DCTA DENTON COUNTY TRANSPORTATION AUTHORITY

Board of Directors Regular Meeting

June 25, 2026

DCTA Board Meeting

- Call to Order
- Invocation
- Pledge of Allegiance (United States and Texas Flags)

Pledge of Allegiance

I pledge allegiance to the flag of the United States of America,
and to the republic for which it stands,
one nation under God,
indivisible, with liberty and justice for all.

Texas Pledge

Honor the Texas flag; I pledge allegiance to thee,
Texas, one state under God, one and indivisible.

Introductions

Public Comment

This agenda item provides an opportunity for citizens to address the Board of Directors on any agenda item(s) or other matters relating to the DCTA. Anyone wishing to speak (3-minute limit) 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 connect to the Zoom meeting must have emailed his or her public comment to djones@dcta.net no later than 3:00 pm on Wednesday, June 24, 2026, to ensure the comment will be distributed to the 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 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

Consent Agenda

1. Consider Approval of Regular Meeting Minutes dated May 28, 2026

2. Consider Approval of Monthly Financial Statement – April 2026

3. Consider Authorizing the Chief Executive Officer (CEO) to Award and Execute a Contract with Capitol Insights for State and Local Legislative Consulting Services in an Amount Not to Exceed $448,440 beginning July 1, 2026 through June 30, 2028 with One Additional Two (2) Year Option through June 30, 2030

4. Consider Approval of an Amendment to Task Order #3 with Lyft in the Amount of $25,000 for a Total Not To Exceed Amount of $53,125 for Taxi Services in Support of the City of Coppell Workforce Transit Program

5. Consider Authorizing the Chief Executive Officer (CEO) to Execute a Contract with Texas Health Benefits (TXHB) for Medical, Dental, and Vision benefits beginning October 1, 2026, in the amount of $2,448,802.56

Regular Agenda

Regular Agenda Item 1

Discuss Proposed Fiscal Year (FY) 2027 Operating and Capital Budget and Reserve Policies

Presenters: Paul Cristina
Chief Executive Officer

Derick Sibley
Vice President of Finance

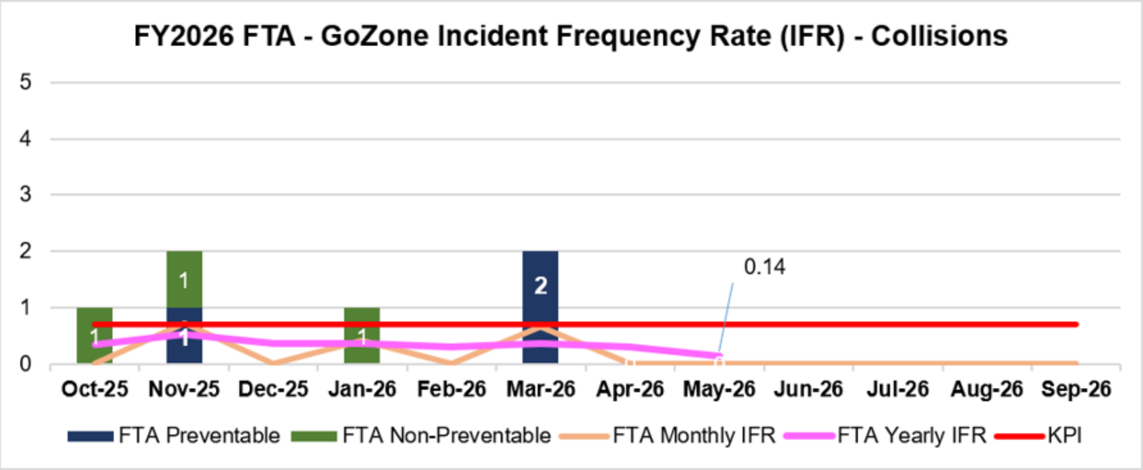
Jane Filarowicz
Senior Manager of Budget & Grants

Budget Outline

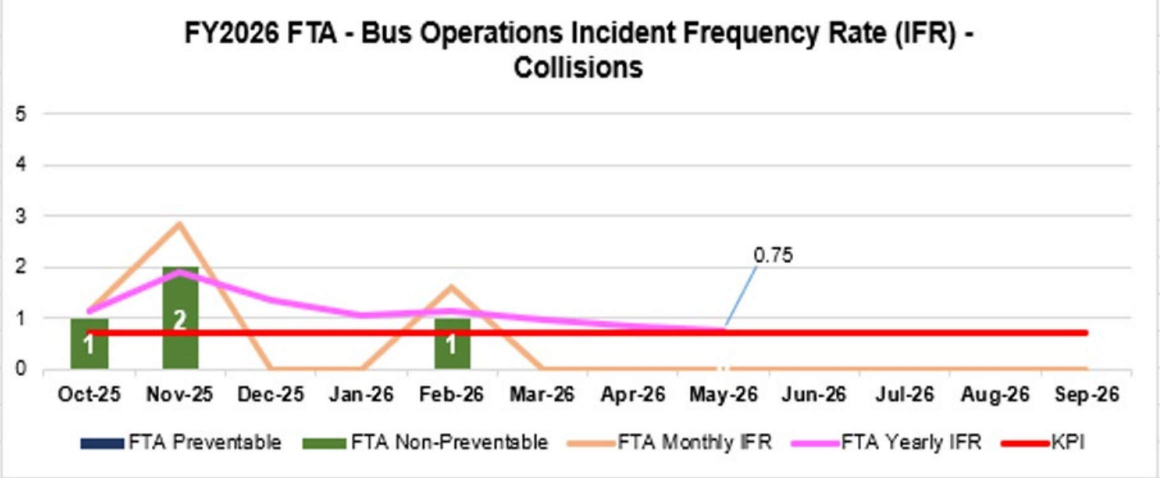
1. **Summary Overview**
   - Agency Performance and Perspective
   - Budget Calendar
   - Financial Overview
2. **Revenue**
3. **Expense**
4. **Capital Improvement & Major Maintenance Plan**
5. **Expanded Level Projects – Operating & Capital**
6. **Debt Services**
7. **Organization Structure Review**

1. Summary Overview

Agency Performance and Perspective
Bus / GoZone / Rail Safety Performance – Year to Date



FY2025 IFR : 0.34



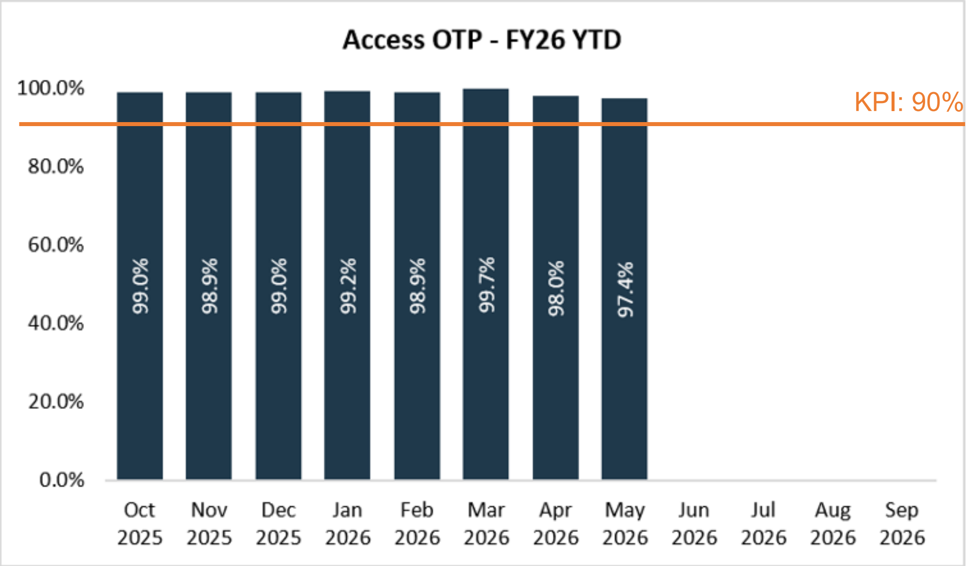
FY2025 IFR : 0.72

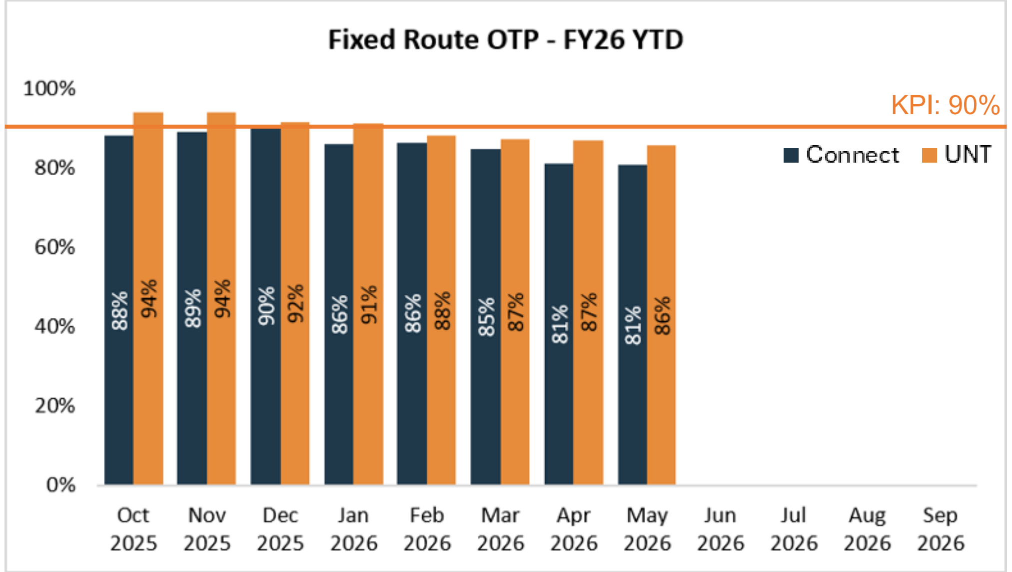
Rio Grande Pacific Operations	Oct-25	Nov-25	Dec-25	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26
FRA Yearly IFR	0	0	0	0	0	0	0	0				
FRA Preventable	0	0	0	0	0	0	0	0				
FRA Non-Preventable	0	0	0	0	0	0	0	0				
FRA Rail Crossing Reportable	0	0	0	0	0	0	0	0				

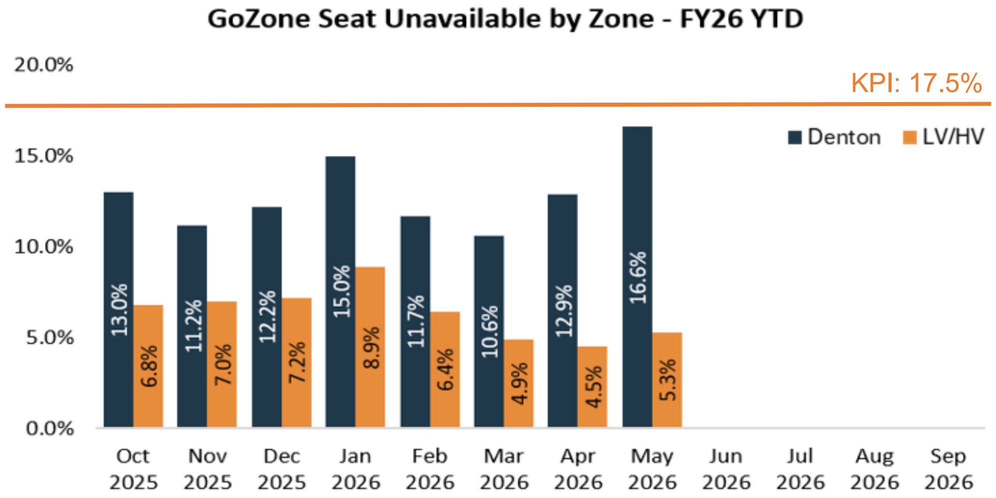
FY2025 IFR : 0.00

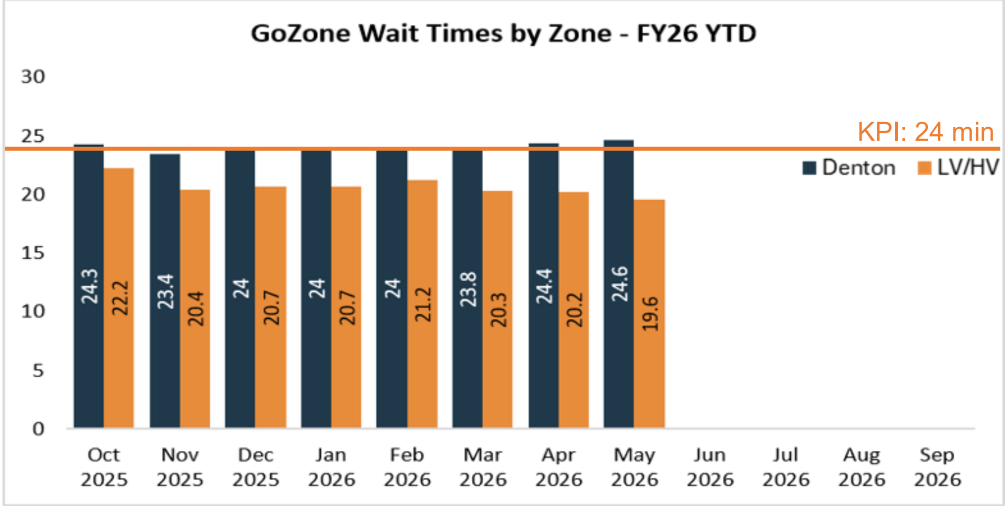
(FRA reportable incidents are personnel injuries, accidents, equipment damages exceeding threshold amount of $11,500. Rail employees or contractors who report an injury are considered reportable if the employee misses work time, or is prescribed medication by a doctor. Same conditions apply to a Passenger who reports an injury).

Agency Performance and Perspective
Bus / GoZone Service Performance – Year to Date









Agency Performance and Perspective
Ridership / OPEX Summary

DCTA

Fiscal Year	OPEX Budget (Adopted)	OPEX Budget YOY Change	OPEX Actuals	Total Ridership	Total Ridership Growth YOY	Member Cities Ridership	Member Cities Ridership Growth YOY
FY24	$50.2M	4.6%	$47.7M	3.2 M	9.0%	1.6 M	9.2%
FY25	$52.0M	3.6%	$45.1M	2.9 M	-7.6%	1.7 M	7.6%
FY26 (through May)	$54.2M	4.2%	$35.6M	2.9 M (projected)	0.0% (projected)	1.8 M (projected)	7.0% (projected)
FY27 (proposed)	$61.2M*	12.7%	N/A				

* Includes $2.9M in Purchased Transportation for Frisco Go Zone in FY27; overall increase for all PT of $4.5M or 17% increase (details following).

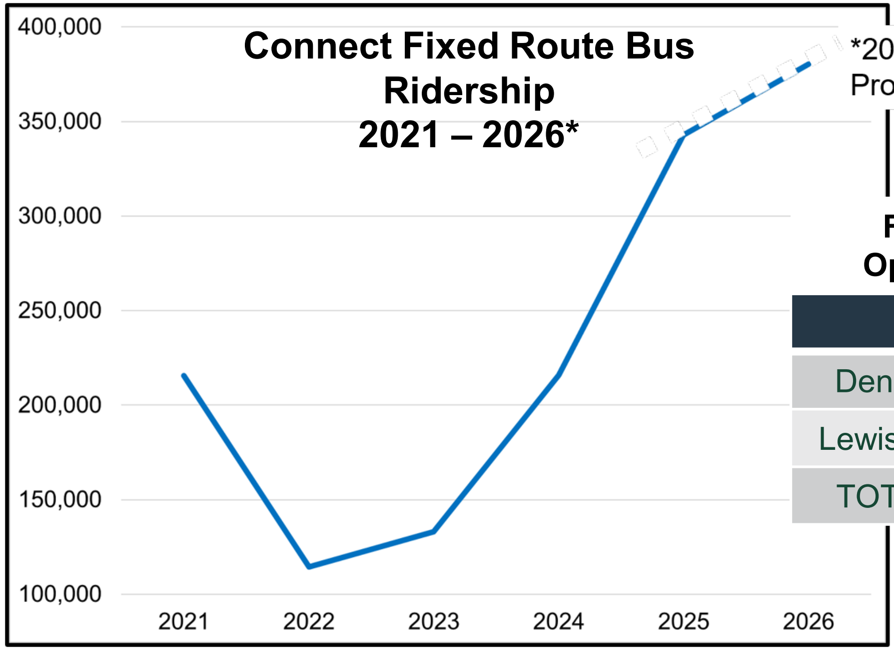
Tailwinds

- Connect service providing ridership growth for fourth consecutive year.
- A-train continuing to steadily build ridership
- Strong Access ridership growth
- Vanpool ridership growth leading the way at 35% YOY

Headwinds

- UNT enrollment and ridership drop continues. Collaborating to right-size service and correct revenue
- Access service model alternatives required to drive efficiency

Fixed Route Ridership				
Mode	**FY24**	**FY25**	**FY26 (projected)**	**Total**
Fixed Route-Commuter	2,467	2,429	3,314	8,210
Fixed Route-Connect	213,098	344,527	378,383	936,008
Fixed Route - UNT	1,559,673	1,207,643	1,051,347	3,818,663



*2026, Projected

Fixed Routes in Operation, By City

	2019	2025
Denton	8	3
Lewisville	2	0
TOTAL	10	3

Budget Calendar

1. **Budget Preparation & Review**
   April – July
2. **Budget – Capital – LRFP presentations at Board Meeting**
   June & July
3. **Formal Budget Presentation & Public Hearing to Adopt Budget**
   August
4. **Budget Maintenance**
   October – September
5. **Budget GFOA submission**
   November

Fiscal Year starts Oct 1st

Fiscal Year ends Sep 30th

Fiscal year: Oct 1 → Sep 30

Financial Overview

FY27 Balanced Budget - Proposed

REVENUE

$81,039,148

Sales Tax	$41,820,000
Fed. Op. & Capital Grant	$27,157,578
Contract Service Revenue	$5,501,869
Investment Income	$3,500,000
Passenger Revenue	$2,884,701
Misc. Revenue	$175,000

OPERATING EXPENSES

$61,152,959

Purchased Transportation	$30,805,356
Salary & Benefits	$15,550,572
Outsourced Services	$8,011,973
Materials & Supplies	$3,112,054
Insurance	$2,010,686
Utilities	$756,700
Employee Development	$624,198
Leases	$281,420

CAPITAL

$16,531,193

G&A Projects	$8,950,000
Rail Projects	$3,546,193
Bus Projects	$4,035,000

DEBT SERVICE

$1,990,108

2020 issuance	
Principal	$855,000
Interest	$61,628
FY27 Debt Service	$916,628
2021 issuance	
Principal	$1,005,000
Interest	$68,480
FY27 Debt Service	$1,073,480

SUMMARY

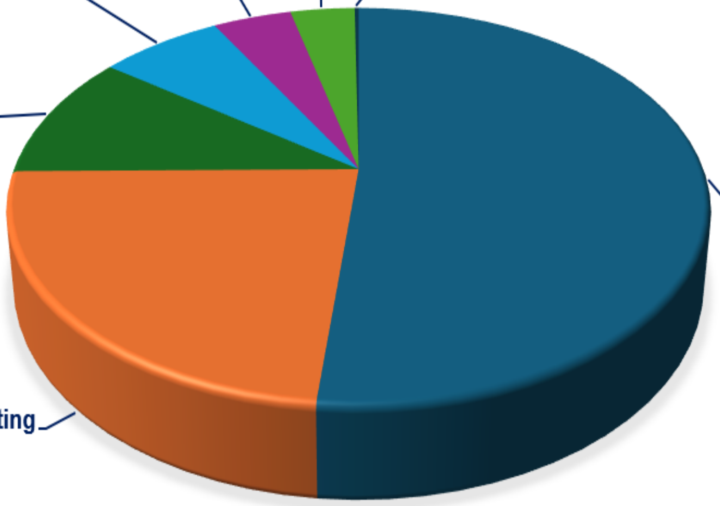
Revenue	$81,039,148
Operating Expenses	($61,152,959)
Capital	($16,531,193)
Debt Service	($1,990,108)

$1,364,888

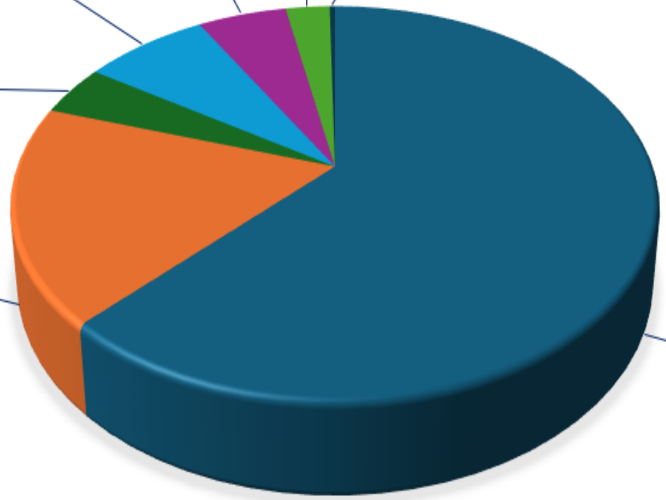
Available for TAM & capital projects

FY27 vs FY26 Overview / Revenue

FY 2027
$81,039,148



FY 2026
$65,921,722

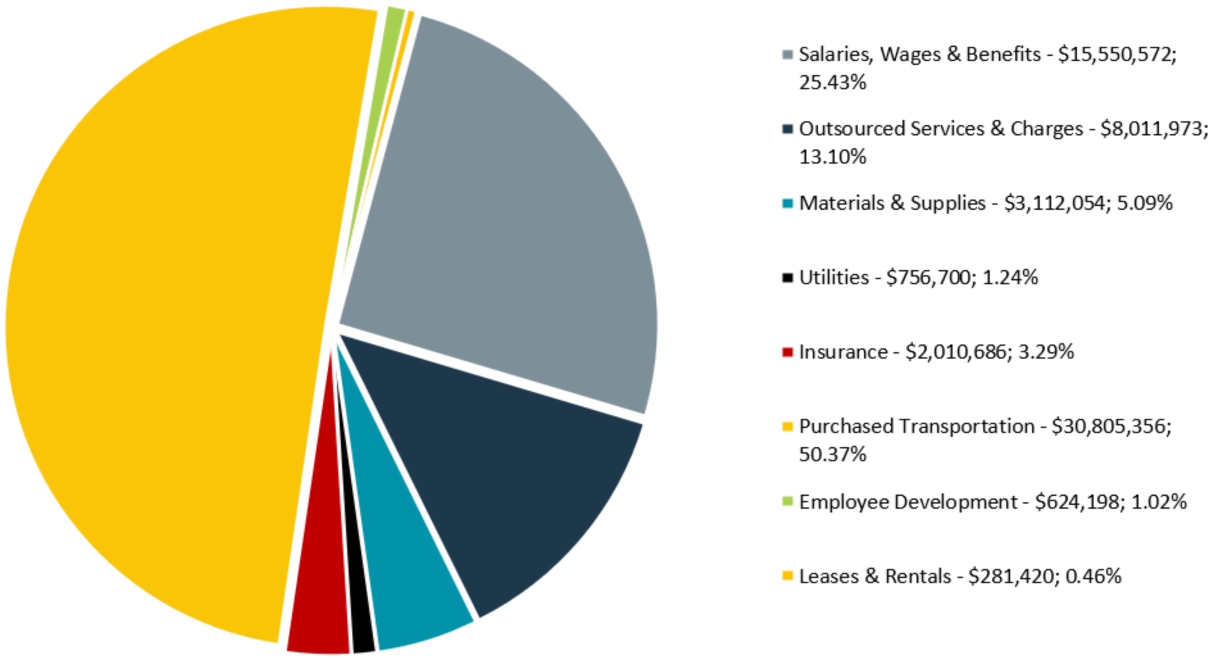


Revenue Changes - FY27 vs FY26 Overview

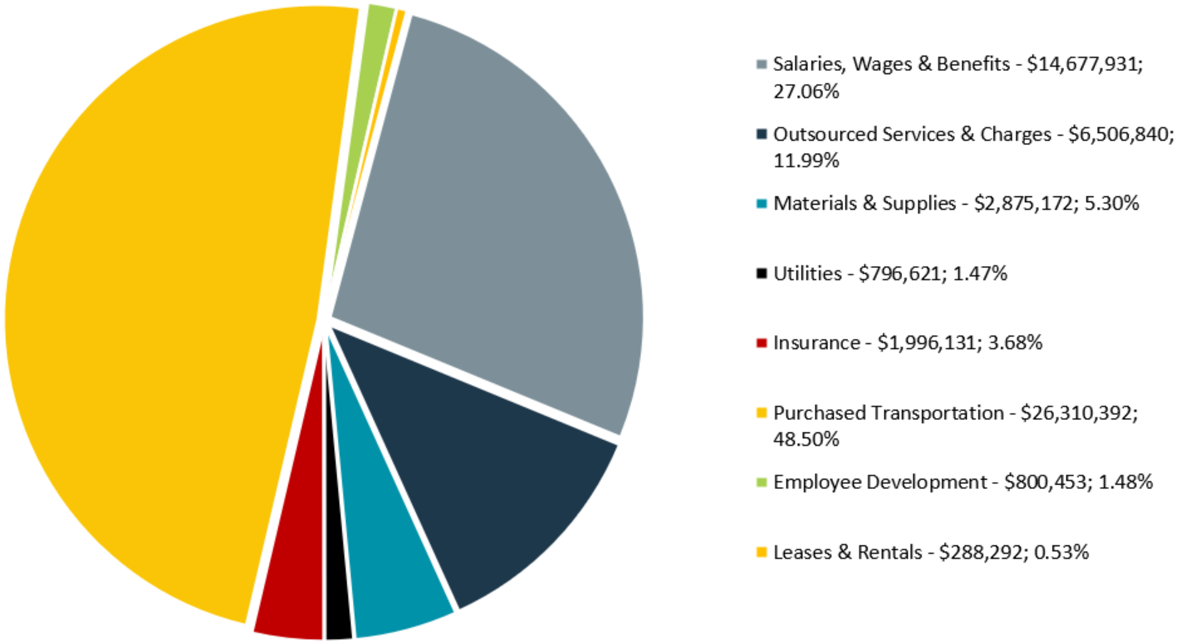
Revenue Source	FY27 Proposed	FY26 Adopted	$ Change	FY26 Actuals to Date (6/10/26)	Notes
Sales Tax	$41,820,000	$41,000,000	$820,000	$25,737,655	2% increase of sales tax received from FY24 & FY25 averaged
Federal Operating & Capital Grant	$27,157,578	$14,544,180	$12,613,398	$7,455,299	Ties back to operating expenses for Operating Assistance, Fleet Purchase, Bus Preventive Maintenance, Safety & Security, ADA Paratransit; adds in Frisco Go Zone; and grant funding for planned capital purchases (ex. fleet purchase, bus refurbish, bus PM, facilities maintenance, & safety and security)
Contract Service Revenue	$5,501,869	$4,926,041	$575,828	$2,634,695	Adds in Frisco Go Zone as well as increase in Coppell Lyft; assumes UNT status quo service schedule and proposed $90/service hour in FY27
Investment Income	$3,500,000	$3,500,000	$0	$2,798,280	
Passenger Revenue	$2,884,701	$1,741,501	$1,143,200	$1,017,454	Increase based on adding Frisco Go Zone service; and increase in ridership especially for Coppell Lyft
Misc. Revenue	$175,000	$210,000	-$35,000	$45,082	Decrease due to actuals trending lower than budget
Total	**$81,039,148**	**$65,921,722**	**$15,117,426**	**$35,977,902**	

FY27 vs FY26 Overview / Expense

DCTA Fiscal Year 2027 Total Expenditures
$61,152,959



DCTA Fiscal Year 2026 Total Expenditures
$54,251,832



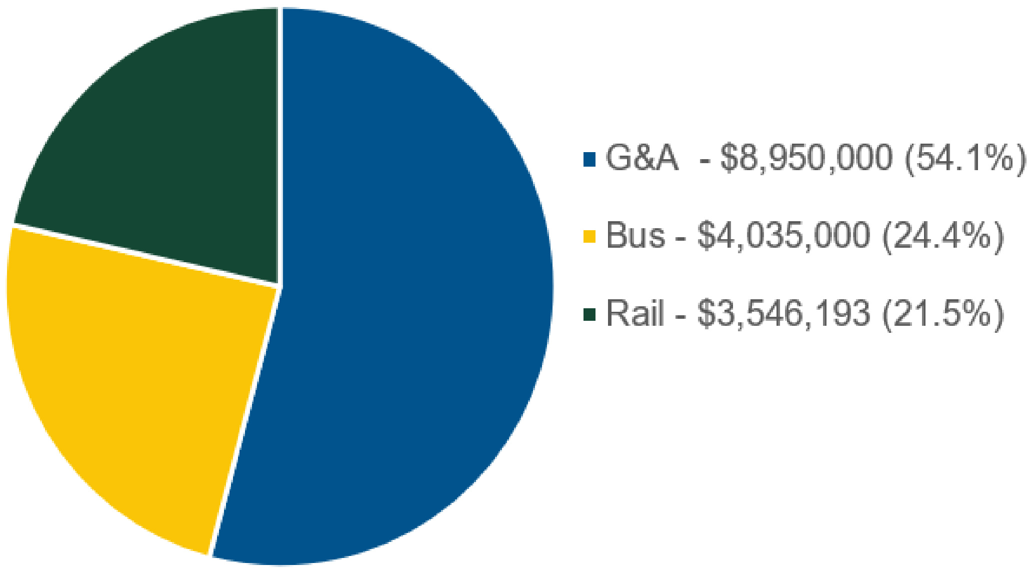
Expense Changes - FY27 vs FY26 Overview

Expenses	FY27 Proposed	FY26 Adopted	$ Change	Notes
Salary & Benefits	$15,550,572	$14,677,931	$872,641	• Planning for a 5% aggregate salary increase (includes COLA and merit up to 4%, by rating) • 12% increase in medical; no increase in dental • Salary and benefits in FY27 is for 141 positions (FY26 = 144 position authorized headcount*)
Outsourced Services	$8,011,973	$6,506,840	$1,505,133	• Marketing - increase in Advertising (influencer ads and social media); video production; community involvement and sponsorships ($305K increase) • IT - new Enterprise Data Warehouse and AI tools plus general inflation on Computer & Software Maintenance ($350K) • Bus Ops – increase in legal fees ($160K), bus seat refurbish & wraps ($125K), CC clearing fees ($94K) transferred from Finance; Facility Maintenance ($690K) transferred from Bus Admin, and bus ops e-mail expenses moved from G&A to here ($25K) • Rail – pilot program to place officers on A-train ($300K)
Materials & Supplies	$3,112,054	$2,875,172	$236,882	Slight increase due to inflation
Utilities	$756,700	$796,621	($39,921)	Lowered to better align with actuals
Insurance	$2,010,686	$1,996,131	$14,555	Insurance is still an estimate; should know new premiums in July
Purchased Transportation	$30,805,356	$26,310,392	$4,494,964	• Addition of Frisco Go Zone for entire fiscal year ($2.9M); slight increase in member city Go Zone • Increase in Vanpools • Increase in Coppell Lyft • Slight increase in Collin County Rides • All is detailed out in *Expenses* section of presentation
Employee Development	$624,198	$800,453	($176,255)	Lowered to better align with actuals; as a reminder Contingency for insurance claims also falls under Employee Development in Chart of Accounts and represents $175K (of $800.5K)
Leases	$281,420	$288,292	($6,872)	Decrease due to no longer needing storage unit
Total	**$61,152,959**	**$54,251,832**	**$6,901,127**	

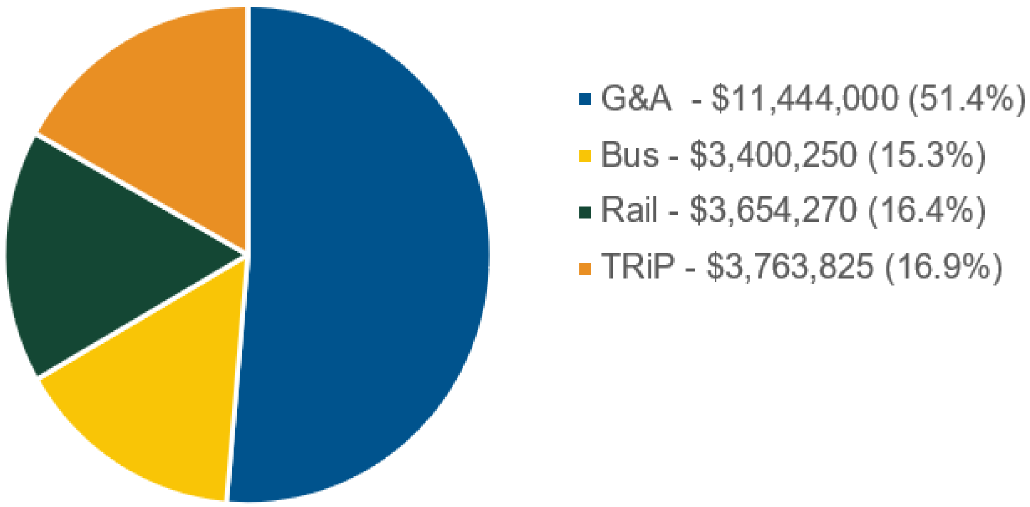
** FY26 should have included 2 Operations Managers; however, only 1 headcount was budgeted while 2 were accounted for.*

Financial Overview
FY27 vs FY26 Overview / Capital

DCTA Capital Projects By Function FY 2027 - $16,531,193



DCTA Capital Projects By Function FY 2026 - $18,498,520
& TRiP - $3,763,825 = $22,262,345



* Does not include TAM

Capital Changes - FY27 vs FY26 Overview

Capital Projects	FY27 Proposed	FY26 Adopted	$ Change	Projects Include...
G&A Projects	$8,950,000	$11,444,000	($2,494,000)	Old Town TOD ($4M), A-Train Design Support for Downtown Carrollton Extension ($4.5M), Enterprise Data Warehouse & Dashboard ($350K), Backup & Disaster Recovery Infrastructure Upgrades ($100K)
Bus Projects	$4,035,000	$3,400,250	$634,750	Fleet Purchase: 3 Diesel Buses ($2.7M), 3 Revenue Service Vans ($240K), & 2 Non-Revenue Vehicles ($80K); Bus Refurbish ($600K); Air Compressor Replacement at Bus Maintenance ($50K); Bus Wash Rehab ($200K); Refloor Bus Operations & Maintenance Office ($90K); Bus O&M Light Fixture Replacement ($75K)
Rail Projects	$3,546,193	$3,654,270	($108,077)	Rail Major Maintenance ($3.1M); Rail Mid-Life Train Wash Rehab ($258K); Rail Station Lighting (Pilot) ($100K), and Stadler Laptops replacement ($80K)
TRiP		$3,763,825	($3,763,825)	TRiP line-item pending discussion in Long Range Financial Plan Review (July)
Total	**$16,531,193**	**$22,262,345**	**($5,731,152)**	

* All capital project details are in ELP section of presentation

(Note: this is for projects only and does not include TAM)

Financial Overview
Four-Year Outlook, Revenue vs Expenses

Four-Year Outlook - Revenue vs Expenses (in millions) - Net Depreciation						
	FY26	FY27	FY28	FY29	FY30	Notes
Revenue						
Federal/State Grants	14.5	27.2	40.0	49.0	55.0	Grant funding is tied to expenses; additional grant funding is available for future expenses
Sales Tax	41.0	41.8	42.6	43.5	44.4	Sales Tax slight increase over FY26 and based on actuals
Operating Revenue	6.7	8.4	8.7	8.8	9.0	Operating Revenue tied to ridership & fiscal year expenses
Non-Operating Revenue	3.7	3.7	3.7	3.7	3.7	Investment income increase is based on actuals
TAM Fleet Replacement	2.0	2.0	2.0	2.0	2.0	Use of fund balance
TAM Rail Major Maintenance	1.8	1.8	1.8	1.8	1.8	Use of fund balance
Total Revenue	**69.7**	**84.9**	**98.8**	**108.8**	**115.9**	
Expenses						
Operating Expenses	(54.3)	(61.2)	(64.3)	(67.5)	(70.8)	More details in the following slides
Debt Service	(2.0)	(2.0)	(2.0)	(2.0)	(2.0)	Principal & interest payments for the 2020 & 2021 bonds
Capital Expenses (less TRiP & TAM Reserves)	(18.5)	(16.5)	(27.0)	(38.0)	(50.0)	For FY27 capital projects (cash spend)- more details in the following slides
Total Expenses	**(74.8)**	**(79.7)**	**(93.3)**	**(107.5)**	**(122.8)**	
Net Cash - excluding TRiP	**(5.1)**	**5.2**	**5.5**	**1.3**	**(6.9)**	
TRiP Program Expenses	(3.7)	0.0	0.0	0.0	0.0	
Net Cash	**(8.8)**	**5.2**	**5.5**	**1.3**	**(6.9)**	

Financial Overview
DCTA Budget Summary

Operating Budget		
BUS OPERATIONS		
Demand Response – Directly Operated[1]	$	1,077,493
Fixed Route – Directly Operated[2]	$	5,669,907
MOBILITY SERVICES		
GoZone	$	15,515,443
Collin County Rides	$	487,896
Contracted Mobility as a Service[3]	$	1,659,527
Bus Admin & Support Services	$	8,104,812
A-train	$	17,304,540
General & Administrative	$	11,333,341
Total	**$**	**61,152,959**

(1) Includes Access and Frisco and demand response for Denton, Highland Village, Lewisville
(2) Includes Connect, UNT shuttle, North Texas Express
(3) Contracted Mobility as a Service Vanpool, Coppell Lyft, UNT Lyft

Capital Budget	
Total FY2027 Proposed Capital	$20,331,193

* includes TAM

Debt Service	
Total FY2027 Debt Service (P+I)	$1,990,108

G&A to OPEX					
	2023	**2024**	**2025**	**2026**	**2027**
OpEx	$42.4	$46.9	$45.1	$54.3	$61.2
G&A	$5.9	$7.1	$8.0	$11.4	$11.4
G&A %	13.9%	15.1%	17.7%	20.9%	18.5%

2023 – 2025 are Actuals; 2026 Adopted Budget; 2027 Proposed Budget

Note: of the $11.4M in G&A approximately $1.7M are operational expenses for work plan objectives including marketing enhancements, community involvement, and planning initiatives. At $9.7M G&A vs total OPEX is $9.7M / $61.2M = 15.8%

G&A to OPEX
Budget to Actuals and Peer Agency Benchmarking

- While budgeted G&A rose slightly before regressing to 2024 levels, actual G&A remained below 18% in 2024 and 2025, as budgeted in 2027.

	BUDGETED			AUDITED ACTUALS		
YEAR	G&A	OPEX	G&A	G&A	OPEX	G&A
2024	$9,297,956	$50,182,453	18.5%	$8,381,039	$47,088,929	17.8%
2025	$10,269,520	$51,896,141	19.8%	$8,009,386	$45,130,166	17.7%
2026	$11,385,744	$54,251,832	20.9%	TBD		
2027	$11,333,341	$61,152,959	18.5%	TBD		

Does not include depreciation or TRiP expenses, nor does this analysis account for G&A items directly tied to agency work plan objectives.

- DCTA 18% G&A matches the median of the peer cohort with:
  - More modes of service
  - Primary University Operation
  - Microtransit at scale (800K+ annual trips)
  - Leading-edge bus efficiency
  - Tailored, multi-jurisdictional, multi-modal service model

Peer Cost & Overhead Benchmark — Full Cohort (NTD 2024)

Agency	Model tier	Campus service	Total ridership	Total OPEX	Bus	Demand Response	Commuter Rail	Light Rail	Vanpool	Bus Cost per Service Hr	Bus Cost per boarding	G&A %
StarTran (Lincoln)	Reference	Serves market	2,265,753	$19,232,254	X	X				$124.07	$6.93	9.4%
Knoxville KAT	Secondary	Serves market	2,797,279	$22,565,285	X	X				$94.61	$6.91	11.7%
AAATA (Ann Arbor)	Core	Serves market	5,170,030	$54,600,469	X	X			X	$138.91	$8.28	14.0%
CyRide (Ames)	Reference	**Primary operator**	4,700,906	$13,705,622	X	X				$104.50	$2.85	14.4%
Trinity Metro	Core	—	6,112,770	$145,801,114	X	X	X		X	$146.03	$15.35	15.3%
Nashville WeGo	Reference	—	8,858,154	$122,270,523	X	X				$177.73	$11.34	15.7%
Athens Transit	Outside	Serves market	1,351,810	$7,218,724	X	X				$103.27	$4.85	16.6%
DCTA	TARGET	**Primary operator**	**3,198,901**	**$42,526,100**	X	X	X		X	**$135.25**	**$4.52**	17.8%
DART	Outside	—	54,358,356	$766,633,046	X	X	X	X		$185.48	$12.91	18.1%
Blacksburg	Reference	**Primary operator**	3,791,431	$12,791,613	X	X				$127.89	$2.95	19.1%
CATA (State College)	Secondary	**Primary operator**	5,048,768	$21,703,712	X	X			X	$145.03	$3.44	20.0%
Champaign-Urbana MTD	Secondary	**Primary operator**	9,558,020	$44,980,985	X	X				$154.74	$4.56	20.8%
Gainesville RTS	Core	**Primary operator**	5,539,255	$30,046,446	X	X			X	$110.41	$4.90	21.1%
Greater Dayton	Core	—	6,240,353	$74,599,965	X	X				$142.87	$10.09	21.3%
IndyGo	Secondary	—	7,133,338	$133,980,660	X	X				$188.15	$17.74	23.0%
C-Tran	Core	—	4,965,694	$76,526,623	X	X			X	$196.73	$12.12	23.8%
Jacksonville JTA	Secondary	—	7,370,795	$154,009,498	X	X				$193.58	$17.98	27.5%

Note: G&A peer analysis derived from NTD 2024 data, compiled using AI tools and emerging methodology.
DCTA FY24 figure is Audited Actual.

Financial Overview
Budget Increase – due to Purchased Transportation FY27 expenses

Incremental Purchased Transportation Cost in FY27

$4,494,964

Without the increase to PT the overall OPEX budget would have been just a **4.4%** increase; instead of **12.7%**

OPEX - FY27 vs FY26 Budget Including Purchased Transportation increase	
FY27 Proposed	**$61.2M**
FY26 Adopted	**$54.3M**
Change	▲ 12.7%

OPEX - FY27 vs FY26 Budget If Purchased Transportation did not increase	
FY27 Proposed	**$56.7M**
FY26 Adopted	**$54.3M**
Change	▲ 4.4%

Purchased Transportation expenses increase because of increased service for Frisco Go Zone, Coppell Lyft, and Vanpool are the primary drivers.

Change in Net Position – DCTA (Net Depreciation)

Description	FY 2026 Adopted Budget	FY 2026 Working Budget	FY2027 Proposed Budget	FY 2026/FY 2027 Variance
OPERATING REVENUE				
Passenger Revenues (Bus Farebox)	$ 383,000	$ 383,000	$ 430,000	12.27%
Passenger Revenues (GoZone Farebox)	950,000	1,406,750	2,046,200	45.46%
Passenger Revenues (Rail Farebox)	408,501	408,501	408,501	0.00%
Contract Service Revenue	4,926,041	4,702,412	5,501,869	17.00%
Total Operating Revenue	**$ 6,667,542**	**$ 6,900,663**	**$ 8,386,570**	**21.53%**
GENERAL & ADMINISTRATIVE EXPENSES				
Salary, Wages & Benefits	$ 5,831,740	$ 5,831,740	$ 5,737,032	-1.62%
Outsourced Services & Charges	4,243,497	4,845,796	4,493,388	-7.27%
Materials & Supplies	220,760	211,737	172,999	-18.30%
Utilities	93,770	107,769	101,500	-5.82%
Insurance	25,127	25,127	25,127	0.00%
Employee Development	693,558	693,558	532,875	-23.17%
Leases	277,292	277,292	270,420	-2.48%
Total G&A Operating Expenses	**$ 11,385,744**	**$ 11,993,019**	**$ 11,333,341**	**-5.50%**
BUS OPERATIONS EXPENSES (Bus Admin, Fixed Route, Demand Response)				
Salary, Wages & Benefits	$ 8,447,371	$ 8,447,371	$ 9,374,688	10.98%
Outsourced Services & Charges	1,196,837	1,225,885	2,269,050	85.09%
Materials & Supplies	1,893,412	1,895,912	2,184,055	15.20%
Utilities	310,780	308,780	294,000	-4.79%
Insurance	368,296	368,296	367,701	-0.16%
Employee Development	87,695	87,695	82,373	-6.07%
Leases	11,000	11,000	11,000	0.00%
Total Bus Operations Expenses	**$ 12,315,391**	**$ 12,344,939**	**$ 14,582,867**	**18.13%**
MOBILITY SERVICES EXPENSES (Lyft, Taxi, GoZone, MaaS, CCR)				
Salary, Wages & Benefits	$ 221,760	$ 221,760	$ 257,052	15.91%
Outsourced Services & Charges	153,671	180,638	226,600	25.44%
Materials & Supplies	6,000	6,000	-	-100.00%
Utilities	1,200	1,200	-	-100.00%
Purchased Transportation	13,366,174	14,545,574	17,444,559	19.93%
Employee Development	8,480	8,480	4,000	-52.83%
Total Mobility Services Expenses	**$ 13,757,285**	**$ 14,963,652**	**$ 17,932,211**	**19.84%**

Description	FY 2026 Adopted Budget	FY 2026 Working Budget	FY2027 Proposed Budget	FY 2026/FY 2027 Variance
RAIL OPERATIONS EXPENSES				
Salary, Wages & Benefits	$ 177,060	$ 177,060	$ 181,800	2.68%
Outsourced Services & Charges	912,835	885,835	1,022,935	15.48%
Materials & Supplies	755,000	755,000	755,000	0.00%
Utilities	390,871	390,871	361,200	-7.59%
Insurance	1,602,708	1,602,708	1,617,858	0.95%
Purchased Transportation	12,944,218	12,944,218	13,360,797	3.22%
Employee Development	10,720	10,720	4,950	-53.82%
Total Rail Operations Expenses	**$ 16,793,412**	**$ 16,766,412**	**$ 17,304,540**	**3.21%**
Total Operating Expenses	**$ 54,251,832**	**$ 56,068,023**	**$ 61,152,959**	**9.07%**
Operating Income/(Loss)	(47,584,290)	(49,167,360)	(52,766,389)	7.32%
NON-OPERATING REVENUE/(EXPENSE)				
Investment Income	$ 3,500,000	$ 3,500,000	$ 3,500,000	0.00%
Misc. Revenues	210,000	210,000	175,000	0.00%
Sales Tax Revenue	41,000,000	41,000,000	41,820,000	2.00%
Federal Grants & Reimbursements	14,544,180	16,193,344	27,157,578	67.71%
Long Term Debt Interest/Expense	(151,102)	(151,102)	(130,108)	-13.89%
Total Non-Operating Revenue/ (Expense)	**$ 59,103,078**	**$ 60,752,242**	**$ 72,522,470**	**19.37%**
Income (Loss)	11,518,788	11,584,883	19,756,081	70.53%
CHANGE IN NET POSITION	**$ 11,518,788**	**$ 11,584,883**	**$ 19,756,081**	**70.53%**

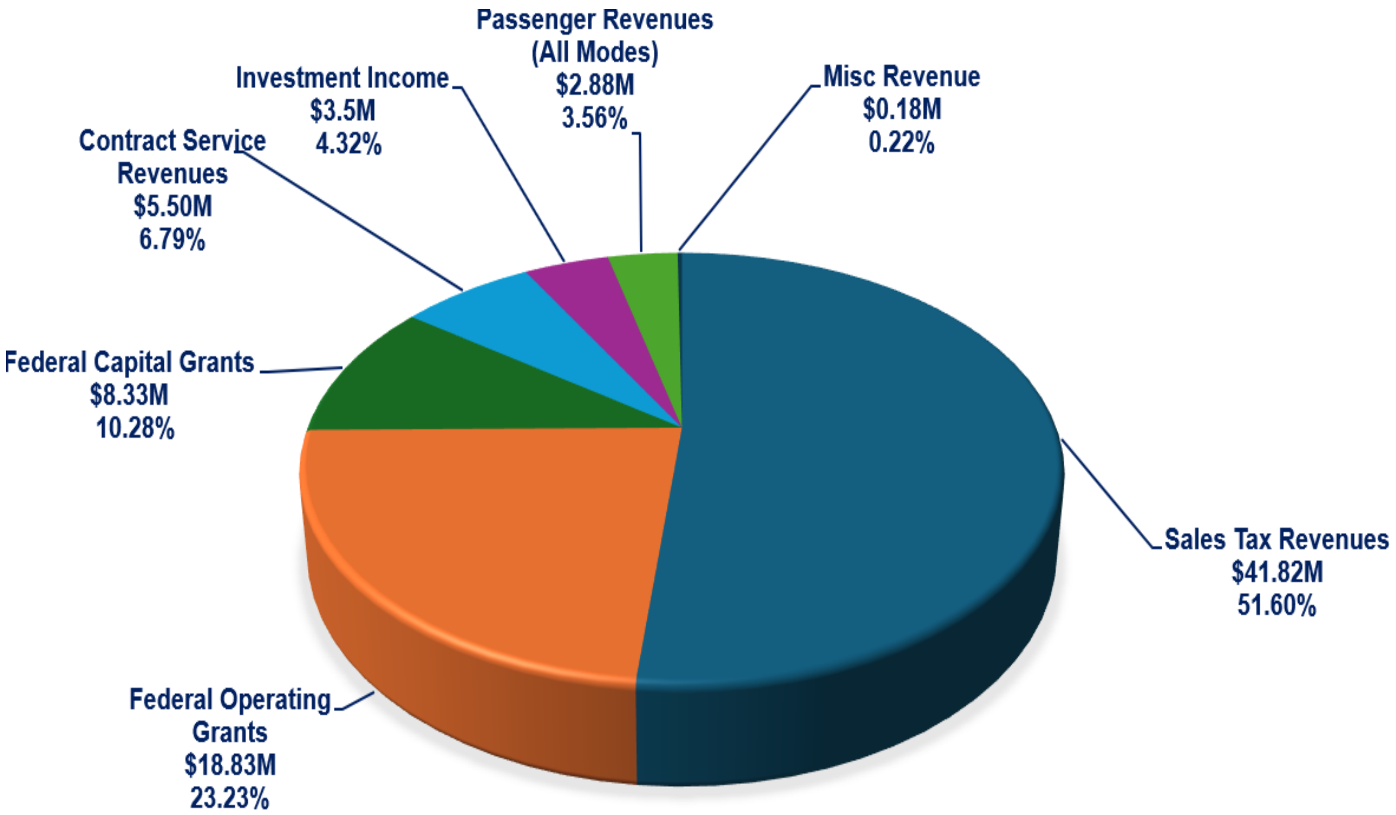
Change in Net Position – DCTA (With Depreciation)

Description	FY 2026 Adopted Budget	FY 2026 Working Budget	FY2027 Proposed Budget	FY 2026/FY 2027 Variance
OPERATING REVENUE				
Passenger Revenues (Bus Farebox)	$ 383,000	$ 383,000	$ 430,000	12.27%
Passenger Revenues (GoZone Farebox)	950,000	1,406,750	2,046,200	45.46%
Passenger Revenues (Rail Farebox)	408,501	408,501	408,501	0.00%
Contract Service Revenue	4,926,041	4,702,412	5,501,869	17.00%
Total Operating Revenue	**$ 6,667,542**	**$ 6,900,663**	**$ 8,386,570**	**21.53%**
GENERAL & ADMINISTRATIVE EXPENSES				
Salary, Wages & Benefits	$ 5,831,740	$ 5,831,740	$ 5,737,032	-1.62%
Outsourced Services & Charges	4,243,497	4,845,796	4,493,388	-7.27%
Materials & Supplies	220,760	211,737	172,999	-18.30%
Utilities	93,770	107,769	101,500	-5.82%
Insurance	25,127	25,127	25,127	0.00%
Employee Development	693,558	693,558	532,875	-23.17%
Leases	277,292	277,292	270,420	-2.48%
Depreciation	1,332,565	1,332,565	263,774	-80.21%
Total G&A Operating Expenses	**$ 12,718,309**	**$ 13,325,584**	**$ 11,597,115**	**-12.97%**
BUS OPERATIONS EXPENSES (Bus Admin, Fixed Route, Demand Response)				
Salary, Wages & Benefits	$ 8,447,371	$ 8,447,371	$ 9,374,688	10.98%
Outsourced Services & Charges	1,196,837	1,225,885	2,269,050	85.09%
Materials & Supplies	1,893,412	1,895,912	2,184,055	15.20%
Utilities	310,780	308,780	294,000	-4.79%
Insurance	368,296	368,296	367,701	-0.16%
Employee Development	87,695	87,695	82,373	-6.07%
Leases	11,000	11,000	11,000	0.00%
Depreciation	560,508	560,508	616,355	9.96%
Total Bus Operations Expenses	**$ 12,875,899**	**$ 12,905,447**	**$ 15,199,222**	**17.77%**
MOBILITY SERVICES EXPENSES (Lyft, Taxi, GoZone, MaaS, CCR)				
Salary, Wages & Benefits	$ 221,760	$ 221,760	$ 257,052	15.91%
Outsourced Services & Charges	153,671	180,638	226,600	25.44%
Materials & Supplies	6,000	6,000	-	-100.00%
Utilities	1,200	1,200	-	-100.00%
Purchased Transportation	13,366,174	14,545,574	17,444,559	19.93%
Employee Development	8,480	8,480	4,000	-52.83%
Total Mobility Services Expenses	**$ 13,757,285**	**$ 14,963,652**	**$ 17,932,211**	**19.84%**

Description	FY 2026 Adopted Budget	FY 2026 Working Budget	FY2027 Proposed Budget	FY 2026/FY 2027 Variance
RAIL OPERATIONS EXPENSES				
Salary, Wages & Benefits	$ 177,060	$ 177,060	$ 181,800	2.68%
Outsourced Services & Charges	912,835	885,835	1,022,935	15.48%
Materials & Supplies	755,000	755,000	755,000	0.00%
Utilities	390,871	390,871	361,200	-7.59%
Insurance	1,602,708	1,602,708	1,617,858	0.95%
Purchased Transportation	12,944,218	12,944,218	13,360,797	3.22%
Employee Development	10,720	10,720	4,950	-53.82%
Depreciation	9,891,575	9,891,575	9,906,939	0.16%
Total Rail Operations Expenses	**$ 26,684,987**	**$ 26,657,987**	**$ 27,211,479**	**2.08%**
Total Operating Expenses	**$ 66,036,480**	**$ 67,852,671**	**$ 71,940,026**	**6.02%**
Operating Income/(Loss)	(59,368,938)	(60,952,008)	(63,553,456)	4.27%
NON-OPERATING REVENUE/(EXPENSE)				
Investment Income	$ 3,500,000	$ 3,500,000	$ 3,500,000	0.00%
Misc. Revenues	210,000	210,000	175,000	0.00%
Sales Tax Revenue	41,000,000	41,000,000	41,820,000	2.00%
Federal Grants & Reimbursements	14,544,180	16,193,344	27,157,578	67.71%
Long Term Debt Interest/Expense	(151,102)	(151,102)	(130,108)	-13.89%
Total Non-Operating Revenue/ (Expense)	**$ 59,103,078**	**$ 60,752,242**	**$ 72,522,470**	**19.37%**
Income (Loss)	(265,860)	(199,766)	8,969,014	-4589.77%
CHANGE IN NET POSITION	$ (265,860)	$ (199,766)	$ 8,969,014	-4589.76%

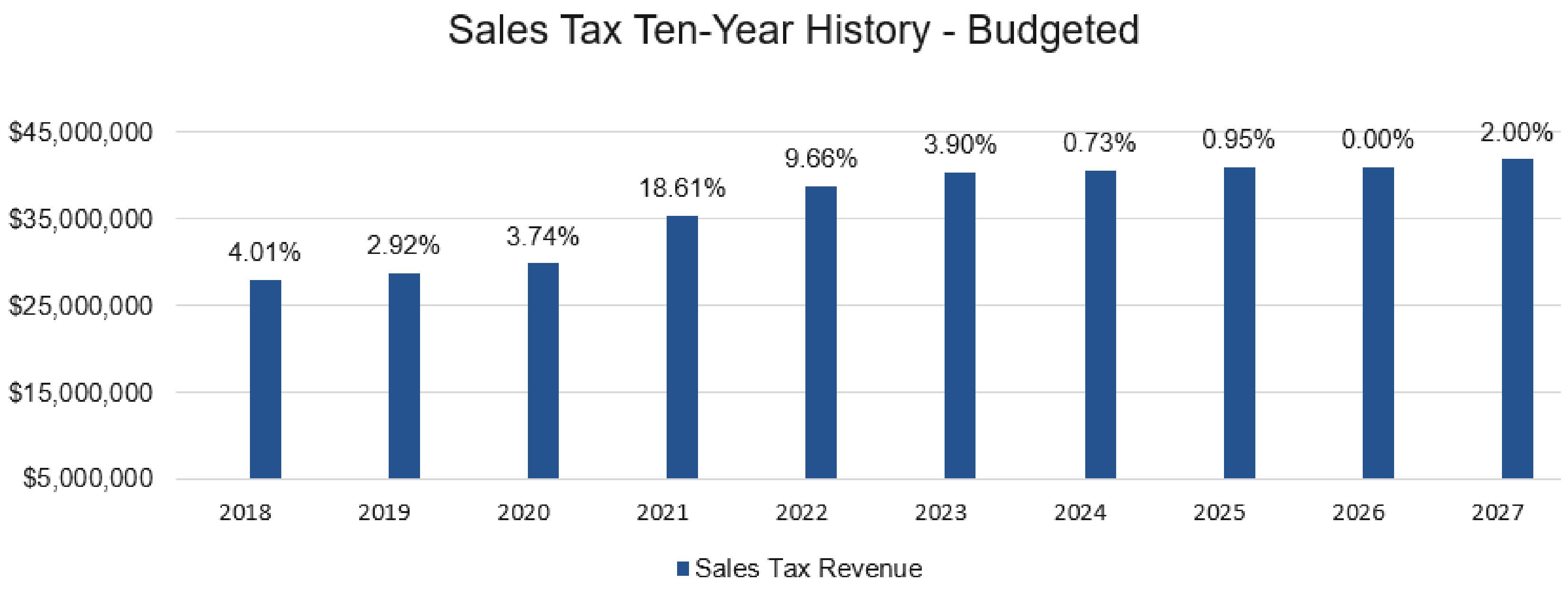
2. Revenue

Total FY2027 Proposed Revenue



Total Revenue $81,039,148

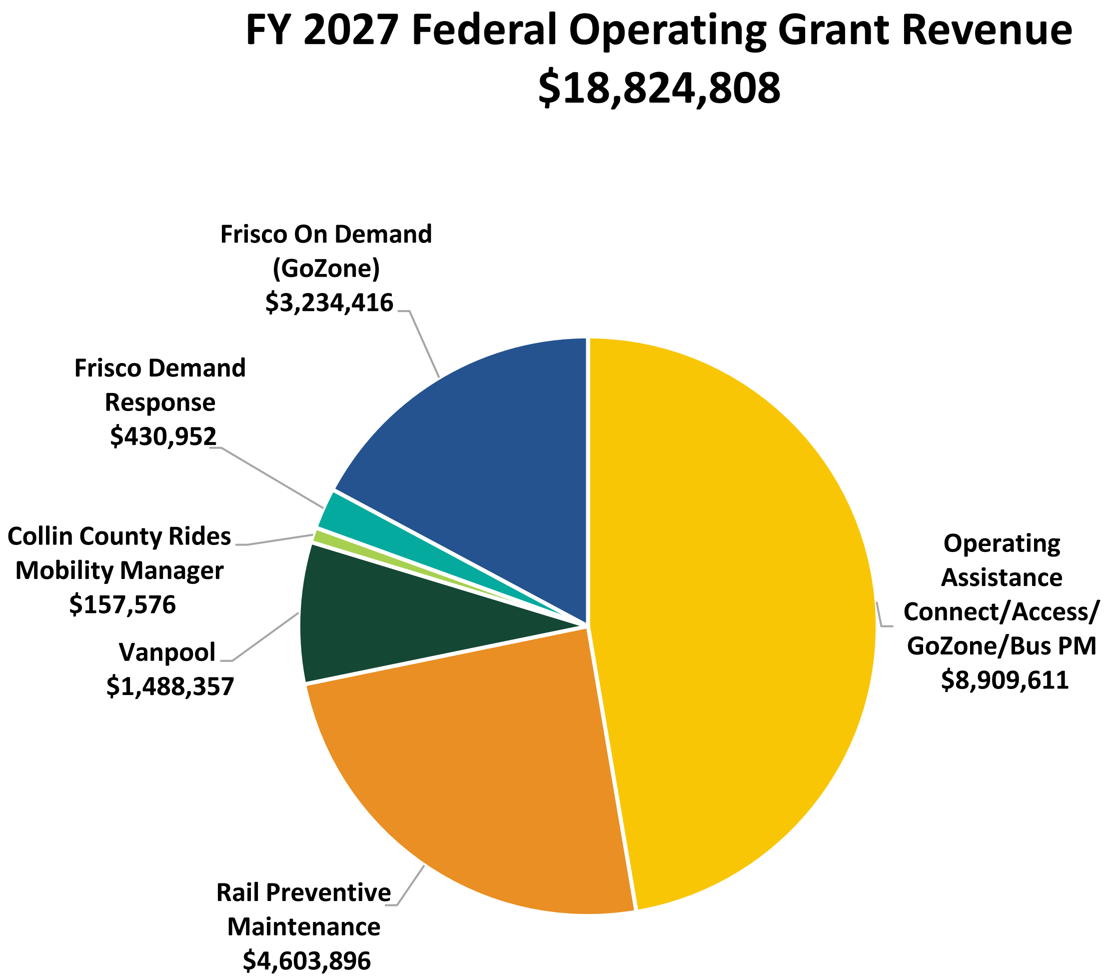
Sales Tax Revenue



Sales Tax History – Budget to Actuals						
FY24 Budget	**FY24 Actuals**	**FY25 Budget**	**FY25 Actuals**	**FY26 Budget**	**FY26 Actuals**	**FY27 Budget**
$40,000,000	$40,615,026	$41,000,000	$41,234,879	$41,000,000	$25,737,655*	**$41,820,000**

* FY26 Actuals as of June 2026 for April sales (sales tax is 2 months in arrears)

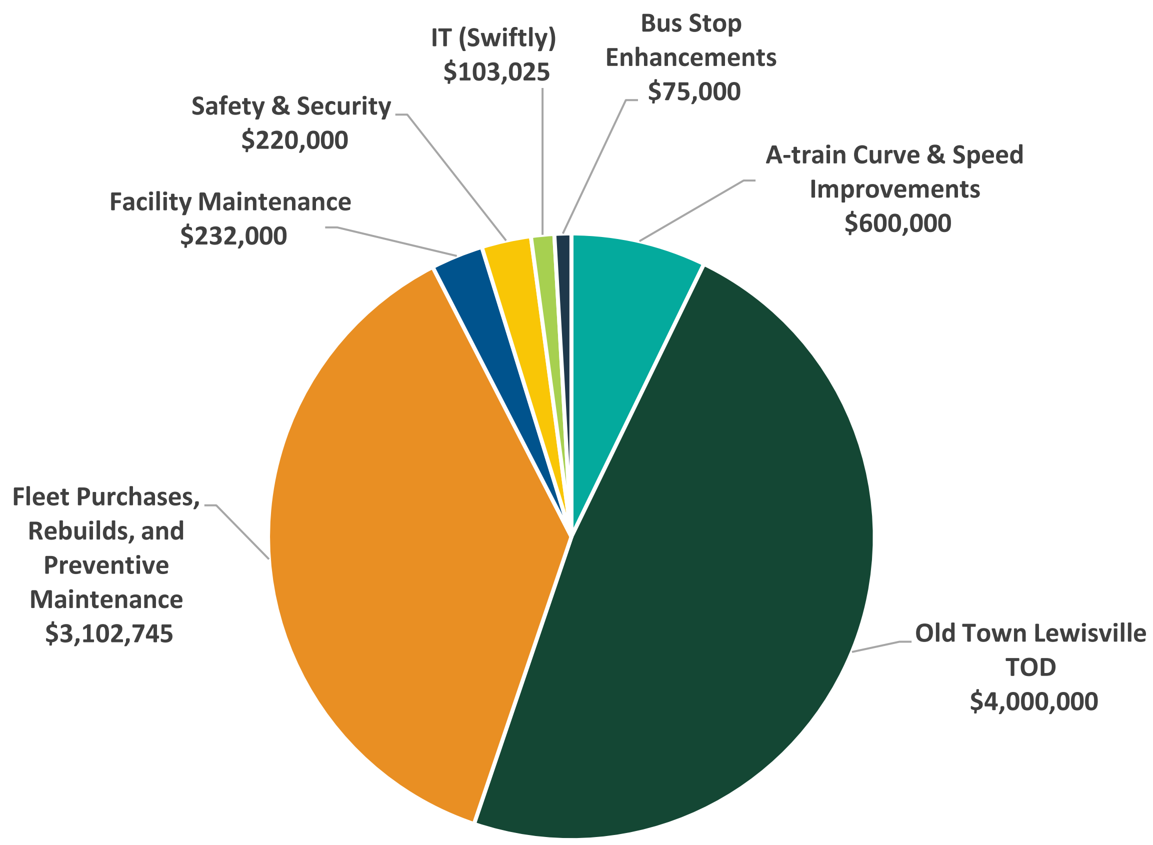
Federal Operating Grant Revenue



FY27 Proposed Operating Expenses w/ Grant Funding				
	FY27 Operating Expenditures		Total Federal Share	
Operating Assistance - Sec 5307 Formula Funding				
Fixed Route & Member Cities GoZone	$	15,189,434	$	7,594,717
ADA Operating (Access)	$	479,744	$	383,795
Bus Preventive Maintenance	$	1,163,874	$	931,099
Rail Preventive Maintenance - Sec 5337 Formula Funding				
Rail Preventive Maintenance	$	5,754,870	$	4,603,896
Vanpool				
FY25 STBG Flex Funds - Vanpool Program Subsidy	$	1,488,357	$	1,488,357
Mobility Management				
FY22 Sec 5310 - Collin County Rides Mobility Manager	$	157,576	$	157,576
Frisco Services				
FY25 Sec 5310 - Frisco Demand Response	$	430,952	$	430,952
FY24 Sec 5307 - Frisco On Demand (GoZone)	$	3,413,723	$	3,234,416
Total Capital Projects & Associated Grants	**$**	**28,078,530**	**$**	**18,824,808**

Federal Capital Grant Revenue

FY 2027 Federal Capital Grant Revenue
$8,332,770



FY27 Proposed Capital Projects w/ Grant Funding

	FY27 Capital Project Expenditure	Total Federal Share
A-train Curve & Speed Improvements		
FRA CRISI Grant	$ 750,000	$ 600,000
Old Town Lewisville TOD Project		
CMAQ ITC Grant	$ 4,000,000	$ 4,000,000
Bus Rolling Stock & Equipment Projects		
FY19 Sec 5307 - Replace Air Compressor (Bus Maint)	$ 50,000	$ 40,000
FY23 Sec 5307 - Purchase 2 Non-revenue Vehicles	$ 80,000	$ 64,000
FY24 Sec 5310 - Purchase (3) Vans for Access Service	$ 240,000	$ 204,000
FY24 Sec 5339 - Rebuild/Refurbish (1) 35' Bus	$ 600,000	$ 499,745
FY26 Sec 5339 (Competitive) - Purchase (3) 35' Buses	$ 2,700,000	$ 2,295,000
Facility Maintenance Projects		
FY23 Sec 5339 - Bush Wash Rehab	$ 200,000	$ 160,000
FY23 Sec 5339 - Bus O&M Floor Replacement	$ 90,000	$ 72,000
Safety & Security Projects		
FY23 Sec 5307 - Bus O&M Lighting	$ 75,000	$ 60,000
FY24 Sec 5307 - Backup/Disaster Recovery Upgrades	$ 100,000	$ 80,000
FY24 Sec 5307 - Rail Station Lighting (HVL)	$ 100,000	$ 80,000
Information Technology Projects		
FY20 Sec 5339 - Swiftly Software Licensing	$ 128,781	$ 103,025
Bus Stop Enhancements Project		
FY20 Sec 5339 - A/E Bus Stop Design	$ 75,000	$ 75,000
Total Capital Projects & Associated Grants	**$ 9,188,781**	**$ 8,332,770**

Passenger & Contract Service Revenue

Passenger Revenue

Service Mode	FY27 Proposed	FY26 Adopted	$ Change	Notes
DR-DO	$34,000	$30,000	$4,000	Based on actuals
FR-DO	$340,000	$300,000	$40,000	Based on actuals
Go Zone – Member Cities	$950,000	$950,000	$0	Based on actuals
Go Zone - Frisco	$1,096,200	$0	$1,096,200	Addition of Frisco Go Zone service
CCR	$56,000	$53,000	$3,000	Based on actuals
Rail	$408,501	$408,501	$0	
Total	**$2,884,701**	**$1,741,501**	**$1,143,200**	

Contract Service Revenue

Service Mode	FY27 Proposed	FY26 Adopted	$ Change	Notes
DR-DO	$0	$420,000	- $420,000	Frisco Taxi revenue in Operating Grants for FY27
FR-DO	$4,423,509	$3,970,741	$452,768	UNT at $90/service hours; UNT fuel; UNT Lyft (pass thru cost) & Access Connect Service
Go Zone	$379,307	$0	$379,307	Frisco Go Zone service (includes admin fee + non-member fee less passenger revenue)
MaaS	$68,352	$28,000	$40,352	Coppell Lyft
CCR	$630,701	$507,300	$123,401	Collin County Rides
Total	**$5,501,869**	**$4,926,041**	**$575,828**	

Contract Service Revenue

UNT (FR/DO) Contract:

Revenue	Total Revenue
$90/service hour X 42,316 service hours	$3,808,440
Fuel (pass-through cost)	$447,619
Lyft service pass-through cost	$118,450
Access to Connect Service cost	$49,000
Total Contract Service Revenue	**$4,423,509**

Via Contract – Frisco Go Zone

Local Match	Cost not Eligible for Federal Funding	Minus Passenger Revenue (divided in half w/Fed Operating Grant revenue)	Total Revenue
$727,407	$200,000	$(548,100)	**$379,307**

MaaS Contract:

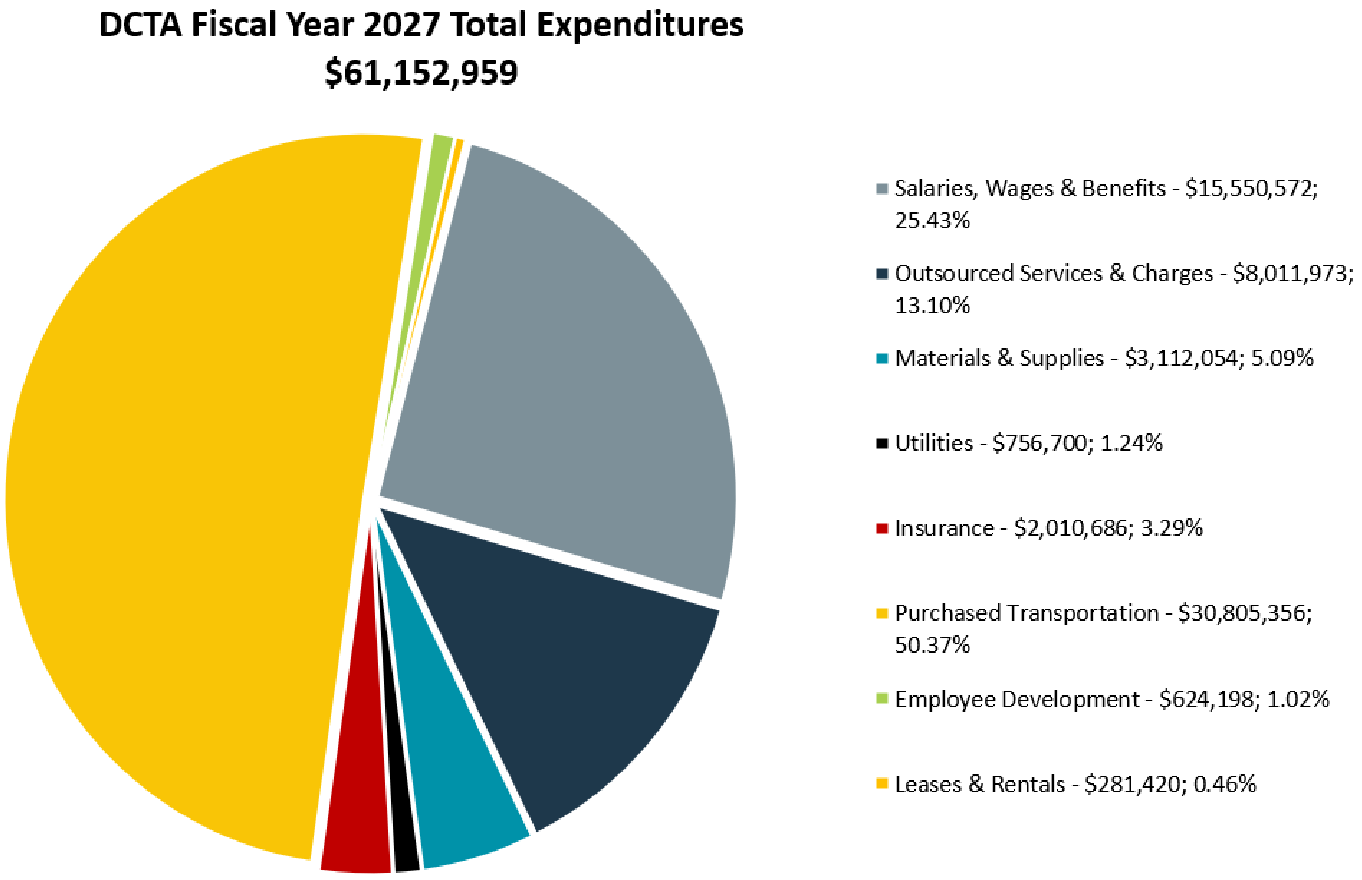
Revenue	Total Revenue
Coppell Lyft (60% markup on PT expense) (PT expense = $42,720 + $25,632 markup)	**$68,352**

CCR Contract:

Revenue - from NCTCOG, Allen & Fairview	Total Revenue
CCR (69% markup on PT expense) (PT expense = $373,196 + $257,505 markup)	**$630,701**

3. Expenses

FY27 – Proposed Expenses



Total Expenses $61,152,959

Expense Changes - FY27 vs FY26 Overview

FY 2027 Proposed vs FY 2026 Adopted Budget								
	G&A		Ops		Total			
	FY27 Proposed	FY26 Adopted	FY27 Proposed	FY26 Adopted	FY27 Proposed	FY26 Adopted	Difference $	Difference %
Salary & Benefits	$5,737,032	$5,831,740	$9,813,540	$8,846,191	**$15,550,572**	**$14,677,931**	$872,641	5.9%
Outsourced Services	$4,493,388	$4,243,497	$3,518,585	$2,263,343	**$8,011,973**	**$6,506,840**	$1,505,133	23.13%
Materials & Supplies	$172,999	$220,760	$2,939,055	$2,654,412	**$3,112,054**	**$2,875,172**	$236,882	8.24%
Utilities	$101,500	$93,770	$655,200	$702,851	**$756,700**	**$796,621**	($39,921)	-5.01%
Insurance	$25,127	$25,127	$1,985,559	$1,971,004	**$2,010,686**	**$1,996,131**	$14,555	0.73%
Purchased Transportation	$0	$0	$30,805,356	$26,310,392	**$30,805,356**	**$26,310,392**	$4,494,964	17.08%
Employee Development	$532,875	$693,558	$91,323	$106,895	**$624,198**	**$800,453**	($176,255)	-22.02%
Leases	$270,420	$277,292	$11,000	$11,000	**$281,420**	**$288,292**	($6,872)	-2.38%
Total	**$11,333,341**	**$11,385,744**	**$49,819,618**	**$42,866,088**	**$61,152,959**	**$54,251,832**	**$6,901,127**	

Purchased Transportation

Purchased Transportation	FY27 Proposed	FY26 Adopted	$ Change	Notes
1601-DR-DO	$269,345	$260,489	$8,856	Based on 2 taxi's: zTrip FY26 Task Order was $250,000; added 3% for FY27 = $257,500; & Lyft FY26 Task Order was $11,500; added 3% for FY27 = $11,845; for a total of **$269,345**
1702 – Go Zone	$15,142,491	$11,880,000	$3,262,491	Based on FY27 annual contracted hours of 250,495 x FY27 hourly rate ($46.30) = $11,597,918.50 annually for member cities Via Customer Service for $634,944/annually Frisco Go Zone service (assuming 20 vehicles & 12 hours) for a blended rate = $2,909,628 Totals **$15,142,491**
1800 - MaaS	$1,659,527	$895,685	$763,842	GRH thru zTrip = $10,000; Lyft Coppell = $42,720; UNT Late Night Lyft = $118,450; & Vanpool = $1,488,357 Totals **$1,659,527**
1802 - CCR	$373,196	$330,000	$43,196	CCR Taxi (zTrip) = $360,630; & CCR Lyft = $12,566 Totals **$373,196**
1701 - Rail	$13,360,797	$12,944,218	$416,579	Matches Rio Grande contracted price **$13,360,797**
Total	**$30,805,356**	**$26,310,392**	**$4,494,964**	

Contracted Services for Non-Member Cities

Service Provided	Cost of Service	Admin Fee/Non-Member Fee	Total Cost of Service Provided	Admin Fee %	Passenger Revenue (40100)	Contract Revenue (40120)	Grant Revenue (40400 & 40410)	Grant Revenue % to Total Cost
Frisco Demand Response	$269,345	$161,607	$430,952	60%	NA	NA	$430,952	100%*
Frisco Go Zone**	$2,909,628	$1,600,295 / $200,000	$4,709,923	55% + $200K	$1,096,200	$379,307	$3,234,416	69%*
Coppell Lyft	$42,720	$25,632	$68,352	60%	NA	$68,352	NA	NA
Collin County Rides	$373,196	$257,505	$630,701	69%	NA	$630,701	NA***	NA

* Using TDC's
** Frisco Go Zone utilizes passenger revenue, grant revenue, and contract revenue
*** Collin County Rides program is funded by a NCTCOG grant with 50% local match paid by Allen & Fairview

Purchased Transportation - GoZone for Member Cities

Type of Service	FY 2026 Rate (for reference)	FY 2026 Max # Vehicle Hours (for reference)	FY 2027 Rate	FY 2027 Max # Vehicle Hours	FY 2027 Total Cost
GoZone - Vehicle Hours	$ 44.95	250,495	$ 46.30	250,495	$ 11,597,919
Total Add-Ons					
Via Customer Service					634,944
Total Budget					**$ 12,232,863**

Service Provided	Denton, Lewisville/Highland Village Go Zone (365 days/year)
Service Hours	Monday – Thursday: 5 am – 10 pm Friday: 5 am – 11 pm Saturday: 5 am – 11 pm Sunday and holidays: 8 am – 6 pm; travel permitted between both zones & the DART Trinity Mills Station
‘Guaranteed Ride Home Travel from the DART Trinity Mills Station to any one destination in any of the GoZone’s; provided Monday through Saturday only.	
Service Hours	Monday – Thursday: 9 pm – 1 am Friday: 10 pm – 2 am Saturday: 10 pm – 2 am

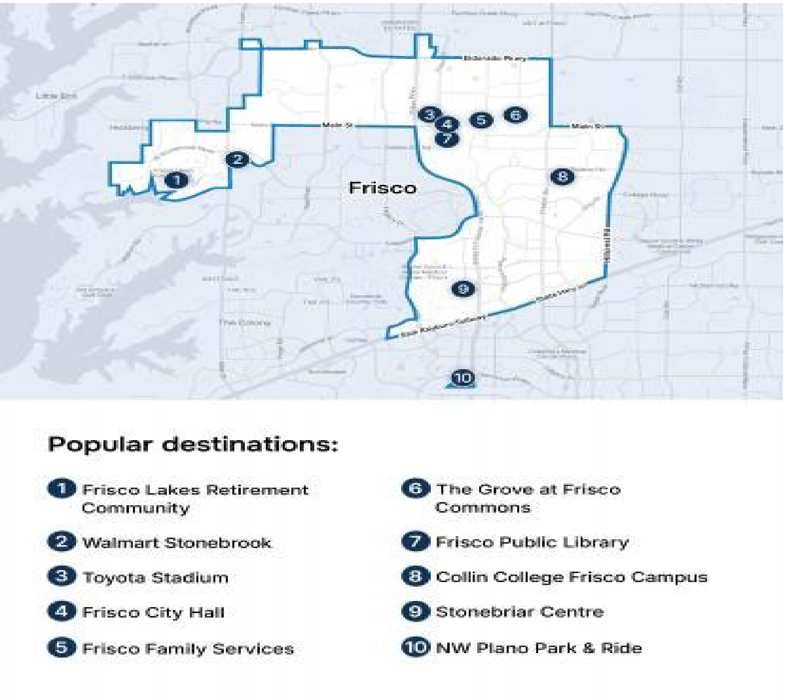
Note: Budgeted service hours for FY 2027 includes the Board approved increase of 300 hours per week (6.6%) in event it is needed to meet KPIs. This brings max hours budget to 250,495, established as a “Not to Exceed” amount. Go Zone Member Cities rate includes $0.15 discount for office space.

In addition, funding of $36K for Go Zone fleet wraps is in the budget under General Services.

Purchased Transportation – Frisco GoZone

Type of Service	FY 2027 Rate	FY27 Max # Vehicle Hours	FY27 Total Cost
GoZone - Vehicle Hours	$ 46.45	62,640	$ 2,909,628

Service Provided	Frisco Go Zone
Service Hours	Monday – Friday: 6 am – 6 pm ; 12 hours (contracted)
Vehicles	Up to 20 vehicles (contracted)



Riders can also travel between the
DART Northwest Plano Park & Ride

Purchased Transportation - GoZone (ALL)

Via Contract

Expenses – Member Cities service	FY 2027 Rate	FY27 Max # Vehicle Hours	FY27 Proposed Total Cost
GoZone - Vehicle Hours (Member Cities)	$ 46.30	250,495	$11,597,919
Via Customer Service	$634,944		$634,944
Total Budget			**$ 12,232,863**

Expenses – Frisco Go Zone service	FY 2027 Rate	FY27 Max # Vehicle Hours	FY27 Proposed Total Cost
GoZone - Vehicle Hours (Frisco Go Zone)	$ 46.45	62,640	$2,909,628
Total Budget			**$ 2,909,628**

FY 2027 - Total GoZone Purchased Transportation
$15,142,491

GoZone | DENTON COUNTY TRANSPORTATION AUTHORITY

Purchased Transportation – DR-DO (Frisco Taxi) & Collin County Rides (CCR)

Frisco Contract:

Expenses	zTrip	Lyft	Total Purchased Transportation Expenditures
Purchased Transportation Contract Expense	$257,500	$11,845	**$269,345**

Service Provided	
Service Hours	6am – 6pm Monday – Friday *
Vehicles	Two (2) WAV vehicles

Collin County Rides contract:

Service Provider	FY 2027 Rate	Vehicle Hours	FY27 Proposed Total Cost
zTrip	$33.37 & $41.11 for WAV vehicle	from 6:00 AM to 6:00 PM Monday through Friday (except major holidays)	$360,630
Lyft			$12,566
Total Budget			**$373,196**

Service Provided	
Service Hours	6am – 6pm Monday – Friday *
Vehicles	Two (2) WAV vehicles and one (1) non-WAV vehicle

* Will not operate service on the following holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, and Christmas Day

Purchased Transportation – Mobility as a Service (MaaS)

Service Provider	Service	FY 2027 Rate	Vehicle Hours	FY27 Proposed Total Cost
Lyft	Guaranteed Ride Home		Travel from the DART Trinity Mills Station to any one destination in any of the Go Zones Monday – Thursday: 9 pm – 1 am Friday: 10 pm – 2 am Saturday: 10 pm – 2 am	$10,000
Lyft	Coppell Lyft	Passengers pay the first $2 of their trip and the City of Coppell subsidizes the next $15. Any remaining fare over $17 is paid by the passenger (average Lyft trip cost $12)	Program hours are 4 am - 12 am (midnight) and service will be available seven days a week	$42,720
Lyft	UNT Late Night		Early morning hours of 2 am - 7 am (Monday - Sunday) along the UNT Lyft Zone	$118,450
Enterprise	Vanpool	Rates vary based on van size		$1,488,357
Total Budget				**$ 1,659,527**

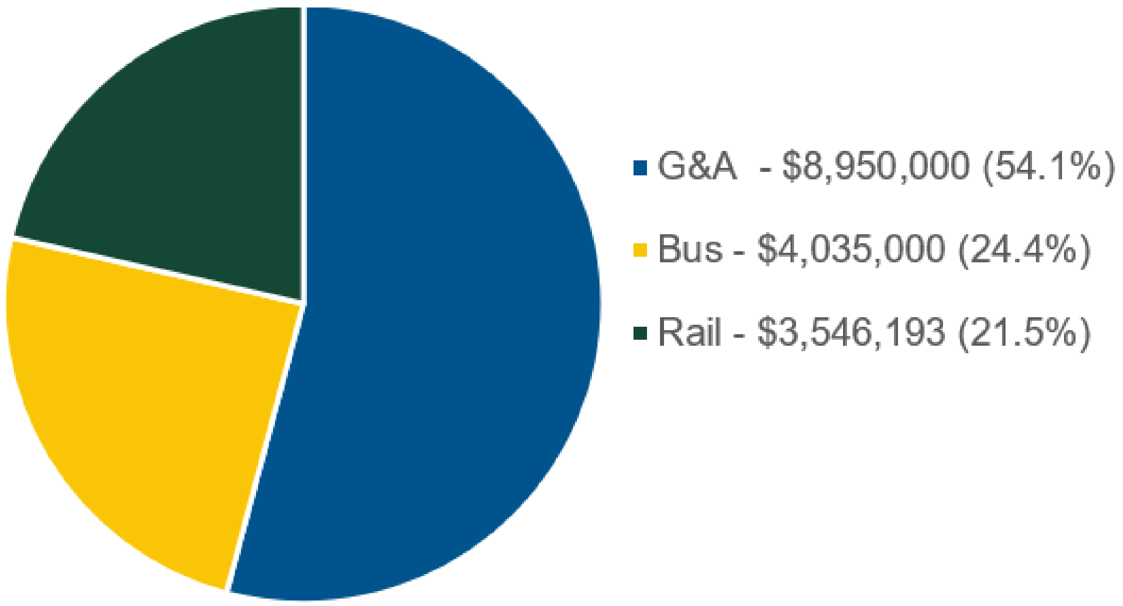
Purchased Transportation - Rail

Contract Detail	Units	FY 2027 Rate	FY 2027	
Train Crew Hours	21,424	$175.33	$3,760,520	Rio Grande Pacific Corp.
Car Miles	403,971	$4.29	$1,733,034	
Management / Administration	12 Months	$180,543	$2,166,512	
Dispatch Operations	12 Months	$59,069	$708,833	
Facility Maintenance	12 Months	$302,866	$3,634,387	
Vehicle Maintenance		Annual Allowance	$200,000	
Maintenance of Way		Annual Allowance	$260,000	
Asset Management / Technology	12 Months	$7,788	$93,456	
Misc. Crew Costs Positive Train Control Vehicle Maintenance Positive Train Control Signals Maintenance	90 Hours 12 Months 12 Months	$98.94 $8,753 $33,393	$8,905 $105,035 $400,711	
Ticket Vending Machine Maintenance & Revenue Collection/Change Fund			$114,430	DART ILA
Trinity Mills Platform Maintenance	12 Months	$1,380	$16,560	
Trinity Mills Restroom Maintenance		Annual Allowance	$8,414	
		Total	**$13,210,797***	

* In addition, Purchased Transportation - Rail has $150,000 contingency bringing the budgeted PT to $13,360,797.

4. Capital Improvement & Major Maintenance Plan

FY27 – Proposed Capital



Total Expenses $16,531,193

Capital Budget Summary

DENTON COUNTY TRANSPORTATION AUTHORITY
FY27 Budget - Proposed
Capital Improvement & Major Maintenance Plan

FY27 Cash Spend
FY27 Capital Reserve
Not DCTA Capital

Project Name	Project Number	Projects thru FY 2025	Working FY 2026	**Proposed FY 2027**	Proposed FY 2028	Proposed FY 2029	Proposed FY 2030	Proposed FY 2031	Proposed FY 2032	Anticipated Project Total (Thru 2032)
Bus Services										
Fleet Purchase - Bus	50311	2,320,000	2,875,000	2,700,000	2,640,000	1,800,000	1,872,000	4,867,200	3,037,133	22,111,333
Bus Refurbish (2006 Bus) - **NEW in FY27**	600000		500,000	600,000						1,100,000
Bus Push-to-Talk Cradles	600001		45,000							45,000
Bus Column Lift Repairs or Replacement	600002		55,250							55,250
Dual Facing Camera	600003		25,000							25,000
Fleet -Non-Revenue(1 Service Truck & 2 Non-Rev)	600004.1 & 2	80,000	150,000							230,000
Fleet - Cutaway Bus	600005		225,000		465,000	720,000	744,000	765,000	1,052,000	3,971,000
Fleet - 3 Vans - **NEW IN FY27**	TBD			240,000				262,000		502,000
Air Compressor Replacement at Bus Maintenance - **NEW in FY27**	TBD			50,000						50,000
Bus Wash Rehab - **NEW in FY27**	TBD			200,000						200,000
Fleet -Non-Revenue (2 Non-Rev) - **NEW in FY27**	TBD			80,000	135,000	139,655	96,207	197,845	153,039	801,746
Refloor Bus Operations & Maintenance office - **NEW in FY27**	TBD			90,000						90,000
Bus O&M Light Fixture Replacement	TBD			75,000						75,000
TAM: Fleet Replacement - UNT		800,000	500,000	500,000	500,000	500,000	500,000	500,000	500,000	4,300,000
TAM: Fleet Replacement - Connect		2,600,000	1,500,000	1,500,000	1,500,000	1,500,000	1,500,000	1,500,000	1,500,000	13,100,000
Rail Services										
Positive Train Control Enhancements (Phase 2)	61406.2	147,055					4,000,000	40,000,000	40,000,000	84,147,055
Major Maintenance - Rail (FY25)	61727.1	3,130,608								3,130,608
Major Maintenance - Rail (FY26)	710000		3,354,270							3,354,270
Major Maintenance - Rail - **NEW in FY27**	TBD			3,108,193	3,419,012	3,760,914	4,137,005	4,550,705	5,005,776	23,981,605
RailComm Dispatch Software	61407.1	500,000	300,000							800,000
Stadler Laptop Replacement	TBD			80,000					100,000	180,000
Rail Mid-Life Train Wash Rehab - **NEW in FY27**	TBD			258,000						258,000
Rail Station Lighting Pilot (HVL)	TBD			100,000						100,000
A-Train Downtown Carrollton Extension (Construction)				-	30,000,000	43,750,000	43,750,000			117,500,000
TAM: Major Maintenance - Rail		3,600,000	1,800,000	1,800,000	1,800,000	1,800,000	1,800,000	1,800,000	1,800,000	16,200,000
G&A Services										
Old Town TOD	10302.1	4,451,990		4,000,000	15,948,505	15,948,505				40,349,000
Multi-Facility Firewall Upgrade	10406	60,000			60,000					120,000
AV Upgrade - DCTA Conference Room	10407	65,000			65,000					130,000
ERP Implementation	10408.1	2,100,000								2,100,000
Server Infrastructure Refresh	10409	450,000				500,000				950,000
Electronic Safety & Security Program	10411.1	4,188,000	1,578,000							5,766,000
Fiber Optic Network - Locate & Improvements	10412.1	278,000	175,000							453,000
Project Management Software & Implementation	10413.1	112,000								112,000
Cloud-based Phone System	130000		81,000							81,000
Network Switching Hardware Replacement	130001		110,000							110,000
A-Train Expanded Service Hours Analysis	140000		1,000,000							1,000,000
A-Train Curve/Speed Improvements	140001		3,000,000							3,000,000
A-Train Design Support 15-Min Headways & Downtown Carrollton Extension	140002		5,500,000	4,500,000						10,000,000
Enterprise Data Warehouse & Dashboard - **NEW in FY27**	TBD			350,000						350,000
Fleet -Non-Revenue (2 SUV's)	10414	80,000								80,000
Backup & Disaster Recovery Infrastructure Upgrades				100,000					120,000	220,000
Transportation Reinvestment Program (TRiP)										
TRiP Program Funding - FY21	10702	7,742,135								7,742,135
TRiP Program Funding - FY22	10703	9,833,005								9,833,005
TRiP Program Funding - FY23	10704	11,393,216								11,393,216
TRiP Program Funding - FY24	10705	10,429,152								10,429,152
TRiP Program Funding - FY25	10706	5,967,642								5,967,642
TRiP Program Funding - FY26	TRIP FY26		3,763,825							3,763,825
TRiP Program Funding - FY27	TRIP FY27			-						-
FUTURE: TRiP Program Funding										
TOTAL CAPITAL BUDGET (with TAM)		$ 70,327,803	$ 26,537,345	$ 20,331,193	$ 56,532,517	$ 70,419,074	$ 58,399,212	$ 54,442,750	$ 53,267,948	410,257,842

Some key features of the FY27 Capital budget include:

Notable FY27 Capital items include:

- Fleet Purchase (3 - 35' Buses)
- Fleet Non-Rev & Revenue Service Vans
- Bus Refurbish (1 - for a 2006 Bus)
- Bus Wash Rehab
- Bus Flooring and Lighting
- Rail Mid-Life Train Wash Rehab
- Old Town TOD
- A-Train Design Support 15-min Headways/Extension
- Major Maintenance Rail
- Data Warehouse and Dashboard

- Continuation of Transit Asset Management (TAM)

More specifics to come on Capital Budget later in the presentation.

Capital Budget Summary

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TOTAL CAPITAL BUDGET (without TAM)		$ 63,327,803	$ 22,737,345	$ 16,531,193	$ 52,732,517	$ 66,619,074	$ 54,599,212	$ 50,642,750	$ 49,467,948	$ 376,657,842

Reserve Fund and Financial Policies

- Typical annual Board action includes adoption of Budget, Long Range Financial Plan, and Budget Contingency Plan, shown below as the “Reserve Fund Policies.”
- Current dialogue ongoing with UNT and contracted services cities as a result of the “New Member and Contracted Services Policy” could cause Board to revisit the overall “DCTA Financial Management Policies,” regarding revenue in particular.
- Pertinent language for consideration is below. Topic could be undertaken in FY26 Work Plan.

Reserve Fund Policies

- **Fund Balance Reserve**
  - Equal to 3 months operating expense
- **Sales Tax Stabilization Fund**
  - Equal to 3% of budgeted sales tax
- **Fuel Stabilization Fund**
  - Equal to $0.50/gallon of budgeted fuel
- **Capital Replacement/Infrastructure Maintenance Fund**
  - Provides funding for maintenance of capital assets at sufficient level to protect DCTA’s investment & maintain appropriate service levels

Financial Policies

- Maintain Internal Debt Service Coverage Ratio of 1.25X

Revenue Policies (for example)

- Contracts for service delivered to local Universities and Colleges within Member Cities shall recover a minimum 75% of total operating and capital costs. Contracts for services delivered outside Member Cities must recover 100% of total operating and capital costs.
- Annual overhead calculation required. That overhead plus 5% shall be the “Administrative Fee” for contracted services, which shall not be less than 60% overall.

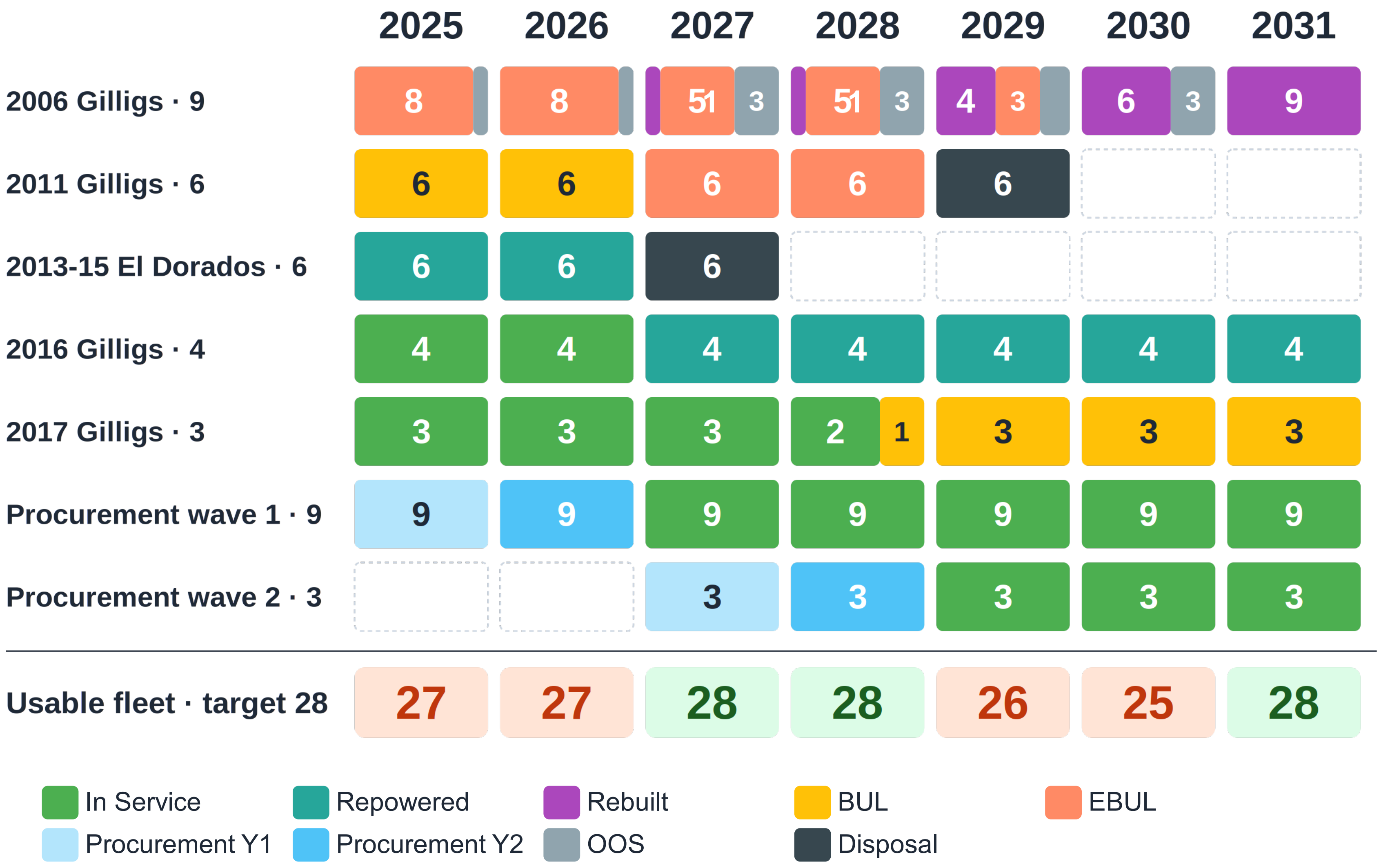
5. Expanded Level Projects

FY 2027 Expanded Level Projects (ELP) Summary - Operating

Total Operating Requests: $1.7M

	Department	$	Description
1	Bus Maintenance	$326K	2016 Gillig Repowers
2	Bus Operations	$125K	Refurbish Bus Seats & Exterior Bus Wraps
3	Rail	$375K	GTW Rail Seat Upholstery Replacement
4	Rail	$300K	Denton County Sheriff Support on A-train
5	Planning	$115K	ADA Transition Plan
6	Planning	$75K	Bus Stop (A/E) Design Support
7	Planning	$50K	HVAC Assessment
8	Planning	$50K	Landscape Design at Highland Village / Lewisville Lake Station
9	Planning	$75K	On-Call A/E Support Services
10	Planning	$150K	Strategic Planning Support
11	Planning	$100K	Transit Oriented Development Support

Fleet Plan: FY2025 - 2031



Fleet Plan: Customer Experience Focus

Make / Year	Bus #(s)	Qty	Seat Refurb	Exterior Re-Wrap	Status / Notes
NEW ARRIVALS — placed in service ahead of / outside the refurb program					
Gillig · 2026	2601–2606	**6**	New — n/a	New — n/a	New build · in service Jan 2027
Gillig · 2020	2001–2003	**3**	FY28 · Mar ’28	**FY26 · Aug ’26**	In service Aug 2026 (DART transfer)
EXISTING REVENUE FLEET — seat refurbishment & exterior re-wrap program					
Gillig · 2017	1711–1713	**3**	**Complete**	**FY26 · Aug ’26**	Wrap budgeted
Gillig · 2016	1611–1614	**4**	**FY27 · Mar ’27**	**FY26 · Aug ’26**	FY27 ELP
Gillig · 2011	1111–1115, 1122	**6**	**FY27 · Mar ’27**	**FY27 · Mar ’27**	Wrap budgeted
Gillig · 2006	601	**1**	**FY27 · Oct ’26**	**FY27 · Oct ’26**	Refurb · in service Jan 2027
Gillig · 2006	611	**1**	**FY27· Oct ’27**	**FY27 · Oct ’27**	Refurb — later phase
Gillig · 2006	603, 604, 606, 608, 609, 610, 612	**7**	**Planned (TBD)**	**Planned (TBD)**	
DISPOSAL					
El Dorado · 2013–2015	1301–1305, 1501	**6**	—	—	Disposed — out of revenue fleet

Timing: **Complete** · **FY26** · **FY27** · **FY28+** · **Planned/TBD** · **New (no refurb needed)**

ELP – 2016 Gillig Repowers / Exterior Wrap (Operating)

Cost Estimate: $326,000 Current State:

- The four 2016 Gillig buses have been in service for 10 years.
- Mid-life repowers typically are scheduled after 7-8 years of service.
- One of the buses is out of service needing a new engine.

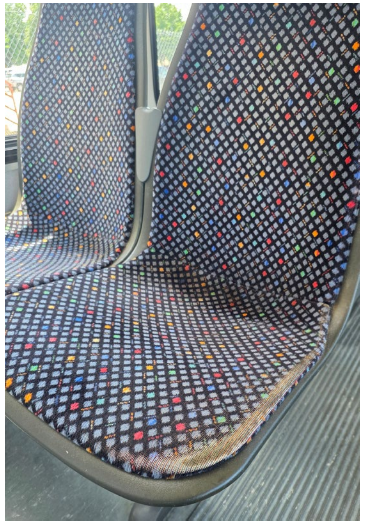
Scope:

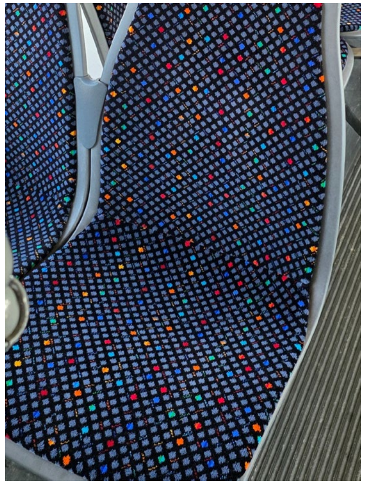
- Install new engines, transmissions and related parts into each 2016 Gillig bus.
- Send all 2016 Gillig buses to a Cummins and Allison certified shop for the work to be completed.
- Third party labor will free DCTA mechanics to focus on the day-to-day mechanical needs of the fleet and offer warranties that are limited when we do the repowers inhouse.
- Complete exterior wrap with new design.

Identified Need:

- Improve fleet reliability, reducing the likelihood of service interruptions and out of service time.
- Extend the operational life of the buses by replacing major systems before failure occurs.
- Branding

ELP – Refurbish Bus Seats and Exterior Bus Wrap (Operating)





Cost Estimate: $125,000

Current State:
- The passenger seats on all of the Gillig buses bought from 2006 to 2016 are the original seats from the time of purchase.
- Everyday use of the buses have those seats showing signs of wear and tear
- Staff has begun refurbishing seats on the large bus revenue fleet. This funding will continue that effort.

Scope:
- Order passenger seat inserts and replace in house.
- Wrap buses not otherwise scheduled for refurbishment

Identified Need:
- Clean, undamaged seats can improve passengers' comfort and satisfaction level while improving the community perception of DCTA.
- Bus wraps improve exterior appearance to enhance customer satisfaction and community perception

ELP – GTW Rail Seat Upholstery Replacement (Operating)

Cost Estimate: $375,000

Current State:

- A-train seats have been cleaned and upholstery replaced as needed during normal vehicle maintenance
- Fabric style is no longer manufactured and would need to be replaced with vinyl or hard surface seat
- Recommend solid color design to prevent future pattern sunsetting

Scope:

- 880 regular and 160 flip-up seats need to be recovered and reconditioned
- Proposing multi-year project to refurbish the rail fleet in FY27, FY28, and potential future years
- Requested funding intended to initiate the effort and finalize cost estimates for completing the work across the fleet in future years.

Identified Need:

- Stadler GTW rail fleet entered into service in late 2011 – early 2012; seats need refresh to compliment the refurbished exterior of the trains (wraps) that will be complete in FY26

ELP – Enhanced Denton County Sheriff Support on A-train (Operating)

Cost Estimate: $300,000

Current State:

- DCTA currently staffs trains with engineers and conductors through Rio Grande Pacific
- DCTA maintains contract with Denton County Sheriff's office for one dedicated officer on the entire DCTA footprint, including A-train patrol

Scope:

- Funding will pay for additional officers on the train with either full-time employment or additional duty, shift-type work

- DCTA staff and Denton County Sheriff's office evaluating alternatives for most effective deployment of funded officer hours to maximize coverage

Identified Need:

- Enhanced police visibility enhances quality of the passenger experience, retaining existing customers and supporting new customers growth

ELP – ADA Transition Plan (Operating)

Cost Estimate: $115,000

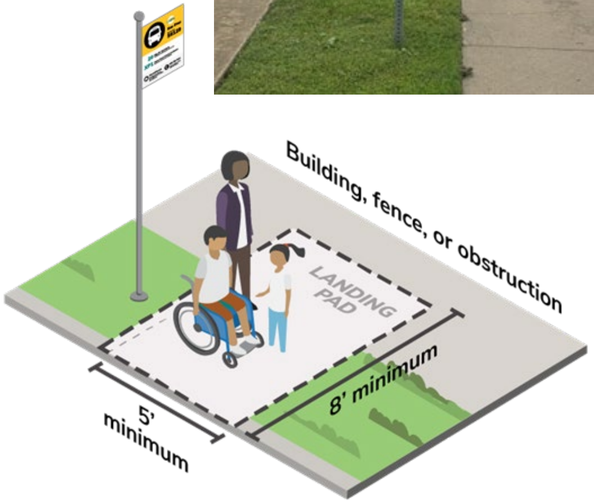
Current State:
- DOT ADA regulations require a formal self-evaluation, a documented transition plan identifying all physical barriers, and a schedule for their removal.
- ADA deficiencies are currently identified and corrected only when surfaced by complaints, individual projects, or periodic assessments; there is no comprehensive inventory of barriers across DCTA's facilities, stations, and bus stops.

Scope:
- On-call consultant support will be used to complete field audits and create a final transition report of accessibility compliance in DCTA's system, including DCTA's facilities, rail stations, and bus stops.
- The final deliverable includes an ADA capital improvement plan program to bring all facilities, stations and bus stops into ADA-compliance.

Identified Need:
- Under 28 CFR § 35.150(d), public agencies with 50 or more employees are federally required to develop a transition plan to identify physical obstacles that limit accessibility and schedule necessary improvements on all managed assets in the transportation system.
- DCTA became subject to this requirement after the NTMC transition.




ELP – Bus Stop A/E Design Support (Operating)



Cost Estimate: $75,000

Current State:

- Current bus stop implementation features many stops with sign bases only, without ADA landing pads or amenities.
- DCTA staff is finalizing a bus stop standards document through the FY26 work plan
- DCTA received $1M from NCTCOG for Bus Stop Amenity and Sidewalk Construction and City of Denton has pledged $1M for same through the TRiP Program.

Scope:

- Produce design documents to upgrade existing bus stops to meet the DCTA standard bus stop typology and amenities.
- Survey and engineering design work will be completed for all stops out of compliance with the new standards. Work will include coordination with member cities for final designs.
- Construction will be completed as a separate capital project.

Identified Need:

- DCTA currently has over 100 active bus stops in Denton that may not meet standards of the emerging Bus Stop Design and Amenities Guidelines. Several phases of design and construction will be required.

ELP – HVAC Assessment (Operating)

Cost Estimate: $50,000

Current State:

- The BOMF (Bus Operations and Maintenance Facility) has ongoing HVAC performance issues – uneven air distribution and inconsistent cooling across the facility
- The last facility condition assessment (Jacobs, 2019) was a visual condition survey only — it included no performance testing or air balancing and identified no HVAC deficiencies, yet projected the facility's mechanical equipment to reach end of useful life in 2027–2028
- DCTA has no licensed mechanical engineers on staff to produce stamped assessments that drive recommendations and solutions.

Scope:

- Engage a licensed mechanical engineer to assess HVAC performance and diagnose root causes at the BOMF.
- Conduct testing, adjusting and balancing (TAB) of the air-side and hydronic systems.
- Develop a recommended solution set to balance airflow and improve cooling efficiency, with cost estimates to inform repair-vs-replace decisions as equipment reaches end of life.
- Findings feed the Capital Improvement Plan, LRFP, and FY27 Infrastructure Asset List.

Identified Need:

- The HVAC system is entering its forecast replacement window (2027–2028) with no engineered performance data to guide repair-vs-replace decisions or State-of-Good-Repair reporting
- Persistent imbalance drives energy waste, occupant-comfort issues, and higher risk of major-system failure.

ELP – Landscape Design at Highland Village / Lewisville Lake Station (Operating)

Cost Estimate: $50,000

Current State:

- Landscaping at all A-train stations is in need of refresh
- DCTA has adopted new Standards establishing a consistent and native focus plant palette, hardscape transition, and maintainability expectations across station facilities.
- Currently maintained only through routine mowing and trimming

Scope:

- Professional landscape redesign pilot of the HV/LL Station to elevate the rider experience and station image.
- Produce design documents consistent with newly adopted DCTA Landscape Design Guidelines.
- Provide an estimated cost estimate for construction to be programmed for FY28 implementation.

Identified Need:

- Opportunity to improve station appearance and customer experience
- Increased operating and maintenance cost based on inefficient and unsustainable planting and irrigation implementation and deferred maintenance.
- Pilot would be first effort to phase design and implementation to remaining stations.

ELP – On-Call A/E Support (Operating)

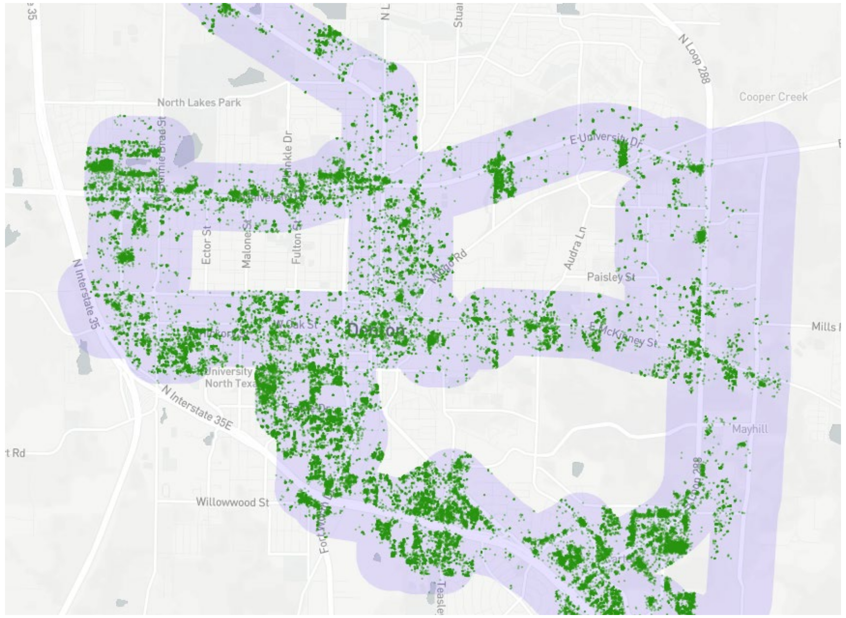
Cost Estimate: $75,000

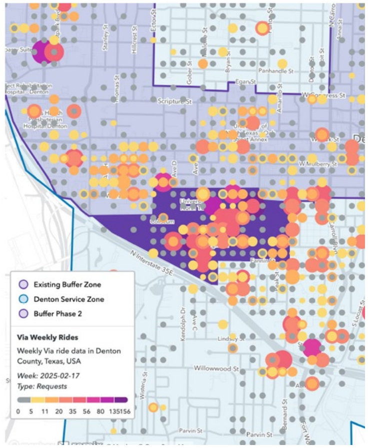
Current State:
- DCTA regularly faces unplanned, time-sensitive facility issues requiring licensed Architectural and Engineering expertise – structural, civil, mechanical, electrical, and architectural.
- No licensed professionals on staff to produce evaluations or code-compliant recommendations.
- Recent needs handled via limited task-order capacity:
  - Task Order 2 Bus Operations Maintenance Facility assessment (NTE $49,680) covered the bus gate/traffic assessment, dispatch room schematic, and electrical vault support.
  - Task Order 4 On-call A/E support (NTE $40,000) covered train wash assessment, DDTC clock tower, MedPark crew layover restroom analysis, and floor plan updates for facilities.

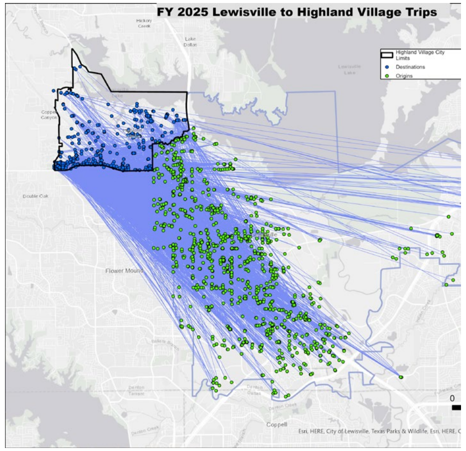
Scope:
- Maintain an on-call A&E task order for rapid access to qualified consultants without a separate RFP or task order per incident
- Diagnose emergent issues, recommend corrective action, and develop defensible cost estimates.
- Support follow-on scoping for capital programming and LRFP updates.

Identified Need:
- On-call A&E delivers the engineered condition data and independent cost estimates that drive data-based infrastructure investment – letting DCTA prioritize and time capital spending on engineered evidence rather than reaction.
- Slow or delayed response to safety/operational issues, deferred evaluations, and higher repair costs.

ELP – Strategic Planning Support (Operating)







Cost Estimate: $150,000

Current State:

- FY26 Budget of $300K funded ISP Phase III analysis and data refinement support, Lewisville fixed route case studies, TAM plan update, on-call engineering and grant support services.
- Specialized ridership modeling, service design, and demand forecasting is needed to support current efficiencies in operation as well as service expansion opportunities.

Potential Scope Items:

- Regional Transit 2.0 support / evaluations
- Support ISP Phase III phasing plan and ongoing implementation support
- Service design and analysis for Lewisville fixed route opportunity
- A-train ridership growth and corridor analysis
- Evaluate service expansion using updated regional transit demand data

Identified Need:

- This is specialized work to supplement internal resources as needed – ridership modeling, demand forecasting, and operating-cost analysis
- Outputs feed directly into the emerging Service Plans, Long Range Financial Plan, and member-city and contract partnership discussions
- FY27 may begin a re-set of DCTA's long range planning – establishing a unified strategic direction aligned with existing priorities including A-train Enhancement Program, emerging service-expansion and corridor TODs.

ELP – Transit Oriented Development Support (Operating)

Cost Estimate: $100,000

Current State:

- In close collaboration with of the City of Denton, DCTA is engaging on transit-oriented development at the Downtown Denton Transit Center (DDTC) and potential opportunities outside of MedPark station. These initiatives are expected to gain momentum in FY2027, advancing concurrently with the Old Town Lewisville effort.

Scope:

- Provide planning and advisory support for potential TOD engagement at DDTC and MedPark area.
- Support development and implementation of a TOD and Real Estate policy to ensure future DCTA sites are developed (if desired) with standards and guidelines that support transit. Outline criteria for supporting all modes of transit, as well as preferred land management strategies as DCTA expands to new service areas

Identified Need:

- Transit Oriented Development continues to be a key focus for DCTA and the DFW region, as identified by NCTCOG's Transit 2.0 Initiatives. DCTA is making progress towards selection of a developer at Old Town Lewisville and continues to work with member cities towards the development of the remaining DCTA property.

FY2027 Expanded Level Project (ELP) Summary - Capital

Total Capital Requests: $16.5M ($7.6M in Ops Capital & $8.9M in G&A Capital)

	Department	$	Description
1	Operations - Bus	$2.7M	Fleet Purchase – Bus (Diesel)
2	Operations - Bus	$600K	Bus Refurbish (one 2006 Bus)
3	Operations - Bus	$240K	Fleet – 3 Vans
4	Operations - Bus	$80K	Fleet – 2 Non-Revenue Vehicles
5	Operations - Bus	$50K	Air Compressor Replacement at Bus Maintenance
6	Operations - Bus	$200K	Bus Wash Rehab
7	Operations - Bus	$75K	Bus O&M Light Fixture Replacement
8	Operations - Bus	$90K	New Floor for Bus O&M and Maintenance Offices
9	Operations - Rail	$3.1M	Rail Major Maintenance
10	Operations - Rail	$80K	Stadler Laptop Replacement
11	Operations - Rail	$258K	Rail Mid-Life Train Wash Rehab
12	Operations - Rail	$100K	Rail Station Lighting Pilot – Highland Village / Lewisville Lake Station

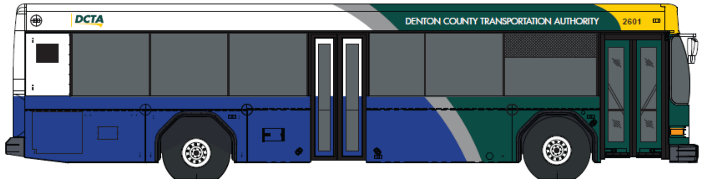
Continued on next slide

FY2027 Expanded Level Project (ELP) Summary - Capital

Total Capital Requests: $16.5M ($7.6M in Ops Capital & $8.9M in G&A Capital)

	Department	$	Description
13	Planning	$4.0M	Old Town TOD
14	Planning	$4.5M	A -train Design Support Downtown Carrollton Extension
15	IIT	$350K	Enterprise Data Warehouse & Dashboard
16	IIT	$100K	Backup & Disaster Recovery Infrastructure Upgrades

ELP – Fleet Requirements – 35’ Transit Bus- Bus Purchase (x3) and Bus Refurbishment (x1) (Capital)



Cost Estimate: $2,700,000 (3 buses) - Grant funding 85% of cost, DCTA expenditure $405,000

Current State:

- Agency Revenue Fleet Plan identifies requirement for new bus purchase

Scope:

- Purchase (3) new build 35’ Low Floor Diesel Gillig buses

Identified Need:

- These will begin to replace the 2011 Gillig buses that are beyond their life expectancy

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Cost Estimate: $600,000 (1 bus) Grant funding 80% of cost, DCTA expenditure $120,000

Current State:

- 2006 Gilligs in fleet could have useful lives extended with complete overhaul

Scope:

- Send one bus to be refurbished, from the frame up: including but not limited to body, electric, transmission, and engine.
- Refurbished bus will be outfitted with standard technology package (APCs, info systems, cameras, etc.)

Identified Need:

- The test refurbishment for 2026 is ongoing. If that refurbishment meets expectations, another 2006 Gillig will be sent for refurbishment in 2027.

ELP – Fleet Requirements – Paratransit Vans (x3) (Capital)

Service	Vehicle	Model	Model Year	Age	LifeStatus	Expected	Mileage	Expected Retirement Year
Access	2101	ARBOC	2021	5	Beyond Life Expectancy	4	127,748	2031
Access	2102	ARBOC	2021	5	Beyond Life Expectancy	4	105,827	2032
Access	2103	ARBOC	2021	5	Beyond Life Expectancy	4	131,980	2027
Access	2104	ARBOC	2021	5	Beyond Life Expectancy	4	123,930	2032
Access	2105	ARBOC	2021	5	Beyond Life Expectancy	4	131,585	2027
Access	2106	ARBOC	2021	5	Beyond Life Expectancy	4	121,705	2032
Access	2108	ARBOC	2021	5	Beyond Life Expectancy	4	127,683	2027
Access	2109	ARBOC	2021	5	Beyond Life Expectancy	4	127,729	2031
Access	1868	ARBOC	2018	8	Beyond Life Expectancy	4	171,207	2029
Connect-Transit	1862	ARBOC	2018	8	Beyond Life Expectancy	4	185,965	2026
Connect-Transit	1863	ARBOC	2018	8	Beyond Life Expectancy	4	194,934	2026
Connect-Transit	1864	ARBOC	2018	8	Beyond Life Expectancy	4	183,718	2026
Connect-Transit	1867	ARBOC	2018	8	Beyond Life Expectancy	4	162,679	2029
Connect-Transit	1869	ARBOC	2018	8	Beyond Life Expectancy	4	136,998	2030
Connect-Transit	1870	ARBOC	2018	8	Beyond Life Expectancy	4	176,545	2026
Connect-Transit	1871	ARBOC	2018	8	Beyond Life Expectancy	4	171,420	2026

FY26 REPLACEMENTS FY27 REPLACEMENTS

Cost Estimate: $240,000

Current Fleet :

- Eight 2018 Ford / ARBOC Cutaways
- Eight 2021 Ford / ARBOC Cutaways

Scope:

- A test will be performed in 2027 to gauge the operational and cost effectiveness of using vans in place of cutaways.

Identified Need:

- All the current cutaway vehicles are beyond useful life due to mileage.
- Rider occupancy analysis supports vans as a viable option.
    - In FY25, 18.9% of all Access trips had wheelchair passengers.
    - 1.9% of all Access trips had more than one wheelchair passenger.
    - 92.8% of all trips had three or fewer people
    - A cutaway bus costs $225,000. A van costs $80,000 for a savings of $145,000 each

Note: 4 units marked "FY26 replacements" scheduled for disposal this FY based on FY26 purchase of 2 cutaways, reducing total fleet to 14.

ELP – Fleet - Non-Revenue Vehicles (x2) (Capital)

Department	Vehicle	Model Year	Model	Age	Mileage	LifeStatus	Expected Retirement Year
Dispatch/Crew	781	2007	RANGER	19	142,166	Beyond Life Expectancy	2026
Dispatch/Crew	983	2009	RANGER	17	226,814	Beyond Life Expectancy	2027
Dispatch/Crew	984	2009	RANGER	17	220,426	Beyond Life Expectancy	2027
Dispatch/Crew	985	2009	RANGER	17	114,345	Beyond Life Expectancy	2028
Dispatch/Crew	986	2009	SUV	17	87,225	Within Life Expectancy	2028
Dispatch/Crew	1481	2014	FOCUS	12	109,637	Beyond Life Expectancy	2028
Dispatch/Crew	1485	2014	FOCUS	12	111,190	Beyond Life Expectancy	2026
Dispatch/Crew	1780	2017	F-250	9	38,478	Within Life Expectancy	2029
Dispatch/Crew	2681	2026	EQUINOX	20	1,868	Within Life Expectancy	2030
Dispatch/Crew	2682	2026	EQUINOX	0	2,298	Within Life Expectancy	2030
Facilities	982	2009	1/2TON F150	17	144,031	Within Life Expectancy	2027
Facilities	2401	2024	SILVERADO 1500	2	11,924	Within Life Expectancy	2029
IT	2402	2024	TRAVERSE	2	8,224	Within Life Expectancy	2028
Maintenance	786	2007	1TONDODGE	19	206,038	Beyond Life Expectancy	2026
Maintenance	2683	2026	SILVERADO	0	411	Within Life Expectancy	2031
Rail	981	2009	F150	17	94,691	Within Life Expectancy	2029
Safety	2381	2022	EXPLORER	4	10,382	Within Life Expectancy	2029

FY26 REPLACEMENTS   FY27 REPLACEMENTS

Cost Estimate: $80,000

Current State:

- Current non-revenue fleet plan shown here

Scope:

- Two SUVs (Equinoxes at ~ $40,000 each) will be used to replace the Ford Rangers 983 & 984

Identified Need:

- Several non-revenue vehicles are beyond their useful life and are due for replacement

Note: Units marked “FY26 replacements” are in disposal process.

ELP – Air Compressor (2) Replacement at Bus Ops (Capital)

Cost Estimate: $50,000

Current State: Air Compressors are Beyond Useful Life

- The air compressors in the Maintenance Shop & Fuel Island were purchased when the shop was built in 2011.
- Air Compressors run fluid disbursement systems and air powered tools.

Scope:

- Replace both the Maintenance Shop Air Compressor and the Fuel Island Air Compressor.

Identified Need:

- Ensure that two necessary pieces of equipment are capable of functioning at full capacity by replacing them before they fail.

ELP – Bus Wash Mid-Life Overhaul (Capital)

Cost Estimate: $200,000

Current State:
- Installed new when the facility was constructed in 2011.
- In FY26 immediate need repairs were made to get the bus wash functional.
- Current schedule calls for 4,472 washes per year, plus additional due to inclement weather.

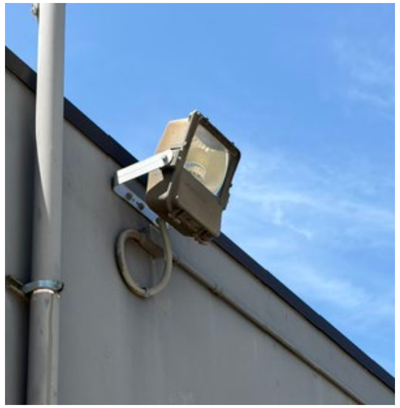
Scope:

- Full mid-life overhaul. Replace sensors, brushes, valves, plumbing and infrastructure. Extending the life 10+ years.
- Move from recurring and emergency repairs of broken components to regular, proactive bus wash maintenance.

Identified Need:
- Clean buses give the community a positive perception of DCTA.
- Back up options – while helpful for removing road dirt – leave streaks, create personnel exposures, and do not keep the bus appearing clean.

ELP – Bus O&M Light Fixture Replacement (Capital)






Cost Estimate: $75,000

Current State:

- Several exterior fixtures at the Maintenance/Admin and Fuel/Wash buildings are non-functioning, with temporary tripod work lights currently in use for interim illumination.
- This project implements the recommendations of the FY26 Bus Maintenance Facility Lighting Assessment completed by Kimley-Horn, which documented existing fixture conditions and recommended replacing all building-mounted and site area lighting as a single coordinated LED improvement project

Scope:

- Replace all exterior building and site area light fixtures with Buy America–compliant LED fixtures. Includes 18 canopy, 33 wall pack, 6 hazardous-location floodlights, and 29 site area pole fixtures (existing poles to remain).
- Procure fixtures and contract installation labor consistent with the assessment's recommended delivery approach, supporting anticipated FTA Section 5307 funding (which requires Buy America compliance).

Identified Need:

- Restore consistent lighting across the facility by replacing aging, non-functioning halogen fixtures with LEDs that last longer, use less energy, and reduce ongoing maintenance and operational disruption.
- The FY26 assessment confirmed the deficiencies and recommended this coordinated LED replacement; this project funds implementation of that recommended scope.

ELP – Bus O&M & Maintenance New Flooring (Capital)

Cost Estimate: $90,000

Current State:

- The flooring at the Bus O&M facility exhibits significant degradation and staining resulting from routine use.
- Due to water from leaking equipment and roof issues, the carpet shows signs of water damage in both offices and open use areas.

Scope:

- Pull and replace the flooring in the Operations side of the facility with flooring that is made for a high traffic office building.
- Minor roof repairs and waterproofing handled under a FY26 Bus O&M project (enabling work) to stop water intrusion to be addressed ahead of flooring replacement

Identified Need:

- Provide a safe, clean work environment for DCTA staff and guests.
- Maintain professional appearance that DCTA strives to present.

ELP – FY27 Rail Major Maintenance Work Program (Capital)

Stadler GTW Fleet	**$ 2,262,000**
Bogey/Wheeltruck Assembly Overhaul (1 GTW)	*450,000*
Brake Overhaul (2 GTW)	*450,000*
Engine/Generator Overhaul (2 GTW)	*600,000*
HVAC Overhaul (2 GTW)	*405,000*
Wheel Cutting/Replacement Allowance	*65,500*
Wheel Bearing Replacement Allowance	*49,000*
Electronic Boards Repair Allowance	*100,000*
Gear Box Overhauls	*75,000*
Engine Block Replacement Allowance	*67,500*
Track/ROW	**$ 500,507**
Misc. grout injection Allowance	*100,507*
Trinity River Bridge Deck Replacement	*400,000*
Signals	**$ 345,686**
Signals House HVAC Upgrade (3 units)	*71,400*
HXP3 Upgrade to XP4 Allowance (2 locations)	*274,286*
Total	**$ 3,108,193**


Engine Overhaul


Wheel Cutting


Electronic Boards


Grout Injection


Signal HVAC


Signal Electronics

FY26 → FY27 Carryforward — Rail Major Maintenance (Capital)

Less than 50% of $3.35M capital budgeted in FY26 authorized by CEO for execution. Staff continuing to evaluate timing of work authorization versus operational need. 70% of FY26 budget request is continuation of FY26 projects budgeted but not authorized by staff.

Carryforward (continuing FY26 projects) $2,174,286 · 70%	New FY27 $933,907 · 30%

Project (requested in FY26 & FY27)	FY26 Ask	FY27 Proposed	Change	Why it continues / scope change
Stadler GTW Fleet				
Bogey / Wheeltruck Overhaul	$560,000	**$450,000**	**−$110,000**	Postponed to FY27 — Stadler relocating overhaul Europe→U.S.; tariff cost increases; scope cut 2→1 GTW
Brake Overhaul	$546,000	**$450,000**	**−$96,000**	57-week lead time — completes in FY27; scope cut 3→2 GTW (APTA/FRA Age-Ex may extend OH interval)
Engine / Generator Overhaul	$420,000	**$600,000**	**+$180,000**	FY26 auth letter not yet approved; FY27 adds magniflux testing for engine-block microcracks
Track / ROW				
Trinity River Bridge Deck	$269,035	**$400,000**	**+$130,965**	Phased — materials in FY26 (~$63K), installation in FY27; Priority-2 bridge condition (failed ties)
Signals				
HXP3 → XP4 Upgrade	$391,714	**$274,286**	**−$117,428**	FY26 auth not approved; scope cut to 2 locations (reuse FY25 spares); HXP3 sunset by mfr. 2014
Total — continuing projects	**$2,186,749**	**$2,174,286**	**−$12,463**	**Continuing work is roughly flat year-over-year despite re-scoping**

ELP – Stadler Laptop Replacement (Capital)

Cost Estimate: $80,000

Current State:

- Panasonic Toughbook CF-54 units, acquired ~2019 (≈ 6–7 years in service)
- Manufacturer-discontinued model; end-of-life — no longer receiving OS or security updates
- Removed from the DCTA network; out of compliance with the agency's cybersecurity posture

Scope:

- Replace rail diagnostic / maintenance laptops with current, supported, security-compliant rugged hardware
- Validate and deploy Stadler train-component software on a supported operating system
- Restore secure network connectivity and centralized patch / endpoint management

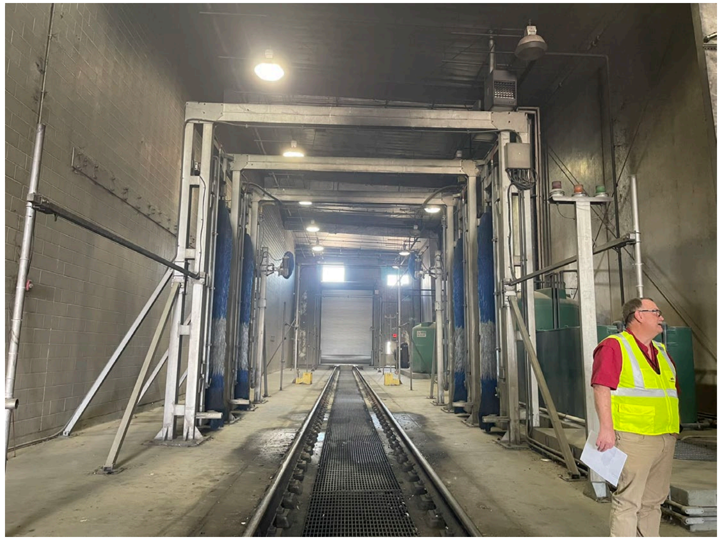
Identified Need:

- End-of-life hardware deferred from FY25 and FY26; cannot be responsibly delayed again
- Unsupported, unpatched, off-network devices present cybersecurity risk in the rail OT environment
- Primary tools for diagnosing and servicing the Stadler fleet — operational continuity
- Supports alignment with TSA Security Directive and Texas DIR expectations for OT / rail systems

Note: Scope could be reduced if diagnostic software can be licensed on its own and moved to new hardware.

Current in-service units — Panasonic Toughbook CF-54 (model line discontinued); units are off-network and unpatched.

ELP – Rail Mid-Life Train Wash Rehab (Capital)



Cost Estimate: $258,000

Current State:

- The A-train wash is currently inoperable. Mobile washing contingency plan in effect.
- Manufactured and installed by N/S Corporation; its control system (console, PLC/HMI, programming) and train-detection sensors are proprietary to N/S, making N/S the sole source for an OEM-matched rehabilitation.
- The system detects each train via emitter/receiver sensors and runs the selected wash program through its control panel. After approximately 15 years in service, both the control system and mechanical components are due for a mid-life overhaul.

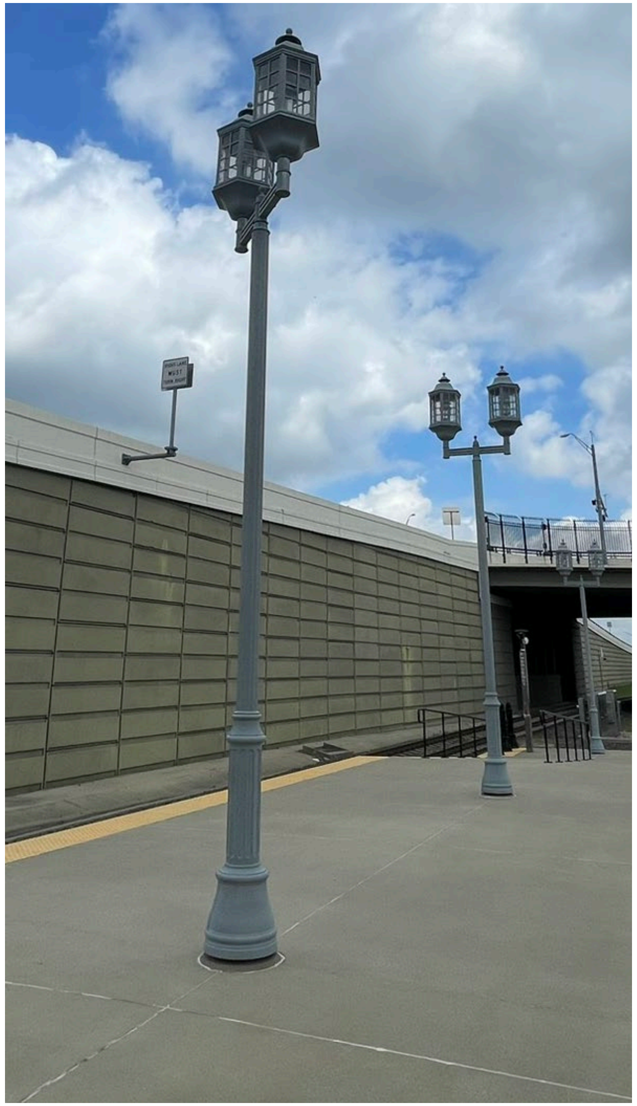
Scope:

- Rehabilitate the system end to end — replace the main control panel, HMI, PLC, programming, and emitter/receiver sensors, and replumb/replace mechanical components including the side and eaves brushes, final rinse arch, chemical pump, couplings, and clarifier filters.
- Includes related site work not covered by the OEM equipment quote (electrical, plumbing, drainage) plus contingency.

Identified Need:

- Restore reliable train-wash operation and extend the system's useful life by approximately 10 years, deferring a full replacement.
- Maintain a clean, professional A-train appearance for riders and the communities DCTA serves.

ELP – Rail Station Lighting Pilot at Highland Village / Lewisville Lake Station (Capital)



Cost Estimate: $100,000

Current State:

- Station platform light poles, fixtures, and arm attachments are obsolete — the product line is discontinued and replacement parts are no longer manufactured or available. The fixtures are operational today, but they rely on aging, pre-LED technology and cannot be effectively repaired once components begin to fail. This project pilots a new LED platform light fixture at the Highland Village / Lewisville Lake station, consistent with the standard recommended in the A-Train Station Lighting Assessment performed in FY26

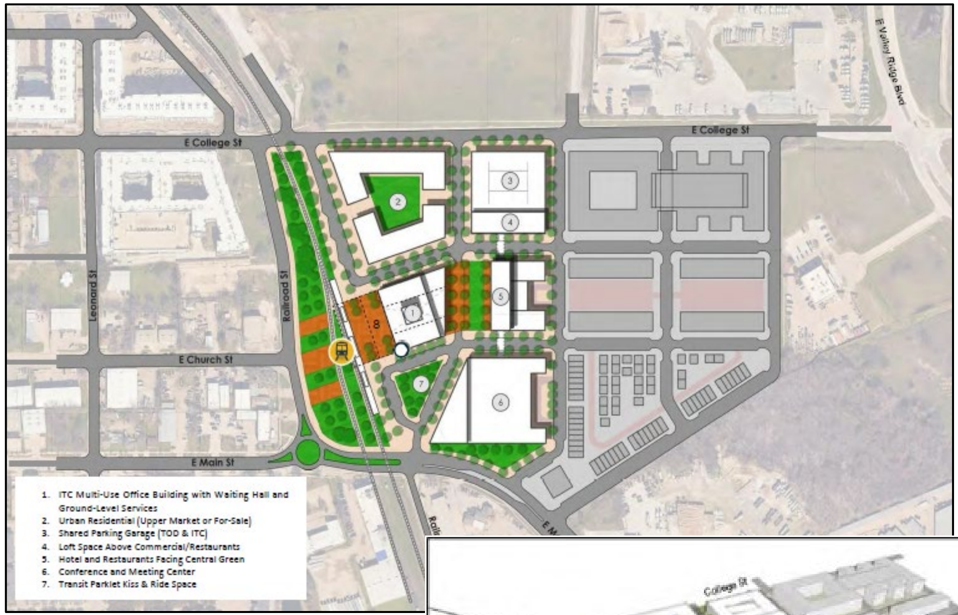
Scope:

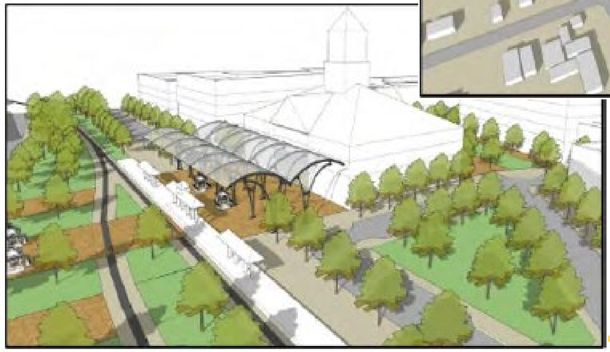
- Replace all 9 end-of-useful-life platform lights at Highland Village / Lewisville Lake with a new LED fixture, piloting the new standard at the first station before potential rollout to the remaining A-train stations.
- Evaluate pedestrian walkway lighting where tree canopies interfere; tree mitigation options include relocating the pole, trimming the canopy, or removing/relocating the tree.

Identified Need:

- Replacement is warranted now, while the fixtures are still functioning: because no spare parts exist, the next failure cannot be repaired, leading to permanent dark spots on the platform and a safety/security concern that compounds with each component that goes out.
- Retrofitting the existing fixtures with LED components is an option, but given that the poles and fixtures are already at the end of their useful life, it places new technology into housings that are themselves failing — a short-lived fix that doesn't resolve the underlying obsolescence and would likely require full replacement again in the near term.
- The new LED pole — installed on the existing foundations with a similar aesthetic — resolves the obsolescence risk, lowers energy and maintenance costs, extends service life, and proves out the standard before potential system-wide rollout.

ELP – Old Town TOD (Capital)





Cost Estimate: $4,000,000

Current State:

- DCTA is progressing with the selection of a developer to provide turn-key management and development of the mixed-use office building and Transit Oriented Development at Old Town Station in Lewisville.

Scope:

- Pre-Development work, including design charettes to finalize programming of all building and open space components, site usage agreements and entitlements
- Begin project design activities for the ITC building, site improvements, infrastructure, and transit-related improvements.

Identified Need: This transit-Oriented Development (TOD) remains a core focus for DCTA and the DFW region under NCTCOG's Transit 2.0. Advancing the developer agreement and design start positions DCTA to deliver an FTA-supported intermodal facility and transit-supportive development at Old Town while growing ridership and leveraging existing DCTA real estate.

ELP – A-train Downtown Carrollton Extension (Capital)

Cost Estimate: $5,500,000 (**$4,500,000 – new FY27 capital request + $1,000,000 – FY26 savings applied to FY27)**

Current State:

- The A-train terminates at Trinity Mills and does not reach Downtown Carrollton — no A-train connection to the DART Silver Line / Green Line interchange there.
- The ~2-mile Trinity Mills–Downtown Carrollton corridor lacks the track, train-control/signal, and station infrastructure required to extend service.
- Current preliminary engineering for the extension enables environmental clearance, cost certainty, and initiation of the next procurement phase (final design + construction), dependent on delivery method.

Scope:

- Progress design — Prelim Engineering → GMP → IFC: Carry the preliminary engineering forward to GMP-level design for the Trinity Mills–Downtown Carrollton extension.
- Program management (Lochner PMC): Retain the current Program Management Consultant (Lochner) to bring the selected design consultant up to speed — transferring the preliminary basis-of-design, knowledge, and documentation — and to support RFIs and other design and construction coordination as design and preconstruction kick off.
- Early-engaged construction contractor under an alternative delivery method at the start of design to provide constructability and cost feedback during design and to begin preparing the Guaranteed Maximum Price (GMP) estimate as the design advances; that contractor then delivers construction under the GMP.

Identified Need:

- Produces construction-ready, fundable documentation — advancing design from current preliminary phase to cost certainty and full Issued-for-Construction yields the plans and committed price needed to execute the work and to compete for federal discretionary funding (RCE, BUILD)
- Preserves program knowledge through the designer transition — retaining Lochner as PMC carries the preliminary engineering basis-of-design, documentation, and institutional knowledge forward to the new design consultant, reducing rework, RFIs, and schedule risk during onboarding.
- Builds cost certainty before construction — engaging the construction contractor early under an alternative delivery method brings constructability and pricing input during design and develops a reliable GMP, reducing change-order and budget exposure.

ELP – Enterprise Data Warehouse & Dashboard (Capital)

Cost Estimate: $350,000

$316,980 one-time + $24,000 / year ongoing

Current State:

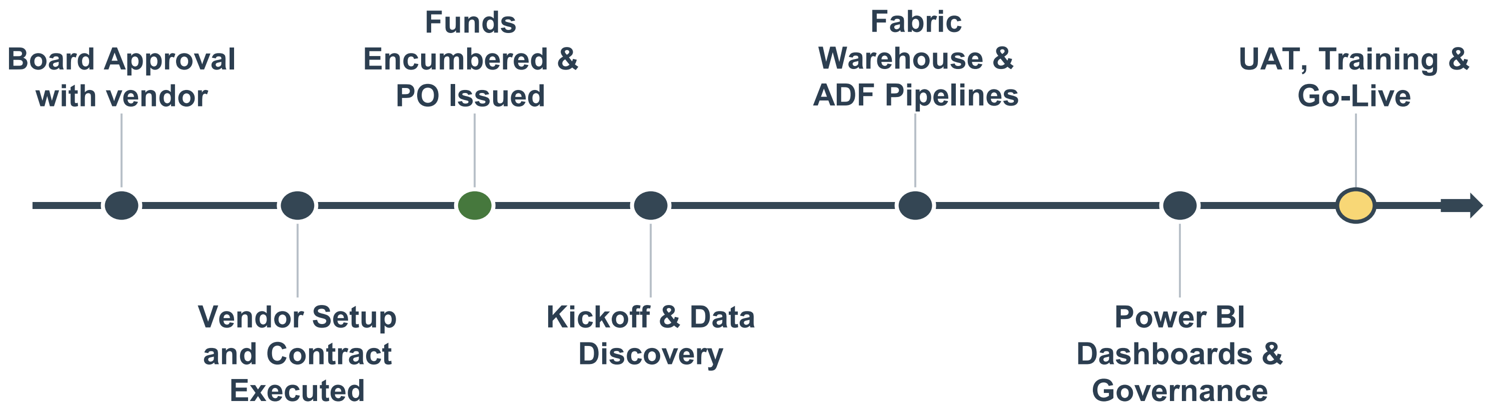
- Manual, SOP-driven Excel reporting across Planning, Operations, Safety, Finance, and Customer Experience
- Significant staff hours across recurring reports, plus ad-hoc requests
- Data split across 7 platforms (Via, Hopthru, Swiftly, Spare Labs, A-train, SQL Servers)

Scope:

- Enterprise data warehouse built on Microsoft Fabric — single source of truth
- Automated Azure Data Factory (ADF) ETL pipelines replacing manual data pulls
- Power BI dashboard suite across all key agency functions
- Data governance framework: data dictionary, KPI definitions, validation rules

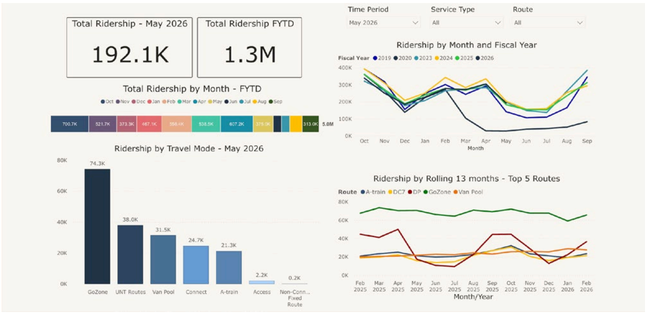
Identified Need:

- Reduces resource-intensive manual workload and enhances data-consistency
- Enables advanced analytics, forecasting, and performance management
- Scales with growing service portfolio and reporting obligations (NTD, NCTCOG, member and contracted services cities, etc.)



Power BI Dashboards Contemplated:

- **Safety**
- **Service**
- **Ridership**
- **Finance**
- **Customer Service**
- **Executive**
- **Planning**
- **Operations**
- **Infrastructure**



Note: Staff briefed the Board on the proposed data warehouse as a discussion item at the February 26, 2026 Regular Meeting. The work plan item remains a core need, having originated in the 2020 DCTA Transformation Initiative which identified improving the agency's data infrastructure as a defined technology task.

ELP – Backup & Disaster Recovery Hardware Upgrades (Capital)

Cost Estimate: $100,000

Current State:

- Backup / disaster-recovery storage placed in service in 2022; nearing end of useful life
- Available capacity is limited and shrinking as data and retention needs grow
- Aging hardware carries rising risk of failure and reduced manufacturer support

Scope:

- Replace end-of-life storage with current, supported, security-compliant hardware
- Expand capacity to meet growing data volumes and retention requirements
- Preserve immutable, ransomware-resistant backups and rapid recovery capability

Identified Need:

- Lifecycle replacement of hardware reaching end of life in FY27
- Added capacity for public-records, security-log, and operational data retention
- Faster backups and recovery improve resilience after an outage or cyber incident
- Supports TSA Security Directive and Texas DIR expectations for data protection

Why This Matters

This request covers storage hardware only. The Authority's network already supports high-speed backups and recovery, so no additional network investment is required. Replacing the aging system protects DCTA's ability to recover critical systems and data after an outage or cyber incident.

Risk if Deferred:

Continuation on end-of-life hardware increases the likelihood of an unrecoverable backup failure and lengthens recovery times during an incident — directly affecting service continuity.

6. Debt Service

Debt Service – Non-Operating Expenses

2020 Sales Tax Revenue Refunding Bonds:

- $12,930,000 total; $7,085,000 outstanding at 9/30/27
- Refunded 2009 issuance (12-year term)
- Debt service through 2032
- Interest accrues at a fixed rate of 0.99%

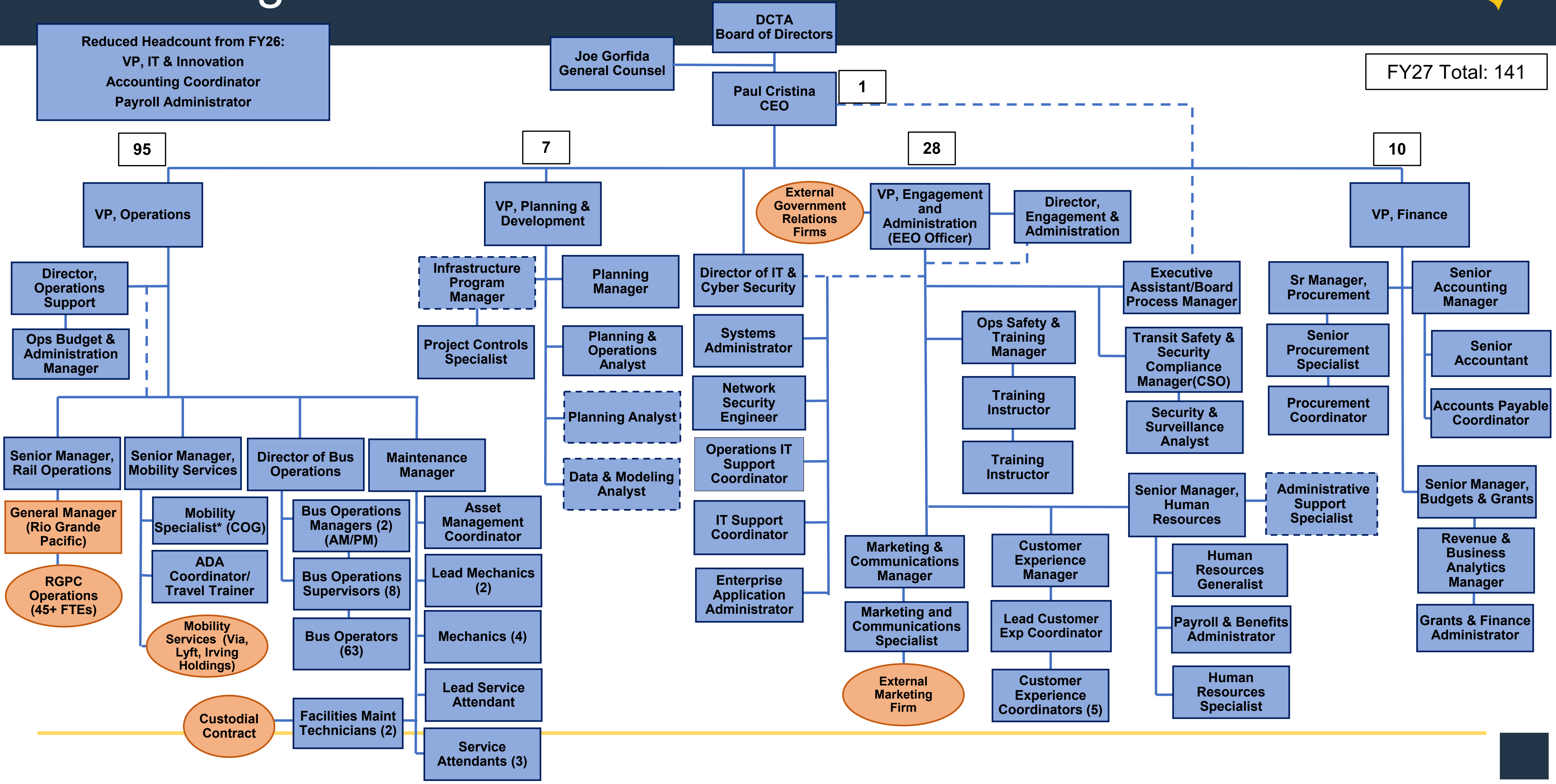
2021 Sales Tax Revenue Refunding Bonds:

- $9,940,000 total; $6,325,000 outstanding at 9/30/27
- Refunded 2011 issuance (10-year term)
- Debt service through 2031
- Interest accrues at a fixed rate of 1.28%

	Principal Payment	Interest Expense	FY2027 Debt Service
2020 Issuance	$ 855,000	$ 61,628	$ 916,628
2021 Issuance	1,005,000	68,480	1,073,480
	$ 1,860,000	$ 130,108	$ 1,990,108

7. Organization Structure Review

DCTA Organizational Structure FY27

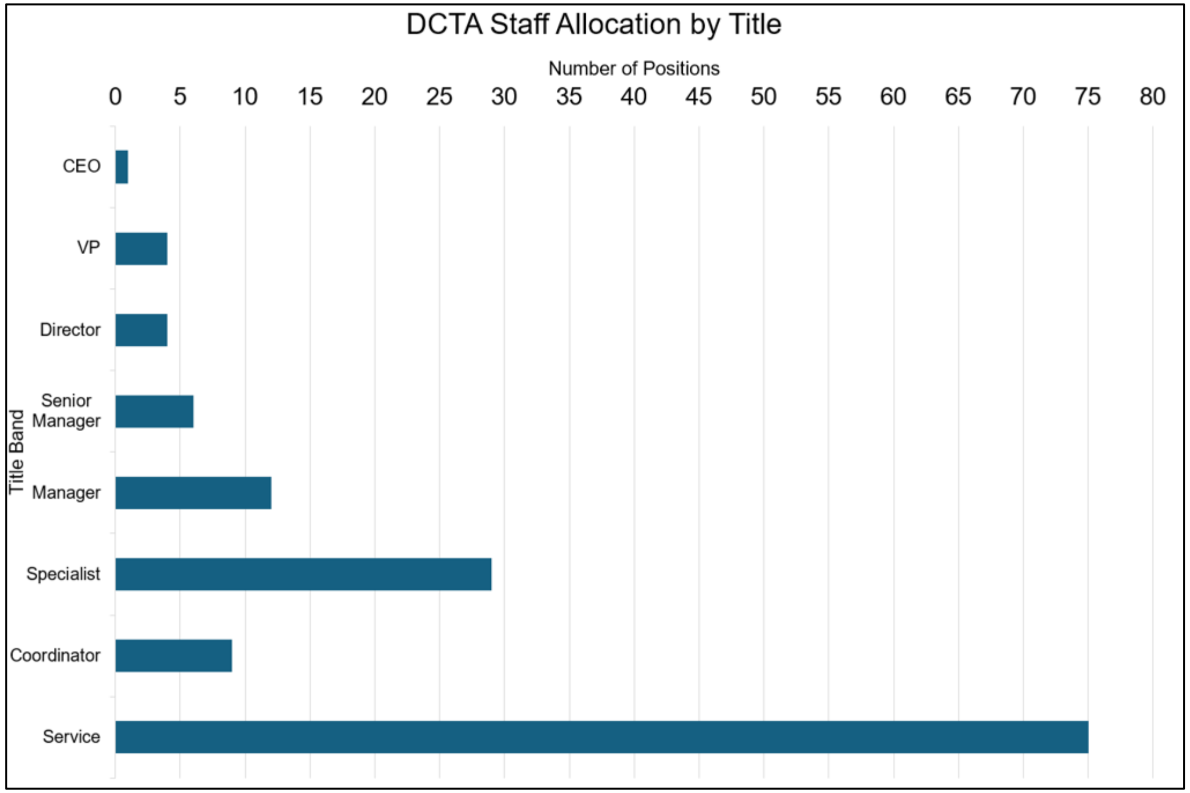


FY27 DCTA Staffing Review

DCTA Organization Staff Count Evolution

	DCTA	RGPC	NTMC	Via	Total
FY22	40	45	106	56	247
FY23 Initial	32	45	106	56	247
FY23 Revised	36	45	96	56	233
FY24	43	45	96	56	240
FY25	144	45	0	56	243
FY26	144	45	0	56	243
FY27	141*	45**	0	56*	242

** includes 1 grant-funded position*
*** assumed for comparative purposes*



- 3 vacant positions removed from org chart in FY27
- Focus remains on clarity of roles and executing work at appropriate levels.
- Organizational efficiencies in FY26 driven through cross-functional team engagement and new / emerging technology tools.

Questions / Discussion

Informational Reports

Informational Reports

1. Safety, Service, and Ridership Reports – May 2026
2. Update on Denton County Transportation Authority (DCTA) Securing an Agreement for an Advertising Revenue Agent
3. Update on Sales and Use Tax Compliance Review and Recovery Services
4. Update on Renewal of Rail Operating Liability Insurance Policy

Future Agenda Items/Board Member Requests

Items of Community Interest

Executive Session

Closed Executive Session

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

University of North Texas (UNT) Interlocal Cooperation Agreement

Action as a Result of Executive Session.

Reconvene – Open Session

Reconvene – Open Session

Action as a Result of Executive Session.

Adjourn