



**Board of Directors Regular Meeting
May 28, 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, May 28, 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/81159167912?pwd=xfW8MqaP4NpXpzwKwwPr8uFeA0P5ed.1>

Passcode:604800

Phone one-tap:13462487799

Join via audio:+1 346 248 7799

Webinar ID: 811 5916 7912

Passcode: 604800

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, May 27, 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 Regular Meeting Minutes dated April 23, 2206

Action Item

Background Information: Exhibit 1: Regular Meeting Minutes Dated April 23, 2026

2. Consider Authorizing the Chief Executive Officer (CEO) to Negotiate and Execute a Contract with Good Guard Texas, Inc. in an Amount Not to Exceed \$699,300 for Security Guard Services for a Period of Three (3) Years Beginning July 6, 2026, through July 9, 2029, with an Option for Two (2) Additional One (1) Year Terms through July 11, 2031

Action Item

Background Information: Memo

3. Consider Authorizing the Chief Executive Officer (CEO) to Negotiate and Execute a Contract with Ford Audio-Video Systems, LLC for Digital Passenger Signage and Audio Paging System at Five (5) A-train Station Platforms – Downtown Denton Transit Center (DDTC), MedPark Station, Highland Village/Lake Lewisville Station, Old Town Station and Hebron Station – Utilizing TIPS Cooperative Contract #230901 in an Amount Not to Exceed \$392,888

Action Item

Background Information: Memo

4. Consider Authorizing the Chief Executive Officer (CEO) to Negotiate and Execute a Second Amendment to the Agreement with Planetaria Media, LLC for a Period of One (1) Year Beginning July 13, 2026 and Ending July 13, 2027, Within the Existing Not to Exceed Amount of \$200,000 for Web Hosting and Design Services

Action Item

Background Information: Memo

REGULAR AGENDA

1. **Discuss and Consider Approval of Monthly Financial Statement, Grants Report and Investment Report for the Period Ending March 31, 2026, and Receive an Update Regarding Finance Operations**
Action Item
Background Information: Memo
Exhibit 1: YTD Financial Statement – March 31, 2026
Exhibit 2: Grants Report – March 31, 2026
Exhibit 3: Investment Report – March 31, 2026
2. **Discuss and Consider Authorizing the Chief Executive Officer (CEO) to Negotiate and Execute a Contract with Plante & Moran, PLLC for Annual Audit Services for Fiscal Years 2026 through 2028 in an Amount Not to Exceed \$229,400 for a Three (3) Year Term with Two (2) Additional One (1) Year Renewal Options for Fiscal Years 2029 and 2030**
Action Item
Background Information: Memo
3. **Discuss Update on Consolidated Denton County Transportation Authority (DCTA) Customer Service Function**
Discussion Item
Background Information: Memo
4. **Discuss and Consider Approval of the Purchase of a Cloud-Based Phone and Contact Center System using Texas DIR Cooperative Contract #DIR-CPO-5687 and TIPS Cooperative Contract #230105 from DataVox, Inc. in an Amount Not to Exceed \$238,277.94**
Action Item
Background Information: Memo
5. **Discuss the A-train Enhancement Program Update**
Discussion Item
Background Information: Memo (RA05-RA06)
6. **Discuss and Consider Authorizing the Chief Executive Officer (CEO) to Apply for the Railroad Crossing Elimination (RCE) Federal Grant Program with Local Matching Funds Not to Exceed \$6.6M to Support Safety Enhancements at Crossings Between the Trinity Mills Station and Downtown Carrollton**
Action Item
Background Information: Memo (RA05-RA06)

7. Discuss Update on Transit Fare Policy

Discussion Item

Background Information: Memo

INFORMATIONAL REPORTS

1. Safety, Service, and Ridership Reports – March 2026

Background Information: Memo

Exhibit 1: Safety Performance – FY to Date

Exhibit 2: Service Performance – FY to Date

Exhibit 3: Ridership by Mode – March 2026

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

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

Exhibit 6: Fixed-Route Ridership – March 2026

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

2. Update on Transit Asset Management (TAM) Plan

Background Information: Memo

3. Update on Ongoing Architectural/Engineering Support with Kimley-Horn and Associates, Inc.

Background Information: Memo

4. Update on Planning and Scheduling Software with Optibus

Background Information: Memo

5. Update on Task Order 06 with Kimley-Horn and Associates, Inc. in an Amount Not to Exceed \$73,000 for Bus Stop Design Support

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: June 25, 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
No items scheduled for this agenda.

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

ADJOURN

Board Members

Andy Eads, Denton County Seat 2, Chair
TJ Gilmore, Lewisville, Vice-Chair
Daniel Jaworski, Highland Village, Secretary
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 May 21, 2026 by 7pm.



Kisha Morris-Perkins
Executive Assistant & Board Process Manager



Board of Directors Regular Meeting Minutes
April 23, 2026 | 10:00 a.m.

The Board of Directors of the Denton County Transportation Authority (DCTA) convened a Regular Board of Directors Meeting with Chair Eads presiding on Thursday, April 23, 2026 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 Daniel Jaworski, City of 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 10:03am. All Board Members were present with the exception of Secretary Jaworski and Board Members Franklin and Christo. Board Member Gonzalez arrived at 10:20am.

INVOCATION

CEO Paul Cristina provided the invocation.

PLEDGE OF ALLEGIANCE

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

INTRODUCTIONS

CEO Cristina acknowledged Jim Coffey, Executive Director – UNT Transportation, in the audience.

PUBLIC COMMENT

There were no public comments during this time.

CONSENT AGENDA

1. Consider Approval of Regular Meeting Minutes dated March 26, 2026
2. Consider Approval of Monthly Financial Statement for February 2026

Motion by Board Member Rumohr with a second by Vice Chair Gilmore to approve the Consent Agenda as presented. Motion passes 5-0.

REGULAR AGENDA

1. Discuss Update on Electronic Security and Access Control Project and Digital Passenger Signage at A-train Stations

Kyler Hagler, Director of Information Technology and Cybersecurity, presented to the Board highlighting the following:

- Two-Component Project – Authorized July 2024 (Board authorized project expenditure not to exceed \$5,766,000 FY 24 Expanded Level Project)
- Component 1
 - ✓ Electronic Security and Access Control – Preferred Technologies, LLC (PREFtech)
Authorization: NTE \$5,102,421.33
Scope: Security Cameras and Access Control across DCTA facilities
Funding: FY24 Expanded Level Project
- Component 2
 - ✓ Digital Passenger Signage at A-train Stations – Selected Vendor via TIPS Cooperative
Authorization: NTE \$376,377.00
Procurement: TIPS Cooperative Contract #230901
- Electronic Security Program – By The Numbers
 - ✓ 4 DCTA Facilities
 - ✓ 5 A-train Platforms
 - ✓ 21 Miles Cabling Installed
 - ✓ 3.6 Petabytes Video Retention
 - ✓ 1 Unified Platform
 - ✓ 1 Security Ops Center

- Electronic Security Access Control Program (ESAC) Program – Ahead of Schedule, Under Budget
 - ✓ Tracking ahead of schedule – targeted completion by the end of FY2026
 - ✓ Key Performance Indicators
 - All major Phase 1 milestones hit committed dates
 - Building camera and access control completion
 - Bus fleet retrofit completing 1+ quarter ahead of original plan
 - As-built documentation in finalization
 - Net change orders reduced project cost by \$43,153
- Critical Milestones – Assessment to Completion (2024-2026)
- Digital Passenger Signage of A-train Stations
 - ✓ Stations Covered
 - Downtown Denton Transit Center (DDTC)
 - MedPark Station
 - Highland Village / Lewisville Lake
 - Old Town Station
 - Hebron Station
 - ✓ Scope of Work
 - ✓ Procurement Information
- Proposed Amount: \$392,888.00
- Digital Signage Mockup
- Combined Project Cost vs Authorized

Component	Amount
PREFtech – ESAC (Board authorized not to exceed)	\$5,102,421.33
Digital Passenger Signage (proposed)	\$392,888.00
Combined Total	\$5,495,309.33
Original Project Authorization (July 2024)	\$5,766,000.00
Remaining within Authorization	\$270,690.67

Board discussion regarding the ease of integration with local law enforcement and municipalities. The Board also expressed positive feedback and indicated they look forward to seeing these enhancements implemented across the platforms.

2. Discuss Update on Task Order with AECOM in an Amount Not to Exceed \$50,000 for Fleet Transition Plan

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

- Current Fleet Condition
 - ✓ 64% of bus fleet at or beyond Useful Life Benchmark (ULB)
 - ✓ 2035 – All vehicles reach end of ULB without replacement action
 - ✓ 16 cutaway vehicles in fleet – 8 already beyond useful life
- Revenue Fleet Plan Update – 35 Foot Transit Bus
- Building on Planning Work
 - ✓ Fleet Planning Summary Memo
 - ✓ 5-year Fleet Plan
 - ✓ Repower/Rebuild/Replace Framework
 - ✓ Fleet Transition Plan
- What We Know Today
 - ✓ Revenue Fleet
 - ✓ Regional Context
 - ✓ Non-Revenue Fleet
 - ✓ Capital Costs
 - ✓ Funding Landscape
 - ✓ Agency Priority
- Task Order Scope
 - ✓ Alternatives Analysis
 - ✓ Phased Transition Strategy
 - ✓ Repower, Rebuild and Replace
 - ✓ Infrastructure Assessment
 - ✓ Cost Estimates and Timeline
 - ✓ Planning Integration

What This Task Order Is:

- ✓ A planning document to evaluate alternative fuel options objectively
- ✓ A tool to position DCTA for future discretionary grant opportunities
- ✓ Continuation of established AECOM fleet planning work (within scope)
- ✓ A phased implementation roadmap for when transition becomes advantageous
- ✓ Aligned with DCTA's Equipment Lifecycle Program and Long-Range Financial Plan

Board discussion regarding non-revenue fleet, emphasized the importance of procuring appropriately sized vehicles for operational needs, and clarification of the concept of “repowering” a vehicle – its purpose and frequency.

INFORMATIONAL REPORTS

1. Safety, Service, and Ridership Reports – February 2026
2. Update on Unarmed Uniformed Security Guard Services Request for Proposals (RFP)
3. Update on Request for Proposals (RFP) for Audit Services for Fiscal Year 2026-2027

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

FUTURE AGENDA ITEMS AND BOARD MEMBER REQUESTS

None at this time. The next regular Board Meeting is scheduled for May 28, 2026.

REPORT ON ITEMS OF COMMUNITY INTEREST

None at this time.

CONVENE EXECUTIVE SESSION

The Board of Directors convened into Closed Executive Session at 10:32am to discuss the following:

The Board of Directors will convene into Closed Executive Session pursuant to Texas Government Code Section 551.074, Personnel Matters, to deliberate the duties and evaluation of the Chief Executive Officer (FY 2026 Mid-Year Performance Evaluation).

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 item:

University of North Texas (UNT) Interlocal Cooperation Agreement

Actions as a result of Closed Executive Session.

RECONVENE OPEN SESSION

The Board of Directors reconvened from Closed Executive Session and reconvened into Open Session at 12:03pm with no action taken.

ADJOURN

With no further business discussed, the meeting was adjourned at 12:03pm.

Andy Eads, Board Chair

Daniel Jaworski, Board Secretary

Board of Directors Memo

May 28, 2026

AGENDA ITEM: Consider Authorizing the Chief Executive Officer (CEO) to Negotiate and Execute a Contract with Good Guard Texas, Inc. in an Amount Not to Exceed \$699,300 for Security Guard Services for a Period of Three (3) Years Beginning July 6, 2026, through July 9, 2029, with an Option for Two (2) Additional One (1) Year Terms through July 11, 2031

Recommendation:

Staff recommends the Board authorize the Chief Executive Officer (CEO) to negotiate and execute a contract with Good Guard Texas, Inc. in an amount not to exceed \$699,300 for Security Guard Services for a period of three (3) years beginning July 6, 2026, through July 9, 2029, with an Option for two (2) additional one (1) year terms through July 11, 2031.

Background:

In July 2022, the Denton County Transportation Authority (DCTA) entered into an agreement with Vets Securing America to provide security services at two (2) DCTA facilities: the Bus Operations and Maintenance facility located at 1101 Teasley Lane, Denton, Texas, and the Downtown Denton Transit Center (DDTC) located at 604 East Hickory Street, Denton, Texas. These services support the safety and security of DCTA facilities, employees, and customers by providing monitoring, visibility, and incident response during operating and non-operating hours 7 days per week, approximately 130 hours per week.

The current contract, including exercised extensions, is scheduled to expire in July 2026. To ensure continuity of these critical services, DCTA requires a qualified contractor to continue providing security guard services that support the agency's operational safety, customer experience, and facility protection needs.

To facilitate continued service delivery, DCTA engaged the market in a competitive Request for Proposals (RFP) process to identify a qualified firm to provide security guard services. The RFP was released via the PlanetBids procurement platform on March 11, 2026, and closed on April 9, 2026. DCTA received a total of 12 complete proposals from the following firms:

- Access Control Security
- Calvis Inc
- Good Guard Texas
- Jet Security
- Marksman Security
- Performance One
- Smith Protective Services
- Spartan Security Group
- Strategic Security Corp
- Unified Protective Services
- Universal Protection Service
- Vets Securing America

Staff conducted an initial evaluation of all proposals received. Following the initial evaluation, interviews were scheduled with three (3) of the twelve (12) firms: Universal Protection Service, Marksman Security, and Good Guard Texas, Inc.

As a result of the initial evaluations and the interviews, staff recommends approval of a contract with Good Guard Texas, Inc for the period of three (3) years beginning July 6, 2026, through July 9, 2029, with two (2) additional one (1) year, terms, through July 1, 2031. The contract will ensure continued security at DCTA facilities, supporting safe operations, protecting assets, and enhancing the customer and employee experience.

Previous Board Activity and Action:

The Board received an update on this contract through an informational report in April 2026.

Identified Need:

DCTA requires a qualified security contractor to continue providing security services to maintain the safety, security, and operational integrity of its facilities, employees, and customers.

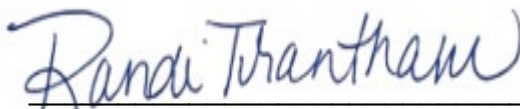
Financial Impact:

Staff recommends the Board authorize the Chief Executive Officer to negotiate and execute an agreement with Good Guard Texas, Inc for an initial term of three (3) years, from July 6, 2026, through July 9, 2029, in an amount not to exceed \$699,300. This amount includes a 5% contingency to address unforeseen needs, such as emergency security coverage or additional service hours. The agreement also includes two (2) one-year renewal options, for a total amount not to exceed \$466,200, extending the contract through July 11, 2031.

Exhibits

None.

Submitted By:



Randi Trantham
Customer Experience Manager

Reviewed By:



Jackie Bronson, Vice President
Engagement and Administration

Board of Directors Memo

May 28, 2026

AGENDA ITEM: Consider Authorizing the Chief Executive Officer (CEO) to Execute a Contract with Ford Audio-Video Systems, LLC for Digital Passenger Signage and Audio Paging System at Five (5) A-train Station Platforms - Downtown Denton Transit Center (DDTC), MedPark Station, Highland Village/Lewisville Lake Station, Old Town Station and Hebron Station -- Utilizing TIPS Cooperative Contract #230901 in an Amount Not to Exceed \$392,888

Recommendation

Staff recommends the Board authorize the Chief Executive Officer (CEO) to execute a contract with Ford Audio-Video Systems, LLC for digital passenger signage displays and an audio paging system at five (5) A-train station platforms – Downtown Denton Transit Center (DDTC), MedPark Station, Highland Village/Lewisville Lake Station, Old Town Station, and Hebron Station – utilizing TIPS Cooperative Contract #230901, in an amount not to exceed \$392,888.

Background

On July 25, 2024, the Board of Directors authorized the Electronic Security and Access Control (ESAC) project in an amount not to exceed \$5,766,000, funded through a Fiscal Year 2024 (FY24) Expanded Level Project (ELP). The project encompasses two primary components:

1. **Electronic Security and Access Control (ESAC):** On July 25, 2024, the Board authorized a contract with Preferred Technologies LLC (PREFtech) in an amount not to exceed \$5,102,421.33 for electronic security camera and access control infrastructure across DCTA facilities. This work is currently progressing on schedule and on budget, with a targeted completion in Quarter 4 (Q4) of Fiscal Year 2026 (FY2026).
2. **Digital Passenger Signage and Audio Paging System:** The project includes supply and installation of outdoor digital signage displays and an integrated audio paging system across fifteen (15) platform canopy locations at five A-train stations. Ford Audio-Video Systems, LLC (Ford AV) submitted a proposal dated April 9, 2026 (Proposal No. scmm-HENDT-DENTCT-311180) in the amount of \$392,888.00 utilizing TIPS Cooperative Contract #230901. The scope covers twenty-seven (27) LG 55" full HD outdoor commercial displays, fifteen (15) digital signage media players, a three-year Appspace enterprise digital signage software license, thirty (30) PoE+ outdoor weather-resistant horn speakers, a centralized digital signal processor (DSP) and desktop paging station at the DCTA Dispatch office for live paging to all station locations, and all associated installation, commissioning, and training.

The combined cost of the PREFtech contract (\$5,102,421.33) and the proposed Ford AV contract (\$392,888.00) totals \$5,495,309.33, which remains within the Board-authorized ELP allocation of \$5,766,000. Ford AV estimates the total project duration to be approximately fifteen (15) weeks from agreement execution.

Previous Board Activity and Action

- July 25, 2024: The Board authorized the Electronic Security and Access Control project in an amount not to exceed \$5,766,000 (FY24 ELP) and authorized a contract with Preferred Technologies, LLC (PREFtech) in an amount not to exceed \$5,102,421.33 for the electronic security and access control components of the program.
- April 23, 2026: Staff presented an update on the Electronic Security and Access Control Project and Digital Passenger Signage at A-train Stations to the Board as Regular Agenda Item 01. Staff indicated it would return the following month for Board approval of the Ford AV contract for the digital passenger signage component.

Identified Need

Modernize rider communications at A-train station platforms by providing real-time service information, schedule updates, and public service announcements via digital signage displays and an integrated audio paging system across all five A-train station platforms. The system addresses an identified gap in passenger-facing communications infrastructure and aligns with DCTA's broader transit enhancement and customer experience objectives.

Financial Impact

Funding for this contract is included within the Board-authorized FY24 Expanded Level Project (ELP) allocation of \$5,766,000. The proposed Ford AV contract amount of \$392,888.00, combined with the previously authorized PREFtech contract of \$5,102,421.33, results in a total program expenditure of \$5,495,309.33 – within the approved ELP allocation with \$270,690.67 remaining. No additional appropriation is required.

- Equipment and Materials (TIPS #230901): \$304,953.00
- System Integration – Design, Engineering, Fabrication, Installation, Commissioning, Training, and Warranty (TIPS #230901): \$87,935.00

TIPS Cooperative Contract #230901 is a competitively bid cooperative purchasing vehicle available to DCTA as a Texas public entity, satisfying DCTA's competitive procurement requirements.

Exhibits

None.

Submitted By:



Kyler Hagler, Director
Information Technology and Cybersecurity



Board of Directors Memo

May 28, 2026

AGENDA ITEM: Consider Authorizing the Chief Executive Officer (CEO) to Negotiate and Execute a Second Amendment to the Agreement with Planetaria Media, LLC for a Period of One (1) Year Beginning July 13, 2026 and Ending July 13, 2027, Within the Existing Not to Exceed Amount of \$200,000 for Web Hosting and Design Services

Recommendation

Staff recommends the Board authorize the Chief Executive Officer (CEO) to negotiate and execute a Second Amendment to the Agreement with Planetaria Media, LLC for a period of one (1) year beginning July 13, 2026 and ending July 13, 2027, within the existing not to exceed amount of \$200,000 for Web Hosting and Design Services.

Background

In June 2020, Denton County Transportation Authority (DCTA) entered into an agreement with Planetaria Media, LLC for the development and ongoing maintenance of the agency’s website, dcta.net. The agreement term was three (3) years with two (2) option years, causing the original agreement term to end in July 2025. The original agreement carried a not-to-exceed amount of \$200,000 over the full agreement term.

The table below illustrates the approximate spend on the agreement in each of the five (5) years:

Planetaria Media — Contract Spend Tracker Contract to Date through April 27, 2026 + FY27						
#	PO Number	Vendor / Category	Invoice / Ref	Invoice Date	Amount (\$)	Notes
PLANETERIA MEDIA POs (historical — confirmed)						
1	P0007634	Planetaria Media			\$3,000.00	
2	7148	Planetaria Media			\$14,200.00	
3	6725	Planetaria Media			\$24,250.00	
4	6215	Planetaria Media			\$20,350.00	
5	5565	Planetaria Media			\$37,895.00	
6	5413	Planetaria Media			\$3,960.00	
TYLER PO (historical — confirmed)						
7	2520087	Planetaria Media			\$3,500.00	
8	2520347	Planetaria Media			\$26,650.00	
9	2620097	Planetaria Media			\$3,500.00	\$1,500 remaining on PO
NEW / PENDING INVOICES — complete below						
10	Remainder of FY26	Planetaria Media			\$1,500.00	
11	FY27	Planetaria Media			\$6,000.00	
12						
13						
14						
15						
16						
17						
18						
19						
Planetaria Media Subtotal					\$103,655.00	
Tyler PO Subtotal					\$33,650.00	
New / Pending Subtotal					\$7,600.00	
TOTAL SPEND (Contract Start — 2020)					\$144,805.00	
Contract Maximum (Not to Exceed)					\$200,000.00	Source: contract approval
Remaining Budget					\$55,195.00	

Given significant remaining agreement authority at the end of the five (5) year period, DCTA executed an amendment to the agreement in 2025 to add an additional year (July 2025–July 2026), without increasing the not-to-exceed amount.

Staff requests an additional one (1) year extension on the agreement, as Planetaria Media, LLC is currently engaged in website upgrades as it continues to provide web hosting services. No increase to the not-to-exceed amount is requested. Staff intends to issue a Request for Proposals (RFP) in Fiscal Year 2027 for a new web services agreement.



Previous Board Activity & Action

In June 2020, the Board approved an initial three-year agreement with Planeteria Media, LLC in an amount not to exceed \$200,000 for the development and maintenance of dcta.net. The Board subsequently approved the exercise of both available option years with an additional extension, extending the agreement through July 13, 2026.

Identified Need

The agency's website currently requires ongoing maintenance and active project management as Planeteria Media, LLC completes a website upgrade and improvement initiative.

Financial Impact

Funds expended under this agreement are in the FY26 budget and will be budgeted in FY27.

Exhibits

None.

Submitted By:

Randy Evans, Marketing and Communications Manager

Reviewed By:

Jackie Bronson, Vice President
Engagement and Administration

Board of Directors Memo

May 28, 2026

AGENDA ITEM: Discuss and Consider Approval of Monthly Financial Statement, Grants Report and Investment Report for the Period Ending March 31, 2026, and Receive an Update Regarding Finance Operations

Recommendation

Staff recommends the Board approve the Monthly Financial Statement, Grants Report and Investment Report for the period ending March 31, 2026.

Background

The financial statement is presented monthly to the Board of Directors for approval. Grant reports and Investment reports are provided on a quarterly basis. The attached reports are for the period ending March 31, 2026. These reports provide 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 March 31, 2026 performance has been summarized within the respective document provided. Staff stands ready to answer any questions the Board may have regarding the financial performance.

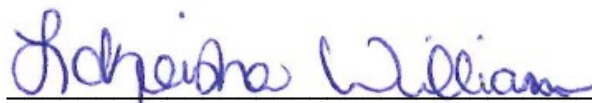
Exhibits

Exhibit 1: Year-to-Date Financial Statement – March 31, 2026

Exhibit 2: Grants Report - March 31, 2026

Exhibit 3: Investment Report - March 31, 2026

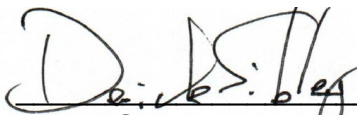
Submitted by:



LaKeisha Williams, Senior Manager of Accounting



Jane Filarowicz, Senior Manager of Budget & Grants



Derick Sibley, Vice President of Finance



DENTON COUNTY TRANSPORTATION AUTHORITY

Statement of Revenue and Expenditures
Presented for the Period Ended March 31, 2026
(UNAUDITED)

	Prior Year Actual				FY 2026 - March 31, 2026					
	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	22,027,092	20,500,000	41,000,000	53.7%	50.0%	1
Federal/State Grants - Operating	19,028,351	9,431,745	11,563,170	14,095,704	7,387,617	5,888,237	11,776,474	62.7%	50.0%	2
Federal/State Grants - Capital	95,069	59,828	566,000	119,728	5,899	1,383,853	2,767,706	0.2%	50.0%	
Contract Service Revenues	3,721,321	4,233,303	4,948,287	3,798,461	2,174,838	2,463,021	4,926,041	44.1%	50.0%	3
Passenger Revenues	928,697	1,568,794	1,906,892	1,727,518	742,131	870,751	1,741,501	42.6%	50.0%	4
Total Revenues and Other Income	61,803,687	55,586,606	59,599,375	60,976,290	32,337,576	31,105,861	62,211,722			
Operating Expenses										
Purchased Transportation Services	19,235,801	22,251,475	23,888,423	22,890,819	12,371,683	13,158,299	26,316,597	47.0%	50.0%	5
Salary, Wages and Benefits	9,223,042	9,014,747	10,212,178	11,838,956	6,338,728	7,338,966	14,677,931	43.2%	50.0%	6
Outsourced Services and Charges	6,946,993	5,831,802	6,930,904	7,754,270	2,659,436	3,325,470	6,650,939	40.0%	50.0%	
Materials and Supplies	2,526,060	2,450,760	2,127,167	2,218,893	1,021,427	1,372,325	2,744,649	37.2%	50.0%	
Insurance	1,669,123	1,586,292	1,099,836	1,889,074	1,020,019	1,164,410	1,996,131	51.1%	58.3%	7
Utilities	521,960	497,792	561,653	526,317	321,825	404,310	808,620	39.8%	50.0%	
Employee Development	137,647	180,014	301,748	237,395	79,553	400,227	800,453	9.9%	50.0%	8
Leases and Rentals	151,068	142,445	169,862	193,771	131,593	144,146	288,292	45.6%	50.0%	
Depreciation	11,351,683	9,074,912	9,959,074	11,051,662	5,390,825	5,512,421	11,024,842	48.9%	50.0%	
Total Operating Expenses	51,763,377	51,030,239	55,250,845	58,601,157	29,335,089	32,820,571	65,308,454			
Income Before Non-Operating Revenues and Expenses	10,040,310	4,556,367	4,348,530	2,375,133	3,002,487	(1,714,710)	(3,096,732)			
Non-Operating Revenues/(Expense)										
Investment Income	462,425	4,434,145	5,983,517	5,322,769	2,393,645	1,750,000	3,500,000	68.4%	50.0%	
Other Income/(Expense) - Miscellaneous	447,462	923,293	174,316	90,761	41,203	105,000	210,000	19.6%	50.0%	
Long Term Debt Interest/(Expense)	(233,828)	(212,684)	(192,299)	(171,811)	(75,551)	75,551	151,102	-50.0%	50.0%	
Gain (Loss) on Disposal of Assets	29,719	52,900	2,818	-	-	-	-	0.0%	0.0%	
Total Non-Operating Revenues/(Expenses)	705,778	5,197,654	5,968,352	5,241,720	2,359,297	1,930,551	3,861,102			
Income (Loss) includes	10,746,089	9,754,021	10,316,882	7,616,852	5,361,784	215,841	764,370			
Transfers Out to NTMC	(5,926,669)	(5,577,506)	-	-						
Total Transfers	(5,926,669)	(5,577,506)	-	-						
Change in Net Position	4,819,420	4,176,515	10,316,882	7,616,852	5,361,784	\$ 215,841	\$ 764,370			

NOTES

- 1 Sales tax collections continue to outperform expectations through March 2026. The strong year-to-date performance reflects stable consumer spending patterns.
- 2 Performing ahead of budget due to the grant enabling the reimbursement of Purchase Transportation expenditures.
- 3 The City of Frisco revenue is now categorized under operating grants rather than contract services. This accounting change will be reflected in Q3 budget revision to align budgeted and actual reporting categories.
- 4 Passenger fare revenues are slightly below the year-to-date budget target. This is largely due to the timing of revenue recognition, as fare collections are recorded one month in arrears.
- 5 Expenditures for purchased transportation are currently under budget due to the timing of contractor invoicing.
- 6 Trending behind budget due to the timing of hires and vacant positions.
- 7 Insurance costs appear elevated early in the fiscal year because DCTA pays a significant portion of its annual non-rail insurance premiums upfront.
- 8 Conservative utilization of training programs, certifications, and professional development initiatives.

Board of Directors Memo

May 28, 2026

AGENDA ITEM: Grants Report FY2026 as of March 31, 2026

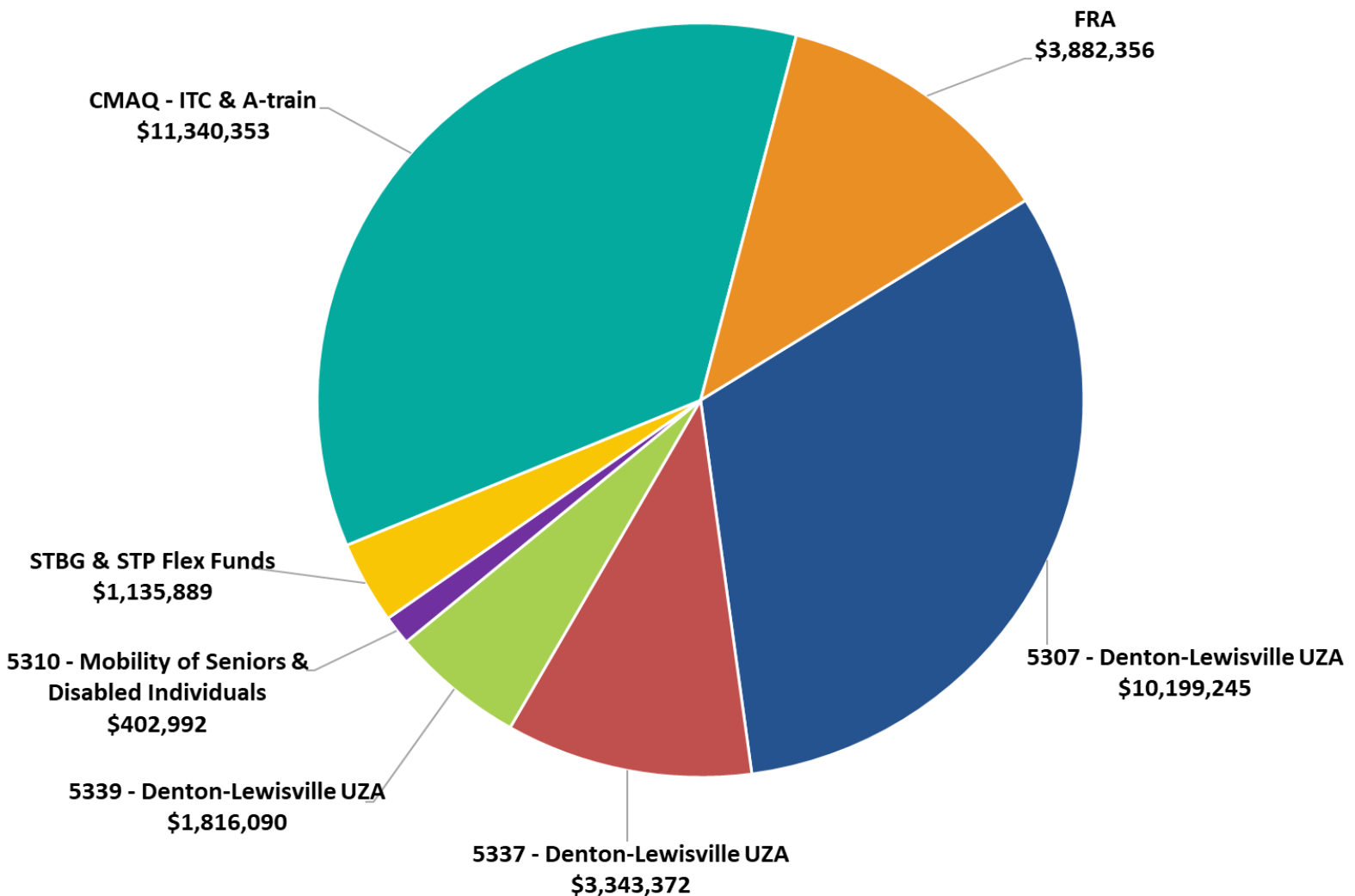
Recommendation

Staff recommend the Board approve the grants report for FY2026 Q2 (as of 3/31/26).

Background

As of March 31, 2026, DCTA has twenty (20) open, fully executed grants that provide reimbursements for capital projects, rail and bus preventive maintenance, operating assistance, and ADA paratransit service. The grant funding sources include the Federal Transit Administration (FTA) and the Federal Railroad Administration (FRA).

**GRANTS FUNDING LEVELS FY2026 - \$32,120,297
as of 3/31/2026**





Program	Q1 FY26 Balance	Q2 FY26 Balance	Q2 FY26 Drawdown Amounts	Grant Activity
Denton-Lewisville UZA (5307)	\$4,361,133	\$10,199,245	\$1,927,599	Operating Assistance, Fleet Purchase, Bus Preventive Maintenance, Safety & Security, ADA Paratransit <i>Addition of FY23 Formula Funds - \$7.7M</i>
Rail Preventive Maintenance (5337)	\$772,090	\$3,343,372	\$1,012,611	Rail Preventive Maintenance <i>Addition of FY25 Formula Funds - \$3.5M</i>
Bus and Bus Facilities (5339)	\$1,816,090	\$1,816,090	\$0	Fleet Purchase/Replacement, Facilities Maintenance & IT Enhancements
5310 Enhance Mobility of Seniors and Disabled Individuals	\$175,089	\$402,992	\$197,097	Collin County Rides Mobility Manager & Frisco Demand Response (Taxi) <i>Addition of Frisco Taxi Grant - \$425K</i>
STP-FLEX / STBG Flex	\$1,382,423	\$1,135,889	\$246,534	Bus Preventive Maintenance, Vanpool & Bus Stop Enhancements
Congestion Mitigation & Air Quality (CMAQ)	\$8,346,252	\$11,340,353	\$5,899	Land Acquisition, RFQ Support & Construction (Old Town) <i>Addition of A-train Enhancement Grant - \$3M</i>
Consolidated Rail Infrastructure and Safety Improvements (FRA)	\$3,882,356	\$3,882,356	\$0	PTC Enhancements
Total	\$20,735,433	\$32,120,297	\$3,389,740	

Pending Funding and Other Grant Activity

As of March 31, 2026, DCTA has one (1) awarded competitive grant that is pending inclusion in the Statewide Transportation Improvement Program Listing.

Program	Amount	Grant Activity	Funding Status
FY25 Buses & Bus Facilities Competitive Program	\$2,295,000	Fleet Purchase (3 – 35' Buses)	Awarded – Pending STIP Listing
TOTAL	\$ 2,295,000		

Available Funding

For this report, **available** status indicates funding amounts have been allocated to DCTA for which there is a grant application submitted to the FTA, but it is not yet an active grant.

Program	Amount	Grant Activity	Funding Status
FY21 Sec 5307 – Capital & Operating Formula Program	\$128,387	Purchase Support Vehicles	In-Progress
FY24 Sec 5339 – Bus & Bus Facilities Formula Program	\$713,922	Facilities Maintenance & Bus Preventive Maintenance	In-Progress
FY24 Sec 5310 – Mobility of Seniors & Disabled Individuals	\$370,351	Fleet Purchase – Access	Executed in Q3
TOTAL	\$1,212,660		

Previous Board Activity & Action

There has been no previous Board activity on this item.

Identified Need

Provides the Board of Directors with a status update on grant balances and significant grant activity.

Financial Impact

This item is included for informational purposes only; there is no financial impact associated with this item. Grant revenues were adopted as part of the FY2026 budget.

Submitted by:



 Dawn Jones
 Revenue & Business Analytics Manager

Final Review:



 Jane Filarowicz
 Senior Manager of Budget & Grants

INVESTMENT REPORT

Denton County Transportation Authority

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January 1 to March 31, 2026



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Market Recap

Treasury yields moved significantly higher in March as investors repriced inflation risk tied to surging energy prices. The Two-year Treasury Note yield began the month around 3.40% and climbed as high as 4% late in the month before settling to around 3.80% at month-end. Meanwhile, stocks struggled throughout the month, with the S&P 500 posting four consecutive weekly declines and finishing 7% below its January high.

The price of oil has nearly doubled since the U.S. and Israel launched strikes against Iran, who then effectively closed the Strait of Hormuz. Roughly 15% to 20% of global crude oil supply and almost 20% of global liquefied natural gas (LNG) shipments have been disrupted, prompting the International Energy Agency to call it the largest supply shock in the history of the oil market. West Texas Intermediate crude oil surged from the mid \$60's to over \$100 by late-March, while gasoline, diesel and jet fuel prices rose sharply. The spike in oil prices has fed directly into higher short-term inflation expectations.

The Federal Open Market Committee (FOMC) met March 17th and 18th, voting to hold the Fed Funds target rate at 3.50% to 3.75% for the second consecutive meeting. Chairman Powell and policymakers emphasized that higher energy prices risk delaying further progress on inflation and warned against assuming the shock would be transitory given repeated supply disruptions over the last five years. The updated dot plot showed fewer expected cuts in 2026, and futures markets moved to essentially price out any easing moves this year. Chair Powell described current policy as “near neutral” with limited room to respond unless labor market conditions deteriorate further.

Economic data released during the month painted a mixed picture. The February jobs report showed payrolls falling by 92k, the fifth negative print in the last nine months, while prior months were also revised lower. The unemployment rate rose to 4.4% as job losses spread beyond cyclical sectors and into health care for the first time in years. While seasonal factors and strike activity played a role, the broader trend confirms that labor market momentum has stalled since last Spring.

At the same time, inflation readings moved in the wrong direction, February PPI surged to a whopping 0.7% MoM and Core PCE remained elevated at 3.1% YoY.

Fourth quarter GDP was revised down to just +0.7%, highlighting a sharp deceleration from the economy's strong mid-2025 pace. Consumer spending growth slowed significantly, particularly in services, and the impact from the government shutdown continues to affect official data. The Atlanta Fed's GDPNow model estimates 2.0% to 3.0% growth in the first quarter, but rising oil prices threaten to offset recent tax-cut-related gains in household cash flows, especially for lower-income consumers.

Elsewhere, stress intensified in private credit, raising concerns about liquidity conditions in other markets as well. Multiple fund managers enacted redemption limits or halted withdrawals altogether as concerns grew about credit exposure to software companies and other AI-vulnerable businesses. Gold, which had rallied sharply earlier in the year, fell nearly 10% over the month as higher real rates and dollar strength outweighed the usual safe-haven demand.

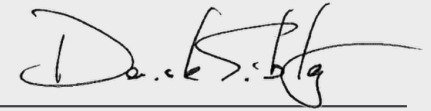
Looking ahead, markets enter April facing slow employment growth, resurging inflationary pressures from energy, and a Federal Reserve that has little flexibility. While a ceasefire or reopening of the Strait of Hormuz could spark a sharp relief rally, the baseline outlook has shifted toward elevated volatility and downside risks. Until there is clarity on energy supply and the durability of inflation pressures, the Fed is set to remain on hold, while markets remain vulnerable to further surprises.

Investment Officers' Certification

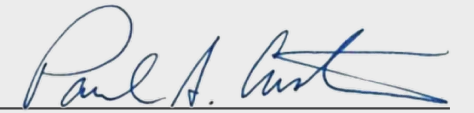
This report is prepared for the Denton County Transportation Authority (the "Entity") in accordance with Chapter 2256 of the Texas Public Funds Investment Act ("PFIA"). Section 2256.023(a) of the PFIA states that: "Not less than quarterly, the investment officer shall prepare and submit to the governing body of the entity a written report of the investment transactions for all funds covered by this chapter for the preceding reporting period." This report is signed by the Entity's investment officers and includes the disclosures required in the PFIA.

The investment portfolio complied with the PFIA and the Entity's approved Investment Policy and Strategy throughout the period. All investment transactions made in the portfolio during this period were made on behalf of the Entity and were made in full compliance with the PFIA and the approved Investment Policy.

Investment Officers



Derick Sibley
Vice President of Finance



Paul Cristina
Chief Executive Officer

Portfolio Overview

Portfolio Summary

	Prior 31 Dec-25	Current 31 Mar-26
Par Value	131,122,216.84	136,669,063.18
Original Cost	130,770,704.69	136,229,811.03
Book Value	130,808,287.47	136,315,057.34
Market Value	130,883,484.42	136,248,816.61
Accrued Interest	297,952.84	284,068.06
Book Value Plus Accrued	131,106,240.31	136,599,125.41
Market Value Plus Accrued	131,181,437.26	136,532,884.67
Net Unrealized Gain/(Loss)	75,196.94	(66,240.74)

Income Summary

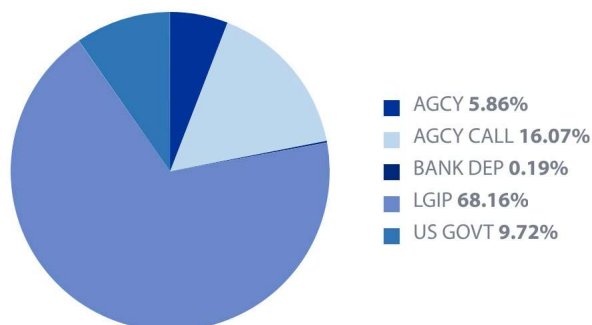
Current Period	1 Jan-26 to 31 Mar-26
Interest Income	1,180,180.47
Net Amortization/Accretion	47,663.53
Realized Gain/(Loss)	0.00
Net Income	1,227,844.00

Fiscal Year-to-Date	1 Oct-25 to 31 Mar-26
Net Income	2,524,618.31

Portfolio Characteristics

	Prior 31 Dec-25	Current 31 Mar-26
Yield to Maturity	3.795%	3.726%
Yield to Worst	3.795%	3.726%
Days to Final Maturity	140	174
Days to Effective Maturity	140	174
Duration	1.43	1.43

Asset Allocation

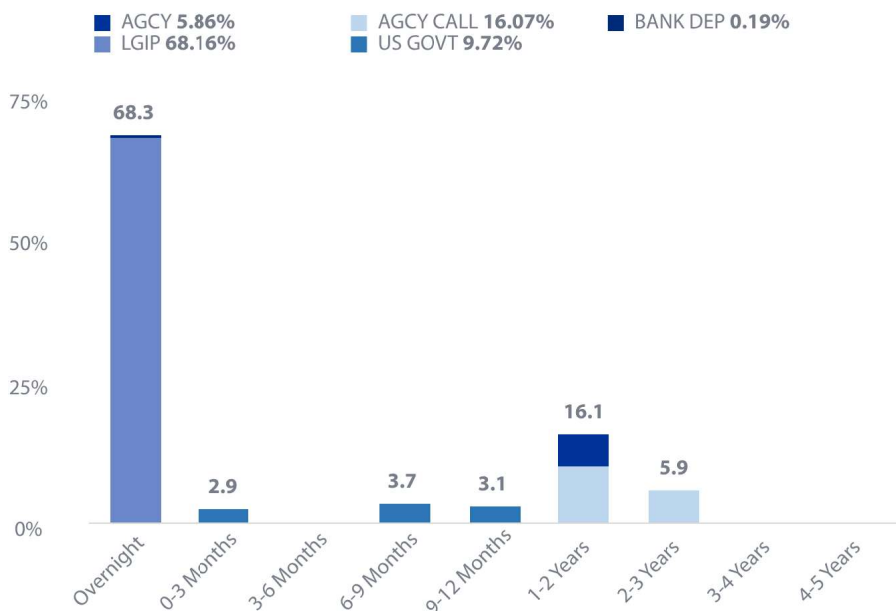


Transaction Summary

Transaction Type	Quantity	Principal	Interest	Total Amount	Realized Gain/Loss
Buy	10,000,000.00	(9,912,260.00)	(4,277.78)	(9,916,537.78)	0.00
Coupon	0.00	0.00	299,006.25	299,006.25	0.00

Portfolio Overview

Maturity Distribution by Security Type



Top Ten Holdings

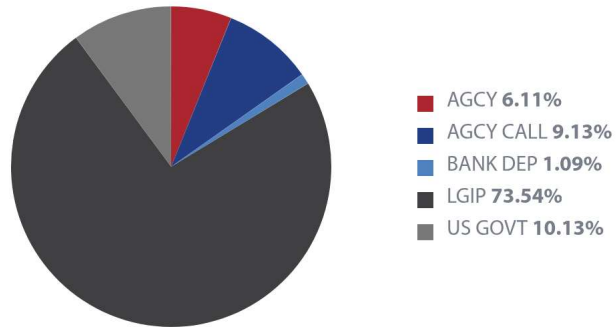
Issuer	Allocation
TEXSTAR	68.16%
Federal Farm Credit Banks Funding Corporation	11.65%
United States	9.72%
Federal Home Loan Banks	5.94%
Federal National Mortgage Association	2.93%
Federal Home Loan Mortgage Corporation	1.41%
WF	0.19%

Maturity Distribution by Security Type

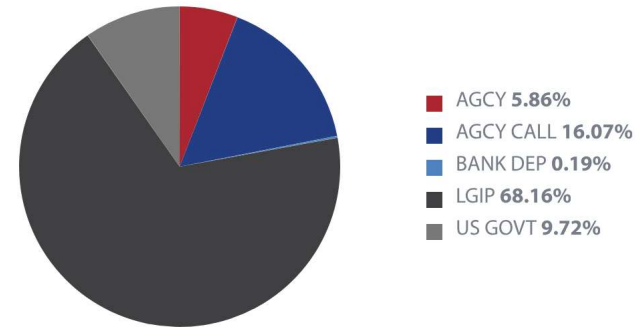
Security Type	Overnight	0-3 Months	3-6 Months	6-9 Months	9-12 Months	1-2 Years	2-3 Years	3-4 Years	4-5 Years	Portfolio Total
AGCY	--	--	--	--	--	7,991,592.26	--	--	--	7,991,592.26
AGCY CALL	--	--	--	--	--	13,906,383.74	7,997,155.77	--	--	21,903,539.51
BANK DEP	254,484.12	--	--	--	--	--	--	--	--	254,484.12
LGIP	92,914,579.06	--	--	--	--	--	--	--	--	92,914,579.06
US GOVT	--	3,999,395.82	--	5,008,180.82	4,243,285.75	--	--	--	--	13,250,862.39
Total	93,169,063.18	3,999,395.82	--	5,008,180.82	4,243,285.75	21,897,976.01	7,997,155.77	--	--	136,315,057.34

Asset Allocation

Asset Allocation by Security Type as of
31-Dec-2025



Asset Allocation by Security Type as of
31-Mar-2026



Book Value Basis Security Distribution

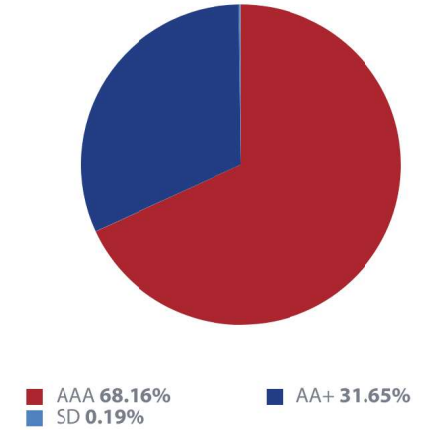
Security Type	Prior Balance 31-Dec-25	Prior Allocation 31-Dec-25	Change in Allocation	Current Balance 31-Mar-26	Current Allocation 31-Mar-26	Yield to Maturity
AGCY	7,990,257.95	6.11%	(0.25%)	7,991,592.26	5.86%	3.630%
AGCY CALL	11,944,351.56	9.13%	6.94%	21,903,539.51	16.07%	3.871%
BANK DEP	1,428,213.11	1.09%	(0.91%)	254,484.12	0.19%	0.000%
LGIP	96,194,003.73	73.54%	(5.38%)	92,914,579.06	68.16%	3.651%
US GOVT	13,251,461.12	10.13%	(0.41%)	13,250,862.39	9.72%	4.143%
Portfolio Total	130,808,287.47	100.00%		136,315,057.34	100.00%	3.726%

Credit Rating Summary

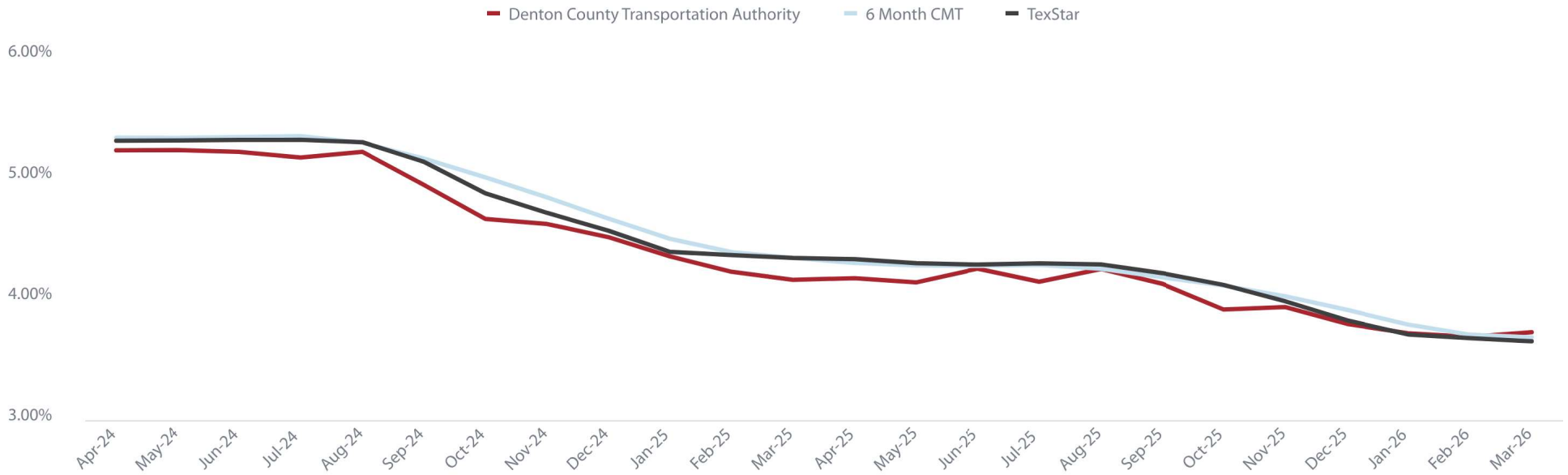
Rating Distribution

	Book Value	Portfolio Allocation
Secured Deposits (Insured or Collateralized)		
Demand Deposits	254,484.12	0.19%
Total Secured Deposits	254,484.12	0.19%
Local Government Investment Pools & Money Market Funds		
AAA	92,914,579.06	68.16%
Total Local Government Investment Pools & Money Market Funds	92,914,579.06	68.16%
Long Term Rating Distribution		
AA+	43,145,994.16	31.65%
Total Long Term Rating Distribution	43,145,994.16	31.65%
Portfolio Total	136,315,057.34	100.00%

Allocation by Rating



Benchmark Comparison



Yield Overview

	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25	Jan-26	Feb-26	Mar-26
Denton County Transportation Authority	5.23	5.23	5.21	5.17	5.21	4.94	4.66	4.62	4.51	4.35	4.23	4.16	4.17	4.14	4.25	4.14	4.25	4.13	3.91	3.93	3.80	3.72	3.69	3.73
6 Month CMT	5.33	5.33	5.34	5.34	5.29	5.16	5.00	4.84	4.66	4.50	4.39	4.34	4.30	4.28	4.27	4.28	4.25	4.18	4.11	4.02	3.91	3.79	3.71	3.68
TexStar	5.31	5.31	5.31	5.31	5.29	5.13	4.87	4.71	4.56	4.39	4.36	4.34	4.33	4.30	4.28	4.30	4.29	4.21	4.12	3.98	3.82	3.71	3.68	3.65

Fund Overview

Fund Name	Prior Book Value	Prior Market Value	Changes to Market Value	Current Book Value	Current Market Value	Net Income	Days to Final Mty	YTM	YTW
2011 Bond Fund	687,705.10	687,705.10	(687,705.10)	0.00	0.00	569.99			
Additional Reserve Fund	1,599,753.47	1,599,753.47	14,553.68	1,614,307.15	1,614,307.15	14,553.68	1	3.651%	3.651%
Bond Fund	2,100,480.06	2,100,480.06	19,108.96	2,119,589.02	2,119,589.02	19,108.96	1	3.651%	3.651%
Operating Fund	740,508.01	740,508.01	(486,023.89)	254,484.12	254,484.12	0.00	1	0.000%	0.000%
Reserve Fund	17,044,002.42	17,054,084.47	41,881.31	17,124,303.73	17,095,965.78	154,284.64	682	3.902%	3.902%
Sales Tax Fund	108,635,838.41	108,700,953.31	6,463,517.23	115,202,373.33	115,164,470.54	1,039,326.73	105	3.711%	3.711%
Total	130,808,287.47	130,883,484.42	5,365,332.19	136,315,057.34	136,248,816.61	1,227,844.00	174	3.726%	3.726%

Detail of Security Holdings

CUSIP	Settle Date	Security Type	Security Description	CPN	Maturity Date	Next Call Date	Call Type	Par Value	Purch Price	Original Cost	Book Value	Mkt Price	Market Value	Days to Mty	Days to Call	YTM	YTW	Rating
Additional Reserve Fund																		
TEXSTAR		LGIP	TexSTAR	3.651	03/31/26			1,614,307.15	100.000	1,614,307.15	1,614,307.15	100.000	1,614,307.15	1		3.651	3.651	AAA
Total Additional Reserve Fund								1,614,307.15	1,614,307.15	1,614,307.15	1,614,307.15	1,614,307.15	1	3.651	3.651			
Bond Fund																		
TEXSTAR		LGIP	TexSTAR	3.651	03/31/26			2,119,589.02	100.000	2,119,589.02	2,119,589.02	100.000	2,119,589.02	1		3.651	3.651	AAA
Total Bond Fund								2,119,589.02	2,119,589.02	2,119,589.02	2,119,589.02	2,119,589.02	1	3.651	3.651			
Operating Fund																		
WF-SWEEP		BANK DEP	Wells Fargo Sweep	0.000	03/31/26			254,484.12	100.000	254,484.12	254,484.12	100.000	254,484.12	1		0.000	0.000	SD
Total Operating Fund								254,484.12	254,484.12	254,484.12	254,484.12	1	0.000	0.000				
Reserve Fund																		
TEXSTAR		LGIP	TexSTAR	3.651	03/31/26			1,134,509.78	100.000	1,134,509.78	1,134,509.78	100.000	1,134,509.78	1		3.651	3.651	AAA
3133ETVJ3	09/24/25	AGCY	FFCB	3.625	08/27/27			4,000,000.00	100.004	4,000,168.00	4,000,185.13	99.688	3,987,532.00	514		3.622	3.622	AA+
3133ETS81	12/11/25	AGCY	FFCB	3.500	11/10/27			4,000,000.00	99.744	3,989,760.00	3,991,407.13	99.436	3,977,456.00	589		3.638	3.638	AA+
3136GCXP5	03/31/26	AGCY CALL	FNMA	4.200	03/30/28	09/30/26	Quarterly	4,000,000.00	99.985	3,999,400.00	3,999,400.79	99.995	3,999,800.00	730	183	4.208	4.208	AA+
3130BA2M8	03/31/26	AGCY CALL	FHLB	4.200	03/23/29	03/23/27	Quarterly	4,000,000.00	99.970	3,998,800.00	3,998,800.89	99.917	3,996,668.00	1,088	357	4.211	4.211	AA+
Total Reserve Fund								17,134,509.78	17,122,637.78	17,124,303.73	17,095,965.78	682	270	3.902	3.902			
Sales Tax Fund																		
TEXSTAR		LGIP	TexSTAR	3.651	03/31/26			88,046,173.11	100.000	88,046,173.11	88,046,173.11	100.000	88,046,173.11	1		3.651	3.651	AAA
91282CHB0	09/13/24	US GOVT	U.S. Treasury Note	3.625	05/15/26			4,000,000.00	99.793	3,991,718.75	3,999,395.82	99.977	3,999,062.48	45		3.752	3.752	AA+
91282CJC6	11/19/24	US GOVT	U.S. Treasury Note	4.625	10/15/26			5,000,000.00	100.559	5,027,929.69	5,008,180.82	100.449	5,022,460.95	198		4.314	4.314	AA+
91282CKA8	11/19/24	US GOVT	U.S. Treasury Note	4.125	02/15/27			4,250,000.00	99.602	4,233,066.41	4,243,285.75	100.309	4,263,115.25	321		4.311	4.311	AA+
3130ANJB7	10/08/25	AGCY CALL	FHLB	1.000	08/26/27	08/26/26	Annual	4,250,000.00	95.250	4,048,125.00	4,098,093.36	96.168	4,087,118.75	513	148	3.632	3.632	AA+
3134GXBW3	02/11/26	AGCY CALL	FHLMC	1.000	11/24/27	05/24/26	Quarterly	2,000,000.00	95.703	1,914,060.00	1,920,510.91	95.486	1,909,716.00	603	54	3.502	3.502	AA+
3133ELKG8	10/03/25	AGCY CALL	FFCB	2.050	02/03/28	04/13/26	Continuous	4,000,000.00	96.493	3,859,720.00	3,888,378.68	96.709	3,868,344.00	674	13	3.630	3.630	AA+
3133ETXV4	09/19/25	AGCY CALL	FFCB	3.830	09/15/28	09/15/26	Continuous	4,000,000.00	99.950	3,998,000.00	3,998,354.88	99.212	3,968,480.00	899	168	3.848	3.848	AA+
Total Sales Tax Fund								115,546,173.11	115,118,792.96	115,202,373.33	115,164,470.54	105	103	3.711	3.711			

Detail of Security Holdings

CUSIP	Settle Date	Security Type	Security Description	CPN	Maturity Date	Next Call Date	Call Type	Par Value	Purch Price	Original Cost	Book Value	Mkt Price	Market Value	Days to Mty	Days to Call	YTM	YTW	Rating
Grand Total								136,669,063.18		136,229,811.03	136,315,057.34		136,248,816.61	174	164	3.726	3.726	

Earned Income

CUSIP	Security Type	Detailed Security Description	Beginning Accrued	Interest Earned	Interest Rec'd/Sold/Matured	Interest Purchased	Ending Accrued	Disc Accr/Prem Amort	Net Realized Gain/Loss	Net Income
2011 Bond Fund										
WF-MANA	BANK DEP	Wells Fargo Managed Rate	0.00	569.99	569.99	0.00	0.00	0.00	0.00	569.99
Total 2011 Bond Fund			0.00	569.99	569.99	0.00	0.00	0.00	0.00	569.99
Additional Reserve Fund										
TEXSTAR	LGIP	TexSTAR	0.00	14,553.68	14,553.68	0.00	0.00	0.00	0.00	14,553.68
Total Additional Reserve Fund			0.00	14,553.68	14,553.68	0.00	0.00	0.00	0.00	14,553.68
Bond Fund										
TEXSTAR	LGIP	TexSTAR	0.00	19,108.96	19,108.96	0.00	0.00	0.00	0.00	19,108.96
Total Bond Fund			0.00	19,108.96	19,108.96	0.00	0.00	0.00	0.00	19,108.96
Operating Fund										
WF-SWEEP	BANK DEP	Wells Fargo Sweep	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total Operating Fund			0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Reserve Fund										
TEXSTAR	LGIP	TexSTAR	0.00	80,765.31	80,765.31	0.00	0.00	0.00	0.00	80,765.31
3133ETVJ3	AGCY	FFCB 3.625 08/27/2027	49,944.44	36,250.00	72,500.00	0.00	13,694.44	(1.20)	0.00	36,248.80
3133ETS81	AGCY	FFCB 3.5 11/10/2027	19,833.33	35,000.00	0.00	0.00	54,833.33	1,335.51	0.00	36,335.51
3136GCXP5	AGCY CALL	FNMA 4.2 03/30/2028	0.00	466.67	0.00	0.00	466.67	0.79	0.00	467.46
3130BA2M8	AGCY CALL	FHLB 4.2 03/23/2029	0.00	466.67	0.00	0.00	466.67	0.89	0.00	467.55
Total Reserve Fund			69,777.78	152,948.64	153,265.31	0.00	69,461.11	1,336.00	0.00	154,284.64
Sales Tax Fund										
TEXSTAR	LGIP	TexSTAR	0.00	784,338.84	784,338.84	0.00	0.00	0.00	0.00	784,338.84
91282CHB0	US GOVT	U.S. Treasury Note 3.625 05/15/2026	18,825.97	36,049.72	0.00	0.00	54,875.69	1,235.82	0.00	37,285.54
91282CJC6	US GOVT	U.S. Treasury Note 4.625 10/15/2026	49,553.57	57,177.20	0.00	0.00	106,730.77	(3,682.73)	0.00	53,494.46
91282CKA8	US GOVT	U.S. Treasury Note 4.125 02/15/2027	66,218.58	43,230.66	87,656.25	0.00	21,792.99	1,848.18	0.00	45,078.84
3130ANJB7	AGCY CALL	FHLB 1.0 08/26/2027	14,756.94	10,625.00	21,250.00	0.00	4,131.94	25,845.64	0.00	36,470.64

Earned Income

CUSIP	Security Type	Detailed Security Description	Beginning Accrued	Interest Earned	Interest Rec'd/ Sold/Matured	Interest Purchased	Ending Accrued	Disc Accr/Prem Amort	Net Realized Gain/Loss	Net Income
3134GXBW3	AGCY CALL	FHLMC 1.0 11/24/2027	0.00	2,777.78	0.00	(4,277.78)	7,055.56	6,450.91	0.00	9,228.69
3133ELKG8	AGCY CALL	FFCB 2.05 02/03/2028	33,711.11	20,500.00	41,000.00	0.00	13,211.11	14,465.85	0.00	34,965.85
3133ETXV4	AGCY CALL	FFCB 3.83 09/15/2028	45,108.89	38,300.00	76,600.00	0.00	6,808.89	163.86	0.00	38,463.86
Total Sales Tax Fund			228,175.06	992,999.20	1,010,845.09	(4,277.78)	214,606.95	46,327.53	0.00	1,039,326.73
Grand Total			297,952.84	1,180,180.47	1,198,343.03	(4,277.78)	284,068.06	47,663.53	0.00	1,227,844.00

Investment Transactions

CUSIP	Trade Date	Settle Date	Security Type	Security Description	Coupon	Maturity Date	Call Date	Par Value	Price	Principal Amount	Interest Purchased/Received	Total Amount	Realized Gain/Loss	YTM	YTW
Reserve Fund															
Buy															
3136GCXP5	03/30/26	03/31/26	AGCY CALL	FNMA	4.200	03/30/28	09/30/26	4,000,000.00	99.985	3,999,400.00	0.00	3,999,400.00	0.00	4.208	4.208
3130BA2M8	03/30/26	03/31/26	AGCY CALL	FHLB	4.200	03/23/29	03/23/27	4,000,000.00	99.970	3,998,800.00	0.00	3,998,800.00	0.00	4.211	4.211
Total Buy								8,000,000.00		7,998,200.00	0.00	7,998,200.00	0.00		
Coupon															
3133ETVJ3	02/27/26	02/27/26	AGCY	FFCB	3.625	08/27/27		0.00		0.00	72,500.00	72,500.00	0.00	--	--
Total Coupon								0.00		0.00	72,500.00	72,500.00	0.00		
Sales Tax Fund															
Buy															
3134GXBW3	02/10/26	02/11/26	AGCY CALL	FHLMC	1.000	11/24/27	05/24/26	2,000,000.00	95.703	1,914,060.00	4,277.78	1,918,337.78	0.00	3.502	3.502
Total Buy								2,000,000.00		1,914,060.00	4,277.78	1,918,337.78	0.00		
Coupon															
3133ELKG8	02/03/26	02/03/26	AGCY CALL	FFCB	2.050	02/03/28	03/31/26	0.00		0.00	41,000.00	41,000.00	0.00	--	--
91282CKA8	02/15/26	02/15/26	US GOVT	U.S. Treasury Note	4.125	02/15/27		0.00		0.00	87,656.25	87,656.25	0.00	--	--
3130ANJB7	02/26/26	02/26/26	AGCY CALL	FHLB	1.000	08/26/27	08/26/26	0.00		0.00	21,250.00	21,250.00	0.00	--	--
3133ETXV4	03/15/26	03/15/26	AGCY CALL	FFCB	3.830	09/15/28	09/15/26	0.00		0.00	76,600.00	76,600.00	0.00	--	--
Total Coupon								0.00		0.00	226,506.25	226,506.25	0.00		

Investment Transactions Totals

Transaction Type	Quantity	Principal Amount	Interest	Total Amount	Realized G/L	YTM	YTW
Total Buy	10,000,000.00	(9,912,260.00)	(4,277.78)	(9,916,537.78)	0.00	4.073	4.073
Total Coupon	0.00	0.00	299,006.25	299,006.25	0.00		

Amortization and Accretion

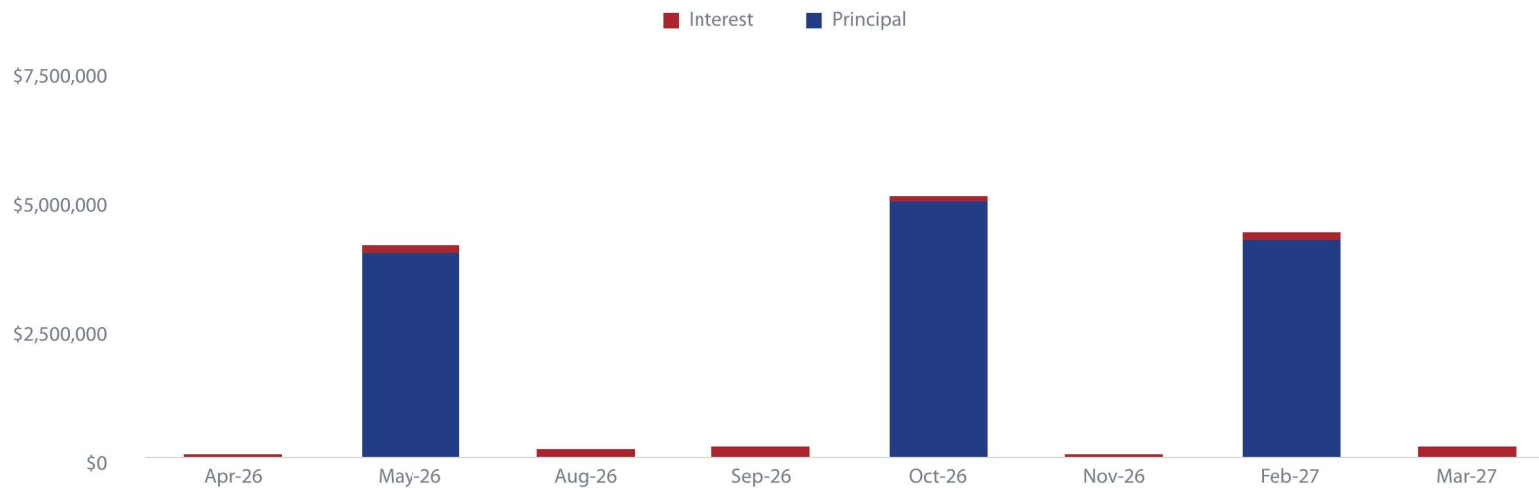
CUSIP	Settle Date	Security Type	Detailed Security Description	Purchase Qty	Orig Price	Original Cost	Amort/Accr for Period	Total Amort/Accr Since Purch	Remaining Disc/Premium	Ending Book Value
Reserve Fund										
3133ETVJ3	09/24/25	AGCY	FFCB 3.625 08/27/2027	4,000,000.00	100.004	4,000,168.00	(1.20)	17.13	185.13	4,000,185.13
3133ETS81	12/11/25	AGCY	FFCB 3.5 11/10/2027	4,000,000.00	99.744	3,989,760.00	1,335.51	1,647.13	(8,592.87)	3,991,407.13
3136GCP5	03/31/26	AGCY CALL	FNMA 4.2 03/30/2028	4,000,000.00	99.985	3,999,400.00	0.79	0.79	(599.21)	3,999,400.79
3130BA2M8	03/31/26	AGCY CALL	FHLB 4.2 03/23/2029	4,000,000.00	99.970	3,998,800.00	0.89	0.89	(1,199.11)	3,998,800.89
Total Reserve Fund				16,000,000.00		15,988,128.00	1,336.00	1,665.95	(10,206.05)	15,989,793.95
Sales Tax Fund										
91282CHB0	09/13/24	US GOVT	U.S. Treasury Note 3.625 05/15/2026	4,000,000.00	99.793	3,991,718.75	1,235.82	7,677.07	(604.18)	3,999,395.82
91282CJC6	11/19/24	US GOVT	U.S. Treasury Note 4.625 10/15/2026	5,000,000.00	100.559	5,027,929.69	(3,682.73)	(19,748.87)	8,180.82	5,008,180.82
91282CKA8	11/19/24	US GOVT	U.S. Treasury Note 4.125 02/15/2027	4,250,000.00	99.602	4,233,066.41	1,848.18	10,219.34	(6,714.25)	4,243,285.75
3130ANJB7	10/08/25	AGCY CALL	FHLB 1.0 08/26/2027	4,250,000.00	95.250	4,048,125.00	25,845.64	49,968.36	(151,906.64)	4,098,093.36
3134GXBW3	02/11/26	AGCY CALL	FHLMC 1.0 11/24/2027	2,000,000.00	95.703	1,914,060.00	6,450.91	6,450.91	(79,489.09)	1,920,510.91
3133ELKG8	10/03/25	AGCY CALL	FFCB 2.05 02/03/2028	4,000,000.00	96.493	3,859,720.00	14,465.85	28,658.68	(111,621.32)	3,888,378.68
3133ETXV4	09/19/25	AGCY CALL	FFCB 3.83 09/15/2028	4,000,000.00	99.950	3,998,000.00	163.86	354.88	(1,645.12)	3,998,354.88
Total Sales Tax Fund				27,500,000.00		27,072,619.85	46,327.53	83,580.37	(343,799.78)	27,156,200.22
Grand Total				43,500,000.00		43,060,747.85	47,663.53	85,246.31	(354,005.84)	43,145,994.16

Projected Cash Flows

CUSIP	Detailed Security Description	Post Date	Interest	Principal	Total Amount
Reserve Fund					
3133ETS81	FFCB 3.5 11/10/2027	05/11/26	70,000.00		70,000.00
3133ETVJ3	FFCB 3.625 08/27/2027	08/27/26	72,500.00		72,500.00
3130BA2M8	FHLB 4.2 03/23/2029	09/23/26	80,733.33		80,733.33
3136GCXP5	FNMA 4.2 03/30/2028	09/30/26	84,000.00		84,000.00
3136GCXP5	FNMA 4.2 03/30/2028	09/30/26		4,000,000.00	4,000,000.00
3133ETS81	FFCB 3.5 11/10/2027	11/10/26	70,000.00		70,000.00
3133ETVJ3	FFCB 3.625 08/27/2027	03/01/27	72,500.00		72,500.00
3130BA2M8	FHLB 4.2 03/23/2029	03/23/27	84,000.00		84,000.00
Sales Tax Fund					
91282CJC6	U.S. Treasury Note 4.625 10/15/2026	04/15/26	115,625.00		115,625.00
91282CHB0	U.S. Treasury Note 3.625 05/15/2026	05/15/26	72,500.00		72,500.00
91282CHB0	U.S. Treasury Note 3.625 05/15/2026	05/15/26		4,000,000.00	4,000,000.00
3134GXBW3	FHLMC 1.0 11/24/2027	05/26/26	10,000.00		10,000.00
3133ELKG8	FFCB 2.05 02/03/2028	08/03/26	41,000.00		41,000.00
91282CKA8	U.S. Treasury Note 4.125 02/15/2027	08/17/26	87,656.25		87,656.25
3130ANJB7	FHLB 1.0 08/26/2027	08/26/26	21,250.00		21,250.00
3133ETXV4	FFCB 3.83 09/15/2028	09/15/26	76,600.00		76,600.00
91282CJC6	U.S. Treasury Note 4.625 10/15/2026	10/15/26	115,625.00		115,625.00
91282CJC6	U.S. Treasury Note 4.625 10/15/2026	10/15/26		5,000,000.00	5,000,000.00
3134GXBW3	FHLMC 1.0 11/24/2027	11/24/26	10,000.00		10,000.00
3133ELKG8	FFCB 2.05 02/03/2028	02/03/27	41,000.00		41,000.00
91282CKA8	U.S. Treasury Note 4.125 02/15/2027	02/16/27	87,656.25		87,656.25
91282CKA8	U.S. Treasury Note 4.125 02/15/2027	02/16/27		4,250,000.00	4,250,000.00
3130ANJB7	FHLB 1.0 08/26/2027	02/26/27	21,250.00		21,250.00
3133ETXV4	FFCB 3.83 09/15/2028	03/15/27	76,600.00		76,600.00
Grand Total			1,310,495.83	17,250,000.00	18,560,495.83

Projected Cash Flows Totals

Month and Year	Interest	Principal	Total Amount
April 2026	115,625.00		115,625.00
May 2026	152,500.00	4,000,000.00	4,152,500.00
August 2026	222,406.25		222,406.25
September 2026	241,333.33	4,000,000.00	4,241,333.33
October 2026	115,625.00	5,000,000.00	5,115,625.00
November 2026	80,000.00		80,000.00
February 2027	149,906.25	4,250,000.00	4,399,906.25
March 2027	233,100.00		233,100.00
Total	1,310,495.83	17,250,000.00	18,560,495.83



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Board of Directors Memo

May 28, 2026

AGENDA ITEM: Discuss and Consider Authorizing the Chief Executive Officer (CEO) to Negotiate and Execute a Contract with Plante & Moran PLLC for Annual Audit Services for Fiscal Years 2026 through 2028, in an Amount Not to Exceed \$229,400 for a Three (3) Year Term, with Two (2) Additional One (1) Year Renewal Options for Fiscal Years 2029 and 2030

Recommendation

Staff recommends the Board authorize the Chief Executive Officer (CEO) to negotiate and execute a contract with Plante & Moran, PLLC for Annual Audit Services for Fiscal Years 2026 through 2028, in an amount not to exceed \$229,400 for the initial three (3) year term, with two (2) additional one-year renewal options for Fiscal Years 2029 and 2030.

Background

The Texas Transportation Code, Chapter 460, requires the Denton County Transportation Authority (DCTA) to conduct an annual audit of the Agency's financial statements, prepared by an independent certified public accountant. In addition to the annual financial audit, DCTA's audit engagement includes performance of a Single Audit in accordance with 2 CFR Part 200, preparation of the Annual Comprehensive Financial Report (ACFR) for submission to the Government Finance Officers Association (GFOA) for the Certificate of Achievement for Excellence in Financial Reporting, a Report to Management, and agreed-upon procedures required for DCTA's National Transit Database (NTD) reporting.

The Board last approved an audit services contract in March 2021. That contract covered an initial three (3) year term for fiscal years 2021 through 2023, with two (2) one-year renewal options for fiscal years 2024 and 2025. Both renewal options were exercised, and the agreement has been fully utilized through the completion of the FY2025 audit.

To ensure continuity of these services, DCTA released Request for Proposal No. 26-02 for Annual Audit Services in February 2026. Proposals were received on March 20, 2026, and eight (8) firms submitted responses:

- Plante & Moran, PLLC
- CliftonLarsonAllen LLP
- Weaver and Tidwell, L.L.P.
- Crowe LLP
- Eide Bailly LLP
- Mauldin & Jenkins, LLC
- Vasquez Company LLP
- Pattillo, Brown & Hill, L.L.P.

All eight (8) firms were determined to be responsive and responsible. Proposals were evaluated by a committee and following the initial evaluation, four (4) firms were selected for interviews conducted on April 21, 2026: Plante & Moran, PLLC; Crowe LLP; CliftonLarsonAllen LLP; and Weaver and Tidwell, L.L.P.

Upon completion of the evaluation and interview process, the evaluation committee determined that Plante & Moran, PLLC presented the best value to the Agency.

The proposed contract covers an initial term of three (3) fiscal years ending September 30, 2026, September 30, 2027, and September 30, 2028, with two (2) additional one-year renewal options for fiscal years ending September 30, 2029, and September 30, 2030. Renewal of each optional year is subject to an annual performance evaluation by the Vice President of Finance and budget availability.

Previous Board Activity and Action

April 23, 2026 — The Board received Informational Report Item 03, an update on the procurement process for RFP No. 26-02 for Annual Audit Services, including the release of the RFP, receipt of eight (8) proposals, and the anticipated timeline for award.

Identified Need

DCTA is required by the Texas Transportation Code and by the terms of its federal grant agreements to engage an independent certified public accountant to conduct an annual audit of the Agency's financial statements. The prior audit services agreement has been fully utilized. A new contract is required to ensure uninterrupted delivery of all required audit services beginning with the fiscal year ending September 30, 2026.

Financial Impact

The contract amount for the initial three-year term will not exceed \$229,400. Annual audit services fees are budgeted within the Agency's operating budget. Fees for future fiscal years will be incorporated into the respective annual budget processes for Board approval.

Exhibits

None.

Submitted By:


LaKeisha Williams, Senior Manager Accounting

Reviewed By:


Derick Sibley, Vice President Finance

Board of Directors Memo

May 28, 2026

AGENDA ITEM: Discuss Update on Consolidated Denton County Transportation Authority (DCTA) Customer Service Function

Recommendation

This is discussion item only. No Board Action is required.

Background

The Denton County Transportation Authority (DCTA) Customer Service Department is the central hub for transit-related inquiries, handling calls through a centralized phone line and providing in-person support at the Downtown Denton Transit Center (DDTC). In October 2023, the Board was briefed on opportunities to improve customer service functions, coinciding with the onboarding of a new Customer Service Manager to lead these efforts.

Since that time, the department has focused on implementing targeted strategies to reduce call volume while maintaining service quality. These efforts include evaluating call drivers for DCTA and GoZone calls, expanding the use of self-service tools, and refining operational processes.

A refreshed data pull has been completed to provide updated insight into call volume trends and the effectiveness of implemented call reduction initiatives.

This briefing provides the Board with an update on recent developments, highlights progress made through call reduction strategies, presents refreshed data to support continued evaluation and planning, and explore the potential benefits of a unified service model.

Previous Board Activity and Action

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

- October 2023 – Initial concept of Customer Service Evolution briefed to the Board
- December 2024 – Board provided review of DCTA & GoZone Customer Service Options
- June 2025 – Board provided review of DCTA & GoZone Customer Service Options
- February 2026 – Board provided review of DCTA & GoZone Customer Service Dataset

Identified Need

None.

Exhibits

None.

Submitted By:



Randi Trantham, Customer Service Manager



Reviewed By:

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

Jackie Bronson, Vice President Engagement and Administration

Board of Directors Memo

May 28, 2026

AGENDA ITEM: Discuss and Consider Approval of the Purchase of a Cloud-Based Phone and Contact Center System using Texas DIR Cooperative Contract #DIR-CPO-5687 and TIPS Cooperative Contract #230105 from DataVox, Inc. in an Amount Not to Exceed \$238,277.94.

Recommendation

Staff recommends the Board approve the purchase of a Cloud-Based Phone and Contact Center System using Texas DIR Cooperative Contract #DIR-CPO-5687 and TIPS Cooperative Contract #230105 from DataVox, Inc. in an amount not to exceed \$238,277.94.

Background

DCTA currently operates an aging Mitel on-premises phone system with a PRI circuit (23 channels) that routes overflow call volume to a third-party contracted call center. The existing platform is insufficient to support the increased capacity, modern contact center features, real-time reporting, and remote work flexibility that current operations require.

DCTA staff initiated a formal vendor review with DataVox, Inc. DataVox submitted two (2) formal proposals on May 1, 2026, covering the cloud platform and associated hardware. The proposed solution consists of two (2) components:

1. Zoom Voice and Contact Center Platform (3-Year Subscription + Professional Services): Cloud phone services for approximately 130 users and up to 20 contact center agents. Full implementation and migration services are included. The total cost is \$238,277.94, comprising annual subscription payments of \$67,323.10 and a one-time implementation fee of \$25,807.40.
2. Physical Desk Phones and Analog Telephone Adapters (ATAs): 50 desk phones and ATA devices to support DCTA's approximately 8 analog lines (fax, elevator lines, etc.) across 4 facilities. This is a one-time payment of \$10,501.24 for hardware.

ITEM	COST	NOTES
One Time Implementation Charge	\$25,807.40	One time (DIR-CPO-5687)
Year 1 Subscription	\$67,323.10	Annual recurring (DIR-CPO-5687)
Year 2 Subscription	\$67,323.10	Annual recurring (DIR-CPO-5687)
Year 3 Subscription	\$67,323.10	Annual recurring (DIR-CPO-5687)
One Time Hardware Charge	\$10,501.24	One time (TIPS #230105)
TOTAL:	\$238,277.94	Contract Value



Previous Board Activity and Action

June 2025: This item was presented in the budget workshop as an Expanded Level Project
February 2026: The Board received an update on this item in RA11.

Identified Need

Replace DCTA’s end-of-life Mitel on-premises phone system with a modern, cloud-based unified communications and contact center platform to support agency growth and improved service delivery to DCTA customers.

Financial Impact

Funding for this item is provided through the approved FY2026 Expanded Level Project (ELP) in the amount of \$81,000, with an ongoing annual operating expense of \$67,500.

It should be noted that DCTA will be terminating its existing phone system support contract, licensing, and PRI circuits this fiscal year, resulting in identified cost savings that partially offset the net financial impact of this project, keeping it within the proposed ELP budget for Year 1.

	CURRENT SOLUTION	PROPOSED SOLUTION	DELTA
One-Time Installation Charge	\$0	\$25,807	\$25,807
Annual Operating Cost	\$14,780	\$67,500	\$52,720
Existing Phone Circuits (PRI)	\$16,800	\$0	(\$16,800)
NET CHANGE	--	--	\$61,727

Both cooperative contracts (Texas DIR and TIPS) are competitively bid purchasing vehicles available to Texas public entities, satisfying DCTA’s competitive procurement requirements.

Exhibits

None.

Submitted By:

Kyler Hagler, Director
Information Technology and Cybersecurity

Board of Directors Memo

May 28, 2026

AGENDA ITEMS *(with Recommendations in italics following)*:

RA05: Discuss the A-train Enhancement Program Update

RA05R: *This item is for discussion only. No Board action required at this time.*

RA06: Discuss and Consider Authorizing the Chief Executive Officer (CEO) to Apply for the Railroad Crossing Elimination (RCE) Federal Grant Program with Local Matching Funds Not to Exceed \$6.6M to Support Safety Enhancements at Crossings Between Trinity Mills Station and Downtown Carrollton

RA06R: *Staff Recommends that the Board Authorize the Chief Executive Officer (CEO) to Apply for the Railroad Crossing Elimination (RCE) Federal Grant Program with Local Matching Funds Not to Exceed \$6.6M to Support Safety Enhancements at Crossings Between the Trinity Mills Station and Downtown Carrollton.*

Background

The A-train Enhancement Program is a comprehensive, multi-year initiative focused on improving regional connectivity, service reliability, capacity, safety, and customer experience along the A-train corridor. A priority element of the program is the Downtown Carrollton Extension and Platform, which would extend A-train service to Downtown Carrollton and enable a single-seat transfer to the DART Silver Line and DFW Airport.

In January 2026, the Board received an update on the program and approved local matching funds to support a Federal Discretionary Grant application through the Better Utilizing Investments to Leverage Development (BUILD) grant program for construction of the Downtown Carrollton Extension. At that time, staff noted that a refined program cost estimate was in development and that additional analysis underway could affect the ultimate scope and cost of the project.

As illustrated in the February materials, the project cost estimate is evolving as planning advances from high-level concepts toward initial, schematic design. This briefing reviews the current status of the design and planning task orders underway, key cost drivers and uncertainties for the current estimate, and anticipated next steps.

As the project advances through planning and design, the cost estimate is becoming more detailed and better aligned with actual project requirements. In parallel, staff has identified one (1) additional discretionary grant opportunity for which Board action is requested.

The identified federal grant pathway supports corridor safety improvements at the nine (9) at-grade crossings between Trinity Mills Station and Downtown Carrollton: the Railroad Crossing Elimination (RCE) program for crossing closures and crossing safety enhancements. While the final design of those crossings is not complete, it is understood that a set of safety improvements will be required that could total \$33M in project cost.

Previous Board Activity and Action

February 2026 – RA09

January 2026 – RA07

September 2025 – RA02/03

Identified Need

This briefing will provide a status update on multiple active workstreams within the A-train Enhancement Program, which is necessary to:

- Keep the Board informed of progress, risks, and opportunities across program elements that influence overall program delivery and success;
- Discuss overall project schedule including anticipated timing of construction of curve and speed improvements
- Communicate ongoing coordination with corridor partners, including the City of Carrollton, the Town of Hickory Creek, Dallas Water Utilities, the Federal Railroad Administration, and peer transit agencies;
- Highlight items that may inform future Board decisions, including potential RCE funding opportunities, service expansion alternatives, and schedule considerations for ongoing capital projects; and
- Maintain transparency on the program's evolution between formal action items.

Financial Impact

The current Long Range Financial Plan (LRFP) carries an \$11.49M placeholder for A-train Enhancement Program local match, of which \$5.24M is currently designated as match for future federal funds. The \$6.6M local match associated with this Action Request is largely absorbed by this designated balance, with approximately \$1.36M representing an incremental LRFP adjustment.

The LRFP did not contemplate the local match obligation associated with the Curve & Speed Enhancement Project under the CRISI grant. By strategically deferring federal drawdowns until FRA issued final approval of the Detailed Work Plan amendment, the Authority avoided being locked into the original grant scope and entered the amended grant with a substantially reduced obligation — the local match commitment dropped from approximately \$1.0M to approximately \$473K. Staff will revise the LRFP to incorporate this reduced match.

Railroad Crossing Elimination (RCE) Grant — Crossing Closures and Crossing Safety Enhancements

Federal Share (~80%):	\$26.4M
DCTA Local Match (~20%):	\$6.6M

The table below illustrates the current \$11.49M LRFP local-match placeholder to a revised total of \$13.32M — a net increase of \$1.83M. Most of the new \$6.6M Action Request match is absorbed by previously designated balances, with only \$1.36M representing the true incremental LRFP obligation. The additional \$473K reflects the CRISI Curve & Speed local match, reduced from a \$1.0M original obligation through scope right-sizing under the FRA-approved amendment.



On balance, the \$1.83M LRFP increase secures approximately \$1.89M in federal CRISI capital — effectively a net-favorable trade for the Authority.

Item	Amount	Notes
Current LRFP local-match placeholder	\$11.49M	Includes \$6.25M BUILD match (Jan 2026) and \$5.24M designated for future federal match
New \$6.6M Action Request	+\$1.36M	\$5.24M absorbed by designated balance; \$1.36M incremental
CRISI Curve & Speed local match (per FRA amendment)	+\$0.47M	Reduced from \$1.0M obligation; not previously contemplated in LRFP
Revised LRFP local-match total	\$13.32M	
Net LRFP increase	\$1.83M	Secures approximately \$1.89M federal CRISI capital

Exhibits

None.

Submitted By:

Austin Frith, Vice President
Planning and Development

Board of Directors Memo

May 28, 2026

AGENDA ITEM: Discuss Update on Transit Fare Policy

Recommendation

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

Background

The Denton County Transportation Authority (DCTA) Board seeks to adopt a Transit Fare Policy.

Adoption establishes a single, board-approved framework for how DCTA sets, evaluates, and changes passenger fares. No federal regulation requires a standalone "fare policy" document, but DCTA's status as a recipient of FTA Section 5307 funds subjects it to several related obligations that this Policy consolidates into one instrument: the locally developed public participation process for fare changes under 49 U.S.C. § 5307(c)(1)(I); the disparate impact, disproportionate burden, and fare equity analysis requirements of Title VI of the Civil Rights Act and FTA Circular 4702.1B; and the half-fare requirement for seniors, persons with disabilities, and Medicare cardholders under 49 U.S.C. § 5307(d)(1)(D). Beyond compliance, the Policy provides a consistent, transparent basis for fare decisions and a clear allocation of Board and staff responsibilities.

Key elements include: confirmation of the Board's exclusive authority over fare changes, with limited Chief Executive Officer (CEO) delegation within Board-approved bounds; mode-specific farebox recovery target ranges set annually as part of the budget process; a Title VI fare equity analysis procedure under FTA Circular 4702.1B; an ADA-compliant DCTA Access Fare Compliance Procedure; Customer Fare Dispute Procedure; and a Regional Fare Coordination section directing the CEO to pursue a formal interagency agreement with DART and Trinity Metro.

The Policy framework is supported by the peer benchmarking analysis.

Previous Board Activity and Action

April 27, 2023 – Informational Report: DCTA Fare Policy. No Board action taken.

August 27, 2025 – Discuss Methodology to Identify Peer Transit Agencies

September 2025 – Discussion of Fare Systems Strategy Study and Fare Policy Development scope.

March 26, 2026 – Regular Agenda Item 05: Discuss Update on Fare Policy Development.

Identified Need

Adoption of a Board-adopted Fare Policy establishes a written framework for how fare decisions are made and who has authority to make them; document compliance with applicable federal and state law, including FTA Title VI and ADA paratransit pricing requirements and public involvement; and provide a defensible methodology for farebox recovery calculation tied to the peer benchmark.

Financial Impact

None.



Exhibits

None.

Submitted By:

A handwritten signature in black ink, appearing to read "Derick Sibley", is written over a horizontal line.

Derick Sibley, Vice President Finance

Board of Directors Memo

May 28, 2026

AGENDA ITEM: Safety, Service, and Ridership Reports – April 2026

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 April 2026.

Monthly Report

April 2026 marked a strong month for DCTA, with 304,740 total passenger trips representing both a 12.4% jump from March (271,080 trips) and a return to positive year-over-year growth at +0.9% over April 2025 (301,979 trips). Every mode either grew or was similar to last year. Bus led the rebound at 169,544 trips, a 22.6% increase month-over-month that signals renewed momentum on fixed-route services as the spring service period progresses. Vanpool set another fiscal-year high at 31,565 trips, extending its remarkable +51.7% year-over-year trajectory. A-train carried 26,643 passengers, up 5.1% from March and 6.3% above April 2025, reinforcing the consistent commuter rail demand seen all fiscal year. Access paratransit posted 2,769 trips, recovering meaningfully from March with a 21.8% month-over-month gain and finishing 2.0% above the prior April. GoZone delivered 74,219 trips—essentially holding its strong March performance and outpacing April 2025 by 5.3%.

April's performance has meaningfully tightened the FY26 cumulative picture. Year-to-date ridership through April now stands at 1,856,094 unlinked passenger trips, trailing the FY25 pace of 1,908,905 by just 2.8%, a clear improvement on the 3.5% gap reported a month earlier. The story behind the numbers continues to be the strength of non-university services, which together account for 1,098,867 trips year-to-date and are running 7.3% ahead of the FY25 non-UNT total of 1,023,695. Vanpool (+35.4%) and Connect fixed-route (+13.0%) remain the standout performers, with Access paratransit (+7.1%) and A-train (+2.9%) also contributing positive year-over-year movement. GoZone has further closed its FY25 gap to just -1.9% (481,647 trips), compared to -3.1% through March. UNT ridership remains the principal headwind at 757,227 trips (14.5% below FY25's 885,210), but the broader pattern—steady non-UNT growth and a shrinking GoZone gap—points to a service network that continues to strengthen as ISP Phase III planning advances.

With seven months of FY26 performance now on the books (October 2025 through April 2026), the system is averaging approximately 265,156 trips per month, putting DCTA on a linear pace of roughly 3.2 million unlinked passenger trips for the full fiscal year. The more telling indicator is the trajectory: each successful month has shaved a portion off the year-over-year gap, moving from -5.6% through January to -4.4% through February, -3.5% through March, and now -2.8% through April. If that pattern holds, FY26 is well positioned to finish near FY25's annual total. Several tailwinds support continued progress in the second half such as Vanpool's sustained climb, ongoing Connect growth, GoZone's steady narrowing against last year, and the seasonal demand patterns DCTA typically sees through the late spring and summer.

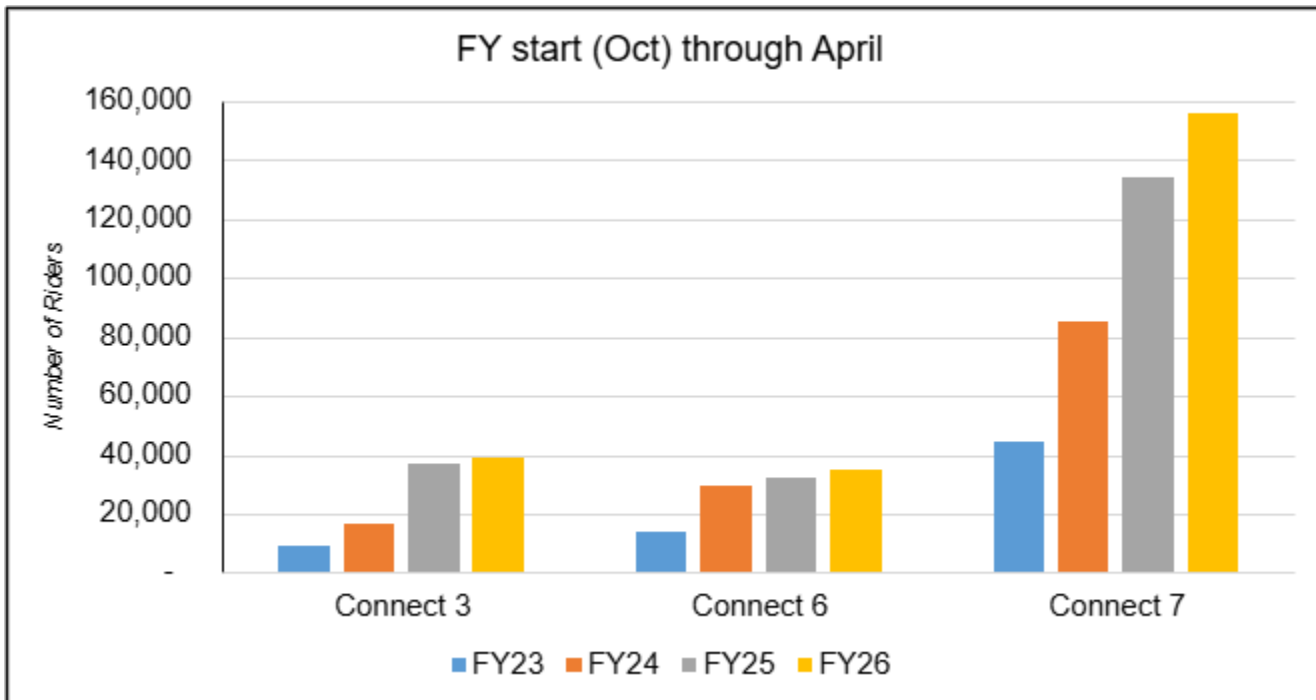
The three-month trend of passenger trips on major modes is presented in the following table.

Unlinked Passenger Trips Three-Month Trend						
	FY25		FY26			
	April	February	March	April	March- April % Change	April 2025- 2026 % Change
Bus*	182,866	159,180	138,332	169,544	22.6%	-7.3%
Rail	25,075	23,429	25,341	26,643	5.1%	6.3%
GoZone	70,508	65,669	75,177	74,219	-1.3%	5.3%
Access	2,716	2,153	2,274	2,769	21.8%	2.0%
Van Pool**	20,814	27,632	29,956	31,565	5.4%	51.7%
TOTAL	301,979	278,063	271,080	304,740	12.4%	0.9%
* UNT, Connect, and Non-Connect Fixed Routes						
**Vanpool data lags by one month						
https://dcta1-my.sharepoint.com/personal/afrieth_dcta_net/Documents/[Copy of FY19-FY25Compare_May26 BOARD.xlsx]Memo_Tables						

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

	Unlinked Passenger Trips - FY through April					FY26 % Change
	2022	2023	2024	2025	2026	
UNT	679,879	950,679	150,647	885,210	757,227	-14.5%
Connect	78,566	73,358	130,803	203,518	230,004	13.0%
Non-Connect	8,184	2,911	1,559	1,476	2,145	45.3%
A-train	101,147	128,444	150,647	166,249	171,129	2.9%
GoZone	290,242	487,316	506,261	490,833	481,647	-1.9%
Access	12,589	14,438	14,297	17,507	18,744	7.1%
Vanpool*	125,826	136,754	147,207	144,112	195,198	35.4%
TOTAL	1,296,433	1,793,900	1,101,421	1,908,905	1,856,094	-2.8%
*Vanpool data lags by one month						
Non-UNT Total				1,023,695	1,098,867	7.3%

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



Through April, FY26 Connect ridership has reached 230,004 unlinked passenger trips, outpacing the FY25 same-period total of 203,518 trips by 13.0%. This continued year-over-year growth reflects sustained strength across the Connect network and extends the momentum established through ISP Phase I improvements.

Looking at the routes individually, Connect 7 continues to lead the network in year-over-year growth. Year-to-date ridership through April has reached approximately 156,000 trips, well ahead of the roughly 134,000 trips recorded over the same period in FY25 and continuing the steep upward trajectory this corridor has shown across recent fiscal years. Connect 3 has also grown meaningfully, with approximately 39,000 trips year-to-date compared to roughly 37,000 in FY25, building on the change in ridership seen between FY23 and FY24. Connect 6 rounds out the picture at approximately 35,000 trips through April—up from about 32,000 in FY25—reflecting solid demand for service to Discovery Park and the surrounding activity centers.


Taken together, the April Connect numbers reaffirm fixed-route as a durable source of ridership growth and provide further evidence that the ISP Phase I network changes are delivering the intended results. These outcomes give DCTA a strong foundation for the service structure and frequency conversations ahead under continued planning efforts.

Identified Need

None.

Exhibits

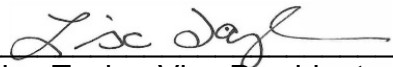
- Exhibit 1: Safety Performance – FY26 to Date
- Exhibit 2: Service Performance – FY26 to Date
- Exhibit 3: Ridership by Mode – April 2026
- Exhibit 4: Connect Ridership Year-Over-Year by Month
- Exhibit 5: A-train Ridership Year-Over-Year by Month
- Exhibit 6: Fixed-Route Ridership – April 2026
- Exhibit 7: UNT Ridership Year-Over-Year by Month

Final Review: 

Jackie Bronson, Vice President
Engagement and Administration

Final Review: 

Austin Frith, Vice President
Planning and Development

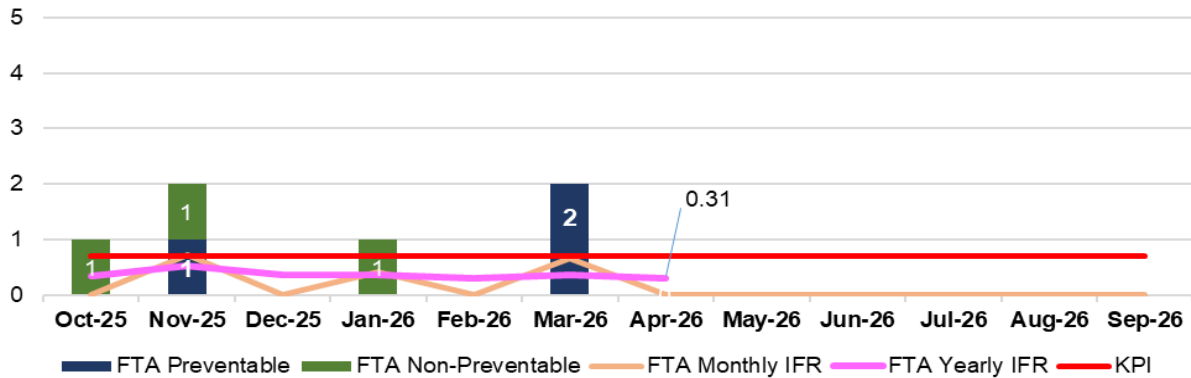
Final Review: 

Lisa Taylor, Vice President
Operations

SAFETY PERFORMANCE

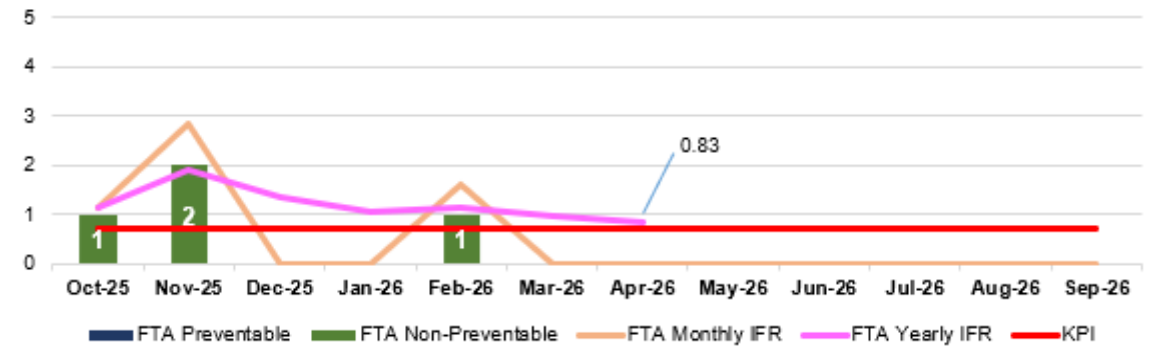


FY2026 FTA - GoZone Incident Frequency Rate (IFR) - Collisions



FY2025 IFR : 0.34

FY2026 FTA - Bus Operations Incident Frequency Rate (IFR) - Collisions



FY2025 IFR : 0.72

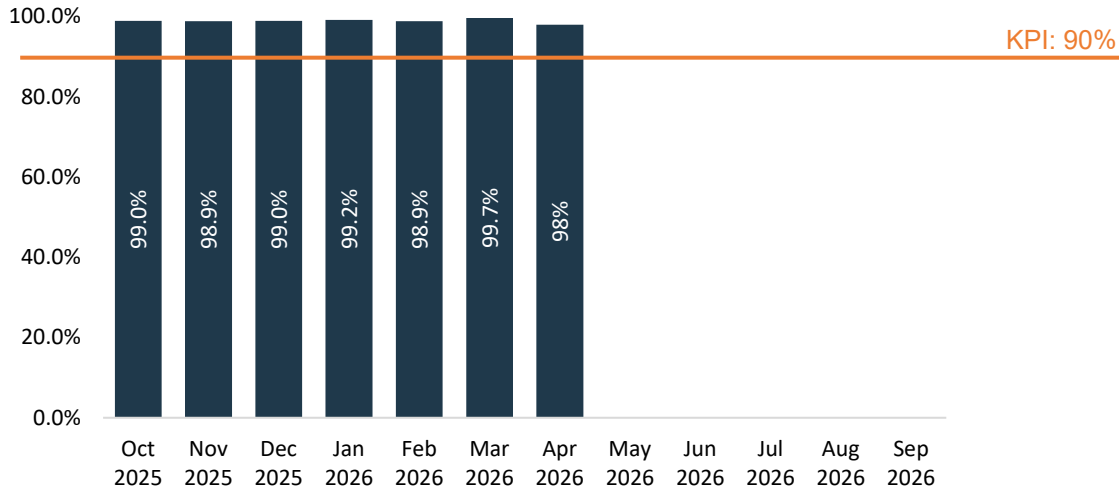
Rio Grande Pacific Operations	Oct-25	Nov-25	Dec-25	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26
1. FRA Preventable	0	0	0	0	0	0	0					
2. FRA Non-Preventable	0	0	0	0	0	0	0					
3. FRA Yearly IFR	0	0	0	0	0	0	0					
FRA Rail Crossing Reportable	0	0	0	0	0	0	0					

FY2025 IFR : 0.00

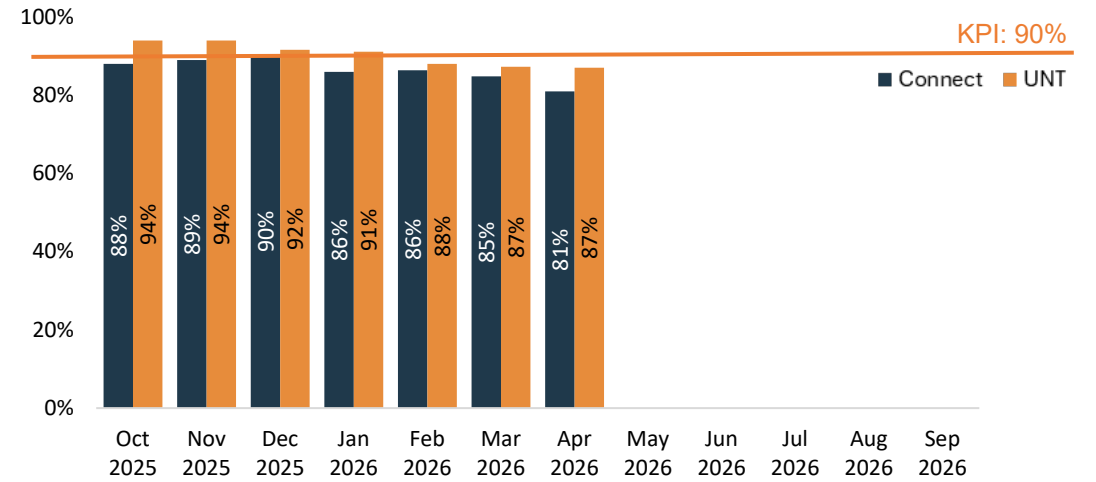
SERVICE PERFORMANCE



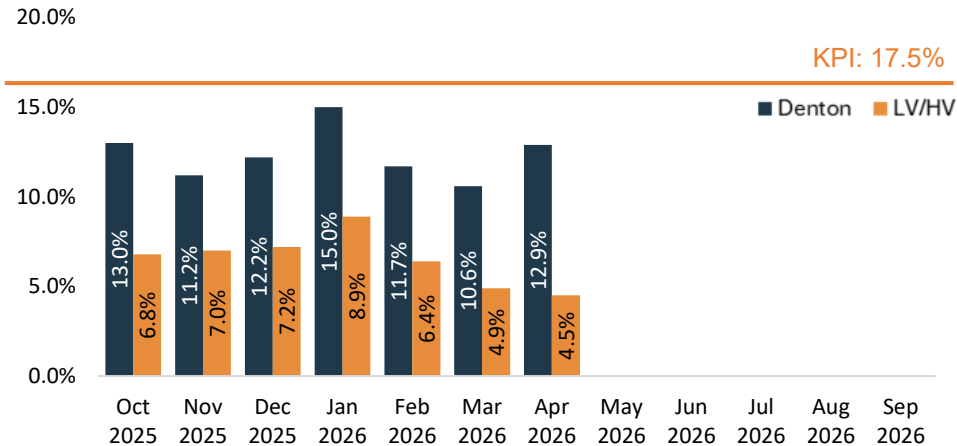
Access OTP - FY26 YTD



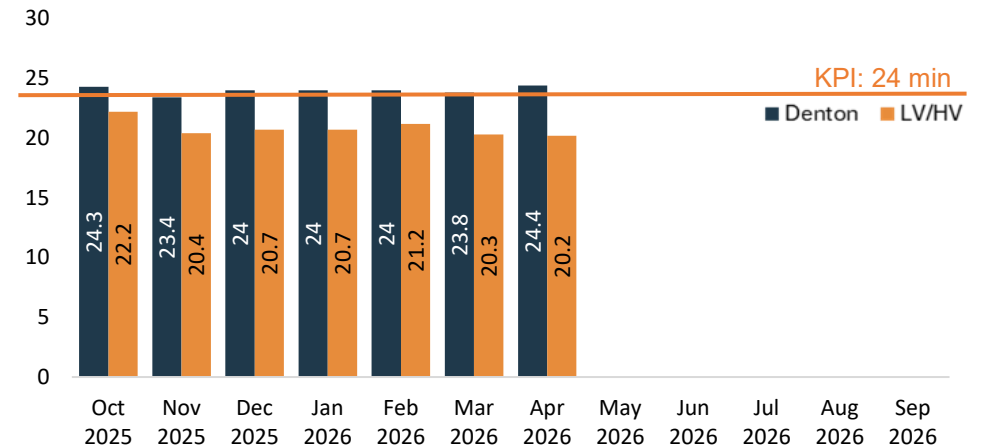
Fixed Route OTP - FY26 YTD



GoZone Seat Unavailable by Zone - FY26 YTD



GoZone Wait Times by Zone - FY26 YTD





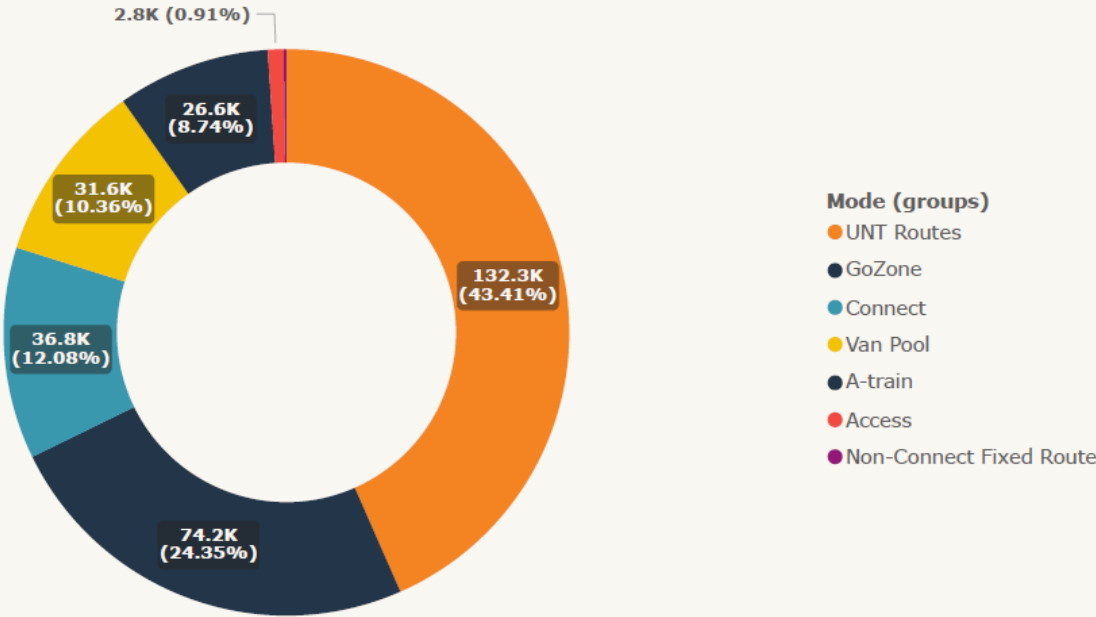
Total Ridership - Apr 2026

304.7K

Total Ridership FYTD

1.9M

Ridership by Travel Mode - Apr 2026





Total Ridership - Apr 2026

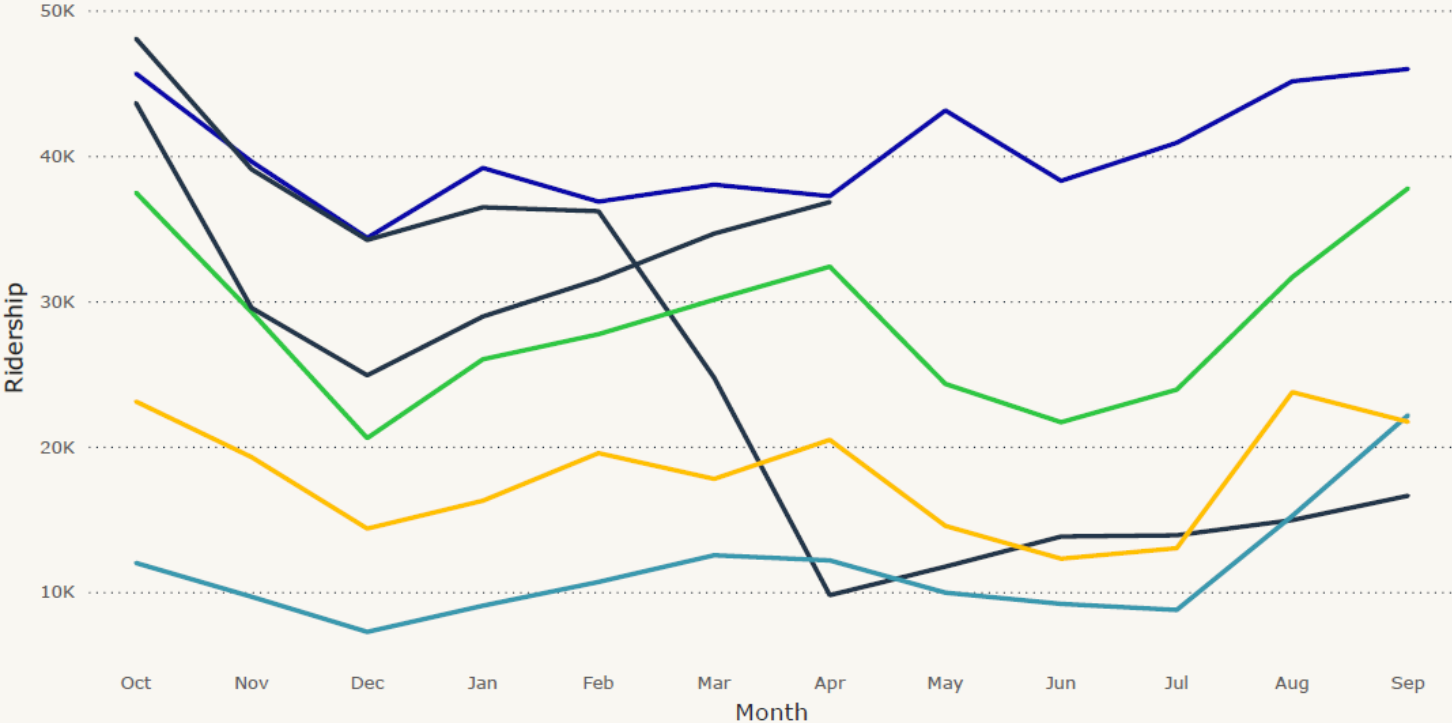
304.7K

Total Ridership FYTD

1.9M

Ridership by Month and Fiscal Year - Connect

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



A-TRAIN – APRIL 2026



Total Ridership - Apr 2026

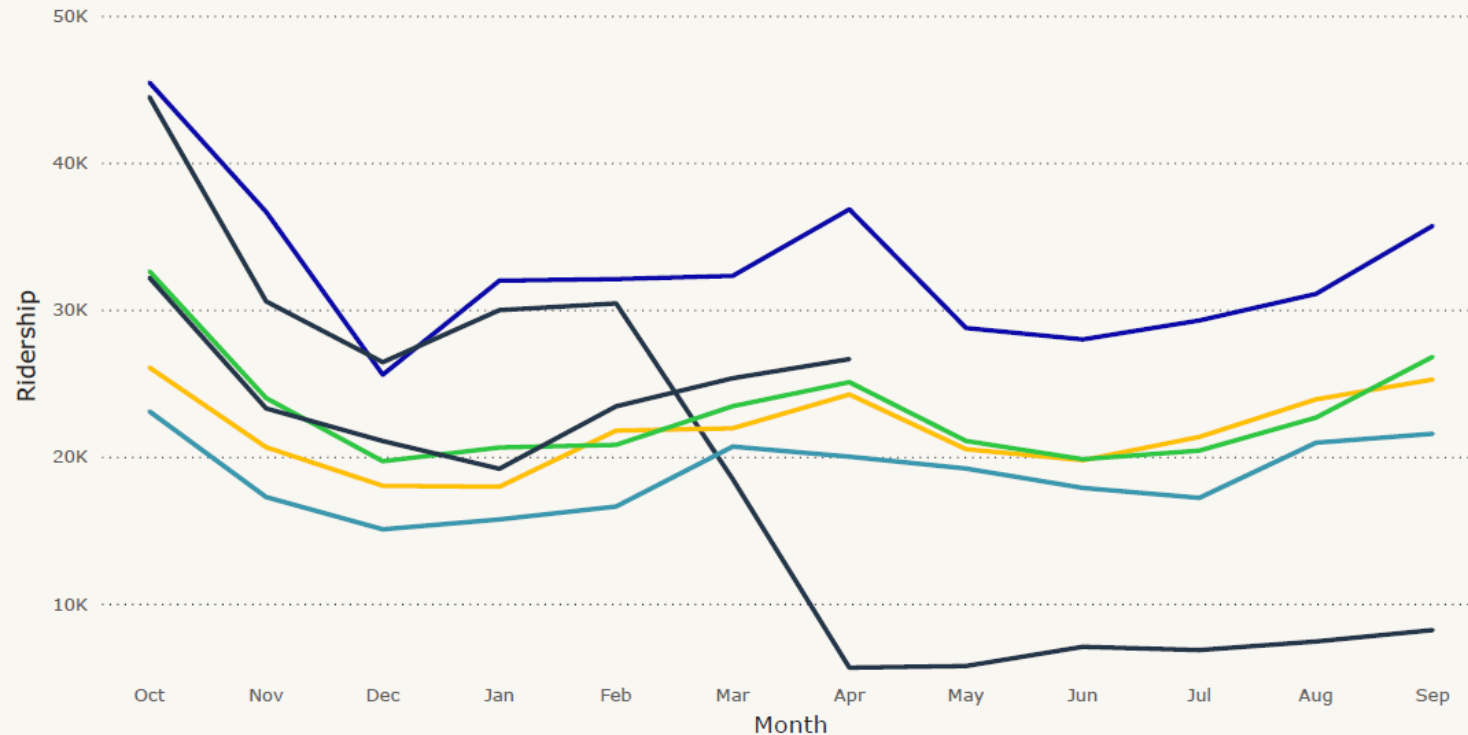
304.7K

Total Ridership FYTD

1.9M

Ridership by Month and Fiscal Year - A-train

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



FIXED ROUTE – APRIL 2026



Total Ridership - Apr 2026

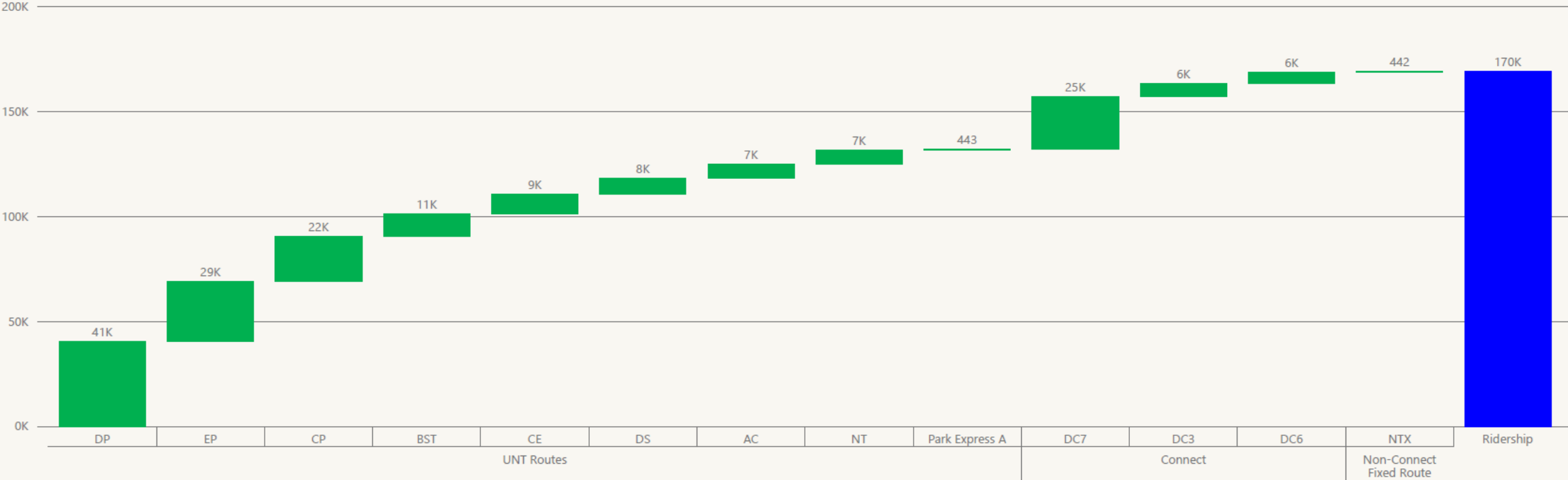
304.7K

Total Ridership FYTD

1.9M

Mode (groups)	Ridership
UNT Routes	132,283
Non-Connect Fixed Route	442
Connect	36,819
Total	169,544

Fixed-Route Ridership Waterfall



UNT (ALL) – APRIL 2026



Total Ridership - Apr 2026

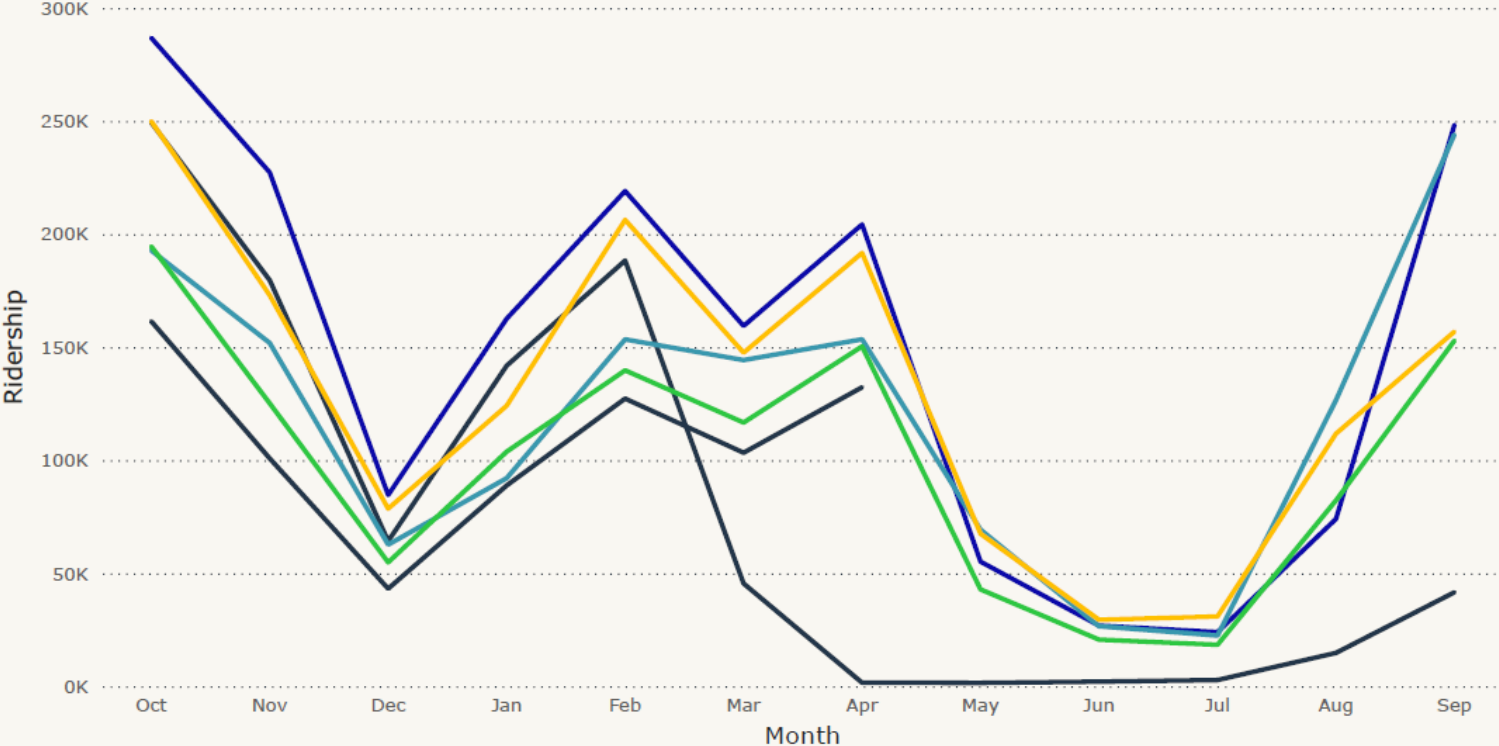
304.7K

Total Ridership FYTD

1.9M

Ridership by Month and Fiscal Year - UNT

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



Board of Directors Memo

May 28, 2026

AGENDA ITEM: Update on Transit Asset Management (TAM) Plan

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

Background

Federal Transit Administration (FTA) regulations adopted under MAP-21 (49 CFR Part 625) require all recipients of FTA funding to develop and maintain a Transit Asset Management Plan and to update that plan at least every four years. The TAM Plan documents how an agency manages its capital assets — including vehicles, facilities, guideway, systems, and stations — to support planning, budgeting, capital programming, and reporting to internal and external stakeholders.

Because DCTA operates a fixed-guideway rail mode (A-train), DCTA is classified as a Tier 1 agency under FTA criteria.

Tier 1 agencies are required to address nine (9) specific elements in their TAM Plan, summarized in the table below:

TAM Plan Element	Description
1. Asset Inventory	Register of capital assets and supporting information.
2. Condition Assessment	Rating of physical state for assets DCTA has direct capital responsibility for.
3. Decision Support Tool	Analytic process to prioritize capital investment and forecast capital needs.
4. Prioritized Investment List	Prioritized list of projects to manage or improve State of Good Repair (SGR).
5. TAM and SGR Policy	Executive-level direction on transit asset management expectations.
6. Implementation Strategy	Operational actions to achieve TAM goals and policies.
7. Key Annual Activities	Actions needed each year of the plan horizon to implement the TAM Plan.
8. Identification of Resources	Personnel and resources required to develop and carry out the TAM Plan.
9. Evaluation Plan	Approach for monitoring, updating, and evaluating the plan over time.

DCTA's current TAM Plan is approaching the end of its four-year cycle, and the next plan update is due to FTA by October 2026. Kimley-Horn and Associates, Inc will provide the update under the Master Agreement for Professional Architectural and Engineering Support Services executed in December 2025.

The proposed scope of work is organized into five (5) tasks summarized in the Financial Impact section below.

Previous Board Activity and Action

None.

Identified Need

An updated TAM Plan is required for DCTA to remain in compliance with 49 CFR Part 625 and to retain eligibility for FTA formula and discretionary grant funding. Beyond regulatory compliance, the updated plan will provide several operational and strategic benefits:

- Regulatory compliance — meeting the October 2026 federal deadline for the four-year update and avoiding any finding of non-compliance during FTA Triennial Review.
- Capital planning alignment — an updated 20-year capital needs forecast (developed using the FTA's TERM-Lite model) will directly inform DCTA's Capital Improvement Plan, the A-train Enhancement Program, fleet replacement schedules, and grant prioritization.
- State of Good Repair (SGR) visibility — refreshed condition assessments and performance targets will give the Board and staff a clearer picture of the SGR backlog and how that backlog responds to constrained funding scenarios.
- Resource and process clarity — the implementation strategy, annual activities list, and resourcing table will identify the staff, technology, and operating support DCTA needs to sustain TAM compliance internally on an annual basis.
- Decision-support tools — the prioritization methodology and update procedures will be designed to be maintained in-house, reducing reliance on consultant support for future annual updates.

Financial Impact

Task Order No. 5 will be executed as a lump sum, not-to-exceed agreement totaling \$59,950, allocated across the five (5) tasks shown above. This funding is available in the Planning FY26 Budget.

Exhibits

None.

Submitted By:



Austin Frith, Vice President
Planning and Development

Board of Directors Memo

May 28, 2026

AGENDA ITEM: Update on Ongoing Architectural/Engineering Support with Kimley-Horn and Associates, Inc.

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

Background

The Denton County Transportation Authority (DCTA) executed a Master Agreement for Continuing Architectural and Engineering Professional Services with Kimley-Horn and Associates, Inc. on December 12, 2025, under solicitation 25-04. The Master Agreement establishes a framework through which DCTA can issue task orders for engineering and architectural services to support facility improvements, capital planning, and operational needs across the agency.

DCTA does not currently maintain in-house engineering or architectural expertise on staff. The Master Agreement with Kimley-Horn and Associates, Inc. provides Planning and Development with timely access to qualified professional services to support facility assessments, design coordination, regulatory and utility engagement, and the development of recommendations that inform capital planning decisions.

This Information Report provides the Board with awareness of two (2) task orders recently executed under the Master Agreement to support ongoing facility and operational needs.

Previous Board Activity and Action

- October 23, 2025 — Board Resolution 01: Authorization to negotiate and execute a Master Agreement for Continuing Architectural/Engineering Professional Services with Kimley-Horn and Associates, Inc.
- December 12, 2025 — Master Agreement (Contract 25-04) executed between DCTA and Kimley-Horn and Associates, Inc.

Identified Need

Although both task orders are issued under the same Master Agreement, they serve materially different purposes:

Task Order 2 is a defined-scope engagement focused on three (3) specific operational concerns at a single facility — the Bus Operations and Maintenance (BOM) Facility at 1101 Teasley Lane, Denton, Texas. Scope, deliverables, schedule, and not-to-exceed amount are all established up front.

- Bus Gate and Vehicular Traffic Assessment — Evaluation of the current gate configuration, vehicular circulation, and on-site traffic patterns to identify opportunities to improve operational flow and safety for bus and employee vehicle movements.
- Bus Dispatch Room Schematic Design — Development of a schematic-level design concept for the Bus Dispatch Room to support functional improvements and inform future capital planning and capital investments for the space.

- Electrical Vault Assessment — Engineering coordination and contractor coordination related to the electrical vaults along the north end of the facility parking lot. DCTA has experienced electrical outages associated with water intrusion into the vaults; Kimley-Horn and Associates, Inc. will identify qualified electrical contractors, support coordination in obtaining experienced contractor pool for the work, and prepare a summary report documenting repairs, observations, and recommended next steps. This scope replaces the originally programmed drainage improvements task following a field assessment that identified compromised electrical cable integrity as the underlying cause of the outages.

Task Order 2 was executed at a not-to-exceed amount of \$49,680.00. The recent scope modification to redirect the third task from drainage improvements to electrical engineering services did not change the overall task order value or the schedule for completion.

Task Order 4 is an open-ended, on-call authorization that allows Planning and Development to direct Kimley-Horn and Associates, Inc. to time-sensitive items as they arise across the broader DCTA system on a task-by-task basis. Work under Task Order 4 is intended for needs that fall outside the BOM Facility scope addressed under Task Order 2 and outside the scope of any other existing engagement. Individual items are limited in scale and authorized only when specifically directed by DCTA.

Current items being addressed under Task Order 4 illustrate the ad hoc, time-sensitive Architecture/Engineering needs the on-call authorization is designed to cover — quick-turnaround assessments and coordination support that would not be efficient to scope as standalone task orders:

- Train Wash at the Rail Operations Maintenance Facility — The asset has been inoperable since late 2025, with prior vendor discussions ranging from replacement of controls/computer components to full equipment replacement. Kimley-Horn and Associates, Inc. has been directed to assess the current condition of the asset, coordinate with the original equipment manufacturer on remaining life cycle and provide a final recommendation on the path forward.
- Downtown Denton Transit Center (DDTC) Clock Tower — A failing under-canopy façade required immediate evaluation. Kimley-Horn and Associates, Inc. provided a rapid condition assessment, recommendations to repair the façade and under-canopy lighting, and identification of an appropriate contractor for the work — with a broader tower assessment deferred pending future Transit-Oriented Development (TOD) progress at the site.
- MedPark Station Temporary Restroom — A temporary restroom facility is required at the station to support driver reliefs for the added routes under Phase 3 of the Intermediate Service Plan. Kimley-Horn and Associates, Inc. is coordinating with Denton Municipal Electric (DME) to identify the power source location and voltage needed to serve the facility.
- Administrative Office Space Floor Plan — Updated floor plans of DCTA’s administrative office space are needed as exhibits for upcoming procurements, including the forthcoming custodial services RFP. Kimley-Horn and Associates, Inc. is developing the updated plans, pending final DCTA review.



Work under Task Order 4 is invoiced hourly against a not-to-exceed authorization of \$40,000 and will be performed only when individually authorized by DCTA. The period of performance runs from April 6, 2026, through September 30, 2026.

Financial Impact

Both task orders are funded with FY2026 Planning and Development Operating Budget.

Exhibits

None.

Submitted By:

Austin Frith, Vice President
Planning and Development

Board of Directors Memo

May 28, 2026

AGENDA ITEM: Update on Planning and Scheduling Software with Optibus

Recommendation

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

Background

Denton County Transportation Authority (DCTA) currently operates Connect fixed route bus service, as well as a regional commuter bus route and contracted campus shuttle service for the University of North Texas (UNT). This accounts for planning, scheduling, and operations management of approximately 1,000 weekday fixed-route bus trips, 44 weekly fixed-route driver shifts (excluding extra board operators), and over 10 annual schedule changes driven by UNT service and Connect needs. To support this work, DCTA requires dedicated planning, scheduling, and operations management software to ensure accurate route planning and scheduling according to changing conditions.

Prior to 2015, DCTA utilized a combination of RouteMatch trip planning software and manual editing of schedules, bid documents, and final reports used to plan and schedule fixed route trips in its service area. Since then, DCTA has transitioned to Remix Planning software for cloud-based planning and scheduling work through an annual subscription basis. The current Remix contract has been in place since January 2026 and ends in December 2026. The Remix platform costs \$69,670 annually and provides basic software for planning and scheduling preparation but still requires significant manual manipulation of final documents to prepare for service bidding by bus operators and support staff, as well as preparation and posting of the final General Transit Feed Specification (GTFS). The 2026 Remix agreement with DCTA included a waived fee for one-year access to the on-demand planning module and beta-testing of Remix's upcoming Operations module with no confirmed release date or cost. If DCTA continues with all services provided in 2026 in the future, staff estimates the total annual subscription costs would increase for these modules.

To improve efficiencies in route planning and scheduling, DCTA evaluated multiple vendors that provide similar or better software platforms, including Trapeze and Giro-HASTUS (used primarily by large transit systems and substantially more expensive), Remix, and Optibus. After a thorough review of product specifications and capabilities, DCTA staff wishes to transition to the Optibus software platform for planning, scheduling, and operations modules for a 3-year contract term and minimum net savings of approximately \$32,000 annually. Optibus offers comparable service with enhanced operations capabilities to reduce the manual editing currently required for preparation of final schedules, bid documents, and paddles. The software is readily available through participation in the Carahsoft cooperative procurement agreement.

DCTA staff proposes completing the following service bids and publish the GTFS while transitioning to Optibus:

- Fall 2026 – August 17 to December 11
- Holiday 2026 – Thanksgiving, December 14 - January 8

The proposed implementation timeline for Optibus is reflected below:

- June 2026 – DCTA Board considers request to enter into a 3-year contract and associated budget revisions.
- July 2026 - CEO will enter into a 3-year contract with Optibus
- August 2026 - DCTA will issue a Notice to Proceed with Year 1 service, which includes implementation of agency-specific development and reporting.
- August through October 2026 – DCTA will issue a Notice to Proceed with onboarding and training support for planning, scheduling, and rostering modules and begin work related to the Spring 2026 service change.
- October to December 2026 – DCTA will issue a NTP Driver App and Online Bidding onboarding and training for Operations.
- January 2026 – DCTA will public the first service bid (Spring 2026) with Optibus

Previous Board Activity and Action

None.

Identified Need

DCTA requires a cloud-based, end-to-end software platform capable of supporting strategic planning, trip scheduling, driver runcut and roster assignments, and daily operations management. Specific operational needs include automated timetable and transfer optimization across 16 routes; efficient runcut and rostering tools to create cost-effective driver assignments across 44 weekly shifts; an integrated Operations Management module with real-time dispatch visibility, payroll integration, and automated labor-rule compliance; online driver bidding to improve driver satisfaction; and fully integrated GTFS publishing with web-based service sharing for external partners such as UNT. Optibus meets all identified needs with production-ready modules, and its automated optimization tools will meaningfully reduce staff time for scheduling and operations compared to DCTA's current software.

Financial Impact

A 3-year contract is proposed with Optibus in an amount not to exceed \$248,544.36, which includes the following:

A contingency budget of \$25,000 is anticipated to cover additional fleet vehicles and optional training during the life of the contract.

DCTA staff will bring forth the following requests to the DCTA Board in June:

- Consider Authorizing the Chief Executive Officer to Execute a Contract with Optibus in an Amount Not to Exceed \$248,544.36 for a Cloud-Based Software Platform for Fixed-Route Bus Planning, Scheduling, and Operations Management for a Three-Year Term, and a Contingency Budget in an Amount Not to Exceed \$25,000.
- Consider Approval of a budget revision in the amount of \$103,621.32 for the FY26 portion of the first year of the agreement plus onboarding and training expenses.
- The FY27 proposed budget includes \$80,000 to support the Optibus annual subscription. Because the contract subscription term does not align with DCTA's fiscal year, additional funds beyond the

annual subscription cost are required to enable training and onboarding activities into early FY27 to support scheduling and bidding activities through the Fall and Spring service changes. Remaining subscription costs will be programmed in the FY28 and FY29 budgets to align with the three-year contract term.

Exhibits

None.

Submitted By:



Karina Maldonado, Planning Manager

Reviewed By:



Austin Frith, Vice President of Planning and Development

Board of Directors Memo

May 28, 2026

AGENDA ITEM: Update on Task Order 06 with Kimley-Horn and Associates, Inc. in an Amount Not to Exceed \$73,000 for Bus Stop Design Support

Recommendation

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

Background

In February 2025, Denton County Transportation Authority (DCTA) initiated Phase 1 of the Bus Stop Design and Amenities Guidelines (BSDG) Project to establish consistent standards for stop placement, amenities, and design across the network. Phase 1 was completed in September 2025 and included the following work:

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

The BSDG Phase II project focuses on stakeholder engagement and finalization and was initiated at the end of March 2026 with AECOM, the on-call planning consultant. A final document incorporating stakeholder feedback will be presented to the DCTA Board for review and final adoption by Fall 2026.

Concurrently, DCTA will utilize the on-call engineering services from Kimley-Horn and Associates for final design 8-15 priority bus stops identified in the initial Bus Stop Implementation Study conducted by AECOM and carried over into the BSDG Phase I, prior to implementation of a final amenity standard across the fixed route bus network. The final count of bus stops designed through this scope shall be established by a site conditions analysis included in the design scope.

The proposed task order will focus on final design of ADA improvements, including ADA landing pads and boarding zones, sidewalk connections, bus stop sign placement, and future accommodations of amenities (where appropriate) for priority bus stops identified in the FTA Grant Agreement for TX-2025-073. The specific bus stop locations will be limited to the DCTA Connect Fixed Route Bus Network and may be adjusted to reflect the updated bus stop prioritization list developed in BSDG Phase II, requiring ongoing coordination between both on-call consultants. The task order includes the following scope of work:

Task 1: Project Management / Coordination – includes completion of status reports, and regular coordination with DCTA via meetings, emails, calls or other forms of communication.

Task 2: Bus Stop Design – includes field review, topographic and boundary survey (as needed), 90% design submittal, final construction drawings for City right-of-way permits, and an Opinion of Probable Construction Cost.

Previous Board Activity and Action

- September 2025 – Board adopted FY2026 Operating Budget, which includes \$75,000 ELP for Bus Stop Design (A/E) for Bus Stop Study Implementation
- October 2025 – Board updated on Bus Stop Design Guidelines Phase I Project
- December 2025 – Board approved Master Agreement for Continuing Professional Services with Kimley-Horn and Associates, Inc.
- February 2026 – Board updated on Bus Stop Design Guidelines Phase II Project

Identified Need

DCTA currently has over 100 active bus stops in Denton that require treatment in accordance with the Bus Stop Design and Amenities Guidelines (BSDG). Prior to implementation of an adopted standard for amenities, design work towards meeting minimum ADA requirements at existing bus stops is necessary.

Financial Impact

This work was identified as part of a \$75,000 Expanded Level Project (ELP) in the FY2026 Capital and Operating Budget. This item is for information only.

Exhibits

None.

Submitted By:



Karina Maldonado, Planning Manager

Reviewed By:



Austin Frith, Vice President of Planning and Development