of Lewisville (June 7, 2021) and the City of Denton (June 8, 2021).

CEO Raymond Suarez publicly acknowledged and congratulated Nicole Recker, her team and Via on their efforts with public involvement. He also noted the well-produced Public Awareness Video which will be shared with the Board.

No Board action required at this time.

8. Discuss and Provide Direction on Future Meetings as it Relates to In-Person and Virtual (packet page)

Discussion

Presenter: Kristina Holcomb, Deputy CEO

Backup Information: Memo

Deputy CEO Kristina Holcomb gave the Board a brief overview of the Governor's Orders and recent mandate indicating staff's desire to plan for in-person meetings. This planning will involve staff making Audio/Video (AV) improvements as well as Meeting Room logistics. Legal Counsel Joe Gorfida also provided the Board with information as it pertains to hybrid meetings and the Governor's statement to the Texas Municipal League (TML) to provide adequate notice when emergency orders will be suspended.



Staff also noted that many municipalities were have either returned (or planning to return soon) to in-person meetings.

It was the consensus of the Board to plan to resume in-person meetings beginning July 2021.

No formal Board action required at this time.

9. Discuss Local & Regional Transportation Updates and Legislative Issues
(packet page)

Discussion Item

Presenter(s): Chair Chris Watts
Director Dianne Costa
Raymond Suarez, CEO
Kristina Holcomb, Deputy CEO

Backup Information: N/A

Board Member Costa provide the following update:

- During the Regional Transportation Committee (RTC) meeting, North Central Texas Council of Governments (NCTCOG), designated recipients for the Dallas/Fort Worth, Arlington, Denton, Lewisville areas - the American Rescue Grant funding that will be provided at 100% federal share with no local match. The prioritization of the use of funds are for operational and payroll needs; however, includes support/expenses funded under urbanized area federal formal program, and senior & disabilities programs in the amount of \$14 million dollars. The RTC voted and was approved with one "nay" vote.
- Friday, June 18, 2021 – The A-train 10-year birthday celebration will include free rides for families and friends by saying, "Happy 10th Birthday".

CEO Raymond Suarez provided the following update:

- Texas Motor Speedway (TMS) Shuttle service concluded mid-May with a recognition celebration (May 14, 2021) – Thanks given to DCTA/NTMC Staff for support.
- GoZone Presentation – Delivered to Commissioners Court which was well received. Also, there was a healthy discussion surrounding the concept of DCTA providing services throughout the county.

INFORMATIONAL REPORTS

1. Monthly Financial Reports
(packet pages)

Backup Information: Memo 1: Monthly Sales Tax Receipts
Exhibit 1: FY21 Monthly Sales Tax Report
Memo 2: Monthly Mobility-as-a-Service Update
Memo 3: Budget Information



2. Ridership Trend Report

(packet pages)

Backup Information: Memo
Exhibit 1: FY19, FY20, & FY21 Total Monthly Ridership – Rail
Exhibit 2: FY19, FY20, & FY21 Total Monthly Ridership – Bus
Exhibit 3: FY19, FY20, & FY21 Total Monthly Ridership – Access
Exhibit 4: FY19, FY20, & FY21 Total Monthly Ridership – On-Demand
Exhibit 5: A-train Ridership Pre- and During COVID-19 Comparison

3. Fiscal Year 2022 Healthcare Benefit Contracts

(packet pages)

Backup Information: Memo
Exhibit 1: Holmes Murphy RFP Questionnaire

4. State Legislative Update

(packet pages)

Backup Information: Memo
Exhibit 1: Legislative Deadline Calendar/Dates of Interest
Exhibit 2: SB 858 Bill Analysis (As originally filed; now also applies to DCTA)
Exhibit 3: SB 858 Engrossed (Data Privacy Legislation)

5. Connect Route 3 & 7 Survey Data

(packet pages)

Backup Information: Memo

6. Swiftly Renewal 2021

(packet pages)

Backup Information: Memo
Exhibit 1: Current Agreement with Swiftly
Exhibit 2: Upcoming Extension Agreement with Swiftly

Board discussion of the Informational Reports included revenue variances and predictions, ridership trends (March 2021), and Route 3 and Route 7 revenue, Sales Tax Report, unlinked passenger trips.

No Board action required at this time.

FUTURE AGENDA ITEMS AND BOARD MEMBER REQUESTS

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



Backup Information: Exhibit 1: Board Agenda Outlook as of 5.18.2021 ([packet page](#))
Next Board Meeting Date: Budget Workshop, June 17, 2021
Next Regularly Scheduled Meeting Date: June 25, 2021

Board and staff discussion regarding the following:

- Budget Workshop – June 17, 2021 (tentative posting of agenda and packet delivery will be on June 7 and June 8, respectively). In addition, the NTMC Board has requested the DCTA Board officially approve the FY2022 Services Levels that will be requested by NTMC. This item will be presented during the Budget Workshop.
- July Board Meeting – GoZone Service level Via add on's and public input report will be presented
- Demand Response Program – Will send information to the Board.

No Board action required at this time.

REPORT ON ITEMS OF COMMUNITY INTEREST

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

- May 31, 2021 - No service in observance of Memorial Day
- June 18, 2021 – 10-year celebration of the A-train
- June 25, 2021 - Reminder: GoZone Public Involvement ends
- Marketing and Communication Team received four (4), 1st Place APTA Awards
- DCTA's nomination by the Lewisville Chamber of Commerce for Business of the Year

CONVENE EXECUTIVE SESSION

The Board may convene the Regular Board Meeting into Closed Executive Session for the following:

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- B. As Authorized by Section 551.074 of the Texas Government Code, the Board of Directors may convene into Executive Session for the purpose of discussing the duties and evaluation of the Chief Executive Officer (CEO).

The Board of Directors convened into Executive Session at 12:30pm.

RECONVENE OPEN SESSION

Reconvene and Take Necessary Action on Items Discussed during Executive Session.



DENTON COUNTY
TRANSPORTATION
AUTHORITY

1955 Lakeway Drive, #260, Lewisville, Texas 75057
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The Board of Directors completed Executive Session at 2:24pm and reconvened into Open Session at 2:25pm with no action taken.

ADJOURN

The Board Meeting was adjourned at 2:25pm.

Chris Watts, Chair

ATTEST:

Sam Burke, Secretary

Board of Directors Memo

June 24, 2021

SUBJECT: Consider Approval of Monthly Financial Statements for May 2021

Recommendation

Staff recommends approval.

Background

The financial statements are presented monthly to the Board of Directors for acceptance. The reports presented for the period ending May 31, 2021 include the Statement of Change in Net Position, Statement of Net Position, and Capital Projects Fund. All comparisons below reference year-to-date budget vs. actual.

Previous Board Activity & Action

There has been no previous Board-level activity on this item.

Identified Need

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

Financial Impact

The following are major variances between year-to-date budget and year-to-date actuals, which are annotated on the Statement of Change in Net Position.

- **Note A:** Passenger Revenues – YTD unfavorable by \$36k as YTD bus ridership for Connect, Access, Zone service, North Texas Xpress, Frisco and CCT of 155k was 27% lower than budgeted ridership of 212k and YTD rail ridership of 66k which was 37% lower than budgeted rail ridership of 106k. This variance is partially offset by rail average fare per rider of \$2.39 which is 60% higher than the budgeted \$1.50 fare per rider. System ridership remained under budget throughout the month of May in response to COVID-19, telecommuting arrangements, and declines in travel.

		YTD FY21 Actual Ridership	YTD FY21 Budgeted Ridership	% Variance, Actual to Budget	YTD FY20 Actual Ridership	% Variance, Actual to Prior Yr
Total Rail Ridership		66,355	105,865	-37%	191,764	-65%
Connect		137,423	182,890	-25%	285,699	-52%
Access & Zone Service		13,072	21,317	-39%	22,682	-42%
Frisco	(A)	1,578	4,378	-64%	4,884	-68%
Collin County Transit (CCT)	(A)	6,796	968	602%	8,262	-18%
North Texas Express		2,927	2,804	4%	6,555	-55%
University of North Texas	(B)	185,537	526,376	-65%	889,001	-79%
Special Movements	(B)	-	-	N/A	4,763	-100%
Total Bus Ridership		347,333	738,733	-53%	1,221,846	-72%
Vanpool	(B)(C)	121,742	-	N/A	94,428	29%
Total System Ridership		535,430	844,598	-37%	1,508,038	-64%

(A) Includes Demand Response service and Taxi service.

(B) These ridership numbers are not linked to passenger revenues and are shown for information purposes only to include all system ridership.

(C) Vanpool reporting was not received for May ridership and will be reported next month.

- **Note B:** Contract Service Revenue – YTD unfavorable by \$534k primarily due to lower than budgeted revenue hours and billable fuel costs. Actual YTD billed service hours were under budget due to lower than budgeted service requested for UNT, Frisco, CCT, and Coppell (\$280k decreased revenue). Average YTD pass-through fuel cost of \$1.87/gallon was 32% lower than budgeted \$2.75/gallon and YTD usage of 61k gallons was 37% lower than budgeted usage of 96k gallons (\$150k decreased revenue). Additionally, Special Movements, Lyft, and Taxi services were all under budget (\$104k decreased revenue).
- **Note C:** Sales Tax Revenue – May sales tax revenue was not yet received as of month-end close and is accrued for the month based on budget. Sales tax generated in May will be received in July. The Sales Tax Report included in this agenda packet provides a more detailed Budget to Actual comparison of sales tax receipts collected through June, representing sales tax generated through April.
- **Note D:** Federal/State Grants - Capital – YTD unfavorable by \$3.9 million mainly due to timing differences of drawdowns for Positive Train Control (PTC) funding and Fleet Replacement. The PTC Enhancements project has been put on hold to ensure that future plans align with the potential partnership with DART for the joint rail operations facility. The Fleet Replacement purchase was approved by the Board in August 2020 and vehicles are expected to begin arriving in June 2021; purchase of additional fleet is on hold pending service changes. A budget revision to reflect this timing difference is included in this Board packet for Board discussion and approval.

	YTD FY21 Actual Revenue	YTD FY21 Budgeted Revenue	Variance, Actual to Budget
PTC Implementation & Enhancements	\$ 565,282	\$ 2,043,679	\$ (1,478,397)
Fleet Replacement	-	2,408,319	(2,408,319)
	\$ 565,282	\$ 4,451,998	\$ (3,886,716)

- **Note E:** Federal/State Grants - Operating – YTD favorable by \$975k due in part to reimbursement funding received from CARES Act funding. Reimbursements under CARES Act operating assistance funding is more than budgeted due to a change in grant guidance that allowed for additional eligible expenses beyond what was originally anticipated in the budget.

	YTD FY21 Actual Revenue	YTD FY21 Budgeted Revenue	Variance, Actual to Budget
Bus Preventive Maintenance	\$ 756,699	\$ 666,169	\$ 90,530
Rail Preventive Maintenance	2,543,187	2,299,479	243,708
Operating Assistance	6,887,313	6,123,273	764,040
ADA Assistance	178,817	200,000	(21,183)
Vanpool	141,845	209,755	(67,910)
Safety & Security Equipment	34,720	42,872	(8,152)
NCTCOG Train the Trainer	99,778	125,540	(25,763)
	\$ 10,642,359	\$ 9,667,088	\$ 975,271

- **Note F:** Insurance Expense – YTD unfavorable by \$49k due to timing differences between budget and actual expenses as well as cancellation terms of the previous rail liability policy with McGriff, Seibels & Williams, of which the majority of prepaid premiums were refunded in April. DCTA engaged with DART to split liability premiums between DART, DCTA, and Trinity Metro for overall agency savings with coverage effective December 2020.

Exhibits

Exhibit 1(a): Monthly Financial Statements – May 2021

Exhibit 1(b): Capital Projects Budget Report – May 2021

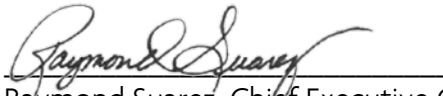
Submitted By:


Amber Karkauskas, Controller

Final Review:


Marisa Perry, CPA, Chief Financial Officer/VP of Finance

Approval:


Raymond Suarez, Chief Executive Officer



DENTON COUNTY TRANSPORTATION AUTHORITY

CHANGE IN NET POSITION

MONTH AND YEAR TO DATE AS OF MAY 31, 2021

(UNAUDITED)

Description	Month Ended May 31, 2021			Year to Date May 31, 2021			Annual Budget
	Actual	Budget	Variance	Actual	Budget	Variance	
Revenue and Other Income							
Passenger Revenues	\$ 43,782	\$ 57,768	\$ (13,986)	\$ 319,111	\$ 355,119	\$ (36,008)	\$ 580,291 Note A
Contract Service Revenues	155,909	360,234	(204,325)	2,014,663	2,548,254	(533,591)	3,633,760 Note B
Sales Tax Revenues	2,540,076	2,193,143	346,933	21,681,478	16,821,700	4,859,778	26,624,124 Note C
Federal/State Grants - Capital	236	266,667	(266,431)	565,282	4,451,998	(3,886,716)	6,094,359 Note D
Federal/State Grants - Operating	6,873,052	1,534,712	5,338,340	10,642,359	9,667,089	975,270	16,506,874 Note E
Total Revenues and Other Income	<u>9,613,056</u>	<u>4,412,524</u>	<u>5,200,532</u>	<u>35,222,894</u>	<u>33,844,160</u>	<u>1,378,734</u>	<u>53,439,408</u>
Operating Expenses							
Salary, Wages and Benefits	355,714	355,867	153	2,687,458	2,840,190	152,732	4,263,661
Outsourced Services and Charges	264,804	366,707	101,903	2,056,771	3,432,817	1,376,046	5,029,792
Materials and Supplies	148,149	244,890	96,741	1,018,204	1,901,349	883,145	2,858,519
Utilities	18,467	42,660	24,193	236,605	339,597	102,992	508,810
Insurance	129,150	140,658	11,508	1,174,106	1,125,264	(48,842)	1,685,712 Note F
Purchased Transportation Services	740,373	986,179	245,806	6,155,415	7,598,839	1,443,424	11,203,657
Employee Development	4,022	10,507	6,485	35,494	167,275	131,781	241,604
Leases and Rentals	18,696	19,584	888	146,961	156,987	10,026	238,468
Depreciation	789,883	884,428	94,545	6,360,692	6,838,802	478,110	10,489,375
Total Operating Expenses	<u>2,469,257</u>	<u>3,051,480</u>	<u>582,223</u>	<u>19,871,705</u>	<u>24,401,120</u>	<u>4,529,415</u>	<u>36,519,598</u>
Income Before Non-Operating Revenues and Expenses	7,143,799	1,361,044	5,782,755	15,351,188	9,443,040	5,908,148	16,919,810
Non-Operating Revenues / (Expense)							
Investment Income	488	8,330	(7,842)	18,929	66,640	(47,711)	100,000
Gain (Loss) on Disposal of Assets	-	-	-	3,850	-	3,850	-
Fare Evasion Fee	-	-	-	-	-	-	-
Other Income/(Expense) - Miscellaneous	62,099	200,000	(137,901)	223,050	200,000	23,050	200,000
Long Term Debt Interest/Expense	(38,329)	(47,729)	9,400	(458,872)	(421,412)	(37,460)	(612,330)
Total Non-Operating Revenues / (Expenses)	<u>24,258</u>	<u>160,601</u>	<u>(136,343)</u>	<u>(213,044)</u>	<u>(154,772)</u>	<u>(58,272)</u>	<u>(312,330)</u>
Income (Loss) before Transfers	7,168,057	1,521,645	5,646,412	15,138,145	9,288,268	5,849,877	16,607,480
Transfers Out	(486,797)	(720,385)	233,588	(4,371,004)	(5,446,366)	1,075,362	(8,214,303)
Total Transfers	<u>(486,797)</u>	<u>(720,385)</u>	<u>233,588</u>	<u>(4,371,004)</u>	<u>(5,446,366)</u>	<u>1,075,362</u>	<u>(8,214,303)</u>
Change in Net Position	<u>\$ 6,681,260</u>	<u>\$ 801,260</u>	<u>\$ 5,880,000</u>	<u>\$ 10,767,141</u>	<u>\$ 3,841,902</u>	<u>\$ 6,925,239</u>	<u>\$ 8,393,177</u>



DENTON COUNTY TRANSPORTATION AUTHORITY

STATEMENT OF NET POSITION

AS OF MAY 31, 2021

(UNAUDITED)

	May 31, 2021	April 30, 2021	Change
Assets			
Current Assets			
Operating Cash & Cash Equivalents	\$ 42,644,041	\$ 38,473,670	\$ 4,170,371
Reserves: Cash & Cash Equivalents	4,604,582	4,604,543	39
Reserves: Investments	7,571,502	7,571,502	-
Accounts & Notes Receivable	9,944,976	6,768,288	3,176,688
Prepaid Expenses	602,961	732,111	(129,150)
Inventory	64,936	42,166	22,770
Restricted Asset-Cash and Equivalents	2,590,366	2,590,315	51
Total Current Assets	68,023,365	60,782,595	7,240,770
Non-Current Assets			
Land	17,394,147	17,394,147	-
Land Improvements	12,148,631	12,148,631	-
Machinery & Equipment	5,243,986	5,243,986	-
Vehicles	92,885,535	92,885,535	-
Computers & Software	1,791,431	1,791,431	-
Intangible Assets	16,997,155	16,997,155	-
Construction in Progress	21,454,965	21,229,473	225,492
Other Capital Assets, Net	234,616,978	234,616,978	-
Accumulated Depreciation	(93,451,277)	(92,661,394)	(789,883)
Net Pension Asset	25,989	25,989	-
Total Non-Current Assets	309,107,540	309,671,930	(564,391)
Total Assets	377,130,904	370,454,525	6,676,379
Deferred Outflow of Resources			
Deferred Outflows Related to Pensions	290,447	290,447	-
Total Deferred Outflow of Resources	290,447	290,447	-
Liabilities			
Current Liabilities			
Accounts Payable and Accrued Expenses	831,855	787,287	44,568
Deferred Revenues	57,461	45,238	12,223
Interest Payable	76,657	38,329	38,329
Retainage Payable	-	-	-
Total Current Liabilities	965,973	870,854	95,119
Non-Current Liabilities			
Rail Easement Payable	800,000	900,000	(100,000)
Bonds Payable	23,535,000	23,535,000	-
Net Pension Liability	-	-	-
Total Non-Current Liabilities	24,335,000	24,435,000	(100,000)
Total Liabilities	25,300,973	25,305,854	(4,881)
Deferred Inflow of Resources			
Deferred Inflows Related to Pensions	70,096	70,096	-
Total Deferred Inflow of Resources	70,096	70,096	-
Net Position			
Net Investment in Capital Assets	289,978,580	289,978,580	-
Unrestricted	51,304,562	51,304,562	-
Change in Net Position	10,767,141	4,085,881	6,681,260
Total Net Position	\$ 352,050,282	\$ 345,369,022	\$ 6,681,260



NORTH TEXAS MOBILITY CORPORATION

CHANGE IN NET POSITION

MONTH AND YEAR TO DATE AS OF MAY 31, 2021

(UNAUDITED)

Description	Month Ended May 31, 2021			Year to Date May 31, 2021			Annual Budget
	Actual	Budget	Variance	Actual	Budget	Variance	
Operating Expenses							
Salary, Wages and Benefits	\$ 464,268	\$ 669,593	\$ 205,325	\$ 4,123,618	\$ 5,059,443	\$ 935,825	\$ 7,636,554
Outsourced Services and Charges	13,309	33,172	19,863	160,847	266,291	105,444	400,219
Materials and Supplies	62	257	195	250	2,192	1,942	3,293
Insurance	9,158	9,868	710	73,266	80,330	7,064	119,802
Employee Development	-	7,495	7,495	13,023	38,110	25,087	54,435
Total Operating Expenses	<u>486,797</u>	<u>720,385</u>	<u>233,588</u>	<u>4,371,004</u>	<u>5,446,366</u>	<u>1,075,362</u>	<u>8,214,303</u>
Income (Loss) before Transfers	(486,797)	(720,385)	233,588	(4,371,004)	(5,446,366)	1,075,362	(8,214,303)
Transfers In	<u>486,797</u>	<u>720,385</u>	<u>(233,588)</u>	<u>4,371,004</u>	<u>5,446,366</u>	<u>(1,075,362)</u>	<u>8,214,303</u>
Total Transfers	<u>486,797</u>	<u>720,385</u>	<u>(233,588)</u>	<u>4,371,004</u>	<u>5,446,366</u>	<u>(1,075,362)</u>	<u>8,214,303</u>
Change in Net Position	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>



NORTH TEXAS MOBILITY CORPORATION

STATEMENT OF NET POSITION

AS OF MAY 31, 2021

(UNAUDITED)

	May 31, 2021	April 30, 2021	Change
Assets			
Operating Cash & Cash Equivalents	\$ 286,834	\$ 294,761	\$ (7,927)
Accounts & Notes Receivable	-	-	-
Prepaid Expenses	36,633	45,791	(9,158)
Total Assets	<u>323,467</u>	<u>340,552</u>	<u>(17,085)</u>
Liabilities			
Accounts Payable and Accrued Expenses	<u>323,467</u>	<u>340,552</u>	<u>(17,085)</u>
Total Liabilities	<u>323,467</u>	<u>340,552</u>	<u>(17,085)</u>
Net Position			
Change in Net Position	-	-	-
Total Net Position	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>

DENTON COUNTY TRANSPORTATION AUTHORITY

CAPITAL PROJECT FUND

AS OF MAY 31, 2021

Capital Project Number/Name	Project Budget	May 2021 Actuals Booked	Actuals Life To Date	\$ Under/ (Over) Budget	% of Budget (As of May 2021 Close)
Construction Work in Progress					
G&A Capital Projects					
Total 10302 · Infrastructure Acquisition	\$ 3,251,990	\$ -	\$ 2,617,009	\$ 634,981	80%
Total 10702 · Transportation Reinvestment Program	100,000	-	6,399	93,601	6%
Total 10702.1 · Transportation Reinvestment Program - Denton	2,605,707	2,430	4,800	2,600,907	0%
Total 10702.2 · Transportation Reinvestment Program - Highland Village	288,794	95	95	288,699	0%
Total 10702.3 · Transportation Reinvestment Program - Lewisville	2,919,651	1,140	1,140	2,918,511	0%
Total G&A Capital Projects	9,166,142	3,664	2,629,443	6,536,699	29%
Bus Capital Projects					
Total 50306 · Major Maintenance - Bus	125,000	-	119,780	5,220	96%
Total 50411 · Integrated Fare Payment	600,000	-	-	600,000	0%
Total 50514 · Fleet (2020)	1,062,600	-	-	1,062,600	0%
Total 50515 · Fleet (2021)	1,880,100	-	875	1,879,225	0%
Total Bus Capital Projects	3,667,700	-	120,655	3,547,045	3%
Rail Capital Projects					
Total 61406.1 · Positive Train Control Implementation	16,720,141	-	16,022,270	697,871	96%
Total 61406.2 · Positive Train Control Enhancements	5,000,000	-	148,180	4,851,820	3%
Total 61605 · Brownfield Remediation	385,000	-	364,010	20,990	95%
Total 61715 · Trail Safety Improvements	181,157	8,095	180,602	555	100%
Total 61723 · Major Maintenance - Rail 2021	1,638,566	213,733	1,261,661	376,905	77%
Total 61723.1 · Canopy Repairs 2021	486,127	-	-	486,127	0%
Total Rail Capital Projects	24,410,991	221,828	17,976,722	6,434,269	74%
Total Construction Work in Progress	\$ 37,244,833	\$ 225,492	\$ 20,726,820	\$ 16,518,013	56%

Board of Directors Memo

June 24, 2021

SUBJECT: Consider Approval of the 2021-2022 Swiftly Contract Renewal Form

Recommendation

Staff recommends the Board approve the 2021-2022 Swiftly contract renewal form in the amount of \$107,400.

Background

Swiftly is a software platform that enables staff to instantly pinpoint where and when performance issues are occurring by visualizing and understanding system performance, including on-time performance, running times, historical vehicle speed heat maps, and more. DCTA currently has an agreement for multiple Swiftly modules including Real-Time Passenger Information Module, Live Map Module, Open Data APIs, a Passenger Facing Website, GPS Playback Module, On-Time Performance Module, Vehicle Speed Module, and the Runtime Module.

The existing contract for software services renews annually but requires a contract renewal form to identify appropriate software modules and annual pricing. DCTA's existing form is scheduled to expire in July 2021.

Identified Need

This is an extension of existing services. This software provides the real time vehicle data that feeds the passenger facing Transit App as well as providing invaluable insights into service performance for Bus Operations staff.

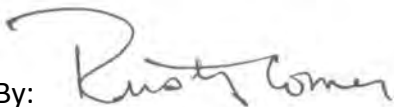
Financial Impact

The total cost of software services is \$107,400 annually. Extension of this contract can be accommodated within the approved FY '21 budget and will be included in future operating budgets as needed.

Exhibits

Exhibit 1: 2021-2022 Swiftly Contract Renewal Form

Submitted By: _____



Rusty Comer, Manager of Bus Administration

Approved By: _____



Nicole Recker, VP of Mobility Services and Administration



Swiftly Renewal Order Form

Customer	Denton County Transportation Authority (DCTA)
Quote Date	May 12, 2021
Contract Term	Initial One (1) Year Term: (June 1, 2021 - May 31, 2022) . The contract will renew for successive one (1) year terms unless either party notifies the other party of its intent not to renew at least thirty (30) days prior to the end of the then current term. The annual service cost is guaranteed throughout the duration of this agreement. Renewal prices will be assessed based on Swiftly's then current pricing.
Marketing Terms	Willingness to work with Swiftly to develop a case study, mutually agreeable press release, and ability to use your agency as a reference (website, presentations, etc.).

Current Services (Renewing)

PRODUCT (Product name must match Invoice)	QTY	UNIT COST	TOTAL COST
Swiftly Transitime			
Real-Time Passenger Information Module: <ul style="list-style-type: none"> - Data APIs (GTFS-rt, JSON, XML, etc.) - SMS and Voice software services - Passenger Facing Website - Live Map Module 	Up To 120 Buses	\$56,160 / Year	\$56,160 / Year
Swiftly Insights			
GPS Playback Module	Up To 120 Buses	Included	Included
On-Time Performance Module	Up To 120 Buses	Included	Included
Speed Map Module	Up To 120 Buses	\$39,000 / Year	\$39,000 / Year
Run Times Module	Up To 120 Buses	\$39,000 / Year	\$39,000 / Year
Hardware & Cellular Data			
Connected Device Fee	-	\$12,240	\$12,240
Swiftly Discounts			
Buy One Insights Module Get One Free	-	-	\$-39,000/Year
TOTAL COST PER YEAR			\$107,400



Swiftly Order Form (Signature Page)

Payment Terms: Due Net 30. Invoice sent separately. All fees are non-refundable and non-cancellable without Swiftly's written consent.

***SMS & Voice Limits:** Up to a combined 5,000 SMS and voice calls are included per month for US customers only. Each additional 5,000 combined SMS and voice calls per month costs \$125.

Sales Tax: If your agency is not tax exempt, sales tax may be added to this purchase order. **UPDATE WITH TAX STATUS

Terms of Use: By signing below, Customer agrees that this Order Form is subject to, and Customer is bound by, the Swiftly SaaS Terms of Service located at: <http://goswift.ly/saas-terms-of-service> (the "Swiftly Terms"). Unless otherwise specifically stated in an Addendum, in the event of a conflict between the Addendum and the Swiftly Terms, the Swiftly Terms shall govern.

Customer:

Signature

Name

Title

Date

Address

Billing Contact Name

Billing Email

Billing Phone

Swiftly, Inc.

Signature

Jonathan Simkin
Name

CEO
Title

Date

611 Mission Street, Floor 7

San Francisco, CA 94015
Address



General Terms

- We use a Software as a Service (SaaS) model with annual subscriptions per product. There are no hosting or maintenance fees.
- Subscriptions include unlimited users within your agency.
- We believe in data access and availability. As long as your agency is a paying customer, you will have easy access to download any data from the modules you purchase.
- Every time we update the platform or launch a new feature, your agency will automatically have access to that feature so long as you have paid for that module. Since the system is cloud-based, you will never need to download or re-install new software. Simply login and you'll see the new feature!

Support Plan

- Access to a Customer Success Manager.
- We pride ourselves on having the best support team in the industry. Always feel free to reach out with questions, comments, or suggestions on how we can better serve you. We typically respond to inquiries within 24 hours.

Technical Requirements

- Everything is hosted in the cloud – you do not need to install or download any software.
- You can access the software from any computer, anywhere, anytime.
- Swiftly works on the latest version of any browser.

Board of Directors Memo

June 24, 2021

SUBJECT: Consider Extension of Interlocal Agreement (ILA) with City of McKinney for McKinney Urban Transit District (MUTD) Collin County Transit (CCT) Services

Recommendation

Staff recommends approval of the Sixth Amendment to the McKinney ILA, from July 1, 2021 through December 31, 2021.

Background

On November 12, 2020, in response to the McKinney Urban Transit District (MUTD) Board's request, the DCTA Board of Directors approved a fifth amendment to the City of McKinney contracted service agreement, extending the ILA from January 1, 2021 through June 30, 2021.

The MUTD board of directors met on May 19, 2021 where they approved an extension of current contractual agreements with DCTA until December 31, 2021 in order to allow time to adopt a new service model that will launch in January 2022. The new proposed service model will be managed by DART while utilizing the DCTA Mobility as a Service contract system to contract a new shared ride service vendor for service delivery in the MUTD service area.

Currently, a three-party ILA between DCTA, DART and The City of McKinney is being developed by DART staff, with DCTA's input, and will be brought to the DCTA Board of Directors for consideration of approval in the coming months. All three parties are currently coordinating with the Federal Transit Administration (FTA) regarding sub-recipient status, which could impact DCTA and DART's interest in participating in the service proposal and future agreement. The extension of the existing agreement with the City of McKinney (and all corresponding task orders) will allow DCTA the time necessary to determine sub-recipient status and determine next steps.

DCTA staff will continue to keep the DCTA Board briefed on the upcoming service proposal and FTA feedback.

Previous Board Activity & Action

- April 23, 2020 - Board of Directors approved a third amendment extending the ILA from May 31, 2020
- June 25, 2020 - Board of Directors approved a fourth amendment to the City of McKinney ILA
- November 12, 2020 - Board of Directors approved a fifth amendment to the City of McKinney ILA
- April 22, 2021 – Info item in preparation of the requested June 2021 approval

Identified Need

On June 30, 2021, the current ILA with MUTD and the corresponding Irving Holdings task order will expire. A 6-month extension is being requested to accommodate the time necessary for DCTA and DART to prepare a joint proposal for MUTD service that will launch in January 2022.



Financial Impact

DCTA will be fully reimbursed by the City of McKinney for all service costs associated with this contract extension, including an administrative fee that aligns with the agency's Administrative Fee Policy. All related fees are incorporated into the contract terms.

Exhibits

Exhibit 1 - Sixth Amendment to the City of McKinney MUTD ILA

Submitted By: *Sarah Ault*
Sarah Ault, Mobility Service Specialist

Approved By: *Nicole Recker*
Nicole Recker, Vice President of Mobility Services and Administration

STATE OF TEXAS §
 §
 § **SIXTH AMENDMENT TO INTERLOCAL**
 § **COOPERATION AGREEMENT**
 COUNTY OF DENTON §

This Sixth Amendment to Interlocal Cooperation Agreement is made and entered into by and between Denton County Transportation Authority (“DCTA”) and City of McKinney, Texas (“McKinney”) (each a “Party” and collectively the “Parties”), acting by and through their authorized representatives.

WHEREAS, the Parties previously entered into that certain Interlocal Cooperation Agreement which was effective June 1, 2017 (the “Agreement”); and

WHEREAS, the Parties entered into the First Amendment to the Agreement dated October 26, 2017; and

WHEREAS, the Parties entered into the Second Amendment to the Agreement dated February 13, 2018; and

WHEREAS, the Parties entered into the Third Amendment to the Agreement dated May 5, 2020; and

WHEREAS, the Parties entered into the Fourth Amendment to the Agreement dated July 10, 2020; and

WHEREAS, the Parties entered into the Fifth Amendment to the Agreement dated November 12, 2020; and

WHEREAS, the Parties desire to enter into this Sixth Amendment to the Agreement to extend the Term of the Agreement for six (6) months through December 31, 2021, and

WHEREAS, the Parties are authorized to enter into this Sixth Amendment to the Agreement pursuant to the Interlocal Cooperation Act (the "Act"), Chapter 791, Texas Government Code; and

WHEREAS, DCTA and McKinney are units of local government that have the statutory authority under the Act to perform the services set forth in the Agreement and this Sixth Amendment; and

WHEREAS, pursuant to Chapter 460 of the Texas Transportation Code, McKinney is authorized to enter into this Agreement with DCTA to provide the requested transit services; and

WHEREAS, each Party will make any required payments for services from current revenues available to such Party; and

WHEREAS, the Parties agree to amend the Agreement as set forth herein;

NOW THEREFORE, in consideration of the mutual promises contained herein and other valuable consideration the receipt and sufficiency of which are hereby acknowledged, the Parties agree as follows:

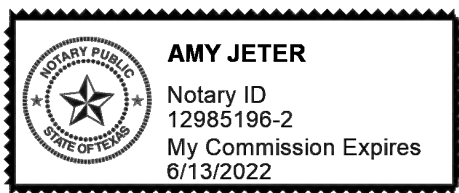
1. That Article II, **Term**, is hereby amended to read as follows:

“2.1 The Term of the Agreement shall be extended through December 31, 2021, unless sooner terminated as provided herein.”

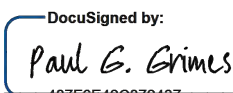
2. The Agreement shall continue in full force and effect except as amended herein. If any terms or conditions contained in this Sixth Amendment to the Agreement are inconsistent with the Agreement or First, Second, Third, Fourth, or Fifth Amendments, the terms and conditions contained in the Sixth Amendment will be controlling.

(signature page to follow)

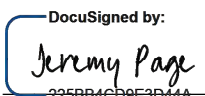
EXECUTED this 30th day of May, 2021.



City of McKinney, Texas

By: 
Paul Grimes, City Manager

Approved as to form:

By: 
Mark S. Houser, City Attorney

EXECUTED this _____ day of _____, 2021.

Denton County Transportation Authority

By: _____
Raymond Suarez, Chief Executive Officer

Approved as to form:

By: _____
Joseph J. Gorfida, Jr., General Counsel



Board of Directors Memo

June 24, 2021

SUBJECT: Consider Extension of Task Order with Irving Holdings for McKinney Urban Transit District (MUTD) Collin County Transit (CCT) Services

Recommendation

Staff recommends approval of the Irving Holdings Task Order #3 Revision 2, from July 1, 2021 through December 31, 2021, to align with the ILA between DCTA and the McKinney Urban Transit District.

Background

On November 12, 2020, in response to the McKinney Urban Transit District (MUTD) Board's request, the DCTA Board of Directors approved a fifth amendment to the City of McKinney contracted service agreement, extending the ILA from January 1, 2021 through June 30, 2021. To coincide with the MUTD ILA extension of 6 months, the Irving Holdings Task Order 3 Rev. 1 was also approved by the DCTA Board to continue MUTD taxi services through the extension of the amended contract.

The MUTD board of directors met on May 19, 2021 where they approved an extension of current contractual agreements with DCTA until December 31, 2021 in order to allow time to adopt a new service model that will launch in January 2022. The new proposed service model will be managed by DART while utilizing the DCTA Mobility as a Service contract system to contract a new shared ride service vendor for service delivery in the MUTD service area.

Previous Board Activity & Action

- o December 10, 2020 - Board of Director Approved Irving Holdings Task Order #3 Rev. 1
- o April 22, 2021 – Info item in preparation of the requested June 2021 approval

Identified Need

On June 30, 2021, the current ILA with MUTD and the corresponding Irving Holdings task order will expire. A 6-month extension is being requested to accommodate the time necessary for DCTA and DART to prepare a joint proposal for MUTD service that will launch in January 2022.

Financial Impact

DCTA will be fully reimbursed by the City of McKinney for all service costs associated with this task order extension, including an administrative fee that aligns with the agency's Administrative Fee Policy. All related fees are incorporated into the contract terms in the Sixth Amendment to the City of McKinney MUTD ILA.

Exhibits

Exhibit 1 - Irving Holdings Task Order 3 Rev.2

Submitted By: *Sarah Ault*
Sarah Ault - Mobility Service Specialist

Approved By: *Nicole Recker*
Nicole Recker, Vice President of Mobility Services and Administration



Denton County Transportation Authority Task Order

Task Number:	3 rev. 2	Project ID:		Grant #	
Contractor:	Irving Holdings				
PROJECT INFORMATION					
Name:	Collin County Transit: Taxi Voucher Program				
DCTA Account Code: (Contract to be Billed Under)	230-50810			Approved Budget Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	
Project Lead	Sarah Ault				
Requested By	Sarah Ault				
Cost Estimate					
Not to Exceed Budget	\$197,000 (October 1, 2020, through December 2021)				

DESCRIPTION
(Include Scope, Cost, and Deliverables with Schedule)
<p>This Denton County Transportation Authority Task Order #3 Rev.2 ("Task Order #3 Rev. 2") shall be governed by the terms and conditions of the General Services Agreement executed by the parties on or around May 2017 ("Agreement"). In the event of any direct conflict between the terms of this Task Order and the terms of the Agreement, then the terms of this Task Order shall control.</p> <p>For clarity, this "Taxi Voucher" program is for elderly, disabled and other qualifying residents who reside in the member cities of the McKinney Urban Transit District (MUTD) with transit services being provided throughout Collin County, Texas (the service area).</p> <p>The term of this task order shall begin on October 1, 2020, and continue for a period of three months, through December 31, 2020, unless sooner terminated or extended as provided herein (the "Term"). The task order total budget is \$47,000.</p> <p>Revision 1 extends the term from January 1, 2021, through June 30, 2021, unless sooner terminated or extended as provided herein (the "Term"). The revised task order budget is \$197,000.</p>

Revision 2 extends the term from July 1, 2021, through December 31, 2021 unless sooner terminated or extended as provided herein (the "Term").

SIGNATURES/APPROVALS

Contractor:		Date	
Raymond Suarez DCTA CEO		Date	



Collin County Transit Overview | July 1, 2021

Task Order #3 Rev 2

Scope of Services for Transit Services

1. Overall Intent

- 1.1 The intent of this Task Order is for Irving Holdings, Inc., to provide on behalf of DCTA, transit services through a "Taxi Voucher" program for Elderly, Disabled, and other qualifying residents who reside in the member cities of the McKinney Urban Transit District (MUTD) with transit services being provided throughout Collin County, Texas (the Service Area). Services provided by Irving Holdings shall include Taxi services for qualified customers, including customers with specific mobility devices as defined later in this task order.
- 1.2 DCTA will provide supporting service to facilitate the implementation of the program and on-going contract management and program compliance. This Scope of Services establishes a framework for the ongoing program of services. Changes required to meet the needs of the program may be made by mutual written agreement of the DCTA Contracting Officer and an authorized representative of Irving Holding, Inc.

2. Term of Services

- 2 The initial term of this revised Task Order shall begin July 1, 2021, and continue for a period of 6 months ending on December 31, 2021 unless terminated in writing with a 60-day notice.

3. Compliance with Americans with Disabilities Act and Other Laws

- 3.1 Irving Holdings shall comply with the requirements of the Americans with Disabilities Act, as amended, in providing the Transit Services. In addition, Irving Holdings acknowledges, and understands that it is responsible for compliance with, and agrees to comply with, all other federal,

state and local laws, statutes, ordinances, regulations and policies, as they exist, may be amended or in the future arising, applicable to DCTA and the Transit Services provided under this Task Order. Irving Holdings shall ensure that its officers, employees, agents, contractors and other parties performing services for or on behalf of DCTA comply with all applicable laws, statutes, ordinances, regulations and policies.

4. Licensure

- 4.1 All vehicles providing Transit Services shall be operated by an operator duly licensed by the State of Texas and in current possession of said license to operate vehicles.

5. DCTA Responsibilities

Overall Program Management.

- 5.1 DCTA will be responsible for the overall management of the program with the City of McKinney and the successful delivery of the services and management of this Task Order Scope of Services.

Eligibility Certification.

- 5.2 DCTA will certify the eligibility of qualified residents based on the current policy established by the McKinney Urban Transit District and transmit this list of qualified residents to Irving Holdings. Certifications are currently conducted via mail, email, phone, or in person at DCTA offices. Additional on-site eligibility opportunities will be coordinated with City of McKinney staff.

Customer Service.

- 5.3 DCTA will provide customer service support to handle general program inquiries and passenger qualifications at 940.243.0077 and online at <https://www.dcta.net/rider-info/411/go-request>.

Support to City of McKinney and McKinney Urban Transit District.

- 5.4 DCTA will participate in reasonable meetings of the City of McKinney, the McKinney Urban Transit District, and regulatory agencies to ensure the success of the program.

6. Irving Holdings Responsibilities – Taxi Voucher Program Scope of Services

Support to DCTA and the City of McKinney and McKinney Urban Transit District.

- 6.1 Irving Holdings, upon request of DCTA shall participate as necessary, in reasonable meetings with DCTA and the City of McKinney, the McKinney Urban Transit District, and regulatory agencies to ensure the success of the program.

Reporting.

- 6.2 Irving Holdings shall support audit, TxDOT, FTA, and National Transit Database reporting and compliance requirements.

6.3 Irving Holdings will provide reports on debit card loading/balances, trip reports, and additional information necessary to monitor service performance and meet federal, State and local reporting requirements.

6.4 Irving Holdings shall provide special reporting as requested by DCTA on an as needed basis.

6.5 All reports are due to DCTA by the fifth business day after month end.

Debit Card Issue/Reloading.

6.6 Irving Holdings will reload, replace lost cards (fee charged), and report all values loaded on the card. The initial guidance is to provide a match (eligible passenger contributing will receive value on their debit card) with a maximum balance at any one time of and a maximum loading of in any given month. DCTA will work closely with City staff to monitor the allowable load rate to ensure budget limitations are sustained.

Trip Dispatch.

6.7 Irving Holdings will provide 24/7 dispatch operations using 972.728.6789, the dedicated phone number for Collin County Transit.

Fleet and service expectations.

6.8 Irving Holdings will send clean and safe vehicles to the requested locations within promised time windows. This will include mobility device accessible vehicles, if requested. See 6.16.

Service Details.

6.9 Irving Holdings, DCTA's contractor, will operate service and will be responsible for call center operations, scheduling, dispatching, driver operations and management, vehicle maintenance, safety and licensing requirements, fare and data collection, as well as all reporting.

6.10 Irving Holdings will provide Taxi Services in support of this Task Order Monday through Friday, 6 a.m. to 6 p.m. and Saturday, 8 a.m. to 6 p.m. All requests received for first or last pick-up times during these service hours will be accepted. (Request for pickup at 6 a.m. or 6 p.m.)

6.11 Taxi fares will be based on standard meter rates and origin/destination.

6.12 The service area shall include municipalities that are predominately located in Collin County, Texas.

6.13 Eligibility shall be determined by DCTA, and DCTA shall provide Irving Holdings with a list of eligible program participants on an agreed upon schedule by both DCTA and Irving Holdings.

6.14 Customers who qualify will receive an introductory packet from DCTA that will include their qualification approval letter, detailed instructions on how to request and load their debit card with funds, and instructions on how to schedule a trip.

Fleet Vehicles.

- 6.15** Irving Holdings shall ensure that safe, clean, accessible vehicles are available to deliver timely Taxi services sufficient to meet the demand and maintain on-time performance.
- 6.16** Taxi service will be provided to eligible customers, including those with wheeled devices measuring up to 30" wide / 55" high / 48" deep and weighing up to 600 pounds (total weight of device plus occupant).
- 6.17** If a customer's specific mobility needs are beyond that of what Irving Holdings can provide (based on the restrictions above), the individual will be certified for the demand response service to be directly provided by DCTA

Loading of the Debit Cards provided by Irving Holdings

- 6.18** The customer can call Irving Holdings at 682.334.8045 and load a maximum of \$85 on their debit card (in \$5 increments). The customer contribution will be matched 1:6 for a total value of up to \$595 maximum matching per month and \$600 total card value:

Rider Payment	Taxi Subsidy Received	Taxi Debit Card Value
\$5	\$30	\$35
\$10	\$60	\$70
\$15	\$90	\$105
\$20	\$120	\$140
\$25	\$150	\$175
\$30	\$180	\$210
\$35	\$210	\$245
\$40	\$240	\$280
\$45	\$270	\$315
\$50	\$300	\$350
\$55	\$330	\$385
\$60	\$360	\$420
\$65	\$390	\$455
\$70	\$420	\$490
\$75	\$450	\$525
\$80	\$480	\$560
\$85	\$510	\$595

6.19 Irving Holdings shall take debit card, credit card or a pre-paid Visa or Master Card gift card over the phone.

6.20 Irving Holdings shall also accept and process cash, checks, or money orders via mail.

Reloading of Debit Cards

6.21 Customers may re-load their card each month, not to exceed the total value of up to \$600 maximum per month.

6.22 Un-used funds will roll over to the next month, however, in this case the customer will only be able to reload their debit card for the difference of their rollover balance up to \$600.

Booking a Trip.

Irving Holdings shall ensure the following process is used regarding the booking of trips:

6.23 Customers contact Irving Holdings at 972.728.6789. Trips can be booked 24 hours a day, seven (7) days a week, 365 days per year. Customers are encouraged to make trip requests at least two (2) hours in advance. Requests by passengers with special accessibility needs are encouraged to make trip requests by 5 p.m. on the day prior to requested service.

6.24 Irving Holdings shall make the best attempt to schedule service for customers who call with less than the suggested notice. The customer will schedule a trip by identifying the program account number, their individual account number; date, time, origin, and destination of the requested trip; and number of travel companions, and their special mobility needs, if any. Irving Holdings will provide an estimated trip cost upon request.

6.25 Irving Holdings will allow customers to schedule their return trip at the same time as the original trip, or to schedule the return trip after the fact if the exact return time is unknown.

6.26 Irving Holdings shall provide for Subscription service for customers who need to schedule a regularly occurring trip(s) (e.g., same day/same time/weekly).

6.27 Irving Holdings will accept trip requests up to seven (7) days in advance.

6.28 Irving Holdings will notify DCTA, monthly, regarding trips booked outside the service parameters, individuals who have possibly moved, individuals who have gone negative on their debit card balance.

Customer Takes a Trip

6.29 Irving Holdings will operate Collin County Transit service on a 0-to-20-minute window for scheduled pick-ups.

6.30 The vehicle is considered on time when it arrives within the assigned 20-minute ready-time window (e.g., 10 minutes before or 10 minutes after the requested/scheduled pick-up time).

- 6.31 Passengers are encouraged to be ready 10 minutes prior to the scheduled arrival time and are expected to board within the first five (5) minutes of the vehicle arriving.
- 6.32 Service shall be provided curb-to-curb.
- 6.33 It is expected that the customer must be able to get themselves and any required equipment into and out of the taxi.
- 6.34 Ensure service animals are permitted on vehicles for those customers requiring service animal assistance, in compliance with the Americans with Disabilities Act.
- 6.35 Irving Holdings will allow trip cancellations up to two (2) hours before the scheduled pick-up time.
- 6.36 Irving Holdings shall track and report to DCTA the occurrence of customer cancellations and no-shows, as customers may be penalized for excessive cancellations or no-shows.
- 6.37 Irving Holdings will make every effort to provide the trip as requested. However, trip requests may be denied due to capacity constraints or eligibility.

Customer Payment

- 6.38 The one-way fare is based on the origin and destination requested by the customer; basic meter rates apply. \$2.25 is the boarding fee plus \$1.80 per mile. Traffic delay time/waiting-time charge of \$.45 per every 1.5 minutes will apply. Riders may be responsible for any toll charges the trip may require as part of the fare.
- 6.39 Fares are to be paid using the taxi debit card. Taxi drivers will accept cash and credit card for any additional payments.
- 6.40 Personal Care Attendants (PCA) and guests may accompany a customer. Payment will be based upon McKinney Urban Transit District Board policy.
- 6.41 If the total fare is more than what is available on the debit card, it is the customer's responsibility to pay the difference (cash or credit card).
- 6.42 Taxi debit cards are not to be used for tipping.

Debit Card Balance

- 6.43 Irving Holdings shall provide for the following: allow customers to provide their email address to opt in to receive low balance alerts; low balance alerts are to be sent via email once a debit card balance has reached \$20 or less; allow for customers to provide their email address or update their email address with Irving Holdings by calling 682.334.8045; Allow for customers to contact Irving Holdings at 682.334.8045 to obtain their balance and confirm receipt of payment.

6.44 Irving Holdings shall notify DCTA if an individual is to run out of funds twice in a 30-day period.

Lost, Stolen, or Damaged Debit Cards

6.45 Irving Holdings shall provide for the following: Customers to report a lost, stolen or damaged debit card to Irving Holdings at 682.334.8045.

6.46 Upon notification by the customer of a lost, stolen, or damaged card, Irving Holdings will immediately deactivate the lost, stolen, or damaged card.

6.47 Irving Holdings may charge the customer up to \$1 dollar for each replacement card.

6.48 Irving Holdings will process all replacement card requests as expeditiously as possible, but not more than five business days from the date of the original request.

6.49 Any unused funds remaining on the lost, stolen, or damaged card will be transferred to the replacement card and mailed to the customer.

Customer Service

6.50 Customers will call Irving Holdings at 972.728.6789 for questions related to booking a trip, a trip already booked, or other service-related questions.

6.51 Irving Holdings shall ensure customer calls are answered in an expedient manner with minimal wait time and dropped calls.

6.52 The customer shall call DCTA Customer Service at 940.243.0077 with questions regarding how the program works, to determine eligibility for the program, and to provide feedback on the service provided.

6.53 DCTA Customer Service is available Monday through Friday from 5 a.m. to 7 p.m. and Saturdays from 8 a.m. to 4 p.m.

6.54 Irving Holdings shall respond to customer complaints, forwarded by DCTA, as expeditiously as possible, but not more than three business days from the initial inquiry.

Invoicing and Payment

6.55 Weekly, Irving Holdings will invoice DCTA based on the matching funds loaded on to authorized customer's debit cards the previous week. Supporting documentation will be provided in a mutually agreeable format.

6.56 Monthly, Irving Holdings will invoice DCTA for their 15% administrative fee based on the cost of the actual trips taken in the prior month. Supporting documentation will be provided in a mutually agreeable format.

Board of Directors Memo

June 24, 2021

SUBJECT: Review and Discuss Project Management Office (PMO) Activities Related to Task Order #2 with Accenture, LLC

Recommendation

This is a discussion item only. There is no recommendation at this time.

Background

Effective February 1, 2021, Accenture began a 12-month engagement to deliver Agency Transformation Initiative Implementation Program Management Office (PMO) services. The Regular Agenda will feature a standing item to discuss progress of Transformation Roadmap Initiative implementation. Accenture's scope of work under Task Order #2 includes:

- Transformation Roadmap Initiatives Implementation
- Mobility Orchestration – Fare Management and Regional Touchless Fare Integration
- ERP Sourcing Strategy

Prior Board Discussion

- January 28, 2021 – Board approved Task Order #2 with Accenture, LLP and associated budget amendment for Transformation Initiative PMO services
- March 10, 2021 – Accenture board update re: PMO activities
- April 22, 2021 – Accenture board update re: PMO activities
- May 27, 2021 – Accenture board update re: PMO activities

Progress Report - Activities since May board update:

PMO activities have centered on progression of significant governance, service delivery and regional collaboration initiatives: 1) Research, template development, and feedback interviews regarding opportunities to streamline Board Agenda planning; 2) preparation for implementation of Go Zone micro-transit demand response service, to include regional integration planning discussions with DART; and, 3) consideration of an ILA with Trinity Metro/MATS as a mechanism to improve the effectiveness and efficiency. The PMO has also advanced or initiated work on additional Initiatives. Please see **Exhibit 1** for additional detail.

Exhibits

Exhibit 1: Accenture PMO Status Report

Submitted By: Chris Newport
Chris Newport, Accenture

Reviewed By: Nicole Recker
Nicole Recker, VP of Mobility Services and Administration

Approved By: Raymond Suarez
Raymond Suarez, CEO

DCTA ACCENTURE PMO: STATUS REPORT

Week Ending: 6/18/21



DENTON COUNTY
TRANSPORTATION
AUTHORITY

Program Status Dashboard

Week Ending: 06/18/21

DRAFT: For Internal Discussion Purposes Only

Regular Item 1, Exhibit 1



Legend: **N** Not Started **C** Complete **G** On Track **Y** At Risk **R** Behind/Overdue

Overall	Detailed – Task Order 2								
	Revised Roadmap	ERP Strategy	Board-Staff Operating Model	Trinity Metro Coordination	Fare Management Process	IT Manager Staffing	On Demand Partnership	Current Focus / Accomplishments	Risks/Issues/ Mitigations
G	C	G	G	G	G	G	G	<ul style="list-style-type: none"> Continued regional fare integration, touchless fare management discussion with DART, Via, and staff Continue weekly ILA discussions, and work through recent challenges identified regarding payment and funding Trinity Metro visited bus maintenance facility to understand inventory, fleet composition Coordinating financial cost data exchange to develop cost benefit framework and set up discussions for business case; target for cost-benefit analysis review is July 2021 Identified sources for ERP alternatives cost estimation re: licensing and implementation, kicked off discussions for potential “best-fit” vendors for licensing and implementation cost estimates Complete one-on-one board member meetings to identify areas of improvement and enhancement with board packet and communications Developed understanding of Granicus implementation timeline, revised Board Agenda preparation and communications activities and timeline to integrate the two initiative timelines and change/training activities 	<ul style="list-style-type: none"> None at this time

Board of Directors Memo

June 24, 2021

SUBJECT: Consider Approval of Resolution R21-02 Approving FY21 Budget Revision 2021-04

Recommendation

Staff recommends the Board of Directors approve Resolution R21-02 authorizing a budget revision for the FY 2021 operating and capital budget.

Background

The DCTA budget is prepared months in advance of the start of the October 1 fiscal year and not all revenues and expenses can be anticipated at the time of the budget preparation. Therefore, during the fiscal year, it may become necessary to reforecast the annual revenues and expenses and modify the budget by amendment. Amending the budget for material changes will provide a better forecasting and management tool for the Board and DCTA staff.

Previous Board Activity & Action

The FY21 budget was originally adopted on September 24, 2020. This is the fourth budget revision related to the FY21 budget. Year to Date FY2021 Budget Revisions are included as Exhibit 2.

Identified Need

In order to improve financial reporting and communicate expected financial results, the revised budget is submitted to the Board for consideration and approval of the attached Budget Revision Number 2021-04. DCTA's Financial Management Policies require approval of a Board resolution to authorize a budget amendment that increases the total adopted fiscal year budget or moves funds between DCTA and NTMC.

Major items included in this revision are as follows:

Non-Operating Revenues:

- Increase of \$4.5M for sales tax revenue based on actuals received October – March plus budget for remaining months April – September
- Overall net reduction of \$1.9M in federal grants & reimbursements due to capital project delays which have been offset with an increase in operating grants projected for FY21

Capital Projects:

- Overall reduction of capital expenses projected for FY21 by \$2.9M
 - Project delays related to PTC and Integrated Fare Payment decrease the capital FY21 budget by \$4M which will roll into FY22
 - Fleet 2020 bus production delay increases the FY21 budget by \$1,062,600 (rollover from FY20)
 - Fleet 2021 project budget of \$1,869,225 has been removed from the FY21 capital budget and will be re-assessed at a later date
 - TRiP program funding for FY21 has been increased by \$1.8M, bringing the overall project to \$7.7M. Project funding for the TRiP program is based on a 15% calculation of the previous year's net available fund balance. Once the FY20 audited financials were adopted by the Board, the long range financial plan was updated to reflect those audited figures which increased the net available fund balance.

Financial Impact

The total budget impact of Budget Revision 2021-04 is an increase to Net Position of \$5,564,360.

Exhibits

Exhibit 1: Resolution R21-02 authorizing FY 2021 Budget Revision Number 2021-04

Exhibit A: Budget Revision 2021-04

Exhibit B: Change in Net Position – DCTA

Exhibit B-1: Change in Net Position – DCTA & NTMC Combined

Exhibit 2: Year to Date FY2021 Budget Revisions

Submitted By:



Amanda Riddle, Senior Manager of Budget

Final Review:



Marisa Perry, CPA, Chief Financial Officer/VP of Finance

Approval:



Raymond Suarez, Chief Executive Officer

**DENTON COUNTY TRANSPORTATION AUTHORITY
RESOLUTION NO. R21-02**

A RESOLUTION OF THE BOARD OF DIRECTORS OF THE DENTON COUNTY TRANSPORTATION AUTHORITY (DCTA) APPROVING FISCAL YEAR 2021 BUDGET REVISION NUMBER 2021-04 REVISED OPERATING AND CAPITAL BUDGET, ATTACHED HERETO AS EXHIBITS “A”, “B” AND “B-1”, RESPECTIVELY; PROVIDING A REPEALING CLAUSE; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, DCTA budget is a well calculated estimate as to what will be needed for expenditures in the fiscal year; and

WHEREAS, budget estimates are often prepared months in advance of the actual expenditures and the possibility that the actual amount of the expenditure will be known in exact terms at the time of the budget preparation is unlikely; and

WHEREAS, it may become necessary to reforecast the annual expenditures and modify the budget by amendment; and

WHEREAS, the Board of Directors of the DCTA desires to amend the fiscal year 2021 Operating and Capital Budget as set forth in Exhibits “A”, “B” and “B-1”, respectively.

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

SECTION 1. The Operating and Capital Budget Revision attached hereto as Exhibits “A”, “B” and “B-1”, respectively, be, and the same is hereby adopted and which shall amend the original budget adopted September 24, 2020, from and after the effective date of this Resolution.

SECTION 2. 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 3. 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 THE 24TH DAY OF JUNE, 2021.

APPROVED:

Chris Watts, Chair

ATTEST:

Sam Burke, Secretary
(05-17-2021:TM 122518)

Exhibit “A”
FY21 Budget Revision
(to be attached)

Exhibit “B”
Change in Net Position
(to be attached)

DENTON COUNTY TRANSPORTATION AUTHORITY**BUDGET TRANSFER / REVISION REQUEST**

Number: 2021-04

TRANSACTION TYPE: Transfer ☐
 Revision ☒

	Working Budget	Budget Revision Amount	Revised Budget
BUDGET REVISIONS			
<u>NON-OPERATING REVENUES:</u>			
Sales Tax Revenue	\$ 26,624,124	\$ 4,530,054	\$ 31,154,178
Federal Grants & Reimbursements	22,601,232	(1,901,845)	20,699,387
<u>CAPITAL PROJECTS:</u>			
PTC Implementation	887,931	(678,276)	209,655
PTC Enhancements	3,000,000	(3,000,000)	-
Fleet 2020	-	1,062,600	1,062,600
Fleet 2021	1,870,100	(1,869,225)	875
Integrated Fare Payment	300,000	(300,000)	-
Major Maintenance - Bus	-	15,530	15,530
Trail Safety Improvements	-	10,650	10,650
Brownfield Remediation	43,752	(17,157)	26,595
Infrastructure Acquisition	-	11,745	11,745
TRiP Program	100,000	-	100,000
TRiP Program Denton	2,605,707	819,239	3,424,946
TRiP Program Highland Village	288,794	90,797	379,591
TRiP Program Lewisville	2,919,651	917,946	3,837,597
Net Revision Impact	\$	\$ 5,564,360	

EXPLANATION: Please refer to Exhibit B, Change in Net Position schedule for budget revision details.

DATE: 6.15.2021

REQUESTED BY:



DATE: 6.15.2021

CFO:



DATE:

CEO:



DENTON COUNTY TRANSPORTATION AUTHORITY
Change in Net Position

Description	DCTA FY 2021 Adopted Budget	DCTA FY 2021 Working Budget	DCTA June Revision (PROPOSED)	Total DCTA FY 2021 Revised Budget
OPERATING REVENUE				
Passenger Revenues (Bus Farebox)	\$ 331,712	\$ 331,712	\$ -	\$ 331,712
Passenger Revenues (Rail Farebox)	248,579	248,579	-	248,579
Contract Service Revenue	3,458,402	3,633,760	-	3,633,760
Total Operating Revenue	4,038,693	4,214,051	-	4,214,051
OPERATING EXPENSES				
Salary, Wages & Benefits	4,193,211	4,263,661	-	4,263,661
Outsourced Services & Charges	3,955,959	5,029,792	-	5,029,792
Materials & Supplies	2,917,735	2,858,519	-	2,858,519
Utilities	506,668	508,810	-	508,810
Insurance	1,681,336	1,685,712	-	1,685,712
Purchased Transportation Services	10,732,539	11,203,657	-	11,203,657
Employee Development	241,304	241,604	-	241,604
Leases & Rentals	238,468	238,468	-	238,468
Depreciation	10,489,375	10,489,375	-	10,489,375
Total Operating Expenses	34,956,595	36,519,598	-	36,519,598
Operating Income / (Loss)	(30,917,902)	(32,305,547)	-	(32,305,547)
NON-OPERATING REVENUE / (EXPENSE)				
Investment Income	100,000	100,000	-	100,000
Misc. Revenues	-	200,000	-	200,000
Sales Tax Revenue	26,624,124	26,624,124	4,530,054	31,154,178
 Federal Grants & Reimbursements	 22,601,232	 22,601,232	 (1,901,845)	 20,699,387
 State Grants & Reimbursements	 -	 -	 -	 -
Long Term Debt Interest/Expense	(841,080)	(612,330)	-	(612,330)
Total Non-Operating Revenue / (Expense)	48,484,276	48,913,026	2,628,209	51,541,235
 Income (Loss) Before Transfers	 17,566,374	 16,607,479	 2,628,209	 19,235,688
 Transfers Out	 (8,027,839)	 (8,214,303)	 -	 (8,214,303)
Transfers In	-	-	-	-
Total Transfers	(8,027,839)	(8,214,303)	-	(8,214,303)
CHANGE IN NET POSITION	\$ 9,538,535	\$ 8,393,176	\$ 2,628,209	\$ 11,021,385

Transfer to Capital Projects

\$ (14,140,628) \$ 2,936,151 \$ (11,204,477)

REVISION DETAILS

Sales tax projection increase of \$4.5M is based on actuals received October-March + budget for remaining months April-September

Capital Grant Reimbursements - Overall reduction of \$4.5M:

* Reduction of \$2.5M related to the PTC implementation and enhancements capital projects that will not be completed in FY21 so expense & related revenues will be shifted into FY22

* Reduction of \$1.8M related to Fleet 2021 capital project. Staff has determined that this capital project is no longer needed at this time expense & related revenues have been removed

* Reduction of \$250k related to the Integrated Fare Payment project that has been shifted into FY22-FY23

Operating Grant Reimbursements - Overall increase of \$2.6M:

* Addition of the American Rescue Plan (ARP) funds in FY21 has allowed staff to re-strategize the operating grant drawdowns between CARES & ARP to ensure DCTA is drawing down grant funds as quickly as possible.

* Project delays related to positive train control & integrated fare payment projects will reduce the capital budget by \$4M which will roll into FY22
 * Fleet 2020 project was originally approved in FY20 for \$1,062,600. Buses are currently in production and expected to be delivered in FY21 so related project expenses need to be rolled over into FY21 for payment upon delivery. This increase is offset by the removal of Fleet 2021 project expense of \$1,869,225

* TRiP project funding that was adopted in FY21 was \$5,914,152 and was based on projected 15% of net available fund balance with an additional \$200k. With the completion of the FY20 audit, the long range financial plan has been updated to reflect these for FY20 which in turn increased the net available fund balance. The TRiP 2021 project reflects an increase of \$1.8M, bringing the project total to \$7,742,134 for FY21.

DENTON COUNTY TRANSPORTATION AUTHORITY
Change in Net Position - Combined Statement (DCTA & NTMC)

Description	DCTA FY 2021 Adopted Budget	DCTA FY 2021 Working Budget	DCTA June Revision (PROPOSED)	Total DCTA FY 2021 Revised Budget	NTMC FY 2021 Adopted Budget	NTMC FY 2021 Working Budget	Total Combined FY 2021 Revised Budget
OPERATING REVENUE							
Passenger Revenues (Bus Farebox)	\$ 331,712	\$ 331,712	\$ -	\$ 331,712	\$ -	\$ -	\$ 331,712
Passenger Revenues (Rail Farebox)	248,579	248,579	-	248,579	-	-	248,579
Contract Service Revenue	3,458,402	3,633,760	-	3,633,760	-	-	3,633,760
Total Operating Revenue	4,038,693	4,214,051	-	4,214,051	-	-	4,214,051
OPERATING EXPENSES							
Salary, Wages & Benefits	4,193,211	4,263,661	-	4,263,661	7,451,314	7,636,554	11,900,215
Outsourced Services & Charges	3,955,959	5,029,792	-	5,029,792	399,919	400,219	5,430,011
Materials & Supplies	2,917,735	2,858,519	-	2,858,519	3,293	3,293	2,861,812
Utilities	506,668	508,810	-	508,810	-	-	508,810
Insurance, Casualties & Losses	1,681,336	1,685,712	-	1,685,712	118,878	119,802	1,805,514
Purchased Transportation Services	10,732,539	11,203,657	-	11,203,657	-	-	11,203,657
Employee Development	241,304	241,604	-	241,604	54,435	54,435	296,039
Leases & Rentals	238,468	238,468	-	238,468	-	-	238,468
Depreciation	10,489,375	10,489,375	-	10,489,375	-	-	10,489,375
Total Operating Expenses	34,956,595	36,519,598	-	36,519,598	8,027,839	8,214,303	44,733,901
Operating Income / (Loss)	(30,917,902)	(32,305,547)	-	(32,305,547)	(8,027,839)	(8,214,303)	(40,519,850)
NON-OPERATING REVENUE / (EXPENSE)							
Investment Income	100,000	100,000	-	100,000	-	-	100,000
Misc. Revenues	-	200,000	-	200,000	-	-	200,000
Sales Tax Revenue	26,624,124	26,624,124	4,530,054	31,154,178	-	-	31,154,178
Federal Grants & Reimbursements	22,601,232	22,601,232	(1,901,845)	20,699,387	-	-	20,699,387
State Grants & Reimbursements	-	-	-	-	-	-	-
Long Term Debt Interest/Expense	(841,080)	(612,330)	-	(612,330)	-	-	(612,330)
Total Non-Operating Revenue / (Expense)	48,484,276	48,913,026	2,628,209	51,541,235	-	-	51,541,235
Income (Loss) Before Transfers	17,566,374	16,607,479	2,628,209	19,235,688	(8,027,839)	(8,214,303)	11,021,385
Transfers Out	(8,027,839)	(8,214,303)	-	(8,214,303)	-	-	(8,214,303)
Transfers In	-	-	-	-	8,027,839	8,214,303	8,214,303
Total Transfers	(8,027,839)	(8,214,303)	-	(8,214,303)	8,027,839	8,214,303	-
CHANGE IN NET POSITION	\$ 9,538,535	\$ 8,393,176	\$ 2,628,209	\$ 11,021,385	\$ -	\$ -	\$ 11,021,385
Net Position - Beginning of Year:							\$ 346,777,795
Net Position - End of Year:							\$ 357,799,180
Transfer to Capital Projects	\$ (14,140,628)	\$ (14,140,628)	\$ 2,936,151	\$ (11,204,477)			\$ (11,204,477)
Net Position After Capital Project Transfer							\$ 346,594,703

YEAR-TO-DATE FY21 BUDGET REVISIONS

DCTA 2021-01 (Presented to DCTA Board January 28, 2021)

Budget Transfer - No Approval Necessary; Completed

			Adopted Budget	Revision	Revised Budget
G&A:	100.50309	Professional Services	\$ 298,000	\$ (24,860)	\$ 273,140
	120.50309	Professional Services	206,560	24,860	231,420
	100.50309	Professional Services	273,140	(38,000)	235,140
	180.50440	Computer Materials & Supplies	29,300	38,000	67,300
Bus:	500.50318	Facilities Maintenance	328,891	(36,617)	292,274
	531.50313	Computer & Software Maintenance	41,915	7,236	49,151
	533.50313	Computer & Software Maintenance	28,376	29,381	57,757
<i>Net Budget Impact</i>			\$	-	

DCTA 2021-02 (Presented to DCTA Board January 28, 2021)

Approved by DCTA Board in January; Completed

			Working Budget	Revision	Revised Budget
<u>OPERATING REVENUE:</u>					
	Contract Service Revenue	\$	3,458,402	\$ 175,358	\$ 3,633,760
<u>OPERATING EXPENSES:</u>					
	Salary, Wages & Benefits		4,193,211	70,450	4,263,661
	Outsourced Services & Charges		3,917,959	1,016,833	4,934,792
	Materials & Supplies		2,955,735	(2,216)	2,953,519
	Utilities		506,668	2,142	508,810
	Insurance, Casualties & Losses		1,681,336	4,376	1,685,712
	Purchased Transportation Services		10,732,539	471,118	11,203,657
	Employee Development		241,304	300	241,604
<u>NON-OPERATING REVENUES:</u>					
	Misc. Revenues		-	200,000	200,000
	Long Term Debt Interest/Expense		(841,080)	228,750	(612,330)
<u>CAPITAL PROJECTS:</u>					
	TRiP Program (10702)		5,914,152	(5,814,152)	100,000
	TRiP Program Denton (10702.1)		-	2,605,707	2,605,707
	TRiP Program Highland Village (10702.2)		-	288,794	288,794
	TRiP Program Lewisville (10702.3)		-	2,919,651	2,919,651
	Transfers Out		8,027,839	186,464	8,214,303
<i>Net Budget Impact</i>			\$	1,145,359	

NTMC 2021-001 (Presented to NTMC Board March 24, 2021)

Approved by NTMC Board in March; Completed

			Working Budget	Revision	Revised Budget
<u>OPERATING EXPENSES:</u>					
	Salary, Wages & Benefits	\$	7,451,314	\$ 185,240	\$ 7,636,554
	Outsourced Services & Charges		399,919	300	400,219
	Insurance, Casualties & Losses		118,878	924	119,802
	Transfers In		8,027,839	186,464	8,214,303
<i>Net Budget Impact</i>			\$	-	

DCTA 2021-03 (Presented to DCTA Board April 22, 2021)
Budget Transfer - No Approval Necessary; Completed

			Adopted Budget	Revision	Revised Budget
G&A:	140.50309	Professional Services	\$ 101,800	\$ 95,000	\$ 196,800
Bus:	200.50410	Fuel - UNT	342,308	(75,000)	267,308
	511.50410	Fuel - Fixed Route Denton	303,023	(20,000)	283,023
<i>Net Budget Impact</i>			\$ -		

DCTA 2021-04 (Presented to DCTA Board June 24, 2021)

			Working Budget	Revision	Revised Budget
<u>NON-OPERATING REVENUES:</u>					
		Sales Tax Revenue	\$ 26,624,124	\$ 4,530,054	\$ 31,154,178
		Federal Grants & Reimbursements	22,601,232	(1,901,845)	20,699,387
<u>CAPITAL PROJECTS:</u>					
		PTC Implementation	887,931	(678,276)	209,655
		PTC Enhancements	3,000,000	(3,000,000)	-
		Fleet 2020	-	1,062,600	1,062,600
		Fleet 2021	1,870,100	(1,869,225)	875
		Integrated Fare Payment	300,000	(300,000)	-
		Major Maintenance - Bus	-	15,530	15,530
		Trail Safety Improvements	-	10,650	10,650
		Brownfield Remediation	43,752	(17,157)	26,595
		Infrastructure Acquisition	-	11,745	11,745
		TRiP Program	100,000	-	100,000
		TRiP Program Denton	2,605,707	819,239	3,424,946
		TRiP Program Highland Village	288,794	90,797	379,591
		TRiP Program Lewisville	2,919,651	917,946	3,837,597
<i>Net Budget Impact</i>			\$ 5,564,360		

Board of Directors Memo

June 24, 2021

SUBJECT: Discuss and Provide Direction to Staff Regarding Future Board Meeting Logistics Including the Purchase Audio and Visual (AV) Improvements and Revisiting the Timing of In-Person Board Meetings

Recommendation

This is not an action item, however staff seeks Board's support in the acquisition and installation of a new AV system for DCTA's Board Room and requests consideration in delaying in-person Board meetings until the September 23rd Board meeting to allow adequate time to implement and test the system prior to Board use.

Background

Audio Visual equipment located at DCTA's board room facilities were installed in 2015 to support Texas HB 283 requirements that board meetings be recorded for later viewing by the public. The meeting challenges brought about by the Coronavirus pandemic pushed this system beyond its limits, with many temporary measures put in place to successfully conduct both remote and hybrid meetings. As DCTA returns to regular business activities including in-person Board meetings and hybrid external meetings, quality video and sound challenges will be exacerbated by the current AV system.

The existing AV system, purchased to satisfy new legislative requirements, has limited capabilities, has reached the end of its useful life and has suffered many challenges during meetings such as microphone failures and excessive microphone feedback which causes meeting disruptions. These failures cause the public to have difficulty hearing meeting conversations and the limited video capabilities create an issue with the public knowing which Board member is making comments.

As staff works to implement the Granicus Board agenda software, there are opportunities to continue live streaming Board meetings to the public as the Agency has been with remote meetings using Zoom online software. The current AV system is not compatible with the Granicus software live broadcast capabilities and will prevent the Agency from leveraging the software at its fullest potential.

The new AV system design, installation and implementation will take approximately eight to ten weeks. To allow staff adequate time to purchase, implement and test this new system, DCTA staff asks the Board to consider delaying in-person Board meetings until September.

Previous Board Activity & Action

There has been no previous Board-level activity on this item.

Identified Need

A new Audio Video system designed and installed by AV professionals will allow DCTA to provide an improved quality presentation to the public, while allowing board members and staff to interact efficiently both in person and remotely, as needed. This new AV system which includes two high definition conferencing cameras, 10-12 rechargeable wireless microphones, digital signal processors, video switching



equipment, a wireless presentation system and all supporting hardware will also provide DCTA staff with a true teleconferencing solution which the Agency is currently lacking.

Financial Impact

DCTA staff has received an estimate of approximately \$70,000 for a professionally designed and installed AV system and can purchase this AV system using The Interlocal Purchasing System (TIPS) which has already been competitively bid by the system's vendors. Staff has Identified funds within the FY21 budget for this project.

Exhibits

N/A

Submitted By: Javier Trilla

Javier Trilla, IT Director

Approval:

Kristina Holcomb
Kristina Holcomb, Deputy CEO



Board of Directors Memo

June 24, 2021

SUBJECT: Review, Discuss and Consider Approval of Member City Submitted TRiP Projects for FY2021 Annual Call for Projects Funding and Authorize CEO to enter into a Project Funding Agreement with Each Respective Member City

Recommendation

DCTA has determined that all received member city Transportation Reinvestment Program (TRiP) applications meet or exceed the minimum project eligibility requirements specified in *Resolution R20-22* and support DCTA's Long-Range Service Plan goals. Staff is seeking Board approval to develop and execute Reimbursement Agreements with its members cities for the TRiP projects submitted.

Background

TRiP provides financial assistance to DCTA member cities for transit-supportive projects consistent with and beneficial to DCTA's Long-Range Service Plan goals. The program aligns the DCTA mission of "improving mobility, air quality, economic development and livability" within the DCTA service area and Denton County at large.

Eight applications have been received from member cities for TRiP funding. Denton submitted six applications on February 16, 2021. Lewisville submitted a second application on April 23, 2021. Highland Village applied on April 28, 2021. The applications centered on improving infrastructure and pedestrian/bicycle connectivity within the DCTA service area and all projects were found to meet or exceed the minimum project eligibility requirements and support DCTA's Long-Range Service Plan goals.

Identified Need

In accordance with the TRiP policy adopted in November 2020 and the schedule specified in the FY 2021 *Call for Projects*, this agenda item presents DCTA staff's recommendation to approve all applications received during the current *Call for Projects* period.

Financial Impact

With an approved budget amendment to reflect FY 2020 audited fund balance, member city TRiP allocations have increased above those originally stated in the *Call for Projects* as shown in the below table.

	CITY OF DENTON	CITY OF HIGHLAND VILLAGE	CITY OF LEWISVILLE	TOTALS
Amounts contained in the "Call for Projects"*	\$ 2,605,707	\$ 288,767	\$ 2,919,651	\$ 5,814,125
Revised TRiP balances pending June budget revision	\$ 3,411,116	\$ 378,058	\$ 3,822,099	\$ 7,611,273
Differences	\$ 805,409	\$ 89,291	\$ 902,448	\$ 1,797,148

S:\TRiP\FY21\TRiP Allocation Differences.xlsx]Sheet1

* Original Adopted Budget, Allocation Approved 1/28/21

The table below summarizes FY 2021 member city TRiP program allocations with application requests applied.

Member City FY 2021 TRiP Allocations*			
Project	Denton	Highland Village	Lewisville
	\$3,424,946	\$379,591	\$3,837,597
D-1: All-Walk Crosswalk Design	\$68,210		
D-2: A-Train to UNT Bike and Pedestrian Path	\$1,626,865		
D-3: Bell Sidewalk Construction	\$88,946		
D-4: Ginnings and Alexander Elementary Sidewalks	\$505,861		
D-5: Medpark Sidewalk Construction	\$147,640		
D-6: Wilson and Pecan Elementary Sidewalk	\$80,475		
L-1: Construct 1.6 mile A-train rail trail segment**			\$1,766,000
L-2: A-Train Rail Trail Southern Extension Segment A			\$400,000
HV-1: Highland Village Road Sidewalk Phase 2 & 3		\$288,794	
Remaining FY 2021 Allocations to Carry Over	\$906,949	\$90,797	\$1,671,597

* Revised TRiP balances pending June budget revision

** Prior grant approval under TRiP pre-award authority

S:\TRiP\FY21\[FY21 TRiP Funding Tracker.xlsx]Funding Tracker

Exhibits

Exhibit 1: Adopted TRiP Policy

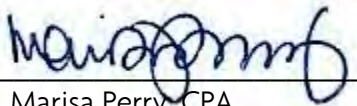
Exhibit 2: Project Review Memo & Application (City of Highland Village)

Exhibit 3: Project Review Memo & Application (City of Lewisville)

Exhibit 4: Project Review Memos & Applications (City of Denton)



Submitted By: _____
Tim Palermo, Planning & Data Analytics Manager



Final Review: _____
Marisa Perry, CPA
Chief Financial Officer/VP of Finance



Approval: _____
Kristina Holcomb, Deputy CEO

DENTON COUNTY TRANSPORTATION AUTHORITY TRANSPORTATION REINVESTMENT PROGRAM (TRiP)

I. POLICY STATEMENT

The Denton County Transportation Authority (DCTA) Transportation Reinvestment Program (TRiP) policy objective is to provide financial assistance to DCTA member cities for transit-supportive projects consistent with and beneficial to DCTA's Long-Range Service Plan goals. TRiP funding will be apportioned to DCTA member cities in proportion to each city's net half-cent sales and use tax collection for the previous fiscal year, as published by the Texas Comptroller's Allocation Payment Detail. Total program funding levels and allocation formula are detailed in Section III. DCTA will distribute funds to member cities for eligible projects consistent with DCTA's enabling legislation, Chapters 431 and 460 of the Texas Transportation Code, and project selection criteria specified in Section V.

II. SCOPE

TRiP is a five-year policy, with its first funding cycle beginning in 2021. Each year, DCTA will establish TRiP funding levels following an audit of the previous fiscal year's net available balance and in accordance with the TRiP policy. DCTA will issue a call for projects in January of each calendar year. Continuation of the policy beyond the initial five years would require DCTA Board reapproval. In the event the Board does not re-approve subsequent years, the policy will expire after the five-years and any unobligated funds shall revert to DCTA cash reserves.

Funds will be available to DCTA member cities, including Denton, Highland Village and Lewisville. A municipality which becomes a participating member of DCTA, under the provisions of Section 460.302 Texas Transportation Code, will become an eligible recipient of DCTA TRiP funding in the next fiscal year following collection of a transit sales and use tax.

III. FUNDING

The annual TRiP budget will be equal to 15 percent of DCTA's net available fund balance from the previous fiscal year. In addition, DCTA will authorize a one-time program startup amount of \$2,000,000 to be transferred from the Capital/Infrastructure Reserve to a dedicated TRiP project line within the FY2021 budget. Annual program contributions may be amended as necessary through Board amendment of the TRiP policy.

Funding for each member city will be allocated based on the following formula:

$$= 95\% \times \text{Annual Program Budget} \left(\frac{\text{Individual member city sales tax collection, prior FY}}{\text{Total all member cities sales tax collection, prior FY}} \right)$$

Actual cost up to and not to exceed five percent of the annual program budget shall be set aside for DCTA program administration, including project selection, monitoring and financial reporting, and 95 percent split among member cities proportional to sales and use tax receipts, as estimated by DCTA financial staff, for the previous fiscal year. Prior to award of the TRiP projects, DCTA staff will present anticipated TRiP administrative costs for Board approval. Unspent administrative budget shall be returned to TRiP reserve balances.

Multiple municipalities may pool their allocated amounts to allow more flexibility in financing larger, mutually beneficial projects. Member cities could accrue allocated funds each fiscal year in order to fund a larger project. Funds remain with DCTA, designated to each member city,

DENTON COUNTY TRANSPORTATION AUTHORITY TRANSPORTATION REINVESTMENT PROGRAM (TRiP)

until dispersed to an approved project. Funds will remain with DCTA until reimbursements have been made to the member city for an approved project. Unobligated funds designated to each member city may rollover for up to three years.

IV. ELIGIBLE PROJECTS

To be eligible for TRiP funding, a project must be consistent with DCTA's enabling legislation, Chapters 431 and 460 of the Texas Transportation Code, and project selection criteria specified in Section V. Projects funded through inter-local agreement must be authorized under and consistent with the provisions of Texas Local Government Code 791: Interlocal Cooperation Contracts.

A key provision of Chapter 460 regarding DCTA expenditures is that they be consistent with and beneficial to the locally adopted Long-Range Service Plan goals. Projects eligible for TRiP funding should demonstrate support of these formally adopted goals. Eligible projects are shown in **Attachment A**.

In addition to serving Long-Range Service Plan goals, projects eligible for TRiP funding should be clearly defined and financially sound. Well defined capital/expansion projects will facilitate a reliable design-build cost estimate. Cost estimates for maintenance of assets should be based on recent similar maintenance projects or bids/solicitations where available. Planning and preliminary design costs may also be eligible for projects that support DCTA's long range goals.

Eligible project types may be amended as necessary through a DCTA Board amendment of the TRiP policy. Adoption of an updated DCTA Long-Range Service Plan update may trigger Board action if amendments to TRiP project criteria are needed to ensure consistency with updated Long-Range Service Plan goals.

V. PROJECT SELECTION

Eligible member cities must submit a written application for funding. The application shall include, at minimum: a project description, project limits and boundaries, proposed or engineering based capital cost estimates, requested funding amount, identification of additional funding sources (if applicable), proposed schedule for the project, and a description of how the project would support DCTA Long-Range Service Plan goals. A sample project application is provided in *Attachment A*.

Applications will be submitted within 90 days of the DCTA Call for Projects. However, member cities may submit their applications sooner. DCTA staff will have 30 days to review the application to determine minimum project eligibility or request more information. Subsequent to completing the review, if no additional information was requested, the application will be placed on the agenda for the next regularly scheduled DCTA Board of Directors meeting for consideration. Following the review of each application, the DCTA Board will lead the approval and award process.

In subsequent years, should a member city have a project that timing would necessitate an application prior to the call for projects, a city may submit an application for pre-award

DENTON COUNTY TRANSPORTATION AUTHORITY TRANSPORTATION REINVESTMENT PROGRAM (TRiP)

authority. Any cost difference between the member city's allocated funding for that year and the project cost, would be borne by the member city.

DCTA staff will have 45 days to review the pre-award authority application to determine minimum project eligibility or request more information. Subsequent to completing the review, if no additional information was requested, the application will be placed on the agenda for the next regularly scheduled DCTA Board of Directors meeting for consideration. Following the review of each application, the DCTA Board will lead the approval and award process.

At a minimum, projects must meet the following criteria to be eligible for DCTA funding:

- Project limits located primarily within the DCTA service area, the geographic boundaries of DCTA member cities, or within a quarter mile of any A-train Station or DCTA fixed bus route.
 - Projects that extend beyond this area should identify extra-territorial costs and alternate funding sources for the portion of costs not eligible for TRiP funding
- Clear and defensible nexus to DCTA Long-Range Service Plan goals
- Financially Sound
 - Requested capital funding does not exceed the member city's TRiP allocation, or
 - Funding sources have been identified for project costs exceeding the requested amount

In the event a member city submits multiple projects for consideration whose total costs exceed the member city's balance of available funds, additional project criteria may be considered to narrow the selection. These additional criteria may include percent cost sharing, ability to leverage additional federal funding, project timeframe, and demonstrated ability to meet multiple Long-Range Service Plan goals. Projects meeting minimum selection criteria may be deferred to a future year in the event of funding limitations.

VI. DISBURSEMENT

Based on the requested funding amount and as part of the Board approval packet, DCTA staff will recommend a schedule for TRiP funding disbursement which may be lump sum, quarterly, or annually.

Once approved by the DCTA Board, the approved funding becomes programmed to the project. That programmed amount is deducted from the available apportionment as an obligation. Funds will be allocated in accordance with the approved schedule, including lump-sum, quarterly or annually. In no case, will disbursements be made until the project eligibility requirements have been met and formal approval by the DCTA Board has been made. DCTA disbursement of payment to member cities for eligible project expenses will occur after an expense has been incurred as a reimbursement.

For capital assistance projects, member cities shall provide DCTA with a project status report and current financial records for each approved project. The status report shall be submitted on an annual basis (consistent with recommended disbursement schedule), and will include:

- Project identifier
- Approved project budget
- TRiP funds programmed for the project

DENTON COUNTY TRANSPORTATION AUTHORITY TRANSPORTATION REINVESTMENT PROGRAM (TRiP)

- Expenses incurred
- Percentage completion

At project completion, in the event that final project accounting or audit reveals that TRiP funding was not expended in a manner consistent with program requirements, or that the final project cost was less than the approved TRIP funding, those unspent funds shall be returned to DCTA and remain available in the apportionment for reprogramming to the eligible city. Unspent dollars shall be available to the eligible city up to three years for reprogramming and will be in addition to, any future allotments.

DCTA does not assume or incur any liability, obligation or financial responsibility for a contract between an eligible city and a contractor, employee or agent for an approved project or any liability for a result, occurrence, injury or damages resulting from or caused, directly or indirectly, by an approved project.

VII. PERFORMANCE EVALUATION AND REPORTING

Eligible cities shall maintain accurate books and records of all approved projects. Cities will maintain separate records for each approved project including project budgets, budget amendments, revised budget balances, expenditures to date, change orders, cost to complete, and TRiP funding received to date. DCTA maintains the right to audit a city's books to ensure that TRiP funding is applied in accordance with the program criteria. Cities also maintain the right to audit DCTA's books to ensure that the funding allocations and disbursements are in accordance with these guidelines and other applicable laws.

In addition to financial records, member cities will provide to DCTA an annual status report for each funded project detailing the activities completed to date, schedule updates, and any foreseeable issues or challenges. Additional performance monitoring criteria may be established for larger disbursements or on-going programs funded through TRiP.

DCTA may reconfirm performance goals (established in coordination with the member cities) intended to demonstrate the project's ability to support Long-Range Service Plan goals. DCTA will report quarterly to the Board on the status of the TRiP fund, including amounts apportioned, amounts programmed, amounts disbursed to member cities, and the amount remaining for each city. Quarterly staff reports will also include a summary of significant milestones and performance goals.

VIII. ETHICS AND CONFLICTS OF INTEREST

Officers and employees involved in the project selection process shall refrain from personal business activity that could conflict with the proper execution and management of the TRiP or that could impair the ability to make impartial decisions. Employees and Board members shall disclose any material interests potentially affected by any of the projects submitted.

Procedures when identifying a potential conflict of interest will comply with Chapter 171 of Texas Local Government Code regarding conflicts of interest. If an officer or employee involved in the project selection process has a substantial interest in a business entity or in real property,

**DENTON COUNTY TRANSPORTATION AUTHORITY
TRANSPORTATION REINVESTMENT PROGRAM (TRiP)**

that person must file an affidavit stating the nature and extent of the interest and abstain from further participation.¹

IX. SUBJECT TO AUDIT

DCTA shall establish a system of written internal controls which will be reviewed annually with the independent auditor of DCTA. The controls shall be designed to prevent loss of public funds due to error, misrepresentation, or oversight. A formal annual review of these internal controls as well as disbursements and receipts associated with the Transportation Reinvestment Program will be performed by an independent auditor. Results of the audit shall be reported to the Board.

¹ Legal exceptions and situations not requiring abstention should be reviewed and documented with DCTA counsel.

**DENTON COUNTY TRANSPORTATION AUTHORITY
TRANSPORTATION REINVESTMENT PROGRAM (TRiP)**

ATTACHMENT A – SAMPLE PROJECT APPLICATION

PROJECT NAME:

PROJECT SPONSOR:

☐ Denton

☐ Lewisville

☐ Highland
Village

PROJECT DESCRIPTION:

**GEOGRAPHIC
LIMITS/BOUNDARIES:**

REQUEST FOR CAPITAL

LEVEL OF DESIGN:

PROJECT COST:

FUNDING REQUEST:

**ESTIMATED PROJECT
COMPLETION DATE:**

ADDITIONAL INFORMATION:

**DENTON COUNTY TRANSPORTATION AUTHORITY
TRANSPORTATION REINVESTMENT PROGRAM (TRiP)**

**IN THE SECTION BELOW, PLEASE INDICATE HOW THE PROPOSED PROJECT
SUPPORTS DCTA LONG-RANGE SERVICE PLAN GOALS**

☐ Increase service efficiency and reliability

☐ Increase service effectiveness for DCTA customer

☐ Increase the visibility and elevate the image of DCTA

☐ Expand DCTA services into areas where transit has a strong likelihood of success

☐ Coordinate with regional transportation providers

☐ Pair transit facilities to existing and planned transit-supportive development

☐ Advocate sustainable development practices that support transit

☐ Strive for financial excellence by maintaining fiscally sound and sustainable financial plans and budgets that reflect community priorities and values

**DENTON COUNTY TRANSPORTATION AUTHORITY
TRANSPORTATION REINVESTMENT PROGRAM (TRiP)**

THIS SECTION TO BE COMPLETED BY DCTA STAFF

Transportation Reinvestment Program Project Identifier: _____

- ☐ Meets minimum project eligibility requirements
- ☐ Multiple project selection

Rank: _____

Initial Member City Transportation Reinvestment Program Balance: _____

Recommended Project FY _____ Programmed Amount: _____

Remaining Member City Balance: _____

Recommended Disbursement Schedule:

- ☐ Lump Sum
- ☐ Quarterly
- ☐ Monthly
- ☐ As defined through Inter-local Agreement

PLEASE ATTACH PROJECT COST BACKUP. ACCEPTABLE COST BACKUP FOR CAPITAL PROJECTS INCLUDES PROJECT DRAWINGS, DESIGN SHEETS, COST WORKBOOK, OR BID SHEET. FOR SERVICE REQUESTS, PLEASE INCLUDE A SUMMARY OF DISCUSSIONS WITH DCTA SERVICE PLANNING STAFF OR AN ESTIMATE FROM AN ALTERNATE TRANSPORTATION SERVICE PROVIDER.

**DENTON COUNTY TRANSPORTATION AUTHORITY
TRANSPORTATION REINVESTMENT PROGRAM (TRiP)**

ATTACHMENT A

Improvement Type	Restrictions
Transit Stop Amenities	Along existing or planned DCTA fixed routes
Sidewalks	Within one mile and/or along existing or planned DCTA fixed routes/demand response zones
Crosswalks/Median Island	Within one mile and/or of planned DCTA fixed routes/demand response zones
Bike/Ped Trail Connections	Provides connection to existing or planned transit network
Bus Bulb Out/Turning Pocket	N/A
Transit Lane	N/A
Bike Lane (on-street)	N/A
Other Lane reconfiguration	Must serve a transit-related purpose
Traffic Calming	N/A
Landscaping/streetscaping	Along existing or planned route DCTA fixed routes/on-demand response zones
Street lighting/ Other public safety improvements	Along existing or planned DCTA fixed routes/on-demand response zones
Transit Signal Priority (TSP)	Along existing or planned DCTA fixed routes/on-demand response zones
Signal Timing	Along existing or planned DCTA fixed routes/on-demand response zones
Other Intersection improvements	Along existing or planned DCTA fixed routes/on-demand response zones
Street Improvements	Along existing or planned DCTA fixed routes/ on-demand response zones
Shared Parking, Kiss & Ride/Drop-off Zones	Within 500 feet of DCTA stations or facilities
Transit Oriented Development	Planning and site development activities
Transit Adjacent Development	Planning and site development activities
Wayfinding/Placemaking signage	N/A

Note: all improvements should be consistent with approved local and regional plans, including DCTA's Long Range Service Plan

TRiP Project Review Memo

June 24, 2021

SUBJECT: **City of Highland Village: Road Sidewalk Project, Phases 2 and 3.**

Recommendation

DCTA staff found that the project described in the subject application exceeds the minimum project eligibility requirements for TRiP funding and therefore recommends Board approval.

Background

On April 28, 2021, DCTA received a TRiP funding request in the amount of \$288,794 from the City of Highland Village to construct concrete sidewalk along portions of Highland Village Road to fill in existing gaps in the sidewalk network. The sidewalks will allow pedestrians from various western and northern Highland Village neighborhoods to connect to the Highland Village/Lewisville Lake DCTA station.

The sidewalk construction will consist of two phases: Phase II will begin just north of the Highland Village Municipal Complex and continue north to the vicinity of Clearwater Drive, approximately 1,950 feet. Phase III will begin at Clearwater Drive continuing north and turning east to Sellmeyer Lane, approximately 3,150 feet.

The total project cost is \$921,656 and the amount requested through the TRiP Program is \$288,794. The estimated project completion date is January 2022.

Staff Review Notes

DCTA staff found the application thorough and complete and that the proposed project exceeds minimum project eligibility requirements for TRiP funding by supporting many of DCTA Long-Range Service Plan goals, including:

- Increase service effectiveness for DCTA customers;
- Pairs transit facilities to existing and planned transit-supportive development
- Advocates sustainable development practices that support transit
- Demonstrates sustainable development practices that support transit; and
- Strive for financial excellence by maintaining fiscally sound and sustainable financial plans and budgets that reflect community priorities and values.

These Long-Range Service Plan goal achievements are described in the city's attached application.

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

- *Achieves long-term vision:* as noted above, the project supports key tenets of the DCTA Long-Range Service Plan

- *Supports transit:* the project supports transit by addressing key issues of the Long-Range Service Plan, specifically by supporting multimodal connections in Denton County, which are called out on page 16 of the plan
- *Safety & ADA:* sidewalks increase pedestrian safety and will be constructed meeting Highland Village design standards
- *Quality of Life:* the new sidewalks would improve quality of life for pedestrians and users of the system by making it easier and safer to travel between DCTA stations
- *Design Stage:* the project has been designed and request is for construction
- *Funding Sources:* TRiP funds make a component, but not the totality of the project's total funds
- *Maintenance:* maintenance would be the responsibility of the City of Highland Village

Previous Board Activity & Action

There has been no previous Board-level activity on this item.

Financial Impact

The table below summarizes Highland Village's FY 2021 TRiP program allocation and balance remaining upon programming of the proposed project.

City of Highland Village FY 2021 TRiP program allocation	\$279,073
Requested programmed amount (this project)	\$288,794
City of Highland Village FY 2021 TRiP program remaining balance*	\$(9,721)

CITY OF HIGHLAND VILLAGE
DENTON COUNTY TRANSPORTATION AUTHORITY (DCTA)
TRANSPORTATION REINVESTMENT PROGRAM (TRiP)
FY 21 PROJECT APPLICATION

Project Description

The Highland Village Road Sidewalk Project, Phases 2 and 3 will consist of the construction of a concrete sidewalk along a portion of Highland Village Road. The sidewalk will be 5 feet wide and will fill in existing gaps along Highland Village Road where no sidewalks currently exist, making a continuous sidewalk on Highland Village Road from Justin Road/FM407 to the Interstate 35 frontage road. Once completed, pedestrians can walk from various neighborhoods and trail connection points to Highland Village Road and can continue to the Highland Village/Lewisville Lake Station.

Project Limits and Boundaries

Phase II will begin just north of the Highland Village Municipal Complex and continue north to the vicinity of Clearwater Drive. The length of Phase II is roughly 1,950 feet.

Phase III will begin at Clearwater Drive continuing north and turning east to Sellmeyer Lane. The length of Phase III is roughly 3,150 feet.

Capital Cost Estimates

The current cost estimate for both phases is \$921,656.

Requested Funding Amount

The City of Highland Village is requesting its entire TRiP allocation of \$288,794.

Identification of Additional Funding Sources

Bond funds will be used for the majority of the project cost.

Proposed Schedule for the Project

Plans are nearly complete and the project is anticipated to be bid in May of this year. The anticipated construction time is 240 days.

Project Support of DCTA Long-Range Service Plan Goals

The Long-Range Service Plan lists eight goals that support DCTA's vision, mission and guiding principles based on current operating characteristics, staff input, stated priorities of stakeholders, and the markets for transit services. Goal 7, on page 10 of the Plan, is as follows:

Advocate sustainable development practices that support transit

A specific action item under this goal is, *"Recommend development practices that create an environment that encourages transit use, makes transit access more convenient and enhances pedestrian and bicycle connections."*

As stated earlier, these sidewalk projects will fill in existing gaps along Highland Village Road where no sidewalks currently exist, making a continuous sidewalk on Highland Village Road from Justin Road/FM407 to the Interstate 35 frontage road. Pedestrians and cyclists will then be able to safely and conveniently walk from various neighborhoods and trail connection points to Highland Village Road and can continue to the Highland Village/Lewisville Lake Station. The Highland Village Road sidewalk project meets Goal 7 of the Long-Range Service Plan.

On page 16 of the Long-Range Service Plan, there is a section titled, "Supporting Transit through Investments in Multimodal Design." The section reads:

Some of the issues that arose in the development of the plan include a lack of sidewalks in many portions of Denton County, limited amenities for transit users, and a need for bicycle connectivity and amenities.

This project supports this statement by providing sidewalks for pedestrian and bicycle connectivity.

TRiP Project Review Memo

June 24, 2021

SUBJECT: Consider Approval of City of Lewisville TRiP Project Authority Request and Authorize CEO to negotiate and enter into a Project Funding Agreement with the City of Lewisville for **A-train Rail Trail Southern Extension Segment A**.

Recommendation

DCTA staff found that the project described in the subject application exceeds the minimum project eligibility requirements for TRiP funding and therefore recommends Board approval.

Background

On April 23, 2021, DCTA received a TRiP funding request in the amount of \$400,000 from the City of Lewisville to design a .74 mile shared-use path that extends from Hebron Station to the City Limits of Lewisville south of Sam Rayburn Tollway. The path is part of the Regional Veloweb and will ultimately connect a shared-use path from the Hebron Station south to the North Carrollton/Frankford Station.

The proposed project would fund the design for the portion of the Regional Veloweb located within Lewisville (known as Trail Segment A). At build-out, the project would allow bicycle and pedestrian users to travel between DCTA stations in Lewisville and Carrollton.

The total project cost is \$400,000 and the amount requested through the TRiP Program is \$400,000. The estimated project completion date is December 2022.

Staff Review Notes

DCTA staff found the application thorough and complete and that the proposed project exceeds minimum project eligibility requirements for TRiP funding by supporting DCTA Long-Range Service Plan goals:

- Increase service efficiency and reliability;
- Increase service effectiveness for DCTA customers;
- Increase the visibility and elevate the image of DCTA;
- Demonstrates sustainable development practices that support transit; and
- Strive for financial excellence by maintaining fiscally sound and sustainable financial plans and budgets that reflect community priorities and values.

These Long-Range Service Plan goal achievements are described in the city's attached application.

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

- *Achieves long-term vision*: as noted above, the project supports key tenets of the DCTA Long-Range Service Plan
- *Supports transit*: this project would ultimately provide multimodal connectivity between DCTA stations

- *Safety & ADA*: the pedestrian and bicycle paths would be off-street, which would allow users an option that is separated from vehicles, decreasing the likelihood of interaction with vehicles
- *Quality of Life*: the new off-street paths would improve quality of life for pedestrians/bicyclists and users of the system by making it easier and safer to travel between DCTA stations
- *Design Stage*: the project is not yet designed, however, it is part of NCTCOG's Regional Veloweb plan for a regional shared-use path network
- *Funding Sources*: only TRiP funds are being requested for this project
- *Maintenance*: maintenance would be the responsibility of the City of Lewisville's Park and Recreation Department

Financial Impact

The table below summarizes Lewisville's FY 2021 TRiP program allocation and balance remaining upon programming of the proposed project.

City of Lewisville FY 2021 TRiP program allocation	\$2,919,651
Requested programmed amount (this project)	\$400,000
<i>Amount requested in other applications*</i>	<i>\$1,766,000</i>
City of Lewisville FY 2021 TRiP program remaining balance*	\$753,651

*Valley Ridge Boulevard

PROJECT NAME:**DCTA A-Train Rail Trail Southern Extension Segment A****PROJECT SPONSOR:**☐ Denton☒ Lewisville☐ Highland
Village**PROJECT DESCRIPTION:****Design of .74 mile 12-ft. wide shared use path serving as the extension of the A-Train Rail Trail from the Hebron Station south towards Carrollton's Frankfort Station.****GEOGRAPHIC
LIMITS/BOUNDARIES:****Northern boundary: Lakeside Circle North entrance to the Hebron Station Platform); Southern Boundary is the City Limits of Lewisville south of Sam Rayburn Tollway.****REQUEST FOR CAPITAL****LEVEL OF DESIGN:****15% concept****PROJECT COST:****\$400,000****FUNDING REQUEST:****\$400,000****ESTIMATED PROJECT
COMPLETION DATE:****December
2022****ADDITIONAL INFORMATION:**

The Denton County Transportation Authority ("DCTA") A-train Rail Trail runs alongside DCTA's commuter rail line. The 19-mile trail is part of the agency's ongoing efforts to provide safe, customer-focused and efficient mobility solutions to Denton County. It connects existing transit facilities with key destinations within Denton, Lewisville, Highland Village, and other surrounding communities. Currently, the A-train Rail Trail ends at Hebron Station near the southern end of Lewisville. The ultimate goal is to have a trail that extends to DCTA's southern most stop at Trinity Mills, where it meets with Dallas Area Rapid Transit ("DART").

The extension of the DCTA A-Train Rail Trail south to Carrollton is part of the Regional Veloweb in the North Central Texas Council of Government's Mobility 2045 Plan, as well as a priority trail segment in the City of Lewisville's Hike and Bike Master Plan.

From 2018 to 2020, the North Central Texas Council of Governments ("NCTCOG") partnered with eight local governments including the Cities of Lewisville, Carrollton, Coppell, and Dallas; Denton and Dallas Counties; and the transit agencies DCTA and

DART to prepare preliminary design and opinion of probable construction costs for the Regional Veloweb alignment. The entire study area, shown in the attached map, is bounded on the north by DCTA Hebron Station in Lewisville and continues southward approximately eight miles to the Champion Trail and future Cotton Belt Trail along the border between the cities of Coppell and Irving. An additional three miles of regional trail connections will also link with the DART North Carrollton/Frankford Rail Station and the DART Trinity Mills Rail Station in Carrollton, and to the North Levee Trail along Denton Creek in northern Coppell. The preliminary design completed in August 2020 consists of a minimum 12-ft. wide hard surface trail, pedestrian trail bridges and boardwalks, at-grade railroad crossings, and possible trailhead locations. Various sections of the trail alignment will be implemented in phases by the local communities.

NCTCOG procured professional services from Halff Associates, Inc. to evaluate alignment options, recommend a preferred route, and conduct a 15 percent preliminary engineering for a Regional Veloweb shared use path. The study includes opinions of probable costs by jurisdiction and segments within each jurisdiction. Further efforts are planned for construction implementation and potential funding partnerships with local governments, Dallas County, North Texas Tollway Authority (“NTTA”), DCTA and the Texas Department of Transportation (“TxDOT”). A copy of the study is attached for reference.

This proposed TRiP project will fund the development of design and construction documents only for the portion of the trail located within Lewisville (Trail Segment A). Trail Segment A will serve as an extension of the trail from the Lakeside Circle North entrance to the existing paved walkway area along the eastern side of the bus circulation drive (west of the DCTA Hebron Station platform) to the southern side of the station near the electrical substation. The existing sidewalk on the south side of the parking lot, adjacent to the electrical substation, will be reconstructed to a 12-ft. wide shared use path. The trail alignment will continue between the west side of the electrical substation and the adjacent apartment housing development and onto the DCTA right-of-way to the City of Lewisville city limits south of Sam Rayburn Tollway (SRT).

The study conducted by Halff Associates provide cost estimates (attached) for the entire study area by segment and scaled for commencement of construction through 2025. The 2025 construction estimate for Segment A is \$2,396,022. In March 2021, the City of Lewisville was notified that it received NCTGOG CARES funding for the construction of Trail Segment A. The City of Lewisville is also committed to utilizing its Transportation Credits to serve as matching funds for the construction funds. The construction schedule will be determined by the execution of funding agreements, review and approval of design/construction documents, and other administrative requirements associated with this type of TXDOT funding; however, it is likely construction will not begin until 2024 or 2025.

The City of Lewisville, however, was notified that the NCTCOG CARES funding could not be used for design costs. This TRiP application, therefore, requests that DCTA approve this project – which will fund the development of design and construction documents according to City of Lewisville, DCTA and TXDOT guidelines for hike and bike trails for Trail Segment A as designated in the study. The City of Lewisville will hire a planning and engineering firm as a professional service. Design is anticipated to be completed by December of 2022.

Trail Segment A will face alignment and engineering constraints that will require special attention to: (1) identify required easements from DCTA/DART, the North Texas Tollway Authority, and private property owners; (2) leverage existing rail crossing for potential access points; (3) address the necessary thickness and strength of the trail to accommodate maintenance vehicles; and (4) address identified drainage and cross slope issues. The estimated cost of design is \$400,000.

Once constructed the Lewisville Parks and Recreation Department will be responsible for trail maintenance and programming this segment.

IN THE SECTION BELOW, PLEASE INDICATE HOW THE PROPOSED PROJECT SUPPORTS DCTA LONG-RANGE SERVICE PLAN GOALS

☒ Increase service efficiency and reliability

This trail will help connect services to the network of intercity and local feeders services in both the southern areas of Lewisville and the northern areas of Carrollton.

☒ Increase service effectiveness for DCTA customer

Providing access to the Hebron and Trinity Mills Stations via pedestrian and bicycle trail will reduce congestion in the areas immediately adjacent to the stations/trails.

☒ Increase the visibility and elevate the image of DCTA

At ultimate build-out, this project will allow the trail to extend to the southern most point of Denton County and into Carrollton (when Segment B is built); providing more visual evidence of DCTA's commitment to multi-modal transit systems. In addition, the design, construction, and maintenance of this trail will require local partnerships and outreach efforts between municipalities and local organizations to be successful.

☐ Expand DCTA services into areas where transit has a strong likelihood of success

☒ Coordinate with regional transportation providers

The trail system identified in the NCTCOG study will eventually connect to the Trinity Mills Station where DART and DCTA merge to serve residents of both Denton and Dallas Counties. An effort to build both Segments A and B will provide opportunities for DCTA to co-author grant applications with transit agencies and local organizations/municipalities that cross county boundaries.

☒ Pair transit facilities to existing and planned transit-supportive development

The trails identified in the NCTCOG study will serve residents of southmost Lewisville, Carrollton and (eventually) Coppell to the DCTA rail and trail system providing further impetus for investment of transit supportive development in all three communities. It also provides greater amenities and access for the 1817-unit transit-oriented development located at the Hebron Station.

☒ Advocate sustainable development practices that support transit

Completion of this segment of the trail will make bicycle and pedestrian access to and between DCTA stations in Lewisville and Carrollton more convenient and safer by providing more direct off-street paths to businesses and residents.

☒ Strive for financial excellence by maintaining fiscally sound and sustainable financial plans and budgets that reflect community priorities and values

As previously stated, joint initiatives to maximize and leverage taxpayer resources will help build confidence in both DCTA and Lewisville's (and hopefully in the future NCTCOG and Carrollton's) stewardship of resources. Combining resources to plan and develop a key segment of the A-Train Rail Trail that is identified in numerous regional, county and local planning documents created with significant public stakeholder input will demonstrate both entity's commitment to respond to the mobility needs of the communities we serve.

THIS SECTION TO BE COMPLETED BY DCTA STAFF

Transportation Reinvestment Program Project Identifier: _____

☐ Meets minimum project eligibility requirements

☐ Multiple project selection

Rank: _____

Initial Member City Transportation Reinvestment Program Balance: _____

Recommended Project FY _____ Programmed Amount: _____

Remaining Member City Balance: _____

Recommended Disbursement Schedule:

☐ Lump Sum

☐ Quarterly

☐ Monthly

☐ As defined through Inter-local Agreement

PLEASE ATTACH PROJECT COST BACKUP. ACCEPTABLE COST BACKUP FOR CAPITAL PROJECTS INCLUDES PROJECT DRAWINGS, DESIGN SHEETS, COST WORKBOOK, OR BID SHEET. FOR SERVICE REQUESTS, PLEASE INCLUDE A SUMMARY OF DISCUSSIONS WITH DCTA SERVICE PLANNING STAFF OR AN ESTIMATE FROM AN ALTERNATE TRANSPORTATION SERVICE PROVIDER.

ATTACHMENT A

Improvement Type	Restrictions
Transit Stop Amenities	Along existing or planned DCTA fixed routes
Sidewalks	Within one mile and/or along existing or planned DCTA fixed routes/demand response zones
Crosswalks/Median Island	Within one mile and/or of planned DCTA fixed routes/demand response zones
Bike/Ped Trail Connections	Provides connection to existing or planned transit network
Bus Bulb Out/Turning Pocket	N/A
Transit Lane	N/A
Bike Lane (on-street)	N/A
Other Lane reconfiguration	Must serve a transit-related purpose
Traffic Calming	N/A
Landscaping/streetscaping	Along existing or planned route DCTA fixed routes/on-demand response zones
Street lighting/ Other public safety improvements	Along existing or planned DCTA fixed routes/on-demand response zones
Transit Signal Priority (TSP)	Along existing or planned DCTA fixed routes/on-demand response zones
Signal Timing	Along existing or planned DCTA fixed routes/on-demand response zones
Other Intersection improvements	Along existing or planned DCTA fixed routes/on-demand response zones
Street Improvements	Along existing or planned DCTA fixed routes/ on-demand response zones
Shared Parking, Kiss & Ride/Drop-off Zones	Within 500 feet of DCTA stations or facilities
Transit Oriented Development	Planning and site development activities
Transit Adjacent Development	Planning and site development activities
Wayfinding/Placemaking signage	N/A

Note: all improvements should be consistent with approved local and regional plans, including DCTA's Long Range Service Plan

TRiP Project Review Memo

June 24, 2021

SUBJECT: **City of Denton: All-Walk Crosswalk Design**

Recommendation

DCTA staff found that the project described in the subject application exceeds the minimum project eligibility requirements for TRiP funding and therefore recommends Board approval.

Background

On February 16, 2021, DCTA received a TRiP funding request in the amount of \$68,210 from the City of Denton to design permanent all-walk crosswalk and signal improvements on the Downtown Denton Courthouse Square.

The proposed project would include design for all-walk crosswalk and signal improvements at the intersections of Oak Street/Elm Street, Oak Street/Locust Street, Hickory Street/Elm Street, and Hickory Street/Locust Street. The improvements would provide a safer means of travel for transit riders as they walk to employment, education, and entertainment areas in downtown Denton. The improvements would also help pedestrians navigate as they transfer from bus and A-Train transit stops.

The downtown Denton Square is less than a half mile from the Downtown Denton Transit Center. The enhanced pedestrian safety elements would improve the walkability of the downtown and for riders traveling to and from the transit center.

The total project cost is \$153,210 and the amount requested through the TRiP Program is \$68,210. The estimated project completion date is November 2021.

The project was approved by the Denton City Council on March 16, 2021 as a consent item.

Staff Review Notes

DCTA staff found the application thorough and complete and that the proposed project exceeds minimum project eligibility requirements for TRiP funding by supporting DCTA Long-Range Service Plan goals:

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

These Long-Range Service Plan goal achievements are described in the city's attached application.

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

- *Achieves long-term vision*: as noted above, the project supports key tenets of the DCTA Long-Range Service Plan
- *Supports transit*: This project would also specifically support walkability in proximity to the Downtown Denton Transit Center
- *Safety & ADA*: the improvements would increase safety for all users
- *Quality of Life*: the improvements would increase the appeal of downtown and for the overall area around the Downtown Denton Transit Center
- *Funding Sources*: there are multiple funding sources and TRiP funding would be a component
- *Maintenance*: maintenance would be the responsibility of the City of Denton

Previous Board Activity & Action

There has been no previous Board-level activity on this item.

Financial Impact

The project's total cost is \$153,210 but only \$68,210 is being requested through TRiP funds. The table below summarizes Denton's FY 2021 TRiP program allocation and balance remaining upon programming of the proposed project.

City of Denton FY 2021 TRiP program allocation	\$ 2,517,997
Requested programmed amount (this project)	\$68,210
City of Denton FY 2021 TRiP program remaining balance	\$2,449,787

TRiP Project Review Memo

June 24, 2021

SUBJECT: **City of Denton: A-train to UNT Bike and Pedestrian Path.**

Recommendation

DCTA staff found that the project described in the subject application exceeds the minimum project eligibility requirements for TRiP funding and therefore recommends Board approval.

Background

On February 16, 2021, DCTA received a TRiP funding request in the amount of \$1,626,865 from the City of Denton to install an off-street bicycle and pedestrian paths on both Sycamore Street and Welch Streets between the Downtown Denton Transit Center and downtown Denton.

The proposed improvements would provide off-street bicycle and pedestrian connections would provide direct connections between the University of North Texas (connecting near the College of Visual Arts and Design Art Galleries) and the Downtown Denton Transit Center.

The total project cost is \$2,580,000 and the amount requested through the TRiP Program is \$1,626,865. The estimated project completion date is October 2022.

The project was approved by the Denton City Council on March 16, 2021 as a consent item.

Staff Review Notes

DCTA staff found the application thorough and complete and that the proposed project exceeds minimum project eligibility requirements for TRiP funding by supporting DCTA Long-Range Service Plan goals:

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

These Long-Range Service Plan goal achievements are described in the city's attached application.

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

- *Achieves long-term vision:* as noted above, the project supports key tenets of the DCTA Long-Range Service Plan
- *Supports transit:* This project would also specifically support transit in the area by providing pedestrian and bicycle connectivity to a transit station and by serving DCTA customers accessing Route 7 and DCTA UNT shuttle routes.

- *Safety & ADA*: the pedestrian and bicycle paths would be off-street, which would allow users an option that is separated from vehicles, decreasing the likelihood of interaction with vehicles
- *Quality of Life*: the new off-street paths would improve quality of life for pedestrians/bicyclists and users of the system by making it easier and safer to travel between UNT and the Transit Center
- *Design Stage*: the project is fully designed and
- *Funding Sources*: there are multiple funding sources and TRiP funding would be a component
- *Maintenance*: maintenance would be the responsibility of the City of Denton

Previous Board Activity & Action

There has been no previous Board-level activity on this item.

Financial Impact

The table below summarizes Denton's FY 2021 TRiP program allocation and balance remaining upon programing of the proposed project.

City of Denton FY 2021 TRiP program allocation	\$ 2,517,997
Requested programmed amount (this project)	\$1,626,865
<i>Amount requested in other applications*</i>	<i>\$68,210</i>
City of Denton FY 2021 TRiP program remaining balance*	\$822,922

*All-Walk Crosswalk Design

TRiP Project Review Memo

June 24, 2021

SUBJECT: **City of Denton: Medpark Sidewalk Construction.**

Recommendation

DCTA staff found that the project described in the subject application exceeds the minimum project eligibility requirements for TRiP funding and therefore recommends Board approval.

Background

On February 16, 2021, DCTA received a TRiP funding request in the amount of \$147,640 from the City of Denton to construct sidewalks along Medpark Drive to fill in existing sidewalk gaps that lead to the Medpark Transit Center Station.

Approximately 1,200 feet of sidewalk would be constructed on Medpark Drive between Colorado Boulevard and Brinker Road. The southbound side of Medpark Drive currently has no sidewalks south of the Advanced Foot and Ankle Surgery Center at 3205 Medpark Drive. The northbound side of Medpark Drive between Colorado Boulevard and the Medpark Transit Center Station currently is lacking sidewalks. This project would fill in those gaps.

The new sidewalks would eliminate sidewalk gaps along Routes 2 and 4 and would connect pedestrians to the Medpark Transit Center Station.

The project is estimated to be completed by October 2022.

Staff Review Notes

DCTA staff found the application thorough and complete and that the proposed project exceeds minimum project eligibility requirements for TRiP funding by supporting the following DCTA Long-Range Service Plan goals:

- Increase service efficiency and reliability;
- Increase service effectiveness for DCTA customers;
- Increase the visibility and elevate the image of DCTA;
- Demonstrates sustainable development practices that support transit; and
- Strive for financial excellence by maintaining fiscally sound and sustainable financial plans and budgets that reflect community priorities and values.

These Long-Range Service Plan goal achievements are described in the city's attached application.

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

- *Achieves long-term vision:* as noted above, the project supports key tenets of the DCTA Long-Range Service Plan

- *Supports transit:* the project supports transit by providing pedestrian connectivity to Routes 2 and 4 and directly to the Medpark Transit Center Station
- *Safety & ADA:* eliminates gaps in sidewalk infrastructure that will improve safety for DCTA riders along Routes 2 and 4 and to the Medpark Transit Center Station
- *Quality of Life:* the new sidewalk would improve quality of life for pedestrians and users of the system by making it easier and safer to walk
- *Design Stage:* The Medpark project will address existing sidewalk gaps and does not include cross streets or driveways intersecting the sidewalk. The areas where the sidewalk will be installed is located within existing City right-of-way. Given these factors and the relative simplicity of the work to be performed, the City is proposing to have the sidewalk segments constructed without design details.
- *Funding Sources:* TRiP funds constitute the only funding source for this project
- *Maintenance:* maintenance would be the responsibility of the City of Denton

Previous Board Activity & Action

There has been no previous Board-level activity on this item.

Financial Impact

The table below summarizes Dentons's FY 2021 TRiP program allocation and balance remaining upon programing of the proposed project.

City of Denton FY 2021 TRiP program allocation	\$2,517,997
Requested programmed amount (this project)	\$147,640
<i>Amount requested in other applications*</i>	\$2,289,882
City of Denton FY 2021 TRiP program remaining balance	\$80,475

**All-Walk Crosswalk Design; A-Train to UNT Bike and Pedestrian Path; Bell Sidewalk Construction; Ginnings and Alexander Elementary Sidewalks

TRiP Project Review Memo

June 24, 2021

SUBJECT: **City of Denton: Wilson and Pecan Creek Elementary Sidewalk Construction.**

Recommendation

DCTA staff found that the project described in the subject application exceeds the minimum project eligibility requirements for TRiP funding and therefore recommends Board approval.

Background

On February 16, 2021, DCTA received a TRiP funding request in the amount of \$80,475 from the City of Denton to construct sidewalks to connect to Wilson Elementary and Pecan Elementary schools. For Wilson Elementary, approximately 2,245 feet of a 5-foot wide sidewalk would be constructed on Emerson Lane (from Wilsonwood Drive to Glenwood Drive and from Woodhaven Street to Brookfield Lane). For Pecan Elementary, approximately 900 feet of a 5-foot wide sidewalk would be constructed along Pockrus Page Road from Post Oak Boulevard to Pecan Elementary.

The project is estimated to be completed by April 2022.

Staff Review Notes

DCTA staff found the application thorough and complete and that the proposed project exceeds minimum project eligibility requirements for TRiP funding by supporting the following DCTA Long-Range Service Plan goals:

- Increase service efficiency and reliability;
- Increase service effectiveness for DCTA customers;
- Increase the visibility and elevate the image of DCTA;
- Demonstrates sustainable development practices that support transit; and
- Strive for financial excellence by maintaining fiscally sound and sustainable financial plans and budgets that reflect community priorities and values.

These Long-Range Service Plan goal achievements are described in the city's attached application.

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

- *Achieves long-term vision:* as noted above, the project supports key tenets of the DCTA Long-Range Service Plan
- *Supports transit:* the project supports transit by providing pedestrian connectivity near Route 5 (for Wilson Elementary).
- *Safety & ADA:* eliminates gaps in sidewalk infrastructure that will improve safety for DCTA riders
- *Quality of Life:* the new sidewalk would improve quality of life for pedestrians and users of the system by making it easier and safer to walk
- *Design Stage:* the design was approved at the March 16, 2021 Denton City Council meeting

- *Funding Sources:* TRiP funds are a supporting component for the project, with a total cost of \$629,000
- *Maintenance:* maintenance would be the responsibility of the City of Denton

Previous Board Activity & Action

There has been no previous Board-level activity on this item.

Financial Impact

The table below summarizes Denton's FY 2021 TRiP program allocation and balance remaining upon programming of the proposed project.

City of Denton FY 2021 TRiP program allocation	\$2,517,997
Requested programmed amount (this project)	\$80,475
<i>Amount requested in other applications*</i>	<i>\$2,437,522</i>
City of Denton FY 2021 TRiP program remaining balance	\$0

*All-Walk Crosswalk Design; A-Train to UNT Bike and Pedestrian Path; Bell Sidewalk Construction; Medpark Sidewalk Construction; Ginnings and Alexander Elementary Sidewalk Construction

TRiP Project Review Memo

June 24, 2021

SUBJECT: City of Denton: Bell Sidewalk Construction.

Recommendation

DCTA staff found that the project described in the subject application exceeds the minimum project eligibility requirements for TRiP funding and therefore recommends Board approval.

Background

On February 16, 2021, DCTA received a TRiP funding request in the amount of \$88,946 from the City of Denton to construct a 735 feet of sidewalk (5-feet wide) on the east side of Bell Avenue between Hickory Street and Sycamore Street.

The project would add sidewalk where there currently is none – improving walkability near the Downtown Denton Transit Center and increasing safety for all users. The total project cost is \$147,000. The estimated project completion date is December 2022.

Staff Review Notes

DCTA staff found the application thorough and complete and that the proposed project exceeds minimum project eligibility requirements for TRiP funding by supporting the following DCTA Long-Range Service Plan goals:

- Increase service efficiency and reliability;
- Increase service effectiveness for DCTA customers;
- Increase the visibility and elevate the image of DCTA;
- Demonstrates sustainable development practices that support transit; and
- Strive for financial excellence by maintaining fiscally sound and sustainable financial plans and budgets that reflect community priorities and values.

These Long-Range Service Plan goal achievements are described in the city's attached application.

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

- *Achieves long-term vision:* as noted above, the project supports key tenets of the DCTA Long-Range Service Plan
- *Supports transit:* the project supports transit by providing pedestrian connectivity in proximity to the Downtown Denton Transit Center
- *Safety & ADA:* the addition of new sidewalk increases the pedestrian safety for DCTA users. The sidewalk would be constructed to adhere to be ADA compliant and to meet City of Denton sidewalk standards

- *Quality of Life*: the new sidewalk would improve quality of life for pedestrians and users of the system by making it easier and safer to walk to and from the Transit Center
- *Design Stage*: the project is fully designed
- *Funding Sources*: there are multiple funding sources and TRiP funding would be a component
- *Maintenance*: maintenance would be the responsibility of the City of Denton

Additionally, construction for the project is expected to be completed in April 2022.

Previous Board Activity & Action

There has been no previous Board-level activity on this item.

Financial Impact

The table below summarizes Denton's FY 2021 TRiP program allocation and balance remaining upon programming of the proposed project.

City of Denton FY 2021 TRiP program allocation	\$2,517,997
Requested programmed amount (this project)	\$88,946
<i>Amount requested in other applications*</i>	<i>\$1,695,075</i>
City of Denton FY 2021 TRiP program remaining balance	\$733,976

*All-Walk Crosswalk Design; A-Train to UNT Bike and Pedestrian Path

TRiP Project Review Memo

June 24, 2021

SUBJECT: City of Denton: Ginnings and Alexander Elementary Sidewalk Construction.

Recommendation

DCTA staff found that the project described in the subject application exceeds the minimum project eligibility requirements for TRiP funding and therefore recommends Board approval.

Background

On February 16, 2021, DCTA received a TRiP funding request in the amount of \$505,861 from the City of Denton to construct sidewalks to Ginnings Elementary and Alexander Elementary. The total project cost is \$1,480,000. Sidewalks would be constructed to Ginnings Elementary on Stuart Road (from Windsor Street to Sun Valley Street) and to Alexander Elementary on Mulkey Lane (from Oak Tree Street to Pailey Street) on Audra Lane (from Audra Street to Lattimore Street) and Lattimore Street (from Pertain Street to Mulkey Lane).

The pedestrian connectivity in this area is lacking due to absence of sidewalk infrastructure near Ginnings Elementary, specifically.

The new sidewalks would eliminate sidewalk gaps near DCTA provided transit services. Sidewalks to connect to Alexander Elementary would improve pedestrian connectivity to transit.

The project is estimated to be completed by April 2022.

Staff Review Notes

DCTA staff found the application thorough and complete and that the proposed project exceeds minimum project eligibility requirements for TRiP funding by supporting the following DCTA Long-Range Service Plan goals:

- Increase service efficiency and reliability;
- Increase service effectiveness for DCTA customers;
- Increase the visibility and elevate the image of DCTA;
- Demonstrates sustainable development practices that support transit; and
- Strive for financial excellence by maintaining fiscally sound and sustainable financial plans and budgets that reflect community priorities and values.

These Long-Range Service Plan goal achievements are described in the city's attached application.

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

- *Achieves long-term vision:* as noted above, the project supports key tenets of the DCTA Long-Range Service Plan

- *Supports transit:* the project supports transit by providing pedestrian connectivity to Routes 4, 5 and 6
- *Safety & ADA:* eliminates gaps in sidewalk infrastructure that will improve safe paths to school and improve safety for DCTA riders.
- *Quality of Life:* the new sidewalk would improve quality of life for pedestrians and users of the system by making it easier and safer to walk.
- *Design Stage:* the design was approved at the March 16, 2021 Denton City Council meeting
- *Funding Sources:* there are multiple funding sources and TRiP funding would be a component.
- *Maintenance:* maintenance would be the responsibility of the City of Denton

Previous Board Activity & Action

There has been no previous Board-level activity on this item.

Financial Impact

The table below summarizes Denton's FY 2021 TRiP program allocation and balance remaining upon programming of the proposed project.

City of Denton FY 2021 TRiP program allocation	\$2,517,997
Requested programmed amount (this project)	\$505,861
<i>Amount requested in other applications*</i>	<i>\$1,784,021</i>
City of Lewisville FY 2021 TRiP program remaining balance	\$228,115

*All-Walk Crosswalk Design; A-Train to UNT Bike and Pedestrian Path; Bell Sidewalk Construction; Medpark Sidewalk Construction

**DENTON COUNTY TRANSPORTATION AUTHORITY
TRANSPORTATION REINVESTMENT PROGRAM (TRiP)**

ATTACHMENT A – SAMPLE PROJECT APPLICATION

PROJECT NAME:

PROJECT SPONSOR:

☐ Denton

☐ Lewisville

☐ Highland
Village

PROJECT DESCRIPTION:

**GEOGRAPHIC
LIMITS/BOUNDARIES:**

REQUEST FOR CAPITAL

LEVEL OF DESIGN:

PROJECT COST:

FUNDING REQUEST:

**ESTIMATED PROJECT
COMPLETION DATE:**

ADDITIONAL INFORMATION:

**DENTON COUNTY TRANSPORTATION AUTHORITY
TRANSPORTATION REINVESTMENT PROGRAM (TRiP)**

**IN THE SECTION BELOW, PLEASE INDICATE HOW THE PROPOSED PROJECT
SUPPORTS DCTA LONG-RANGE SERVICE PLAN GOALS**

☐ Increase service efficiency and reliability

☐ Increase service effectiveness for DCTA customer

☐ Increase the visibility and elevate the image of DCTA

☐ Expand DCTA services into areas where transit has a strong likelihood of success

☐ Coordinate with regional transportation providers

☐ Pair transit facilities to existing and planned transit-supportive development

☐ Advocate sustainable development practices that support transit

☐ Strive for financial excellence by maintaining fiscally sound and sustainable financial plans and budgets that reflect community priorities and values

**DENTON COUNTY TRANSPORTATION AUTHORITY
TRANSPORTATION REINVESTMENT PROGRAM (TRiP)**

ATTACHMENT A – SAMPLE PROJECT APPLICATION

PROJECT NAME:

PROJECT SPONSOR:

☐ Denton

☐ Lewisville

☐ Highland
Village

PROJECT DESCRIPTION:

**GEOGRAPHIC
LIMITS/BOUNDARIES:**

REQUEST FOR CAPITAL

LEVEL OF DESIGN:

PROJECT COST:

FUNDING REQUEST:

**ESTIMATED PROJECT
COMPLETION DATE:**

ADDITIONAL INFORMATION:

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**DENTON COUNTY TRANSPORTATION AUTHORITY
TRANSPORTATION REINVESTMENT PROGRAM (TRiP)**

ATTACHMENT A – SAMPLE PROJECT APPLICATION

PROJECT NAME:

PROJECT SPONSOR:

☐ Denton

☐ Lewisville

☐ Highland
Village

PROJECT DESCRIPTION:

**GEOGRAPHIC
LIMITS/BOUNDARIES:**

REQUEST FOR CAPITAL

LEVEL OF DESIGN:

PROJECT COST:

FUNDING REQUEST:

**ESTIMATED PROJECT
COMPLETION DATE:**

ADDITIONAL INFORMATION:

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TRANSPORTATION REINVESTMENT PROGRAM (TRiP)**

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**DENTON COUNTY TRANSPORTATION AUTHORITY
TRANSPORTATION REINVESTMENT PROGRAM (TRiP)**

ATTACHMENT A – SAMPLE PROJECT APPLICATION

PROJECT NAME:

PROJECT SPONSOR:

☐ Denton

☐ Lewisville

☐ Highland
Village

PROJECT DESCRIPTION:

**GEOGRAPHIC
LIMITS/BOUNDARIES:**

REQUEST FOR CAPITAL

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PROJECT COST:

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**ESTIMATED PROJECT
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**DENTON COUNTY TRANSPORTATION AUTHORITY
TRANSPORTATION REINVESTMENT PROGRAM (TRiP)**

ATTACHMENT A – SAMPLE PROJECT APPLICATION

PROJECT NAME:

PROJECT SPONSOR:

☐ Denton

☐ Lewisville

☐ Highland
Village

PROJECT DESCRIPTION:

**GEOGRAPHIC
LIMITS/BOUNDARIES:**

REQUEST FOR CAPITAL

LEVEL OF DESIGN:

PROJECT COST:

FUNDING REQUEST:

**ESTIMATED PROJECT
COMPLETION DATE:**

ADDITIONAL INFORMATION:

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TRANSPORTATION REINVESTMENT PROGRAM (TRiP)**

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TRANSPORTATION REINVESTMENT PROGRAM (TRiP)**

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PROJECT NAME:

PROJECT SPONSOR:

☐ Denton

☐ Lewisville

☐ Highland
Village

PROJECT DESCRIPTION:

**GEOGRAPHIC
LIMITS/BOUNDARIES:**

REQUEST FOR CAPITAL

LEVEL OF DESIGN:

PROJECT COST:

FUNDING REQUEST:

**ESTIMATED PROJECT
COMPLETION DATE:**

ADDITIONAL INFORMATION:

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TRANSPORTATION REINVESTMENT PROGRAM (TRiP)**

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Board of Directors Memo

June 24, 2021

SUBJECT: Receive Presentation and Consider Approval of FY 22 Healthcare Benefit Contract

Recommendation

Staff is recommending the Board authorize the CEO to execute a contract with TML Health for Medical, Dental, and Vision benefits, beginning October 1, 2021.

Background

DCTA leverages its contract with Holmes Murphy & Associates to market employee benefits, when necessary. DCTA benefit years align with the fiscal year, running from October to September, with the Open Enrollment period beginning in early August, prior to implementation in October.

A Request for Proposal (RFP) was released by Holmes Murphy & Associates on behalf of DCTA on April 14, 2021 to receive competitive bids for the following benefits, to be effective as of October 1, 2021:

- Medical and Prescription
- Dental
- Flexible Spending Account (FSA) and COBRA Administration
- Life and Additional Death & Dismemberment (AD&D)
- Vision
- Short Term Disability
- Long Term Disability
- Employee Assistance Program (EAP)

The current guaranteed rates for these benefits are slated to expire at the end of this benefit year (September 30, 2021), other than FSA which does not have a rate guarantee. DCTA chose to market all benefits to determine the best value, balancing both a competitive price with the most beneficial coverage for employees. DCTA continues to utilize its benefits package as a strong form of recruitment and retention of employees and takes the marketing of benefits in high regard while also remaining fiscally responsible. Vendor proposals were due to Holmes Murphy by May 12, 2021. Holmes Murphy has provided their recommendations and conferred with DCTA staff. Based on total contract cost of the proposals that were provided, it was determined that the proposed contract for Medical, Dental, and Vision coverage needs to be formally approved by the Board of Directors.

The following proposals were submitted and reviewed, and were evaluated based on cost, plan design, and impact to employees:

1. *Medical and Prescription* – there were a total of 3 vendor responses for medical insurance:
 - a. Baylor Scott and White (1 plan proposed)
 - b. Blue Cross Blue Shield of Texas (2 plans proposed)
 - c. TML Health (4 plans proposed)
2. *Dental* – there were a total of 8 vendor responses for dental insurance:
 - a. Blue Cross Blue Shield
 - b. Bright Benefits
 - c. Delta Dental
 - d. Guardian Life
 - e. MetLife
 - f. Mutual of Omaha
 - g. Renaissance
 - h. TML Health
3. *Vision* – there were a total of 7 vendor responses for vision insurance:
 - a. Avesis (2 plans proposed)
 - b. Bright Benefits
 - c. Guardian Life (2 plans proposed)
 - d. Mutual of Omaha
 - e. Standard Insurance Company
 - f. Superior Vision
 - g. TML Health (2 plans proposed)

Staff is recommending TML Health for medical, dental, and vision coverage in FY2022. All three proposed plans are comparable to current benefit coverages, will have minimal impact to staff, and the proposed rates are equal to or less than the current DCTA benefit costs for medical, dental, and vision coverages. Human Resources solicited employee feedback during the evaluation process and prior to making a recommendation.

Identified Need

The current DCTA benefit rates will expire September 30, 2021. The approval of benefit contracts will allow staff to review and select benefit coverage that would be effective as of October 1, 2021, to avoid a lapse in coverage.

Previous Board Activity & Action

- May 2021 Board Meeting – Informational Report

Financial Impact

The proposed contract cost is within budgeted thresholds and is estimated at roughly \$477k net DCTA cost for FY22 as outlined below:

- *Medical and Prescription* – The recommended TML Health (PPO 750-3K ER Plan) plan for medical insurance is estimated at \$515,344 annually. With employee coverage covered at 100% by DCTA, and dependent coverage of 30% employee-paid and 70% employer subsidy, the net DCTA cost is \$453,362 with employee contributions of \$61,982 based on current benefit elections by employees.
- *Dental* – The recommended TML Health plan for dental insurance is estimated at \$26,512 annually. With employee coverage covered at 100% by DCTA, and dependent coverage of 50% employee-paid and 50% employer subsidy, the net DCTA cost is \$20,483 with employee contributions of \$6,029 based on current benefit elections by employees.
- *Vision* – The recommended TML Health (Premium) plan for vision insurance is estimated at \$5,787 annually. Vision insurance is 100% employee-paid with no employer cost. Vision premiums are reimbursed by employees through payroll deductions.

The amounts above are based on the proposed rates from the vendors and the current employee elections in place when the RFP was released in April 2021, not including vacant positions. The total amount is subject to change based on employee election changes and employee turnover throughout the year. Staff is seeking approval from the Board on the proposed rates by election type, as outlined in Exhibit 2.

Exhibits

Exhibit 1: Holmes Murphy RFP Questionnaire

Exhibit 2: Proposed Plan Pricing by Benefit Coverage

Submitted By: 
Mackenzie Armendariz, Human Resources Manager

Final Review: 
Marisa Perry, CPA
Chief Financial Officer/VP of Finance

From: Adam Kinyicky <AKinyicky@holmesmurphy.com>
Sent: Wednesday, April 14, 2021 3:26 PM
Subject: [DCTA] 2021 Request for Proposal

Good afternoon,

Denton County Transportation Authority (DCTA) is accepting Proposals for Medical (Fully Insured), Dental, Vision, FSA, COBRA, Life and AD&D, Short Term Disability, Long Term Disability, and EAP, per the attached Questionnaires, for an **October 1st, 2021** effective date. Required attachments in Excel format must be emailed by **May 12th, 2021** to the following address: akinyicky@holmesmurphy.com

Vendors will be required to complete the applicable Vendor Response sheet(s) as well as the General Vendor Response sheet and return in Excel format.

RFP documents can be found using this link:

<https://share.holmesmurphy.com/?ShareToken=113B7DAEDEF508F0712AFAFDCAB447631C0C722>

For questions regarding this RFP document, please contact the following individuals at Holmes Murphy and Associates:

- Adam Kinyicky akinyicky@holmesmurphy.com
- Julie Rickman jrickman@holmesmurphy.com

Please note: ***Questions must be submitted in writing only and will receive a response on the date indicated below. HMA is unable to answer questions/discuss the RFP by phone.***

The following items are included as an attachment with this RFP:

- RFP Invitation and Instructions
- RFP in Excel format
- Relevant Supporting Plan Documents and Summaries

The vendor will be expected to commit to the timeline shown below.

Description	Target Date	Responsibility
Proposal Issue	04/14/2021	Holmes Murphy & Associates
Vendor RFP Questions Due	04/21/2021	Vendors
Answers to Questions Released to Market	04/26/2021	Holmes Murphy & Associates
Vendor Proposals Due (<i>Note: there will be no best and final round</i>)	05/12/2021 at 5:00pm CST	Vendors
Open Enrollment	August 2021	Selected Vendors/DCTA
Effective date of plans	10/01/2021	n/a

GENERAL QUESTIONNAIRE [Benefits]**VENDOR NAME HERE****Primary Contact Information**

Name

Title

Address

Phone #

Fax #

Email

Secondary Contact Information

Name

Title

Address

Phone #

Fax #

Email

Coverages to be Quoted (Please mark an "x" to all plan types that apply.)

Medical

Dental

Vision

COBRA

FSA

Short Term Disability

Long Term Disability

Basic Life/AD&D

Voluntary Life/AD&D

EAP

GENERAL QUESTIONNAIRE

		VENDOR NAME HERE	
Organizational Strength		Response	
1	Provide the name and address of your company.		
2	Is your company publicly traded?	Please Select	
3	What is your company's A.M. Best rating?		
4	Confirm you are registered with the Secretary of State to do work in the State of Texas.	Please Select	
References		Response	
5	Please provide three references of current clients and two references of clients you have lost in the past two years. Ideally, these references would be similar in size to the Client. All fields must be completed.	Current Clients	
1.) Client Name:			
Contact Name:			
Contact Title:			
Phone Number:			
Email Address:			
Years of Service:			
2.) Client Name:			
Contact Name:			
Contact Title:			
Phone Number:			
Email Address:			
Years of Service:			
3.) Client Name:			
Contact Name:			
Contact Title:			
Phone Number:			
Email Address:			
Years of Service:			
		Former Clients	
1.) Client Name:			
Contact Name:			
Contact Title:			
Phone Number:			
Email Address:			
Reason for leaving:			
2.) Client Name:			
Contact Name:			
Contact Title:			
Phone Number:			
Email Address:			
Reason for leaving:			

MEDICAL Questionnaire		PLAN A	ABC Carrier
MEDICAL PREMIUMS		Current	Proposed
PARTICIPATION REQUIREMENT		Current	
	<u>EEs</u>		
Employee	14	\$816.28	\$0.00
Employee & Spouse	5	\$1,657.06	\$0.00
Employee & Child(ren)	6	\$1,407.84	\$0.00
Family	7	\$2,205.88	\$0.00
Monthly	32	\$43,601	
Annual		\$523,217	\$0
Monthly		\$43,601.42	\$0.00
Annual		\$523,217	\$0
Cost +/- to Current		\$0	-\$43,601
Percentage +/- to Current		0.0%	-100.0%

MEDICAL QUESTIONNAIRE

Medical health vendors/ carriers are required to respond to all requests for information contained in this questionnaire. This questionnaire will be scored; therefore, it is necessary that you provide **concise answers**. **Your responses to the questions should be based on your current proven capabilities. Should there be instances where certain questions are not applicable to your organization or its operations, please indicate this. If you are selected to administer the Client's employee benefit plans, your responses to the questionnaire will be considered part of your contractual responsibilities. You are also requested to return the indicated exhibits as part of your proposal.**

		Carrier/Vendor Name
Organizational Strength		Response
1	How many clients do you currently have in force in the state of Texas?	
2	Do you have a specialized team that works with public entity employers?	Please Select
3	How many clients do you currently have in Texas that are public entities?	
Administrative Flexibility		Response
4	Confirm that an experienced account management team with at least 5+ years of experience will be assigned.	Please Select
5	Will the Client have a dedicated claims contact for escalated issues?	Please Select
6	What carrier(s) do you use to complete prior authorizations?	
7	Will you partner with 3rd party pricing transparency vendors?	Please Select
8	Do you have your own proprietary pricing transparency service?	Please Select
9	Can your system allow for different plan designs or copays to promote steerage to preferred facilities and physicians?	Please Select
10	If yes, are there any limitations and what is the lead time to make these changes?	
11	If there is an additional cost, please indicate what that cost will be and make sure it is included in your PEPM administrative fee.	
Implementation Process		Response
12	Will you have an onsite representative available for annual open enrollment meetings as requested by the Client?	Please Select
13	Provide a timeline for implementation.	Please Select
14	Confirm that you will produce the SPD for the Client.	Please Select

MEDICAL QUESTIONNAIRE

Disease Management		Response
15	Which disease management (DM) programs do you offer as part of your base fee?	
Reporting		Response
16	Provide a sample of all financial reporting the Client can expect to receive on a regular basis. Additionally, include any Adhoc reports that other clients have found useful in claims analysis.	Please Select
17	If you have system updates, please confirm that you will inform the Client prior to system updates occurring and what these updates will effect.	Please Select
18	Provide a sample of your annual health plan review.	Please Select
19	Will you set up a schedule to automatically email the standard reports to the Client on a monthly, quarterly and annual basis as requested at no additional cost?	Please Select
Wellness		Response
20	Do you use detailed claim information to help clients design an impactful wellness program?	Please Select
21	If so, provide examples.	
22	Provide examples of recommendations of wellness programs that you have worked with clients on in the past 2 years.	
23	Confirm that you will offer the client a wellness budget. (If there is an additional cost, please make sure it is included in your PEPM administrative fee.)	Please Select
24	Do you offer online wellness programs and tracking?	Please Select
25	If yes, is this included as part of your PEPM fee? If not, outline separately on the pricing spreadsheet.	
26	Describe the wellness programs offered to the Client at no additional charge.	
27	Do you subcontract any wellness services to an outside vendor?	Please Select
28	Does your organization offer discounts to support healthy lifestyles such as gym memberships, vitamins, massage therapy, etc.?	Please Select
29	If yes, is there an additional cost for this program?	Please Select
30	Are you able to provide an onsite wellness resource?	Please Select
31	If yes, is what is the additional cost?	
32	Outline how your would anticipate this role would help benefit the City and it's members.	

MEDICAL QUESTIONNAIRE

Employer/Employee Websites		Response
33	Provide a URL, userID and password for the RFP evaluation team to view your employer website.	
34	URL	
35	User ID	
36	Password	
37	Provide a URL, userID and password for the RFP evaluation team to view your member website.	
38	URL	
39	User ID	
40	Password	
41	Please confirm an in depth, live demo of both employer and employee websites will be given upon request.	Please Select
Customer Service		Response
42	Is your call center located within the United States?	Please Select
43	Will there be a dedicated call center to the Client?	Please Select
44	If so, where is this located?	
45	Are there bilingual resources available on this team?	Please Select
46	What are the hours of operation?	
47	What is the turnover percentage of your call center?	
48	What is the turnover percentage of your account management team?	
49	What is the average tenure of the account managers that service the municipalities in your organization?	
50	How many clients do they currently service?	
51	What are the YTD results for your average speed to answer?	
52	What are the YTD results for your call abandonment rate?	

MEDICAL Questionnaire

Proposed Medical -- Deviations/Variations	
For any benefits you cannot duplicate or administer, per the in force SPD, please indicate on this tab. Please clearly note the differences.	

	Carrier Name
Please Select the Appropriate Category for each Deviation / Variation	Deviation / Variation
Please Select	
Please Select	
Please Select	
Please Select	
Please Select	
Please Select	
Please Select	

MEDICAL Questionnaire

Please note that you must complete plan design information in the following requested format in order for your quote to be considered. Enter only those plan design elements that are included in your quoted rates.

	Carrier Name	
	Plan Name	
	In-Network	Out-of-Network
Deductible		
Per Participant		
Family		
Out-of-Pocket Maximum		
Per Participant		
Family		
Is the deductible included in the Out-of-Pocket Maximum?	Please select	Please select
Do the in-network or out-of-network deductible/ out of pocket maximum cross apply?	Please select	Please select
If so, please describe		
Annual Maximum		
Coinsurance		
Primary Care Provider Office Visit		
Specialist Office Visit		
Preventive Care		
Diagnostic Services (for lab and radiology/x-ray) in an OP Facility		
Diagnostic Services (for lab and radiology/x-ray) in an Office setting		
Advanced Diagnostic Services (CT Scans, Pet Scans, MRI)		
Inpatient Hospital		
Outpatient Surgery		
Emergency Room		
Urgent Care		
Mental Health and Substance Abuse - Inpatient		
Mental Health and Substance Abuse - Outpatient		
Mental Health and Substance Abuse - Office Setting		
Prescription Drugs		
Deductible		
Retail		
Generic / Tier 1		
Brand Preferred / Tier 2		
Brand Non-Preferred / Tier 3		
Specialty		
Mail Order		
Generic / Tier 1		
Brand Preferred / Tier 2		
Brand Non-Preferred / Tier 3		

MEDICAL Questionnaire**Medical Network Discounts**

Please provide your organization's self reported discounts within the Client's area for:

Carrier Name	
Network Name	
Hospital Inpatient	
Hospital Outpatient	
Physician	

Geo Access Results

Please provide full detailed reports for the medical GEO access within your formal proposal.

	Carrier Name
Measurement	Primary Care Physicians
# of Employees / Zip Codes Evaluated	
# of providers	
# of Locations	
X Providers within X Miles	2 / 10
% of Employee WITH access	
# of Employees WITH access	
% of Employee WITHOUT access	
# of Employees WITHOUT access	
Average distance to 2 providers for employees WITH desired access	
Average distance to 2 providers for employees WITHOUT desired access	

		CURRENT	VENDOR NAME
DENTAL PREMIUMS - DPPO STANDARD			Proposed
PARTICIPATION REQUIREMENT			
	<u>EEs</u>		
Employee	14	\$37.64	
Employee + Spouse	5	\$77.26	
Employee + Child(ren)	6	\$81.22	
Employee + Family	7	\$115.54	
Monthly		\$2,209.36	\$0.00
Annual		\$26,512	\$0
Cost +/- to Current		\$0	-\$2,209
Percentage +/- to Current		0.0%	-100.0%
RATE GUARANTEE			
COMMISSIONS			

DENTAL PLAN DESIGN

BENEFITS		CURRENT		VENDOR NAME	
DEDUCTIBLE		<u>In Network</u>	<u>Out of Network</u>	<u>In Network</u>	<u>Out of Network</u>
<ul style="list-style-type: none"> - Individual - Family 					
COINSURANCE					
<ul style="list-style-type: none"> - Preventive - Basic - Major 					
CATEGORIZATION OF SERVICES					
<ul style="list-style-type: none"> - Periodontics (Maintenance) - Periodontics (Surgery) - Endodontics - Simple Extractions - Complex Extractions / Oral Surgery - Implants 					
ANNUAL MAXIMUM					
LIFETIME ORTHODONTIA COVERAGE					
MAXIMUM ROLLOVER					
<ul style="list-style-type: none"> - Rollover Threshold - Rollover Amount - Rollover Account Limit 					
OUT OF NETWORK UCR					
ELIGIBILITY/ENROLLMENT PROVISIONS					
<ul style="list-style-type: none"> - Annual Open Enrollment - Timely Entrant Waiting Period - Late Entrant Waiting Period - Dependent Age Limit - Orthodontia Age Limit 					

DENTAL**Geo Access- DPPO Network**

Please note: you must complete this information in the following requested formats in order for your quote to be considered. Enter only the networks that are included in your quoted rates.

VENDOR NAME	
Network Name	
General Dentists	
Measurement	
# of Employees/Zip Codes Evaluated	
Network Evaluated	
Providers	
# of Providers Available to Employees (Do Not Provide Total National Number of Providers)	
# of Locations Available to Employees (Do Not Provide Total National Number of Providers)	
XX providers within XX Miles	2 / 10
% Employees WITH access	
# of Employees WITH access	
% Employees WITHOUT access	
# Employees WITHOUT access	
Average distance to 2 providers for employees with desired access	
Average distance to 2 providers for employees without desired access	
Measurement	Specialists
# of Employees/Zip Codes Evaluated	
Network Evaluated	
Providers	
# of Providers Available to Employees (Do Not Provide Total National Number of Providers)	
# of Locations Available to Employees (Do Not Provide Total National Number of Providers)	

XX providers within XX Miles	2 / 10
% Employees WITH access	
# of Employees WITH access	
% Employees WITHOUT access	
# Employees WITHOUT access	
Average distance to 2 providers for employees with desired access	
Average distance to 2 providers for employees without desired access	
Measurement	Orthodontists
# of Employees/Zip Codes Evaluated	
Network Evaluated	
Providers	
# of Providers Available to Employees (Do Not Provide Total National Number of Providers)	
# of Locations Available to Employees (Do Not Provide Total National Number of Providers)	
XX providers within XX Miles	2 / 10
% Employees WITH access	
# of Employees WITH access	
% Employees WITHOUT access	
# Employees WITHOUT access	
Average distance to 2 providers for employees with desired access	
Average distance to 2 providers for employees without desired access	
Measurement	Providers in Primary Network
General Dentists	
Specialists	
Orthodontists	
Measurement	Providers in Secondary Network (if applicable)
General Dentists	
Specialists	
Orthodontists	

Please note: you must complete this information in the following requested formats in order for your quote to be considered. Please include copies of the requested materials with your proposal.

	VENDOR NAME
Measurement	
Will the client have a dedicated Account Manager?	Please select
Do you provide ID Cards upon request?	Please select
Dental Benefits Grid Brochure (DHMO Only)	Please select
Dental Wellness Plan Brochure	Please select
Do preventive visits count towards the annual out of pocket limit?	Please select
Confirm that you agree to the terms and conditions on the City's BAA included in the exhibits.	Please select

MEDICAL (Rate Proposal and Plan Design)

		TML	BSW	BCBS	BCBS	TML	TML	TML	TML
MEDICAL PREMIUMS		Current	Options	P620CHC	P610ADT	Proposed	Proposed	Proposed	Proposed
PARTICIPATION		Current	HMO/PPO Plans	PPO - Platinum	HMO- Platinum	HMO-1K-3K	Copay-750-4K ER	Copay-750-3K ER	Copay-500-4K ER
EEs		-	-	-	-	-	-	-	-
Employee	14	\$816.28	Low: 280	\$951.42	\$630.23	\$747.92	\$782.26	\$804.00	\$812.78
Employee & Spouse	5	\$1,657.06	High: 1400	\$1,902.84	\$1,260.46	\$1,518.28	\$1,588.00	\$1,632.12	\$1,649.96
Employee & Child(ren)	6	\$1,407.84		\$1,902.84	\$1,260.46	\$1,289.94	\$1,349.16	\$1,386.66	\$1,401.80
Family	7	\$2,205.88		\$2,854.26	\$1,890.69	\$2,021.14	\$2,113.94	\$2,172.68	\$2,196.42
Monthly		\$43,601.42		\$54,230.94	\$35,923.11	\$39,949.90	\$41,784.18	\$42,945.32	\$43,414.46
Annual		\$523,217		\$650,771	\$431,077	\$479,399	\$501,410	\$515,344	\$520,974
Cost +/- to Current		\$0		\$127,554	-\$92,140	-\$43,818	-\$21,807	-\$7,873	-\$2,244
Percentage +/- to Current		0.0%		24.4%	-17.6%	-8.4%	-4.2%	-1.5%	-0.4%

*Recommended.

	BSW PPO/POS and HMO	BCBS Platinum - P620CHC	BCBS Platinum - P610ADT	TML HMO-1K-3K	TML Copay-750-3K ER	TML Copay-500-4K ER
	In-Network	In-Network	In-Network Only	In-Network Only	In-Network	In-Network
Deductible						
Per Participant	\$0	\$250	\$250	\$1,000	\$750	\$500
Family	\$0	\$500	\$250	\$2,000	\$1,500	\$1,000
Out-of-Pocket Maximum						
Per Participant	\$5,500	\$1,250	\$1,250	\$3,000	\$3,000	\$4,000
Family	\$11,000	\$1,250	\$1,250	\$6,000	\$6,000	\$8,000
Coinsurance	90%	80%	80%	80%	80%	80%
Primary Care Provider Office Visit	\$15 adult/\$0 Child to 18	\$30	\$30	\$30 Copay	\$30 Copay	\$30 Copay
Specialist Office Visit	\$50	\$60	\$60	\$45 Copay	\$45 Copay	\$45 Copay
Preventive Care	100%	100%	100%	100%	100%	100%
Emergency Room	\$750	\$300	\$300	Facility: \$500 copay Physician: 80% after deductible.	Facility: \$500 copay Physician: 80% after deductible.	Facility: \$500 copay Physician: 80% after deductible.
Retail						
Generic / Tier 1	\$15	\$10	\$10	\$10 Copay	\$10 Copay	\$10 Copay
Brand Preferred / Tier 2	\$55	\$20	\$20	\$40 Copay	\$40 Copay	\$40 Copay
Brand Non-Preferred / Tier 3	\$150	\$55	\$55	Non-Preferred: \$70 Cost Share: \$150	Non-Preferred: \$70 Cost Share: \$150	Non-Preferred: \$70 Cost Share: \$150
Specialty	\$500	\$95-\$250	\$95-\$250	\$100 Copay	\$100 Copay	\$100 Copay

*Recommended.

DENTAL (Rate Proposal and Plan Design)

	TML Health	BCBS	BrightBenefits	Delta	Guardian	MetLife	Mutual of Omaha	Renaissance
DENTAL PREMIUMS - DPPO STANDARD	Proposed	Proposed	Proposed	Proposed	Proposed Plan 1	Proposed	Proposed	Proposed
PARTICIPATION REQUIREMENT					100%			
EEs								
Employee	14	\$37.64	\$32.40	\$35.48	\$33.88	\$33.97	\$34.42	\$36.65
Employee + Spouse	5	\$77.26	\$64.81	\$78.81	\$69.53	\$65.89	\$70.45	\$75.22
Employee + Child(ren)	6	\$81.22	\$125.82	\$89.29	\$73.10	\$69.57	\$72.61	\$79.07
Employee + Family	7	\$115.54	\$158.22	\$138.35	\$103.99	\$108.08	\$102.95	\$112.49
Monthly	\$2,209.36	\$0.00	\$2,640.11	\$2,394.96	\$1,988.50	\$1,979.01	\$1,990.44	\$2,151.05
Annual	\$26,512	\$0	\$31,681	\$28,740	\$23,862	\$23,748	\$23,885	\$25,813
Cost +/- to Current	\$0	-\$2,209	\$431	\$186	-\$221	-\$230	-\$219	-\$58
Percentage +/- to Current	0.0%	-100.0%	19.5%	8.4%	-10.0%	-10.4%	-9.9%	-2.6%

*Recommended

BENEFITS	TML Health Benefits Pool		BCBS	BrightBenefits		Delta		Guardian Life		MetLife		Mutual of Omaha		Renaissance	
DEDUCTIBLE	In Network	Out of Network		In Network	Out of Network	In Network	Out of Network	In Network	Out of Network	In Network	Out of Network	In Network	Out of Network	In Network	Out of Network
- Individual	Tier 1: \$0 Tier 2 & 3 \$50/CY (combined) Tier 4: \$50 (Lifetime)	Tier 1: \$0 Tier 2 & 3 \$50/CY (combined) Tier 4: \$50 (Lifetime)		\$50	\$50	\$50		\$50	\$50	\$50	\$50	\$50		\$50	\$50
- Family				\$150	\$150	\$150		\$150	\$150	\$150	\$150	\$150		\$150	\$150
COINSURANCE															
- Preventive	100%	100% up to R&C		100%	100%	100%		100%	100%	100%	100%	100%		100%	100%
- Basic	80%	80% up to R&C		80%	80%	80%		80%	80%	80%	80%	80%		80%	80%
- Major	50%	50% up to R&C		50%	50%	50%		50%	50%	50%	50%	50%		50%	50%
CATEGORIZATION OF SERVICES															
- Periodontics (Maintenance)	Tier 2 (Basic)			80%		80%		Basic				80%		80%	
- Periodontics (Surgery)	Tier 2 (Basic)			80%		80%		Basic				80%		80%	
- Endodontics	Tier 2 (Basic)			80%		80%		Basic				80%		80%	
- Simple Extractions	Tier 2 (Basic)			80%		80%		Basic				80%		80%	
- Complex Extractions / Oral Surgery	Tier 2 (Basic)			80%		80%		Basic				80%		80%	
- Implants	Tier 3 (Major)			50%		50%		Major				50%		50%	
ANNUAL MAXIMUM	Tier 1, 2, 3 (combined): \$2,000/CY Tier 4: \$3,000			\$2,000		\$2,000		\$2,000				\$2,000		\$2,000	
LIFETIME ORTHODONTIA COVERAGE	\$3,000			\$3,000		\$1,500		2,500				\$2,000		\$3,000	

*Recommended

VISION (Rate Proposal and Plan Design)

			Avesis	Avesis	BrightBenefits	Guardian Life Insurance	Guardian Life Insurance	Mutual of Omaha	Superior Vision	Standard Insurance Company	TML Health	TML Health
VISION PREMIUMS		Current	Option 1	Option 2	BV Essential 6 (VSP)	Option 1	Option 2	Option 1	Option 1	Option 1- VSP	Standard Plan (Voluntary)	Premium Plan (Voluntary)
PARTICIPATION REQUIREMENT		Assumes Current									Voluntary	Voluntary
	EEs											
Employee	17	\$11.37	\$9.72	\$16.28	\$9.10	\$6.13	\$7.89	\$8.93	\$8.95	\$8.88	\$7.22	\$10.47
Employee & Spouse	6	\$21.60	\$18.46	\$30.92	\$17.28	\$10.32	\$13.28	\$16.00	\$17.01	\$16.88	\$13.71	\$19.90
Employee & Child(ren)	5	\$22.74	\$19.43	\$32.55	\$18.19	\$10.53	\$13.55	\$16.53	\$17.91	\$17.77	\$14.43	\$20.94
Family	3	\$33.42	\$28.56	\$47.84	\$26.74	\$16.66	\$21.44	\$23.95	\$26.32	\$26.11	\$18.40	\$26.71
Monthly		\$536.85	\$458.83	\$768.56	\$429.55	\$268.76	\$345.88	\$402.31	\$422.72	\$419.42	\$332.35	\$482.22
Annual		\$6,442.20	\$5,505.96	\$9,222.67	\$5,154.60	\$3,225.12	\$4,150.56	\$4,827.72	\$5,072.64	\$5,033.09	\$3,988.20	\$5,786.64
ANNUAL PREMIUM CHANGE		Current	-\$936.24	\$2,780.47	-\$1,287.60	-\$3,217.08	-\$2,291.64	-\$1,614.48	-\$1,369.56	-\$1,409.11	-\$2,454.00	-\$655.56
RATE CHANGE		Current	-14.5%	43.2%	-20.0%	-49.9%	-35.6%	-25.1%	-21.3%	-21.9%	-38.1%	-10.2%
RATE GUARANTEE			3 years	3 years	2 years	2 Years	2 Years		4 years			

*Recommended

BENEFITS	Inforce		Avesis Inc		Avesis Inc.		BrightBenefits		Guardian Life		Guardian Life	
			Option 1		Option 2		BV Essential 6 (VSP)		Option 1		Option 2	
BENEFIT COPAYMENTS	In Network	Out of Network*	In Network	Out of Network*	In Network	Out of Network*	In Network	Out of Network*	In Network	Out of Network*	In Network	Out of Network*
Exam Copay	\$0	Up to \$30 reimbursement	\$0	Up to \$35	\$0	Up to \$35	\$0	Up to \$45	\$0	Up to \$30 reimbursement	\$0	Up to \$30 reimbursement
Materials Copay	\$0		\$0	N/A	\$0	N/A	\$0	See below	\$0		\$0	
Frame allowance												
Standard frame allowance	\$0 Copay; \$100 allowance; 20% off balance over \$100	Up to \$50 reimbursement	\$0 Copay, \$200 Allowance, up to 20% off balance	Up to \$70	\$0 Copay, \$200 Allowance, up to 20% off balance	Up to \$70	\$175 allowance	Up to \$70	\$0 Copay; \$120 allowance; 20% off balance over \$120	Up to \$70 reimbursement	\$0 Copay; \$200 allowance; 20% off balance over \$200	Up to \$50 reimbursement
Additional/Other frame allowance							\$195 allowance for featured brands; OR \$95 allowance at Walmart/Sam's Club/Costco; PLUS 20% off any amount over the allowance	N/A				
Frequency												
Examination	Once every 12 months		Once per plan year	Once per plan year	Once per plan year	Once per plan year	Once every 12 months		Once every 12 months		Once every 12 months	
Frame	Once every 12 months		Once per plan year	Once per plan year	Once per plan year	Once per plan year	Once every 12 months		Once every 12 months		Once every 12 months	
Lenses or Contact Lenses	Once every 12 months		Once per plan year	Once per plan year	Once per plan year	Once per plan year	Once every 12 months		Once every 12 months		Once every 12 months	

BENEFITS	Mutual of Omaha		Superior Vision Rates		Standard Insurance		Standard Insurance		TML Health		TML Health	
	Option 1		Option 1		Option 1- VSP		Option 2		Standard Plan		Premium Plan	
BENEFIT COPAYMENTS	In Network	Out of Network*	In Network	Out of Network*	In Network	Out of Network*	In Network	Out of Network*	In Network	Out of Network*	In Network	Out of Network*
Exam Copay	\$0	Up to \$45 reimbursement	\$0 Copay; OD: Covered in Full MD: Covered in Full	\$0 Copay; OD: Up to \$42 MD: Up to \$42	\$0	Up to \$45	Please see separate workbook for EyeMed plan design.		\$0	Up to \$65 reimbursement	\$0	Up to \$65 reimbursement
Materials Copay			\$0 Materials copay (applies to frames or lenses, not contact lenses)	\$0 Materials copay (applies to frames or lenses, not contact lenses)	\$0				\$0		\$0	
Frame allowance												
Standard frame allowance	\$0 copay \$130 Allowance 20% off balance over allowance	Up to \$58	\$100 retail allowance	Up to \$40	\$0 Copay; \$200 allowance; 20% off balance over frame allowance	Up to \$70 reimbursement			\$0 Copay; \$175 allowance; 20% off balance over \$175	Up to \$125 reimbursement	\$0 Copay; \$225 allowance; 20% off balance over \$225	Up to \$160 reimbursement
Additional/Other frame allowance			30% off retail	N/A								
Frequency												
Examination	Once every 12 months		Once every 12 months		Once every 12 months				Once every plan year		Once every plan year	
Frame	Once every 12 months		Once every 12 months		Once every 12 months				Once every plan year		Once every plan year	
Lenses or Contact Lenses	Once every 12 months		Once every 12 months		Once every 12 months				Once every plan year		Once every plan year	

*Recommended

Board of Directors Memo

June 24, 2021

SUBJECT: Discuss and Give Direction Regarding the Request from Dallas Area Rapid Transit (DART) to Proceed with Preliminary Engineering and Design work to Develop Cost Estimates, Approach and Necessary Supporting Documents for Future Consideration of Interlocal Agreements

Recommendation

DCTA staff recommends authorizing the CEO to give DART approval to move forward with the scope and approach as outlined in Exhibit 1 – “Letter from DART” as to not delay DART’s cost estimating and engineering efforts required for the development of supporting documentation necessary for the future development of proposed ILA’s.

Background

DART is seeking approval of their proposed plan as described in the letter so they may proceed to have outside consultants begin preparation of the necessary supporting documentation, cost estimates, funding arrangements and draft language for future Interlocal Agreements ILA(s) required between DCTA and DART. These draft documents would serve to inform further discussions between the agencies regarding potential regional rail operations and maintenance activities.

DCTA staff believes this is a reasonable request and approach from DART and serves as an important next step that will facilitate meaningful conversations toward an operating agreement, cost sharing and potential joint funding opportunities which can be included in future ILA(s) between the two agencies.

Key points outlined in the letter from DART:

- DART has determined there are benefits for a joint operations and maintenance facility and for potential collaboration on extension of A-train passenger rail service into downtown Carrollton providing connection to the Silver Line. They are interested in access to and use of DCTA’s rail operations and maintenance facility in Lewisville.
- They are seeking to expand the current DCTA rail operations and maintenance facility by approximately 20,000 square feet, the augmentation of yard track and track lead from the A-train corridor to the maintenance facility.
- DART would perform preliminary engineering analysis and construction cost estimate to upgrade the existing track from downtown Carrollton to the Trinity Mills Station to meet FRA Class 2 operations status.
- DART proposes to develop a high-level generalized assessment of the additional work and costs that would be required to further upgrade track segments to full FRA Class 4 standards, inclusive of structures, wayside systems/communications, PTC, Quiet Zones and modifications required to allow for sufficient siding availability to accommodate freight and passenger rail operations.

- DART recognizes and acknowledges it has the obligation to fund the entirety of the capital expenditures required to support the expansion for DART's benefit of the operations and maintenance facility and the associated track additions plus other signal system and switching modifications that may be required at Trinity Mills Station.
- As DART will be using DCTA track to travel to and from the Lewisville facility and also DCTA track and real estate at the facility, they acknowledge there will be a need for track operations and maintenance costs to be addressed through a long-term operating agreement post revenue service.
- There is an understanding that DCTA wants consideration of the current corridor rental agreement under which DCTA operates on the DART-owned corridor extending up to Denton as well as the impact access fees under the current shared use agreement between DART and DCTA.
- DART understands that DCTA will want to address access and rail service operations into downtown Carrollton as well as station location but wants to address the joint use arrangements for the operations and maintenance facility first. While this is a very important issue for DCTA to negotiate, it is reasonable that both parties need time to evaluate in more detail the supporting documentation, engineering cost estimates and potential cost sharing arrangements which can be accomplished in a future iteration of an ILA.

DCTA staff recommends authorizing the CEO to give DART approval to move forward with the scope and approach as outlined so as not to delay cost estimating and engineering efforts.

Previous Board Activity & Action

May 27, 2021	Staff provided a project status update
April 22, 2021	Staff provided a project status update
March 10, 2021	Staff provided a project status update
January 28, 2021	Staff provided a project status update
December 10, 2020	Staff provided a project status update
November 12, 2020	Staff provided an overview of the potential collaboration for regional joint rail operations facility between DCTA and DART.

Identified Need

DART and DCTA desire to explore options for a Joint Rail Operations and Maintenance facility, to be located and constructed at DCTA's existing Lewisville rail facility. The facility would be expanded to serve both the DCTA A-train and the DART Silver Line operations. The intent of the ILA is to address the major requirements needed to achieve the needs of both agencies including the requirements to enable DCTA to extend existing A-train service to the Downtown Carrollton Station.

Financial Impact

There is currently no financial impact associated with the ongoing conversations with DART. Details of projected expenses and associated responsibilities of each party will be outlined and presented to the DCTA Board for consideration as the joint program and draft ILA are further defined.



Exhibits

Exhibits 1 Letter from DART

Submitted By:

A handwritten signature in black ink, reading "Raymond Suarez", is written over a horizontal line.

Raymond Suarez, Chief Executive Officer



Dallas Area Rapid Transit
P.O. Box 660163
Dallas, TX 75266-0163
214-749-3278

May 28, 2021

Mr. Raymond Suarez
Chief Executive Officer
Denton County Transportation Authority
1955 Lakeway Drive, Suite 260
Lewisville, TX 75057

Dear Mr. Suarez:

This is to confirm the interest of Dallas Area Rapid Transit (DART) to enter into discussions with Denton County Transportation Authority (DCTA) regarding access to and use of the DCTA rail operations and maintenance facility in Lewisville.

As you are aware, DART staff and consulting engineers have been evaluating the optimum location of maintenance facilities for the Silver Line fleet. Alternatives have included use of the existing TRE maintenance facility, a new standalone facility at the eastern end of the Silver Line, and the DCTA location.

DART very much appreciates the courtesy and cooperation you and your team have extended to us as we have been conducting this evaluation. As a result of the analysis, it has become increasingly evident there are capital investment and operating synergies available to both DCTA and DART, both now and in the future, in regard to a joint operations and maintenance facility as well as in terms of the potential for collaboration on extension of A-train passenger rail service into downtown Carrollton to permit connection with the Silver Line.

With this letter we are seeking your approval and assistance in completing the necessary preliminary engineering design work and detailed construction estimates associated with the proposed expansion of the current DCTA maintenance facility by approximately 20,000 square feet, the augmentation of yard track and track lead from the A-train corridor to the maintenance facility.

DART will be performing a preliminary engineering analysis and construction cost estimate to upgrade the existing DGNO track from downtown Carrollton to the Trinity Mills Station to meet FRA Class 2 operations status. Additionally, we propose to undertake a high level generalized assessment of the additional work and costs that would be required to further upgrade the DGNO track segment to full FRA Class 4 standards, inclusive of consideration of structures, wayside systems/communications, PTC, Quiet Zones, and modifications required to allow for sufficient siding availability to accommodate freight and passenger rail operations.

Mr. Raymond Suarez
May 28, 2021
Page 2

DART fully recognizes and acknowledges it has the obligation to fund the entirety of the capital expenditures required to support the expansion for DART's benefit of the operations and maintenance facility and the associated track additions plus other signal system and switching modifications that may be required at Trinity Mills Station. Inasmuch as DART will be using DCTA track to travel to and from the Lewisville facility and also DCTA track and real estate at the facility, there will obviously be track operations and maintenance costs to be considered as well. These costs will need to also address post revenue service operations through a long-term operating agreement,

It is our understanding you would like to also take into consideration the current corridor rental agreement under which DCTA operates on the DART-owned corridor extending up to Denton as well as the impact access fees under the current shared use agreement between DART and DCTA. Further, you would like to have included the possible access and operating agreement that DCTA would seek in regard to the access of rail into downtown Carrollton as well as a possible station location. While we are willing to begin a discussion about those matters, we suggest it is premature to incorporate them into the Interlocal Agreement (ILA) required to address the joint use arrangements for the operations and maintenance facility.

With regard to who would oversee the actual facility expansion design, project management and construction of the facility and yard expansion, it is DART's presumption DCTA would make this determination and may prefer to use the engineer of record for DCTA and the current firm who performs construction on behalf of DCTA. However, we are prepared to consider other options that may occur to you.

Upon confirmation the scope and approach as outlined in this letter can serve as the basis of a joint project plan, DART staff and outside consultants will begin preparation of the necessary support documentation for the ILA(s) required between our two agencies. We are hopeful a draft ILA and supporting documents, cost estimates, funding arrangements and other necessary information will be ready for review by the two agencies by mid-July 2020.

Thank you for your cooperation and continuing assistance. We look forward to the development of a mutually beneficial agreement for the riders and stakeholders of our two agencies.

Sincerely,

/s/ David Leininger

Reviewed and approved, but not signed due to
COVID-19 Coronavirus Pandemic

David Leininger
Interim President & Chief Executive Officer

c: Gene Gamez, DART, General Counsel
Todd Plesko, DART, Interim Executive Vice President, Growth/Regional Development

Board of Directors Memo

June 24, 2021

SUBJECT: Discuss GoZone Public Involvement Feedback and Potential Service Modifications to Proposed Plan

Recommendation

This is not an action item. Staff is requesting that the board provide guidance on any necessary modifications to the proposed GoZone service in preparation for the July 22, 2021 DCTA board meeting.

Background

As DCTA transitions service from fixed route to GoZone on-demand service, there are many Federal Transit Administration (FTA) requirements that must be met. One of those requirements is the need for public involvement and a Title VI analysis to ensure that the DCTA Board of Directors is reviewing and considering all public feedback before making a formal decision on service delivery.

As of June 11, 2021, DCTA has collected more than 500 comments through the dedicated microsite, direct emails, social media commentary, the online feedback form, and at presentations/meetings. Although the public involvement period doesn't end until June 25, staff has conducted a preliminary review of the comments collected to date to assess the public's response to the proposed GoZone service.

Staff has identified four common topics based on preliminary review of public feedback:

- Interest in extending zones, or proposing additional zones, that provide service outside of the three member cities but still within Denton County
- Concerns with removing the majority of fixed route service and replacing it with GoZone service
- Relying heavily on use of a smart phone to book and track a trip
- General concerns with fleet type

Staff intends to review the preliminary public comments with the DCTA board of directors at the June 24 board meeting to determine if the board would like staff to make modifications to the proposed plan prior to the July 22, 2021 board meeting. Significant modifications to the proposed plan may impact the estimated September 7, 2021 launch date.

Key Timing Includes:

- June 24, 2021 – Discuss preliminary public comments and determine necessary service modifications
- June 25, 2021 – Public involvement period closes
- July 22, 2021 – Final GoZone service plan, public involvement report, Title VI analysis, promotional fare structure, and any change in cost will be presented to the board for consideration of approval
- September 7, 2021 – Launch of approved GoZone service

Financial Impact


Significant modifications to the proposed GoZone service plan could alter the total cost of service. If the cost of service requires adjustment, staff will provide that updated information at the July 22, 2021 DCTA board meeting along with the final GoZone service plan, promotional fare structure, and all required public involvement reports for board consideration of approval.




Exhibits

Exhibit 1: Public Comment Overview

Exhibit 2: Preliminary Public Comment Report (April 19 – June 11, 2021)

Submitted by: 
Nicole Recker, VP of Mobility Services and Administration

Approved by: 
Raymond Suarez, CEO



**GoZone Public Involvement Feedback
and Potential Service Modifications to Proposed Plan
{June 24, 2021 Board Meeting}**

PRELIMINARY PUBLIC COMMENT OVERVIEW



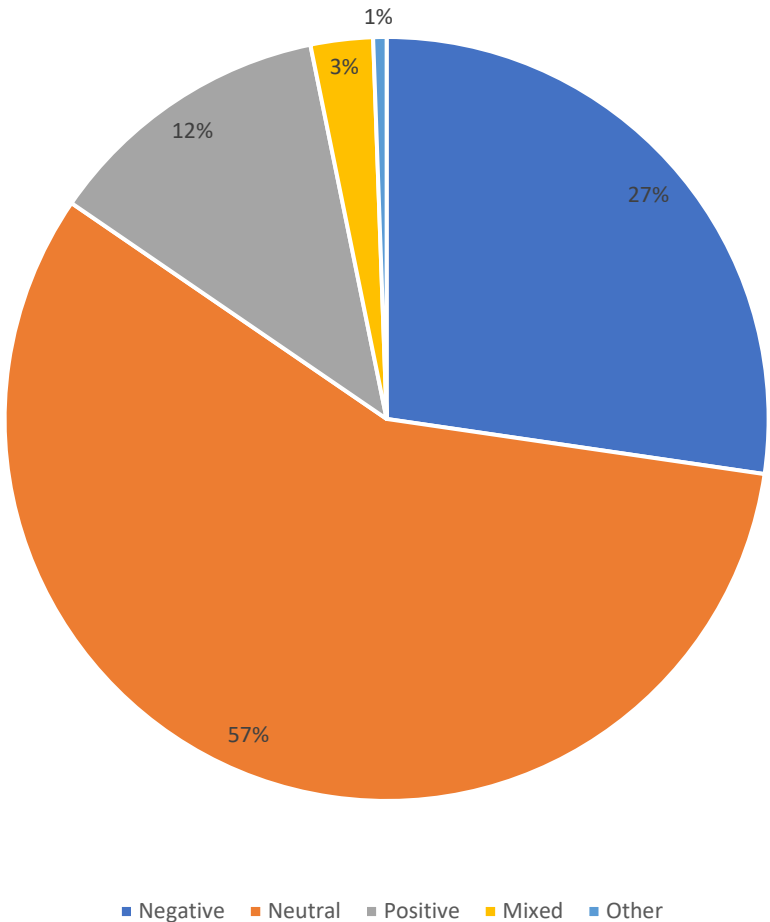
PRELIMINARY PUBLIC COMMENT OVERVIEW

Regular Item 7, Exhibit 1

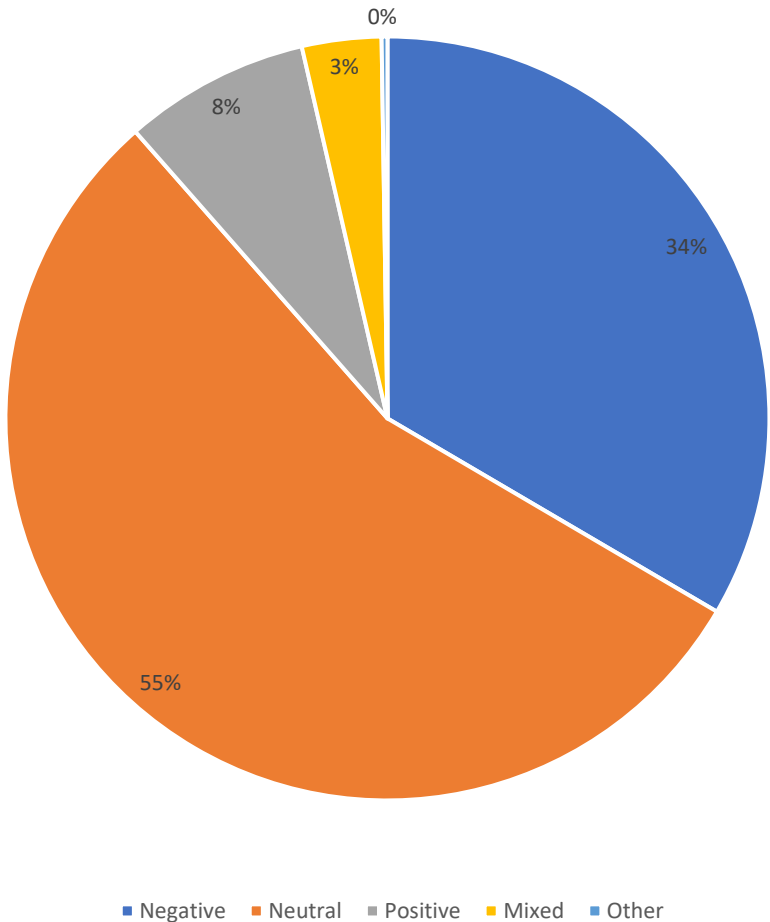
- Public comments are being collected from April 19 – June 25
 - The data in this presentation includes comments from April 19 – June 11 and does not reflect the final public comment results
- Staff has collected 531 comments through the following methods:
 - Dedicated Microsite (Social Pinpoint)
 - Direct Emails
 - Immediate Feedback Form
 - Social Media
- The preliminary public comment report does not include comments from the following mediums:
 - General Feedback Survey
 - Fare Structure Survey
 - Comments collected from June 12 – June 25
- Comments collected may be duplicated if a participant provided their feedback across multiple channels
 - Staff will minimize duplication in the final recap report

PRELIMINARY PUBLIC COMMENT OVERVIEW

Comments by Type (April 19 – June 11)
Direct Comments Only



Comments by Type (April 19 – June 11)
Direct Comments + “Up Votes” from Social Pinpoint Microsite



POPULAR PUBLIC COMMENTS & POSSIBLE SOLUTIONS



POPULAR PUBLIC COMMENTS & POSSIBLE SOLUTIONS

Comment #1:

- Interest in extending zones, or proposing additional zones, that provide service outside of the three member cities but still within Denton County
 - Specifically, Corinth, Flower Mound, Hickory Creek and Argyle

Possible Solutions:

- Present GoZone service to interested city partners
- Provide GoZone service through a contract that aligns with the agency's Administrative Fee Policy
- Adding city partners has the potential to off-set some of DCTA's cost and allows us to leverage those vehicles, when available, to handle peak capacity

POPULAR PUBLIC COMMENTS & POSSIBLE SOLUTIONS

Comment #2:

- Concerns with removing the majority of fixed route service and replacing it with GoZone service
 - Questioning what is best for the general public, those experiencing homelessness and disabled
 - Concerns with the impacts on riders if the GoZone service isn't successful – it's not easy to revert quickly back to fixed route
 - Issues with removing North Texas Xpress and not replacing it with an alternative service option
 - Concerns with the impacts on existing operators (i.e. reduction in force)

Possible Solutions:

- Operate all fixed route services in conjunction with GoZone for the first 30 days of service to provide more time for passengers to learn how to use the new service
- Launch the Lewisville/Highland Village GoZone (+ any Phase I add-ons) and remodel the Denton GoZone to provide a hybrid mobility solution
 - This would include redesigning fixed routes and determining the best location for Denton GoZones to provide connectivity throughout the city
 - This option would require a minimum of 5 months to model, take back out to the public, and bring back to the board for approval
- Either proposed solution would assist NTMC with operator recruitment and retention

POPULAR PUBLIC COMMENTS & POSSIBLE SOLUTIONS

Comment #3:

- Relying heavily on use of a smart phone to book and track a trip
 - Many seniors have reported that they do not have access to a smart phone
 - Some social service agencies have reported that their clients do not have access to a smart phone
 - Some have concerns with “booking” a trip vs “waiting” at a designated stop

Possible Solutions:

- Work with social service agencies to implement an online portal specific to their needs
 - This would allow the case managers to book trips on behalf of their clients
- Explore kiosk booking options and locate the kiosks in key locations (i.e. libraries, city buildings, etc.)
 - This option would require a minimum of 6 months
- Identify “pick-up” hubs where rides can be “hailed” vs “booked”
 - This option would require a minimum of 6 months to determine proper locations, modify the backend booking process, and install hub infrastructure (benches, shelters, etc.)

Comment #4:

- General concerns with the fleet type
 - Some are not comfortable getting into a smaller vehicle with strangers
 - Some social service agencies have expressed concern that their clients cannot remain “anonymous” on board a smaller vehicle
 - Some have concerns about being the only passenger on board with a contracted driver and no on-board camera

Possible Solutions:

- Explore on-board camera systems
- Explore adding DCTA cutaways to the fleet to accommodate peak travel periods
 - This option would require 3-4 months to modify the backend booking process and determine operational responsibilities

MODIFICATION IMPACTS



- **Minor modifications to the proposed plan can be accommodated prior to July 22**
 - This includes:
 - Slight adjustments to the zone boundaries and days/hours of operations
 - Removal of an entire GoZone
- **Major modifications to the proposed plan will require additional time**
 - This includes:
 - Redesign of existing fixed route service
 - Major changes to an existing GoZone
 - Modifications to the established booking process
- **Considerations**
 - Any major modification to the proposed GoZone plan will impact the base fleet that is currently being coordinated
 - Any increase in NTMC-operated services will impact NTMC staffing projections for the FY '22 budget

PROPOSED GOZONE SERVICE



Phase I: Base Scenario



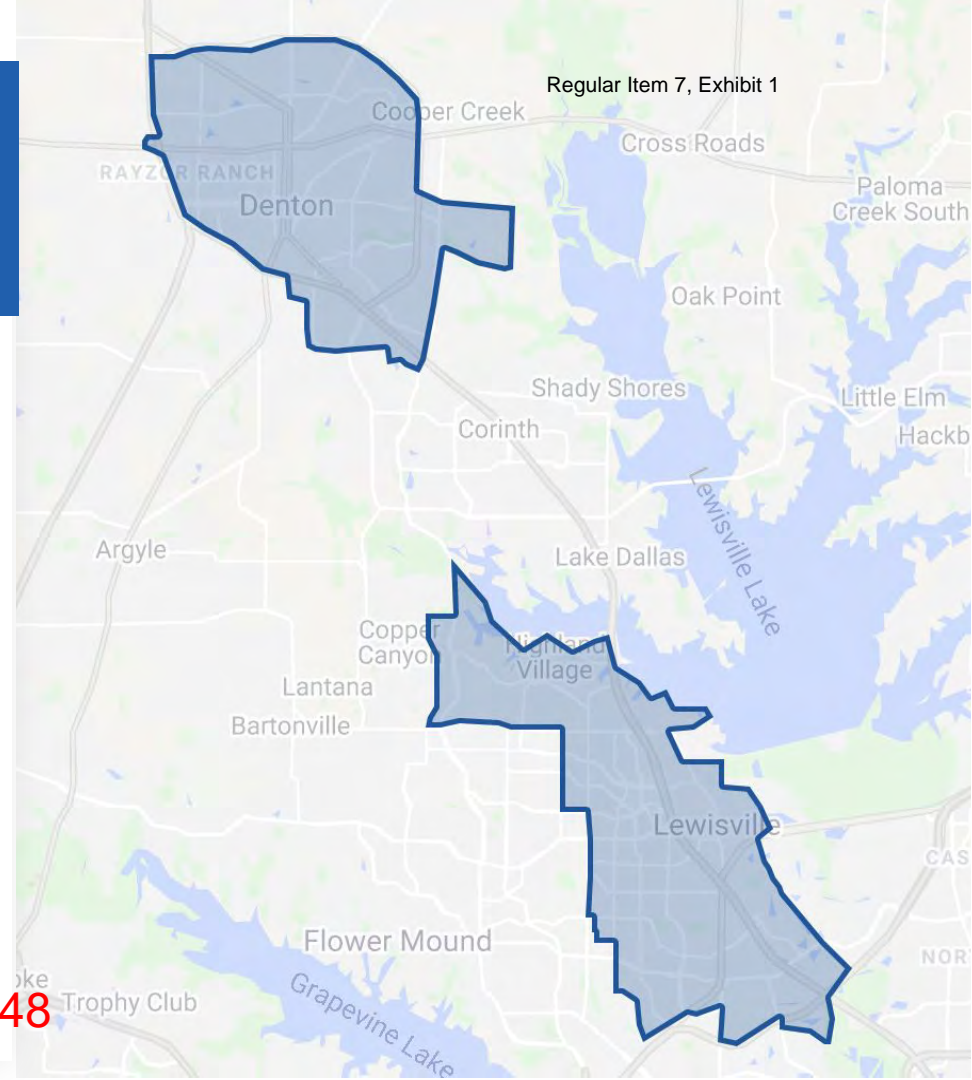
Base Service: Monday - Saturday

Service Description

- Monday - Thursday: 5am-10pm
- Friday: 5am-11pm
- Saturday: 8am-8pm
- Rides must begin and end in the same zone (i.e. Denton<>Denton or Lewisville/HV<>Lewisville/HV)

	Year 1
Vehicles	25
Vehicle Hours	99,097
Y1 Ridership Estimates	280k-470k
Cost (Singular Fleet)	\$4.07M

148



Phase I: Add-Ons



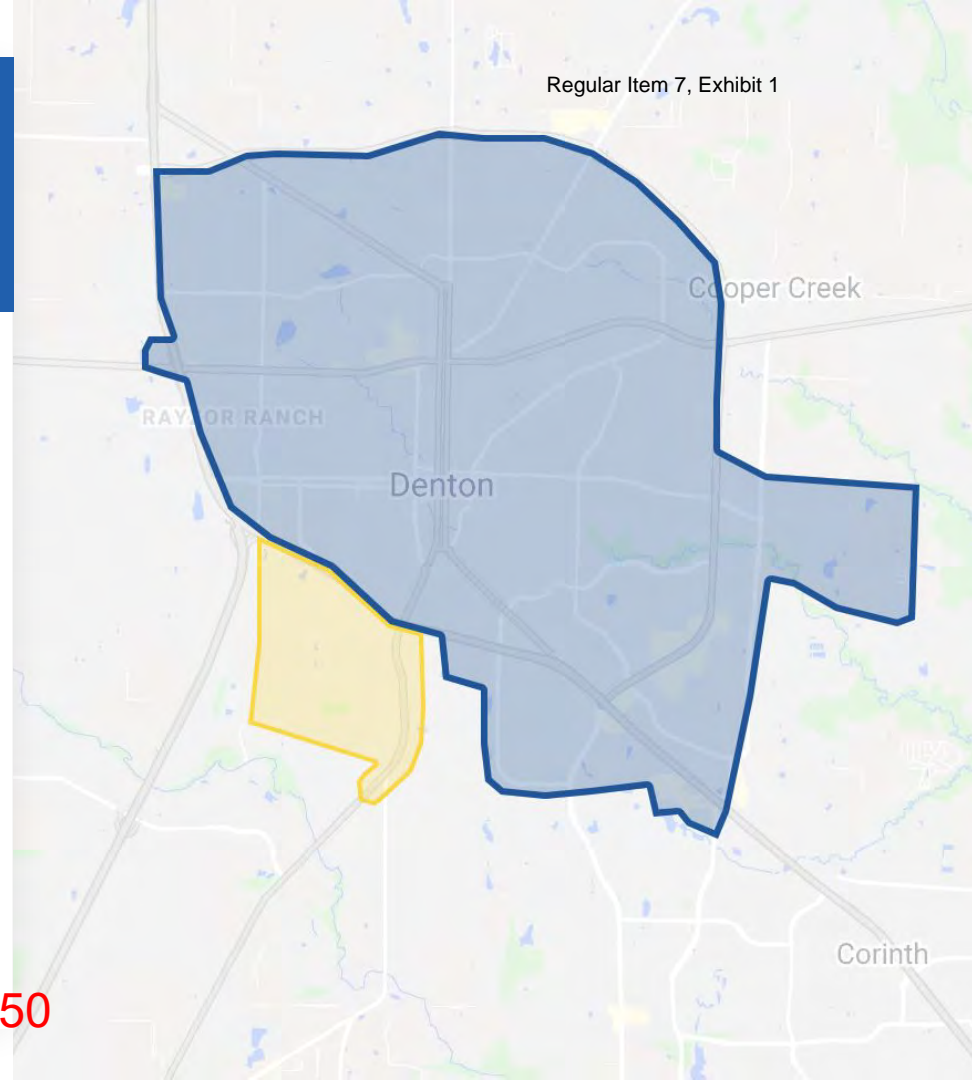
Denia Neighborhood Expansion

Service Description

- Extension of Denton service area to include the Denia neighborhood
- Hours of operation in line with Denton/Lewisville Phase I

	Year 1
Vehicles	2 extra
Vehicle Hours	6,250
Cost (Singular Fleet)	\$257K

Regular Item 7, Exhibit 1





Frankford Station (DART) to the Lewisville/HV Zone

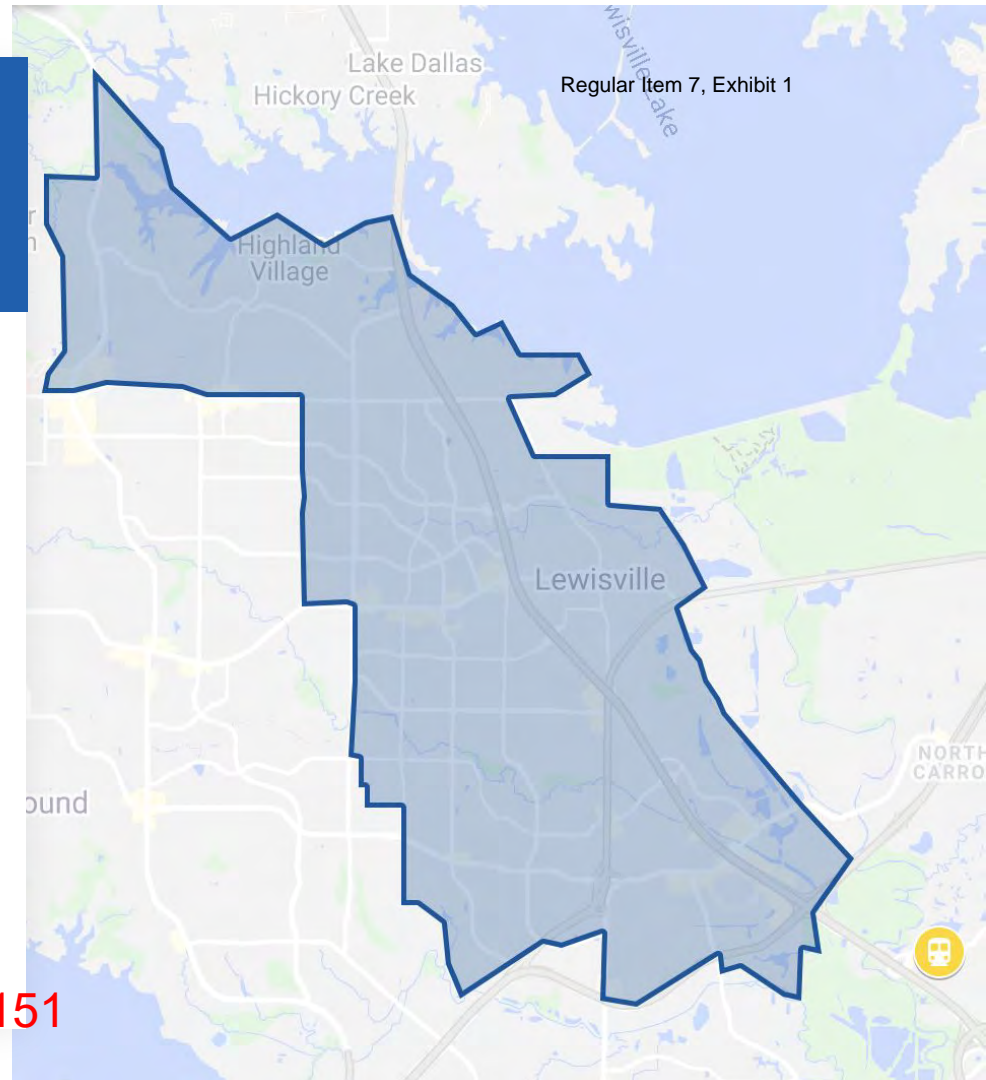
Service Description

- Addition of Frankford Dart Station to Lewisville zone
- Rides can be booked between Frankford Station and Lewisville / Highland Village (Blue)
- **Mon-Thu: 5am-10pm,
Fri 5am-11pm**

Year 1

Vehicles	1 extra
Vehicle Hours	4,250
Cost (Singular Fleet)	\$174K

151



Regular Item 7, Exhibit 1

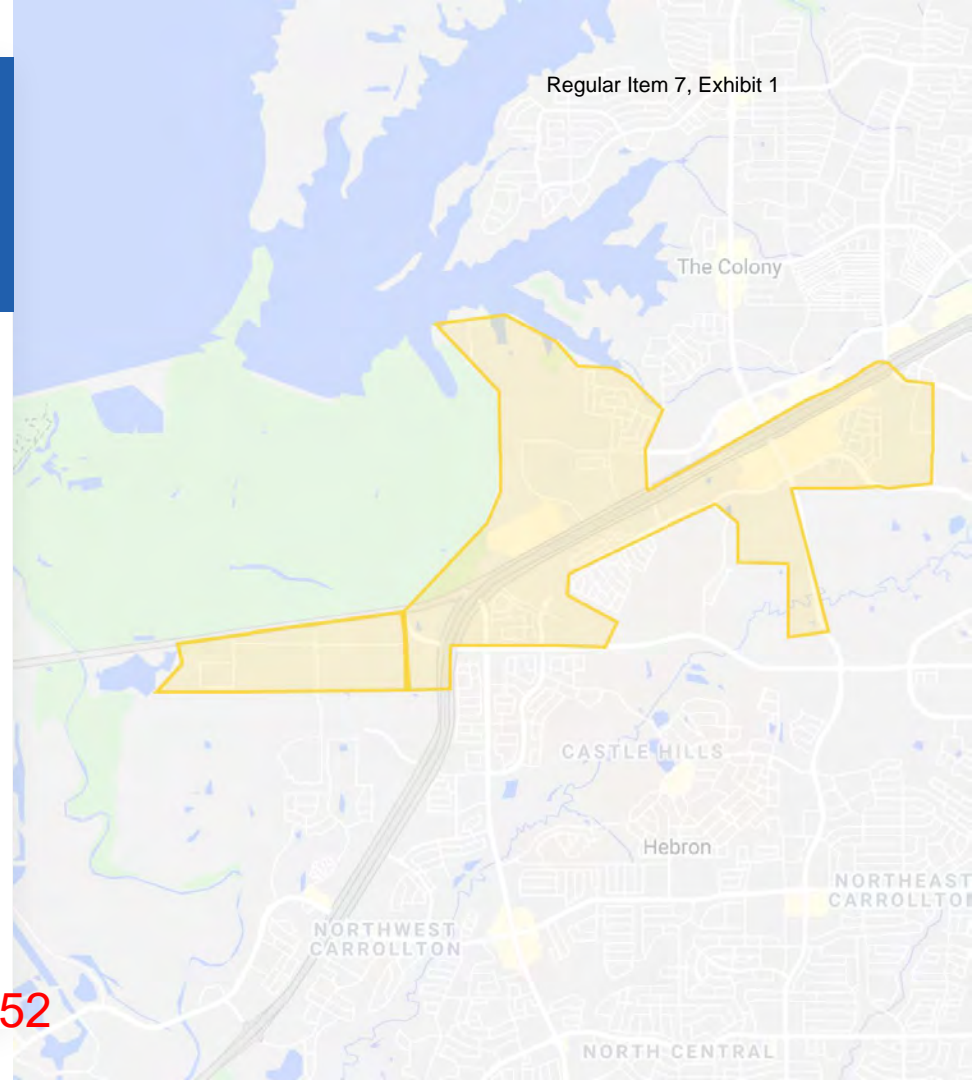


Business 121 North Zone Expansion (w/ First Park 121)

Service Description

- Island service to Business 121 North
- Hours of operation in line with Denton/Lewisville base scenario
- Rides can be booked intra-zone or to/from Lewisville/HV zone

	Year 1
Vehicles	1 extra
Vehicle Hours	4,874
Cost (Singular Fleet)	\$200K





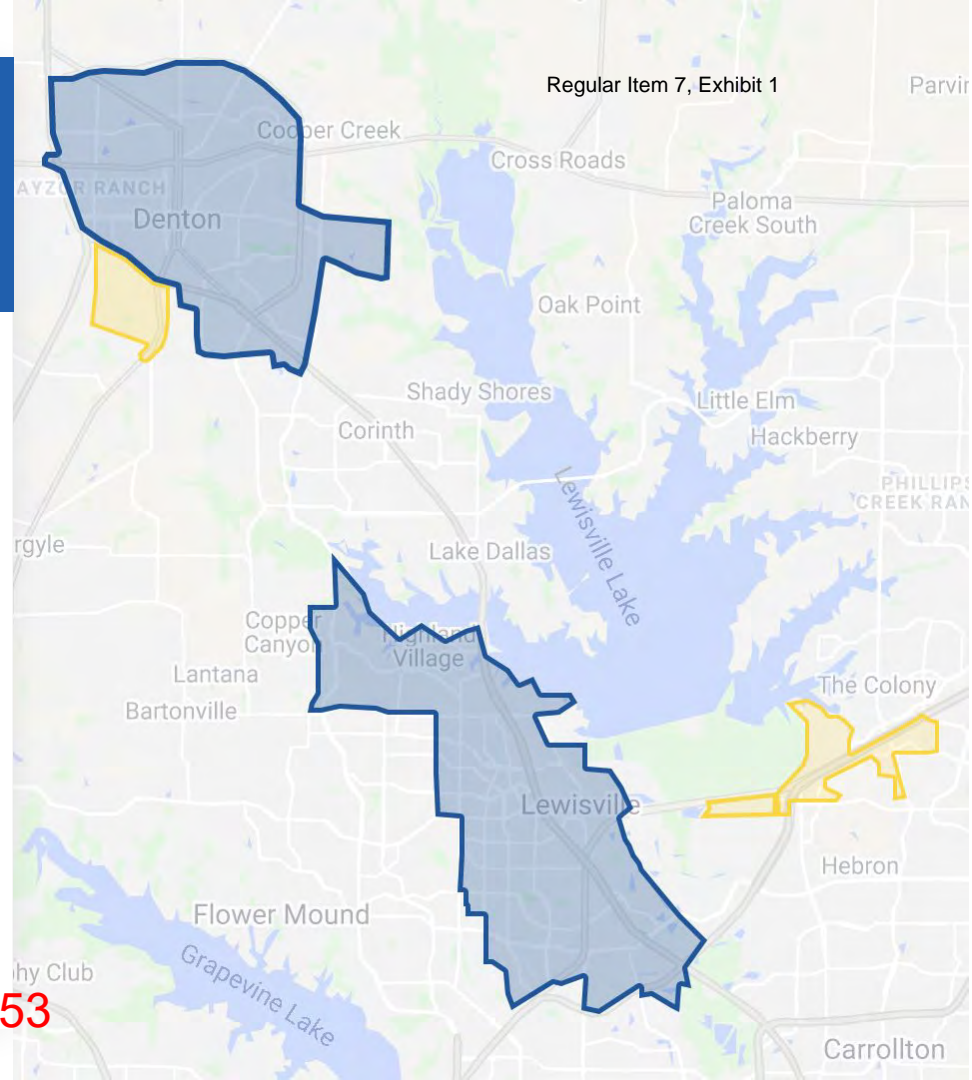
Sunday & Holiday Service

Service Description

- Sunday and holiday service, 8am-6pm
- Assumes 10 holidays per year

	Year 1
Vehicles	15
Vehicle Hours	9,300
Cost (Singular Fleet)	\$381K

153





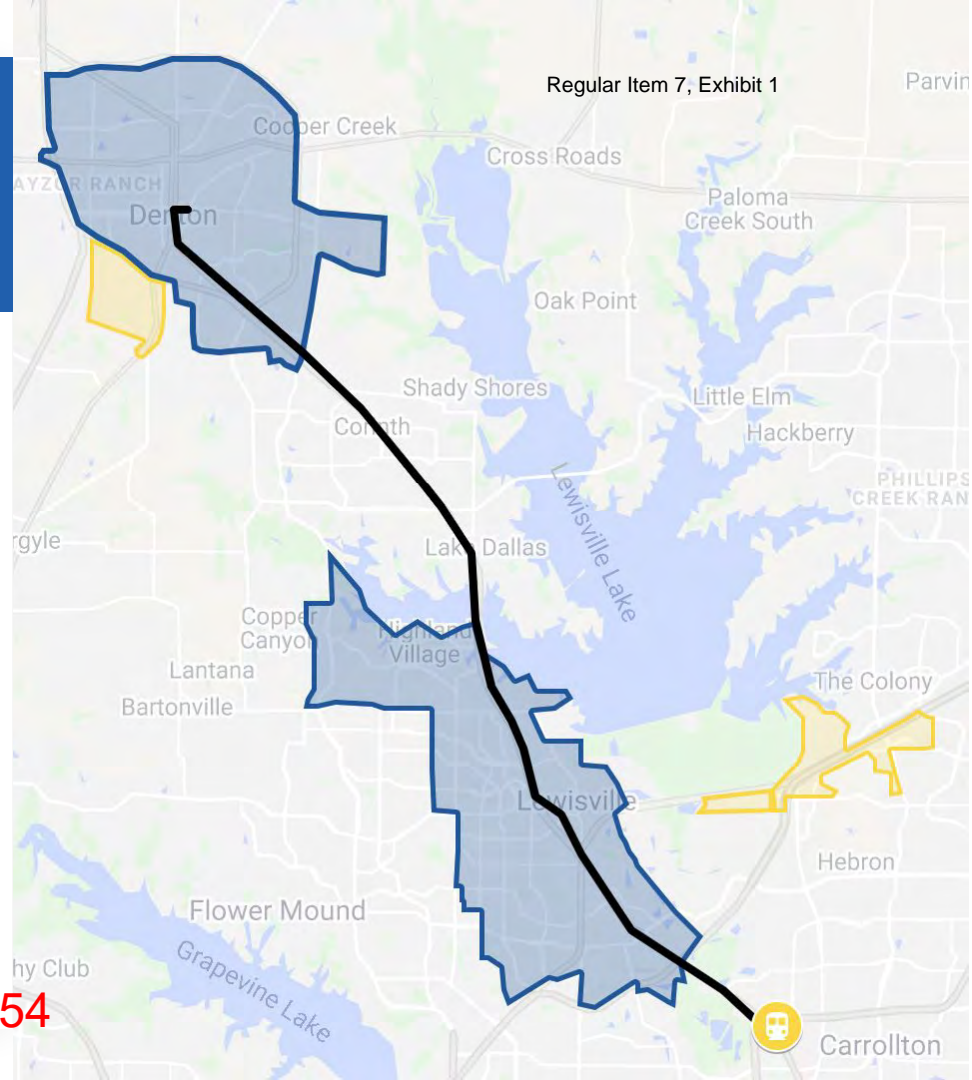
Sunday A-Train Replacement

Service Description

- Sundays, between 8am-6pm
- Rides cannot be booked to/from outside of the blue/yellow zones.
- Note: Add on price only applicable if included with regular Sunday service

	Year 1
Vehicles	3
Vehicle Hours	1,860
Cost (Singular Fleet)	\$76K

154





Saturday Service Hours Extension

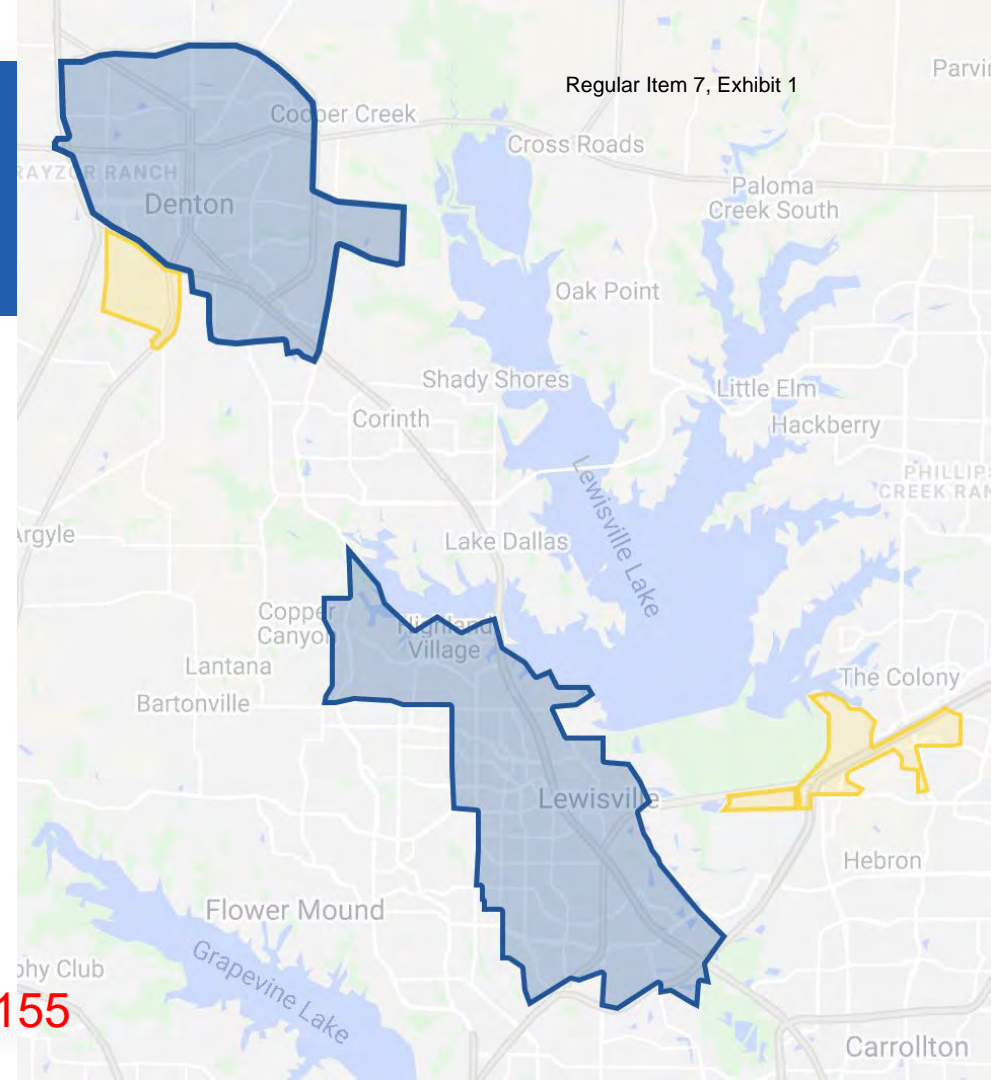
Service Description

- Additional 3 hours, extending service hours to 11pm (instead of 8pm)
- Rides must begin and end in the same zone (i.e. Denton<>Denton or Lewisville/HV<>Lewisville/HV)

Year 1

Vehicles	10
Vehicle Hours	1,560
Cost (Singular Fleet)	\$64K

155





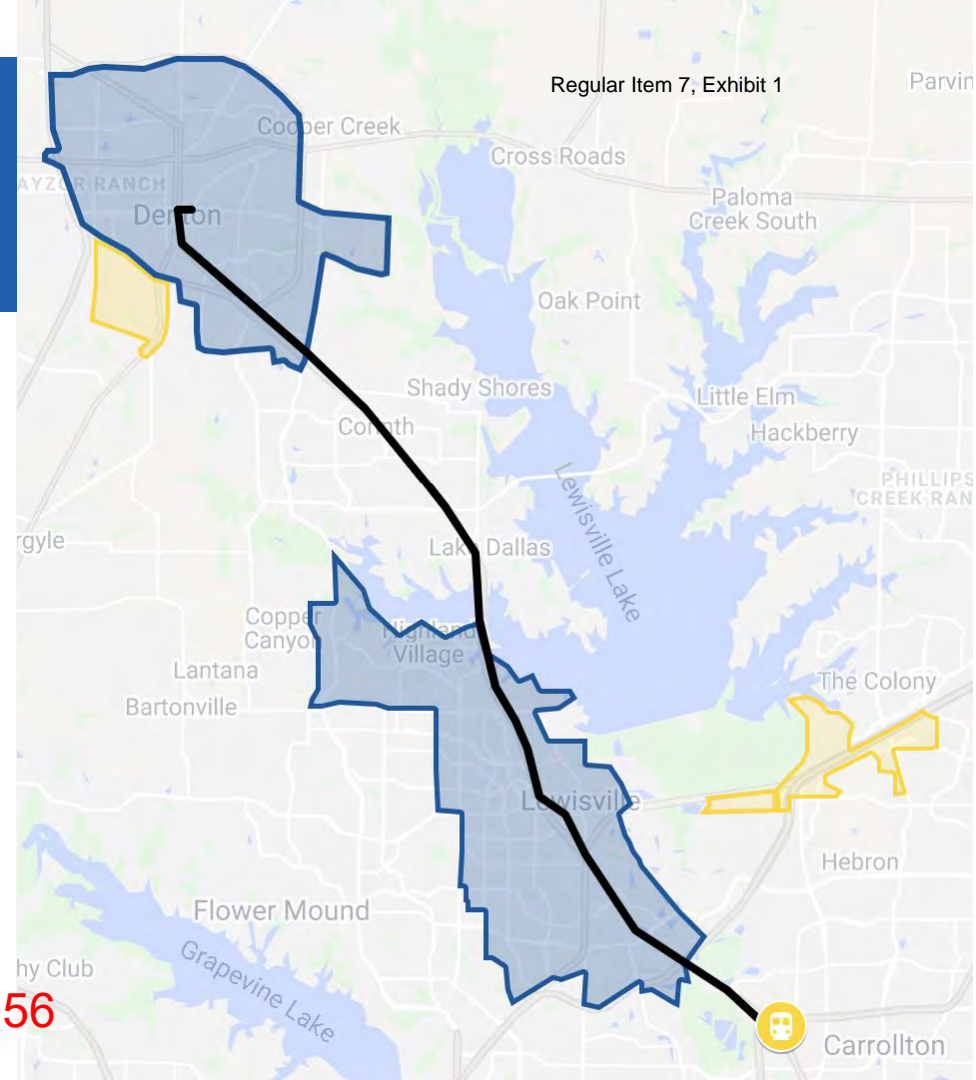
Service To/From Trinity Mills Station

Service Description

- Additional 3 hours of service each night (to begin at the end of regular operating hours), providing last-mile ride from Trinity mills station only.
- Monday - Saturday
- Rides must originate at Trinity mills station, and can be dropped off anywhere within the blue/yellow zones.

	Year 1
Vehicles	3
Vehicle Hours	2,750
Cost (Singular Fleet)	\$112K

156



Regular Item 7, Exhibit 1

Parvin

Cooper Creek

Cross Roads

Paloma
Creek South

Oak Point

Shady Shores

Conith

Little Elm

Hackberry

PHILLIPS
CREEK RAN

rgyle

Lake Dallas

Lewisville Lake

Copper
Canyon

Village

Lantana

Bartonville

The Colony

Hebron

Carrollton

Flower Mound

Grapevine Lake

hy Club

Phase II: Add Ons



Castle Hills Zone Expansion

Service Description

- Island service to Castle Hills
- Hours of operation in line with Denton/Lewisville
- Rides can be booked intra-zone or to/from Lewisville/HV zone

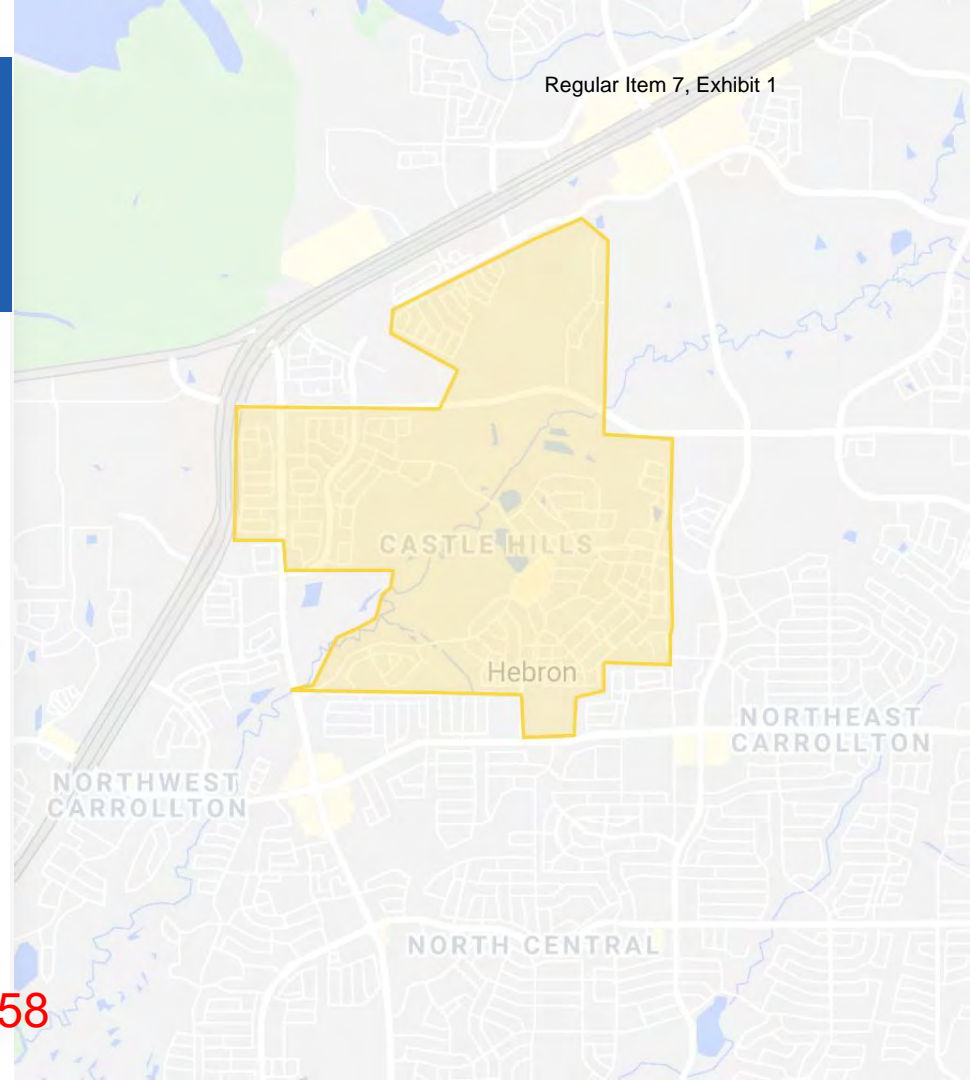
Year 1

Vehicles 1 extra

Vehicle Hours 4,874

Cost (Singular Fleet) **\$200K**

Regular Item 7, Exhibit 1





Weekday Late-Night Service Hours Extension

Service Description

- Additional 3 hours of service each night
- Monday - Thurs
- Rides must begin and end in the same zone (i.e. Denton<>Denton or Lewisville/HV<>Lewisville/HV)

Year 1

Vehicles	8
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Vehicle Hours	5,000
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Cost (Singular Fleet)	\$205K
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8-10 Access vehicles

Service Description

- Paratransit service, door-to-door rides
- Hours and ride restrictions in line with base scenario
- Note that the per vehicle hour fee for Access is higher than the other scenarios at \$40 due to more intensive support needs for Access customers. WAV retrofits would be an additional charge.

Year 1

Vehicles	8-10 extra
Vehicle Hours	15,500 - 25,000
Cost	\$1M

Including high estimate for purpose of task order. Additional analysis will be completed to further refine costs.

Additional data on Access trip volumes will help determine exact cost of service.

Pricing Summary

Base + Add-Ons

Singular Fleet (No DCTA-Provided Cutaways)

Option	Incremental Annual Cost
	(Recurring)
Phase One: Base	
Base Service (Full Avis Fleet)	\$4,068,910
Phase One: Add-Ons	
Incremental Up Front Hard Costs	\$238,000*
Sunday Service	\$381,858
Saturday Service Hours Extension	\$64,054
Denia Zone	\$256,625
Highland Village Hours Extension	-
Business 121 North Zone Expansion	\$200,126
Frankford Station (DART) to the Lewisville/HV Zone (Option 2)	\$174,505
Sunday A-Train Replacement	\$76,372
Trinity Mills	\$112,915
Phase Two: Add-Ons	
Castle Hills Zone Expansion	\$200,126
Late-Night Service Hours Extension	\$205,300
Access	\$1,000,000
Total Year 1	
Not-To-Exceed Amount: Year 1	\$6,978,791

*One-time costs in Y1 to retrofit vehicles and bike racks on all vehicles

Pricing Summary

Base + Add-Ons

Four Year Projection

Singular Fleet

Regular Item 7, Exhibit 1

	Base Scenario	<i>Maximum: All Add-Ons</i>	<i>Total Year 1</i>	<i>Total Year 2</i>	<i>Total Year 3</i>	<i>Total Year 4</i>	<i>Total All 4 Years</i>
Total Cost	\$4,068,910	\$2,909,881	\$6,978,791	\$8,679,300	\$8,843,100	\$9,019,500	\$33,520,691
o/w Upfront Cost	\$238,000		\$10,500	\$0	\$0	\$0	\$248,500
Total Annual Vehicle Hours	99,097	65,072	164,169	210,000	210,000	210,000	794,169
Price/Vehicle Hour (Excluding Upfront Cost)	\$41.06	\$41.06	\$41.06	\$41.28	\$42.11	\$42.95	\$41.90
Memo: Ridership Potential	280k-470k	190k-315k	470k-785k	750k-1,100k	770k-1,120k	790k-1,140k	2,780k-4,145k

Table 1: Comments from Social PinPoint*Comment Category: DCTA Service Impacts*

ZipCode	Date Received	Comment	Comment Type	Sentiment	Up Votes	Down Votes
76201	4/20/2021	DCTA will be saving money with this new plan. Please include in the new plan much more ticket verification for ATrain riders. Especially at the DART ATrain transfer. It is well know people are riding the ATrain without tickets to access our homeless services. Issuing them a fine is useless. Our services for our homeless have limited funds and cannot serve our homeless population with this added ticketless ridership.	Other Ideas (Ideas Wall)	NEGATIVE	1	2
75057	4/20/2021	I really love using the DCTA rail! 2 issues: 1) not enough stops (especially on weekends) and 2) why isn't there service on Sunday?	Something I Like (Interactive Map)	MIXED	2	0
76205	4/20/2021	Will DCTA still have a fleet of busses necessary to run event-focussed mass transit service? For instance, in both 2018 and 2019, DCTA provided shuttle bus service and A-train service between Medpark station and Denton Jazz Fest to relieve parking concerns. But there are other events DCTA has partnered with in the past (holiday lighting, etc.). Will the liquidation of busses preclude DCTA from providing this type of service in the future?	Make a Comment (Interactive Map)	NEUTRAL	5	0
75067	4/20/2021	I think the overall project is a great idea. On demand service that can move quicker and more fuel efficient is smart. Better for riders as they can service that can better match their schedules or agenda for the day. I've never used the current services but may use this to get to train station or somewhere else local.	Make a Comment (Interactive Map)	POSITIVE	5	0
76209	4/21/2021	This is a very popular park which you can walk through to get to Wilson Elementary School. I think it would be great if people could get to this park by bus.	Redraw Zone (Interactive Map)	POSITIVE	1	0
76201	4/22/2021	How will this change impact the new TRIP funding program? Being near a DCTA route was one of the criteria for a project to receive TRIP funding. What happens when there aren't "routes" anymore?	DCTA Service Impacts (Ideas Wall)	NEUTRAL	1	0
75067	4/22/2021	DCTA service continues to Trinity Mills Station. Please consider rideshare service to this station. I have personally been stuck at this station for over almost an hour because the A-Train doesn't stop as often. Provide rideshare assistance to Trinity Mills Station or North Carrollton/Frankford Station.	Something I Don't Like (Interactive Map)	NEUTRAL	6	0
76201	4/22/2021	Seems like a missed opportunity to not expand DCTA service to other parts of the "DC" in its name, if you're switching to point-to-point rideshares. Corinth, Hickory Creek, Argyle, Flower Mound, and Highland Village are Denton County too.	Ideas and Suggestions (Interactive Map)	NEGATIVE	6	0
76210	4/22/2021	Add an A-Train stop in Corinth	Ideas and Suggestions (Interactive Map)	NEUTRAL	11	0
76210	4/23/2021	We need more DCTA services in Corinth, as Corinth is also part of Denton county. I understand NCTC has a route but it is limited and what about the rest of the area?	Ideas and Suggestions (Interactive Map)	NEUTRAL	6	0
	4/25/2021	Confusing! How is a bus system suppose to make it when scheduling/plans are constantly changing over the years. Frustrating	(Interactive Map)	NEGATIVE	9	0
	4/25/2021	What is going to happen to all the day passes that I bought in bulk	(Interactive Map)	NEUTRAL	2	0
75067	4/25/2021	Just a few days ago, I was thinking of writing a letter about the fact that the busses did not go near the Thrive Center at Valley Parkway and Corporate, or my home. Then I saw this. I see that it also includes Thrive and my home, which earlier routes did not. Well done!	Something I Like (Interactive Map)	POSITIVE	3	0
76201	4/26/2021	It is a promotion! To be profitable in any way DCTA would have to raise the rates substantially after the promo. The money received from the City of Denton to DCTA should have been used to upgrade existing bus service. Where did that money go?	(Interactive Map)	NEGATIVE	2	0
76201	4/26/2021	Change is good but is it necessary? Instead of enhancing, upgrading, extending and supporting the current bus system it is just being discarded. As a former New Jersey resident used to mass transit and seeing the growing population of Denton mass transit is more advantageous to the residents of Denton. The effort and monies utilized for GoZone could have and should have been used on enhancing the current outdated bus and train system. 9 new buses but yet bus routes are being eliminated!?	Other Ideas (Ideas Wall)	MIXED	3	0
	4/28/2021	Can't please get more information on this plan I'm not really understanding and I depend on the bus to get to work how will it work will they be stop signs and stuff please help me understand .I already struggle to work sends y'all took route 5 now I walk every day too Catch rout 4 on university.	(Interactive Map)	NEGATIVE	5	0
	4/28/2021	I think it is awful to get rid of the buses and take a chance with on demand service, i know times are changing why fix it if it's not broken	(Interactive Map)	NEGATIVE	6	1
75077	4/29/2021	My mother is blind and cannot use a smart phone. She lives in North Denton. She simply just wants a bus to take her to the store and back, without having to transfer or having to walk a huge distance from the bus stop to the store. She doesn't trust Access anymore because they once failed to pick her up and she's terrified of being stranded. How will this new service benefit her?	Accessibility (Ideas Wall)	NEUTRAL	1	0
76209	5/2/2021	How will this new service impact disabled riders? 1. Will each vehicle have the capability to transport wheelchair users? If so, how many wheelchair users can be transported in each vehicle? 2. What type of vehicles will be used (minivans, full size vans, etc)? 3. Will all designated pick up and drop off spots comply with access laws? I appreciate your response and will address items accordingly.	Accessibility (Ideas Wall)	NEUTRAL	2	0
76201	5/3/2021	To create a more legitimate comparison between rider preference for the fixed bus routes and the Go Zone service, is it possible to increase the frequencies (15-20 min. headways) for the fixed routes that will remain, especially Route 3 and 7, during the assessment period? Making infrequent fixed routes compete with frequent Go Zone doesn't seem like an accurate measurement of rider preference. Everyone wants better frequency, but does everyone prefer Go Zone over fixed routes?	Phase I Launch (Ideas Wall)	NEUTRAL	3	0
76201	5/5/2021	Hi, can we please include NCTC Corinth in this Proposed service area? The NCTC shuttle isnt in service, and Some students really relied on the shuttle to get to class as they don't have a car. I also know there used to be a plan to put a train stop next to the campus as well, When is that doable?	Redraw Zone (Interactive Map)	NEUTRAL	2	0

Table 1: Comments from Social PinPoint*Comment Category: DCTA Service Impacts*

ZipCode	Date Received	Comment	Comment Type	Sentiment	Up Votes	Down Votes
76201	5/6/2021	Why get rid of the 64x? How will students get to Alliance, and the ITC?	Something I Don't Like (Interactive Map)	NEUTRAL	4	1
75067	5/10/2021	I dislike the ride-share on demand service. The current bus system needs a centralized bus terminal that is located near the denser areas of the region. There needs to be shorter bus routes to get people to the terminal faster and change over to longer routes to get them where they need to go.	(Interactive Map)	NEGATIVE	4	0
76205	5/12/2021	By testing two differences in service simultaneously (fixed-route and frequency), you cannot ascribe preference to a single difference. Instead, this plan tests between two options: 1. Fixed route service with a longer wait time (1-30 minutes) 2. Demand response service with a shorter wait time (2-10 minutes) Please communicate to the board that this is a combination of two preferences, and therefore cannot be reasonably interpreted as a simple preference for on-demand or fixed-route.	Phase I Launch (Ideas Wall)	NEUTRAL	4	0
	5/12/2021	I'm skeptical this will work for Denton. Many riders are familiar with the current system and may not have the technology to use this type of system, but I'm willing to try. I'd probably use DCTA more if there were a pick-up location closer to my neighborhood; now it's 3/4 mile and a 15-minute walk.	(Interactive Map)	NEUTRAL	5	1
76205	5/12/2021	All of this sounds great, and as long as the service is adaptable, listens to its customers and stays properly funded, I'm fine with it replacing fixed routes entirely as long as it is able to compete or be cheaper than other rideshares. Otherwise why not just use those? As someone disabled, fixed routes are nice because you can just go when you want to. But the problem is waiting on the buses at stops with no benches, no shade, in the brutal heat. That's not healthy for anyone.	Service Functionality (Ideas Wall)	MIXED	5	0
75067	5/12/2021	Many people in Lewisville see physicians, etc., in this area.	Redraw Zone (Interactive Map)	NEUTRAL	2	0
	5/12/2021	Wouldn't it be better for the environment and much more economical to get ride of all the buses and especially that ghost train that virtually no one rides, and just pay to get an Uber/Lyft ride for those that need it. Faster, better, safer.	(Interactive Map)	NEGATIVE	1	5
	5/15/2021	I believe that the current system should be improved upon rather than be completely replaced. One of my main concerns is that the new system will be dependent on a smart phone. This is very unreliable since phones can unexpectedly die and if that happens, we'll be left with no ride.	(Interactive Map)	NEGATIVE	3	1
75067	5/17/2021	Please make Easier to get to a bus instead of having to walk over the round Grove Road bridge by Walmart. I think it is a very dangerous bridge to walk over.	Other Ideas (Ideas Wall)	NEUTRAL	2	1
75067	5/17/2021	Your way to get them to the bus they gone over a big Bridge	(Interactive Map)		0	0
75057	5/17/2021	If traveling from Lewisville to this area of Flower Mound, where I go often, could I this on-demand service? Would it drop me off part of the way there? Could I then switch to Flower Mound's Lyft service? Would there be somplace to wait safely for the Lyft service? Would I pay another fare or would these services connect? Is there somewhere to find answers to these basic questions?	Make a Comment (Interactive Map)	NEUTRAL	2	0
76226	5/18/2021	Will riders be able to book trips via text message if they don't have access to data or internet plans?	Other Ideas (Ideas Wall)	NEUTRAL	0	0
76226	5/18/2021	Can someone call for a ride in the Denton go zone and be dropped off outside of it? There is a new affordable housing development proposed just outside the zone and there will be families without vehicles who need access to transportation.	Make a Comment (Interactive Map)	NEUTRAL	0	0
76135	5/19/2021	would love an option to be taken to TWU campus from other areas of denton	Ideas and Suggestions (Interactive Map)	NEUTRAL	0	0
76207	5/19/2021	I am pleased that riders shall be able to call DCTA customer service to obtain a ride with the new service. However, does the new plan include resources for adequate personnel at DCTA customer service so that we can secure our rides in a timely manner? Also, I want to confirm if there shall there be a web browser version of the DCTA GoZone App so riders can book services from PCs. This option was indicated in the materials explaining the new service.	Other Ideas (Ideas Wall)	NEUTRAL	0	1
75067	5/20/2021	I understand that DCTA operates under the jurisdiction of Denton County, but there should be more consideration given to the North-Central DFW Region. Whether that be with the City of Grapevine or the City of Frisco; both of these cities are major business leaders. The cities of Denton County can offer a unique living experience while providing affordable ease of access for commuters. Preferably modes of transportation that do not increase the number of vehicles on the streets and roads.	Other Ideas (Ideas Wall)	NEUTRAL	1	0
76205	5/22/2021	I work at UNT and I am very concerned that it was mentioned that Route 7 is likely to be eliminated as well. Before the pandemic, it was packed in the morning with people commuting from the A-Train to UNT. Is the city going to expect all of us to wait for vans to take groups of like 3 people at a time to campus? Won't that also make traffic worse?. I'm very frustrated that the city is eliminating public transport when it is the main reason I stay in Denton despite high rent.	DCTA Service Impacts (Ideas Wall)	NEGATIVE	3	0

Table 1: Comments from Social PinPoint*Comment Category: DCTA Service Impacts*

ZipCode	Date Received	Comment	Comment Type	Sentiment	Up Votes	Down Votes
76205	5/22/2021	I realize that maybe this is not considered a big priority, but I am frankly also a little concerned about the environmental impact of this change. How will adding these vans driving around impact the pollution levels in Denton? Are they more efficient than the buses? Denton already has issues with air quality (which, according to the DRC, may have been bad enough to drive some businesses away). Is environmental impact of adding these extra cars to the road being considered?	Other Ideas (Ideas Wall)	NEGATIVE	2	0
75077	5/24/2021	GoZone close to route 21/22 would help facilitate travel to areas that aren't serviced by the bus.	Something I Like (Interactive Map)	NEUTRAL	0	0
76201	5/26/2021	As a UNT student without a car, I depend on the DCTA bus service. This new development is profitable for the DCTA, I'm guessing. But this just seems like another way to reduce any services that actually 'help' the public. Also, not everyone owns or knows how to operate a smartphone. That too will end up curbing lower income people's access to public transport. Honestly, I cannot see this benefiting those who actually use the service regularly and have no other options.	Service Functionality (Ideas Wall)	MIXED	6	0
76108	5/26/2021	I'm a college student enrolled in the University of North Texas. Because of personal reasons, I have to take route #64 to UNT. I have not been taking the bus in the last year because of covid. Our classes have been remote mostly, only a few classes had been in person. I'm looking at the draft key changes for fall 2021. The paper states that Nort Texas Xpress will be removed. I talked to Trinity metro, and they told me DCTA would still keep a haft of the route. So will the route still exits?	Service Functionality (Ideas Wall)	NEUTRAL	1	0
	5/27/2021	I'm a student at UNT as well as a worker there, so the idea that 7 might be removed when 8 was already moved to begin with is upsetting. 7, along with 4 are the only routes to Rayzor Ranch, so not only is that stunting students but the dozens of people I get on the bus with who take the bus to Mesa Dr.	DCTA Service Impacts (Ideas Wall)	NEGATIVE	0	0
	5/27/2021	As a student at UNT, and a resident of Denton, I think the necessity to have access to Ft Worth, not to just those who are students commuting but for those simply traveling between Denton - Ft Worth should be enough to let 64X continue to run. As well: You touched upon the wage cuts and loss of jobs that those who work alongside you will be effected by. When you speak of the efficiency of this new go-zone system, it seems to be only efficient for your wallets.	Service Functionality (Ideas Wall)	NEGATIVE	2	0
	5/27/2021	This is all to benefit DCTA and not the general public who use the service	Service Functionality (Ideas Wall)	NEGATIVE	1	0
76201	5/28/2021	I never knew we had a bus route to Fort Worth! That's awesome. That would save a lot of hassle.	Service Functionality (Ideas Wall)	POSITIVE	0	0
76201	6/1/2021	this plan is bad. you're laying drivers off en masse. people living along the routes who depend on them are being left in the lurch. not everyone has a smartphone to schedule rides with- why are you all so determined to cut off service to the city's poorest citizens, who need it most and are the ones most likely to use DCTA instead of uber and lyft?	DCTA Service Impacts (Ideas Wall)	NEGATIVE	6	0
76204	6/1/2021	This sounds like a terrible downgrade compared to fixed bus service. A bus schedule is reliable in route, high-capacity with relative comfort, and allows for passenger destination anonymity. That's why I prefer buses as a disabled public transport user. Also: 1. What if someone doesn't have a phone, or their phone is dead? Do they not deserve transport? 2. Getting into a stranger's van is a hard enough sell before you take into account Covid risk and the decrease in passenger space.	Accessibility (Ideas Wall)	NEGATIVE	2	0
	6/1/2021	Trinity Mills isn't safe and is a lonely stop most days and at night, 1 DART BUS from FRANKFORD RAIL should run out to Hebron stop in Lewisville, REDRAW THE BUS ROUTES (2) INSIDE Lewisville to ferry more BUS riders around, I would ride a bus, BUT never in a strangers car. I would ride Train to	Phase I Launch (Ideas Wall)	NEGATIVE	0	0
	6/1/2021	criminals pass background checks all the time, your living in a fantasy land, putting the elderly and females and younger kids in cars for hire (uber) puts the vulnerable at risk for crime, KEEP the buses but redraw the routes to better suit the needs of the needy tax paying citizens of the counties	Accessibility (Ideas Wall)	MIXED	0	0
76247	6/2/2021	What type of service will be going into Justin? In the southwest area of Denton County are there going to be any service? Are our property taxes in the areas without service receiving a discount? I think the train should go between Denton and Ft. Worth.	Other Ideas (Ideas Wall)	NEUTRAL	0	0
75067	6/2/2021	Rides can be scheduled by calling a phone number as well. This type service provides the convenience of Uber and Lyft but without the price. It also allows the city to better manage staffing with more data on where and how the service is being used. In Arlington, many citizens who used the bus have found that their wait times are less and they get picked up closer to their homes vs. walking long distances to get to a fixed bus route.	DCTA Service Impacts (Ideas Wall)	POSITIVE	0	0
75067	6/2/2021	The data that Via can collect and provide regarding demand is amazing! The DCTA will be able to make changes quickly not in weeks or months but days and even hours when they think things might be busy.	Other Ideas (Ideas Wall)	POSITIVE	0	0
76205	6/3/2021	I'm concerned about the long-term implications of creating a partnership with Via that will be difficult to remove or replace when their fees and service offerings inevitably change over time. What and how flexible are the services being purchased--is this just software and analytics, with in-house fulfillment, or is the entire service stack managed? Does VIA make direct contact with riders in case of problems during a ride? Will GoZone drivers be DCTA employees? Will DCTA own the vehicles?	Other Ideas (Ideas Wall)	NEUTRAL	1	0

Table 1: Comments from Social PinPoint*Comment Category: DCTA Service Impacts*

ZipCode	Date Received	Comment	Comment Type	Sentiment	Up Votes	Down Votes
76205	6/3/2021	Excited about the prospect of an extended service area, reduced wait times, and an app that makes fares easier for occasional riders! I think increased ridership can happen with these changes if they are advertised effectively. I hope that usage data will show that Denton has enough riders to support fixed bus service along at least some routes if the timing of those buses is more convenient. 30/60 minute waits on long one-way routes is tough to utilize, even if you want to do so.	Service Functionality (Ideas Wall)	POSITIVE	1	1
76205	6/3/2021	I strongly urge not adopting the proposed plan. My family makes regular use of the current bus system, Lines 1, 7, and NT Xpress, and our family work schedules have been tailored to the regular bus times. Removal of this service will be a detriment to my family's ability to get to work and school. A regular bus system is a function of a community that services everyone, not just smart phone users and those with access to internet. A third-party service through Via is a step backward for all.	Service Functionality (Ideas Wall)	NEGATIVE	4	0
76201	6/3/2021	These changes from fixed bus routes to a on demand service will be severely detrimental to the residents as well university students of Denton. The only route that allows a passage from the biggest shopping centers/areas, Route 4, is being taken away. Most of the riders have fixed their daily lives and even living spaces around these bus times and stop locations. If nothing else, this will hurt the economy of this city. Both major universities go back to full swing in the fall, no buses = no \$	Phase I Launch (Ideas Wall)	NEGATIVE	3	0
75019	6/3/2021	I like the phase 1 plans, it's very good that the weekend service is being extended esoe ually on holiday's. With the ride share service, it's very similar to Uber and Lyft hopefully, the wait time will be around the same as well *3-5 minutes, especially in the evenings and Kate at night. The extension to Frankford will be very accommodating as well, once I'm in Carrollton at times I have to use Uber between my trips some of the buses end their services in the afternoon.	Phase I Launch (Ideas Wall)	POSITIVE	0	0
75019	6/3/2021	agree, great points. especially with the services in Irving and Dallas. many just ride from train to train all day,	Other Ideas (Ideas Wall)	POSITIVE	0	0
75077	6/3/2021	Suggest that residents of Highland Village will need rides to see doctors who office in and around Presbyterian Hospital.	Make a Comment (Interactive Map)	NEUTRAL	0	0
75077	6/4/2021	I just wish the train ran more during the day. I would love to use it, but it's not beneficial with the current hours.	Other Ideas (Ideas Wall)	MIXED	0	0
76179	6/4/2021	This is a terrible idea and is frankly a downgrade, transit advocates and experts such as Jarrett Walker have argued that on demand service like this is not a good transit alternative to fixed route busses, other studies have showed fixed route service is cheaper and better for development then on demand service, there's also the concern of those with lack of cell phones and issues with regional connectivity, overall this is a bad idea	Other Ideas (Ideas Wall)	NEGATIVE	6	0
76209	6/5/2021	I like it if the service goes here and will take me to Dollar Tree on Loop 288 where I work. I used to ride the bus until route 4 was canceled.	Something I Like (Interactive Map)	POSITIVE	0	0
75231	6/5/2021	(1) I have read much on your web site about the proposed plan, but I have not seen anything (yet) on wait times for one of these rides. (2) On a bus I have some choice about where I sit; I don't see the same flexibility with van rides. (I am extremely sensitive to certain smells, such as perfumes and cigarette/tobacco smoke, so I try to sit farther away from certain passengers.) (3) The regional reduced-fare appears to be doubling. Why make us pay more for GoZone-- something we may not use?	Other Ideas (Ideas Wall)	MIXED	4	0
75231	6/5/2021	Even if having a smart phone is not required, the rider still has to book a trip instead of just going to a bus stop. I agree: this sounds like (yet another) downgrade.	Accessibility (Ideas Wall)	NEGATIVE	0	0
75231	6/5/2021	Keep Route 7!	DCTA Service Impacts (Ideas Wall)	NEUTRAL	0	0
75067	6/6/2021	I use the bus everyday to get to work because I don't drive. So to go from bus to on demand system would be SUPER DUPER trouble for me! I rely on this service every day. If it switches it's not as reliable. I would appreciate if it stays the ways it is!	Service Functionality (Ideas Wall)	MIXED	3	0
76209	6/7/2021	This is a terrible idea. Not only is DCTA setting themselves up to compete with Uber and Lyft, but they are leaving people who rely on fixed route services out to dry. A service like GoZone should be offered alongside fixed routes in the form of a service similar to taxi cabs in large cities, not in lieu of them! It should be used to fill the gaps that things like buses and trains can't fill.	Service Functionality (Ideas Wall)	NEGATIVE	4	0
76115	6/7/2021	Be great if the A-Train could Tie in at grapevine station and Texrail	Ideas and Suggestions (Interactive Map)	POSITIVE	0	0
75231	6/8/2021	You are telling us that citizens in general liked the service (give us your source, please). I wanted to know how bus riders liked the change. If anyone has data on that, I would like to see the data.	Service Functionality (Ideas Wall)	NEUTRAL	0	0
76205	6/10/2021	There should be a bus stop closer to this apartment complex. Currently it takes close to two hours on the bus from UNT including walking times. Hopefully the GoZone fixes this problem.	Ideas and Suggestions (Interactive Map)	NEGATIVE	0	0

Table 1: Comments from Social PinPoint*Comment Category: Service Functionality*

ZipCode	Date Received	Comment	Comment Type	Sentiment	Up Votes	Down Votes
75077	4/19/2021	Please do not cut out such a large portion of Lewisville. I see my neighbors using Uber/Lyft all the time. We want ride sharing. To exclude us is arbitrary and wrong.	Redraw Zone (Interactive Map)	NEGATIVE	12	2
76201	4/20/2021	DCTA will be saving money with this new plan. Please include in the new plan much more ticket verification for ATrain riders. Especially at the DART ATrain transfer. It is well know people are riding the ATrain without tickets to access our homeless services. Issuing them a fine is useless. Our services for our homeless have limited funds and cannot serve our homeless population with this added ticketless ridership.	Other Ideas (Ideas Wall)	NEGATIVE	1	2
76205	4/20/2021	Will DCTA still have a fleet of busses necessary to run event-focussed mass transit service? For instance, in both 2018 and 2019, DCTA provided shuttle bus service and A-train service between Medpark station and Denton Jazz Fest to relieve parking concerns. But there are other events DCTA has partnered with in the past (holiday lighting, etc.). Will the liquidation of busses preclude DCTA from providing this type of service in the future?	Make a Comment (Interactive Map)	NEUTRAL	5	0
76205	4/20/2021	What is the contingency plan if ridership exceeds projections?	Other Ideas (Ideas Wall)	NEUTRAL	2	1
75067	4/20/2021	I see the contract is stated as a 'not to exceed' amount. Does this mean that if ridership is higher than anticipated, wait times will just increase until fewer people choose to ride and the number of circulating vehicles is sufficient to meet demand at whatever wait time customer demand stabilizes at?	Other Ideas (Ideas Wall)	NEUTRAL	2	1
75067	4/20/2021	I think the overall project is a great idea. On demand service that can move quicker and more fuel efficient is smart. Better for riders as they can service that can better match their schedules or agenda for the day. I've never used the current services but may use this to get to train station or somewhere else local.	Make a Comment (Interactive Map)	POSITIVE	5	0
75067	4/20/2021	Idea to have scannable QR codes on the stops' signage so someone could just scan and order a ride.	Ideas and Suggestions (Interactive Map)	NEUTRAL	5	1
75028	4/21/2021	The new proposal does offer additional options for connecting from DART which didn't exist before. However, even with the addition of Sunday service, there should be options available after 6pm, especially on Sunday nights when events are taking place at the American Airlines Center. But this is a good start, especially for Lewisville/Highland Village and even those just outside the zone who can walk to access the service.	Phase I Launch (Ideas Wall)	POSITIVE	2	0
	4/21/2021	This proposed fare structure looks good!	(Interactive Map)	POSITIVE	0	3
75067	4/22/2021	DCTA service continues to Trinity Mills Station. Please consider rideshare service to this station. I have personally been stuck at this station for over almost an hour because the A-Train doesn't stop as often. Provide rideshare assistance to Trinity Mills Station or North Carrollton/Frankford Station.	Something I Don't Like (Interactive Map)	NEUTRAL	6	0
75067	4/22/2021	Please include Railroad Park in your service. There are plenty of activities and events that could utilize a rideshare at this location.	Redraw Zone (Interactive Map)	NEUTRAL	3	0
76210	4/22/2021	The Lake Cities have been left out of even basic connecting service to train and bus. Looks like we're being left out again. Why is that? Seems the perfect opportunity to get residents between established mass transit and walking distance of our homes.	Service Functionality (Ideas Wall)	NEGATIVE	1	0
76209	4/23/2021	There are a lot of manufacturing businesses in this area - might be good to extend out to this locale so people who work for them can use the rideshare program for commuting. I don't drive and have considered applying to the companies in this area but couldn't because of lack of transportation	Something I Don't Like (Interactive Map)	NEUTRAL	18	0
77777	4/23/2021	Need to cover the whole DC to allow easier mobility though out the county	Redraw Zone (Interactive Map)	NEGATIVE	11	0
75057	4/24/2021	DCTA rideshare should at least connect to major intersections, busy areas, medical areas in Flower Mound.	Redraw Zone (Interactive Map)	NEUTRAL	3	1
	4/25/2021	Confusing! How is a bus system suppose to make it when scheduling/plans are constantly changing over the years. Frustrating	(Interactive Map)	NEGATIVE	9	0
76201	4/26/2021	It is a promotion! To be profitable in any way DCTA would have to raise the rates substantially after the promo. The money received from the City of Denton to DCTA should have been used to upgrade existing bus service. Where did that money go?	(Interactive Map)	NEGATIVE	2	0
76201	4/26/2021	Change is good but is it necessary? Instead of enhancing, upgrading, extending and supporting the current bus system it is just being discarded. As a former New Jersey resident used to mass transit and seeing the growing population of Denton mass transit is more advantageous to the residents of Denton. The effort and monies utilized for GoZone could have and should have been used on enhancing the current outdated bus and train system. 9 new buses but yet bus routes are being eliminated!?	Other Ideas (Ideas Wall)	MIXED	3	0
	4/28/2021	If the new system ends up being as good as it sounds (something I by no means feel confident about) it would easily be worth \$3.00 to me to quicker service with less walking. I ride everywhere I go, and my current closest stop is about 1/4 mile away.	Promotional Fare Forum	MIXED	0	0
	4/28/2021	Can't please get more information on this plan I'm not really understanding and I depend on the bus to get to work how will it work will they be stop signs and stuff please help me understand. I already struggle to work sends y'all took route 5 now I walk every day too Catch rout 4 on university.	(Interactive Map)	NEGATIVE	5	0
	4/28/2021	I think it is awful to get rid of the buses and take a chance with on demand service, i know times are changing why fix it if it's not broken	(Interactive Map)	NEGATIVE	6	1
75077	4/29/2021	My mother is blind and cannot use a smart phone. She lives in North Denton. She simply just wants a bus to take her to the store and back, without having to transfer or having to walk a huge distance from the bus stop to the store. She doesn't trust Access anymore because they once failed to pick her up and she's terrified of being stranded. How will this new service benefit her?	Accessibility (Ideas Wall)	NEUTRAL	1	0

Table 1: Comments from Social PinPoint*Comment Category: Service Functionality*

ZipCode	Date Received	Comment	Comment Type	Sentiment	Up Votes	Down Votes
76209	5/2/2021	How will this new service impact disabled riders? 1. Will each vehicle have the capability to transport wheelchair users? If so, how many wheelchair users can be transported in each vehicle? 2. What type of vehicles will be used (minivans, full size vans, etc)? 3. Will all designated pick up and drop off spots comply with access laws? I appreciate your response and will address items accordingly.	Accessibility (Ideas Wall)	NEUTRAL	2	0
76201	5/3/2021	To create a more legitimate comparison between rider preference for the fixed bus routes and the Go Zone service, is it possible to increase the frequencies (15-20 min. headways) for the fixed routes that will remain, especially Route 3 and 7, during the assessment period? Making infrequent fixed routes compete with frequent Go Zone doesn't seem like an accurate measurement of rider preference. Everyone wants better frequency, but does everyone prefer Go Zone over fixed routes?	Phase I Launch (Ideas Wall)	NEUTRAL	3	0
	5/6/2021	This is an awesome program love this...	(Interactive Map)	POSITIVE	2	1
75067	5/10/2021	I dislike the ride-share on demand service. The current bus system needs a centralized bus terminal that is located near the denser areas of the region. There needs to be shorter bus routes to get people to the terminal faster and change over to longer routes to get them where they need to go.	(Interactive Map)	NEGATIVE	4	0
	5/10/2021	I'm excited about this service! I will use it instead of my car for trips. Thank you.	(Interactive Map)	POSITIVE	1	1
76207	5/10/2021	My only comment at this time is that I am concerned that the only way to use DCTA will be through a cellphone application. I hope DCTA will offer alternative means to access services such as perhaps a fully functional browser version of the application or telephone dispatch (like a taxi).	(Interactive Map)	NEUTRAL	3	1
76205	5/12/2021	By testing two differences in service simultaneously (fixed-route and frequency), you cannot ascribe preference to a single difference. Instead, this plan tests between two options: 1. Fixed route service with a longer wait time (1-30 minutes) 2. Demand response service with a shorter wait time (2-10 minutes) Please communicate to the board that this is a combination of two preferences, and therefore cannot be reasonably interpreted as a simple preference for on-demand or fixed-route.	Phase I Launch (Ideas Wall)	NEUTRAL	4	0
	5/12/2021	I'm skeptical this will work for Denton. Many riders are familiar with the current system and may not have the technology to use this type of system, but I'm willing to try. I'd probably use DCTA more if there were a pick-up location closer to my neighborhood; now it's 3/4 mile and a 15-minute walk.	(Interactive Map)	NEUTRAL	5	1
76205	5/12/2021	All of this sounds great, and as long as the service is adaptable, listens to its customers and stays properly funded, I'm fine with it replacing fixed routes entirely as long as it is able to compete or be cheaper than other rideshares. Otherwise why not just use those? As someone disabled, fixed routes are nice because you can just go when you want to. But the problem is waiting on the buses at stops with no benches, no shade, in the brutal heat. That's not healthy for anyone.	Service Functionality (Ideas Wall)	MIXED	5	0
	5/12/2021	Wouldn't it be better for the environment and much more economical to get ride of all the buses and especially that ghost train that virtually no one rides, and just pay to get an Uber/Lyft ride for those that need it. Faster, better, safer.	(Interactive Map)	NEGATIVE	1	5
	5/15/2021	I believe that the current system should be improved upon rather than be completely replaced. One of my main concerns is that the new system will be dependent on a smart phone. This is very unreliable since phones can unexpectedly die and if that happens, we'll be left with no ride.	(Interactive Map)	NEGATIVE	3	1
75068	5/15/2021	Clara Marsh	Something I Like (Interactive Map)		0	0
75010	5/15/2021	Please extend to here and make passengers would be able to travel to other zones including Lewisville/Highland Village Zone.	Redraw Zone (Interactive Map)	NEUTRAL	1	1
75057	5/17/2021	If traveling from Lewisville to this area of Flower Mound, where I go often, could I this on-demand service? Would it drop me off part of the way there? Could I then switch to Flower Mound's Lyft service? Would there be somplace to wait safely for the Lyft service? Would I pay another fare or would these services connect? Is there somewhere to find answers to these basic questions?	Make a Comment (Interactive Map)	NEUTRAL	2	0
75028	5/18/2021	Would love a bus stop or something right here at Kirkpatrick/ Valley. My son is a disabled adult but would like to be able to get to work independently. He works off Corporate. The nearest bus stop is a 45 minute walk. Flower Mound doesn't seem to care about their disabled residents but accessibility that is regular, reliable, and affordable is actually a great thing for a town.	Make a Comment (Interactive Map)	NEUTRAL	0	0
76226	5/18/2021	Can someone call for a ride in the Denton go zone and be dropped off outside of it? There is a new affordable housing development proposed just outside the zone and there will be families without vehicles who need access to transportation.	Make a Comment (Interactive Map)	NEUTRAL	0	0

Table 1: Comments from Social PinPoint*Comment Category: Service Functionality*

ZipCode	Date Received	Comment	Comment Type	Sentiment	Up Votes	Down Votes
76207	5/19/2021	I am pleased that riders shall be able to call DCTA customer service to obtain a ride with the new service. However, does the new plan include resources for adequate personnel at DCTA customer service so that we can secure our rides in a timely manner? Also, I want to confirm if there shall be a web browser version of the DCTA GoZone App so riders can book services from PCs. This option was indicated in the materials explaining the new service.	Other Ideas (Ideas Wall)	NEUTRAL	0	1
75067	5/20/2021	I understand that DCTA operates under the jurisdiction of Denton County, but there should be more consideration given to the North-Central DFW Region. Whether that be with the City of Grapevine or the City of Frisco; both of these cities are major business leaders. The cities of Denton County can offer a unique living experience while providing affordable ease of access for commuters. Preferably modes of transportation that do not increase the number of vehicles on the streets and roads.	Other Ideas (Ideas Wall)	NEUTRAL	1	0
76201	5/28/2021	Wait so their will also be fixed routes in addition to the on demand service? Is there any place like a decent website to get information on what is actually going on?	(Interactive Map)	NEGATIVE	1	0
75077	5/29/2021	These prices are amazingly low. If the pick up locations are within a 15 minute walk, I could see myself getting rid of our second car. Currently I spend far more each month.	(Interactive Map)	POSITIVE	1	1
	5/31/2021	Bad idea, but a great example of poor service to the community.	(Interactive Map)		0	1
	5/31/2021	I'm in the same boat. They quit going to East Corporate and left me walking across a heavily trafficked bridge with no walkway.	(Interactive Map)		2	0
	5/31/2021	I agree and feel it is discrimination to require smart phone technology.	(Interactive Map)	NEGATIVE	1	1
	5/31/2021	That is because you are not the brightest tool in the shed.	(Interactive Map)	NEGATIVE	0	2
	5/31/2021	To address your question (something the canned response failed to do), No, there is not any website or any place to find out what is actually going on. Thanks for your feedback!	(Interactive Map)	MIXED	0	0
	5/31/2021	It will be horrible for bus drivers.	(Interactive Map)	NEGATIVE	0	0
	5/31/2021	Isn't it discrimination to require smart phone technology? How is that possible?	(Interactive Map)	NEUTRAL	0	0
76209	6/1/2021	To me this sounds like a \$3 Uber (rideshare service). I read the difference as being, "If someone requests a ride during your ride, heading in the same direction, we will veer slightly off course in order to pick them up as well during your ride." Sure a \$3 Uber sounds well until you realize the amount of new customers you're about to have flock to the GoZone service. There will be so many new ride requests during a single ride that a originally quoted 10-20min ride will turn into a 40-50min one	Service Functionality (Ideas Wall)	NEGATIVE	5	0
76209	6/1/2021	This is a logistical nightmare in reality.	Service Functionality (Ideas Wall)	NEGATIVE	2	0
76201	6/1/2021	i do not want to get into a minivan with strangers during a pandemic. this is the part that loses me the most. there's absolutely zero reason to switch to smaller more poorly-ventilated vehicles while people are still dying from this virus.	Service Functionality (Ideas Wall)	NEGATIVE	7	0
75067	6/2/2021	According to the information on this site and my experience with this type service in other cities, there is a phone call option, so a ride could be booked from a house phone or on behalf of a rider from a business phone.	Service Functionality (Ideas Wall)	NEUTRAL	0	0
75067	6/2/2021	Rides can be scheduled by calling a phone number as well. This type service provides the convenience of Uber and Lyft but without the price. It also allows the city to better manage staffing with more data on where and how the service is being used. In Arlington, many citizens who used the bus have found that their wait times are less and they get picked up closer to their homes vs. walking long distances to get to a fixed bus route.	DCTA Service Impacts (Ideas Wall)	POSITIVE	0	0
75067	6/2/2021	The algorithms used by these services are pretty amazing. There are even more robust than what Uber and Lyft use. Because there are multiple vehicles they can deploy the vehicles to the requested areas based on the number of passengers already in the vehicle and the the direction and destination already enroute. So yes, you might get diverted enroute, but most likely it will be in the direction you are headed, rather than being rerouted to the opposite side of the city for a pick up.	Service Functionality (Ideas Wall)	POSITIVE	0	0
75067	6/2/2021	I work in Arlington where Via has been operating for more than 2 years. There have been no incidents. Keep in mind these drivers are employees of Via and not independent contractors like Uber and Lyft. So there are not only background checks, but the vehicles are monitored, not through a phone app such as Lyft and Uber that can be moved around, but within the vehicle itself.	Accessibility (Ideas Wall)	NEUTRAL	0	0
75067	6/2/2021	The data that Via can collect and provide regarding demand is amazing! The DCTA will be able to make changes quickly not in weeks or months but days and even hours when they think things might be busy.	Other Ideas (Ideas Wall)	POSITIVE	0	0
75067	6/2/2021	In Arlington, the students at UTA have found Via to be pretty easy to use. I have heard a few comments from students that they have lower wait times. They can get to more places in town and the flexibility with the pick up locations has shortened their walking distances. As with any system like this, it won't be perfect for everyone but it does allow more flexibility in both timing and pick up locations. With the option to phone in to book rides, not having smartphone because less of a problem.	Service Functionality (Ideas Wall)	POSITIVE	0	0
75067	6/2/2021	This on demand service would pick up closer to your home and be able to take him to his work location or within a close walking distance. He may have people in the car with him and he may have to wait for people to be dropped off before him but the walk for pick up would most likely be the closest major intersection to your house and then same thing for his work. It could also be scheduled ahead of time.	Make a Comment (Interactive Map)	POSITIVE	0	0
76205	6/3/2021	I'm concerned about the long-term implications of creating a partnership with Via that will be difficult to remove or replace when their fees and service offerings inevitably change over time. What and how flexible are the services being purchased--is this just software and analytics, with in-house fulfillment, or is the entire service stack managed? Does VIA make direct contact with riders in case of problems during a ride? Will GoZone drivers be DCTA employees? Will DCTA own the vehicles?	Other Ideas (Ideas Wall)	NEUTRAL	1	0

Table 1: Comments from Social PinPoint*Comment Category: Service Functionality*

ZipCode	Date Received	Comment	Comment Type	Sentiment	Up Votes	Down Votes
76205	6/3/2021	Excited about the prospect of an extended service area, reduced wait times, and an app that makes fares easier for occasional riders! I think increased ridership can happen with these changes if they are advertised effectively. I hope that usage data will show that Denton has enough riders to support fixed bus service along at least some routes if the timing of those buses is more convenient. 30/60 minute waits on long one-way routes is tough to utilize, even if you want to do so.	Service Functionality (Ideas Wall)	POSITIVE	1	1
75019	6/3/2021	I like the phase 1 plans, it's very good that the weekend service is being extended especially on holiday's. With the ride share service, it's very similar to Uber and Lyft hopefully, the wait time will be around the same as well *3-5 minutes, especially in the evenings and late at night. The extension to Frankford will be very accommodating as well, once I'm in Carrollton at times I have to use Uber between my trips some of the buses end their services in the afternoon.	Phase I Launch (Ideas Wall)	POSITIVE	0	0
75077	6/4/2021	This just seems like a way to privatize what should really be a public service.	Phase I Launch (Ideas Wall)	NEGATIVE	3	0
75231	6/5/2021	Why is the cost for a reduced-fare day pass doubling? I'm fine with paying more if I actually use the GoZone, but not in favor of paying more just for the option.... And a suggestion: make realistic schedules instead of schedules that seem to be delayed during peak hours. Rt 7 runs late every day.	(Interactive Map)	NEGATIVE	0	0
75231	6/5/2021	(1) I have read much on your web site about the proposed plan, but I have not seen anything (yet) on wait times for one of these rides. (2) On a bus I have some choice about where I sit; I don't see the same flexibility with van rides. (I am extremely sensitive to certain smells, such as perfumes and cigarette/tobacco smoke, so I try to sit farther away from certain passengers.) (3) The regional reduced-fare appears to be doubling. Why make us pay more for GoZone-- something we may not use?	Other Ideas (Ideas Wall)	MIXED	4	0
75231	6/5/2021	Even if having a smart phone is not required, the rider still has to book a trip instead of just going to a bus stop. I agree: this sounds like (yet another) downgrade.	Accessibility (Ideas Wall)	NEGATIVE	0	0
76201	6/7/2021	Consider expanding the zone to include both sides of Loop 288 for a distance of a 1/4 mile or so. New housing developments have been constructed on the outside of the loop at Stuart Road, Sherman Dr. and currently two new ones are being planned at Kings Row/Deerwood/Farris Roads that will add over 500 new homes.	Make a Comment (Interactive Map)	NEUTRAL	0	0
76209	6/7/2021	This is a terrible idea. Not only is DCTA setting themselves up to compete with Uber and Lyft, but they are leaving people who rely on fixed route services out to dry. A service like GoZone should be offered alongside fixed routes in the form of a service similar to taxi cabs in large cities, not in lieu of them! It should be used to fill the gaps that things like buses and trains can't fill.	Service Functionality (Ideas Wall)	NEGATIVE	4	0
75067	6/7/2021	The City of Arlington did not have a bus system outside UTA shuttle buses.	Service Functionality (Ideas Wall)	NEUTRAL	0	0

Table 1: Comments from Social PinPoint*Comment Category: Service Hours/Coverage Area*

ZipCode	Date Received	Comment	Comment Type	Sentiment	Up Votes	Down Votes
76209	4/19/2021	It would be great if the skate park and water park were included. It is currently difficult for people to get to this area as either pedestrians or via public transit.	Something I Don't Like (Interactive Map)	NEUTRAL	22	0
75077	4/19/2021	Please do not cut out such a large portion of Lewisville. I see my neighbors using Uber/Lyft all the time. We want ride sharing. To exclude us is arbitrary and wrong.	Redraw Zone (Interactive Map)	NEGATIVE	12	2
6207-161	4/20/2021	Please extend the boundary to include the waterworks park, the athletic complex, and the natatorium!	Ideas and Suggestions (Interactive Map)	NEUTRAL	15	0
75077	4/20/2021	It really would be more advantageous to have service also from Frankford to Lewisville/HV Station from Sat 11PM - 2 AM	Phase I Launch (Ideas Wall)	NEGATIVE	2	0
75057	4/20/2021	I really love using the DCTA rail! 2 issues: 1) not enough stops (especially on weekends) and 2) why isn't there service on Sunday?	Something I Like (Interactive Map)	MIXED	2	0
76205	4/20/2021	Will DCTA still have a fleet of busses necessary to run event-focussed mass transit service? For instance, in both 2018 and 2019, DCTA provided shuttle bus service and A-train service between Medpark station and Denton Jazz Fest to relieve parking concerns. But there are other events DCTA has partnered with in the past (holiday lighting, etc.). Will the liquidation of busses preclude DCTA from providing this type of service in the future?	Make a Comment (Interactive Map)	NEUTRAL	5	0
75067	4/20/2021	I recommend consolidating or removing some stops that are so close to each other or in "no man's land". For example, you have one on Vista Ridge Mall Drive and then a 2 minute walk away on Oakbend is another stop on same side of road. That stop isn't practical either as it's not near any residential or commercial entrance. No one would get on or off there.	Ideas and Suggestions (Interactive Map)	NEGATIVE	4	3
75028	4/21/2021	The new proposal does offer additional options for connecting from DART which didn't exist before. However, even with the addition of Sunday service, there should be options available after 6pm, especially on Sunday nights when events are taking place at the American Airlines Center. But this is a good start, especially for Lewisville/Highland Village and even those just outside the zone who can walk to access the service.	Phase I Launch (Ideas Wall)	POSITIVE	2	0
75028	4/21/2021	Trinity Mills is the stop right before Frankford, so that would seem a little redundant.	Phase I Launch (Ideas Wall)	NEUTRAL	0	1
75067	4/22/2021	DCTA service continues to Trinity Mills Station. Please consider rideshare service to this station. I have personally been stuck at this station for over almost an hour because the A-Train doesn't stop as often. Provide rideshare assistance to Trinity Mills Station or North Carrollton/Frankford Station.	Something I Don't Like (Interactive Map)	NEUTRAL	6	0
75067	4/22/2021	Please include Railroad Park in your service. There are plenty of activities and events that could utilize a rideshare at this location.	Redraw Zone (Interactive Map)	NEUTRAL	3	0
76201	4/22/2021	Seems like a missed opportunity to not expand DCTA service to other parts of the "DC" in its name, if you're switching to point-to-point rideshares. Corinth, Hickory Creek, Argyle, Flower Mound, and Highland Village are Denton County too.	Ideas and Suggestions (Interactive Map)	NEGATIVE	6	0
75010	4/22/2021	Can we have service extended to the Apartment complex Mansions at Sunset Ridge?	Ideas and Suggestions (Interactive Map)	NEUTRAL	0	0
76210	4/23/2021	We need more DCTA services in Corinth, as Corinth is also part of Denton county. I understand NCTC has a route but it is limited and what about the rest of the area?	Ideas and Suggestions (Interactive Map)	NEUTRAL	6	0
76209	4/23/2021	There are a lot of manufacturing businesses in this area - might be good to extend out to this locale so people who work for them can use the rideshare program for commuting. I don't drive and have considered applying to the companies in this area but couldn't because of lack of transportation	Something I Don't Like (Interactive Map)	NEUTRAL	18	0
77777	4/23/2021	Need to cover the whole DC to allow easier mobility though out the county	Redraw Zone (Interactive Map)	NEGATIVE	11	0
75057	4/24/2021	DCTA rideshare should at least connect to major intersections, busy areas, medical areas in Flower Mound.	Redraw Zone (Interactive Map)	NEUTRAL	3	1
	4/25/2021	Confusing! How is a bus system suppose to make it when scheduling/plans are constantly changing over the years. Frustrating	(Interactive Map)	NEGATIVE	9	0
76205	4/25/2021	Covering this entire area might be premature, as it will take a couple of years before future housing is built between Roselawn and Willowwood at which point this program will be re-evaluated anyway. Covering south of 35E to Willowwood would cover much of the area, or it could be extended to Denia park to aid those who would have difficulty making the five minute walk from Willowwood to the park. Suggest rethinking the size of this coverage area if it would save cost.	Redraw Zone (Interactive Map)	NEUTRAL	6	0
75067	4/25/2021	Just a few days ago, I was thinking of writing a letter about the fact that the busses did not go near the Thrive Center at Valley Parkway and Corporate, or my home. Then I saw this. I see that it also includes Thrive and my home, which earlier routes did not. Well done!	Something I Like (Interactive Map)	POSITIVE	3	0
	4/28/2021	Can't please get more information on this plan I'm not really understanding and I depend on the bus to get to work how will it work will they be stop signs and stuff please help me understand. I already struggle to work sends y'all took route 5 now I walk every day too Catch rout 4 on university.	(Interactive Map)	NEGATIVE	5	0
75077	4/29/2021	My mother is blind and cannot use a smart phone. She lives in North Denton. She simply just wants a bus to take her to the store and back, without having to transfer or having to walk a huge distance from the bus stop to the store. She doesn't trust Access anymore because they once failed to pick her up and she's terrified of being stranded. How will this new service benefit her?	Accessibility (Ideas Wall)	NEUTRAL	1	0

Table 1: Comments from Social PinPoint*Comment Category: Service Hours/Coverage Area*

ZipCode	Date Received	Comment	Comment Type	Sentiment	Up Votes	Down Votes
76201	5/3/2021	To create a more legitimate comparison between rider preference for the fixed bus routes and the Go Zone service, is it possible to increase the frequencies (15-20 min. headways) for the fixed routes that will remain, especially Route 3 and 7, during the assessment period? Making infrequent fixed routes compete with frequent Go Zone doesn't seem like an accurate measurement of rider preference. Everyone wants better frequency, but does everyone prefer Go Zone over fixed routes?	Phase I Launch (Ideas Wall)	NEUTRAL	3	0
76201	5/5/2021	Hi, can we please include NCTC Corinth in this Proposed service area? The NCTC shuttle isn't in service, and Some students really relied on the shuttle to get to class as they don't have a car. I also know there used to be a plan to put a train stop next to the campus as well, When is that doable?	Redraw Zone (Interactive Map)	NEUTRAL	2	0
5077-693	5/7/2021	Does the area not include Flower Mound?	Make a Comment (Interactive Map)	NEUTRAL	0	0
75067	5/10/2021	I dislike the ride-share on demand service. The current bus system needs a centralized bus terminal that is located near the denser areas of the region. There needs to be shorter bus routes to get people to the terminal faster and change over to longer routes to get them where they need to go.	(Interactive Map)	NEGATIVE	4	0
	5/10/2021	I'm excited about this service! I will use it instead of my car for trips. Thank you.	(Interactive Map)	POSITIVE	1	1
76207	5/10/2021	My only comment at this time is that I am concerned that the only way to use DCTA will be through a cellphone application. I hope DCTA will offer alternative means to access services such as perhaps a fully functional browser version of the application or telephone dispatch (like a taxi).	(Interactive Map)	NEUTRAL	3	1
76205	5/12/2021	By testing two differences in service simultaneously (fixed-route and frequency), you cannot ascribe preference to a single difference. Instead, this plan tests between two options: 1. Fixed route service with a longer wait time (1-30 minutes) 2. Demand response service with a shorter wait time (2-10 minutes) Please communicate to the board that this is a combination of two preferences, and therefore cannot be reasonably interpreted as a simple preference for on-demand or fixed-route.	Phase I Launch (Ideas Wall)	NEUTRAL	4	0
75067	5/12/2021	Many people in Lewisville see physicians, etc., in this area.	Redraw Zone (Interactive Map)	NEUTRAL	2	0
6203-501	5/12/2021	Important to include high-population-concentration businesses, such as hotels, on the west side of I-35.	Redraw Zone (Interactive Map)	NEUTRAL	2	0
75010	5/15/2021	Please extend to here and make passengers would be able to travel to other zones including Lewisville/Highland Village Zone.	Redraw Zone (Interactive Map)	NEUTRAL	1	1
75077	5/17/2021	I would suggest adding an hour in the evening each Monday through Thursday day and at least two hours on Friday and Saturday. Many people work at and attend restaurants and bars who do not close until after the service hours.	Other Ideas (Ideas Wall)	NEUTRAL	2	0
75057	5/17/2021	If traveling from Lewisville to this area of Flower Mound, where I go often, could I this on-demand service? Would it drop me off part of the way there? Could I then switch to Flower Mound's Lyft service? Would there be someplace to wait safely for the Lyft service? Would I pay another fare or would these services connect? Is there somewhere to find answers to these basic questions?	Make a Comment (Interactive Map)	NEUTRAL	2	0
76210	5/18/2021	Dynamically redraw bus routes, using convergent data sources, based on demand signals and traffic conditions to minimize time to destination and maximize resource utilization.	Service Functionality (Ideas Wall)	NEUTRAL	3	0
76135	5/19/2021	would love an option to be taken to TWU campus from other areas of denton	Ideas and Suggestions (Interactive Map)	NEUTRAL	0	0
75077	5/19/2021	If someone lives in highpoint but works in Flower Mound, where would the service take them?	Make a Comment (Interactive Map)	NEUTRAL	0	0
76207	5/19/2021	I am pleased that riders shall be able to call DCTA customer service to obtain a ride with the new service. However, does the new plan include resources for adequate personnel at DCTA customer service so that we can secure our rides in a timely manner? Also, I want to confirm if there shall there be a web browser version of the DCTA GoZone App so riders can book services from PCs. This option was indicated in the materials explaining the new service.	Other Ideas (Ideas Wall)	NEUTRAL	0	1
75067	5/20/2021	I understand that DCTA operates under the jurisdiction of Denton County, but there should be more consideration given to the North-Central DFW Region. Whether that be with the City of Grapevine or the City of Frisco; both of these cities are major business leaders. The cities of Denton County can offer a unique living experience while providing affordable ease of access for commuters. Preferably modes of transportation that do not increase the number of vehicles on the streets and roads.	Other Ideas (Ideas Wall)	NEUTRAL	1	0
75077	5/24/2021	GoZone close to route 21/22 would help facilitate travel to areas that aren't serviced by the bus.	Something I Like (Interactive Map)	NEUTRAL	0	0

Table 1: Comments from Social PinPoint*Comment Category: Service Hours/Coverage Area*

ZipCode	Date Received	Comment	Comment Type	Sentiment	Up Votes	Down Votes
76201	5/26/2021	As a UNT student without a car, I depend on the DCTA bus service. This new development is profitable for the DCTA, I'm guessing. But this just seems like another way to reduce any services that actually 'help' the public. Also, not everyone owns or knows how to operate a smartphone. That too will end up curbing lower income people's access to public transport. Honestly, I cannot see this benefiting those who actually use the service regularly and have no other options.	Service Functionality (Ideas Wall)	MIXED	6	0
76201	5/28/2021	Public services are paid for with taxes. You have to have the taxes to pay for them.	Service Functionality (Ideas Wall)	NEGATIVE	0	0
	5/31/2021	I'm in the same boat. They quit going to East Corporate and left me walking across a heavily trafficked bridge with no walkway.	(Interactive Map)		2	0
75067	6/1/2021	This Thrive Recreation Center and should be a stop or focused location for DCTA. The facility hosts a wide range of Lewisville residents (from youth to seniors).	Ideas and Suggestions (Interactive Map)	NEUTRAL	1	0
75067	6/1/2021	I would like a service where my mother (a senior citizen 71) can take a ride to pick her up near my house and drop her off at the supermarket or the bookstore and that she could have the option of calling them to bring her home from	Make a Comment (Interactive Map)	NEUTRAL	0	0
	6/1/2021	Trinity Mills isn't safe and is a lonely stop most days and at night, 1 DART BUS from FRANKFORD RAIL should run out to Hebron stop in Lewisville, REDRAW THE BUS ROUTES (2) INSIDE Lewisville to ferry more BUS riders around, I would ride a bus, BUT never in a strangers car. I would ride Train to	Phase I Launch (Ideas Wall)	NEGATIVE	0	0
	6/1/2021	remove Trinity Mills stop and replace it with a single bus from Frankford to Lewisville with direct (NO STOP) service.	Phase I Launch (Ideas Wall)	NEUTRAL	0	0
76247	6/2/2021	What type of service will be going into Justin? In the southwest area of Denton County are there going to be any service? Are our property taxes in the areas without service receiving a discount? I think the train should go between Denton and Ft. Worth.	Other Ideas (Ideas Wall)	NEUTRAL	0	0
75067	6/2/2021	I live in Lewisville but I work in Arlington. Arlington implemented the On Demand Rideshare Via almost 2 and half years ago. It started with only covering about 60% of the city and a TRE stop. As of Jan. 2021, it now services the entire city and continues to connect to the TRE. I have several colleagues who use the service regularly. Generally, it has worked well for the citizens of Arlington. It think this would be great for Denton County! I suggest coming to Arlington and checking it out!	Service Functionality (Ideas Wall)	POSITIVE	0	0
75067	6/2/2021	In Arlington, the students at UTA have found Via to be pretty easy to use. I have heard a few comments from students that they have lower wait times. They can get to more places in town and the flexibility with the pick up locations has shortened their walking distances. As with any system like this, it won't be perfect for everyone but it does allow more flexibility in both timing and pick up locations. With the option to phone in to book rides, not having smartphone because less of a problem.	Service Functionality (Ideas Wall)	POSITIVE	0	0
75019	6/3/2021	I like the phase 1 plans, it's very good that the weekend service is being extended esoe ually on holiday's. With the ride share service, it's very similar to Uber and Lyft hopefully, the wait time will be around the same as well *3-5 minutes, especially in the evenings and Kate at night. The extension to Frankford will be very accommodating as well, once I'm in Carrollton at times I have to use Uber between my trips some of the buses end their services in the afternoon.	Phase I Launch (Ideas Wall)	POSITIVE	0	0
75077	6/3/2021	Suggest that residents of Highland Village will need rides to see doctors who office in and around Presbyterian Hospital.	Make a Comment (Interactive Map)	NEUTRAL	0	0
76051	6/4/2021	I think the weekday late night extension is one of the best ideas I've heard. Because everyone's lives are different, not everybody has the ideal 9-5 job. Some of us have a 5-3 in the morning jobs we do what we have to do to pay the bills. And our lives are filled with enough stress , we shouldn't add to it by worrying how to get back home after a long days work. So keep up the good work!!!- Supporter	Phase II Launch (Ideas Wall)	POSITIVE	0	0
76209	6/5/2021	I like it if the service goes here and will take me to Dollar Tree on Loop 288 where I work. I used to ride the bus until route 4 was canceled.	Something I Like (Interactive Map)	POSITIVE	0	0
76201	6/7/2021	Consider expanding the zone to include both sides of Loop 288 for a distance of a 1/4 mile or so. New housing developments have been constructed on the outside of the loop at Stuart Road, Sherman Dr. and currently two new ones are being planned at Kings Row/Deerwood/Farris Roads that will add over 500 new homes.	Make a Comment (Interactive Map)	NEUTRAL	0	0
75019	6/8/2021	service similar to the tree would be very helpful from either Lewisville, Carrollton or Denton.	Ideas and Suggestions (Interactive Map)	NEUTRAL	0	0
76205	6/10/2021	There should be a bus stop closer to this apartment complex. Currently it takes close to two hours on the bus from UNT including walking times. Hopefully the GoZone fixes this problem.	Ideas and Suggestions (Interactive Map)	NEGATIVE	0	0

Table 1: Comments from Social PinPoint*Comment Category: Service Requests*

ZipCode	Date Received	Comment	Comment Type	Sentiment	Up Votes	Down Votes
76209	4/19/2021	It would be great if the skate park and water park were included. It is currently difficult for people to get to this area as either pedestrians or via public transit.	Something I Don't Like (Interactive Map)	NEUTRAL	22	0
	4/19/2021	This will be great for college students	(Interactive Map)	POSITIVE	1	3
6207-161	4/20/2021	Please extend the boundary to include the waterworks park, the athletic complex, and the natatorium!	Ideas and Suggestions (Interactive Map)	NEUTRAL	15	0
76205	4/20/2021	Will DCTA still have a fleet of busses necessary to run event-focussed mass transit service? For instance, in both 2018 and 2019, DCTA provided shuttle bus service and A-train service between Medpark station and Denton Jazz Fest to relieve parking concerns. But there are other events DCTA has partnered with in the past (holiday lighting, etc.). Will the liquidation of busses preclude DCTA from providing this type of service in the future?	Make a Comment (Interactive Map)	NEUTRAL	5	0
76209	4/21/2021	This is a very popular park which you can walk through to get to Wilson Elementary School. I think it would be great if people could get to this park by bus.	Redraw Zone (Interactive Map)	POSITIVE	1	0
76201	4/21/2021	will UNT students still get free rides with ID?	(Interactive Map)	NEUTRAL	0	0
75067	4/22/2021	Please include Railroad Park in your service. There are plenty of activities and events that could utilize a rideshare at this location.	Redraw Zone (Interactive Map)	NEUTRAL	3	0
76201	4/22/2021	Seems like a missed opportunity to not expand DCTA service to other parts of the "DC" in its name, if you're switching to point-to-point rideshares. Corinth, Hickory Creek, Argyle, Flower Mound, and Highland Village are Denton County too.	Ideas and Suggestions (Interactive Map)	NEGATIVE	6	0
76210	4/22/2021	The Lake Cities have been left out of even basic connecting service to train and bus. Looks like we're being left out again. Why is that? Seems the perfect opportunity to get residents between established mass transit and walking distance of our homes.	Service Functionality (Ideas Wall)	NEGATIVE	1	0
76210	4/22/2021	Add an A-Train stop in Corinth	Ideas and Suggestions (Interactive Map)	NEUTRAL	11	0
75253	4/23/2021	Extend to include Grandscape and Nebraska furniture mart	Redraw Zone (Interactive Map)	POSITIVE	5	1
75253	4/23/2021	Include Carrollton DPS Mega Center	Redraw Zone (Interactive Map)	NEUTRAL	2	1
76210	4/23/2021	We need more DCTA services in Corinth, as Corinth is also part of Denton county. I understand NCTC has a route but it is limited and what about the rest of the area?	Ideas and Suggestions (Interactive Map)	NEUTRAL	6	0
76209	4/23/2021	There are a lot of manufacturing businesses in this area - might be good to extend out to this locale so people who work for them can use the rideshare program for commuting I don't drive and have considered applying to the companies in this area but couldn't because of lack of transportation	Something I Don't Like (Interactive Map)	NEUTRAL	18	0
75057	4/24/2021	DCTA rideshare should at least connect to major intersections, busy areas, medical areas in Flower Mound.	Redraw Zone (Interactive Map)	NEUTRAL	3	1
76205	4/25/2021	Covering this entire area might be premature, as it will take a couple of years before future housing is built between Roselawn and Willowood at which point this program will be re-evaluated anyway. Covering south of 35E to Willowood would cover much of the area, or it could be extended to Denia park to aid those who would have difficulty making the five minute walk from Willowood to the park.	Redraw Zone (Interactive Map)	NEUTRAL	6	0
	4/28/2021	Suggest rethinking the size of this coverage area if it would save cost. Can't please get more information on this plan I'm not really understanding and I depend on the bus to get to work how will it work will they be stop signs and stuff please help me understand .I already struggle to work sends y'all took route 5 now I walk every day too Catch rout 4 on university.	(Interactive Map)	NEGATIVE	5	0
76201	5/5/2021	Hi, can we please include NCTC Corinth in this Proposed service area? The NCTC shuttle isnt in service, and Some students really relied on the shuttle to get to class as they don't have a car. I also know there used to be a plan to put a train stop next to the campus as well, When is that doable?	Redraw Zone (Interactive Map)	NEUTRAL	2	0
76201	5/6/2021	Why get rid of the 64x? How will students get to Alliance, and the ITC?	Something I Don't Like (Interactive Map)	NEUTRAL	4	1
5077-693	5/7/2021	Does the area not include Flower Mound?	Make a Comment (Interactive Map)	NEUTRAL	0	0
75067	5/12/2021	Please have a pickup close to Forestbrook/Oakbend Dr intersection. There are many apartments right there at that intersection and would greatly benefit from a convenient (and safe!) pick up location there.	Make a Comment (Interactive Map)	NEUTRAL	0	0
75068	5/15/2021	We would like transportation for LISD's Project Search to and from this address.	Something I Like (Interactive Map)	NEUTRAL	1	0
75010	5/15/2021	Please extend to here and make passengers would be able to travel to other zones including Lewisville/Highland Village Zone.	Redraw Zone (Interactive Map)	NEUTRAL	1	1
75057	5/17/2021	If traveling from Lewisville to this area of Flower Mound, where I go often, could I this on-demand service? Would it drop me off part of the way there? Could I then switch to Flower Mound's Lyft service? Would there be someplace to wait safely for the Lyft service? Would I pay another fare or would these services connect? Is there somewhere to find answers to these basic questions?	Make a Comment (Interactive Map)	NEUTRAL	2	0
75028	5/18/2021	Would love a bus stop or something right here at Kirkpatrick/ Valley. My son is a disabled adult but would like to be able to get to work independently. He works off Corporate. The nearest bus stop is a 45 minute walk. Flower Mound doesn't seem to care about their disabled residents but accessibility that is regular, reliable, and affordable is actually a great thing for a town.	Make a Comment (Interactive Map)	NEUTRAL	0	0
76135	5/19/2021	would love an option to be taken to TWU campus from other areas of denton	Ideas and Suggestions (Interactive Map)	NEUTRAL	0	0

Table 1: Comments from Social PinPoint*Comment Category: Service Requests*

ZipCode	Date Received	Comment	Comment Type	Sentiment	Up Votes	Down Votes
76135	5/19/2021	as a full time student with no car, having transportation from my apartment to TWU would be helpful since it is more affordable for me to live off campus	Ideas and Suggestions (Interactive Map)	NEUTRAL	2	0
75077	5/19/2021	If someone lives in highpoint but works in Flower Mound, where would the service take them?	Make a Comment (Interactive Map)	NEUTRAL	0	0
75010	5/27/2021	Cross the border a bit in order to service Legacy Weat, Stonebriar, and IKEA	Redraw Zone (Interactive Map)	NEUTRAL	0	0
75056	5/27/2021	Include the senior apartments Evergreen at Morningstar. The residents would benefit greatly from a transportation service like this.	Redraw Zone (Interactive Map)	NEUTRAL	1	0
76201	5/28/2021	Guys, Corinth isn't part of DCTA. That's why they aren't included. If you want public services you have to vote to fund them.	Make a Comment (Interactive Map)	NEUTRAL	1	0
76205	6/3/2021	Access to Denton Waterworks Park and surrounding facilities.	Redraw Zone (Interactive Map)	NEUTRAL	1	0
75077	6/3/2021	flower mound senior center	Ideas and Suggestions (Interactive Map)	NEUTRAL	2	0
	6/4/2021	If I am reading your fare schedule correctly UNT students will have to now pay for rides? We will no longer get to ride for free?	(Interactive Map)	NEUTRAL	0	0
75067	6/7/2021	Covered stop/area for apartment residents & students to have easy & safe access?	Ideas and Suggestions (Interactive Map)	NEUTRAL	0	0
75067	6/7/2021	Please have a pickup point right here at this intersection. Thanks!	Make a Comment (Interactive Map)	NEUTRAL	0	0

Table 1: Comments from Social PinPoint*Comment Category: Accessibility*

ZipCode	Date Received	Comment	Comment Type	Sentiment	Up Votes	Down Votes
76201	4/20/2021	DCTA will be saving money with this new plan. Please include in the new plan much more ticket verification for ATrain riders. Especially at the DART ATrain transfer. It is well know people are riding the ATrain without tickets to access our homeless services. Issuing them a fine is useless. Our services for our homeless have limited funds and cannot serve our homeless population with this added ticketless ridership.	Other Ideas (Ideas Wall)	NEGATIVE	1	2
77777	4/23/2021	Need to cover the whole DC to allow easier mobility though out the county	Redraw Zone (Interactive Map)	NEGATIVE	11	0
75077	4/29/2021	My mother is blind and cannot use a smart phone. She lives in North Denton. She simply just wants a bus to take her to the store and back, without having to transfer or having to walk a huge distance from the bus stop to the store. She doesn't trust Access anymore because they once failed to pick her up and she's terrified of being stranded. How will this new service benefit her?	Accessibility (Ideas Wall)	NEUTRAL	1	0
76209	5/2/2021	How will this new service impact disabled riders? 1. Will each vehicle have the capability to transport wheelchair users? If so, how many wheelchair users can be transported in each vehicle? 2. What type of vehicles will be used (minivans, full size vans, etc)? 3. Will all designated pick up and drop off spots comply with access laws? I appreciate your response and will address items accordingly.	Accessibility (Ideas Wall)	NEUTRAL	2	0
75067	5/12/2021	A couple of suggestions/questions from the mom of a high-functioning special needs teenager that could use this service to get to/from work or other activities: 1. Are all drivers background checked and "safety-certified"? 2. It would be nice to be able to request a female driver vs. a male driver for "comfort" - seeing as how they would be in a car alone together. 3. What kind of training will be given to drivers to help them deal with special needs folks? Thank you!	Accessibility (Ideas Wall)	NEUTRAL	3	0
76226	5/18/2021	Will riders be able to book trips via text message if they don't have access to data or internet plans?	Other Ideas (Ideas Wall)	NEUTRAL	0	0
75028	5/18/2021	Would love a bus stop or something right here at Kirkpatrick/ Valley. My son is a disabled adult but would like to be able to get to work independently. He works off Corporate. The nearest bus stop is a 45 minute walk. Flower Mound doesn't seem to care about their disabled residents but accessibility that is regular, reliable, and affordable is actually a great thing for a town.	Make a Comment (Interactive Map)	NEUTRAL	0	0
76226	5/18/2021	Can someone call for a ride in the Denton go zone and be dropped off outside of it? There is a new affordable housing development proposed just outside the zone and there will be families without vehicles who need access to transportation.	Make a Comment (Interactive Map)	NEUTRAL	0	0
75067	5/20/2021	I understand that DCTA operates under the jurisdiction of Denton County, but there should be more consideration given to the North-Central DFW Region. Whether that be with the City of Grapevine or the City of Frisco; both of these cities are major business leaders. The cities of Denton County can offer a unique living experience while providing affordable ease of access for commuters. Preferably modes of transportation that do not increase the number of vehicles on the streets and roads.	Other Ideas (Ideas Wall)	NEUTRAL	1	0
76205	5/22/2021	I work at UNT and I am very concerned that it was mentioned that Route 7 is likely to be eliminated as well. Before the pandemic, it was packed in the morning with people commuting from the A-Train to UNT. Is the city going to expect all of us to wait for vans to take groups of like 3 people at a time to campus? Won't that also make traffic worse?. I'm very frustrated that the city is eliminating public transport when it is the main reason I stay in Denton despite high rent.	DCTA Service Impacts (Ideas Wall)	NEGATIVE	3	0
76205	5/22/2021	I realize that maybe this is not considered a big priority, but I am frankly also a little concerned about the environmental impact of this change. How will adding these vans driving around impact the pollution levels in Denton? Are they more efficient than the buses? Denton already has issues with air quality (which, according to the DRC, may have been bad enough to drive some businesses away). Is environmental impact of adding these extra cars to the road being considered?	Other Ideas (Ideas Wall)	NEGATIVE	2	0
	5/27/2021	As a student at UNT, and a resident of Denton, I think the necessity to have access to Ft Worth, not to just those who are students commuting but for those simply traveling between Denton - Ft Worth should be enough to let 64X continue to run. As well: You touched upon the wage cuts and loss of jobs that those who work alongside you will be effected by. When you speak of the efficiency of this new go-zone system, it seems to be only efficient for your wallets.	Service Functionality (Ideas Wall)	NEGATIVE	2	0
75067	6/1/2021	I would like a service where my mother (a senior citizen 71) can take a ride to pick her up near my house and drop her off at the supermarket or the bookstore and that she could have the option of calling them to bring her home from	Make a Comment (Interactive Map)	NEUTRAL	0	0
76201	6/1/2021	Please don't cancel the bus service, I can't use my cell phone very often with my disabilities	Accessibility (Ideas Wall)	NEGATIVE	7	0
76201	6/1/2021	This is such a hateful idea to make our homeless even more disadvantaged. Please! They already have to deal with too much. Do not go through with this!	Accessibility (Ideas Wall)	NEGATIVE	5	0
76204	6/1/2021	This sounds like a terrible downgrade compared to fixed bus service. A bus schedule is reliable in route, high-capacity with relative comfort, and allows for passenger destination anonymity. That's why I prefer buses as a disabled public transport user. Also: 1. What if someone doesn't have a phone, or their phone is dead? Do they not deserve transport? 2. Getting into a stranger's van is a hard enough sell before you take into account Covid risk and the decrease in passenger space.	Accessibility (Ideas Wall)	NEGATIVE	2	0
76247	6/2/2021	I do not ever want to get into a van with strangers! As a female I was taught decades ago don't make yourself a target. Riding in an enclosed space sitting closer to a person spreads germs from strangers.	Service Functionality (Ideas Wall)	NEGATIVE	1	0

Table 1: Comments from Social PinPoint*Comment Category: Accessibility*

ZipCode	Date Received	Comment	Comment Type	Sentiment	Up Votes	Down Votes
75077	6/2/2021	I see a problem with this service not all people have access to smartphones or cell phones period. What if a person has no charge on their cell phone how do they ride? This is a problem for a large portion of the population of the business 121 population in Lewisville.	Service Functionality (Ideas Wall)	NEGATIVE	0	0
76205	6/3/2021	Access to Denton Waterworks Park and surrounding facilities.	Redraw Zone (Interactive Map)	NEUTRAL	1	0
76205	6/3/2021	I strongly urge not adopting the proposed plan. My family makes regular use of the current bus system, Lines 1, 7, and NT Xpress, and our family work schedules have been tailored to the regular bus times. Removal of this service will be a detriment to my family's ability to get to work and school. A regular bus system is a function of a community that services everyone, not just smart phone users and those with access to internet. A third-party service through Via is a step backward for all.	Service Functionality (Ideas Wall)	NEGATIVE	4	0
76201	6/6/2021	Current buses can easily accommodate families with small children, as no car seat is required. Assuming car seats are legally required in a passenger van like Via, how will families with small children be accommodated? Will car seats be provided so families with small children can continue to have access to public transportation?	Accessibility (Ideas Wall)	NEUTRAL	3	0

Table 1: Comments from Social PinPoint*Comment Category: Fares*

ZipCode	Date Received	Comment	Comment Type	Sentiment	Up Votes	Down Votes
76201	4/20/2021	DCTA will be saving money with this new plan. Please include in the new plan much more ticket verification for ATrain riders. Especially at the DART ATrain transfer. It is well know people are riding the ATrain without tickets to access our homeless services. Issuing them a fine is useless. Our services for our homeless have limited funds and cannot serve our homeless population with this added ticketless ridership.	Other Ideas (Ideas Wall)	NEGATIVE	1	2
	4/21/2021	This proposed fare structure looks good!	(Interactive Map)	POSITIVE	0	3
	4/25/2021	What is going to happen to all the day passes that I bought in bulk	(Interactive Map)	NEUTRAL	2	0
76205	4/25/2021	Covering this entire area might be premature, as it will take a couple of years before future housing is built between Roselawn and Willowwood at which point this program will be re-evaluated anyway. Covering south of 35E to Willowwood would cover much of the area, or it could be extended to Denia park to aid those who would have difficulty making the five minute walk from Willowwood to the park. Suggest rethinking the size of this coverage area if it would save cost.	Redraw Zone (Interactive Map)	NEUTRAL	6	0
76201	4/26/2021	It is a promotion! To be profitable in any way DCTA would have to raise the rates substantially after the promo. The money received from the City of Denton to DCTA should have been used to upgrade existing bus service. Where did that money go?	(Interactive Map)	NEGATIVE	2	0
6203-501	5/12/2021	Is a regional annual pass no longer available?	(Interactive Map)	NEUTRAL	0	1
75057	5/17/2021	If traveling from Lewisville to this area of Flower Mound, where I go often, could I this on-demand service? Would it drop me off part of the way there? Could I then switch to Flower Mound's Lyft service? Would there be somplace to wait safely for the Lyft service? Would I pay another fare or would these services connect? Is there somewhere to find answers to these basic questions?	Make a Comment (Interactive Map)	NEUTRAL	2	0
	5/19/2021	What will the fares change for Local AM/PM Reduced pass & Reduce Day Pass?	(Interactive Map)	NEUTRAL	0	1
75077	5/29/2021	These prices are amazingly low. If the pick up locations are within a 15 minute walk, I could see myself getting rid of our second car. Currently I spend far more each month.	(Interactive Map)	POSITIVE	1	1
	5/31/2021	To address your question (something the canned response failed to do), No, there is not any website or any place to find out what is actually going on. Thanks for your feedback!	(Interactive Map)	MIXED	0	0
	6/4/2021	If I am reading your fare schedule correctly UNT students will have to now pay for rides? We will no longer get to ride for free?	(Interactive Map)	NEUTRAL	0	0
75231	6/5/2021	Why is the cost for a reduced-fare day pass doubling? I'm fine with paying more if I actually use the GoZone, but not in favor of paying more just for the option.... And a suggestion: make realistic schedules instead of schedules that seem to be delayed during peak hours. Rt 7 runs late every day.	(Interactive Map)	NEGATIVE	0	0
75067	6/7/2021	Will local GoPass and regional GoPass be accepted as forms of payment to use this service? Purchasing a monthly GoPass helps tremendously on my personal finances.	Accessibility (Ideas Wall)	NEUTRAL	0	0

Table 1: Comments from Social PinPoint*Comment Category: Phased GoZone Launch*

ZipCode	Date Received	Comment	Comment Type	Sentiment	Up Votes	Down Votes
75019	6/3/2021	I like the phase 1 plans, it's very good that the weekend service is being extended esoe ually on holiday's. With the ride share service, it's very similar to Uber and Lyft hopefully, the wait time will be around the same as well *3-5 minutes, especially in the evenings and Kate at night. The extension to Frankford will be very accommodating as well, once I'm in Carrollton at times I have to use Uber between my trips some of the buses end their services in the afternoon.	Phase I Launch (Ideas Wall)	POSITIVE	0	0
76051	6/4/2021	I think the weekday late night extension is one of the best ideas I've heard. Because everyone's lives are different, not everybody has the ideal 9-5 job. Some of us have a 5-3 in the morning jobs we do what we have to do to pay the bills. And our lives are filled with enough stress , we shouldn't add to it by worrying how to get back home after a long days work. So keep up the good work!!!- Supporter	Phase II Launch (Ideas Wall)	POSITIVE	0	0
75077	6/4/2021	This just seems like a way to privatize what should really be a public service.	Phase I Launch (Ideas Wall)	NEGATIVE	3	0
75231	6/5/2021	Did Arlington dismantle an existing bus service? If so, I would be interested in learning how the phase out worked and how bus riders felt about the changes,	Service Functionality (Ideas Wall)	NEUTRAL	0	0

Table 2: Comments from Emails, Immediate Feedback Form, & Social Media

Date Received	Comment	Sentiment	Accessibility	Phase I Launch	Phase II Launch	Service Functionality	DCTA Service Impacts	Other Ideas
4/5/2021	I very much appreciate the addition of later night Saturday service and bike racks as supplemental options for the Via phase 1 implementation.	Positive		✓				
4/5/2021	My impression is that the Via cost quoted is for a fixed number of vehicles regardless of their usage, and Via is projecting they will be sufficient to serve anticipated ridership based on Via's experience in other cities. Therefore, if ridership grew above those projections, additional funding would be necessary to maintain service (wait times). In comparison, the current fixed route system has more capacity for increased ridership at the same cost than the Via proposal does, but does not offer as convenient of service (based on headways vs wait times, service areas, etc.). So if ridership rose, fixed-route service could be provided at a lower net cost to DCTA per passenger mile than Via service. But there are many details about non-farebox funding grants and mechanisms which I don't fully grasp. Is my general understanding here correct?	Neutral					✓	
4/5/2021	Is there any plan to transition DCTA Connect routes 3 and 7 to more frequent headway during the pilot of those routes to compare more similar service levels to Via? It would seem the existing 30-minute + headways compared to 7-10 minute wait times for on-demand would incentivize on-demand, so the pilot would not be purely testing mode choice, but is rather testing mode choice combined with a service quality difference.	Neutral		✓				
4/5/2021	Can children ride in these on-demand vehicles? I would assume small children and infants could ride in the lap on a large bus, but I'm not familiar with safety requirements, vehicle accommodations, or age restrictions which might impact families who might want to use this transit service with smaller vehicles.	Neutral				✓		
4/5/2021	Does DCTA have a planned threshold of ridership within an area/corridor to supplement or transition to fixed-route larger vehicle service as that becomes desirable or necessary? If so, are you communicating these to member cities to aid their planning efforts so they know what usage/frequency is required to provide high frequency transit in areas of future and incremental growth?	Neutral		✓				
4/9/2021	Will the service hours change?	Neutral					✓	
4/9/2021	Will there be assistance with getting individuals who are handicap to the centralized bus stops?	Neutral	✓					
4/9/2021	If clients will have to catch the bus at centralized locations, how will the customers be notified where those stops are?	Neutral				✓		
4/9/2021	How will the changes impact dialysis patients regarding their chair times and return pick-ups?	Neutral					✓	
4/9/2021	Will lobby hours at DCTA change?	Neutral					✓	
4/9/2021	Will the on-demand service “routes” be like the actual bus routes or will they model the current Lakeway Zone/Denton-On-Demand structure?	Neutral				✓		
4/9/2021	Why was the decision to change the way the service made?	Neutral					✓	
4/9/2021	Will there be restrictions on where clients can be transported? i.e., stores/appts, etc.	Neutral				✓		
4/9/2021	What will the specifications be for appointments?	Neutral				✓		
4/9/2021	Will the fare prices change?	Neutral					✓	
4/9/2021	Will the fare be available on the GoPass App?	Neutral					✓	
4/9/2021	Will there be a feature on the spare app for customers with standing orders?	Neutral				✓		
4/9/2021	Will clients still be allowed to have a PCA and/or guests accommodate them?	Neutral	✓					
4/9/2021	How will this affect connecting to the train?	Neutral					✓	
4/9/2021	How long will you have to wait for a shuttle?	Neutral				✓		
4/9/2021	How many people can go on a shuttle at once?	Neutral				✓		
4/9/2021	Do they make stops in between locations?	Neutral				✓		
4/9/2021	How many pickup locations will there be in the area?	Neutral				✓		
4/9/2021	Will there be service pick-up’s in the Robson Ranch areas of Denton like before?	Neutral					✓	
4/9/2021	How far out 380 in the city of Denton will pick-ups be available?	Neutral				✓		
4/9/2021	Are the vehicles handicap accessible?	Neutral	✓					
4/9/2021	Do the vehicles have bike racks?	Neutral				✓		
4/9/2021	Will the pricing change based on length of trip?	Neutral				✓		
4/9/2021	Does my Reduced Fare or ADA ID provide a discount or allow me to ride free like the train?	Neutral	✓					
4/9/2021	Do I have to pay in exact change or purchase tickets to ride the on demand system?	Neutral				✓		
4/9/2021	How do we schedule for a ride?	Neutral				✓		
4/9/2021	The only thing that I keep thinking about and I know it’s already partially on here is regarding fare?	Neutral				✓		
4/9/2021	How come the regional passes provide me with the same number of Go Zone rides as a local pass? I pay more for a regional pass, is it not worth more rides? (the benefit to a regional pass is that you have the ability to connect regionally, which does not automatically mean you get more via trip credits)	Neutral				✓		
4/14/2021	I don’t understand why you are making these changes?	Neutral					✓	
4/15/2021	DCTA doesn’t market its services. If you marketed your services you wouldn’t need to eliminate the buses.	Negative					✓	
4/16/2021	DCTA could afford to keep the buses if you want (won't*) up on your prices.	Negative					✓	
4/17/2021	New Proposal sounds great, but are ADA people are to ride for free?	Positive	✓					
4/18/2021	Will service animals be allowed to ride?	Neutral				✓		
4/19/2021	Is there information on the buses about upcoming changes?	Neutral					✓	

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Date Received	Comment	Sentiment	Accessibility	Phase I Launch	Phase II Launch	Service Functionality	DCTA Service Impacts	Other Ideas
4/26/2021	Good morning Sarah. When we spoke at the last CAC meeting I asked how the citizens of Denton as a whole would be made aware of the proposed "on demand service." You stated that to reach all the residents of Denton there would be something in the insert included in individual's Denton Municipal electric bill. I received my bill and there is nothing mentioning DCTA in any way on the insert. To have something put on the insert of the electric bill is not something that is done at the last minute. Whether you intentionally misstated or were unaware that it would not be in the insert, I don't know, but it is moot at this point. This does, however, confirm the misleading and deceptive practices of DCTA, including what I believe to be mismanagement of funds. Mary Worthington has stated there were several roundtables yet the general public was never made aware of the roundtables. I can't seem to get a straight answer from anyone at DCTA. Every time I have a question I am referred to the feedback. I am looking to give my feedback. I am looking for straightforward answers.	Negative						✓
4/30/2021	Is the app available yet?	Neutral		✓				
4/30/2021	GoZone app, is downloadable yet?	Neutral		✓				
5/2/2021	@RideDCTA How will this impact citizens with disabilities who use fixed routine?	Neutral	✓					
5/6/2021	I had a bus driver ask me what I was going to do in 3 months when the service goes away.	Neutral					✓	
5/16/2021	My name is Monica and I'm a college student enrolled in the University of North Texas. Because of personal and financial reasons, I have to take route #64 to UNT. I have not been taking the bus in the last year because of covid. Our classes have been remote mostly, only a few classes had been in person. I'm looking at the draft key changes for fall 2021. The paper states that Nort Texas Xpress will be removed. I talked to Trinity metro, and they told me DCTA would still keep a route from North Park and Ride to Denton. If that is true, why is it not stated or covered by the GoZone plan? I would like further clarification of the route because it looks like it will not be continuing and that would negatively affect commuter students, especially those that are disadvantaged like me. If the draft is implemented as it is right now, how would a commute from the Ridgmar Mall to the University of North Texas would look like? It will most likely take me 10 hours every day to make my commute	Neutral					✓	
5/16/2021	Do you not know how many UNT students and the disabled rely on the bus routes especially now that the doctors and campus is now opening but they were closed during this pandemic	Negative	✓					
5/19/2021	@RideDCTA Safety of real background checks doesn't matter to #DCTA? You're going to use the background check that is incomplete https://t.co/Ssdcjwm8iV own website statement of their stated identity background checks by @checkr if you submit the riders to a #uber or #lyft #rideshare!	Negative						✓
5/24/2021	This would be absolutely terrible. On demand service would be a hindrance ava would cost more without garnering the same viability. You're hacking away at a system when housing costs are going up before ever getting to see the benefits of consistent long term reliable service.	Negative					✓	
6/1/2021	No cuts #NoGoZone	Negative					✓	
6/2/2021	On behalf of the Denton County Commissioners Court, I am writing to express our full support of the proposed Go-Zone On-Demand Ridershare Services from the Denton County Transportation Authority. We believe many benefits, including extending beyond the current coverage area of fixed routes, providing various transporation modes to meet the needs of the passengers, and offering an increased number of pick-up & drop-off locations, will be paramount to the future success of DCTA. With the increase in fuel costs and the constant maintenance of the vehicles, these changes will be a substantial cost-saving measure for DCTA. Thank you for presenting this plan to Commissioners Court on May 5th and leading the team into a more economical and efficient mode of transportation. Please know that as you County Judge, I am available to assist should you need anything.	Positive					✓	
6/3/2021	So you contracted with an out-of-state company to provide another money losing service when you should be scraping the ghost train and hiring Uber/Lyft instead.	Negative					✓	✓
6/7/2021	Will gozone provide transportation to Ft. Worth to continue that service?	Neutral				✓		
6/8/2021	I don't think you're guys should get rid of the bus roust a lot of people rely on them	Negative					✓	
6/10/2021	I have zero faith in this.. we need a regukkar bus system we can depend on.	Negative					✓	
6/12/2021	What about Little Elm city, still Denton county??	Neutral				✓		
No Date	I feel the bus service should remain in some capacity. The GoZone won't satisfy everyone's needs and for those negatively impacted, the bus service should remain.	Neutral					✓	

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Date Received	Comment	Sentiment	Accessibility	Phase I Launch	Phase II Launch	Service Functionality	DCTA Service Impacts	Other Ideas
No Date	This appears to be a service for those who use their phones and download apps. I do not load apps on my phone. What is a virtual stop? The designation makes no sense. This "service" looks like it is a done deal. It will go into action, regardless of whether the public likes it or not. It is therefore not a 'proposed' service. You are going through the motions of public comment solicitation. I have no sense that you will take the comments into consideration. No. I don't like the "proposed service."	Negative					✓	
No Date	I am sad to hear that the service directly from Denton to Ft. Worth is being cut. I don't own a car and was hoping to meet my newly retired cousins in Ft. Worth.	Negative					✓	
No Date	I like the predictability of fixed schedules (at least when they are adhered to). I am concerned about how long it would take to secure a ride, especially during peak times.	Negative					✓	
No Date	More buses for TWU!! :(Neutral					✓	
No Date	I am fully against the idea of the City of Denton Texas outsourcing their public transportation. The proposed format of public transportation is classist, because it makes it impossible for people who do not have access to a phone or the computer to use the new system. It also is hostile towards people who use the bus to get to work, as it does not provide a set schedule that can be given to managers. I do not have a drivers liscence and cannot get one due to medical concerns. I rely on the bus system to go everywhere. This would remove my ability to schedule work hours, and would make me dependent on having a charged phone. What if my phone dies while I am at work? How willl I take the bus in that case? I also use Google Maps to find out how long the commute via bus will be? How will I do that if the public bus system does not have set routes. Not to mention that we will be funneling money to New York rather than investing our money into our beautiful city. I do not agree with any portion of this new plan. This plan offers no benifits to the people of Denton, and in fact, hurts the very people who rely on public transportation. Not having any public transportation at all would be a better result than this new plan.	Negative					✓	
No Date	The go zones are terrible. Don't cut a service before communities can build around them.	Negative					✓	
No Date	This plan seems to alienate the poor people of Denton and increase use of vehicles which is terrible for the environment (Air quality is already SO BAD in Denton), and will cause an increase in traffic accidents resulting in deaths. This is so backwards and regressive. Very disappointing. What we want is an actual increase of run times of the DCTA, including nights and weekends so that tourists can come in without worrying about parking (WHICH THERE IS NOT ENOUGH OF), or so that people can easily travel to Dallas on nights and weekends and can avoid the death trap that is I-35. More direct routes. Our poor and homeless populations who use these services most may not have access to a phone to use the app. Denton is already largely unwalkable and terrible for cyclists. Why not actually make our city more accessible for all? Stop building massive 6 lane roads through our town. Stop cutting back on public transportation. Focus on streets for slow traffic, bike lanes that are SEPARATE and NOT shoulder areas on major busy roads, better downtown transportation for commuters, better sidewalks. That's what people want.	Negative					✓	
No Date	I am a lecturer at UNT who, before the pandemic, used Route 7 as my primary transport to and from work. I selected my current apartment primarily based in access to the bus system. I am extremely concerned about the suggestion that route 7 may be eliminated in the future. I understand that ridership has dropped, but I urge the city to consider that decreases in ridership may possibly be linked to the deadly global pandemic that has reduced the number of people commuting and made people uncertain about the morality of taking public transport where they live.	Negative					✓	✓
No Date	I can't imagine the environmental impact of this entire system being anything but detrimental, and I assume it will also have negative effects on traffic. I am aware that UNT has a bus system, but frankly it is not adequate, ends much too early in the day to be used by most working adults (suppose my office is open 9-5-- how am I supposed to get home when the last bus is at 5?), and doesn't even go to my side of the city.	Negative					✓	✓
No Date	Frankly, it's hard for me to justify continuing to pay for the expensive rent in Denton if I know the public transport will be essentially eliminated.	Negative						✓
No Date	Furthermore, as someone who works with unhoused and impoverished people in the city who rely on the bus, I am very concerned that this will cause trouble for them. The website claims that a car can be scheduled by physically going to the bus station, but the bus station closes early and often isn't open, and there is only one in Denton. This system is highly inaccessible for anyone who doesn't have access to a smartphone. It also adds considerable extra steps and difficulty to getting around town in a way that will create unnecessary stress and waste time for those who rely on public transport.	Negative						✓

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Date Received	Comment	Sentiment	Accessibility	Phase I Launch	Phase II Launch	Service Functionality	DCTA Service Impacts	Other Ideas
No Date	Frankly, I find this decision baffling. Denton is a rapidly growing city and its largest employer is a university. Eliminating public transport seems like a terrible decision that will make the city less livable in the long term, even if it saves a little money now (which I assume is what this is about). I realize this decision has probably already been made over the citizen's heads, but I will certainly remember it and will be encouraging other voters to do the same.	Negative						✓
No Date	Also, I had to retype this because the feedback on your mobile site does not appear to be working, so forgive me if I have limited confidence in your ability to deliver on-demand service via website once you eliminate the buses.	Negative						✓
No Date	Giving someone who probably has a financial interest in a transportation company the right to cut bus lines and place this company in charge is fraudulent.	Negative						✓
No Date	Why not creat a program that provides vouchers of some sort to utilize existing ride shares like lift and Uber, versus making the capital outlay for dedicated vehicles. Granted the exception would be for handicap accessible, dedicated vehicles would most likely be needed for these	Neutral						✓
No Date	I am opposed to all parts of the GoZone plan and how it actively harms our low-income neighbors.	Negative	✓				✓	✓
No Date	This will exclude underserved communities who already don't have access to every conveniences like cell phones with data like we do. I don't even see how all the drivers can keep their jobs.	Negative	✓				✓	
No Date	This is a 365 day operational service? Will Via be providing their own reps after call center closes @ 7:00 PM or does that mean the call center will be open those service hours? How will it effect the employees there? Why operate Mon-Sunday?	Neutral					✓	
No Date	I think the new service will be a huge benefit, especially to the student population. On the other hand, I feel there will be many challenges with Denton residents getting used to it from a technological perspective (considering the city's culture). I do not like the fact that this service will impact the hours in which call center employees will have to work, or the fact that they may have to adjust their work schedules.	Mixed					✓	
No Date	As an employee of the agency the hours of service bother me. While I understand the importance of providing service to the community, as well as; being able to do it both effectively and efficiently, I feel the proposed service hours put a lot of demand on the employees. Especially taking into consideration the proposal of 365 days a year. With the proposed hours (although not effective right away) it doesn't leave much time for work life balance. I don't feel that the board or executive team are taking or have taken into consideration the impact these hours/days will have on the lives of employees because they will still be able to have holidays off to spend with their friends and families. It would be nice if some consideration was put in for the staff/employees that it takes to make this a successful agency.	Mixed					✓	
No Date	What has ever happened to the idea for the A Train to extend to Corinth?	Neutral					✓	
No Date	As someone who has regularly and consistently worked with people experiencing poverty who relied on public transportation in the past, I think the proposed GoZone on-demand service is a terrible idea. Good public transportation that is widely accessible to poorer community members is essential for their chance to break out of poverty and work toward the American dream of prosperity and comfortable living. Not everyone can afford a car and/or smart phone with all the additional expenses those require.	Negative					✓	
No Date	Seems you ought to conduct a survey of all riders who depend on the service. Not sure when this initiative began but over a 6 month period figure out who's riding and when and what alternatives they have. Then you'd have a better decision making process. Asking someone who doesn't use it even though I'm a taxpayer doesn't serve you or the rider. If I say yes or no it's largely uninformed if not completely. I'm speaking for me and the general tax payer.	Negative					✓	
No Date	If cost is comparable to lift and Uber then eliminate the tax payer funded bus routes. No demand equals no service.	Negative					✓	
No Date	Dont take away all the fixed routes. They are numerous homeless people that rely on the fixed routes. They often dont have access to a smartphone to book rides with Via. I use the fixed route to get to work.	Negative					✓	

Table 2: Comments from Emails, Immediate Feedback Form, & Social Media

Date Received	Comment	Sentiment	Accessibility	Phase I Launch	Phase II Launch	Service Functionality	DCTA Service Impacts	Other Ideas
No Date	If this is something the city wants to pursue, I believe there needs to be an increased trial period (now that the pandemic seems to be calming down and ridership will most likely be increasing again) without first disrupting current bus routes and availability. Many of our citizens who use our present system would find this inconvenient, confusing and may not even have the technology/availability/know-how to access this new service and would therefore be at a disadvantage. Parts of Denton are already food deserts, our aging and lower income populations would suffer; I believe this needs more input and testing before pulling our established and much needed services from our community members. I read that the pickup/drop off locations will vary with this service. Where are those located and are they safe for pedestrians? Will we need to make any more improvements (god forbid!) on our street crossings for this? We probably should anyway as we have unfortunately seen SEVERAL pedestrians hit by cars in the past few years. Would the drivers take into consideration dropping off patrons so that they do not have to cross dangerous cross streets?	Negative					✓	
No Date	Our city is growing drastically and growing quickly, I don't believe taking away our already limited public transportation is an ideal solution when so many people will be returning back to work in-person, re-gaining employment and new businesses will be coming to Denton. I realize many buses were driving around a lot this year mostly empty but that will not be the case for long. I think this could be a wonderful complement to our system which could be updated a little more with the current times I'm sure. Most likely we would find more adjustments after a more thorough study and more input from citizens using this new initiative. I think many would like the idea of smaller vehicles, quicker transportation times, etc. Many good things could come of this and it is forward thinking. However, I don't think the pros outweigh the cons with how it is presented currently.	Negative					✓	
No Date	What will the cost of this service be and how will that vary? How is that determined? Mileage, time of day, etc.?	Neutral						✓
No Date	How will passengers be able to pay, only via a smartphone app? Can you pay cash? Some people do not have smartphones, bank accounts or even phone plans, they just pay for minutes.	Neutral				✓		
No Date	Has there been a pool of everyday citizens asked to use this service as a test pool? Non-English speakers, varying ages and educational levels, times of day, location in Denton, disabilities, etc.?	Neutral	✓					✓
No Date	What will the effect be on our DCTA staff regarding layoffs, if any?	Neutral					✓	
No Date	Thank you for your time and consideration.	Neutral						✓
No Date	Thank you for including Castle Hills and 121!	Positive						✓
No Date	I strongly oppose the proposed changes to the city bus system through the GoZone plan. The plan offers inferior service, hurts city workers, and makes it difficult for riders. It's bad for Denton -- bad for workers, bad for bus riders, and bad for our community.	Negative					✓	
No Date	Sounds great! I hope the rates are fair, it provides timely service, and a comfortable clean ride. My only concern is teenage use in an individual vehicle vs. a bus.	Positive					✓	
No Date	I does not make any sense to go from 121 & southwest. To train just to got to denton VA clinic. We can get there on time for appointments. Plus. From dallas if you dont get to train a certian time. You stuck out	Neutral					✓	
No Date	I moved to Lewisville within the last 3 years and I do not think that you have advertised the current BUS routes enough. What about the elderly, and handicapped citizens that need the bus services to get to doctors appts and store, etc.	Negative	✓					
No Date	I live in Denton I've lived here in this house for 13 years and I pay county and city taxes and your bus service does not service me and I think that's incredibly unfair because that means I live in a place and pay for it and the place I pay for does not support my mobility and that's utterly shameful. Shame on you Denton for not supporting your citizens with mobility.	Negative	✓				✓	
No Date	I am a new Denton resident. A mother of 2 small kids. Who really needs and uses the buses and train in Denton to grocery shop for me and my family because I don't have transportation. And to get back and forth other places in Denton and to Dallas. Please keep them going and even add Sunday's so I can have visitors on the weekend more. It's hard walking around my part of Denton because of my herniated discs in my lower back and premature left hip.	Neutral					✓	
No Date	For the love of god and all that is holy... Get Union Pacific off their lazy asses and get them to complete the Railroad Quiet Zones within the City of Denton. We the people deserve better, and the railroad horns are destroying the quality of life in the city. Lawsuits against Union Pacific are in the works.	Negative						✓
No Date	I am all for this. As someone who has suffered from horribly outdated tech with On Demand Services, there just need to be a few tweaks to ensure it's perfect: -Let us pay with a card. Taking cash or buying bulk tickets make literally no sense and it's very hard for a disabled person, who already has transportation needs, to constantly be taking out cash from an ATM. Bulk tickets don't really work either because it's just another thing I have to carry with me and fiddle with. Make it available to pay via an app so it's easy, and easy to track expenses.	Positive	✓					✓
No Date	Let us schedule online with NO need to call customer service. Literally every on demand service I've had to use requires you to call in. Sure, let that be an option for the older people who don't want to mess with technology, but I'm 29 with horrible phone anxiety because of my Hard of Hearing disability. Each and every time the service answers, the dispatch always sound totally bored or annoyed that you're calling them and that doesn't do well for my anxiety either. Requiring customer service calls ensures I'm not going to use your service.	Positive	✓			✓		
No Date	Ping customers when the ride is here. Again, I can't stress this enough at how important this is especially in situations of extreme weather like the upcoming summer. Other OD services wanted me to just sit outside and wait for them up to 30 mins before they arrive. Others would have dispatch call and tell you that the bus is here, which is way better. It's 2021 and this heat is going to be brutal, don't make your customers sit and wait outside especially when you tell them the ETA is between 10 minutes and 3 hours.	Positive	✓			✓		

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Date Received	Comment	Sentiment	Accessibility	Phase I Launch	Phase II Launch	Service Functionality	DCTA Service Impacts	Other Ideas
No Date	Give us some version of on-demand pick up. This is more a bonus, because personally if I'm going out just to go out for coffee or something recreational, I don't really know how long I'll want to stay there. So trying to plan a start and end time is not ideal for me. If your service works like Lyft or other rideshares, then just let us be able to hop on and to our destination whenever the nearest van is close enough or something like that. Or give us a cut off time of on-demand pickup until 5pm. Just something to think about.	Positive				✓		
No Date	Cover all of Denton and any other connecting services you can. I can promise you if you do everything I've asked for above, I will absolutely be using this service over a fixed route any day because trying to handle the heat waiting for the bus is horrible. It makes me sick, like literally sick, and as climate change continues, it's going to get worse for the general population as well.	Positive						✓
No Date	Some of these things have, I believe, already been addressed in articles I've read, so if this is already covered, then excellent! I want to help make this service great in any way I can. It's very important to me, and the disabled community at large!	Positive						✓
No Date	Please don't replace buses with vans! We need more robust and reliable public transportation, and we need more clear information on how to use the transport we already have. Ideally, the city would use train loops to connect different parts of the city together, and buses to fill gaps in service. I don't think the solution is to create on-demand van service. That system does not seem as efficient as it would be to provide frequent options that people can use to plan ahead of time.	Neutral					✓	
No Date	Please don't dismantle fixed bus routes. People with the greatest need rely on fixed bus routes. The rest of us who live financially connected lives can already afford to get around. If anything, DCTA should maintain current bus routes and use GoZone as a supplement, not as a replacement of buses. GoZone is a private enterprise. Why is DCTA funding private enterprise with public funds? If DCTA is incapable of providing adequate service itself, why are we funding DCTA? This will mean we're paying DCTA staff and GoZone staff. It's a legitimate question, why should Denton area residents pay two agencies for one service? I'm familiar with the "data" angle that GoZone will help DCTA by providing data and thus better more targeted service. It's a faulty premise to state, GoZone will help us gather data. Of course GoZone will have better data than DCTA because GoZone requires phone connectivity and data collection in order for anyone to ride. By the way, I do not appreciate how you're requiring GoZone Feedback. I don't know who I'm writing to. This is not a responsive form of government in its current state, and the residents of Denton and other funders of DCTA deserve better.	Neutral					✓	
No Date	Reasons to not pursue contract with VIA Rideshare: (1) Service is dependent on a number of factors that are not a concern with DCTA transport, (2) The VIA app working properly, (3) A rider’s battery level, (4) Smartphone access (despite call-ahead options for booking), (5) “App-toggling” can happen if VIA isn’t available for a rider, meaning they will switch to another, more expensive rideshare service if they aren’t finding the timely service they need with VIA. This puts more cars on the road, puts more cost onto the rider, and gives nothing to the city. Ridesharing in lieu of public transport increase the number of vehicles on the road, which leads to: (1) Increased traffic congestion, (2) Increased exhaust emissions, (3) Increased cost burden (see next)	Negative	✓					
No Date	Lower-income residents are more likely to be using public transit, and the VIA rideshare options will ultimately end up costing riders more than DCTA options. For example, going off of the VIA Arlington fare prices as a baseline: Rides with VIA cost \$3 per ride, whereas a full Day-Pass with DCTA costs the same amount with no limit on rides for the day. These dollars can add up and cause a headache that already cash-strapped individuals might not face with using DCTA	Negative	✓				✓	
No Date	Using a private company for public transit means that less dollars are being put back into the community. Private companies also serve only to make a profit, not serve the public good, and given Uber & Lyft’s track record of throwing their weight around to influence policy decisions on the local level, VIA could do the same in the future as they grow. As residents, we would have less of a say in how VIA is run in our city, given that it is a private company contracted with the city, rather than a city utility itself	Negative						✓
No Date	Allowing VIA into our city means cutting down DCTA routes, which end up cutting hours for drivers or even cutting out drivers altogether, leaving them under-employed or unemployed and without the usual benefits given to a city employee. VIA operates within the “gig economy” model, and despite a better track record than other rideshare companies like Uber & Lyft, drivers are offered no benefits and still may have to drive much longer to make ends meet – some VIA drivers in other cities are driving 70 hours a week.	Negative	✓			✓	✓	✓
No Date	This is one of the worst ideas I have ever heard. Instead DCTA should be installing street car lines and increasing bus routes and frequency on all bus routes. Yor question asking me to rank the attributes is meaningless because none of the attributes stands alone. Public transit attributes are holistic and work together to provide and effective system.	Negative					✓	
No Date	Hard working people who can't afford a car & especially insurance should be less inconvenienced due to "on demand". They will be able to track their ride & walk a shorter distance with virtual stops at any corner.	Negative	✓					
No Date	As usual a horrible idea. You should be increasing services to the area, and instead you want to do the opposite. You always were inept at serving our needs. I say goodbye and goodluck, because on demand is NOTHING. Hate it. A crackpot idea. You conveniently neglect to mention that On Demand is 3 dollars per ride. DCTA, you're more than incompetent, you are just plain LAZY.	Negative	✓				✓	✓

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Date Received	Comment	Sentiment	Accessibility	Phase I Launch	Phase II Launch	Service Functionality	DCTA Service Impacts	Other Ideas
No Date	It is hard to read the fare schedule on phones. If the rates are raised I believe you will have fewer and fewer riders. People already have a hard time paying the fares. Over the past few years with DCTA trying to “improve the times” has made a mess out of the scheduling for riders who were trying to get to work and back causing them to find optional transportation.	Negative					✓	
No Date	I oppose the GoZone proposed by DCTA. It's unthinkable classist and will disproportionately harm the most vulnerable people in our city.	Negative					✓	
No Date	The loss of jobs regarding the cutback of certain routes here in Denton TX. Unfortunately i do not have any specific answers to the problem but would like to address that some of the men and woman are hard working people and do a great job of helping people (like myself) at getting to our destinations. Thank You for all of your help and if anything i can say or do to help keep these important routes, please let me know.	Negative					✓	
No Date	Very unclear about what is or is not changing. My understanding is that all buses are being replaced with cars and no routes only on-demand. But the map shows some dashed lines? What are those? DCTA social media keeps repsonding about this or that route - so routes will still be in place? It is quite confusing and there seems to be no real information provided about what is happening. I guess I feel pretty defeated honestly because I have no hopes at all for DCTA to be a meaningful public good so just do whatever your board thinks makes sense to them. I kind of wish DCTA didn't exist so we could propose one and start over with a real bus network.	Negative					✓	
No Date	Include Flower Mound!!!! My 24 year old Autistic daughter cannot drive & she needs transportation out of Flower Mound and throughout N. Dallas. Please! Please include our city. I’ve been trying for the last 5+ years to get transportation access for her... Bubble too. Include Flower Mound please.	Positive	✓					
No Date	I’m concerned about this new change regarding the “On Demand” services that’s being proposed. I work in Lewisville and depend on the buses getting to and from home. Is the new service comparable?	Negative					✓	
No Date	I don't like how the bus drivers make me put up my weed up on the buses. And if I want to talk about Shrek to other passengers, I have every right to. I have a collection of pictures of Shrek in my purse, and I would like to be able to share those with the bus drivers too.	Negative						✓
No Date	1/ Please consider including the zone that Route 64 runs otherwise students could not get to Alliance, ITC, and the Forth Worth area. 2/ Please consider extend the service zone to Trinity Mills Station as A train does not stop as often and is not running on Sundays	Neutral					✓	
No Date	Will our local or regional passes be valid, or do we have to purchase something else to use this service?	Neutral					✓	
No Date	I don't like it. I don't have internet.	Negative	✓					
No Date	Listened to presentation this evening. It’s very interested in the mobility this will provide for Dentonites	Positive					✓	
No Date	I live in Lewisville. I take the train to Denton and then a bus to get to work. The schedule is very predictable. On the way home, I have 2 bus options to get to the train station (route 3 or 4) so I can usually leave work, get on a bus quickly and get to the train station. Again, very predictable. If the scheduled routes are replaced with on-demand buses, will the schedule be as predictable? I cannot wait 30 minutes to get to work or spend 30 minutes to take other riders. I am concerned that this change may make it less predictable and less advantageous to use public transit.	Neutral					✓	
No Date	Currently a DART Paratransit user did not realize other alternatives.	Negative					✓	
No Date	Please keep DCTA local busses here. I ride them daily to go to work and the price it is now is very reasonable and affordable and comfortable just the way it is now. Thank You!	Neutral					✓	
No Date	I just wish that the tickets would be more affordable and not expensive. I would like an ID card so you don’t have to keep buying tickets. I would like to keep track of where the bus is at like an app or something like that. And better communication between the office and us.	Neutral						✓
No Date	After trying to navigate your websites I have no idea what you are trying to push and no idea what purpose it would serve.	Negative						✓
No Date	If you are ADA, will you still get to ride for free and do you get to bring an attendant? What about service animals? Will there be a class to re-orient ADA users to the new system as well?	Neutral	✓					
No Date	Entiendo que este servicio seria tipo Uber, con tarifas mas economicas, pero en mi caso me gusta el metodo actual de dcta ya que es una forma que me funciona y gusta, los horarios se acomodan a mis necesidades. tambien pensando en los adultos mayores no todos manejan la tecnologia, para ellos sera complicado bajar una aplicacion, no se sabe si tendran cuenta a donde se pueda cobrar el servicio, muchos de ellos van por sus medicamentos o a trabajos, yo he platicado con varios y les digo como checar la hora y eso se les hace complicado, imagino un servicio a pedido y mas digital.	Negative	✓				✓	
No Date	Do not remove current routes or replace with ride-sharing	Negative					✓	
No Date	My adult daughter who is autistic would greatly benefit from this service, with some specific suggestions. She is disabled and therefore receives SSI along with her employment, but she does not have a high earning capacity and therefore makes low wages. Those who would greatly benefit from this service, such as disabled and elderly, have limited financial resources, therefore , costs are important.	Positive	✓					
No Date	i love the service it work thanks	Positive						✓
No Date	I am not in favor of the GoZone system. It leaves many people who don't have access to computers or smart phone technology out of the system. The system is designed to take phone request but after the initial call how does the user track the ride coming to pick them up?	Negative	✓					

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Date Received	Comment	Sentiment	Accessibility	Phase I Launch	Phase II Launch	Service Functionality	DCTA Service Impacts	Other Ideas
No Date	The following information is still unclear: (1) Costs are unavailable for this service, how much are riders likely to spend? (2) Removing other options seems harmful to residents who rely on them (3) Does Via sell the data of people who use the app? Where does that data end up? How are riders protected from data breaches? (4) Why did the city partner with a private company for this? (5) Because it is a private company, how do you ensure that users will not eventually be price gauged by rising prices set by the company after whatever contract time has been established? It seems like setting a precedent for dependence on a company whose primary concern is profit might not be the wisest way to manage our necessary city infrastructure.	Neutral	✓			✓	✓	
No Date	Please don't take away bus routes. I rely on the cheap fares and accessibility of the current routes to go about my life.	Negative					✓	
No Date	Heard that the bus lines would be closed down in Denton. He wants to put in complaint about this because he rides the bus and a lot of other people ride the buses to get to work. This decision will make it difficult for those who live up there and need to ride the bus to get around. He knows that DCTA does have public meetings about this, but most people are at work and cannot attend. He doesn't agree with this decision and something needs to be done. He will call every day to complain about this because this is wrong .	Negative					✓	
No Date	It seems that the general focus of DCTA is to get commuters from Denton to city center of Dallas or Ft Worth. But there are lots of high density work locations in between that are not connected to the A-Train. Lake Vista and Legacy West being the prime examples. If you connected the A-train to either locations there would be much higher utilization of the A-train.	Neutral						✓
No Date	1) The proposed GoZone hours of operation are good. (2) The proposed GoZone fare structure looks good. (3) Having GoZone service to/from the Lewisville/Highland Village zone to/from North Carrollton/Frankford Station on Saturdays and Sundays in addition to weekdays would be helpful. (4) The Lewisville/Highland Village, Business 121 North, First Park One, and Castle Hills GoZones look good. In addition to the currently proposed Denton GoZone, service to/from Denton WaterWorks and the C.H. Collins Athletic Complex should also be included., Also, I recommend extending the southeastern Denton GoZone border south along FM 2499, then west along Hickory Creek Rd., then north along Montecito Dr. to Hobson Ln. which would include the shopping centers containing Kroger, Sprouts and Walmart Neighborhood, along with other businesses and residences in southeastern Denton. Additionally, I recommend extending the southwestern and western Denton GoZone border west and then north along Corbin Rd. to Airport Rd., then north along Western Blvd., then east on University Dr. back to I-35 which would include major employment centers and retail businesses near the Denton Airport.	Mixed					✓	✓
No Date	5) The plan to promote and communicate DCTA's service changes look good, as there already have been and will continue to be many questions asked by people. (6) Will fares still be able to be purchased on the GoPass app? (7) I've already seen several people on various Facebook pages express concerns about the long-term viability and sustainability of the GoZone transit model, so these concerns may need to be addressed at some point. (8) One side note that could potentially impact the GoZone service in the near future is that on Friday, April 16, DART issued a press release regarding its future Silver Line rail service connecting with Trinity Metro's TEXRail at DFW Airport. That press release stated that the A-Train will connect to the Silver Line at Downtown Carrollton Station. Is the A-Train extension from Trinity Mills Station to Downtown Carrollton Station still scheduled to take place, and if it is, will it be extended by the start of Silver Line service in 2023? (9) Overall, I think that the current GoZone proposal is mostly good and well planned!	Mixed					✓	✓
No Date	the decision seems to have already been made but this will lower DCTA's already dwindling use. public transit is the only thing keeping many young and/or low-income people in Denton. conversion to an inferior Uber-copycat is unnecessary and inaccessible to homeless Denton residents without phones, who are already facing hostility on all other fronts in this city.	Negative					✓	
No Date	The name of the service needs some work. DART already has a last-mile microtransit system under the GoLink branding. DART is also revamping their system with a proposed GoLink service in Northwest Carrollton that will hub at Frankford DART station. DCTA needs to come up with a different branding for this new system.	Negative						✓
No Date	There not any buses on north Valley Parkway and Garden Ridge that connect to buses 21 route if u work around Huffness Middle school or the daycares. Close to their. Or for people that live in apartment or work in that area. No way to take the bus to The store.	Neutral						✓
No Date	The GoZone needs to have funding allocated to it in case it becomes an actual popular mode of transit. Otherwise Uber will outcompete it.	Neutral						✓
No Date	We need more rail times and DEFINITELY Sunday options please. Great job! I appreciate all the devices you provide!	Positive						✓
No Date	I think it sounds promising. I can not walk to and from bus stops. I could really use this service.	Positive	✓					
No Date	I live at University Park and when I use the #6 Bus Route at Nicosia and 77 occasionally. I am not concerned so much for the change of service as am about being able to transport my bike as I would on the buses.	Neutral	✓				✓	

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No Date	I think the idea of replacing fixed routes with an on demand service seems asinine and would take public transit away from people that cannot afford cell phones, partially defeating the point of having public transit. Please just keep doing what you're doing, and maybe reach out to the community to get info on how to improve routes.	Negative					✓	
No Date	Hi! If you're going to implement the GoZone idea, there should be kiosks at each bus stop that allow a patron to purchase fare with cash or card, and at which they can request a ride. Making this into an app-based service will harm homeless/underserved populations with limited access to smartphones or adequate data plans, or who need to use cash due to being unbanked. I am a fairly affluent person, but even I can imagine being in a situation where my phone has died and I only have cash. Public transportation is part of our infrastructure. The roads are there even if I have no cell phone, and this service should be as well. Please consider this as you plan.	Negative	✓					
No Date	Very supportive of on demand ride services, including feeder routes to DCTA and DART stations (Trinity Mills)	Positive					✓	
No Date	scheduling feedback - the Saturday of the UT/OU football game, the train should run much earlier. the game typically starts at 11. if you ran the trains beginning at 6AM until midnight - that would give people an option to driving to the fairgrounds and parking.	Neutral						✓
No Date	Have bus services and train services 24hr that be great for a lot students special college students,staff or people do not have transportation in Denton area. Increase stop area so people can get around Denton area.	Neutral						✓
No Date	I like the thought behind this plan. I think it further expands the reach that people can travel using DCTA services. My main worries include people who are disabled or people who don't have the resources to have a smart phone and/or easy access to contact someone at DCTA to help schedule trips. While it says they can contact a representative at the DDTC, that might not be easy for some people, especially if they don't live around the DDTC. Also want to just make sure you're keeping price in mind — if it costs less or just about the same for someone to use Uber or Lyft and be able to travel just as far or even further, that might be an issue. Just a couple things to think about!	Mixed	✓					

Table 3: Comments from Meetings

Event/Name	Date Received	Comment	Sentiment	Accessibility	Phase I Launch	Phase II Launch	Service Functionality	DCTA Service Impacts	Other Ideas
Thrive Event	5/8/2021	Can passengers request female drivers in the evening if they are female?	Neutral						✓
Denton Welcome Center	5/15/2021	Will UNT students still ride free?	Neutral		✓				
Denton Welcome Center	5/15/2021	Will these changes affect the A Train?	Neutral					✓	
Denton Welcome Center	5/15/2021	How late will this service be available?	Neutral				✓		
Denton Welcome Center	5/15/2021	Will this accommodate car seats?	Neutral	✓					
Denton Welcome Center	5/15/2021	Can I bring a service animal on?	Neutral	✓					
Denton Mobility Committee	5/21/2021	Who owns the vehicles that will be used for GoZone?	Neutral					✓	
Denton Mobility Committee	5/21/2021	How much is a taxpayer paying for leasing vehicles?	Neutral					✓	
Denton Mobility Committee	5/21/2021	Will any of the virtual stops be protected?	Neutral	✓					
Denton Mobility Committee	5/21/2021	Will there be fewer Access vehicles?	Neutral	✓					
Denton Mobility Committee	5/21/2021	What would demand be on the phone?	Neutral				✓		
Denton Mobility Committee	5/21/2021	What would phone wait time be?	Neutral				✓		
Denton Mobility Committee	5/21/2021	How long will promo fare be?	Neutral		✓				
Denton Mobility Committee	5/21/2021	Could someone who calls in on landline still rate their ride?	Neutral				✓		
Denton Mobility Committee	5/21/2021	Why start on Saturday 15 minutes later?	Neutral				✓		
Denton Mobility Committee	5/21/2021	How can you discern segmentation vs. preference?	Neutral						✓
Denton Mobility Committee	5/21/2021	Why wouldn't test the 4 routes you are taking away?	Neutral					✓	
Denton Mobility Committee	5/21/2021	Have you spoken with nonprofits about this?	Neutral						✓
Denton Mobility Committee	5/21/2021	It would great to present at Our Daily Bread	Neutral						✓
Denton Mobility Committee	5/21/2021	So people who are experiencing homelessness ride DCTA for protection. How woll this affect them?	Neutral						✓
Denton Mobility Committee	5/21/2021	Are you imaging seeing an increase of UNT routes by homeless?	Neutral						✓
Denton Mobility Committee	5/21/2021	Can you speak to fees and what they will be on that	Neutral				✓		
Denton Mobility Committee	5/21/2021	Can you name 1 or more cities that have programs like this?	Neutral						✓
Denton Mobility Committee	5/21/2021	Is Brandi Byrd a consultant for the city.	Neutral						✓
Denton Mobility Committee	5/21/2021	How would you go about adding to the service area?	Neutral					✓	
Denton Mobility Committee	5/21/2021	What is the total landscape of case studies?	Neutral						✓
Denton Mobility Committee	5/21/2021	What are the critical success factors that didn't work?	Neutral						✓
Denton Mobility Committee	5/21/2021	Is NTMC locally owned?	Neutral						✓
United Way of Denton County	5/24/2021	Will car seats be required?	Neutral	✓					
United Way of Denton County	5/24/2021	Will there be any expansion of GoZone for 3rd shift employees?	Neutral					✓	
United Way of Denton County	5/24/2021	How much will GoZone cost after the promotional period	Neutral		✓				
United Way of Denton County	5/24/2021	If your 13 year old + child rides can you track there trip?	Neutral	✓					✓
United Way of Denton County	5/24/2021	What are you allowed to bring on the GoZone vehicles? (In regard to homeless)	Neutral						✓
NTMC Safety Meeting	5/25/2021	Is pay going to change for Drivers who go to the GoZone	Neutral					✓	
NTMC Safety Meeting	5/25/2021	Any idea how many people will be let go? 40% RIF	Neutral					✓	
NTMC Safety Meeting	5/25/2021	Will Go Zone & NTMC Routes be full time?	Neutral					✓	

Table 3: Comments from Meetings

Event/Name	Date Received	Comment	Sentiment	Accessibility	Phase I Launch	Phase II Launch	Service Functionality	DCTA Service Impacts	Other Ideas
NTMC Safety Meeting	5/25/2021	Are the GoZone hours extended? Yes	Neutral					✓	
NTMC Safety Meeting	5/25/2021	Are there any plans for benefits? (NTMC 401k)	Neutral					✓	
Salvation Army Denton Advisory Council	5/26/2021	How will nonprofit passes be handled when the GoZone starts?	Neutral	✓					
Salvation Army Denton Advisory Council	5/26/2021	Can we get copy of the presentation?	Neutral						✓
NTMC Safety Meeting	5/26/2021	For the virtual stops, will the van turn into a parking lot or just stop on the street?	Neutral				✓		
NTMC Safety Meeting	5/26/2021	What is the Status of the Arbocs	Neutral						✓
NTMC Safety Meeting	5/26/2021	What about furloughs?	Neutral					✓	
NTMC Safety Meeting	5/26/2021	What will the percentage decrease in operators (there will be a decrease in service hours)	Neutral					✓	
NTMC Safety Meeting	5/26/2021	Does the public need the app to order the ride?	Neutral				✓		
NTMC Safety Meeting	5/26/2021	When is the rollout for GoZone?	Neutral		✓				
NTMC Safety Meeting	5/26/2021	How will money be stored on vehicle?	Neutral				✓		
NTMC Safety Meeting	5/26/2021	Can we have a copy of the presentation?	Neutral						✓
NTMC Safety Meeting	5/26/2021	If we have to go to VIA would be loose our pay here?	Neutral					✓	
NTMC Safety Meeting	5/26/2021	When is VIA's job fair?	Neutral					✓	
NTMC Safety Meeting	5/26/2021	Who is VIA?	Neutral					✓	
NTMC Safety Meeting	5/26/2021	Where do we go to learn about the GoZone?	Neutral					✓	
Town Hall	5/27/2021	How many bus drivers to you expect to be laid off as a result of the cuts to the bus routes?	Neutral					✓	
Town Hall	5/27/2021	What percentage of DCTA Connect riders have no telephone access or are unable to use the online app? I would also appreciate having the opportunity during this meeting to make a statement about the "GoZone" plan.	Neutral				✓		
Town Hall	5/27/2021	Please see @NoBusCutsDenton on Faceboook and Twitter for information about the campaign to oppose the "GoZone" bus cuts. For details or to join the campaign, email NoBusCutsDenton@gmail.com	Neutral						✓
Town Hall	5/27/2021	Could it be possible to incorporate the North Texas Express route within the GoZone?	Neutral					✓	✓
Special Abilities of North Texas	6/8/2021	I was surprised to hear that we would continue to carry Routes 3 and 7 for a brief period for a testing period. I can only speak from our perspective as an organization but we house and put 300 people to work a year and predominately utilize Routes 2 and 4 considering this is where most employment is obtained. 3 and 7 are very important for social and city services but for our organization routes 4 and 2 are vital.	Neutral					✓	

Table 3: Comments from Meetings

Event/Name	Date Received	Comment	Sentiment	Accessibility	Phase I Launch	Phase II Launch	Service Functionality	DCTA Service Impacts	Other Ideas
Special Abilities of North Texas	6/8/2021	The transferring of credit to our clients makes sense but this is concerning considering a healthy percentage of our client does not have smart phones and sometimes even phones. Nor do they have access to a computer when they are out around town looking for employment or heading to social services.	Neutral					✓	
Denton City Council Meeting	6/8/2021	The public is pretty concerned about it. I'm pretty concerned about it as well. There are a lot of things that I really like about it. I'm in favor of anything that might expand ridership, I think that's an important goal. And it sounds like this has the potential to do that. It will be more convenient for some folks who live in the city.	Neutral					✓	
Denton City Council Meeting	6/8/2021	I love that it offers expanded hours, I love that it offers improved connectivity to DART. Those are all great things.	Positive					✓	
Denton City Council Meeting	6/8/2021	I'm very concerned about the plan to cut fixed routes. We have a significant number of residents in our city who really depend on those fixed routes. We have many folks who do not use smart phones for whom an on-demand service just would not be accessible in the way that a fixed route bus service is.	Negative					✓	
Denton City Council Meeting	6/8/2021	I'm concerned about loss of jobs for drivers and other DCTA employees. I'm aware that drivers will have an opportunity to apply for these you know to drive these vans, but there is certainly no guarantee that they will be hired. And as far as I'm aware they no longer be represented by a union if they were to lose their union – their full time with benefits Union job driving buses (fixed bus routes) and go to this on demand service, I'm very concerned about that.	Negative					✓	

Table 3: Comments from Meetings

Event/Name	Date Received	Comment	Sentiment	Accessibility	Phase I Launch	Phase II Launch	Service Functionality	DCTA Service Impacts	Other Ideas
Denton City Council Meeting	6/8/2021	We are a really rapidly growing city. We are in the process of transforming from being a small town to being a metropolitan city. And we are also in the midst of a climate emergency. We urgently need to be working to get cars off the road. The best way to do that is to make it safer and more convenient for people to choose to walk or bike or ride public transportation instead of driving, right? And I'm concerned that, from my perspective, over the last few years, DCTA and the city of Denton and the County and the State have consistently failed to take steps that would make it safer and more convenient for people to use our fixed bus routes. And now that the predictable outcome has occurred that ridership has gone down, now we are saying oh I guess we don't need the fixed bus routes and it's time to cut them. I don't think that that's the right move. I'm not necessarily opposed to adding on demand services, but I want to see us investing in increasing ridership on fixed routes by making it safer and more convenient for people to choose those fixed routes. So I'm just very concerned about the cutting fixed routes portion of this.	Neutral						✓
Denton City Council Meeting	6/8/2021	I'm personally very open to the possibility that people will find this more convenient. It was initially presented to the mobility committee as a trial and now it seems to have gone full tilt into this sort of you know – no element of trial about it, so I just think we need to ask some questions that we would have asked had it been a trial.	Neutral						✓
Denton City Council Meeting	6/8/2021	In other deployments I understand sometimes ridership has gone up and sometimes ridership has gone down. It seems very plausible to me, that if you are going to go on my schedule then that's going to be more convenient than me having to go on your schedule. So I can completely see that it may have been very effective. But what about where it hasn't. Do we know anything about the circumstances that favor ridership going up versus the circumstances that lead to ridership going down when on demand has been deployed?	Neutral						✓
Denton City Council Meeting	6/8/2021	I'm aware from people that I know that have relied on SPAN (disabled passengers relied on SPAN) requires them booking travel a day ahead (which isn't how I live and I wouldn't expect anyone else to). Could you contrast the SPAN process for disabled passenger with what the GoZone process would be?	Neutral	✓					
Denton City Council Meeting	6/8/2021	Is there a difference between the sort of physical ability to accommodate a wheelchair between SPAN, current fixed route bus capabilities and these vehicles that we've been shown?	Neutral	✓					

Table 3: Comments from Meetings

Event/Name	Date Received	Comment	Sentiment	Accessibility	Phase I Launch	Phase II Launch	Service Functionality	DCTA Service Impacts	Other Ideas
Denton City Council Meeting	6/8/2021	Service animals, are they able to be transported in the GoZone?	Neutral	✓					
Denton City Council Meeting	6/8/2021	There's I think a misconception going around that you had to have the app to access the service and we've heard about lots of people may not have smart phones, but I understand that you can call from any phone, from a land line, there's people who will talk to you and schedule your ride. How does the payment work if you do that?	Neutral	✓			✓		
Denton City Council Meeting	6/8/2021	In any city you go to anywhere in the world if you get out of a train the cabs are there. Whereas here, the driver would say no I can't take you, you've have to call me. So if it would be possible for the driver to initiate the ride in effect so that your there, get in. And then once you've got that worked out, you have the ability to be hailable in effect, could you be also hailable en route? So if the driver is running one person and someone is en route could they hail, if there is a way to pay then would that be possible?	Neutral					✓	✓
Denton City Council Meeting	6/8/2021	I think the driver (so to speak) behind all of this is trying to be more efficient in delivering a more convenient experience. These are the people who at significant personal risk to themselves, were our front line during COVID19 – making sure that transportation options were there for people who needed to get to work and wherever they needed to go. So my question is, is it possible, entirely separate from the fact that we are going to a different set of vehicles and so on, entirely separate from the fact that Via becomes the employer, is it possible for DCTA to keep that crew of individuals whole on paying benefits in some way?	Neutral					✓	
Denton City Council Meeting	6/8/2021	I separate entirely the issue of how best to deliver convenient/affordable service, entirely open to (why wouldn't you be open to) longer hours, bigger service area, responding to passengers, passengers responding to you, better service to disabled people, connecting to cyclists. All of that, I think it's very intriguing. I just think it's a separate question of what responsibility do we owe to those people, and how can we meet it as a group? You've been very creative in crafting this offering, and I would ask to see how creative you could be in responding to that as well?	Neutral					✓	

Table 3: Comments from Meetings

Event/Name	Date Received	Comment	Sentiment	Accessibility	Phase I Launch	Phase II Launch	Service Functionality	DCTA Service Impacts	Other Ideas
Denton City Council Meeting	6/8/2021	I work I the technology field myself so I understand the concept of fail fast. But the problem with fail fast when you work in the public sector is the failure is on the backs of the public. And you know if I'm making a poker app that's great and it fails I have to go to a different game. If the middle class that will likely use this service doesn't materialize and you have the ridership concerns that were mentioned by other counselors, then you failed really fast and almost abandoned the people who can do least response to that failure. Particularly in a time when we are trying to respond to COVID.	Neutral				✓		✓
Denton City Council Meeting	6/8/2021	are there any municipalities that have completely transitioned to a Via only and what was there similarities and differences to our metroplex? Are they actually comparable that we can say ok a pure transition thing worked out in this city which is basically identical to Denton?	Neutral				✓		✓
Denton City Council Meeting	6/8/2021	You are making the incredible case for a phase transition, I love that, unfortunately that doesn't seem to be what we are doing. And so that is my concern. It is one thing to hang some nice limbs off an already stable skeleton and then slowly transition to a different way of doing it or even quickly if it works great. But it feels like this ripping the band aid off is happening at the wrong time for the wrong reasons at the wrong moment.	Negative		✓	✓			✓
Denton City Council Meeting	6/8/2021	Privatization is always a bit unnerving from me because it just seems like going that direction tends to not allow for enough feedback. We find ourselves having to go back and redo and rethink when we fall into the whole privatization aspect. So I'm not really keen on that first of all point blank.	Negative						✓
Denton City Council Meeting	6/8/2021	Is there some kind of profit margin with this kind of system?	Neutral						✓
Denton City Council Meeting	6/8/2021	The predictability of the service, we know that it's – it sounds like from what I've heard that you are predicting that the ridership will go down in the summertime because of the Universities, are you all making the arrangements to handle that predictability? It just sounds like to me that that hasn't been studied yet.	Neutral						✓
Denton City Council Meeting	6/8/2021	I think what you are seeing today is that a majority of council members on the current Denton City Council have significant concerns about this move to an on demand service from bus service.	Negative	✓	✓	✓	✓	✓	✓
Denton City Council Meeting	6/8/2021	I'm not against the idea of testing out a public taxi shuttle service, but just not at the expense of buses.	Neutral					✓	

Table 3: Comments from Meetings

Event/Name	Date Received	Comment	Sentiment	Accessibility	Phase I Launch	Phase II Launch	Service Functionality	DCTA Service Impacts	Other Ideas
Denton City Council Meeting	6/8/2021	how does this change affect folks who currently use vouchers provided by a service agency? Could you speak to how those vouchers are currently handled? Or how folks who get their rides from service agencies or non-profits, currently get those rides and how do they get plugged in with the Via service?	Neutral					✓	
Denton City Council Meeting	6/8/2021	Recognizing that the second largest source of your revenue annually is these contracts with particular entities like the universities. Recognizing that those are contracts that have to be negotiated, what changes to those service lulls do you anticipate? Are we still going to see as many UNT branded DCTA buses? Are we going to see a change in their routes? What do we anticipate from that or is it too early to tell?	Neutral					✓	
Denton City Council Meeting	6/8/2021	if we know that there are some folks that fixed route works better for either because they can connect very well to the app, or the system is onerous for them or some other reason. Can you tell us how are you going to identify those folks, how are you going to find them? And how can we design the system to be the best for the most people and design the fail safes or the work arounds for the folks who actually need it as opposed to the other way around?	Neutral	✓					
Denton City Council Meeting	6/8/2021	the City of Denton has never had very good blood pressure. Our ridership has never been significant. We have a certain population that depend upon the buses, we have a whole other segment of the population that's never set foot on one. Your farebox receipts have never been significant. They've never been much more than a drop in the bucket of your budget. Our sales tax in the contracts have been floating those big buses and trains and all that kind of stuff. That may sound like a little bit of an attack. I don't intend it to be I think public transportation is really important, I'm glad we have it. We just don't have a lot of people who take advantage of it for the amount of money that we send into it.	Neutral					✓	✓

Table 3: Comments from Meetings

Event/Name	Date Received	Comment	Sentiment	Accessibility	Phase I Launch	Phase II Launch	Service Functionality	DCTA Service Impacts	Other Ideas
Denton City Council Meeting	6/8/2021	If our farebox receipts are so low and we have a ridership issue, why are we charging for the bus? If we have some small number of fixed routes, make them free and then charge a fare for the direct - door to door service and then we will see. If ridership goes up on the free buses, then we know what the issue was. If it doesn't, like I predict, it will stay about the same or even go down (people are willing to pay .75 cents for door to door service) why don't we do that? Why are we charging for these buses? Why don't we right size the buses themselves, and why don't we right size the fare to the amount of money we are paying for these buses? I feel like I'm already paying a good bus ticket price in my sales tax dollars. Why not open the buses up for free?	Neutral					✓	✓
Denton City Council Meeting	6/8/2021	I wanted to second council member Davis's question about exploring reducing rates even further. For me free public transportation would be the ideal. For me that's the goal. Of course we have to look at – what are we giving people for free? And I think now part of what you are seeing is a city council that's really invested in public transportation. Obviously we all have a lot to say about it where councils from the past may not have. So you are getting all this new direction. I really appreciate and I understand the sense of going back and forth that you've been experiencing as DCTA staff. But I think ultimately these changes will be positive if we are representing the people and not experimenting on them.	Neutral					✓	✓
Denton City Council Meeting	6/8/2021	So, the issue of declining ridership has come up quite a bit, but I don't know that we've discussed much what's driven that. I know council member Davis brought up the issue of fares and suggested that if fares were lower or nonexistent that ridership might go up. I would like to suggest as well, and get your perspective on headways and transportation to and from stops. A great deal of which is the responsibility of the city more than it is of DCTA. Is it your opinion that if headways were shorter, ridership would go up on fixed routes?	Neutral					✓	✓
Denton City Council Meeting	6/8/2021	Of course fixed routes should have flexibility and should change over time with shifting population centers and mobility patterns. I do think that the proposed GoZone program could be a great tool for helping us determine what those changing mobility patterns look like, but I just want to reiterate my support for keeping something resembling our current fixed bus route system.	Negative					✓	✓

Table 3: Comments from Meetings

Event/Name	Date Received	Comment	Sentiment	Accessibility	Phase I Launch	Phase II Launch	Service Functionality	DCTA Service Impacts	Other Ideas
Denton City Council Meeting	6/8/2021	Who makes the final decision on how this is implemented, is that the DCTA board, member cities and their councils? Who's going to vote on what's finally approved?	Neutral						✓
Denton City Council Meeting	6/8/2021	the bus drivers have always been contract labor and not DCTA employees, did that pivot, did they become employees currently or where are we?	Neutral					✓	
Denton City Council Meeting	6/8/2021	there are concerns but the benefits are safety. People would have to wait outside in 100 degree temperatures and rain, etc, currently. So it moves people from having to do that. I see people all the time walking down the street from the Dollar General store from areas that have food deserts carrying tons of plastic bags. They have to walk down the service road where there is no sidewalk and so visualize that and visualize the opportunity to remove that concern. And at the same time get a large bus off the road that then has environmental concerns. So every time you are driving around the city of Denton and you see a poor person (poor/unfortunate in the situation that they have to walk with a whole bunch of bags from the grocery store to their home). We can replace that and that's to be celebrated. That's to uplift those people.	Positive	✓					
Denton City Council Meeting	6/8/2021	DCTA's job is how can we provide the most convenient, cost effective method for all citizens but especially for those dependent upon public transportation.	Neutral					✓	✓
	6/11/2021	Will the GoZone vehicles have video cameras on them?	Neutral						✓
	6/14/2021	Will Car Seats be allowed on a GoZone vehicle?	Neutral	✓					
	6/14/2021	Will the routes be decreased?	Neutral					✓	
Denton County Friends of the Family		Will car seats be allowed on the GoZone vehicle?	Neutral	✓					
Denton County Friends of the Family		How will pre purchased nonprofit passes be handled?	Neutral					✓	
Denton County Friends of the Family		Is the app available in Spanish?	Neutral	✓					
Denton County Friends of the Family		Would the GoZone boundary be expanded to the Savanah area where we have a shelter for our domestic violence clients?	Neutral						✓



Board of Directors Memo

June 24, 2021

SUBJECT: Monthly Sales Tax Receipts

Recommendation

This item is presented for informational purposes only. No action is required.

Background

Sales tax represents the single largest source of revenue for DCTA at 49.54% for the Fiscal Year 2021 budget. The annual sales tax budget for FY21 is \$26,624,124. Because of its importance in funding of DCTA's ongoing operations, the Board adopted a Budget Contingency Plan that outlines the Agency's response when declines in sales tax hit a specific target.

For the month of June, receipts were favorable compared to budget.

- Sales tax for sales generated in the month of April and received in June was \$2,839,395.
- This represents an increase of 13.92% or \$346,933 compared to budget for the month.
- Compared to the same month last year, sales tax receipts are \$653,840 or 29.92% higher.
- Member city collections for the month compared to prior year are as follows:
 - City of Lewisville up 21.13%
 - City of Denton up 41.07%
 - City of Highland Village up 32.32%

Previous Board Activity & Action

There has been no previous Board-level activity on this item.

Identified Need

Provides the Board of Directors a monthly status on sales tax collections.

Financial Impact

This item is included for informational purposes only; there is no financial impact associated with this informational item.

Exhibits

Exhibit 1: FY21 Monthly Sales Tax Report

Submitted By:

Amanda Riddle, Senior Manager of Budget

Final Review:

Marisa Perry, CPA, Chief Financial Officer/VP of Finance

Approval:

Raymond Suarez, Chief Executive Officer

DENTON COUNTY TRANSPORTATION AUTHORITY

SALES TAX REPORT
BUDGET TO ACTUAL AND PREVIOUS YEAR COMPARISON

Sales Generated in Month of:	Received in Month of:	2020-2021 Adopted Budget	2020-2021 Year Actual	Variance Actual to Original Budget	CY Actual to CY Original Budget % Variance ^(A)	2019-2020 Year Actual	Variance Actual to Prior Year	CY Actual to PY Actual % Variance
October	December	\$ 1,723,286	\$ 2,944,573	\$ 1,221,287	70.87%	\$ 2,329,419	\$ 615,154	26.41%
November	January	\$ 1,712,280	\$ 2,617,881	\$ 905,601	52.89%	\$ 2,188,220	\$ 429,661	19.64%
December	February	\$ 2,124,605	\$ 3,356,939	\$ 1,232,334	58.00%	\$ 3,191,714	\$ 165,225	5.18%
January	March	\$ 2,069,351	\$ 2,296,659	\$ 227,308	10.98%	\$ 2,268,362	\$ 28,297	1.25%
February	April	\$ 2,022,897	\$ 2,080,957	\$ 58,060	2.87%	\$ 2,114,448	\$ (33,491)	-1.58%
March	May	\$ 2,483,676	\$ 3,369,140	\$ 885,464	35.65%	\$ 2,503,274	\$ 865,866	34.59%
April	June	\$ 2,492,462	\$ 2,839,395	\$ 346,933	13.92%	\$ 2,185,555	\$ 653,840	29.92%
May	July	\$ 2,193,143				\$ 2,400,743		
June	August	\$ 2,586,198				\$ 2,819,430		
July	September	\$ 2,183,351				\$ 2,412,772		
August	October	\$ 2,399,699				\$ 2,511,707		
September	November	\$ 2,633,176				\$ 2,910,752		
YTD TOTAL		\$ 14,628,557	\$ 19,505,545	\$ 4,876,988	33.34%	\$ 16,780,992	\$ 2,724,553	16.24%
FISCAL YEAR TOTAL		\$ 26,624,124				\$ 29,836,396		

^(A) Formula: YTD Variance Actual to Original Budget / YTD Original Budget

Sources: Texas Comptroller of Public Accounts and DCTA Finance Department

Prepared By: Denton County Transportation Authority Finance Department

June 15, 2021

DENTON COUNTY TRANSPORTATION AUTHORITY

MEMBER CITIES SALES TAX REPORT
MONTH ALLOCATION IS RECEIVED FROM COMPTROLLER
PREVIOUS YEAR COMPARISON

CITY OF LEWISVILLE						CITY OF HIGHLAND VILLAGE					
Sales Generated in Month of:	Received in Month of:	2019-2020 Year Actual	2020-2021 Year Actual	Variance Actual to Prior Year	CY Actual to PY Actual % Variance	Sales Generated in Month of:	Received in Month of:	2019-2020 Year Actual	2020-2021 Year Actual	Variance Actual to Prior Year	CY Actual to PY Actual % Variance
October	December	\$ 3,282,870	\$ 3,348,633	\$ 65,763	2.00%	October	December	\$ 357,488	\$ 341,390	\$ (16,099)	-4.50%
November	January	\$ 2,904,782	\$ 3,755,579	\$ 850,797	29.29%	November	January	\$ 356,224	\$ 354,573	\$ (1,651)	-0.46%
December	February	\$ 4,407,090	\$ 4,903,701	\$ 496,610	11.27%	December	February	\$ 521,121	\$ 503,020	\$ (18,101)	-3.47%
January	March	\$ 3,148,942	\$ 3,072,003	\$ (76,939)	-2.44%	January	March	\$ 338,734	\$ 320,412	\$ (18,322)	-5.41%
February	April	\$ 2,987,194	\$ 2,971,403	\$ (15,791)	-0.53%	February	April	\$ 262,811	\$ 288,219	\$ 25,408	9.67%
March	May	\$ 3,733,423	\$ 4,956,466	\$ 1,223,043	32.76%	March	May	\$ 322,245	\$ 436,049	\$ 113,804	35.32%
April	June	\$ 3,294,690	\$ 3,990,693	\$ 696,004	21.13%	April	June	\$ 267,280	\$ 353,678	\$ 86,398	32.32%
May	July	\$ 3,399,328				May	July	\$ 311,278			
June	August	\$ 4,039,429				June	August	\$ 394,759			
July	September	\$ 3,032,247				July	September	\$ 303,996			
August	October	\$ 3,509,227				August	October	\$ 304,285			
September	November	\$ 4,164,883				September	November	\$ 404,670			
YTD TOTAL		\$ 23,758,991	\$ 26,998,477	\$ 3,239,486	13.63%	YTD TOTAL		\$ 2,425,903	\$ 2,597,340	\$ 171,438	7.07%
FISCAL YEAR TOTAL		\$ 41,904,104				FISCAL YEAR TOTAL		\$ 4,144,890			

CITY OF DENTON					
Sales Generated in Month of:	Received in Month of:	2019-2020 Year Actual	2020-2021 Year Actual	Variance Actual to Prior Year	CY Actual to PY Actual % Variance
October	December	\$ 2,887,178	\$ 3,174,573	\$ 287,396	9.95%
November	January	\$ 2,911,334	\$ 3,050,388	\$ 139,054	4.78%
December	February	\$ 4,230,616	\$ 4,149,443	\$ (81,173)	-1.92%
January	March	\$ 2,902,937	\$ 3,086,526	\$ 183,589	6.32%
February	April	\$ 2,571,667	\$ 2,606,494	\$ 34,827	1.35%
March	May	\$ 3,061,108	\$ 4,277,512	\$ 1,216,404	39.74%
April	June	\$ 2,521,781	\$ 3,557,513	\$ 1,035,731	41.07%
May	July	\$ 2,878,630			
June	August	\$ 3,555,689			
July	September	\$ 2,999,523			
August	October	\$ 3,167,204			
September	November	\$ 3,710,560			
YTD TOTAL		\$ 21,086,621	\$ 23,902,449	\$ 2,815,828	13.35%
FISCAL YEAR TOTAL		\$ 37,398,228			

Sources: Texas Comptroller of Public Accounts and DCTA Finance Department
Prepared By: Denton County Transportation Authority Finance Department
June 15, 2021

ALL TRANSIT AGENCIES

MONTHLY SALES AND USE TAX COMPARISON SUMMARY

Transit Agency	Current Rate	Net Payment This Period	Comparable Payment Prior Year	% Change	Payments YTD (Calendar)	Prior Year Payments YTD (Calendar)	% Change
Austin MTA	1.00%	\$ 25,050,617	\$ 18,054,321	38.75%	\$ 140,772,091	\$ 132,139,732	6.53%
Corpus Christi MTA	0.50%	\$ 2,979,149	\$ 2,463,919	20.91%	\$ 17,448,248	\$ 16,628,975	4.92%
Dallas MTA	1.00%	\$ 58,080,628	\$ 40,980,012	41.72%	\$ 328,380,444	\$ 309,745,101	6.01%
Denton CTA	0.50%	\$ 2,839,395	\$ 2,185,555	29.91%	\$ 16,560,971	\$ 14,451,573	14.59%
El Paso CTD	0.50%	\$ 4,574,185	\$ 3,288,090	39.11%	\$ 27,059,385	\$ 24,102,538	12.26%
Fort Worth MTA	0.50%	\$ 7,605,493	\$ 5,759,283	32.05%	\$ 44,104,492	\$ 40,340,404	9.33%
Houston MTA	1.00%	\$ 70,422,519	\$ 53,749,640	31.01%	\$ 408,614,040	\$ 387,914,098	5.33%
Laredo CTD	0.25%	\$ 786,231	\$ 528,100	48.87%	\$ 4,675,352	\$ 4,117,938	13.53%
San Antonio ATD	0.25%	\$ 6,669,824	\$ 4,946,399	34.84%	\$ 38,902,123	\$ 35,149,195	10.67%
San Antonio MTA	0.50%	\$ 14,756,428	\$ 11,083,792	33.13%	\$ 85,993,794	\$ 78,449,029	9.61%
TOTALS		\$ 193,764,468	\$ 143,039,111	35.46%	\$ 1,112,510,940	\$ 1,043,038,582	6.66%

Sources: Texas Comptroller of Public Accounts and DCTA Finance Department

Prepared By: Denton County Transportation Authority Finance Department

June 15, 2021

Board of Directors Memo

June 24, 2021

SUBJECT: Monthly Mobility-as-a-Service Update

Recommendation

For information only. No action required.

Background

A Request for Proposals (RFP) was released on January 16, 2019 for Mobility as a Service (MaaS). Firms were invited to submit proposals (for both federal and non-federal funding project categories) to provide innovative mobility service to DCTA member cities, contracted communities, partner organizations, as well as large employment centers and other areas as the need arises. On March 12, 2019, DCTA received thirty-seven (37) proposals in response to the RFP. Thirty-three (33) proposals were deemed responsive and were evaluated by the evaluation team. The evaluation team rejected two proposals that scored less than seventy (70) points and recommended award to thirty-one (31) firms. The Board of Directors approved the award of Mobility-as-a-Service to thirty-one firms and reduced the total annual contract value of \$2,400,000 to \$75,000 for all task orders issued under the master on-call contracts. One of the recommended firms will not execute a contract due to business operational changes; therefore, thirty (30) firms remain eligible for contract execution. As requested by the Board of Directors, staff is providing a monthly update on all Mobility-as-a-Service commitments, activities and expenses.

To date, the following twenty-six contracts have been fully executed:

- | | | |
|-----------------------------|----------------------------|---|
| • AJL International | • Irving Holdings | • RideCo |
| • Bird Rides | • Iteris | • Rideshark Corporation |
| • Bubbl Investments, LLC. | • Kapsch | • River North (Via) |
| • Dashboard Story dba DUET | • Lyft | • Roundtrip |
| • DemandTrans Solutions | • Moovel | • Routematch |
| • DoubleMap | • Moovit | • Spare Labs, Inc. |
| • Downtowner Holdings, LLC. | • MV Transportation | • Spare Labs, Inc. (with First Transit) |
| • First Transit | • Muve: Quebec, Inc. | • Transdev North America |
| • Ford Smart Mobility, LLC. | • Quebec, Inc. dba Transit | |

The remaining four contracts, all with software companies (Passport, SeatsX, Token Transit and Transloc), have been placed on hold until a need arises to enter into a contract for software.

Previous Board Activity & Action

Task Order #1 Lewisville Lakeway Zone and Denton Evening Zone was issued to Spare Labs, Inc. for Platform-as-a Service (Spare Platform). The task order was approved for award at the June 2020 Board meeting and was issued on 6/30/2020 for a not-to-exceed amount of \$50,000 per year with an initial term of two years and one two-year option to extend (total of 4 years). \$36,616 has been paid through May 2021 for this task order.

Task Order #2 On-Demand Services in Member Cities and Contracted Cities was discussed at the June 2020 Board meeting and was presented at the September 2020 Board meeting to authorize negotiations with two firms. In January 2021, the Board approved and authorized staff to enter into a Task Order with River North (Via) to move forward with the recommendations and implementation of an On-Demand Service plan. Staff and Via have executed the task order. No expenses have been incurred as of May 2021 for this task order.

Task Order #3 On-Demand Services for the McKinney Urban Transit District (MUTD) was requested by the City of McKinney. The City of McKinney has asked DCTA and DART, as a joint partnership, to provide on-demand services for the MUTD member cities.

DCTA received responses from three (3) qualified vendors to provide services effective January 1, 2022. This on-demand program will replace the taxi program currently operating in the MUTD service area. Staff plans to brief the Board at the August meeting and seek approval at the September meeting. The three entities are working on an interlocal agreement to outline responsibilities for each agency, and it is anticipated staff will present the ILA to the Board in late summer. No expenses have been incurred as of May 2021 for this task order.

Identified Need

Provides the Board of Directors a monthly status on Mobility-as-a-Services Contracts

Financial Impact

This item is included for informational purposes only; there is no financial impact associated with this item.

Exhibits

N/A

Submitted By:



Athena Forrester, AVP of Regulatory Compliance

Final Review:



Marisa Perry, CPA, CFO/VP of Finance

Approval:



Raymond Suarez, CEO



Board of Directors Memo

June 24, 2021

SUBJECT: Budget Information

There were no budget transfers completed in the month of May to report.

Identified Need

Provides the Board of Directors a monthly status on any budget transfers completed.

Recommendation

For information only. No action required.

Exhibits

N/A

Submitted By:

A handwritten signature in blue ink that reads "Amanda Riddle".

Amanda Riddle
Senior Manager of Budget

Final Review:

A handwritten signature in blue ink that reads "Marisa Perry".

Marisa Perry, CPA
Chief Financial Officer/VP of Finance

Board of Directors Memo

June 24, 2021

SUBJECT: Ridership Trend Report

Background

Beginning in March 2020, DCTA staff began a series of special COVID-related ridership tabulations to gain a better understanding of the ridership impacts associated with the pandemic and ensuing service changes. Exhibits 1-4 provide an overview of total monthly ridership trends across all DCTA services--comparing FY19 against FY20 and FY21 and their COVID associated impacts.

The summary table below reveals that May 2021 month-over-month bus trips are slightly less than half of April levels. April A-train boardings decreased by approximately 5 percent over the same period. The decline in bus trips is directly correlated to reduced UNT summer service levels. The Summer cutback of scheduled revenue hours are shown in the below table.

	Connect Scheduled Revenue Hours	UNT Scheduled Revenue Hours	Total Scheduled Revenue Hours
April 2021	5,110	3,905	9,015
May 2021	4,552	1,348	5,900
% Change	-12%	-190%	-53%

Ridership recovery from the COVID-19 pandemic is continuing with May 2021 bus ridership at nearly 90% above reported May 2020 levels and A-train ridership increasing 52%.

Unlinked Passenger Trips			
	May 2020	May 2021	% Change
Bus	12,186	23,051	89%
Rail	5,762	8,750	52%
Access	911	1,398	53%
On-Demand	749	725	-3%
ALL MODES	19,608	33,924	73%

Unlinked Passenger Trips

Mode	2020				2021			Apr-May % Change
	September	October	November	December	March	April	May	
Bus	54,773	54,725	42,194	18,149	57,124	46,540	23,051	-101.9%
A-train	8,206	9,018	7,819	7,564	10,020	9,160	8,750	-4.7%
Access	1,229	1,214	1,041	1,166	1,617	1,541	1,398	-10.2%
On-Demand	663	707	640	584	656	666	725	8.1%

S:\STRATEGIC PLANNING\ServicePlaningSupport\Trend Analysis\Item2Materials4June24\FY19_FY20_FY21_Compare_060821.xlsx]Lines

Exhibits 1-4 graphically depict monthly ridership levels across all DCTA modes since FY 2019.

Average monthly A-train passenger trips during the March 2020 - April 2021 COVID-impacted months remain about 74 percent less than prior pre-COVID monthly averages. Exhibit 5 shows A-train ridership trends before and during the COVID-19 pandemic.

	Average Monthly Boardings	% Change
Average Monthly A-train Ridership Pre-COVID (March '19-December '19)	32,340	
Average Monthly A-train Ridership (March '20-April '21)	8,386	-74.1%

S:\STRATEGIC PLANNING\ServicePlaningSupport\Trend Analysis\Item2Materials4June24\[A-trainCOVIDTrend_060821.xlsx]Sheet1

Exhibits

Exhibit 1: FY19, FY20, & FY21 Total Monthly Ridership – Rail

Exhibit 2: FY19, FY20, & FY21 Total Monthly Ridership – Bus

Exhibit 3: FY19, FY20, & FY21 Total Monthly Ridership – Access

Exhibit 4: FY19, FY20, & FY21 Total Monthly Ridership – On-Demand

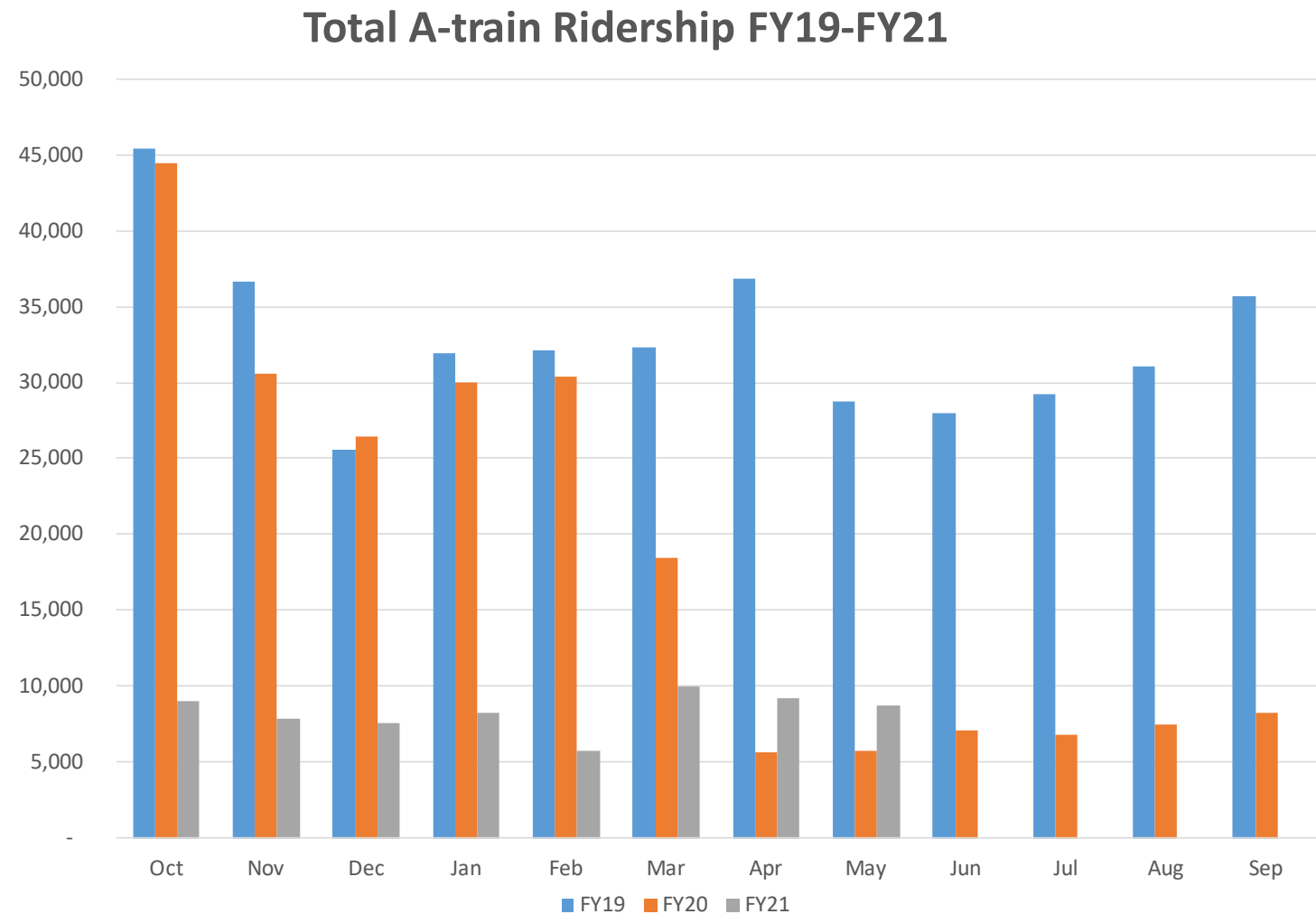
Exhibit 5: A-train Ridership Before and During COVID-19 Comparison

Submitted By: 
Tim Palermo, Planning & Data Analytics Manager

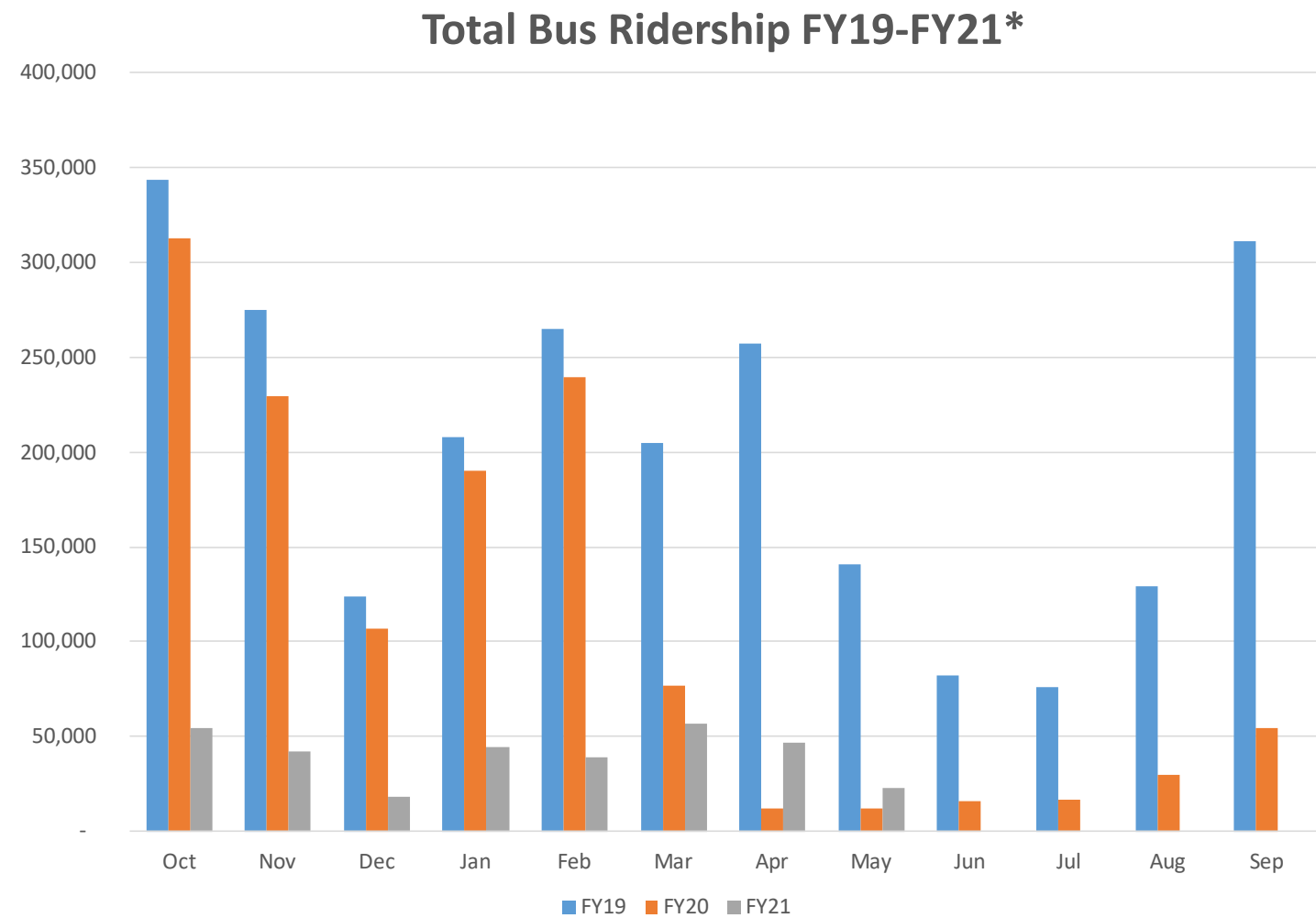
Final Review: 
Troy Raley, Senior Director of Mobility Services

Approval (Rail): 
Kristina Holcomb, Deputy CEO

FY19-FY21 Total Monthly Ridership – A-train

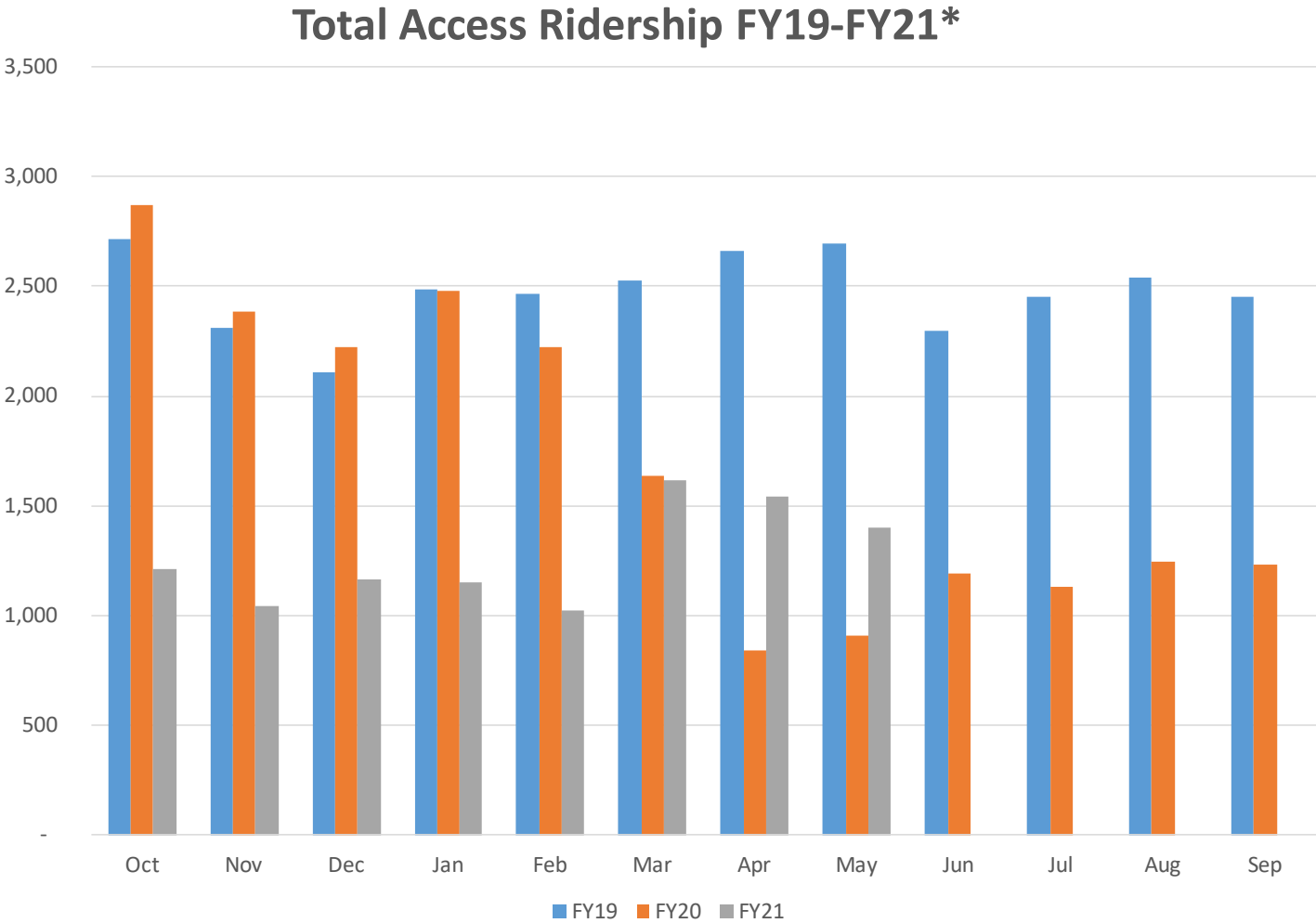


FY19-FY21 Total Monthly Ridership – Bus

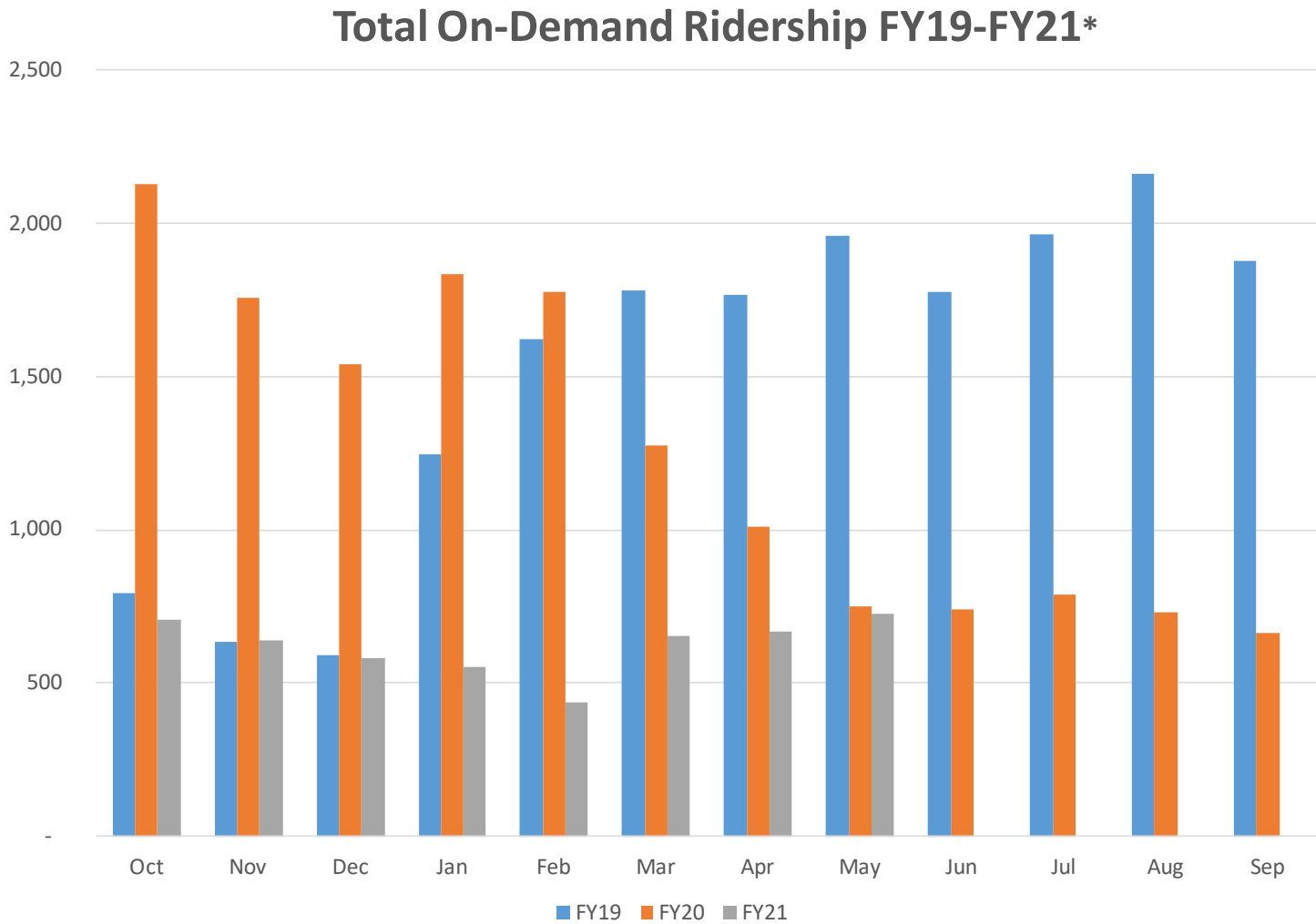


*UNT, NCTC, Denton, Lewisville, and Highland Village Connect Service

FY19-FY21 Total Monthly Ridership – Access

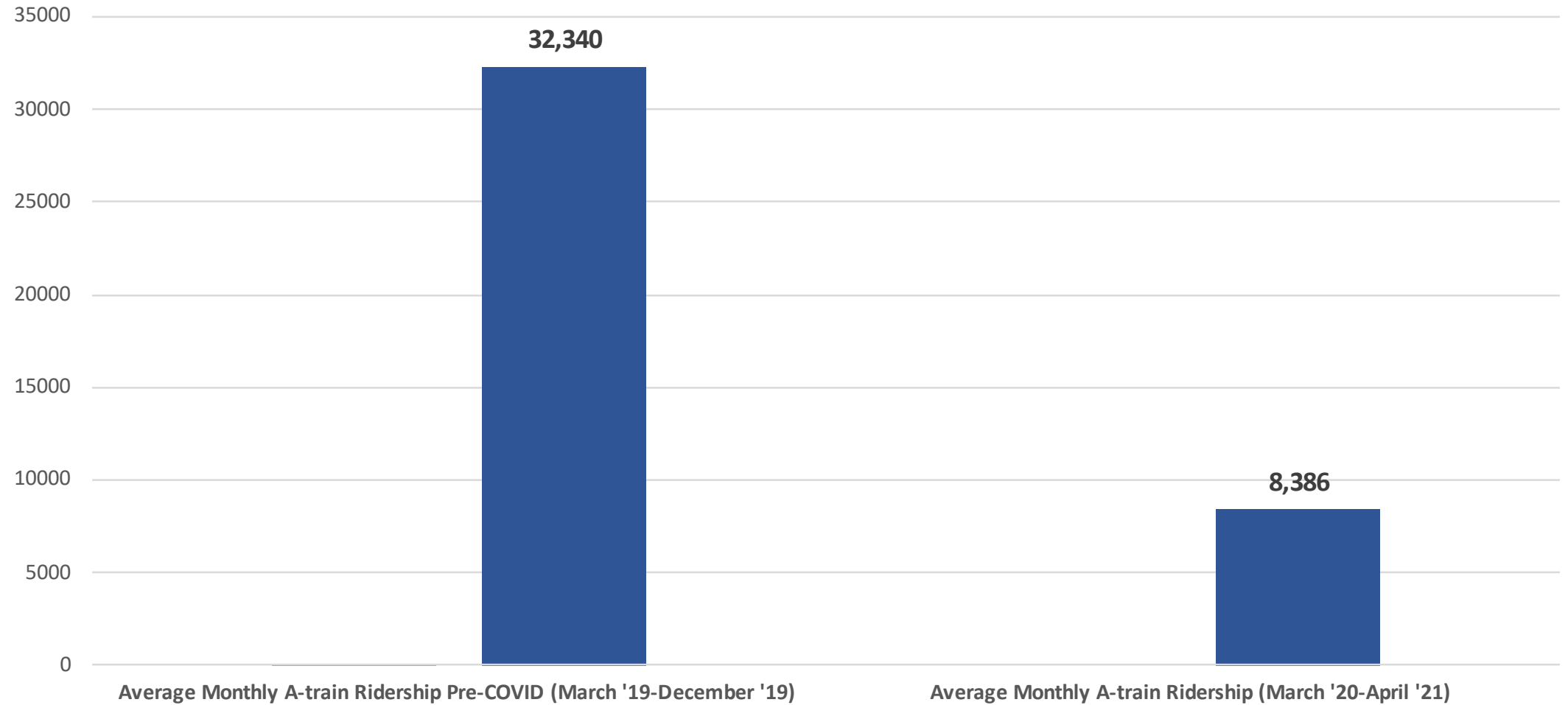


*ADA & Non-ADA Service in Denton, Lewisville & Highland Village

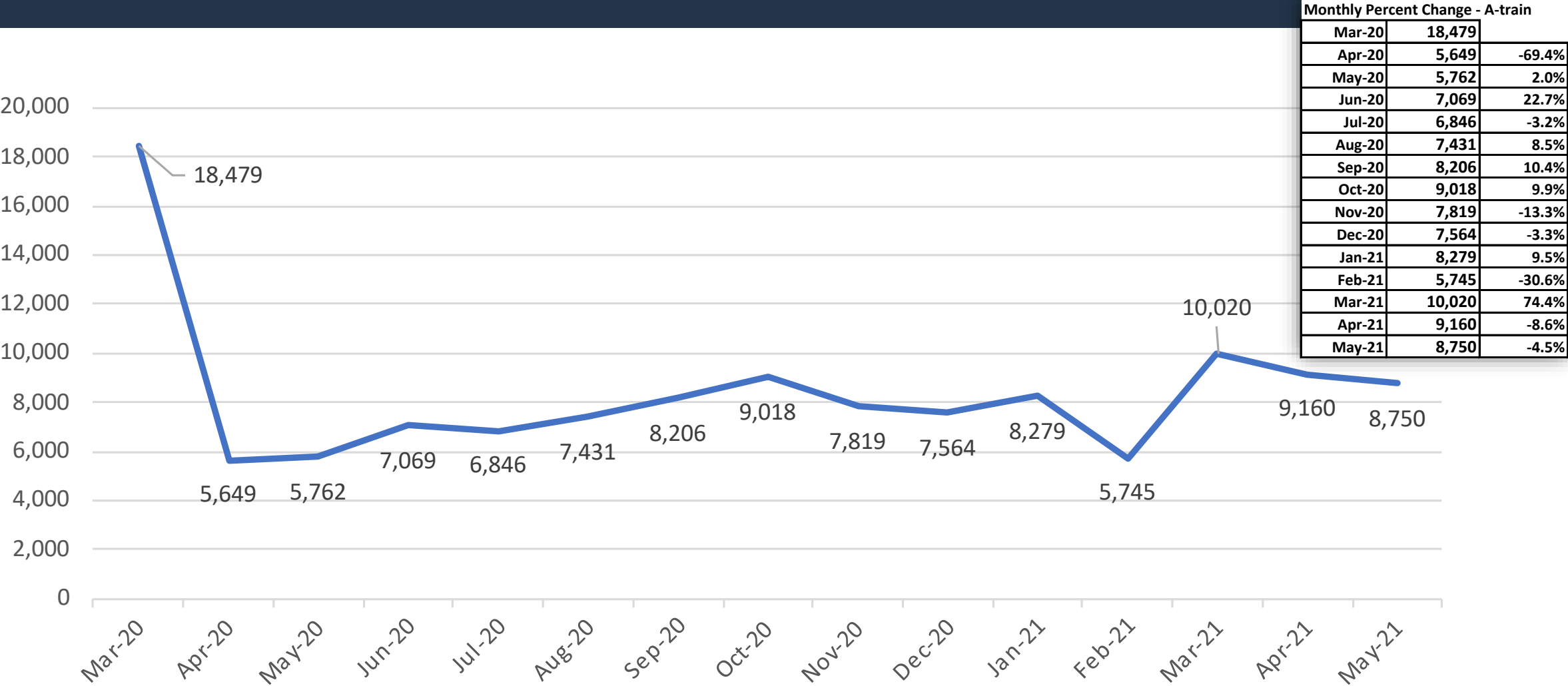


*Frisco, Collin County Transit and Zoned Service In Denton & Highland Village

Pre-COVID Average Monthly A-train Ridership and Current Average



Monthly A-train Ridership Trend: March 2020 - May 2021





Board of Directors Memo

June 24, 2021

SUBJECT: Public Involvement Progress Report

Recommendation

This is an informational item only.

Background

As DCTA transitions service from fixed route to GoZone on-demand service, there are many Federal Transit Administration (FTA) requirements that must be met. One of those requirements is the need for public involvement and a Title VI analysis to ensure that the DCTA Board of Directors is reviewing and considering all public feedback before making a formal decision on service delivery.

On March 10, 2021, the board authorized a task order with Kittelson and Associates to develop and execute the required public involvement and Title VI analysis that are required by the FTA. Kittelson's scope includes:

- Define and execute a Public Involvement Program to inform the public of DCTA's proposed transition to a more responsive, on-demand service model for delivering public transportation
- Conduct a Title VI analysis of the proposed on-demand service plan to identify and mitigate disparate or disproportionate negative impacts to low-income, minority, or Limited English Proficiency (LEP) populations
- Provide recommendations as to how existing Access services may be modified to successfully operate within the proposed service strategy

Staff has been coordinating with Kittelson and Associates and Via to ensure that a robust public involvement process is offered. The public involvement process officially launched on April 19, 2021 and closes on June 25, 2021.

A progress report for all April 2021 activities was included in the May 27 DCTA board packet. A progress report of public involvement activities from May 1 – 31, 2021, has been included as Exhibit 1, to keep the board abreast of activities related to this initiative.

Financial Impact

On March 10, 2021, the DCTA Board of Directors approved Task Order #4 for a total of \$77,057 which was accommodated within the approved FY '21 budget.

Exhibits

Exhibit 1: Public Involvement Progress Report (May 1 – May 31, 2021)

Submitted by: Mary Worthington
Mary Worthington, Community Relations Manager

Approved by: Nicole Recker
Nicole Recker, VP of Mobility Services and Administration

Proposed GoZone Majority On-Demand Service Plan



ENGAGEMENT REPORT

MAY 1 - 31, 2021

Prepared by Kittelson & Associates, Inc.
and DCTA's Marketing and
Communications Department



DENTON COUNTY
TRANSPORTATION
AUTHORITY

ENGAGEMENT REPORT



Overview

On April 7, 2021 the Denton County Transportation Authority (DCTA) Board of Directors approved a proposed service plan from River North Transit (Via) to advance GoZone, an on-demand service that would replace the majority of fixed-route bus services, through to the public involvement process. The proposed GoZone service is not final and requires public input and further board action. DCTA has successfully initiated a public outreach campaign consistent with its Title VI program.

The current outreach period extends from April 19 to June 25, 2021. This report summarizes outreach efforts for the month of May 2021 and is organized as follows:

- *Community/Stakeholder Outreach:* This section summarizes those outreach events and activities conducted via public events and meetings, email correspondence, and one-on-one discussions with stakeholders throughout the DCTA service area.
- *Title VI Outreach and Analysis:* This section provides an overview of how our outreach campaign provides opportunities for minority, low-income, and Limited English Proficiency (LEP) communities to learn about the GoZone proposal and provide meaningful input into its development and implementation. It also explains steps being taken to analyze the potential impacts of the new service on these communities.
- *Microsite:* This section summarizes high-level engagement occurring at DCTAfeedback.net, which is a community outreach microsite provided through Social Pinpoint and managed by DCTA's Marketing and Communications Team.
- *MarCom Promotion:* This section summarizes the promotions that have been implemented to raise awareness of the GoZone proposed service plan.



DENTON COUNTY
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AUTHORITY

ENGAGEMENT REPORT

COMMUNITY/STAKEHOLDER OUTREACH



86 CALLS AND EMAILS



823 IN-PERSON IMPRESSIONS



24 COMMUNITY PRESENTATIONS



59 COMMENTS AND QUESTIONS

As the first full month of outreach, May saw a significant uptick in the number of outreach activities hosted and individuals engaged, with **823** people in attendance at **24** events and small group discussions.

May also saw the launch of DCTA's first Virtual Town Hall, a meeting hosted through Zoom on the Social Pinpoint microsite. DCTA hosted multiple town halls, on various days and at different times of the day, making it easier for the public to choose an outreach event that works with their schedule.

The following pages summarize the events and activities held throughout May 2021, as well as those planned through June 25. DCTA staff is adding new events and activities weekly to provide the public with a variety of engagement opportunities.



DENTON COUNTY
TRANSPORTATION
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ENGAGEMENT REPORT

COMMUNITY/STAKEHOLDER OUTREACH



May Events

Stakeholder	Format	Date	Participants
Downtown Denton Transit Center Pop Up	In-Person	May 5	39
Lewisville Thrive Recreation Center Open House	In-Person	May 7	34
Lewisville Thrive Recreation Center Open House	In-Person	May 8	25
Lewisville Library Tabling	In-Person	May 13	16
Discover Denton Welcome Center Pop Up	In-Person	May 15	52
Lewisville Thrive Recreation Center Open House	In-Person	May 26	11
Virtual Town Hall Meeting: Proposed GoZone On-Demand Rideshare Service	Online	May 27	5
			182 Total

May Small Group Discussions

Stakeholder	Format	Date	Participants
SPAN Board	In-Person	May 3	1
Denton County MHMR	In-Person	May 6	1
Highland Village Rotary Club	In-Person	May 6	11
Christian Community Action	In-Person	May 6	2
Denton County Commissioners Court	In-Person	May 11	41
Texas Workforce Solutions	Online	May 14	12
Cross Timbers Rotary Club	In-Person	May 14	72
DCTA Social Service Agency Roundtable (Lewisville)	Online	May 18	28
Virtual Town Hall: UNT	Online	May 18	17
City of Denton Mobility Committee	Online	May 19	5
DCTA Social Service Agency Roundtable (Denton)	Online	May 20	26



DENTON COUNTY
TRANSPORTATION
AUTHORITY

ENGAGEMENT REPORT

COMMUNITY/STAKEHOLDER OUTREACH



May Small Group Discussions (cont.)

Stakeholder	Format	Date	Participants
Denton Disability Committee	Online	May 20	12
City Council of Highland Village	In-Person	May 25	15
United Way of Denton	Online	May 25	9
Virtual Town Hall: NTMC Operators	Online	May 25	12
Virtual Town Hall: NTMC Operators	Online	May 26	11
Salvation Army Denton	Online	May 26	8
Brand Ambassadors on DCTA buses and A-Train	Online	May 1-31	358
			641 Total

Upcoming Planned Events

Stakeholder	Date
Virtual Town Hall Meeting: Proposed GoZone On-Demand Rideshare Service	June 2
Celebrate Highland Village	June 5
City Council of Lewisville Proposed GoZone On-Demand Rideshare Service	June 7
Virtual Town Hall Meeting: Proposed GoZone On-Demand Rideshare Service	June 8
City Council of Denton Proposed GoZone On-Demand Rideshare Service	June 8
Sounds of Lewisville	June 8 - 15
Evergreen Retirement Community Lewisville	June 15
Virtual Town Hall Meeting: Proposed GoZone On-Demand Rideshare Service	June 16
Lewisville Noon Rotary	June 16
Lewisville Public Library Pop Up	June 16
Downtown Denton Public Meeting	June 17
Juneteenth Celebration - Denton	June 19
Lewisville Chamber of Commerce Monthly Partnership Luncheon	June 22



DENTON COUNTY
TRANSPORTATION
AUTHORITY

ENGAGEMENT REPORT

COMMUNITY/STAKEHOLDER OUTREACH



Title VI Outreach and Analysis

Denton County Transportation Authority (DCTA) has established a Title VI program to ensure that the level and quality of DCTA's services are provided in a non-discriminatory manner and that the opportunity for full and fair participation is offered to all of DCTA's riders and other community members regardless of race, color, national origin, or income status. DCTA's outreach efforts for the proposed GoZone service have been designed to follow the agency's established policies under the Title VI program.

Title VI Analysis and Peer Review

Kittelsohn & Associates has performed an initial analysis to identify where Transportation Disadvantaged (TD) communities are within DCTA's service area, such that they can identify events and locations where DCTA should engage with these communities, inform them about the GoZone proposal, and offer opportunities for meaningful input. The maps on the following pages have been color-coded to show where Transportation Disadvantaged communities reside within DCTA's service areas, and where in-person events have been held in May 2021 to support our outreach efforts.

Kittelsohn & Associates has completed a peer review of other transit agencies across the United States to understand how they have handled Title VI issues associated with new microtransit services; they also participated in a discussion with the Federal Transit Administration's Region 6 Civil Rights Office to confirm whether new guidance on Title VI analysis of on-demand services has been enacted. The results of these discussions confirmed that there is no established methodology for analyzing how on-demand services affect populations protected under Title VI. With this in mind, Kittelsohn will develop a methodology for this analysis that reflects DCTA's current Title VI policy while taking into account the unique characteristics of the GoZone proposal. This analysis will be included in the final report for the public outreach program for the GoZone proposal.

Outreach to Residents with Limited English Proficiency (LEP)

In accordance with DCTA's Title VI policy, DCTA's advertising efforts have included email blasts targeting the Spanish speaking population of Denton County. On May 19, 57,272 e-mails were sent out, resulting in 919 clicks on the e-mail's link to DCTAFeedback.net and generating 7,299 page views.



DENTON COUNTY
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ENGAGEMENT REPORT

COMMUNITY/STAKEHOLDER OUTREACH



★ May Events

• DCTA Bus Stops

— DCTA Bus Routes

— A-Train

— Local Roads

— Major Roads

— Highways

□ Denton GoZone

Equity Analysis Results

■ Highest Disadvantaged

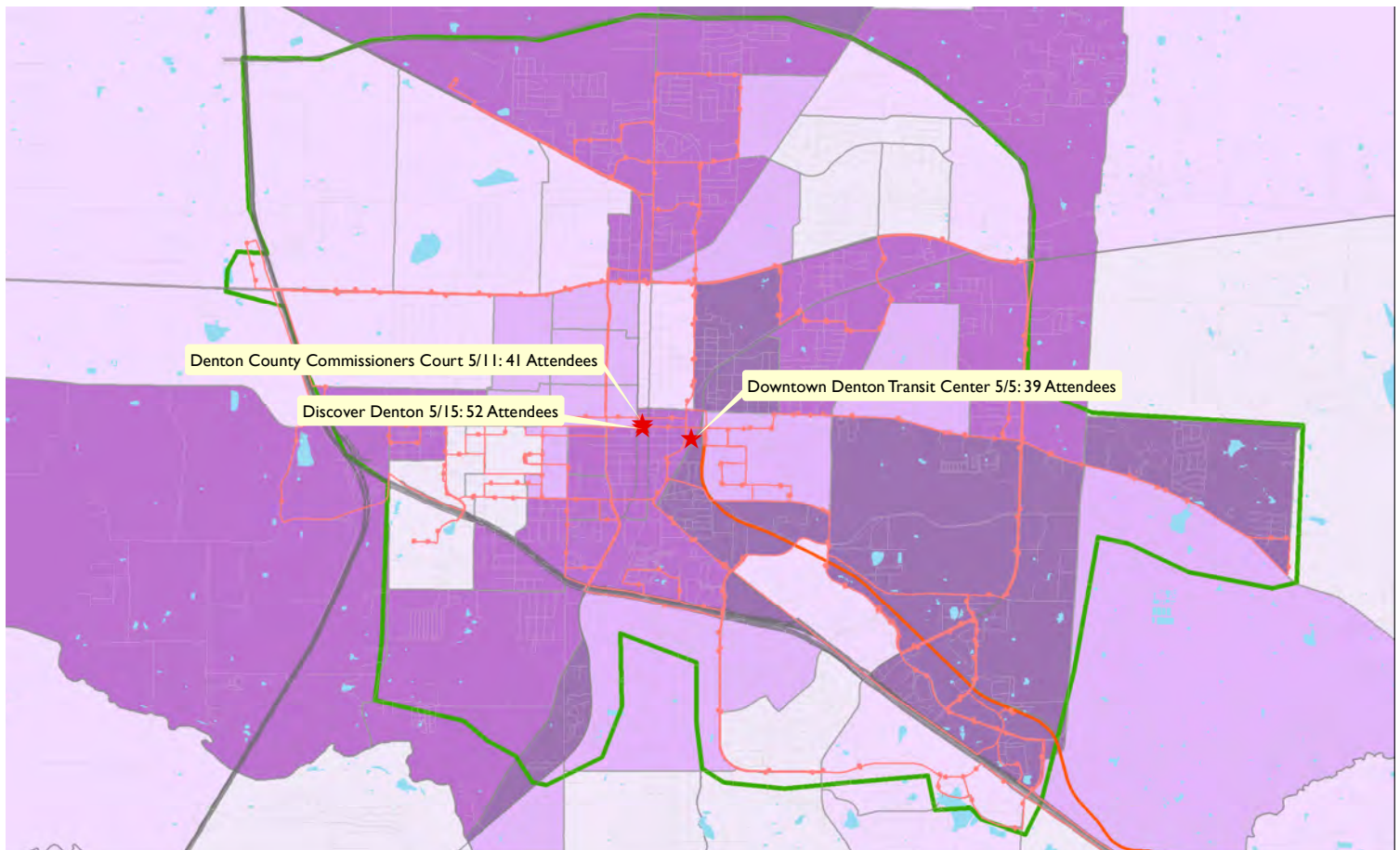
■ High Disadvantaged

■ Medium Disadvantaged

■ Low Disadvantaged

■ Lowest Disadvantaged

Denton GoZone



DENTON COUNTY
TRANSPORTATION
AUTHORITY

ENGAGEMENT REPORT

COMMUNITY/STAKEHOLDER OUTREACH



★ May Events

• DCTA Bus Stops

— Local Roads

□ Lewisville GoZone

Equity Analysis Results

— DCTA Bus Routes

— Major Roads

□ First Park 121 GoZone

■ Highest Disadvantaged

— A-Train

— Highways

□ SR121 Business GoZone

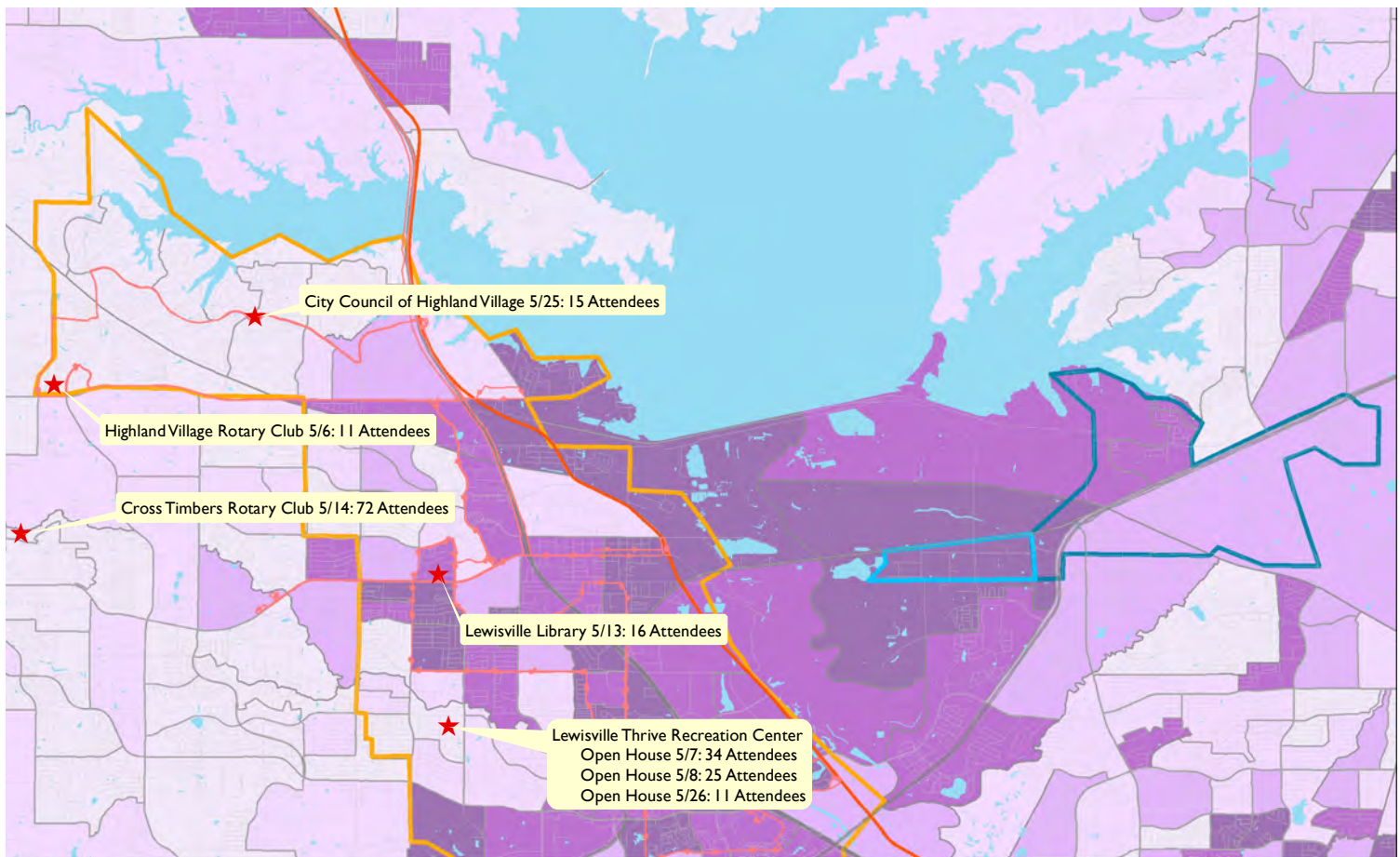
■ High Disadvantaged

■ Medium Disadvantaged

■ Low Disadvantaged

■ Lowest Disadvantaged

Lewisville and First Park 121 GoZone



DENTON COUNTY
TRANSPORTATION
AUTHORITY

ENGAGEMENT REPORT

MICROSITE: DCTAFEEDBACK.NET



 **21,456** TOTAL PAGE VISITS

 **7,449** USERS VISITED SITE / **139** USERS ENGAGED

 **60** TOTAL COMMENTS AND FEEDBACK

 **143** SURVEY RESPONSES

 **209** TOTAL DOCUMENT DOWNLOADS

Social PinPoint Platform Overview (DCTAfeedback.net)

Social Pinpoint is a customizable, community engagement platform that features a variety of online engagement tools for companies and organizations to engage and collect citizen feedback from community members and stakeholders. DCTA is using Social Pinpoint to gather public feedback for the agency's proposed GoZone on-demand rideshare service. The entire site offers translation capability for those who speak any language.

Main Site Pages

This is a one-stop shop microsite for the GoZone service plan and offers dedicated pages to walk visitors through the service. The microsite has various pages including the How it Works page with a step-by-step narrative to educate viewers, the Events page which lists upcoming and past public events for people to see when and where they can speak with DCTA staff, and the Media Center page where news releases, articles and Hop on Board Blog posts are available.

Engagement Tools

Online users can go to the Interactive Service Map and add a comment, view and download DCTA's promotional fare matrix and participate in the Fare Forum, and join the conversation on the Ideas Wall. Feedback can also be provided via the General GoZone Service Plan and Immediate Feedback online surveys.

Internal Response & Monitoring Process

DCTA's Marketing and Communications department monitors all feedback received on Social PinPoint in real time. Responses are drafted, approved and posted back to the user within 24-48 hours.



DENTON COUNTY
TRANSPORTATION
AUTHORITY

ENGAGEMENT REPORT

MARCOM PROMOTION



 **1,541,105** TOTAL ADVERTISING IMPRESSIONS

 **30,365** PRINT MATERIALS (INSTALLED/DISTRIBUTION)

 **27** MEDIA ARTICLES SECURED

— **\$142,901** PUBLICITY VALUE AND **76M** IMPRESSIONS

 **146,852** TOTAL SOCIAL MEDIA IMPRESSIONS

— **9,961** TOTAL FAN/FOLLOWER ENGAGEMENT

 **13** EMAILS DISTRIBUTED

— **15%** AVERAGE OPEN RATE AND **1%** AVERAGE CLICK RATE

 **8** PARTNER FEATURES AND MENTIONS

PROMOTIONAL STRATEGY

In support of the public engagement process, staff developed a strategic plan to educate and garner engagement from all identified target audiences in preparation for the upcoming GoZone on-demand rideshare service launch in fall 2021. Targeted marketing, communications and outreach efforts are being implemented across the following groups: current and potential riders, general public, stakeholders and member cities, universities and school districts, homeless populations, unbanked individuals, and community groups.

Key goals for the GoZone public engagement process include:

- Strategic engagement of member cities at the micro and macro level
- Drive in-person and online engagement at DCTAfeedback.net
- Educate target audiences on proposed GoZone on-demand service plan and collect required feedback
- Comply with FTA public involvement and Title VI analysis requirements



DENTON COUNTY
TRANSPORTATION
AUTHORITY

ENGAGEMENT REPORT

MARCOM PROMOTION



Advertising (Digital and Print)

Staff developed and implemented a comprehensive media buy plan that included a variety of local print ads, digital ads, YouTube ads, email ads, native ads, Nextdoor ads, and print inserts to drive traffic to DCTAfeedback.net. In addition, staff implemented geofencing ads targeted to reach people in high-traffic locations in Denton County and near DCTA A-train stations/bus stops to reach our key target audience.

DCTA

HAGA OÍR SU VOZ

Proponemos un nuevo servicio de traslados compartidos a pedido de GoZone que reemplazaría los servicios existentes del autobús de conexión de ruta fija y los servicios zonales a pedido.

Lo invitamos a unirse a la conversación en línea o en persona.

Visite DCTAfeedback.net.

Haga comentarios del 19 de abril al 25 de junio

RideDCTA.net | 940.243.0077

MAKE YOUR VOICE HEARD

DCTA

We want your input on our proposed GoZone on-demand rideshare service.

LEARN MORE >> Join the conversation from April 19 – June 25

DCTA

YOUR INPUT MATTERS

LOOK INSIDE Learn more about our proposed GoZone on-demand rideshare service and how you can make your voice heard!

DCTA DENTON COUNTY TRANSPORTATION AUTHORITY

HAGA OÍR SU VOZ

Servicio a pedido propuesto de GoZone

Proponemos un nuevo servicio de traslados compartidos a pedido de GoZone que reemplazaría los servicios existentes del autobús de conexión de ruta fija y los servicios zonales a pedido.

LO INVITAMOS A UNIRSE A LA CONVERSACIÓN

Visite DCTAfeedback.net para ver nuestro plan de servicio propuesto y dar su opinión.

Asista a eventos en persona con el personal de la DCTA. Para ver una lista de eventos, visite DCTAfeedback.net.

Escanee el código QR para descargar recursos útiles, entrar en línea y más.

DCTAFEEDBACK.NET
Dé su opinión del 19 de abril al 25 de junio

RideDCTA.net | 940.243.0077 | #DCTA | @DCTA

DCTA

YOUR FEEDBACK MATTERS

Proposed GoZone On-Demand Service

Join the conversation from April 19 to June 25 by visiting DCTAfeedback.net

DCTA

MAKE YOUR VOICE HEARD

We are proposing a new GoZone on-demand rideshare service that would replace existing fixed route Connect Bus and on-demand zone services.

We invite you to join the conversation online or in person.

Visit DCTAfeedback.net.

Provide your feedback from April 19 – June 25

RideDCTA.net | 940.243.0077

DCTA DENTON COUNTY TRANSPORTATION AUTHORITY

MAKE YOUR VOICE HEARD

Proposed GoZone On-Demand Service

We are proposing a new GoZone on-demand rideshare service that would replace existing fixed route Connect Bus and on-demand zone services.

WE INVITE YOU TO JOIN THE CONVERSATION

Visit DCTAfeedback.net to view our proposed service plan and provide feedback.

Attend in-person events with DCTA staff. For a list of events, visit DCTAfeedback.net.

Scan the QR code to download helpful resources, participate in online forums and more.

DCTAFEEDBACK.NET
Provide your feedback from April 19 - June 25

RideDCTA.net | 940.243.0077 | #DCTA | @DCTA

DCTA

HAGA OÍR SU VOZ

Queremos sus opiniones sobre nuestro servicio de traslados compartidos a pedido de GoZone.

Únase a la conversación del 19 de abril al 25 de junio

OBTENGA MÁS INFORMACIÓN >>

DCTA

YOUR FEEDBACK MATTERS

We are proposing a new GoZone on-demand rideshare service that would replace existing fixed route Connect Bus and on-demand zone services.

WE INVITE YOU TO JOIN THE CONVERSATION

Visit DCTAfeedback.net to view our proposed service plan and provide feedback.

Attend in-person events with DCTA staff. For a list of events, visit DCTAfeedback.net.

Scan the QR code to join online forums and more.

Provide your feedback from April 19 – June 25

RideDCTA.net | 940.243.0077

DCTA

YOUR FEEDBACK MATTERS

We want your input on our proposed GoZone on-demand rideshare service.

LEARN MORE >> Join the conversation from April 19 – June 25



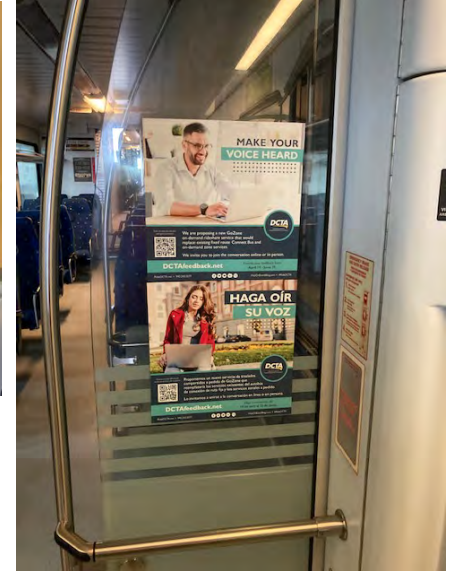
ENGAGEMENT REPORT

MARCOM PROMOTION



Print Collateral

Various promotional materials were developed for installation on DCTA vehicles, at A-train rail stations, and for distribution at in-person events to generate awareness for GoZone. The majority of all print collateral included a QR code with customized tracking URL links as well as Spanish translations.



MAKE YOUR VOICE HEARD

DENTON COUNTY TRANSPORTATION AUTHORITY

We are proposing a new GoZone on-demand rideshare service that would replace existing fixed route Connect Bus and on-demand zone services.

Join the conversation online or in person.

**PROVIDE YOUR FEEDBACK FROM
APRIL 19 – JUNE 25**

For information about in-person events, contact mworthington@dcta.net.

Scan the QR code or visit DCTAfeedback.net to learn more!



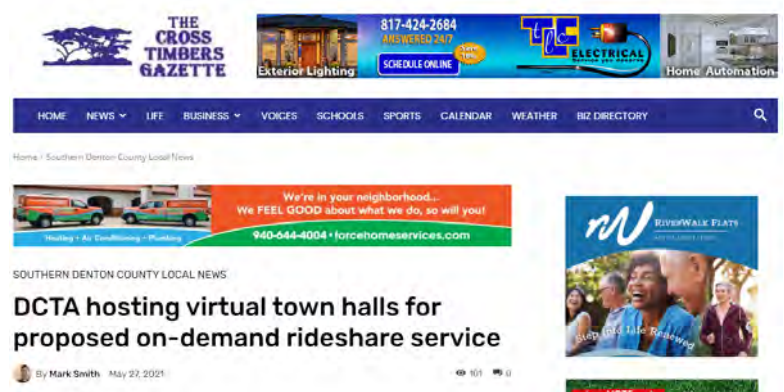
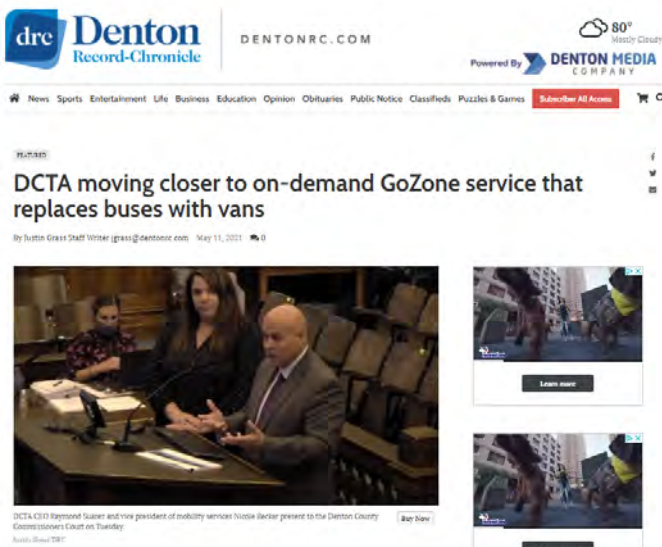
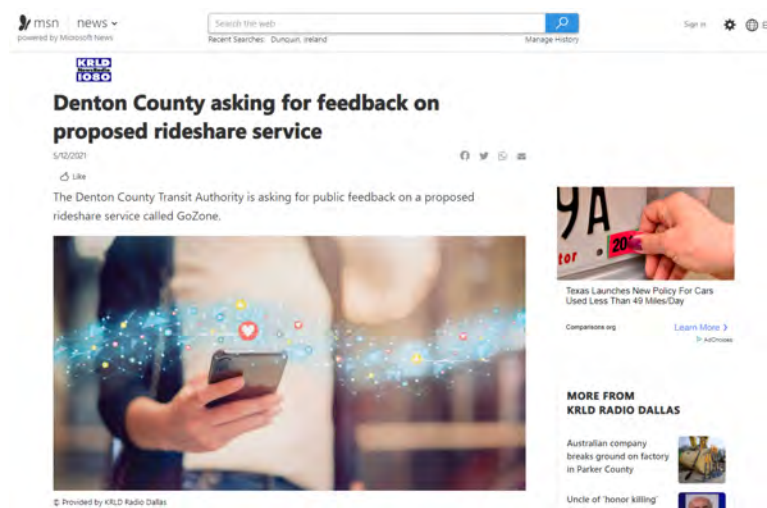
ENGAGEMENT REPORT

MARCOM PROMOTION



Public Relations

Staff conducted strategic media outreach for the GoZone public involvement process to local print, broadcast/ radio and online media, and industry publications to secure media coverage to increase awareness of the public involvement period and encourage public feedback.



ENGAGEMENT REPORT

MARCOM PROMOTION



Social Media and Email Marketing

Staff strategically targeted subscribers of its email marketing system to send various email messages to educate key audiences of the public involvement process and need for feedback. In addition, social media (Facebook and Twitter) and native ads (Outbrain platform) have been implemented to drive traffic to DCTAfeedback.net.

MAKE YOUR VOICE HEARD



We want your feedback on our proposed GoZone on-demand rideshare service. Join the conversation from April 19 – June 25.

Visit DCTAfeedback.net to learn more

HAGA OÍR SU VOZ

Queremos su opinión sobre nuestro servicio de traslados compartidos a pedido de GoZone.

Únase a la conversación del 19 de abril al 25 de junio visitando DCTAfeedback.net.

Facebook Twitter YouTube Instagram

HopOnBoardBlog.com • @RideDCTA



DENTON COUNTY
TRANSPORTATION
AUTHORITY

Visit
DCTAfeedback.net

Share Your Thoughts on Cost to Ride GoZone

Join the conversation about our proposed GoZone fare promotion! Our fare structure will be slightly modified to accommodate the following:

- Removal of Connect Bus fixed route service and existing on-demand zones
- Addition of GoZone one-ride credits (based on the purchased ticket type) for the first six months after launching the new on-demand rideshare service

enRoute NEWS

A PASSENGER NEWSLETTER FROM DCTA

MAY 2021

We Need Your Input on our Proposed GoZone Service

Last month, we launched our public involvement process requesting your feedback on GoZone: our proposed majority on-demand service. Public input during this time is critical as we strive to improve mobility and livability in the communities we serve.

Head to DCTAfeedback.net to view our GoZone service plan in full and provide your input and suggestions on our [interactive service map](#) and [ideas wall](#). We're accepting feedback through June 25. Want to provide input in-person? Don't worry, we have plenty of face-to-face opportunities on our [events page](#).



With the proposed GoZone service, pick-up and drop-off points will multiply compared to existing fixed route service. So not only do the proposed GoZones cover more territory, but they also provide more virtual stops which is a major convenience factor for users. Check out the ["How it Works"](#) link at DCTAfeedback.net to see each of the proposed zones in detail and take [our quick General Service Plan survey](#).

[Read More >](#)



DENTON COUNTY
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YOUR INPUT COUNTS

GOZONE ON-DEMAND SERVICE



How to Use DCTA's GoZone Ideas Wall

There are many ways to provide your feedback on our proposed [GoZone on-demand rideshare service](#) that will replace most of our existing fixed route Connect Bus service and on-demand zones. Today, we're focusing on the [Ideas Wall](#).

The Ideas Wall on DCTAfeedback.net allows you to create a comment card to leave your feedback for the various topics featured. Think of it as an "online sticky note whiteboard" in which you can also join the conversation and respond to other user's comments. All submitted comments are subject to moderation and must follow [Social Pinpoint's rules](#). The rules and consequences for breaking the rules can be found [here](#).



DENTON COUNTY
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ENGAGEMENT REPORT

MARCOM PROMOTION



Partner Mentions and Features

In addition to media relations, partner outreach was implemented and targeted towards DCTA's member cities, university partners, and local clubs and organizations to feature GoZone information in their respective publications.

UNT Student Affairs Web Mention

Denton County Transit Authority (DCTA)

Denton County Transportation Services (DCTA) provides transportation services to the cities of Denton, Hickory Creek, and the Grea services for no additional cost: UNT Campus Shuttles, NGFG Shuttles (Discontinued), Denton Connect Buses, and Lewisville Connect for discounted rates. Lastly, you can now purchase bus & rail passes on your smartphone with the GoPass app. GoPass services DC

Major Changes to DCTA Services: GoZone



On April 7, 2021, the DCTA Board of Directors approved the implementation of the GoZone service plan. The new GoZone service is previous fixed route and on-demand zones. Passengers will use GoZone through the mobile app. Riders without smartphone access Denton Transit Center. For more information, visit the [GoZone information site](#).

Transit App: A DCTA Partner

DCTA partners with Transit, an app designed to provide you with up-to-date public transit options, trip planning options, and available The Transit app can be downloaded on your smartphone in the Apple Store or Google Play for Androids.

Lewisville Horizon City Newsletter



Denton County Transportation Authority seeking feedback

Denton County Transportation Authority (DCTA) is requesting public feedback on the agency's proposed GoZone [on-demand rideshare service](#) that will replace most of the agency's fixed-route service bus service.

The proposed GoZone on-demand rideshare service will cover areas currently served by fixed route and on-demand zones. In some cases, the proposed service will extend beyond the current service area and hours.

Individuals can give feedback on DCTA's proposed GoZone service plan and fare promotion at [DCTAfeedback.net](#) and at in-person events through June 25.

Highland Village Utility Bill Insert

Your Opinion Matters: Proposed Majority On-Demand Service

We need your feedback on our proposed on-demand service plan! We recently conducted extensive research on how to enhance our services and the research concluded that an on-demand service model is the most advantageous service for both our passengers and agency overall.

The proposed on-demand service covers areas that are currently served by fixed route and on-demand zones. In some cases, the proposed service will extend beyond our current service structure.

Below are key highlights of how the new on-demand majority service structure will impact other DCTA services:

- Connect Bus: All fixed-route Denton and Lewisville Connect Bus routes will be replaced with Via on-demand service except for Denton Connect Routes 3 and 7.
- Microtransit On-Demand Zones: Lewisville's Lakeway On-Demand and the DDTC Evening On-Demand Zones will also be replaced with proposed Via on-demand service.
- University of North Texas (UNT) Service: UNT Campus Shuttles and Late-Night Lyft program will remain in place as those services are determined on a contract basis.
- North Texas Xpress: Route 64 will be removed and not replaced as part of the proposed plan.
- Contract City Services: All other non-member city services will remain in place.

DCTA will conduct a robust engagement period in which feedback will be collected online and in-person from April 19 through June 25. We're estimating to launch the proposed on-demand service on September 7. However, any modifications to our plan could delay the launch date.

Visit [DCTAfeedback.net](#) to view the service plan, participate in online forums, download helpful resources and more starting April 19.



KRLD Media Partner Facebook Mention

NewsRadio 1080 KRLD AM
May 12 at 3:00 PM · 📍

The Denton County Transit Authority is asking for public feedback on a proposed rideshare service called GoZone.



Denton County asking for feedback on proposed rideshare service
The Denton County Transit Authority is asking for public feedback on a proposed rideshare ser...

👍 2



DENTON COUNTY
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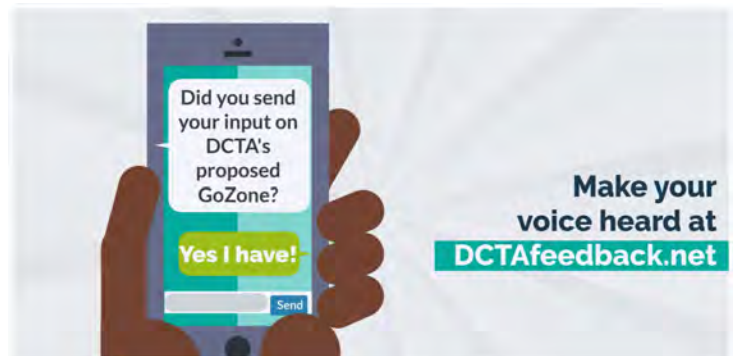
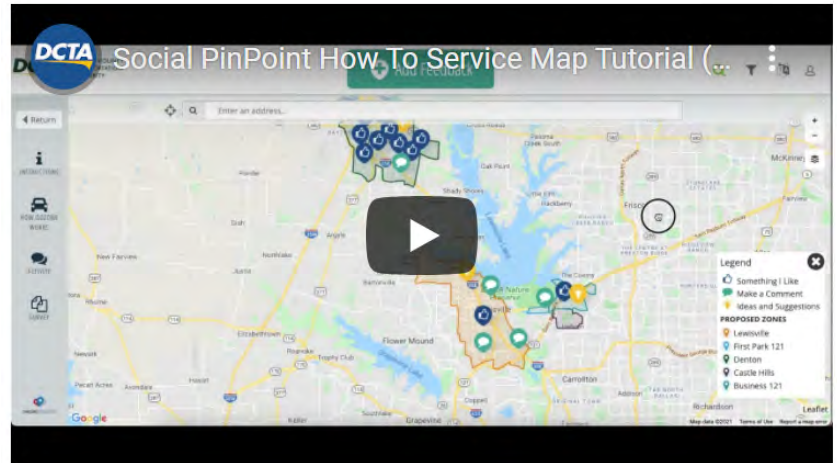
ENGAGEMENT REPORT

MARCOM PROMOTION



Video Production

Staff has created a suite of informational videos being used to promote the open public involvement period and providing how-tos for navigating DCTAfeedback.net.



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RideDCTA.net • 940.243.0077



HopOnBoardBlog.com • #RideDCTA



Board of Directors Memo

June 24, 2021

SUBJECT: Connect Route 3 and Route 7 Survey Data

Recommendation

There is no recommendation at this time. This is an informational report only.

Background

On March 10, 2021, the DCTA board of directors requested additional ridership data for Denton Connect Route 3 and Denton Connect Route 7. The intent of the data request was to provide insight on usage of the service by University of North Texas students, faculty and staff utilizing their university ID as fare media.

DCTA staff requested that NTMC begin tracking UNT-related ridership on Route 3 and Route 7 as part of their daily ridership counts. NTMC was able to accommodate this request effective March 25, 2021 and plans to continue this effort until further notice. DCTA staff also intends to conduct detailed on-board surveys aligned with the launch of GoZone service in September 2021 for this same purpose.

Identified Need

On March 10, 2021, the DCTA board of directors requested UNT-related ridership data for Denton Connect Route 3 and Denton Connect Route 7.

Prior Board Discussion/Action

- December 10, 2020 – Regular Agenda Item 6 – Discuss DCTA Priority Actions
- January 28, 2021 (Joint Meeting) – Regular Agenda Item 4 – DCTA Service Plan Update & MaaS Proposal Presentation
- March 10, 2021 (Rescheduled Meeting) – Regular Agenda Item 7 – Review and Discuss MaaS Service Plan Update and Considerations
- April 22, 2021 – Informational Report Item 3 – Connect Route 3 and Route 7 Survey Data
- May 27, 2021 – Informational Report Item 5 – Connect Route 3 and Route 7 Survey Data

Data Request

Below is a table of data that was collected from March 25, 2021 through June 9, 2021.

UNT ID Badge Utilized for Service*

Date	Overall Ridership Route 7	UNT Ridership Route 7	UNT %	Overall Ridership Route 3	UNT Ridership Route 3	UNT %
March 25 - March 31, 2021	1,117	277	25%	356	4	1%
April 1 - April 20, 2021	4,837	1,335	28%	1,684	63	4%
Saturday, May 1, 2021	112	0	0%	22	0	0%
Monday, May 3, 2021	211	58	27%	62	0	0%
Tuesday, May 4, 2021	43	25	58%	19	0	0%
Wednesday, May 5, 2021	235	19	8%	79	3	4%
Thursday, May 6, 2021	169	36	21%	66	1	2%
Friday, May 7, 2021	174	28	16%	78	1	1%

Date	Overall Ridership Route 7	UNT Ridership Route 7	UNT %	Overall Ridership Route 3	UNT Ridership Route 3	UNT %
Saturday, May 8, 2021	131	0	0%	40	0	0%
Monday, May 10, 2021	166	0	0%	67	0	0%
Tuesday, May 11, 2021	190	0	0%	57	0	0%
Wednesday, May 12, 2021	181	26	14%	62	0	0%
Thursday, May 13, 2021	220	34	15%	72	0	0%
Friday, May 14, 2021	218	30	14%	70	0	0%
Saturday, May 15, 2021	106	26	25%	36	5	14%
Monday, May 17, 2021	177	33	19%	74	0	0%
Tuesday, May 18, 2021	183	38	21%	55	0	0%
Wednesday, May 19, 2021	171	29	17%	72	0	0%
Thursday, May 20, 2021	190	20	11%	72	0	0%
Friday, May 21, 2021	211	30	14%	59	0	0%
Saturday, May 22, 2021	94	31	33%	38	1	3%
Monday, May 24, 2021	180	29	16%	79	2	3%
Tuesday, May 25, 2021	173	15	9%	46	1	2%
Wednesday, May 26, 2021	152	27	18%	60	0	0%
Thursday, May 27, 2021	177	25	14%	58	0	0%
Friday, May 28, 2021	175	19	11%	62	0	0%
Saturday, May 29, 2021	123	24	20%	39	7	18%
Monday, May 31, 2021	Memorial Day (No Service)					
Tuesday, June 1, 2021	156	24	15%	61	0	0%
Wednesday, June 2, 2021	134	18	13%	56	1	2%
Thursday, June 3, 2021	187	42	22%	81	1	1%
Friday, June 4, 2021	243	45	19%	56	0	0%
Saturday, June 5, 2021	139	32	23%	27	5	19%
Monday, June 7, 2021	120	20	17%	43	1	2%
Tuesday, June 8, 2021	236	33	14%	73	1	1%
Wednesday, June 9, 2021	177	19	11%	57	1	2%

* Data tabulated and provided by NTMC

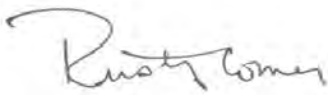
Financial Impact


There is a zero-cost impact for NTMC to collect the requested data.

Exhibits

N/A



Submitted By: 
Rusty Comer, Manager of Bus Administration

Approved By: 
Nicole Recker, VP of Mobility Services and Administration



Board of Directors Memo

June 24, 2021

SUBJECT: Social Service Agency Roundtable Recap Report – May 2021

Recommendation

This is an informational item.

Background

The purpose of the Social Service Agency Roundtable is to establish and maintain collaborative relationships and partnerships with social service agencies throughout Denton County. This ensures that DCTA is collectively meeting the needs of our community.

DCTA hosts roundtables on a quarterly basis and maintains ongoing communications with all participating agencies.

Financial Impact

There is no financial impact

Exhibits

Exhibit 1: Social Service Agency Roundtable Recap Report (May 2021)

Submitted By: _____
Mary Worthington, Community Relations Manager

Approval: _____
Nicole Recker, VP of Mobility Services and Administration



Social Service Agency Roundtable Recap Report

May 18, 2021 – Lewisville Virtual SSA Meeting

May 20, 2021 – Denton Virtual SSA Meeting

MEETING & PROMOTION OVERVIEW



Meeting Details – Lewisville Virtual

Location: Virtual Meeting

Date: Tuesday, May 18

Time: 9 a.m. – 10 a.m.

Invitations: Lewisville - 125

Actual Attendees:

Lewisville: 26

4 DCTA staff

Agencies in Attendance: NCTCOG, City of Lewisville, Denton County Public Health, City of Denton, Salvation Army, North Texas Food Bank, MHMR, Grace Like Rain, Denton Veterans Coalition, Giving Hope, Inc.

The purpose of the Social Service Agency Roundtable is to establish and maintain collaborative relationships and partnerships with social service agencies throughout Denton County. This ensures that DCTA is collectively meeting the needs of our community.



Meeting Details –Denton Virtual

Location: Virtual Meeting

Date: Thursday, May 20 Denton

Time: 9 a.m. – 10 a.m.

Invitations: Denton – 188

Actual Attendees:

Denton : 29

4 DCTA staff

Agencies in Attendance: NCTCOG, City of Lewisville, Denton County Public Health, Salvation Army, North Texas Food Bank, MHMR, Grace Like Rain, Giving Hope, Inc.

The purpose of the Social Service Agency Roundtable is to establish and maintain collaborative relationships and partnerships with social service agencies throughout Denton. This ensures that DCTA is collectively meeting the needs of our community.



[This Photo](#) by Unknown Author is licensed under [CC BY-SA](#)



SOCIAL SERVICE AGENCY ROUNDTABLES VIRTUAL MEETING
LEWISVILLE - May 18, 2021
DENTON - May 20, 2021
AGENDA

Welcome and Introductions

- Mary Worthington, Community Relations Manager

Service Updates

- DCTA implemented minor changes to its bus services to optimize route times and enhance on-time performance for May.
- The University of North Texas (UNT) will also transition to its summer service schedule.
- We implement minor changes during the year to ensure we are operating efficiently and supporting the ridership needs of the many communities we serve.

Service	May 3 Changes
Denton Connect Route 1	Minor Time Changes
Denton Connect Route 2	Minor Time Changes
Denton Connect Route 3	Minor Time Changes
Denton Connect Route 4	Minor Time Changes
Denton Connect Route 6	Minor time changes
Denton Connect Route 7	Minor Time Changes
UNT Campus Shuttles	The UNT Campus Shuttle schedules will be updated to transition to its summer schedule.
Lewisville Connect Route 21	Minor Time Changes
Lewisville Connect Route 22	Minor Time Changes

Proposed On-Demand Go Zone Service Change Presentation

Campaigns


- Bike to Work Free Ride Campaign -May 21
- A-train's 10th Birthday Free Rides -June 18

Open Discussion

- Social Service Agency Updates
- Group Feedback

Next Meeting

- Lewisville -August 17, 2021 at 9:00 a.m. (via Teams)
- Denton -August 19, 2021 at 9:00 a.m. (via Teams)



MAY SOCIAL SERVICE AGENCY ROUNDTABLES

Save the date and join us online!

[LEARN MORE >>](#)



May 18 | 9:00 a.m. - 10:30 a.m.
LEWISVILLE

May 20 | 9:00 a.m. - 10:30 a.m.
DENTON

The May 2021 SSA Roundtable Meetings were promoted via Community Outreach News, Facebook, Twitter and direct email.



DENTON COUNTY
TRANSPORTATION
AUTHORITY



LIVE



LIVE



LIVE



LIVE



MAY SOCIAL SERVICE
AGENCY ROUNDTABLES

Save the date and email mworthington@dcta.net for
meeting contact info to join us online!

May 18 | 9:00 a.m. - 10:30 a.m.
LEWISVILLE

May 20 | 9:00 a.m. - 10:30 a.m.
DENTON



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MAY SOCIAL
SERVICE AGENCY
ROUNDTABLES



LIVE



LIVE



LIVE



LIVE



LIVE



LIVE

242 May 18 & May 20, 2021 - Social Service Agency Roundtable Recap Report

6

MEETING NOTES – Lewisville & Denton



- In order to facilitate a group atmosphere, introductions were made through an icebreaker in the chat mechanism of the Microsoft Teams meeting platform

- The following updates and information were provided:
 - General Service Updates
 - Proposed GoZone presentation



Meeting Notes

Presentation

- Proposed On-Demand GoZone Service

Campaigns

- Bike to Work Day – May 21
- A-train Birthday – June 18



Comments, Feedback and Discussion

The agenda was opened for discussion, comments and feedback from participants.

Discussion

- MHMR presented information on the 1st annual Older Americans event
- North Texas Food Bank presented SNAP Benefit Workshop dates
- Denton County Public Health presented update on COVID vaccine locations.
- Social Service Agency representatives were given the opportunity to share information about the mission of their agency



NEXT ROUNDTABLE MEETINGS



August 2021 Roundtable Meetings

Informational Item 5, Exhibit 1

Lewisville

Date/Time:

Tuesday, August 17, 2021
9:00 a.m. – 10:30 a.m.

Virtual Meeting via Microsoft Teams

Denton

Date/Time:

Thursday, August 19, 2021
9:00 a.m. – 10:30 a.m.

Virtual Meeting via Microsoft Teams

For questions about the upcoming Social Service Agency Roundtables
or to get more involved in the conversation, please contact:

Mary Worthington, Community Relations Manager

mworthington@dcta.net



Board of Directors Memo

June 24, 2021

SUBJECT: RFB 21-05 New and Recapped Tires

Recommendation

This is an informational item only. No action is required. This item will be presented at the July 2021 board meeting for consideration of approval.

Background

On May 21, 2021 DCTA and Span Transit jointly released RFB 21-05 for the purchase of New and Recapped Tires. The solicitation will establish a purchasing contract which will allow DCTA and Span Transit to purchase new and recapped tires for each agency's bus fleet, vans and other fleet vehicles as needed.

The existing contract for New and Recapped Tires will expire on July 31, 2021. Staff anticipates bringing this item back to the July 2021 board meeting for consideration of approval.

Identified Need

Tires will be ordered on an as-needed basis to perform repairs and preventive maintenance on buses, vans and other fleet vehicles.

Financial Impact

Expenditures for tires are reimbursable by grant funding, with an 85/15 split, from the Federal Transit Administration (FTA). The contract is for a one-year term. DCTA anticipates an annual expense of \$175,000 which has been included in the FY '21 approved budget and the FY '22 proposed budget. Span Transit will purchase tires directly from the awarded vendor(s) which will have no financial impact on DCTA's budget.

Exhibits

Exhibit 1: RFB 21-05 New and Recapped Tires

Submitted By: Jacob A. Riley
Jacob Riley, Procurement Specialist

Reviewed By: Rusty Comer
Rusty Comer, Manager of Bus Administration

Approved By: Nicole Recker
Nicole Recker, VP of Mobility Services and Administration

Solicitation 21-05

New and Recapped Tires

Bid Designation: Public



Denton County Transportation Authority

Bid 21-05 New and Recapped Tires

Bid Number **21-05**
 Bid Title **New and Recapped Tires**
 Expected Expenditure **\$100,000.00** (This price is expected - not guaranteed)

Bid Start Date **May 20, 2021 4:24:18 PM CDT**
 Bid End Date **Jun 18, 2021 2:00:00 PM CDT**
 Question & Answer End Date **Jun 8, 2021 5:00:00 PM CDT**

Bid Contact **Jacob Riley**
Procurement Specialist
940-218-1607
jriley@dcta.net

Contract Duration **1 year**
 Contract Renewal **Not Applicable**
 Prices Good for **90 days**

Bid Comments **DCTA is requesting bid to provide New and Recapped Tires.**
A public opening will be conducted virtually on June 18, 2021 via Microsoft Teams at 2:15 CT.
 Microsoft Teams meeting
Join on your computer or mobile app
[Click here to join the meeting](#)
[Learn More | Meeting options](#)

Item Response Form

Item **21-05--01-01 - Ford Focus 195/65R/15**
 Quantity **8 each**
 Unit Price
 Delivery Location **Denton County Transportation Authority**
DCTA - Bus Operations & Maintenance
 1101 Teasley Lane
 Denton TX 76205
Qty 8

Description

Vehicle Make/Model	Tire Size	Load Range	Est Annual Qty
Ford Focus	195/65R/15		8

Item **21-05--01-02 - Ford Transit Van 195/75R/16**

Denton County
 Transportation Authority

Quantity **72 each**
 Unit Price
 Delivery Location **Denton County Transportation Authority**
DCTA - Bus Operations & Maintenance
 1101 Teasley Lane
 Denton TX 76205
Qty 72

Description

Vehicle Make/Model	Tire Size	Load Range	Est Annual Qty
Ford Transit Van	195/75R/15	D	72

Item **21-05--01-03 - Mini vans 225/65R/17**
 Quantity **18 each**
 Unit Price
 Delivery Location **Denton County Transportation Authority**
DCTA - Bus Operations & Maintenance
 1101 Teasley Lane
 Denton TX 76205
Qty 18

Description

Vehicle Make/Model	Tire Size	Load Range	Est Annual Qty
Mini Vans	255/75R/15		18

Item **21-05--01-04 - Ford Ranger 225/70R/15**
 Quantity **6 each**
 Unit Price
 Delivery Location **Denton County Transportation Authority**
DCTA - Bus Operations & Maintenance
 1101 Teasley Lane
 Denton TX 76205
Qty 6

Description

Vehicle Make/Model	Tire Size	Load Range	Est Annual Qty
Ford Ranger	225/70R/15		6

Item **21-05--01-05 - Ford & Chevrolet Cutaway vans 225/75R/16**
 Quantity **36 each**
 Unit Price
 Delivery Location **Denton County Transportation Authority**
DCTA - Bus Operations & Maintenance
 1101 Teasley Lane
 Denton TX 76205
Qty 36

Description

Vehicle Make/Model	Tire Size	Load Range	Est Annual Qty
Ford & Chevrolet Cutaway vans	225/75R/16	E	36

Denton County
 Transportation Authority

Item **21-05--01-06 - Ford half-ton truck 235/70R/17**
 Quantity **8 each**
 Unit Price
 Delivery Location **Denton County Transportation Authority**
DCTA - Bus Operations & Maintenance
 1101 Teasley Lane
 Denton TX 76205
Qty 8

Description

Vehicle Make/Model	Tire Size	Load Range	Est Annual Qty
Ford ½-ton truck	235/70R/17		8

Item **21-05--01-07 - Dodge 1-ton truck 235/80R/17**
 Quantity **6 each**
 Unit Price
 Delivery Location **Denton County Transportation Authority**
DCTA - Bus Operations & Maintenance
 1101 Teasley Lane
 Denton TX 76205
Qty 6

Description

Vehicle Make/Model	Tire Size	Load Range	Est Annual Qty
Dodge 1-ton truck	235/80R/17	E	6

Item **21-05--01-08 - EZ Rider bus 275/70R/22.5**
 Quantity **12 each**
 Unit Price
 Delivery Location **Denton County Transportation Authority**
DCTA - Bus Operations & Maintenance
 1101 Teasley Lane
 Denton TX 76205
Qty 12

Description

Vehicle Make/Model	Tire Size	Load Range	Est Annual Qty
EZ Rider bus	275/70R/22.5	J	12

Item **21-05--01-09 - EZ Rider bus 275/70R/22.5 RECAP**
 Quantity **24 each**
 Unit Price
 Delivery Location **Denton County Transportation Authority**
DCTA - Bus Operations & Maintenance
 1101 Teasley Lane
 Denton TX 76205
Qty 24

Description

Vehicle Make/Model	Tire Size	Load Range	Est Annual Qty
EZ Rider bus	275/70R/22.5	J	24

Denton County
 Transportation Authority

RECAP

Item	21-05--01-10 - Champion bus 275/80R/22.5		
Quantity	24 each		
Unit Price	<input type="text"/>		
Delivery Location	Denton County Transportation Authority <u>DCTA - Bus Operations & Maintenance</u> 1101 Teasley Lane Denton TX 76205 Qty 24		
Description			
Vehicle Make/Model	Tire Size	Load Range	Est Annual Qty
Champion bus	275/80R/22.5	G	24

Item	21-05--01-11 - Champion bus 275/80R/22.5 RECAP		
Quantity	36 each		
Unit Price	<div></div>		
Delivery Location	<div>Denton County Transportation Authority</div> <div><u>DCTA - Bus Operations & Maintenance</u></div> <div>1101 Teasley Lane</div> <div>Denton TX 76205</div> <div>Qty 36</div>		
Description			
Vehicle Make/Model	Tire Size	Load Range	Est Annual Qty
Champion bus	275/80R/22.5	G	36
	RECAP		

Item	21-05--01-12 - Gillig bus 305/85R/22.5		
Quantity	36 each		
Unit Price	<div></div>		
Delivery Location	<div>Denton County Transportation Authority</div> <div><u>DCTA - Bus Operations & Maintenance</u></div> <div>1101 Teasley Lane</div> <div>Denton TX 76205</div> <div>Qty 36</div>		
Description			
Vehicle Make/Model	Tire Size	Load Range	Est Annual Qty
Gillig Bus	305/85R/22.5	J	36

Item	21-05--01-13 - Gillig Bus 305/85R/22.5 RECAP		
Quantity	72 each		
Unit Price	<input type="text"/>		
Delivery Location	Denton County Transportation Authority <u>DCTA - Bus Operations & Maintenance</u>		

Denton County
 Transportation Authority

1101 Teasley Lane
 Denton TX 76205
Qty 72

Description

Vehicle Make/Model	Tire Size	Load Range	Est Annual Qty
Gillig Bus	305/85R/22.5	J	72
RECAP			

Item **21-05--01-14 - Span- Ford Cutaway Vans /Dodge Pro-Master Vans**

Quantity **184 each**

Unit Price

Delivery Location

Denton County Transportation Authority

DCTA - Bus Operations & Maintenance

1101 Teasley Lane

Denton TX 76205

Qty 184

Description

Vehicle Make/Model	Tire Size	Load Range	Est Annual Qty
Ford Cutaway Vans /Dodge Pro-Master Vans	225/75R/16	E	184



SOLICITATION OVERVIEW AND ENDORSEMENT

SOLICITATION TYPE/No.	Request for Bids (RFB) 21-05		
TITLE	New and Recapped Tires		
PROCUREMENT SCHEDULE	Dates and times are subject to change, any changes will be issued by addenda.		
PRE BID/PROPOSAL MEETING DATE	NA	PRE BID/PROPOSAL MEETING LOCATION	NA
QUESTIONS DUE	June 8, 2021, by 5:00 pm CT	RESPONSES TO QUESTIONS RELEASED	June 11, 2021, by 5:00 pm CT
DUE DATE/TIME	June 18, 2021, at 2:00 pm CT A Bid Opening will be held at 2:15 pm June 18, 2021 electronically, see information listed on BidSync to join the bid opening		
QUESTIONS/ CLARIFICATIONS	All requests for clarifications and questions shall be submitted in writing. No verbal questions will be accepted and no verbal replies will be provided. Bidders/Proposers must submit requests for changes to or approval of equals, clarifications and modifications of the specifications in writing. The solicitation documents can only be modified in writing. Procurement must receive the requests no later than the date indicated above. Procurement will issue a response to those requests to all bidders/proposers by posting the replies to Periscope S2G no later than the date indicated above. DCTA assumes no responsibility for delayed or lost responses		
ALL QUESTIONS AND REQUESTS FOR CLARIFICATIONS SHALL BE SENT TO	Jacob Riley procurement@dcta.net or submitted via Periscope S2G at www.bidsync.com		
RECEIPT OF BID/PROPOSAL	Prior to the time and date indicated above, all bids must be received electronically at www.bidsync.com Bids received after the due date and time shall not be considered and will be returned unopened. Bids submitted to other DCTA locations may be returned unopened and will not be considered in the award of the contract. DCTA reserves the right to change the deadline for submitting bids. Further, DCTA reserves the right to unilaterally revise or amend the scope of services up to the time set for submitting bids. Such revisions and addenda, if any, shall be announced by addenda to this solicitation. Copies of such addenda shall be furnished to all prospective bidders.		
ACCEPTANCE PERIOD	BIDS SHALL REMAIN VALID FOR 90 DAYS FROM THE DUE DATE		
DBE (DISADVANTAGED BUSINESS ENTERPRISE) PROGRAM	It is the policy of DCTA to create a level playing field on which DBEs, as defined in 49 CFR Part 26, can compete fairly for DOT-assisted contracts. Additionally, DCTA is committed to removing barriers to the participation of DBEs on DOT-assisted contracts. The DBE requirements of 49 CFR Part 26 applies to this procurement. By submitting its bid/proposal, Bidder/Proposer certifies that it will take all necessary and reasonable steps in accordance with 49 CFR Part 26 to ensure that DBEs are given the maximum opportunity to compete for and participate in the performance of this contract. Bidder/Proposer further certifies and agrees that it has not and will not discriminate on the basis of race, color, national origin, or sex in the award of subcontracts under this contract or in performance of this contract. DCTA's DBE Program is available at www.dcta.net		
DBE GOAL	<input type="checkbox"/> yes <input checked="" type="checkbox"/> no DBE goal %		
DAVIS-BACON AND COPELAND ANTI-KICKBACK	The Davis-Bacon and Copeland Acts are codified at 40 USC 3141, et seq. and 18 USC 874. The Acts apply to grantee construction contracts and subcontracts that "at least partly are financed by a loan or grant from the Federal Government." 40 USC 3145(a), 29 CFR 5.2(h), 49 CFR 18.36(i) (5). The Acts apply to any construction contract over \$2,000. 40 USC 3142(a), 29 CFR 5.5(a). 'Construction,' for purposes of the Acts, includes "actual construction, alteration and/or repair, including painting and decorating of public buildings and public works of the Government." 29 CFR 5.5(a).		
CERTIFIED PAYROLL	<input type="checkbox"/> yes <input checked="" type="checkbox"/> no Wage Rate		
BID/PROPOSAL ENDORSEMENT	TO BE COMPLETED FOR HAND DELIVERED AND MAILED RESPONSES ONLY		
BUSINESS NAME			
CONTACT NAME		TITLE	
TELEPHONE		EMAIL	
ADDRESS			
SIGNATURE			DATE

SCOPE OF WORK, TERMS AND CONDITIONS

1. OVERVIEW

Denton County Transportation Authority (DCTA), in a joint procurement with Span Transportation, is accepting bids for new and recapped vehicle tires for transit and truck vehicles, as well as wheel conditioning, mounting, balancing, and other tire services in accordance with the specifications set forth herein. DCTA intends to enter into an agreement with qualified Bidder(s) to provide new and recapped tires in accordance with the specifications set herein.

2. CONTRACT

Submission of a bid constitutes an offer to perform the work specified and to be bound by the terms contained or referenced herein. Upon acceptance of the offer, and upon award of the Contract to the successful offeror (if any), this procurement solicitation document (entitled "Request for Bid") together with the completed and executed forms required herein, and all attachments hereto, together with the contract shall collectively constitute the Contract documents.

Span may enter into a contract with awarded bidder(s), the contract shall reflect the terms and conditions of the RFB and the selected vendors bid submittal.

3. CONTRACT TERM

The term of the contract shall be for one (1) year, effective August 1, 2021, through and including July 31, 2022.

4. PRICE ADJUSTMENTS

Any price change requests must be submitted in writing sixty (60) days prior to price adjustment request. Requests for price adjustments are the responsibility of the bidder. Price adjustment requests must be documented with Bureau of Labor Statistics Data, Product Price Index, applicable to tires. It is the responsibility of the vendor to provide all documentation required to assist DCTA and Span in determining if the market justifies an increase in pricing. DCTA and Span reserve the right to accept or reject any/all requests for price adjustments. In the event DCTA and Span does not receive a price adjustment request sixty (60) days prior to the adjustment, all pricing shall remain.

5. PRODUCTS AND SCOPE OF SERVICES

Items furnished under this pricing agreement shall conform to the manufacturer's specifications and shall perform the functions for which they were designed and manufactured. Specifications and requirements for specific products and/or items are specific to either DCTA and/or Span and addressed accordingly. Product specifications are summarized in the tables below.

5.1 Specifications/Deliverables- DCTA

5.1.1 Tire Size

5.1.1.2 Quantities listed therein are estimated annual usage and are subject to variance, based upon trends and/or fleet growth and/or reduction. DCTA does not guarantee any purchase quantity. DCTA reserves the right to add or delete tire sizes and styles, as warranted, for the duration of the contract.

Vehicle Make/Model	Tire Size	Load Range	Est Annual Qty
Ford Focus	195/65R/15		8
Ford Transit van	195/75R/16	D	72
Mini vans	225/65R/17		18
Ford Ranger	225/70R/15		6
Ford & Chevrolet Cutaway vans	225/75R/16	E	36
Ford ½-ton truck	235/70R/17		8
Dodge 1-ton truck	235/80R/17	E	6
EZ Rider bus	275/70R/22.5	J	12
EZ Rider bus	275/70R/22.5 RECAP	J	24
Champion bus	275/80R/22.5	G	24
Champion bus	275/80R/22.5 RECAP	G	36
Gillig bus	305/85R/22.5	J	36
Gillig bus	305/85R/22.5 RECAP	J	72

5.1.1.2 All tires shall be new and unused, except for recapped tires.

5.1.1.3 All tires shall be designed for use on transit buses, vans, trucks, and cars. **Truck tires are not acceptable for transit tires.**

5.1.1.4 Tires shall have increased side-wall protection with side wear indicators that indicate excessive tire scuffing

5.1.1.5 Bus transit tires shall be designed and warranted by the manufacturer for all wheel positions.

5.1.1.6 Passenger vehicle tires shall be designed and warranted by the manufacturer for all wheel positions.

5.1.1.7 Passenger vehicle tires shall be designed and warranted by the manufacturer for all wheel positions.

5.1.2 Recapped Tires

5.1.2.1 Recapped tires shall be clearly marked as such.

5.1.2.2 Recapping of tires shall be performed only on casings of tires that the manufacturer advertises as suitable for recapping.

5.1.2.3 Casing must be thoroughly inspected by the vendor prior to recapping using Bandag, Goodyear, or Michelin inspection protocol.

5.1.2.4 Any tires that fail inspection shall not be recapped.

5.1.2.5 Recapped tires shall not be mounted on tires intended to be used as a steering tire.

5.1.2.6 All recapping shall be in accordance with the Bandag, Goodyear, or Michelin tire casing inspection methods, capping methods, and processes.

5.1.2.7 Recapping shall be completed with the latest technology.

5.1.2.8 Recapping shall be by pre-cure or mold-cure process only.

5.1.3 Services

- 5.1.3.1 DCTA uses a mounted tire program. When tire mounting is required, vendor shall pick-up tires and wheels, mount/balance/etc., and return mounted wheels back to DCTA's Bus Operations & Maintenance Facility (refer to 5.1.5, below).
- 5.1.3.2 Bidder is to provide location information (city/state) of where mounting services will be provided.
- 5.1.3.3 OPTIONAL: If normal mounting service is performed outside the immediate Dallas/Fort Worth, Texas metroplex, but bidder can provide a local service provider for use in case of emergency, please include that information in bid response, as well additional charges and/or conditions, if any.
- 5.1.3.4 Vendor shall provide all services, including dismounting, disposal, reconditioning of wheels, mounting, balancing, replacement of valve steam, pickup and delivery of tires and/or mounting program services, as well as miscellaneous supplies.
- 5.1.3.5 Reconditioning of wheel: Recondition wheel to like new condition. Polish wheel and remove any corrosion or rust.
- 5.1.3.6 Replacement of Valve Steam: Vendor shall replace vale steams that are damaged, worn, and/or cracked, that no longer hold the manufacturer recommended air pressure.
- 5.1.3.7 Replacement of Air Valve Core: Vendor shall replace air valve cores that are damaged and/or worn, that no longer hold the recommended manufacturer air pressure.
- 5.1.3.8 Vendor shall provide documentation of proper tire disposal in accordance with U.S. Environmental Protection Agency (EPA) standards and regulations.
- 5.1.3.9 Services will be ordered on an as-needed basis

5.1.4 Discontinued Products

- 5.1.4.1 In the event of product obsolescence or discontinuation by manufacturer, vendor shall notify DCTA immediately to request approval for a substitute item. All approvals must be in writing from DCTA.

5.1.5 Delivery and disposal

- 5.1.5.1 Delivery shall be within three (3) business days of order.
- 5.1.5.2 Pick-up and delivery location is as stated below, and shall be within the stated hours:

Hours of operation Mon-Fri, 8:00am- 5:00pm

**DCTA
Bus Operations & Maintenance Facility
1101 Teasley Ln
Denton, TX 76205**

- 5.1.5.3 DCTA reserves the right to add, delete, or change delivery locations during the term of the contract.

5.1.5.4 Used tires shall be removed and disposed of by vendor. Tires must be removed and disposed of at vendor's expense within five (5) business days of request. Vendor must maintain proper disposal documentation, manifests, and tracking in accordance with local, state, and federal rules and regulations, including the State of Texas, Chapter 328, Texas Natural Resource Conservation Commission.

5.1.6 Ordering

5.1.6.1 DCTA will issue a purchase order to the successful bidder(s) for order placement.

5.1.6.2 DCTA is solely responsible for the issuance of its own purchase orders, separate and independent of Span.

5.1.7 Invoicing

5.1.7.1 Fees and/or other charges shall be listed as separate line item(s) on each invoice. DCTA Shall be invoiced separate and independent from Span.

5.1.7.2 DCTA Invoices are to be sent electronically to:

accountspayable@dcta.net

5.1.8 Optional Services

5.1.8.1 Bidder may propose other tire services and/or programs that may be of interest. Any additional costs must be clearly identified. DCTA, in its sole discretion, may or may not opt to utilize said optional services, as determined to be in the best interest of DCTA.

5.1.7 DCTA reserves the right to purchase tires and/or services elsewhere in the event items(s) are not available through vendor or where special conditions arise.

5.2 **Specifications/Deliverables- SPAN**

5.2.1 Tire Size

5.2.1.2 Quantities listed therein are estimated annual usage and are subject to variance, based upon trends and/or fleet growth and/or reduction. Span does not guarantee any purchase quantity. Span reserves the right to add or delete tire sizes and styles, as warranted, for the duration of the contract.

Vehicle Make/Model	Tire Size	Load Range	Est Annual Qty
Ford Cutaway Vans /Dodge Pro- Master Vans	225/75R/16	E	184

5.2.1.2 All tires shall be new and unused.

5.2.1.3 All tires shall be designed for use on transit buses and vans. Truck tires are not acceptable for transit tires.

5.2.1.4 Tires shall have increased side-wall protection with side wear indicators that indicate excessive tire scuffing

5.2.1.5 Bus transit tires shall be designed and warranted by the manufacturer for all wheel positions.

5.2.1.6 Passenger vehicle tires shall be designed and warranted by the manufacturer for all wheel positions.

5.2.3 Services

5.2.2.1 Span uses a mounted tire program. When tire mounting is required, vendor shall pick-up tires and wheels, mount/balance/etc., and return mounted wheels back to Span's Bus Operations & Maintenance Facility (refer to 5.2.5, below).

5.2.2.2 Bidder is to provide location information (city/state) of where mounting services will be provided.

5.2.2.3 OPTIONAL: If normal mounting service is performed outside the immediate Dallas/Fort Worth, Texas metroplex, but bidder can provide a local service provider for use in case of emergency, please include that information in bid response, as well additional charges and/or conditions, if any.

5.2.2.4 Vendor shall provide all services, including dismounting, disposal, reconditioning of wheels, mounting, balancing, replacement of valve steam, pickup and delivery of tires and/or mounting program services, as well as miscellaneous supplies.

5.2.2.5 Reconditioning of wheel: Recondition wheel to like new condition. Polish wheel and remove any corrosion or rust.

5.1.3.6 Replacement of Valve Steam: Vendor shall replace vale steams that are damaged, worn, and/or cracked, that no longer hold the manufacturer recommended air pressure.

5.2.2.7 Replacement of Air Valve Core: Vendor shall replace air valve cores that are damaged and/or worn, that no longer hold the recommended manufacturer air pressure.

5.2.2.8 Vendor shall provide documentation of proper tire disposal in accordance with U.S. Environmental Protection Agency (EPA) standards and regulations.

5.2.2.9 Services will be ordered on an as-needed basis

5.2.4 Discontinued Products

5.1.4.1 In the event of product obsolescence or discontinuation by manufacturer, vendor shall notify Span immediately to request approval for a substitute item. All approvals must be in writing from Span.

5.2.5 Delivery and disposal

5.2.5.1 Delivery shall be within three (3) business days of order.

5.2.5.2 Pick-up and delivery location is as stated below, and shall be within the stated hours:

Hours of operation Mon-Fri, 8:00am- 5:00pm

**Span
Operations & Maintenance Facility
1800 Malone
Denton, TX 76201**

5.2.5.3 Span reserves the right to add, delete, or change delivery locations during the term of the contract.

5.2.5.4 Used tires shall be removed and disposed of by vendor. Tires must be removed and disposed of at vendor's expense within five (5) business days of request. Vendor must maintain proper disposal documentation, manifests, and tracking in accordance with local, state, and federal rules and regulations, including the State of Texas, Chapter 328, Texas Natural Resource Conservation Commission.

5.2.6 Ordering

5.2.6.1 Span will issue purchase order(s) to the successful bidder(s) for order placement.

5.2.6.2 Span is solely responsible for the issuance of its own purchase orders, separate and independent of DCTA.

5.2.7 Invoicing

5.2.7.1 Fees and/or other charges shall be listed as separate line item(s) on each invoice. Span shall be invoiced separate and independent from DCTA.

5.2.7.2 Invoices are to be sent electronically to:

halr@span-transit.org

5.2.8 Optional Services

5.2.8.1 Bidder may propose other tire services and/or programs that may be of interest. Any additional costs must be clearly identified. Span, in its sole discretion, may or may not opt to utilize said optional services, as determined to be in the best interest of Span.

5.2.9 Span reserves the right to purchase tires and/or services elsewhere in the event items(s) are not available through vendor or where special conditions arise.

6. SHIPPING/FREIGHT TERMS

6.1 Shipping cost shall be included in bid price. No additional fees for delivery or freight shall be paid by DCTA or Span

6.2 Shipping terms shall be F.O.B. Destination.

6.3 All shipping documents and/or packing lists shall include Material Safety Data Sheets (MSDS), as applicable and/or required.

7. SAMPLES / DEMOS

7.1 If requested, samples/demos shall be furnished to DCTA or Span at bidders' expense.

8. DESCRIPTIVE LITERATURE

8.1 If bidding and equal, bidder is requested to submit descriptive literature sufficient in detail to enable an intelligent comparison and evaluation of the specification of the product(s) being bid. Failure to provide literature may result in rejection of the bid.

9. Technical information

9.1 All bidders shall furnish technical information, bulletins and/or product identification specifications for each item bid. Material Safety Data Sheets and any required warnings regarding the safe use of the product(s) shall be included with bid.

10. Warranty

8.1 Vendor shall warrant all materials, per the manufacturer's standard warranty.

8.2 Bidder is to provide manufacturer name, SKU/item#, and warranty terms at time of delivery.

11. PRICING/FEES

- 11.1 Contract shall be firm fixed-price contract
- 11.2 Freight charges shall be included in bid price. Any additional fees for freight, handling, delivery, and/or shipping will not be accepted.
- 11.3 Labor charges for services shall be included in the bid price. Any additional fees for freight, handling, delivery, and/or shipping will not be accepted

12. BID RESPONSE REQUIREMENTS

- 12.1 Bidder is to include in their response package the following. Failure to include may result in the bid response being deemed non-responsive and excluded from consideration. Some of these will require bidders to upload documents as attachments in BidSync.
- 12.2 Required documents. Refer to BidSync for list of required documents. Check for thoroughness and signature (if required). Note: Any documents in BidSync that are not fillable on-line will require bidders to download, complete, and sign (if required), and then to include with response as an attachment.
- 11.2 Technical information, bulletins, and/or product identification specifications for each item.
- 11.3 MSDS and any required warnings regarding the safe use of the product(s)
- 11.4 Descriptive literature enough in detail to enable an intelligent comparison of the items bid.

GENERAL TERMS AND CONDITIONS

1. CANCELLATION

The DCTA reserves the right to cancel this RFB or cancel the award of this contract at any time before execution of the contract by both parties if cancellation is deemed to be in DCTA's best interest. In no event shall the DCTA have any liability for the cancellation of award. The Bidder assumes the sole risk and responsibility for all expenses connected with the preparation of its bid.

2. EVALUATION AND AWARD OF CONTRACT

The Owner reserves the right to reject any and all bids, cancel and reissue the solicitation, waive any and all informalities except for the time of submission of the Bid and to negotiate contract terms with the Successful Bidder. The Owner also reserves the right to reject all nonconforming, non-responsive, unbalanced or conditional Bids. Also, the Owner reserves the right to reject the Bid of any Bidder if the Owner believes that it would not be in the best interest of the Project to make an award to that Bidder, whether because the Bid is not responsive or the Bidder is unqualified or has doubtful financial ability or fails to meet any other pertinent standard or criteria established by the Owner. Discrepancies in the multiplication of units of Work and unit prices will be resolved in favor of the unit prices. Discrepancies between the indicated sum of any column of figures and the correct sum thereof will be resolved in favor of the correct sum.

In evaluating Bids, the owner will consider the qualifications of the Bidders, whether or not the Bids comply with the prescribed requirements, unit prices, completion time, and other data, as may be requested in the Bid form or prior to the Notice of Award.

Because bids and offers can at times be ambiguous, DCTA reserves the right to request additional information before making an award. DCTA also reserves the right to seek clarification from any bidder or offeror about any statement in its bid that DCTA finds ambiguous.

The Owner may consider the qualifications and experience of any Subcontractors, Suppliers, or other persons or organizations proposed for those portions of the Work as to which the identity of Subcontractors, Suppliers, and other persons and organizations must be submitted as requested by the Owner.

The Owner may consider its past experience with the Bidder and any Subcontractors, Suppliers or other persons or organizations proposed to perform any portions of the Work, and the Owner reserves the right to reject any and all bids from persons or organizations with whom the Owner has previously experienced problems including but not limited to issues relating to performance, workmanship, and disputes or litigation.

The Owner may conduct such investigations as the owner deems necessary to assist in the evaluation of any Bid and to establish the responsibility, qualifications and financial stability of Bidders, proposed Subcontractors, Suppliers and other persons and organizations to perform and furnish the Work in accordance with the Contract Documents to the Owner's satisfaction within the prescribed time. DCTA may award the contract to responsible bidders/proposers possessing the ability to perform successfully under the terms and conditions of the procurement. Consideration will be given to such matters as bidders/proposers integrity, compliance with public policy, record of past performance, and financial and technical resources.

If contract is to be awarded, it will be awarded to the lowest responsive responsible Bidder whose bid will be in the best interests of the DCTA. DCTA will award the contract to a single supplier, affording DCTA the improved cost effectiveness as well as one stop shopping. If determined to be in the best interest of DCTA, it reserves the right to award to multiple bidders, to add and delete items and/or to order from multiple bidders.

The Procurement Manager shall recommend the bidder determined to be the lowest responsive and responsible bidder to the Denton County Transportation Authority Board of Directors. Based on the evaluation committees recommendation the DCTA Board of Directors will authorize the DCTA President to enter into a contract with the selected bidder.

3. ADDENDUM

The contents of all addendums sent to bidder are to be incorporated in the RFB documents and will become part of the contract documents.

4. PROOF OF INSURABILITY

Bidder must submit proof of insurability with their bid. Proof of insurability can be in the form of a letter from the Bidder's insurance provider stating the provider's commitment to insure the Bidder for the types of coverages and levels of coverages specified in this RFB.

5. CONFIDENTIALITY

It is in the public interest for the DCTA to receive as many bids as possible. The DCTA acknowledges the possible confidential nature of any aspect of the bid including the cost or price information requested by the Request for Bids, and the DCTA obliges itself in good faith not to disclose any page of the bid containing information which the Bidder clearly marks as confidential during the evaluation process. After contract award, disclosure of information shall be made only in accordance with Texas law and applicable Federal requirements.

6. TAXES

DCTA/SPAN is tax exempt and shall furnish the successful bidder with the necessary tax exemption certificate.

7. INDEMNIFICATION

DCTA SHALL NOT BE LIABLE FOR ANY LOSS, DAMAGE, OR INJURY OF ANY KIND OR CHARACTER TO ANY PERSON OR PROPERTY ARISING FROM THE SERVICES OF THE CONTRACTOR PURSUANT TO THIS AGREEMENT. CONTRACTOR HEREBY WAIVES ALL CLAIMS AGAINST DCTA, ITS OFFICERS, AGENTS AND EMPLOYEES (COLLECTIVELY REFERRED TO IN THIS SECTION AS "DCTA") FOR DAMAGE TO ANY PROPERTY OR INJURY TO, OR DEATH OF, ANY PERSON ARISING AT ANY TIME AND FROM ANY CAUSE OTHER THAN THE NEGLIGENCE OR WILLFUL MISCONDUCT OF DCTA. CONTRACTOR AGREES TO INDEMNIFY AND SAVE HARMLESS DCTA FROM AND AGAINST ANY AND ALL LIABILITIES, DAMAGES, CLAIMS, SUITS, COSTS (INCLUDING COURT COSTS, ATTORNEYS' FEES AND COSTS OF INVESTIGATION) AND ACTIONS BY REASON OF INJURY TO OR DEATH OF ANY PERSON OR DAMAGE TO OR LOSS OF PROPERTY TO THE EXTENT CAUSED BY THE CONTRACTOR'S NEGLIGENT PERFORMANCE OF SERVICES UNDER THIS AGREEMENT OR BY REASON OF ANY ACT OR OMISSION ON THE PART OF CONTRACTOR, ITS OFFICERS, DIRECTORS, SERVANTS, AGENTS, EMPLOYEES, REPRESENTATIVES, CONTRACTORS, SUBCONTRACTORS, LICENSEES, SUCCESSORS OR PERMITTED ASSIGNS (EXCEPT WHEN SUCH LIABILITY, CLAIMS, SUITS, COSTS, INJURIES, DEATHS OR DAMAGES ARISE FROM OR ARE ATTRIBUTED TO SOLE NEGLIGENCE OF DCTA). IF ANY ACTION OR PROCEEDING SHALL BE BROUGHT BY OR AGAINST DCTA IN CONNECTION WITH ANY SUCH LIABILITY OR CLAIM, CONTRACTOR, ON NOTICE FROM DCTA, SHALL DEFEND SUCH ACTION OR PROCEEDINGS AT CONTRACTOR'S EXPENSE, BY OR THROUGH ATTORNEYS REASONABLY SATISFACTORY TO DCTA. CONTRACTOR'S OBLIGATIONS UNDER THIS SECTION SHALL NOT BE LIMITED TO THE LIMITS OF

COVERAGE OF INSURANCE MAINTAINED OR REQUIRED TO BE MAINTAINED BY CONTRACTOR UNDER THIS AGREEMENT. THIS PROVISION SHALL SURVIVE THE TERMINATION OF THIS AGREEMENT.

CONTRACTOR SHALL INDEMNIFY DCTA FOR ANY FINES AND LEGAL FEES INCURRED BECAUSE EMPLOYEES, AGENTS, OR WORKERS SUPPLIED BY CONTRACTOR ARE NOT AUTHORIZED TO WORK IN THE UNITED STATES.

By the execution and submission of this bid, bidder acknowledges bidder has read and does comply with all terms and conditions, clauses and requirements contained herein.

8. PAYMENT

DCTA shall pay the BIDDER, upon the submission of proper invoices. Unless otherwise specified in this contract, payment shall be made within thirty (30) days of receipt of a complete and correct invoice.

Bidder's Invoices shall be mailed or submitted electronically to the appropriate entity:

DCTA at:
accountspayable@dcta.net

Or

SPAN at:
Span Accounts Payable
1800 Malone
Denton, TX 76201

9. ASSIGNMENT

The successful bidder shall not assign, sell, transfer or convey the agreement completely or in part, without the prior written consent of DCTA.

10. VENUE

The agreement will be governed and construed according to the laws of the State of Texas; and venue for any action concerning this contract shall be in Denton County, Texas. The parties agree to submit to the personal and subject matter jurisdiction of said court.

11. INDEPENDENT CONTRACTOR

It is understood and agreed by and between the parties, that successful bidder, in satisfying conditions in this contract, is acting independently, and that DCTA assumes no responsibility or liabilities to any third party in connection with these actions. All services to be performed by successful bidder pursuant to this contract shall be in the capacity of an independent contractor, and not as an agent or employee of DCTA. Successful bidder shall supervise the performance of its services and shall be entitled to control the manner and means by which its services are to be performed, subject to the terms of this contract.

12. TERMINATION / DISPUTE RESOLUTION

Termination for Convenience of DCTA

DCTA may terminate all or part of this Contract upon determining that termination is in the public interest. Termination under this Article shall be effective upon delivery of written notice of termination to Contractor. Upon termination under this provision, Contractor shall be entitled to payment in accordance with the terms of this Contract for Contract work completed before termination, and to payment for all reasonable Contract close-out costs including reasonable profit to include materials purchased and work performed. Within thirty (30) days after termination pursuant to this provision, Contractor shall submit an itemized invoice for all un-reimbursed Contract work completed before termination and all Contract close-out costs actually incurred by

Contractor. DCTA shall not be liable for any costs invoiced later than thirty (30) days after termination notice. Contractor is not entitled to any alleged lost profit on work not performed but which would have been performed had this Contract not been terminated.

Termination for Default

If the Contractor refuses or fails to properly prosecute or perform the work or any separable part, with the diligence and good workmanship that will ensure its completion and acceptance within the time specified in this Contract including any extension, or fails to complete the work within this time, DCTA may, by written notice to the Contractor, terminate the right to proceed with the work (or the separable part of the work) that has been delayed or not performed in a good workmanship like manner. In this event, DCTA may take over the work and complete it by contract or otherwise, and may take possession of and use any materials, reports, schedules, appliances, or other work product necessary for completing the work. The Contractor and its sureties shall be liable for any damage to DCTA resulting from the Contractor's refusal or failure to complete the work within the specified time or not performed in a good workmanship like manner, whether or not the Contractor's right to proceed with the work is terminated. This liability includes any increased costs incurred by DCTA in completing the work.

The Contractor's right to proceed shall not be terminated nor the Contractor charged with damages under this Article, if:

- (1) The delay in completing the work arises from unforeseeable causes beyond the control and without the fault or negligence of the Contractor. Examples of such causes include (i) acts of God or of the public enemy, (ii) acts of another Contractor in the performance of a contract with DCTA, (iii) fires, (iv) floods, (v) epidemics, (vi) quarantine restrictions, (vii) strikes, (viii) freight embargoes, (ix) unusually severe weather, or (x) delays of subcontractors or suppliers at any tier arising from unforeseeable causes beyond the control and without the fault or negligence of both the Contractor and the subcontractors or suppliers; and
- (2) The Contractor, within 10 days from the beginning of any delay (unless extended by the Project Manager), notifies the Project Manager in writing of the causes of delay. The Project Manager shall ascertain the facts and the extent of delay. If, in the judgment of the Project Manager, the findings of fact warrant such action, the time for completing the work shall be extended with an appropriate Contract amendment, the right to proceed terminated or no action taken by the Project Manager. The findings of the Project Manager shall be final and conclusive on the parties, but subject to Claims.
- (3) The Contractor cures such failures to perform within 10 calendar days (or more if authorized in writing by the Project Manager) after receipt of the notice of default.

If, after termination of the Contractor's right to proceed, it is determined that the Contractor was not in default, or that the delay was excusable, the rights and obligations of the parties will be the same as if the termination had been issued for the convenience of DCTA.

Termination of Force Majeure

To the extent either party of this agreement shall be wholly or partially prevented from the performance of the term specified, or of any obligation or duty placed on such party by reason of or through work strikes, stoppage of labor, riot, fire, flood, acts of war, insurrection, court judgment, act of God, or other specific cause reasonably beyond the parties control and not attributable to its malfeasance, neglect or nonfeasance. In such event, the time for performance of such obligation or duty shall be suspended until such disability to perform is removed.

Disputes

Performance During Dispute – Unless otherwise directed by DCTA, contractor shall continue performance under this contract while matters in dispute are being resolved. Further, DCTA shall

pay contractor for any undisputed work performed by contractor prior or during the resolution of the matters in dispute.

13. PROTEST PROCEDURES

Protests relative to this procurement will be reviewed and adjudicated by DCTA in accordance with its Procurement Policy and Procedures Manual maintained in DCTA's offices in Lewisville, TX.

14. ADMINISTRATIVE REMEDIES

Denton County Transportation Authority reserves the right to accept or reject any and/or all bids, to waive any formalities and/or irregularities and to award the Contract in the best interest of the DCTA.

By submission of a bid in response to this solicitation, the Bidder agrees to exhaust its administrative remedies under DCTA's Procurement Regulations or Disputes Clause of any resulting contract prior to seeking judicial relief of any type in connection with any matter related to this solicitation, the award of any contract, and any dispute under any related contract. Protests relative to this procurement will be reviewed and adjudicated by DCTA in accordance with its Procurement Policy and Procedures Manual maintained in DCTA's offices in Lewisville, TX.

15. OPEN RECORDS

All responses submitted to DCTA become the property of DCTA and are subject to the Public Information Act (Texas Government Code Chapter 552). The interested firms/individuals should familiarize themselves with the provisions of that Act. In no event shall DCTA, or any of its agents, Representatives, consultants, directors, officers, or employees, be liable to a firm/individual for the disclosure of all or any portion of a response submitted pursuant to the RFB.

If a firm/individual has special concerns about information that it desires to make available to DCTA, but which it believes constitutes a trade secret, proprietary information or other information excepted from disclosure, such firm/individual should specifically and conspicuously designate each page of that information, which the Bidder believes, should not be disclosed outside DCTA. Disclosure of requested information will be subject to the Texas Public Information Act.

16. CONTRACT

The successful Bidder may be required to execute a contract prepared and approved by DCTA General Counsel.

17. PROHIBITION OF BOYCOTT ISREAL

Company verifies that (i) it does not Boycott Israel; and (ii) will not Boycott Israel during the term of the Contract. This section does not apply if the Company is a sole proprietor, a non-profit entity or a governmental entity; and only applies if: (i) the Company has ten (10) or more fulltime employees and (ii) this Contract has a value of \$100,000.00 or more to be paid under the terms of this Contract.

18. PROHIBITION OF CONTRACTS WITH CERTAIN COMPANIES

DCTA is prohibited from entering into a contract with a company that does business with Iran, Sudan, or a foreign terrorist organization.

19. RELATIONSHIP AND WORK IN GENERAL

Contractor, an independent contractor, covenants and agrees to perform for the stated compensation, all of the services described in Scope of Work, Terms and Conditions of this

Contract. Contractor agrees to complete the work in a professional and workmanlike manner with a high degree of care to ensure the accuracy and timeliness thereof.

20. ASSIGNMENT OF PERSONNEL

Contractor agrees to assign qualified staff members including a Project Manager who shall be responsible for the task administration and work performance.

21. EMPLOYMENT OF PERSONNEL

Contractor agrees to employ, at its own expense, all personnel required in performing the services under this contract. Personnel employed by Contractor shall not be employees of, nor have any contractual relationship with DCTA. All personnel engaged in the work shall be fully qualified and shall be authorized or licensed to perform such work as required.

22. EMPLOYMENT OF VETERANS

Applicable to capital projects only-Contractor shall provide a hiring preference, to the extent practicable, to veterans (as defined in section 2108 of Title 5) who have the requisite skills and abilities to perform the construction work required under this contract. This shall not be understood, construed or enforced in any manner that would require an employer to give a preference to any veteran over any equally qualified applicant who is a member of any racial or ethnic minority, female, an individual with a disability, or a former employee.

23. USE OF SUBCONTRACTORS

The Contractor may utilize the services of specialty subcontractors on those parts of the work which, under normal contracting practices, are performed by specialty subcontractors.

No work or services under this Contract shall be subcontracted without the prior written approval of DCTA. DCTA reserves the right to reject any subcontractors proposed to be utilized on this project.

24. DBE SUBCONTRACTS

If DBE subcontractors are utilized to perform under this contract the contractor must make available to DCTA copies of all DBE subcontracts upon request. The subcontractor shall ensure that all subcontracts or agreements with the Prime to supply labor or materials require that the subcontract and all lower tier subcontracts be performed in accordance with 49 CFR Part 26.55.

25. INSPECTION OF WORK

DCTA shall have the right to review and inspect the progress of the work described herein at all times.

26. COPYRIGHT

No reports, maps, or other documents produced in whole or in part under this contract shall be the subject of an application for copyright by or on behalf of the Contractor. All reports, maps, and other documents produced under this contract shall become the property of DCTA. The Contractor shall, at its expense, defend all suits or proceedings instituted against DCTA and pay any award of damages assessed against DCTA in such suits or proceedings, insofar as the same are based on any claim that materials furnished or work performed under the contract constitutes an infringement of any patent, trade secret, copyright, or any other proprietary right.

27. PROPRIETARY RIGHTS

Contractor agrees not to release data or information about the results of the project to any person outside of DCTA without first obtaining written authorization to release such information from DCTA.

28. OWNERSHIP OF DOCUMENTS

The parties agree and understand that any and all documents produced under this Contract are the sole and exclusive property of DCTA and DCTA retains ownership of all such documentation including, but not limited to, studies, plans, specifications, intellectual property and all related documents. To the extent necessary, CONTRACTOR HEREBY ASSIGNS AND TRANSFERS ANY AND ALL COPYRIGHTS TO DCTA.

29. MAINTENANCE OF RECORDS

Bidder must maintain records to show actual time involved in performance of the Work.

30. CHANGES BY CONTRACTOR

If, during the performance of Work under the Contract, the Contractor finds it impracticable to comply strictly with the specifications, the Contractor will notify the DCTA Project Manager and Procurement Manager immediately in writing.

31. WRITTEN ACCEPTANCE BY DCTA

Any bids by Contractor that vary or add to this Contract shall be construed as additional terms or modifications and shall not become part of the Contract unless accepted in writing, by DCTA.

32. CHANGE ORDERS / CONTRACT MODIFICATIONS

All requests for changes in the work must be submitted in writing to the DCTA Project Manager. Changes shall be made only with the prior approval DCTA and only by appropriate written Change Order or Contract Modification as appropriate. The Procurement Manager may, at any time, by a written Change Order or Contract Modification, and without notice to the Surety (if any), make changes within the general scope of this Contract. If the change affects the Contractor's costs, then the Procurement Manager shall also make an equitable adjustment in the Contractor's compensation.

33. WHOLE AGREEMENTS

The Contract constitutes the whole of the agreement between the parties hereto and neither thereof has been induced to make or enter into the Contract by reason of any promise, agreement, representation, statement, or warranty other than contained herein.

34. PARTIAL INVALIDITY

If any term, provision, covenant, or condition of this agreement is held by a court of competent jurisdiction to be invalid, void, or unenforceable, the remainder of the provisions shall remain in full force and effect and shall in no way be affected, impaired, or invalidated.

35. TITLES AND HEADINGS FOR CONVENIENCE ONLY

As used throughout this Contract, titles and headings of sections are for convenience only, and shall not be used to aid in interpretation of the provisions contained herein.

36. COMPENSATION

The bidder shall be compensated for work in performance of the contract and per the agreed upon fees. The bidder shall include as part of his invoice a list of all subcontractors and the amounts to be paid to each of the subcontractors from this invoice. DCTA will require specific payment reporting

criteria for all payments made to subcontractors and will provide additional information and forms upon selection as the awarded firm.

37. PROMPT PAYMENT

The prime contractor agrees to pay each subcontractor under this prime contract for satisfactory performance of its contract no later than 30 days from the receipt of each payment the prime contractor receives from the Denton County Transportation Authority. Any delay or postponement of payment from the above referenced time frame may occur only for good cause following written approval of the Denton County Transportation Authority. This clause applies to both DBE and non-DBE subcontracts and must be included in contracts between the Denton County Transportation Authority, the prime contractor, sub contracts and sub-recipients.

38. RETAINAGE

The prime contractor agrees to return retainage payments to each subcontractor within 30 days after the subcontractors work is satisfactorily completed. Any delay or postponement of payment from the above referenced time frame may occur only for good cause following written approval of the Denton County Transportation Authority. This clause applies to both DBE and non-DBE subcontracts.

39. MINORITY OWNED FINANCIAL INSTITUTIONS

In accordance with the requirements of 49 CFR Part 26, and grant agreements between DCTA and the Department of Transportation (DOT), to investigate the full extent of services offered by financial institutions owned and controlled by socially and economically disadvantaged individuals in the community, to make reasonable efforts to use these institutions, and to encourage prime contractors on DOT-assisted contract to make use of these institutions. Information regarding financial institutions may be obtained on-line from the Federal Reserve at <https://www.fdic.gov/regulations/resources/minority/mdi.html>

40. NON-DISCRIMINATION

The contractor, sub-recipient or subcontractor shall not discriminate on the basis of race, color, national origin, or sex in the performance of this contract. The contractor shall carry out applicable requirements of 49 CFR part 26 in the award and administration of DOT-assisted contracts. Failure by the contractor to carry out these requirements is a material breach of this contract, which may result in the termination of this contract or such other remedy as the recipient deems appropriate, which may include, but is not limited to:

- (1) Withholding monthly progress payments;
- (2) Assessing sanctions
- (3) Liquidated damages; and/or
- (4) Disqualifying the contractor from future bidding as non-responsible

41. GRATUITIES

It shall be unethical for any person to offer, give, or agree to give any DCTA officer or former DCTA officer, or for any DCTA officer or former DCTA officer to solicit, demand, accept, or agree to accept from another person, a gratuity or an offer of employment in connection with any decision, approval, disapproval, recommendation, or preparation of any part of a program requirement or a purchase request, influencing the content of any specification or procurement standard, rendering of advice, investigation, auditing, or in any other advisory capacity in any proceeding or application, request for ruling, determination, claim or controversy, or other particular matter, pertaining to any program requirement or a contract or subcontract, or to any solicitation therefore.

42. FUNDING

Funds for payment have been provided through the DCTA budget approved by the Board of Directors for this fiscal year only. State of Texas statutes prohibit the obligation and expenditure of public funds beyond the fiscal year for which a budget has been approved. Therefore, anticipated orders or other obligations that may arise past the end of the current DCTA fiscal year shall be subject to budget approval.

43. FEDERAL FUNDS

DCTA is a recipient of federal funds from the Federal Transit Authority (FTA) and as a recipient of federal funds specific clauses and certifications must be included in any contract that involves the disbursement of federal funds. If federal dollars will be utilized under this contract Bidders must adhere to the clauses and certifications if applicable. All required clauses and certifications will be included if applicable.

44. PROCUREMENT OF RECOVERED MATERIALS

If federal dollars are utilized for this project all contractors must comply with section 6002 of the Solid Waste Disposal Act, as amended by the Resource Conservation and Recovery Act.

45. SILENCE OF SPECIFICATIONS

The apparent silence of the specifications as to any detail or to the apparent omission from it of a detailed description concerning any point, shall be regarded as meaning that only the best commercial practices are to prevail. All interpretations of these specifications shall be made on the basis of this statement.

INSURANCE REQUIREMENTS

Bidders performing work on DCTA/SPAN's behalf shall provide each agency a certificate of insurance or a copy of their insurance policy(s) evidencing the coverage and coverage provisions identified herein within ten (10) days of request from DCTA. Bidders shall provide DCTA evidence that all subcontractors performing work on the project have the same types and amounts of coverage as required herein or that the subcontractors are included under the bidder's policy. Work shall not commence until insurance has been approved by DCTA.

All insurance companies and coverage must be authorized by the Texas Department of Insurance to transact business in the State of Texas and must have a A.M. Best's rating A-VI or greater.

Listed below are the types and minimum amounts of insurances required and which must be maintained during the term of the contract. DCTA reserves the right to amend or require additional types and amounts of coverage or provisions depending on the nature of the work.

COMMERCIAL GENERAL LIABILITY:

Covering Bodily Injury/Property Damage, Products/Completed Operations and Personal Advertising Injury

- Per occurrence\$1,000,000
- General Aggregate \$2,000,000
- Products/Completed Aggregate \$2,000,000
- Personal Advertising Injury per occurrence \$1,000,000

BUSINESS AUTO LIABILITY

to include coverage for:

- Owned/Leased vehicles
- Non-owned vehicles
- Hired vehicles
- Combined Single Limit \$1,000,000

WORKERS' COMPENSATION EMPLOYERS' LIABILITY

Texas Statutory Limits with Employer's Liability limits per occurrence:

- Each accident \$1,000,000
- Disease Policy Limits \$1,000,000
- Disease each employee \$1,000,000

ADDITIONAL INSURED:

The Commercial General Liability and Business Automobile Liability policies shall be endorsed to name DCTA/SPAN, its directors and employees as additional insured regarding Bidder's operations in performance of this Contract.

WAIVER OF SUBROGATION:

The Workers' Compensation and Employers' Liability policies shall be endorsed to provide a waiver of subrogation in favor of DCTA, its officers, directors and employees.

COVERAGE PRIMARY:

Such insurance as is provided therein shall be primary and non-contributing with any other valid and collectible insurance available to DCTA. The limits of liability required above may be provided by a single policy of insurance or by a combination of primary, excess or umbrella policies. But in no event shall the total limits of liability available for any one occurrence or accident be less than the amounts required herein.

NO COMMENCEMENT WITHOUT COVERAGE:

The Bidder shall not commence work at the site under this Contract until he/she has obtained all required insurance and until such insurance has been approved by DCTA. Bidder shall not allow any subcontractor to commence work until all similar required insurance has been obtained and approved. Approval of the insurance by DCTA shall not relieve or decrease the liability of the Bidder hereunder.

CERTIFICATES:

Certificate of Insurance evidencing insurance coverage as required shall be furnished to the Purchasing Manager prior to commencement of work and within ten (10) calendar days after the date of Notice of Award. CERTIFICATES SHALL BE PROVIDED BY BIDDER AND ANYONE INVOLVED IN THE PERFORMANCE OF WORK UNDER THIS CONTRACT (not otherwise included under Bidder's coverage), INCLUDING ALL SUBCONTRACTORS. All certificates from Bidder and any subcontractors must be issued reflecting DCTA as the certificate holder. All Certificates of Insurance shall reflect the Denton County Transportation Authority project number. Failure to furnish the required certificates of insurance within the time allowed shall not be considered cause for modification of any contractual time limits. All policies of insurance presented, as proof of compliance with the above requirements shall be on forms and with insurance companies approved by DCTA. All such insurance policies shall be provided by insurance companies having a Best's rating of A-VI rating or greater as shown in the most current issue of A.M. Best's Key Rating Guide. Policies of insurance issued by insurance companies not rated by Best's or have a Best's rating lower than A-VI will not be accepted as complying with the insurance requirements of the Contract unless such insurance companies are approved in writing prior to the award of the Contract. Certificate of Insurance shall contain transcripts from the proper office of the insurer, evidencing in particular those insured, the extent of the insurance, the location, and the cancellation clause as required below.

NO LAPSE OR CANCELLATION:

The Bidder and any subcontractor shall not cause any insurance to be canceled nor permit any insurance to lapse. All insurance policies shall not be canceled, reduced, restricted, or limited until thirty (30) days after DCTA has received written notice. In the event of cancellation or lapse of insurance, the Bidder shall notify DCTA immediately and unless otherwise directed by DCTA, shall cease work until evidence of acceptable insurance coverage is supplied to DCTA.

BREACH:

Failure to maintain insurance coverage as required herein shall constitute a material breach and default.

Federal Clauses

ACCESS TO RECORDS AND REPORTS

- a. Record Retention. The Contractor will retain, and will require its subcontractors of all tiers to retain, complete and readily accessible records related in whole or in part to the contract, including, but not limited to, data, documents, reports, statistics, sub-Contracts, leases, subcontracts, arrangements, other third party Contracts of any type, and supporting materials related to those records.
- b. Retention Period. The Contractor agrees to comply with the record retention requirements in accordance with 2 C.F.R. § 200.333. The Contractor shall maintain all books, records, accounts and reports required under this Contract for a period of at not less than three (3) years after the date of termination or expiration of this Contract, except in the event of litigation or settlement of claims arising from the performance of this Contract, in which case records shall be maintained until the disposition of all such litigation, appeals, claims or exceptions related thereto.
- c. Access to Records. The Contractor agrees to provide sufficient access to FTA and its contractors to inspect and audit records and information related to performance of this contract as reasonably may be required.
- d. Access to the Sites of Performance. The Contractor agrees to permit FTA and its contractors access to the sites of performance under this contract as reasonably may be required.

AMERICANS WITH DISABILITIES ACT(ADA)

The contractor agrees to comply with the requirements of 49 U.S.C. § 5301 (d), which states the Federal policy that the elderly and persons with disabilities have the same right as other persons to use mass transportation service and facilities, and that special efforts shall be made in planning and designing those services and facilities to implement that policy. The contractor also agrees to comply with all applicable requirements of section 504 of the Rehabilitation Act of 1973, as amended, 29 U.S.C. § 794, which prohibits discrimination on the basis of handicaps, with the Americans with Disabilities Act of 1990 (ADA), as amended, 42 U.S.C. §§ 12101 et seq., which requires that accessible facilities and services be made available to persons with disabilities, including any subsequent amendments to that Act, and with the Architectural Barriers act of 1968, as amended, 42 U.S.C. §§ 4151 et seq., which requires that buildings and public accommodations be accessible to persons with disabilities, including any subsequent amendments to that Act. In addition, the contractor agrees to comply with any and all applicable requirements issued by the FTA, DOT, DOJ, U.S. GSA, U.S. EEOC, U.S. FCC, any subsequent amendments thereto and any other nondiscrimination statute(s) that may apply to the Project.

BUY AMERICA REQUIREMENTS

The contractor agrees to comply with 49 U.S.C. 5323(j) and 49 C.F.R. part 661 and 2 CFR § 200.322 Domestic preferences for procurements, which provide that Federal funds may not be obligated unless all steel, iron, and manufactured products used in FTA funded projects are produced in the United States, unless a waiver has been granted by FTA or the product is subject to a general waiver. General waivers are listed in 49 C.F.R. § 661.7. Separate requirements for rolling stock are set out at 49 U.S.C. 5323(j)(2)(C), 49 U.S.C. § 5323(u) and 49 C.F.R. § 661.11. The bidder or offeror must submit to the Agency the appropriate Buy America certification. Bids or offers that are not accompanied by a completed Buy America certification will be rejected as nonresponsive.

BYRD ANTI-LOBBYING AMENDMENT

Contractors who apply or bid for an award of \$100,000 or more shall file the required certification. Each tier certifies to the tier above that it will not and has not used Federal appropriated funds to pay any person or organization for influencing or attempting to influence an officer or employee of any agency, a member of Congress, officer or employee of Congress, or an employee of a member of Congress in connection with obtaining any Federal contract, grant, or any other award covered by 31 U.S.C. § 1352. Each tier shall also disclose any lobbying with non-Federal funds that takes place in connection with obtaining any Federal award. Such disclosures are forwarded from tier to tier up to the Agency."

CARGO PREFERENCE REQUIREMENTS

The contractor agrees:

- a. to use privately owned United States-Flag commercial vessels to ship at least 50 percent of the gross tonnage (computed separately for dry bulk carriers, dry cargo liners, and tankers) involved, whenever shipping any equipment, material, or commodities pursuant to the underlying contract to the extent such vessels are available at fair and reasonable rates for United States-Flag commercial vessels;
- b. to furnish within 20 working days following the date of loading for shipments originating within the United States or within 30 working days following the date of loading for shipments originating outside the United States, a legible copy of a rated, "on-board"

commercial ocean bill-of-lading in English for each shipment of cargo described in the preceding paragraph to the Division of National Cargo, Office of Market Development, Maritime Administration, Washington, DC 20590 and to the FTA Recipient (through the contractor in the case of a subcontractor's bill-of-lading.); and

c. to include these requirements in all subcontracts issued pursuant to this contract when the subcontract may involve the transport of equipment, material, or commodities by ocean vessel.

CIVIL RIGHTS LAWS AND REGULATIONS

The following Federal Civil Rights laws and regulations apply to all contracts.

1 Federal Equal Employment Opportunity (EEO) Requirements. These include, but are not limited to:

- a) Nondiscrimination in Federal Public Transportation Programs. 49 U.S.C. § 5332, covering projects, programs, and activities financed under 49 U.S.C. Chapter 53, prohibits discrimination on the basis of race, color, religion, national origin, sex (including sexual orientation and gender identity), disability, or age, and prohibits discrimination in employment or business opportunity.
- b) Prohibition against Employment Discrimination. Title VII of the Civil Rights Act of 1964, as amended, 42 U.S.C. § 2000e, and Executive Order No. 11246, "Equal Employment Opportunity," September 24, 1965, as amended, prohibit discrimination in employment on the basis of race, color, religion, sex, or national origin.

2 Nondiscrimination on the Basis of Sex. Title IX of the Education Amendments of 1972, as amended, 20 U.S.C. § 1681 et seq. and implementing Federal regulations, "Nondiscrimination on the Basis of Sex in Education Programs or Activities Receiving Federal Financial Assistance," 49 C.F.R. part 25 prohibit discrimination on the basis of sex.

3 Nondiscrimination on the Basis of Age. The "Age Discrimination Act of 1975," as amended, 42 U.S.C. § 6101 et seq., and Department of Health and Human Services implementing regulations, "Nondiscrimination on the Basis of Age in Programs or Activities Receiving Federal Financial Assistance," 45

C.F.R. part 90, prohibit discrimination by participants in federally assisted programs against individuals on the basis of age. The Age Discrimination in Employment Act (ADEA), 29 U.S.C. § 621 et seq., and Equal Employment Opportunity Commission (EEOC) implementing regulations, "Age Discrimination in Employment Act," 29 C.F.R. part 1625, also prohibit employment discrimination against individuals age 40 and over on the basis of age.

4 Federal Protections for Individuals with Disabilities. The Americans with Disabilities Act of 1990, as amended (ADA), 42 U.S.C. § 12101 et seq., prohibits discrimination against qualified individuals with disabilities in programs, activities, and services, and imposes specific requirements on public and private entities. Third party contractors must comply with their responsibilities under Titles I, II, III, IV, and V of the ADA in employment, public services, public accommodations, telecommunications, and other provisions, many of which are subject to regulations issued by other Federal agencies.

Civil Rights and Equal Opportunity

The Agency is an Equal Opportunity Employer. As such, the Agency agrees to comply with all applicable Federal civil rights laws and implementing regulations. Apart from inconsistent requirements imposed by Federal laws or regulations, the Agency agrees to comply with the requirements of 49 U.S.C. § 5323(h) (3) by not using any Federal assistance awarded by FTA to support procurements using exclusionary or discriminatory specifications. Under this Contract, the Contractor shall at all times comply with the following requirements and shall include these requirements in each subcontract entered into as part thereof.

1. Nondiscrimination. In accordance with Federal transit law at 49 U.S.C. § 5332, the Contractor agrees that it will not discriminate against any employee or applicant for employment because of race, color, religion, national origin, sex, disability, or age. In addition, the Contractor agrees to comply with applicable Federal implementing regulations and other implementing requirements FTA may issue.

2. Race, Color, Religion, National Origin, Sex. In accordance with Title VII of the Civil Rights Act, as amended, 42 U.S.C. § 2000e et seq., and Federal transit laws at 49 U.S.C. § 5332, the Contractor agrees to comply with all applicable equal employment opportunity requirements of U.S. Department of Labor (U.S. DOL) regulations, "Office of Federal Contract Compliance Programs, Equal Employment Opportunity, Department of Labor," 41 C.F.R. chapter 60, and Executive Order No. 11246, "Equal Employment Opportunity in Federal Employment," September 24, 1965, 42 U.S.C. § 2000e note, as amended by any later Executive Order that amends or supersedes it, referenced in 42 U.S.C. § 2000e note. The Contractor agrees to take affirmative action to ensure that applicants are employed, and that employees are treated during employment, without regard to their race, color, religion, national origin, or sex (including sexual orientation and gender identity). Such action shall include, but not be limited to, the following: employment, promotion, demotion or transfer, recruitment or recruitment advertising, layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. In addition, the Contractor agrees to comply with any implementing requirements FTA may issue.

3. Age. In accordance with the Age Discrimination in Employment Act, 29 U.S.C. §§ 621-634, U.S. Equal Employment Opportunity Commission (U.S. EEOC) regulations, "Age Discrimination in Employment Act," 29 C.F.R. part 1625, the Age

Discrimination Act of 1975, as amended, 42 U.S.C. § 6101 et seq., U.S. Health and Human Services regulations, "Nondiscrimination on the Basis of Age in Programs or Activities Receiving Federal Financial Assistance," 45 C.F.R. part 90, and Federal transit law at 49 U.S.C. § 5332, the Contractor agrees to refrain from discrimination against present and prospective employees for reason of age. In addition, the Contractor agrees to comply with any implementing requirements FTA may issue.

4.Disabilities. In accordance with section 504 of the Rehabilitation Act of 1973, as amended, 29 U.S.C. § 794, the Americans with Disabilities Act of 1990, as amended, 42 U.S.C. § 12101 et seq., the Architectural Barriers Act of 1968, as amended, 42 U.S.C. § 4151 et seq., and Federal transit law at 49 U.S.C. § 5332, the Contractor agrees that it will not discriminate against individuals on the basis of disability. In addition, the Contractor agrees to comply with any implementing requirements FTA may issue.

5.Promoting Free Speech and Religious Liberty. The Contractor shall ensure that Federal funding is expended in full accordance with the U.S. Constitution, Federal Law, and statutory and public policy requirements: including, but not limited to, those protecting free speech, religious liberty, public welfare, the environment, and prohibiting discrimination.

CLEAN AIR ACT AND FEDERAL WATER POLLUTION CONTROL ACT

The Contractor agrees to comply with all applicable standards, orders, or regulations issued pursuant to the Clean Air Act (42 U.S.C. § 7401-7671q) and the Federal Water Pollution Control Act as amended (33 U.S.C. § 1251-1387). Violations must be reported to FTA and the Regional Office of the Environmental Protection Agency. The following applies for contracts of amounts in excess of \$150,000:

Clean Air Act

- (1) The contractor agrees to comply with all applicable standards, orders or regulations issued pursuant to the Clean Air Act, as amended, 42 U.S.C. § 7401 et seq.
- (2) The contractor agrees to report each violation to the Agency and understands and agrees that the Agency will, in turn, report each violation as required to assure notification to the Agency, Federal Emergency Management Agency, and the appropriate Environmental Protection Agency Regional Office.
- (3) The contractor agrees to include these requirements in each subcontract exceeding \$150,000 financed in whole or in part with Federal assistance provided by FTA.

Federal Water Pollution Control Act

- (1) The contractor agrees to comply with all applicable standards, orders or regulations issued pursuant to the Federal Water Pollution Control Act, as amended, 33 U.S.C. 1251 et seq.
- (2) The contractor agrees to report each violation to the Agency and understands and agrees that the Agency will, in turn, report each violation as required to assure notification to the Agency, Federal Emergency Management Agency, and the appropriate Environmental Protection Agency Regional Office.
- (3) The contractor agrees to include these requirements in each subcontract exceeding \$150,000 financed in whole or in part with Federal assistance provided by FTA."

CONFORMANCE WITH ITS NATIONAL ARCHITECTURE

Intelligent Transportation Systems (ITS) projects shall conform to the National ITS Architecture and standards. Conformance with the National ITS Architecture is interpreted to mean the use of the National ITS Architecture to develop a regional ITS architecture in support of integration and the subsequent adherence of all ITS projects to that regional ITS architecture. Development of the regional ITS architecture should be consistent with the transportation planning process for Statewide and Metropolitan Transportation Planning (49 CFR Part 613 and 621).

DEBARMENT AND SUSPENSION

a. Applicability: This requirement applies to all FTA grant and cooperative agreement programs for a contract in the amount of at least \$25,000

- (1) This contract is a covered transaction for purposes of 2 C.F.R. pt. 180 and 2 C.F.R. pt. 3000. As such the contractor is required to verify that none of the contractor, its principals (defined at 2 C.F.R. § 180.995), or its affiliates (defined at 2 C.F.R. § 180.905) are excluded (defined at 2 C.F.R. § 180.940) or disqualified (defined at 2 C.F.R. § 180.935).
- (2) C.F.R. pt. 3000, subpart C and must include a requirement to comply with these regulations in any lower tier covered transaction it enters into.
- (3) The accompanying certification is a material representation of fact relied upon by the subrecipient. If it is later determined that the contractor did not comply with 2 C.F.R. pt. 180, subpart C and 2 C.F.R. pt. 3000, subpart C, in addition to remedies available to the

Agency and subrecipient, the Federal Government may pursue available remedies, including but not limited to suspension and/or debarment.

The bidder or proposer agrees to comply with the requirements of 2 C.F.R. pt. 180, subpart C and 2 C.F.R. pt. 3000, subpart C while this offer is valid and throughout the period of any contract that may arise from this offer. The bidder or proposer further agrees to include a provision requiring such compliance in its lower tier covered transactions."

DISADVANTAGED BUSINESS ENTERPRISE (DBE)

The contractor or subcontractor shall not discriminate on the basis of race, color, national origin, or sex in the performance of this contract. The contractor shall carry out applicable requirements of 49 C.F.R. part 26 in the award and administration of DOT-assisted contracts. Failure by the contractor to carry out these requirements is a material breach of this contract, which may result in the termination of this contract or such other remedy as the Agency deems appropriate, which may include, but is not limited to:

(1) Withholding monthly progress payments; (2) Assessing sanctions; (3) Liquidated damages; and/or (4) Disqualifying the contractor from future bidding as non-responsible. 49 C.F.R. § 26.13(b).

Prime contractors are required to pay subcontractors for satisfactory performance of their contracts no later than 30 days from receipt of each payment the Agency makes to the prime contractor. 49 C.F.R. § 26.29(a).

Finally, for contracts with defined DBE contract goals, each FTA Recipient must include in each prime contract a provision stating that the contractor shall utilize the specific DBEs listed unless the contractor obtains the Agency's written consent; and that, unless the Agency's consent is provided, the contractor shall not be entitled to any payment for work or material unless it is performed or supplied by the listed DBE. 49 C.F.R. § 26.53(f) (1).

It is the policy of the Agency and the United States Department of Transportation ("DOT") that Disadvantaged Business Enterprises ("DBE's"), as defined herein and in the Federal regulations published at 49 C.F.R. part 26, shall have an equal opportunity to participate in DOT-assisted contracts.

DHS SEAL, LOGO, AND FLAGS

The contractor shall not use the Search Results
Web results

Department of Homeland Security (DHS) seal(s), logos, crests, or reproductions of flags or likenesses of DHS agency officials without specific FTA preapproval.

ENERGY CONSERVATION

The contractor agrees to comply with mandatory standards and policies relating to energy efficiency, which are contained in the state energy conservation plan issued in compliance with the Energy Policy and Conservation Act.

EQUAL EMPLOYMENT OPPORTUNITY

During the performance of this contract, the contractor agrees as follows:

(1) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, sexual orientation, genderidentity, or national origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment, without regard to their race, color, religion, sex, sexual orientation, gender identity, or national origin. Such action shall include, but not be limited to the following: Employment, upgrading, demotion, or transfer, recruitment or recruitment advertising; layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by the contracting officer setting forth the provisions of this nondiscrimination clause.

(2) The contractor will, in all solicitations or advertisements for employees placed by or on behalf of the contractor, state that all qualified applicants will receive consideration for employment without regard to race, color, religion, sex, sexual orientation, gender identity, or national origin.

(3) The contractor will not discharge or in any other manner discriminate against any employee or applicant for employment because such employee orapplicant has inquired about, discussed, or disclosed the compensation of the employee or applicant or another employee or applicant. This provision shall not apply to instances in which an employee who has access to the compensation information of other employees or applicants as a part of such employee's essential job functions discloses the compensation of such other employees or applicants to individuals who do not otherwise have access to such information, unless such disclosure is in response to a formal complaint or charge, in furtherance of an investigation, proceeding, hearing, or action, including an investigation conducted by the employer, or is consistent with the contractor's legal duty to furnish information.

- (4) The contractor will send to each labor union or representative of workers with which it has a collective bargaining agreement or other contract understanding, a notice to be provided by the agency contracting officer, advising the labor union or workers' representative of the contractor's commitments under section 202 of Executive Order 11246 of September 24, 1965, and shall post copies of the notice in conspicuous places available to employees and applicants for employment.
- (5) The contractor will comply with all provisions of Executive Order 11246 of September 24, 1965, and of the rules, regulations, and relevant orders of the Secretary of Labor.
- (6) The contractor will furnish all information and reports required by Executive Order 11246 of September 24, 1965, and by the rules, regulations, and orders of the Secretary of Labor, or pursuant thereto, and will permit access to his books, records, and accounts by the contracting agency and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations, and orders.
- (7) In the event of the contractor's non-compliance with the nondiscrimination clauses of this contract or with any of such rules, regulations, or orders, this contract may be canceled, terminated or suspended in whole or in part and the contractor may be declared ineligible for further Government contracts in accordance with procedures authorized in Executive Order 11246 of September 24, 1965, and such other sanctions may be imposed and remedies invoked as provided in Executive Order 11246 of September 24, 1965, or by rule, regulation, or order of the Secretary of Labor, or as otherwise provided by law.
- (8) The contractor will include the provisions of paragraphs (1) through (8) in every subcontract or purchase order unless exempted by rules, regulations, or orders of the Secretary of Labor issued pursuant to section 204 of Executive Order 11246 of September 24, 1965, so that such provisions will be binding upon each subcontractor or vendor. The contractor will take such action with respect to any subcontract or purchase order as may be directed by the Secretary of Labor as a means of enforcing such provisions including sanctions for noncompliance: Provided, however, that in the event the contractor becomes involved in, or is threatened with, litigation with a subcontractor or vendor as a result of such direction, the contractor may request the United States to enter into such litigation to protect the interests of the United States.

FEDERAL CHANGES

49 CFR Part 18 Federal Changes - Contractor shall at all times comply with all applicable FTA regulations, policies, procedures and directives, including without limitation those listed directly or by reference in the Master Agreement between Purchaser and FTA, as they may be amended or promulgated from time to time during the term of this contract. Contractor's failure to so comply shall constitute a material breach of this contract.

FLY AMERICA

a) Definitions. As used in this clause—

1) "International air transportation" means transportation by air between a place in the United States and a place outside the United States or between two places both of which are outside the United States. 2) "United States" means the 50 States, the District of Columbia, and outlying areas. 3) "U.S.-flag air carrier" means an air carrier holding a certificate under 49 U.S.C. Chapter 411.

b) When Federal funds are used to fund travel, Section 5 of the International Air Transportation Fair Competitive Practices Act of 1974 (49 U.S.C. 40118) (FlyAmerica Act) requires contractors, Agencies, and others use U.S.-flag air carriers for U.S. Government-financed international air transportation of personnel (and their personal effects) or property, to the extent that service by those carriers is available. It requires the Comptroller General of the United States, in the absence of satisfactory proof of the necessity for foreign-flag air transportation, to disallow expenditures from funds, appropriated or otherwise established for the account of the United States, for international air transportation secured aboard a foreign-flag air carrier if a U.S.-flag air carrier is available to provide such services.

c) If available, the Contractor, in performing work under this contract, shall use U.S.-flag carriers for international air transportation of personnel (and their personal effects) or property.

d) In the event that the Contractor selects a carrier other than a U.S.-flag air carrier for international air transportation, the Contractor shall include a statement on vouchers involving such transportation essentially as follows:

Statement of Unavailability of U.S.-Flag Air Carriers

International air transportation of persons (and their personal effects) or property by U.S.-flag air carrier was not available or it was necessary to use foreign flag air carrier service for the following reasons. See FAR § 47.403. [State reasons]:

e) Contractor shall include the substance of this clause, including this paragraph (e), in each subcontract or purchase under this contract that may involve international air transportation.

INCORPORATION OF FEDERAL TRANSIT ADMINISTRATION (FTA) TERMS

Incorporation of Federal Transit Administration (FTA) Terms - The provisions within include, in part, certain Standard Terms and Conditions required by DOT, whether or not expressly set forth in the preceding contract provisions. All contractual provisions required

by DOT, as set forth in the current FTA Circular 4220 are hereby incorporated by reference. Anything to the contrary herein notwithstanding, all FTA mandated terms shall be deemed to control in the event of a conflict with other provisions contained in this Contract. The Contractor shall not perform any act, fail to perform any act, or refuse to comply with any request which would cause a violation of the FTA terms and conditions.

NO GOVERNMENT OBLIGATION TO THIRD PARTIES

The Agency and Contractor acknowledge and agree that, notwithstanding any concurrence by the Federal Government in or approval of the solicitation or award of the underlying Contract, absent the express written consent by the Federal Government, the Federal Government is not a party to this Contract and shall not be subject to any obligations or liabilities to the Agency, Contractor or any other party (whether or not a party to that contract) pertaining to any matter resulting from the underlying Contract. The Contractor agrees to include the above clause in each subcontract financed in whole or in part with Federal assistance provided by the FTA. It is further agreed that the clause shall not be modified, except to identify the subcontractor who will be subject to its provisions.

PROCUREMENT OF RECOVERED MATERIALS

(1) In the performance of this contract, the Contractor shall make maximum use of products containing recovered materials that are EPA- designated items unless the product cannot be acquired—

i. Competitively within a timeframe providing for compliance with the contract performance schedule; ii. Meeting contract performance requirements; or iii. At a reasonable price.

(2) Information about this requirement, along with the list of EPA-designate items, is available at EPA's Comprehensive Procurement Guidelines web site, <https://www.epa.gov/smm/comprehensive-procurement-guideline-cpg-program>."

PROGRAM FRAUD AND FALSE OR FRAUDULENT STATEMENTS AND RELATED ACTS

The contractor acknowledges that 31 U.S.C. Chap. 38 (Administrative Remedies for False Claims and Statements) applies to the contractor's actions pertaining to this contract."

PROMPT PAYMENT

The contractor is required to pay its subcontractors performing work related to this contract for satisfactory performance of that work no later than 30 days after the contractor's receipt of payment for that work. In addition, the contractor is required to return any retainage payments to those subcontractors within 30 days after the subcontractor's work related to this contract is satisfactorily completed.

The contractor must promptly notify the Agency, whenever a DBE subcontractor performing work related to this contract is terminated or fails to complete its work and must make good faith efforts to engage another DBE subcontractor to perform at least the same amount of work. The contractor may not terminate any DBE subcontractor and perform that work through its own forces or those of an affiliate without prior written consent of the Agency.

SAFE OPERATION OF MOTOR VEHICLES

Seat Belt Use

The Contractor is encouraged to adopt and promote on-the-job seat belt use policies and programs for its employees and other personnel that operate company-owned vehicles, company rented vehicles, or personally operated vehicles. The terms "company-owned" and "company-leased" refer to vehicles owned or leased either by the Contractor or Agency.

Distracted Driving

The Contractor agrees to adopt and enforce workplace safety policies to decrease crashes caused by distracted drivers, including policies to ban text messaging while using an electronic device supplied by an employer, and driving a vehicle the driver owns or rents, a vehicle Contractor owns, leases, or rents, or a privately-owned vehicle when on official business in connection with the work performed under this Contract.

SPECIAL NOTIFICATION REQUIREMENTS FOR STATES

Applies to States –

a. To the extent required under federal law, the State, as the Recipient, agrees to provide the following information about federal assistance awarded for its State Program, Project, or related activities:

- (1) The Identification of FTA as the federal agency providing the federal assistance for a State Program or Project;
- (2) The Catalog of Federal Domestic Assistance Number of the program from which the federal assistance for a State Program or Project is authorized; and
- (3) The amount of federal assistance FTA has provided for a State Program or Project.

b. Documents - The State agrees to provide the information required under this provision in the following documents: (1) applications for federal assistance, (2) requests for proposals or solicitations, (3) forms, (4) notifications, (5) press releases, and (6) other publications.

SIMPLIFIED ACQUISITION THRESHOLD

Contracts for more than the simplified acquisition threshold, which is the inflation adjusted amount determined by the Civilian Agency Acquisition Council and the Defense Acquisition Regulations Council (Councils) as authorized by 41 U.S.C. § 1908, or otherwise set by law, must address administrative, contractual, or legal remedies in instances where contractors violate or breach contract terms, and provide for such sanctions and penalties as appropriate.

(Note that the simplified acquisition threshold determines the procurement procedures that must be employed pursuant to 2 C.F.R. §§ 200.317–200.327. The simplified acquisition threshold does not exempt a procurement from other eligibility or processes requirements that may apply. For example, Buy America's eligibility and process requirements apply to any procurement in excess of \$150,000. 49 U.S.C. § 5323(j)(13).

TERMINATION

Termination for Convenience (General Provision)

The Agency may terminate this contract, in whole or in part, at any time by written notice to the Contractor when it is in the Agency's best interest. The Contractor shall be paid its costs, including contract close-out costs, and profit on work performed up to the time of termination. The Contractor shall promptly submit its termination claim to Agency to be paid the Contractor. If the Contractor has any property in its possession belonging to Agency, the Contractor will account for the same, and dispose of it in the manner Agency directs.

Termination for Default [Breach or Cause] (General Provision)

If the Contractor does not deliver supplies in accordance with the contract delivery schedule, or if the contract is for services, the Contractor fails to perform in the manner called for in the contract, or if the Contractor fails to comply with any other provisions of the contract, the Agency may terminate this contract for default. Termination shall be effected by serving a Notice of Termination on the Contractor setting forth the manner in which the Contractor is in default. The Contractor will be paid only the contract price for supplies delivered and accepted, or services performed in accordance with the manner of performance set forth in the contract. If it is later determined by the Agency that the Contractor had an excusable reason for not performing, such as a strike, fire, or flood, events which are not the fault of or are beyond the control of the Contractor, the Agency, after setting up a new delivery of performance schedule, may allow the Contractor to continue work, or treat the termination as a Termination for Convenience.

Opportunity to Cure (General Provision)

The Agency, in its sole discretion may, in the case of a termination for breach or default, allow the Contractor [an appropriately short period of time] in which to cure the defect. In such case, the Notice of Termination will state the time period in which cure is permitted and other appropriate conditions

If Contractor fails to remedy to Agency's satisfaction the breach or default of any of the terms, covenants, or conditions of this Contract within [10 days] after receipt by Contractor of written notice from Agency setting forth the nature of said breach or default, Agency shall have the right to terminate the contract without any further obligation to Contractor. Any such termination for default shall not in any way operate to preclude Agency from also pursuing all available remedies against Contractor and its sureties for said breach or default.

Waiver of Remedies for any Breach

In the event that Agency elects to waive its remedies for any breach by Contractor of any covenant, term or condition of this contract, such waiver by Agency shall not limit Agency's remedies for any succeeding breach of that or of any other covenant, term, or condition of this contract.

Termination for Convenience (Professional or Transit Service Contracts)

The Agency, by written notice, may terminate this contract, in whole or in part, when it is in the Agency's interest. If this contract is terminated, the Agency shall be liable only for payment under the payment provisions of this contract for services rendered before the effective date of termination.

Termination for Default (Supplies and Service)

If the Contractor fails to deliver supplies or to perform the services within the time specified in this contract or any extension, or if the Contractor fails to comply with any other provisions of this contract, the Agency may terminate this contract for default. The Agency shall terminate by delivering to the Contractor a Notice of Termination specifying the nature of the default. The Contractor will only be paid the contract price for supplies delivered and accepted, or services performed in accordance with the manner or performance set forth in this contract. If, after termination for failure to fulfill contract obligations, it is determined that the Contractor was not in default, the rights and obligations of the parties shall be the same as if the termination had been issued for the convenience of the Agency.

Termination for Default (Transportation Services)

If the Contractor fails to pick up the commodities or to perform the services, including delivery services, within the time specified in this contract or any extension, or if the Contractor fails to comply with any other provisions of this contract, the Agency may terminate this contract for default. The Agency shall terminate by delivering to the Contractor a Notice of Termination specifying the nature of default. The Contractor will only be paid the contract price for services performed in accordance with the manner of performance set forth in this contract.

If this contract is terminated while the Contractor has possession of Agency goods, the Contractor shall, upon direction of the Agency, protect and preserve the goods until surrendered to the Agency or its agent. The Contractor and Agency shall agree on payment for the preservation and protection of goods. Failure to agree on an amount will be resolved under the Dispute clause.

If, after termination for failure to fulfill contract obligations, it is determined that the Contractor was not in default, the rights and obligations of the parties shall be the same as if the termination had been issued for the convenience of the Agency.

Termination for Default (Construction)

If the Contractor refuses or fails to prosecute the work or any separable part, with the diligence that will ensure its completion within the time specified in this contract or any extension or fails to complete the work within this time, or if the Contractor fails to comply with any other provision of this contract, Agency may terminate this contract for default. The Agency shall terminate by delivering to the Contractor a Notice of Termination specifying the nature of the default. In this event, the Agency may take over the work and compete it by contract or otherwise, and may take possession of and use any materials, appliances, and plant on the work site necessary for completing the work. The Contractor and its sureties shall be liable for any damage to the Agency resulting from the Contractor's refusal or failure to complete the work within specified time, whether or not the Contractor's right to proceed with the work is terminated. This liability includes any increased costs incurred by the Agency in completing the work.

The Contractor's right to proceed shall not be terminated nor shall the Contractor be charged with damages under this clause if: 1. The delay in completing the work arises from unforeseeable causes beyond the control and without the fault or negligence of the Contractor. Examples of such causes include: acts of God, acts of Agency, acts of another contractor in the performance of a contract with Agency, epidemics, quarantine restrictions, strikes, freight embargoes; and 2. The Contractor, within [10] days from the beginning of any delay, notifies Agency in writing of the causes of delay. If, in the judgment of Agency, the delay is excusable, the time for completing the work shall be extended. The judgment of Agency shall be final and conclusive for the parties, but subject to appeal under the Disputes clause(s) of this contract. 3. If, after termination of the Contractor's right to proceed, it is determined that the Contractor was not in default, or that the delay was excusable, the rights and obligations of the parties will be the same as if the termination had been issued for the convenience of Agency.

Termination for Convenience or Default (Architect and Engineering)

The Agency may terminate this contract in whole or in part, for the Agency's convenience or because of the failure of the Contractor to fulfill the contract obligations. The Agency shall terminate by delivering to the Contractor a Notice of Termination specifying the nature, extent, and effective date of the termination. Upon receipt of the notice, the Contractor shall (1) immediately discontinue all services affected (unless the notice directs otherwise), and (2) deliver to the Agency 's Contracting Officer all data, drawings, specifications, reports, estimates, summaries, and other information and materials accumulated in performing this contract, whether completed or in process. Agency has a royalty-free, nonexclusive, and irrevocable license to reproduce, publish or otherwise use, all such data, drawings, specifications, reports, estimates, summaries, and other information and materials.

If the termination is for the convenience of the Agency, the Agency's Contracting Officer shall make an equitable adjustment in the contract price but shall allow no anticipated profit on unperformed services. If the termination is for failure of the Contractor to fulfill the contract obligations, the Agency may complete the work by contract or otherwise and the Contractor shall be liable for any additional cost incurred by the Agency. If, after termination for failure to fulfill contract obligations, it is determined that the Contractor was not in default, the rights and obligations of the parties shall be the same as if the termination had been issued for the convenience of Agency

Termination for Convenience or Default (Cost-Type Contracts)

The Agency may terminate this contract, or any portion of it, by serving a Notice of Termination on the Contractor. The notice shall state whether the termination is for convenience of Agency or for the default of the Contractor. If the termination is for default, the notice shall state the manner in which the Contractor has failed to perform the requirements of the contract. The Contractor shall account for any property in its possession paid for from funds received from the Agency, or property supplied to the Contractor by the Agency. If the termination is for default, the Agency may fix the fee, if the contract provides for a fee, to be paid the Contractor in proportion to the value, if any, of work performed up to the time of termination. The Contractor shall promptly submit its termination claim to the Agency and the parties shall negotiate the termination settlement to be paid the Contractor.

If the termination is for the convenience of Agency, the Contractor shall be paid its contract close-out costs, and a fee, if the contract provided for payment of a fee, in proportion to the work performed up to the time of termination.

If, after serving a Notice of Termination for Default, the Agency determines that the Contractor has an excusable reason for not performing, the Agency, after setting up a new work schedule, may allow the Contractor to continue work, or treat the termination as a Termination for Convenience.

VIOLATION AND BREACH OF CONTRACT

Rights and Remedies of the Agency

The Agency shall have the following rights in the event that the Agency deems the Contractor guilty of a breach of any term under the Contract.

1. The right to take over and complete the work or any part thereof as agency for and at the expense of the Contractor, either directly or through other contractors; 2. The right to cancel this Contract as to any or all of the work yet to be performed; 3. The right to specific performance, an injunction or any other appropriate equitable remedy; and 4. The right to money damages.

For purposes of this Contract, breach shall include.

Rights and Remedies of Contractor

Inasmuch as the Contractor can be adequately compensated by money damages for any breach of this Contract, which may be committed by the Agency, the Contractor expressly agrees that no default, act or omission of the Agency shall constitute a material breach of this Contract, entitling Contractor to cancel or rescind the Contract (unless the Agency directs Contractor to do so) or to suspend or abandon performance.

Remedies

Substantial failure of the Contractor to complete the Project in accordance with the terms of this Contract will be a default of this Contract. In the event of a default, the Agency will have all remedies in law and equity, including the right to specific performance, without further assistance, and the rights to termination or suspension as provided herein. The Contractor recognizes that in the event of a breach of this Contract by the Contractor before the Agency takes action contemplated herein, the Agency will provide the Contractor with sixty (60) days written notice that the Agency considers that such a breach has occurred and will provide the Contractor a reasonable period of time to respond and to take necessary corrective action.

Disputes

Disputes arising in the performance of this Contract that are not resolved by agreement of the parties shall be decided in writing by an authorized representative of Agency. This decision shall be final and conclusive unless within [10] days from the date of receipt of its copy, the Contractor mails or otherwise furnishes a written appeal to the Agency's authorized representative. In connection with any such appeal, the Contractor shall be afforded an opportunity to be heard and to offer evidence in support of its position. The decision of the Agency's authorized representative shall be binding upon the Contractor and the Contractor shall abide by the decision.

In the event that a resolution of the dispute is not mutually agreed upon, the parties can agree to mediate the dispute or proceed with litigation.

Notwithstanding any provision of this section, or any other provision of this Contract, it is expressly agreed and understood that any court proceeding arising out of a dispute under the Contract shall be heard by a Court de novo and the court shall not be limited in such proceeding to the issue of whether the Authority acted in an arbitrary, capricious or grossly erroneous manner.

Pending final settlement of any dispute, the parties shall proceed diligently with the performance of the Contract, and in accordance with the Agency's direction or decisions made thereof.

Performance during Dispute

Unless otherwise directed by Agency, Contractor shall continue performance under this Contract while matters in dispute are being resolved.

Claims for Damages

Should either party to the Contract suffer injury or damage to person or property because of any act or omission of the party or of any of its employees, agents or others for whose acts it is legally liable, a claim for damages therefor shall be made in writing to such other party within a reasonable time after the first observance of such injury or damage.

Remedies

Unless this Contract provides otherwise, all claims, counterclaims, disputes and other matters in question between the Agency and the Contractor arising out of or relating to this Contract or its breach will be decided by arbitration if the parties mutually agree, or in a court of competent jurisdiction within the State in which the Agency is located.

Rights and Remedies

The duties and obligations imposed by the Contract documents and the rights and remedies available thereunder shall be in addition to and not a limitation of any duties, obligations, rights and remedies otherwise imposed or available by law. No action or failure to act by the Agency or Contractor shall constitute a waiver of any right or duty afforded any of them under the Contract, nor shall any such action or failure to act constitute an approval of or acquiescence in any breach thereunder, except as may be specifically agreed in writing.



BIDDER'S QUESTIONNAIRE

1. Name of Contractor ("Business", herein) <input type="text"/>		19. Is any litigation pending against the Business? <input type="checkbox"/> Yes <input type="checkbox"/> No
2. Doing Business As (other business name if applicable) <input type="text"/>		20. Has the Business been debarred, suspended, proposed for debarment, and declared ineligible, voluntarily excluded or otherwise disqualified from bidding, proposing or contracting? <input type="checkbox"/> Yes <input type="checkbox"/> No
3. Federal Tax ID Number <input type="text"/>		21. Has the Business ever been a defaulter, as principal, surety or otherwise? <input type="checkbox"/> Yes <input type="checkbox"/> No
4. Business Mailing Address (include City/State/Zip Code) <input type="text"/>		22. Has the government or other public entity requested or required enforcement of any of its rights under a surety agreement on the basis of a default or in lieu of declaring the Business in default? <input type="checkbox"/> Yes <input type="checkbox"/> No
5. Business Email Address <input type="text"/>		23. Is the Business in arrears upon a contract or debt? <input type="checkbox"/> Yes <input type="checkbox"/> No
6. Business Telephone <input type="text"/>	Business Fax Number <input type="text"/>	24. Are there any proceedings pending relating to the Business' responsibility, debarment, suspension, voluntary exclusion or qualification to receive a public contract? <input type="checkbox"/> Yes <input type="checkbox"/> No
7. Business Type <input type="text"/>		25. Have liquidated damages or penalty provisions been assessed against the Business for failure to complete the work on time or for any other reason? <input type="checkbox"/> Yes <input type="checkbox"/> No
8. Number of Years in Business <input type="text"/>		26. If a "yes" response is given to questions 17-25, please provide a detailed explanation including dates, references to contract information, contacts, etc. (attach additional pages as necessary). DCTA reserves the right to inquire further with respect thereto <input type="text"/>
9. <u>Annual Gross Revenue</u> for the past three years (M = Millions) <input type="checkbox"/> \$1M or Less <input type="checkbox"/> \$1M-\$5M <input type="checkbox"/> \$5M-\$10M <input type="checkbox"/> \$10M-\$16M <input type="checkbox"/> \$16M+		27. List the name and business address of each person or each entity which has a 10% or more ownership or control interest in the Business (attach additional pages as necessary). <input type="text"/>
10. Number of Employees <input type="checkbox"/> 100 or Less <input type="checkbox"/> 101-500 <input type="checkbox"/> 501-750 <input type="checkbox"/> 751-1,000 <input type="checkbox"/> 1,001+		
11. Is Business a DBE Firm? <input type="checkbox"/> Yes <input type="checkbox"/> No		
12. Is Business Owned by Minority Ethnicity? <input type="checkbox"/> Yes <input type="checkbox"/> No		
13. Ethnic Group Black American Hispanic American Native American Other	Subcontinent Asian American White/Caucasian Asian Pacific American	
14. Woman Owned? <input type="checkbox"/> Yes <input type="checkbox"/> No		

I, individually and on behalf of the business named above, do by my signature below certify that the information provided in this questionnaire is true and correct. I understand that if the information provided herein contains any false statements or any misrepresentations: 1) DCTA will have the grounds to terminate any or all contracts which DCTA has or may have with the business; 2) DCTA may disqualify the business named above from consideration for contracts and/or 3) DCTA may have grounds for initiating legal action under federal, state or local law. **Note: This questionnaire is also a certification form; the information requested will be used to determine small business status as per 13 CFR Part 121. Additionally, this information will allow DCTA to report the amount of subcontracting activity for DCTA.**

15. Veteran Owned

☐ Yes ☐ No

Printed Name

16. Type of Work Performed

☐ Manufacturing ☐ Professional Service
☐ Retail ☐ General/Technical Service

Title

17. Has the Business, or any officer or partner thereof, failed to complete a contract?

☐ Yes ☐ No

Signature of owner

18. Has the Business ever been declared "Not Responsible"

☐ Yes ☐ No

Date

Email Address

(Owner, CEO, President, Majority Stockholder or Designated Representative) Questions about this document should be directed to the Procurement Manager

CERTIFICATION AND RESTRICTIONS ON LOBBYING

I, hereby certify
(Name and title of official)

On behalf of that:
(Name of Bidder / Company Name)

- No federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, and officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any federal contract, the making of any federal grant, the making of any federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any federal contract, grant, loan, or cooperative agreement.
- If any funds other than federal appropriated funds have been paid or will be paid to any person influencing or attempting to influence an officer or employee of any agency, a Member of Congress, and officer or employee of Congress, or an employee of a Member of Congress in connection with the federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form – , “Disclosure Form to Report Lobbying,” in accordance with its instructions.
- The undersigned shall require that the language of this certification be included in the award documents for all sub-awards at all tiers (including sub-contracts, sub- grants and contracts under grants, loans, and cooperative agreements) and that all sub-recipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by 31 U.S.C. § 1352 (as amended by the Lobbying Disclosure Act of 1995). Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

The undersigned certifies or affirms the truthfulness and accuracy of the contents of the statements submitted on or with this certification and understands that the provisions of 31 U.S.C. Section 3801, et seq., are applicable thereto.

Name of Bidder / Company Name

Type or print name

Signature of Authorized Representative

Date

Signature of Notary and SEAL

CONFLICT OF INTEREST QUESTIONNAIRE**FORM CIQ**

For vendor or other person doing business with local governmental entity

This questionnaire is being filed in accordance with chapter 176 of the Local Government Code by a person doing business with the governmental entity .

OFFICE USE ONLY

By law this questionnaire must be filed with the records administrator of the local government not later than the 7th business day after the date the person becomes aware of facts that require the statement to be filed. See Section 176.006, Local Government Code.

Date Received

A person commits an offense if the person violates Section 176.006, Local Government Code. An offense under this section is a Class C misdemeanor .

1 Name of person doing business with local governmental entity .

2

☐ Check this box if you are filing an update to a previously filed questionnaire.

(The law requires that you file an updated completed questionnaire with the appropriate filing authority not later than September 1 of the year for which an activity described in Section 176.006(a), Local Government Code, is pending and not later than the 7th business day after the date the originally filed questionnaire becomes incomplete or inaccurate.)

3

Describe each affiliation or business relationship with an employee or contractor of the local governmental entity who makes recommendations to a local government officer of the local governmental entity with respect to expenditure of money.

4

Describe each affiliation or business relationship with a person who is a local government officer and who appoints or employs a local government officer of the local governmental entity that is the subject of this questionnaire.

CONFLICT OF INTEREST QUESTIONNAIRE**FORM CIQ**

For vendor or other person doing business with local governmental entity

Page 2

5 Name of local government officer with whom filer has affiliation or business relationship. (Complete this section only if the

answer to A, B, or C is YES.)

This section, items 5 including subparts A, B, C & D, must be completed for each officer with whom the filer has affiliation or business relationship. Attach additional pages to this Form CIQ as necessary.

A. Is the Local government officer named in this section receiving or likely to receive taxable income from the filer of the questionnaire?

☐ YES☐ NO

B. Is the filer of the questionnaire receiving or likely to receive taxable income from or at the direction of the local government officer named in this section AND the taxable income is not from the local governmental entity?

☐ YES☐ NO

C. Is the filer of this questionnaire affiliated with a corporation or other business entity that the local government officer serves as an officer or director, or holds an ownership of 10 percent or more?

☐ YES☐ NO

D. Describe each affiliation or business relationship.

6**Describe any other affiliation or business relationship that might cause a conflict of interest.****7**

Signature of person doing business with the governmental entity

Date

-
Instructions for Certification: By signing and submitting this bid or proposal, the prospective lower tier participant is providing the signed certification set out below.

(1) It will comply and facilitate compliance with U.S. DOT regulations, "Non-procurement Suspension and Debarment," 2 CFR part 1200, which adopts and supplements the U.S. Office of Management and Budget (U.S. OMB) "Guidelines to Agencies on Government-wide Debarment and Suspension (Non-procurement)," 2 CFR part 180,

(2) To the best of its knowledge and belief, that its Principals and Subrecipients at the first tier:

a. Are eligible to participate in covered transactions of any Federal department or agency and are not presently:

- (1) Debarred,
- (2) Suspended,
- (3) Proposed for debarment,
- (4) Declared ineligible,
- (5) Voluntarily excluded, or
- (6) Disqualified,

b. Its management has not within a three-year period preceding its latest application or proposal been convicted of or had a civil judgment rendered against any of them for:

- (1) Commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State, or local) transaction, or contract under a public transaction,
- (2) Violation of any Federal or State antitrust statute, or
- (3) Commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making any false statement, or receiving stolen property,

c. It is not presently indicted for, or otherwise criminally or civilly charged by a governmental entity (Federal, State, or local) with commission of any of the offenses listed in the preceding subsection 2.b of this Certification,

d. It has not had one or more public transactions (Federal, State, or local) terminated for cause or default within a three-year period preceding this Certification,

e. If, at a later time, it receives any information that contradicts the statements of subsections 2.a – 2.d above, it will promptly provide that information to FTA,

f. It will treat each lower tier contract or lower tier subcontract under its Project as a covered lower tier contract for purposes of 2 CFR part 1200 and 2 CFR part 180 if it:

- (1) Equals or exceeds \$25,000,
- (2) Is for audit services, or
- (3) Requires the consent of a Federal official, and

g. It will require that each covered lower tier contractor and subcontractor:

- (1) Comply and facilitate compliance with the Federal requirements of 2 CFR parts 180 and 1200, and
- (2) Assure that each lower tier participant in its Project is not presently declared by any Federal department or agency to be:

- a. Debarred from participation in its federally funded Project,
- b. Suspended from participation in its federally funded Project,
- c. Proposed for debarment from participation in its federally funded Project,
- d. Declared ineligible to participate in its federally funded Project,
- e. Voluntarily excluded from participation in its federally funded Project, or
- f. Disqualified from participation in its federally funded Project, and

3. It will provide a written explanation as indicated on a page attached in FTA's TEAM-Web or the Signature Page if it or any of its principals, including any of its first tier Subrecipients or its Third Party Participants at a lower tier, is unable to certify compliance with the preceding statements in this Certification Group.

Certification

Contractor

Name and Title of Contractor's Authorized Official

Signature Date

NON-COLLUSION AFFIDAVIT

This affidavit must be completed and submitted with the bid/proposal

The authorized representative for bidder / proposer, , being first duly sworn, deposes and says that he or she is of the party making the foregoing bid, that the bid is not made in the interest of, or on behalf of, any undisclosed person, partnership, company, association, organization, or corporation; that the bid is genuine and not collusive or sham; that the bidder has not directly or indirectly induced or solicited any other bidder to put in a false or sham bid, and has not directly or indirectly colluded, conspired, connived, or agreed with any bidder or anyone else to put in a sham bid, or that anyone shall refrain from bidding; that the bidder has not in any manner, directly or indirectly, sought by agreement, communication, or conference with anyone to fix the bid price of the bidder or any other bidder, or to fix any overhead, profit, or cost element of the bid price, or of that of any other bidder, or to secure any advantage against the public body awarding the contract of anyone interested in the proposed contract; that all statements contained in the bid are true; and, further, that the bidder has not, directly or indirectly, submitted his or her bid price or any breakdown thereof, or the contents thereof, or divulged information or data relative thereto, or paid, and will not pay, any fee to any corporation, partnership, company, association, organization, bid depository, or to any member or agent thereof to effectuate a collusive or sham bid.

Signature of Authorized Company Representative

Name and Title of Authorized Company Representative

Date

Subscribed and sworn to before me on (Date)

(Notary Seal)

Signature Notary Public

BUY AMERICA CERTIFICATION
(STEEL OR MANUFACTURED PRODUCTS)
[61 FR 6302, Feb. 16, 1996, as amended at 74 FR 30239, June 25,
2009]

General Requirement (as stated in 49 CFR 661.5)

- (a) Except as provided in 49 CFR 661.7 and 49 CFR 661.11, no funds may be obligated by FTA for a grantee project unless all iron, steel, and manufactured products used in the project are produced in the United States.
- (b) All steel and iron manufacturing processes must take place in the United States, except metallurgical processes involving refinement of steel additives.
- (c) The steel and iron requirements apply to all construction materials made primarily of steel or iron and used in infrastructure projects such as, transit or maintenance facilities, rail lines, and bridges. These items include, but are not limited to, structural steel or iron, steel or iron beams and columns, running rail and contact rail. These requirements do not apply to steel or iron used as components or subcomponents of other manufactured products or rolling stock, or to bimetallic power rail incorporating steel or iron components.
- (d) For a manufactured product to be considered produced in the United States:
- (1) All of the manufacturing processes for the product must take place in the United States; and
 - (2) All of the components of the product must be of U.S. origin. A component is considered of U.S. origin if it is manufactured in the United States, regardless of the origin of its subcomponents.

If steel, iron, or manufactured products (as defined in 49 CFR 661.3 and 661.5) are being procured, the appropriate certificate as set forth below shall be completed and submitted by each bidder or offeror in accordance with the requirement contained in 49 CFR 661.13(b).

Certificate of Compliance with Buy America Requirements.

The bidder or offeror hereby certifies that it will comply with the requirements of 49 U.S.C. 5323(j)(1), and the applicable regulations in 49 CFR part 661.

Company

Name	<input type="text"/>	Title	<input type="text"/>
Signature	<input type="text"/>	Date	<input type="text"/>

Certificate of Non-Compliance with Buy America Steel or Manufactured Products Requirements The bidder or offeror hereby certifies that it cannot comply with the requirements of 49 U.S.C. 5323(j), but it may qualify for an exception to the requirement pursuant to 49 U.S.C. 5323(j)(2), as amended, and the applicable regulations in 49 C.F.R. 661.7.

Company

Name	<input type="text"/>	Title	<input type="text"/>
Signature	<input type="text"/>	Date	<input type="text"/>

Prohibition of Contracts with Companies Boycotting Israel

This form must be completed and submitted with the bid/proposal

House Bill 89, effective September 1, 2017, amended the Texas Government Code to add Chapter 2270, Prohibition of Contracts with Companies Boycotting Israel.

Effective September 1, 2017, a state agency and a political subdivision (which includes a transportation authority) may not enter a contract with a company for goods or services unless the contract contains a written verification from the company that: (i) it does not Boycott Israel; and (ii) will not Boycott Israel during the term of the contract.

"Boycott Israel" is defined to mean refusing to deal with, terminating business activities with, or otherwise taking any action that is intended to penalize, inflict economic harm on, or limit commercial relations specifically with Israel, or with a person or entity doing business in Israel or in an Israeli-controlled territory, but does not include an action made for ordinary business purposes.

"Company" is defined to mean a for-profit sole proprietorship, organization, association, corporation, partnership, joint venture, limited partnership, limited liability partnership, or limited liability company, including a wholly owned subsidiary, majority-owned subsidiary, parent company, or affiliate of those entities or business associations that exists to make a profit.

"I, (Name of certifying official), the
 (title or position of certifying official) of
 (name of company), verifies that (i) it does not Boycott Israel;
and (ii) will not Boycott Israel during the term of the Contract. This section does not apply if the
Company is a sole proprietor, a non-profit entity or a governmental entity; and only applies if: (i)
the Company has ten (10) or more fulltime employees and (ii) this Contract has a value of
\$100,000.00 or more to be paid under the terms of this Contract.

Signature of Certifying Official Title:

Title:

Date:

DISADVANTAGED BUSINESS ENTERPRISE PROVISIONS

I. Bidder/Proposer Information

Policy Statement: It is the policy of Denton County Transportation Authority and the Department of Transportation with respect to DOT-assisted contracts that Disadvantaged Business Enterprises as defined in 49 CFR Part 26 shall have the maximum opportunity to participate in the performance of DCTA contracts. DCTA also encourages the use of small business enterprises in performance on all contracts.

To attain these policy objectives, DCTA's overall agency goal for DBE participation is 7 % of federally funded contract amounts.

DBE Obligation: DCTA and its contractors agree to ensure that DBEs as defined in 49 CFR Part 26 have the maximum opportunity to participate in the performance of contracts and subcontracts awarded by DCTA. In this regard, DCTA and its contractors shall take all necessary and reasonable steps in accordance with 49 CFR Part 26 to ensure that DBEs have the maximum opportunity to compete for and perform contracts. DCTA and its contractors shall not discriminate on the basis of race, color, national origin, or sex in the award and performance of DCTA contracts, including DOT-assisted contracts.

"Disadvantaged Business Enterprise (DBE)" means a for-profit small business concern which (a) is at least 51 percent owned by one or more individuals who are both socially and economically disadvantaged, or, in the case of any publicly owned business in which 51 percent of the stock is owned by one or more such individuals, (b) whose management and daily business operations are controlled by one or more of the socially and economically disadvantaged individuals who own it, and (c) is a small business concern as defined by the U.S. Small Business Administration (SBA).

DCTA shall make a refutable presumption that individuals in the following groups are socially and economically disadvantaged. DCTA may also determine, on a case-by- case basis, that individuals who are not a member of one of the following groups are DBEs:

1. Black Americans
2. Hispanic Americans
3. Native Americans
4. Asian-Pacific Americans
5. Subcontinent Asian Americans
6. Women, regardless of race, ethnicity, or origin

Failure to achieve DBE contract goals. If the contractor fails to achieve the minimum goal established in the contract at the time the contract is awarded or later modified, the contract payments may be reduced as a liquidated damage, and not as a penalty, by the amount equal to the mathematical dollar difference between the total contract amount multiplied by the DBE percentage goal and the actual dollar

amount of documented DBE participation in the contract. However, any authorized adjustment in the percentage of DBE participation approved by DCTA may be substituted in this formula for the DBE percentage goal as originally established.

Breach of Contract. All sub recipients, subcontractors, or contractors are advised that failure to carry out the requirements set forth in the Program shall constitute a breach of contract, and, after DOT is notified (on DOT-assisted agreements and/or contracts), may result in termination by DCTA of the agreement or contract, debarment, and/or such other remedy as DCTA deems appropriate.

DCTA has a written document that fully describes its DBE policy and program. The document is available upon request at the following address:

Athena Forrester, CPPO, CPPB
DCTA DBE Liaison Officer 1955
Lakeway Drive, Suite 260
Lewisville, Texas 75057

II. Compliance Requirements

Compliance with the DBE Policy and Program is essential in order for a Bidder/Proposer to be eligible to enter into a contract with DCTA. Compliance consists of:

- a. Meeting or exceeding the DCTA DBE percentage participation goals established for this solicitation; or
- b. Demonstrating "Good Faith Efforts" to meet such participation goals; or
- c. Demonstrating that the solicitation comes within the exception to the DBE percentage participation goals as being procurement for a standard manufactured item or other similar procurement not open to subcontracting opportunities.

In order to demonstrate compliance through "Good Faith Efforts", a Bidder/Proposer must submit with its bid/proposal sufficient information to enable DCTA to determine that the efforts made by the Bidder/Proposer to obtain DBE participation were such efforts that a Bidder/Proposer actively and aggressively seeking to meet those goals would make.

Actions or efforts, which are merely "pro forma" or "going through the motions," do not constitute "Good Faith Efforts" to obtain the participation of DBEs. Similarly, even efforts which are sincerely motivated but which, given all circumstances relevant to the particular solicitation, could not be reasonably expected to produce a level of DBE participation sufficient to meet the goal do not constitute "Good Faith Efforts." In determining whether a Bidder/Proposer made a Good Faith Effort to obtain the DBE participation percentage goal, DCTA will look at not only the different kinds of efforts that the Bidder/Proposer has made, but also the quality and intensity of these efforts.

To assist DCTA in making the required judgment concerning fulfillment of "Good Faith Efforts," the Department of Transportation has prepared a list illustrating the kinds of

actions, which would indicate that a Bidder/Proposer has made a Good Faith Effort. These kinds of efforts include:

- a. Whether the Bidder/Proposer attended pre-bid meetings that were scheduled by DCTA to inform DBEs of contracting and sub-contracting opportunities; or
- b. Whether the Bidder/Proposer selected portions of the work to be performed by certified DBEs in order to increase the likelihood of meeting the DBE goal (including, where appropriate, breaking down contracts into economically feasible units to facilitate DBE participations); or
- c. Whether the Bidder/Proposer advertised in general circulation, trade association, and/or minority focus media concerning the sub-contracting opportunities; or
- d. Whether the Bidder/Proposer provided written notice to a reasonable number of specified DBEs that their interest in the procurement was being solicited, in sufficient time to allow such

- DBEs to participate effectively, or
- e. Whether the Bidder/Proposer followed up initial solicitation of interest by contacting DBEs to determine with certainty whether the DBEs were interested; or
 - f. Whether the Bidder/Proposer provided interested DBEs with adequate information about the plans, specifications, and requirements of the solicitation; or
 - g. Whether the Bidder/Proposer negotiated in good faith with interested DBEs, not rejecting DBEs as unqualified without sound reasons based on their investigation of the capabilities; or
 - h. Whether the Bidder/Proposer made efforts to assist interested DBEs in obtaining bonding, lines of credit, or insurance required by DCTA or the Bidder/Proposer as Contractor; or
 - i. Whether the Bidder/Proposer effectively used the services of available minority community organizations; minority contractor groups; local, state, and federal minority business assistance offices; and other organizations that provide assistance in the recruitment and placement of DBEs.

The above criterion is not intended to be an inventory or checklist. DCTA does not require any Bidder/Proposer to do any particular one or any combination of the items on the above list. It is not intended to be an exclusive or exhaustive list of all steps a Bidder/Proposer, acting in good faith, actively and aggressively seeking to obtain DBE participation would make. Other types of efforts or factors may be relevant in appropriate cases.

Competitors that fail to meet DBE goals and fail to demonstrate ““Good Faith Efforts”” may be considered non-responsive to the specifications and may be considered not eligible to be awarded the contract.

To ensure that all obligations under contracts awarded to DBEs are met, DCTA shall review the contractor's DBE involvement efforts during the performance of the contract. The contractor shall bring to the attention of DCTA any situation in which regularly scheduled progress payments are not made to DBE contractors.

III. Compliance Documentation

To demonstrate compliance with DCTA DBE Policy and Program, it is essential that all required documentation be submitted with the bid/proposal. This documentation consists of the following fully completed forms: DCTA Commitment Agreement Form 4906, and DCTA Good Faith Effort Form GFE, which appear in this Attachment, and additional relevant documentation and information where specified.

DCTA DBE Commitment Agreement Form 4906 **must** be completed by **all** Bidders/Proposers. DCTA Good Faith Effort Documentation also must be completed by a Bidder/Proposer who does not meet the DBE percentage participation goals established for this procurement but who wishes to show compliance with the Policy and Program because of having made Good Faith Efforts to meet those goals.

All information relative to the particular method of Bidder/Proposer's compliance as set out in this document **must be submitted with the bid/proposal**. Any bidder/proposer may also include any additional information it believes would be helpful in demonstrating to DCTA its compliance with DCTA DBE Policy Program. **Information submitted after the deadline for the submission of bids will not be considered.**

IV. Counting Participation Toward Meeting DBE Goal

DBE participation shall be counted toward meeting goals set in accordance with DOT's DBE regulations at 49 CFR Part 26 and DCTA's program as follows:

1. Once a firm is determined to be a certified DBE in accordance with the provisions specified in this program, the total dollar value of the contract or subcontract awarded to it is counted toward the applicable goal, if the contract is a fixed price contract. For other types of contracts, only actual payments to the certified DBE will be counted toward the applicable goal, if the contract is a fixed price contract. For other types of contracts, only actual payments to the certified DBE will be counted toward the applicable goal.
2. DCTA or the contractor employing a certified DBE firm may count toward its goals a portion of the total dollar value of a contract with a joint venture eligible under the DBE eligibility criteria specified herein equal to the percentage of the ownership and control of the certified DBE partner in the joint venture.
3. DCTA or a contractor will count toward its goals only expenditures to certified DBEs that perform a commercially useful function in the work of a contract. A certified DBE is considered to perform a commercially useful function when it is responsible for execution of a distinct element of the work of a contract and carrying out its responsibilities by actually performing, managing, and supervising the work involved. To determine whether a certified DBE is performing a commercially useful function, DCTA or a contractor shall evaluate the amount of work subcontracted, industry practices, and other relevant factors.
4. Consistent with normal industry practices, a DBE may enter into subcontracts. If a

DBE contractor subcontracts a significantly greater portion of the work of the contract than would be expected on the basis of normal industry practices, the DBE shall be presumed not to be performing a commercially useful function. The DBE may present evidence to rebut this presumption to DCTA. DCTA's decision on the rebuttal of this presumption is final, subject to review by the Department of Transportation in instances of DOT-assisted contracts.

5. DCTA or a contractor may count toward its DBE goals expenditures for materials and supplies obtained from certified DBE suppliers and manufacturers provided that the DBEs assume the actual and contractual responsibility for the provision of the materials and supplies. DCTA or a contractor may count its entire expenditure to a certified DBE manufacturer (i.e., a supplier that produces goods from raw materials or substantially alters them before resale). DCTA will count 60 percent of its expenditures to certified DBE suppliers that are not manufacturers, provided that such suppliers perform a commercially useful function in the supply process.



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2. Did you obtain a current (**not more than 60 days old from the initial response to the DCTA's solicitation due date**) list of DBE subcontracts and/or suppliers from the DCTA DBE Liaison?

(yes ☐) (no ☐)

DBE listing request date to the DCTA DBELO : / /20

3. Did you solicit bids from DBE firms, within the subcontracting and/or supplier areas previously listed by mail?

(yes ☐) (no ☐)

Attach the DBE mail listing including a dated copy of the letter mailed, or email correspondence showing proof of solicitation to DBE firms. **If you did not fulfill, please write the following statement: "I did not comply"**

4. Did you solicit bids from DBE firms within the subcontracting and/or supplier areas previously listed by telephone?

(yes ☐) (no ☐)

Attach DBE contact list to include: DBE firm, person contacted, telephone number, date and time of contact. **If you did not fulfill, please write the following statement: "I did not comply"**

NOTE: A facsimile may be used to comply with either 3 or 4 but may **not** be used for both. If a facsimile is used, attach the fax confirmation, which is to provide: DBE name, date, time, fax number and documentation faxed.

NOTE: If the list of DBE firms for a particular subcontracting/supplier opportunity is ten (10) or less, the contractor must contact the entire list to be in compliance with item 3 and 4. If the list of DBE firms for a particular subcontracting/supplier opportunity is ten (10) or more, the contractor must contact at least two-thirds (2/3) of the list within such area of opportunity, but not less than ten to be in compliance with items 3 and 4.

5. Did you provide plans and specifications to potential DBE firms or information regarding the location of plans and specifications in order to assist the DBE firms?

(yes ☐) (no ☐)

6. Submit documentation if DBE firms were rejected. The documentation submitted should be in the form of an affidavit, include a detailed explanation of why the DBE firms were rejected and any supporting documentation the contractor wishes to be considered by the DCTA. In the event of an actual dispute concerning quotes, the contractor will provide for confidential access to and inspection of any relevant documentation by DCTA Legal representative. **(Please use additional sheets, if necessary and attach)**

Denton County
Transportation Authority

Company Name	Telephone	Contact Person	Scope of Work	Reason for Rejection

ADDITIONAL INFORMATION:

Please provide additional information you feel will further explain your good and honest efforts to obtain DBE participation on this project

The bidder further agrees to provide, directly to the DCTA upon request, complete and accurate information regarding actual work performed on this contract, the payment thereof and any proposed changes to the original arrangements submitted with this bid. The bidder also agrees to allow an audit and/or examination of any books, records and files held by their company that will substantiate the actual work performed on this contract, by an authorized DCTA employee.

Any intentional and/or knowing misrepresentation of facts will be grounds for terminating the contract or debarment from DCTA work for a period of not less than three (3) years and for initiating action under laws concerning false statements. Any breach of contract may result in a determination of an irresponsible offeror and barred from participating in DCTA work for a period of time not less than one (1) year.

The undersigned certifies that the information provided and the listed was/were contacted in good faith. It is understood that any DBE firms listed on the Good Faith Effort Form will be contacted and the reasons for not using them will be verified by the DCTA DBELO.

Authorized Signature: <div style="border: 1px solid black; height: 20px; width: 100%;"></div>	Printed Signature: <div style="border: 1px solid black; height: 20px; width: 100%;"></div>
Title: <div style="border: 1px solid black; height: 20px; width: 100%;"></div>	Contact Name and Title (if different): <div style="border: 1px solid black; height: 20px; width: 100%;"></div>
Company Name: <div style="border: 1px solid black; height: 20px; width: 100%;"></div>	Phone Number: <div style="border: 1px solid black; height: 20px; width: 100%;"></div>
Street Address: <div style="border: 1px solid black; height: 20px; width: 100%;"></div>	Email Address: <div style="border: 1px solid black; height: 20px; width: 100%;"></div>
City/County/State and Zip Code <div style="border: 1px solid black; height: 20px; width: 100%;"></div>	Date: <div style="border: 1px solid black; height: 20px; width: 100%;"></div>
DCTA DBELO Authorized Signature: <div style="border: 1px solid black; height: 20px; width: 100%;"></div>	Date: <div style="border: 1px solid black; height: 20px; width: 100%;"></div>

Question and Answers for Bid #21-05 - New and Recapped Tires

Overall Bid Questions

There are no questions associated with this bid.

Board of Directors Memo

June 24, 2021

SUBJECT: Disadvantaged Business Enterprise (DBE) Goal for FY 22, FY 23, and FY 24

Recommendation

This is an informational item only. Staff will seek Board approval of the proposed goal at the July 2021 Board meeting prior to submission to FTA.

Background

The Federal Transit Administration (FTA), in conjunction with the Department of Transportation, has established rules and guidelines governing the procurement of goods and services from Disadvantaged Business Enterprises (DBEs). DCTA's DBE program must be updated every three years for the upcoming fiscal years; the current program expires on September 30, 2021. The next tri-annual program for the fiscal years 22, 23 and 24 is due to FTA by August 1, 2021.

As part of the requirements to establish an agency goal, DCTA must consult with firms in the area who have knowledge of disadvantaged firms, along with posting a notice on our website. These processes are currently scheduled and will be concluded in July.

Previous Board Activity & Action

- February 26, 2004: DCTA Board adopted a DCTA adopted a formal DBE policy statement.
- July 26, 2018: DCTA Board approved the current goal for FY 19, 20 and 21
- No previous action has been taken on the current proposed goal

Identified Need

As a recipient of federal funds, DCTA is required to update its DBE program every three years.

Financial Impact

DCTA contracted with a third-party contractor, The Burrell Group, to assist with the development of the DBE goal and consultation requirements. No additional funding is required.

Exhibits

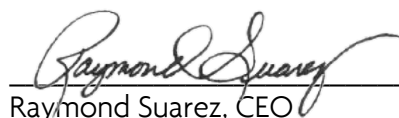
N/A

Submitted By: _____



Athena Forrester, AVP of Regulatory Compliance/DBE Liaison

Final Review: _____


Raymond Suarez, CEO

DCTA Board Agenda Outlook

UPDATED: 6/17/2021 4:35 PM

JULY 22, 2021	AUGUST 26, 2021	SEPTEMBER 23, 2021
<p><u>CONSENT</u></p> <ul style="list-style-type: none"> ▪ Approval of Minutes ▪ Monthly Financial Statements: (Monthly Financials, Capital Projects Budget Report) ▪ Tires Procurement <p><u>REGULAR AGENDA</u> <u>Discussion Topics</u></p> <ul style="list-style-type: none"> ▪ FY21 Pre-Audit discussion with Plante Moran ▪ Local & Regional Transportation Updates and Legislative Issues <p><u>Action</u></p> <ul style="list-style-type: none"> ▪ Monthly Financial Statements: (Monthly Financials, Capital Projects Budget Report) ▪ Quarterly Investment Report ▪ Quarterly Grants Report ▪ Public Involvement ▪ DBE goal for FY22, FY23, and FY24 ▪ Title VI TO ▪ Denton County Sherriff Deputy ILA <p><u>INFORMATIONAL REPORTS</u></p> <ul style="list-style-type: none"> ▪ Monthly Financial Reports: (Sales Tax, MaaS Update, Budget Information) ▪ Ridership Trend Report ▪ Print Vendor Replacement RFP ▪ Coppel Program Renewal – ILA and Lyft TO ▪ Frisco Program Renewal – ILA, IH and Lyft TO 	<p><u>CONSENT</u></p> <ul style="list-style-type: none"> ▪ Approval of Minutes ▪ Monthly Financial Statements: (Monthly Financials, Capital Projects Budget Report) ▪ Print Vendor Replacement ▪ Coppel Program Renewal – ILA ▪ Coppel Program Renewal – Lyft TO ▪ Frisco Program Renewal – ILA ▪ Frisco Program Renewal – IH ▪ Frisco Program Renewal – Lyft TO <p><u>REGULAR AGENDA</u> <u>Discussion Topics</u></p> <p><u>Action</u></p> <ul style="list-style-type: none"> ▪ Consider Approval of TO and Budget Amendment for KCS Rail Corridor TOD Study (KH) <p><u>INFORMATIONAL REPORTS</u></p>	<p><u>CONSENT</u></p> <ul style="list-style-type: none"> ▪ Approval of Minutes ▪ Monthly Financial Statements: (Monthly Financials, Capital Projects Budget Report) <p><u>REGULAR AGENDA</u> <u>Discussion Topics</u></p> <p><u>Action</u></p> <p><u>INFORMATIONAL REPORTS</u></p>