



**Board of Directors Regular Meeting
October 23, 2025 | 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, October 23, 2025 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 view the Board Meeting. To view the meeting, please use the information below:

Join from PC, Mac, iPad, or Android:

<https://us06web.zoom.us/j/85997040705?pwd=6IMU4aOf5gplUkCLaKtJ3VXbnbixZq.1>

Passcode:498778

Phone one-tap:+13462487799

Join via audio:+1 346 248 7799

Webinar ID: 859 9704 0705

Passcode: 498778

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 p.m. on Wednesday, October 22, 2025**, 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 Monthly Financial Statement for August 2025

Action Item

Background Information: Memo

Exhibit 1: Year-To-Date Financial Statement- August 31, 2025

2. Consider Approval of an Access Easement to Lang Sycamore, LLC to Construct and Maintain Pedestrian and Fire Lane Improvements on the Eastern Boundary of the Property Owned by Denton County Transportation Authority (DCTA) at the Downtown Denton Transit Center (DDTC)

Action Item

Background Information: Memo

3. Consider Approval of Contract Amendment No. 2 for Janitorial Services with CTJ Maintenance, Inc. in the Amount of \$27,600 for a Total Contract Amount Not to Exceed \$197,448.60, for Janitorial Services at the Bus Operations and Maintenance Facility, Downtown Denton Transit Center, and DCTA Administration Building (including Suites 260 and 265) for the Period of November 1, 2025 through September 30, 2027

Action Item

Background Information: Memo

4. Consider Approval of a Resolution to Cancel November 2025 and December 2025 Denton County Transportation Authority (DCTA) Regular Board Meetings and Reschedule for a Combined Meeting on December 10, 2025

Action Item

Background Information: Memo

Exhibit1: Draft Resolution

5. Consider Approval of Regular Meeting Minutes Dated September 24, 2025

Action Item

Background Information: Exhibit 1: Regular Meeting Minutes – September 24, 2025

REGULAR AGENDA

- 1. Discuss and Consider Approval of a Professional Services Contract with Kimley-Horn for Architectural and Engineering Services for the Period of November 1, 2025 through October 31, 2028 with up to Two (2) Additional, One (1) Year Periods**

Action Item

Background Information: Memo

- 2. Discuss and Consider Approval of the Purchase of Three (3) 35-foot Transit Buses from Gillig, LLC in an Amount Not to Exceed \$2,395,900 Utilizing Washington State Contract #06719-01**

Action Item

Background Information: Memo

- 3. Discuss Update of Intermediate Service Plan Phase III and Bus Stop Design Guidelines Development**

Discussion Item

Background Information: Memo

- 4. Discuss Local and Regional Updates and Legislative Updates**

INFORMATIONAL REPORTS

- 1. Safety, Service, and Ridership Reports – September 2025**

Background Information: Memo

Exhibit 1: Safety Performance – FY to Date

Exhibit 2: Service Performance – FY to Date

Exhibit 3: Ridership by Mode – September 2025

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

Exhibit 5: A-train Ridership Year-Over-Year by Month

Exhibit 6: Fixed-Route Ridership – September 2025

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

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 Board Meeting Date: December 10, 2025

REPORT ON ITEMS OF COMMUNITY INTEREST

Pursuant to Texas Government Section 551.0415 the Board of Directors may report on the 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 items scheduled for this agenda.

RECONVENE OPEN SESSION

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

ADJOURN

Board Members

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

Alternates

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

Non-Voting Board Members

Jared Eutsler, Corinth
Dennie Franklin, Frisco
Jeremie Maurina, The Colony
Stephen Christo, The Colony (alternate)
Vacant, Flower Mound
Vacant, Little Elm
Vacant, Small Cities

Staff Liaison

Paul Cristina, CEO



This notice was posted on October 17, 2025, by 5pm.

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

Kisha Morris-Perkins
Executive Assistant & Board Process Manager

Board of Directors Memo**October 23, 2025**

AGENDA ITEM: Consider Approval of Monthly Financial Statement for August 2025

Recommendation

Staff recommend the Board approve the Financial Statement for August 2025.

Background

The financial statement is presented monthly to the Board of Directors for approval. The attached report is for the period ending August 31, 2025. 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.

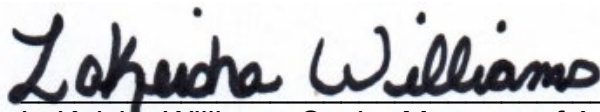
Financial Impact

The financial impact of August 2025 performance has been summarized within the respective document provided. Staff stands ready to answer any questions the Board may have regarding the financial performance.

Exhibits

Exhibit 1: Year-to-Date Financial Statement – August 31, 2025

Submitted by:



LaKeisha Williams, Senior Manager of Accounting



DENTON COUNTY TRANSPORTATION AUTHORITY

Statement of Revenue and Expenditures
Presented for the Period Ended August 31, 2025
(UNAUDITED)

	Prior Year Actual				FY 2025 - August 31, 2025					
	2020	2022	2023	2024	YTD Budget	YTD Actual	Annual Budget	Actual %	Expected %	Notes
Revenue and Other Income										
Passenger Revenues	\$ 833,637	\$ 928,716	\$ 1,568,793	\$ 1,906,892	\$ 1,535,703	1,578,171	\$ 1,675,312	94.2%	91.7%	Tracking slightly ahead of expectations of the annual budget, indicating stable ridership.
Contract Service Revenues	3,378,826	3,718,416	4,233,303	4,948,287	\$ 4,033,897	3,078,330	\$ 4,400,615	70.0%	91.7%	Impacted by timing delays or reporting lags; year-end adjustments could help close the gap.
Sales Tax Revenues	29,817,364	38,030,250	40,292,936	40,615,026	\$ 37,583,333	37,519,084	\$ 41,000,000	91.5%	91.7%	Trending slightly behind YTD Budget.
Federal/State Grants - Capital	3,472,677	95,069	59,828	566,000	\$ 3,959,833	44,749	\$ 4,319,818	1.0%	91.7%	Capital grants includes an estimate for PTC spending, which has not started as of August 2025.
Federal/State Grants - Operating	16,214,135	19,028,351	9,431,745	11,563,170	\$ 9,518,117	11,160,214	\$ 10,383,400	107.5%	91.7%	Operating grant revenues are tracking ahead of expectations.
Total Revenues and Other Income	53,716,639	61,800,802	55,586,605	59,599,375	56,630,883	53,380,549	61,779,145			
Operating Expenses										
Salary, Wages and Benefits	4,432,165	4,002,824	3,787,792	10,212,178	13,193,426	11,651,955	14,392,828	81.0%	91.7%	Trending behind YTD Budget due to the timing of hires and vacant positions.
Outsourced Services and Charges	2,922,575	4,517,965	5,600,148	6,930,904	5,266,905	3,483,966	5,745,714	60.6%	91.7%	The FY25 budget for Outsourced Services and Charges included significant spending for several projects/initiatives which are currently in progress.
Materials and Supplies	1,922,265	2,536,927	2,576,663	2,127,167	2,972,920	1,769,980	3,243,185	54.6%	91.7%	The FY25 budget for Materials and Supplies includes estimates for IT spending for upgrades of hardware and other projects. This budget also includes estimates for spending for Bus Ops/Maintenance. Work is currently in progress.
Utilities	431,838	455,020	497,792	561,653	698,108	478,260	761,572	62.8%	91.7%	Currently trending below expected levels partly due to timing of invoice payments and are expected to normalize closer to budgeted levels at fiscal year end.
Insurance	1,656,122	1,608,328	1,577,898	1,099,836	1,809,291	1,889,073	1,973,772	95.7%	91.7%	Current year actuals are being recognized at the point when the payment is made based on timing.
Purchased Transportation Services	10,091,454	19,146,955	22,348,013	23,888,423	22,965,670	20,839,879	25,053,458	83.2%	91.7%	Purchased Transportation depends upon timing of the vendor payments.
Employee Development	164,699	119,259	2,559,697	301,748	717,145	263,363	782,340	33.7%	91.7%	This variance is primarily due to the timing of scheduled training programs, certifications, and professional development initiatives.
Leases and Rentals	226,632	132,033	142,445	169,862	194,407	185,794	212,080	87.6%	91.7%	On target with budget revisions due to expansion of 1955 Lakeway Dr. Suite 265
Depreciation	9,559,752	11,351,682	9,074,611	9,959,074	9,663,404	9,687,216	10,541,895	91.9%	91.7%	Nearly aligned with expectations; consistent with asset lifecycle projections.
Total Operating Expenses	31,407,502	45,203,487	48,510,532	55,250,845	57,481,274	50,249,485	62,706,844			
Income Before Non-Operating Revenues and Expenses	22,309,137	16,597,315	7,076,073	4,348,530	(850,391)	3,131,063	(927,699)			
Non-Operating Revenues/(Expense)										
Investment Income	320,793	462,425	4,434,145	5,983,517	2,016,667	4,441,480	2,200,000	201.9%	91.7%	
Gain (Loss) on Disposal of Assets	(7,482)	29,719	52,900	2,818	-	-	-	0.0%	0.0%	
Other Income/(Expense) - Miscellaneous	421,389	447,462	923,293	174,316	233,750	88,721	255,000	34.8%	91.7%	
Long Term Debt Interest/(Expense)	(909,133)		(212,684)	(192,299)	(157,493)	(85,905)	(171,811)	50.0%	91.7%	
Total Non-Operating Revenues/(Expenses)	(174,434)	939,606	5,197,654	5,968,352	2,092,923	4,444,296	2,283,189			
Income (Loss) Includes	22,134,703	17,536,921	12,273,727	10,316,882	1,242,532	7,575,359	1,355,490			
Transfers Out to NTMC	(7,555,428)	(5,926,669)	(5,577,506)	-						
Total Transfers	(7,555,428)	(5,926,669)	(5,577,506)	-						
Change in Net Position	\$ 14,579,275	\$ 11,610,252	\$ 6,696,221	\$ 10,316,882	\$ 1,242,532	7,575,359	\$ 1,355,490			

Board of Directors Memo

October 23, 2025

AGENDA ITEM: Consider Approval of an Access Easement to Lang Sycamore, LLC to Construct and Maintain Pedestrian and Fire Lane Improvements on the Eastern Boundary of the Property Owned by Denton County Transportation Authority (DCTA) at the Downtown Denton Transit Center (DDTC)

Recommendation

Staff recommends the Board approve an access easement between Denton County Transportation Authority (DCTA) and Lang Sycamore, LLC to construct and maintain pedestrian and fire lane access improvements along the eastern boundary of the property owned by Denton County Transportation Authority (DCTA) at the Downtown Denton Transit Center (DDTC).

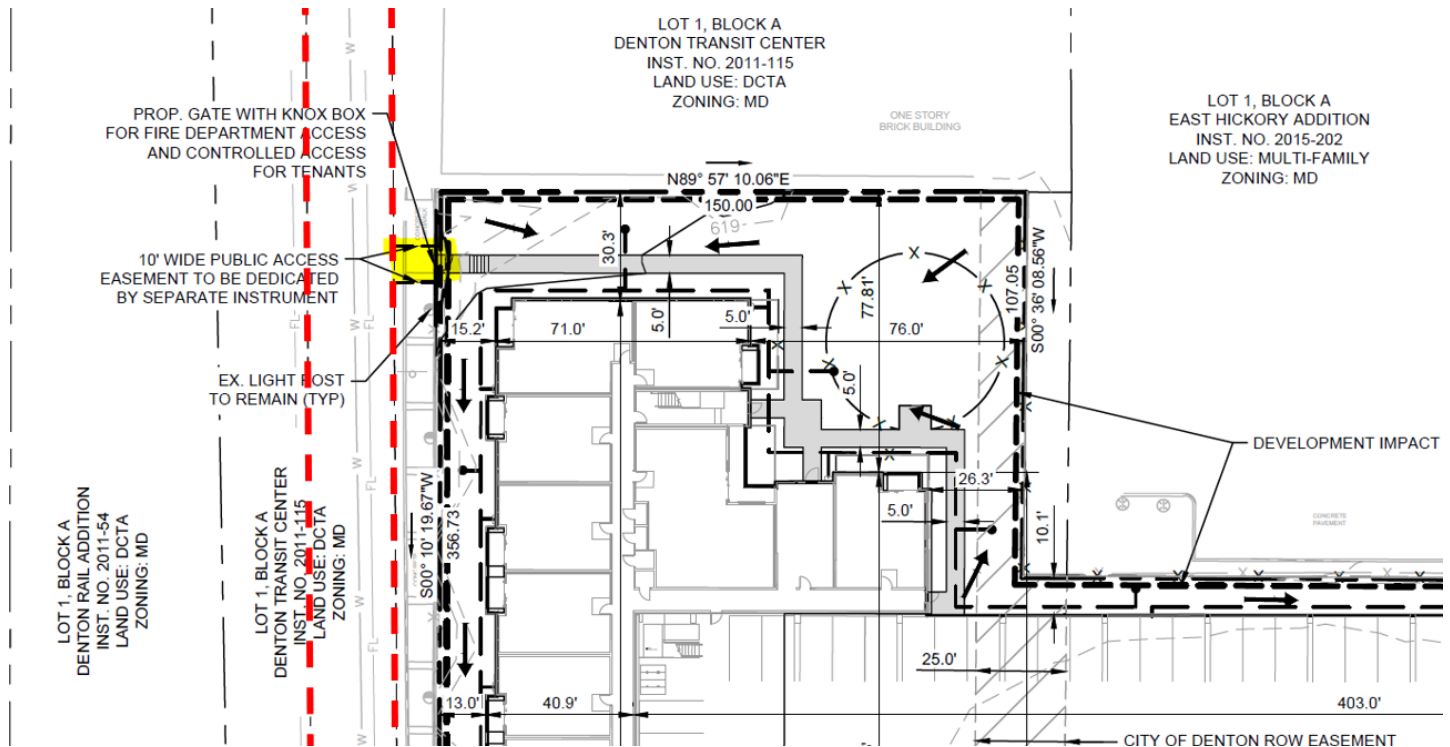
Background

In Spring 2025, the developer to the south of DCTA's DDTC (Lang Sycamore, LLC) contacted Planning staff to discuss a conceptual site plan for a proposed multifamily housing development (Lang Railyard Phase 2), as shown in Figure 1 below. In this discussion, the developer requested access from the shared property line to DCTA's existing 24-foot Public Utility and Access Easement to meet the City of Denton's adopted International Fire Code hose lay requirements.



Figure 1 Location of Requested Easement

Figure 2 Image Excerpt of Land Railyard Phase 2 Site Plan



In 2008, the City of Denton utilized a federal transit grant to purchase and develop the DDTC property before transferring it to DCTA in 2015 when the agency took over bus operations in the City of Denton. To ensure the request complied with federal real estate requirements, DCTA staff reached out to the Federal Transit Administration (FTA) Regional VI Office to confirm whether federal interest in the DCTA property remained. FTA confirmed that the DDTC property does not maintain a federal interest and is not subject to federal disposition requirements as DCTA purchased the property from the City of Denton with local sales tax revenue. Therefore, the request from the developer can be accommodated without federal oversight.

The requested public access easement will encumber 130 square feet of DCTA's property, as highlighted in Figure 2, connecting to the existing 24-foot Public Utility and Access Easement dedicated to the City of Denton prior to DCTA's purchase of the property. The requested easement permits the developer to construction, reconstruct, install, and maintain improvements for the specific purpose of pedestrian and fire-related ingress and egress necessary to serve the development. DCTA retains ownership of the property within the easement, however, the developer will be responsible for the cost of improvements required to comply with the City of Denton's development standards.

Identified Need

The multifamily development adjacent to the Downtown Denton Transit Center is a transit-supportive land use that may generate increased transit ridership on the A-train and Connect Bus Routes. The proposed access easement ensures the development can be served during an emergency.



Financial Impact

The construction and maintenance activities permitted by the proposed access easement will be the financial responsibility of Lang Sycamore, LLC. There is no impact on the FY2026 budget.

Exhibits

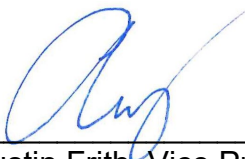
None.

Submitted By:



Karina Maldonado, Planning Manager

Reviewed By:



Austin Frith, Vice President of Planning and Development



Board of Directors Memo

October 23, 2025

AGENDA ITEM: Consider Approval of Contract Amendment No. 2 for Janitorial Services with CTJ Maintenance, Inc. in the Amount of \$27,600 for a Total Contract Amount Not to Exceed \$197,448.60, for Janitorial Services at the Bus Operations and Maintenance Facility, Downtown Denton Transit Center, and DCTA Administration Building (including Suites 260 and 265) for the Period of November 1, 2025 through September 30, 2027

Recommendation

Staff recommends the approval of Contract Amendment No. 2 for Janitorial Services with CTJ Maintenance, Inc. in the amount of \$27,600 for a total contract amount not to exceed \$197,448.60, for Janitorial Services at the Bus Operations and Maintenance Facility, Downtown Denton Transit Center, and DCTA Administration Buildings (including Suites 260 and 265) for the period of November 1, 2025 through September 30, 2027.

Background

DCTA entered into an agreement with CTJ Maintenance, Inc. on October 3, 2022, for a total not-to-exceed cost of \$14,600 annually for up to five (5) years (three-year base term plus two one-year options) to provide janitorial services for the DCTA Administration Building (Suite 260).

In October 2024, the Board approved Amendment No. 1 to expand the janitorial services scope to include the Downtown Denton Transit Center (DDTC) and the Bus Operations and Maintenance Facility for the term beginning November 1, 2024, through September 30, 2027, increasing the total contract value to \$169,848.60.

With the recent expansion of Suite 265 at the DCTA Administration Building, an additional amendment is required to extend janitorial services to this new suite, and those janitorial services will begin no later than November 1, 2025. This amendment ensures consistent cleaning standards and service coverage across all administrative and operational facilities.

The proposed Amendment No. 2 with CTJ Maintenance, Inc. for the period November 1, 2025 through September 30, 2027, will:

- Expand the janitorial services scope to include Suite 265 at the DCTA Administration Building.
- Increase the contract authority by \$27,600 for the remaining term through September 30, 2027.
- Maintain all other terms and conditions of the existing contract.

The updated annual service cost and total contract value are summarized below:

Janitorial	FY2025	FY2026	FY2027		NTE Cost through Sept 30, 2027
All Locations	\$ 56,616.20	\$ 70,416.20	\$ 70,416.20	\$	197,448.60
DDTC, Bus Operations, Admin Suite 260	\$ 56,616.20	\$ 56,616.20	\$ 56,616.20	\$	169,848.60
Admin Suite 265	NA	\$ 13,800.00	\$ 13,800.00	\$	27,600.00

Previous Board Activity

In October 2022, the Board awarded a contract to CTJ Maintenance, Inc. for janitorial services at the DCTA Administration Building in a total not-to-exceed amount of \$14,600 annually for up to five years (three-year base term with two one-year options).

In October 2024, the Board approved the first amendment to the contract, expanding the scope of services to include the Downtown Denton Transit Center and the Bus Operations and Maintenance Facility. This action increased the total contract value to \$169,848.60 and extended coverage for all three facilities through September 30, 2027.

Identified Need

The identified need for this amendment arises from the expiration of the initial contract term on September 30, 2025, and the completion of Suite 265 at the DCTA Administration Building, which must also be addressed by this contract.

Financial Impact

Funding for the additional janitorial services at Suite 265 is already included in the FY2026 Operating Budget. The added annual cost of \$13,777.31 (totaling \$27,600 through the remainder of the contract term) will be covered by existing budget allocations for facility maintenance. This adjustment represents a reallocation of funds within the approved budget, resulting in no additional financial impact or budget amendment required by DCTA.

Exhibits

None.

Submitted by:



Austin Frith, Vice President, Planning and Development



Board of Directors Memo

October 23, 2025

AGENDA ITEM: Consider Approval of a Resolution to Cancel November 2025 and December 2025 Denton County Transportation Authority (DCTA) Regular Board Meetings and Reschedule for a Combined Meeting on December 10, 2025

Recommendation

Staff recommends the Board approve a Resolution to cancel November 2025 and December 2025 Denton County Transportation (DCTA) Regular Board Meetings and reschedule for a combined meeting on December 10, 2025.

Background

According to the Denton County Transportation Authority (DCTA) Bylaws, it states, "The Board shall hold at least one regular meeting each month." Due to Thanksgiving and Christmas holidays, the meetings that are normally scheduled for the 4th Thursday of each month (November 27, 2025 and December 25, 2025) can be rescheduled as a combined meeting scheduled for December 10, 2025.

Previous Board Activity and Action

There has been no previous Board activity on this item.

Identified Need

Due to the upcoming holiday season, it is recommended to reschedule the November 2025 and December 2025 Board Meetings into one (1) combined meeting.

Exhibits

Exhibit 1: Draft Resolution

Submitted By:


Paul A. Cristina, Chief Executive Officer

**DENTON COUNTY TRANSPORTATION AUTHORITY
RESOLUTION R25-XX**

A RESOLUTION OF THE BOARD OF DIRECTORS OF THE DENTON COUNTY TRANSPORTATION AUTHORITY (DCTA) APPROVING THE CANCELLATION OF THE NOVEMBER 2025 AND DECEMBER 2025 REGULAR BOARD MEETINGS AND RESCHEDULING TO A COMBINED MEETING SCHEDULED FOR DECEMBER 10, 2025

WHEREAS, Article 3, Section 6 of the Denton County Transportation Authority (DCTA) Bylaws, states the Board shall hold at least one (1) regular meeting each month; and

WHEREAS, the regular Board Meeting for November 2025 and December 2025 falls during the Thanksgiving and Christmas holidays can be rescheduled to a combined meeting date of December 10, 2025; and

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

SECTION 1. The Denton County Transportation Authority Board of Directors hereby approves, by majority vote, the cancellation of the November 2025 and December 2025 regular board meetings and reschedule for a combined meeting on December 10, 2025.

DULY PASSED AND APPROVED BY THE BOARD OF DIRECTORS OF THE DENTON COUNTY TRANSPORTATION AUTHORITY THE ____ DAY OF OCTOBER 2025.

APPROVED:

Andy Eads, Board Chair

ATTEST:

Daniel Jaworski, Board Secretary



Board of Directors Regular Meeting Minutes September 24, 2025 | 10:00 a.m.

The Board of Directors of the Denton County Transportation Authority (DCTA) convened a Regular Board of Directors Meeting with Chair Gilmore presiding on Thursday, September 24, 2025 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 Daniel Jaworski, 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
Board Member Stephen Christo, Alternate - City of The Colony
Board Member Jared Eutsler, City of Corinth

Legal Counsel

Joe Gorfida, Nichols Jackson

DCTA CEO

Paul A. Cristina

CALL TO ORDER

Chair Gilmore called the meeting to order at 10:02 a.m. All Board Members were present with the exception of Secretary Eads. Vice Chair Molina arrived at 10:06am.

INVOCATION

The invocation was led by Board Member Gonzalez.

PLEDGE OF ALLEGIANCE

The Pledge to the United States and Texas flags were led by Board Member Stevens.

INTRODUCTIONS

There were no introductions at this time.

PUBLIC COMMENT

There were no public comments at this time.

CONSENT AGENDA

1. Consider Approval of Monthly Financial Statement for July 2025
2. Consider Authorizing the Chief Executive Officer (CEO) to Execute a Contract for the Transit App using The Interlocal Purchasing System (TIPS) Cooperative Contract #220105 with Vertosoft, LLC in the amount of \$302,482.38 for the Period of October 1, 2025 through September 30, 2028
3. Consider Approval of the Purchase of Network Switches and Implementation Services using The Interlocal Purchasing System (TIPS) Cooperative Contract #230105 from United Data Technologies (UDT) in an Amount Not to Exceed \$110,000
4. Consider Authorizing the Chief Executive Officer (CEO) to Execute a Contract for OneAxiom Managed Cybersecurity Services using The Interlocal Purchasing System (TIPS) Cooperative Contract #230105 with Howard Technology Solutions in an Amount Not to Exceed \$241,056 for the Period of October 1, 2025 through September 30, 2028
5. Consider Authorizing the Chief Executive Officer (CEO) to Execute Task Order #02 with Ruby Media (dba DHD Films) in an Amount Not to Exceed \$300,000 for Marketing and Communications Support for the Period October 1, 2025 through September 30, 2026
6. Consider Authorizing the Chief Executive Officer (CEO) to Execute a Contract Option with Capital Edge for Federal Legislative Consulting Services for Up to One (1) Year beginning October 1, 2025 in an Amount Not to Exceed \$84,000
7. Consider Authorizing the Chief Executive Officer (CEO) to Execute a Railroad Signal Master Agreement for Federal Aid Projects with the Texas Department of Transportation (TxDOT)
8. Consider Approval of Task Order #1 of a Master Services Agreement with River North Transit, LLC dba Via Transportation for GoZone Demand Response Service for the Period of One (1) Year Beginning October 1, 2025 through September 30, 2026 in an Amount Not to exceed \$11,876,205

This item was removed from the Consent Agenda by Chair Gilmore for further discussion.

Specifically, Chair Gilmore expressed an interest in discussing the KPI's built into the system between Denton and Lewisville/Highland Village area and the differentiators for those areas.

CEO Cristina distributed to the Board an addendum to the recent contract (April 2025) with River North Transit, LLC. This document demonstrates zone specific service level agreement metrics for the two (2) KPI's used to monitor the performance of the service; wait time and seat unavailability.

The Board also discussed the ability to move and/or adjust the bus routes and shift capacity levels, creating more separation of KPIs, moving both systems to provide more equity in line with municipalities needs, brainstorming other KPIs that might be measured (the ones used are the most visible to the customer), understanding impacts related to goalsetting in Lewisville to have a maximum wait time of 20 minutes (and in order to obtain the goal of more service hours and additional geo-fencing may be necessary).

Motion by Board Member Jaworski with a second by Board Member Maguire to approve Consent Agenda Item 8 as presented. Motion passes 4-0.

9. Consider Approval of Amendment #2 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 beginning on the Execution Date and Continuing through January 31, 2027 and Authorize the Chief Executive Officer (CEO) to Execute Such Agreement
10. Consider Approval of the First Amended and Restated Interlocal Agreement with the City of Allen for Collin County Rides Transit Services for an Amount Not to Exceed \$309,944 for a Period of One (1) Year Beginning October 1, 2025 and Continuing through September 30, 2026 and Authorize the Chief Executive Officer (CEO) to Execute Such Agreement
11. Consider Approval of the First Amended and Restated Interlocal Agreement with the Town of Fairview for Collin County Rides Transit Services for an Amount Not to Exceed \$35,425 for a Period of One (1) Year Beginning on October 1, 2025, and Continuing through September 30, 2026 and Authorize the Chief Executive Officer (CEO) to Execute Such Agreement
12. Consider Approval of Task Order #1 of a Master Services Agreement with zTrip for Collin County Rides Transit Services for an Amount Not to Exceed \$350,126 for the Period of One (1) Year Beginning October 1, 2025 through September 30, 2026

13. Consider Approval of Task Order #1 of a Master Services Agreement with Lyft for Collin County Rides Transit Services for an Amount Not to Exceed \$12,200 for a Period of One (1) Year Beginning October 1, 2025 through September 30, 2026
14. Consider Authorizing the Chief Executive Officer (CEO) to Execute a Third Amended and Restated Interlocal Agreement (ILA) with the City of Frisco for Transit Services for an Amount Not to Exceed \$1,357,500 for a Period of Three (3) Years beginning October 1, 2025 through September 30, 2028 With the Option for Up to One (1) Additional Two (2) Year Term
15. Consider Approval of Task Order #2 of a Master Services Agreement with zTrip for City of Frisco Transit Services for an Amount Not to Exceed \$250,000 for the Period of One (1) Year Beginning October 1, 2025 and Continuing through September 30, 2026
16. Consider Approval of Task Order #2 of a Master Services Agreement with Lyft for City of Frisco Transit Services for an Amount Not to Exceed \$11,500 for a Period of One (1) Year Beginning October 1, 2025 and Continuing through September 30, 2026
17. Consider Authorizing the Chief Executive Officer (CEO) to Execute a Sixth Amended and Restated Interlocal Agreement (ILA) with the City of Coppell for Mobility Services in an Amount not to Exceed \$150,000 for a Period of Three (3) Years Beginning on October 1, 2025 through September 30, 2028 With the Option to Extend for One (1) Additional Two (2) Year Period
18. Consider Approval of Task Order #3 of a Master Services Agreement with Lyft, Inc. for Coppell Mobility Services for On-Demand Rideshare for a Period of One (1) Year Beginning October 1, 2025 through September 30, 2026 in an Amount Not to Exceed \$28,125
19. Consider Approval of Task Order #4 of a Master Services Agreement with Lyft, Inc. for University of North Texas (UNT) Late Night Service for a Period of One (1) Year Beginning October 1, 2025 through September 30, 2026 in an Amount Not to Exceed \$115,000
20. Consider Approval of Denton County Transportation Authority Advertising Revenue Policy
21. Consider Approval of Regular Meeting Minutes Dated August 28, 2025

Motion by Board Member Maguire with a second by Board Member Jaworski to approve the Consent Agenda as presented with the exception of Consent Agenda Item 8 which was removed for further discussion. Motion passes 4-0.

REGULAR AGENDA

1. Discuss and Consider Fiscal Year 2026 Election of Board Officers

The Board discussed the election of Fiscal Year 2026 Board Officers.

Motion by Chair Gilmore and a second by Vice Chair Molina to elect the following DCTA Board Officers for Fiscal Year 2026 (effective October 1, 2025) as follows:

Andy Eads: Chair

TJ Gilmore: Vice Chair

Dan Jaworski: Secretary

Motion passes 4-0.

2. Discuss and Consider Approval of Task Order #2 with H.W. Lochner in the Amount Not to Exceed \$4,500,000 for Preliminary Engineering for the A-train Extension to Downtown Carrollton and Schematic Design for 15-Minute Headway Improvements
3. Discuss and Consider Approval of Task Order #4 with H.W. Lochner in the Amount Not to Exceed \$600,000 for A-train Service Hours Expansion and Positive Train Control (PTC) Analysis

Austin Frith, Vice President of Planning and Development presented Regular Agenda Item 2 and Regular Agenda Item 3, highlighting the following:

- Program Vision and Objectives
- Multiple Decision Points Impact (Recommendations to Spend Design Funds)
- Advancing Downtown Carrollton Design to Support Delivery (Delivery Objectives/Benefits of Advancing Design)
- Downtown Carrollton Delivery
- A-train Enhancement – Upcoming Contracts/Task Orders
- A-train Program Update
- Linking Project Scope to Local, Regional and Federal Funding
- A-train Corridor: DGNO Freight Opportunities and Constraints
- A-train Corridor Operating Complexities (Lease Rights and Positive Train Control)
- A-train Corridor Design Complexities: DDTC Extension
- A-train Corridor Design Complexities: Downtown Carrollton
- A-train Corridor Design Complexities: Carrollton Extension Quiet Zones
- DT Carrollton Preliminary Engineering and 15-Minute Schematic Design
- DT Carrollton and 15-Minute HW Cost Driver Comparison

- DT Carrollton and 15-Minute HW Exclusions
- DT Carrollton and 15-Minute HW - Hours and Sheets
- Task Order 4: Service Hours Expansion and PTC Analysis
- Service Hours Expansion and PTC Analysis: Decision Lens
- Service Hours Expansion and PTC Analysis: Effort Breakdown

Board discussion regarding clarification of conversations/negotiations with DART and the level of design for both task orders.

Motion by Vice-Chair Molina with a second by Board Member Maguire to approve Regular Agenda Item 2 as presented. Motion passes 4-0.

Motion by Vice-Chair Molina with a second by Board Member Maguire to approve Regular Agenda Item 3 as presented. Motion passes 4-0.

4. Discuss Update on Tyler Technologies Enterprise Resource Planning (ERP) Implementation

Jackie Bronson, Vice President of Engagement and Administration and LaKeisha Williams, Senior Manager of Accounting, presented to the Board highlighting the following:

- ERP Phases (Phases 1-3)
- ERP Phase 1 – Status Update
 - Live – April 1, 2025
 - ✓ Budget Module
 - ✓ Procurement Module
 - ✓ Accounts Payable Module
 - ✓ Accounts Receivable Module
 - ✓ Cashiering Module
 - Current and Future Sessions
 - ✓ ACRR/Cubes Reporting
 - ✓ Year-End Process
 - ✓ Annual 1099
 - ✓ Historical Archive Database (HADB)
- Project Budget Status
- Tyler vs UKG Comparison

Board discussion whether there was any recoverable value from the \$249,912.76 cost if DCTA continues to move forward with Tyler besides the 5 additional training sessions at no cost, whether Tyler had committed to delivering DCTA with specific HR related functionality, the primary selling point of the system was integrating Finance and HR under one umbrella, and whether benefits would be lost if DCTA chose a different solution with current vendor (UKG).

Staff will work with Procurement to review notes from the Tyler evaluation and review to identify any representations made by Tyler or understood by DCTA during the review.

No Board action was required at this time; however, it was recommended that the item be brought back next month for Board action.

5. Discuss Update on Fare Systems Strategy Study and Fare Policy Development

Javier Trilla, Vice President of Innovation and Information Technology presented to the Board highlighting the following:

- Fare Policy and Systems Modernization: Guiding Regional Alignment
- Fare Policy Development
- Deliverables and Next Steps
 - Deliverables include Fare Systems and Policy Report, Gap Analysis Matrix, Implementation Roadmap and Cost Framework, Board-ready Fare Policy Resolution, Executive and Board Presentations
 - Next Steps include Finalize Cost proposal for Board approval and Finalize timeline with AECOM to align with FY27 budget cycle

Board discussion regarding gap analysis on potential estimated cost outcomes for future fare collection assets that will be needed for the fare policy.

No Board action required at this time.

6. Discuss Local and Regional Updates and Legislative Updates

Chair Gilmore provided an update on the Transit 2.0 Subcommittee, noting that DCTA is well represented by himself, Vice-Chair Cesar Molina and DCTA Staff Member Javier Trilla. Additional members include Council Member Jill Gester representing the City of Denton and Judge Eads representing Denton County. He stated that the subcommittee has established good ground rules and generated numerous recommendations. The Board will continue to meet regularly to reinforce the importance of transit initiatives.

Chair Gilmore also provided an update regarding DART and its member cities, noting that seven member cities have expressed intent to hold an election to withdraw from DART service. Ongoing discussions are being held regarding governance, equity, and service. Agreements need to be structured by November 2025.

A series of conversations are being planned. Governance was discussed and the next discussion will focus on Finance and Service.

The goal is to develop an actionable item between DART and its member cities by November 1. A withdrawal election, a scenario that would be devastating to the region, is trying to be avoided. It was further noted that such elections may occur every six (6) years.

INFORMATIONAL REPORTS

1. Safety, Service, and Ridership Reports – August 2025
2. Proposed 2026 Denton County Transportation Authority (DCTA) Board Meeting Calendar

These reports are for informational purposes only.

FUTURE AGENDA ITEMS AND BOARD MEMBER REQUESTS

The Board requested DCTA embroidered shirts.

Next Board Meeting Date: October 23, 2025

REPORT ON ITEMS OF COMMUNITY INTEREST

Lewisville

Western Days – September 25-26, 2025

Denton

Arts and Jazz Festival – October 3-5, 2025

CEO Cristina informed the Board that the Regional Transportation Council (RTC) Subcommittee Meeting is set for December 11, 2025, which conflicts with the DCTA December Board Meeting date. Kisha Morris-Perkins, Executive Assistant and Board Process Manager will reach out to the Board with an alternate date of December 10, 2025.

CONVENE EXECUTIVE SESSION

The Board of Directors will convene into Closed Executive Session pursuant to Texas Government Code Section 551.074, Personnel Matters, to deliberate the duties and evaluation of the Chief Executive Officer (FY2025 Annual Performance Evaluation).

Action as a result of Executive Session.

The Executive Session was called to order at 11:12am.



RECONVENE OPEN SESSION

The Board reconvened from Closed Executive Session into Open Session at 12 noon with the following action:

Motion by Board Member Maguire with a second by Board Member Jaworski to increase the Chief Executive Officer (CEO) base salary by 5% effective October 1, 2025. Motion passes 4-0.

ADJOURN

The meeting was adjourned at 12:01pm.

TJ Gilmore, Board Chair

Andy Eads, Board Secretary

Board of Directors Memo

October 23, 2025

AGENDA ITEM: Discuss and Consider Approval of a Professional Services Contract with Kimley-Horn for Architectural and Engineering Services for the Period of November 1, 2025, through October 31, 2028 with up to Two (2) Additional One (1) Year Periods

Recommendation

Staff recommends the Board approve a Professional Services Contract with Kimley-Horn for Architectural and Engineering Services for the period of November 1, 2025, through October 31, 2028 with up to two (2) additional one (1) year periods.

Background

In October 2017, Denton County Transportation Authority (DCTA) entered into two (2) Master Professional Services Agreements with two (2) firms for Architectural and Engineering (A/E) services with Jacobs and Lockwood Andrews Newnam (LAN). One Master agreement expired in October of 2024 and the other in November 2024. Since then, no active work has been undertaken under the A/E services contract as focus shifted to the A-train Enhancement Program. Moving forward, DCTA requires continued on-call Architectural and Engineering (A/E) services to support a variety of capital improvement and maintenance initiatives and ensure timely and efficient delivery of design, assessment, and construction support activities. These services will provide the agency with the technical expertise needed to evaluate and improve facilities, infrastructure, and system assets; supporting bus stop design upgrades; and civil, structural, and rail engineering projects. The contract will also enable DCTA to maintain design consistency, implement safety and accessibility standards, and effectively manage capital project delivery across its service area.

To facilitate continued progress of planning efforts, DCTA engaged the market in a competitive RFP process in early 2025 to identify a qualified firm to support on-call transit and transportation planning services. The RFP solicitation was released on February 17, 2025, on PlanetBids and closed on April 3, 2025. DCTA received a total of 7 complete proposals from the following firms:

- AECOM Technical Services, Inc.
- Bowman Engineering and Consulting, Inc.
- Freese and Nichols, Inc.
- Huitt-Zollars
- Kimley-Horn
- Parkhill, Smith & Cooper, Inc.
- (TSK) Tate Synder Kimsey Architects, Ltd.

Staff conducted an initial evaluation of all proposals received. Following the initial evaluation, interviews were scheduled with four of the seven firms: AECOM Technical Services, Inc., Bowman Engineering & Consulting, Freese and Nichols, Inc., and Kimley-Horn.

As a result of the initial evaluations and the interviews, staff recommends approval of a professional services contract with Kimley-Horn as DCTA's on-call A/E consultant. The initial term of the agreement is three (3) years with the option to extend for up to two (2) additional one (1) year terms. The initial

term will commence on November 1, 2025, through and including October 31, 2028. If both options are exercised, the two (2) 1-year terms would extend the contract through October 31, 2030.

This contract will be an indefinite delivery, indefinite quantity contract, with task orders being submitted for all required and requested work.

This Board briefing will review the recommended firm's qualifications and cost evaluation.

Previous Board Activity

The Board received an update on this contract through a regular agenda item in April 2024 and an informational report in October 2024

Identified Need

DCTA requires continued access to on-call Architectural and Engineering services to support ongoing capital projects, facility maintenance, and infrastructure improvements. With existing A/E contracts currently expired, a new agreement is needed to ensure continuity of design, engineering, and assessment services essential for maintaining safe, functional, and efficient transit assets.

Financial Impact

The proposed contract is a Master Professional Services Agreement. There is no impact to the FY2026 budget. Task orders will be drafted and approved by the Board to provide services this year and in future fiscal years.

Exhibits

None.

Submitted By:



Austin Frith, Vice President
Planning and Development

Board of Directors Memo

October 23, 2025

AGENDA ITEM: Discuss and Consider Approval of the Purchase of Three (3) 35-foot Transit Buses from Gillig, LLC in an Amount Not to Exceed \$2,395,900 Utilizing Washington State Contract #06719-01

Recommendation

Staff recommends the Board approve the purchase of three (3) 35-foot Transit Buses from Gillig, LLC in an amount not to exceed \$2,395,900 utilizing Washington State Contract #06719-01.

Background

As part of the agency's ongoing efforts to maintain a safe, reliable, and efficient fleet, staff is seeking Board approval for the purchase of three (3) 35-foot Gillig diesel buses. The purchase price of three (3) buses totals \$2,198,016, and an approximate 9% contingency is being requested in the \$2,395,900 approval amount to account for potential price adjustments due to tariffs and other factors before purchase. The procurement method for these vehicles utilizes Washington State's Contract #06719-01. Established by the Department of Enterprise Services (DES), it is a cooperative purchasing agreement designed to facilitate the procurement of heavy-duty transit buses for various public agencies.

The acquisition of these new buses aligns with the agency's fleet replacement strategy, ensuring that vehicles are replaced at the end of their useful life while also supporting potential service expansion. As the agency evaluates opportunities to enhance transit service, having newer, more efficient vehicles available will provide flexibility to meet future operational needs.

The purchase price includes all necessary technology platforms required for revenue service and passenger experience, including onboard security cameras, automatic passenger counters, passenger information systems, and other operational technology essential for service monitoring, safety, and data collection. Staff anticipates some additional cost will be required for technology startup, commissioning, training, and testing once buses are delivered, which will be addressed in the FY27 operating budget. This purchase also requires additional cost for factory inspection during the bus builds to ensure compliance with federal requirements. These services are currently being scoped in coordination with DART and are not included in this item.

Staff has worked with Gillig, LLC to retain the same pricing for this bus purchase as the agency received with the Purchase Order issued following the Board's March 2025 approval. Approval of this item at this time will allow DCTA to avoid the annual cost escalators within the contract being utilized. DCTA also understands from Gillig that approving this order now will allow the three (3) buses to begin production around September 2026 which coincides with the production schedule as approved in March; thereby reducing the wait time for this batch from up to eighteen (18) months to approximately eleven (11) months.

Previous Board Action

September 26, 2024 – Regular Agenda Item 12 - Discuss Update on the Bus Fleet Replacement Plan and Fiscal Year (FY) 2025 Bus Purchase



May 23, 2024 – Regular Agenda Item 07 - Discuss Update on the Bus Fleet Replacement Plan and FY2025 Bus Purchase

March 28, 2024 – Regular Agenda Item 03 – Discuss Update on the Bus Fleet Replacement and Bus Purchase

- **March 27, 2025** – Regular Agenda Item 04 – Discuss and Consider Approval of the Purchase of Three (3) 35-foot Transit Buses from Gillig, LLC in an Amount Not to Exceed \$2,320,000
- **June 26, 2025** -- Consider Approval of a Cooperative Purchasing Agreement with Washington State Department of Enterprise Services for Transit Buses, Contract 06719
- **June 26, 2025** -- Discuss and Consider Authorizing the Chief Executive Officer (CEO) to Apply for Bus and Bus Facilities Grant Competitive Program with 15% Local Matching Funds in Amount of \$405,000 to Purchase Three (3) 35' Diesel Transit Buses

Identified Need

Phase I of the Intermediate Service Plan has demonstrated that fixed route service can be the most cost-effective mode to move passengers when network loads are suitable. DCTA's fleet needs to be modernized to enable the agency to provide a maximum number of trips as cost effectively as possible.

Over time, aging buses become more costly to maintain and can lead to increased service disruptions due to mechanical failures. By replacing older vehicles, the agency can improve service reliability, reduce maintenance costs, and enhance the overall passenger experience.

Financial Impact

DCTA has budgeted \$2,400,000 in the FY26 Capital Budget for the purchase of these vehicles. The cost per vehicle is \$732,672. As the purchase of these vehicles is estimated to cost \$2,395,900 (including contingency), no changes to the FY26 plan are necessary.

Exhibits

None.

Submitted By:

Lisa Taylor, Vice President of Operations



Board of Directors Memo

October 23, 2025

AGENDA ITEM: Discuss Update of Intermediate Service Plan Phase III and Bus Stop Design Guidelines Development

Recommendation

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

Background

Following the Board's 2024 approval of ISP Phase I, which expanded fixed-route service and led to a 58% Connect ridership increase through June FY25, DCTA has progressed into Phases II and III. These phases focus on integrating GoZone and fixed-route operations, enhancing university mobility, and moving toward a more efficient, high-frequency network.

Phase II Highlights (Summer 2025)

- GoZone Geofence Refinement around UNT, Discovery Park, and TWU to shift short trips toward fixed-route service.
- UNT Shuttle Optimization and route restructuring.
- A-train schedule integration into the GoZone app.
- Transit App integration for seamless multimodal trip planning.
- Virtual Stop Review to align GoZone with fixed-route coverage.

Phase III — Scenario Development and Network Expansion (FY26–FY27)

Goal: Advance from tactical route adjustments to data-driven scenario modeling that improves UNT service efficiency, expands coverage, and reallocates GoZone resources for savings/reallocation.

1. UNT Route Scenario Development

Building on the Phase II UNT Route Efficiency Timeline, staff are analyzing potential mergers, consolidations, and partnerships, including:

- Eagle Point (EP131) + Parking Express A (PE-A): Possible merger to simplify campus-to-core travel.
- Daugherty Street (DS181) + Centre Place (CP151): Consolidation into a single southern Denton service.
- Academic Circulator (AC101) + North Texas 121 (NT121): Exploring UNT insourcing or public-private partnership (P3) options with major housing providers like *The Retreat*.

These scenarios will evaluate ridership, on-time performance, and cost impacts to identify the most efficient structure for FY26/27 implementation.

2. Corridor Expansion

Data from Phase II and GoZone demand analysis will guide possible new or extended routes along Loop 288, University Drive, and Fort Worth Drive, expanding service to high-demand corridors.

3. GoZone Reallocation and Savings

Modeling will define “service buffers” around UNT and new routes to shift GoZone trips into fixed-route service, reducing microtransit costs and allowing reinvestment in evening, weekend, or new route frequencies.

4. System Integration

All Phase III new stop infrastructure is planned to align with Bus Stop Design Guidelines (BDSG) to ensure consistent, ADA-compliant, and passenger-friendly stop design.

Bus Stop Design Guidelines (BDSG)

Purpose: Establish consistent standards for stop placement, amenities, and design across the network.

Work to Date

- Regulatory Review: Documented processes for adding/removing stops and reviewed all applicable local and state regulations.
- Context and Site Analysis: Evaluated existing amenities, ADA compliance, and roadway contexts.
- Typology & Standards: Defined “Standard,” “Enhanced,” and “Transit Center” stop types with associated amenities.
- Best Practices: Established placement, configuration, and operational standards.

Amenity Standards Overview:

- Required: Stop sign, ADA pad, basic information.
- Preferred: Shelter, seating, lighting, and waste bin.
- Transit Centers: Include all amenities plus real-time information, indoor waiting space, and passenger services.

Next Steps (October 2025 – January 2026)

Phase II of the Bus Stop Guidelines project focuses on stakeholder engagement and finalization:

1. Identify stakeholders (UNT, TXDOT, member cities).
2. Conduct interviews and collect feedback on draft recommendations.
3. Integrate feedback into the final Bus Stop Design Guidelines and a comprehensive bus stop inventory.

Identified Need

None.

Financial Impact

None. This is a discussion item only.



Exhibits

None.

Submitted By:

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

Austin Frith, Vice President of Planning and Development

Board of Directors Memo

October 23, 2025

AGENDA ITEM: Safety, Service, and Ridership Reports – September 2025

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 September 2025.

Monthly Report

In September 2025, DCTA recorded 312,961 total passenger trips, a 33% increase from August and a 6.6% increase compared to September 2024. The strong month-over-month gain reflects the return of university and commuter travel typical of the fall term.

A-train ridership rose 18.2% from August and remains ahead of FY24 levels. Access ridership increased 21.9% year-over-year, highlighting sustained growth in paratransit utilization.

Fixed-route bus ridership strengthened further with the full resumption of UNT service, while Connect routes continued to perform above FY24 results, benefiting from previous Intermediate Service Plan enhancements. GoZone ridership declined slightly from August, reflecting the reallocation of service hours in Denton, yet continues to post solid year-over-year gain

Overall, non-UNT services continue to outperform FY24, offsetting fluctuations in university ridership. September's results demonstrate the ongoing success of DCTA's Intermediate Service Plan, which continues to optimize service delivery across fixed-route, rail, and microtransit modes. This sustained performance positions DCTA well as planning for ISP Phase III advances into FY2026.

	Unlinked Passenger Trips Three-Month Trend						
	FY24	FY25					
	September	July	August	September	August-September % Change		September 2024-2025 % Change
Bus*	178,950	42,459	114,150	191,051	67.4%		6.8%
Rail	25,251	20,417	22,663	26,796	18.2%		6.1%
GoZone	66,191	64,403	71,006	69,235	-2.5%		4.6%
Access	2,343	2,979	2,986	2,857	-4.3%		21.9%
Van Pool**	20,915	22,341	24,454	23,022	-5.9%		10.1%
TOTAL	293,650	152,599	235,259	312,961	33.0%		6.6%

* UNT, Connect, and Non-Connect Fixed Routes

**Vanpool data lags by one month

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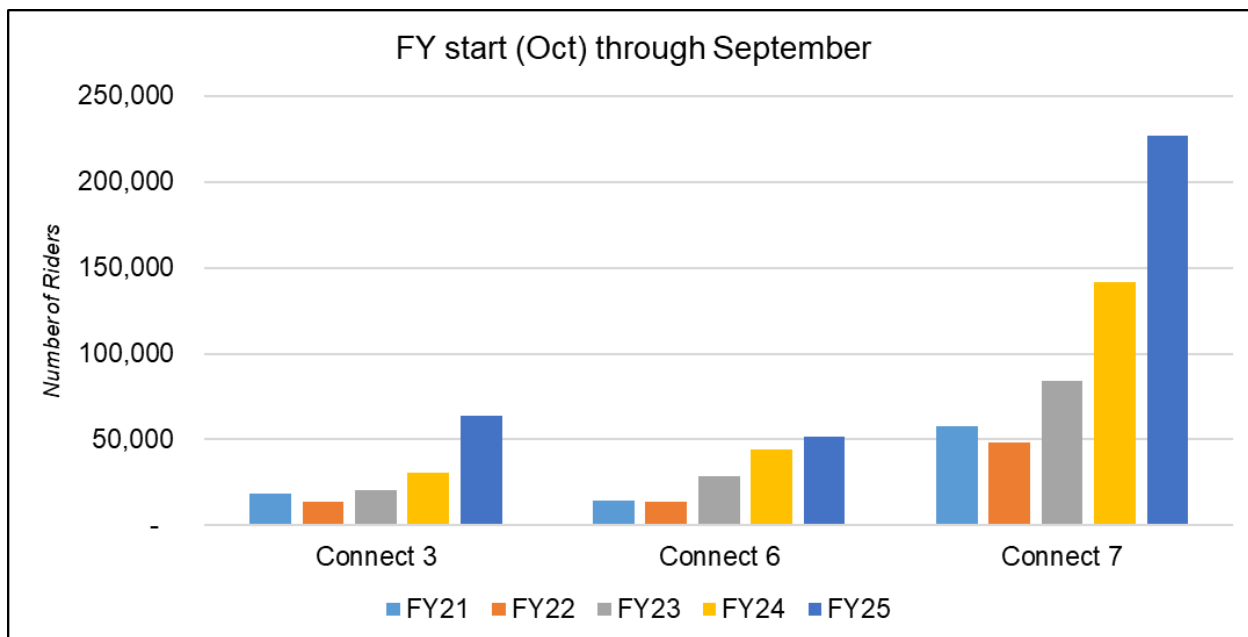
The following chart below presents a summary view of the overall ridership trend by mode from fiscal year start through fiscal year end for FY21 through FY25.

	Unlinked Passenger Trips - FY through September					FY24- FY25 %
	2021	2022	2023	2024	2025	
UNT	460,712	1,020,113	1,439,650	1,567,710	1,202,319	-23.3%
Connect	215,535	115,570	138,645	216,098	342,841	58.7%
Non-Connect	4,013	15,202	3,517	2,502	2,429	-2.9%
A-train	113,440	175,637	225,235	261,426	277,028	6.0%
GoZone	13,519	616,579	853,463	863,073	832,407	-3.6%
Access	16,194	22,803	26,416	25,327	31,254	23.4%
Vanpool*	218,287	227,644	237,777	253,236	258,542	2.1%
TOTAL	1,041,700	2,193,548	2,924,703	3,189,372	2,946,820	-7.6%

*Vanpool data lags by one month

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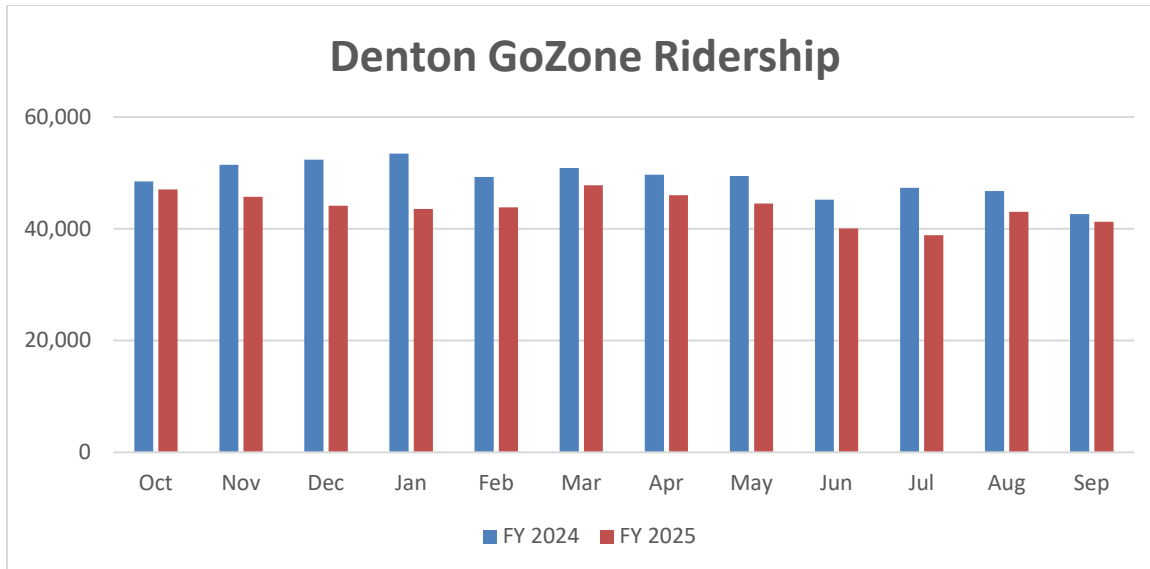
The following chart below presents a summary view of the overall Connect ridership trend by route from fiscal year start through fiscal year end for FY21 through FY25.



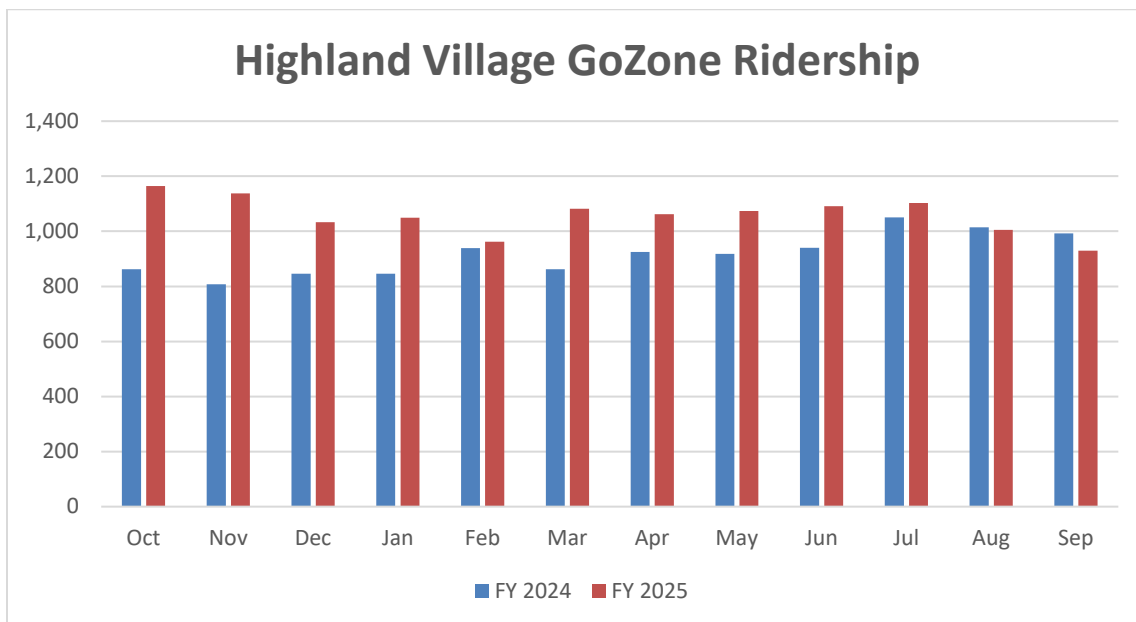
The summary below provides a closer review of ridership performance in FY2025 with a full year of data in hand following implementation of ISP Phase 1 in August 2024.

First, the modal optimization effort to transition ³²unlinked passenger trips from GoZone to Connect 3, 6, and 7 delivered the anticipated result: ridership increased in each member city

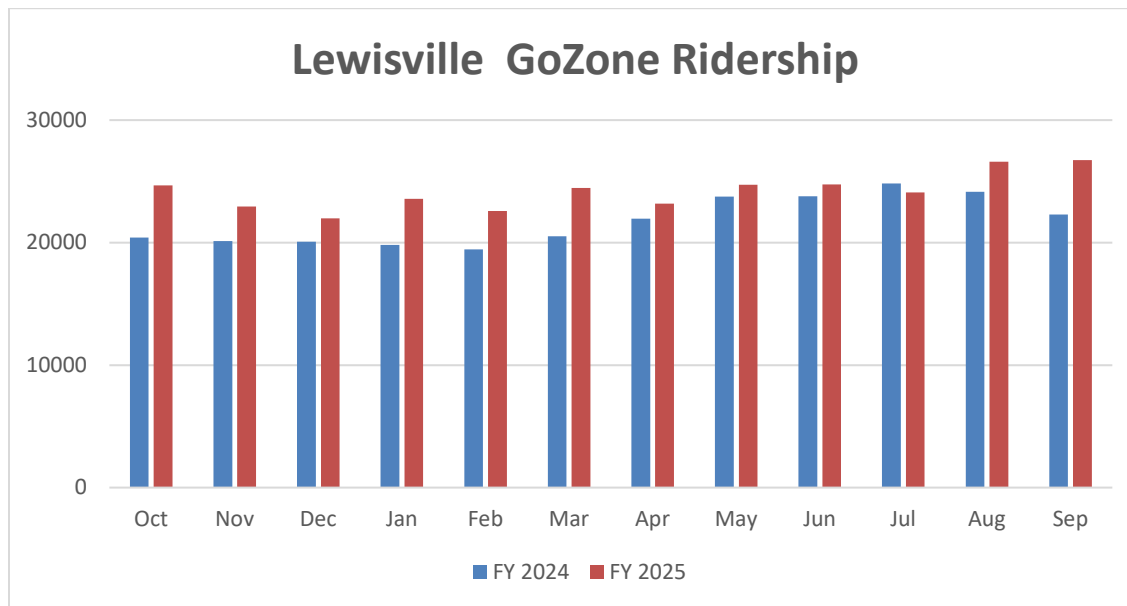
and on the network overall. The graphs below illustrate year over year GoZone ridership change, by month, in each Member City.



In Denton, GoZone ridership decreased overall by 61,131 trips year over year, or -10.4%



In Highland Village, GoZone ridership increased overall by 1,689 trips year over year, or + 15.3%.



In Lewisville, GoZone ridership increased overall by 29,154 trips year over year, or + 11.2%.

The table below illustrates the overall GoZone ridership change year over year across the system.

	FY2024	FY2025	% Change
Denton	586,863	525,732	-10.4%
Highland Village	11,004	12,693	+15.3%
Lewisville	261,145	290,299	+11.2%
Total	859,012	828,724*	-3.5%

**This number does not include ridership from the GoZone Guaranteed Ride Home program from the Trinity Mills Station in Carrollton. DCTA offers this program for late night transportation after the A-train service stops.*

The table below demonstrates the overall ridership change in the City of Denton, considering the change in GoZone trips along with the increase of 126,743 Connect trips experienced there, from 216,098 in FY2024 to 342,841 in FY2025.

	FY2024	FY2025	Net Change
Connect	216,098	342,841	+126,743
Denton GoZone	586,863	525,732	-61,131
Total	802,961	868,573	+65,612

While DCTA ridership decreased overall by approximately 8% year over year, the agency's core, non-UNT services increased by 8%, driven primarily by strong gains in Connect (+59%), Access (+23%), and A-train (+6%) performance. This growth aligns with the Intermediate Service Plan, which intentionally shifted trips away from GoZone (-4%) toward fixed-route and paratransit options, reflecting improved service balance and cost-effectiveness. The decline in UNT ridership (-23%) mirrors both lower university enrollment and the elimination of underperforming routes (such as the Mean Green, Evening Off Campus, and Parking Express B) to maintain operational efficiency and align resources with demand.

	2024	2025	Change
UNT	1,567,710	1,202,319	-23.3%
Connect	216,098	342,841	58.7%
non-connect	2,502	2,429	-2.9%
A-Train	261,426	277,028	6.0%
GoZone	863,073	832,407	-3.6%
Access	25,327	31,254	23.4%
Vanpool	253,236	258,542	2.0%
TOTAL	3,189,372	2,946,820	-7.60%
Non-UNT Total	1,621,662	1,744,501	7.6%

Identified Need

None.

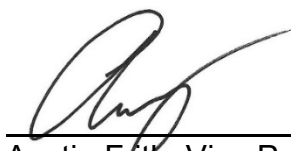
Financial Impact

None.

Exhibits

- Exhibit 1: Safety Performance – FY25 to Date
- Exhibit 2: Service Performance – FY25 to Date
- Exhibit 3: Ridership by Mode – September 2025
- Exhibit 4: Connect Ridership Year-Over-Year by Month
- Exhibit 5: A-train Ridership Year-Over-Year by Month
- Exhibit 6: Fixed-Route Ridership – September 2025
- Exhibit 7: UNT Ridership Year-Over-Year by Month

Final Review:



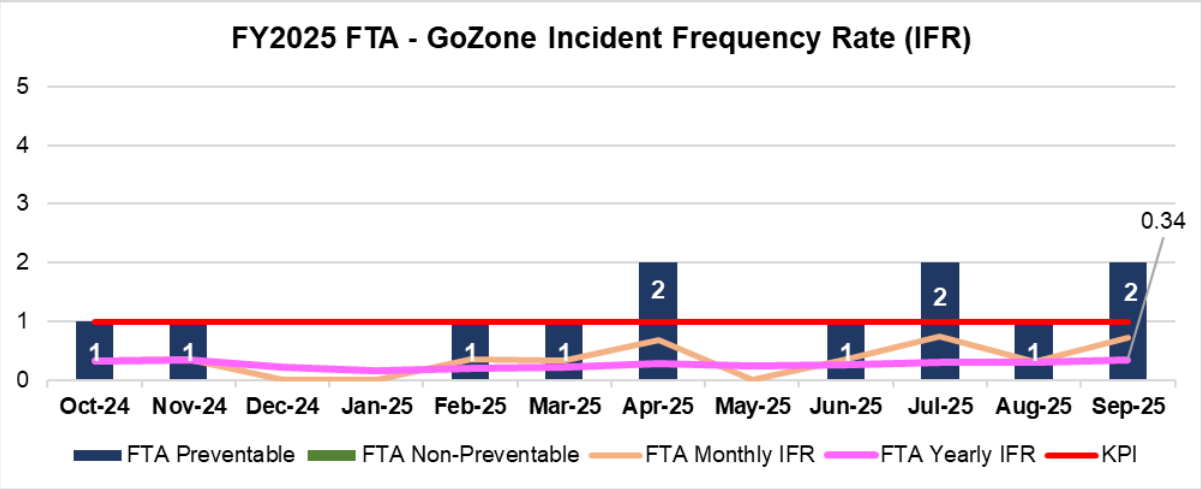
Austin Futh, Vice President
Planning and Development

Final Review:

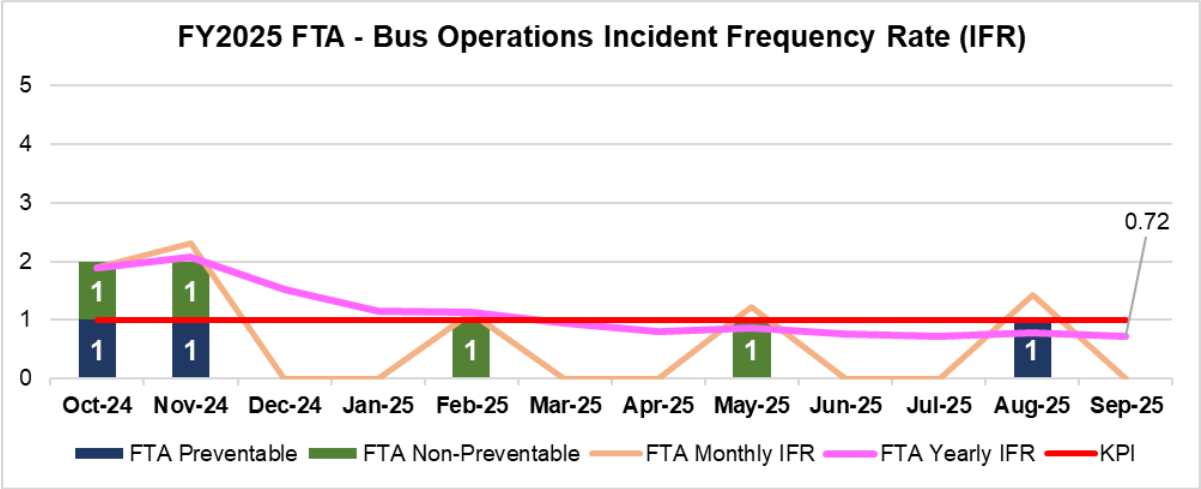


Lisa Taylor, Vice President of Operations

SAFETY PERFORMANCE



FY2024 IFR : 0.30



FY2024 IFR : 0.42

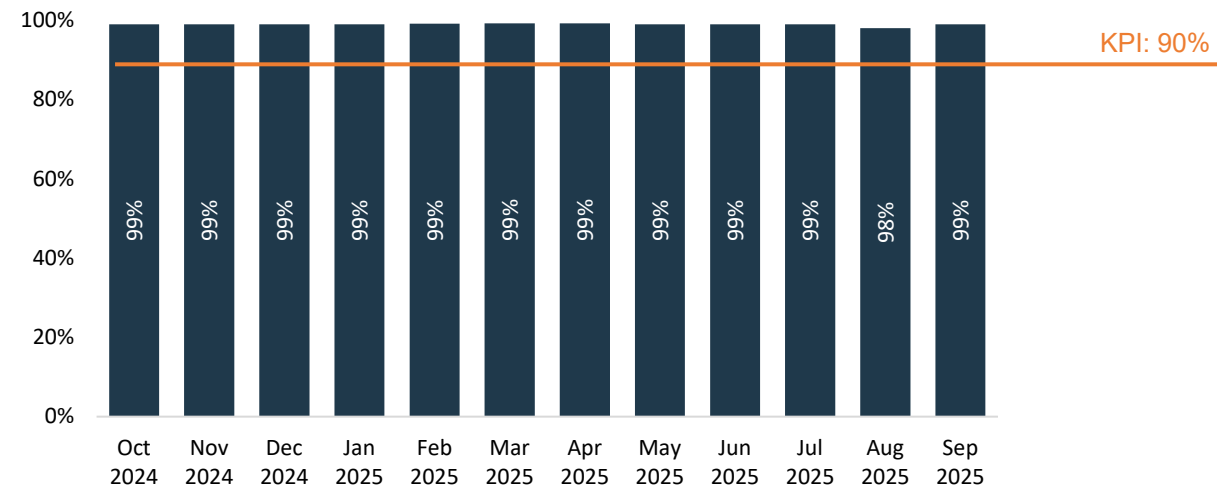
Rio Grande Pacific Operations	Oct-24	Nov-24	Dec-24	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25
FRA Incidents	0	0	0	0	0	0	0	0	0	0	0	0
FRA Monthly IFR	0	0	0	0	0	0	0	0	0	0	0	0
FRA Yearly IFR	0	0	0	0	0	0	0	0	0	0	0	0
FRA Preventable	0	0	0	0	0	0	0	0	0	0	0	0
FRA Non-Preventable	0	0	0	0	0	0	0	0	0	0	0	0
FRA Rail Crossing Reportable	0	0	0	0	0	0	0	0	0	0	0	0

FY2024 IFR : 0.76

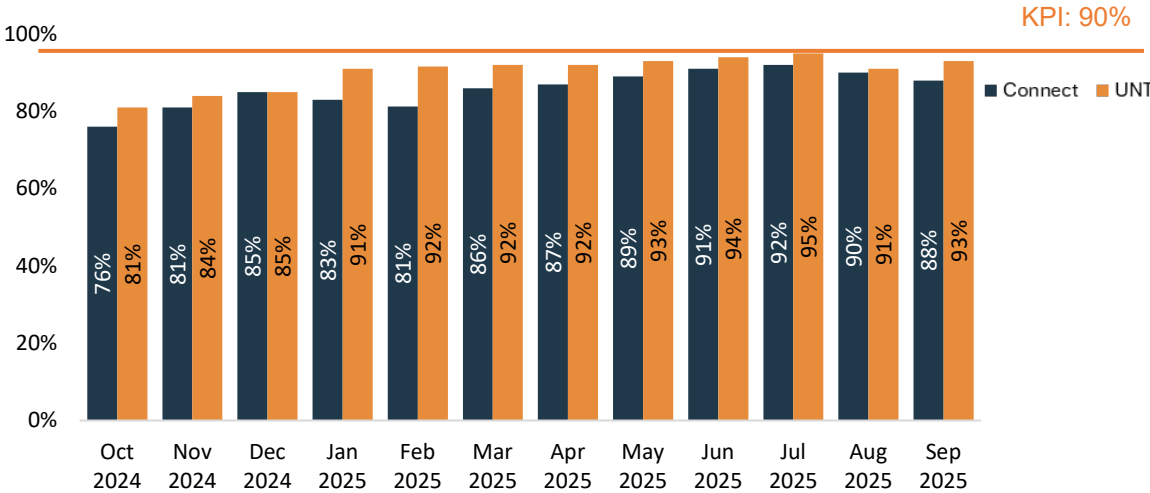
SERVICE PERFORMANCE



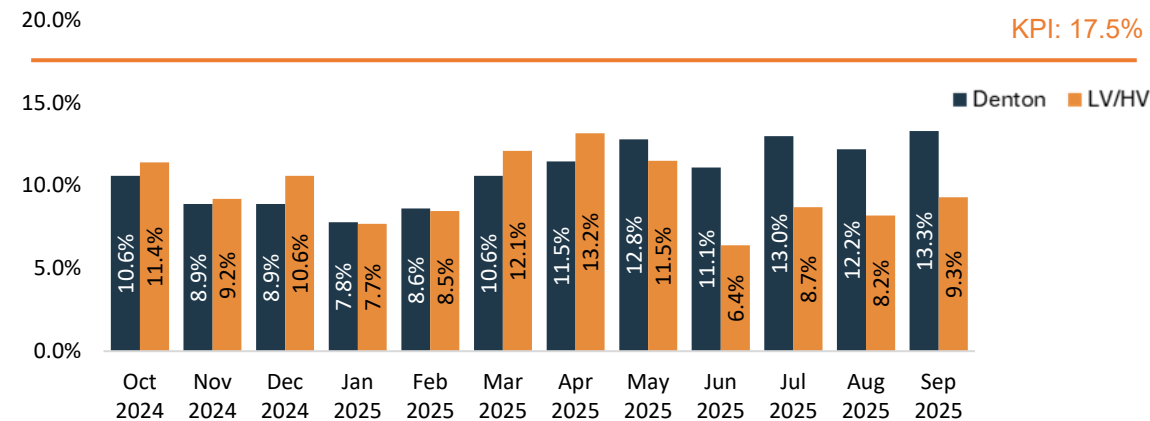
Access OTP - FY25 YTD



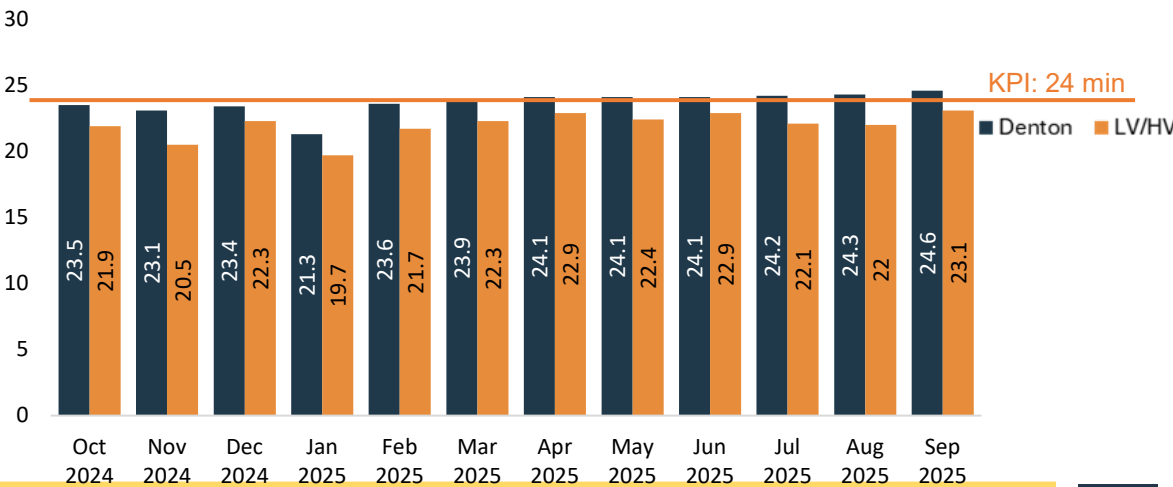
Fixed Route OTP - FY25 YTD



GoZone Seat Unavailable by Zone - FY25 YTD



GoZone Wait Times by Zone - FY25 YTD





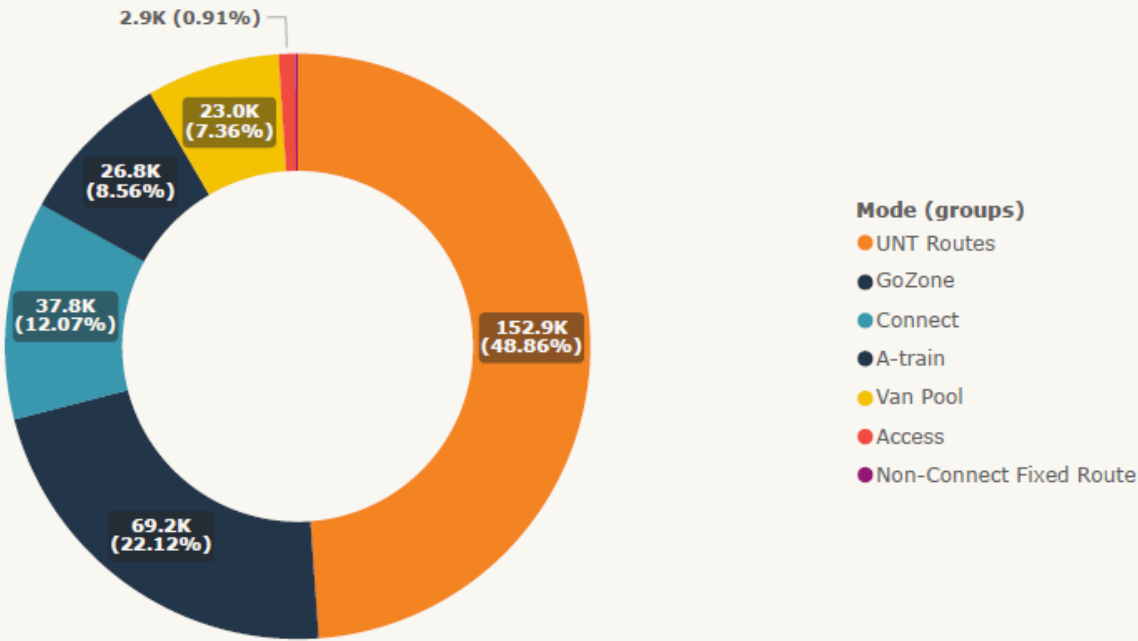
Total Ridership - Sep 2025

313.0K

Total Ridership FYTD

2.9M

Ridership by Travel Mode - Sep 2025





Total Ridership - Sep 2025

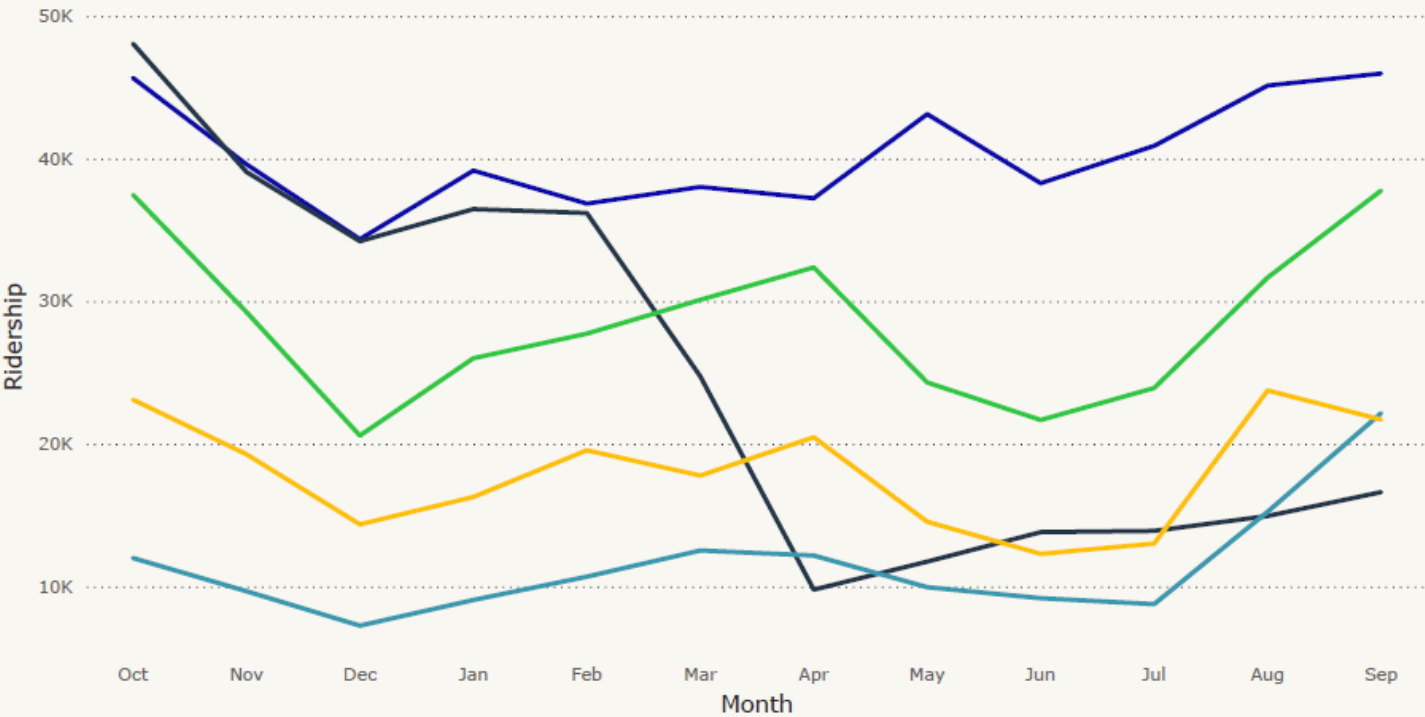
313.0K

Total Ridership FYTD

2.9M

Ridership by Month and Fiscal Year - Connect

Fiscal Year ● 2019 ● 2020 ● 2023 ● 2024 ● 2025





Total Ridership - Sep 2025

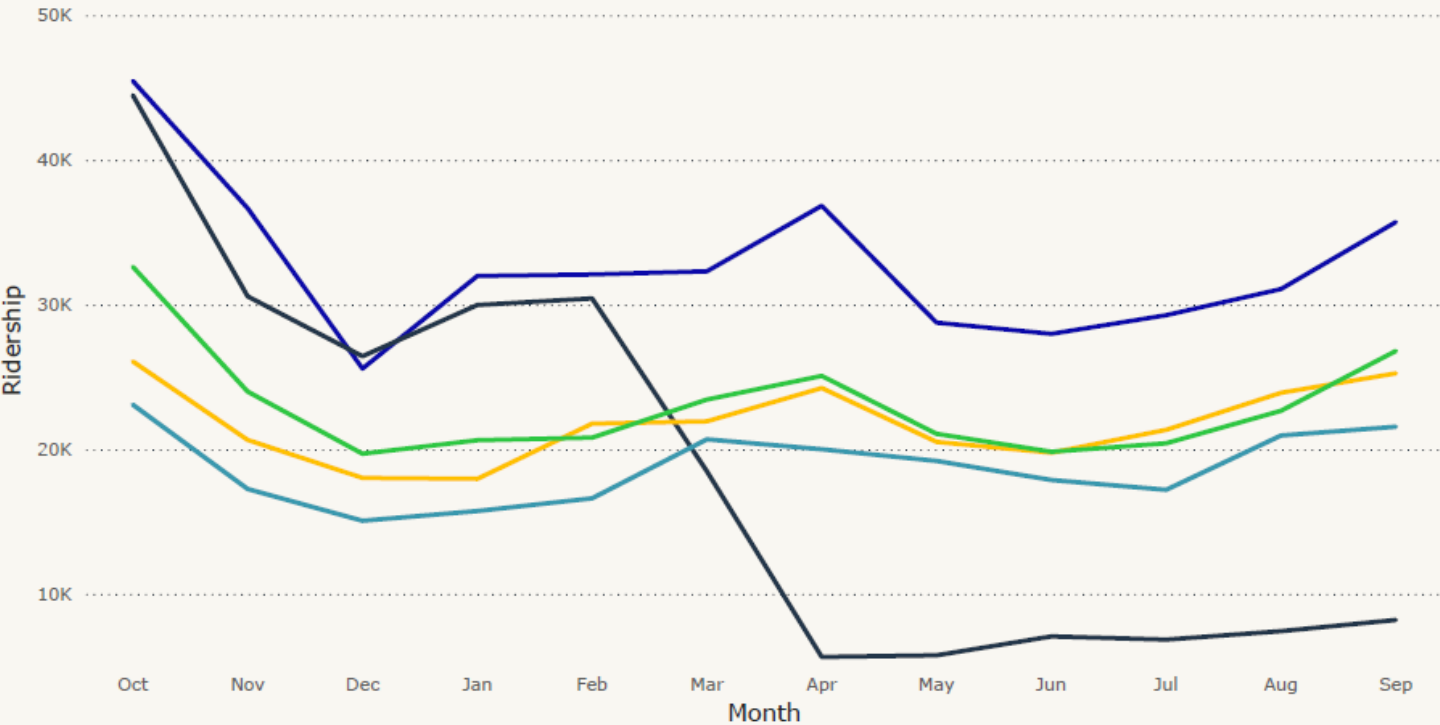
313.0K

Total Ridership FYTD

2.9M

Ridership by Month and Fiscal Year - A-train

Fiscal Year ● 2019 ● 2020 ● 2023 ● 2024 ● 2025



FIXED ROUTE



Total Ridership - Sep 2025

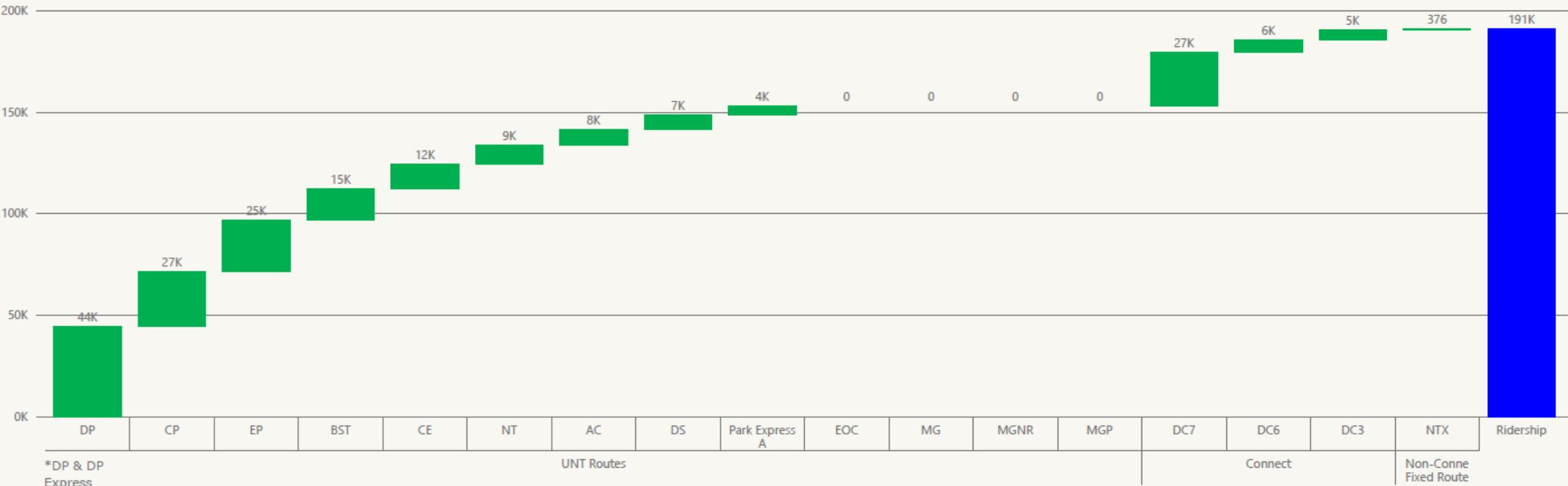
313.0K

Total Ridership FYTD

2.9M

Mode (groups)	Ridership
Connect	37,762
Non-Connect Fixed Route	376
UNT Routes	152,913
Total	191,051

Fixed-Route Ridership Waterfall





Total Ridership - Sep 2025

313.0K

Total Ridership FYTD

2.9M

Ridership by Month and Fiscal Year - UNT

Fiscal Year ● 2019 ● 2020 ● 2023 ● 2024 ● 2025

