



Board of Directors Regular Meeting January 22, 2026 | 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, January 22, 2026 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/82503528565?pwd=NBjbRLD8ZEwX4Jniwen63AGxoxFtzip.1>

Passcode:627430

Phone one-tap:+13462487799

Join via audio:+1 346 248 7799

Webinar ID: 825 0352 8565

Passcode: 627430

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, January 21, 2026**, 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 November 30, 2025

Action Item

Background Information: Memo

Exhibit 1: Year-To-Date Financial Statement – November 30, 2025

2. Consider Approval of a Contract Amendment with Tyler Technologies for the Elimination of Services Related to Phase II of the Enterprise Resource Program

Action Item

Background Information: Memo (RA02 - RA07)

3. Consider Approval of a Resolution to Approve Budget Transfer 2026-01 to Reallocate \$125,000 from the Enterprise Resource Program Capital Fund Project to Human Resources for the Work with UKG and RCM for Payroll and Human Resource Software Upgrades

Action Item

Background Information: Memo (RA02 - RA07)

Exhibit 1: Draft Resolution

4. Consider Authorizing the Chief Executive Officer to Negotiate and Execute a Contract with RCM in the Amount of \$74,999 for the Implementation of UKG Upgrades and Optimizations

Action Item

Background Information: Memo (RA02 – RA07)

5. Consider Authorizing the Chief Executive Officer to Negotiate and Execute a Contract with UKG in the Amount of \$3,000 for the Implementation of UKG Upgrades and Optimizations

Action Item

Background Information: Memo (RA02 – RA07)

6. Consider Authorizing the Chief Executive Officer to Negotiate and Execute an Amendment Contract Renewal with UKG for Payroll, Human Resources Software and Support Services in an Amount Not to Exceed \$75,000 for a Period of One (1) Year

Action Item

Background Information: Memo (RA02 – RA07)

7. Consider Approval of Contract Amendment with Spare in the Amount of \$19,420 for a Period of Three (3) Years for the Maintenance and Inventory Asset Management System

Action Item

Background Information: Memo (RA02 – RA07)



8. Consider Approval of Regular Meeting Minutes dated December 10, 2025

Action Item

Background Information: Exhibit 1: Regular Meeting Minutes Dated December 10, 2025

REGULAR AGENDA

1. Discuss and Consider Approval of the Fiscal Year 2025 Transportation Reinvestment Program (TRiP) Annual Report and Authorize a Budgeted Amount for the Fiscal Year 2026 TRiP Program

Action Item

Background Information: Memo (RA01 – RA02)

Exhibit 1: TRiP Annual Report for FY2025

2. Discuss and Consider Approval of the Fiscal Year 2026 Transportation Reinvestment Program (TRiP) Annual Call for Projects

Action Item

Background Information: Memo (RA01 – RA02)

Exhibit 1: TRiP Annual Call for Projects FY2026

3. Discuss and Consider Approval of a Resolution Approving Budget Revision 2026-02 in the Amount of \$225,000 to be allocated for the Purchase of Two (2) Cutaway Buses

Action Item

Background Information: Memo

Exhibit 1: Draft Resolution

4. Discuss Update on the DCTA Fleet Plan and Consider Authorizing the Chief Executive Officer to Negotiate and Execute Necessary Documents for the Purchase of Two (2) Cutaway Buses Not to Exceed \$450,000

Action Item

Background Information: Memo

5. Discuss and Consider Authorizing the Chief Executive Officer to Negotiate and Execute Necessary Documents to Refurbish One (1) Gillig Bus in an Amount Not to Exceed \$500,000

Action Item

Background Information: Memo

6. Discuss the Purchase of Three (3) 2020 Gillig Buses from Dallas Area Rapid Transit

Discussion Item

Background Information: Memo

7. Discuss Update on the A-train Enhancement Program and Consider Authorizing Matching Funds in the Amount of \$6.25M for Federal Discretionary Grant Application for Construction of the Downtown Carrollton Extension and Platform

Action Item

Background Information: Memo

8. Discuss Update on the Intermediate Service Plan Phase III

Discussion Item

Background Information: Memo

9. Discuss Local and Regional Updates and Legislative Updates

INFORMATIONAL REPORTS

1. Safety, Service, and Ridership Reports – November/December 2025

Background Information: Memo

Exhibit 1: Safety Performance – FY to Date

Exhibit 2: Service Performance – FY to Date

Exhibit 3: Ridership by Mode – November/December 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 – November/December 2025

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

2. Update on Denton Antique Trolley Opportunity

Background Information: Memo

3. Update on Roofing Assessment Task Order with Kimley-Horn in an Amount Not to Exceed \$50,000

Background Information: Memo

4. Update on Purchasing Card (P-Card) Program

Background Information: Memo

5. Update on the Regional Transit Fare

Background Information: Memo

FUTURE AGENDA ITEMS AND BOARD MEMBER REQUESTS

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

Next Regular Board Meeting Date: February 26, 2026



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

The Board of Directors will convene into Closed Executive Session pursuant to Texas Government Code Chapter 551, Subchapter D, Section 551.071(2), Consultation with Attorney, to discuss and receive legal advice on the following items:

- **University of North Texas (UNT) Interlocal Cooperation Agreement**
- **Dallas Area Rapid Transit Transportation Access Agreement and Easement**
- **City of Frisco Interlocal Cooperation Agreement**

Action as a result of Executive Session.

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
Suzi Rumohr, Denton
Cesar Molina, Denton County Seat 1

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 January 15, 2026 by 10pm.

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****January 22, 2026**

AGENDA ITEM: Consider Approval of Monthly Financial Statement for November 30, 2025

Recommendation

Staff recommends the Board approve the financial statement for November 30, 2025.

Background

The financial statement is presented monthly to the Board of Directors for approval. The attached report is for the period ending November, 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 November 30, 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 – November 30, 2025

Submitted by:

A handwritten signature in black ink that reads "LaKeisha Williams". The signature is written in a cursive, flowing style.

LaKeisha Williams, Senior Manager of Accounting



DENTON COUNTY TRANSPORTATION AUTHORITY

Statement of Revenue and Expenditures
Presented for the Period Ended November 30, 2025
(UNAUDITED)

	Prior Year Actual				FY 2025 - November 30, 2025					
	2022	2023	2024	2025	YTD Actual	YTD Budget	Annual Budget	Actual %	Expected %	Notes
Revenue and Other Income										
Sales Tax Revenues	38,030,250	40,292,936	40,615,026	41,234,879	7,404,849	\$ 6,833,333	\$ 41,000,000	18.1%	16.7%	
Federal/State Grants - Operating	19,028,351	9,431,745	11,563,170	14,334,468	51,303	\$ 1,962,746	\$ 11,776,474	0.4%	16.7%	This gap is primarily due to timing delays in reimbursement cycles.
Federal/State Grants - Capital	95,069	59,828	566,000	119,728	-	\$ 461,284	\$ 2,767,706	0.0%	16.7%	Capital grants includes an estimate for PTC spending, which has not started as of November 2025.
Contract Service Revenues	3,718,416	4,233,303	4,948,287	3,559,696	829,544	\$ 821,007	\$ 4,926,041	16.8%	16.7%	
Passenger Revenues	\$ 928,716	\$ 1,568,793	\$ 1,906,892	\$ 1,727,519	\$ 120,609	\$ 290,250	\$ 1,741,501	6.9%	16.7%	Due to timing of invoice being processed. The revenue will be recognized in December.
Total Revenues and Other Income	61,800,802	55,586,605	1,906,892	60,976,291	8,406,305	10,368,620	62,211,722			
Operating Expenses										
Purchased Transportation Services	19,146,955	22,348,013	23,888,423	23,888,464	3,068,328	4,385,065	26,310,392	11.7%	16.7%	Under budget due to lower service costs and timing of contractor billing.
Salary, Wages and Benefits	4,002,824	3,787,792	10,212,178	12,298,803	2,758,954	2,446,322	14,677,931	18.8%	16.7%	Slightly ahead of budget due to three payroll cycles occurring in the month of October.
Outsourced Services and Charges	4,517,965	5,600,148	6,930,904	4,426,620	1,289,724	1,064,790	6,388,742	20.2%	16.7%	Anticipated to level out next month.
Materials and Supplies	2,536,927	2,576,663	2,127,167	2,444,038	256,711	461,512	2,769,070	9.3%	16.7%	Large payment increase due to IT project scheduled for FY26.
Insurance	1,608,328	1,577,898	1,099,836	1,889,073	990,313	998,066	1,996,131	49.6%	50.0%	Large payment increase due to IT project scheduled for FY26.
Utilities	455,020	497,792	561,653	526,317	98,490	132,770	796,621	12.4%	16.7%	Slightly under budget, paid annual Rail liability insurance premium
Employee Development	119,259	2,559,697	301,748	299,953	12,073	133,409	800,453	1.5%	16.7%	Conservative utilization of training programs, certifications, and professional development initiatives.
Leases and Rentals	132,033	142,445	169,862	193,771	43,475	48,049	288,292	15.1%	16.7%	On target with budget revisions due to expansion of 1955 Lakeway Dr. Suite 265
Depreciation	11,351,682	9,074,611	9,959,074	10,697,558	1,796,103	1,764,108	10,584,648	17.0%	16.7%	
Total Operating Expenses	45,203,487	48,510,532	31,362,423	56,664,598	10,314,170	11,434,090	64,612,280			
Income Before Non-Operating Revenues and Expenses	16,597,315	7,076,073	(29,455,531)	4,311,693	(1,907,865)	(1,065,470)	(2,400,558)			
Non-Operating Revenues/(Expense)										
Investment Income	462,425	4,434,145	5,983,517	5,210,874	577,831	583,333	3,500,000	16.5%	16.7%	
Other Income/(Expense) - Miscellaneous	447,462	923,293	174,316	89,550	942	35,000	210,000	0.4%	16.7%	
Long Term Debt Interest/(Expense)		(212,684)	(192,299)	(171,811)	-	25,184	151,102	0.0%	16.7%	
Gain (Loss) on Disposal of Assets	29,719	52,900	2,818	-	-	-	-	0.0%	0.0%	
Total Non-Operating Revenues/(Expenses)	939,606	5,197,654	5,965,535	5,128,613	578,774	643,517	3,861,102			
Income (Loss) Includes	17,536,921	12,273,727	(23,489,996)	9,440,306	(1,329,091)	(421,953)	1,460,544			
Transfers Out to NTMC	(5,926,669)	(5,577,506)	-							
Total Transfers	(5,926,669)	(5,577,506)	-							
Change in Net Position	\$ 11,610,252	\$ 6,696,221	\$ (23,489,996)	\$ 9,440,306	(1,329,091)	\$ (421,953)	\$ 1,460,544			

Board of Directors Memo

January 22, 2026

AGENDA ITEMS (with Recommendations in italics following):

CA02 - Consider Approval of a Contract Amendment with Tyler Technologies for the Elimination of Services Related to Phase II of the Enterprise Resource Program

CA02R - Staff recommends the Board Approve a Contract Amendment with Tyler Technologies for the Elimination of Services Related to Phase II of the Enterprise Resource Program.

CA03 - Consider Approval of a Resolution to Approve Budget Transfer 2026-01 to Reallocate \$125,000 from the Enterprise Resource Program Capital Fund Project to Human Resources for the Work with UKG and RCM for Payroll and Human Resource Software Upgrades

CA03R - Staff recommends the Board Approve Budget Transfer 2026-01 to Reallocate \$125,000 from the Enterprise Resource Program Capital Fund Project to Human Resources for the Work with UKG and RCM for Payroll and Human Resource Software Upgrades.

CA04 - Consider Authorizing the Chief Executive Officer to Negotiate and Execute a Contract with RCM in the Amount of \$74,999 for the Implementation of UKG Upgrades and Optimizations

CA04R - Staff recommends the Board Authorize the Chief Executive Officer to Negotiate and Execute a Contract with RCM in the Amount of \$74,999 for the Implementation of UKG Upgrades and Optimizations.

CA05 - Consider Authorizing the Chief Executive Officer to Negotiate and Execute a Contract with UKG in the Amount of \$3,000 for the Implementation of UKG Upgrades and Optimizations

CA05R - Staff recommends the Board Authorize the Chief Executive Officer to Negotiate and Execute a Contract with UKG in the Amount of \$3,000 for the Implementation of UKG Upgrades and Optimizations.

CA06 - Consider Authorizing the Chief Executive Officer to Negotiate and Execute an Amendment Contract Renewal with UKG for Payroll, Human Resources Software and Support Services in an Amount Not to Exceed \$75,000 for a Period of One (1) Year

CA06R - Staff recommends the Board Authorize the Chief Executive Officer to Negotiate and Execute an Amendment Contract Renewal with UKG for Payroll, Human Resources Software and Support Services in an Amount Not to Exceed \$75,000 for a Period of One (1) Year.

CA07 - Consider Approval of Contract Amendment with Spare in the Amount of \$19,420 for a Period of Three (3) Years for the Maintenance and Inventory Asset Management System

CA07R - Staff recommends the Board Approve a Contract Amendment with Spare in the Amount of \$19,420 for a Period of Three (3) Years for the Maintenance and Inventory Asset Management System.

Background

Staff is in the end stages of completion for the first phase of ERP. All Finance modules are on track to be completed timely following year-end items for Fiscal Year (FY) 2025 audit and closeout. The Inventory Module, originally part of the Finance ERP scope, was paused when limits to the Tyler system showed a loss of functionality on several items and an inability to build in a way that keeps efficient processes on Fleet and Parts Inventory Management.

The second phase of the Tyler ERP implementation included Human Resources, Payroll, and Employee Expense functions, among others. As team progressed through the build into June of 2025, the project team found the Tyler system provided less functionality for Human Resources and Payroll tasks than existing systems either have or could have with small upgrades.

The team has worked over the last six (6) months to explore alternative options in detail and staff briefed the Board in September 2025 on those alternative options. Staff recommends a product available through Spare, the current provider of our dispatch and operations management software, for the Maintenance and Inventory Asset Management System. For the Human Resources and Payroll modules, the best alternative is to optimize and upgrade the current system, Kronos SaaS (UKG). UKG offers a select partnership with RCM, with whom the Agency already has a Master Services Agreement, to optimize and upgrade our platform and services.

Items CA02 through CA07 provide all Agreements, Agreement Amendments, and Budget Transfers needed to complete the recommended course of action.

Previous Board Action

The Board received an update on the ERP process and this potential change in the September 2025 Board meeting.

Identified Need

As part of the replacement of DCTA's Enterprise Resource Planning initiative, Staff has identified opportunities with UKG, RCM, and Spare as identified above as an alternative to the Tyler system for Human Resources, Payroll, and Inventory modules.

Financial Impact

The table below illustrates the current budget status of the Phase 2 project, considering \$1.54M that was allocated to the project for FY2025. The "Actuals," "Estimated to Complete," and "Estimated Available" figures represent activity on the project through FY25, FY26 YTD, and spending anticipated to complete in FY26 on the Finance Module. It also includes a \$16,000 credit awarded to DCTA from Tyler in recognition of challenges faced during Phase 2 implementation.

Department	Budgeted	Actuals	Estimate to Complete	Estimated Available
Finance	\$ 518,181.26	\$ 98,846.11	\$ 7,000.00	\$ 412,335.15
Human Resources	\$ 631,870.88	\$ 277,532.76	\$ -	\$ 354,338.12
Human Resources (Credit)	\$ -	\$ (16,000.00)	\$ -	\$ 16,000.00
Unallocated	\$ 386,806.00	\$ -	\$ -	\$ 386,806.00
	\$ 1,536,858.14	\$ 360,378.87	\$ 7,000.00	\$ 1,169,479.27

The table below summarizes the cost changes associated with each agenda item. The "TOTALS" line illustrates the net result of this change: \$1.091M is returned on the Capital project and annual ERP expenditures do not exceed those approved under the Tyler project.

AGENDA ITEM	ONE-TIME ERP EXPENDITURES (HR and Inventory)			ANNUAL ERP EXPENDITURES (HR and Inventory)	
	Current Available Contract Value	Agenda Item Value	Project Credit / (Debit)	Prior-Approved Expenditure (Tyler)	Requested Expenditure
Current Capital Project Estimated Available <i>Finance Module Savings</i>	\$ 412,335.15	\$ -	\$ 412,335.15		
CA02 Consider Approval of a Contract Amendment with Tyler Technologies for the Elimination of Services Related to Phase II of the Enterprise Resource Program	\$ 757,144.12	\$ -	\$ 757,144.12		
CA04 Consider Authorizing the Chief Executive Officer to Negotiate and Execute a Contract with RCM in the Amount of \$74,999 for the Implementation of UKG Upgrades and Optimizations	\$ -	\$ 74,999.00	\$ (74,999.00)		
CA05 Consider Authorizing the Chief Executive Officer to Negotiate and Execute a Contract with UKG in the Amount of \$3,000 for the Implementation of UKG Upgrades and Optimizations	\$ -	\$ 3,000.00	\$ (3,000.00)		
CA06 Consider Authorizing the Chief Executive Officer to Negotiate and Execute an Amendment Contract Renewal with UKG for Payroll, Human Resources Software and Support Services in an Amount Not to Exceed \$75,000 for a Period of One (1) Year				\$ 68,200.00	\$ 68,238.00
CA07 Consider Approval of Contract Amendment with Spare in the Amount of \$19,420 for a period of Three (3) Years for the Maintenance and Inventory Asset Management System				\$ 6,900.00	\$ 6,473.33
TOTALS	\$1,169,479.27	\$ 77,999.00	\$1,091,480.27	\$ 75,100.00	\$ 74,711.33

The following table summarizes the funds usage resulting from the requested Budget Transfer in CA03.



CA03	Consider Approval of a Resolution to Approve Budget Amendment 2026-01 to Reallocate \$125,000 from the Enterprise Resource Program Capital Fund Project to Human Resources for the Work with UKG and RCM for Payroll and Human Resource Software Upgrades	\$ 125,000.00
	One-Time ERP Expenditures, HR	\$ (77,999.00)
	Year 1 Annual ERP Expenditures (HR and Payroll @ \$75K), Prorated 3/1/26 - 9/30/26	\$ (43,581.61)
	CONTINGENCY	\$ (3,419.39)
	TOTAL	\$ -

The funds needed for Inventory Management are covered in the current approved FY26 budget within Information Technology. Future annual funds for UKG services will be presented in future budgets.

Exhibits

None.

Submitted By:

Jackie Bronson, Vice President
Engagement and Administration

**DENTON COUNTY TRANSPORTATION AUTHORITY
RESOLUTION NO. R26-01**

A RESOLUTION OF THE BOARD OF DIRECTORS OF THE DENTON COUNTY TRANSPORTATION AUTHORITY (DCTA) APPROVING FISCAL YEAR 2026 BUDGET REVISION NUMBER 2026-01 REVISED OPERATING & CAPITAL BUDGET, ATTACHED HERETO AS EXHIBIT “A”; PROVIDING A REPEALING CLAUSE; AND PROVIDING AN EFFECTIVE DATE.

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

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

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

WHEREAS, the Board of Directors of DCTA desires to amend the Fiscal Year 2026 Operating and Capital Budget as set forth in Exhibit “A”.

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

SECTION 1. The Operating and Capital Budget Revision attached hereto as Exhibit “A,” be, and the same is hereby adopted and which shall amend the original budget adopted August 28, 2025, from and after the effective date of this Resolution.

SECTION 2. All provisions of the resolutions of the Board of Directors of the DCTA, in conflict with the provisions of this Resolution be, and the same are hereby, repealed, and all other provisions not in conflict with the provisions of this Resolution shall remain in full force and effect.

SECTION 3. This Resolution shall become effective immediately upon its passage and approval.

DULY PASSED AND APPROVED BY THE BOARD OF DIRECTORS OF THE DENTON COUNTY TRANSPORTATION AUTHORITY THE 22ND DAY OF JANUARY, 2026.

APPROVED:

Andy Eads, Chair

ATTEST:

Daniel Jaworski, Secretary

**DENTON COUNTY TRANSPORTATION AUTHORITY (DCTA)
BUDGET TRANSFER / REVISION REQUEST**

TRANSACTION TYPE:		Transfer <input checked="" type="checkbox"/>	Number: 2026-01		
		Revision <input type="checkbox"/>			
Expense	Project #/ Account #	Dept/Account	Current Budget Amount	Budget Revision Amount	Revised Budget Amount
Capital Expense	10408.1	ERP Implementation - ERP HR	\$ 631,870	\$ (125,000)	\$ 506,870
Operating Expense	1105-50309	HR - Professional Services	\$ 209,495	\$ 125,000	\$ 334,495
Net Position Impact			\$	-	

EXPLANATION: Budget Revision 2026-01 to transfer \$125,000 from the capital account for ERP Implementation for Human Resources (HR) expense string to an operating account for HR/Professional Services for work with UKG and RCM for payroll and Human Resource software upgrades.

Approvals:

Requested By:



Title

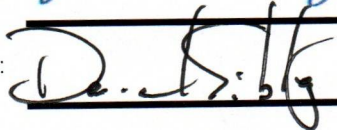
VP, Engagement & Administration

Reviewed By:



Senior Manager of Budget & Grants

Approved By:



VP, Finance



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

The Board of Directors of the Denton County Transportation Authority (DCTA) convened a Regular Board of Directors Meeting with Vice Chair Gilmore presiding on Wednesday, December 10, 2025 at 10:00am, located at the DCTA Administrative Offices, 1955 Lakeway Drive, Suite 260, Lewisville, Texas 75057.

Voting Members

Chair Andy Eads, Denton County
Vice Chair TJ Gilmore, City of Lewisville
Secretary Dan Jaworski, Highland Village
Board Member Cesar Molina, Denton County
Board Member Suzi Rumohr, 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

The meeting was called to order at 10:00am. All Board Members were present with the exception of Secretary Eads, Board Member Smith and Alternate Board Member Christo.

INVOCATION

The invocation was provided by Board Member Smith.

PLEDGE OF ALLEGIANCE

The pledge of allegiance to the State and Texas flags was led by Board Member Rumohr.

INTRODUCTIONS

CEO Cristina acknowledged Highland Village City Council Member Hurst in the audience.

PUBLIC COMMENT

Liam Guam-Wakefield

CONSENT AGENDA

1. Consider Approval of a Three (3) Year Licensing Agreement with Samsara for Dual-Facing Cameras on Revenue Vehicles in an Amount Not to Exceed \$75,000
2. Consider Approval of the Purchase of Three (3) Non-Revenue Vehicles in an Amount Not to Exceed \$150,000
3. Consider Approval of Regular Meeting Minutes dated October 23, 2025

Motion by Board Member Gonzalez with a second by Board Member Stevens to approve the Consent Agenda as presented. Motion passes 5-0.

REGULAR AGENDA

- 1. Consider Approval of Monthly Financial Statement for September 30, 2025, Quarterly Grants Report for Quarter 4 – Fiscal Year 2025, Consider a Resolution to Approve the Denton County Transportation Authority (DCTA) Financial Management Policy and Receive an Update Regarding Finance Operations**

LaKeisha Williams, Senior Manager of Accounting; Jane Filarowicz, Senior Manager of Budget and David Leininger, Interim Chief Financial Officer, presented to the Board highlighting the following:

- Revenues and Other Income (Sales Tax Revenue, Federal Grants Operating and Capital, Contract Service Revenue and Passenger Revenue)
- Selected Operating Expenditures (Purchased Transportation, Salary, Wages and Benefits, Outsourced Services and Charges, Insurance and Utilities)
- Comparison of Grant Balances (July 1-September 30, 2025)
- Status of Invested Assets
- FY 2025 Audit Update
 - Interim Request submitted in July
 - Finalizing the FY25 auditors request list
 - Auditors field work scheduled in January
 - Schedule to close FY2025 on January 31, 2026
 - Last year of current audit contract. Anticipated RFP solicitation later this fiscal year

- Financial Management Policy Updates
 - Board approved Independent Investment Training Sources
 - Board approved Broker/Dealers List
- Tyler Munis ERP Update
 - Sunset for Sungard is October 31, 2025
 - Historical Archive Database (HADB) established
 - Currently working through minor year-end updates
 - Coding structure for Capital Assets
 - Ability to submit 1099 reporting to IRS electronically
 - 1099 scheduled training in January 2026
 - Annual 1099's will be submitted to IRS and mailed to vendors on or before January 31, 2026
 - No challenges anticipated in closure of the Finance ERP project no later than March 31, 2026

Motion by Board Member Molina with a second by Board Member Gonzalez to approve Regular Agenda Item 1 as presented. Motion passes 5-0.

2. Discuss Update on DCTA Landscape Standards and Issuance of DCTA Landscape Maintenance Request For Proposal (RFP)

Austin Frith, Vice President of Planning and Development, presented to the Board highlighting the following:

- Updated Landscape Standards
 - Current conditions and needs
 - Station Landscapes: Install 2011, partial refresh 2014
 - Declining tree canopy, overgrowth, failing irrigation
 - Capital initiatives alignment with landscape
 - Unified, sustainable landscape framework
 - Guiding Principals
 - Clear and updated design and maintenance expectations
 - Native, drought-adaptive plant palettes
 - Safety, ADA visibility and wayfinding
 - DCTA brand identity and station experience
 - Conformance with City development standards
- Planning Initiatives and Capital Improvements
 - Natural Surveillance
 - Natural Access Control
 - Territorial Reinforcement
 - DCTA Brand Identity
 - Security and Lighting
 - Future TOD opportunities

- Systemwide Framework and Priority Zones
 - Landscape Framework
 - Two-Tier Priority Zones
 - Key Systemwide Updates
- Landscape Maintenance RFP Strategy
- Landscape Contractor Requirements/Structure
- Landscape RFP Timeline
 - January 2026 – RFP Advertised, Questions from vendors due and answers to vendor questions released
 - February 2026 – Bids due, review proposals and finalize recommendation for approval
 - March 2026 – Award of Contract (Board approval during March Board Meeting)

Board discussion regarding the need for certified expertise to oversee Texas native plants and irrigation rather than relying solely on a standard mowing contract, questions of the plan to revisit sites to ensure landscaping standards are met over time and how compliance with individual cities can be ensured to avoid conflicts between cities and DCTA.

Staff addressed questions indicating that native plants will be properly maintained, clean-up efforts will occur at one station at a time, city standards will be identified and incorporated prior to implementing DCTA landscaping standards and a separate irrigation contract may be necessary due to the scope of work and infrastructure considerations related to drainage.

No Board action required at this time.

3. Discuss Local and Regional Updates and Legislative Updates

The following items were discussed:

- North Central Texas Council of Government (NCTCOG)/Regional Transit Subcommittee Transit 2.0 – Conversations ongoing with agencies and cities within the Region.
- Regional Transportation Council – Michael Morris has announced his transition into retirement following more than 40 years of leadership. Input regarding potential successors or the replacement process is welcomed.
- Dallas Area Rapid Transit (DART) – Discussion occurred regarding cities that are electing to place the future of DART service on the May ballot. The final date for Irving and Plano to halt the election process is March 18, 2026. Additional discussion included DART Board of Directors' seats, voting majorities, and weighted voting structure.

- CEO Cristina stated that DCTA is in a strong position and remains steadfast in protecting member city resources. He emphasized that the Agency will continue to execute policy with hard data and fiscal responsibility while maintaining efficiency and cost-effectiveness in the execution of the Work Plan.

INFORMATIONAL REPORTS

1. Safety, Service, and Ridership Reports – October 2025
2. Update on the A-train Enhancement Program
3. Update on the Old Town Lewisville Transit Oriented Development Project and Task Order #6 with AECOM in the Amount Not to Exceed \$59,762 for Ongoing Old Town Lewisville Support
4. Update on Task Order #7 with AECOM in the Amount Not to Exceed \$50,000 for Intermediate Service Plan Support
5. Update on the Transportation Reinvestment Program (TRIP) and Proposed Modification of Timeline of Events
6. Update on the Contract with Remix Technologies, LLC in the Amount of \$69,790 for Fixed-Route Planning and Operations Software for the Period January 1, 2026 through December 31, 2026

No Board action required. These items are for informational purposes only.

FUTURE AGENDA ITEMS AND BOARD MEMBER REQUESTS

None at this time.

Next Regular Board Meeting Date: January 22, 2026

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.

Highland Village
Christmas at the Ranch
Saturday, December 13, 2025
Doubletree Ranch Park
10am – 2pm

CEO Cristina shared a summary of DCTA's out and about events/sponsorships

- Haunted A-train
- Denton's Day of the Dead Festival Video
- A-train or Treat
- Silver Line Grand Opening
- Santa at the Station
- Holiday Lights at Old Town and Downtown Denton Transit Center
- Denton Arts and Jazz Fest
- City of Lewisville Employee Health Fair
- Highland Village Concerts in the Park
- Highland Village TXFallenPD Tribute Event
- Lewisville ISD Transition Expo
- Highland Village Business Association Salute Our Veterans Luncheon
- Lewisville Holiday Stroll
- Lewisville ISD Careers on Wheels
- Denton Holiday Lighting Festival
- Highland Village Christmas at the Ranch

CONVENE EXECUTIVE SESSION

1. The Board of Directors will convene into Closed Executive Session Pursuant to Section 551.076(1) of the Texas Government Code, Deliberation Regarding Security Devices or Security Audits.
2. The Board of Directors will convene into Closed Executive Session Pursuant to Section 551.071(2) of the Texas Government Code, for the Purpose of Seeking Legal Advice from Legal Counsel Regarding a Contract By and Between Denton County Transportation Authority (DCTA) and D&D Landscape.

Action as a result of Executive Sessions.

The Board convened into Closed Executive Session at 10:52am.

RECONVENE OPEN SESSION

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



The Board reconvened into Open Session at 11:25am with the following action taken:

Motion by Board Member Stevens with a second by Board Member Molina to: Ratify prior expenditures totaling \$43,524.23 that were made under the D&D Commercial Landscape Management Agreement and authorize payment for additional work completed in the amount of \$104,154.38 for a total combined authorization of \$147,678.61. Motion passes 5-0.

ADJOURN

With no further business discussed, the meeting was adjourned at 11:26am.

TJ Gilmore, Vice Chair

Paul Stevens, Acting Board Secretary



Board of Directors Memo

January 22, 2026

AGENDA ITEMS:

RA01 - Discuss and Consider Approval of the Fiscal Year 2025 Transportation Reinvestment Program (TRiP) Annual Report and Authorize a Budgeted Amount for the Fiscal Year 2026 TRiP Program

RA02 - Discuss and Consider Approval of the Fiscal Year 2026 Transportation Reinvestment (TRiP) Annual Call for Projects

Recommendations:

RA01 - Staff recommends approval of the FY 2025 Transportation Reinvestment Program (TRiP) Annual Report and authorization of a Budgeted Amount for the Fiscal Year 2026 TRiP Program.

RA02 - Staff recommends approval of the FY2026 TRiP Annual Call for Projects.

Background

In November 2020, the DCTA Board adopted a 5-year TRiP policy enabling DCTA to provide financial assistance to its member cities for transit-supportive projects consistent with and beneficial to DCTA's Long-Range Service Plan goals. Prior to the expiration of the policy in November 2025, the DCTA Board approved an indefinite extension, removing the expiration of unspent funds and clarifying the eligible project types. The updated policy became effective on October 1, 2025 at the start of FY2026.

In accordance with the updated policy, the annual TRiP program budget (i.e., allocation) will be equal to not more than 15 percent of DCTA's net available fund balance from the previous fiscal year and shall be established by the DCTA Board during the budget process for the upcoming year. Per the policy, the adoption of the TRiP budget is followed by the release of the annual Call for Projects every January.

In August 2025, the DCTA Board approved the FY2026 Operating and Capital Budget including the maximum FY2026 TRiP allocation at 15% of the net available fund balance from the previous fiscal year. During budget discussions, the Board requested an opportunity to discuss the percentage of the FY26 TRiP allocation that would be released in the call for projects.

This presentation will combine Regular Agenda Items 1 and 2 and provide the DCTA Board with an annual TRiP report of the progress of awarded projects towards completion, report on rate of TRiP fund utilization, and provide a 5%, 10%, and 15% funding allocation option for discussion and finalizing the FY26 TRiP allocation.

The figures on the following pages summarize each member city's allocations and rollover amounts from FY2021 to FY2025, potential FY2026 allocations pending Board approval, and the FY2026 Call for Projects funding availability. The final funding will be included in the Call for Projects packet following the Board meeting.



Previous Board Activity and Action

January 23, 2025 – (CA04) Consider Approval of the Revised Transportation Reinvestment Program (TRiP) Policy, effective October 1, 2025

August 28, 2025 – (RA01) Conduct a Public Hearing and Consider Approval of a Resolution to Adopt the Proposed Denton County Transportation Authority (DCTA) Fiscal Year (FY) 2026 Operating and Capital Budget, Long-Range Financial Plan, and Budget Contingency Plan beginning October 1, 2025 and ending September 30, 2026

Identified Need

Regular Agenda Item 1 is intended to discuss and consider approval of the FY2025 TRiP Annual Report and final allocation to the FY26 TRiP Budget.

Regular Agenda Item 2 is intended to approve and release DCTA's Annual TRiP Call for Projects for FY2026 and available funds, as required by the TRiP Policy.

Exhibits

RA01 Exhibit 1: TRiP Annual Report for FY2025

RA02 Exhibit 1: TRiP Annual Call for Projects FY2026

Submitted By:


Karina Maldonado, Planning Manager

Reviewed By:


Austin Frith, VP of Planning and Development

Figure 1. FY 2021-2025 Member City Allocations and Prior Year Rollover Amounts

	CITY OF DENTON	CITY OF HIGHLAND VILLAGE	CITY OF LEWISVILLE	TOTAL
FY21 TRiP Program Allocation and Awarded Grant Obligations				
FY21 Funding Allocation	\$3,424,946	\$379,591	\$3,837,597	\$7,642,134
FY21 Obligation - City of Denton	\$2,517,977			\$2,517,977
FY21 Obligation - City of Highland Village		\$379,591		\$379,591
FY21 Obligation - City of Lewisville			\$2,591,375	\$2,591,375
FY21 TRiP Program Rollover	\$906,969	\$0	\$1,246,222	\$2,153,191
FY22 TRiP Program Allocation and Awarded Grant Obligations				
FY22 Funding Allocation	\$4,263,151	\$450,500.00	\$5,019,354	\$9,733,005
FY22 Funding Available to Cities*	\$5,170,120	\$450,500	\$6,265,576	\$11,886,196
FY22 Obligation - City of Denton	\$3,980,578			\$3,980,578
FY21-22 Cumulative TRiP Program Rollover	\$1,189,542	\$450,500	\$6,265,576	\$7,905,618
FY23 TRiP Program Allocation and Awarded Grant Obligations				
FY23 Funding Allocation	\$5,306,987	\$538,200	\$5,448,029	\$11,293,216
FY23 Funding Available to Cities*	\$6,496,529	\$988,700	\$11,713,605	\$19,198,834
FY23 Obligation - City of Denton	\$5,589,560			\$5,589,560
FY23 Obligation - City of Lewisville			\$9,615,000	\$9,615,000
FY21-FY23 Cumulative TRiP Program Rollover	\$906,969	\$988,700	\$2,098,605	\$3,994,274
FY24 TRiP Program Allocation and Awarded Grant Obligations				
FY24 Funding Allocation	\$4,969,060	\$498,224	\$4,961,868	\$10,429,152
FY24 Funding Available to Cities*	\$5,876,029	\$1,486,924	\$7,060,473	\$14,423,426
FY24 Obligation - City of Denton	\$4,969,060			\$4,969,060
FY24 Obligation - City of Lewisville			\$2,000,000	\$2,000,000
FY21-FY24 Cumulative TRiP Program Rollover	\$906,969	\$1,486,924	\$5,060,473	\$7,454,366
FY25 TRiP Program Allocation and Awarded Grant Obligations				
FY25 Funding Allocation	\$2,850,934	\$290,561	\$2,826,147	\$5,967,642
FY25 Funding Available to Cities*	\$4,241,852	\$1,777,485	\$8,205,438	\$14,224,774
FY25 Obligation - City of Denton	\$4,241,852			\$4,241,852
FY25 Pre-Award Obligation - City of Lewisville			\$488,351	\$488,351
FY21-25 Cumulative TRiP Program Rollover	\$0	\$1,777,485	\$7,717,087	\$9,494,572

*Funding includes unobligated funds from the previous CFP and any returned funds from completed projects.

Figure 2. FY 2026 Call for Projects Available Funding

	CITY OF DENTON	CITY OF HIGHLAND VILLAGE	CITY OF LEWISVILLE	TOTAL
FY26 TRiP Call for Projects				
FY21-25 Cumulative TRiP Program Rollover*	\$0	\$1,777,485	\$7,717,087	\$9,494,572
FY26 Call For Projects Available Funding	\$ -	\$1,777,485	\$7,717,087	\$9,494,572

*Funding includes unobligated funds from the previous CFP and any returned funds from completed projects.

**The FY26 Allocation is pending final approval by the DCTA Board and will be included in the final Call for Projects packet following approvals.



Fiscal Year 2025 TRiP Annual Status Report

January 22, 2026

Background

Fiscal Year 2025 represented the fifth and final year for DCTA's Transportation Reinvestment Program (TRiP) under the initial policy approved by the DCTA Board in November 2020. The program was extended by the DCTA Board in January 2025 and became effective in October 2025.

The program provides financial assistance to DCTA member cities for transit-supportive projects which support the objectives and goals contained in the Agency's Long-Range Service Plan.

Funds are made available to DCTA member cities through an annual TRiP *Call for Projects* and must meet the following minimum criteria to be eligible for program funding:

1. Project limits are located primarily within the DCTA service area, the geographic boundaries of DCTA member cities or within a quarter mile of an A-train station or DCTA bus route.
2. Have a clear and defensible nexus to the Long-Range Service Plan goals and objectives and be,
3. Financially sound.

This report includes a summary of all projects approved through the TRiP program between FY 2021 and FY 2025, and a summary of the program's financial status ahead of the agency's TRiP *Call for Projects* for FY 2026.

The FY 2026 TRiP *Call for Projects* will be the first year for the program under the updated policy.

Process

Each fiscal year in January, DCTA announces the total available funding for each member city and opens the annual *Call for Projects*. The total available funding is comprised of the annual allocations, unobligated funds from a previous *Call for Projects*, and any returned funds from completed projects. After 90 days, DCTA reviews any submitted project applications and determines whether the submittal meets or exceeds the minimum eligibility requirements specified in the TRiP Policy and supports DCTA's Long-Range Service Plan. Once eligible projects are presented to the DCTA Board and authorized by the DCTA Board under the program, DCTA drafts and executes project reimbursement agreements with applicable member cities to allow for reimbursement of expenses incurred until all awarded funds are exhausted.

Program Update

Between FY 2021 and FY2025, a total of thirty-five (35) projects were authorized by the DCTA Board to receive TRiP program funding, totaling approximately \$35.57 million in obligated funds to the cities of Highland Village, Denton and Lewisville. These projects represent a total investment of over \$116 million towards improving walkability and accessibility to transit service.

FY 2021 – FY 2025 CITY OF HIGHLAND VILLAGE PROJECT SUMMARIES



CFP Year	Project Name	Total Award / Obligation	Invoiced To-Date	Project Category	Overall Project Status
FY21	HV1 – Highland Village Road Sidewalk Construction	\$379,591	\$379,591	Construction	Complete

FY 2021 – FY 2025 CITY OF LEWISVILLE PROJECT SUMMARIES



CFP Year	Project Name	Total Award / Obligation	Invoiced To-Date	Project Category	Overall Project Status
FY 21	L1 – Valley Ridge Off Street Trail	\$1,766,000	\$1,447,182	Construction	Complete – Remaining funds returned
	L2 – A-Train Rail Trail Southern Extension Segment A	\$400,000	\$386,758	Design	Design Complete, pending final invoice
	L3 – Southwest Parkway Multimodal Street/Streetscape	\$425,375	\$0	Design	Design Complete, pending final invoice
FY 23	L4 – Southwest Parkway Multimodal Street/Streetscape	\$9,015,000	\$0	Design/ Construction	Construction begins in early 2026
	L5 – A-Train Rail Trail Southern Extension Segment A	\$600,000	\$0	Design / Construction	Pending TxDOT Review - Reimbursement anticipated
FY 24	L6 – The Standard TOD Public Street Construction	\$2,000,000	\$0	Design / Construction	Complete
FY 25	L7 – Hebron Parkway Off-Street Trail	\$488,351	\$0	Construction	Under Construction - pending first invoice

FY 2021 – FY 2025 CITY OF DENTON PROJECT SUMMARIES



CFP Year	Project Name	Total Award / Obligation	Invoiced To-Date	Project Category	Overall Project Status
FY21	D1 - All-Way Crosswalk Design	\$68,210	\$68,210	Design	Complete
	D2 - A-Train to UNT Bike and Pedestrian Path	\$1,626,865	\$1,309,525	Design / Construction	Under Construction
	D3 - Bell Sidewalk Construction	\$98,357	\$98,357	Construction	Complete
	D4 - Ginnings & Alexander Elementary Sidewalks	\$505,861	\$505,861	Design / Construction	Under Construction
	D5 - Medpark Sidewalk Construction	\$81,412	\$81,412	Construction	Complete
	D6 - Wilson & Pecan Elementary Sidewalks	\$137,292	\$137,292	Design / Construction	Complete



FY 2021 – FY 2025 CITY OF DENTON PROJECT SUMMARIES, CONTINUED

CFP Year	Project Name	Total Award / Obligation	Invoiced To-Date	Project Category	Overall Project Status
FY22	D7 - Mayhill Road Extension Phase 2	\$592,500	\$592,500	Construction	Complete
	D8 - SED-A Bundle	\$82,500	\$82,500	Construction	Complete
	D9 - SED-B Bundle	\$228,750	\$228,750	Construction	Complete
	D10 - UPRR Quiet Zone	\$568,578	\$360,051	Construction	Under Construction
	D11 - Loop 288 Sidewalks	\$360,000	\$360,000	Construction	Complete
	D12 - Downtown Sidewalks	\$1,089,750	\$0	Construction	Under Construction
	D13 - Morse On-Street Trail	\$152,500	\$0	Design / Construction	Planning
	D14 - A-Train to UNT Bike and Pedestrian Path	\$88,490	\$0	Design / Construction	Under Construction
	D15 - All-Way Crossing Construction	\$817,510	\$333,561.46	Construction	Complete - Remaining funds returned
FY23	D16 - Shady Oaks DCTA Crossing Quiet Zone Improvements	\$75,000	\$0	Construction	Under Construction
	D17 - Katy Trail Extension - Mayhill/Colorado	\$514,560	\$0	Construction	Under Construction
	D18 - Bonnie Brae Phase 3 - UNT Sidepath Improvements	\$5,000,000	\$0	Construction	Under Construction
FY24	D19 - McKinney Ave from Carrol Street to Loop 288	\$1,519,060	\$0	Planning / Design / Construction	Planning
	D20 - North South Woodrow Lane - McKinney Ave-Spencer	\$850,000	0	Planning / Design / Construction	Planning
	D21 - Morse Street - Wye street to Wood Row Lane	\$850,000	\$88,200	Planning / Design / Construction	Design in Progress
	D22 - Riney Road – Bonnie Brae to North Elm Street	\$750,000	\$261,779	Planning / Design / Construction	Under Construction
	D23 - Sidewalk and Pad Allowance for high priority multimodal connectivity locations	\$1,000,000	\$0	Planning / Design / Construction	Planning
FY25	D24 - Colorado Blvd Multimodal Improvements	\$1,000,000	\$0	Planning / Design / Construction	Pending Execution of Agreements
	D25 - Fry St Multimodal Improvements	\$257,903		Planning / Design / Construction	
	D26 - A-train Rail Trail Extension	\$2,500,000		Design / Construction	
	D27 - UPRR Quiet Zone Phase 2	\$483,949		Construction	

Notice of Fiscal Year (FY) 2026 Funding Availability

Annual Transportation Reinvestment Program (TRiP) Call for Projects

Denton County Transportation Authority (DCTA) is pleased to announce the opportunity to submit projects for funding through the *FY 2026 TRiP Call For Projects*. This program provides financial assistance to DCTA member cities for transit-supportive projects consistent with and beneficial to DCTA's Long-Range Service Plan ([link](#)) goals. The program aligns DCTA's mission of "improving mobility, air quality, economic development and livability" for the DCTA service area and Denton County at large.

ELIGIBLE APPLICANTS

City of Denton
City of Highland Village
City of Lewisville

In instances where multiple departments of a member city are submitting projects, the member city should identify a single point-of-contact to lead the final submittal of all projects.

PROJECT ELIGIBILITY

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

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

Eligible project types can be found in Table A of the Updated TRiP Policy [here](#). Please note that the project types by category (i.e., Planning, Design & Construction) may differ.

HOW TO APPLY

Step 1: Review the updated TRiP policy document and eligible project types [here](#)

Step 2: Review the FY 2026 Member City TRiP funding allocations [here](#)

Step 3: Review the [application workbook](#) to determine what information you should gather to apply.

Step 4: Request a Pre-Submittal Meeting with DCTA Staff to discuss and align projects with agency objectives. (Email Karina Maldonado to schedule – Kmaldonado@dcta.net)

Step 5: Complete and submit the application workbook and supporting documentation to DCTA (email to Karina Maldonado – Kmaldonado@dcta.net)

Eligible member cities must submit an application and supplemental documentation within 90 days of this Call for Projects to be considered for funding. The application shall include the following elements, at a minimum, to be considered complete:

1. Project description
2. Project limits and boundaries
3. Proposed or engineering-based capital cost estimates
4. Total Project Cost and Requested TRiP funding amount
5. Identification of additional funding sources (if applicable)
6. Proposed schedule for the project
7. A description of how the project would support DCTA Long-Range Service Plan goals

DCTA staff will have 30 days to review submitted project applications to determine whether project eligibility has been met or request more information. Interested parties from each member city are encouraged to schedule pre-submittal meetings with DCTA staff to ensure proposed projects align with DCTA's services and agency objectives and to reduce requests for additional clarification post-submittal. After completing the review of submitted applications, if no additional information was requested, the application will be placed on the agenda for the next regularly scheduled DCTA Board of Directors meeting for consideration. Following the review of each application, the DCTA Board will review and award (i.e. obligate) eligible projects. Please note that funding approval may differ from initial submittals. Following obligation of funds, DCTA staff will coordinate with the identified point of contact to facilitate the execution of interlocal agreements and payment schedules.

ANTICIPATED CALL FOR PROJECTS MILESTONES (2026)

Call for Projects Released	Thursday, January 23, 2026
Pre-Submittal Meetings with DCTA (Optional)	February 2026 – March 2026
Applications Due	Wednesday, April 23
Project Eligibility Finalized	Friday, May 23, 2026, by 5:00 PM
DCTA Board Review and Award	Summer – Fall 2026
Draft and Execute Reimbursement Agreements	Fall 2026 - Winter 2026

For additional information about DCTA's TRiP program or for assistance in developing TRiP funding proposals, please reach out to DCTA Staff at your convenience:

Karina Maldonado, Planning Manager
kmaldonado@dcta.net
(972) 316-6112

DENTON COUNTY TRANSPORTATION AUTHORITY

Policies and Procedures

Distribution: DCTA Board of Directors		Subject: Policy 0-3_Transportation Reinvestment Program	
Effective Date: October 1, 2025	Page No. 1	Pages Of 14	File Under Section: 00_DCTA Board of Directors
Revision/Review Date:		Approved By: DCTA Board of Directors	

1. Policy Statement

The Denton County Transportation Authority (DCTA) Transportation Reinvestment Program (TRiP) policy objective is to provide financial assistance to DCTA member cities for transit-supportive projects consistent with and beneficial to DCTA's Long-Range Service Plan goals.

TRiP funding will be apportioned to DCTA member cities in proportion to each city's net half-cent sales and use tax collection for the previous fiscal year, as published by the Texas Comptroller's Allocation Payment Detail. Total program funding levels and allocation formula are detailed in Section 3. DCTA will distribute funds to member cities for eligible projects consistent with DCTA's enabling legislation, Chapters 431 and 460 of the Texas Transportation Code, and project selection criteria specified in Section 5.

2. Scope

TRiP was first authorized for the funding cycle beginning in 2021 and was enacted for a five-year period that expired in 2025. Each year, DCTA established maximum available TRiP funding levels following an audit of the previous fiscal year's net available balance and in accordance with the TRiP policy. DCTA then issued a Call for Projects (CFP) in January of each calendar year.

Effective with the approval of this policy, the TRiP program will continue in Fiscal Year (FY) 2026 and will not expire.

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

3. Funding

The annual TRiP budget will be equal to not more than 15 percent of DCTA's net available fund balance from the previous fiscal year. The DCTA Board shall establish such amount annually during the budget process for the upcoming fiscal year.

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

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

DENTON COUNTY TRANSPORTATION AUTHORITY

Policies and Procedures

Distribution: DCTA Board of Directors		Subject: Policy 0-3_Transportation Reinvestment Program	
Effective Date: October 1, 2025	Page No. 2	Pages Of 14	File Under Section: 00_DCTA Board of Directors
Revision/Review Date:		Approved By: DCTA Board of Directors	

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

Multiple municipalities may pool their allocated amounts to allow more flexibility in financing larger, mutually beneficial projects. Member cities could accrue allocated funds each fiscal year in order to fund a larger project. Funds remain with DCTA, designated to each member city, until dispersed to an approved project. Funds will remain with DCTA until reimbursements have been made to the member city for an approved project.

4. Eligible Projects

To be eligible for TRiP funding, a project must be consistent with DCTA's enabling legislation, Chapters 431 and 460 of the Texas Transportation Code, and project selection criteria specified in Section 5. Projects funded through inter-local agreement must be authorized under and consistent with the provisions of Texas Local Government Code 791: Interlocal Cooperation Contracts.

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

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

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

DENTON COUNTY TRANSPORTATION AUTHORITY

Policies and Procedures

Distribution: DCTA Board of Directors		Subject: Policy 0-3_Transportation Reinvestment Program	
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Revision/Review Date:		Approved By: DCTA Board of Directors	

5. Project Selection

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

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

In subsequent years, should a member city have a project that timing would necessitate an application prior to the call for projects, a city may submit an application for pre-award authority. Any cost difference between the member city's allocated funding for that year and the project cost would be borne by the member city.

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

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

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

DENTON COUNTY TRANSPORTATION AUTHORITY

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

6. Disbursement

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

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

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

- Project identifier
- Approved project budget
- TRiP funds programmed for the project
- Expenses incurred
- Percentage completion

At project completion, in the event that final project accounting or audit reveals that TRiP funding was not expended in a manner consistent with program requirements, or that the final project cost was less than the approved TRIP funding, those unspent funds shall be returned to DCTA and remain available in the apportionment for reprogramming to the eligible city. Unspent dollars shall be available to the eligible city up to three (3) years for reprogramming and will be in addition to, any future allotments.

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

7. Performance Evaluation and Reporting

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

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

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

8. Ethics and Conflicts of Interest

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

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Procedures when identifying a potential conflict of interest will comply with Chapter 171 of Texas Local Government Code regarding conflicts of interest. If an officer or employee involved in the project selection process has a substantial interest in a business entity or in real property, that person must file an affidavit stating the nature and extent of the interest and abstain from further participation.¹

9. Subject to Audit

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

10. Effective Date

This policy is effective as of October 1, 2025 and will remain in effect until superseded by a revised policy.

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

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DENTON COUNTY TRANSPORTATION AUTHORITY TRANSPORTATION REINVESTMENT PROGRAM (TRiP) ATTACHMENT A – SAMPLE PROJECT APPLICATION	
PROJECT NAME:	<input type="text"/>
PROJECT SPONSOR:	<input type="checkbox"/> Denton <input type="checkbox"/> Lewisville <input type="checkbox"/> Highland Village
PROJECT DESCRIPTION:	<input type="text"/>
GEOGRAPHIC LIMITS/BOUNDARIES:	<input type="text"/>
<u>REQUEST FOR CAPITAL</u>	
LEVEL OF DESIGN:	<input type="text"/>
PROJECT COST:	<input type="text"/>
FUNDING REQUEST:	<input type="text"/>
ESTIMATED PROJECT COMPLETION DATE:	<input type="text"/>
ADDITIONAL INFORMATION:	
<input type="text"/>	

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DENTON COUNTY TRANSPORTATION AUTHORITY TRANSPORTATION REINVESTMENT PROGRAM (TRiP)	
IN THE SECTION BELOW, PLEASE INDICATE HOW THE PROPOSED PROJECT SUPPORTS DCTA LONG-RANGE SERVICE PLAN GOALS	
<input type="checkbox"/> Increase service efficiency and reliability	<div></div>
<input type="checkbox"/> Increase service effectiveness for DCTA customer	<div></div>
<input type="checkbox"/> Increase the visibility and elevate the image of DCTA	<div></div>
<input type="checkbox"/> Expand DCTA services into areas where transit has a strong likelihood of success	<div></div>
<input type="checkbox"/> Coordinate with regional transportation providers	<div></div>
<input type="checkbox"/> Pair transit facilities to existing and planned transit-supportive development	<div></div>
<input type="checkbox"/> Advocate sustainable development practices that support transit	<div></div>
<input type="checkbox"/> Strive for financial excellence by maintaining fiscally sound and sustainable financial plans and budgets that reflect community priorities and values	<div></div>

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DENTON COUNTY TRANSPORTATION AUTHORITY TRANSPORTATION REINVESTMENT PROGRAM (TRiP)

THIS SECTION TO BE COMPLETED BY DCTA STAFF

Transportation Reinvestment Program Project Identifier: _____

☐ Meets minimum project eligibility requirements

☐ Multiple project selection

Rank: _____

Initial Member City Transportation Reinvestment Program Balance: _____

Recommended Project FY _____ Programmed Amount: _____

Remaining Member City Balance: _____

Recommended Disbursement Schedule:

☐ Lump Sum

☐ Quarterly

☐ Monthly

☐ As defined through Inter-local Agreement

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

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ATTACHMENT A

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

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

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Table A. Project Types Eligible for Planning and Design Funding	
Improvement Type	Requirements
Planning Activities	
Feasibility Studies	<ul style="list-style-type: none"> New or expanded transit services identified in the Long-Range Service Plan (e.g., commuter rail, commuter bus); and/or New A-Train Stations or Mobility Hubs
Transit Oriented Development Plans	<ul style="list-style-type: none"> Focused on existing or proposed A-Train stations and/or Mobility Hubs, plus one-mile; and Must demonstrate a commitment to integrate final adopted plans into local planning and development documents for implementation
Transit Adjacent Development Plans	<ul style="list-style-type: none"> Focused on increasing connectivity to existing or proposed A-Train stations and/or Mobility Hubs from adjacent residential, commercial or mixed-use developments. Primary focus shall be on identifying mobility and land use strategies that remove barriers from adjacent development to transit. Must demonstrate a commitment to integrate final adopted plans into local planning and development documents for implementation
<ul style="list-style-type: none"> Final Design & Construction Activities 	
Transit Stop Amenities	<ul style="list-style-type: none"> Existing or new proposed stops along existing or planned DCTA fixed routes; and Consistent with Bus Stop Design Guidelines

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Table A. Project Types Eligible for Planning and Design Funding	
Sidewalks / ADA Ramps	<ul style="list-style-type: none"> • Within a half-mile of existing or proposed transit stops, rail stations, or mobility hubs; • Along existing or planned DCTA fixed routes with at least one transit stop; and/or • Within a 1/4th mile of major transit destinations in a Demand Response zones when no other transit service is available
Crosswalks/Median Island	<ul style="list-style-type: none"> • Within a 1/4th mile of existing or proposed transit stops, rail stations, or mobility hubs; or • Within a 1/4th mile of major transit destinations in a Demand Response zones when no other transit service is available
Bike/Ped Trail Connections	<ul style="list-style-type: none"> • Must provide an extension to the A-Train Rail Trail; or • Must begin or terminate at an existing or proposed rail station or mobility hub
Bus Bulb Out/Turning Pocket	<ul style="list-style-type: none"> • Along existing or planned DCTA fixed routes and serve a high use key stop or greater; and • Consistent with Bus Stop Design Guidelines
Transit Lane	<ul style="list-style-type: none"> • Along existing or planned DCTA fixed routes; and • Must be limited to buses only during peak hours; or • May be shared with bicycles on low-speed roadways
Bike Lane (on-street)	<ul style="list-style-type: none"> • Within a one mile of existing or proposed transit stops, rail stations, or mobility hubs; • Along existing or planned DCTA fixed routes with at least one transit stop; and/or • Within a one mile of major transit destinations in a Demand Response zones when no other transit service is available
Other Lane reconfiguration	<ul style="list-style-type: none"> • Must be along existing or planned DCTA fixed routes with at least one transit stop; and

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Table A. Project Types Eligible for Planning and Design Funding	
	<ul style="list-style-type: none"> • Must be intended to increase fixed route operational efficiency or safety
Traffic Calming	<ul style="list-style-type: none"> • Must be along existing or planned DCTA fixed routes with at least one transit stop; and • Must be designed to accommodate bus widths and turning movements
Landscaping/streetscaping	<ul style="list-style-type: none"> • Existing or new proposed stops along existing or planned DCTA fixed routes; and • Consistent with Bus Stop Design Guidelines
Street lighting/ Other public safety improvements	<ul style="list-style-type: none"> • Within a 1/4th mile of existing or proposed transit stops, rail stations, or mobility hubs; or • Within a 1/4th mile of major transit destinations in a Demand Response zones when no other transit service is available
Transit Signal Priority (TSP)	<ul style="list-style-type: none"> • Existing or proposed traffic signals along existing or planned DCTA fixed routes
Signal Timing	<ul style="list-style-type: none"> • Existing or proposed traffic signals along existing or planned DCTA fixed routes
Other Intersection improvements	<ul style="list-style-type: none"> • Within a 1/4th mile of existing or proposed transit stops, rail stations, or mobility hubs; or • Within a 1/4th mile of major transit destinations in a Demand Response zones when no other transit service is available
Street Improvements	<ul style="list-style-type: none"> • Along existing or planned DCTA fixed routes; • Must be designed to accommodate bus widths and turning movements; and/or • Must accommodate area for future transit amenities, consistent with Bus Stop Design Guidelines
Shared Parking, Kiss & Ride/Drop-off Zones	<ul style="list-style-type: none"> • Within 500 feet of DCTA stations, facilities, and/or mobility hubs

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Table A. Project Types Eligible for Planning and Design Funding	
Wayfinding/Placemaking signage	<ul style="list-style-type: none"> Within a 1/4th mile of existing or proposed transit stops, rail stations, or mobility hubs

FY2021-2025 TRiP Rollover Summary and FY26 Available Funding

	CITY OF DENTON	CITY OF HIGHLAND VILLAGE	CITY OF LEWISVILLE	TOTAL
FY21 TRiP Program Allocation and Awarded Grant Obligations				
FY21 Funding Allocation	\$3,424,946	\$379,591	\$3,837,597	\$7,642,134
FY21 Obligation - City of Denton	\$2,517,977			\$2,517,977
FY21 Obligation - City of Highland Village		\$379,591		\$379,591
FY21 Obligation - City of Lewisville			\$2,591,375	\$2,591,375
FY21 TRiP Program Rollover	\$906,969	\$0	\$1,246,222	\$2,153,191
FY22 TRiP Program Allocation and Awarded Grant Obligations				
FY22 Funding Allocation	\$4,263,151	\$450,500.00	\$5,019,354	\$9,733,005
FY22 Funding Available to Cities*	\$5,170,120	\$450,500	\$6,265,576	\$11,886,196
FY22 Obligation - City of Denton	\$3,980,578			\$3,980,578
FY21-22 Cumulative TRiP Program Rollover	\$1,189,542	\$450,500	\$6,265,576	\$7,905,618
FY23 TRiP Program Allocation and Awarded Grant Obligations				
FY23 Funding Allocation	\$5,306,987	\$538,200	\$5,448,029	\$11,293,216
FY23 Funding Available to Cities*	\$6,496,529	\$988,700	\$11,713,605	\$19,198,834
FY23 Obligation - City of Denton	\$5,589,560			\$5,589,560
FY23 Obligation - City of Lewisville			\$9,615,000	\$9,615,000
FY21-FY23 Cumulative TRiP Program Rollover	\$906,969	\$988,700	\$2,098,605	\$3,994,274
FY24 TRiP Program Allocation and Awarded Grant Obligations				
FY24 Funding Allocation	\$4,969,060	\$498,224	\$4,961,868	\$10,429,152
FY24 Funding Available to Cities*	\$5,876,029	\$1,486,924	\$7,060,473	\$14,423,426
FY24 Obligation - City of Denton	\$4,969,060			\$4,969,060
FY24 Obligation - City of Lewisville			\$2,000,000	\$2,000,000
FY21-FY24 Cumulative TRiP Program Rollover	\$906,969	\$1,486,924	\$5,060,473	\$7,454,366
FY25 TRiP Program Allocation and Awarded Grant Obligations				
FY25 Funding Allocation	\$2,850,934	\$290,561	\$2,826,147	\$5,967,642
FY25 Funding Available to Cities*	\$4,241,852	\$1,777,485	\$8,205,438	\$14,224,774
FY25 Obligation - City of Denton	\$4,241,852			\$4,241,852
FY25 Pre-Award Obligation - City of Lewisville			\$488,351	\$488,351
FY21-25 Cumulative TRiP Program Rollover	\$0	\$1,777,485	\$7,717,087	\$9,494,572

*Funding includes unobligated funds from the previous CFP and any returned funds from completed projects.

FISCAL YEAR (FY) 2026 TRANSPORTATION REINVESTMENT PROGRAM (TRiP) CALL FOR PROJECTS APPLICATION

PROJECT NAME:

PROJECT SPONSOR: Denton Lewisville Highland Village

PROJECT DESCRIPTION:

SERVICE AREA: *Check all that apply.*

Within 1/4 th mile of bus stop	Within ½ mile of A-Train Station
Member City Limits	Extends beyond Member City Limits

PROJECT LIMITS: *Include a map of the project limits and boundaries*

PROJECT CATEGORY: *Check all that apply. Refer to Table A in the FY26 TRiP Policy.*

Planning	Design	Construction
PROJECT TYPE: <i>Check all that apply. Refer to Table A in the FY26 TRiP Policy.</i>		
Feasibility Study	Other Lane Configuration	
Transit-Oriented Development Plan	Traffic Calming	
Transit-Adjacent Development Plan	Landscaping/Streetscaping	
Transit Stop Amenities	Street Lighting/Public Safety	
Sidewalks / ADA Ramps	Transit Signal Priority (TSP)	
Crosswalks/Medial Island	Signal Timing	
Bike/Ped Trail Connections	Other Intersection Improvements	
Bus Bulb-Out / Turning Pocket	Street Improvements	
Transit Lane	Shared Parking, Kiss & Ride/Drop-off Zones	
Bike Lane (on-street)	Wayfinding/Placemaking Signage	

PROJECT FUNDING:

Project Development Status:

Indicate progress of the project at the time of the application.

Total Project Cost:

Include supporting documentation used to determine cost estimates.

Total TRiP Funding Request:

Provide breakdown of funding request by project category.

Planning

Design

Construction

Total from Other Funding Sources:

Other sources of funding secured?

Yes

No

Include documentation to support funding commitments and project's financial feasibility.

PROJECT MILESTONES:

Indicate the anticipated start and end dates of the project and key milestones such as 30/60/90/95/100 percent design completion, let date, construction start/end.

DCTA LONG-RANGE SERVICE PLAN GOALS:

Please indicate how the proposed project specifically supports DCTA's current Long-Range Service Plan and/or is aligned with DCTA's current agency objectives listed below. Projects should address as many objectives as possible and shall be clearly stated and defensible. If additional space is required, attach a narrative response with supporting documentation.

Increase service efficiency and reliability.



Increase service effectiveness for DCTA customers

Increase the visibility and elevate the image of DCTA.

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

Coordinate with regional transportation providers.

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

Advocate sustainable development practices that support transit.

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

ADDITIONAL INFORMATION:

Please indicate if this project addresses other local or regional plans related to improving and supporting transit in DCTA's service area. Any additional detail supporting this project's alignment with the program may be described in the space below.

Please attach project cost backup and other supporting documentation. Acceptable backup for capital projects includes project drawings, design sheets, cost workbooks, or bid sheets. For planning requests, please include a summary of discussions with dcta service planning staff.

THIS SECTION TO BE COMPLETED BY DCTA STAFF ONLY:

Transportation Reinvestment Program Project Identifier:

Meets minimum project eligibility requirements

Multiple project selection

Rank: _____

FY26 Call for Projects Available Fund Balance:

Recommended Funding Award:

Remaining Member City Balance: _____

Recommended Disbursement Schedule:

Lump Sum

Quarterly

Monthly

As defined through Inter-local Agreement

Table A. Project Types Eligible for Planning and Design Funding	
Improvement Type	Requirements
Planning Activities	
Feasibility Studies	<ul style="list-style-type: none"> New or expanded transit services identified in the Long-Range Service Plan (e.g., commuter rail, commuter bus); and/or New A-Train Stations or Mobility Hubs
Transit Oriented Development Plans	<ul style="list-style-type: none"> Focused on existing or proposed A-Train stations and/or Mobility Hubs, plus one-mile; and Must demonstrate a commitment to integrate final adopted plans into local planning and development documents for implementation
Transit Adjacent Development Plans	<ul style="list-style-type: none"> Focused on increasing connectivity to existing or proposed A-Train stations and/or Mobility Hubs from adjacent residential, commercial or mixed-use developments. Primary focus shall be on identifying mobility and land use strategies that remove barriers from adjacent development to transit. Must demonstrate a commitment to integrate final adopted plans into local planning and development documents for implementation
<ul style="list-style-type: none"> Final Design & Construction Activities 	
Transit Stop Amenities	<ul style="list-style-type: none"> Existing or new proposed stops along existing or planned DCTA fixed routes; and Consistent with Bus Stop Design Guidelines
Sidewalks / ADA Ramps	<ul style="list-style-type: none"> Within a half-mile of existing or proposed transit stops, rail stations, or mobility hubs; Along existing or planned DCTA fixed routes with at least one transit stop; and/or Within a 1/4th mile of major transit destinations in a Demand Response zones when no other transit service is available
Crosswalks/Median Island	<ul style="list-style-type: none"> Within a 1/4th mile of existing or proposed transit stops, rail stations, or mobility hubs; or Within a 1/4th mile of major transit destinations in a Demand Response zones when no other transit service is available

Table A. Project Types Eligible for Planning and Design Funding

Bike/Ped Trail Connections	<ul style="list-style-type: none"> • Must provide an extension to the A-Train Rail Trail; or • Must begin or terminate at an existing or proposed rail station or mobility hub
Bus Bulb Out/Turning Pocket	<ul style="list-style-type: none"> • Along existing or planned DCTA fixed routes and serve a high use key stop or greater; and • Consistent with Bus Stop Design Guidelines
Transit Lane	<ul style="list-style-type: none"> • Along existing or planned DCTA fixed routes; and • Must be limited to buses only during peak hours; or • May be shared with bicycles on low-speed roadways
Bike Lane (on-street)	<ul style="list-style-type: none"> • Within a one mile of existing or proposed transit stops, rail stations, or mobility hubs; • Along existing or planned DCTA fixed routes with at least one transit stop; and/or • Within a one mile of major transit destinations in a Demand Response zones when no other transit service is available
Other Lane reconfiguration	<ul style="list-style-type: none"> • Must be along existing or planned DCTA fixed routes with at least one transit stop; and • Must be intended to increase fixed route operational efficiency or safety
Traffic Calming	<ul style="list-style-type: none"> • Must be along existing or planned DCTA fixed routes with at least one transit stop; and • Must be designed to accommodate bus widths and turning movements
Landscaping/streetscaping	<ul style="list-style-type: none"> • Existing or new proposed stops along existing or planned DCTA fixed routes; and • Consistent with Bus Stop Design Guidelines
Street lighting/ Other public safety improvements	<ul style="list-style-type: none"> • Within a 1/4th mile of existing or proposed transit stops, rail stations, or mobility hubs; or • Within a 1/4th mile of major transit destinations in a Demand Response zones when no other transit service is available
Transit Signal Priority (TSP)	<ul style="list-style-type: none"> • Existing or proposed traffic signals along existing or planned DCTA fixed routes
Signal Timing	<ul style="list-style-type: none"> • Existing or proposed traffic signals along existing or planned DCTA fixed routes

Table A. Project Types Eligible for Planning and Design Funding

Other Intersection improvements	<ul style="list-style-type: none">• Within a 1/4th mile of existing or proposed transit stops, rail stations, or mobility hubs; or• Within a 1/4th mile of major transit destinations in a Demand Response zones when no other transit service is available
Street Improvements	<ul style="list-style-type: none">• Along existing or planned DCTA fixed routes;• Must be designed to accommodate bus widths and turning movements; and/or• Must accommodate area for future transit amenities, consistent with Bus Stop Design Guidelines
Shared Parking, Kiss & Ride/Drop-off Zones	<ul style="list-style-type: none">• Within 500 feet of DCTA stations, facilities, and/or mobility hubs
Wayfinding/Placemaking signage	<ul style="list-style-type: none">• Within a 1/4th mile of existing or proposed transit stops, rail stations, or mobility hubs



DENTON COUNTY TRANSPORTATION AUTHORITY

Long Range Service Plan Executive Report

Final

February 2012



In association with
Design Workshop
Dikita Management Services
Pavlik and Associates
Urban Analytics

EXECUTIVE REPORT

For the past few years, the Denton County Transportation Authority (DCTA) has focused on implementing the first phase of rail service, known as A-train, as well as modified local bus routes in Denton and Lewisville and demand-response service in Highland Village. With A-train now in operation, the agency is looking longer term at future needs and potential transit corridors.

The Long Range Service Plan provides a roadmap for DCTA to invest in future regional transit services to address the mix of priorities, funding sources, and transit needs in Denton County. The plan includes a set of alternatives and recommendations based on Denton County's future mobility needs, with short-term (within five years) and long-term strategies for service enhancements, expansions, and capital investments. Implementation of this plan is contingent upon the Authority's financial capacity and the identification of additional revenues.

WHY A LONG RANGE PLAN?

Denton County is a nice place to live. It has vibrant communities and neighborhoods with distinctive personalities. Residents value access to rural landscapes and urban areas. The county hosts community events and festivals, has noted colleges and universities, and has a growing concentration of major employers. DCTA has worked to make Denton County a livable place, with transit supporting access to places to live, work and play. To keep up with growth and changes, transit services must also mature to better meet the needs of Denton County and to become a more critical part of the infrastructure.

State, regional, and local governments are working to ensure that growth is not haphazard, and instead becomes a tool for enhancing communities and improving access among them. These efforts were outlined recently in Mobility 2035, which was developed by NCTCOG. As the organization charged with coordinating regional transportation planning efforts, NCTCOG outlined a series of strategies for accommodating growth in ways that enhance the quality of life while promoting a vibrant business climate and protecting the Dallas-Fort Worth region's unique environment. DCTA and other regional transit agencies, as well as local governments, are using Mobility 2035 as a basis for their own planning efforts, and their own efforts will be fed back into the update of Mobility 2035 in 2012. DCTA's Long Range Service Plan is one part of that larger effort, identifying strategies that DCTA will pursue in order to accomplish Denton County's and the region's larger goals.

Dramatic future population growth will demand that governments and agencies at all levels focus on moving people efficiently within existing corridors and rights of way. Economic growth in Denton County will depend on continued investment in a transit system that can provide people efficient access to jobs, schools, shopping, medical services, recreation and the other life activities that make up a vibrant community. Achievement of other land use, financial and equity goals also rely heavily on a well-formed public transit system.

LONG RANGE SERVICE PLAN | EXECUTIVE REPORT
DENTON COUNTY TRANSPORTATION AUTHORITY (DCTA)

The role of the Long Range Service Plan is to provide a roadmap for decision making about transit investments in Denton County over the next 25 years, in support of the Mobility 2035 plan developed by the North Central Texas Council of Governments (NCTCOG). The Long Range Service Plan provides recommendations regarding how transit can help to support Denton County's health, economy and environment. It recommends specific services in specific corridors, with associated recommended service spans, frequencies, capital investments, years of implementation, etc. As a long-range plan, it can make assumptions about, but cannot predict changes in the environment, funding, community support, political interests and local priorities for investment. Thus, the plan provides the framework for future decisions, but more detailed planning by the DCTA Board and staff is required to carry out the recommendations of the plan.

A Long Range Service Plan is a fluid document and should not be static. The Plan should not limit what DCTA can do or hold the agency to specific dates or cost structures. Just as NCTCOG undertakes regular updates of its Mobility 2035 plan, DCTA's plan should be a working document that can be modified and updated as priorities change, new opportunities arise, or funding capacity changes. A Long Range Service Plan, by its very nature, requires additional funding to expand transportation options, focusing the agency where investments should be made. Adoption of a Long Range Service Plan by a transit agency means that the Board supports the direction of the plan and the services identified in the plan. At most transit agencies, boards then work with their staff to implement specific elements of the plan and/or seek potential funding or partners which will ultimately determine the implementation date of a new service, the level of service provided in a particular corridor, or the priorities for seeking capital and operating grants.

The Long Range Service Plan reaffirms DCTA's goals and performance standards that will be used to help officials make decisions about future investments and the implementation of new services. The recommended transit corridors and discussion of improvements to the existing system are based on planned land uses, community values, environmental benefits, economic potential and deliverability. The Long Range Service Plan summarizes the results of outreach and data analysis and is intended to provide guidance on how DCTA's goals can become a reality.

UNDERSTANDING THE LONG-TERM PLANNING CONTEXT

Defining future transit service corridors relies on an understanding of current services provided by DCTA, upon which new services can be built. It also requires an understanding of population, land use and travel demand characteristics in Denton County.



A significant increase in travel is projected for Denton County.
Source: Nelson\Nygaard Associates

Demographics, Population Growth, and Travel Demand

Population growth is projected to be significant. The City of Denton's population is expected to increase in size by nearly 150% by 2040, while significant growth is anticipated in other cities as well, notably Frisco, with high population growth projected in the smaller cities of Sanger and Pilot Point.

Although public transportation serves a wide range of markets, certain groups are considered to be transit dependent because they have fewer transportation options than other groups. These include the following:

- **Low-Income Residents.** Although Denton County's median income is substantially higher (and levels of poverty much lower) compared to the rest of Texas, there are still a substantial number of low-income individuals within the county. Among those in Denton County who are below the poverty line, the largest proportion take public transportation to work while the second highest proportion either walk, bike, or take taxi services.
- **Seniors.** Persons age 65 and older may be particularly dependent on public transportation because they are unable to drive their own personal vehicle, choose not to, or no longer have access to a vehicle. Seniors reside throughout the county, but concentrations of seniors are found in northwest Denton (in areas served by Routes 6 and 7) and northeast Lewisville.
- **Students.** Students, both in high school and college are often groups that use public transportation in greater numbers than the general population. With the University of North Texas (UNT), Texas Woman's University (TWU) and North Central Texas College (NCTC), Denton County has a large group of student riders, and the willingness of the high concentration of students in Denton to use public transit is reflected in the high ridership on the UNT Shuttle.

NCTCOG's Travel Demand Model estimates that most individuals who live in Denton County work outside of the county, with only 37% of Denton County residents working in the county. This points to the importance of providing transportation links from Denton County to major employment destinations, primarily in Dallas County, but also in Tarrant County.

About 2.8 million trips are made each day in Denton County. Of these, about one-quarter are home-based work trips. By 2030, NCTCOG estimates that total trips will increase to more than 4.7 million. Based on the travel demand data, the highest growth in trip generation is expected to come from the area in southeast Denton County around The Colony. Areas in and around the Alliance development are also expected to see large increases in travel demand.



The Downtown Denton Transit Center, served by Connect buses and the A-train.
Source: Nelson\Nygaard Associates

Existing Transportation Network

DCTA is the primary public transportation operator in Denton County. It operates a range of services including local bus services in the cities of Denton, Lewisville, and Highland Village, A-train (and midday station shuttle bus services), university transportation operated under contract with UNT and NCTC, and Access paratransit services. Other primary regional transit operators include

- **Dallas Area Rapid Transit**, or DART, which operates a multimodal system that includes bus, light rail, high occupancy vehicle (HOV) lanes, and vanpool services for its 13 member cities
- **Fort Worth Transportation Authority**, or The T, which provides fixed route, express bus, vanpool and rider request services to the cities of Fort Worth, Blue Mound, and Richland Hills.
- The **Trinity Railway Express**, which is jointly operated by DART and The T, is a 34-mile commuter rail service linking downtown Dallas and downtown Fort Worth.
- **Special Programs for Aging Needs** (SPAN), which provides human service transportation, primarily serving Denton County's senior population in rural areas.

DCTA's transportation services include the following:

- **A-train** is a 21-mile regional rail system connecting Denton and Dallas Counties. DCTA has six A-train stations: two in Denton, three in the greater Highland Village-Lewisville area, and one at the DART Green Line at the Trinity Mills Station in Carrollton.
- **DCTA Connect** offers local fixed-route bus service in the cities of Denton and Lewisville, with nine bus routes in Denton and three in Lewisville. In January 2010, the combined Denton routes averaged 875 weekday boardings, while Lewisville services carried 219 passengers on an average weekday. Denton routes run on average headways of about 40 minutes during peak hours and midday, while Lewisville services operate approximately every 35 minutes during the peak and 70 minutes midday. Key trip generators in Denton include UNT and TWU.
- **DCTA Connect RSVP** provides peak-hour service on demand in Highland Village and north Lewisville.
- University of North Texas services are operated by DCTA in Denton, which include an eight-route weekday shuttle service and one weekend-only route for UNT through a contractual agreement. The **UNT Shuttle** service provides transportation from nearby apartment complexes to the campus, as well as circulation throughout the campus. The UNT services experience the highest ridership of any bus operations in the DCTA system. Routes average about 5,500 boarding passengers per day during the school year.
- **North Central Texas College** purchases service from DCTA to operate between Denton and Corinth, as well as to Lewisville and Flower Mound.
- **DCTA Access** service offers curb-to-curb ADA paratransit service in Denton and Lewisville. It also provides service for senior and disabled (non-ADA) residents of Denton, Lewisville, and Highland Village. Any person who wishes to use Access must complete an application, and non-seniors or non-Medicare-eligible individuals must submit a physician's affidavit of eligibility.

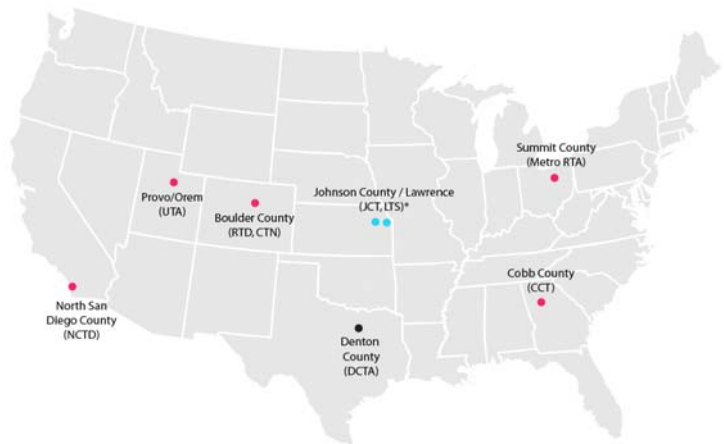
Key findings from 2009, prior to the implementation of A-train, show the following about DCTA:

- Overall, the system carried 2.1 million boarding passengers at a cost of \$6.2 million.
- On average, 17.7 passengers rode during each hour that service operated. The UNT Shuttle was by far the most productive bus service with more than 40 passengers per hour, followed by Commuter Express, the precursor to A-train service, at 12 passengers per hour.
- Operating cost per passenger was significantly higher on Connect RSVP and Access, which is to be expected for services that provide demand-response service.
- Farebox recovery was at or above 100% on both the UNT Shuttle and NCTC Shuttle due to dedicated student fees at both institutions.

LEARNING FROM DCTA'S PEERS

Five peer transit providers were selected as relevant for comparing DCTA's services, performance, and investments:

- San Diego, CA, North County Transportation District (NCTD)
- Boulder, CO, Community Transit Network (CTN)/Regional Transportation District (RTD)
- Provo/Orem, UT, Utah Transit Authority (UTA)
- Akron, OH, Metro Regional Transit Agency (Metro RTA)
- Cobb County, GA, Cobb Community Transit (CCT)



Peer findings included the following:

- DCTA provides the most cost effective service of any peer transit provider. DCTA's cost per revenue hour for both fixed route and demand-response service for 2009 was between \$49 and \$52. The national average operating cost per revenue hour (in 2008) was \$114 for fixed-route bus service and about \$60 for demand-response service.
- Most of the peer regions offer transit service to a wider service area population than what is provided in Denton County.
- Productivity (passengers per hour) on DCTA fixed-route service is comparable to its peers.
- DCTA has the highest farebox recovery ratio on both fixed-route and demand-response service, primarily because of the contribution from UNT for the UNT Shuttle.

Five peer providers were selected for DCTA. Some aspects of the service provided by Johnson County and Lawrence, Kansas are also included in this review.

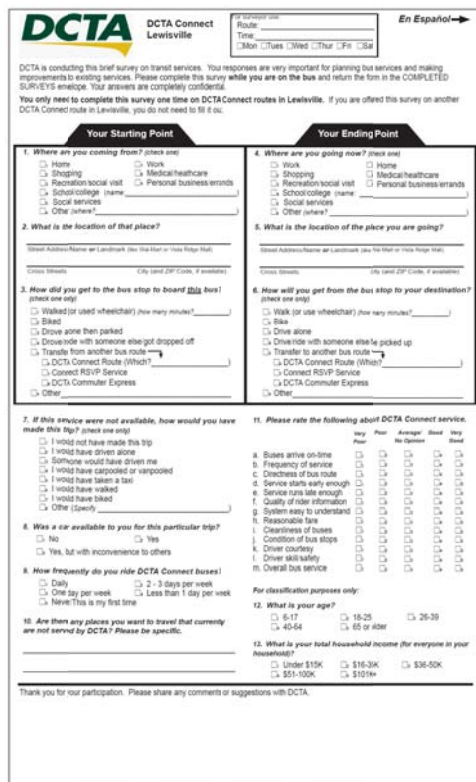
Source: Nelson\Nygaard Associates

- DCTA spends proportionally more on demand-response service than fixed-route service. Compared to the peer transit providers, DCTA provides a greater proportion of service on demand-response vehicles.
- Smart card technology is common among peers. Most of the peer transit providers are either in the process of implementing smart card technology, or are currently using it.
- There is mixed use of Automatic Passenger Counter (APC) and Automatic Vehicle Locator (AVL) technology among peers. About half of the peer transit providers are using advanced technologies to assess performance on their fixed route or demand-response services. While these technologies are more common among larger transit providers (like RTD and UTA), the cost of implementing these technologies is becoming more affordable, and the tools are providing more accurate results.

PUBLIC AND STAKEHOLDER PERCEPTIONS ABOUT DCTA

On-Board Passenger Surveys

In general, DCTA riders indicated a high level of satisfaction with transit services in the community. The most frequent suggestions for improvement included providing service later into the evening and providing additional weekend service.



The image shows a survey form for DCTA Connect Lewisville. It includes sections for 'Your Starting Point' and 'Your Ending Point', both with checkboxes for various destinations like Home, Work, Shopping, etc. There are also sections for 'How did you get to the bus stop?' and 'How will you get from the bus stop to your destination?'. The form includes a rating scale for 'Please rate the following about DCTA Connect service' and a section for 'How frequently do you ride DCTA Connect buses?'. The form is titled 'DCTA Connect Lewisville' and includes a 'Thank you for your participation' message at the bottom.

Passenger surveys were conducted on DCTA Connect buses. Riders are generally satisfied with DCTA services.

Passengers on DCTA's Connect are frequent users of the service. Nearly one-half of Denton Connect riders and 54% of Lewisville Connect riders use the service five days a week or more, and 80% of riders do not have a vehicle (car or truck) available to members of their household.

Community Intercept Surveys

Based on the results of surveys of the general public, 72% of respondents' primary mode of transportation is driving alone, followed by 14% who primarily use public transportation. While 53% of UNT campus respondents drive alone (as their primary mode of transportation), 23% said public transportation is their primary mode.

Nearly one-half (44%) of the respondents who live in Lewisville said transit does not currently serve their community.

For those who do not ride DCTA, the primary reason is a "preference to drive," followed by "service does not operate where I need it."

Among new service opportunities considered to be most appealing, new local bus service and commuter bus service along I-35W (between Denton and Fort Worth) were the most popular options.

Stakeholder Input

To initiate the Long Range Service Plan for DCTA, the consulting team conducted a series of interviews in Denton County. Stakeholders gave a wide array of ideas and suggestions about DCTA's future. According to the stakeholders, the top three strengths of DCTA include (1) overall good transit service provided, (2) the agency's dedicated staff, which does a good job of managing the system and coordinating with member jurisdictions, and (3) service updates and changes that DCTA has implemented to improve efficiency and effectiveness. The three primary weaknesses of DCTA are (1) lack of public information and awareness of DCTA, (2) temporal and spatial gaps in service, and (3) transit's ineffectiveness to change people's travel behavior.



Stakeholders recognize service updates and changes that DCTA has implemented to improve efficiency and effectiveness
Source: Nelson\Nygaard Associates

Based on a variety of comments and opinions expressed by stakeholders, the following were identified as the key needs/issues:

- Regional transit service in the I-35W corridor
- Improved/updated equipment for DCTA
- New park-and-ride facilities
- Changes to the Access program service area and eligibility requirements
- Service growth areas
- Improved services in Denton

It was acknowledged that public funding is critical, and that DCTA needs to secure local and state funding.

Input from DCTA Drivers and Dispatchers

Transit operators have a deep, and often personal, understanding of how transit service is provided, and this is certainly the case in Denton County. Drivers indicated some operational issues including difficulty staying on schedule and not enough layover time. Drivers suggested the need for newer buses and better schedule coordination between routes.

UPDATING POLICIES FOR DCTA

DCTA's vision, goals, objectives and performance standards provide a basis for establishing transit system design and operations policies, offer a methodology for evaluating services, and provide a rationale for service expansions, reductions and eliminations.

While both performance and design standards need to reflect the best thinking of agency staff members, it is critically important that they be understood and adopted by DCTA's Board. Once adopted, these policies give decision makers a rationale for supporting or rebuking proposed

service changes. They also offer transparency for Denton County residents, allowing them to understand the basis for transit service decision-making. By having adopted standards, they can be written into approved service and operating policies, and offer DCTA and its member cities a good justification for implementing route changes or discontinuing service on some routes. The adoption process can sometimes be eased when members of the Board understand that standards inform, but do not dictate, decisions.

Standards will need to be periodically revisited and updated as operating conditions and DCTA's priorities evolve and financial conditions change. While there are benefits from maintaining a consistent set of standards, it is a good idea to consider whether they continue to reflect the community's priorities about every three years.

Vision and Goals for DCTA

Currently, DCTA's service area consists of Denton, Lewisville and Highland Village. While these communities have decided to pay into DCTA, others in the county have not, and as such, the level of transit service provided in the county (compared to peer transit providers), is relatively low. The plan assumes that DCTA will continue to focus on improving mobility for those who have few transportation options, while also focusing on intercity commute trips into large employment centers. With this in mind, the updated vision statement for DCTA is as follows:

DCTA is a leader in advancing public transportation alternatives, helping to improve Denton County's economy and environment.

The following goals, in support of DCTA's vision, mission and guiding principles were developed based on current operating characteristics, staff input, stated priorities of stakeholders, and the markets for transit services:

Goal 1: Maximize service efficiency and reliability.

- Provide sufficient safe and reliable in-service vehicles to meet the daily pullout requirements for DCTA.
- Operate on-schedule within adopted on-time performance standards.
- Operate consistent headways whenever possible.
- Consistently monitor and evaluate services in accordance with adopted service standards.
- Build services around a network of intercity and local feeder services, as well as local routes/service in urban areas.
- Minimize non-revenue hours operated on all services.
- Assign vehicles by service type.
- Maintain a minimum/maximum fleet size that ensures an optimal spare to in-service fleet ratio.

Goal 2: Maximize the effectiveness of service for DCTA's ridership markets.

- Minimize service overlap/duplications.
- Provide access to major centers of demand within DCTA's service areas.
- Ensure routes are easy to understand.
- Bi-directional service should be provided by most route segments (except unidirectional commuter services), so that transit provides an equivalent alternative for travel in both directions.

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- Transfers between routes and services should be convenient and efficient.
- Operate routes directionally, minimizing the amount of off-directional travel.
- Implement strategies to expedite transit service, particularly along congested corridors.
- Ensure adequate vehicle capacity to accommodate passenger loads within the adopted maximum load standards established for fixed-route services.

Goal 3: Increase the visibility and elevate the image of DCTA.

- Provide more effective communications and marketing tools to promote transit use and to advance the vision, mission and goals of the Authority.
- Improve the passengers' experience through enhanced bus stops and passenger amenities.
- Provide easy-to-understand signage and passenger information that promotes the ease of use of the Authority's services.
- Ensure transparency and openness to the public throughout all of the agency activities.
- Partner with local organizations, businesses, municipalities and other agencies to enhance DCTA's community outreach and information efforts.

Goal 4: Expand DCTA's services into areas where transit has a strong likelihood of success.

- Provide outreach to non-participating cities and other potential public or private partners.
- Participate in potential pilot programs and partnerships to introduce transit services into communities where service is not currently available.
- Ensure that each new service is financially feasible, meets performance standards and does not negatively impact existing services.

Goal 5: Coordinate regional services with other regional transportation providers.

- Meet quarterly with transit staff from adjacent providers to review service options and coordination opportunities.
- Co-author grant applications with regional agencies and planning entities.
- Consider joint operations/shared funding of transit services that cross county boundaries.
- Promote vanpools and other ridesharing opportunities at major employers throughout North Texas.

Goal 6: Tie the provision of transit to land-use and the resulting demand levels.

- Existing services that fail to achieve established performance standards should be considered for remedial action.
- Existing services that significantly exceed standards should be augmented.
- Primary transit services (both intercity and urban trunk services) will focus on corridors where compact development patterns that feature a mix of residential, retail, and employment activities exist. Secondary transit service – community circulators – will operate in a mix of medium density, and in some cases, lower density neighborhoods.
- Transit services may not be appropriate for some communities that do not meet service implementation thresholds.

Goal 7: Advocate sustainable development practices that support transit.

- Advocate for transit-friendly building practices, working with planning staff and developers to ensure planned and future development meets transit service access criteria.
- Work with Denton County and jurisdictions within Denton County to enact zoning regulations that encourage transit-oriented development to be focused near A-train and future rail or express bus stations.
- Recommend development practices that create an environment that encourages transit use, makes transit access more convenient, and enhances pedestrian and bicycle connections.
- Encourage higher density development and reduced parking requirements in neighborhoods within easy access to high-transit ridership corridors.
- Advocate the establishment of local policies that encourage new transit-dependent land uses to be located on transit routes.
- Support infrastructure projects that complement and/or enhance the transit system's operational needs (pedestrian access to bus stops, adequate location for passengers to wait for the bus, sufficient curb space for buses, passenger amenities and transit priority treatments).

Goal 8: Strive for financial excellence by maintaining fiscally sound and sustainable financial plans and budgets that reflect community priorities and values. At the core of financial excellence is integrity, innovation, and management discipline.

- Establish and maintain high bond ratings.
- Develop capital and funding plans for critical infrastructure/replacement/maintenance.
- Provide accurate and reliable revenue and expenditure forecasts and maintain budget practices that ensure sustainability and continuity of programs and services.
- Maintain a transparent financial environment free of fraud, waste and abuse.

Performance Measures and Standards



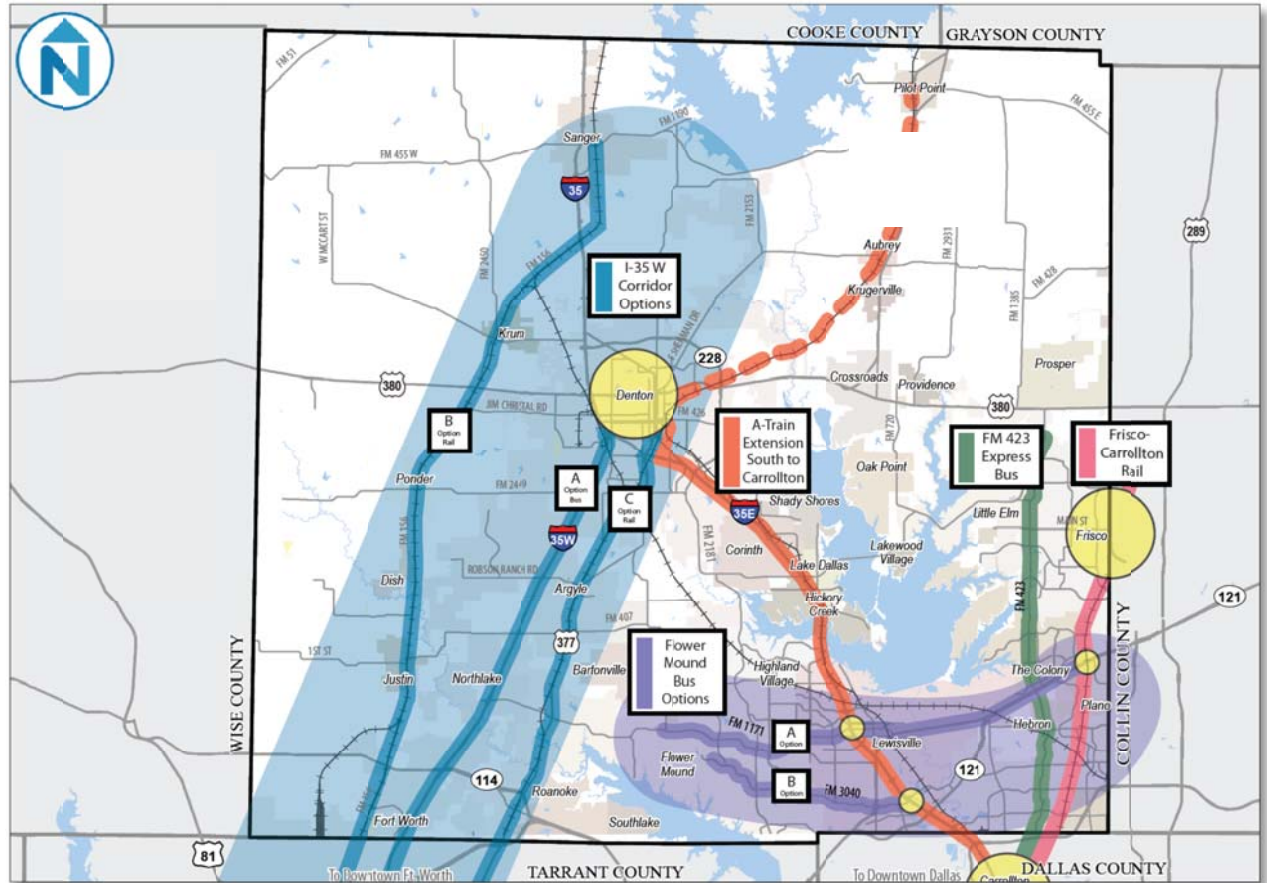
UNT services have some of the highest productivity (passengers per hour) of any of DCTA's routes.

Source: Nelson\Nygaard Associates

To achieve the goals, it is important not only to define service measures and standards, but also to adopt them as a tool for measuring the agency's successes at achieving its standards. Under a proposed route classification system for DCTA, specific standards are recommended for Regional Commuter Rail Services, Regional Express Bus Services, Regional Arterial Routes, Urban Area Trunk Routes, and Community Circulators. Service quality and reliability benchmarks for DCTA are identified, along with service design standards to guide the expansion of service to new areas and potential markets. Access paratransit performance measures are also proposed for careful monitoring.

SERVICE RECOMMENDATIONS

Long Range Regional Transit Corridors



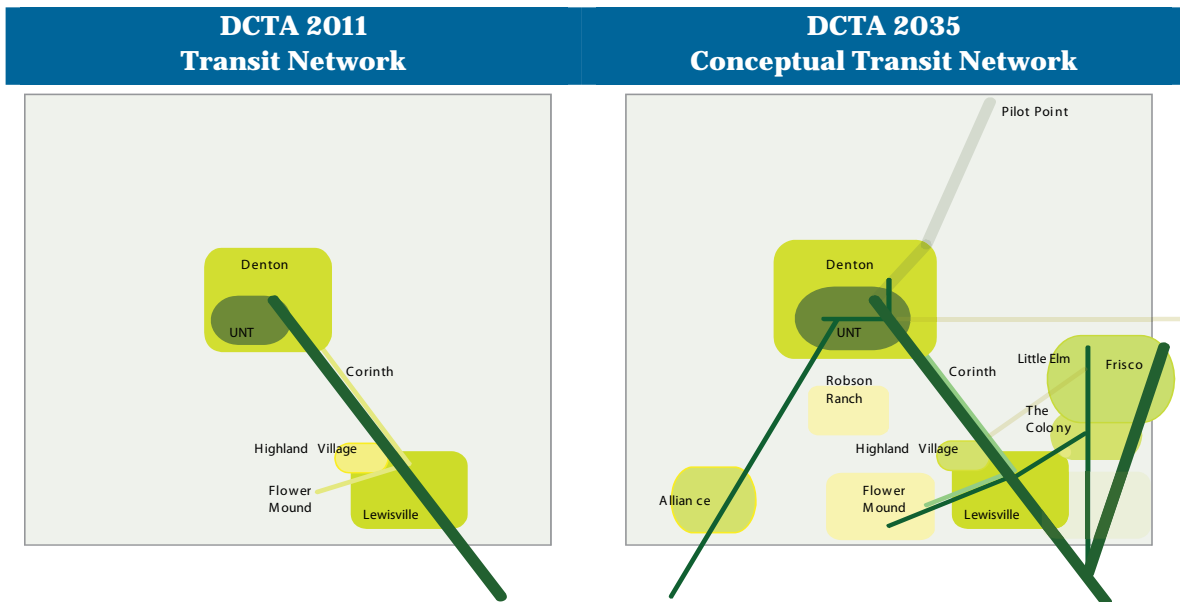
Based on this analysis, five general corridors are identified for service in this plan. It should be noted that only one of the corridors, Frisco-Carrollton, is likely to surpass the level of ridership that the new NCTCOG model projects for 2035 A-train service (A-train is projected at 6,900 daily riders), but each of these five shows signs that service development would achieve transit-supportive ridership levels. These were defined based on a combination of performance estimates, ability to address agency goals and objectives (particularly to maximize existing investments), and a series of other criteria. The actions for DCTA are as follows:

- **Continue to build on DCTA's investment in A-train through a line extension to Downtown Carrollton and increases to service frequency and hours.** With the continued maturation of service, it will be important not only to provide more options to riders with improved headways, but DCTA will also need to expand service hours beginning with the addition of mid-day train service.
- **Expand Regional Bus Service in South Denton County, feeding A-train Service.** With a stated goal of bringing additional member cities into DCTA, service along FM 1171 or FM 3040 would offer new regional arterial routes that would serve Flower Mound.
- **Provide a direct link between Denton and Fort Worth.** Nearly 1,400 daily riders are projected on a freeway express bus along I-35W. Express bus service is recommended as the

most cost-effective option in the I-35W corridor, and would allow DCTA to (1) develop and test joint operating agreements with The T and (2) confirm ridership levels/build demand for rail service. Two existing rail lines could be used for commuter rail services: the UP Railroad corridor from Denton to the Fort Worth Intermodal Center, which has the highest potential for ridership (3,550 daily riders for 2035) and the BNSF Corridor, between Sanger and Fort Worth (1,940 daily riders) which remains somewhat outside of the key future population growth areas. Alternatively, a new rail line could be constructed in this corridor if commuter bus ridership is strong and if land use policies were modified to encourage dense housing and employment development.

- **Implement multijurisdictional regional rail service.** The rail corridor from North Frisco to the Downtown Carrollton Station (at Belt Line Road) has a projected 12,000 daily riders and could be extended to achieve greater utility. This line represents a link that has been identified and previously studied and is projected to yield the highest ridership among the various alternatives evaluated.
- **Serve East County residents along FM 423.** The highest ridership regional arterial bus corridor would serve residents of Little Elm, Frisco, and The Colony, and has a projected 2,500 daily riders. This route would provide a logical initial bus service to test the potential viability of the recommended Frisco-Carrollton BNSF line commuter rail service.

If the recommended service investments are implemented, DCTA's future network is anticipated to reflect the areas of greatest demand, linking Denton County's most populous communities.



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A summary of basic performance characteristics for these corridors is shown in the following table:

Evaluation of Corridors Summary

Corridor	Description	Mode	2035 Performance		2035 Costs		2035 Total Daily Boardings	Carry Forward?
			Operating Cost per Passenger	Passengers per Hour	Capital Investment	Annual Operating Cost		
A-train	A. A-train Denton-Downtown Carrollton	Rail	\$5.60 ▲	164 ▲	\$39,119,700 ◆	\$9,758,800 ◆	6,900 ▲	YES ▲
	B. A-train extension to Pilot Point		\$6.50 ▲	140 ▲	\$331,569,800 ▼	\$14,638,300 ▼	8,800 ▲	YES ▲
	C. A-train extension to Sanger and County Line		\$7.90 ▲	116 ▲	\$385,499,800 ▼	\$14,638,300 ▼	7,300 ▲	NO ▼
South Denton County /Flower Mound	A. Bridlewood -The Colony via FM 1171	Arterial Limited-Stop Bus	\$5.00 ▲	20 ◆	\$3,603,000 ▲	\$1,052,300 ▲	800 ▲	YES ▲
	B. Flower Mound-Hebron A-Train via FM 3040		\$3.30 ▲	29 ▲	\$3,845,300 ▲	\$862,700 ▲	1,000 ▲	YES ▲
I-35W Corridor	A. Denton to Downtown Fort Worth via I-35W	Freeway Express Bus	\$3.90 ▲	24 ▲	\$4,529,300 ▲	\$1,361,300 ◆	1,400 ▲	YES ▲
	B. Sanger to Downtown Fort Worth via BNSF Rail	Rail	\$23.70 ◆	38 ▼	\$712,095,700 ▼	\$11,710,600 ▼	1,900 ▲	NO ▼
	C. Denton to Downtown Fort Worth via UP Rail	Rail	\$10.20 ▲	89 ▲	\$540,876,700 ▼	\$9,270,900 ◆	3,500 ▲	YES ▲
Frisco-Carrollton	North Frisco to Downtown Carrollton	Rail	\$1.20 ▲	752 ▲	\$377,662,500 ▼	\$3,717,700 ▲	12,000 ▲	YES ▲
FM 423	Little Elm to Downtown Carrollton via FM 42	Arterial Limited-Stop Bus	\$1.80 ▲	52 ▲	\$3,604,200 ▲	\$1,161,000 ▲	2,500 ▲	YES ▲

Legend: ▲ Most Positive Outcome ▲ Somewhat Positive Outcome ◆ Fair/Neither Good nor Bad
▼ Somewhat Negative Outcome ▼ Most Negative Outcome

Feeder Bus Services in Support of Long Range Corridors

If implemented, the North Frisco to Carrollton rail corridor would feature four stops in or near Denton County: Frisco Main Street Station, Texas SH 121 Station (Plano/The Colony), Plano Parkway Station and George Bush Turnpike Station (Carrollton). Local transit service is not currently provided in the northern part of the corridor, while some DART service is provided in the southern part of the corridor (in Carrollton and Plano south of Highway 121). Potential new feeder service for stations along the corridor could be implemented:

- Two feeder bus routes serving Main Street Station operating in Frisco
- A feeder route connecting Main Street Station with West Frisco and Little Elm
- A feeder route operating from SH 121 Station and serving The Colony

- A feeder route operating between Windhaven Parkway Station and SH 121 Station, serving Southwest Plano

In addition, the extension of several existing DART routes may be considered, including Routes 452, 347, 534, 531, and 333.

In support of services in the I-35W corridor, feeder bus service is recommended to serve the major employers in the Alliance area. Services should provide access in Roanoke, along key roads and to Alliance Airport.

Service Improvement and Expansion Options

The long range service planning process included the collection of route-level ridership data, such as passenger boardings and alightings by stop. This data has been used by DCTA as it continues to modify local services to respond to changing conditions, and will provide useful information for future short-term service planning efforts conducted by DCTA. Data collected was also reviewed to develop general near-term service guidelines and considerations, as well as opportunities to support long-term service recommendations.

While DCTA operates a range of transit services, in recent years the agency has invested heavily in the A-train, which could be considered the “spine” of DCTA’s service network. Because of the investment in A-train, near-term service improvement and expansion options focus on preserving and maximizing DCTA’s existing investment. DCTA has several opportunities to strategically develop and enhance local transit services as a way of laying the foundation for upgrades to the regional transit network. Bolstering service in Denton, by improving headways, and defining a strategy to improve interconnectivity between local buses and A-train are priorities for the agency in the short-term. Lewisville and Highland Village will likely see improvements on local bus services to better align with the A-train, but major service changes in these cities are not recommended in the short term.

Near-Term Service Improvement Options

Denton. As the largest city in Denton County, Denton not only features most of DCTA’s transit service, but is also the community where transit has the greatest potential to succeed. Now that the A-train is operational and terminates at the Downtown Denton Transit Center, this has become the primary transfer location for all Denton Connect routes. Service alternatives and recommendations include the following:

- **Better schedule integration between Connect and A-train.** It is recommended in the short-term that weekday service hours on Connect should better match the service hours on A-train.
- **The development of high-frequency transit service spines in Denton.** While Connect provides good local coverage throughout Denton, one of the goals of the service should also be to provide “first mile” and “last mile” connections for regional commuters on A-train.
- **Additional service frequency.** Many of the corridors in Denton justify higher service frequencies, or at least as frequent as service being provided in Lewisville (which is approximately every 35 minutes during the peak). As such, it is recommended that in the near-term, DCTA consider improving service frequencies on all Connect routes.
- **Service along Airport Road.** A new route to the Denton Municipal Airport area is proposed within the short-term.

Highland Village and Lewisville. Performance on Connect RSVP should be monitored closely. Connect service in Lewisville is provided with three routes (21, 22 and 23) operating approximately every 35 minutes during the peak periods on weekdays and hourly on Saturday. In May 2011, Lewisville Connect had roughly 7,000 passenger boardings, which is indicative of the continued ridership increases experienced in Lewisville.

While this study has indicated that DCTA's services in Lewisville provide adequate coverage in the near-term, there is opportunity to provide more consistent frequencies through the day on Connect. Since most the services in Lewisville and Highland Village are less mature than Denton, the services should be monitored more closely.

NCTC Connections. Potential changes to the NCTC Shuttle could be considered:

- **Extend NCTC Shuttle service in Denton.** While service to the Med Park A-train station offers connections to Connect Route 2 and the Colorado Express UNT Shuttle, service to the two main destinations in Denton require a transfer. Service can be extended to the UNT campus, which would also provide UNT students living in Lewisville or Flower Mound with a single-seat ride. Another option would be to extend service to the Downtown Denton Transit Center where connections can be made to all Denton Connect routes rather than Route 2 alone.
- **Expansion of service hours.** While the NCTC Shuttle offers seven round trips daily, service headways are about every 90 minutes. Adding one additional bus to this route would offer service about every 45 minutes, which would offer students significantly more travel choices.

Demand Response. Resources committed to Access in relation to those designated for local Connect fixed-route service is a higher proportion than the majority of DCTA's peers. DCTA should consider modifications to its Access policies and procedures to realize greater operating efficiencies and to reserve use of the service for those unable to use the fixed-route services due to a certified disability. This would result in a smaller pool of users and allow DCTA to redirect resources toward improving general public services.

Investments in technology. It is recommended that DCTA enhance transit traveler information. This should be done by updating the agency's Google Transit feed, participating in the Regional 511 effort and looking at opportunities to provide real-time information to users from the internet, mobile devices, or telephones. Service providers such as NextBus and TransLoc actively manage the reporting of an agency's Automated Vehicle Locator (AVL) data and present it to passengers via the Web or mobile phone applications. DCTA should also pursue efforts to promote transit via regional traffic and transit information websites.

DCTA can also enhance operations data reporting and system management by getting route segment-level schedule adherence reports on a regular basis. Transit vehicle tracking allows a transit agency to monitor current transit vehicle location using an AVL system. DCTA could consider the development of standard reports that analyze AVL and farebox data for planning purposes. DCTA will need to integrate fareboxes with AVL equipment allowing tracking of boarding activity by stop location and the ability to offer transfers based on the characteristics of the route where the ride was initiated. A public announcement system can also be integrated with an AVL system, enabling stop announcements in accordance with ADA requirements, and allowing DCTA staff to place important messages regarding service modifications, public information meetings, promotions, etc.

Longer-Term Service Expansion Options

Longer term, with the introduction of new regional services, DCTA must work to support those services by developing feeder routes and introducing technologies that will make it easier for riders to use and pay for transit, while making it easier for DCTA to plan for service changes and monitor the use of transit. Opportunities for closer joint service planning at the local level — particularly with DART, which has some services in southeast Denton County — will result in overall improvements to the county's transit network. DART has begun providing services under contract to non-member cities, and could potentially operate more local services in the vicinity, including in The Colony, Plano, or further to the north in Frisco. It is not known whether these operations may be more cost-effective than DCTA services, but they may provide an opportunity for Denton County non-member cities to purchase services and test the viability of transit.

Other communities in Denton County that become member cities would be eligible to receive service in return for their investment, based on precedents in the existing member cities. These communities could be served by general public demand response service, under contract with a taxi or local service provider, or deviations from intercity fixed route services, depending on where services are carried forward.

Supporting Transit through Investments in Multimodal Design

Some of the issues that arose in the development of the plan include a lack of sidewalks in many portions of Denton County, limited amenities for transit users, and a need for bicycle connectivity and amenities. As a long-range plan, rural, suburban, and small town urban design guidelines are provided to maximize access to transit, provide safety for transit users, and promote multimodalism in general. DCTA is encouraged to work more closely with local jurisdictions and Denton County to address the following:

- Making transit-friendly communities
- Developing street patterns that work for transit
- Designing streets for multimodal transportation
- Improving transit facilities for Denton County

IMPLEMENTATION

As a roadmap for future investments, implementation of the plan requires a wide range of activities. A schedule for the phased implementation of the recommendations assumes some minor service improvements to support the investment in A-train over the next five years, with the introduction of new regional services spaced over the 25-year planning horizon. Assuming the availability of funds for both operating and capital needs within five years, the following are proposed:

- Additional service hours on Denton Connect
- Better weekend schedule integration of Connect and A-train



Implementation of recommended services will require refinement, public involvement and marketing.

Source: Nelson\Nygaard Associates

DENTON COUNTY TRANSPORTATION AUTHORITY
Transportation Reinvestment Program (TRiP)

Board Approved 11/12/2020

I. POLICY STATEMENT

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

II. SCOPE

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

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

III. FUNDING

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

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

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

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

Multiple municipalities may pool their allocated amounts to allow more flexibility in financing larger, mutually beneficial projects. Member cities could accrue allocated funds each fiscal year in order to fund a larger project. Funds remain with DCTA, designated to each member city, until dispersed to an approved project. Funds will remain with DCTA until reimbursements have been made to the member city for an approved project. Unobligated funds designated to each member city may rollover for up to three years.

IV. ELIGIBLE PROJECTS

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

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

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

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

V. PROJECT SELECTION

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

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

Should a member city have a project that timing would necessitate an application prior to the call for projects, a city may submit an application for pre-award authority. Any cost difference

between the member city's allocated funding for that year and the project cost, may be reimbursed in subsequent years or borne by the member city.

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

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

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

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

VI. DISBURSEMENT

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

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

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

- Project identifier
- Approved project budget
- TRiP funds programmed for the project
- Expenses incurred
- Percentage completion

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

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

VII. PERFORMANCE EVALUATION AND REPORTING

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

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

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

VIII. ETHICS AND CONFLICTS OF INTEREST

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

Procedures when identifying a potential conflict of interest will comply with Chapter 171 of Texas Local Government Code regarding conflicts of interest. If an officer or employee involved in the project selection process has a substantial interest in a business entity or in real property, that person must file an affidavit stating the nature and extent of the interest and abstain from further participation.¹

IX. SUBJECT TO AUDIT

DCTA shall establish a system of written internal controls which will be reviewed

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

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



Board of Directors Memo

January 22, 2026

AGENDA ITEM: Discuss and Consider Approval of a Resolution Approving Budget Revision 2026-02 in the amount of \$225,000 to be Allocated for the Purchase of Two (2) Cutaway Buses

Recommendation

Staff recommends the Board approve a Resolution approving Budget Revision 2026-02 in the amount of \$225,000 to be allocated for the purchase of Two (2) Cutaway Buses.

Background

This item accompanies the memo and briefing accompanying Regular Agenda Item 04.

Entering the budget process for FY26, DCTA owned and operated 16 cutaway bus vehicles. Eight of those vehicles were placed into service in model year 2018, and eight were placed into service in model year 2021. These vehicles have a useful life, as defined by the Federal Transit Administration, of 5 years and 150,000 miles. The eight (8) model year 2018 vehicles are beyond useful life in terms of years (seven) and miles (average 165,000).

DCTA budgeted replacement of one vehicle this fiscal year due to ongoing work during the FY26 budget process to identify opportunities to consolidate operations and reduce overall fleet size. Two cutaway buses have already been retired from Access service and will be disposed of through efforts to drive efficiency in paratransit trip dispatching and routing. The accompanying memo and briefing item in RA04 will describe DCTA's successful efforts to take another step in fleet consolidation.

One of those consolidation opportunities requires the purchase of two cutaway vehicles. This budget revision advances \$225,000 from the FY2027 Long Range Financial Plan into the current fiscal year to accommodate the purchase of the two recommended vehicles in RA04.

This fleet replacement is in line with the DCTA's overall fleet plan.

Previous Board Activity & Action

None.

Identified Need

Replace fleet vehicles that have exceeded their useful life with new vehicles and reduce the overall size of the DCTA cutaway fleet.

Financial Impact

See attached budget revision.

Exhibits

Exhibit 1: Draft Resolution

Submitted By:

Lisa Taylor, Vice President of Operations

**DENTON COUNTY TRANSPORTATION AUTHORITY
RESOLUTION NO. R26-02**

A RESOLUTION OF THE BOARD OF DIRECTORS OF THE DENTON COUNTY TRANSPORTATION AUTHORITY (DCTA) APPROVING FISCAL YEAR 2026 BUDGET REVISION NUMBER 2026-02 REVISED OPERATING & CAPITAL BUDGET, ATTACHED HERETO AS EXHIBIT “A”; PROVIDING A REPEALING CLAUSE; AND PROVIDING AN EFFECTIVE DATE.

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

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

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

WHEREAS, the Board of Directors of DCTA desires to amend the Fiscal Year 2026 Operating and Capital Budget as set forth in Exhibit “A”.

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

SECTION 1. The Operating and Capital Budget Revision attached hereto as Exhibit “A,” be, and the same is hereby adopted and which shall amend the original budget adopted August 28, 2025, from and after the effective date of this Resolution.

SECTION 2. All provisions of the resolutions of the Board of Directors of the DCTA, in conflict with the provisions of this Resolution be, and the same are hereby, repealed, and all other provisions not in conflict with the provisions of this Resolution shall remain in full force and effect.

SECTION 3. This Resolution shall become effective immediately upon its passage and approval.

DULY PASSED AND APPROVED BY THE BOARD OF DIRECTORS OF THE DENTON COUNTY TRANSPORTATION AUTHORITY THE 22ND DAY OF JANUARY, 2026.

APPROVED:

Andy Eads, Chair

ATTEST:

Daniel Jaworski, Secretary

DENTON COUNTY TRANSPORTATION AUTHORITY (DCTA)
BUDGET TRANSFER / REVISION REQUEST

TRANSACTION TYPE:		Transfer <input type="checkbox"/>			Number:	2026-02
		Revision <input checked="" type="checkbox"/>				

Expense	Project #/ Account #	Dept/Account	Current Budget Amount	Budget Revision Amount	Revised Budget Amount
Capital Expense	600005	Fleet-Cutaway Bus	\$ 225,000	\$ 225,000	\$ 450,000
Net Position Impact				\$ 225,000	

EXPLANATION: Budget Revision 2026-02 is for a budget revision to add \$225,000 to the Fleet - Cutaway Bus (Capital project # 600005) for FY2026. The Board of Directors approved one cutaway bus in the FY26 budget. It has been determined that with the larger fuel tanks in the newer buses, it is more cost effective to buy two buses at this time saving money in future years. It also reduces the number of cutaways we need to replace in future years.

Approvals:

Requested By:



Title

VP, Operations

Reviewed By:



Senior Manager of Budget & Grants

Approved By:



VP, Finance



Board of Directors

January 22, 2026

AGENDA ITEM: Discuss Update on the DCTA Fleet Plan and Consider Authorizing the Chief Executive Officer to Negotiate and Execute Necessary Documents for the Purchase of Two (2) Cutaway Buses Not to Exceed \$450,000

Recommendation

Staff recommends the Board authorize the Chief Executive Officer to Negotiate and Execute Necessary Documents for the Purchase of two (2) Cutaway buses in an amount not to exceed \$450,000.

Background

As part of the Denton County Transportation (DCTA) fleet plan, staff seeks to replace four (4) Cutaway buses through the purchase of two (2) new vehicles. We currently have sixteen (16) Cutaways in the fleet. Two (2) cutaway buses have already been retired from Access service and will be disposed of, eight (8) of which are beyond useful life in both years (average 7) and miles (average 165,000). This fleet replacement is in line with the DCTA's overall fleet plan.

The Board received a briefing on this item in the June 2025 budget workshop, and it was approved as an Expanded Level Project to purchase a single cutaway as fleet replacement. However, subsequent evaluation identified an opportunity to replace four (4) buses with the purchase of two due to the increased fuel capacity of the buses to be purchased increasing from 25-gallons to 57-gallons. With this approval, the agency will purchase two (2) ABROC Spirit of Mobility Cutaway Buses utilizing the State of Oklahoma contract SW0797C in an amount not to exceed \$450,000.

Previous Board Action

The Board received a briefing on this item in the June 2025 budget workshop.

Identified Need

Replace fleet vehicles that have exceeded their useful life with new vehicles and reduce the overall size of the DCTA cutaway fleet.

Financial Impact

DCTA has budgeted \$225,000 for the Fiscal Year (FY) 2026 Capital Budget for the purchase of this vehicle. The accompanying budget revision (RA03) would enable the purchase of the second bus requested by this item. DCTA has an approved program grant, FY18 Sec 5339 Fleet Replacement of \$316k that can be used on an 85/15 match, in accordance with the funding split anticipated in the executed agreement.

Exhibits

None.

Submitted By:

Lisa Taylor, Vice President of Operations



Board of Directors

January 22, 2026

AGENDA ITEM: Discuss and Consider Authorizing the Chief Executive Officer to Negotiate and Execute Necessary Documents to Refurbish One (1) Gillig Bus in an Amount Not to Exceed \$500,000

Recommendation

Staff recommends the Board authorize the Chief Executive Officer to negotiate and execute necessary documents to refurbish one (1) Gillig bus in an amount not to exceed \$500,000.

Background

The Denton County Transportation (DCTA) fleet plan includes the refurbishment of older model Gillig buses that have reached the end of useful life. The FY26 budget includes funding to refurbish Bus #601, a model year 2006 Gillig, 35-foot heavy-duty transit bus. The bus and those like it in the fleet have performed well with regular maintenance, far beyond their typical useful life. Staff anticipates that refurbishing this vehicle will extend its useful life by an additional 10 years as a cost-effective alternative to purchasing additional new buses. When refurbished, the bus will also be outfitted with all standard DCTA technology, matching the capabilities of the rest of the fleet. This initial refurbishment will be tested and evaluated by DCTA once it is complete, which will help guide future fleet decisions to potentially refurbish additional buses.

The Board received a briefing on this item in the June 2025 budget workshop, and it was approved as an Expanded Level Project. With this approval, the agency will contract with Classic Coach Works to refurbish bus #601 in an amount not to exceed \$500,000.

Previous Board Action

The Board received a briefing on this item in the June 2025 budget workshop.

Identified Need

Extend the useful life of the fleet.

Financial Impact

DCTA has budgeted \$500,000 for the Fiscal Year (FY) 2026 Capital Budget for the refurbishment of this vehicle.

Exhibits

None.

Submitted By:

Lisa Taylor, Vice President of Operations



Board of Directors Memo

January 22, 2026

AGENDA ITEM: Discuss the Purchase of Three (3) 2020 Gillig Buses from Dallas Area Rapid Transit

Recommendation

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

Background

The Dallas Area Rapid Transit Authority (DART) has identified three (3) contractor-operated diesel buses that do not fit within their current fleet of CNG buses and is working to dispose of them. DCTA and DART are reviewing the value of the buses and potential pricing for a sale from DART to DCTA.

The acquisition of these 2020 Gillig buses aligns with DCTA's fleet plan, as they would satisfy the planned purchase of "new" buses in a more cost-effective manner.

If terms can be agreed upon between the agencies, the final cost of the buses to DCTA will include not only the purchase from DART but also costs related to exterior wrapping of the buses, 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.

Previous Board Action

There has been no prior Board action specifically authorizing the acquisition of vehicles from DART.

Identified Need

The availability of three (3) used diesel buses from DART presents a potential opportunity to accomplish the agency's fleet plan in a more cost-effective manner. DCTA's fleet needs to be modernized to enable the agency to continue providing quality service.

Financial Impact

None. This is a discussion item only.

Exhibits

None.

Submitted By:

Lisa Taylor, Vice President of Operations

Board of Directors Memo

January 22, 2026

AGENDA ITEM: Discuss Update on the A-train Enhancement Program and Consider Approval of Matching Funds in the Amount of \$6.25M for Federal Discretionary Grant Application for Construction of the Downtown Carrollton Extension and Platform

Recommendation

Staff recommends the Board approve matching funds in the amount of \$6.25M for Federal Discretionary Grant Application for construction of the Downtown Carrollton Extension and Platform

Background

The A-train Enhancement Program is a comprehensive initiative focused on improving regional connectivity, service reliability, capacity, safety, and customer experience along the A-train corridor. Key elements of the program include targeted infrastructure upgrades, track and signal infrastructure upgrades, and strategic extensions intended to strengthen connectivity to regional destinations.

One of the priority components of the program is the proposed Downtown Carrollton Extension and Platform, which would extend the A-train to enable a single-seat transfer to the DART Silver Line and DFW Airport.

To advance this project, the agency is preparing a Federal Discretionary Grant application to support the construction phase. Federal participation requires a local funding match, which is a subject of this agenda item.

At the same time, the agency is submitting funding request documentation for the project to the North Central Texas Council of Governments for funding consideration, since the project is included in the region's 2050 Mobility Plan.

Program Status Update

Preliminary Engineering and Schematic Design – Downtown Extension and 15-Minute Headways (Task Order 2)

Under Task Order 2, preliminary engineering and schematic design activities continue to advance in support of the Downtown Extension and achieving 15-minute headways. Survey activities have begun outside of the railroad Right-of-Way (ROW), and coordination for DART ROW access and required safety training is currently underway.

While ROW access is being finalized, the design team is utilizing aerial survey data in combination with information obtained from surveys outside of the ROW to advance key design elements. This approach allows schematic design development to proceed, including evaluation of track geometry, preliminary infrastructure concepts, and operational constraints, while required access and safety processes are completed.

Curve and Speed Improvements – Signal and Corridor Analysis (Task Order 3)

Under Task Order 3, Rio Grande Pacific is currently advancing the signal engineering scope necessary to support curve and speed improvements along the corridor. This work is focused on determining

where and when corridor improvements are required, as well as identifying opportunities to enhance signal preemption and overall operational efficiency.

Findings from the signal engineering effort will inform the sequencing and prioritization of corridor improvements and help align infrastructure investments with long-term service expansion objectives.

Service Hours Expansion and Operational Analysis (Task Order 4)

Under Task Order 4, the consultant team is gathering information related to operational requirements necessary to expand service hours. In certain cases, the consultant is making reasonable operational assumptions for the shortline freight operator on the corridor, DGNO, to allow the analysis to move forward where complete information is not yet available.

This work is being closely coordinated with ongoing Positive Train Control (PTC) analysis that will provide options with a recommendation for investment in upgrading or dual-equipping to ensure operational compatibility with the two rail operations – A-train and DGNO – running along the same corridor during the same schedule windows.

Program Cost Estimate and Grant Readiness

An updated program cost estimate is being finalized with an update to the Board anticipated in February. This estimate will reflect the evolving potential scope of track and signal improvements and findings across all task orders. This updated program cost estimate will support other upcoming grant opportunities at the regional and federal level. By the end of the current design tasks, estimated at the end of this fiscal year, finalization of the program estimate will position the agency to pursue project delivery and implementation funding while demonstrating project readiness and financial clarity.

Regional Funding and Discretionary Grant Application

Staff is coordinating with the NCTCOG to include the project in the upcoming Transportation Improvement Program (TIP) modification to enable funding availability in approximately September 2026, which is expected to coincide with procurement timelines for the Downtown Carrollton Extension. It is anticipated that the RTC will assist funding of the project, along with DCTA local funds. The project is currently included in the Region's 2050 Mobility Plan, programmed at \$125M.

The table below outlines funding for the Downtown Carrollton Extension currently in the FY26 Long Range Financial Plan. The \$76.6M project total assumes the project as currently programmed: a two mile extension to Downtown Carrollton with a passenger platform, an extension of the existing Centralized Traffic Control and E-ATC Positive Train Control System to Downtown Carrollton but without additional infrastructure, including PTC modification, that might be required to accommodate concurrent A-train and DGNO freight operations. Should the completion of the above task orders identify additional infrastructure costs based on recommendations, the breakdown of these funding items will adjust accordingly.

There has been no commitment of regional funding for the A-train project at this point. The table below reflects assumptions made in the DCTA Long Range Financial Plan regarding Discretionary Capital Grant funding.

	Total Project	DCTA Capital	Discretionary Capital Grants
DT Carrollton A-train Extension	\$76.6M	\$11.5M	\$65.1M

Previous Board Activity and Action

The Board has previously received briefings and updates on the A-train Enhancement Program, including discussions regarding long-term system improvements and potential corridor extensions. The work currently underway was authorized by the Board in the August and September 2025 Board meeting(s).

In prior actions, the Board authorized staff to:

- Continue planning and engineering activities associated with the A-train Enhancement Program;
- Coordinate with local, regional, and federal partners to pursue external funding opportunities; and
- Advance project development efforts necessary to position priority projects for competitive federal grant programs.

While the Board has expressed support for pursuing grant opportunities related to the Downtown Carrollton Extension, formal approval of matching funds for the construction phase has not yet been considered.

Identified Need

Approval of matching funds in the amount of \$6.25M is necessary to submit a competitive Federal Discretionary Grant application for the construction of the Downtown Carrollton Extension and Platform. Federal grant programs typically require a demonstrated local financial commitment as a condition of eligibility and competitiveness.

Providing the local match will:

- Enable the agency to pursue significant federal funding that could substantially reduce the overall local financial burden of the project;
- Demonstrate regional and local commitment to expanding and enhancing passenger rail service;
- Support economic development, mobility, and accessibility goals within Downtown Carrollton; and
- Advance a key component of the A-train Enhancement Program from planning into implementation.

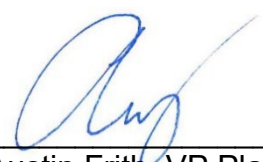
Financial Impact

This action, if approved, would obligate \$6.25M in DCTA capital if the grant is awarded. If the grant is not awarded, the funds are not required to be expended.

Exhibits

None.

Submitted By:


Austin Frith, VP Planning and Development

Board of Directors Memo

January 22, 2026

AGENDA ITEM: Discuss Update on the Intermediate Service Plan Phase III

Recommendation

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

Background

The Intermediate Service Plan was structured as a phased approach to improving service performance, customer experience, and financial sustainability across DCTA's multimodal network.

- **Phase I** demonstrated that increased frequency on core fixed routes can drive ridership growth and reduces reliance on microtransit for high-volume origin-destination corridors.
- **Phase II** focused on network integration, including university service efficiency, A-train connectivity, and the introduction of GoZone buffers near high-performing fixed routes.
- **Phase III** builds on these outcomes by evaluating where fixed route expansion and microtransit flexibility can be best aligned to improve overall system performance.

Phase III evaluates targeted service expansion, not systemwide growth. The analysis is designed to answer a central question: *Where can fixed route service provide more trips more cost effectively, and where does microtransit remain the most effective tool?*

To address this, staff developed multiple network scenarios that vary the level of fixed route expansion, university service configuration, and corresponding reallocation of microtransit capacity.

Scenario Evaluation Framework

Each Phase III scenario is evaluated using:

- FY25 fixed route ridership data, GoZone ridership data, and planning forecasts
- Resource requirements including buses, operators, and service hours
- Cost-per-passenger analysis
- Rough Order of Magnitude (ROM) operating costs

This framework allows scenarios to be compared on relative performance and tradeoffs, rather than serving as final implementation estimates.

Key Planning Insights

Analysis indicates that:

- Microtransit remains most cost-effective in areas with dispersed or low-density demand, where fixed route service would be inefficient.
- Fixed route service becomes more cost-efficient in moderate to high-demand corridors, where ridership concentration lowers cost per passenger.
- Expanding fixed routes in appropriate corridors can free microtransit capacity, allowing those resources to be redeployed to service coverage gaps, lower-density areas, or to improve key performance indicators such as wait times and seat unavailability in Lewisville and Highland Village.

The cost-curve relationship is central to how Phase III scenarios were constructed and evaluated. Phase III analysis has reached a point where:

- Resource and ridership tradeoffs between scenarios are clearly visible
- Multiple viable paths forward exist
- Further refinement would benefit from Board guidance on priorities and values

Board discussion and feedback at this stage will focus on:

- Identifying which scenarios warrant further refinement
- Clarifying balance of cost efficiency and coverage
- Upcoming analysis and public coordination efforts

No implementation decisions are requested at this time. Staff anticipates making a Board recommendation for action in the March or April Board meeting for implementation of service modifications, if approved, in July.

Previous Board Activity and Action

April 24, 2025 – (RA05) Discuss Update on Intermediate Service Plan Phase II

July 24, 2025 – (RA04) Discuss Update on Intermediate Service Plan Phases II and III

October 23, 2025 – (RA03) Discuss Update of Intermediate Service Plan Phase III and Bus Stop Design Guidelines Development

Identified Need

DCTA's current service strategy focuses on replacing high-volume, repetitive microtransit trips on with corridors where fixed-route service can operate more efficiently. At the same time, demand in lower-density and more dispersed areas continues to require flexible service to maintain coverage and performance. Phase III addresses the need to better align service modes with demand patterns to improve ridership, control operating costs, and equitably distribute service across member cities.

Exhibits

None.

Submitted By:



Karina Maldonado, Planning Manager

Reviewed By:



Austin Frith, VP Planning and Development

Board of Directors Memo

January 22, 2026

AGENDA ITEM: Safety, Service, and Ridership Reports – November and December 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 November and December of 2025.

Monthly Report

In November 2025, DCTA recorded 249,803 total passenger trips. Ridership in December 2025 totaled 182,845 passenger trips, representing a 26.8% decrease from November and 3.0% decrease compared to December 2025, as reflected in the FY26 monthly comparison chart.

Despite the year-over-year decrease in December, several services continued to perform well. A-train ridership is showing strong year over year performance. Fixed-route bus ridership remained stable through the end of the fall semester, while Connect routes continued to show strength following ISP Phase I improvements. GoZone ridership remained stable compared to last year, supported by continued strong performance in Lewisville and Highland Village.

Overall, FY26 year-to-date ridership through December totals 772,860 passenger trips, compared to 821,937 trips during the same period in FY25, representing a 6.0% decrease year-over-year, as shown in the FY26 cumulative trend chart. This decline is driven primarily by a 19% decrease year over year in UNT ridership. Non-UNT services continue to perform well, helping to offset declines in university ridership. These trends reflect resilience across rail, fixed-route, paratransit, and vanpool services and support continued progress as ISP Phase III planning advances.

The three-month trend of passenger trips on major modes is presented in the following table.

	Unlinked Passenger Trips Three-Month Trend					
	FY25	FY26				
					November- December % Change	December 2025-2026 % Change
	December	October	November	December		
Bus*	75,624	205,505	130,572	66,343	-49.2%	-12.3%
Rail	19,694	32,180	23,288	21,068	-9.5%	7.0%
GoZone	67,392	72,089	67,672	67,677	0.0%	0.4%
Access	2,387	4,775	2,308	2,277	-1.3%	-4.6%
Van Pool**	23,448	25,663	25,963	25,480	-1.9%	8.7%
TOTAL	188,545	340,212	249,803	182,845	-26.8%	-3.0%

* UNT, Connect, and Non-Connect Fixed Routes

**Vanpool data lags by one month

[https://dcta1-my.sharepoint.com/personal/afriht_dcta_net/Documents/\[Copy of FY19-FY25Compare_Jan 26 \(version 2\) - Copy.xlsx\]Memo_Tables](https://dcta1-my.sharepoint.com/personal/afriht_dcta_net/Documents/[Copy of FY19-FY25Compare_Jan 26 (version 2) - Copy.xlsx]Memo_Tables)

The following chart below presents a summary view of the overall ridership trend by mode from fiscal year start through December comparison for FY2021 to FY2026.

	Unlinked Passenger Trips - FY through December					FY25- FY26 %
	2022	2023	2024	2025	2026	
UNT	294,314	407,353	501,537	374,642	303,610	-19.0%
Connect	44,540	28,920	56,733	87,303	98,080	12.3%
Non-Connect	3,226	2,211	450	914	730	-20.1%
A-train	46,447	55,403	64,744	76,301	76,536	0.3%
GoZone	106,700	203,689	216,337	210,595	207,438	-1.5%
Access	5,176	6,162	6,387	7,500	9,360	24.8%
Vanpool*	54,414	60,281	65,028	64,682	77,106	19.2%
TOTAL	554,817	764,019	911,216	821,937	772,860	-6.0%
*Vanpool data lags by one month						

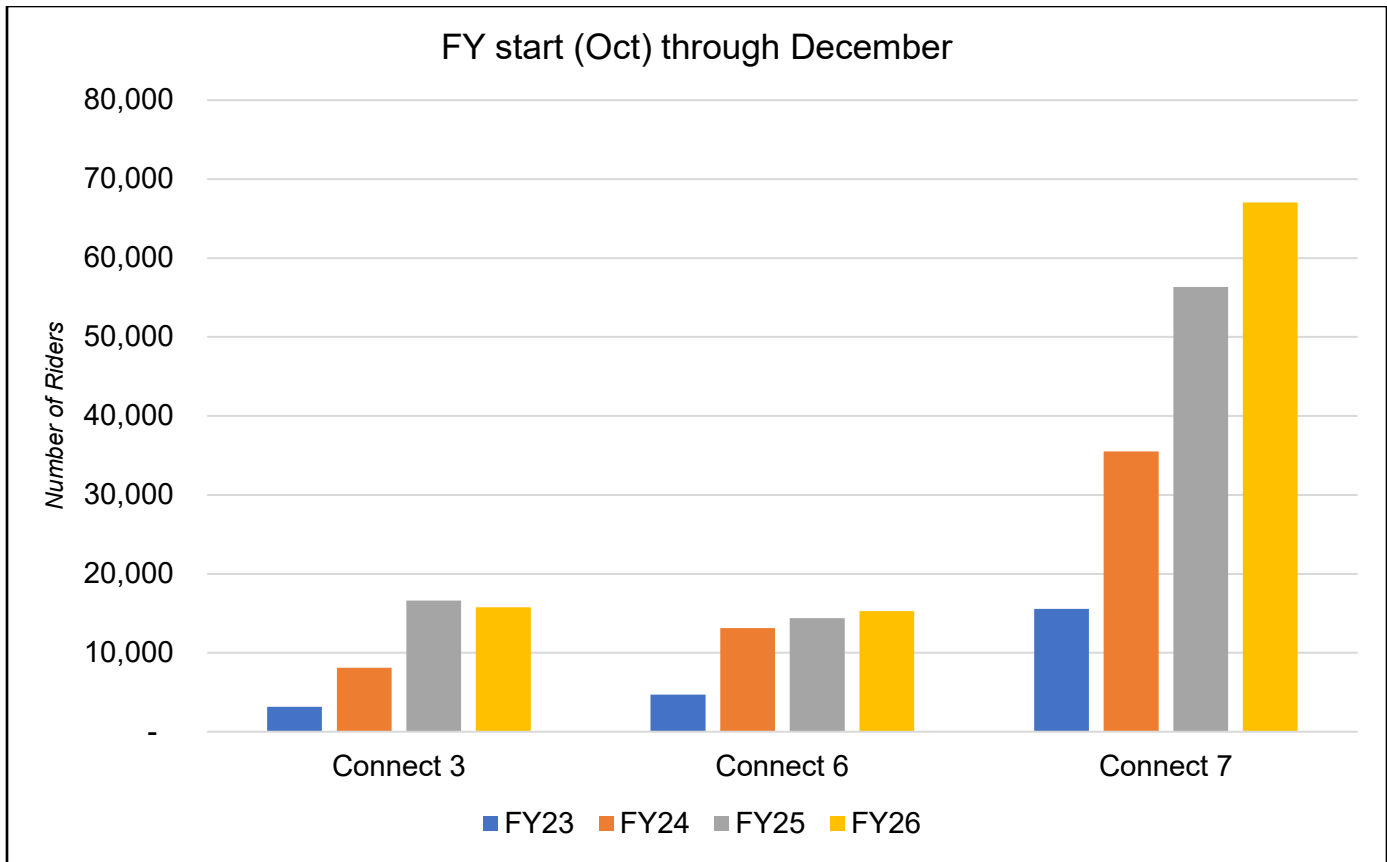
[https://dcta1-my.sharepoint.com/personal/afrih_dcta_net/Documents/\[Copy of FY19-FY25Compare_Jan 26 \(version 2\) - Copy.xlsx\]Memo_Tables](https://dcta1-my.sharepoint.com/personal/afrih_dcta_net/Documents/[Copy of FY19-FY25Compare_Jan 26 (version 2) - Copy.xlsx]Memo_Tables)

The chart below summarizes Connect ridership from the start of the fiscal year (October) through December, comparing FY23 through FY26 for Connect 3, Connect 6, and Connect 7.

- FY26 ridership is performing at or above prior-year levels across the Connect network, reflecting continued recovery and growth in fixed-route demand.
- Connect 3 ridership in FY26 remains generally consistent with FY25, following significant growth from FY23 and FY24, indicating sustained demand on this corridor.
- Connect 6 continues to show steady, incremental growth, with FY26 ridership exceeding FY25 and prior fiscal years, consistent with ongoing demand for service connecting to Discovery Park and surrounding activity centers.

Connect 7 demonstrates the strongest growth among the Connect routes, with FY26 ridership exceeding all prior fiscal years. The continued upward trend reflects sustained demand and increasing utilization of this route.

Overall, Connect ridership trends through December FY26 indicate continued strength in fixed-route services, building on gains achieved in FY25. These results support continued evaluation of service structure and frequency as part of ongoing service planning efforts.



Identified Need

None.

Exhibits

- Exhibit 1: Safety Performance – FY25 to Date
- Exhibit 2: Service Performance – FY25 to Date
- Exhibit 3: Ridership by Mode – November and December 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 – November and December 2025
- Exhibit 7: UNT Ridership Year-Over-Year by Month



Final Review:

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

Jackie Bronson, Vice President
Engagement and Administration

Final Review:

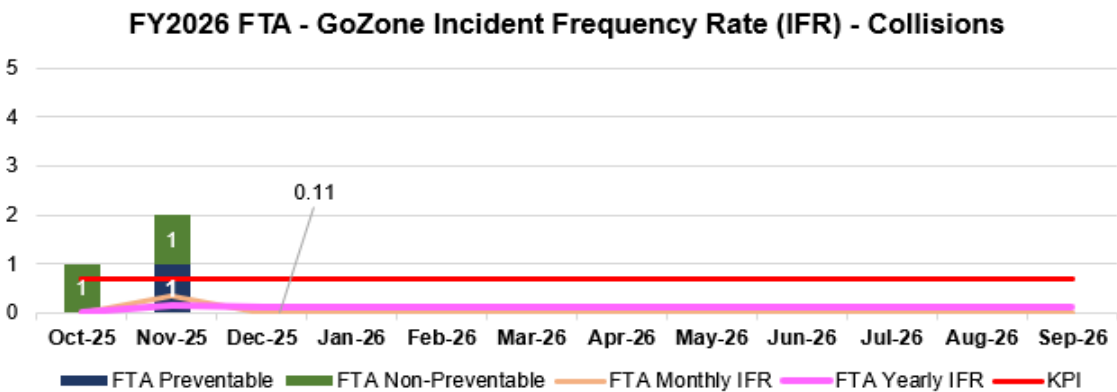
A blue ink signature, appearing to read "Frith", is written over a horizontal line.

Austin Frith, Vice President
Planning and Development

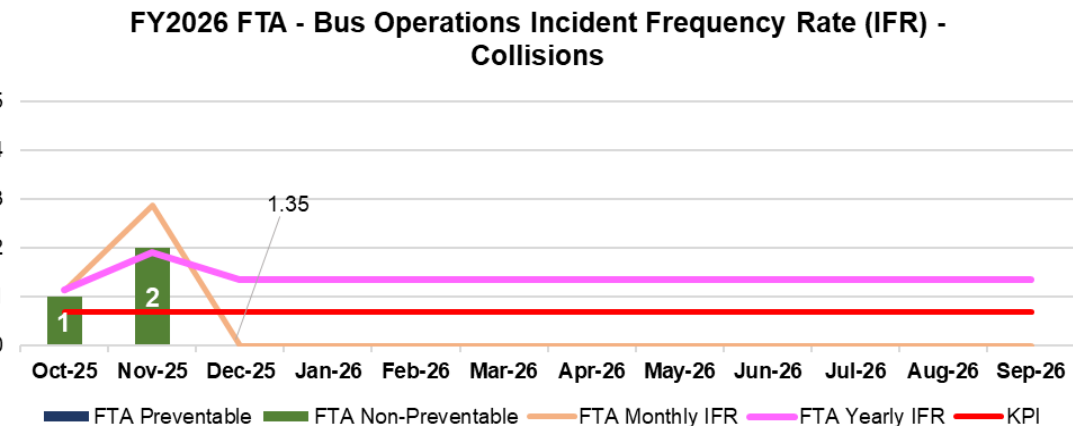
Final Review:

A blue ink signature, appearing to read "Lisa Taylor", is written over a horizontal line.

Lisa Taylor, Vice President
Operations



FY2025 IFR : 0.34



FY2025 IFR : 0.72

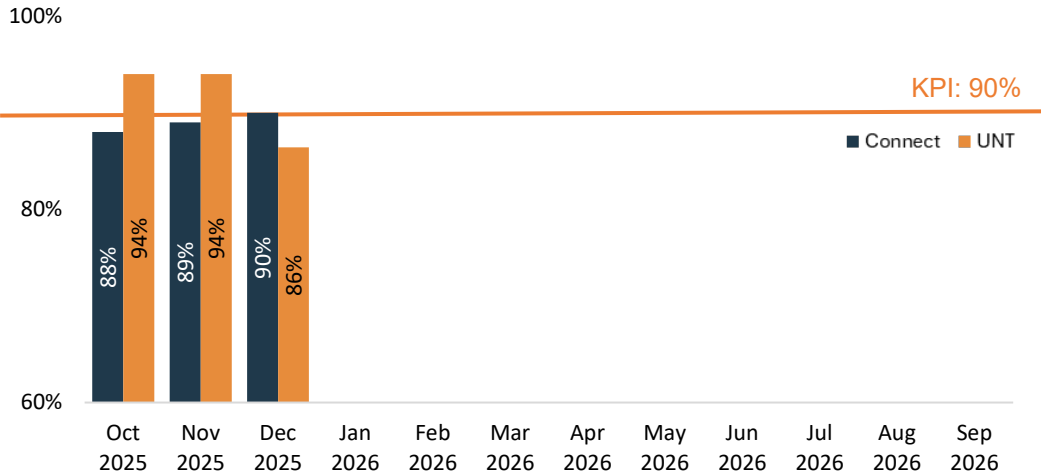
Rio Grande Pacific Operations	Oct-25	Nov-25	Dec-25	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26
FRA Incidents	0	0	0									
FRA Monthly IFR	0	0	0									
FRA Yearly IFR	0	0	0									
FRA Preventable	0	0	0									
FRA Non-Preventable	0	0	0									
FRA Rail Crossing Reportable	0	0	0									

FY2025 IFR : 0.00

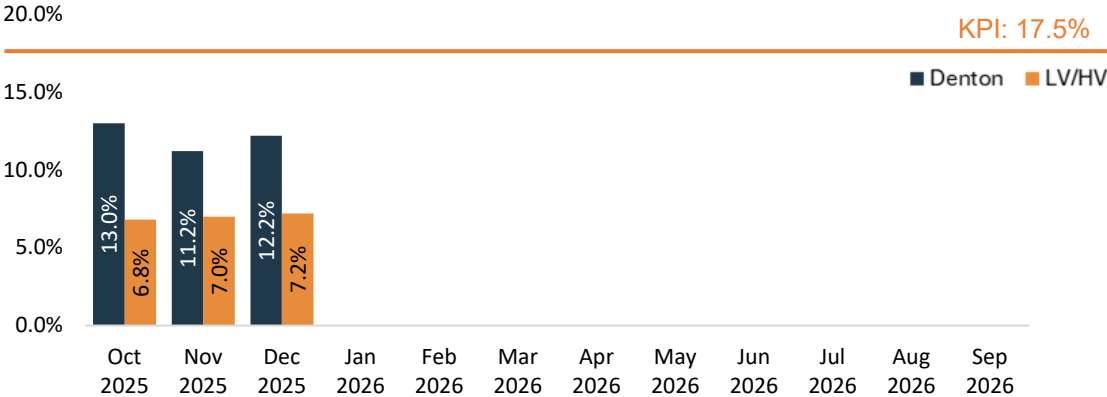
Access OTP - FY26 YTD



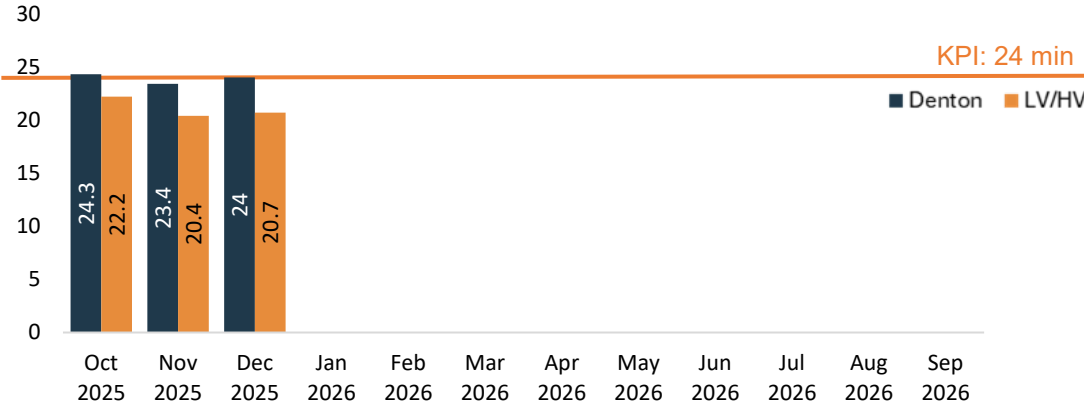
Fixed Route OTP - FY26 YTD



GoZone Seat Unavailable by Zone - FY25 YTD



GoZone Wait Times by Zone - FY26 YTD



RIDERSHIP – DECEMBER 2025



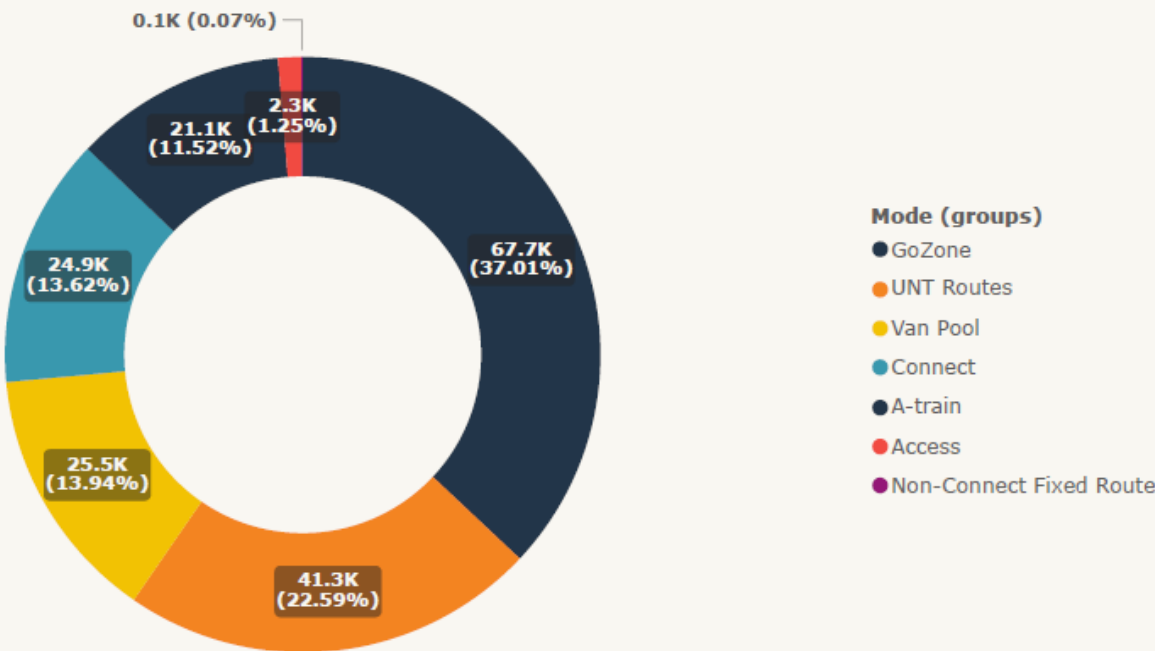
Total Ridership - Dec 2025

182.8K

Total Ridership FYTD

771.9K

Ridership by Travel Mode - Dec 2025





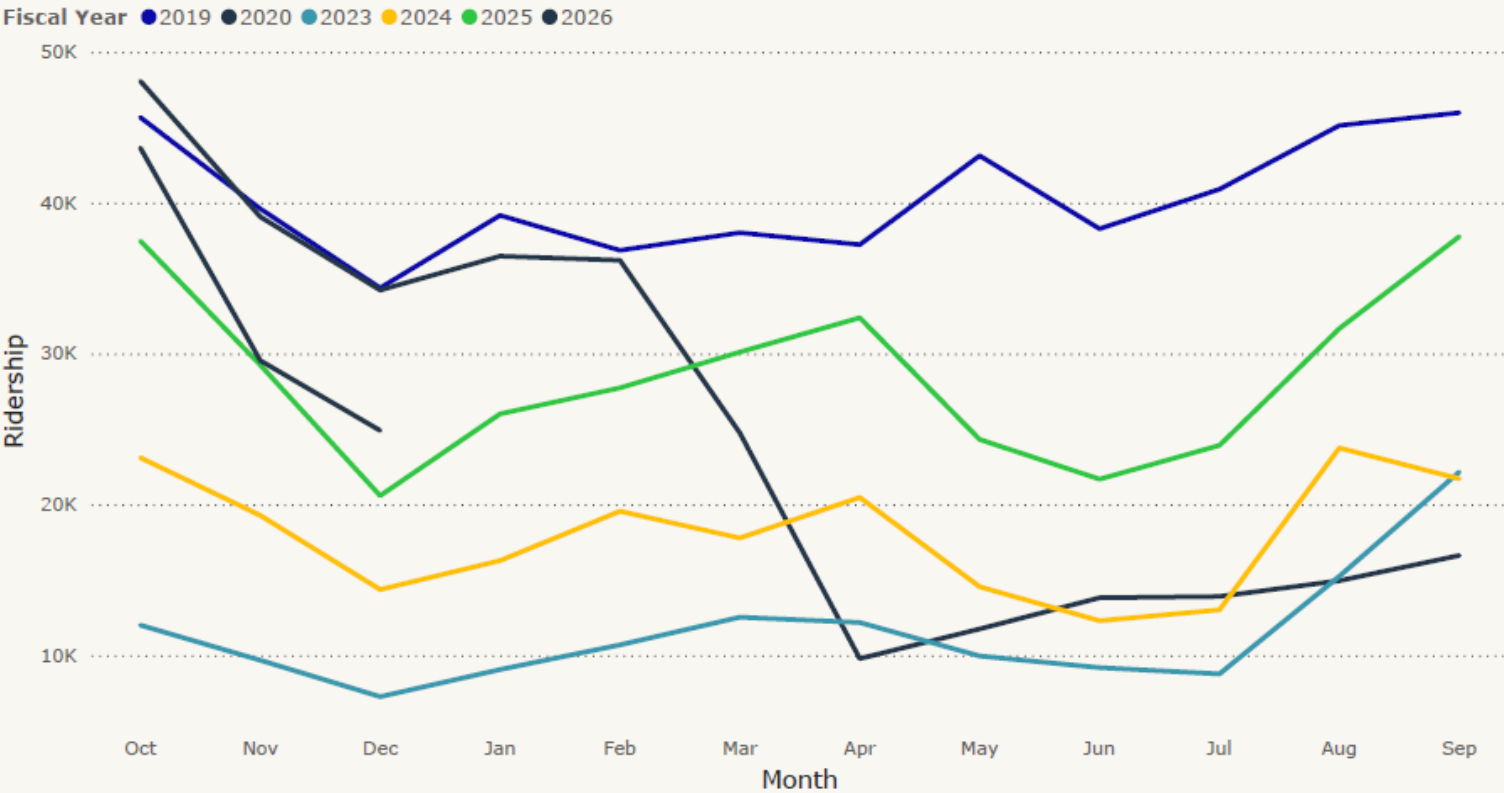
Total Ridership - Dec 2025

182.8K

Total Ridership FYTD

771.9K

Ridership by Month and Fiscal Year - Connect



A-TRAIN – DECEMBER 2025



Total Ridership - Dec 2025

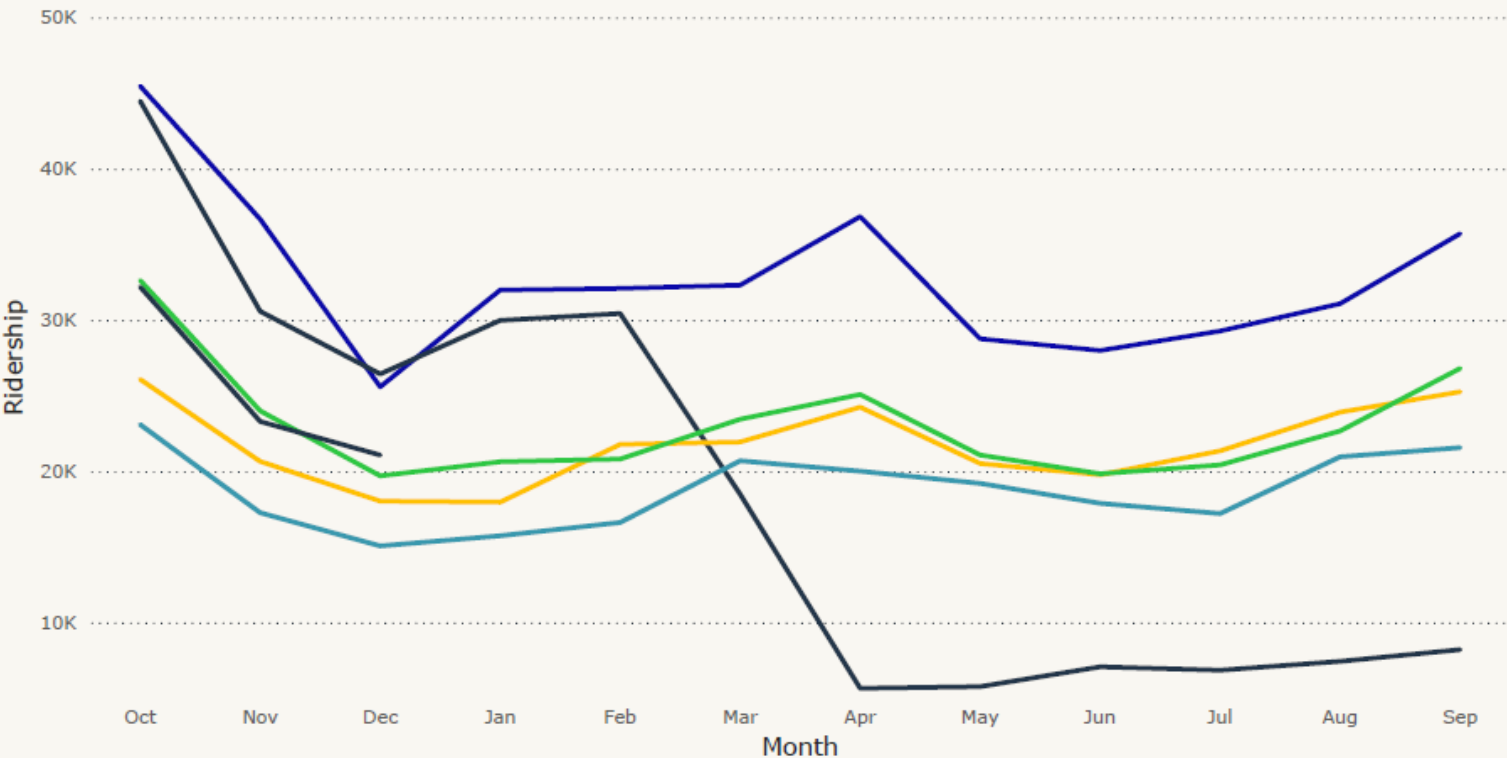
182.8K

Total Ridership FYTD

771.9K

Ridership by Month and Fiscal Year - A-train

Fiscal Year ● 2019 ● 2020 ● 2023 ● 2024 ● 2025 ● 2026



FIXED ROUTE – DECEMBER 2025



Total Ridership - Dec 2025

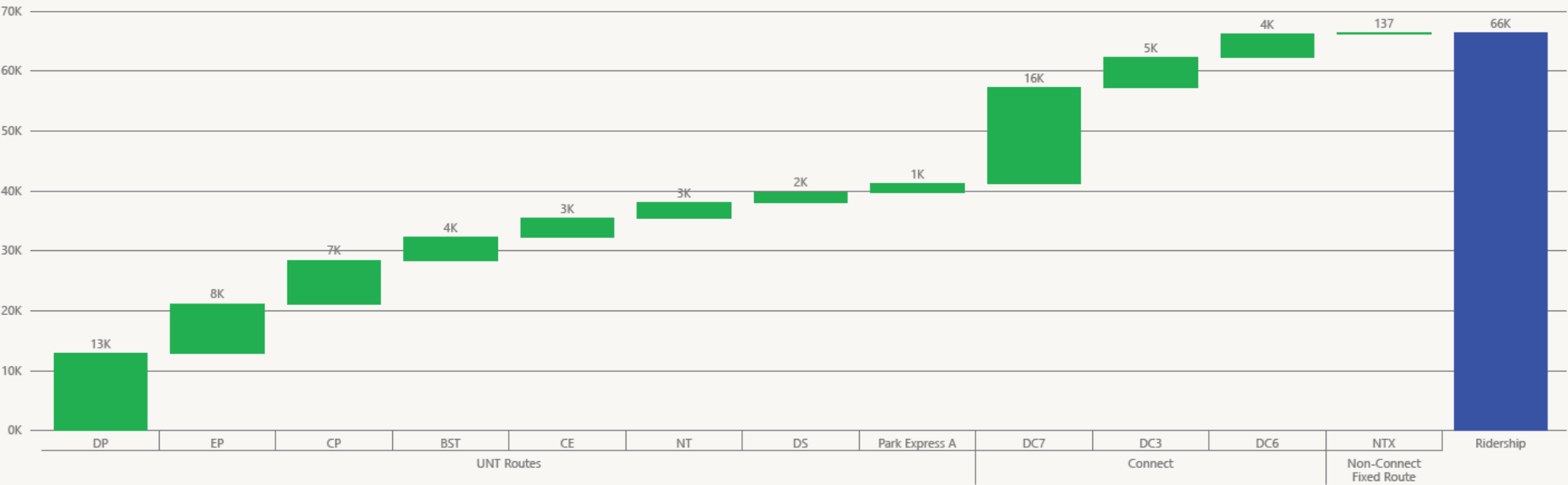
182.8K

Total Ridership FYTD

771.9K

Mode (groups)	Ridership
Connect	24,900
Non-Connect Fixed Route	137
UNT Routes	41,306
Total	66,343

Fixed-Route Ridership Waterfall



UNT (ALL) – DECEMBER 2025



Total Ridership - Dec 2025

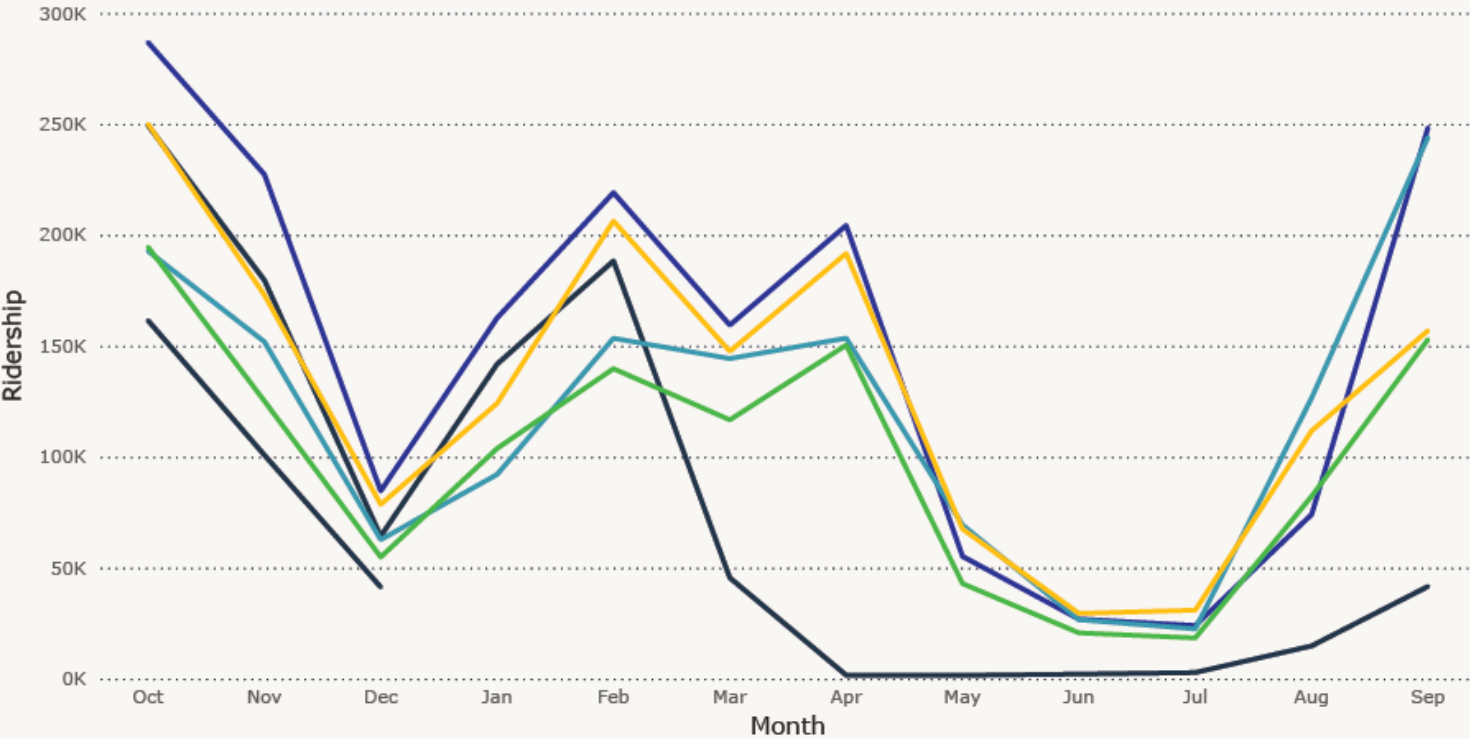
182.8K

Total Ridership FYTD

771.9K

Ridership by Month and Fiscal Year - UNT

Fiscal Year ● 2019 ● 2020 ● 2023 ● 2024 ● 2025 ● 2026





Board of Directors Memo

January 22, 2026

AGENDA ITEM: Update on Denton Antique Trolley Opportunity

Recommendation

This is an informational item only. No Board action is required.

Background

A historical Denton trolley has been offered to DCTA by the current owner to preserve a significant asset associated with the region's transit heritage. As part of this acquisition, DCTA would pay a nominal fee for the trolley in its existing condition and assume responsibility for its relocation from Downtown Denton, insurance coverage, and on-site safety requirements. The immediate need is to relocate the trolley from its current location in Downtown Denton to a secure facility for storage and potential future use before the offeror's deadline of March 1, 2026.

Since the trolley was offered, staff have focused on evaluating feasible relocation and storage options. Three qualified moving companies have conducted on-site visits in Denton to inspect the trolley, assess site conditions, and develop a cost estimate for transporting the trolley to the Rail Operations and Maintenance Facility in Lewisville. Two initial relocation estimates have been received, and one additional quote is pending to ensure competitive pricing and informed vendor selection.

In parallel, DCTA has engaged Denton County to explore the possibility of temporary storage of the trolley at a county-owned facility. These discussions are intended to assess whether a local storage solution could provide operational, financial, or logistical advantages compared to relocating the trolley to Lewisville for storage. Conversations with Denton County are ongoing, and no commitments have been made at this time.

Staff will update the Board as cost estimates for the relocation and storage options are finalized. While the nominal acquisition fee and relocation cost are two factors in the decision to accept the trolley, the cost and plan to restore and relocate the trolley to a final display destination will require extensive conversations with other agencies beyond DCTA.

Previous Board Activity and Action

None.

Identified Need

None. This is an update item only.

Exhibits

None.



Submitted By:

A handwritten signature in black ink that reads "Haeven Jones".

Haeven Jones, Project Controls Specialist

Reviewed By:

A handwritten signature in blue ink that appears to read "Austin Frith".

Austin Frith, Vice President
Planning and Development

Board of Directors Memo

January 22, 2026

AGENDA ITEM: Update on Roofing Assessment Task Order with Kimley-Horn in an Amount Not to Exceed \$50,000

Recommendation: This is an informational item only. No Board action required.

Background

Denton County Transportation Authority (DCTA) maintains multiple operational facilities and passenger-facing assets that rely on roofing systems to protect critical infrastructure, ensure passenger safety, and support daily operations. Several DCTA facilities and rail station canopies have experienced roof aging and water intrusion issues, including active leaks that require near-term attention. DCTA staff identified the need for a comprehensive roofing assessment across select DCTA-owned facilities and rail stations to better understand current roof conditions and to support both immediate corrective actions and longer-term capital planning.

Summary of Scope

DCTA plans to issue a task order to Kimley-Horn, DCTA's on-call Architectural/Engineering (A/E) consultant to perform a two-phase roofing assessment, structured as follows:

Phase 1 – Immediate Roofing Assessment

- Expedited evaluation of roofing systems to identify active leaks and conditions requiring immediate attention
- Documentation of deficiencies and prioritization of near-term repairs
- Development of repair recommendations suitable for execution by DCTA's on-call roofing contractor
- Intended to support timely mitigation of water intrusion and operational risks

Phase 2 – Detailed Condition Assessment

- Comprehensive condition assessments of roofing systems to support lifecycle planning
- Evaluation of remaining useful life, repair versus replacement needs, and phasing considerations
- Development of planning-level cost estimates and timelines for repairs and replacements

The assessment will include:

- Bus Operations and Maintenance Facility (full assessment)
- Rail Operations and Maintenance Facility (full assessment)
- Downtown Denton Transit Center (reduced-scope assessment due to potential future repurposing of the facility)
- Five (5) DCTA rail station platform canopies, with assessment detail tailored to roof age and condition

Schedule

- Phase 1: Anticipated to begin by the end of January 2026 and conclude by mid-March 2026
- Phase 2: Anticipated to conclude by May 2026

Task Order Summary

- Task Order Type: Roofing Assessment Services
- Not-to-Exceed Amount: \$50,000
- Funding: 2026 Approved ELP, Operating budget

This work was identified as part of a \$100,000 Expanded Level Project in the FY26 budget, accompanied by a lighting condition assessment. Since that time, it has become clear to staff that the roofing assessment and lighting assessment are best performed under two (2) separate task orders by Kimley-Horn utilizing two (2) different subconsultant teams of differing expertise.

In addition, it is now clear that these projects will proceed under different timelines as well because the scoping requirements have also diverged. Therefore, this Informational Report is provided for clarity on the disposition of the work that was approved as a single ELP that would have exceeded the CEO's signature authority if performed as a single project along with the lighting evaluation.

Recommendation / Next Steps

The results of the roofing assessment will be used to:

- Address immediate roof repair needs
- Inform future capital improvement planning
- Support budgeting and prioritization of roof repair and replacement projects

Staff will return to the Board as appropriate with any recommended capital projects resulting from this assessment through future budgeting processes.

Staff will inform the board on timing and cost of the Lighting Condition Assessment when it is scoped and ready to execute.

Previous Board Activity and Action

June 2025 - RA02, FY26 Operating and Capital Budget

July 2025 - RA02, FY26 Operating and Capital Budget and Long-Range Financial Plan


Identified Need

DCTA facilities and rail station canopies are experiencing age-related roof deterioration and water intrusion, including active leaks that impact operations, asset preservation, and safety. A structured roofing assessment is needed to promptly identify and address immediate repair needs while also providing a clear understanding of overall roof conditions, remaining useful life, and future capital requirements. This assessment will allow DCTA to proactively manage risk, prioritize maintenance and capital investments, and ensure facilities remain in a state of good repair.

Exhibits

None.

Submitted By:


Austin Frith, VP Planning and Development

Board of Directors Memo**January 22, 2026****AGENDA ITEM: Update on Purchasing Card (P-Card) Program****Recommendation**

This is an informational item. No Board action required.

Background

The Purchasing Card (P-Card) program streamlines small purchases (\$3,000 or less) by delegating limited purchasing authority directly to authorized users. P-cards provide an efficient and secure alternative method of payment for approved goods and services, significantly reducing processing time and administrative workload for both Accounts Payable and user departments.

Currently, DCTA utilizes Citibank as its P-Card provider under a State of Texas purchasing arrangement. DCTA was notified that the State of Texas will no longer contract with Citibank as a statewide Purchasing Card provider because the state contract with Citibank, N.A. reached the end of its term. Following a competitive procurement process, the State awarded a new contract for commercial charge card services to U.S. Bank National Association. As a result, DCTA has elected to transition to U.S. Bank as its new Purchasing Card provider under the State's contract.

Staff is coordinating with U.S. Bank to establish program controls, including card limits, merchant category restrictions, billing cycles, and system access, and to update internal policies and procedures as necessary to support the transition. New U.S. Bank purchasing cards will be issued as part of this process. Once the U.S. Bank program is fully operational, the Agency will deactivate and close the existing Citibank accounts. Staff anticipates completing all implementation steps and fully transitioning to the U.S. Bank program by the end of February 2026, with no interruption to purchasing operations.

Previous Board Activity & Action

There has been no previous Board activity on this item.

Identified Need

DCTA was notified that the State of Texas will no longer contract with Citibank as its statewide Purchasing Card provider. As a result, DCTA has elected to transition to U.S. Bank as its new Purchasing Card provider under the State's contract.

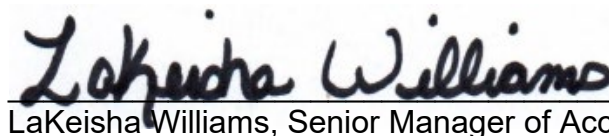
Financial Impact

There is no financial impact related to the transition of P-card providers.

Exhibits

None.

Submitted by:



LaKeisha Williams, Senior Manager of Accounting

Board of Directors Memo

January 22, 2026

AGENDA ITEM: Update on the Regional Transit Fare

Recommendation

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

Background

Denton County Transportation Authority (DCTA), Dallas Area Rapid Transit (DART), and Trinity Metro sell a fare product called a “Regional Day Pass” through their respective fare sale outlets. The Regional Day Pass allows an individual rider to use transit services on any of the three transit systems for a 24-hour period. On DCTA, the Regional Day Pass is valid fare on the A-train, Connect Bus, UNT Campus Shuttle, and the North Texas Xpress. The Regional Day Pass is not valid on GoZone.

The current transit fare for a Regional Day Pass is \$12. This rate has potential to confuse customers who may wish to purchase a Regional Day Pass to travel on only two systems because two Local, One-Day Passes are sometimes cheaper than the cost of the Regional Day Pass, depending on the systems being utilized. The table below illustrates the current cost scenarios for customers who may need to travel on two or three transit systems on a single day using a Local, One-Day Pass.

Regional Fare	DART	Trinity Metro	DCTA	
\$12 (Current)	\$6	\$4	\$3	<i>Regional Day Pass cheaper than \$13 cost for three Local Day Passes</i>
\$10	X	X		Two Local Day Passes cheaper than <i>Regional Day Pass</i>
\$9	X		X	
\$7		X	X	

The DART Board took action to approve a change to the transit fare for a Regional Day Pass from \$12 to \$9. This is beneficial for transit riders who may only need to use Two Local Day Passes in a single day to move between the DART and Trinity Metro Systems. The table below illustrates the cost scenarios that will exist under the new Regional Day Pass cost. As illustrated, this fare change resolves potential confusion for single-day users of DART and Trinity Metro and becomes cost indifferent for single-day users of DART and DCTA. Potential confusion still exists, however, for single-day users of the DCTA and Trinity Metro systems.

Regional Fare	DART	Trinity Metro	DCTA	
\$9 (Proposed)	\$6	\$4	\$3	<i>Regional Day Pass cheaper than cost for three Local Day Passes</i>
\$10	X	X		<i>Regional Day Pass cheaper than cost for DART plus TM Local Day Passes</i>
\$9	X		X	<i>Regional Day Pass matches cost for DART plus DCTA Local Day Passes</i>
\$7		X	X	<i>Regional Day Pass more expensive than cost for DCTA plus Trinity Metro Local Day Pass</i>

The DCTA Board does not have an action to take on this Regional Fare change, since there is not a policy or Interlocal Agreement in place across the region for the establishment of the Regional Fare. The purpose of the item is to provide information on the subject in advance of a DCTA fare analysis and potential recommendations for DCTA fare changes in the future.

Previous Board Activity and Action

None.

Identified Need

None.

Exhibits

None.

Submitted By:



Paul A. Cristina, Chief Executive Officer