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

Board of Directors Regular Meeting
August 27, 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, August 27, 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 August 26, 2026** to ensure the comment will be distributed to Board Members prior to the meeting.

The Board of Directors is not permitted to take action on any subject raised by a speaker during Public Comments. However, the DCTA Board of Directors may have the item placed on a future agenda for action; refer the item to the DCTA Administration for further study or action; briefly state existing DCTA policy; or provide a brief statement of factual information in response to the inquiry.

CONSENT AGENDA

1. **Consider Approval of Regular Meeting Minutes Dated July 23, 2026**
   Action Item
   Background Information: Exhibit 1: Regular Meeting Minutes – July 23, 2026

2. **Consider Approval of Task Order #3 with River North Transit, LLC dba Via Transportation for GoZone Member City Demand Response Service for the Period of One (1) Year Beginning October 1, 2026, through September 30, 2027, in an Amount Not to exceed $12,232,863**
   Action Item
   Background Information: Memo

3. **Consider Approval of Task Order #4 with River North Transit, LLC dba Via Transportation for City of Frisco GoZone Demand Response Service for the Period of One (1) Year Beginning October 1, 2026, through September 30, 2027, in an Amount Not to exceed $2,900,232**
   Action Item
   Background Information: Memo

4. **Consider Approval of Task Order #4 with zTrip for City of Frisco Demand Response Paratransit Service for the Period of One (1) Year Beginning October 1, 2026, through September 30, 2027, in an Amount Not to Exceed $257,500**
   Action Item
   Background Information: Memo

5. **Consider Approval of Task Order #6 with Lyft for City of Frisco Demand Response Paratransit Services for a Period of One (1) Year Beginning October 1, 2026, through September 30, 2027, in an Amount Not to Exceed $11,845**
   Action Item
   Backup Information: Memo

6. **Consider Approval of Task Order #7 with Lyft, Inc. for Coppell Mobility Services for On-Demand Rideshare for a Period of One (1) Year Beginning October 1, 2026, through September 30, 2027, in an Amount Not to Exceed $73,000**
   Action Item
   Background Information: Memo

7. **Consider Approval of Task Order #8 with Lyft, Inc. for University of North Texas (UNT) Late Night Service for a Period of One (1) Year Beginning October 1, 2026, through September 30, 2027, in an Amount Not to Exceed $118,450**
   Action Item
   Background Information: Memo

8. **Consider Approval of the Second Amended and Restated Interlocal Agreement with the City of Allen for Collin County Rides Transit Services for a Period of Three (3) Years Beginning October 1, 2026, through September 30, 2029, with the Option for One (1) Additional Two (2) Year Period Expiring September 30, 2031, in an Amount Not to Exceed $856,473 and Authorize the Chief Executive Officer (CEO) to Execute Such Agreement**
   Action Item
   Background Information: Memo

9. **Consider Approval of the Second Amended and Restated Interlocal Agreement with the Town of Fairview for Collin County Rides Transit Services for a Period of Three (3) Years Beginning on October 1, 2026, through September 30, 2029, with the Option for One (1) Additional Two (2) Year Period Expiring September 30, 2031, in an Amount Not to Exceed $95,164 and Authorize the Chief Executive Officer (CEO) to Execute Such Agreement**
   Action Item
   Background Information: Memo

10. **Consider Approval of Task Order #3 with zTrip for Collin County Rides Transit Services for a Period of One (1) Year Beginning October 1, 2026, through September 30, 2027, in an Amount Not to Exceed $360,630**
    Action Item
    Backup Information: Memo

11. **Consider Approval of Task Order #5 with Lyft for Collin County Rides Transit Services for a Period of One (1) Year Beginning October 1, 2026, through September 30, 2027, in an Amount Not to Exceed $12,566**
    Action Item
    Backup Information: Memo

12. **Consider Authorizing the Chief Executive Officer (CEO) to Execute a Renewal of the Microsoft Enterprise Agreement (EA) with SHI Government Solutions, Inc. through the Texas Department of Information Resources (DIR) Cooperative Contract DIR-CPO-5237, for a Period of Three Years Beginning September 1, 2026, through August 31, 2029, in an Amount Not to Exceed $171,341.64**
    Action Item
    Background Information: Memo

13. **Consider Authorizing the Chief Executive Officer (CEO) to Execute an Agreement with Sales Tax Assurance LLC d/b/a HdL Companies for Sales and Use Tax Compliance Review, Recovery, and Consulting Services for a Period of Three (3) years Beginning September 1, 2026, through August 31, 2029, with an Option for Two (2) Additional One (1) Year Terms Through August 31, 2031, in an Amount Not to Exceed a Fixed Cost of $7,200 Annually, Plus Contingency for Recovered Sales Taxes**
    Action Item
    Background Information: Memo

14. **Consider Authorizing the Chief Executive Officer (CEO) to Execute Two (2) Purchase Agreements with Swiftly, Inc. through Vertosoft, LLC utilizing The Interlocal Purchasing System (TIPS) Contract #250106 — for Onboard Technology Hardware, Installation, Commissioning, and Licensing for Nine (9) Bus Fleet Vehicles in an Amount of $160,512.13**
    Action Item
    Background Information: Memo

REGULAR AGENDA

1. **Discuss and Consider Approval of Monthly Financial Statement, Grants Report and Investment Report for the Period Ending June 30, 2026, and Receive an Update Regarding Finance Operations**
   Action
   Background Information: Memo
   Exhibit 1: Year to Date Financial Statement – June 30, 2026
   Exhibit 2: Grants Report – June 30, 2026
   Exhibit 3: Investment Report – June 30, 2026

2. **Conduct a Public Hearing and Consider Approval of a Resolution to Adopt the Proposed Denton County Transportation Authority (DCTA) Fiscal Year (FY) 2027 Operating and Capital Budget, Long-Range Financial Plan, and Budget Contingency Plan Beginning October 1, 2026, and ending September 30, 2027**
   Action Item
   Background Information: Memo
   Exhibit 1: Draft Resolution with Exhibits A - E

3. **Discuss and Consider Approval of Fiscal Year (FY) 2026 Transportation Reinvestment Program (TRiP) Project Submission**
   Action Item
   Background Information: Memo

4. **Discuss and Consider Authorizing the Chief Executive Officer (CEO) to Apply for the Fiscal Year (FY) 2026 Bus and Bus Facilities Grant Competitive Program with Local Matching Funds in the Amount of $813,000 to Purchase Three (3) 35' Diesel Transit Buses at a Total Estimated Cost of $2,913,000**
   Action Item
   Background Information: Memo

5. **Discuss Update on Denton County Transportation Authority (DCTA) Marketing and Communications Program**
   Discussion Item
   Background Information: Memo

6. **Discuss Update on the A-train Enhancement Program**
   Discussion Item
   Background Information: Memo

7. **Discuss Update on McKinney Urban Transit District Demand Response Contract Service Opportunity**
   Discussion Item
   Background Information: Memo

8. **Discuss Local and Regional Updates and Legislative Updates**

INFORMATIONAL REPORTS

1. **Safety, Service, and Ridership Reports – July 2025**
   Background Information: Memo
   Exhibit 1: Safety Performance – FY to Date
   Exhibit 2: Service Performance – FY to Date
   Exhibit 3: Ridership by Mode – July 2025
   Exhibit 4: Connect Ridership Year-Over-Year by Month

Exhibit 5: A-train Ridership Year-Over-Year by Month
Exhibit 6: Fixed-Route Ridership – July 2025
Exhibit 7: UNT Ridership Year-Over-Year by Month

2. **Update on Denton County Transportation Authority (DCTA) Board of Director Terms**
   Background Information: Memo

3. **Update on Federal Legislative Consulting Services**
   Background Information: Memo

4. **Proposed 2027 Board of Directors Meeting Calendar**
   Background Information: Proposed 2027 Meeting Calendar

FUTURE AGENDA ITEMS AND BOARD MEMBER REQUESTS

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

Next Board Meeting Date: September 24, 2026

REPORT ON ITEMS OF COMMUNITY INTEREST

Pursuant to Texas Government Section 551.0415 the Board of Directors may report on the following items: (1) expression of thanks, congratulations, or condolences; (2) information about holiday schedules; (3) recognition of individuals; (4) reminders about upcoming DCTA and Member City events; (5) information about community events; and (6) announcements involving imminent threat to public health and safety.

CONVENE EXECUTIVE SESSION
No items scheduled for this agenda.

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

ADJOURN

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

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 August 21, 2026 by 5pm.

Kisha Morris-Perkins
Kisha Morris-Perkins
Executive Assistant & Board Process Manager

DCTA DENTON COUNTY TRANSPORTATION AUTHORITY

1955 Lakeway Drive, #260, Lewisville, Texas 75057
972.221.4600 | RideDCTA.net

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

The Board of Directors of the Denton County Transportation Authority (DCTA) convened a Regular Board of Directors Meeting with Chair Eads presiding on Thursday, July 23, 2026 at 10:00am, located at the DCTA Administrative Offices, 1955 Lakeway Drive, Suite 260, Lewisville, Texas 75057.

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

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

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

Legal Counsel
Cortney Morris, Nichols Jackson

DCTA CEO
Paul A. Cristina

CALL TO ORDER
Chair Eads called the meeting to order at 10am. All Board Members were present with the exception of Board Member Christo.

INVOCATION
The invocation was provided by CEO Paul Cristina.

PLEDGE OF ALLEGIANCE
CEO Cristina led the Board and staff in the pledge of allegiances to the United States and Texas flags.

INTRODUCTIONS
There were no introductions during this meeting.

PUBLIC COMMENT
There were no public comments during this meeting.

CONSENT AGENDA

1. Consider Approval of Regular Meeting Minutes dated June 25, 2026

2. Consider Approval of Monthly Financial Statement – May 31, 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

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

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

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**

   The following staff members presented the Proposed Fiscal Year (FY) 2027 Operating and Capital Budget and Reserve Policies, the Long-Range Financial Plan and Draft FY 2027 Work Plan:

   Jane Filarowicz, Senior Manager of Budget
   Derick Sibley, Vice President of Finance
   Paul Cristina, CEO

   - Proposed Revised Budget Workshop
   - FY2027 Budget Updates Since June Board Meeting
   - DCTA Budget Summary (Operating, Capital, Debit Service, G&A to OPEX)
   - Change in Net Position (Net Depreciation)
   - Change in Net Position (With Depreciation)
   - Capital Budget Summary

- Fiscal Year 2027 Balanced Budget (Proposed)
- Transportation Reinvestment Program (TRiP – Scenario A/Scenario B, Member Cities Allocation)
- Long Range Financial Plan (Revenue & Expenses, Capital Expenses & Revenue, Debt & Fund Balance)
    - ✓ What the Plan Shows
        - ➢ Operations are sound on a cash basis
        - ➢ The capital program is the headline story
        - ➢ Debt capacity is ample
        - ➢ Reserves and runway are strong
    - ✓ Escalation Assumptions (Revenue Growth/ Expense Escalators)
    - ✓ Net Available Fund Balance (20-year trajectory)
    - ✓ Capital (FY 2025-FY 2045)
    - ✓ Debit Service
    - ✓ TRiP
- Revenue Options vs Operating Expense (Net Depreciation)
- Revenue Assumption Benchmarking vs State Forecast
- Net Available Fund Balance (Option 2, 3, and 4)
- Capital Plan ($726M in Projects over 20 years)
- Fund Balance – The Choice (with Capital reduced)
- Work Plan/Goal Setting
- FY 2027 Work Plan – DCTA Transformation Initiative Status
- FY 2027 Work Plan – Expanded Level Projects (Summary)
- FY 2027 Work Plan (In Development) – Emerging Goals and Considerations
    - ✓ Progress A-train Extension to Downtown Carrollton
    - ✓ Progress TOD at Old Town Lewisville
    - ✓ Enhance Member City Value through Service and Ridership Alternatives
    - ✓ Improve Long Rand Financial Plan Outcomes
    - ✓ Progress Data Infrastructure, Production, Visualization and Dashboards
    - ✓ Improve DCTA Customer Service Experience Across the Trip Cycle While Maintaining Operating Efficiency
    - ✓ Maintain DCTA's Regional Leadership
    - ✓ Create Vision for Next Phase of DCTA Growth and Development
- DCTA Organizational Structure FY 2027 (Proposed) and Staffing Review
- Next Steps
    - ✓ July 24 – August 14, 2026 (Update FY 2027 Budget for any changes noted)
    - ✓ August 27, 2026 (FY 2027 Public Hearing to Adopt Budget for Board vote)
    - ✓ August 28 – September 30, 2026 (Final Steps Preparing FY 2027 Budget)
    - ✓ October 1, 2026 (First day of FY 2027)

Board discussion regarding clarification of debt service obligation, planned reserve "spend-downs", the assumptions used in financial projections, capital project expenditures, expected versus actual spending and how available or unspent funds are utilized, review of sales tax collections, 15-minute service frequencies, anticipated timelines for making decisions on major capital projects and determining when the agency should discontinue pursuing grant funding for projects that have not been successful in securing awards.

The Board applauded the time and effort of staff in the preparation and presentation of the proposed budget.

No Board action required at this time.

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**

Randy Evans, Marketing and Communications Manager, presented the Board highlighting the following:

- Advertising Revenue Contract – Background
  - ✓ September 4, 2025 – Board Approved Advertising Policy
  - ✓ DART competitively solicited and awarded Vector Media Holdings Corp for Revenue Generating Advertising and Placement Services (April 28, 2023)
  - ✓ DCTA authorized to perform cooperative purchase through the DART contract (no separate procurement required)
  - ✓ Restrictions: No false, vulgar, obscene, disparaging or contemptuous advertising, promotion of tobacco or alcoholic beverages or advertising that creates a distraction or interference with operations
- Advertising Revenue Contract – Assets (Bus stops, Buses, A-train, Station Signage, Additional opportunities – GoZone fleet)
- Advertising Revenue Contract – Terms (Cooperative purchasing via DART, 2-year base with five (5) one-year renewal options – seven (7) years maximum)
- 60% of net advertising revenue to DCTA in years 1-2; 65% in years 3-7
- No upfront cost to DCTA
- Vendor responsibilities: All advertising sales, installation, maintenance, removal, and revenue reporting

Board discussion regarding anticipated revenue (baseline), and compliance with city and university standards.

Motion by Vice Chair Gilmore with a second by Secretary Jaworski to approve Regular Agenda Item 2 as presented. Motion passes 5-0.

3. **Discuss Update on the Denton County Transportation Authority (DCTA) Contracted Services Portfolio**

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

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**

Lisa Taylor, Vice President of Operations, presented Regular Agenda Items 3-5 to the Board highlighting the following:

- Frisco Paratransit Service
- Frisco Service Profile
- Frisco Key Performance Indicators
- Frisco GoZone Performance Statistics
- Collin County Rides
- Collin County Rides Key Performance Indicators
- Coppell First/Last Mile Lyft On-Demand Service
- Implementation of New Member and Contracted Services Policy
- Next Steps
  - ✓ Staff working to finalize interlocal agreements with municipalities and task orders for service for approval at the August Board Meeting.
- Vanpool Background
- DCTA Vanpool – Origin and Destination – May 2026
- How Vanpool Funding Works
- Vanpool Reimbursement Funding Outlook

Board discussion regarding how cities can get involved in the program.

Motion by Secretary Jaworski with a second by Board Member Rumohr to approve Regular Agenda Items 3-5 to include Resolution R26-09 approving Budget Revision 2026-07. Motion passes 5-0.

6. Discuss Update on Transit Fare Policy

Derick Sibley, Vice President of Finance, presented to the Board highlighting the following:

- DCTA Draft Fare Policy
  - ✓ Governs how fare decisions are made
  - ✓ Governs what riders are charged
  - ✓ Doesn't change what any rider pays today – specific fares stay in Attachment B (Fare Schedule), adopted separately

Mr. Sibley discussed how fares are decided and who decides, what fares can look like (i.e fare capping, loyalty and rewards, free-fare events), keeping transit affordable (i.e. reduced fares, non-profit pass program, discretionary, third-party covered costs), tracking results and amending rates (i.e. measuring performance, changing a fare), Enforcement (i.e. graduated enforcement – warning, citation, resolution, regional fare system (i.e. regional fares, local fares sold via GoPass and retail). Staff requested the Board review the current draft of the Fare Policy and provide feedback to staff by the August Board meeting so that the policy could be revised and potentially adopted in the September Board meeting.

CEO Cristina emphasized the importance of the regional coordination component of the proposed policy noting that DCTA, nor any other individual transit agency, has the unilateral authority to establish a regional fare; and having this policy would provide DCTA with the framework to initiate those conversations and advance regional discussions.

He also commended Mr. Sibley for his contributions since joining DCTA, recognizing his work on the Long-Range Financial Policy and the proposed Fare Policy.

Mr. Sibley invited the Board to review the full draft and share any feedback by the August Board Meeting. Final revisions and approval through the Consent Agenda is anticipated before the end of Fiscal Year 2026.

No Board action required at this time.

INFORMATIONAL REPORTS

1. Safety, Service, and Ridership Reports – June 2026
2. Update on Parts Inventory ERP Implementation with Spare
3. Update on Administrative Office Front Lobby Security and Efficiency Project
4. Update on the Old Town Lewisville Transit Oriented Development Project
5. Update on DCTA Memorandum of Agreement with Federal Emergency Management Association (FEMA) Region 6 — Notice of Expiration and Extension

6. Update on Bus Operations Dispatch Furnishings and Equipment Refresh
7. Update on On-Call Electrical Support with Kevco Electrical Construction, Inc. Not to Exceed $9,900
8. Update on Roofing and Waterproofing Repairs at DCTA Bus Operations and Rail Operations Maintenance Facilities in an Amount not to Exceed $64,000

CEO Cristina highlighted the KPIs for GoZone and the increased demand in the Lewisville zone increased wait-time in Denton making the ISP Phase 3 discussion timely. Gave accolades to staff regarding ERP Implementation for Parts Management. Items 3, 4, 6, 7, 8 – small maintenance type projects within CEO signature authority for Board awareness. Item 5 – Ongoing Memorandum of Agreement (MOA) with FEMA for emergency bus services.

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

FUTURE AGENDA ITEMS AND BOARD MEMBER REQUESTS
No future agenda items or board member requests at this time. The next regular board meeting is scheduled for August 27, 2026.

REPORT ON ITEMS OF COMMUNITY INTEREST
No items of community interest.

The Board recessed at 11:35am for lunch.

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
The Board reconvened from Closed Executive Session at 12:15pm with no action taken.

DCTA DENTON COUNTY TRANSPORTATION AUTHORITY

1955 Lakeway Drive, #260, Lewisville, Texas 75057
972.221.4600 | RideDCTA.net

ADJOURN
The Board adjourned the meeting at 12:17pm.

____
Andy Eads, Board Chair

____
Daniel Jaworski, Board Secretary

Board of Directors Memo August 27, 2026

AGENDA ITEM: Consider Approval of Task Order #3 with River North Transit, LLC dba Via Transportation for GoZone Member City Demand Response Service for the Period of One (1) Year Beginning October 1, 2026, through September 30, 2027, in an Amount Not to Exceed $12,232,863

Recommendation
Staff recommends the Board approve Task Order #3 with River North Transit, LLC dba Via Transportation for GoZone Member City Demand Response Service for the period of one (1) year beginning on October 1, 2026, through September 30, 2027, in an amount not to exceed $12,232,863.

Background
DCTA launched GoZone service with Via Transportation in September 2021. In FY2025, DCTA competitively re-solicited the GoZone contract through RFP 25-01, and River North Transit, LLC, doing business as Via Transportation, was selected to continue providing the service. The Board approved a Master Services Agreement for GoZone Member City Demand Response Service for an initial term of October 1, 2025, through September 30, 2028, with up to two additional one-year renewal options.

This task order reflects an hourly vehicle rate of $46.30 for a maximum of 250,495 hours for FY2027, inclusive of a $0.15 per hour rate discount for DCTA providing office space for Via's local operations manager in the Bus Operations facility. Anticipated service hours expenditure is 234,895 for the year, with the remainder being provided as a contingency in the event it is needed to meet KPIs. However, these service hours will not be deployed without CEO approval.

The task order also includes $634,944 for Via customer service for the GoZone service for the year, which can be optioned in two (2) six (6) month tranches with a 60-day notice.

Previous Board Activity and Action
April 24, 2025 - RA01 - Approval of Master Service Agreement

Identified Need
Execution of Task Order #3 to enable continuation of Member City GoZone service on October 1, 2026.

Financial Impact
This item is included in the FY2027 operating budget.

Exhibits
None.

Submitted By: ______________________
Chris Bordman, Director Operations Support

Reviewed By: ______________________
Lisa Taylor, Vice President of Operations

Board of Directors Memo August 27, 2026

AGENDA ITEM: Consider Approval of Task Order #4 with River North Transit, LLC dba Via Transportation for City of Frisco GoZone Demand Response Service for the Period of One (1) Year Beginning October 1, 2026, through September 30, 2027, in an Amount Not to Exceed $2,900,232

Recommendation
Staff recommends the Board approve Task Order #4 with River North Transit, LLC dba Via Transportation for City of Frisco GoZone Demand Response Service for the period of one (1) year beginning on October 1, 2026, through September 30, 2027, in an amount not to exceed $2,900,232.

Background
DCTA launched GoZone service with Via Transportation in September 2021. In FY2025, DCTA competitively re-solicited the GoZone contract through RFP 25-01, and River North Transit, LLC, doing business as Via Transportation, was selected to continue providing the service. The Board approved a Master Services Agreement for Frisco GoZone Demand Response Service for an initial term of October 1, 2025, through September 30, 2028, with up to two additional one-year renewal options.

This task order reflects an hourly vehicle rate of $46.30 for a maximum of 62,640 hours for FY2027.

Previous Board Activity and Action
April 24, 2025 – RA01 - Approval of Master Service Agreement

Identified Need
Execution of Task Order #4 to enable continuation of Frisco GoZone Demand Response service on October 1, 2026.

Financial Impact
DCTA will be fully reimbursed by the City of Frisco for all service costs plus administrative and non-member fees, per policy and as reflected in the ILA.

Exhibits
None.

Submitted By: ______________________
Chris Bordman, Director Operations Support

Reviewed By: ______________________
Lisa Taylor, Vice President of Operations

Board of Directors Memo August 27, 2026

AGENDA ITEMS:
CA04 – Consider Approval of Task Order #4 with zTrip for City of Frisco Demand Response Paratransit Services for a Period of One (1) Year Beginning October 1, 2026, through September 30, 2027, in an Amount Not to Exceed $257,500

CA05 – Consider Approval of Task Order #6 with Lyft for City of Frisco Demand Response Paratransit Services for a Period of One (1) Year Beginning October 1, 2026, through September 30, 2027, in an Amount Not to Exceed $11,845

Recommendation
CA04 – Staff recommends the Board approve Task Order #4 with zTrip for City of Frisco Demand Response Paratransit Services for a period of one (1) year beginning October 1, 2026, through September 30, 2027, in an amount not to exceed $257,500.

CA05 – Staff recommends the Board approve Task Order #6 with Lyft for City of Frisco Demand Response Paratransit Services for a period of one (1) year beginning October 1, 2026, through September 30, 2027, in an amount not to exceed $11,845.

Background
DCTA competitively re-solicited its On-Demand and Transportation Network Company services in FY2025 and zTrip and Lyft were selected through a competitive procurement process. zTrip has acquired the former Irving Holdings company that previously provided services for Mobility Services for the City of Frisco. Lyft is also an incumbent provider to DCTA and the Mobility Services for the City of Frisco service.

These items request approval of task orders to provide services to the City of Frisco and their Mobility Services program. The zTrip Task Order provides two (2) dedicated vehicles to the service at a standard hourly rate. The Lyft Task Order provides capacity to serve trips beyond the capacity of the two (2) dedicated vehicles and its budget is established as an annual, not to exceed amount. The term of these task orders shall commence on October 1, 2026, and end on September 30, 2027, consistent with the amended ILAs with the City of Frisco.

Previous Board Activity and Action
April 24, 2025 - RA03 - Approval of Master Service Agreement, zTrip
April 24, 2025 - RA02 - Approval of Master Service Agreement, Lyft

Identified Need
Execution of Task Orders to continue providing Frisco Paratransit service beginning on October 1, 2026.

Financial Impact
DCTA will be fully reimbursed by the City of Frisco for all service costs plus administrative and non-member fees, per policy and as reflected in the ILA.

Exhibits
None.

Submitted By: ______________________________
Chris Bordman, Director, Operations Support

Reviewed By: ______________________________
Lisa Taylor, Vice President of Operations

DCTA | DENTON COUNTY TRANSPORTATION AUTHORITY

Board of Directors Memo August 27, 2026

AGENDA ITEM: Consider Approval of Task Order #7 with Lyft, Inc. for Coppell Mobility Services for On-Demand Rideshare for a Period of One (1) Year Beginning October 1, 2026, through September 30, 2027, in an Amount Not to Exceed $73,000

Recommendation
Staff recommends the Board approve Task Order #7 with Lyft, Inc. for Coppell Mobility Services for On-Demand Rideshare for a period of one (1) year beginning October 1, 2026, through September 30, 2027, in an amount not to exceed $73,000.

Background
DCTA contracts with Lyft, Inc. to provide workforce mobility services for the City of Coppell. In FY2025, DCTA competitively re-solicited its On-Demand and Transportation Network Company services, and Lyft was selected to continue as the incumbent provider for the Coppell service.

The Board approved Master Services Agreements with Lyft for an initial term of June 1, 2025, through September 30, 2028, with up to two additional one-year renewal options.

The task order establishes a total not-to-exceed amount of $73,000. Individual ride costs generally range from $12 to $15, depending on the distance traveled. Riders pay a $2 fare, and the City of Coppell subsidizes the remaining cost, up to $15 per ride.

Previous Board Activity and Action
April 24, 2025 - RA02 - Approval of Master Service Agreement

Identified Need
Execution of Task Order to continue providing Coppell service beginning on October 1, 2026.

Financial Impact
DCTA will be fully reimbursed by the City of Coppell for Lyft service, plus an administrative fee of 60% of cost to deliver service, in accordance with DCTA policy.

Exhibits
None.

Submitted By ______________________
Chris Bordman, Director, Operations Support

Reviewed By: ______________________
Lisa Taylor, Vice President of Operations

Board of Directors Memo August 27, 2026

AGENDA ITEM: Consider Approval of Task Order #8 with Lyft, Inc. for University of North Texas (UNT) Late Night Lyft Service for a Period of One (1) Year Beginning October 1, 2026, through September 30, 2027, in an Amount Not to Exceed $118,450

Recommendation
Staff recommends the Board approve Task Order #8 with Lyft, Inc. for University of North Texas (UNT) Late Night Lyft Service for a period one (1) year beginning October 1, 2026, through September 30, 2027, in an amount not to exceed $118,450.

Background
DCTA contracts with Lyft, Inc. to provide Mobility Services to the University of North Texas (UNT) in accordance with its Interlocal Agreement with the University. DCTA competitively re-solicited its On-Demand and Transportation Network Company services in Fiscal Year (FY) 2025 and Lyft was selected through a competitive procurement process. Lyft is the incumbent provider to DCTA for this UNT service.

The Board approved Master Services Agreements with Lyft for an initial term of June 1, 2025, through September 30, 2028, with up to two additional one-year renewal options.

The task order establishes a total not-to-exceed amount of $118,450 to provide fully subsidized rides, with an estimated minimum fare of $6.25 per trip. Lyft will invoice DCTA for the actual cost of the rides, and DCTA will bill UNT for those costs as a pass-through expense.

Previous Board Activity and Action
April 24, 2025 - RA02 - Approval of Master Service Agreement

Identified Need
Execution of Task Order to continue providing UNT Late Night service beginning on October 1, 2026.

Financial Impact
DCTA will be fully reimbursed by UNT for all Lyft service costs under the terms of its Interlocal Agreement with the University.

Exhibits
None.

Submitted By: ______________________
Chris Bordman, Director, Operations Support

Reviewed By: ______________________
Lisa Taylor, Vice President of Operations

Board of Directors Memo August 27, 2026

AGENDA ITEMS:

CA08 – Consider Approval of the Second Amended and Restated Interlocal Agreement with the City of Allen for Collin County Rides Transit Services for a Period of Three (3) Years Beginning October 1, 2026, through September 30, 2029, with the Option for One (1) Additional Two (2) Year Period Expiring September 30, 2031, in an Amount Not to Exceed $856,473 and Authorize the Chief Executive Officer (CEO) to Execute Such Agreement

CA09 – Consider Approval of the Second Amended and Restated Interlocal Agreement with the Town of Fairview for Collin County Rides Transit Services for a Period of Three (3) Years Beginning October 1, 2026, through September 30, 2029, with the Option for One (1) Additional Two (2) Year Period Expiring September 30, 2031, in an Amount Not to Exceed $95,164 and Authorize the Chief Executive Officer (CEO) to Execute Such Agreement

CA10 – Consider Approval of Task Order #3 with zTrip for Collin County Rides Transit Services for a Period of One (1) Year Beginning October 1, 2026, through September 30, 2027, in an Amount Not to Exceed $360,630

CA11 – Consider Approval of Task Order #5 with Lyft for Collin County Rides Transit Services for a Period of One (1) Year Beginning October 1, 2026, through September 30, 2027, in an Amount Not to Exceed $12,566

Recommendation

CA08 – Staff recommends the Board approve the Second Amended and Restated Interlocal Agreement with the City of Allen for Collin County Rides Transit Services for a period of three (3) years beginning on October 1, 2026, through September 30, 2029, with the option to extend for one (1) additional two (2) year period in an amount not to exceed $856,473 and authorize the Chief Executive Officer (CEO) to execute such agreement.

CA09 – Staff recommends the Board approve the Second Amended and Restated Interlocal Agreement with the Town of Fairview for Collin County Rides Transit Services for a period of three (3) years beginning on October 1, 2026, through September 30, 2029, with the option to extend for one (1) additional two (2) year period in an amount not to exceed $95,164 and authorize the Chief Executive Officer (CEO) to execute such agreement.

CA10 – Staff recommends the Board approve Task Order #3 with zTrip for Collin County Rides Transit Services for the period of one (1) year beginning October 1, 2026, through September 30, 2027, in an amount not to exceed $360,630.

CA11 – Staff recommends the Board approve Task Order #5 with Lyft for Collin County Rides Transit Services for a period of one (1) year beginning October 1, 2026 through September 30, 2027, in an amount not to exceed $12,566.

Background
DCTA assumed responsibility for the Collin County Rides Program in February 2024 to provide transit services to elderly and medically qualified residents of the City of Allen and Town of Fairview. The program has been in successful operation since that time, and the second amendment of the Funding Agreement with the North Central Texas Council of Governments (NCTCOG) expires on January 31, 2027. There are funds remaining within the Agreement to continue the service through December 31, 2026. Federal Section 5310 funds have been allocated to DCTA by NCTCOG for the continued federal funding of the service through September 30, 2027. There is potential for a regional funding “gap” between January 2027 and March 2027. This risk stems from the timing of the inclusion of the allocated funds in the Statewide Transportation Improvement Program (STIP). Staff has coordinated with Allen and Fairview to ensure their understanding of this circumstance and the ILAs reflect the Cities’ commitment to provide funding during that “gap” period if needed.

The City of Allen and Town of Fairview have indicated their interest and willingness to continue the service by providing their share of the funding for the program through amended interlocal agreements between them and DCTA. Consent Agenda Items 8 and 9 provide for those amended Interlocal Agreements with the City of Allen and the Town of Fairview.

The City of Allen and the Town of Fairview directly reimburse DCTA for 50% of the total cost of providing contracted service through Ztrip (formerly Irving Holdings) and Lyft, net of passenger fare revenue. The remaining 50% is reimbursed to DCTA through federal grant funding. A 69% administrative fee is applied to the service, per DCTA policy, to manage and administer the program. The potential additional costs resulting from the anticipated funding "gap" between January and March 2027 are included in the FY27 calculation, estimated at $63,462.

Collin County Rides	2027	2028	2029	FY27-FY29 NTE
Cost of Service (zTrip)	$ 360,630	$ 371,449	$ 382,593	
Cost of Service (Lyft)	$ 12,566	$ 12,943	$ 13,332	
Combined Cost of Service	$ 373,196	$ 384,392	$ 395,925	
Admin Fee @ 69%	$ 257,506	$ 265,231	$ 273,189	
Total Cost	$ 630,702	$ 649,623	$ 669,114	
Less Passenger Revenue	$ (56,000)	$ (57,680)	$ (59,410)	
TOTAL	$ 574,702	$ 591,943	$ 609,704	
50% Grant Reimbursement	$ 287,351	$ 295,972	$ 304,852	**$ 888,175**
50% Billed to Allen & Fairview	**$ 287,351**	**$ 295,972**	**$ 304,852**	
Potential Funding Gap Add'l Costs	**$ 63,462**			
City of Allen (90%)	$ 315,732	$ 266,374	$ 274,367	**$ 856,473**
Town of Fariview (10%)	$ 35,081	$ 29,597	$ 30,485	**$ 95,164**

DCTA competitively re-solicited its On-Demand and Transportation Network Company services in FY2025 and zTrip and Lyft were selected through a competitive procurement process.

Consent Agenda Items 10 and 11 request approval of task orders to provide services to the City of Allen and Town of Fairview for the Collin County Rides program. The zTrip Task Order provides three (3) dedicated vehicles to the service at a standard hourly rate. The Lyft Task Order provides capacity to serve trips beyond the capacity of the three (3) dedicated vehicles and its budget is established as an annual, not to exceed, amount.

The term of these task orders shall commence on October 1, 2026, and end on September 30, 2027, consistent with the amended ILAs with the City of Allen and Town of Fairview.

Previous Board Activity and Action
April 24, 2025 - RA02 - Approval of Master Service Agreement, Lyft
April 24, 2005 - RA03 - Approval of Master Service Agreement, zTrip
September 24, 2025 - RA10 - Approval to Amend ILA, City of Allen
September 24, 2025 - RA11 - Approval to Amend ILA, Town of Fairview

Identified Need
Execution of Agreements and Task Orders to enable continuation of Collin County Rides service on October 1, 2026.

Financial Impact
DCTA will be fully reimbursed for all service costs, plus a 69% administrative fee, in accordance with DCTA policy. Fifty percent (50%) of the total cost will be paid by the City of Allen and Town of Fairview, with the remaining fifty percent (50%) reimbursed through federal grant funds.

Exhibits
None.

Submitted By: ______________________________
Chris Bordman, Director, Operations Support

Reviewed By: ______________________________
Lisa Taylor, Vice President of Operations

Board of Directors Memo August 27, 2026

AGENDA ITEM: Consider Authorizing the Chief Executive Officer (CEO) to Execute a Renewal of the Microsoft Enterprise Agreement (EA) with SHI Government Solutions, Inc. through the Texas Department of Information Resources (DIR) Cooperative Contract DIR-CPO-5237, for a Period of Three (3) Years Beginning September 1, 2026, through August 31, 2029, in an Amount Not to Exceed $171,341.64

Recommendation
Staff recommends the Board authorize the Chief Executive Officer (CEO) to execute a renewal of the Microsoft Enterprise Agreement (EA) with SHI Government Solutions, Inc., through the Texas Department of Information Resources (DIR) Cooperative Contract DIR-CPO-5237, for a period of three (3) years beginning September 1, 2026, through August 31, 2029, in an amount not to exceed $171,341.64.

Background
The Denton County Transportation Authority (DCTA) licenses its email, collaboration, identity, security, and analytics platform through a Microsoft Enterprise Agreement. This platform supports the daily administrative, operational, and cybersecurity functions of the agency.

The current three (3) year agreement term was executed in August 2023 through SHI Government Solutions, Inc. and expires on August 31, 2026. The renewal is purchased through the Texas DIR cooperative purchasing program, which satisfies State of Texas competitive procurement requirements and provides pre-negotiated government pricing.

Previous Board Activity and Action
None.

Identified Need
Execution of the renewal to enable continuation of the agency's email, collaboration, and security services on September 1, 2026.

Financial Impact
The annual cost is $57,113.88 per year for three (3) years, for a total not to exceed amount of $171,341.64. Year 1 costs are included in the Fiscal Year 2027 Information Technology operating budget, and subsequent years will be included in future annual operating budgets.

Exhibits
None.

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

Board of Directors Memo August 27, 2026

AGENDA ITEM: Consider Authorizing the Chief Executive Officer (CEO) to Execute an Agreement with Sales Tax Assurance LLC d/b/a HdL Companies for Sales and Use Tax Compliance Review, Recovery, and Consulting Services for a Period of Three (3) Years Beginning September 1, 2026, through August 31, 2029, with an Option for Two (2) Additional One (1) Year Terms Through August 31, 2031, in an Amount Not to Exceed a Fixed Cost of $7,200 Annually, Plus Contingency for Recovered Sales Taxes

Recommendation: Staff recommends the Board authorize the Chief Executive Officer to execute an agreement with Sales Tax Assurance LLC d/b/a HdL Companies for sales and use tax compliance review, recovery, and consulting services for a period of three (3) years beginning September 1, 2026, through August 31, 2029, with an option for two (2) additional one (1) year terms through August 31, 2031, in an amount not to exceed a fixed cost of $7,200 annually, plus contingency for recovered sales taxes.

Background

DCTA has historically retained a qualified outside firm to perform continuous sales and use tax compliance reviews, recovery, and consulting services on a fixed fee plus contingency fee basis.

Request for Proposal (RFP) 26-06 was issued on June 25, 2026, with proposals due on July 27, 2026. DCTA received one (1) proposal submitted by Sales Tax Assurance LLC d/b/a HdL Companies, the current provider of these services.

Previous Board Activity and Action

The Board was provided an Informational Item in June 2026.

Identified Need

These services are necessary to review and monitor the receipt of DCTA sales tax funding, including:

- Error and Omission Identification
- Recovery Services
- Quarterly Status Reporting
- Consultation and Forecasting.
- Web-Based Reporting Portal

Financial Impact

The agreement is structured using the same fixed fee plus contingency model as the current contract. The fixed fee is $7,200 annually for the initial three-year term and both option years, with no escalation proposed; any future option year adjustment is limited to the lesser of 3% or the DFW Arlington Consumer Price Index for All Urban Consumers (CPI-U). The contingency fee is established at 22.5% of Recovered Sales Tax and Increased Sales Tax actually received by DCTA, unchanged for the duration of the contract, with commissions accruing for a maximum of 24 months per corrected taxpayer.

Funding for this project is included in the FY2026 adopted budget and the proposed FY2027 budget.

Exhibits
None.

Submitted By:

Derick Sibley, Vice President of Finance

Board of Directors Memo August 27, 2026

AGENDA ITEM: Consider Authorizing the Chief Executive Officer (CEO) to Execute Two (2) Purchase Agreements with Swiftly, Inc. through Vertosoft, LLC utilizing The Interlocal Purchasing System (TIPS) Contract # 250106 — for Onboard Technology Hardware, Installation, Commissioning, and Licensing for Nine (9) Bus Fleet Vehicles in an Amount of $160,512.13

Recommendation

Staff recommends the Board authorize the Chief Executive Officer (CEO) to execute two (2) Purchase Agreements with Swiftly, Inc. through Vertosoft, LLC utilizing TIPS Contract # 250106 for onboard technology hardware, installation, commissioning, and associated license fees for nine (9) bus fleet vehicles in an amount of $160,512.13.

Background

DCTA utilizes the Swiftly Transit Data Platform as an integral tool in running the agency's fixed route bus operations, including real-time vehicle location, automatic passenger counting, and in-vehicle visual and audio passenger information systems.

DCTA is adding nine (9) vehicles to its fixed route fleet: six (6) new Gillig 35-foot buses and three (3) used Gillig 40-foot buses acquired from Dallas Area Rapid Transit (DART). Each vehicle requires onboard technology hardware and commissioning to operate on the Swiftly platform, including tablets, cellular routers, automatic passenger counter sensors, automatic vehicle location and annunciation equipment, destination signs, and associated installation services.

Commissioning services and vendor travel for all nine (9) vehicles are consolidated on the new Gillig order form, allowing all vehicles to be commissioned in a single trip and avoiding duplicate travel costs.

The Board approved $5,190,900 for the purchase of six new Gillig buses and three model year 2020 used Gillig buses from DART. The table below illustrates the total authorized amount for these purchases, the budget within that amount for this work by Swiftly, and the amounts for each bus type covered by this Order Agreement. All are within the original budget for the overall fleet acquisition effort. The total amount of this approval, $160,512.13, is comprised of $149,331.07 in one-time costs and $11,181.06 in license fees over a five-year term.

Component	Overall Budgeted Purchase Amount	Amount Budgeted for Technology Package	Amount Assigned within Requested Order Agreement
6x - New Gillig Commissioning	$4,715,900	~ $103,000*	$32,197.33
3x - 2020 DART Gillig Retrofit	$475,000	$182,334.00	$128,314.80
TOTALS	**$5,190,900**	**$182,437.00**	**$160,512.13**

Note 1: For the six (6) new Gillig buses, the cost was included in the vehicle purchase price paid to Gillig, LLC (approximately $103,000 per vehicle). The remaining Swiftly commissioning costs are within the approved budget.

Previous Board Activity and Action

- Most recently, on August 28, 2025, the Board authorized a renewal agreement for the Swiftly Transit Data Platform using The Interlocal Purchasing System (TIPS) Cooperative Contract #220105 with Vertosoft, LLC in the amount of $992,174.50 for the period of October 1, 2025, through September 30, 2028.
- On March 27, 2025, and October 23, 2025 – Board approved purchase of six new 2026 Gillig Buses in amount not to exceed $4,715,900.
- February 26, 2026 – Board approved purchase of three used 2020 Gillig buses from DART not to exceed $253,000 and approved an accompanying budget revision in an amount not to exceed $475,000.

Identified Need

The vehicles require the Swiftly platform onboard hardware, installation, and commissioning covered by these order forms to enable their use in revenue service. Equipping the new and acquired vehicles maintains continuity of real-time passenger information, passenger counting, and operational reporting across the entire fixed route fleet.

Financial Impact

The combined cost across the two order forms is $160,512.13 over a five-year term, summarized below:

Component	2020 Gillig Retrofit (3 Vehicles)	New Gillig Commissioning (6 Vehicles)
One-Time Hardware, Installation, and Commissioning	$124,587.78	$24,743.29
Annual License Fees (Year 1)	$702.00	$1,404.00
Annual License Fees (Years 2–5, escalating 3% annually)	$3,025.02	$6,050.04
Order Form Total (5-Year Term)	**$128,314.80**	**$32,197.33**
Combined Total		**$160,512.13**

One-time costs of $149,331.07 are due in the first contract year. Ongoing annual license fees begin at $2,106 combined in the first year and escalate approximately three percent (3%) annually. Funding for the one-time costs is identified in the approved budget for vehicle purchase. Funding for annual license fees in subsequent years will be included in the corresponding budget years.

Exhibits

None.

Submitted By: Kyler Hagler

Kyler Hagler, Director
Information Technology and Cybersecurity

DCTA | DENTON COUNTY TRANSPORTATION AUTHORITY

Board of Directors Memo August 27, 2026

AGENDA ITEM: Discuss and Consider Approval of Monthly Financial Statement, Grants Report and Investment Report for the Period Ending June 30, 2026, and Receive an Update Regarding Finance Operations

Recommendation
Staff recommends the Board approve the Monthly Financial Statement, Grants Report and Investment Report for the period ending June 30, 2026.

Background
The financial statement is presented monthly to the Board of Directors for approval. Grant reports and Investment reports are provided on a quarterly basis. The attached reports are for the period ending June 30, 2026. These reports provide a comparison of year-to-date budget vs. actual performance.

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

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

Financial Impact
The financial impact of June 30, 2026, performance has been summarized within the respective documents provided. Staff stands ready to answer any questions the Board may have regarding the financial performance.

Exhibits
Exhibit 1: Year-to-Date Financial Statement – June 30, 2026
Exhibit 2: Grants Report - June 30, 2026
Exhibit 3: Investment Report - June 30, 2026

Submitted by:

LaKeisha Williams
LaKeisha Williams, Senior Manager of Accounting

Jane Filarowicz
Jane Filarowicz, Senior Manager of Budget & Grants

Derick Sibley
Derick Sibley, Vice President of Finance

DENTON COUNTY TRANSPORTATION AUTHORITY

Statement of Revenue and Expenditures
Presented for the Period Ended June 30, 2026
(UNAUDITED)

	Prior Year Actual				FY 2026 - June 30, 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	34,057,745	30,750,000	41,000,000	83.1%	75.0%	1
Federal/State Grants - Operating	19,028,351	9,431,745	11,563,170	14,095,704	10,995,595	10,069,229	13,425,638	81.9%	75.0%	2
Federal/State Grants - Capital	95,069	59,828	566,000	119,728	5,899	2,075,780	2,767,706	0.2%	75.0%	
Contract Service Revenues	3,721,321	4,233,303	4,948,287	3,798,461	3,187,268	3,569,559	4,759,412	67.0%	75.0%	
Passenger Revenues	928,697	1,568,794	1,906,892	1,727,518	1,070,208	1,648,688	2,198,251	48.7%	75.0%	3
Total Revenues and Other Income	**61,803,687**	**55,586,606**	**59,599,375**	**60,976,290**	**49,316,714**	**48,113,255**	**64,151,007**			
Operating Expenses										
Purchased Transportation Services	19,235,801	22,251,475	23,888,423	22,890,819	17,897,678	21,420,004	28,560,005	62.7%	75.0%	
Salary, Wages and Benefits	9,223,042	9,014,747	10,212,178	11,838,956	9,567,177	11,290,995	14,678,293	65.2%	76.9%	4
Outsourced Services and Charges	6,946,993	5,831,802	6,930,904	7,754,270	3,528,502	5,286,052	7,048,070	50.1%	75.0%	
Materials and Supplies	2,526,060	2,450,760	2,127,167	2,218,893	1,699,330	2,289,867	3,053,155	55.7%	75.0%	
Insurance	1,669,123	1,586,292	1,099,836	1,889,074	1,020,019	1,497,098	1,996,131	51.1%	75.0%	5
Utilities	521,960	497,792	561,653	526,317	468,321	636,438	848,584	55.2%	75.0%	
Employee Development	137,647	180,014	301,748	237,395	143,953	600,340	800,453	18.0%	75.0%	6
Leases and Rentals	151,068	142,445	169,862	193,771	196,640	216,219	288,292	68.2%	75.0%	
Depreciation	11,351,683	9,074,912	9,959,074	11,051,662	8,093,653	8,268,631	11,024,842	73.4%	75.0%	
Total Operating Expenses	**51,763,377**	**51,030,239**	**55,250,845**	**58,601,157**	**42,615,271**	**51,505,643**	**68,297,825**			
Income Before Non-Operating Revenues and Expenses	**10,040,310**	**4,556,367**	**4,348,530**	**2,375,133**	**6,701,443**	**(3,392,388)**	**(4,146,818)**			
Non-Operating Revenues/(Expense)										
Investment Income	462,425	4,434,145	5,983,517	5,322,769	3,636,220	2,625,000	3,500,000	103.9%	75.0%	
Other Income/(Expense) - Miscellaneous	447,462	923,293	174,316	90,761	70,157	150,000	200,000	35.1%	75.0%	
Long Term Debt Interest/(Expense)	(233,828)	(212,684)	(192,299)	(171,811)	(75,551)	113,327	151,102	-50.0%	75.0%	
Gain (Loss) on Disposal of Assets	29,719	52,900	2,818	-	-	-	-	0.0%	0.0%	
Total Non-Operating Revenues/(Expenses)	**705,778**	**5,197,654**	**5,968,352**	**5,241,720**	**3,630,826**	**2,888,327**	**3,851,102**			
Income (Loss) includes	**10,746,089**	**9,754,021**	**10,316,882**	**7,616,852**	**10,332,269**	**(504,062)**	**(295,716)**			
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**	**10,332,269**	**$ (504,062)**	**$ (295,716)**			

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 Grants - Operating is currently ahead of our year-to-date budget projections which are driven by our quarterly drawdown of operational grant fund.**

3 **Passenger Revenue income generated from specialized transit contracts or agreements and slightly behind the year-to-date budget 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.**

5 **Insurance is trending lower in Q3, currently waiting to receive the rail liability insurance invoice from DART.**

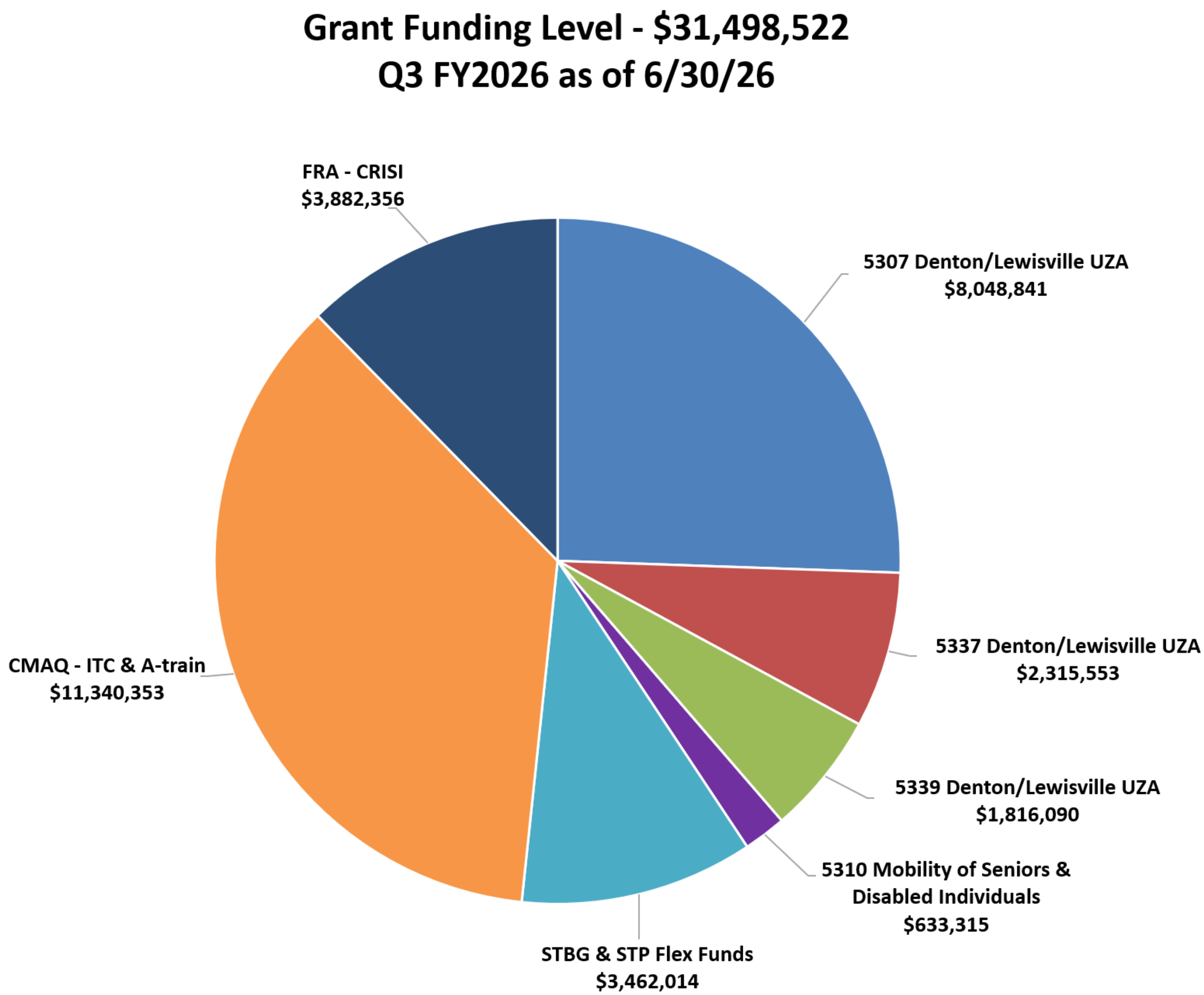
6 **Staff is reviewing employee development expenditures that hit budget in various places.**

Board of Directors Memo August 27, 2026

AGENDA ITEM: Grants Report FY2026 as of June 30, 2026

Recommendation
Staff recommend the Board approve the grants report for FY2026 Q3 (as of 6/30/26).

Background
As of June 30, 2026, DCTA has twenty-two (22) open, fully executed grants that provide reimbursements for capital projects and operating expenses. The grant funding sources include the Federal Transit Administration (FTA) and the Federal Railroad Administration (FRA).



Program	Q2 FY26 Balance	Q3 FY26 Balance	Q3 FY26 Drawdown Amounts	Grant Activity
Denton-Lewisville UZA (5307)	$10,199,245	$8,048,841	$2,150,404	**Operating Assistance, Fleet Purchase, Bus Preventive Maintenance, Safety & Security, ADA Paratransit**
Rail Preventive Maintenance (5337)	$3,343,372	$2,315,553	$1,027,819	**Rail Preventive Maintenance**
Bus and Bus Facilities (5339)	$1,816,090	$1,816,090	$0	**Fleet Purchase/Replacement, Facilities Maintenance & IT Enhancements**
5310 Enhance Mobility of Seniors and Disabled Individuals	$402,992	$633,315	$140,028	**Collin County Rides Mobility Manager & Frisco Demand Response (Taxi)** *Addition of Fleet Purchase Funds - $370K*
STP-FLEX / STBG Flex	$1,135,889	$3,462,014	$250,875	**Bus Preventive Maintenance, Vanpool & Bus Stop Enhancements** *Addition of Add'l Vanpool Funds - $2.5M*
Congestion Mitigation & Air Quality (CMAQ)	$11,340,353	$11,340,353	$0	**Land Acquisition, RFQ Support & Construction (Old Town) & A-train Enhancements**
Consolidated Rail Infrastructure and Safety Improvements (FRA)	$3,882,356	$3,882,356	$0	**PTC Enhancements**
Total	**$32,120,297**	**$31,498,522**	**$3,569,126**	

Pending Funding and Other Grant Activity
As of June 30, 2026, DCTA has one (1) awarded competitive grant that is pending inclusion in the Statewide Transportation Improvement Program Listing.

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

DCTA DENTON COUNTY TRANSPORTATION AUTHORITY

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

Program	Amount	Grant Activity	Funding Status
FY21 Sec 5307 – Capital & Operating Formula Program	$128,387	Purchase Support Vehicles	FTA Final Concurrence
FY24 Sec 5339 – Bus & Bus Facilities Formula Program	$713,922	Facilities Maintenance & Bus Preventive Maintenance	FTA Final Concurrence
FY25 Sec 5307 – Capital & Operating Formula Program	$11,377,359	Capital & Operating	FTA Initial Review
FY25 Sec 5339 – Bus & Bus Facilities Formula Program	$780,799	Fleet Purchase	FTA Initial Review
TOTAL	**$13,000,467**		

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

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

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

Submitted by: Dawn Jones
Dawn Jones
Revenue & Business Analytics Manager

Reviewed by: Jane Filarowicz
Jane Filarowicz
Senior Manager of Budget & Grants

INVESTMENT REPORT

Denton County Transportation Authority

April 1 to June 30, 2026

Contents

Market Recap . . . 3
Investment Officers' Certification . . . 4
Portfolio Overview . . . 5
Portfolio Overview . . . 6
Asset Allocation . . . 7
Credit Rating Summary . . . 8
Benchmark Comparison . . . 9
Fund Overview . . . 10
Detail of Security Holdings . . . 11
Earned Income . . . 13
Investment Transactions . . . 15
Investment Transactions Totals . . . 16
Amortization and Accretion . . . 17
Projected Cash Flows . . . 18
Projected Cash Flows Totals . . . 19
Disclosures & Disclaimers . . . 20

Market Recap

Treasury yields moved higher again in June as markets saw easing energy prices along with a Federal Reserve that remains uncomfortable with current inflation levels. The yield curve bear-flattened, with short-term rates rising more than longer-term rates. After dominating markets for much of the spring, the U.S.-Iran conflict showed tentative signs of progress late in the month, as a pause in hostilities and renewed talks allowed commercial vessels to move more freely through the Strait of Hormuz. Oil prices fell sharply from their spring highs, with West Texas Intermediate crude ending June near $70 per barrel, down from almost $113 in early April.

Despite the improvement in energy prices, inflation remained the focus. The May Consumer Price Index rose to 4.2% year-over-year, keeping price pressures well above the Fed's 2.0% target and making clear that the recent pullback in oil prices has not yet translated into inflation relief. The Fed's preferred inflation measure told a similar story. Headline PCE rose +0.4% in May and +4.1% year-over-year, while core PCE increased +0.3% for the month and +3.4% year-over-year, the highest core reading since October 2023. Energy remained the largest contributor to the monthly increase, but the stickiness in core inflation suggests price pressure has broadened beyond gasoline and fuel.

The labor market remained solid enough to keep the Fed from shifting toward an easier policy stance. The May employment report showed payrolls rising by 172k, while the unemployment rate held at 4.3%, a level that still points to a relatively healthy job market despite some cooling. Job openings also surprised to the upside, rising to 7.6 million in May compared with expectations of 7.3 million. While the labor market has slowed from the extremely tight conditions of prior years, it has not weakened enough to offset the Fed's inflation concerns.

Consumer spending also held up better than expected in May, even as inflation continued to pressure household budgets. Personal consumption expenditures rose +0.7% for the month, while personal income also increased +0.7%. The stronger income growth helped lift the personal savings rate to 3.0%, up from 2.6% in April. Still, with inflation running high, the improvement in nominal spending should be viewed carefully. Consumers are still spending, but a meaningful portion of that growth reflects higher prices rather than stronger real demand.

Economic growth estimates moderated during the month but continued to point to a positive second quarter. The Atlanta Fed's GDPNow model estimated Q2 real GDP growth at +2.5% as of June 25, down from +3.0% earlier in the month. First quarter GDP was also revised higher to +2.1%, suggesting the economy entered the quarter with somewhat firmer momentum than previously thought.

The June FOMC meeting was the first chaired by Kevin Warsh, and it marked a clear shift in tone. The Committee left the federal funds target range unchanged at 3.50% to 3.75%, the fourth consecutive pause, but the accompanying message was more hawkish than markets had been expecting. The updated Summary of Economic Projections showed the median Fed official now expects core PCE inflation of 3.3% at year-end 2026, up from 2.7% in March, while the median projected federal funds rate rose from 3.4% to 3.8%. That effectively removed the rate cuts that had been penciled into the prior outlook and introduced the possibility that the next move could be higher if inflation fails to improve.

Warsh also began reshaping how the Fed communicates, shortening the policy statement and emphasizing that markets should focus less on Fed guidance and more on incoming data. While President Trump has continued to press for lower rates, Warsh's first meeting made clear that the Fed is not yet ready to ease while inflation remains elevated and the labor market resilient.

Looking ahead to July, markets will be focused on whether the decline in oil prices begins to show up in the inflation data. If energy prices remain closer to $70 per barrel rather than $100 seen earlier in the spring, headline inflation should begin to ease. However, the bigger question is whether core inflation follows. For now, the economy remains strong enough to keep the Fed patient, but inflation remains too high to justify rate cuts.

Investment Officers' Certification

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

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

Investment Officers

Derick Sibley
Vice President of Finance

Paul Cristina
Chief Executive Officer

Portfolio Overview

Portfolio Summary

	Prior 31 Mar-26	Current 30 Jun-26
Par Value	136,669,063.18	141,030,915.92
Original Cost	136,229,811.03	140,574,831.11
Book Value	136,315,057.34	140,707,143.36
Market Value	136,248,816.61	140,499,457.74
Accrued Interest	284,068.06	421,483.33
Book Value Plus Accrued	136,599,125.41	141,128,626.70
Market Value Plus Accrued	136,532,884.67	140,920,941.08
Net Unrealized Gain/(Loss)	(66,240.74)	(207,685.62)

Income Summary

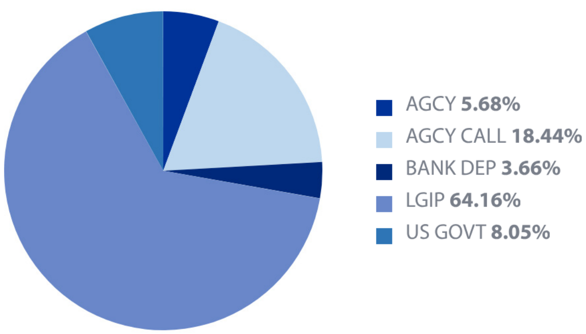
Current Period	1 Apr-26 to 30 Jun-26
Interest Income	1,234,293.53
Net Amortization/Accretion	55,347.19
Realized Gain/(Loss)	0.00
Net Income	1,289,640.72

Fiscal Year-to-Date	1 Oct-25 to 30 Jun-26
Net Income	3,814,259.03

Portfolio Characteristics

	Prior 31 Mar-26	Current 30 Jun-26
Yield to Maturity	3.726%	3.596%
Yield to Worst	3.726%	3.596%
Days to Final Maturity	174	170
Days to Effective Maturity	174	170
Duration	1.43	1.37

Asset Allocation

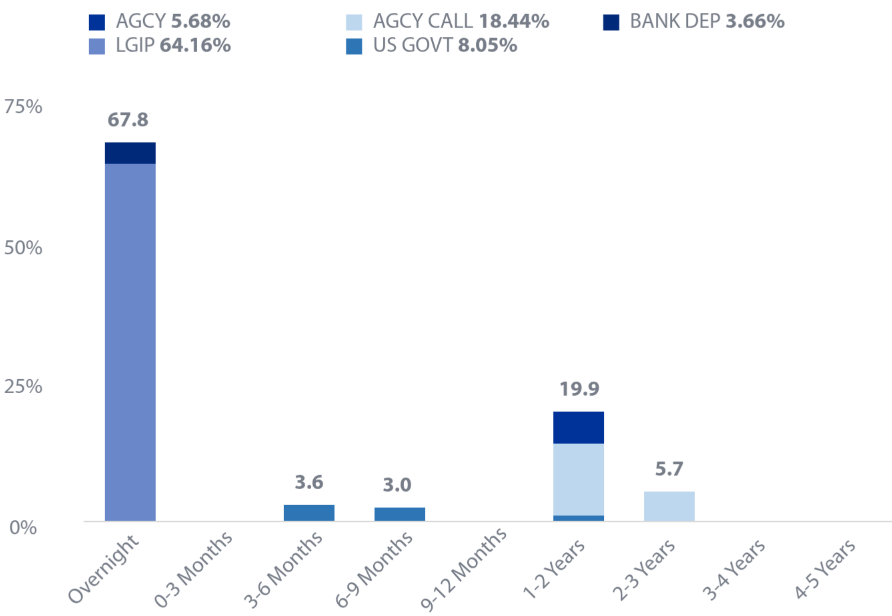


Transaction Summary

Transaction Type	Quantity	Principal	Interest	Total Amount	Realized Gain/Loss
Buy	6,100,000.00	(6,074,886.09)	(27,142.33)	(6,102,028.42)	0.00
Maturity	(4,000,000.00)	4,000,000.00	0.00	4,000,000.00	0.00
Coupon	0.00	0.00	268,125.00	268,125.00	0.00

Portfolio Overview

Maturity Distribution by Security Type



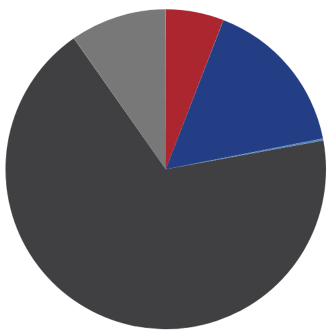
Top Ten Holdings

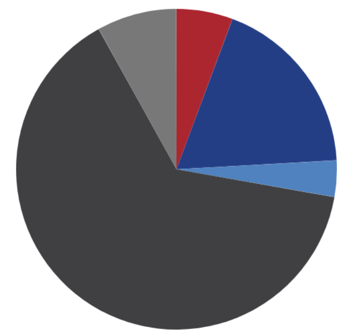
Issuer	Allocation
TEXSTAR	64.16%
Federal Farm Credit Banks Funding Corporation	11.30%
United States	8.05%
Federal Home Loan Banks	5.77%
Federal Home Loan Mortgage Corporation	4.21%
WF	3.66%
Federal National Mortgage Association	2.84%

Maturity Distribution by Security Type

Security Type	Overnight	0-3 Months	3-6 Months	6-9 Months	9-12 Months	1-2 Years	2-3 Years	3-4 Years	4-5 Years	Portfolio Total
AGCY	--	--	--	--	--	7,992,879.97	--	--	--	**7,992,879.97**
AGCY CALL	--	--	--	--	--	17,955,688.04	7,997,396.00	--	--	**25,953,084.04**
BANK DEP	5,152,302.64	--	--	--	--	--	--	--	--	**5,152,302.64**
LGIP	90,278,613.28	--	--	--	--	--	--	--	--	**90,278,613.28**
US GOVT	--	--	5,004,406.79	4,245,189.75	--	2,080,666.90	--	--	--	**11,330,263.44**
Total	**95,430,915.92**	**–**	**5,004,406.79**	**4,245,189.75**	**–**	**28,029,234.90**	**7,997,396.00**	**–**	**–**	**140,707,143.36**

Asset Allocation





Book Value Basis Security Distribution

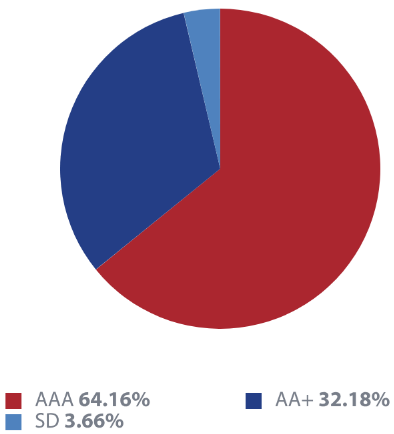
Security Type	Prior Balance 31-Mar-26	Prior Allocation 31-Mar-26	Change in Allocation	Current Balance 30-Jun-26	Current Allocation 30-Jun-26	Yield to Maturity
AGCY	7,991,592.26	5.86%	(0.18%)	7,992,879.97	5.68%	3.630%
AGCY CALL	21,903,539.51	16.07%	2.38%	25,953,084.04	18.44%	3.914%
BANK DEP	254,484.12	0.19%	3.48%	5,152,302.64	3.66%	0.000%
LGIP	92,914,579.06	68.16%	(4.00%)	90,278,613.28	64.16%	3.622%
US GOVT	13,250,862.39	9.72%	(1.67%)	11,330,263.44	8.05%	4.275%
Portfolio Total	**136,315,057.34**	**100.00%**		**140,707,143.36**	**100.00%**	**3.596%**

Credit Rating Summary

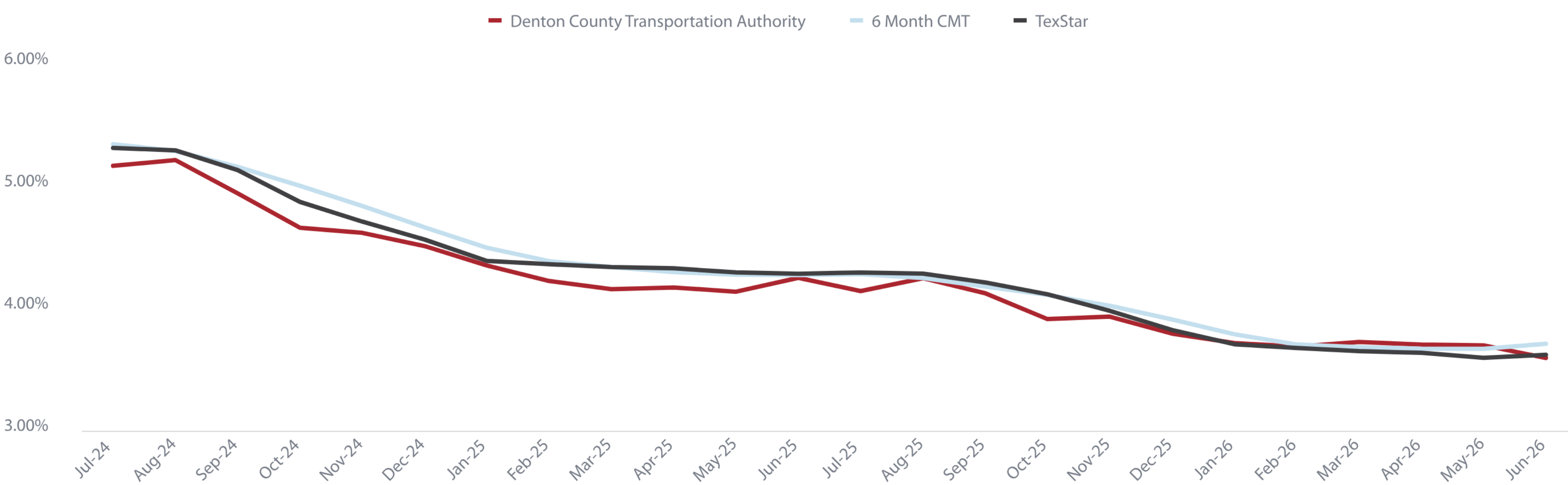
Rating Distribution

	Book Value	Portfolio Allocation
Secured Deposits (Insured or Collateralized)		
Demand Deposits	5,152,302.64	3.66%
Total Secured Deposits	**5,152,302.64**	**3.66%**
Local Government Investment Pools & Money Market Funds		
AAA	90,278,613.28	64.16%
Total Local Government Investment Pools & Money Market Funds	**90,278,613.28**	**64.16%**
Long Term Rating Distribution		
AA+	45,276,227.44	32.18%
Total Long Term Rating Distribution	**45,276,227.44**	**32.18%**
Portfolio Total	**140,707,143.36**	**100.00%**

Allocation by Rating



Benchmark Comparison



Yield Overview

	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26
Denton County Transportation Authority	**5.17**	**5.21**	**4.94**	**4.66**	**4.62**	**4.51**	**4.35**	**4.23**	**4.16**	**4.17**	**4.14**	**4.25**	**4.14**	**4.25**	**4.13**	**3.91**	**3.93**	**3.80**	**3.72**	**3.69**	**3.73**	**3.71**	**3.70**	**3.60**
6 Month CMT	5.34	5.29	5.16	5.00	4.84	4.66	4.50	4.39	4.34	4.30	4.28	4.27	4.28	4.25	4.18	4.11	4.02	3.91	3.79	3.71	3.68	3.67	3.67	3.71
TexStar	5.31	5.29	5.13	4.87	4.71	4.56	4.39	4.36	4.34	4.33	4.30	4.28	4.30	4.29	4.21	4.12	3.98	3.82	3.71	3.68	3.65	3.64	3.60	3.62

Fund Overview

Fund Name	Prior Book Value	Prior Market Value	Changes to Market Value	Current Book Value	Current Market Value	Net Income	Days to Final Mty	YTM	YTW
2011 Bond Fund	0.00	0.00	0.00	0.00	0.00	0.00			
Additional Reserve Fund	1,614,307.15	1,614,307.15	14,608.20	1,628,915.35	1,628,915.35	14,608.20	1	3.622%	3.622%
Bond Fund	2,119,589.02	2,119,589.02	(12,473.94)	2,109,110.11	2,107,115.09	20,179.93	572	4.099%	4.099%
Operating Fund	254,484.12	254,484.12	4,897,818.52	5,152,302.64	5,152,302.64	0.00	1	0.000%	0.000%
Reserve Fund	17,124,303.73	17,095,965.78	(46,561.61)	17,136,010.91	17,049,404.17	166,957.18	597	3.900%	3.900%
Sales Tax Fund	115,202,373.33	115,164,470.54	(602,750.04)	114,680,804.36	114,561,720.50	1,087,895.41	109	3.703%	3.703%
Total	**136,315,057.34**	**136,248,816.61**	**4,250,641.14**	**140,707,143.36**	**140,499,457.74**	**1,289,640.72**	**170**	**3.596%**	**3.596%**

Detail of Security Holdings

CUSIP	Settle Date	Security Type	Security Description	CPN	Maturity Date	Next Call Date	Call Type	Par Value	Purch Price	Original Cost	Book Value	Mkt Price	Market Value	Days to Mty	Days to Call	YTM	YTW	Rating
Additional Reserve Fund																		
TEXSTAR		LGIP	TexSTAR	3.622	06/30/26			1,628,915.35	100.000	1,628,915.35	1,628,915.35	100.000	1,628,915.35	1		3.622	3.622	AAA
Total Additional Reserve Fund								**1,628,915.35**		**1,628,915.35**	**1,628,915.35**		**1,628,915.35**	**1**		**3.622**	**3.622**	
Bond Fund																		
TEXSTAR		LGIP	TexSTAR	3.622	06/30/26			28,443.21	100.000	28,443.21	28,443.21	100.000	28,443.21	1		3.622	3.622	AAA
91282CGH8	05/20/26	US GOVT	U.S. Treasury Note	3.500	01/31/28			2,100,000.00	99.012	2,079,246.09	2,080,666.90	98.984	2,078,671.88	580		4.106	4.106	AA+
Total Bond Fund								**2,128,443.21**		**2,107,689.30**	**2,109,110.11**		**2,107,115.09**	**572**		**4.099**	**4.099**	
Operating Fund																		
WF-SWEEP		BANK DEP	Wells Fargo Sweep	0.000	06/30/26			5,152,302.64	100.000	5,152,302.64	5,152,302.64	100.000	5,152,302.64	1		0.000	0.000	SD
Total Operating Fund								**5,152,302.64**		**5,152,302.64**	**5,152,302.64**		**5,152,302.64**	**1**		**0.000**	**0.000**	
Reserve Fund																		
TEXSTAR		LGIP	TexSTAR	3.622	06/30/26			1,144,776.17	100.000	1,144,776.17	1,144,776.17	100.000	1,144,776.17	1		3.622	3.622	AAA
3133ETVJ3	09/24/25	AGCY	FFCB	3.625	08/27/27			4,000,000.00	100.004	4,000,168.00	4,000,152.73	99.429	3,977,160.00	423		3.622	3.622	AA+
3133ETS81	12/11/25	AGCY	FFCB	3.500	11/10/27			4,000,000.00	99.744	3,989,760.00	3,992,727.24	99.092	3,963,688.00	498		3.638	3.638	AA+
3136GCXP5	03/31/26	AGCY CALL	FNMA	4.200	03/30/28	09/30/26	Quarterly	4,000,000.00	99.985	3,999,400.00	3,999,473.07	99.723	3,988,900.00	639	92	4.208	4.208	AA+
3130BA2M8	03/31/26	AGCY CALL	FHLB	4.200	03/23/29	03/23/27	Quarterly	4,000,000.00	99.970	3,998,800.00	3,998,881.70	99.372	3,974,880.00	997	266	4.211	4.211	AA+
Total Reserve Fund								**17,144,776.17**		**17,132,904.17**	**17,136,010.91**		**17,049,404.17**	**597**	**179**	**3.900**	**3.900**	
Sales Tax Fund																		
TEXSTAR		LGIP	TexSTAR	3.622	06/30/26			87,476,478.55	100.000	87,476,478.55	87,476,478.55	100.000	87,476,478.55	1		3.622	3.622	AAA
91282CJC6	11/19/24	US GOVT	U.S. Treasury Note	4.625	10/15/26			5,000,000.00	100.559	5,027,929.69	5,004,406.79	100.234	5,011,718.75	107		4.314	4.314	AA+
91282CKA8	11/19/24	US GOVT	U.S. Treasury Note	4.125	02/15/27			4,250,000.00	99.602	4,233,066.41	4,245,189.75	100.055	4,252,324.20	230		4.311	4.311	AA+
3130ANJB7	10/08/25	AGCY CALL	FHLB	1.000	08/26/27	08/26/26	Annual	4,250,000.00	95.250	4,048,125.00	4,124,732.35	96.489	4,100,791.00	422	57	3.632	3.632	AA+
3134GXBW3	02/11/26	AGCY CALL	FHLMC	1.000	11/24/27	08/24/26	Quarterly	2,000,000.00	95.703	1,914,060.00	1,932,393.77	95.721	1,914,420.00	512	55	3.502	3.502	AA+
3133ELKG8	10/03/25	AGCY CALL	FFCB	2.050	02/03/28		Continuous	4,000,000.00	96.493	3,859,720.00	3,903,165.07	96.653	3,866,132.00	583		3.630	3.630	AA+
3134HCQ77	05/15/26	AGCY CALL	FHLMC	4.100	05/04/28	11/04/26	Monthly	4,000,000.00	99.891	3,995,640.00	3,995,923.77	99.563	3,982,520.00	674	127	4.158	4.158	AA+
3133ETXV4	09/19/25	AGCY CALL	FFCB	3.830	09/15/28	09/15/26	Continuous	4,000,000.00	99.950	3,998,000.00	3,998,514.30	98.933	3,957,336.00	808	77	3.848	3.848	AA+

Detail of Security Holdings

CUSIP	Settle Date	Security Type	Security Description	CPN	Maturity Date	Next Call Date	Call Type	Par Value	Purch Price	Original Cost	Book Value	Mkt Price	Market Value	Days to Mty	Days to Call	YTM	YTW	Rating
Total Sales Tax Fund								114,976,478.55		114,553,019.65	114,680,804.36		114,561,720.50	109	82	3.703	3.703	
Grand Total								141,030,915.92		140,574,831.11	140,707,143.36		140,499,457.74	170	117	3.596	3.596	

Earned Income

CUSIP	Security Type	Detailed Security Description	Beginning Accrued	Interest Earned	Interest Rec'd/ Sold/Matured	Interest Purchased	Ending Accrued	Disc Accr/Prem Amort	Net Realized Gain/Loss	Net Income
Additional Reserve Fund										
TEXSTAR	LGIP	TexSTAR	0.00	14,608.20	14,608.20	0.00	0.00	0.00	0.00	14,608.20
Total Additional Reserve Fund			**0.00**	**14,608.20**	**14,608.20**	**0.00**	**0.00**	**0.00**	**0.00**	**14,608.20**
Bond Fund										
TEXSTAR	LGIP	TexSTAR	0.00	10,231.50	10,231.50	0.00	0.00	0.00	0.00	10,231.50
91282CGH8	US GOVT	U.S. Treasury Note 3.5 01/31/2028	0.00	8,527.62	0.00	(22,131.22)	30,658.84	1,420.81	0.00	9,948.43
Total Bond Fund			**0.00**	**18,759.12**	**10,231.50**	**(22,131.22)**	**30,658.84**	**1,420.81**	**0.00**	**20,179.93**
Operating Fund										
WF-SWEEP	BANK DEP	Wells Fargo Sweep	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total Operating Fund			**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
Reserve Fund										
TEXSTAR	LGIP	TexSTAR	0.00	10,266.39	10,266.39	0.00	0.00	0.00	0.00	10,266.39
3133ETVJ3	AGCY	FFCB 3.625 08/27/2027	13,694.44	36,250.00	0.00	0.00	49,944.44	(32.41)	0.00	36,217.59
3133ETS81	AGCY	FFCB 3.5 11/10/2027	54,833.33	35,000.00	70,000.00	0.00	19,833.33	1,320.11	0.00	36,320.11
3136GCXP5	AGCY CALL	FNMA 4.2 03/30/2028	466.67	42,000.00	0.00	0.00	42,466.67	72.28	0.00	42,072.28
3130BA2M8	AGCY CALL	FHLB 4.2 03/23/2029	466.67	42,000.00	0.00	0.00	42,466.67	80.81	0.00	42,080.81
Total Reserve Fund			**69,461.11**	**165,516.39**	**80,266.39**	**0.00**	**154,711.11**	**1,440.79**	**0.00**	**166,957.18**
Sales Tax Fund										
91282CHB0	US GOVT	U.S. Treasury Note 3.625 05/15/2026	54,875.69	17,624.31	72,500.00	0.00	0.00	604.18	0.00	18,228.49
TEXSTAR	LGIP	TexSTAR	0.00	820,789.50	820,789.50	0.00	0.00	0.00	0.00	820,789.50
91282CJC6	US GOVT	U.S. Treasury Note 4.625 10/15/2026	106,730.77	57,545.19	115,625.00	0.00	48,650.96	(3,774.03)	0.00	53,771.16
91282CKA8	US GOVT	U.S. Treasury Note 4.125 02/15/2027	21,792.99	44,070.27	0.00	0.00	65,863.26	1,904.00	0.00	45,974.27
3130ANJB7	AGCY CALL	FHLB 1.0 08/26/2027	4,131.94	10,625.00	0.00	0.00	14,756.94	26,639.00	0.00	37,264.00
3134GXBW3	AGCY CALL	FHLMC 1.0 11/24/2027	7,055.56	5,000.00	10,000.00	0.00	2,055.56	11,882.86	0.00	16,882.86
3133ELKG8	AGCY CALL	FFCB 2.05 02/03/2028	13,211.11	20,500.00	0.00	0.00	33,711.11	14,786.40	0.00	35,286.40
3134HCQ77	AGCY CALL	FHLMC 4.1 05/04/2028	0.00	20,955.56	0.00	(5,011.11)	25,966.67	283.77	0.00	21,239.33
3133ETXV4	AGCY CALL	FFCB 3.83 09/15/2028	6,808.89	38,300.00	0.00	0.00	45,108.89	159.42	0.00	38,459.42

Earned Income

CUSIP	Security Type	Detailed Security Description	Beginning Accrued	Interest Earned	Interest Rec'd/ Sold/Matured	Interest Purchased	Ending Accrued	Disc Accr/Prem Amort	Net Realized Gain/Loss	Net Income
Total Sales Tax Fund			214,606.95	1,035,409.82	1,018,914.50	(5,011.11)	236,113.38	52,485.59	0.00	1,087,895.41
Grand Total			284,068.06	1,234,293.53	1,124,020.59	(27,142.33)	421,483.33	55,347.19	0.00	1,289,640.72

Investment Transactions

CUSIP	Trade Date	Settle Date	Security Type	Security Description	Coupon	Maturity Date	Call Date	Par Value	Price	Principal Amount	Interest Purchased/ Received	Total Amount	Realized Gain/ Loss	YTM	YTW
Bond Fund															
Buy															
91282CGH8	05/19/26	05/20/26	US GOVT	U.S. Treasury Note	3.500	01/31/28		2,100,000.00	99.012	2,079,246.09	22,131.22	2,101,377.31	0.00	4.106	4.106
Total Buy								**2,100,000.00**		**2,079,246.09**	**22,131.22**	**2,101,377.31**	**0.00**		
Reserve Fund															
Coupon															
3133ETS81	05/10/26	05/10/26	AGCY	FFCB	3.500	11/10/27		0.00		0.00	70,000.00	70,000.00	0.00	--	--
Total Coupon								**0.00**		**0.00**	**70,000.00**	**70,000.00**	**0.00**		
Sales Tax Fund															
Buy															
3134HCQ77	05/11/26	05/15/26	AGCY CALL	FHLMC	4.100	05/04/28	11/04/26	4,000,000.00	99.891	3,995,640.00	5,011.11	4,000,651.11	0.00	4.158	4.158
Total Buy								**4,000,000.00**		**3,995,640.00**	**5,011.11**	**4,000,651.11**	**0.00**		
Coupon															
91282CJC6	04/15/26	04/15/26	US GOVT	U.S. Treasury Note	4.625	10/15/26		0.00		0.00	115,625.00	115,625.00	0.00	--	--
91282CHB0	05/15/26	05/15/26	US GOVT	U.S. Treasury Note	3.625	05/15/26		0.00		0.00	72,500.00	72,500.00	0.00	--	--
3134GXBW3	05/24/26	05/24/26	AGCY CALL	FHLMC	1.000	11/24/27	08/24/26	0.00		0.00	10,000.00	10,000.00	0.00	--	--
Total Coupon								**0.00**		**0.00**	**198,125.00**	**198,125.00**	**0.00**		
Maturity															
91282CHB0	05/15/26	05/15/26	US GOVT	U.S. Treasury Note	3.625	05/15/26		(4,000,000.00)	100.000	4,000,000.00	0.00	4,000,000.00	0.00	--	--
Total Maturity								**(4,000,000.00)**		**4,000,000.00**	**0.00**	**4,000,000.00**	**0.00**		

Investment Transactions Totals

Transaction Type	Quantity	Principal Amount	Interest	Total Amount	Realized G/L	YTM	YTW
Total Buy	6,100,000.00	(6,074,886.09)	(27,142.33)	(6,102,028.42)	0.00	4.140	4.140
Total Maturity	(4,000,000.00)	4,000,000.00	0.00	4,000,000.00	0.00	3.752	3.752
Total Coupon	0.00	0.00	*268,125.00*	268,125.00	*0.00*		

Amortization and Accretion

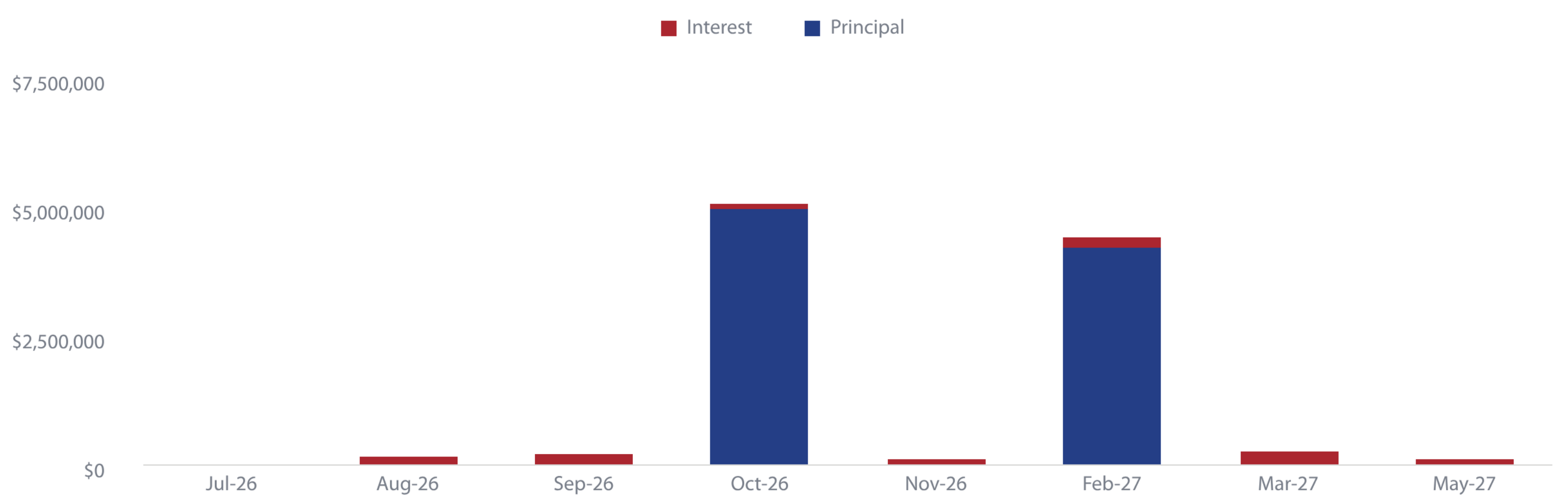
CUSIP	Settle Date	Security Type	Detailed Security Description	Purchase Qty	Orig Price	Original Cost	Amort/Accr for Period	Total Amort/Accr Since Purch	Remaining Disc/ Premium	Ending Book Value
Bond Fund										
91282CGH8	05/20/26	US GOVT	U.S. Treasury Note 3.5 01/31/2028	2,100,000.00	99.012	2,079,246.09	1,420.81	1,420.81	(19,333.10)	2,080,666.90
Total Bond Fund				**2,100,000.00**		**2,079,246.09**	**1,420.81**	**1,420.81**	**(19,333.10)**	**2,080,666.90**
Reserve Fund										
3133ETVJ3	09/24/25	AGCY	FFCB 3.625 08/27/2027	4,000,000.00	100.004	4,000,168.00	(32.41)	(15.27)	152.73	4,000,152.73
3133ETS81	12/11/25	AGCY	FFCB 3.5 11/10/2027	4,000,000.00	99.744	3,989,760.00	1,320.11	2,967.24	(7,272.76)	3,992,727.24
3136GCXP5	03/31/26	AGCY CALL	FNMA 4.2 03/30/2028	4,000,000.00	99.985	3,999,400.00	72.28	73.07	(526.93)	3,999,473.07
3130BA2M8	03/31/26	AGCY CALL	FHLB 4.2 03/23/2029	4,000,000.00	99.970	3,998,800.00	80.81	81.70	(1,118.30)	3,998,881.70
Total Reserve Fund				**16,000,000.00**		**15,988,128.00**	**1,440.79**	**3,106.74**	**(8,765.26)**	**15,991,234.74**
Sales Tax Fund										
91282CHB0	09/13/24	US GOVT	U.S. Treasury Note 3.625 05/15/2026	0.00	0.000	0.00	604.18	0.00	0.00	0.00
91282CJC6	11/19/24	US GOVT	U.S. Treasury Note 4.625 10/15/2026	5,000,000.00	100.559	5,027,929.69	(3,774.03)	(23,522.90)	4,406.79	5,004,406.79
91282CKA8	11/19/24	US GOVT	U.S. Treasury Note 4.125 02/15/2027	4,250,000.00	99.602	4,233,066.41	1,904.00	12,123.34	(4,810.25)	4,245,189.75
3130ANJB7	10/08/25	AGCY CALL	FHLB 1.0 08/26/2027	4,250,000.00	95.250	4,048,125.00	26,639.00	76,607.35	(125,267.65)	4,124,732.35
3134GXBW3	02/11/26	AGCY CALL	FHLMC 1.0 11/24/2027	2,000,000.00	95.703	1,914,060.00	11,882.86	18,333.77	(67,606.23)	1,932,393.77
3133ELKG8	10/03/25	AGCY CALL	FFCB 2.05 02/03/2028	4,000,000.00	96.493	3,859,720.00	14,786.40	43,445.07	(96,834.93)	3,903,165.07
3134HCQ77	05/15/26	AGCY CALL	FHLMC 4.1 05/04/2028	4,000,000.00	99.891	3,995,640.00	283.77	283.77	(4,076.23)	3,995,923.77
3133ETXV4	09/19/25	AGCY CALL	FFCB 3.83 09/15/2028	4,000,000.00	99.950	3,998,000.00	159.42	514.30	(1,485.70)	3,998,514.30
Total Sales Tax Fund				**27,500,000.00**		**27,076,541.10**	**52,485.59**	**127,784.71**	**(295,674.19)**	**27,204,325.81**
Grand Total				**45,600,000.00**		**45,143,915.19**	**55,347.19**	**132,312.25**	**(323,772.56)**	**45,276,227.44**

Projected Cash Flows

CUSIP	Detailed Security Description	Post Date	Interest	Principal	Total Amount
Bond Fund					
91282CGH8	U.S. Treasury Note 3.5 01/31/2028	07/31/26	36,750.00		36,750.00
91282CGH8	U.S. Treasury Note 3.5 01/31/2028	02/01/27	36,750.00		36,750.00
Reserve Fund					
3133ETVJ3	FFCB 3.625 08/27/2027	08/27/26	72,500.00		72,500.00
3130BA2M8	FHLB 4.2 03/23/2029	09/23/26	80,733.33		80,733.33
3136GCXP5	FNMA 4.2 03/30/2028	09/30/26	84,000.00		84,000.00
3133ETS81	FFCB 3.5 11/10/2027	11/10/26	70,000.00		70,000.00
3133ETVJ3	FFCB 3.625 08/27/2027	03/01/27	72,500.00		72,500.00
3130BA2M8	FHLB 4.2 03/23/2029	03/23/27	84,000.00		84,000.00
3136GCXP5	FNMA 4.2 03/30/2028	03/30/27	84,000.00		84,000.00
3133ETS81	FFCB 3.5 11/10/2027	05/10/27	70,000.00		70,000.00
Sales Tax Fund					
3133ELKG8	FFCB 2.05 02/03/2028	08/03/26	41,000.00		41,000.00
91282CKA8	U.S. Treasury Note 4.125 02/15/2027	08/17/26	87,656.25		87,656.25
3130ANJB7	FHLB 1.0 08/26/2027	08/26/26	21,250.00		21,250.00
3133ETXV4	FFCB 3.83 09/15/2028	09/15/26	76,600.00		76,600.00
91282CJC6	U.S. Treasury Note 4.625 10/15/2026	10/15/26	115,625.00		115,625.00
91282CJC6	U.S. Treasury Note 4.625 10/15/2026	10/15/26		5,000,000.00	5,000,000.00
3134HCQ77	FHLMC 4.1 05/04/2028	11/04/26	82,000.00		82,000.00
3134GXBW3	FHLMC 1.0 11/24/2027	11/24/26	10,000.00		10,000.00
3133ELKG8	FFCB 2.05 02/03/2028	02/03/27	41,000.00		41,000.00
91282CKA8	U.S. Treasury Note 4.125 02/15/2027	02/16/27	87,656.25		87,656.25
91282CKA8	U.S. Treasury Note 4.125 02/15/2027	02/16/27		4,250,000.00	4,250,000.00
3130ANJB7	FHLB 1.0 08/26/2027	02/26/27	21,250.00		21,250.00
3133ETXV4	FFCB 3.83 09/15/2028	03/15/27	76,600.00		76,600.00
3134HCQ77	FHLMC 4.1 05/04/2028	05/04/27	82,000.00		82,000.00
3134GXBW3	FHLMC 1.0 11/24/2027	05/24/27	10,000.00		10,000.00
Grand Total			**1,443,870.83**	**9,250,000.00**	**10,693,870.83**

Projected Cash Flows Totals

Month and Year	Interest	Principal	Total Amount
July 2026	36,750.00		36,750.00
August 2026	222,406.25		222,406.25
September 2026	241,333.33		241,333.33
October 2026	115,625.00	5,000,000.00	5,115,625.00
November 2026	162,000.00		162,000.00
February 2027	186,656.25	4,250,000.00	4,436,656.25
March 2027	317,100.00		317,100.00
May 2027	162,000.00		162,000.00
Total	**1,443,870.83**	**9,250,000.00**	**10,693,870.83**



Disclosures & Disclaimers

As a courtesy to investors this information: (1) is provided for informational purposes only; (2) should not be construed as an offer to sell or a solicitation of an offer to buy any security; and (3) does not replace customer statements.

This report is designed to provide general information and is not intended to provide specific legal, investment, accounting, tax or other professional advice.

It is important to review and save all source documents provided by a product sponsor or brokerage firm which may contain notices, disclosures and other information important to you and may also serve as a reference. If conflicts between this report and sponsor reports or confirmations exist, the information provided by the product sponsors shall prevail. Fees and sales charges paid may not be reflected in the information.

The information and data contained herein is obtained from sources believed to be reliable but its accuracy or completeness is not guaranteed. Additionally, the information may contain assets held away from HTS, therefore investors should contact customer service or other representatives from the respective distributors or issuers to determine SIPC coverage for heldaway assets. HTS and HSAM do not guarantee the information contained herein or its accuracy or completeness regarding contributions, withdrawals, protected values. All information is subject to further review with client to validate final values.

It is not possible to directly invest in an index. Financial forecasts, rates of return, risk, inflation, and other assumptions may be used as the basis for illustrations. They should not be considered a guarantee of future performance or a guarantee of achieving overall financial objectives. Past performance is not a guarantee or a predictor of future results of either the indices or any particular investment. S&P rates the creditworthiness of individual bonds from: AAA highest to D lowest.

Investing in fixed income securities involves interest rate risk, credit risk, and inflation risk. Interest rate risk is the possibility that bond prices will decrease because of an interest rate increase. When interest rates rise, bond prices and the values of fixed income securities fall. When interest rates fall, bond prices and the values of fixed income securities rise. Credit risk is the risk that a company will not be able to pay its debts, including the interest on its bonds. Inflation risk is the possibility that the interest paid on an investment in bonds will be lower than the inflation rate, decreasing purchasing power.

Cash alternatives typically include money market securities and U.S. treasury bills. Investing in such cash alternatives involves inflation risk. In addition, investments in money market securities may involve credit risk and a risk of principal loss. Because money market securities are neither insured nor guaranteed by the Federal Deposit Insurance Corporation or any other government agency, there is no guarantee the value of your investment will be maintained at $1.00 per share, and your shares, when sold, may be worth more or less than what you originally paid for them. U.S. Treasury bills are subject to market risk if sold prior to maturity. Market risk is the possibility that the value, when sold, might be less than the purchase price.

Investing in stock securities involves volatility risk, market risk, business risk, and industry risk. The prices of most stocks fluctuate. Volatility risk is the chance that the value of a stock will fall. Market risk is the chance that the prices of all stocks will fall due to conditions in the economic environment. Business risk is the chance that a specific company's stock will fall because of issues affecting it. Industry risk is the chance that a set of factors particular to an industry group will adversely affect stock prices within the industry.

Securities offered by HTS: (1) are not FDIC (Federal Deposit Insurance Corporation) insured; (2) are not bank deposits; (3) are not guaranteed by any bank or by any other federal government agency. None of the named entities are affiliates of HTS or HSAM.Hilltop Securities Asset Management (HSAM) is an SEC-registered investment advisor. Hilltop Securities Inc. (HTS) is a registered broker-dealer, registered investment adviser and municipal advisor firm that does not provide tax or legal advice. Member of FINRA & SIPC. HTS and HSAM are wholly owned subsidiaries of Hilltop Holdings, Inc. (NYSE: HTH) located at 717 N. Harwood St., Suite 3400, Dallas, Texas 75201, (214) 859-1800, 833-4HILLTOP.

Copyright 2025, S&P Global Market Intelligence. Reproduction of any information, data or material, including ratings ("Content") in any form is prohibited except with the prior written permission of the relevant party. Such party, its affiliates and suppliers ("Content Providers") do not guarantee the accuracy, adequacy, completeness, timeliness or availability of any Content and are not responsible for any errors or omissions (negligent or otherwise), regardless of the cause, or for the results obtained from the use of such Content. In no event shall. Content Providers be liable for any damages, costs, expenses, legal fees, or losses (including lost income or lost profit and opportunity costs) in connection with any use of the Content.
A reference to a particular investment or security, a rating or any observation concerning an investment that is part of the content is not a recommendation to buy, sell or hold such investment or security, does not address the suitability of an investment or security and should not be relied on as investment advice. Credit ratings are statements of opinions and are not statements of fact.

DENTON COUNTY TRANSPORTATION AUTHORITY

Board of Directors Memo August 27, 2026

AGENDA ITEM: Conduct a Public Hearing and Consider Approval of a Resolution to Adopt the Proposed Denton County Transportation Authority (DCTA) Fiscal Year (FY) 2027 Operating and Capital Budget, Long Range Financial Plan, and Budget Contingency Plan beginning October 1, 2026, and ending September 30, 2027

Recommendation
Staff recommends the approval of a Resolution adopting the Proposed Denton County Transportation Authority (DCTA) Fiscal Year 2027 Operating and Capital Budget, Long Range Financial Plan and Budget Contingency Plan beginning October 1, 2026, and ending September 30, 2027.

Background
Section 460.403 of the Texas Transportation Code requires DCTA to prepare an annual budget. Staff prepared a balanced budget, in which current year operating expenses and capital expenditures do not exceed current year revenues and undesignated fund balance/reserves.

The proposed FY 2027 budget is being presented to the Board of Directors for final review and adoption, in accordance with requirements under Chapter 460 of the Texas Transportation Code and DCTA Board policy and procedures.

Previous Board Activity
The proposed FY 2027 budget was presented and discussed with the Board at the Budget Workshop on June 25, 2026, and an update was presented at the July 23, 2026, Board meeting as well. Notice of the public hearing was published in the Denton Record Chronicle on August 13, 2026.

Identified Need
Board approval of a Resolution adopting the Fiscal Year 2027 proposed budget which will go in effect on October 1, 2026.

Financial Impact
The Fiscal Year 2027 operating budget includes total revenue of $81.1 million, expenses net depreciation of $61.3 million, and capital outlay and major maintenance of $20.3 million.

Exhibits
Exhibit 1: Draft Resolution with Exhibits A-E

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

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

DENTON COUNTY TRANSPORTATION AUTHORITY
RESOLUTION NO. R26-10

A RESOLUTION OF THE BOARD OF DIRECTORS OF THE DENTON COUNTY TRANSPORTATION AUTHORITY PROVIDING FOR ADOPTION OF THE DENTON COUNTY TRANSPORTATION AUTHORITY OPERATING AND CAPITAL BUDGET FOR FISCAL YEAR 2026-2027, BEGINNING OCTOBER 1, 2026 AND ENDING SEPTEMBER 30, 2027; PROVIDING THAT EXPENDITURES FOR SAID FISCAL YEAR SHALL BE MADE IN ACCORDANCE WITH THE BUDGET AS ADOPTED; ADOPTING CHANGE IN NET POSITION, CAPITAL IMPROVEMENT & MAJOR MAINTENANCE PLAN, LONG RANGE FINANCIAL PLAN, AND FY27 BUDGET CONTINGENCY PLAN; PROVIDING A REPEALING CLAUSE; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, Section 460.403 of the Texas Transportation Code requires Denton County Transportation Authority ("DCTA") to prepare an annual budget; and

WHEREAS, the prepared budget, Change in Net Position, Capital Improvement & Major Maintenance Plan, Long Range Financial Plan, and FY27 Budget Contingency Plan have been presented to the public for review and comment; and

WHEREAS, after consideration, it is the consensus of the DCTA Board of Directors that the proposed FY 2026–2027 budget as hereinafter set forth, meets the legal and practical requirements of DCTA for the proper and sustained operation of DCTA services and capital expenditures and should be approved as presented;

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

SECTION 1. The DCTA Operating and Capital Budget for FY 2026-2027, including Change in Net Position, Statement of Revenue and Expenditures, Capital Improvement & Major Maintenance Plan, Long Range Financial Plan, and FY27 Budget Contingency Plan, attached as Exhibits "A" through "E", be adopted and approved in all respects, and that the sums of money indicated in the proposed budget be approved as listed, and that the estimate of income and financial support as shown be accepted as proper and sufficient to pay such expenditures for both the operating and capital portions of the Budget.

SECTION 2. That all Budget amendments and transfers of appropriations budgeted from one account or activity to another within any individual activity for the fiscal year 2025-2026 are hereby ratified, and the budget for fiscal year 2026-2027, heretofore adopted by resolution of the DCTA Board of Directors, be and the same is hereby, amended to the extent of such transfers and amendments for all purposes.

<u>SECTION 3</u>. That all provisions of the resolutions of the DCTA Board of Directors 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.

<u>SECTION 4</u>. That this Resolution shall take effect immediately from and after its passage, and it is, accordingly, so resolved.

DULY PASSED AND APPROVED BY THE BOARD OF DIRECTORS OF THE DENTON COUNTY TRANSPORTATION AUTHORITY THE 27TH DAY OF AUGUST 2026.

APPROVED:

____
Andy Eads, Chair

ATTEST:

____
Daniel Jaworski, Secretary

Change in Net Position - 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	4,759,412	5,550,317	16.62%
Total Operating Revenue	**$ 6,667,542**	**$ 6,957,663**	**$ 8,435,018**	**21.23%**
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	4,517,010	-6.78%
Materials & Supplies	220,760	211,737	172,999	-18.30%
Utilities	93,770	107,769	101,500	-5.82%
Insurance	25,127	25,127	31,470	25.24%
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**	**$ 11,627,080**	**-12.75%**
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	461,498	25.31%
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**	**$ 15,293,019**	**18.50%**
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	17,474,839	20.14%
Employee Development	8,480	8,480	4,000	-52.83%
Total Mobility Services Expenses	**$ 13,757,285**	**$ 14,963,652**	**$ 17,962,491**	**20.04%**

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	1,037,441	17.11%
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	1,617,281	0.91%
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**	**$ 27,225,408**	**2.13%**
Total Operating Expenses	**$ 66,036,480**	**$ 67,852,671**	**$ 72,107,997**	**6.27%**
Operating Income/(Loss)	(59,368,938)	(60,895,008)	(63,672,979)	4.56%
NON-OPERATING REVENUE/(EXPENSE)				
Investment Income	$ 3,500,000	$ 3,500,000	$ 3,500,000	0.00%
Misc. Revenues	210,000	200,000	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**	**$ 60,742,242**	**$ 72,522,470**	**19.39%**
Income (Loss)	(265,860)	(152,766)	8,849,491	-5892.86%
CHANGE IN NET POSITION	**$ (265,860)**	**$ (152,766)**	**$ 8,849,491**	**-5892.84%**

DENTON COUNTY TRANSPORTATION AUTHORITY - COMBINED
Statement of Revenue and Expenditures
Last Updated: 8/27/26

	Prior Year Actual			Current Year	Next Year				
	2023	2024	2025	2026 Adopted	Proposed 2027	Proposed Revised 2027	"Adopted" 2027	Variance - Proposed Revised 2027/ "Adopted" 2027	Variance FY26/FY27
Revenue and Other Income									
Passenger Revenues	$ 1,568,793	$ 1,906,892	$ 1,727,518	$ 1,741,501	$ 2,884,701	$ 2,884,701	$ 2,884,701	$ -	65.64%
Contract Service Revenues	4,233,303	4,948,287	3,798,461	4,926,041	5,501,869	5,577,517	5,550,317	(27,200)	12.67%
Sales Tax Revenues	40,292,936	40,592,222	41,234,879	41,000,000	41,820,000	41,820,000	41,820,000	-	2.00%
Federal/State Grants - Capital	59,828	785,917	119,728	2,767,706	8,332,770	8,332,770	8,332,770	-	201.07%
Federal/State Grants - Operating	9,431,745	11,622,600	14,095,704	11,776,474	18,824,808	18,824,808	18,824,808	-	59.85%
Total Revenues and Other Income	**55,586,605**	**59,855,918**	**60,976,290**	**62,211,722**	**77,364,148**	**77,439,796**	**77,412,596**		
Operating Expenses									
Salary, Wages and Benefits	3,787,792	10,212,180	11,838,956	14,677,931	15,550,572	15,550,572	15,550,572	-	5.95%
Outsourced Services and Charges	5,600,148	6,937,117	7,754,270	6,506,840	8,011,973	8,035,595	8,050,101	14,506	23.72%
Materials and Supplies	2,576,663	2,125,775	2,218,893	2,875,172	3,112,054	3,112,054	3,112,054	-	8.24%
Utilities	497,792	561,652	526,317	796,621	756,700	756,700	756,700	-	-5.01%
Insurance	1,577,898	1,099,836	1,889,074	1,996,131	2,010,686	2,110,249	2,110,249	-	5.72%
Purchased Transportation Services	22,348,013	23,888,423	22,890,819	26,310,392	30,805,356	30,852,636	30,835,636	(17,000)	17.20%
Employee Development	2,559,697	311,031	237,395	800,453	624,198	624,198	624,198	-	-22.02%
Leases and Rentals	142,445	169,862	193,771	288,292	281,420	281,420	281,420	-	-2.38%
Depreciation	9,074,611	10,808,931	11,051,662	10,584,648	10,787,067	10,787,067	10,787,067	-	1.91%
Total Operating Expenses	**48,165,059**	**56,114,808**	**58,601,157**	**64,836,480**	**71,940,026**	**72,110,491**	**72,107,997**		
Income Before Non-Operating Revenues and Expenses	**7,421,546**	**3,741,110**	**2,375,133**	**(2,624,758)**	**5,424,122**	**5,329,305**	**5,304,599**		
Non-Operating Revenues/(Expense)									
Investment Income	4,434,145	5,983,517	5,322,769	3,500,000	3,500,000	3,500,000	3,500,000	-	0.00%
Gain (Loss) on Disposal of Assets	52,900	2,818	-	-				-	
Other Income/(Expense) - Miscellaneous	923,293	174,398	90,761	210,000	175,000	175,000	175,000	-	-16.67%
Transportation Reinvestment Program - TRiP *	(345,473)	(1,590,754)	(4,218,304)					-	
Long Term Debt Interest/Expense	(212,684)	(192,299)	(171,811)	(151,102)	(130,108)	(130,108)	(130,108)	-	-13.89%
Total Non-Operating Revenues/(Expenses)	**4,852,181**	**4,377,680**	**1,023,415**	**3,558,898**	**3,544,892**	**3,544,892**	**3,544,892**	**-**	-0.39%
Income (Loss)	**12,273,727**	**8,118,789**	**3,398,548**	**934,140**	**8,969,014**	**8,874,197**	**8,849,491**		
Transfers Out to NTMC	(5,577,506)	-	-	-			-		
Total Transfers	**(5,577,506)**	**-**	**-**	**-**	**-**	**-**	**-**		
Change in Net Position	**$ 6,696,221**	**$ 9,563,167**	**$ 3,398,548**	**$ 934,140**	**$ 8,969,014**	**$ 8,874,197**	**$ 8,849,491**		

* TRiP budget is not shown in "Adopted" or "Proposed" columns since it is budgeted as capital until a transfer is done to operating at year end

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	2,730,000	2,640,000	1,800,000	1,872,000	4,867,200	3,037,133	22,141,333
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 Revenue Service 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		3,400,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	17,400,000
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)				-	31,500,000	41,250,000	40,250,000			113,000,000
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	8,000,000	15,200,000	15,200,000			46,851,990
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	$ 20,361,193	$ 50,084,012	$ 67,170,569	$ 70,099,212	$ 54,442,750	$ 53,267,948	412,290,832
TOTAL CAPITAL BUDGET (without TAM)		$ 63,327,803	$ 22,737,345	$ 16,561,193	$ 46,284,012	$ 63,370,569	$ 66,299,212	$ 50,642,750	$ 49,467,948	$ 378,690,832

DCTA LONG-RANGE FINANCIAL PLAN ($ IN THOUSANDS)

OPERATING FORECAST — Revenue & Expense

Line Item	FY27	FY28	FY29	FY30	FY31	FY32	FY33	FY34	FY35	FY36	FY37	FY38	FY39	FY40	FY41	FY42	FY43	FY44	FY45	FY46	Totals
OPERATING REVENUE																					
Passenger revenue	$2,885	$2,914	$2,943	$3,002	$3,062	$3,123	$3,185	$3,249	$3,314	$3,380	$3,448	$3,517	$3,587	$3,659	$3,732	$3,807	$3,883	$3,960	$4,040	$4,120	**$68,808**
Contract services	$5,550	$5,772	$6,003	$6,258	$6,509	$6,769	$7,040	$7,321	$7,614	$7,919	$8,236	$8,565	$8,908	$9,264	$9,634	$10,020	$10,421	$10,837	$11,271	$11,722	**$165,633**
Total Operating Revenue	**$8,435**	**$8,686**	**$8,946**	**$9,260**	**$9,570**	**$9,892**	**$10,225**	**$10,570**	**$10,928**	**$11,299**	**$11,683**	**$12,082**	**$12,495**	**$12,923**	**$13,366**	**$13,827**	**$14,303**	**$14,798**	**$15,311**	**$15,842**	**$234,441**
NON-OPERATING REVENUE																					
Sales tax revenue	$41,820	$42,842	$43,889	$44,962	$46,061	$47,186	$48,340	$49,763	$51,228	$52,736	$54,288	$55,887	$57,532	$59,226	$60,969	$62,764	$64,612	$66,514	$68,472	$70,488	**$1,089,579**
Operating grants & subsidies	$18,825	$19,295	$19,778	$20,272	$20,779	$21,299	$21,831	$22,377	$22,936	$23,395	$23,863	$24,340	$24,827	$25,323	$25,830	$26,346	$26,873	$27,411	$27,959	$28,518	**$472,078**
Investment income	$3,500	$2,256	$2,657	$2,355	$2,213	$2,115	$1,982	$1,575	$1,195	$706	$498	$500	$502	$503	$505	$507	$509	$510	$512	$514	**$25,614**
Other non-operating	$175	$177	$179	$180	$182	$184	$186	$188	$189	$191	$193	$195	$197	$199	$201	$203	$205	$207	$209	$211	**$3,853**
Total Non-Operating Revenue	**$64,320**	**$64,570**	**$66,502**	**$67,769**	**$69,235**	**$70,784**	**$72,339**	**$73,902**	**$75,548**	**$77,028**	**$78,843**	**$80,922**	**$83,058**	**$85,252**	**$87,506**	**$89,821**	**$92,199**	**$94,643**	**$97,153**	**$99,732**	**$1,591,125**
TOTAL REVENUE	**$72,755**	**$73,256**	**$75,448**	**$77,029**	**$78,805**	**$80,676**	**$82,564**	**$84,472**	**$86,476**	**$88,327**	**$90,526**	**$93,004**	**$95,552**	**$98,174**	**$100,872**	**$103,647**	**$106,503**	**$109,441**	**$112,464**	**$115,574**	**$1,825,566**
OPERATING EXPENSES																					
Salaries, wages & benefits	$15,551	$16,173	$16,819	$17,492	$18,192	$18,920	$19,676	$20,463	$21,282	$22,133	$23,019	$23,939	$24,897	$25,893	$26,929	$28,006	$29,126	$30,291	$31,503	$32,763	**$463,066**
Outsourced services & charges	$8,050	$8,193	$8,338	$8,486	$8,636	$8,789	$8,944	$9,103	$9,264	$9,428	$9,595	$9,765	$9,938	$10,114	$10,293	$10,476	$10,661	$10,850	$11,042	$11,238	**$191,205**
Materials and supplies	$3,112	$3,167	$3,223	$3,280	$3,338	$3,398	$3,458	$3,519	$3,581	$3,645	$3,709	$3,775	$3,842	$3,910	$3,979	$4,050	$4,122	$4,195	$4,269	$4,344	**$73,917**
Purchased transportation services	$30,836	$31,915	$33,032	$34,755	$35,971	$37,230	$38,533	$39,882	$41,278	$42,723	$44,218	$45,765	$47,367	$49,025	$50,741	$52,517	$54,355	$56,257	$58,226	$60,264	**$884,892**
Other operating expenses	$3,773	$3,839	$3,907	$3,977	$4,047	$4,119	$4,192	$4,266	$4,342	$4,418	$4,497	$4,576	$4,657	$4,740	$4,824	$4,909	$4,996	$5,085	$5,175	$5,267	**$89,606**
Depreciation	$10,787	$10,978	$11,173	$11,371	$11,572	$11,777	$11,986	$12,198	$12,414	$12,634	$12,858	$13,085	$13,317	$13,553	$13,793	$14,037	$14,286	$14,539	$14,797	$15,059	**$256,213**
Total Operating Expenses	**$72,108**	**$74,265**	**$76,493**	**$79,360**	**$81,757**	**$84,232**	**$86,789**	**$89,431**	**$92,161**	**$94,981**	**$97,896**	**$100,907**	**$104,019**	**$107,235**	**$110,559**	**$113,995**	**$117,546**	**$121,217**	**$125,012**	**$128,935**	**$1,958,899**
NON-OPERATING EXPENSES																					
Interest expense (from Debt tab)	$130	$109	$87	$65	$43	$20	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**$455**
TOTAL EXPENSE	**$72,238**	**$74,374**	**$76,580**	**$79,425**	**$81,800**	**$84,252**	**$86,789**	**$89,431**	**$92,161**	**$94,981**	**$97,896**	**$100,907**	**$104,019**	**$107,235**	**$110,559**	**$113,995**	**$117,546**	**$121,217**	**$125,012**	**$128,935**	**$1,959,354**
NET OPERATING RESULT (Income before capital contributions)	**$517**	**($1,118)**	**($1,132)**	**($2,397)**	**($2,995)**	**($3,576)**	**($4,226)**	**($4,959)**	**($5,685)**	**($6,654)**	**($7,369)**	**($7,903)**	**($8,467)**	**($9,061)**	**($9,687)**	**($10,348)**	**($11,044)**	**($11,777)**	**($12,548)**	**($13,361)**	**($133,788)**
NET CASH FROM OPERATIONS (excl. capital and debt service)																					
Net operating result	$517	($1,118)	($1,132)	($2,397)	($2,995)	($3,576)	($4,226)	($4,959)	($5,685)	($6,654)	($7,369)	($7,903)	($8,467)	($9,061)	($9,687)	($10,348)	($11,044)	($11,777)	($12,548)	($13,361)	**($133,788)**
Add back: depreciation (non-cash)	$10,787	$10,978	$11,173	$11,371	$11,572	$11,777	$11,986	$12,198	$12,414	$12,634	$12,858	$13,085	$13,317	$13,553	$13,793	$14,037	$14,286	$14,539	$14,797	$15,059	**$256,213**
Net cash provided by operations	**$11,304**	**$9,861**	**$10,041**	**$8,974**	**$8,577**	**$8,201**	**$7,760**	**$7,239**	**$6,729**	**$5,980**	**$5,488**	**$5,182**	**$4,850**	**$4,492**	**$4,106**	**$3,690**	**$3,243**	**$2,763**	**$2,248**	**$1,698**	**$122,425**

DCTA LONG-RANGE FINANCIAL PLAN ($ IN THOUSANDS)

2. CAPITAL

CAPITAL PLAN — Project list, totals, and funding sources

Line Item	FY27	FY28	FY29	FY30	FY31	FY32	FY33	FY34	FY35	FY36	FY37	FY38	FY39	FY40	FY41	FY42	FY43	FY44	FY45	FY46	Totals
CAPITAL OUTLAY BY PROJECT (Cash basis)																					
ROLLING STOCK																					
Fleet Purchase - Bus	$2,730	$2,640	$1,800	$1,872	$4,867	$3,037	$3,128	$3,222	-	-	-	$7,253	$4,980	$3,847	$2,642	$2,721	$7,007	$4,330	-	-	**$56,077**
Fleet Purchase - Cutaway Bus	-	$465	$720	$744	$765	$1,052	$542	$837	$862	$1,184	$1,220	$628	$970	$999	$1,373	$1,414	$728	$1,125	$1,159	$1,159	**$17,945**
Fleet Purchase - Vans	$240	-	-	-	$272	-	-	-	$307	-	-	-	$345	-	-	-	$388	-	-	-	**$1,552**
Fleet Purchase - Non-Revenue Vehicles	$80	$135	$140	$96	$198	$153	$53	$108	$167	$57	$59	$122	$188	$65	$67	$137	$212	$73	$75	$75	**$2,259**
Fleet - Bus Refurbish	$600	-	-	-																	**$600**
Fleet Purchase - Rail	-	-	-	-	-	-	-	-	-	-	$38,000	$39,140	$40,314	$21,000	-	-	-	-	-	-	**$138,454**
RAIL — STATE OF GOOD REPAIR	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
Major Maintenance Items - Rail	$3,108	$2,750	$2,750	$2,750	$2,750	$2,750	$2,750	$2,750	$2,750	$2,750	$2,750	$2,750	$2,750	$2,750	$2,750	$2,750	$2,750	$2,750	$2,750	$2,750	**$55,358**
Capital Improvement Items - Rail	$80	-	-	-	-	$100	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**$180**
Positive Train Control	-	-	-	-	-	-	-	-	$4,000	$40,000	$40,000	-	-	-	-	-	-	-	-	-	**$84,000**
EXPANSION PROJECTS																					
Downtown Carrollton A-Train Extension (see Professional Srvc below)	$4,500	$31,500	$41,250	$40,250		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**$117,500**
A-Train 15-Min Frequency Program	-	-	-	-	-							-	-	-	-	-	-	-	-	-	**-**
Old Town Transit Oriented Development	$4,000	$8,000	$15,200	$15,200	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**$42,400**
G&A — PROFESSIONAL SVC & TECHNOLOGY																					
Professional Services	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
Professional Services - Downtown Carrollton A-Train Extension																					
Technology Improvements / Capital Reserves	-	$1,375	$1,375	$1,375	$1,375	$1,375	$1,375	$1,375	$1,375	$1,375	$1,375	$1,375	$1,375	$1,375	$1,375	$1,375	$1,375	$1,375	$1,375	$1,375	**$26,125**
Enterprise Data Warehouse & Dashboard	$350																				**$350**
Backup & Disaster Recovery Infrastructure Upgrades	$100																				**$100**
OTHER RAIL PROJECTS																					
Lighting (ROMF) (MUSCO Lights)	$100	$100																			**$200**
Station Platform Furniture Improvements		$150	$150																		**$300**
Lighting (Station Platforms, Bus Isle, & Pedestrian)		$1,200	$1,200																		**$2,400**
Station Canopy Roof Replacement		$80	$80	$80																	**$240**
MEPS (Work from assessment in FY27)		$100	$100	$100																	**$300**
Rail Ops Expansion (to accommodate new trains)										$20,000											**$20,000**
Train Wash Rehab	$258										$400										**$658**
OTHER BUS PROJECTS																					
Bus Stop Infrastructure		$1,000	$1,150	$750																	**$2,900**
MedPark Restroom																					
Lighting (BOM Exterior & Parking Lot)	$75																				**$75**
Air Compressor Replacement at Bus Maintenance	$50																				**$50**
Bus Wash Rehab	$200																				**$200**
Flooring at Bus Ops and Maintenance Office	$90																				**$90**
Bus Admin Facility																	$800	$4,000	$4,000	-	**$8,800**
Fuel Infrastructure @ Rail (Repair Fuel Tanks)		$100																			**$100**
Fuel Infrastructure @ BOM																	$700	$3,500	$3,500	-	**$7,700**
Pavement, Sidewalks, Pavement Markings, Signage and Drainage @ BOM		$200																			**$200**
Roofing & Water Proofing @ BOM																					
MEPS		$100	$100	$100																	**$300**
Bus Wash Repair/Replacement										$1,100											**$1,100**
BOM Security Gate Upgrades																					
BOM Security Fence Replacement			$350	$350	$350																**$1,050**
BOM Pedestrian Bridge Replacement		$500																			**$500**
BOM Vehicle Bridge Repairs		$100																			**$100**
Landscape Enhancements (MedPark & Hebron)		$800	$800																		**$1,600**
FUTURE BACKUP & DR INFRASTRUCTURE UPDATE																					
TAM RESERVES (Capital Replacement Reserve contributions)																					
Reserve for Fleet Replacement (TAM) - Bus	$2,000	$2,000	$2,000	$2,000	$2,000	$2,000	$2,000	$2,000	$2,000	$2,000	$2,000	$2,000	$2,000	$2,000	$2,000	$2,000	$2,000	$2,000	$2,000	$2,000	**$40,000**
Reserve for Major Maintenance Items (TAM) - Rail	$1,800	$1,800	$1,800	$1,800	$1,800	$1,800	$1,800	$1,800	$1,800	$1,800	$1,800	$1,800	$1,800	$1,800	$1,800	$1,800	$1,800	$1,800	$1,800	$1,800	**$36,000**
CAPITAL OUTLAY SUBTOTALS BY CATEGORY																					
Rolling Stock	$3,650	$3,240	$2,660	$2,712	$6,102	$4,242	$3,723	$4,167	$1,336	$1,241	$39,279	$47,143	$46,798	$25,911	$4,081	$4,272	$8,335	$5,528	$1,234	$1,234	**$216,888**
Rail (State of Good Repair)	$3,188	$2,750	$2,750	$2,750	$2,750	$2,850	$2,750	$2,750	$6,750	$42,750	$42,750	$2,750	$2,750	$2,750	$2,750	$2,750	$2,750	$2,750	$2,750	$2,750	**$139,538**
Expansions	$8,500	$39,500	$56,450	$55,450	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**$159,900**
Professional Services & Technology	$450	$1,375	$1,375	$1,375	$1,375	$1,375	$1,375	$1,375	$1,375	$1,375	$1,375	$1,375	$1,375	$1,375	$1,375	$1,375	$1,375	$1,375	$1,375	$1,375	**$26,575**
Other Rail Projects	$358	$1,630	$1,530	$180	-	-	-	-	-	$20,000	$400	-	-	-	-	-	-	-	-	-	**$24,098**
Other Bus Projects	$415	$2,800	$2,400	$1,200	$350	-	-	-	-	$1,100	-	-	-	-	-	-	$1,500	$7,500	$7,500	-	**$24,765**
Future Backup & DR Infrastructure Update	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
TAM Reserves	$3,800	$3,800	$3,800	$3,800	$3,800	$3,800	$3,800	$3,800	$3,800	$3,800	$3,800	$3,800	$3,800	$3,800	$3,800	$3,800	$3,800	$3,800	$3,800	$3,800	**$76,000**
TOTAL CAPITAL OUTLAY	**$20,361**	**$55,095**	**$70,965**	**$67,467**	**$14,377**	**$12,267**	**$11,648**	**$12,092**	**$13,261**	**$70,266**	**$87,604**	**$55,068**	**$54,723**	**$33,836**	**$12,006**	**$12,197**	**$17,760**	**$20,953**	**$16,659**	**$9,159**	**$667,764**
Total Capital Outlay, less TAM contributions	**$16,561**	**$51,295**	**$67,165**	**$63,667**	**$10,577**	**$8,467**	**$7,848**	**$8,292**	**$9,461**	**$66,466**	**$83,804**	**$51,268**	**$50,923**	**$30,036**	**$8,206**	**$8,397**	**$13,960**	**$17,153**	**$12,859**	**$5,359**	**$591,764**
CAPITAL FUNDING SOURCES																					
Capital Grants - Programmed (formula)												-	-	-	-	-	-	-	-	-	**-**
Rolling Stock - Capital Grants - Discretionary - Bus Fleet (Sect. 5339)	$2,795	$2,592	$2,128	$2,170	$4,882	$3,394	$2,978	$3,334	$1,069	$993	$1,023	$6,402	$5,187	$3,929	$3,265	$3,418	$6,668	$4,422	$987	$987	**$62,622**
Bus Rolling Stock & Equipment Projects (Sect. 5307)	$104																				**$104**
Bus Rolling Stock & Equipment Projects (Sect. 5310)	$204																				**$204**
Capital Grants - Discretionary - Rail Fleet	-	-	-	-	-	-	-	-	-	-	$32,300	$33,269	$34,267	$17,850	-	-	-	-	-	-	**$117,686**
Major Maintenance Items - Rail (possible grant funding)		$2,200	$2,200	$2,200	$2,200	$2,200	$2,200	$2,200	$2,200	$2,200	$2,200	$2,200	$2,200	$2,200	$2,200	$2,200	$2,200	$2,200	$2,200	$2,200	**$41,800**
Capital Improvements Items - Rail		-	-	-	-	$100	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**$100**
Positive Train Control		-	-	-	-	-	-	-	$3,200	$32,000	$32,000	-	-	-	-	-	-	-	-	-	**$67,200**
Capital Grants - Discretionary - A-Train Ext		$25,200	$21,455	$21,345	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**$68,000**
Capital Grants - Discretionary - A-Train Ext (Future Federal Funding)			$15,200	$15,200																	**$30,400**

DCTA LONG-RANGE FINANCIAL PLAN ($ IN THOUSANDS)

Capital Grants - Discretionary - A-Train 15-min	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Capital Grants - Old Town	$4,000	$4,333	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**$8,333**
Facility Maintenance Projects (Sect. 5339)	$232																				**$232**
Safety & Security Projects (Sect. 5307)	$220																				**$220**
Information Technology Projects (Sect. 5339)	$103																				**$103**
Bus Stop Enhancements (Sect. 5339)	$75																				**$75**
Capital Reimbursement - CRISI/FRA Grant	$600	$642	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**$1,242**
Use of Capital Reserves - Fleet Replacement (TAM)	$547	$648	$532	$542	$1,220	$848	$745	$833	$267	$248	$256	$1,601	$1,297	$982	$816	$854	$1,667	$1,106	$247	$247	**$15,504**
Use of Capital Reserves - Major Maintenance Rail (TAM)	-	-	-	-	-	-	-	-	-	-	$5,700	$5,871	$6,047	$3,150	-	-	-	-	-	-	**$20,768**
New debt proceeds (from Debt tab)	-	$24,600	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**$24,600**
TOTAL CAPITAL SOURCES	**$8,880**	**$60,216**	**$41,515**	**$41,457**	**$8,302**	**$6,542**	**$5,923**	**$6,367**	**$6,736**	**$35,441**	**$73,479**	**$49,343**	**$48,998**	**$28,111**	**$6,281**	**$6,472**	**$10,535**	**$7,728**	**$3,434**	**$3,434**	**$459,193**
FUNDING GAP (Capex less Sources) — drawn from cash if positive	**$7,681**	**($8,921)**	**$25,650**	**$22,210**	**$2,275**	**$1,925**	**$1,925**	**$1,925**	**$2,725**	**$31,025**	**$10,325**	**$1,925**	**$1,925**	**$1,925**	**$1,925**	**$1,925**	**$3,425**	**$9,425**	**$9,425**	**$1,925**	**$132,571**
TAM Reserve Balance (Beginning)	$ 8,300	$ 11,553	$ 14,705	$ 17,973	$ 21,230	$ 23,810	$ 26,762	$ 29,817	$ 32,784	$ 36,316	$ 39,868	$ 37,712	$ 34,041	$ 30,497	$ 30,165	$ 33,148	$ 36,094	$ 38,227	$ 40,921	$ 44,475	**$ 588,397**
TAM Reserve Addition	$ 3,800	$ 3,800	$ 3,800	$ 3,800	$ 3,800	$ 3,800	$ 3,800	$ 3,800	$ 3,800	$ 3,800	$ 3,800	$ 3,800	$ 3,800	$ 3,800	$ 3,800	$ 3,800	$ 3,800	$ 3,800	$ 3,800	$ 3,800	**$ 76,000**
TAM Reserve Used	$ (547)	$ (648)	$ (532)	$ (542)	$ (1,220)	$ (848)	$ (745)	$ (833)	$ (267)	$ (248)	$ (5,956)	$ (7,472)	$ (7,344)	$ (4,132)	$ (816)	$ (854)	$ (1,667)	$ (1,106)	$ (247)	$ (247)	**$ (36,272)**
TAM Reserve Balance (Ending)	**$ 11,553**	**$ 14,705**	**$ 17,973**	**$ 21,230**	**$ 23,810**	**$ 26,762**	**$ 29,817**	**$ 32,784**	**$ 36,316**	**$ 39,868**	**$ 37,712**	**$ 34,041**	**$ 30,497**	**$ 30,165**	**$ 33,148**	**$ 36,094**	**$ 38,227**	**$ 40,921**	**$ 44,475**	**$ 48,028**	**$ 628,124**

DCTA LONG-RANGE FINANCIAL PLAN ($ IN THOUSANDS)

3. DEBT

DEBT — Existing schedule + new issuance modeling

Line Item	FY27	FY28	FY29	FY30	FY31	FY32	FY33	FY34	FY35	FY36	FY37	FY38	FY39	FY40	FY41	FY42	FY43	FY44	FY45	FY46	Totals
EXISTING DEBT — From FY25 Audit Note 7 (locked schedule)																					
Series 2020 Refunding Bonds (0.99%, matures FY32)	$917	$898	$875	$862	$833	$2,085	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**$6,470**
Series 2021 Refunding Bonds (1.28%, matures FY31)	$1,073	$1,091	$1,112	$1,129	$1,155	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**$5,560**
Total Existing Debt Service	**$1,990**	**$1,989**	**$1,987**	**$1,990**	**$1,988**	**$2,085**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**$12,030**
NEW ISSUANCE #1 — Drives from Assumptions tab																					
Bond proceeds (issuance year only)	-	$24,600	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**$24,600**
Annual debt service (P+I)	-	$1,647	$1,647	$1,647	$1,647	$1,647	$1,647	$1,647	$1,647	$1,647	$1,647	$1,647	$1,647	$1,647	$1,647	$1,647	$1,647	$1,647	$1,647	$1,647	**$31,298**
Outstanding balance (year-end)	-	$24,367	$24,121	$23,861	$23,585	$23,294	$22,986	$22,661	$22,317	$21,953	$21,567	$21,160	$20,730	$20,274	$19,793	$19,284	$18,745	$18,176	$17,574	$16,937	**$403,386**
TOTAL DEBT SERVICE (existing + new)	**$1,990**	**$3,636**	**$3,634**	**$3,638**	**$3,635**	**$3,733**	**$1,647**	**$1,647**	**$1,647**	**$1,647**	**$1,647**	**$1,647**	**$1,647**	**$1,647**	**$1,647**	**$1,647**	**$1,647**	**$1,647**	**$1,647**	**$1,647**	**$43,328**

DCTA LONG-RANGE FINANCIAL PLAN ($ IN THOUSANDS)

4. TRIP

TRiP — Transportation Reinvestment Program

Line Item	FY27	FY28	FY29	FY30	FY31	FY32	FY33	FY34	FY35	FY36	FY37	FY38	FY39	FY40	FY41	FY42	FY43	FY44	FY45	FY46	Totals
TRiP LIABILITY ROLL-FORWARD																					
Beginning liability balance	$24,572	$16,696	$8,360	$6,532	$4,573	$3,201	$2,241	$1,568	$1,098	$769	$538	$377	$264	$185	$129	$90	$63	$44	$31	$22	**$71,352**
Annual board-approved amount (expense accrual)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Cash payout to cities (when projects complete)	($7,877)	($8,335)	($1,828)	($1,960)	($1,372)	($960)	($672)	($471)	($329)	($231)	($161)	($113)	($79)	($55)	($39)	($27)	($19)	($13)	($9)	($7)	**($24,557)**
Ending liability balance	**$16,696**	**$8,360**	**$6,532**	**$4,573**	**$3,201**	**$2,241**	**$1,568**	**$1,098**	**$769**	**$538**	**$377**	**$264**	**$185**	**$129**	**$90**	**$63**	**$44**	**$31**	**$22**	**$15**	**$46,795**
CASH IMPACT FOR FUND BALANCE (negative = cash out)																					
TRiP cash payouts (already negative)	($7,877)	($8,335)	($1,828)	($1,960)	($1,372)	($960)	($672)	($471)	($329)	($231)	($161)	($113)	($79)	($55)	($39)	($27)	($19)	($13)	($9)	($7)	**($24,557)**

DCTA LONG-RANGE FINANCIAL PLAN ($ IN THOUSANDS)

5. FUND BALANCE & RESERVES

FUND BALANCE & RESERVES

Line Item	FY27	FY28	FY29	FY30	FY31	FY32	FY33	FY34	FY35	FY36	FY37	FY38	FY39	FY40	FY41	FY42	FY43	FY44	FY45	FY46	Totals
CASH FLOW WALK — Annual																					
Beginning cash & investments	$112,901	$106,657	$113,467	$92,395	$73,562	$74,857	$76,440	$79,955	$83,152	$85,179	$58,256	$51,611	$53,107	$54,306	$55,171	$55,666	$55,756	$53,907	$45,584	$36,751	**$1,418,681**
(+) Net cash from operations	$11,304	$9,861	$10,041	$8,974	$8,577	$8,201	$7,760	$7,239	$6,729	$5,980	$5,488	$5,182	$4,850	$4,492	$4,106	$3,690	$3,243	$2,763	$2,248	$1,698	**$122,425**
(-) Capital outlay (cash out)	($16,561)	($51,295)	($67,165)	($63,667)	($10,577)	($8,467)	($7,848)	($8,292)	($9,461)	($66,466)	($83,804)	($51,268)	($50,923)	($30,036)	($8,206)	($8,397)	($13,960)	($17,153)	($12,859)	($5,359)	**($591,764)**
(+) Capital sources (grants, reimbursements, TAM use)	$8,880	$35,616	$41,515	$41,457	$8,302	$6,542	$5,923	$6,367	$6,736	$35,441	$73,479	$49,343	$48,998	$28,111	$6,281	$6,472	$10,535	$7,728	$3,434	$3,434	**$434,593**
(+) New debt proceeds	-	$24,600	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**$24,600**
(-) Debt service (P+I, all bonds)	($1,990)	($3,636)	($3,634)	($3,638)	($3,635)	($3,733)	($1,647)	($1,647)	($1,647)	($1,647)	($1,647)	($1,647)	($1,647)	($1,647)	($1,647)	($1,647)	($1,647)	($1,647)	($1,647)	($1,647)	**($43,328)**
(-) TRiP cash payouts to cities	($7,877)	($8,335)	($1,828)	($1,960)	($1,372)	($960)	($672)	($471)	($329)	($231)	($161)	($113)	($79)	($55)	($39)	($27)	($19)	($13)	($9)	($7)	**($24,557)**
Net change in cash	**($6,244)**	**$6,810**	**($21,072)**	**($18,833)**	**$1,295**	**$1,583**	**$3,516**	**$3,196**	**$2,028**	**($26,923)**	**($6,646)**	**$1,497**	**$1,199**	**$865**	**$495**	**$90**	**($1,849)**	**($8,323)**	**($8,833)**	**($1,881)**	**($78,031)**
ENDING CASH & INVESTMENTS	**$106,657**	**$113,467**	**$92,395**	**$73,562**	**$74,857**	**$76,440**	**$79,955**	**$83,152**	**$85,179**	**$58,256**	**$51,611**	**$53,107**	**$54,306**	**$55,171**	**$55,666**	**$55,756**	**$53,907**	**$45,584**	**$36,751**	**$34,871**	**$1,340,650**
RESERVE TARGETS (per board policy)																					
O&M Reserve target (3 mo of operating expense)	$18,027	$18,566	$19,123	$19,840	$20,439	$21,058	$21,697	$22,358	$23,040	$23,745	$24,474	$25,227	$26,005	$26,809	$27,640	$28,499	$29,387	$30,304	$31,253	$32,234	**$489,725**
Sales Tax Stabilization Fund target (3% of sales tax)	$1,255	$1,285	$1,317	$1,349	$1,382	$1,416	$1,450	$1,493	$1,537	$1,582	$1,629	$1,677	$1,726	$1,777	$1,829	$1,883	$1,938	$1,995	$2,054	$2,115	**$32,687**
Fuel Stabilization Fund target ($0.50/gal × budgeted gallons)	$249	$249	$249	$249	$249	$249	$249	$249	$249	$249	$249	$249	$249	$249	$249	$249	$249	$249	$249	$249	**$4,987**
Total reserves required (per policy)	**$19,531**	**$20,101**	**$20,689**	**$21,438**	**$22,070**	**$22,723**	**$23,397**	**$24,100**	**$24,826**	**$25,577**	**$26,352**	**$27,153**	**$27,980**	**$28,835**	**$29,718**	**$30,631**	**$31,574**	**$32,549**	**$33,557**	**$34,598**	**$527,399**
TRiP outstanding liability (committed but unpaid)	$16,696	$8,360	$6,532	$4,573	$3,201	$2,241	$1,568	$1,098	$769	$538	$377	$264	$185	$129	$90	$63	$44	$31	$22	$15	**$46,795**
NET AVAILABLE FUND BALANCE (Ending cash − reserves − TRiP liability)	**$70,430**	**$85,006**	**$65,174**	**$47,551**	**$49,586**	**$51,476**	**$54,990**	**$57,954**	**$59,584**	**$32,141**	**$24,882**	**$25,691**	**$26,142**	**$26,207**	**$25,857**	**$25,062**	**$22,289**	**$13,004**	**$3,173**	**$258**	

DCTA Budget Contingency Plan
Fiscal Year 2027

The fiscal year budget includes revenue streams based on historical trends and projections of future activity. The largest revenue stream is sales tax. A contingency plan is recommended should the budgeted increase in sales tax not materialize or, if there is a need for service enhancements not planned in the fiscal year budget and it is determined that sales tax revenue has increased sufficiently to support sustainable service.

Section I: Sales Tax Revenue Shortfall

The following precautionary actions will be initiated immediately if a sales tax revenue shortfall is anticipated:

Initial Precautionary Action

- Freeze all new hire positions and vacant positions except with necessity review by the Management Team.
- Identify any non-traditional revenue sources.
- Re-justify all planned capital outlay over $10,000 to the Management Team prior to expenditures.
- Re-justify all vehicle replacement/purchase schedules to the Management Team.
- Re-justify all travel related expenditures to the Management Team.
- Re-justify expenditures related to the service and materials & supplies category including, but not limited to:
    - Technology
    - Professional Services
    - Consulting Fees

Initiate the following expenditure reductions and measures if a cumulative unanticipated shortfall in sales tax revenue is equal to:

2% Reduction ($836,400)

- Realized savings will not be transferred between categories.
- Prohibit unbudgeted expenditures including supplies and maintenance accounts.
- The Management Team will be required to review, monitor and control planned expenditures greater than $5,000.
- Supplemental appropriations will not be made from budgeted savings or unappropriated fund balance.
- All carry forward requests will be carefully reviewed and approved by Finance.
- Any overtime must be pre-approved by department heads.
- Determination made and plan developed regarding utilization of sales tax stabilization fund. Utilization of sales tax stabilization funds will require Board Approval prior to implementation.

3% Reduction ($1,254,600)

- Freeze all travel and training requests except with necessity review by the Management Team.
- Reduce expenditures in operations and maintenance accounts in each functional area. Amount of reduction to be determined by Management Team.
- Freeze capital outlay except with necessity review by the Management Team.
- Indefinitely freeze all vacant positions except with necessity review by the Management Team.

4% Reduction ($1,672,800)

- Will require Board policy decisions regarding service delivery and fund balance reserves.
- Re-evaluate any budgeted transfer to Capital Projects which is not a grant match requirement.
- The Management Team will review service level reductions, passenger fare increases, elimination of specific programs, and reduction in work force. This would require implementation of the Service Reduction Policy.
- Evaluate the 90-day Operating Fund Balance Reserve Policy and consider options for fund balance utilization or utilization of other reserve funds. Board action will be required for utilization of reserve funds.

Section II: Sales Tax Revenue Sustainable Increase

The following steps will be followed when it is determined that additional mid-year service level enhancements are necessary (above those already programmed in the annual budget) and sales tax revenue exceeds budget and prior year's actual for at least 4 consecutive months and a determination is made that sales tax revenue increase is sufficient to support sustainable service levels.

For planning purposes, recommended service level increases will be less than or equal to the available sales tax stabilization fund.

Increases in sales tax revenue may be utilized to fund:

- Direct service enhancements
- System support
- Capital Infrastructure and maintenance reserve

Recommended service levels enhancements will be evaluated and prioritized based on:

- System performance and
- Board adopted service standards and service plan

Service Level considerations are not limited to additional transit service hours but may include other agency or transit system support requirements.

Service Level enhancement decisions will follow annual Decision Cycle framework.

Prior to implementation and adoption by Board, additional service level enhancements will be incorporated into long-range financial plan to identify impact of current enhancement in future years.

Implementation of Service Level Enhancements will require Board action and revision of annual budget.

Section III: Federal Grant Funding Reduction

The following precautionary actions will be initiated immediately if a federal grant reduction is anticipated:

Capital Expenditures:

- Identify and evaluate other available funding sources
- Evaluate scaling back the scope of the project to the allocated funds, if feasible
- Freeze project pending review and discussion with Board of Directors

Operating Funds:

- Follow the Sales Tax Revenue Shortfall Procedure

DCTA DENTON COUNTY TRANSPORTATION AUTHORITY

Board of Directors Memo August 27, 2026

AGENDA ITEM: Discuss and Consider Approval of Fiscal Year (FY) 2026 Transportation Reinvestment Program (TRiP) Project Submission

Recommendation

Staff recommends approval of FY26 Transportation Reinvestment Program (TRiP) Project submission.

Background

Through our Annual Call for Projects for FY2026, DCTA received one (1) TRiP funding request from the City of Denton totaling approximately $1.84 million for the construction of a transit-supportive capital project. The Cities of Lewisville and Highland Village have opted to rollover FY26 available funds to the FY27 Call. With over $155,000 in local funding also committed, the total value of the FY26 project submittal requesting TRiP funds represents over $2 million dollars in transit-supportive infrastructure. These improvements will provide a safer means of travel for transit riders as they walk to and from employment, education, and entertainment areas in and around Denton.

Staff Review Notes

DCTA staff found the application to be thorough and complete, meeting the minimum project eligibility requirements for TRiP funding by supporting DCTA's Long-Range Service Plan goals:

- Increase the visibility and elevate the image of DCTA by improving the passengers' experience through enhanced bus stops and passenger amenities; and
- Advocate sustainable development practices that support transit by supporting infrastructure projects that complement and/or enhance DCTA's operational needs.

These Long-Range Service Plan goal achievements are enumerated and described in the project applications.

DCTA staff also found the proposed project met or exceeded key evaluation criteria, including:

- Achieves long-term vision: as noted above, the project supports key tenets of the anticipated DCTA Long-Range Service Plan.
- Safety & ADA: the improvements would increase safety for all users.
- Quality of Life: the improvements would increase the appeal and walkability of member city neighborhoods and activity centers.

Funding Sources

The submission from the City of Denton seeks additional funding for construction to complete a previous FY24 TRiP Award (D20 – Woodrow Lane Multimodal Improvements) totaling $850,000 for planning, design, and construction. The additional request for funding in the amount of $1,844,274 is based on the planning analysis completed under the original award. Additionally, the City of Denton has committed an additional $155,766 in local funds.

Previous Board Activity and Action
The Board authorized the TRiP Annual Call for Projects for FY26 at its January 22, 2026, meeting.

Identified Need
Consistent with DCTA's TRiP Policy, this agenda item is intended to discuss and consider approval of project applications received under DCTA's Annual TRiP Call for Projects for FY26. The table below displays the amount of TRiP funds remaining, if awarded.

	CITY OF DENTON	CITY OF HIGHLAND VILLAGE	CITY OF LEWISVILLE	TOTAL
FY26 TRiP Call for Projects				
FY26 Funding Allocation	$1,844,274	$188,191	$1,731,359	$3,763,825
FY21-25 Cumulative TRiP Program Rollover*	$0	$1,777,485	$7,717,087	$9,494,572
FY26 Call For Projects Available Funding	**$ 1,844,274**	**$1,965,676**	**$9,448,446**	**$13,258,397**

	CITY OF DENTON	CITY OF HIGHLAND VILLAGE	CITY OF LEWISVILLE	TOTAL
FY26 TRiP Call for Projects				
FY26 Call For Projects Available Funding	$1,844,274	$1,965,676	$9,448,446	$13,258,397
Woodrow Ln Trail Improvements	$1,844,274			$1,844,274
FY26 Call For Projects Remaining Funds	**$ (0)**	**$1,965,676**	**$9,448,446**	**$11,414,122**

Note: Available funds do not reflect return of funds from completed projects since the opening of the FY2026 Call for Projects in January 2026. These funds will be reflected in FY27.

Financial Impact
Per the TRiP Policy, member city allocations are determined through the annual budget process and remain available as capital funds until expended.

Exhibits
None.

Submitted By: ______________________________
Karina Maldonado, AICP, Planning Manager

Reviewed By: ______________________________
Austin Frith, Vice President, Planning and Development

Board of Directors Memo

August 27, 2026

AGENDA ITEM: Discuss and Consider Authorizing the Chief Executive Officer (CEO) to Apply for the Fiscal Year (FY) 2026 Bus and Bus Facilities Grant Competitive Program with Local Matching Funds in an Amount of $813,000 to Purchase Three (3) 35' Diesel Transit Buses at a Total Estimated Cost of $2,913,000

Recommendation

Staff recommends that the Board authorize the CEO to apply for the Fiscal Year (FY) 2026 Bus and Bus Facilities Grant Competitive Program with local matching funds in an amount of $813,000 to purchase three (3) 35' diesel transit buses at a total estimated cost of $2,913,000.

Background

The Federal Transit Administration (FTA) provides capital assistance through the 5339(b) Bus and Bus Facilities Discretionary Grant Program to support the replacement, rehabilitation, and purchase or leases of buses and related equipment, as well as the construction, rehabilitation, purchase, or lease of bus-related facilities. Funding under this program is awarded through a competitive process to designated recipients, states, local governmental authorities and Indian tribes.

DCTA staff is currently preparing a grant application under the Fiscal Year (FY) 2026 funding opportunity of the Bus and Bus Facilities Discretionary Program to request funding for the purchase of three (3) 35' diesel transit buses. This request is consistent with the agency's revenue fleet plan and with the fleet lifecycle findings previously reported to the Board. The program requires a minimum local match of 15% and also limits any individual request to 10% of the $21 million available under the program, or $2,100,000. Because the estimated project cost exceeds that threshold, if awarded DCTA's local share will be greater than the 15% minimum.

Considering the buses purchased with a potential grant award would likely be ordered at least one (1) year from now, it is appropriate to escalate the cost estimate based on what we have seen in the escalation of costs on the previous Washington State DOT contract. If the grant is awarded, the local match is anticipated to be programmed in the capital budget for the fiscal year in which the award is executed.

The cost information below is based on the maximum allowable grant amount of $2,100,000 and a quote received from Gillig on July 26, 2026. The contingency line accounts for cost increases (estimated at approximately 7%) and bus inspection costs (estimated at $6,000 per bus).

Funding Breakdown	
Cost per Bus (quote)	$901,000
Contingency	$70,000
Total Cost per Bus	$971,000
Number of Buses	3
Total Project Cost	**$2,913,000**
Less Federal Grant Cap	$2,100,000
Local Share	**$813,000**
Local Share as % of Total	27.9%

Previous Board Activity and Action
There has been no prior discussion with the Board regarding this particular grant opportunity.

Identified Need
DCTA seeks to procure three (3) 35' diesel transit buses to replace aging vehicles that have reached or exceeded their useful life benchmark. Continued, phased replacement is necessary to maintain service reliability and preserve the agency's state of good repair position. Federal funding allows DCTA to advance replacement at a lower local cost.

Financial Impact
The financial impact will not exceed $813,000, provided the grant is awarded. This is a request for advanced funding authority against anticipated expenditure reflected in the Long-Range Financial Plan (LRFP). The LRFP currently assumes the purchase of three buses at an 80% federal share utilizing programmatic funding in FY28. The FY28 LRFP estimate does not reflect the assumed worst-case scenario cost escalations and contingencies identified in this item. Staff will continue to refine the LRFP fleet purchase requirements as more cost information is known and based on the outcome of this grant application. If the grant is not awarded, the funds will not be committed to this project.

Submitted By: Dawn Jones
Dawn Jones, Revenue & Business Analytics Manager

Approved By: Derick Sibley
Derick Sibley, Vice President of Finance

Board of Directors Memo August 27, 2026

AGENDA ITEM: Discuss Update on Denton County Transportation Authority (DCTA) Marketing and Communications Program

Recommendation

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

Background

For Fiscal Year 2026, agency marketing goals and objectives centered on promoting DCTA's services and benefits, establishing customer experiences to increase awareness of DCTA services and strengthening the overall brand identity through consistent messaging, content, and visuals.

Staff will provide an update to demonstrate how DCTA has enhanced community engagement through activities focused on assets and fostering stronger connections with riders. Targeted advertising campaigns, particularly for GoZone, have increased awareness and highlighted the value GoZone brings in providing options to member city residents, while streamlined brand guidelines have strengthened the organization’s market presence. Social media efforts have effectively differentiated content across platforms, boosting engagement and brand sentiment, especially through creative employee features. A revamped dcta.net website is set to launch, offering improved accessibility and user experience. Additionally, a strategic partnership with an advertising revenue firm has established a new revenue stream, optimizing brand value and positioning DCTA for future growth.

Upcoming Initiatives and Plans

In the coming year, the Marketing team will focus on engaging our customer base to raise awareness of the services DCTA offers in Denton County and beyond. We also aim to attract riders from outside Denton County to visit the area via the A-train and connections to other DCTA modes. Our goal is to build business connections and expand community outreach to contracted cities, ultimately enhancing the services we provide.

Previous Board Activity & Action

None.

Identified Need

None.

Financial Impact

None.

Exhibits

None.

Submitted By: ______________________________
Randy Evans, Marketing and Communications Manager

Reviewed By: ______________________________
Jackie Bronson, Vice President
Engagement and Administration

Board of Directors Memo August 27, 2026

AGENDA ITEM: Discuss Update on the A-train Enhancement Program

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

Background
The A-train Enhancement Program is a multi-year, multi-phase initiative to improve regional connectivity, service reliability, capacity, safety, and customer experience along the A-train corridor. The program is being advanced through three (3) coordinated workstreams: the Curve and Speed Improvement Project; the Downtown Carrollton Extension and Platform, currently in preliminary engineering; and corridor capacity improvements supporting expanded service hours and future 15-minute headways.

This briefing delivers the August milestone in the program's sequenced Board deliverables. Staff and the program consultant team will provide a high-level update on the following:

Rail Traffic Modeling: Results of the modeling effort undertaken to determine whether expanded A-train service hours are operationally feasible on a corridor shared with freight service, and what those results indicate about continued coordination with the host freight railroad.

Expanded Service Hours and Positive Train Control: The relationship between the corridor alignment decision and the train control technology required to support expanded service, along with the bus-based alternatives evaluated as complements to rail service during late-night hours.

A-train Extension: Schedule update on the design progress on the Downtown Carrollton Extension and platform, alignment considerations, and the corridor constraints being addressed through ongoing design.

Staff anticipates returning to the Board with the delivery method assessment, final cost estimate, funding opportunities, and any updates to the program timeline.

Previous Board Activity and Action
September 24, 2025 – Regular Agenda Item 02 and 03: Discuss and Consider Approval of Task order 2/4 with HW Lochner for Prelim Engineering and Extended Service Modeling and Analysis

January 22, 2026 – Regular Agenda Item 07: Discuss Update on the A-train Enhancement Program

February 26, 2026 – Regular Agenda Item 09: Discuss Update on the A-train Enhancement Program

May 28, 2026 – Regular Agenda Item 05-06: Discuss Update on the A-train Enhancement Program and Authorization of local matching funds in support of federal discretionary grant applications for the Downtown Carrollton Extension

Identified Need
This briefing maintains Board visibility into program progress and into the technical findings that will inform the upcoming alignment, train control, and project delivery decisions. Presenting the update now positions the Board in advance of upcoming discussions regarding delivery method cost estimates, and funding updates.

Financial Impact
None.

Exhibits
None.

Submitted By:

Austin Frith, Vice President
Planning and Development

Board of Directors Memo August 27, 2026

AGENDA ITEM: Discuss Update on McKinney Urban Transit District Demand Response Contract Service Opportunity

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

Background
The McKinney Urban Transit District (MUTD) Board of Directors, via City of McKinney staff, made contact with Dallas Area Rapid Transit (DART), Denton County Transportation Authority (DCTA) and STAR Transit in early August, inviting the agencies to provide "a presentation to the McKinney Urban Transit District (MUTD) Board of Directors regarding future transit service for the McKinney Urbanized Area. The McKinney Urbanized Area (the "MUA") includes the cities of McKinney, Celina, Princeton, Prosper, Melissa, and Lowry Crossing (also referred to as the "MUTD Service Area"). The current Interlocal Agreement for the provision of transit services within the MUA is set to expire by December 31, 2026."

DART is the current provider of transportation services to the MUTD. If provided, presentations are due September 21, 2026 and will be presented to the MUTD Board on October 5, 2026.

According to the website, the service is an "on-demand share ride service to residents within Celina, Lowry Crossing, McKinney, Melissa, Princeton, and Prosper. Riders must be over the age of 18 and meet eligibility in at least one of the following categories: Senior (65+), Individual with a disability, or Low income. Fares are based on distance, and riders are able to travel throughout Collin County with the use of shared vehicles and a dedicated wheelchair-accessible fleet depending on need and availability. Riders may use the program to get to medical appointments, work, grocery stores, etc."

The purpose of this briefing is to review current "knowns and unknowns" about the opportunity, a proposed approach for DCTA, and gain direction from the Board on how to proceed.

Previous Board Activity and Action
None.

Identified Need
Direction from the Board regarding an approach to this opportunity.

Financial Impact
None. This is a discussion item only.

Submitted By: Paul A. Cristina, Chief Executive Officer

Board of Directors Memo August 27, 2026

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

Monthly Report
July 2026 recorded 168,337 total passenger trips, a 10.3% increase over July 2025 (152,599 trips) and down just 2.3% from June's 172,317. With the May step-down behind it, systemwide ridership has settled into its summer low-season baseline, holding nearly flat month-over-month while running well ahead of the prior year. Vanpool again led the year-over-year gains at 32,880 trips, 47.2% above July 2025 and up 4.7% from June (Vanpool data lags by one month). GoZone delivered 69,806 trips, 8.4% above July 2025 and essentially flat with June, reinforcing its role as a steady year-round base. A-train carried 21,849 passengers, 7.0% above July 2025 and within 1.1% of June, continuing the consistent commuter rail demand seen across FY26. Bus totaled 41,680 trips—down 10.6% from June and 1.8% below July 2025—reflecting the depth of the UNT summer break as fixed-route volume sits at its low-season floor. Access paratransit recorded 2,122 trips, essentially flat with June but 28.8% under the prior July.

July further tightened the FY26 cumulative picture. Year-to-date ridership through July now stands at 2,388,851 unlinked passenger trips, trailing the FY25 pace of 2,398,600 by just 0.4%—another improvement on the 1.1% gap reported through June and now within striking distance of parity. Non-university services remain the engine: together they account for 1,556,148 trips year-to-date and are running 8.7% ahead of the FY25 non-UNT total of 1,431,436. Vanpool (+37.9%) and Connect fixed-route (+11.6%) remain the standout performers, with A-train (+3.9%) also posting solid year-over-year movement. GoZone has now edged ahead of last year's pace at +0.5% (695,845 trips) after closing its gap through June, while Access has settled essentially flat year-to-date at −0.9%. UNT ridership remains the principal headwind at 832,703 trips (13.9% below FY25's 967,164), but the broader pattern—steady non-UNT growth and a GoZone line that has now crossed into positive territory—continues to define the FY26 trajectory.

With ten (10) months of FY26 performance now on the books (October 2025 through July 2026), the system is averaging approximately 238,885 trips per month, keeping DCTA on a simple linear pace of roughly 2.87 million unlinked passenger trips for the full fiscal year. As anticipated, that monthly average continued to ease as the system worked through 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, −1.1% through June, and now −0.4% through July. If that pattern holds, FY26 is positioned to finish at or near parity with FY25. Several tailwinds support continued progress through the balance of the year, including Vanpool's sustained climb, ongoing Connect growth, and GoZone's move into positive territory against last year.

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

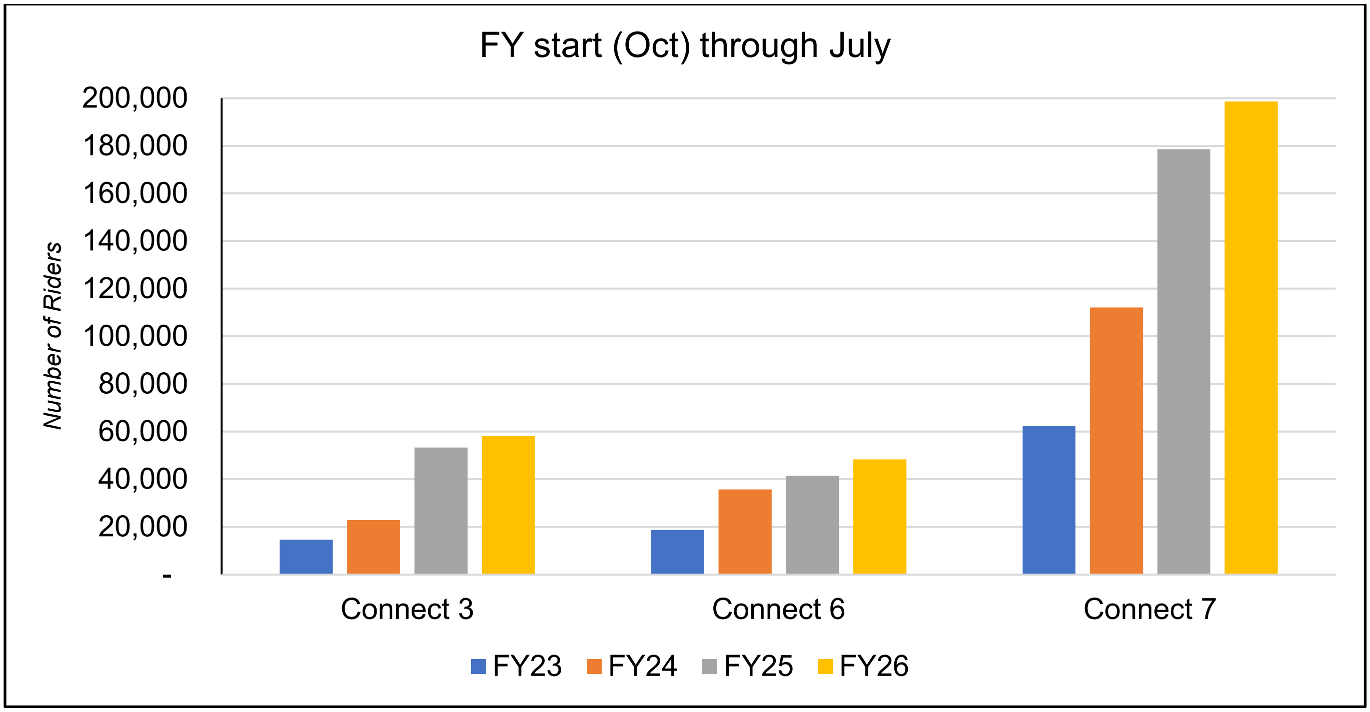
	Unlinked Passenger Trips Three-Month Trend					
	FY25	FY26				
	July	May	June	July	June-July % Change	July 2025-2026 % Change
Bus*	42,459	62,821	46,607	41,680	-10.6%	-1.8%
Rail	20,417	21,313	22,088	21,849	-1.1%	7.0%
GoZone	64,403	74,305	70,087	69,806	-0.4%	8.4%
Access	2,979	2,164	2,142	2,122	-0.9%	-28.8%
Van Pool**	22,341	31,500	31,393	32,880	4.7%	47.2%
TOTAL	**152,599**	**192,103**	**172,317**	**168,337**	**-2.3%**	**10.3%**

*** UNT, Connect, and Non-Connect Fixed Routes**
****Vanpool data lags by one month**
S:\STRATEGIC PLANNING\MONTHLY BOARD REPORTING\[Copy of FY19-FY25Compare_August26 BOARD.xlsx]Memo_Tables

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

	Unlinked Passenger Trips - FY through July					FY26 % Change
	2022	2023	2024	2025	2026	
UNT	771,129	1,069,037	1,299,047	967,164	832,703	-13.9%
Connect	96,080	101,252	170,646	273,419	305,165	11.6%
Non-Connect	12,012	3,167	1,953	1,805	2,616	44.9%
A-train	141,634	182,720	212,269	227,569	236,379	3.9%
GoZone	479,410	702,770	724,619	692,166	695,845	0.5%
Access	18,377	21,595	20,532	25,411	25,172	-0.9%
Vanpool*	187,393	196,220	212,070	211,066	290,971	37.9%
TOTAL	1,706,035	2,276,761	2,641,136	**2,398,600**	**2,388,851**	**-0.4%**
***Vanpool data lags by one month**						
Non-UNT Total				**1,431,436**	**1,556,148**	**8.7%**

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



Connect ridership reached 305,165 unlinked passenger trips through July, up 11.6% over the FY25 same-period total of 273,419. Connect 7 remains the volume anchor at approximately 198,000 trips (FY25: ~178,000), but the fastest year-over-year growth is on Connect 6 — up roughly 14% to approximately 48,000 trips (FY25: ~42,000) — while Connect 3 grew about 7% to approximately 58,000 (FY25: ~54,000).
That mix is favorable for planning: the highest-ridership corridor is still expanding while a smaller route grows at a faster clip, both useful inputs as service-structure and frequency decisions advance.

Identified Need
None.

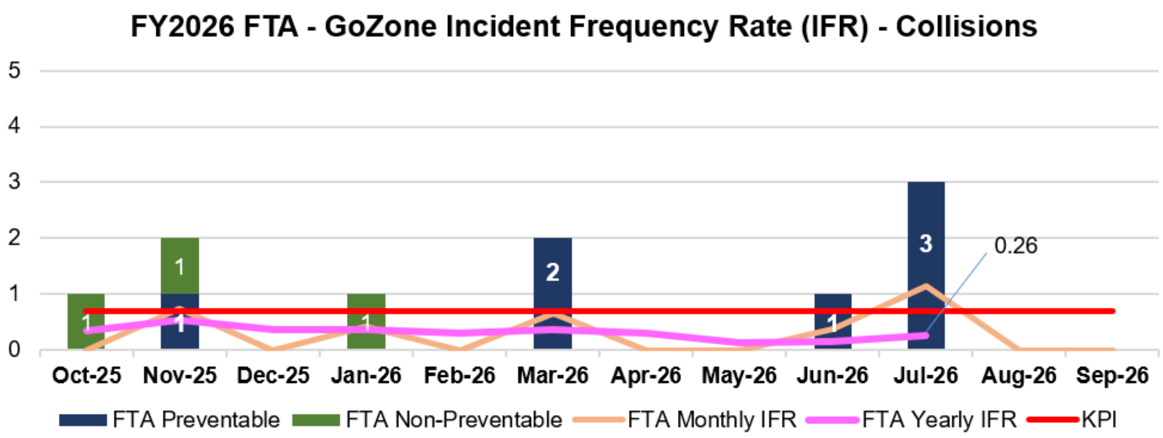
Exhibits
Exhibit 1: Safety Performance – FY26 to Date
Exhibit 2: Service Performance – FY26 to Date
Exhibit 3: Ridership by Mode – July 2026
Exhibit 4: Connect Ridership Year-Over-Year by Month
Exhibit 5: A-train Ridership Year-Over-Year by Month
Exhibit 6: Fixed-Route Ridership – July 2026
Exhibit 7: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

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

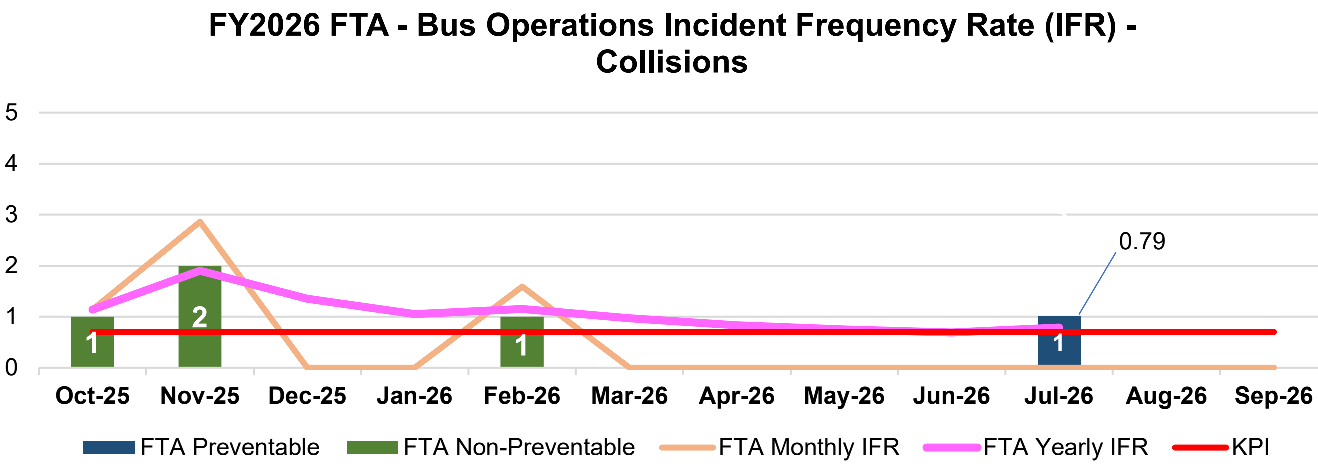
Final Review: ______________________________
Austin Frith, Vice President
Planning and Development

Final Review: ______________________________
Lisa Taylor, Vice President
Operations

Safety Performance



FY2025 IFR : 0.34

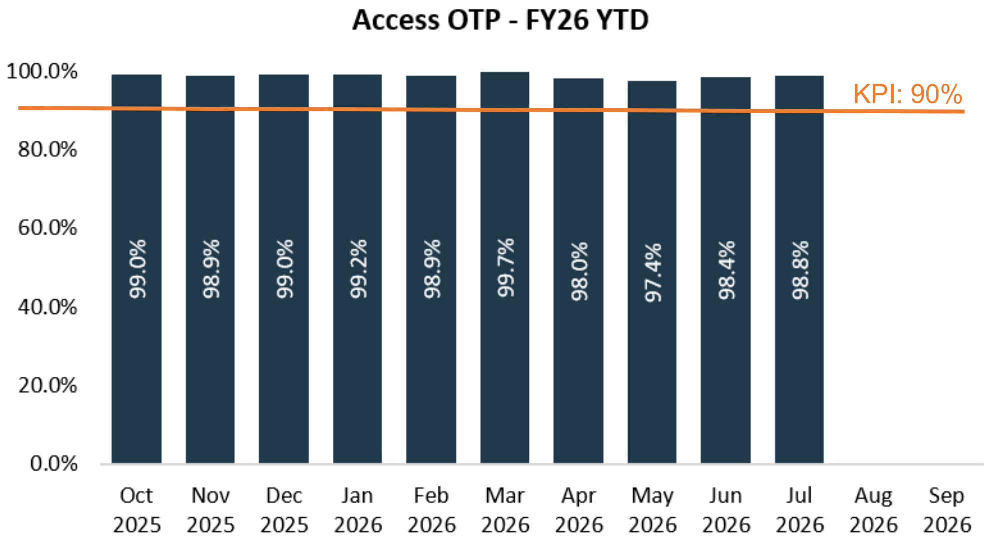


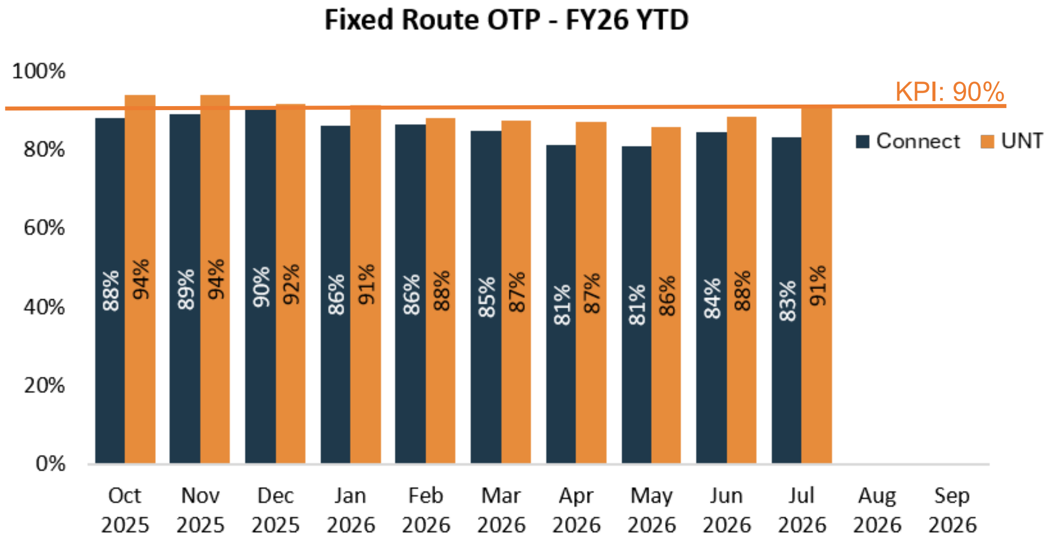
FY2025 IFR : 0.72

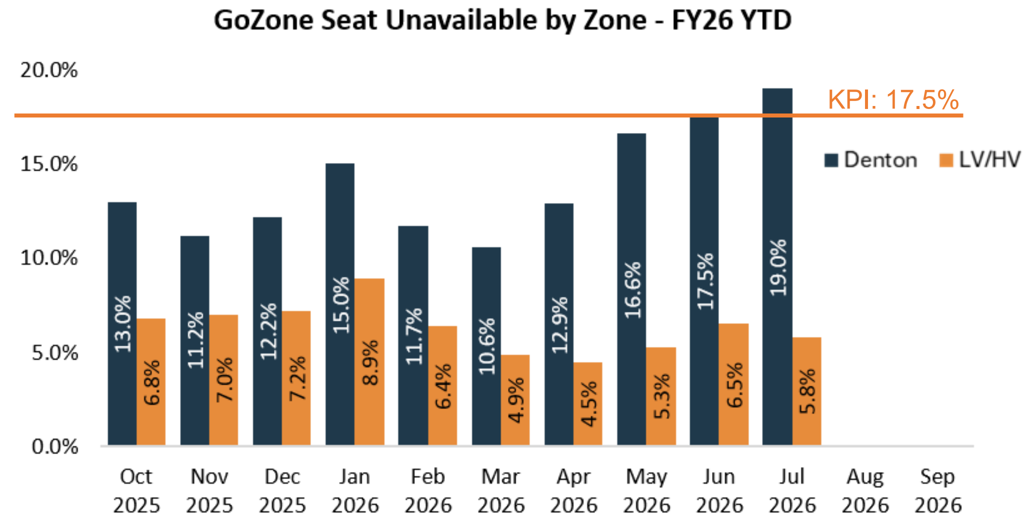
Rio Grande Pacific Operations	Oct-25	Nov-25	Dec-25	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26
1. FRA Preventable	0	0	0	0	0	0	0	0	0	0		
2. FRA Non-Preventable	0	0	0	0	0	0	0	0	0	0		
3. FRA Yearly IFR	0	0	0	0	0	0	0	0	0	0		
FRA Rail Crossing Reportable	0	0	0	0	0	0	0	0	0	0		

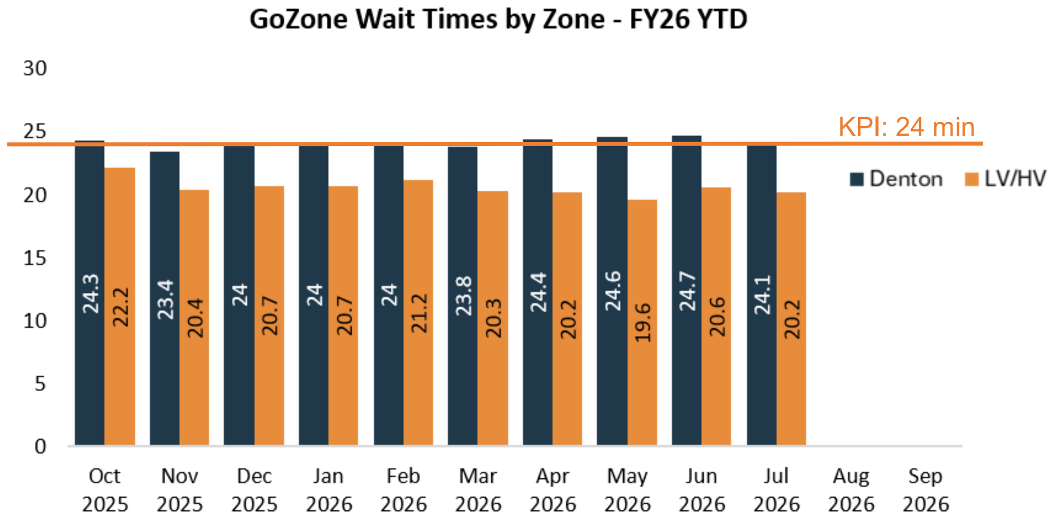
FY2025 IFR : 0.00

Service Performance









Ridership – July 2026

DENTON COUNTY
TRANSPORTATION AUTHORITY

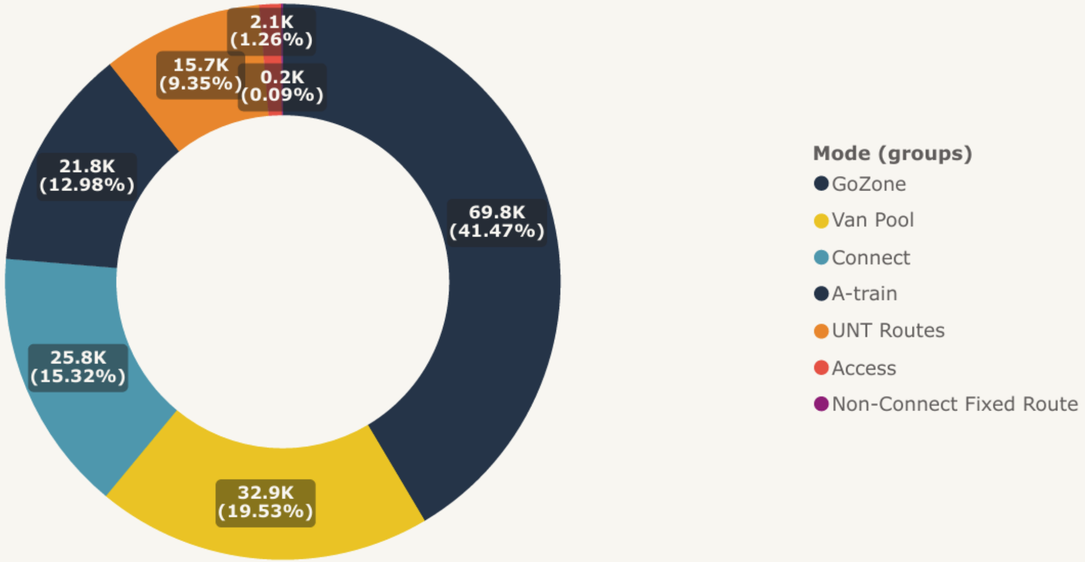
Total Ridership - Jul 2026

168.3K

Total Ridership FYTD

2.4M

Ridership by Travel Mode - Jul 2026



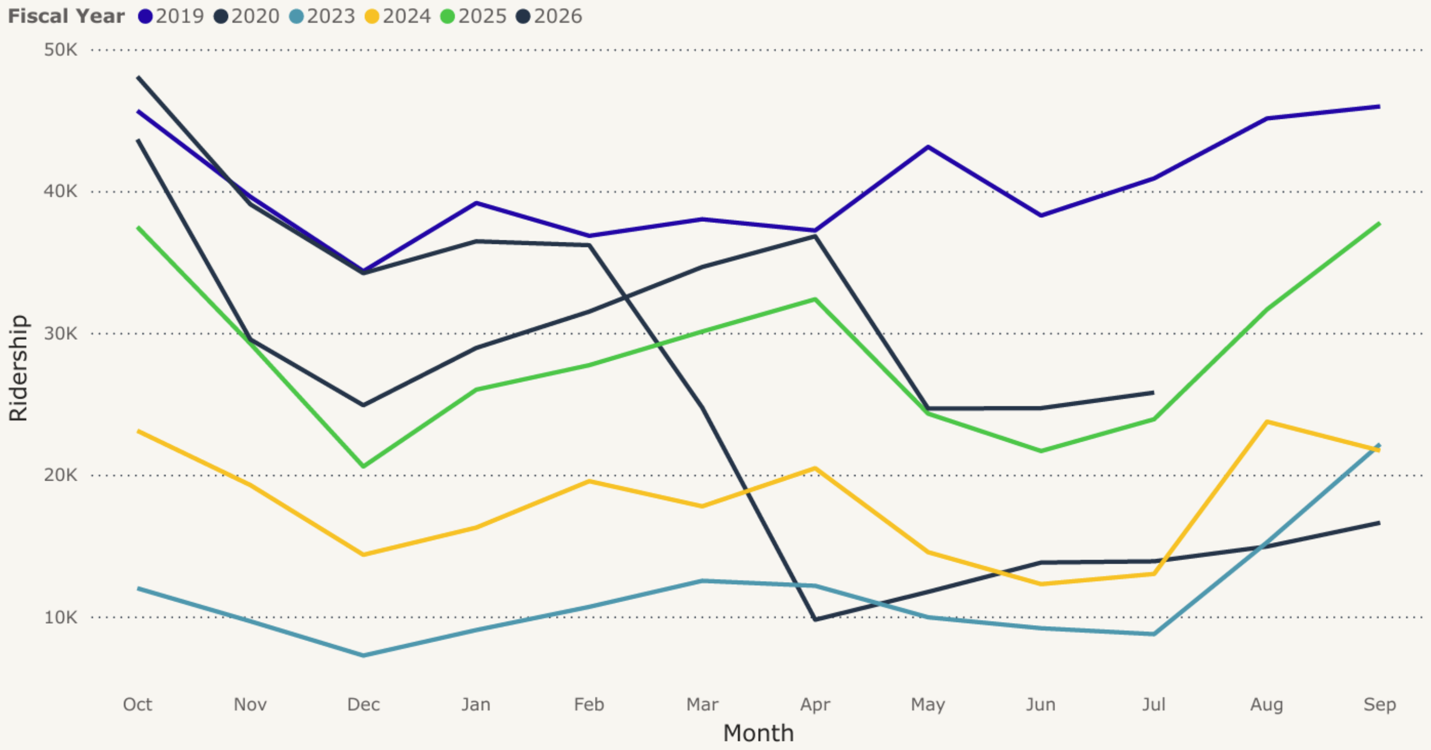
Connect – July 2026

DCTA

DENTON COUNTY TRANSPORTATION AUTHORITY

Total Ridership - Jul 2026	Total Ridership FYTD
168.3K	2.4M

Ridership by Month and Fiscal Year - Connect



DENTON COUNTY TRANSPORTATION AUTHORITY

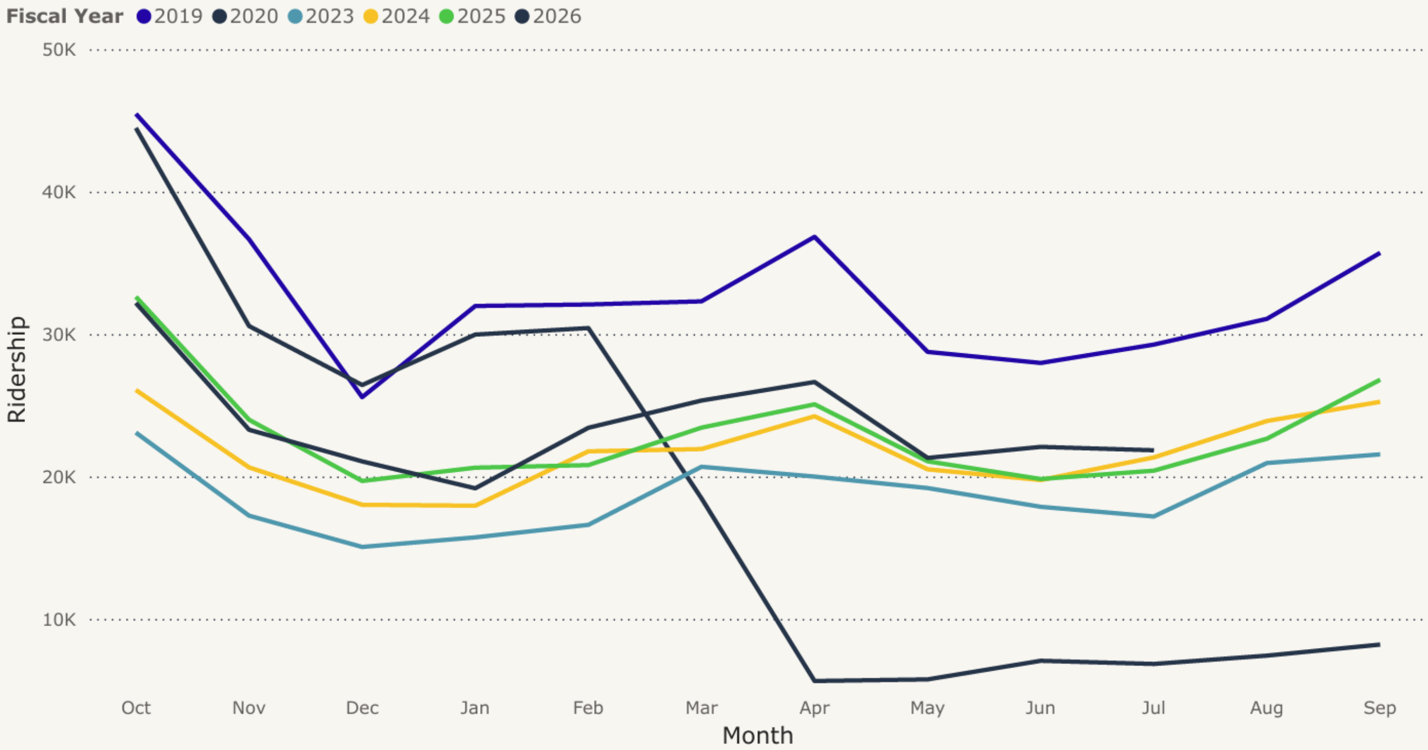
Total Ridership - Jul 2026

168.3K

Total Ridership FYTD

2.4M

Ridership by Month and Fiscal Year - A-train



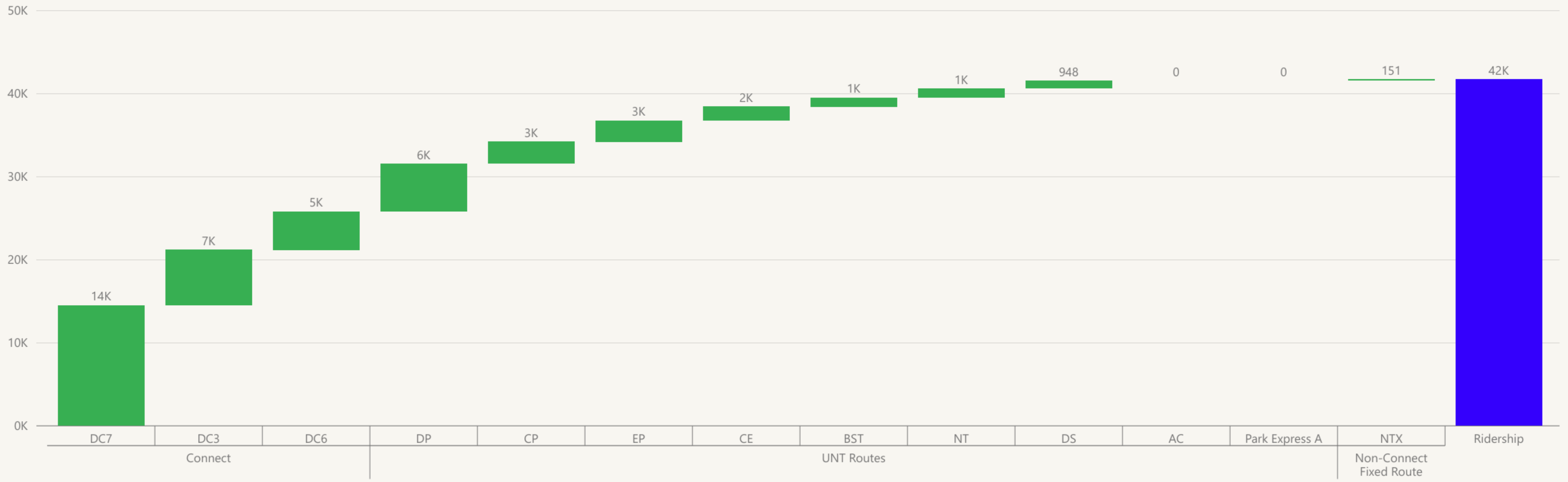
Fixed Route – July 2026

DENTON COUNTY TRANSPORTATION AUTHORITY

Total Ridership - Jul 2026	Total Ridership FYTD
168.3K	2.4M

Mode (groups)	Ridership
Connect	25,796
Non-Connect Fixed Route	151
UNT Routes	15,733
Total	**41,680**

Fixed-Route Ridership Waterfall

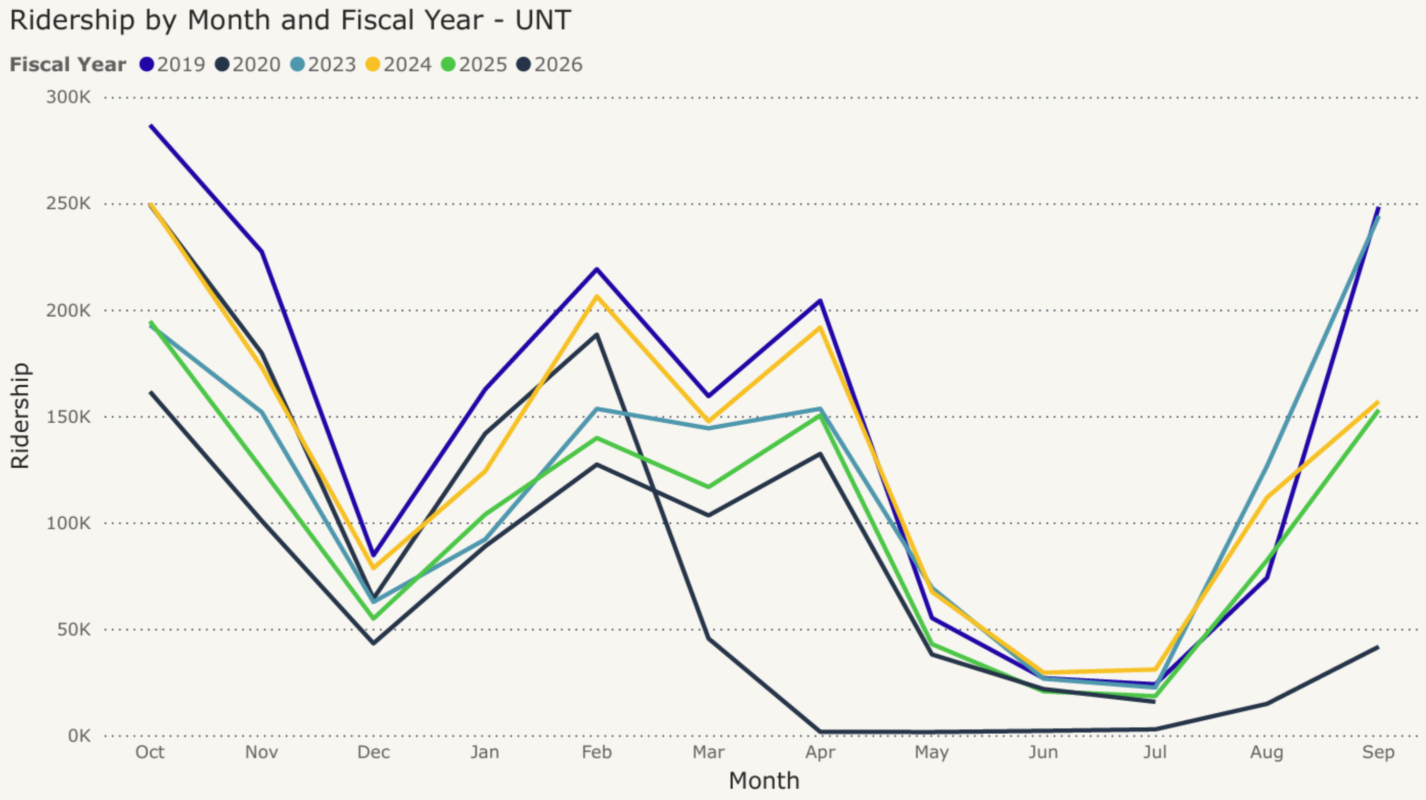


UNT (ALL) – JULY 2026

DCTA

DENTON COUNTY TRANSPORTATION AUTHORITY

Total Ridership - Jul 2026	Total Ridership FYTD
168.3K	2.4M



Board of Directors Memo August 27, 2026

AGENDA ITEM: Update on Denton County Transportation Authority (DCTA) Board of Director Terms

Recommendation
This is an informational item. No Board action is required at this time.

Background
Article III, Section 5, Terms of the Denton County Transportation Authority Amended and Restated Bylaws, states, “The term of office for a member of the Board is two years.” It further states, “Board Members and Alternates qualified to serve under applicable law and these Bylaws may be reappointed following the expiration of their terms. Except as otherwise provided by applicable law, there is no limitation on the number of terms a Board Member may serve.”

Board Members may be appointed at any time; however, the official term dates are from November 13 until November 12 in the corresponding years. It should be noted that Board Members are allowed to continue to serve until either reappointed or until a successor is named.

Below is the current status of the terms for the DCTA Board of Directors. The “Current Term Beginning Date” reflects the date the term begins and not necessarily the date the Board Member was appointed.

Voting Board Members

Representing	Name and Title	Current Term Beginning Date	Expiration Date
Denton County Unincorporated (2)	Andy Eads Chair	11/13/25	11/12/27
Lewisville	TJ Gilmore Vice Chair	11/13/24	11/12/26
Highland Village	Daniel Jaworski Secretary	11/13/25	11/12/27
Denton County Unincorporated (1)	Cesar Molina	11/13/24	11/12/26
Denton	Suzi Rumohr	11/13/25	11/12/27

Alternate Board Members

Representing	Name	Current Term Beginning Date	Expiration Date
Lewisville	Kristin Green	11/13/24	11/12/26
Denton County Unincorporated (1)	Jody Gonzalez	11/13/25	11/12/27

Denton	Pat Smith	11/13/25	11/12/27
Highland Village	Paul Stevens	11/13/25	11/12/27
Denton County Unincorporated (2)	Vacant	11/13/25	11/12/27

Non-Voting Board Members

Representing	Board Member	Current Term Beginning Date	Expiration Date
Frisco	Dennie Franklin	11/13/25	11/12/27
The Colony	Jeremie Maurina	11/13/24	11/12/26
The Colony (Alternate)	Stephen Christo	11/13/24	11/12/26
Corinth	Jared Eutsler	11/13/25	11/12/27
Little Elm	Vacant	11/13/24	11/12/26
Flower Mound	Vacant	11/13/24	11/12/26
Small Cities (500-17,000 population) Seats 1,2,3	Vacant		

Previous Board Action
None.

Identified Need
In order to ensure timely nominations and maintain continuity, notification letters for Board appointments, reappointments and/or vacancies were mailed to each entity with either expiring terms in 2026.

Financial Impact
There is no financial impact associated with this item.

Exhibits
None.

Submitted By: ________________________
Jackie Bronson, Vice President
Engagement and Administration

Board of Directors Memo August 27, 2026

AGENDA ITEM: Update on Federal Legislative Consulting Services

Recommendation
This item is for informational purposes only. No Board action required.

Background
DCTA has retained federal legislative consulting services to serve as its representation in Washington, D.C. before the United States Congress and appropriate federal agencies to further the business of the agency and provide situational awareness about pending policies and legislation that impact the agency.

The current contract term for Federal Legislative Consultant, approved by the Board in August 2022, began on October 1, 2022, and initially expired on September 30, 2024, with the option to extend for three (3) additional one (1) year terms through September 30, 2027.

On August 22, 2024, the Board authorized the Chief Executive Officer (CEO) to execute a one (1) year option with Capital Edge for Federal Legislative Consulting Services beginning on October 1, 2024, which expired on September 30, 2025.

On September 24, 2025, the Board authorized the Chief Executive Officer (CEO) to execute a one (1) year option with Capital Edge for Federal Legislative Consulting Services beginning on October 1, 2025, which will expire on September 30, 2026.

A Request for Proposal was released on June 23, 2026. The table below represents the procurement schedule and key milestones.

Date	Time	Event
June 23, 2026		RFP Released
July 6, 2026	2pm CST	Questions Due From Vendor
July 10, 2026	2pm CST	Answer to Questions Released
July 24, 2026	2pm CST	Proposals Due

Responses to the RFP are being reviewed and interviews are anticipated to be conducted in the coming weeks. Staff anticipates returning to the Board in the coming months for consideration and approval of a Federal Legislative Consultant contract.

Previous Board Activity & Action
March 26, 2026 – Informational Report – Update on Federal Legislative Consulting Services

Identified Need
Denton County Transportation Authority (DCTA) has engaged federal legislative consultants to support the Agency's legislative and funding priorities at the federal level. Each session of Congress, numerous

bills, regulations, and federal funding initiatives are introduced that may affect DCTA, either directly or indirectly.

It is critical that DCTA maintain representation in Washington, D.C., as the agency continues to evolve.

The consultant will assist DCTA in advancing its federal legislative priorities, identifying and pursuing federal funding opportunities, monitoring proposed legislation and regulatory actions, and protecting the Agency's authority and funding structure.

Financial Impact
The estimated cost has not yet been determined, as DCTA is currently conducting the RFP process. Funding for the anticipated contract has been included in the Fiscal Year 2027 Budget based on the current contract costs. Funding for future years will be requested and allocated through DCTA's annual budget process, as needed.

Exhibits
None.

Submitted By: ____________________
Jackie Bronson, Vice President, Engagement & Administration

DENTON COUNTY TRANSPORTATION AUTHORITY

Board of Directors Memo August 27, 2026

AGENDA ITEM: Proposed 2027 Denton County Transportation Authority (DCTA) Board Meeting Calendar

Recommendation
This item is presented for informational purposes only. No Board action required.

Background
In accordance with the Denton County Transportation Authority (DCTA) Amended and Restated Bylaws, Section 6, Meetings, it states that the Board shall hold at least one (1) regular meeting each month and special meetings of the Board may be called by the Chair, as necessary.

DCTA Board Meetings are set for the fourth Thursday of each month. Due to the holidays and in accordance with past practice, the November and December meetings have been combined. For 2027, this combined meeting is scheduled for December 8, 2027.

The attached calendar is proposed for the Board's consideration and will be reviewed with the Board Officers following election.

Previous Board Activity & Action
None.

Identified Need
In order to comply with the DCTA bylaws, a calendar of regular Board Meetings shall be set.

Financial Impact
None.

Exhibits
Exhibit 1: 2027 DCTA Board Meeting Calendar

Submitted by: Kisha Morris-Perkins
Kisha Morris-Perkins
Executive Assistant & Board Process Manager

2027 DCTA Board Meeting Calendar

Board Meeting | DCTA Holiday

January

S	M	T	W	T	F	S
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	**18**	19	20	21	22	23
24	25	26	27	**28**	29	30
31						

February

S	M	T	W	T	F	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	**15**	16	17	18	19	20
21	22	23	24	**25**	26	27
28						

March

S	M	T	W	T	F	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	**25**	26	27
28	29	30	31			

April

S	M	T	W	T	F	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	**22**	23	24
25	26	27	28	29	30	

May

S	M	T	W	T	F	S
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	**27**	28	29
30	**31**					

June

S	M	T	W	T	F	S
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	**24**	25	26
27	28	29	30			

July

S	M	T	W	T	F	S
				1	2	3
4	**5**	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	**22**	23	24
25	26	27	28	29	30	31

August

S	M	T	W	T	F	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	**26**	27	28
29	30	31				

September

S	M	T	W	T	F	S
			1	2	3	4
5	**6**	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	**23**	24	25
26	27	28	29	30		

October

S	M	T	W	T	F	S
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	**28**	29	30
31						

November

S	M	T	W	T	F	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	**25**	**26**	27
28	29	30				

December

S	M	T	W	T	F	S
			1	2	3	4
5	6	7	**8**	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	**24**	**25**
26	27	28	29	30	31	

Notes: Board Meetings are scheduled for the 4th Thursday of each month. The November/December Board Meeting is combined and held on December 8.