



Board of Directors Regular Meeting November 30, 2023 | 10:00 a.m.

NOTICE IS HEREBY GIVEN that the members of the Denton County Transportation Authority (DCTA) Board of Directors will hold a Regular Meeting on Thursday, November 30, 2023, at 10:00 a.m. at the DCTA Administrative Offices located at 1955 Lakeway Drive, Suite 260, Lewisville, Texas 75057 and by Zoom Video Conference at which time the following agenda will be discussed.

The public is allowed to use the ZOOM link below to participate in a Board Meeting. To join the meeting, please use the information below:

Please click the link below to join the webinar:

<https://us06web.zoom.us/j/84612918699?pwd=Ge1QEAS1GI21VfrVlhnsF1vGVNMzMw.0io6KKYwp6p8uEXs>

Passcode: 536749

Or One tap mobile: +13462487799,

Or Telephone: +1 346 248 7799 US

Webinar ID: 846 1291 8699

Passcode: 536749

As authorized by Section 551-071 of the Texas Government Code, the Board of Directors may convene into Closed Executive Session for the purpose of seeking legal advice from Legal Counsel on any item on the agenda at any time during the meeting.

CALL TO ORDER

INVOCATION

PLEDGE OF ALLEGIANCE

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.

Speakers making personal, impertinent, profane, or slanderous remarks may be removed from the meeting. Unauthorized remarks from the audience, stamping of feet, whistles, yells, clapping and similar demonstrations will not be permitted.

Citizens that are not able to participate in-person must email his or her public comment to kmorris-perkins@dcta.net no later than **3:00 pm on Wednesday, November 29, 2023**, to ensure the comment will be distributed to Board Members prior to the meeting.



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 North Texas Mobility Corporation's Benefit Renewal with United Healthcare for Medical, Dental and Vision Benefits for NTMC Employees for Coverage effective January 1, 2024 through December 31, 2024 and Accept Continuation of Coverage for Life and Disability with Mutual of Omaha**

[\(packet pages\)](#)

Action Item

Backup Information: Memo
Exhibit 1: NTMC Medical Renewal Rates

- 2. Consider Approval of First Amended and Restated Chief Executive Officer (CEO) Employment Agreement**

[\(packet pages\)](#)

Action Item

Backup Information: Memo

- 3. Consider Approval of September 2023 Monthly Financial Statement**

[\(packet pages\)](#)

Action Item

Backup Information: Memo
Exhibit 1: Year-to-date Financial Statement – September 30, 2023

- 4. Consider Approval of Regular Meeting Minutes dated October 26, 2023**

[\(packet pages\)](#)

Action Item

Backup Information: Exhibit 1: October 26, 2023 Regular Meeting Minutes

REGULAR AGENDA

- 1. Discuss Update on the A-train Enhancement Program**

[\(packet page\)](#)

Discussion Item

Backup Information: Memo

- 2. Discuss Update on Connect Bus Stop Study**

[\(packet pages\)](#)

Discussion Item

Backup Information: Memo



3. Discuss Update on Public Transportation Agency Safety Plan

[\(packet pages\)](#)

Discussion Item

Backup Information: Memo

4. Discuss Update on January Board Strategic Planning Work Session, FY 2024 Work Plan, and Agency Goals and Objectives

[\(packet pages\)](#)

Discussion Item

Backup Information: Memo

5. Discuss Local and Regional Updates and Legislative Issues

[\(packet page N/A\)](#)

Discussion Item

INFORMATIONAL REPORTS

1. Safety, Service, and Ridership Reports

[\(packet pages\)](#)

Backup Information: Memo

Exhibit 1: Safety Performance – FY to Date

Exhibit 2: Service Performance – FY to Date

Exhibit 3: Ridership by Mode – October 2023

Exhibit 4: Connect Ridership Year-Over-Year by Month

Exhibit 5: A-train Year-Over-Year Ridership Comparison

Exhibit 6: Fixed-Route Ridership –October 2023

Exhibit 7: UNT Ridership Year-Over-Year by Month

2. Update on Regional Transit 2.0 Initiative and Request for Proposals by the North Central Texas Council of Governments (NCTCOG)

[\(packet page\)](#)

Backup Information: Memo

Exhibit 1: RFP

3. Proposed 2024 Denton County Transportation Authority (DCTA) and North Texas Mobility Corporation (NTMC) Board Meeting Date Calendar

[\(packet page\)](#)

Backup Information: Memo

Exhibit 1: 2024 DCTA and NTMC Board Meeting Calendar

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.

[Next Regular Board Meeting Date:](#) January 25, 2024



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

No Executive Session is scheduled for this meeting.

RECONVENE OPEN SESSION

Reconvene and Take Necessary Action on Items Discussed during Executive Session (if applicable).

ADJOURN

Board Members:

TJ Gilmore, Lewisville, Chair
Cesar Molina, Denton County Seat 1, Vice-Chair
Andy Eads, Denton County Seat 2, Secretary
Daniel Jaworski, Highland Village
Alison Maguire, Denton

Alternates

Jody Gonzalez, Denton County Seat 1
Kristin Green, Lewisville
Pat Smith, Denton
Paul Stevens, Highland Village
Vacant, Denton County Seat 2

Non-Voting Board Members:

Dennie Franklin, Frisco
Jeremie Maurina, The Colony
Vacant, Flower Mound
Vacant, Corinth
Vacant, Little Elm
Vacant, Small Cities

Staff Liaison:

Paul Cristina, CEO

This notice was posted on November 17, 2023 by 5pm.

Kisha Morris-Perkins, Executive Assistant & Board Process Manager



Board of Directors Memo

November 30, 2023

SUBJECT: Consider Approval of the North Texas Mobility Corporation's Benefit Renewal with United Healthcare for Medical, Dental and Vision Benefits for NTMC employees for coverage effective January 1, 2024 through December 31, 2024 and Accept Continuation of Coverage for Life and Disability with Mutual of Omaha.

Recommendation

Staff recommends the Board approve and authorize NTMC to enter into a contract with United Healthcare for Medical, Dental and Vision Benefits for NTMC employees for coverage effective January 1, 2024 through December 31, 2024 and accept the continuation of coverage for Life and Disability with Mutual of Omaha for coverage effective January 1, 2024 through December 31, 2024 with no rate change.

Background

Effective January 1, 2024, NTMC's health benefits will start a new plan year. Holmes Murphy, benefits broker for DCTA and NTMC, went to market this year to evaluate the current benefit offerings. Staff budgeted for a 17% increase in the cost of the current plan based on preliminary feedback of market conditions. Medical and Dental received only two carriers willing to respond, with 3 declining to quote Medical and 7 declining to quote Dental.

Based on feedback from employees, NTMC requested proposal for renewal of the current plan and an option that would address employee needs of an expanded network, no requirement to designate a primary care physician, no referrals needed for specialty care and reduced coinsurance costs. United Healthcare, the current medical carrier, initially came back with a 7% increase for Medical on the current plan and a 16.4% increase to move to the desired plan Option 9 that would address employee needs with an expanded network for employees and reduced coinsurance costs.

Dental Select, the current Dental carrier, came back at the same rate.

Vision remains on a rate guarantee with United Healthcare and will not increase this year.

Mutual of Omaha for Life and Disability remains on a rate guarantee through January 1, 2026, and will not increase.

NTMC currently averages 75 employees on their benefit plans. Ultimately, United Healthcare came back with a 7.7% increase when moving to Option 9 and bundling Medical, Dental and Vision. This bundle moves the Dental coverage from Dental Select to United Healthcare adding implant coverage, including an expanded network. This makes the total increase of 7.7% to Medical and projected costs as noted below.

Current Plan	FY 2024 Benefit Cost-Projected		Option 9	FY 2024 Benefit Cost-Projected
Medical	\$1,330,176.00		Medical	\$1,392,342.96
Dental	\$34,730.28		Dental	\$35,331.00
Vision	\$14,537.76		Vision	\$14,537.76
Life/Disability	\$72,563.00		Life/Disability	\$72,563.00
	\$1,452,007.04		Total	\$1,514,774.72



Previous Board Activity

- August 2023 – The Board previously approved the FY2024 Budget for the operation of NTMC which included the following:

	FY 2024 Adopted
Medical	\$1,576,222
Dental	\$38,973
Vision	\$15,751
Life/Disability	\$73,663
TOTAL	\$1,704,609

Identified Need

Staff seeks Board approval for NTMC President to enter into a contract with United Healthcare.

Financial Impact

This item is included in the current FY2024 Budget; this contract will not exceed the budgeted amount of \$1,704,609.00.

Exhibits

Exhibit 1: NTMC Medical Renewal Rates

Submitted By:

Jackie Bronson, Director
Human Resources

NORTH TEXAS MOBILITY CORPORATION 1/1/2024 MEDICAL RENEWAL

United Healthcare	Current	Alternate (Option 9)
	CZWR – Charter HMO	CZXG – Nexus EPO
Calendar Year Deductible		
Individual	\$6,000	\$6,000
Family	\$12,000	\$12,000
Calendar Year Out-of-Pocket Maximum (Includes Deductible)		
Individual	\$9,100	\$8,150
Family	\$18,200	\$16,300
Preventive Care	100%	100%
Primary Care Physician	\$10 copay	\$15 copay
Specialist	\$60 copay	\$50 copay
Inpatient Services	100% after deductible	100% after deductible
Outpatient Services	100% after deductible	100% after deductible
Urgent Care	\$25 copay	\$50 copay
Emergency Room	\$500 copay + deductible	\$300 + deductible
Pharmacy - Retail RX (up to 30-day supply)		
Tier 1	\$10	\$10
Tier 2	\$50	\$35
Tier 3	\$100	\$60
Initial Renewal Offer	7% over current	16.4% over current
Negotiated Renewal + Dental Bundling (2.5%)	2.8% over current	7.7% over current
Rates	Current / Renewal	Option 9 Alternate rates
Employee Only	\$1,061.84 / \$1,092.10	\$1,143.14
Employee + Spouse	\$2,336.04 / \$2,402.61	\$2,514.90
Employee + Children	\$1,964.40 / \$2,020.38	\$2,114.80
Employee + Family	\$3,397.88 / \$3,494.71	\$3,658.04

***EPO plans utilize UHC's largest network of providers and hospitals, and do not require designated PCPs or referrals for Specialists**



Board of Directors Memo

November 30, 2023

SUBJECT: Consider Approval of First Amended and Restated Chief Executive Officer (CEO) Employment Agreement

Recommendation

Staff recommends the Board approve the First Amended and Restated Chief Executive Officer (CEO) Employment Agreement

Background

The current CEO employment Agreement has an effective date of September 22, 2022. The Agreement expires on November 22, 2024. The Board of Directors and CEO desire to amend the Agreement to extend the term of the Agreement and change other terms of the contract.

Previous Board Activity & Action

The current CEO employment Agreement was agreed to by the Board of Directors with an effective Date of September 22, 2022.

Identified Need

The Board of Directors desires to amend the current agreement.

Financial Impact

Funding for this Agreement is within the FY2024 budget.

Exhibits

None.

Submitted by:

A handwritten signature in blue ink, appearing to read "Paul A. Cristina", is written over a horizontal line.

Paul A. Cristina
Chief Executive Officer



Board of Directors Memo

November 30, 2023

SUBJECT: Consider Approval of September 2023 Monthly Financial Statement

Recommendation

Staff recommends the Board approve the financial statement for September 30, 2023.

Background

The financial statement is presented monthly to the Board of Directors for acceptance. The attached report is for the period ending September 30, 2023. This report provides a comparison of year-to-date budget vs. actual performance.

Previous Board Activity & Action

There has been no previous Board activity on this item.

Identified Need

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

Financial Impact

The financial impact of September 30, 2023 performance has been summarized within the respective document provided. It is important to note that this report represents an unaudited view of the Authority's FY23 financial performance. It does not include the financial impact of year-end closing entries and/or the results of any audit adjustment. Accordingly, these year-end results presented in this report will vary from the results to be presented in the FY23 Annual Comprehensive Financial Report (audited financial statements). Staff stands ready to answer any questions the Board may have regarding the financial performance.

Exhibits

Exhibit 1: Year-to-Date Financial Statement – September 30, 2023

Submitted by:

Sherrelle Evans-Jones, CPA
Chief Financial Officer



DENTON COUNTY TRANSPORTATION AUTHORITY

Statement of Revenue and Expenditures
Presented for the Period Ended September 30, 2023
(UNAUDITED)

	Prior Year Actual			FY 2023 - September 30, 2023					
	2020	2021	2022	YTD Budget	YTD Actual	Annual Revised Budget	Actual %	Expected %	Notes
Revenue and Other Income									Total system YTD ridership revenue down about 10% compared to budgeted ridership.
Passenger Revenues	\$ 833,637	\$ 542,920	\$ 928,716	\$ 1,797,627	\$ 1,477,202	\$ 1,797,627	82.2%	100.0%	
Contract Service Revenues	3,378,826	2,969,330	3,718,416	4,354,021	4,151,091	4,354,021	95.3%	100.0%	
Sales Tax Revenues	29,817,364	34,653,779	38,030,250	39,646,685	40,292,936	39,646,685	101.6%	100.0%	Sales tax continues to perform ahead of budget.
Federal/State Grants - Capital	3,472,677	1,409,423	95,069	2,801,060	59,828	2,801,060	2.1%	100.0%	
Federal/State Grants - Operating	16,214,135	15,858,885	19,028,351	13,042,809	6,709,069	13,042,809	51.4%	100.0%	Sept 2023 includes \$3.96M of new revenue (actual).
Total Revenues and Other Income	53,716,639	55,434,337	61,800,802	61,642,202	52,690,126	61,642,202			
Operating Expenses									
Salary, Wages and Benefits	4,432,165	3,903,858	4,002,824	4,927,593	3,745,323	4,925,778	76.0%	100.0%	
Outsourced Services and Charges	2,922,575	3,029,903	4,517,965	6,248,924	3,004,782	6,248,924	48.1%	100.0%	
Materials and Supplies	1,922,265	1,711,081	2,536,927	3,444,327	2,345,881	3,444,327	68.1%	100.0%	
Utilities	431,838	425,655	455,020	700,119	465,783	700,119	66.5%	100.0%	
Insurance	1,656,122	1,692,506	1,608,328	1,727,114	1,577,898	1,727,114	91.4%	100.0%	
Transportation Reinvestment (TRiP)	-	29,798	1,332,493	345,473	345,473	345,473	100.0%	100.0%	New line item added to FY23 following the reclassification of actual expenditures.
Purchased Transportation Services	10,091,454	9,810,849	19,146,955	23,027,376	21,354,125	23,027,376	92.7%	100.0%	
Employee Development	164,699	80,428	119,259	270,148	176,549	270,148	65.4%	100.0%	
Leases and Rentals	226,632	215,069	132,033	158,406	142,445	158,406	89.9%	100.0%	
Depreciation	9,559,752	9,524,340	11,351,682	11,211,908	9,439,038	11,211,908	84.2%	100.0%	
Total Operating Expenses	31,407,502	30,423,487	45,203,487	52,061,388	42,597,297	52,059,573			
Income Before Non-Operating Revenues and Expenses	22,309,137	25,010,851	16,597,315	9,580,814	10,092,830	9,582,629			
Non-Operating Revenues/(Expense)									
Investment Income	320,793	31,178	462,425	6,000	4,310,777	6,000	71846.3%	100.0%	Investment income for the year.
Gain (Loss) on Disposal of Assets	(7,482)	42,344	29,719	-	-	-	0.0%	0.0%	
Other Income/(Expense) - Miscellaneous	421,389	460,209	447,462	9,623,610	876,056	9,623,610	9.1%	100.0%	\$9.6M annual budget includes plans for the JROF.
Long Term Debt Interest/(Expense)	(909,133)	(697,187)		(212,640)	(212,684)	(212,640)	100.0%	100.0%	
Total Non-Operating Revenues/(Expenses)	(174,434)	(163,456)	939,606	9,416,970	4,974,149	9,416,970			
Income (Loss) before Transfers to NTMC	22,134,703	24,847,395	17,536,921	18,997,784	15,066,979	18,999,599			
Transfers Out to NTMC	(7,555,428)	(6,489,350)	(5,926,669)	(6,999,359)	(5,577,506)	(6,999,359)	79.7%	100.0%	
Total Transfers	(7,555,428)	(6,489,350)	(5,926,669)	(6,999,359)	(5,577,506)	(6,999,359)			
Change in Net Position	\$ 14,579,275	\$ 18,358,045	\$ 11,610,252	\$ 11,998,425	\$ 9,489,473	\$ 12,000,240			



Board of Directors Regular Meeting Minutes October 26, 2023 | 10:00 a.m.

The Board of Directors of the Denton County Transportation Authority (DCTA) convened a Regular Board of Directors Meeting with Chair TJ Gilmore presiding on Thursday, October 26, 2023 at 10:00am, located at the DCTA Administrative Offices, 1955 Lakeway Drive, Suite 260, Lewisville, Texas 75057.

Voting Members

Chair TJ Gilmore, City of Lewisville
Vice-Chair Cesar Molina, Denton County
Secretary Andy Eads, Denton County
Board Member Dianne Costa, City of Highland Village
Board Member Alison Maguire, City of Denton

Alternates

Board Member Jody Gonzalez, Denton County
Board Member Kristin Green, City of Lewisville
Board Member Pat Smith, City of Denton
Board Member Paul Stevens, City of Highland Village

Non-Voting Members

Board Member Dennie Franklin, City of Frisco
Board Member Jeremie Maurina, City of The Colony

Legal Counsel

Joe Gorfida, Nichols Jackson

DCTA CEO

Paul A. Cristina

CALL TO ORDER

Chair Gilmore called the meeting to order at 10:02am. All Board Members were present except for Board Member Green who arrived at 10:47am.

INVOCATION

Board Member Costa provided the invocation.

PLEDGE OF ALLEGIANCE

The Board recited pledges to the United States and Texas flags.

INTRODUCTIONS

There were no introductions during this meeting.



PUBLIC COMMENT

The following individual addressed the Board during this time:

Liam Gaume-Wakefield

CONSENT AGENDA

1. Consider Approval to De-Obligate Grant Funds in the amount of \$2,625,000 for the Bus Lite Maintenance Facility in Lewisville at the Rail Operating and Maintenance Facility (ROMF) Site
2. Consider Approval of First Amendment to FY21 TRiP Reimbursement Agreement with the City of Highland Village
3. Consider Approval of a Contract with DataVox Inc., for a Server Infrastructure Refresh Project in the amount of \$398,455.41
4. Consider Authorizing the Chief Executive Officer to execute an Interlocal Agreement with Denton County Sheriff's Office for Law Enforcement Services in the amount of \$122,287 for one (1) year beginning October 1, 2023, through September 30, 2024
5. Consider Approval of Regular Meeting Minutes dated September 28, 2023

Motion by Secretary Eads with a second by Board Member Costa to approve the Consent Agenda as presented. Motion passes 5-0.

REGULAR AGENDA

1. **Consider Approval of Monthly Financial Statement for August 2023, Quarterly Grants Report for Quarter 4 – Fiscal Year 2023, Updated Investment Policy, and Receive an Update From the Chief Financial Officer Regarding Finance Operations**

Sherrelle Evans-Jones, CFO and Joe Oerum, Senior Manager of Contracts and Procurement gave the presentation highlighting the following:

- Financial Statement – August 31, 2023
 - Revenues and Other Income
 - Operating Expenses
 - Non-Operating Revenues/Transfers (Expenses)
- eProcurement Platform
- Digital Routing Software
- Agency Surplus Disposition
- Disadvantaged Business Enterprise (DBE) Program

- Quarterly Grants Report
- Status of Invested Assets
- Approved Hires
- ERP Update
- FY23 Close

Board discussion regarding revenue and other income (uncollected funds).

Motion by Board Member Costa with a second by Secretary Eads to approve as presented. Motion passes 5-0.

COO Maurice Bell gave the presentation for Regular Agenda Items 2-6 highlighting the below. After the presentation, the Board voted on each item separately.

- Service Overview
- Agreements Matrix (Funding Agreement, ILA, Operations Contract, Technology Contract, Transfer Agreement, Access Agreement)
- Program Funding Summary (Taxi Productivity, Monthly Taxi Cost, Annual Rollup)
- Collin County Rides Service Transition Summary
- Current Service Ridership Profile
- Proposed Ridership Profile
- Spare Labs Analysis: Trip Distribution
- Implementation Schedule
- Observations/Summary

Board discussion regarding who determined the recommended service and changes (DCTA staff), service type (i.e. passengers receiving/needing assistance), and having conversations as to the “why” DCTA is doing this (i.e. regionalism and getting more people to understand the need for consistent and dedicated transit) and developing the policy and direction on these types of regional projects and intended outcomes. The Board also thanked staff for their detailed and precise work on this project.

- 2. Discuss update on the Collin County Rides program and Consider Approval of the Funding Agreement with the North Central Texas Council of Governments (NCTCOG) for Collin County Rides Transit Services for an amount not to exceed \$1,647,750 for a period of up to two (2) years beginning on the execution date, and continuing through September 30, 2025, with an option to extend one additional year through September 30, 2026 and authorize the Chief Executive Officer (CEO) to Execute Such Agreement**

Motion by Vice-Chair Molina with a second by Board Member Maguire to approve as presented. Motion passes 5-0.

- 3. Consider Approval of the Interlocal Agreement with the City of Allen for Collin County Rides Transit Services for an amount not to exceed \$672,975 for a period of 20 months beginning on February 1, 2024, and continuing through September 30, 2025, with an option to extend one additional year through September 30, 2026 and authorize the Chief Executive Officer (CEO) to Execute Such Agreement.**

Motion by Vice-Chair Molina with a second by Board Member Maguire to approve as presented. Motion passes 5-0.

- 4. Consider Approval of the Interlocal Agreement with the Town of Fairview for Collin County Rides Transit Services for an amount not to exceed \$74,775 for a period of 20 months beginning on February 1, 2024, and continuing through September 30, 2025, with an option to extend one additional year through September 30, 2026 and Authorize the Chief Executive Officer (CEO) to Execute Such Agreement.**

Motion by Vice-Chair Molina with a second by Board Member Maguire to approve as presented. Motion passes 5-0.

- 5. Consider Approval of Task Order #4.5 with Irving Holdings, Inc. for Collin County Rides Transit Services for an amount not to exceed \$355,000 for a period of eight (8) months beginning on January 22, 2024, and continuing through September 30, 2024.**

Motion by Vice-Chair Molina with a second by Board Member Maguire to approve as presented. Motion passes 5-0.

- 6. Consider Approval of Task Order #18 with Lyft for Collin County Rides Transit Services for an amount not to exceed \$80,000 for a period beginning January 22, 2024, and Continuing Through September 30, 2024**

Motion by Vice-Chair Molina with a second by Board Member Maguire to approve as presented. Motion passes 5-0.

- 7. Discuss Update on Consolidated Denton County Transportation Authority (DCTA) Customer Service Function**

CEO Paul Cristina gave the presentation highlighting the following:

- Customer Service Evolution: What and Why
 - Anticipated Outcomes
 - Via contract cost of \$420K in FY2023 increased in FY2024 to \$560

- Analysis
- Current DCTA Customer Service Structure – Current
- Current DCTA Customer Service Structure – Concept
- NTMC Rides and Customer Service Volume
- GoZone Ride and Customer Service Volume
- GoZone Trips Most Frequently Booked Through App
- NTMC and GoZone Customer Service Call Profile – Fiscal Year to Date
- GoZone Customer Service Productivity
- NTMC Customer Service Call Support Productivity and Staffing
- NTMC and GoZone Customer Service Call Staffing Considerations – Current State
- Opportunities to Reduce Customer Service Call Volume
- NTMC and GoZone Customer Service Call Staffing Considerations with 50% Reduction of GoZone Bookings by Phone
- Insourced DCTA Customer Service Call Center: Shift Design and Staffing Concept
- Opportunities to Insource GoZone Customer Service Activities
- Customer Service Transition - Concept Cost Scenarios/Structure
- Scenario Limits
- Next Steps (Advertise/Hire DCTA Customer Service Leader, refine streams and processes for NTMC and Via Customer Service, continue dialogue with Via, continue monitoring Via process in Interactive Voice Response, continue Spare Labs platform implementation to understand enhanced customer service outcomes, re-visit analysis in Spring 2024 timeframe following customer service leader onboarding).

Board discussion regarding GoZone call volume comparisons (i.e. Fiscal Year (FY) 22 vs Fiscal Year (FY) 23, the importance of providing service to individuals 60+ years old, clarification of “GoZone Trips by App”, and customer service training.

No Board action required at this time.

8. Discuss Update on the Intermediate Service Plan

CEO Cristina and Planning Manager Palermo provided the update highlighting the following:

- Immediate Service Plan Update
- Ridership Performance – Through September
- Connect Network Performance
- GoZone Network Performance
- Fiscal Year (FY) Trends

- Recap from Last Spring – Summer Service Review
- Intermediate Service Plan – Road Ahead
- GoZone Trip Distribution at UNT – FY 23 to June
- GoZone Trip Distribution at TWU – FY 23 to June
- Spring 2022 COA – Passengers Per Revenue Hour
- Substantial Productivity Increase in Passengers Per Revenue Hour
- Methodology Proposal: Two Measures of Bus Network Efficacy
- Passengers per Revenue Hour and Passengers per Scheduled Hour
- Methodology Proposal: Cost Per Passenger
- Connect and GoZone Operating Costs Derivation: Summer 2022 Comprehensive Operations Analysis
- Methodology Proposal: GoZone/Bus Cost Per Passenger Calculation
- Methodology Proposal: Cost Per Passenger Evaluation – GoZone and Connect
- Next Steps: Continue data collection/validation of automated passenger counters, continue dialogue with UNT, open dialogue with TWU, refine operating cost inputs with FY 24 budget and revisit calculations and develop service change proposals for Spring 2024 discussion with the Board

Board discussion regarding why GoZone cost per passenger cannot go below \$12.70, maximum capacity on GoZone, KPI's, GoZone, Connect and Rail spending, long range financials, service hours and sustainability.

9. Discuss Local and Regional Updates and Legislative Issues

The Board and staff provided updates from the Regional Transportation Council (RTC), Transit Agencies CEO Meeting, Texas Department of Transportation (TxDOT), and North Central Texas Council of Governments (NCTCOG).

INFORMATIONAL REPORTS

1. Safety, Service, and Ridership Reports for FY 2023
2. Public Transportation Agency Safety Plan (PTASP) Update

No Board action required for Informational Reports.

FUTURE AGENDA ITEMS AND BOARD MEMBER REQUESTS

None at this time.



REPORT ON ITEMS OF COMMUNITY INTEREST

The Board and DCTA staff recognized and expressed sincere gratitude to Dianne Costa and provided her with a Resolution and trophy award for her six (6) years of dedicated service on the Board of Directors.

CONVENE EXECUTIVE SESSION

The Board of Directors will convene into Closed Executive Session pursuant to Section 551.074 of the Texas Government Code, Personnel Matters, to deliberate the duties and evaluation of the Chief Executive Officer.

Action as a result of Executive Session.

The Board recessed at 12:06pm and reconvened at 12:23pm. The Board convened into Closed Executive Session at 12:24pm.

RECONVENE OPEN SESSION

The Board reconvened from Closed Executive Session at 1:30pm with no action taken.

ADJOURN

The Board adjourned at 1:30pm.

TJ Gilmore, Board Chair

Andy Eads, Board Secretary



Board of Directors Memo

November 30, 2023

SUBJECT: Discuss Update on the A-train Enhancement Program

Recommendation

This item is for information only. No Board action is required.

Background

The purpose of the A-train enhancement is to enhance performance, efficiency, and regional connectivity to the communities we serve. This enhancement is focused on the following three initiatives:

1. Schedule and frequency improvements
2. Connection to Downtown Carrollton
3. Consideration of Corinth station

This briefing will provide an update on DCTA's current progress regarding the proposed improvements to the A-train including:

- JROF update and decision point
- Opportunities to progress schematic design development and modeling
- Coordination with the City of Carrollton, City of Corinth, Dallas, Garland and Northeastern (DGNO) short line railroad, Rio Grande Pacific, and Dallas Area Rapid Transit (DART)

Previous Board Activity

The Board received a briefing on this item in the following meetings:

- February 2023
- August 2023

Identified Need

None.

Financial Impact

None.

Exhibits

None.

Submitted By:

Austin Frith, VP Planning and Development



Board of Directors Memo

November 30, 2023

SUBJECT: Discuss Update on Connect Bus Stop Study

Recommendation

This item is for information only. No Board action is required.

Background

In discussions on the Intermediate Service Plan, staff noted the importance of Bus Stops to maximize rider capture and enable rider transition from GoZone to Fixed Route. In addition, DCTA received funding from the NCTCOG to relocate unused Bus Stop assets and rehabilitate current Bus Stop infrastructure.

DCTA briefed the Board in May 2023 for the task order to develop a Bus Stop, Shelter, and Amenity Relocation Plan which included:

1. Review current stop spacing and identify areas where additional bus stops and/or consolidation will improve access and operating efficiency
2. Research which previous Lewisville Connect shelters and benches may currently be in use by GoZone, Paratransit, and Lewisville ISP customers and students
3. Update GIS database to classify bus stop hierarchy with corresponding levels of service, signage, lighting, and associated furnishings
4. Develop Three-Year Bus Stop Facilities Program including estimation of costs for additional bus stop infrastructure and/or furnishings

This briefing will provide an update on DCTA's findings regarding the Bus Stop Study and provide a recommendation of next steps to include existing inventory, public comment, confirmation and phasing plan for implementation.

Previous Board Activity

The Board received a briefing on this item in the following meetings:

- May 2023

Identified Need

None.


Financial Impact

None.

Exhibits

None.

Submitted By:


Austin Frith, VP Planning and Development



Board of Directors Memo

November 30, 2023

SUBJECT: Discuss Update on Public Transportation Agency Safety Plan (PTASP)

Recommendation

This is an Informational Report only. No Board action is required.

Background

In compliance with the Federal Transit Authority (FTA) requirements, DCTA is required to review and consider updates to its Public Transportation Agency Safety Plan (PTASP) on an annual basis. The current version of the PTASP was adopted by the Board following a briefing item in December 2022.

While there were no updates to the plan to be considered this year, this briefing will provide the Board with an update on staff's approach and progress for plan implementation.

Previous Board Activity & Action

The Public Transportation Agency Safety Plan PTASP last update was presented and approved by the Board in December 2022.

Identified Need

Annual review of the agency's PTASP document.

Financial Impact

None.

Exhibits

None.

Submitted By:



Steve Swanberg
Senior Manager of Safety and Security



Board of Directors Memo

November 30, 2023

SUBJECT: Discuss Update on January Board Strategic Planning Work Session, Fiscal Year 2024 Work Plan, and Agency Goals and Objectives

Recommendation

This is an Informational Report only. No Board action is required.

Background

The Board of Directors last conducted a strategic planning work session in June 2022. The feedback from that work session provided direction for the agency in period since then.

Given the agency's success in working through the Board's priorities articulated at that time, a new DCTA Board member appointment, new Board officers, and a significant number of new staff members, it is time to re-convene the Board to conduct a strategy discussion on several important opportunities facing the agency.

In addition, staff has compiled recommended Goals and Objectives for the agency in FY 2024, accompanied by a draft Work Plan that identifies items within the Goals and Objectives that have defined scopes, schedules, and budgets for completion.

This briefing will provide an overview of these items to enable Board feedback in advance of the January session.

Previous Board Activity & Action

The Board last conducted a Strategic Planning Work Session in June 2022.

Identified Need

As stated.

Financial Impact

None.

Exhibits

None.

Submitted By:

Paul A. Cristina
Chief Executive Officer



Board of Directors Memo

November 30, 2023

SUBJECT: September 2023 Safety, Service, Ridership Reports, and FY 2023 Year-End Ridership Summary

Recommendation

This item is for information only. No Board action is required.

Introduction

Attached Exhibits 1-7 provide an overview of total monthly safety, service, and ridership trends across all DCTA services for October 2023, the first month of Fiscal Year 2024.

Monthly Report

Overall, total ridership in October 2023 was slightly higher (2.4%) than September 2023. Noteworthy is the significant monthly increase of A-train trips (20.9%) which can be attributed to the Texas State Fair, the Texas vs. Oklahoma football game, and stable background growth. With 26,074 A-train boardings, October 2023 yielded the highest level of monthly post-pandemic passenger trips since March 2020 and 13 percent above October 2022. Lastly, GoZone patronage continued its relatively stable production of approximately 70,000 passenger trips each month.

DCTA's strong growth trajectory continued with total October 2023 ridership being almost 24 percent above October 2022 levels. The three-month trend of passenger trips on major modes is presented in the following table.

Unlinked Passenger Trips Three-Month Trend					
	FY 2023			FY 2024	September- October % Change
	October	August	September	October	
Bus*	205,911	141,976	266,380	273,284	2.6%
Rail	23,069	20,954	21,561	26,074	20.9%
GoZone	69,708	77,914	72,779	70,084	-3.7%
TOTAL	298,688	240,844	360,720	369,442	2.4%

October 2022 - 2023 % Change
32.7%
13.0%
0.5%
23.7%

* UNT, Connect, and Non-Connect Fixed Routes

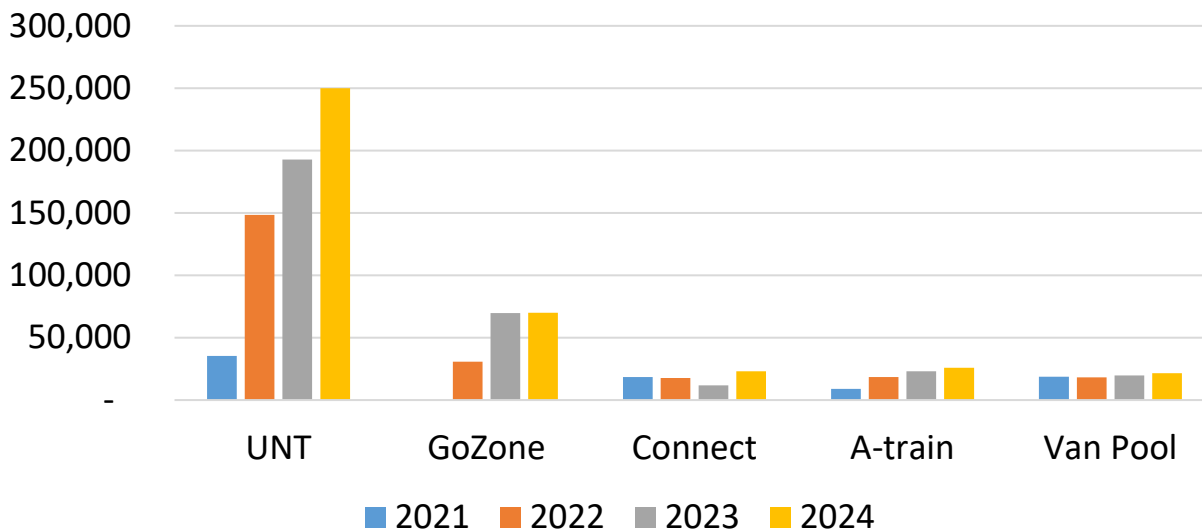
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The following chart and table present a summary view of the overall ridership trend by mode from fiscal years 2021 to 2024.

	Unlinked Passenger Trips - FY to October				FY23-FY24 % Change
	2021	2022	2023	2024	
Total Bus	54,506	167,470	205,911	273,284	32.7%
UNT	35,428	148,560	192,791	249,983	29.7%
GoZone	-	30,871	69,708	70,084	0.5%
Connect	18,603	17,885	11,996	23,102	92.6%
A-train	9,018	18,455	23,085	26,074	12.9%
Van Pool	18,683	18,420	19,861	21,756	9.5%


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Unlinked Passenger Trips - FY to October



Exhibits

- Exhibit 1: Safety Performance – FY23 to October 2023
- Exhibit 2: Service Performance – FY23 to October 2023
- Exhibit 3: Ridership by Mode – October 2023
- Exhibit 4: Connect Ridership Year-Over-Year by Month
- Exhibit 5: A-train Year-Over-Year Ridership Comparison
- Exhibit 6: Fixed-Route Ridership – October 2023
- Exhibit 7: UNT Ridership Year-Over-Year by Month

Submitted By: 
Tim Palermo, Planning Manager

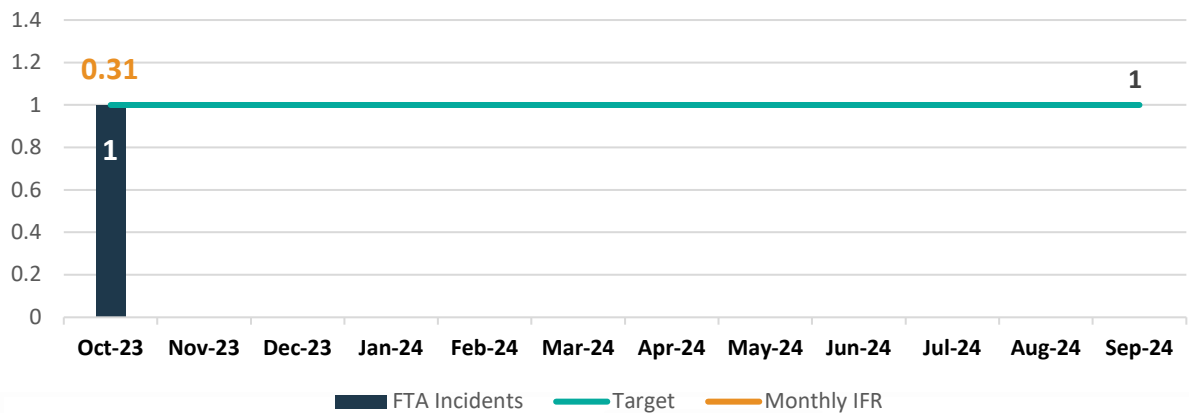
Final Review: 
Maurice Bell, Chief Operating Officer

Final Review: 
Austin Frith, Vice President
Planning and Development

Final Review: 
Steve Swanberg, Senior Manager
Safety and Security

Exhibit 1

GoZone Incident Frequency Ratio (IFR) FY24 YTD



	Oct-23	Nov-23	Dec-23	Jan-24	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24
FTA Incidents	1											
FTA Monthly IFR	0.31											
Non-FTA Incidents	11											

Bus Incident Frequency Rate (IFR) FY24 YTD



	Oct-23	Nov-23	Dec-23	Jan-24	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24
FTA Incidents	1											
FTA Monthly IFR	1.01											
Non-FTA Incidents	9											

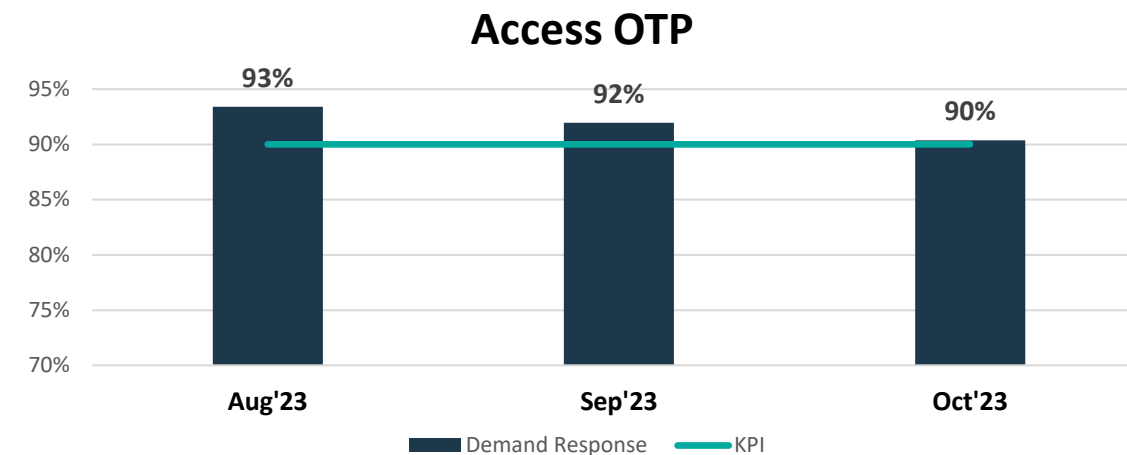
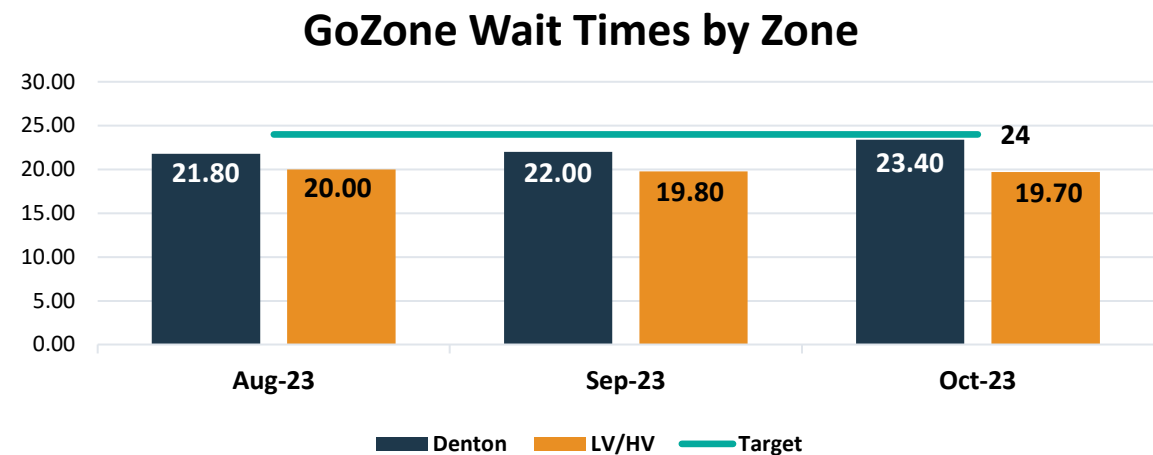
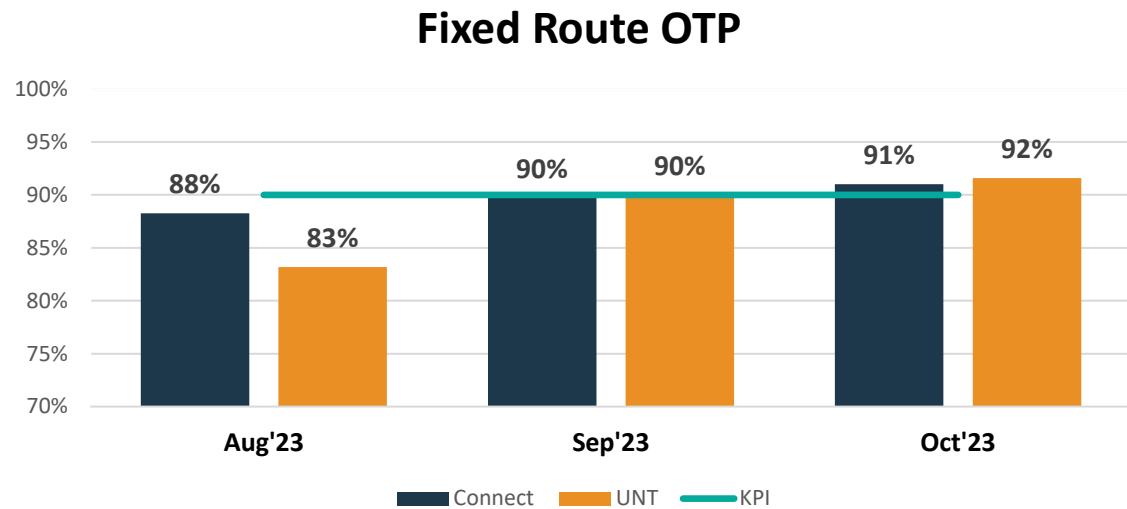
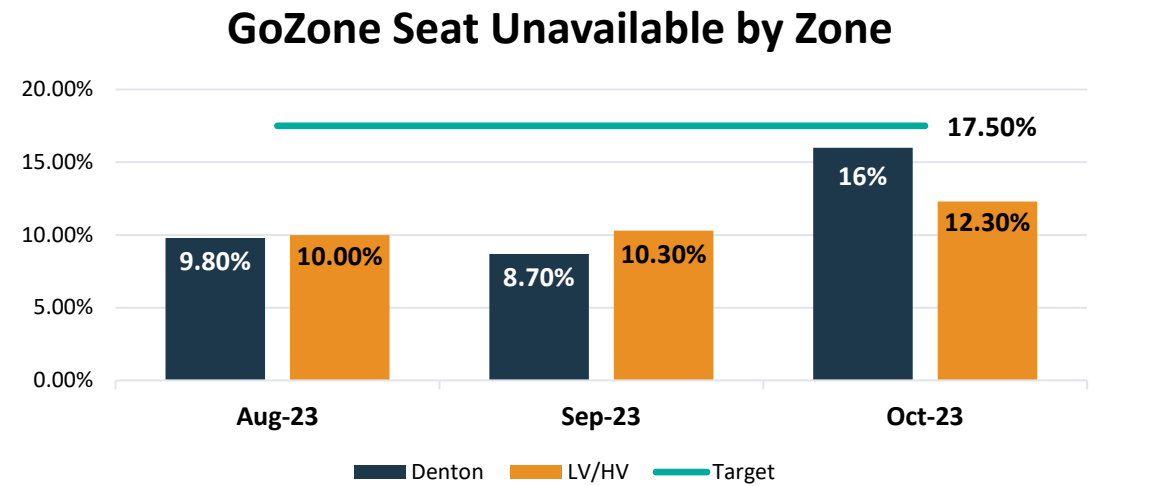
A-train Federal Railroad Administration Reportable Rail Safety

	Train Miles	Grade Crossing Incidents	Employee Injuries	Passenger Injuries
FY23	395,773	0	1*	0
FY24 thru October	33,282	0	0	0

*0.25 per 100k train miles

Per FTA, the Bus Incident Frequency Rate (IFR) includes the following:
MB DO – Mode: Bus, Directly Operated &
DR DO – Mode: Demand Response, Directly Operated (Access)

Exhibit 2



Total Ridership - Oct 2023

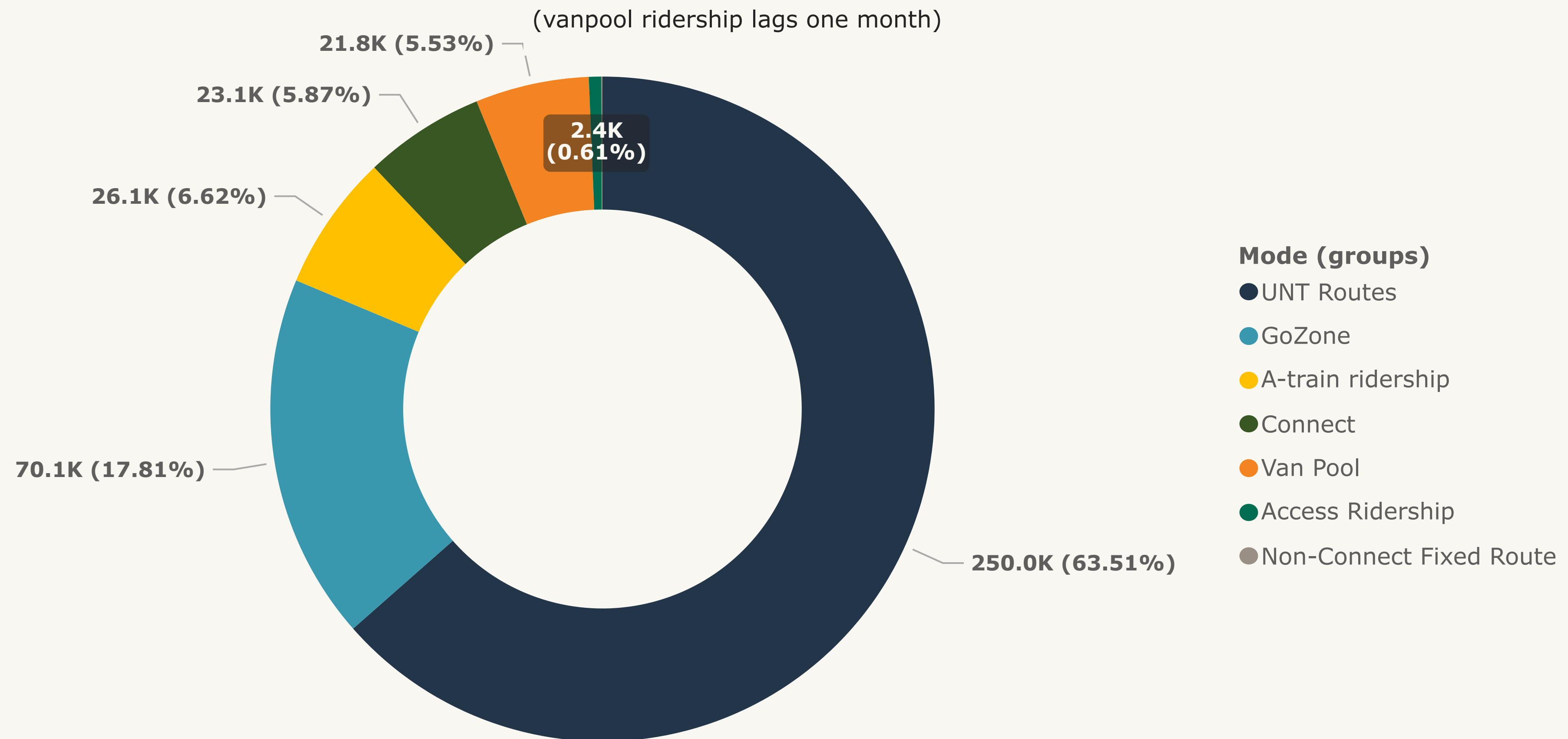
393.6K

Total Ridership FYTD

393.6K

**Informational Report 1
Exhibit 3**

Ridership by Travel Mode - Oct 2023





Total Ridership - Oct 2023

393.6K

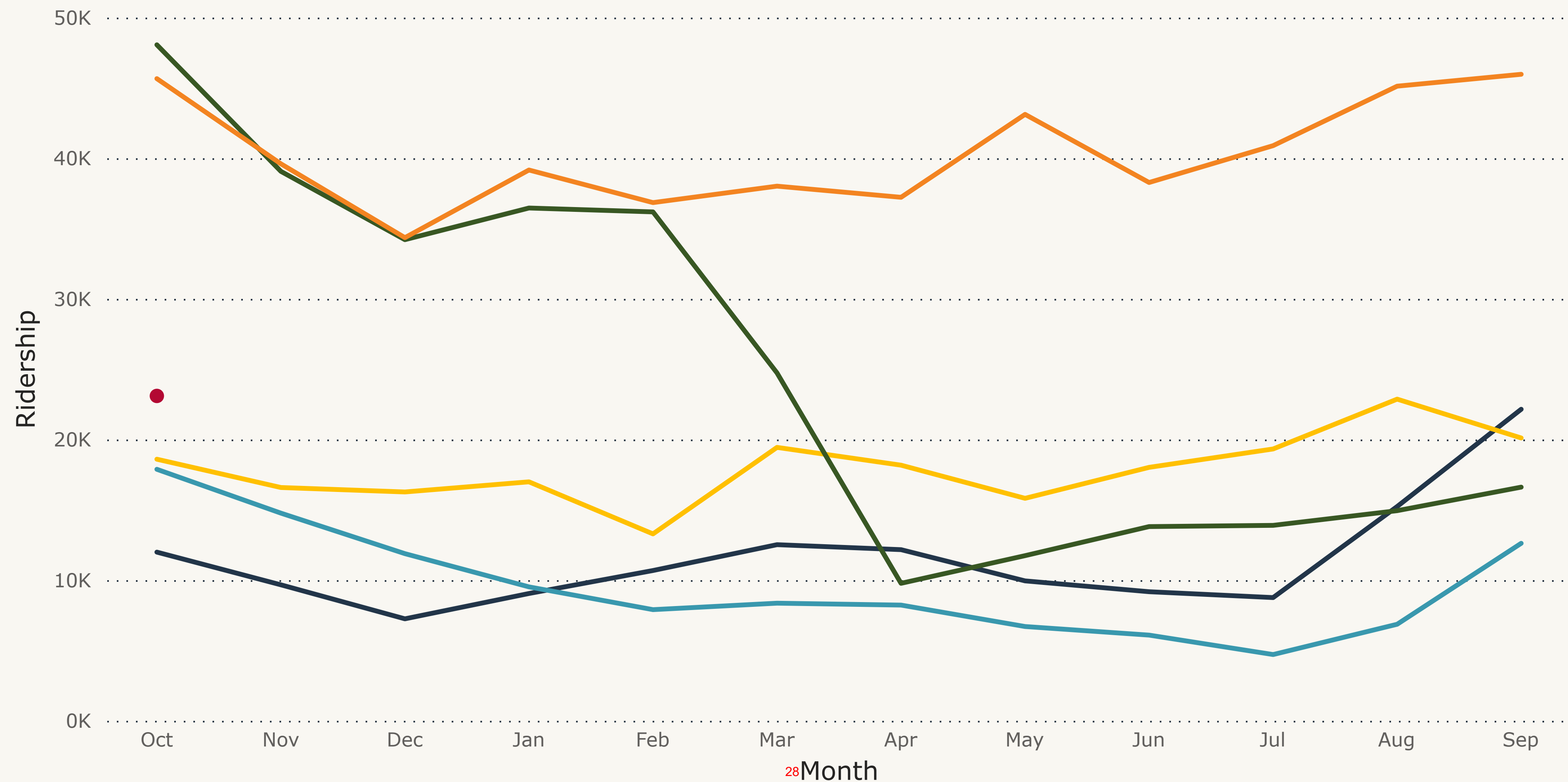
Total Ridership FYTD

393.6K

Informational Report 1
Exhibit 4

Ridership by Month and Fiscal Year - Connect

Fiscal Year ● 2024 ● 2023 ● 2022 ● 2021 ● 2020 ● 2019



Total Ridership - Oct 2023

393.6K

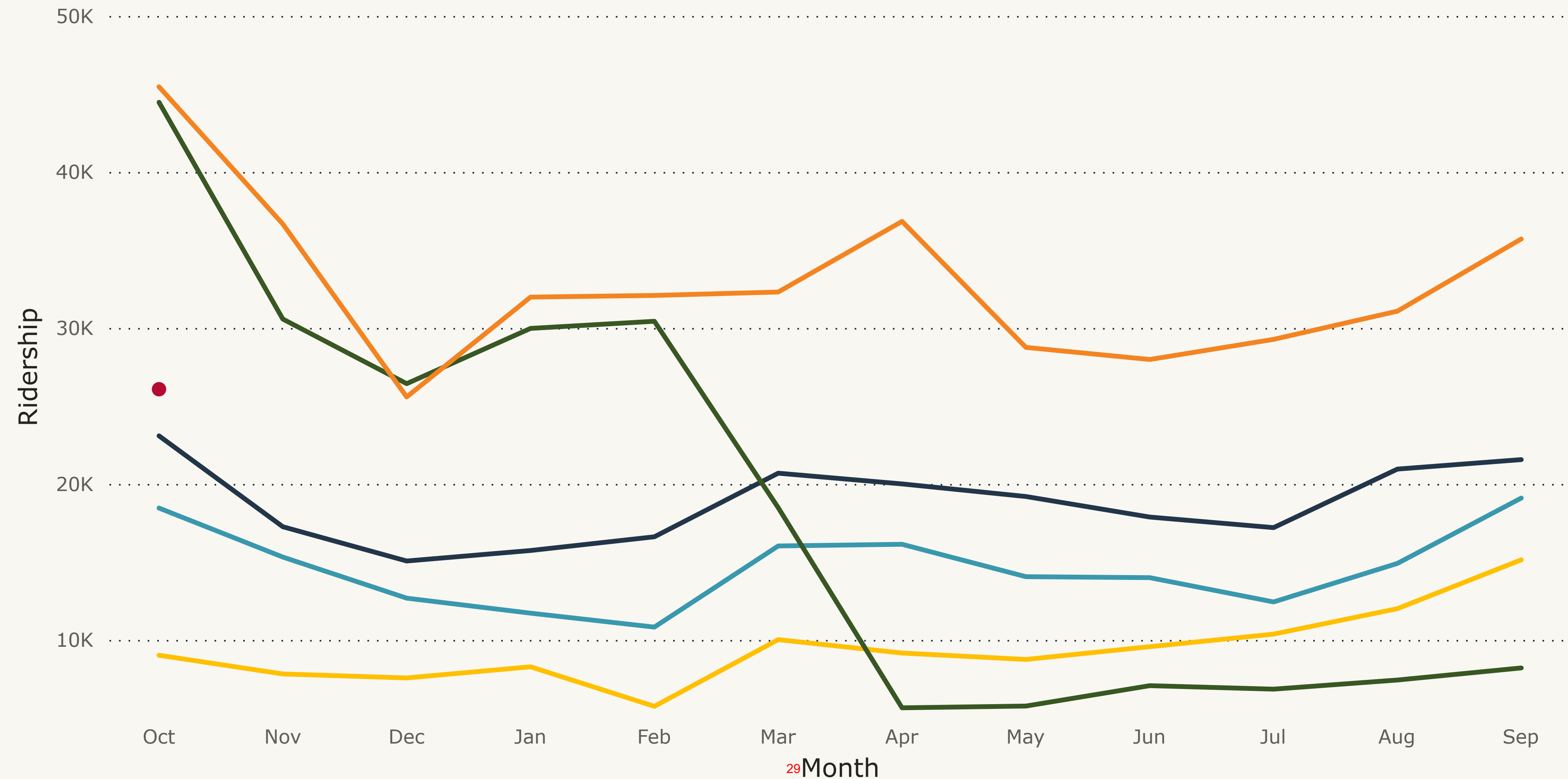
Total Ridership FYTD

393.6K

**Informational Report 1
Exhibit 5**

Ridership by Month and Fiscal Year - A-train

Fiscal Year ● 2024 ● 2023 ● 2022 ● 2021 ● 2020 ● 2019





Total Ridership - Oct 2023

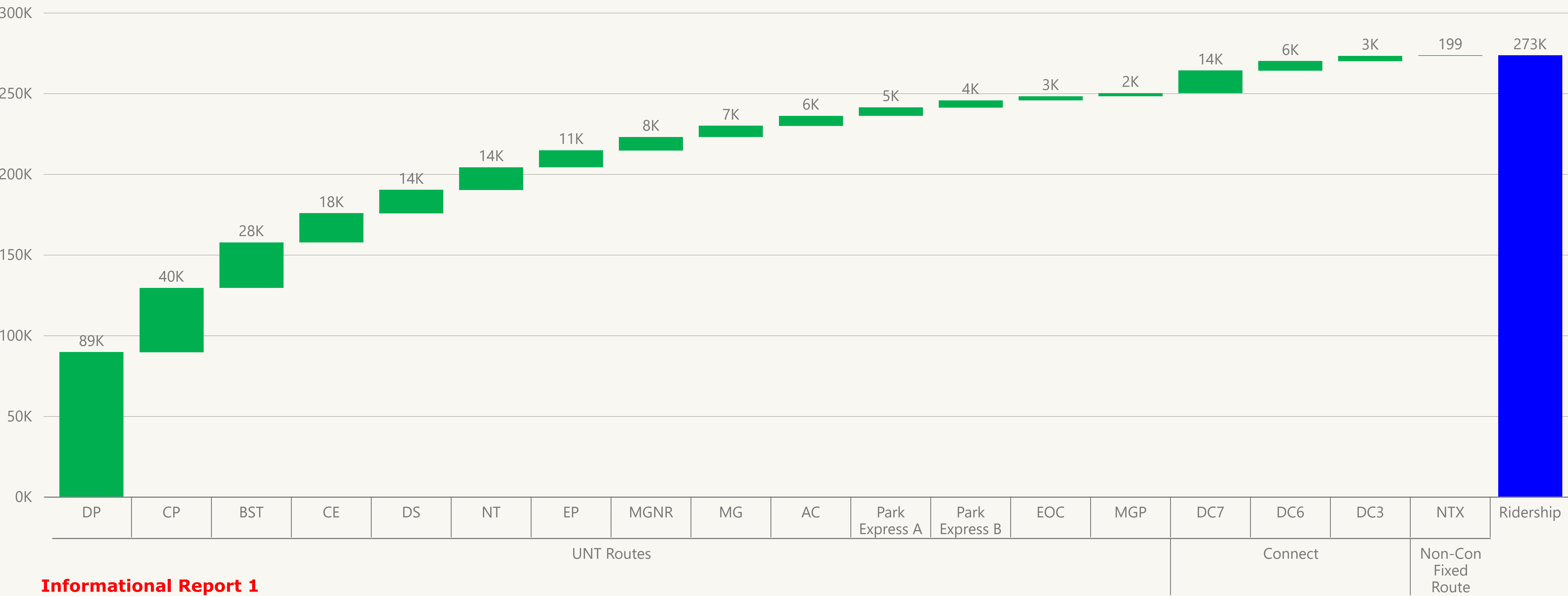
393.6K

Total Ridership FYTD

393.6K

Mode (groups)	Ridership
Non-Connect Fixed Route	199
Connect	23,102
UNT Routes	249,983
Total	273,284

Fixed-Route Ridership Waterfall



Total Ridership - Oct 2023

393.6K

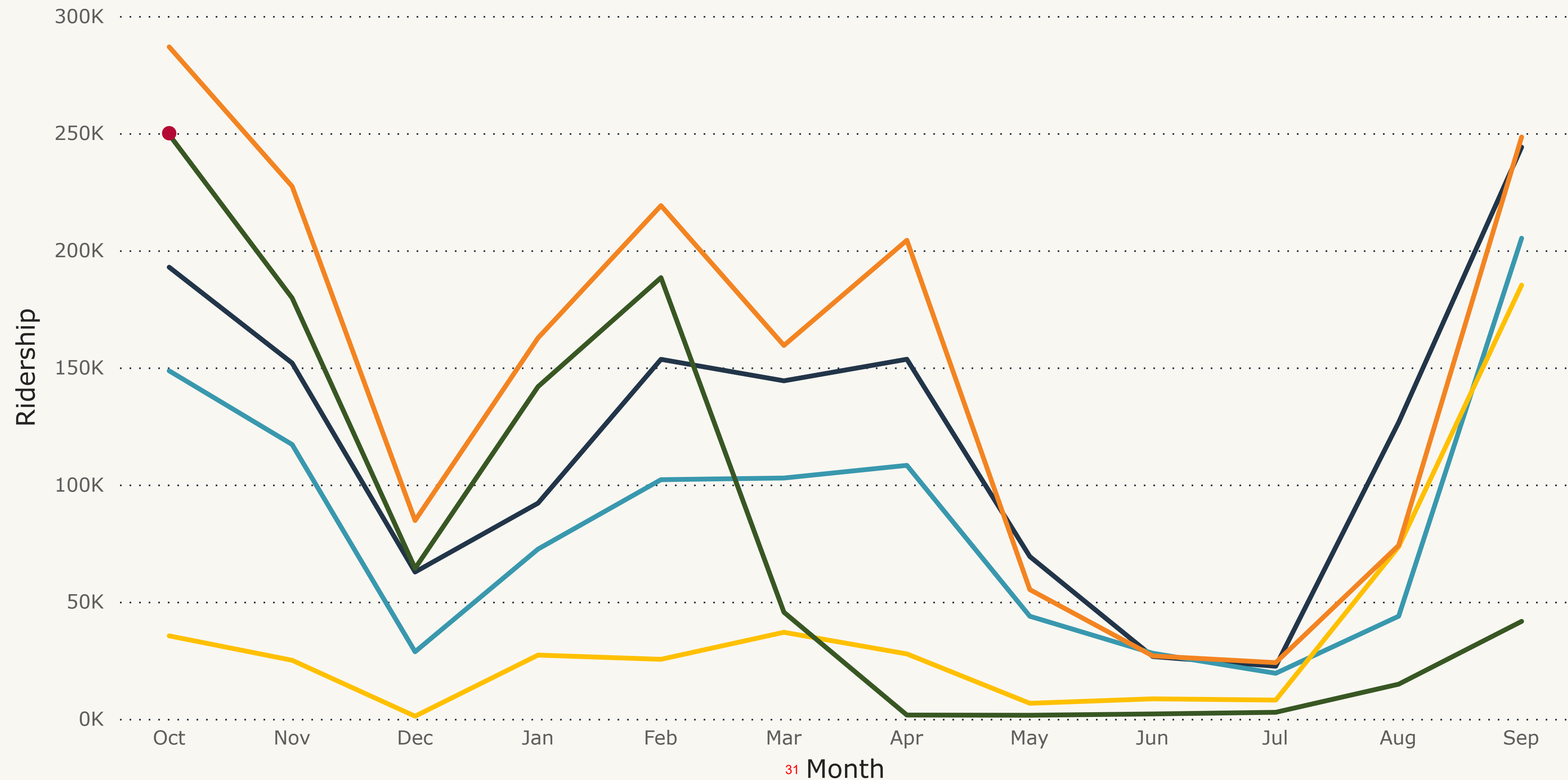
Total Ridership FYTD

393.6K

**Informational Report 1
Exhibit 7**

Ridership by Month and Fiscal Year - UNT

Fiscal Year ● 2024 ● 2023 ● 2022 ● 2021 ● 2020 ● 2019





Board of Directors Memo

November 30, 2023

SUBJECT: Update on Regional Transit 2.0 Initiative and Request for Proposals by North Central Texas Council of Governments (NCTCOG)

Recommendation

This is an informational report only. No action is required.

Background

As written on Page 1 of the attached Request for Proposal exhibit: "The North Central Texas Council of Governments (NCTCOG) is requesting written proposals from qualified firms(s) to conduct the North Central Texas Regional Transit 2.0: Planning for Year 2050 study. NCTCOG staff is working with transportation authorities and cities in the Dallas-Fort Worth region to increase communication and collaboration among agencies to address expanding transit services to areas with transit needs. The purpose of this comprehensive transportation partnership initiative, "Regional Transit 2.0," is to develop a more aggressive transit legislative program, increase membership in transportation authorities, collaborate between transportation authority systems, as well as other efforts to better understand and address long-term transit needs in the growing Dallas-Fort Worth region."

The attached Scope of Work was reviewed by DCTA staff and consultants. DCTA Staff had an opportunity to speak with NCTCOG staff on the content of the Request for Proposal prior to publication. The conduct of the request for proposal and consultant engagement will enable DCTA to be represented in the process.

The overall procurement schedule for this RFP is provided on Page 20 of the attached Exhibit. DCTA staff intends to provide the Board a briefing on this item and enable discussion on the topic at the Board Strategic Workshop in January.

Previous Board Activity & Action

None.

Identified Need

The Board of Directors should remain aware of and engaged in the process being undertaken by NCTCOG.

Financial Impact

None.

Exhibits

Exhibit 1: Regional Transit 2.0 Request for Proposals, by NCTCOG

Submitted by:


Paul A. Cristina
Chief Executive Officer



North Central Texas Council of Governments

**NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS
METROPOLITAN PLANNING ORGANIZATION FOR THE
DALLAS-FORT WORTH METROPOLIAN AREA**

REQUEST FOR PROPOSALS
North Central Texas Regional Transit 2.0: Planning for Year 2050

November 3, 2023

REQUEST FOR PROPOSALS
FOR A NORTH CENTRAL TEXAS REGIONAL TRANSIT 2.0: PLANNING FOR YEAR 2050

INTRODUCTION

The North Central Texas Council of Governments (NCTCOG) is requesting written proposals from qualified firms(s) to conduct the North Central Texas Regional Transit 2.0: Planning for Year 2050 study. NCTCOG staff is working with transportation authorities and cities in the Dallas-Fort Worth region to increase communication and collaboration among agencies to address expanding transit services to areas with transit needs. The purpose of this comprehensive transportation partnership initiative, “Regional Transit 2.0,” is to develop a more aggressive transit legislative program, increase membership in transportation authorities, collaborate between transportation authority systems, as well as other efforts to better understand and address long-term transit needs in the growing Dallas-Fort Worth region.

Additional context for the need and purpose of this effort is included in Attachment 1: Regional Transit Version 2.0: Planning for the Year 2050 (Context: The Transportation Authority – Member City Paradox). This effort is being conducted at the request of several cities in the Dallas-Fort Worth region which is contained in Attachment 2.

The scope of services includes elements that require developing high-level cost estimates which may require engineering services. Thus, this RFP is being issued as a qualifications-based procurement. The most qualified firm will be selected, and then a fair and reasonable price will be negotiated. A price proposal will only be requested from the firm determined to be the most qualified.

NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

The North Central Texas Council of Governments (NCTCOG) is a voluntary association of, by, and for local governments, and was established to assist local governments in planning for common needs, cooperating for mutual benefit, and coordinating for sound regional development. NCTCOG’s purpose is to strengthen both the individual and collective power of local governments and to help them recognize regional opportunities, eliminate unnecessary duplication, and make joint decisions.

Since 1974, NCTCOG in conjunction with the Regional Transportation Council (RTC) has served as the Metropolitan Planning Organization (MPO) for transportation in the Dallas-Fort Worth (DFW) Metropolitan Area. The NCTCOG Executive Board serves as the MPO's fiduciary and fiscal agent, while the RTC serves as the MPO policy body for federal transportation planning, programming, and policy decisions. The NCTCOG's Transportation Department is responsible for regional transportation planning for all modes of transportation. The Department provides technical support and staff assistance to the RTC and its technical committees, which compose the MPO policy-making structure. In addition, the Department provides technical assistance to the local transit providers of North Central Texas in planning, programming, coordinating, and implementing transportation decisions.

TRANSIT AUTHORITIES IN THE DALLAS-FORT WORTH REGION

The following are brief descriptions of the three transit authorities in the Dallas-Fort Worth region.

Dallas Area Rapid Transit (DART)

DART is a regional transit agency connecting residents in 13 cities across more than 700 square miles. Its service area cities are Addison, Carrollton, Cockrell Hill, Dallas, Farmers Branch, Garland, Glenn Heights, Highland Park, Irving, Richardson, Rowlett, Plano, and University Park. Last year, DART moved nearly 43 million passengers across the North Texas region.

Today, DART operates a 93-mile light rail system with 65 stations, 570 buses with 14 bus transfer facilities, and the 34-mile Trinity Railway Express between Dallas and Fort Worth (in partnership with Trinity Metro). DART's other services include paratransit and GoLink, the largest microtransit operation in North America, with 31 zones and 359 square miles of coverage. DART funds these services in large part through a one-percent sales tax levied within its service area, as well as federal grants and fare revenue. Sales tax revenue comes directly to DART from the State Comptroller as approved by voters when DART was created in 1983.

Denton County Transportation Authority (DCTA)

Denton County Transportation Authority (DCTA) is a coordinated county transit authority authorized under Chapter 460 of the Texas Transportation Code which was established in 2002 with a half-cent local sales tax. The service area consists of the cities of Denton, Lewisville and Highland Village. DCTA had FY2022 sales tax revenue of approximately \$39 million and an

PURPOSE AND NEED

The Dallas-Fort Worth Metroplex will continue unprecedented growth over the next 20 to 30 years. Current projections forecast an influx of four million new residents to the region and an addition of three million jobs. This substantial growth will compound a seemingly insatiable demand for passenger and goods movement that has already exacerbated the limited capacity of the region's streets and highways. Much of the regional growth is forecast to occur outside of transit authority boundaries, presenting challenges related to congestion, sustainable development, and lack of alternative transportation options beyond the single-occupant vehicle.

In light of this phenomenon, a study to explore Regional Transit 2.0 will be undertaken to shed light on the critical transportation investments necessary to meet anticipated population growth and support sustainable development across the region while also addressing the lost opportunities felt in non-member transit cities and in transit member cities that cannot benefit from the 4A/4B investments made by non-member transit cities. Acknowledging that optimal use of public transportation moves more people in less space, frees up roadway capacity for other users, and has the potential for benefits associated with economic development and quality of life. The study will consider the following elements:

1. Potential partnership models for public transit in the Metroplex, including operations implications and benefits
2. Potential ways to sustainably fund public transportation in the Metroplex, including member and non-member models and available funding sources at the regional, state, and federal levels
3. Potential ways to better leverage the economic development benefits of public transportation investment to create incentives for people and companies to locate where a variety of transportation modes are available
4. Policy considerations of the various governance and funding proposals:
 - a. Enabling policy
 - b. Policy barriers or changes
 - c. Inclusion of opportunity costs (e.g., tradeoffs necessitated by authorized sources and uses of funds)

This effort is not intended to create a regional rail authority or change the independent authority of each of the three current transit authority boards of directors.

PROJECT SUPPORT

The project will be conducted under the guidance and supervision of a Project Review Committee. The Project Review Committee will be composed of 1) elected officials serving on the RTC that

represent member cities of the three transportation authorities (DART, DCTA, and Trinity Metro), 2) appointed representatives of DART, DCTA, and Trinity Metro serving on the RTC; and 3) non-transit authority RTC representatives including but not limited to county-level representatives. The Project Review Committee may be further subdivided and organized specific to the seven substantive work tasks described below. The Project Review Committee will serve as the principal review committee for this project. NCTCOG shall serve as project manager to implement a mutually agreed upon scope of work, monitor the progress of consultant activities, and serve as a liaison between the consultant and other partners. The selected consultant will enter into a contract with NCTCOG for the agreed upon scope and budget. NCTCOG shall also serve as the contract manager and procurement administrator for the project. Any recommendation from this study requiring action by the transit authorities, the RTC, or other entities, is subject to approval by the governing bodies of those entities as applicable.

SCOPE OF WORK

The scope of work is summarized by the tasks outlined below. Proposers are encouraged to exercise creativity in responding to the project needs. Modifications to the tasks and task sequencing that will improve the effectiveness of the project effort while containing costs are encouraged. There are existing and on-going studies conducted by the RTC and the transit authorities referenced herein or reviewed as part of this effort which may inform key findings and recommendations. The Consultant is expected to conduct an independent review of any such findings and recommendations that are incorporated into the work products and deliverables described below.

The Consultant will perform the following tasks and subtasks and produce a deliverables list for each task:

Task 1 – Project Management

Lead contact for Task 1 will be NCTCOG staff.

Upon contract execution, a kickoff meeting will be conducted to review the project goals, scope of work, methodology, and schedule/timeline with NCTCOG. NCTCOG anticipates the Consultant will need to attend at least three in-person meetings at the beginning, middle, and near the end of the engagement. Other in-person meetings may be required to brief the RTC and transit

authority boards. Other coordination can be via remote/hybrid meetings. In addition, the Consultant will be responsible for the following:

- Monthly conference calls with NCTCOG to discuss project progress
- Monthly billing and progress reports submitted to NCTCOG

Task 1 Deliverables:

- Project schedule
- Monthly progress reports and billings
- Stakeholder kickoff materials and meeting notes summary
- Project Review Committee management plan
- Monthly status meetings with NCTCOG

Task 2 – Develop a More Aggressive Transit Legislative Program

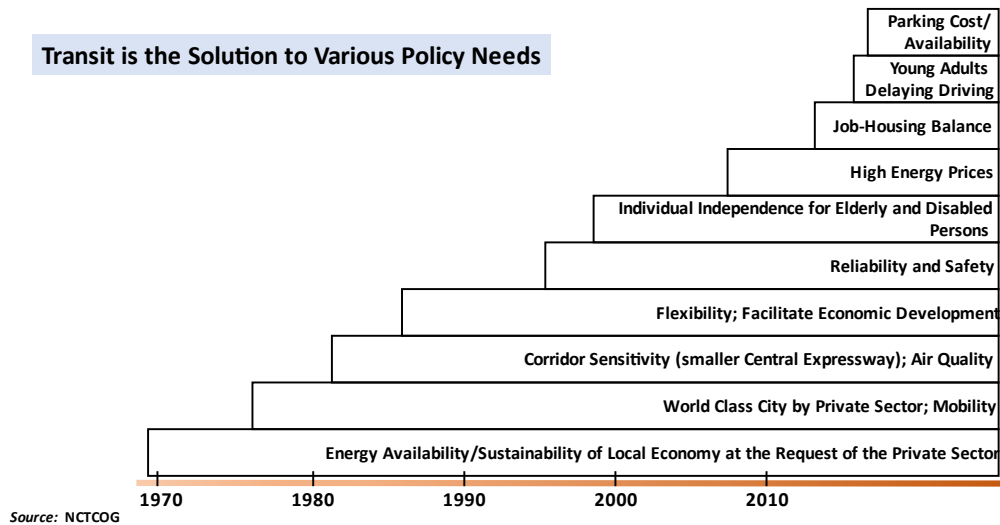
Lead contact for Task 2 will be NCTCOG staff.

The legislative review will be focused on how transit authorities can be more successful, including assessing policy barriers that prevent existing authorities from increasing service availability across the region. In addition, Task 2 will explore how transportation authority member cities could increase funding tools like those available to non-transportation authority cities and how non-transportation authority cities could participate in public transportation. This initiative will review previous transit legislative items and advance promising policy proposals.

This task will examine the first 40 years of regional public transportation success and identify any recommended legislative changes moving forward, with particular attention to the desired outcome of making public transportation more widely available and used. Figure 1 summarizes critical events requiring transit services. It is critical that any legislative change be regional in nature, not focused on a particular agency, and focus on improvements in policy outcomes and public transportation's contributions to the region's transportation system capacity.

Figure 1

Passenger Rail: 50 -Year Policy Development Within the Dallas -Fort Worth Region



The initial activities of the consultant team are to meet with NCTCOG staff. Activities will include review of prior legislative efforts and development of potential additional efforts to support solutions for regional transit based on research, analysis, and interviews. This task is the only task that has a final deliverable of approximately 6 months after contract award. This timeline will allow for local and regional leaders to draft legislation in the fall of 2024 to comply with the start of the Legislative Session in January of 2025. This task will largely be performed from experiences in the DFW region and in Texas. It is anticipated to be 15% of the overall effort.

Task 2 Deliverables:

- Produce major meeting summaries and minutes (within 5 business days of meeting)
- Prepare draft technical memorandum identifying key findings and recommendations for review by the Regional Transportation Council Transit 2.0 Review Committee.
- Prepare final technical memorandum addressing comments/feedback
- Prepare slide deck summarizing key findings and recommendations for use by NCTCOG and/or stakeholders

Task 3 – Develop Strategies to Increase Transit Authority Membership

Lead contacts for Task 3 will be transportation authority staff and board members.

This task will review the current governance structure of the three transportation authorities in North Texas. The consultant shall review the history of transportation authorities' efforts to add members through full-service members and through each authority's local government corporations. This task will also require discussions with larger cities that are not members of the authorities. The RTC has a policy of a maximum of three authorities, the current number. That policy needs to be reexamined since there have been few new memberships added over the last 40 years.

Today, many cities that are not members of a transit authority receive limited public transportation services on a contract basis from the authorities. Some authorities have determined that providing such services, even on a cost-plus-fee basis, is not beneficial to their authority or the member cities they serve. Other authorities have agreed to provide such services on a year-by-year basis. However, those authorities may question the ultimate purpose and benefit of providing those services to cities that have no intent to join a transit agency. Leaders of those authorities also question the impact of those services on their authorities' ability to add increasing value to existing members. This task should also include an examination of ways the RTC can incentivize cities to join a transit authority. This could also include consideration of mechanisms beyond a fixed rate sales tax contribution that could be utilized as part of a local government corporation to bring cities into transit agencies as members.

Engineering services are not intended in this task. Again, this task will examine the historical trend in Figure 1 (See Task 2) and match those policy initiatives supporting transit in the region and determine if potential member cities see these needs in the same way (e.g., whether there are financial and policy barriers that prevent potential member cities seeing the value of transit investment in the same fashion). This task will examine other policies that may generate more interest.

This task will flow over the 12-month timeframe and begin with initiatives in other counties and other areas of the United States. Consultants will then review current approaches and propose

new strategies. It is anticipated a lot of this task is done in region and makes up about 15% of the overall effort.

Task 3 Deliverables:

- Produce major meeting summaries and minutes (within 5 business days of meeting)
- Prepare draft technical memorandum identifying key findings and recommendations for review.
- Prepare final technical memorandum addressing comments/feedback
- Prepare slide deck summarizing key findings and recommendations use by NCTCOG and/or stakeholders

Task 4 – Develop Collaborations between Three Existing Transit Authorities

Lead contact for Task 4 will be transportation authority staff.

Our three authorities have a history of working together very well. The purpose of this item is to review, at a strategic level, those items that are common to all of them. For example, on the service side, DCTA and DART have “service meets” in Carrollton between rail. Trinity Metro and DART jointly own, operate, and maintain the Trinity Railway Express (TRE) corridor and have a TRE entity. In addition, these two authorities share “service meets” at the A and B stations at DFW International Airport. Trinity Metro and DCTA serve the vicinity of Alliance Airport with bus services with great opportunity for workforce mobility originating from Fort Worth and Denton, respectively. DART and DCTA are collaborating on the potential co-location of Silver Line equipment maintenance at the DCTA rail maintenance facility in Lewisville, while DCTA is also exploring ways to extend the A-train into Downtown Carrollton to connect with the Silver Line. The DCTA A-train’s interface with the DART Green Line is another opportunity for optimizing and integrating services. Across all three agencies, opportunities should be evaluated to enable more customer-friendly movement of paratransit customers whose origin and destination needs cross agency boundaries on a single trip. Therefore, part of this task is collaboration on services, equipment, and fare structures that could be pooled, aligned, and leveraged to more effectively serve riders.

The other half of this task is on economies of scale that could positively affect expenses or costs (e.g., pensions, operating costs, additional capital costs, capital asset replacement, etc).

Engineering services are anticipated to estimate costs related to capital assets. Recent efforts focused on insurance costs, and other opportunities may exist, like commuter rail operations contracts, surplus vehicles and parts, shared services, development of national and regional centers of excellence and shared subject matter experts. Alignment of marketing efforts is also possible. The recommendations generated in this task are focused within the service areas. This task is scheduled over the full year. It is anticipated to be 10% of this effort and is very strategic in nature. It is assumed that some substantive items will develop but it is not anticipated to significantly impact Task 8.

Task 4 Deliverables:

- Produce major meeting summaries and minutes (within 5 business days of meeting)
- Prepare draft technical memorandum identifying key findings and recommendations for review.
- Prepare final technical memorandum addressing comments/feedback
- Prepare slide deck summarizing key findings and recommendations use by NCTCOG and/or stakeholders

Task 5 – Develop Strategies to Foster Transit Authority Board Partnerships and Teamwork

Lead contact for Task 5 are the transportation authorities and cities.

DART already understands the serious nature of this Task and is currently engaged in a Strategic Planning initiative. The selected Consultant will assist, at the direction of DART, and working with member cities to augment DART's Strategic Planning exercise as needed. DART has developed Strategic goals and a Strategic Plan is anticipated in early 2024. DART's current efforts are anticipated to aid in this implementation of this task.

In the DART service area, this effort will review the progress being made by DART and DART consultants. This progress will be measured by communication with DART staff, suburban Board members, Dallas board members and DART cities (city managers and mayors). The purpose is to improve partnerships and create greater common agreement on purpose and approach. It is not anticipated to be a public outreach effort but a strategic business outcome

approach that will address policy issues and some bylaw questions. Common ground is important.

No engineering services are anticipated. This effort is anticipated to be performed in the region.

It is hoped that a successful action plan will solve issues in respective Boards and not impact Task 2: Legislative Program. It is critical that enough work on Task 5 be performed to meet the Task 2 schedule. Interviewing policy and staff leaders is essential for this task. This task is anticipated to be 10% of the effort. These interviews should be coordinated with meetings with the Regional Transportation Council Transit 2.0 Review Committee.

Task 5 Deliverables:

- Produce major meeting summaries and minutes (within 5 business days of meeting)
- Prepare draft technical memorandum identifying key findings and recommendations for review.
- Prepare final technical memorandum addressing comments/feedback
- Prepare slide deck summarizing key findings and recommendations use by NCTCOG and/or stakeholders

Task 6 – Develop Strategies for In-Fill Development

Lead contact for Task 6 will be the cities in the transportation authority areas with assistance from the transportation authorities. This task hopes to advance new approaches to add additional developments to underutilized stations where there is excess land. Further, this task will examine the interdependence of cities and transportation authorities in activating underutilized land near transit, with a focus on potential funding sources and financial tools available to accelerate productive development. It will also explore the appropriate roles and responsibilities of each entity in delivering the desired outcomes. The desired outcome of this task is to have more definition of roles and responsibilities for cities and transportation authorities as they relate to “joint development”. This is a strategic review and not a station-by-station level development plan.

It is not anticipated that engineering services will be needed. Consultant efforts should begin with best practices, including successful development within the DFW region at stations. City of

Dallas Mockingbird Station, City of Grapevine and City of Richardson are three successful but different examples of in-fill development. Cities often look to the authorities for answers and authorities to cities. A roadmap of options would help generate the necessary tools to help infill the center of the region, add tax base to member cities, monetize transit assets, and increase transit ridership. The task should incorporate job/housing balance and other more sophisticated strategies , as well as the identification of best practices to achieve more resilient and sustainable communities. This effort is needed at project completion and represents 15% of this effort. It may be scheduled in the second half given its priority.

Task 6 Deliverables:

- Produce major meeting summaries and minutes (within 5 business days of meeting)
- Prepare draft technical memorandum identifying key findings and recommendations for review.
- Prepare final technical memorandum addressing comments/feedback
- Prepare slide deck summarizing key findings and recommendations use by NCTCOG and/or stakeholders

Task 7 – Review of Fare Collection Strategies to Increase Ridership Without Lowering Revenue

Lead contact for Task 7 will be the transportation authorities.

Some conversations are moving toward free transit fares. Other conversations are moving toward a more comprehensive program with rewards for frequent users, a reward program. In addition, can a new fare system move transit from a trip based traditional mode choice decision, to an ubiquitous service concept like a utility or a health club membership. This task will examine the merits of a regional policy for the RTC to purchase transit passes for new employees relocating to the region along rail corridors.

Transit users in the DFW region may be challenged to navigate three different transit agencies with different fare structures, pass products, and fare collection technologies as they move across the metroplex. A review of international and national advances on views on transit fares as well as technology advances seem timely. The transportation authorities already have a very advanced technology application for transit fares. A review of the authorities' pass and fare structures and identifying opportunities for alignment and efficiency is also anticipated.

DCTA is anticipated to complete a fare study in late summer 2024. DART is expected to complete a fare study by March 2024.

No engineering services are anticipated. As all transit agencies advance post-COVID and for DFW to advance post-40 years, what advances can be identified to explore a new user-appreciated fare philosophy. This is a small effort to the overall program, accounting for 10% or less, and is only needed on contract completion. This effort could be delayed to the second half of the consultant project.

Task 7 Deliverables:

- Produce major meeting summaries and minutes (within 5 business days of meeting)
- Prepare draft technical memorandum identifying key findings and recommendations for review
- Prepare final technical memorandum addressing comments/feedback
- Prepare slide deck summarizing key findings and recommendations use by NCTCOG and/or stakeholders

Task 8 – Develop Recommendations to Address the Transit Authority – Member City Paradox

Task 8 will be led by the transportation authorities and transportation authority cities. NCTCOG is available to assist as author of the paradox white paper. All three authorities will need a review of their out-year business plans, strategic plans, and financial plans to determine the role dedicated sales tax has on anticipated expenditures. Trinity Metro and DCTA are half-cent authorities and may not be able to grow services, or more critically, maintain service and pay for rehabilitation of current assets. Although DART is a one-cent authority, it faces similar challenges because of its extensive multi-modal system. The critical question for DART is, between now and 2050, what is the one-cent implication for DART's assets? Can they pay rehabilitation costs and advance transit improvements, maintaining light rail assets and grow bus transit services?

This task will explore whether there are ways to address those challenges and perhaps even create policies or programs that could be used to benefit member cities in other ways while continuing to support and enhance the role of transit and mobility in a growing region. From a

city standpoint can savings occur creating other functions eligible for a portion of the sales tax. This task will not be completed by late summer, so the legislative program will assume no anticipated benefit is available for additional use. Proposed legislative efforts are anticipated to aid transit cities.

With transportation authorities with dedicated revenues, authority staff is frustrated that a “world class” transit system cannot be visioned by city leaders. City leaders are frustrated that authorities cannot perceive lost opportunity costs as result of transit choices. This paradox and the white paper is attached to this Request for Proposals.

Engineering services will be necessary to assist with cost estimation of maintaining assets, assuming standard design life. Service substitutions may be explored. For example, are all light rail corridors assumed to go through rehabilitation or can some substitution of other passenger rail retrofits be possible? Task 4 may produce some cost savings, but it is within the error of the forecasts in Task 8. Translating, Task 8 can be independent of Task 4 as it explores costs and revenues out to 2050. DART is anticipated to complete an Asset Inventory Analysis in March 2024.

The consultant will need to explore cost and revenues critical for this exercise, given the high-level strategic nature of this task. However, pension fund needs, capital replacement and expansion, operating costs, fare revenues, federal revenue support, sales tax revenue, bond covenants, bond interest and other significant cost and revenue centers are necessary for a complete review within the policy debate of the authority – local government funding paradox.

This task brings hope of developing an appropriate lens for all parties to see the best path forward. It is anticipated that transportation authorities will be providing policy and strategic products in the spring timeframe, so although this Task needs to begin early, details from all parties will aid consultants to maintain a high level “stress test” approach. This effort anticipates a financial model be developed and parametric testing of cost and revenue assumptions providing policy and staff leaders needed information to advance both legislative and program efforts. This task has the greatest level of effort of approximately 25%.

Task 8 Deliverables:

- Produce meeting summaries and minutes (within 5 business days of meeting)

- Prepare draft technical memorandum identifying key findings and recommendations for review.
- Prepare final technical memorandum addressing comments/feedback
- Prepare slide deck summarizing key findings and recommendations use by NCTCOG and/or stakeholders

Task 9 – Final Report

A final report will summarize the findings of all previous tasks. It is anticipated that this report is a collection of previous findings. It will also include documentation of methods in a concise summary. Revisions to the report shall be made after comments received from NCTCOG and stakeholders are considered.

Task 9 Deliverables:

The Consultant shall provide the following:

1. Executive Summary of key findings and recommendations (three hard copies) and as PDF plus all associated electronic files (images, text, etc.).
2. Final set of slide decks by Task for NCTCOG and stakeholder use.

Level of Effort by Substantive Task

The table summarizes NCTCOG's expectations for each of the substantive tasks in terms level of effort, whether engineering services are anticipated, and expected timeframe for completion.

	Consult Tasks	Lead Local Entity	Level of Effort	Need for Engineering Services	Completion/ Duration
Task 2	Develop a More Aggressive Transit Legislative Program	RTC	15%	No	6 Months
Task 3	Develop Strategies to Increase Transit Authority Membership	Transportation Authorities (TA)	15%	No	12 Months
Task 4	Develop Collaborations between Three Existing Transit Authorities	TA	10%	Yes	12 Months
Task 5	Develop Strategies to Foster Transit Authority Board Partnerships and Teamwork	TA - Cities	10%	No	12 Months
Task 6	Develop Strategies for In-Fill Development	Cities	15%	No	12 Months

Task 7	Review of Fare Collection Strategies to Increase Ridership Without Lowering Revenue	TA	<10%	No	12 Months
Task 8	Develop Recommendations to Address the Transit Authority – Member City Paradox	TA - Cities	>25%	Yes	12 Months, Near End

PROJECT SCHEDULE

Proposers shall develop a schedule of tasks with completion deadlines and methodologies for the project. NCTCOG will select all the identified tasks or a subset of the tasks to be completed. NCTCOG and the selected firm will jointly determine a schedule for progress meetings in accordance with the final schedule for the scope of work. The timetable for completion of this project is approximately 12 months (January 2025) from the date the consultant firm is authorized to proceed. NCTCOG anticipates the contract will begin January 29, 2024.

CONSULTANT SELECTION CRITERIA

The Consultant Selection Committee (CSC) will review all proposals and select a consultant it considers qualified to undertake the project. The following criteria will be used to evaluate the proposals:

- | | |
|--|------------|
| 1. Project Understanding | 30 percent |
| 2. Scope of Services | 25 percent |
| 3. Project Manager/Staff Qualifications | 20 percent |
| 4. Knowledge of the Dallas/Fort Worth Area | 10 percent |
| 5. Firm Qualifications/Consultant References | 10 percent |
| 6. Project Schedule | 5 percent |

Interviews of short-listed firms will be conducted, which will take place in-person on December 15, 2023. Proposers should be willing and able to attend these interviews in person. Consultants who are invited to an interview will be notified by the close of business on Monday, December 11, 2023 that an interview has been scheduled. Costs for developing the proposal and costs attributed to interviews (and subsequent negotiations) are at the proposer's own expense and will not be reimbursed by NCTCOG.

CONTRACT AWARD

Following final negotiations of the work plan and costs satisfactory to NCTCOG, the consultant will be asked to execute a contract with NCTCOG. If applicable, a Notice to Proceed will be issued upon execution of the contract. NCTCOG reserves the right to reject any and all proposals, to contract for any or all portions of the project with the selected consultant, or to hire multiple firms.

The successful responder(s) to this Request for Proposals is expected to provide qualified personnel to accomplish each portion of the work in this study. NCTCOG will maintain the right to request the removal of any personnel found, in its opinion, during the course of work on this project, to be unqualified to perform the work.

The Texas Legislature has adopted House Bill 1295. In short, the law states that a governmental entity or state agency may not enter into certain contracts with a business entity unless the business entity submits a disclosure of interested parties (Form 1295) to our agency at the time of a signed contract. As part of contract development, the Consultant will be asked to complete the disclosure of interested parties electronically and submit through the Texas Ethics Commission website. NCTCOG will provide a specific contract number associated with the award for inclusion in the submittal. Once submitted, the Consultant will be requested to return an e-mail confirmation of submittal to NCTCOG. For more information about the process, please visit the following website for Frequently Asked Questions:

https://www.ethics.state.tx.us/resources/FAQs/FAQ_Form1295.php.

DISADVANTAGED BUSINESS ENTERPRISE PARTICIPATION

NCTCOG has an overall Disadvantaged Business Enterprise participation goal of 17 percent. Proposers are encouraged to utilize good faith efforts to obtain Disadvantaged Business Enterprise participation as part of their proposal. Failure on the part of the majority contractor to show meaningful good faith efforts may be grounds for finding the proposal nonresponsive. Proposers should also include an Affirmative Action Plan in the proposal response.

QUESTIONS AND ANSWERS

All questions regarding the RFP shall be directed in writing by e-mail to TransRFPs@nctcog.org by the close of business on **November 10, 2023**. NCTCOG reserves the right to respond to inquiries as it deems necessary. **A pre-proposal conference will be conducted at the NCTCOG offices at 616 Six Flags Drive, Centerpoint Two, in Arlington, Texas on Friday, November 17, 2023, at 1:00 pm.** Interested proposers may also participate in the pre-proposal conference via Microsoft Teams using the following link:

Pre-Proposal Conference via Microsoft Teams

[Click here to join the meeting](#)

Meeting ID: 291 129 349 147

Passcode: K5CxFT

Or call in (audio only)

[+1 903-508-4574](tel:+19035084574),,30716962# United States, Tyler

Phone Conference ID: 307 169 62#

Microsoft Teams is integrated with audio so you will only need to use the conference call number (below) if you are unable to access the Microsoft Teams App. The Teams App is available for download [HERE](#).

Attendance is not mandatory at the pre-proposal conference but is strongly encouraged to benefit potential proposers from the discussion and answers provided to questions. Questions submitted in advance of the pre-proposal conference will be answered at the pre-proposal conference. All questions and responses will be posted on the NCTCOG website at www.nctcog.org/rfp by the close of business on **Monday, November 20, 2023**. The questions and answers at the pre-proposal conference will be in English; translation services will not be provided for potential proposers. NCTCOG reserves the right to respond to inquiries as it deems necessary.

OVERALL PROCUREMENT SCHEDULE

This RFP shall be used to accept, review, and score proposals based on the following schedule with the intent of awarding a Cost-Plus Fixed Fee contract. The following represents the schedule of procurement activities leading to contract award:

Issue Request for Proposals	November 3, 2023
Last Day to Submit Questions	November 10, 2023
Pre-Proposal Conference	November 17, 2023
NCTCOG Q&A Posted to Website	November 20, 2023
Proposals Due & Proposal Public Opening	December 1, 2023
Consultant Selection Committee	December 11, 2023
Interviews	December 15, 2023
NCTCOG Executive Board Approval	January 25, 2024
Execute Contracts	January 29, 2024

NCTCOG reserves the right to make changes to the above-mentioned schedule. All such changes shall be made by an amendment to the RFP and shall be posted on NCTCOG's website at www.nctcog.org/rfp. It is the responsibility of the consultant to frequently check this website for information concerning amendments to the RFP.

*Public opening of the proposals will be done via Microsoft Teams on Friday, December 1, 2023 at 5:05 pm Central Standard Time. A link to the Microsoft Teams meeting is below.

Public Opening of Proposals via Microsoft Teams

[Click here to join the meeting](#)

Meeting ID: 285 716 269 182

Passcode: 6gwaoc

Or call in (audio only)

[+1 903-508-4574,,263908663#](#) United States, Tyler

Phone Conference ID: 263 908 663#

REGIONAL TRANSIT VERSION 2.0: PLANNING FOR THE YEAR 2050**CONTEXT: The Transportation Authority – Member City Paradox**

At its simplest terms the transportation authority produces a transit plan which meets its financial capacity over a fixed duration of time. Its tax rate is fixed, and it supplies transit services against that assumed forecast while managing annual fluctuations based on economic condition. It also includes revenues from other sources: State-zero funds, transit fare-small; advertising – smaller; and utility easement revenues – even smaller; and federal/Regional Transportation Council funds - significant.

While some sales tax is available to the cities, the cities also depend on variable property tax rates and annual budget requirements in state law. Any additional sales tax capacity is currently capped by state law. Cities have elected officials and transportation authorities have appointed board members, adding to paradox.

For both sides, funding limitations require hard decisions to be made annually - capital investments to be deferred, assets to be maintained and cutting of services to be considered. For cities, balancing the variety of essential services necessary with the demand of more diverse and growing community needs makes these decisions even more challenging.

Since DART collects a 1 cent sales tax, this paradox impacts DART the most. Half cent transit agencies are not immune to this pressure. The paradox occurs when city officials feel hard decisions are not made by the transit agency and going further, easy decisions on efficient service levels are not made either.

So, the problem occurs at the margin since most services are clearly needed. Could the transit authorities improve how they communicate their planning efforts to meet transit demand balanced with revenue forecasts, state of good repair requirements and debt obligations? Will this improved communication and more transparent planning result in a greater partnership between cities and authorities? In Transit Version 2.0, is it possible to better balance regional need for transit services with more localized city needs and demands?

Nationally, transit authorities that must get their budgets approved from higher sources, like legislatures and/or city councils, have significantly less revenue than those with fixed rate dedicated sources and this annual uncertainty can make long term funding of projects and services more challenging. In these cases, the paradox is adjudicated annually during the budget process as the city council or legislatures consider the funding challenges and priorities for a larger set of circumstances. This is the city budget model as well.

So recent transit policy discussions in fixed rate financial plans revolves around free fares, revenue reimbursements to cities and distribution of sometimes inefficient

services. “I’ll take empty buses over no buses”, would be an example of the current problems.

What if the process was reversed? Review all the costs into the future, re-assess needs based on future growth and desired regional outcomes, pursue revenues, and propose a sales tax rate that meets the long-term need. Maybe a transit authority should pursue state revenues, not propose free fares, not reimburse cities in an ad-hoc manner, and pursue the benefits of new members. In addition, should attention be placed on debt payments, long-term service plans, capital asset inventories, new effective services, reduction in inefficient services and a modernized fare collection program. The consideration of lost opportunity costs inside and outside of transit is essential.

Increased communication can eliminate this paradox and this study is intended to assist. Knowing transit agency needs for state of good repair is critical. Our region depends on it.

Currently there is no evidence that a lower tax rate at DART is possible. If it is possible, what are the impacts to service, debt obligations and future service commitments. Understanding these impacts balanced with the future growth needs of the region would certainly assist in local elected officials and transit authority board members working more closely in unison to achieve mutually desirable outcomes. Doing so will reduce trips to the legislature. If this project is approved, transportation authorities and cities are committing to resolve differences here at home.

PROBLEM STATEMENT

The Dallas-Fort Worth Metroplex will continue unprecedented growth over the next 20 to 30 years. Current projections forecast an influx of four million new residents to the region and an addition of three million jobs. This substantial growth will compound a seemingly insatiable demand for passenger and goods movement that has already exacerbated the limited capacity of the region’s streets and highways.

In light of this phenomenon, a regional transit study to explain Transit Version 2.0 will be undertaken to shed light on the critical transportation investments necessary and lost opportunity costs for other investments. Acknowledging that optimal use of public transportation provides more people movement capacity in less space and frees up roadway capacity for all other users, the study will consider the following scope:

1. Partnership models for public transit in the Metroplex
 - a. Operations implications and benefits
2. Potential ways to fund public transportation in the Metroplex, including membership vs. non-member models
3. Available funding sources at the regional and state levels

4. Potential ways to better leverage the economic development benefits of public transportation investment to create incentives for people and companies to locate where there is a variety of transportation modes available
5. Policy considerations of the various governance and funding proposals
 - a. Enabling policy
 - b. Policy barriers or changes
 - c. Inclusion of Opportunity Costs

This effort is not intended to create a regional rail authority or change the independent authority of each of the three current transportation boards of directors.

Who:

Funded by the Regional Transportation Council. The proposed Policy Committee is RTC members from transportation authority cities and transit authority board members.

What: Seven Components of the Study

1. Legislative Categories of Study – Example Questions

Are there opportunities to get annual Texas Metropolitan Mobility Funds for regional rail operations?

Should 4A and 4B non-member cities be able to recruit employers from transportation authority cities?

2. What other legislative strategies could fund transit in new communities and create 4A/4B opportunities in transportation authority cities? How do transit authorities increase membership in transportation authorities or through their local government corporations? Is it better to change current RTC policy and increase the number of authorities?
3. Can the three transportation authorities work together more efficiently to lower transit costs and increase system ridership between systems? For example, can rail operation contracts be bundled for greater efficiency?
4. Demographic growth is higher outside transportation authorities than within. How can transportation authorities develop new tools with local governments to reverse this trend? Can more development be placed on near existing transportation stations increasing economies of scale and creating air quality benefits.
5. Improve Board teamwork to reduce bylaw issues. For example, Denton County Transportation Authority bylaws were recently brought to the Texas Legislature.

6. Review fare collection strategies to increase ridership without lowering revenue. Are there membership loyalty opportunities?
7. Pursue resolution of the transit authority – city paradox described above, this would include the efficiency and effectiveness of different types of transit service. This would include agency cost, and efficiencies between transit authorities. Do the transit agencies have the correct tax rate to meet the needs discussed? Is it higher or lower? If transit agencies reviewed opportunity costs options would partnerships develop?

When:

The Executive Board meets in November 2023 and January 2024. The Regional Transportation Council meets monthly. The RTC will be briefed in September for information and proposed action in October 2023. The Executive Board will select the consultant. A committee of staff persons from the transportation authorities, cities, and NCTCOG will recommend a consultant.

The Executive Board will be requested to approve in November 2023 or January 2024. The legislative item will be completed by August/September of 2024 and the final report will be out in December 2024/January 2025.

Where:

The boundary of the 12-County Metropolitan Planning Organization boundary.

Why:

Transportation authorities have been going to the Legislature to solve local problems. These problems should be first solved by the respective Board of Directors. If unsuccessful, they should come to the Regional Transportation Council. This effort is to comprehensively address a series of regional and sub-regional transit questions. They are listed in the “What” section above.

How:

By a consultant team working for RTC members from transportation authorities and member cities of authorities. It will be coordinated by NCTCOG staff.

How Much:

[REDACTED] The reports are:

1. Regional Transit Coordination – 2002 (Prepared for DART by LKC Consulting Services, Inc.)
2. Regional Transit Initiative – 2004 (Regional Transportation Council)
3. Rail Transit System Review – 2006 (Regional Transportation Council)

Michael Morris
Executive Director, Regional Transportation Council
North Central Texas Council of Governments

Re: Regional Transit Study

Regional Transportation Council Board Members:

With the 40th anniversary of Dallas Area Rapid Transit, the cities of Carrollton, Irving, Plano and Dallas believe this is an appropriate time for the region to revisit the strategic goals and desired outcomes of regional transit. Forty years ago, 14 area cities had a vision to develop a regional transit system and the development of the services and systems have been fulfilled to serve the needs and vision from 1983. The same year the Fort Worth area formed the Fort Worth Transportation Authority. In addition to DART, there are other transit agencies including Trinity Metro and DCTA who are also charged with providing transit services to meet the rapid growth of the Dallas/Fort Worth Metroplex. Partnerships between these transit agencies such as the Trinity Railway Express, TEXRail, and A-Train, have demonstrated the importance of system connectivity and regional collaboration that enhances customer experience and drives ridership demand.

As member cities of a transit authority, we acknowledge and embrace that the growth of the region requires an efficient transit solution in order to provide predictable, cost effective, and reliable mobility for residents and businesses. We believe a comprehensive study is needed to assess the effectiveness of regional transit today and what regional transit should look like for the next 40 years. We request the study be commissioned by the Regional Transportation Council as the region's neutral transportation planner. The study must be conducted by a top tier, globally recognized consulting firm (McKinsey, Bain, Deloitte, etc.), to be completed prior to the next Legislative Session, if possible.

Specifically, we would like to request the study address:

- Needs analysis for service types
- Costs of agencies and potential efficiencies
- Membership categories and options
- Revenue commitments/contributions
- State of Texas ferry allocation
- Fares and revenue recovery philosophies
- Barriers to system growth

We member cities of a transit authority believe now is the time for this strategic look at transit solutions to ensure we are meeting the mobility needs of the Metroplex.

Sincerely,

Eric Johnson, Mayor of Dallas



John B. Muns, Mayor of Plano



Steve Babick, Mayor of Carrollton



Oscar Trevino, Mayor of North Richland Hills



Wes Mays, Mayor of Coppell



Bruce Arfsten, Mayor of Addison



Don Carroll, Dallas Regional Mobility Coalition Chair



Mattie Parker, Mayor of Fort Worth



Rick Stopfer, Mayor of Irving



Terry Lynne, Mayor of Farmers Branch



Blake Margolis, Mayor of Rowlett



George Fuller, Mayor of McKinney



Bob Dubey, Mayor of Richardson



4. Rail North Texas/Texas Local Option Transportation Act – 2008 (Regional Transportation Council)
5. Recent Regional Rail Options by DART

Transit agency plans will be sent to the winning consultant as well.

A similar effort was done of NTTA several years ago, resulting in dozens of new initiatives. It was coordinated by a consultant for the 4 county Judges.

Source: NCTCOG, September 2023, Version 2



Board of Directors Memo

November 30, 2023

SUBJECT: Proposed 2024 Denton County Transportation Authority (DCTA) and North Texas Mobility Corporation (NTMC) Board Meeting Calendar

Recommendation

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

Background

In accordance with the Denton County Transportation Authority (DCTA) Amended and Restated Bylaws, Section 6, Meetings, it states, that the Board shall hold at least one (1) regular meeting each month and special meetings of the Board may be called by the Chair as necessary.

DCTA board meetings are set for the fourth Thursday of each month. Two (2) special meetings are set for January 17-18, 2024 (Strategic Planning Work Session) and regular board meeting on January 25, 2024. Due to the holidays and in accordance with past practice, the November and December meetings have been combined to December 12, 2024.

In accordance with the Amended and Restated Bylaws of the North Texas Mobility Corporation, Article II, Board of Directors, states that regular meetings of the Board shall be held at least quarterly at such times and places as shall be designated, from time to time by the Board.

North Texas Mobility Corporation (NTMC) board meetings are set for the 3rd Wednesday of every other month with the following exceptions:

January 24, 2024
March 7, 2024

Previous Board Activity & Action

None.

Identified Need

In order to comply with the DCTA and NTMC Bylaws, a calendar of regular board meetings shall be set.

Financial Impact

None.

Exhibits

Exhibit 1: 2024 DCTA/NTMC Board Meeting Calendar

Submitted by:



Kisha Morris-Perkins
Executive Assistant & Board Process Manager

DCTA / NTMC 2024 BOARD MEETING CALENDAR

January							February							March							April						
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S
	H	2	3	4	5	6					1	2	3						1	2		1	2	3	4	5	6
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14	15	16	B	B	19	20	11	12	13	14	15	16	17	10	11	12	13	14	15	16	14	15	16	17	18	19	20
21	22	23	24	B	26	27	18	H	20	21	B	23	24	17	18	19	20	21	22	23	21	22	23	24	B	26	27
28	29	30	31				25	26	27	28	29			24	25	26	27	B	29	30	28	29	30				
														31													
May							June							July							August						
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S
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12	13	14	15	B	17	18	9	10	11	12	13	14	15	14	15	16	17	B	19	20	11	12	13	14	15	16	17
19	20	21	22	B	24	25	16	17	18	19	20	21	22	21	22	23	24	B	26	27	18	19	20	21	B	23	24
26	H	28	29	30	31		23	24	25	26	B	28	29	28	29	30	31				25	26	27	28	29	30	31
							30																				
September							October							November							December						
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15	16	17	18	B	20	21	13	14	15	16	17	18	19	10	11	12	13	14	15	16	15	16	17	18	19	20	21
22	23	24	25	B	27	28	20	21	22	23	B	25	26	17	18	19	20	B	22	23	22	23	24	H	26	27	28
29	30						27	28	29	30	31			24	25	26	27	H	H	30	29	30	31				

[B] BOARD MEETING - Start Time: 10:00 AM

Board meetings are the 4th Thursday of the month. *November/December combined.

[H]

DCTA HOLIDAY

JANUARY 17-18 - Strategic Workshop
 JANUARY 25TH
 FEBRUARY 22ND
 MARCH 28TH

APRIL 25TH
 MAY 23RD
 JUNE 27TH
 JULY 25TH

AUGUST 22ND
 SEPTEMBER 26TH
 OCTOBER 24TH
 *DECEMBER 12TH

[B] NTMC meetings
 3rd Thursday of every
 other month -9:00 AM
 unless noted.