DCTA DENTON COUNTY TRANSPORTATION AUTHORITY
1955 Lakeway Drive, #260, Lewisville, Texas 75057
972.221.4600 | RideDCTA.net

Board of Directors Regular Meeting
July 23, 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, July 23, 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, July 22, 2026,** to ensure the comment will be distributed to Board Members prior to the meeting.

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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 June 25, 2026**
   Action Item
   Background Information: Exhibit 1: Regular Meeting Minutes Dated June 25, 2026

2. **Consider Approval of Monthly Financial Statement – May 31, 2026**
   Action Item
   Background Information: Memo
   Exhibit 1: Year-to-Date Financial Statement – May 2026

3. **Consider Authorizing the Chief Executive Officer (CEO) to Execute a Construction Contract with Kevco Electrical Construction, Inc., for Underground Electrical Vault Rewiring, Hardwired Sump Pump Installation, and Generator System Assessment and Rewiring at the Bus Operations and Maintenance Facility in an Amount Not to Exceed $124,000**
   Action Item
   Background Information: Memo

4. **Consider Authorizing the Chief Executive Officer (CEO) to Negotiate and Execute Amendment #7 to the Current Interlocal Agreement (ILA) with the City of Coppell in an Amount Not to Exceed $370,522 for Taxi Services in Support of the City of Coppell Workforce Transit Program Through September 30, 2028**
   Action Item
   Background Information: Memo

REGULAR AGENDA

1. **Discuss the Updates to the Proposed Fiscal Year (FY) 2027 Operating & Capital Budget and Reserve Policies, the Long-Range Financial Plan, and Draft FY2027 Work Plan**
   Discussion Item
   Background Information: Memo

2. **Discuss and Consider Authorizing the Chief Executive Officer (CEO) to Award and Execute an Agreement with Vector Media Holdings Corp. for Advertising Revenue Program Services, Pursuant to a Cooperative Purchasing Authorization from Dallas Area Rapid Transit (DART) Contract No. C-2071791-01**
   Action Item
   Background Information: Memo

3. **Discuss Update on the Denton County Transportation Authority (DCTA) Contracted Services Portfolio**
   Discussion Item
   Background Information: Memo

4. **Discuss and Consider Approval of Amendment #2 to the Current Contract with EAN Holdings DBA Enterprise for the Commuter Vanpool Program**
   Action Item
   Background Information: Memo

5. **Discuss and Consider Approval of a Resolution Approving Budget Revision 2026-07, Increasing Federal Operating Grants by $295,142 and Purchased Transportation by $295,142, to Cover Increased Vanpool Demand and the Rate Adjustments Proposed in Amendment #2 to the Agreement with EAN Holdings, DBA Enterprise, through September 30, 2026**
   Action Item
   Background Information: Memo
   Exhibit 1: Draft Resolution

6. **Discuss Update on Transit Fare Policy**
   Discussion Item
   Background Information: Memo

INFORMATIONAL REPORTS

1. **Safety, Service, and Ridership Reports – June 2026**
   Background Information: Memo
   Exhibit 1: Safety Performance – FY to Date
   Exhibit 2: Service Performance – FY to Date
   Exhibit 3: Ridership by Mode – June 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 – June 2026
   Exhibit 7: UNT Ridership Year-Over-Year by Month

2. **Update on Parts Inventory ERP Implementation with Spare**
   Background Information: Memo

3. **Update on Administrative Office Front Lobby Security and Efficiency Project**
   Background Information: Memo

4. **Update on the Old Town Lewisville Transit Oriented Development Project**
   Background Information: Memo

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5. **Update on DCTA Memorandum of Agreement with Federal Emergency Management Association (FEMA) Region 6 — Notice of Expiration and Extension**
   Background Information: Memo

6. **Update on Bus Operations Dispatch Furnishings and Equipment Refresh**
   Background Information: Memo

7. **Update on On-Call Electrical Support with Kevco Electrical Construction, Inc. Not to Exceed $9,900**
   Background Information: Memo

8. **Update on Roofing and Waterproofing Repairs at DCTA Bus Operations and Rail Operations Maintenance Facilities in an Amount not to Exceed $64,000**
   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: August 27, 2026

REPORT ON ITEMS OF COMMUNITY INTEREST

Pursuant to Texas Government Code Chapter 551, Section 551.0415, the Board of Directors may receive from staff and/or make a 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
Pursuant to the Texas Government Code, Chapter 551, Section 551.072 – Deliberation Regarding Real Property, the Board of Directors will convene into Closed Executive Session to deliberate the purchase, exchange, lease or value of real property located (1) at the Downtown Denton Transit Center and (2) within the City of Lewisville, Texas.

Action as a Result of Executive Session.

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

ADJOURN

Board Members
Andy Eads, Denton County Seat 2, Chair
TJ Gilmore, Lewisville, Vice-Chair
Daniel Jaworski, Highland Village, Secretary
Suzi Rumohr, Denton
Cesar Molina, Denton County Seat 1

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

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

Staff Liaison
Paul Cristina, CEO

This notice was posted on July 17, 2026 by 5pm.

Kisha Morris-Perkins
Executive Assistant & Board Process Manager

DENTON COUNTY TRANSPORTATION AUTHORITY

Board of Directors Regular Meeting Minutes
June 25, 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, June 25, 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 Dan Jaworski, Highland Village
Board Member Cesar Molina, Denton County
Board Member Suzi Rumohr, City of Denton

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

Non-Voting Members
Board Member Dennie Franklin, City of Frisco
Board Member Jeremie Maurina, City of The Colony
Board Member Stephen Christo, Alternate - City of The Colony
Board Member Jared Eutsler, City of Corinth

Legal Counsel
Joe Gorfida, Nichols Jackson

DCTA CEO
Paul A. Cristina

CALL TO ORDER
Chair Eads called the meeting to order at 10:02am. All Board Members were present except for Secretary Jaworski, Board Members Eutsler and Franklin, and Alternate Board Member Christo. Board Member Stevens assumed the responsibilities of Secretary Jaworski in his absence. Vice Chair Gilmore excused himself from the meeting at 10:08am and Board Member Smith arrived at 10:30am.

INVOCATION
Board Member Gonzalez provided the invocation.

PLEDGE OF ALLEGIANCE
The Board and staff recited the pledges to the United States and Texas flags.

INTRODUCTIONS
No introductions.

PUBLIC COMMENT
No public comments.

CONSENT AGENDA

1. Consider Approval of Regular Meeting Minutes dated May 28, 2206

2. Consider Approval of the 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

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

   Paul Cristina, Chief Executive Officer, Derick Sibley, Vice President of Finance, and Jane Filarowicz, Senior Manager of Budget & Grants, presented to the Board highlighting the following:

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

- ✓ Ridership/OPEX Summary
- ✓ Bus and Bus Facilities

- Budget Calendar
- Financial Overview
  - ✓ FY27 Balanced Budget – Proposed
  - ✓ FY27 vs FY26 Overview/Revenue
    - Revenue Changes – FY27 vs FY26 Overview
  - ✓ FY27 vs FY26 Overview/Expense
    - Expense Changes – FY27 vs FY26 Overview
  - ✓ FY27 vs FY26 Overview/Capital
    - Capital Changes – FY27 vs FY26 Overview
  - ✓ Four-Year Outlook, Revenues vs Expenses
  - ✓ DCTA Budget Summary
  - ✓ G&A to OPEX– Budget to Actuals & Peer Agency Benchmarking
  - ✓ Budget Increase– due to Purchased Transportation FY27 expenses
  - ✓ Change in Net Position – DCTA (Net Depreciation)
  - ✓ Change in Net Position – DCTA (With Depreciation)
- Revenue
  - ✓ Total FY2027 Proposed Revenue
  - ✓ Sales Tax Revenue
  - ✓ Federal Operating Grant Revenue
  - ✓ Federal Capital Grant Revenue
  - ✓ Passenger & Contract Service Revenue
  - ✓ Contract Service Revenue
- Expenses
  - ✓ FY27 – Proposed Expenses
  - ✓ Expense Changes – FY27 vs FY26 Overview
  - ✓ Purchased Transportation
  - ✓ Contracted Services for Non-Member Cities
  - ✓ Purchased Transportation
    - GoZone for Member Cities
    - Frisco GoZone
    - GoZone (ALL)
    - DR-DO (Frisco Taxi) & Collin County Rides (CCR)
    - Mobility as a Service (MaaS)
    - Rail

Board discussion on possible changes to customer service model for GoZone and impact on this budget. It was noted that this budget assumes no changes. Should the decision be made to insource the customer service function, expenses would shift from purchased transportation to personnel.

- Capital Improvement & Major Maintenance Plan
  - ✓ FY27 – Proposed Capital
  - ✓ Capital Budget Summary
  - ✓ Reserve Funds and Financial Policies

Board discussion on the capital budget summary and the sources of funding for the projects on this list. It was noted that the Long-Range Financial Plan would be presented to the Board in July.

- Expanded Level Projects
  - ✓ FY 2027 Expanded Level Projects (ELP) Summary – Operating
    - Fleet Plan: FY2025 – 2031
    - Fleet Plan: Customer Experience Focus
    - 2016 Gillig Repowers/Exterior Wrap
    - Refurbish Bus Seats and Exterior Bus Wrap
    - GTW Rail Seat Upholstery Replacement
    - Enhanced Denton County Sheriff Support on A-train
    - ADA Transition Plan
    - Bus Stop A/E Design Support
    - HVAC Assessment
    - Landscape Design at Highland Village/Lewisville Lake Station
    - On-Call A/E Support
    - Strategic Planning Support
    - Transit Oriented Development Support

Board discussion on the decision to refurbish the 2006 model buses rather than 2011 models. It was noted that staff chose to focus rehab efforts on the most reliable buses to minimize cost and vehicle downtime.

  - ✓ FY2027 Expanded Level Project (ELP) Summary – Capital
    - Fleet Requirements
      - 35’ Transit Bus – Bus Purchase (x3)
      - Bus Refurbishment (x1)
      - Paratransit Vans (x3)
      - Non-Revenue Vehicles (x2)
    - Air Compressor (2) Replacement at Bus Ops
    - Bus Wash Mid-Life Overhaul
    - Bus O&M Light Fixture Replacement
    - Bus O&M and Maintenance New Flooring
    - FY27 Rail Major Maintenance Work Program
      - FY26-FY27 Carryforward – Rail Major Maintenance
    - Stadler Laptop Replacement
    - Rail Mid-Life Train Wash Rehab

- Rail Station Lighting Pilot at Highland Village/Lewisville Lake Station
- Old Town TOD
- A-train Downtown Carrollton Extension
- Enterprise Data Warehouse & Dashboard
- Backup & Disaster Recovery Hardware Upgrades

- Debt Service – Non-Operating Expenses
- Organization Structure Review
  - ✓ DCTA Organizational Structure FY27
  - ✓ FY27 DCTA Staffing Review

The Board expressed their appreciation for staff's planning and hard work on the FY27 budget, especially in searching for efficiencies and pursuing creative solutions such as the purchase of Wheelchair-Accessible vans rather than cutaway buses to implement a trial program.

No Board action required at this time.

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

For informational purposes only. No Board action required at this time.

FUTURE AGENDA ITEMS AND BOARD MEMBER REQUESTS
None at this time.

REPORT ON ITEMS OF COMMUNITY INTEREST
None at this time.

CONVENE EXECUTIVE SESSION

The Board of Directors convened into Closed Executive Session at 11:11am, took a brief recess, and resumed discussion at 11:20am to discuss the following:

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

The Board of Directors reconvened from Closed Executive Session and reconvened into Open Session at 11:49am with no action taken.

ADJOURN
Chair Eads adjourned the meeting at 11:50am.

____
Daniel Jaworski, Board Secretary

____
Andy Eads, Board Chair

DENTON COUNTY TRANSPORTATION AUTHORITY

Board of Directors Memo July 23, 2026

AGENDA ITEM: Consider Approval of Monthly Financial Statement - May 31, 2026

Recommendation
Staff recommends the Board approve the financial statement for May 31, 2026.

Background
The financial statement is presented monthly to the Board of Directors for approval. The attached report is for the period ending May 31, 2026. This report provides a comparison of year-to-date budget vs. actual performance.

Previous Board Activity & Action
There has been no previous Board activity on this item.

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

Financial Impact
The financial impact of May 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 – May 31, 2026

Submitted by: LaKeisha Williams
LaKeisha Williams, Senior Manager of Accounting

Reviewed by: Derick Sibley
Derick Sibley, Vice President of Finance

DENTON COUNTY TRANSPORTATION AUTHORITY

Statement of Revenue and Expenditures

Presented for the Period Ended May 31, 2026

(UNAUDITED)

	Prior Year Actual				FY 2026 - May 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	29,705,667	27,333,333	41,000,000	72.5%	66.7%	1
Federal/State Grants - Operating	19,028,351	9,431,745	11,563,170	14,095,704	7,510,157	8,950,426	13,425,638	55.9%	66.7%	2
Federal/State Grants - Capital	95,069	59,828	566,000	119,728	5,899	1,845,137	2,767,706	0.2%	66.7%	
Contract Service Revenues	3,721,321	4,233,303	4,948,287	3,798,461	2,926,835	3,134,941	4,702,412	62.2%	66.7%	
Passenger Revenues	928,697	1,568,794	1,906,892	1,727,518	1,014,698	1,465,501	2,198,251	46.2%	66.7%	3
Total Revenues and Other Income	**61,803,687**	**55,586,606**	**59,599,375**	**60,976,290**	**41,163,256**	**42,729,338**	**64,094,007**			
Operating Expenses										
Purchased Transportation Services	19,235,801	22,251,475	23,888,423	22,890,819	16,760,017	19,023,337	28,535,005	58.7%	66.7%	
Salary, Wages and Benefits	9,223,042	9,014,747	10,212,178	11,838,956	8,602,397	10,161,895	14,678,293	58.6%	69.2%	4
Outsourced Services and Charges	6,946,993	5,831,802	6,930,904	7,754,270	3,144,823	4,726,389	7,089,583	44.4%	66.7%	
Materials and Supplies	2,526,060	2,450,760	2,127,167	2,218,893	1,384,937	2,005,437	3,008,155	46.0%	66.7%	
Insurance	1,669,123	1,586,292	1,099,836	1,889,074	1,020,019	1,330,754	1,996,131	51.1%	66.7%	
Utilities	521,960	497,792	561,653	526,317	422,214	561,380	842,071	50.1%	66.7%	
Employee Development	137,647	180,014	301,748	237,395	123,071	533,635	800,453	15.4%	66.7%	
Leases and Rentals	151,068	142,445	169,862	193,771	174,958	192,195	288,292	60.7%	66.7%	
Depreciation	11,351,683	9,074,912	9,959,074	11,051,662	7,192,525	7,349,894	11,024,842	65.2%	66.7%	
Total Operating Expenses	**51,763,377**	**51,030,239**	**55,250,845**	**58,601,157**	**38,824,960**	**45,884,916**	**68,262,825**			
Income Before Non-Operating Revenues and Expenses	**10,040,310**	**4,556,367**	**4,348,530**	**2,375,133**	**2,338,296**	**(3,155,578)**	**(4,168,818)**			
Non-Operating Revenues/(Expense)										
Investment Income	462,425	4,434,145	5,983,517	5,322,769	3,223,037	2,333,333	3,500,000	92.1%	66.7%	
Other Income/(Expense) - Miscellaneous	447,462	923,293	174,316	90,761	45,937	140,000	210,000	21.9%	66.7%	
Long Term Debt Interest/(Expense)	(233,828)	(212,684)	(192,299)	(171,811)	(75,551)	100,735	151,102	-50.0%	66.7%	
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**	**3,193,423**	**2,574,068**	**3,861,102**			
Income (Loss) includes	**10,746,089**	**9,754,021**	**10,316,882**	**7,616,852**	**5,531,719**	**(581,510)**	**(307,716)**			
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**	**5,531,719**	**$ (581,510)**	**$ (307,716)**			

NOTES

1. **Sales Tax Revenues are performing ahead of expectations reflecting stronger consumer spending and currently on pace to exceed our annual budget amounts expectations. Estimated to be $42.5M by fiscal year end.**
2. **Federal/State Operating Grants is below the expected pace. Timing of grant reimbursements which occurs quarterly and program expenditures is contributing to the variance.**
3. **Passenger Revenues are below expectations, this is largely due to the timing of revenue recognition, as fare collections are recorded one month in arrears.**
4. **Trending behind budget due to the timing of hires and vacant positions.**

Board of Directors Memo July 23, 2026

AGENDA ITEM: Consider Authorizing the Chief Executive Officer (CEO) to Execute a Construction Contract with Kevco Electrical Construction, Inc., for Underground Electrical Vault Rewiring, Hardwired Sump Pump Installation, and Generator System Assessment and Rewiring at the Bus Operations and Maintenance Facility in an Amount Not to Exceed $124,000

Recommendation

Staff recommends the Board Authorize the Chief Executive Officer (CEO) to execute a construction contract with Kevco Electrical Construction, Inc., for underground electrical vault rewiring, hardwired sump pump installation, and generator system assessment and rewiring at the Bus Operations and Maintenance Facility in an amount not to exceed $124,000.

Background

The Bus Operations and Maintenance Facility (BOMF) is served by an underground electrical vault and conduit system. The maintenance and administration building is fed by a single feeder that originates in the fuel and wash building electrical room and runs approximately 500 linear feet through the underground duct bank, passing beneath the pedestrian bridge before terminating in the maintenance and administration building electrical room. Both buildings are supplied from this common feeder, so it cannot be de-energized for repair without taking both facilities offline, and a fault anywhere along the route interrupts power to the entire facility.

During heavy rain, the vaults take on water faster than they drain, leaving the conductors sitting in standing water. Over time, the conductor insulation in the vaults nearest the fuel and wash building has been damaged. When energized conductors with compromised insulation are submerged, they fault and trip the main breaker; because the feeder serves both buildings, a single fault produces a facility-wide outage.

Currently, DCTA staff manually pumps water out of the vaults after rain events. These measures have reduced how often outages occur, but they are reactive and do not correct the damaged conductors. The facility remains exposed to an outage with each significant rain event and continues to depend on staff being available to pump.

The recommended repair replaces the damaged conductors along the full feeder route with new copper conductors, distributed across three conduit runs to improve pulling feasibility and termination fit-up. Importantly, the new conductors are rated for wet locations and periodic submergence, so the vaults taking on water during rain will no longer cause the feeder to fault. The scope also repairs damaged PVC conduit beneath the pedestrian bridge.

In addition to the conductor replacement, the recommended scope includes installation of a hardwired sump pump within the vault system. The wet-rated copper conductors eliminate the electrical fault that causes the outages and the sump pump addresses the water itself, providing active removal that ends the current reliance on manual pumping during rain events and reduces the risk of future flood-related disruptions.

To procure the electrical vault repair competitively, DCTA solicited quotes from seven (7) qualified electrical contractors. Two (2) firms submitted quotes: Kevco Electrical Construction, Inc. at $102,494 (itemized) and REAL Construction at $169,767 (lump sum). REAL's proposal was deemed non-conforming because it assumed standard daytime working hours (7 AM to 4 PM), which are inconsistent with the required nighttime shutdown window (12 AM to 8 AM) specified in the scope of work. The five (5) remaining firms declined or were non-responsive: Bean Electric/Lumin8 (declined), Ragle, Inc. (no response), Humphrey and Associates (declined due to current obligations), C&G Electric (declined without reason), and Hargrove Electric (non-responsive after three contact attempts). Kevco's quote is the lowest conforming price received and represents the best value to DCTA for this scope of work.

The requested authorization also includes a contingency amount of $12,006. Because the work involves underground conductors, existing vaults, and legacy electrical equipment, some conditions cannot be fully verified until construction is underway. The contingency provides the CEO with the ability to address unforeseen conditions without returning to the Board and will be drawn upon only if required.

Following the receipt of initial bids, it was determined the existing backup generator serving the BOMF appears to provide only limited backup power, serving the dispatch area and the shops' critical equipment. It does not currently provide backup power to HVAC systems within the administrative office areas or the dispatch room. During a short-duration outage, this limited coverage may not significantly affect operations; however, during a longer-duration outage, DCTA would not be unable to power critical systems such as HVAC in the dispatch room, restroom lighting, climate controls within the entire facility, and IT equipment. Because DCTA serves an emergency response role, extending backup power to critical operational areas would improve the facility's ability to maintain essential functions during extended outages and provide greater long-term operational resiliency.

The existing generator appears to have capacity to support additional loads; however, a formal assessment is needed to confirm which areas and equipment can be added safely and reliably. Kevco has confirmed it can perform the generator assessment and the associated electrical updates needed to extend backup power to priority areas, such as the dispatch room, training room, administrative and maintenance restrooms, and IT equipment, for an amount not to exceed $9,500. Incorporating this work into the construction contract allows the generator improvements to be completed while Kevco is mobilized on site for the vault repairs. If it is determined the existing generator does not have capacity to support the additional loads, the vault and feeder work will proceed and improvements to the facility's generator may be recommended at a later date under a separate project.

Kimley-Horn and Associates, Inc. will provide construction management and support services during the repairs for an amount not to exceed $9,300 under its existing on-call professional services agreement. Because these services are within the CEO's delegated signature authority, they do not require separate Board action and are not included in the requested contract authorization.

Accordingly, the requested authorization covers the Kevco construction contract in an amount not to exceed $124,000; including Kimley-Horn's construction management and support services, the total project cost is $133,300.

The graphic below outlines the work items and cost associated with this item.

TOTAL ANTICIPATED PROJECT COST

$133,300

Board action: Kevco contract $124,000 NTE · Kimley-Horn CM $9,300 (CEO authority)

Rewiring — copper feeder + Shermco breaker test	$73,645
Hard-wired sump pump + concrete repair	$19,867
PVC conduit repair — pedestrian bridge	$8,982
Generator assessment & rewiring	$9,500
Construction subtotal	**$111,994**
Contingency (~10%)	$12,006
Kevco contract — Board authorization (NTE, rounded)	**$124,000**
Kimley-Horn CM — CEO authority (not in NTE)	*$9,300*
Total anticipated project cost	**$133,300**

Previous Board Activity and Action
None.

Financial Impact
Funding for this item can be accommodated within the FY2026 approved budget.

Identified Need
The underground electrical vault system has produced repeated facility-wide power outages during rain events, disrupting operations at the Bus Operations and Maintenance Facility, which supports daily transit service delivery. The current mitigation, manual pumping of the vaults during storms, is reactive, labor-intensive, and does not correct the damaged conductors that cause nuisance electrical circuit tripping. Replacing the feeder conductors and installing a hardwired sump pump will restore reliable power to the maintenance and administration building.

In addition, the facility's standby generator provides only limited backup power, leaving critical spaces and systems without power during extended outages. Assessing and rewiring the generator system to extend backup power to critical operational areas supports DCTA's emergency response role and improves long-term facility resiliency.

Exhibits
None.

Submitted By:

Austin Frith, Vice President of Planning & Development

Board of Directors Memo July 23, 2026

AGENDA ITEM: Consider Authorizing the Chief Executive Officer (CEO) to Negotiate and Execute Amendment #7 to the Current Interlocal Agreement (ILA) with the City of Coppell in an Amount Not to Exceed $370,522 for Taxi Services in Support of the City of Coppell Workforce Transit Program Through September 30, 2028

Recommendation

Staff recommends the Board authorize the Chief Executive Officer (CEO) to negotiate and execute Amendment #7 to the current Interlocal Agreement (ILA) with the City of Coppell in an amount not to exceed $370,522 for Taxi Services in support of the City of Coppell Workforce Transit Program through September 30, 2028.

Background

DCTA contracts with the City of Coppell to facilitate the city's "workforce transit program." Due to increased demand, the current ILA of $50,000 per year is no longer adequate to support the program.

The current $50,000 annual not to exceed with Coppell is broken down as follows:

AGENCY	Service Rendered	Cost Allocation Per Year $50,000
Denton County Transportation Authority	Contracted Mobility Provider Service: *Direct invoiced costs*	Not-to-exceed $28,125
	Administrative Fee: *Contract management, billing, administration, reporting, data analytics, and customer service*	Not-to-exceed 60% of the direct invoiced costs
City of Coppell	Marketing and Outreach	Not-to-exceed $5,000
		TOTAL: $50,000

While the current demand can be accommodated within the total $150K not to exceed amount of the ILA over the 3-year period, this amendment is required to maintain clarity of per-year costs and to ensure that there is enough capacity in the agreement to accommodate this sustained level of demand for the remainder of the initial ILA term, expiring on September 30, 2028.

Under current demand projections, FY26 program costs alone are estimated at $95,075 — nearly double the existing $50,000 annual Not To Exceed (NTE) but within the overall 3-year NTE of $150,000. This amendment is necessary to establish per-year funding levels that reflect actual program costs and to ensure adequate capacity for the remainder of the initial ILA term, expiring September 30, 2028.

Amendment #7 to the current ILA establishes a revised NTE amount of $370,522, covering the 3-year term of the agreement from October 1, 2026 through September 30, 2028 (FY26 – FY28).

The revised NTE is broken down as follows:

	FY26	FY27	FY28
Trips — Base	**5,301**	**6,666**	**8,250**
Cost / trip	$10.62	$10.94	$11.27
Cost of Service	$56,297	$72,926	$92,978
Administrative fee (60%)	$33,778	$43,756	$55,787
Marketing & Outreach	$5,000	$5,000	$5,000
Total Program Cost	**$95,075**	**$121,682**	**$153,765**
Total NTE for 3-year ILA (FY26–FY28)	**$370,522**		

Previous Board Activity & Action
The Board received a briefing on this contracted service at the August 28, 2025, Board Meeting. The Board approved this ILA at the September 24, 2025, Board Meeting.

The Board approved a $25,000 increase to the Task Order with Lyft for Coppell service at the June 25, 2026, Board Meeting.

Identified Need
As stated above.

Financial Impact
Increased demand for the Coppell Workforce service prompted a $25,000 increase to purchased transportation costs for FY26, which the Board approved in June 2025. This service expansion is expected to generate $40,000 in additional contract service revenue for FY26. All costs of service and administrative fees will be billed in accordance with financial policies.

Exhibits
None.

Submitted By:

Lisa Taylor, Vice President of Operations

DCTA DENTON COUNTY TRANSPORTATION AUTHORITY

Board of Directors Memo July 23, 2026

AGENDA ITEM: Discuss the Updates to the Proposed Fiscal Year (FY) 2027 Operating & Capital Budget and Reserve Policies, the Long-Range Financial Plan, and Draft FY2027 Work Plan

Recommendation
This item is included for discussion purposes only.

Background
Staff will review edits to the Proposed FY2027 Operating & Capital Budget from the June Budget Workshop, as well as the Long-Range Financial Plan, Capital Budget and Reserve Policies, and the Transportation Reinvestment Program (TRiP).

Staff will also review an initial draft of the agency's work plan for FY2027 to accompany the proposed budget.

Previous Board Activity and Action
At the Board Meeting on June 25, 2026, the Proposed FY2027 Operating & Capital Budget was presented.

Identified Need
None.

Financial Impact
The FY2027 Operating Budget includes total revenues of $81.1 million, expenses net depreciation of $61.3 million, and capital outlay and major maintenance of $20.3 million.

Exhibits
None.

Submitted By: Jane Filarowicz
Jane Filarowicz, Senior Manager of Budget & Grants

Reviewed By: Derick Sibley
Derick Sibley, Vice President, Finance

Board of Directors Memo July 23, 2026

AGENDA ITEM: Discuss and Consider Authorizing the Chief Executive Officer (CEO) to Award and Execute an Agreement with Vector Media Holdings Corp. for Advertising Revenue Program Services, Pursuant to a Cooperative Purchasing Authorization from Dallas Area Rapid Transit (DART) Contract No. C-2071791-01

Recommendation

Staff recommends the Board authorize the Chief Executive Officer (CEO) to award and execute an agreement with Vector Media Holdings Corp. for Advertising Revenue Program Services, pursuant to a cooperative purchasing authorization from Dallas Area Rapid Transit (DART) Contract No.C-2071791-01.

Background

In September 2025, the Board approved an Advertising Revenue Policy to facilitate the generation of incremental revenue to DCTA through the use of its fixed and mobile transit assets for advertising. With this policy approved, staff undertook an effort to procure an advertising revenue agent.

Dallas Area Rapid Transit (DART) competitively solicited and awarded Contract No. C-2071791-01 for Revenue-Generating Advertising and Placement Services to Vector Media Holdings Corp. DART's legal team confirmed in writing that DCTA is authorized to utilize the executed DART contract for its similar purposes pursuant to Chapter 791 of the Texas Government Code (Interlocal Cooperation Act), eliminating the need for a separate competitive procurement process.

Using the DART contract, DCTA's staff negotiated an Advertising Revenue Program Agreement for up to seven (7) years with Vector Media Holdings Corp. The parties have agreed to all terms and are ready to proceed to execution pending Board authorization.

The agreement structure is as follows:

- Contract Type: Cooperative purchasing arrangement
- Contract Term: Two (2) year base term with five (5) one-year renewal options (seven years maximum)
- Revenue Share: 60% of Net Advertising Revenue to DCTA in Years 1 and 2; 65% in Years 3 through 7
- Vendor Responsibilities: All advertising sales, installation, maintenance, removal, and revenue reporting

There are no upfront or ongoing out-of-pocket costs to DCTA in this Agreement. Rather, the vendor receives a share of advertising revenue generated by DCTA assets.

Previous Board Activity and Action

The Board Approved an Advertising Revenue Policy at the September 2025 Board Meeting.

An Informational Report on the Advertising Revenue Program was presented to the Board at the June 2026 Board meeting.

Identified Need

DCTA does not currently generate revenue from advertising on its transit assets. Non-operating revenue diversification is a strategic priority for the agency, and transit advertising programs are standard practice among many transit authorities as a means of generating revenue at no cost to the agency.

Vector Media Holdings Corp., as DART's existing advertising partner, brings established North Texas market relationships, operational expertise, and familiarity with DCTA's asset environment that will accelerate the program's ramp-up and maximize revenue potential for the agency.

Financial Impact

This is a revenue-generating agreement. There is no cost to DCTA. DCTA will receive a percentage of Net Advertising Revenue generated by Vector Media Holdings Corp. on DCTA assets. No state or federal funds are used for payments under this agreement.

Exhibits

None.

Submitted By: ______________________________

Randy Evans, Marketing and Communications Manager

Reviewed By: ______________________________

Jackie Bronson, Vice President of Engagement and Administration

DENTON COUNTY TRANSPORTATION AUTHORITY

Board of Directors Memo July 23, 2026

AGENDA ITEM: Discuss Update on the Denton County Transportation Authority (DCTA) Contracted Services Portfolio

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

Background
Denton County Transportation Authority (DCTA) provides a variety of services to non-member cities through various contracted services arrangements. These services operate under Interlocal Agreements (ILAs) and financial terms that comply with the DCTA Board's "New Member and Contracted Services Policy." Typically, these services are delivered by contract service providers, which provides further distinction between Member City and Non-Member City resources.

The purpose of this briefing is to:

- Provide an update on the overall performance of the contracted services
- Provide a preview of anticipated service profiles for the upcoming Fisal Year (FY) 2027
- Gain feedback from the Board on overall approach

Following this briefing, staff anticipates bringing all ILAs and associated Task Orders to the Board for approval on the Consent Agenda at the August 2026 Board Meeting to continue service in FY2027.

Previous Board Activity & Action
None.

Identified Need
These services are anticipated to continue in FY2027 under the guidance of the New Member and Contracted Services Policy adopted in FY2025.

Financial Impact
None. This is a discussion item only.

Exhibits
None.

Submitted By: ______________________
Chris Bordman, Director Operations Support

Reviewed By: ______________________
Lisa Taylor, Vice President
Operations

Board of Directors Memo July 23, 2026

RA04 - Discuss and Consider Approval of Amendment #2 to the Current Contract with EAN Holdings DBA Enterprise for the Commuter Vanpool Program

RA05 - Discuss and Consider Approval of a Resolution Approving Budget Revision 2026-07, Increasing Federal Operating Grants by $295,142 and Purchased Transportation by $295,142, to Cover Increased Vanpool Demand and the Rate Adjustments Proposed in Amendment #2 to the Agreement with EAN Holdings, DBA Enterprise, through September 30, 2026

Recommendation

RA04 - Staff recommends the Board approve Amendment #2 to the contract with EAN Holdings DBA Enterprise for the Commuter Vanpool Program.

RA05 - Staff recommends the Board approve a Resolution Approving Budget Revision 2026-07, Increasing Federal Operating Grants by $295,142 and Purchased Transportation by $295,142, to cover increased vanpool demand and the rate adjustments proposed in Amendment #2 to the Agreement with EAN Holdings, DBA Enterprise, through September 30, 2026.

Background

DCTA began offering Vanpool service in July 2011. At that time, vanpool service across the region was provided collectively by DCTA, Trinity Metro, and Dallas Area Rapid Transit (DART). In March 2022, DART discontinued its vanpool service, and the service area previously served by DART was divided between DCTA and Trinity Metro, with existing DART vanpools transitioned accordingly. As a result, DCTA and Trinity Metro have since operated as the two (2) providers of vanpool service for the North Central Texas region.

DCTA entered into the current contract with EAN Holdings, DBA Enterprise, on May 19, 2022, for an initial three-year term with three (3) one-year renewal options. Assuming all options are exercised, the Vanpool contract expires on May 18, 2028. Program costs are shared between vanpool participants, who cover 59%, and regional Surface Transportation Block Grant (STBG) funds, which are programmed and flexed to DCTA by the North Central Texas Council of Governments (NCTCOG) for reimbursement through FTA for the remaining 41%.

This funding arrangement stems from NCTCOG's Travel Demand Management Program, through which NCTCOG works to reduce the number of vehicles traveling on regional roadways by transferring STBG funding to vanpool providers. While this funding relationship operates without a formal Interlocal Agreement (ILA) or other executed agreement with NCTCOG, it is grounded in Regional Transportation Council-approved action authorizing vanpool subsidies under that program.

DCTA procures and administers its own vanpool contract independently, covering Denton, Collin, Hunt, Rockwall, Kaufman, and Wise Counties. Trinity Metro similarly conducts its own separate procurement and administers vanpool service across Palo Pinto, Parker, Tarrant, Dallas, Erath, Hood, Somervell, Johnson, Ellis, Navarro, and Wise Counties (both agencies serve vanpool customers in Wise County). This amendment enables adjustment of those rates to ensure consistency with pricing structures offered under the vanpool program administered by Trinity Metro creating regional alignment.

Additionally, the DCTA vanpool service has grown significantly, with vanpool trips increasing 43% year-over-year. This growth combined with the rate adjustments described above means the current budget of $742,560 is no longer adequate for the anticipated vanpool subsidy expense.

Previous Board Activity & Action
The DCTA Board approved this contract at the March 24, 2022 Board Meeting.

Identified Need
An amendment to the contract is required due to service volumes exceeding originally budgeted amounts and contract rate increase.

Financial Impact
Increase MaaS - Federal Operating Grants by $295,142 and MaaS - Purchased Transportation by $295,142 for Enterprise Vanpool service through the end of this fiscal year.

All costs incurred by DCTA associated with the Vanpool Program are reimbursed through grant revenue. Surface Transportation Block Grant (STBG) funds are suballocated to DCTA by NCTCOG.

Exhibits
None.

Submitted By:

Lisa Taylor
Lisa Taylor, Vice President of Operations

DENTON COUNTY TRANSPORTATION AUTHORITY
RESOLUTION NO. RXX

A RESOLUTION OF THE BOARD OF DIRECTORS OF THE DENTON COUNTY TRANSPORTATION AUTHORITY (DCTA) APPROVING FISCAL YEAR 2026 BUDGET REVISION NUMBER 2026-07 REVISED OPERATING & CAPITAL BUDGET, ATTACHED HERETO AS EXHIBIT "A"; PROVIDING A REPEALING CLAUSE; AND PROVIDING AN EFFECTIVE DATE.

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

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

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

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

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

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

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

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

DULY PASSED AND APPROVED BY THE BOARD OF DIRECTORS OF THE DENTON COUNTY TRANSPORTATION AUTHORITY THE 23RD DAY OF JULY, 2026.

APPROVED:

____
Andy Eads, Chair

ATTEST:

____
Daniel Jaworski, Secretary

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

RANSACTION TYPE: Transfer ☐
Revision ☑

Number: 2026-07

Expense	Project #/ Account #	Dept/Account	Current Budget Amount	Budget Revision Amount	Revised Budget Amount
Operating Revenue	1800-40400	MaaS - Federal Operating Grant	$672,000	$295,142	$ 967,142
Operating Expenses	1800-50810	MaaS - Purchased Transportation	$920,685	$295,142	$ 1,215,827

Net Position Impact (Revenue)	$ 295,142
Net Position Impact (Expense)	$ 295,142

EXPLANATION: Vanpool has increased their volume of ridership this fiscal year. Therefore, Budget Revision 2026-07 is to increase Revenue and Purchased Transportation.

Vanpool will increase Purchased Transportation by $295,142 taking the task order from $742,560 to $1,037,702. The Purchased Transportation account shares with Coppell so it increases the account from $920,685 to $1,215,827. Revenue will increase $295,142, the same amount as the expenses.

Approvals:		**Title**
Requested By:	Lisa Doyle	VP, Operations
Reviewed By:	Jane Filarowicz	Senior Manager of Budget & Grants
Approved By:	David Dilley	VP, Finance

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

'RANSACTION TYPE: Transfer ☐ Revision ☑

Number: 2026-06

Expense	Project #/ Account #	Dept/Account	Current Budget Amount	Budget Revision Amount	Revised Budget Amount
Operating Revenue	1800-40120	MaaS - Contract Service Revenue	$28,000	$38,131	$ 66,131
Operating Revenue	1800-40400	MaaS - Federal Operating Grant	$672,000	$295,142	$ 967,142
Operating Expenses	1800-50810	MaaS - Purchased Transportation	$895,685	$318,974	$ 1,214,659

Net Position Impact (Revenue)	$ 333,273
Net Position Impact (Expense)	$ 318,974

EXPLANATION: Both Coppell Lyft and Vanpool have increased their volume of ridership this fiscal year. Therefore, Budget revision 2026-06 is to increase Revenue and Purchased Transportation for Coppell Lyft and Vanpool.

Coppell Lyft will increase Purchased Transportation by $23,832 taking it from $28,125 to $51,957 for the task order. Revenue will increase by $38,131 inclusive of the 60% administrative fee.

Vanpool will increase Purchased Transportation by $295,142 taking it from $742,560 to $1,037,702 for the task order. Revenue will increase the same amount as the expenses.

The total increase to Purchased Transportation is $318,974 taking it from the adopted amount of $895,685 to $1,214,659. The total increase to revenue is $333,273.

Approvals:	**Title**
Requested By:	VP, Operations
Reviewed By: Jane Filarowicz	Senior Manager of Budget & Grants
Approved By:	VP, Finance

		Total Available Funding	Federal/Local Share Percentages
2026 (Year 1)	**Service Costs**		
	5307 - Capital Cost of Contracting	$ 1,358,452.00	80%
	Local Match (offset by TDC's)	*271,691.00*	*20%*
	5307 - Operating Assistance (Special Rule)	$ 679,226.00	50%
	Local Match (Cash)	$ 679,226.00	50%
	5307 - Project Administration	$ 1,630,143.00	80%
	Local Match (offset by TDC's)	*326,029.00*	*20%*
	Total Federal Funding - On Demand		
	Total Local Match (offset by TDC's) - On Demand		
	Total Local Match (Cash) - On Demand		
	Costs not elgible for federal funding		
	Difference (Cash)		
	Leftover Federal Funding		
	City of Frisco Local Funding Total - On Demand		

Passenger Reveune
Federal Operating Grant Revenue
Contract Service Revenue
Purchased Transporation

P/T plus 60% admin fee
Total Revenue

On Demand - Contracted Services (GoZone)

Contracted Service Cost	NonMember Cost: Staff & Resources	NonMember Cost: Indirect Cost of Service	Nonmember Fee	Total
$ 1,173,195.00	**$ 208,333.00**	**$ 409,091.00**	**$ 91,667.00**	**$ 1,882,286.00**
$ 586,598.50	$ -		$ -	$ 586,598.50
117,319.00	$ -		$ -	*117,319.00*
$ 293,298.00	$ -		$ -	$ 293,298.00
$ 293,298.00	$ -		$ -	$ 293,298.00
	$ 617,424.00		$ -	$ 617,424.00
	123,484.00			*123,484.00*
$ 879,896.50	$ 617,424.00		$ -	$ 1,497,320.50
117,319.00	*123,484.00*			*240,803.00*
$ 293,298.00	$ -		$ -	$ 293,298.00
$ -	$ -		$ 91,667.00	$ 91,667.00
$ 0.50	$ -		$ -	$ 0.50
$ 1,157,781.50	$ 1,012,719.00		*$* -	$ 2,170,500.50
				$ 384,965.50

2026 (Year 1)

$456,750.00
$1,268,945.50
$156,590.00
$1,173,195.00
$44.95/hour

$1,877,112.00
$1,882,285.50

On Demand - Co

	Total Available Funding	Federal/Local Share Percentages	Contracted Service Cost
Service Costs			**$ 1,177,110.00**
5307 - Capital Cost of Contracting	$ 1,358,452.00	80%	$ 588,556.00
Local Match (offset by TDC's)	*271,691.00*	*20%*	*117,711.00*
5307 - Operating Assistance (Special Rule)	$ 679,226.00	50%	$ 294,277.00
Local Match (Cash)	$ 679,226.00	50%	$ 294,277.00
5307 - Project Administration	$ 1,630,143.00	80%	
Local Match (offset by TDC's)	*326,029.00*	*20%*	
Total Federal Funding - On Demand			$ 882,833.00
Total Local Match (offset by TDC's) - On Demand			*117,711.00*
Total Local Match (Cash) - On Demand			$ 294,277.00
Costs not elgible for federal funding			$ -
Difference (Cash)			$ -
Leftover Federal Funding			*$ 1,154,845.00*
City of Frisco Local Funding Total - On Demand			

Passenger Reveune	$456,750.00
Federal Operating Grant Revenue	$1,271,882.00
Contract Service Revenue	$157,569.00
Purchased Transporation	$1,177,110.00
	$45.10/hour
P/T plus 60% admin fee	$1,883,376.00
Total Revenue	**$1,886,201.00**

ntracted Services (GoZone)

NonMember Cost: Staff & Resources	NonMember Cost: Indirect Cost of Service	Nonmember Fee	Total
$208,333.00	**$409,091.00**	**$ 91,667.00**	**$ 1,886,201.00**
$ -		$ -	$ 588,556.00
$ -		$ -	*117,711.00*
$ -		$ -	$ 294,277.00
$ -		$ -	$ 294,277.00
$ 617,424.00		$ -	$ 617,424.00
123,484.00			*123,484.00*
$ 617,424.00		$ -	$ 1,500,257.00
123,484.00			*241,195.00*
$ -		$ -	$ 294,277.00
$ -		$ 91,667.00	$ 91,667.00
$ -		$ -	$ -
$ 1,012,719.00		$ -	$ 2,167,564.00
			$ 385,944.00

Board of Directors Memo July 23, 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(c)(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; 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.

This briefing will provide a high-level overview of the current Policy draft, enabling the Board to provide feedback for additional revisions. Staff anticipates providing the policy to the Board for Consent Agenda approval before the end of the year.

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 24, 2025 – Discuss Update on Fare Systems Strategy Study and Fare Policy Development

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

May 28, 2026 – Regular Agenda Item 07: Discuss Update on Transit Fare Policy

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: ______________________________
Derick Sibley, Vice President
Finance

Board of Directors Memo July 23, 2026

AGENDA ITEM: Safety, Service, and Ridership Reports – June 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 June 2026.

Monthly Report
June 2026 recorded 172,317 total passenger trips, a 10.3% decrease from May's 192,103 trips and 12.2% ahead of June 2025's 153,570. The month-over-month continues the seasonal pattern established in May, with UNT out of session and reduced university demand. Vanpool posted another exceptional month at 31,393 trips, essentially flat with May and 37.8% above June 2025. A-train ridership grew to 22,088 passengers, up 3.6% over May and 4.8% above the prior June, continuing the consistent commuter rail demand seen across FY26. GoZone delivered 70,087 trips, up almost 6% from June 2025 and reducing about 6% from May. Bus totaled 46,607 trips, down 25.8% from May yet up 9.8% from June 2025, reflecting the depth of the UNT summer break as fixed-route volume settles into its low-season baseline. Access paratransit recorded 2,142 trips, essentially flat with May but 7.1% under the prior June.

June further tightened the FY26 cumulative picture. Year-to-date ridership through June now stands at 2,220,514 unlinked passenger trips, trailing the FY25 pace of 2,246,001 by just 1.1%, another improvement on the 2.1% gap reported through May. Non-university services remain the engine: together they account for 1,403,544 trips year-to-date and are running 8.2% ahead of the FY25 non-UNT total of 1,297,231. Vanpool (+36.8%) and Connect fixed-route (+12.0%) remain the standout performers, with A-train (+3.6%) and Access paratransit (+2.8%) also posting positive year-over-year movement. GoZone has all but closed its FY25 gap, narrowing to −0.3% (626,039 trips) from −1.0% through June. UNT ridership remains the principal headwind at 816,970 trips (13.9% below FY25's 948,770), but the broader pattern—steady non-UNT growth and a nearly-closed GoZone gap continues to define the FY26 trajectory.

With nine (9) months of FY26 performance now on the books (October 2025 through June 2026), the system is averaging approximately 246,724 trips per month, keeping DCTA on a simple linear pace of ending near 3 million unlinked passenger trips for the full fiscal year. As anticipated, that monthly average continued to ease as the system sits in the depths of its summer period. The more telling indicator remains the trajectory: the year-over-year gap has narrowed every month, moving from −5.6% through January to −4.4% through February, −3.5% through March, −2.8% through April, −2.1% through May, and now −1.1% through June. Several tailwinds support continued progress through the balance of the year, including Vanpool's sustained climb, ongoing Connect growth, and GoZone's continued convergence with FY25 levels.

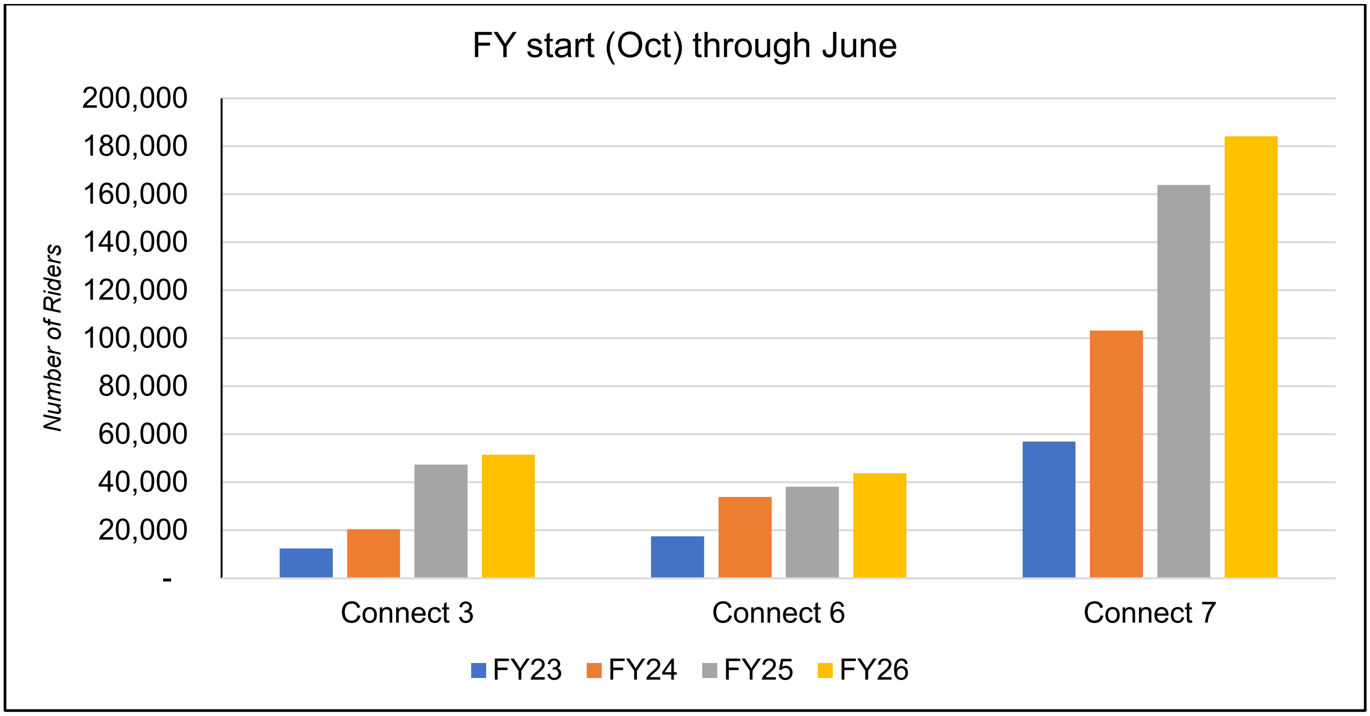
The three-month trend of passenger trips on major modes is presented in the following table.

	Unlinked Passenger Trips Three-Month Trend					
	FY25	FY26				
	June	April	May	June	May-June % Change	June 2025-2026 % Change
Bus*	42,445	169,544	62,821	46,607	-25.8%	9.8%
Rail	19,831	26,643	21,313	22,088	3.6%	11.4%
GoZone	66,214	74,219	74,305	70,087	-5.7%	5.8%
Access	2,305	2,769	2,164	2,142	-1.0%	-7.1%
Van Pool**	22,775	31,565	31,500	31,393	-0.3%	37.8%
TOTAL	**153,570**	**304,740**	**192,103**	**172,317**	**-10.3%**	**12.2%**
*** UNT, Connect, and Non-Connect Fixed Routes**						
****Vanpool data lags by one month**						
S:\STRATEGIC PLANNING\MONTHLY BOARD REPORTING\[Copy of FY19-FY25Compare_July26 BOARD.xlsx]Memo_Tables						

The following chart below presents a summary view of the overall ridership trend by mode from fiscal year start through June comparison for FY2022 to FY2026.

	Unlinked Passenger Trips - FY through June					FY25-FY26 %
	2022	2023	2024	2025	2026	
UNT	751,678	1,046,577	1,268,121	948,770	816,970	-13.9%
Connect	91,367	92,489	157,635	249,502	279,369	12.0%
Non-Connect	10,637	3,084	1,832	1,657	2,465	48.8%
A-train	129,197	165,519	190,922	207,152	214,530	3.6%
GoZone	411,971	635,760	651,081	627,763	626,039	-0.3%
Access	16,513	19,122	18,379	22,432	23,050	2.8%
Vanpool*	166,219	176,986	192,725	188,725	258,091	36.8%
TOTAL	1,577,582	2,139,537	2,480,695	**2,246,001**	**2,220,514**	**-1.1%**
***Vanpool data lags by one month**						
Non-UNT Total				**1,297,231**	**1,403,544**	**8.2%**

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



Connect ridership reached 279,369 unlinked passenger trips through June, up 12.0% over the FY25 same-period total of 249,502. All three routes posted year-over-year gains: Connect 7 at approximately 184,000 trips (FY25: ~163,000), Connect 3 at approximately 52,000 (FY25: ~47,000), and Connect 6 at approximately 43,000 (FY25: ~38,000).

Connect 7 continues to drive most network volume and growth, extending the trajectory established since the ISP Phase I changes. Fixed-route performance remains a positive input to the service-structure and frequency planning now underway.

Identified Need
None.

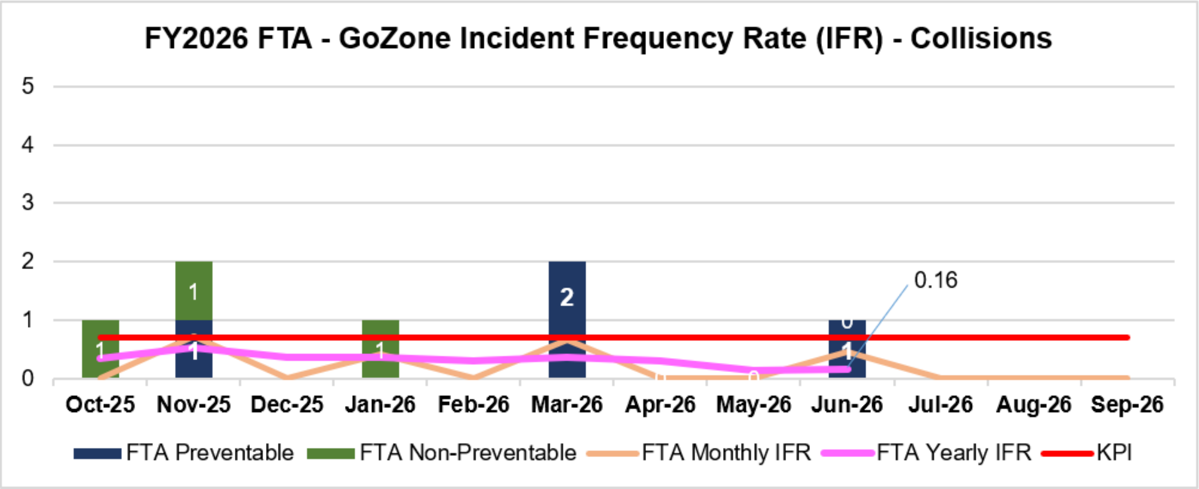
Exhibits
Exhibit 1: Safety Performance – FY26 to Date
Exhibit 2: Service Performance – FY26 to Date
Exhibit 3: Ridership by Mode – June 2026
Exhibit 4: Connect Ridership Year-Over-Year by Month
Exhibit 5: A-train Ridership Year-Over-Year by Month
Exhibit 6: Fixed-Route Ridership – June 2026
Exhibit 7: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

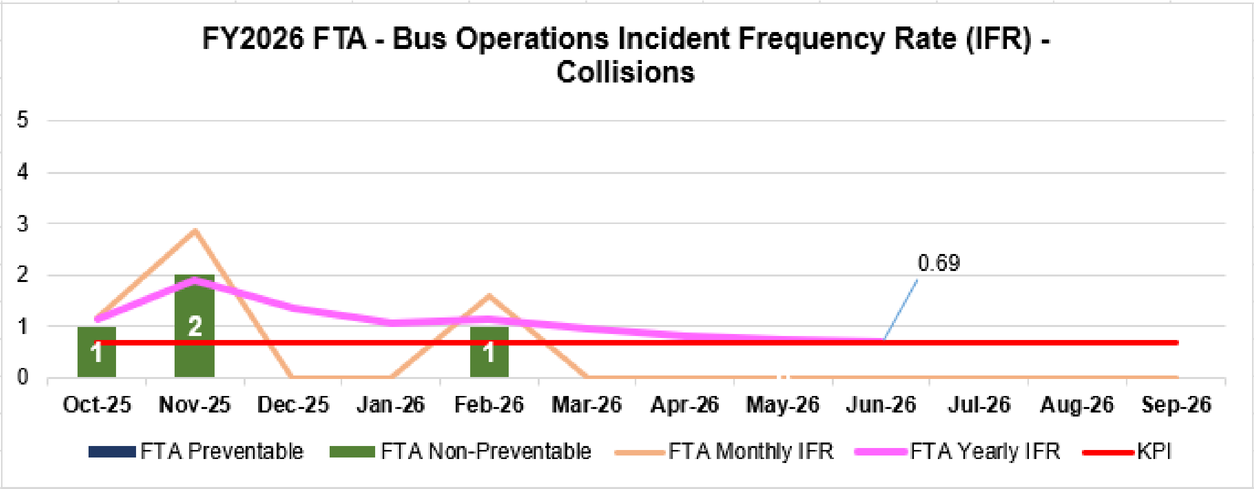
Final Review: ______________________________
Jackie Bronson, Vice President
Engagement and Administration

Final Review: ______________________________
Austin Frith, Vice President
Planning and Development

Final Review: ______________________________
Lisa Taylor, Vice President
Operations

SAFETY PERFORMANCE





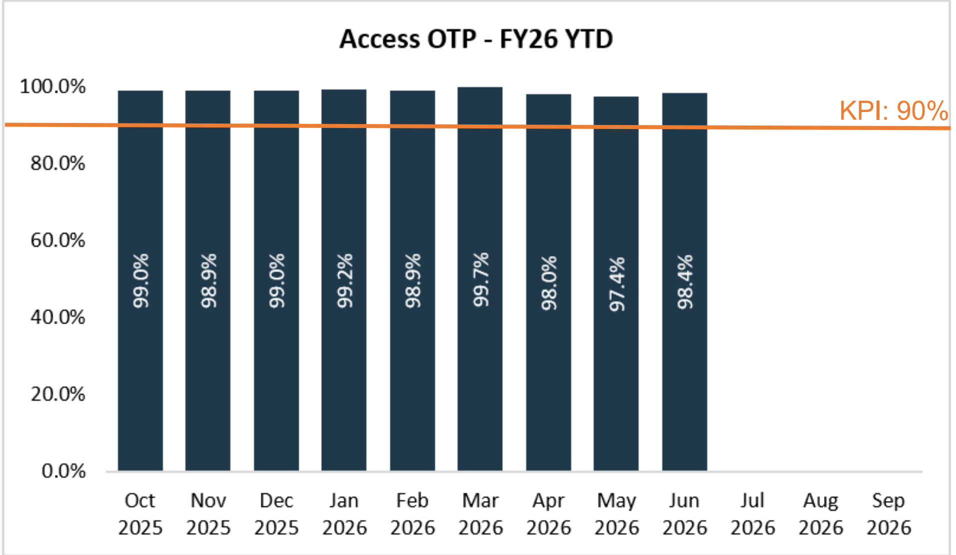
FY2025 IFR : 0.34

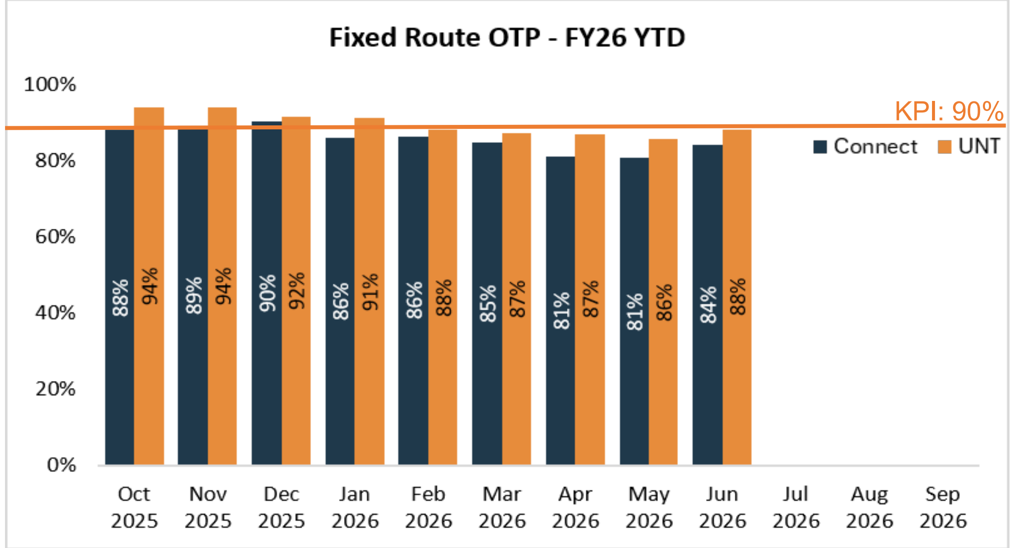
FY2025 IFR : 0.72

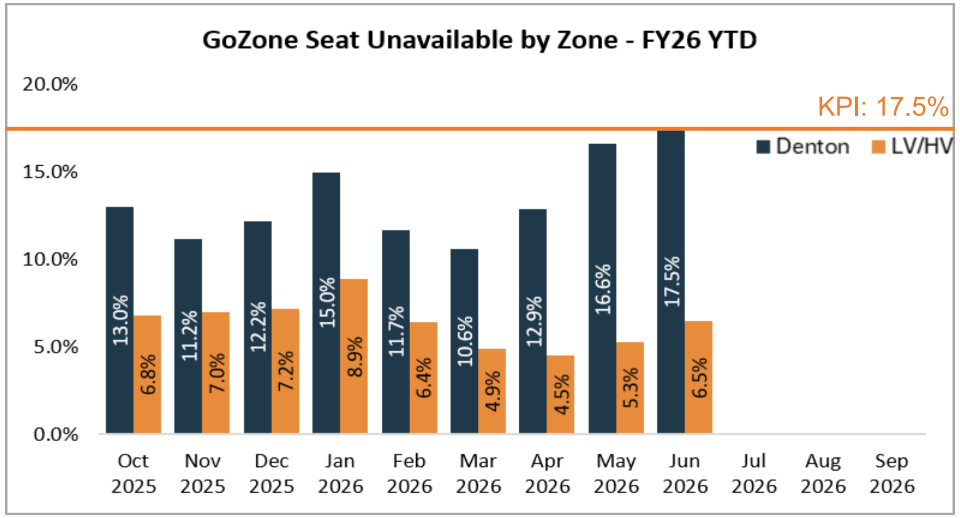
Rio Grande Pacific Operations	Oct-25	Nov-25	Dec-25	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26
1. FRA Preventable	0	0	0	0	0	0	0	0	0			
2. FRA Non-Preventable	0	0	0	0	0	0	0	0	0			
3. FRA Yearly IFR	0	0	0	0	0	0	0	0	0			
FRA Rail Crossing Reportable	0	0	0	0	0	0	0	0	0			

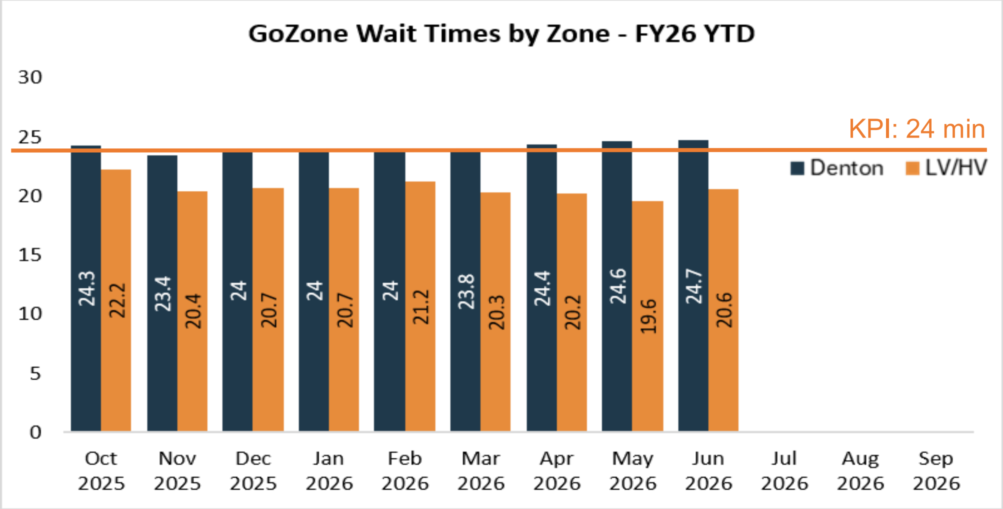
FY2025 IFR : 0.00

Service Performance









Ridership – June 2026

DENTON COUNTY TRANSPORTATION AUTHORITY

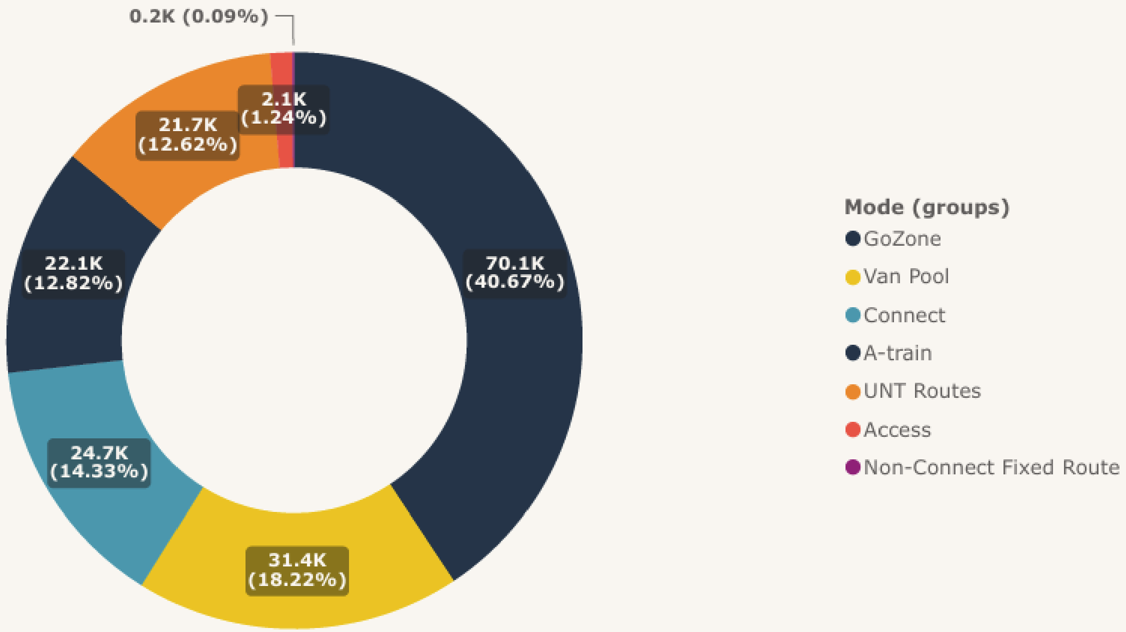
Total Ridership - Jun 2026

172.3K

Total Ridership FYTD

2.2M

Ridership by Travel Mode - Jun 2026



Connect – June 2026

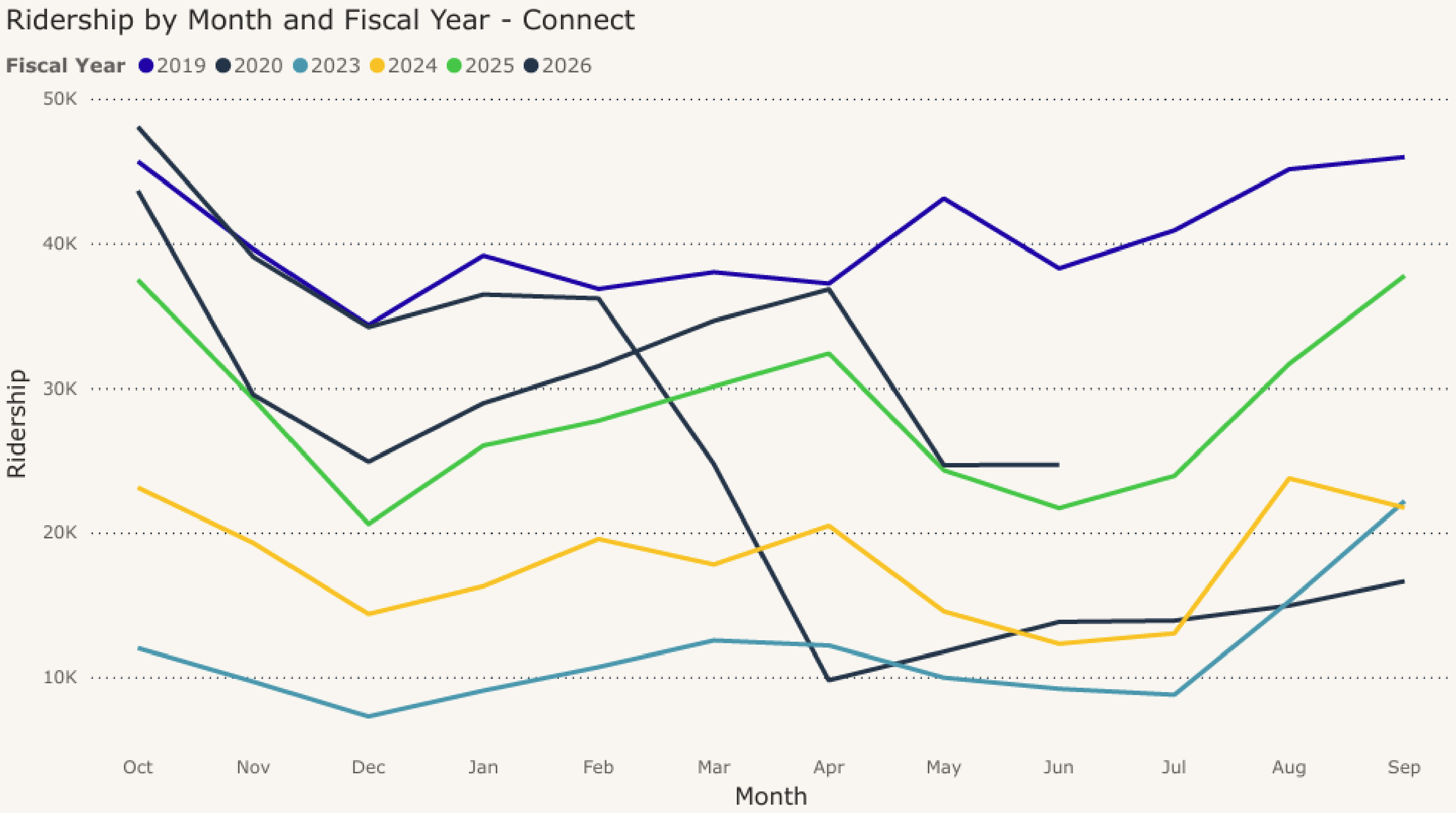
DENTON COUNTY TRANSPORTATION AUTHORITY

Total Ridership - Jun 2026

172.3K

Total Ridership FYTD

2.2M



A-TRAIN – JUNE 2026

DENTON COUNTY TRANSPORTATION AUTHORITY

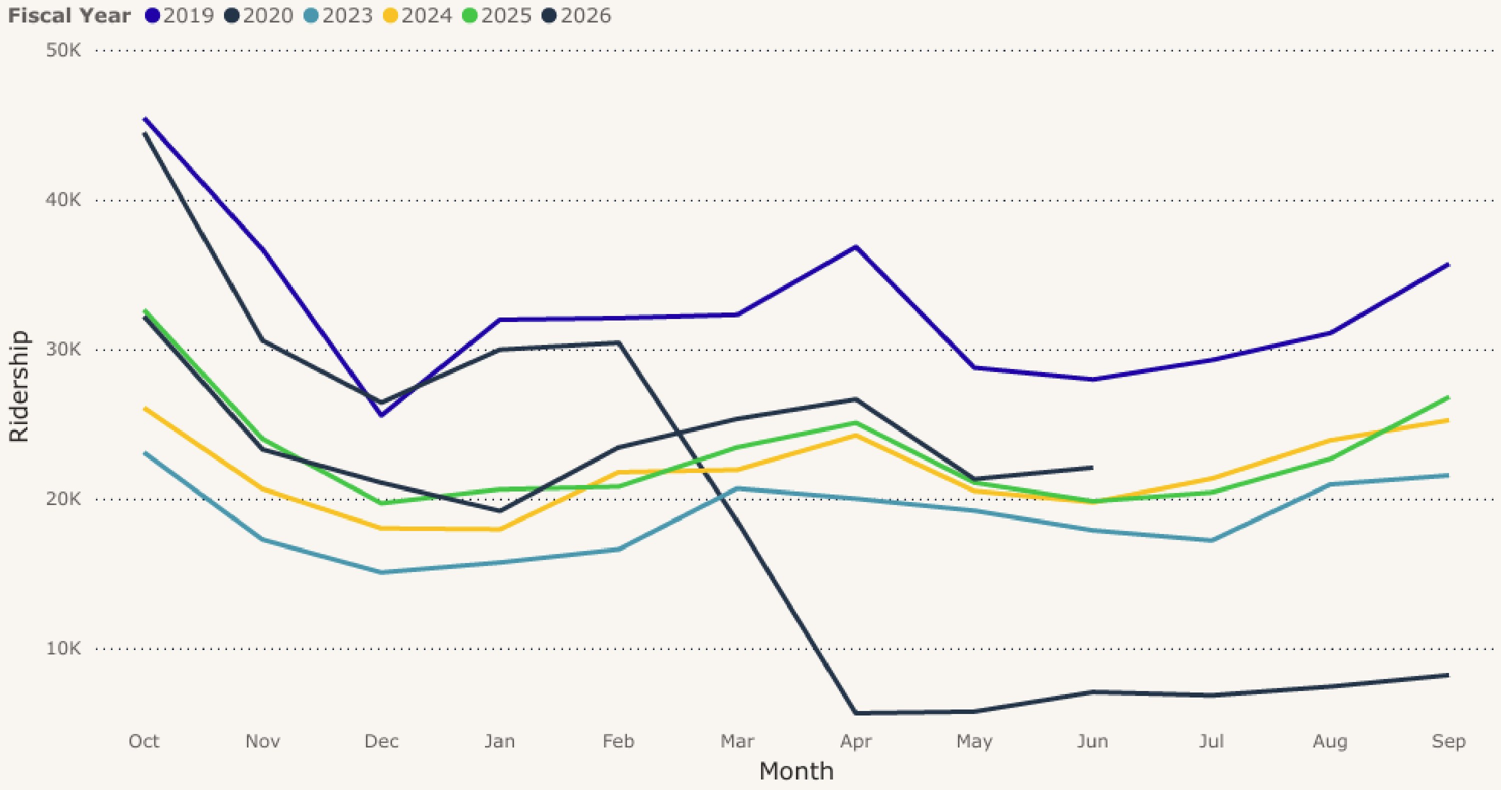
Total Ridership - Jun 2026

172.3K

Total Ridership FYTD

2.2M

Ridership by Month and Fiscal Year - A-train



Fixed Route – June 2026

DCTA
DENTON COUNTY
TRANSPORTATION AUTHORITY

Total Ridership - Jun 2026

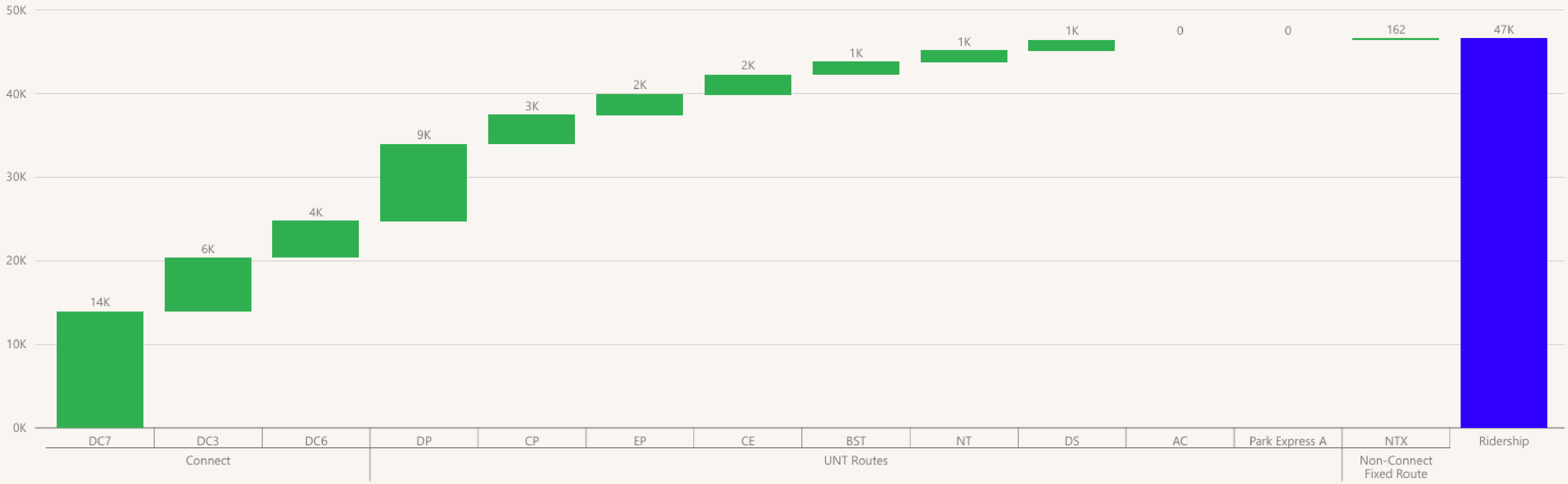
172.3K

Total Ridership FYTD

2.2M

Mode (groups)	Ridership
UNT Routes	21,746
Non-Connect Fixed Route	162
Connect	24,699
Total	**46,607**

Fixed-Route Ridership Waterfall



UNT (ALL) – JUNE 2026

DENTON COUNTY TRANSPORTATION AUTHORITY

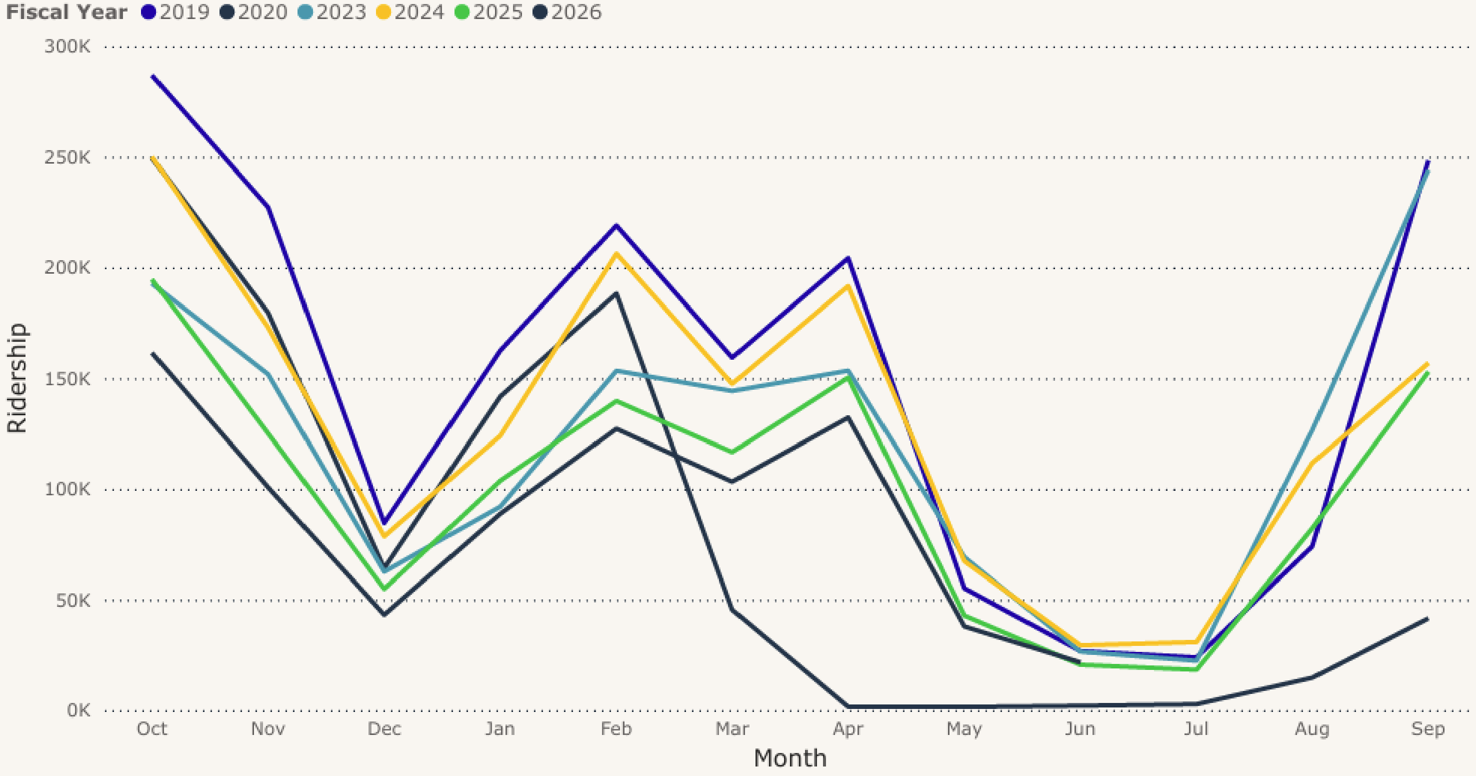
Total Ridership - Jun 2026

172.3K

Total Ridership FYTD

2.2M

Ridership by Month and Fiscal Year - UNT



Board of Directors Memo July 23, 2026

AGENDA ITEM: Update on Parts Inventory ERP Implementation with Spare

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

Background
The DCTA Transformation Initiative, completed in 2020, identified the need to improve Bus Parts Management and Maintenance through improved technology. While the original solution was planned to be implemented with the Tyler ERP, the Board approved a change in approach to pursue implementation through a modification to the agency's Spare dispatching and operations platform.

Prior to this initiative, the Denton County Transportation Authority (DCTA) tracked spare-parts inventory across separate maintenance and finance systems and manual spreadsheets, which limited real-time visibility into stock levels, valuation, and reorder points. To address these limitations, staff initiated a project to implement a dedicated parts inventory ERP capability that integrates with the Authority's existing financial and maintenance management systems.

The Board authorized this project in the January Board Meeting.

The implementation is now complete and has delivered the following outcomes:

- Establish a single, authoritative parts catalog with standardized part numbers, descriptions, and units of measure.
- Provide real-time visibility into on-hand quantities, valuation, and reorder points across all storerooms.
- Strengthen internal controls, auditability, and inventory accuracy.

Previous Board Activity and Action
- August 2025 – Board received an update on the planned ERP implementation.
- January 22, 2026 – Board authorized the implementation of the Spare Parts Inventory ERP solution as a Consent Agenda item.

Identified Need
Effective inventory management is critical to maintaining fleet reliability and supporting DCTA's maintenance operations. The implementation of the Spare Parts Inventory ERP will modernize inventory management by replacing manual processes with an integrated system that improves inventory accuracy, purchasing efficiency, financial reporting, and accountability.

The project also supports DCTA's strategic objectives within the 2020 Transformation Initiative by providing better data for decision-making, reducing inventory carrying costs, minimizing stockouts, and ensuring maintenance staff have timely access to the parts needed to keep vehicles in service.

Financial Impact
The project was implemented within the previously-approved Board authorization. There is no additional financial impact associated with this informational update.

Exhibits
None.

Submitted By: ______________________________
Lisa Taylor, Vice President of Operations

Board of Directors Memo July 23, 2026

AGENDA ITEM: Update on Administrative Office Front Lobby Security and Efficiency Project

Recommendation

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

Background

DCTA leases administrative office space at 1955 Lakeway Drive, Suite 260, in Lewisville. The front lobby is the primary public entry to the building and the first point of contact for visitors, applicants, delivery personnel, and members of the public. The existing reception configuration is an open transaction window that opens directly into the staff work area, providing limited separation and no controlled process for receiving and identifying visitors.

The Front Lobby Security and Efficiency Project converts the open transaction window into a single, secured entry point supported by visitor self-check-in and employee notification of visitor entry by technology interface. The construction scope includes:

- Window infill — removal of the transaction window and framing, sheetrock, and paint to match the surrounding wall.
- Entry sidelite — installation of tempered glass adjacent to the door to preserve a staff sightline into the lobby.
- Finish and restore — drywall finish, repainting, and resetting the tile and carpet base.

Construction is being executed awarded to J. & K. Project Management Consultants, LLC (dba ACT Construction) through the Sourcewell EZIQC Cooperative Contract (TX-R3-GC-052124-JKP), Job Order No. 155029.00, under Purchase Order No. 02620355 dated June 26, 2026.

The total construction cost is $6,467.14. Because the cost is within staff purchasing authority, the work will be procured administratively. The associated visitor-management technology — a check-in iPad, a badge-issuing printer, and visitor-management software — is being procured and installed separately by staff.

The total anticipated project cost is approximately $13,200 with included contingency in one-time expenditures, plus an annual software subscription, summarized as follows:

- Lobby construction and furnishings — $7,300, comprising the construction scope above ($6,500) and required lobby hutch furniture (approximately $800).
- Technology interface — $3,200 in one-time hardware (check-in iPad, stand, and badge-issuing printer) and $8,700 annually for visitor-management software. The software integrates with DCTA's Genetec security and access-control platform and provides driver's license scanning and automated watchlist screening.
- Access control — approximately $1,500 for IT equipment and installation associated (completed through Pref-tech – existing security project vendor) with relocation of the badge access reader, anticipated to be service-call-level work.

Lobby construction and furnishings will be funded through Planning General Services account savings in FY26.

Relocation of the badge access reader will be funded through Security and Access Control project savings, and the visitor-management hardware and software will be funded through the Business Continuity line item in the FY26 budget.

The anticipated schedule is as follows:

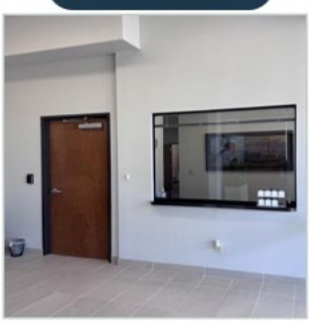
- Week of July 27, 2026 — construction begins (tentative)
- August / September 2026 —visitor check-in go-live

Previous Board Activity and Action
None.

Identified Need
The open transaction window creates a direct, uncontrolled opening between the public lobby and the staff work area, presenting an access-control and security gap at the building's primary public entry. The project closes that gap and establishes a consistent process for receiving visitors without utilizing manpower at the reception desk:

- Controlled entry — a single, secured point of entry in place of an open window into staff space.
- Visitor accountability — self-check-in and badge issuance so staff can identify and track who is in the building.
- Staff sightline and safety — a tempered-glass sidelite that preserves visibility of the entry.

BEFORE



Open transaction window into the staff area.

AFTER

Infilled wall, sidelite, check-in iPad with associated software

Exhibits
None.

Submitted By: ______________________________
Austin Frith, Vice President of Planning and Development

Submitted By: ______________________________
Kyler Hagler, Director of Information Technology and Cybersecurity

Board of Directors Memo July 23, 2026

AGENDA ITEM: Update on the Old Town Lewisville Transit Oriented Development Project

Recommendation

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

Background

Over the past two years, the Transit Oriented Development (TOD) working group and DCTA staff have worked closely to develop and finalize a land use program, conceptual site plan, and vision for the Old Town Lewisville TOD at the Old Town Lewisville A-train station. This project envisions a mixed-use, walkable transit-oriented development on approximately 14 acres of land owned by DCTA, anchored by DCTA's future intermodal transit center and offices.

In September 2025, DCTA issued a Request for Qualifications (RFQ) to engage a qualified developer to manage the turn-key development of the DCTA intermodal transit center and encourage private development of remaining parcels. A detailed summary of the RFQ outreach activities and solicitation schedule were provided in December 2025.

On January 30, 2026, DCTA closed the RFQ after receiving several Statements of Qualifications (SOQ) in response. After an initial review of all eligible SOQs against the criteria outlined in the RFQ, the Evaluation Committee shortlisted a total of five (5) firms and conducted a series of first-round interviews in April 2026, resulting in a second shortlist of three (3) firms. A final series of interviews was conducted by the Evaluation Committee in May and June 2026.

Staff are currently working with the Legal team and the highest-ranked proposer to draft an Exclusive Negotiating Agreement (ENA). Staff anticipate presenting an update to the Board along with a request for approval of the ENA with the selected developer once it is finalized. The Board will receive a separate briefing and request to approve a development and construction agreement following that milestone.

Previous Board Activity and Action

April 25, 2024 – RA02 – Appointment of DCTA Board Members to the Old Town Lewisville TOD Working Group

May 22, 2025 – RA02 – Provided program update and RFQ approach, evaluation matrix, and proposed timeline of release and submission due date

December 10, 2025 – IR03 – Provided an update on the Old Town Lewisville TOD project and Task Order with AECOM for TOD Support

February 26, 2026 – Provided an update on the Old Town Lewisville TOD project and schedule

Identified Need

Provide the Board with an update on progress of the Old Town Lewisville TOD project.

Exhibits
None.

Submitted By: ______________________________
Karina Maldonado, Planning Manager

DENTON COUNTY TRANSPORTATION AUTHORITY

Board of Directors Memo July 23, 2026

AGENDA ITEM: Update on DCTA Memorandum of Agreement with Federal Emergency Management Association (FEMA) Region 6 — Notice of Expiration and Extension

Recommendation

This item is for information only. No Board action is required at this time.

Background

The Denton County Transportation Authority (DCTA) is a party to a Memorandum of Agreement (MOA) with the Department of Homeland Security (DHS) / Federal Emergency Management Agency (FEMA) Region 6, originally executed on September 14, 2021. The MOA establishes the responsibilities of both parties with respect to emergency transportation services in support of FEMA Region 6's Continuity of Operations (COOP) Plan.

Under the COOP framework, the MOA provides FEMA Region 6 with an alternate method of transportation for its personnel in the event that FEMA's primary facility at 800 North Loop 288, Denton, Texas is rendered uninhabitable or inaccessible due to an emergency event. Specifically, the MOA authorizes DCTA to transport FEMA Region 6 personnel to one of the following designated alternate locations:

- FEMA National Processing Service Center, 3900 Katrina Drive, Denton, Texas
- FEMA Distribution Center – Fort Worth, 301 W. Felix Street, Fort Worth, Texas
- Sheppard Air Force Base, Wichita Falls, Texas
- Bureau of Engraving and Printing, 9000 Blue Mound Road, Fort Worth, Texas

The current MOA caps DCTA's service rates at \$100 per hour or a maximum of \$2,500 per trip, with DCTA retaining the right to adjust pricing upon 30 days' written notice to FEMA. The MOA was originally executed on September 14, 2021, and pursuant to Section VII, will terminate within five (5) years of that date, specifically on September 14, 2026, unless extended by written amendment. Staff and DCTA Legal Counsel have been engaged to facilitate a written amendment to extend the agreement and to address updates to service rates, points of contact, and other relevant provisions prior to the expiration date.

Previous Board Activity and Action

None.

Identified Need

The existing MOA will expire on September 14, 2026, unless extended by written amendment executed by both FEMA Region 6 and DCTA. Staff has initiated outreach to FEMA Region 6 to begin the extension process and has engaged DCTA Legal Counsel to review the existing agreement. A written amendment is required prior to the expiration date to avoid any lapse in the agreement.

The anticipated amendment will address, at minimum, the following items: (1) updated service rates to reflect current operating costs and market conditions; (2) updated points of contact for both DCTA and FEMA Region 6; (3) confirmation or revision of designated alternate transportation destinations; and

(4) any additional provisions identified by Legal Counsel as necessary or appropriate. Staff anticipates bringing a fully executed amendment to the Board for its information at the August 2026 Board Meeting.

Financial Impact

None. The MOA is a standby agreement and does not obligate DCTA to provide services unless activated by FEMA. FEMA is responsible for any incidental costs incurred. Staff anticipates that updated service rates will be incorporated into the written amendment and will reflect DCTA's current operating costs. Any revenue received under the agreement would be recorded accordingly upon activation. There is no anticipated out-of-pocket cost to DCTA associated with the extension.

Exhibits

None.

Submitted By: Justin Frost

Justin Frost, Senior Manager, Contracts and Procurement

Reviewed By: Lisa Taylor

Lisa Taylor, Vice President of Operations

Board of Directors Memo July 23, 2026

AGENDA ITEM: Update on Bus Operations Dispatch Furnishings and Equipment Refresh

Recommendation

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

Background

Dispatch is a mission-critical function located at the Bus Operations and Maintenance Facility. Dispatchers monitor real-time service, coordinate operators, and respond to incidents across the system. The existing space provides insufficient display capacity for real-time service monitoring, a workstation layout misaligned with efficient dispatch operations, and dated finishes that no longer reflect a professional and technology driven environment.

The Bus Operations Dispatch Furnishings and Equipment Refresh updates the dispatch room and the adjacent manager's office. The project scope includes:

- Operator workstations — new ergonomic dispatch workstations supporting a 2×2 monitor wall for real-time service monitoring
- Power, data, and finishes — refreshed power and data connections at each position, added storage and device charging
- Room refresh — minor demolition, new flooring, and refreshed paint throughout the dispatch room and manager's office

The work is being procured through cooperative purchasing contracts, with no separate competitive bid required. Furniture and installation are being procured through the TIPS/OMNIA cooperative contract with MOI at a cost of $22,294. Demolition ($856) and construction ($38,634) are being executed through the Sourcewell EZIQC job order contracting program. A 10% project contingency of $6,178 is included to address unforeseen conditions encountered during demolition and construction.

The total anticipated project cost, inclusive of contingency, is $67,962, and the work will be procured administratively through the existing contracts stated above.

Previous Board Activity and Action

None.

Identified Need

The current dispatch environment constrains a function that DCTA depends on every hour of every service day. The proposed refresh addresses three (3) identified gaps:

- Display capacity — a 2×2 monitor wall provides the screen real estate needed for real-time service monitoring across A-train, Connect, Access and GoZone operations. DCTA already has monitors on hand for use in this project.
- Workstation efficiency — an ergonomic layout aligned with dispatchers' actual workflows, replacing a configuration that limits efficient dispatch operations.
- Facility condition — updated flooring, paint, storage, and charging infrastructure that bring the space to a standard appropriate for a modern operations center.

Exhibits
None.

Submitted By:

Austin Frith, Vice President of Planning and Development

Reviewed By:

Kyler Hagler, Director
Information Technology and Cybersecurity

Board of Directors Memo — July 23, 2026

AGENDA ITEM: Update on On-Call Electrical Support with Kevco Electrical Construction, Inc. Not to Exceed $9,900

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

Background
The Bus Operations and Maintenance Facility at 1101 Teasley Lane in Denton supports Bus, Access, and GoZone operations, and a loss of electrical power at the facility directly affects dispatch, fleet readiness, and service delivery.

To ensure a rapid, cost-controlled response when power goes down, staff will establish on-call emergency electrical support with Kevco Electrical Construction, Inc. (Kevco) - State of Texas Electrical Contractor License #20219.

Under Kevco's emergency call proposal, DCTA staff will call upon Kevco as needed to support remedy of electrical outages as they occur. This proposal is subject to a total not-to-exceed amount of $9,900. Kevco targets an onsite response within approximately 1 to 1.5 hours from the time of call, depending on traffic and other conditions. The emergency call scope includes:

- Emergency response — locating the source of the emergency at each affected location and coordinating shutdown timeframes with DCTA management.
- Parts and labor — purchase of parts and performance of labor within the $9,900 not-to-exceed limit, with cleanup upon completion.
- Cost-control provision — if work is projected to exceed the not-to-exceed amount, Kevco will stop work and implement a temporary fix until DCTA management approves additional funds.

Kevco has also provided a service rate schedule (dated June 18, 2026) that applies to on-call work. Trip charges cover one (1) hour of drive time and one (1) hour on site, and generally range from $180 per hour during regular business hours up to $360 for weekend service, with higher rates applicable to after-hours and emergency work. Representative rates include:

- Regular time — journeyman $90/hour, apprentice $70/hour, trip charge $180.
- Emergency and after hours — journeyman $135/hour, apprentice $105/hour, trip charge $270.
- Weekend — journeyman $180/hour, apprentice $140/hour, trip charge $360.
- Bucket truck (staffed with two technicians for safety) — $265/hour regular time with a $530 trip charge; $530/hour for emergency or after-hours work with a $1,060 trip charge.

The proposal excludes sales tax, repairs to circuits, panels, or equipment outside the emergency scope, and code-compliance upgrades to existing systems not related to emergency work. It is being provided by Kevco under an independent agreement, separate from the Consent Agenda 03 item in this month's Board meeting.

Previous Board Activity and Action
None.

Identified Need
The facility's operating profile requires a dependable path to restore power quickly when an outage occurs. The Kevco on-call arrangement addresses that need in three (3) ways:

- Rapid response — a targeted onsite arrival within approximately 1 to 1.5 hours of the call, limiting the operational impact of an outage.
- Cost certainty — a $9,900 not-to-exceed for emergency calls, with a stop-work provision requiring management approval before any additional spending.
- Rate transparency — a published rate schedule covering regular, after-hours, weekend, and bucket truck work, so charges are predictable before a call is placed.

Exhibits
None.

Submitted By: ______________________________
Austin Frith, Vice President of Planning and Development

Board of Directors Memo July 23, 2026

AGENDA ITEM: Update on Roofing and Waterproofing Repairs at DCTA Bus Operations and Rail Operations Maintenance Facilities in an Amount Not to Exceed $64,000

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

Background
As part of a FY 2026 Expanded Level Project (ELP), DCTA's On-Call Architectural / Engineering consultant, Kimley-Horn, was tasked with performing roofing assessments on DCTA facilities, with recommendations to be delivered in two (2) phases: Phase 1 identifying immediate repairs, and Phase 2 providing the near- to long-term repair and replacement strategy.

The resulting assessment covered the Bus Operations and Maintenance Facility (BOM), the Rail Operations and Maintenance Facility (ROM), the Downtown Denton Transit Center (DDTC), and the rail station canopies, and incorporated field evaluations and contractor coordination to refine recommended actions at each facility.

Based on DCTA's goal of addressing immediate issues comprehensively to avoid repeat or more extensive repairs, staff intends to execute a limited project to seal and waterproof windows at BOM, conduct minor roof repairs at BOM, and conduct minor roof repairs at ROM. The costs of these tasks, totaling $64,000, including contingency, are within the Chief Executive Officer's signature authority and are broken down below:

PROJECT BUDGET	COST
Window sealant / waterproofing — BOM	$41,741
Minor roof repairs — BOM	$4,844
Roof repairs — ROM	$11,605
Subtotal	$58,190
Contingency (~10%)	$5,810
Total	**$64,000**

The work will be performed under two (2) separate contracts with MRB Contractors LLC, which holds a competitively solicited cooperative purchasing contract through The Interlocal Purchasing System (TIPS Contract 260104, Trades, Labor, and Materials — Part 2 Job Order Contract). DCTA, as a TIPS member, is able to source the work through this cooperative agreement without a separate competitive bid.

Other, larger projects for full roof overlay and broader exterior waterproofing will be advanced in FY 2027 as funding allows or annual budgets in FY28+. Any procurement requiring Board authorization will be brought forward for action at a future meeting.

Previous Board Activity and Action
None.

Identified Need
The assessment and contractor site visits documented active deterioration across DCTA's facility roofs — failing pipe boots, open seams, deteriorated sealants, and membrane cracking — with associated water intrusion risk. The near-term repairs described above address two (2) needs:

- Asset preservation — timely repairs to extend the service life of facilities that support daily operations, before deterioration progresses to more costly failures and operational impacts.
- Water intrusion prevention — sealing the window systems and roof penetrations addresses the sources of water infiltration.

Exhibits
None.

Submitted By: ______________________________
Austin Frith, Vice President of Planning and Development