DCTA DENTON COUNTY TRANSPORTATION AUTHORITY

# Board of Directors Regular Meeting

## August 27, 2026

# DCTA Board Meeting

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

## Pledge of Allegiance

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

## Texas Pledge

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

# Introductions

# Public Comment

This agenda item provides an opportunity for citizens to address the Board of Directors on any agenda item(s) or other matters relating to the DCTA. Anyone wishing to speak (3-minute limit) shall be courteous and cordial.

Speakers making personal, impertinent, profane or slanderous remarks may be removed from the meeting. Unauthorized remarks from the audience, stamping of feet, whistles, yells, clapping and similar demonstrations will not be permitted.

Citizens that are not able to connect to the Zoom meeting must have emailed his or her public comment to kmorris-perkins@dcta.net no later than 3:00 pm on Wednesday, August 26, 2026, to ensure the comment will be distributed to the Board Members prior to the meeting.

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

# Consent Agenda

# Consent Agenda

1. Consider Approval of Regular Meeting Minutes Dated 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

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

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, for an Amount Not to Exceed $257,500

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

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

# Consent Agenda

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

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, and Continuing 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

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, and Continuing through September 30, 2029, with the Option for One (1) Additional Two (2) Year Period Expiring September 30, 2031, for an Amount Not to Exceed $95,164 and Authorize the Chief Executive Officer (CEO) to Execute Such Agreement

10. Consider Approval of 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

11. Consider Approval of Task Order #5 of a Master Services Agreement 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

# Consent Agenda

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

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

14. Consider Authorizing the Chief Executive Officer (CEO) to Execute two Order Agreements with Swiftly, Inc. through Vertosoft, LLC utilizing TIPS contract # 250106 — for Onboard Technology Hardware, Installation, Commissioning, and Licensing for Nine (9) Fleet Vehicles in the Amount of $160,512.13

# Regular Agenda

# Regular Agenda Item 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

Presenter: Jane Filarowicz
Senior Manager of Budget and Grants

LaKeisha Williams
Senior Manager of Accounting

Derick Sibley
Vice President of Finance

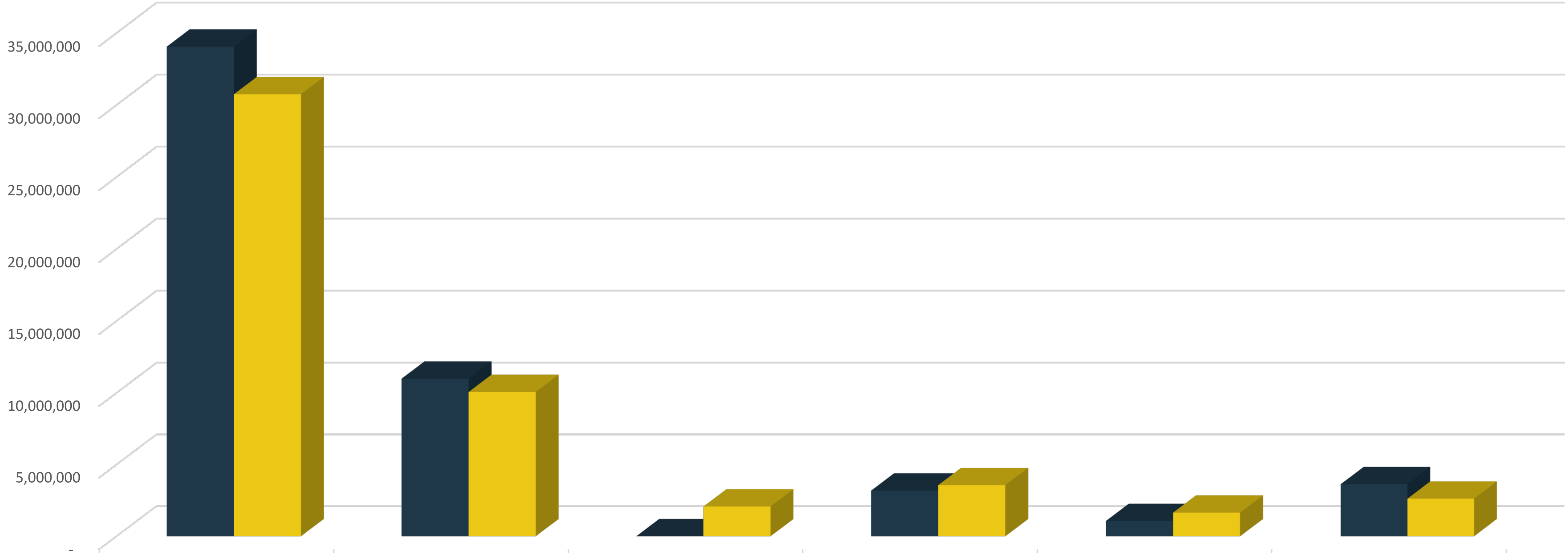
# Recommendation

Staff Recommends the Board Approve the Monthly Financial Statement, Grant Report, and Investment Report for the Period Ending June 30, 2026.

# Monthly Financial Report - Revenue

DCTA

Revenues and Other Income
For the Period Ended June 30, 2026

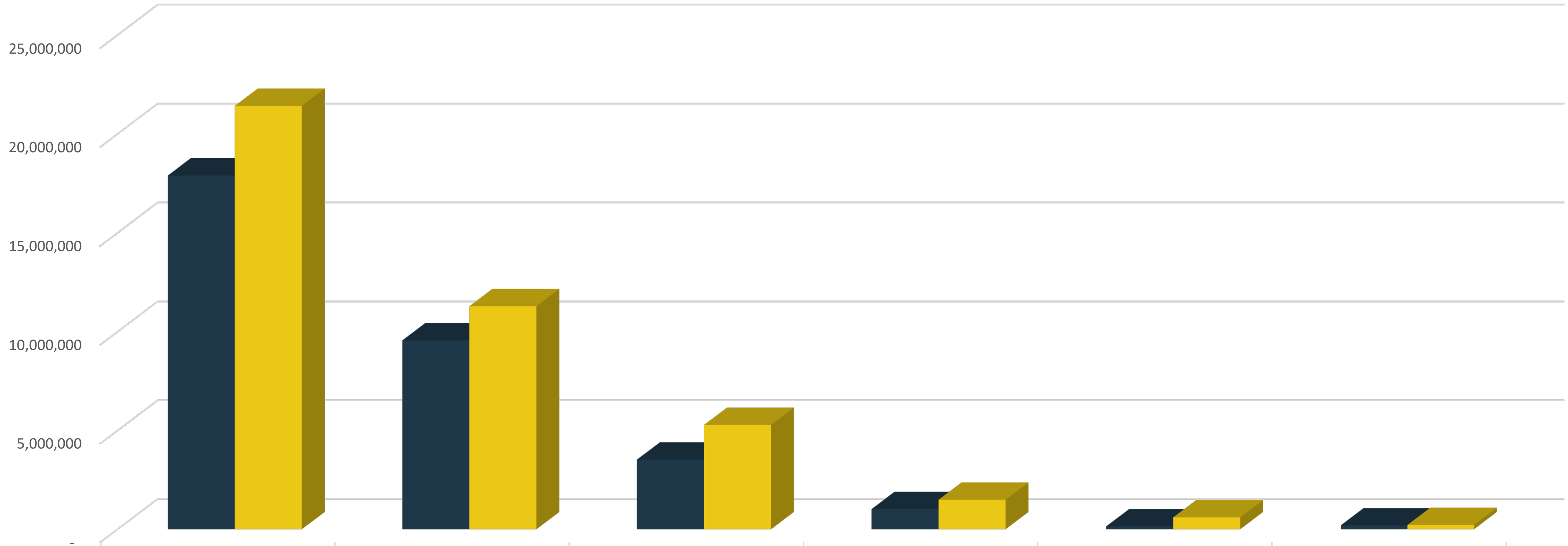



| | Sales Tax Revenues | Federal/State Grants - Operating | Federal/State Grants - Capital | Contract Service Revenues | Passenger Revenues | Investment Income |
|---|---|---|---|---|---|---|
| YTD Actual | 34,057,745 | 10,995,595 | 5,899 | 3,187,268 | 1,070,208 | 3,636,220 |
| YTD Budget | 30,750,000 | 10,069,229 | 2,075,780 | 3,569,559 | 1,648,688 | 2,625,000 |

# Monthly Financial Report - Expenditures

DCTA

Selected Operating Expenditures
For the Period Ended June 30, 2026

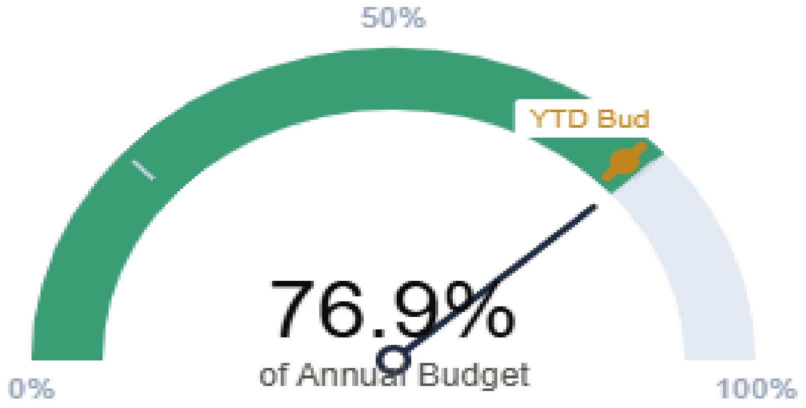



| | Purchased Transportation Services | Salary, Wages and Benefits | Outsourced Services and Charges | Insurance | Employee Development | Leases and Rentals |
|---|---|---|---|---|---|---|
| YTD Actual | 17,897,678 | 9,567,177 | 3,528,502 | 1,020,019 | 143,953 | 196,640 |
| YTD Budget | 21,420,004 | 11,290,995 | 5,286,052 | 1,497,098 | 600,340 | 216,219 |

# Monthly Financial Report

DCTA

## Total Revenues & Other Income

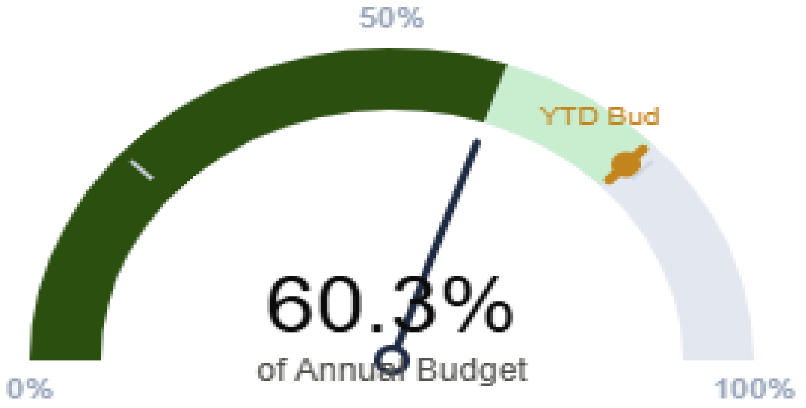



| YTD ACTUAL | YTD BUDGET | ANNUAL BUDGET |
|---|---|---|
| $49.3M<br>76.9% | $48.1M<br>75.0% | $64.2M<br>Baseline |

▲ $1,203,459 (2.5%) ahead of YTD Budget — FAVORABLE

YTD Actual · YTD Budget · Remaining

## Total Operating Expenses less Depreciation




| YTD ACTUAL | YTD BUDGET | ANNUAL BUDGET |
|---|---|---|
| $34.5M<br>60.3% | $43.2M<br>75.5% | $57.3M<br>Baseline |

▼ $8,715,394 (20.2%) under YTD Budget — FAVORABLE

YTD Actual · Favorable Gap · YTD Budget · Remaining

# Grants Report for Quarter 3 of FY 2026

## Comparison of Grant Balances – April 1, 2026 to June 30, 2026

| Program | Q2 Balance | Q3 Balance | Q3 Drawdowns | 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)<br>**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<br>**Addition of 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** | |

# Quarterly Investment Report

## PORTFOLIO AT A GLANCE

**$140.7M**
Book value
at 6/30/26

**3.596%**
Book yield
to maturity

**$1.29M**
Net income
this quarter

**$3.81M**
Net income
fiscal YTD

**170 days**
Weighted Average Maturity
(WAM)
**Board policy limit: 540 days
(18 months)**

**67.8%**
Available
overnight

**100%**
Rated AAA
or AA+

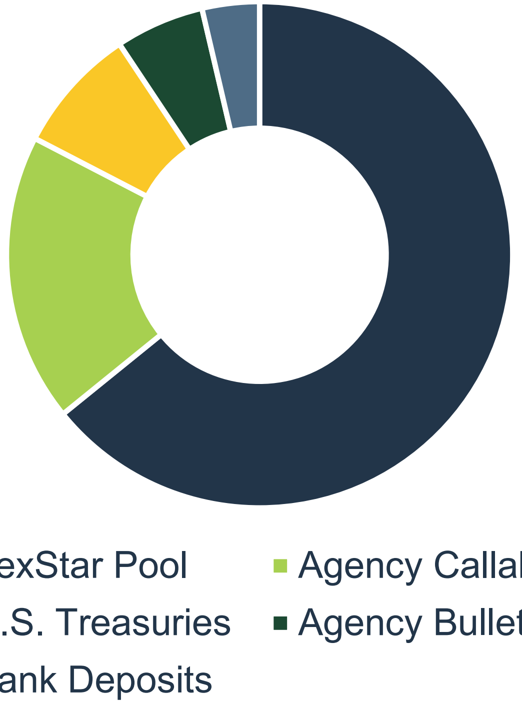
**1.37**
Portfolio duration
(years)

**Portfolio grew $4.4M, but book yield fell 13 basis points**

# Quarterly Investment Report

## PORTFOLIO COMPOSITION

Where the portfolio sits at June 30, 2026, and how it shifted during the quarter




| Security Type | 3/31/26 | 6/30/26 | Change | Yield |
|---|---|---|---|---|
| TexStar Pool | 68.16% | 64.16% | ▼ (4.00) | 3.622% |
| Agency Callables | 16.07% | 18.44% | ▲ +2.38 | 3.914% |
| U.S. Treasuries | 9.72% | 8.05% | ▼ (1.67) | 4.275% |
| Agency Bullets | 5.86% | 5.68% | ▼ (0.18) | 3.630% |
| Bank Deposits | 0.19% | 3.66% | ▲ +3.48 | 0.000% |
| **Total Portfolio** | **100.00%** | **100.00%** | — | **3.596%** |

**67.8%**
Available overnight

**74.4%**
Matures within a year

**100%**
Rated AAA or AA+

**Callables rose to 18.44% and the pool fell to 64.16%, while operating cash in the 0.000% sweep grew to 3.66%.**

# Recommendation

Staff Recommends the Board Approve the Monthly Financial Statement, Grant Report, and Investment Report Ending June 30, 2026.

# Regular Agenda Item 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.

Presenters: Jane Filarowicz
Senior Manager of Budget & Grants

Derick Sibley
Vice President of Finance

# Recommendation

Staff Recommends Approval of a Resolution Adopting 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.

# Next Steps

**August 27, 2026 (today)**

FY2027 Public Hearing to Adopt Budget with Board Vote

**August 27 – September 30, 2026**

Final Steps in Preparing FY2027 Budget for Use

**October 1, 2026**

First Day of FY2027

# FY 2027 Budget Updates – since July Board Meeting

(July Briefing) (Proposed for Adoption)

| Revenue | Proposed Revised FY27 | Recommended FY27 | $ Change | Notes |
|---|---|---|---|---|
| MaaS – Purchased Transportation | $144,000 | $116,800 | -$27,200 | Coppell Lyft PT cost plus 60% Admin Fee |

| Expense | Proposed Revised FY27 | Recommended FY27 | $ Change | Notes |
|---|---|---|---|---|
| MaaS – Purchased Transportation * | $1,706,807 | $1,689,807 | -$17,000 | Coppell Lyft per task order is $73,000 for FY27 |
| Rail – General Service (officers on a train) | $469,199 | $483,705 | $14,506 | Officers on the train initially budgeted $300K and firmer numbers show $314,506 |
| **Total** | | | **-2,494** | |

* Account also includes Guaranteed Ride Home, UNT Late Night & Vanpool

| Capital | Proposed Revised FY27 | Recommended FY27 | $ Change | Notes |
|---|---|---|---|---|
| Fleet Purchase - Bus | $2,700,000 | $2,730,000 | $30,000 | Cost per bus $901,000 + $6,000 inspection and incidentals to total $910,000/bus |

# FY 2027 Budget Summary

DCTA

| Operating Budget | | |
|---|---|---|
| **BUS OPERATIONS** | | |
| Demand Response – Directly Operated[1] | $ | 1,077,493 |
| Fixed Route – Directly Operated[2] | $ | 5,672,693 |
| **MOBILITY SERVICES** | | |
| GoZone | $ | 15,515,443 |
| Collin County Rides | $ | 487,896 |
| Contracted Mobility as a Service[3] | $ | 1,689,807 |
| **Bus Admin & Support Services** | $ | 8,195,823 |
| **A-train** | $ | 17,318,469 |
| **General & Administrative** | $ | 11,363,306 |
| **Total** | **$** | **61,320,930** |

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

| Capital Budget | |
|---|---|
| Total FY2027 Proposed Capital | $20,361,193 |

* includes TAM

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

**G&A to OPEX**

| | 2023 | 2024 | 2025 | 2026 | 2027 |
|---|---|---|---|---|---|
| OpEx | $42.4 | $46.9 | $45.1 | $54.3 | $61.3 |
| G&A | $5.9 | $7.1 | $8.0 | $11.4 | $11.4 |
| G&A % | 13.9% | 15.1% | 17.7% | 20.9% | 18.5% |

2026: Approved Budget

2027: Proposed Budget

*Note: of the $11.4M in G&A approximately $1.7M are operational expenses for work plan objectives including marketing enhancements, community involvement, and planning initiatives. At $9.7M G&A vs total OPEX is $9.7M / $61.3M = 15.8%*

# Financial Overview
# FY27 Balanced Budget - Recommended

## REVENUE

**$81,087,596**

| | |
|---|---|
| Sales Tax | $41,820,000 |
| Fed. Op. & Capital Grant | $27,157,578 |
| Contract Service Revenue | $5,550,317 |
| Investment Income | $3,500,000 |
| Passenger Revenue | $2,884,701 |
| Misc. Revenue | $175,000 |

## OPERATING EXPENSES

**$61,320,930**

| | |
|---|---|
| Purchased Transportation | $30,835,636 |
| Salary & Benefits | $15,550,572 |
| Outsourced Services | $8,050,101 |
| Materials & Supplies | $3,112,054 |
| Insurance | $2,110,249 |
| Utilities | $756,700 |
| Employee Development | $624,198 |
| Leases | $281,420 |

## CAPITAL

**$16,561,193**

| | |
|---|---|
| G&A Projects | $8,950,000 |
| Rail Projects | $3,546,193 |
| Bus Projects | $4,065,000 |

## DEBT SERVICE

**$1,990,108**

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

## SUMMARY

| | |
|---|---|
| Revenue | $81,087,596 |
| Operating Expenses | ($61,320,930) |
| Capital | ($16,561,193) |
| Debt Service | ($1,990,108) |

**$1,215,365**

Available for TAM & capital projects

# Change in Net Position – DCTA (Net Depreciation)

DCTA

| 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% |
| **Total G&A Operating Expenses** | **$ 11,385,744** | **$ 11,993,019** | **$ 11,363,306** | **-5.25%** |
| 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% |
| **Total Bus Operations Expenses** | **$ 12,315,391** | **$ 12,344,939** | **$ 14,676,664** | **18.89%** |
| 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% |
| **Total Rail Operations Expenses** | **$ 16,793,412** | **$ 16,766,412** | **$ 17,318,469** | **3.29%** |
| | | | | |
| **Total Operating Expenses** | **$ 54,251,832** | **$ 56,068,023** | **$ 61,320,930** | **9.37%** |
| Operating Income/(Loss) | (47,584,290) | (49,110,360) | (52,885,912) | 7.69% |
| 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) | 11,518,788 | 11,631,883 | 19,636,558 | 68.82% |
| CHANGE IN NET POSITION | **$ 11,518,788** | **$ 11,631,883** | **$ 19,636,558** | **68.82%** |

*Exhibit in packet includes depreciation

# Budget Increase – due to Purchased Transportation FY27 expenses

Incremental Purchased Transportation Cost in FY27

**$4,525,244**

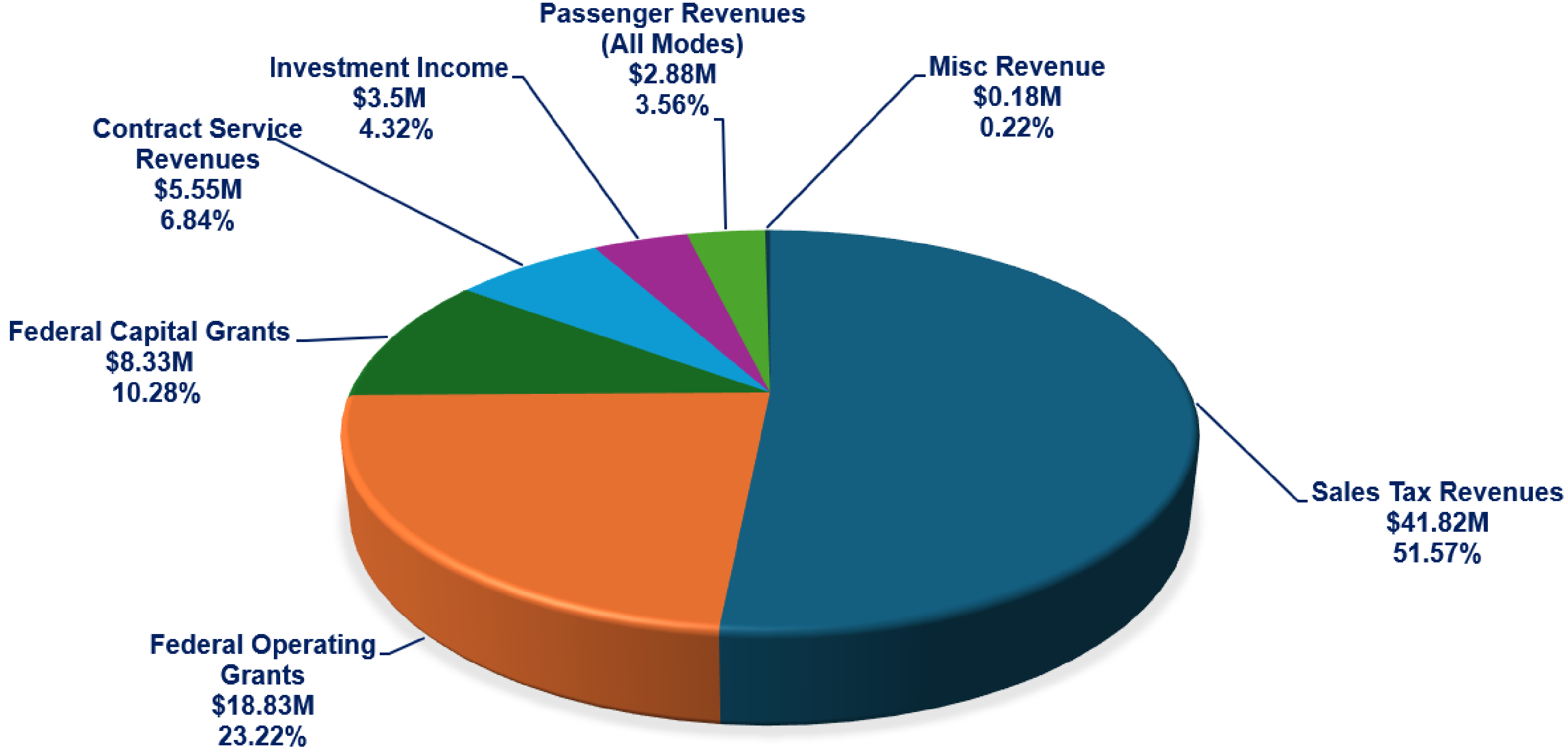
With the Purchased Transportation increase in FY 2027, the overall OPEX budget is up **13.03%**; but without the PT increase, it would have been a **4.68%** increase over FY 2026.

| OPEX - FY27 vs FY26 Budget<br>Including Purchased Transportation increase | |
|---|---|
| FY27 Proposed | **$61.3M** |
| FY26 Adopted | **$54.3M** |
| Change | ▲ 13.03% |

| OPEX - FY27 vs FY26 Budget<br>If Purchased Transportation did not increase | |
|---|---|
| FY27 Proposed | **$56.8M** |
| FY26 Adopted | **$54.3M** |
| Change | ▲ 4.68% |

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

# Total FY2027 "Adopted" Revenue




Total Revenue **$81,087,596**

# Capital Improvement & Major Maintenance Plan
(slide 1 of 2)

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) | | | | - | 30,000,000 | 43,750,000 | 43,750,000 | | | 117,500,000 |
| TAM: Major Maintenance - Rail | | 3,600,000 | 1,800,000 | 1,800,000 | 1,800,000 | 1,800,000 | 1,800,000 | 1,800,000 | 1,800,000 | 16,200,000 |

# Capital Improvement & Major Maintenance Plan

(slide 2 of 2)

DCTA

**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) |
|---|---|---|---|---|---|---|---|---|---|---|
| **G&A Services** | | | | | | | | | | |
| Old Town TOD | 10302.1 | 4,451,990 | | 4,000,000 | 15,948,505 | 15,948,505 | | | | 40,349,000 |
| Multi-Facility Firewall Upgrade | 10406 | 60,000 | | | 60,000 | | | | | 120,000 |
| AV Upgrade - DCTA Conference Room | 10407 | 65,000 | | | 65,000 | | | | | 130,000 |
| ERP Implementation | 10408.1 | 2,100,000 | | | | | | | | 2,100,000 |
| Server Infrastructure Refresh | 10409 | 450,000 | | | | 500,000 | | | | 950,000 |
| Electronic Safety & Security Program | 10411.1 | 4,188,000 | 1,578,000 | | | | | | | 5,766,000 |
| Fiber Optic Network - Locate & Improvements | 10412.1 | 278,000 | 175,000 | | | | | | | 453,000 |
| Project Management Software & Implementation | 10413.1 | 112,000 | | | | | | | | 112,000 |
| Cloud-based Phone System | 130000 | | 81,000 | | | | | | | 81,000 |
| Network Switching Hardware Replacement | 130001 | | 110,000 | | | | | | | 110,000 |
| A-Train Expanded Service Hours Analysis | 140000 | | 1,000,000 | | | | | | | 1,000,000 |
| A-Train Curve/Speed Improvements | 140001 | | 3,000,000 | | | | | | | 3,000,000 |
| A-Train Design Support: 15-Min Headways & Downtown Carrollton Extension | 140002 | | 5,500,000 | 4,500,000 | | | | | | 10,000,000 |
| Enterprise Data Warehouse & Dashboard - **NEW in FY27** | TBD | | | 350,000 | | | | | | 350,000 |
| Fleet -Non-Revenue (2 SUV's) | 10414 | 80,000 | | | | | | | | 80,000 |
| Backup & Disaster Recovery Infrastructure Upgrades | | | | 100,000 | | | | | 120,000 | 220,000 |
| **Transportation Reinvestment Program (TRiP)** | | | | | | | | | | |
| TRiP Program Funding - FY21 | 10702 | 7,742,135 | | | | | | | | 7,742,135 |
| TRiP Program Funding - FY22 | 10703 | 9,833,005 | | | | | | | | 9,833,005 |
| TRiP Program Funding - FY23 | 10704 | 11,393,216 | | | | | | | | 11,393,216 |
| TRiP Program Funding - FY24 | 10705 | 10,429,152 | | | | | | | | 10,429,152 |
| TRiP Program Funding - FY25 | 10706 | 5,967,642 | | | | | | | | 5,967,642 |
| TRiP Program Funding - FY26 | TRIP FY26 | | 3,763,825 | | | | | | | 3,763,825 |
| TRiP Program Funding - FY27 | TRIP FY27 | | | - | | | | | | - |
| FUTURE: TRiP Program Funding | | | | | | | | | | |
| TOTAL CAPITAL BUDGET (with TAM) | | $ 70,327,803 | $ 26,537,345 | $ 20,361,193 | $ 56,532,517 | $ 70,419,074 | $ 58,399,212 | $ 54,442,750 | $ 53,267,948 | 410,287,842 |
| TOTAL CAPITAL BUDGET (without TAM) | | $ 63,327,803 | $ 22,737,345 | $ 16,561,193 | $ 52,732,517 | $ 66,619,074 | $ 54,599,212 | $ 50,642,750 | $ 49,467,948 | $ 376,687,842 |

# TRiP Options for FY 2027

*Board will have opportunity to select preferred option in conjunction with annual "Call for Projects" schedule, typically January 2027*

DCTA

**Option 1** – as calculated by policy based on Net Available Fund Balance

| TRiP FY2027 | Scenario A |
|---|---|
| Unrestricted Fund Balance | $ 112,901,302 |
| *Less Unused TRiP previously allocated | (35,332,375) |
| *Less Fund Balance Restricted for TAM | (14,600,000) |
| *Less Bond Fund Balance Reserve | (2,487,635) |
| Less Fund Balance Reserve | (17,300,061) |
| Less Sales Tax Stabilization Reserve | (1,254,600) |
| Less Fuel Stabilization Fund Reserve | (225,000) |
| *Less Capital Projects FY27 cash spend | (16,531,193) |
| **Net Available Fund Balance** | **25,170,439** |
| **Eligible FY26 Trip Funding FY27 (0.15 x Balance)** | **$ 3,775,566** |

| Member Cities Allocation | |
|---|---|
| Denton | $ 1,817,771 |
| Lewisville | 1,787,990 |
| Highland Village | 169,805 |
| **Total** | **$ 3,775,566** |

**Option 2** – consider current debt obligations and potential future obligations

$3.78M less:

| | |
|---|---|
| *Debt Service | **$ (1,990,108)** |
| Unmet Capital Requirement: A-train Extension (approximate) | $ (50,000,000) |
| Remaining for FY2027 TRiP | $0 |

**Option 3** – consider balancing FY27 budget with Operating and Capital

| | |
|---|---|
| Revenue | **$81,087,596** |
| OPEX | **($61,320,930)** |
| Capital | **($16,561,193)** |
| Debt Service | **($1,990,108)** |

**$1,215,365**

Available for Future Capital Projects (Preliminary)

TRiP Capital

**($1,215,365)**

**$0**

Available for Future Capital Projects (Final)

* - Reflects items considered in TRiP Net Available Fund Balance calculation by practice that will be reconciled with amendment to current Financial Policy

# Long-Range Financial Plan

JULY RECAP

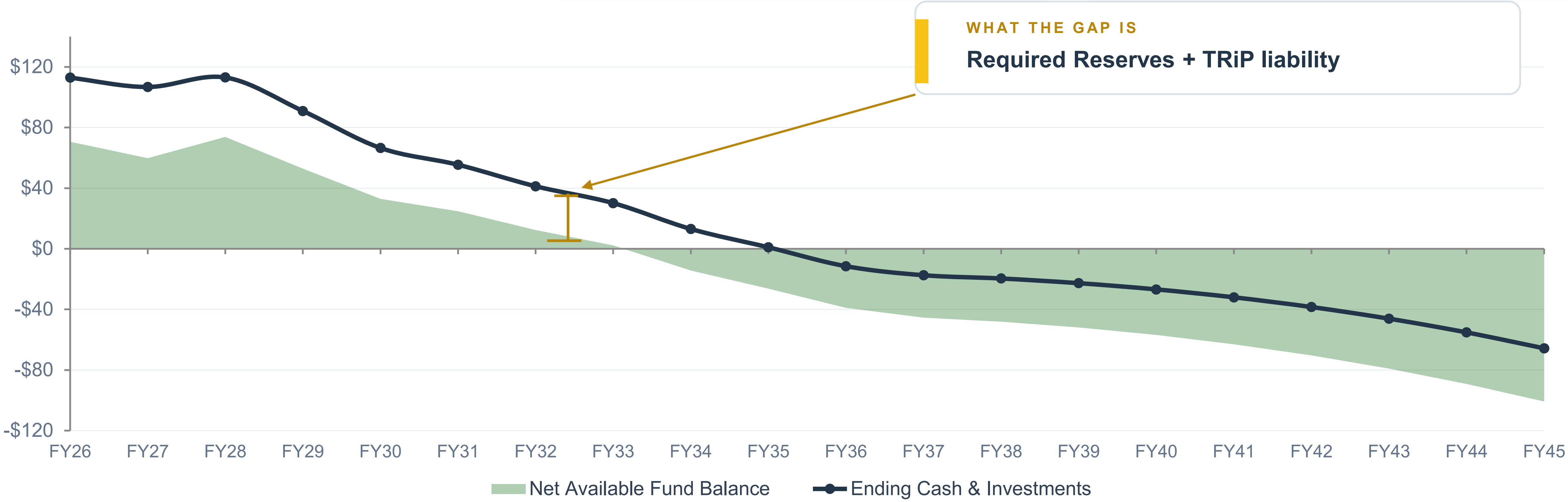
DCTA

## NET AVAILABLE FUND BALANCE — 20-YEAR TRAJECTORY

**$73.8M**
Peak balance — FY28

**FY2033**
Positive through

**FY2034**
Turns negative

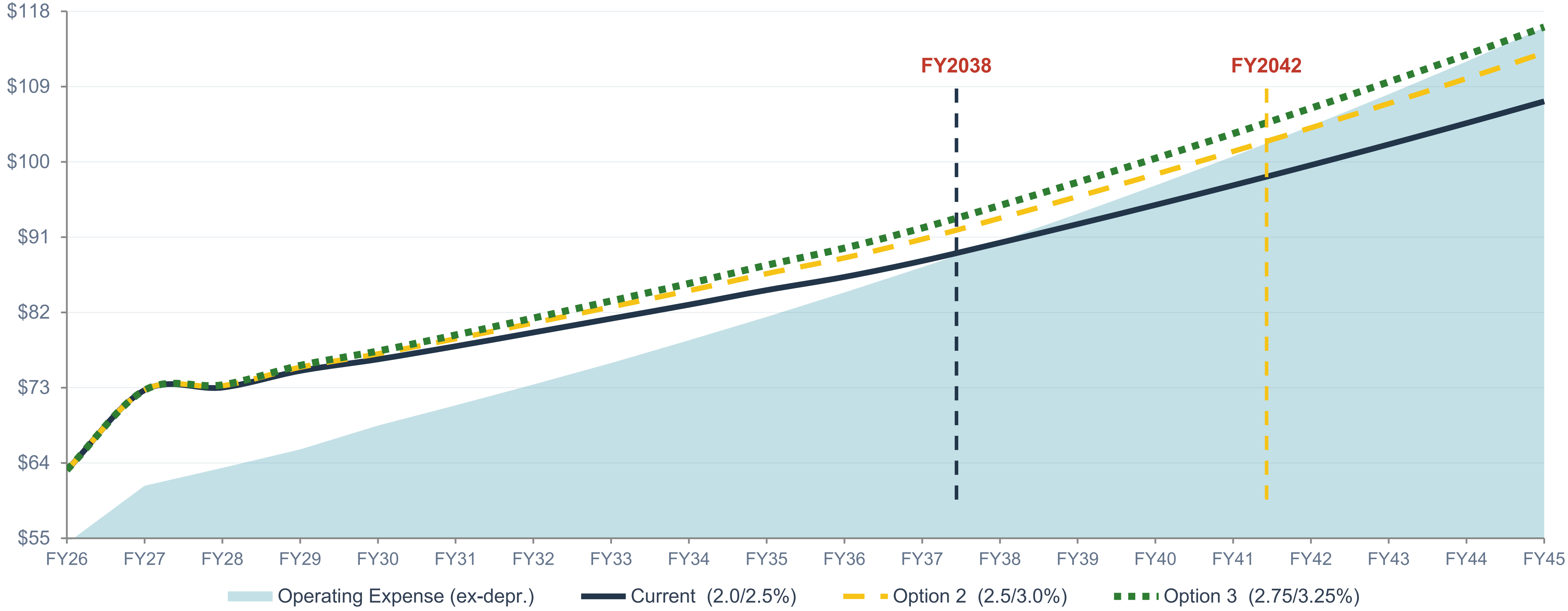


# Revenue Options vs Operating Expense (Net Depreciation)

JULY RECAP

## REVENUE OPTIONS vs. OPERATING EXPENSE (EX-DEPRECIATION)

**Total Revenue Options vs. Operating Expense, ex-Depreciation ($M)**



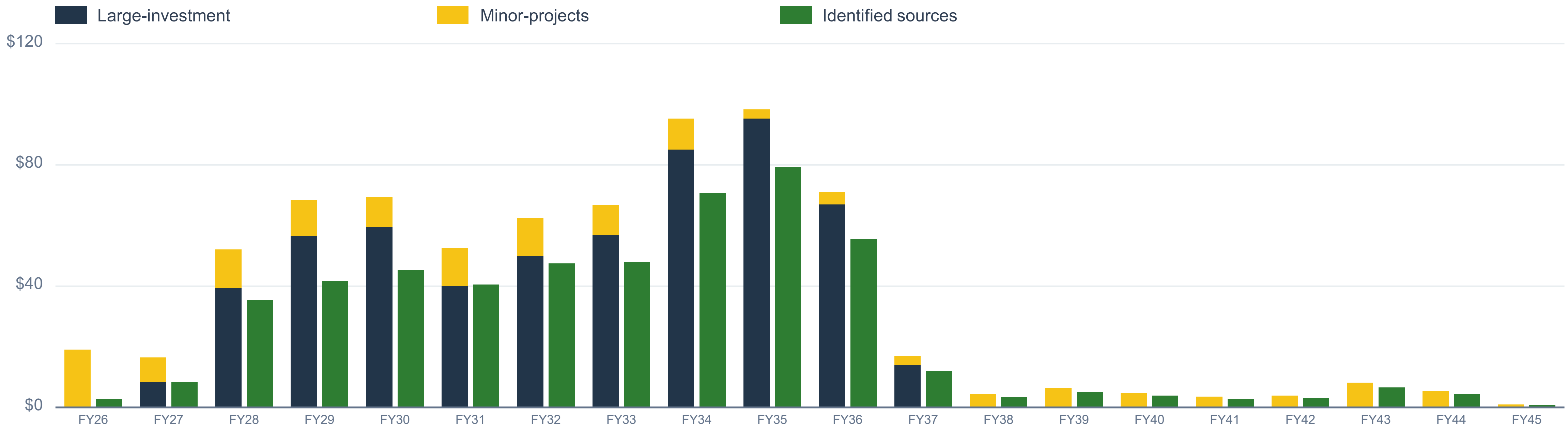
# Long-Range Financial Plan

JULY RECAP

DCTA

## CAPITAL — FY2026–FY2045

### Capital Outlay vs. Identified Sources ($M)




**Near-term gap**

**$152M**

from reserves & cash
FY26–34

**Modeled debt issuance**

**$24.6M**

FY2028 · 35-yr · 5.75%

**Long-term gap**

**$71M**

from reserves & cash
FY35–45

**Planning opportunity**

**10+ yrs**

of lead time to act

# Long-Range Financial Plan

DCTA

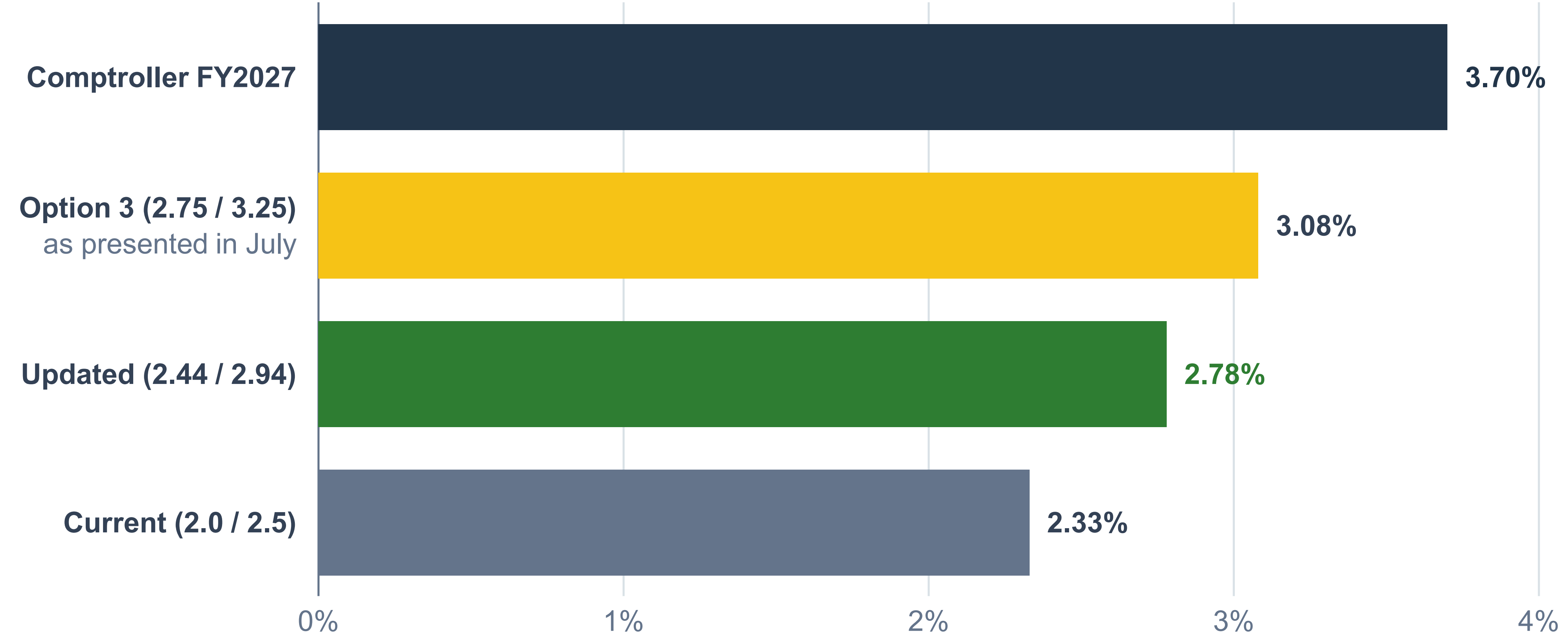
## ESCALATION ASSUMPTIONS — ORIGINAL PLAN vs OPTION 4 AS MODELED

| Driver | Original Plan | Option 4 as modeled | Change |
|---|---|---|---|
| **REVENUE GROWTH** | | | |
| Sales tax revenue | 2.0–2.5% | **2.44–2.94%** | **+0.44 pt** |
| Contract services | 3.5–4.25% | 3.5–4.25% | — |
| Operating grants | 2.0% | 2.0% | — |
| Passenger revenue | 1–2% | 1–2% | — |
| Investment income | 0.3–0.35% | 0.3–0.35% | — |
| Other non-operating | 1–2% | 1–2% | — |
| **EXPENSE ESCALATORS** | | | |
| Salaries, wages & benefits | 4.0% | 4.0% | — |
| Purchased transportation | 4.0% | **3.5%** | **−0.50 pt** |
| Outsourced services | 2.0% | **1.77%** | **−0.23 pt** |
| Materials & supplies | 2.0% | **1.77%** | **−0.23 pt** |
| Other operating expenses | 2.0% | **1.77%** | **−0.23 pt** |
| Depreciation | 2.0% | **1.77%** | **−0.23 pt** |

# Long-Range Financial Plan

## SALES TAX OUTLOOK — UPDATED ASSUMPTION vs. THE STATE FORECAST

**Assumed annual sales-tax growth vs. the Texas Comptroller's FY2027 statewide forecast (%)**




Growth = FY2028–FY2045 time-weighted average · Comptroller = Jan-2025 Biennial Revenue Estimate, FY2027 statewide

# Long-Range Financial Plan

## WHAT CHANGED SINCE THE JULY BOARD MEETING

### CAPITAL PROJECTS, 20-YEAR

JULY

$726.1M →

UPDATED

**$591.8M**

− $134.3M

### OPERATING EXPENDITURES

JULY

$1,838.5M →

UPDATED

**$1,830.0M**

− $8.6M

### FUND BALANCE RUNWAY

**20 years**

Positive in every year

### A full 20-year runway.

The plan holds a positive net available fund balance in every year from FY2027 through FY2046. Moving $293M of capital out of FY32–FY36 and the revised operating assumptions together carry the balance across the planning horizon.

# Long-Range Financial Plan

DCTA

## CAPITAL PLAN — $591.8M IN PROJECTS OVER 20 YEARS

**By category ($M)**


**Changes from July meeting**

**RESCHEDULED TO LATER YEARS** — No change in cost

- Rail fleet purchase ($138.5M) moved from FY33–FY36 to FY37–FY40
- Positive Train Control ($84.0M) moved from FY30–FY32 to FY35–FY37
- Bus Admin Facility moved from FY32–FY34 to FY43–FY45
- Fuel Infrastructure at Bus Ops & Maintenance moved to FY43–FY45

**ADDED, EXTENDED & REALIGNED** — + $65.6M

- Rail major maintenance held at $2.75M/year: + $28.0M
- Rail Ops facility expansion for the new FLIRT trains, FY36: + $20.0M
- Bus, cutaway and support vehicles realigned to the Ops plan: + $9.8M
- Technology improvements at $1.4M/year: + $7.4M
- Train Wash rehabilitation added in FY37: + $0.4M

**UNCHANGED FROM THE JULY PLAN** — No change in scope or cost

- Carrollton A-Train Extension, FY27–FY30: $123M
- Old Town TOD, FY27–FY30: $42M

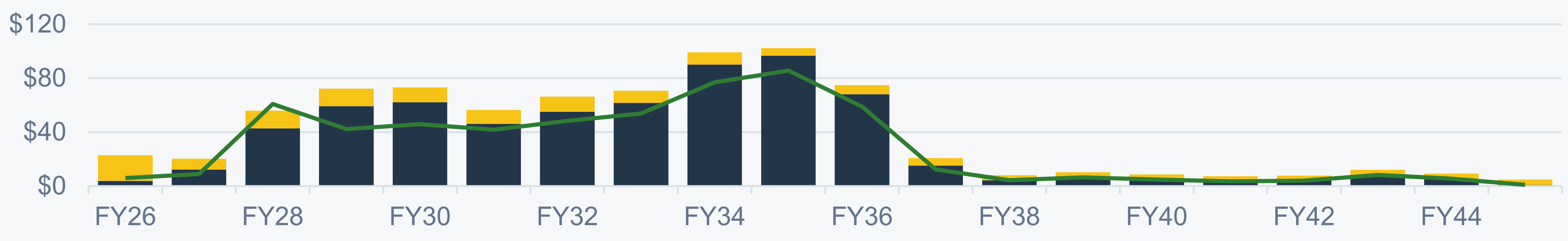
A-Train 15-Min Frequency removed: −$190.0M ($152M grant-funded) Net Change of -$38M

# Long-Range Financial Plan

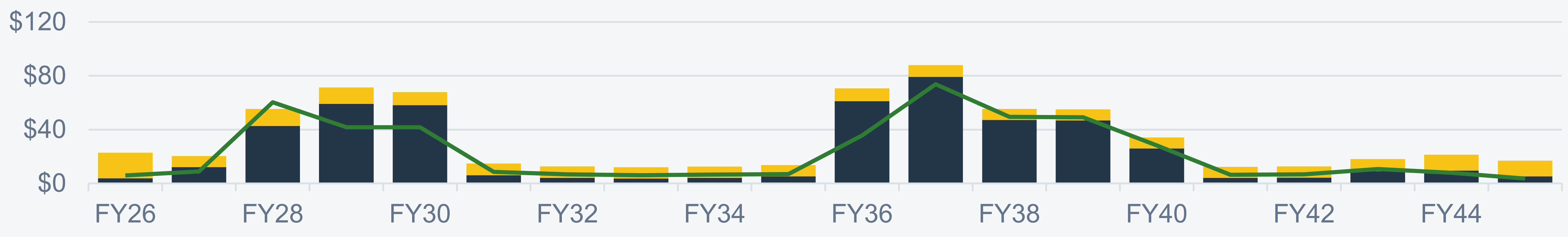
## CAPITAL SPEND — JULY PLAN vs UPDATED PLAN

Large-investment  Minor-projects  Anticipated Federal Funding

### JULY PLAN



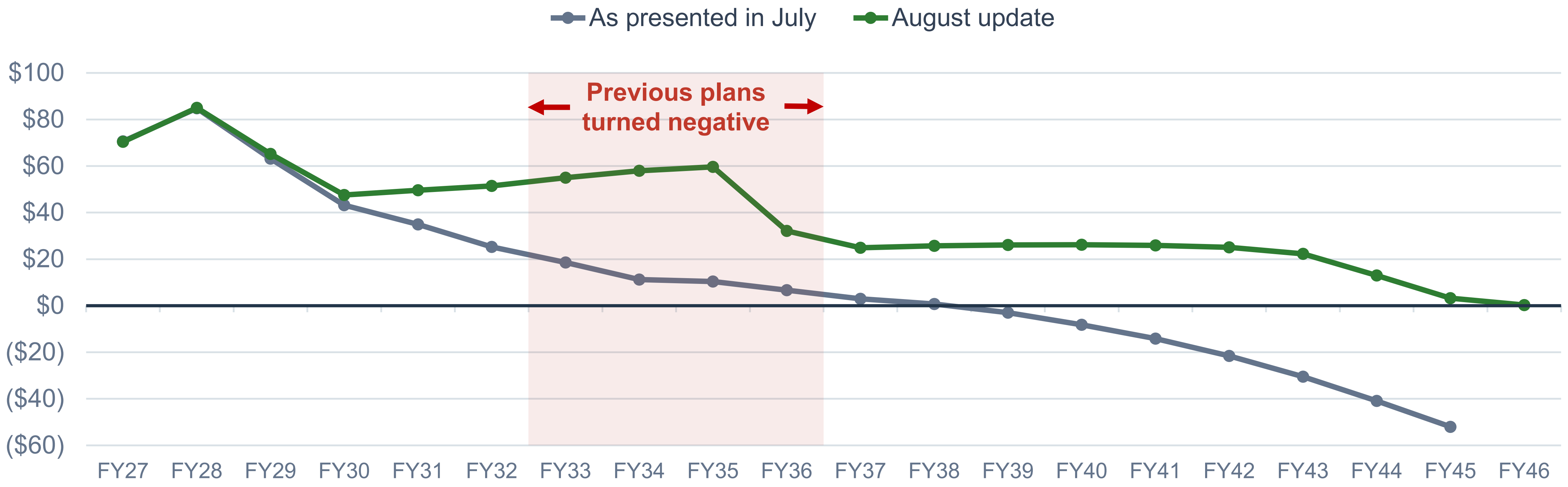

### UPDATED PLAN



# Long-Range Financial Plan

**NET AVAILABLE FUND BALANCE — 20-YEAR OUTLOOK**

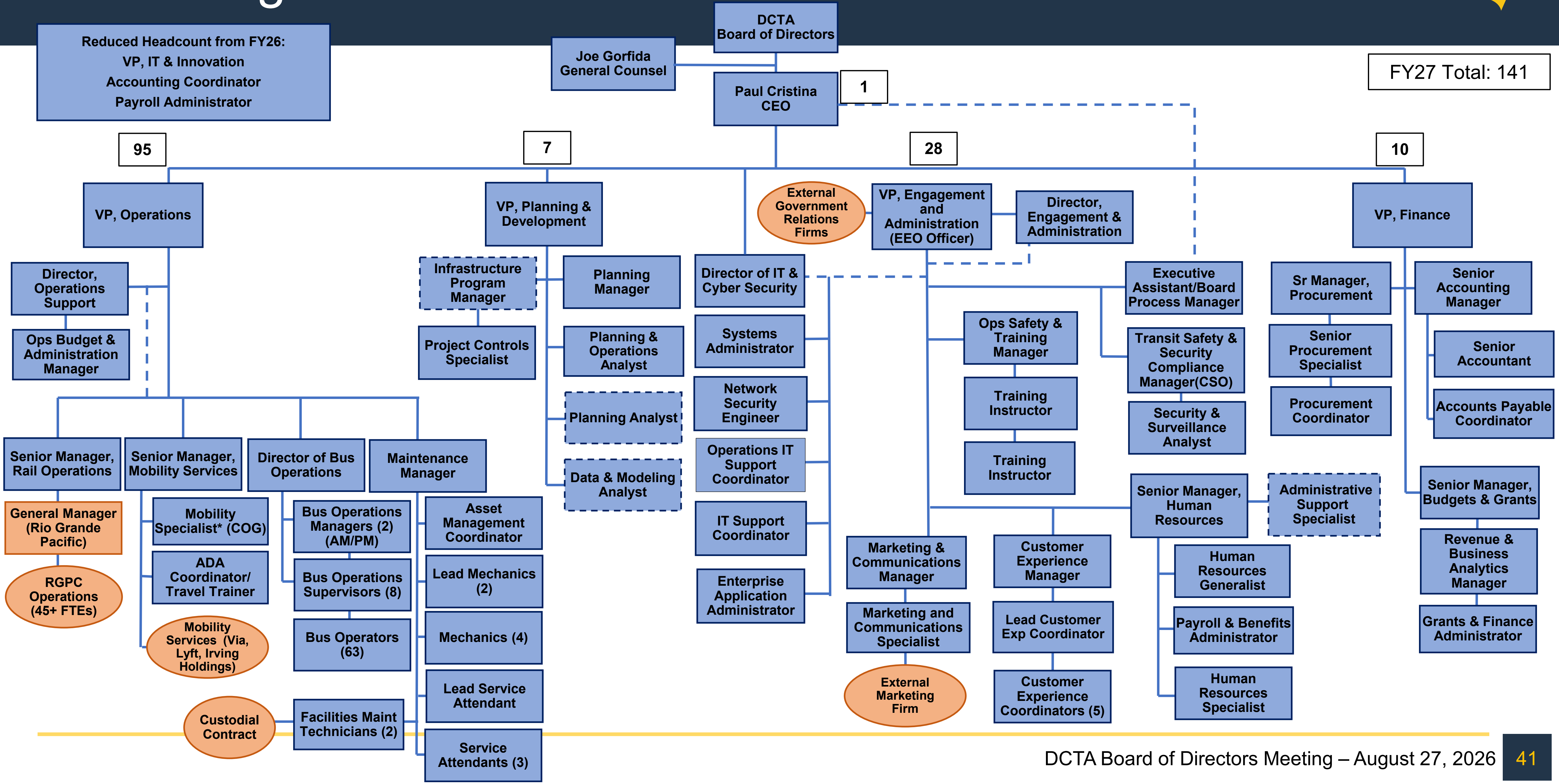
**Net available fund balance, FY2027–FY2046 ($ millions)**




**Continue as is — July 2026**
Turns negative in FY2038

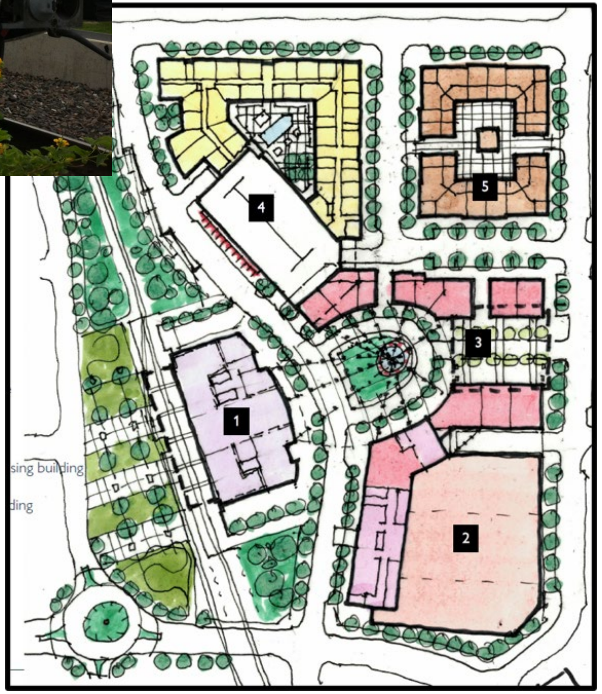
**Updated 8/7/26**
Positive in every year FY2027–FY2046

# DCTA Organizational Structure FY27



# FY27 Work Plan (Proposed)

1. Progress A-train Extension to Downtown Carrollton
2. Progress TOD at Old Town Lewisville
3. Enhance Member City Value through Service and Ridership Alternatives
4. Improve Long Range Financial Plan Outcomes
5. Progress Data Infrastructure, Production, Visualization, and Dashboards
6. Improve DCTA Customer Experience Across the Trip Cycle While Maximizing Operating Efficiency

# FY27 Work Plan (Proposed)

7. Maintain DCTA's Regional Leadership Through:
   - Effective Engagement in the Regional Transit 2.0 initiative, and
   - Maintaining Positive Relationships with Cities across Denton County, the Commissioners Court, and the public to create awareness of agency accomplishments and understand opportunities to enhance value improve
8. Create Vision for Next Phase of DCTA Growth and Improvement

**EMERGING VISION COMPONENTS**

*Concept: Set course for agency efforts in 2028 – 2033 timeframe*

- TOD Station planning and integration across the A-train corridor
- Customer Experience Journey Map
- Emerging Regional Needs:
  - Elderly / Disabled transportation
  - Workforce transportation

# Next Steps

**August 27, 2026 (today)**

FY2027 Public Hearing to Adopt Budget with Board Vote

**August 27 – September 30, 2026**

Final Steps in Preparing FY2027 Budget for Use

**October 1, 2026**

First Day of FY2027

# Recommendation

Staff Recommends 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.

# Regular Agenda Item 3

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

Presenter: Karina Maldonado
Planning Manager

# Recommendation

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

# What is TRiP?

**T**ransportation **Rei**nvestment **P**rogram (TRiP)

- Provides financial assistance to DCTA member cities for transit-supportive projects consistent with and beneficial to DCTA’s Long-Range Service Plan

- The TRiP program aligns with DCTA mission of “improving mobility, air quality, economic development and livability in the areas we serve”

# TRiP Available Funding Process (2026 Recap)

Annual TRiP Budget established during DCTA Budget Process

Annual TRiP Budget ≤ 15% of DCTA's net available fund balance from previous year

Unobligated funds may rollover to each member cities respective available funding indefinitely

**Capital Projects FY26 Cash Spend - $18.5M**

- A-train Curve & Speed Improvement and DT Carrollton Design ($8M)
- Rail Major Maintenance ($3.4M)
- Technology ELPs ($3.4M)
- Fleet Replacement – Bus ($2.62M)
- Bus Refurbish ($0.5M)
- Rail Capital Equipment ($0.3M)
- Bus Projects ($0.13M)
- Fleet Replacement – Non-Rev ($0.15M)

| TRiP FY2026 | |
|---|---|
| Unrestricted Fund Balance | $ 129,311,704 |
| Less Required Fund Balance Reserve | (15,282,892) |
| Less Sales Tax Stabilization | (1,230,000) |
| Less Fuel Stabilization Fund | (249,329) |
| Less Unused TRiP previously allocated | (31,158,798) |
| Less TAM current year | (3,800,000) |
| Less Capital Projects FY26 cash spend | (18,498,520) |
| Less Capital Reserve – Old Town & DT Carrollton Ext. | (34,000,000) |
| Balance | 25,092,165 |
| **Eligible FY26 Trip Funding FY26 (0.15 x Balance)** | **$ 3,763,825** |

| Member Cities Allocation | |
|---|---|
| Denton | $ 1,839,886 |
| Lewisville | 1,745,053 |
| Highland Village | 178,886 |
| **Total** | **$ 3,763,825** |

# FY26 TRiP Schedule

DCTA

| | |
|---|---|
| Pre-Submittal Meetings with DCTA (Optional) | February - March 2026 |
| Applications Due | April 23, 2026 |
| Project Eligibility Review and Finalization | May 23, 2026, by 5pm |
| DCTA Board Review and Project Award (Obligate) | Summer - Fall 2026 |
| Reimbursement Agreement Process Begins | Fall - Winter 2026 |

**SUBMITTED**

**City of Denton**

Construction funding to complete the **FY24 TRiP Award: D20 Woodrow Lane Multimodal Improvements**

**ROLLOVER**

**City of Lewisville**

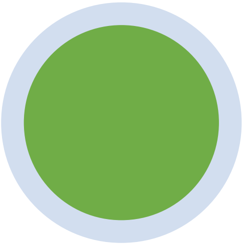
Electing to roll over funds to FY27 to support Old Town TOD

**ROLLOVER**

**City of Highland Village**

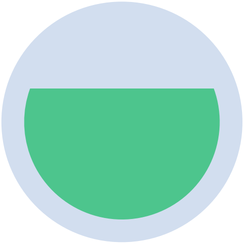
Electing to roll over FY26 funds to FY27 to support trail connectivity and wayfinding to A-Train.

# Current TRiP Program Spending (FY21-25)



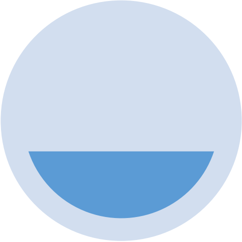
Total Annual Authorizations (FY21-26)

**$48.8M**



Total Obligated FY21-26*

**$37.4M**



Total Executed/Spent (FY21-26)

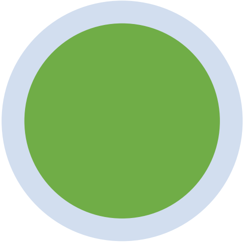
**$13.7M**

| Member City | Total Authorized (Allocated) | Total Obligated | Percent Spent of Authorized |
|---|---|---|---|
| City of Denton | $22,659,352 | *$22,659,352 | 41.7% |
| City of Highland Village | $2,345,267 | $379,591 | 16.2% |
| City of Lewisville | $23,824,354 | $14,375,908 | 16.1% |
| **TOTAL** | **$48,828,973** | **$37,414,851** | **28%** |

** The total obligations does not include funds obligated for projects that were returned after the FY26 CFP. Totals will be adjusted with the FY27 CFP Available Funds. Total reflects FY26 request if awarded.*

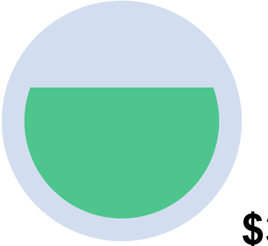
# FY26 Available Funding

DCTA



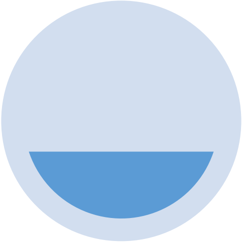
Total Annual Authorizations (FY21-26)

**$48.8M**



Total Obligated FY21-26*

**$37.4M**



Total Executed/Spent (FY21-26)

**$13.7M**

| | 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** |

# FY26 TRiP Application Requests Received

**Denton**
**One (1)** project applications for FY26

**Lewisville & Highland Village**
No Funding Requests
Funds will rollover to FY2027 TRiP Call for Projects

| | 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** |

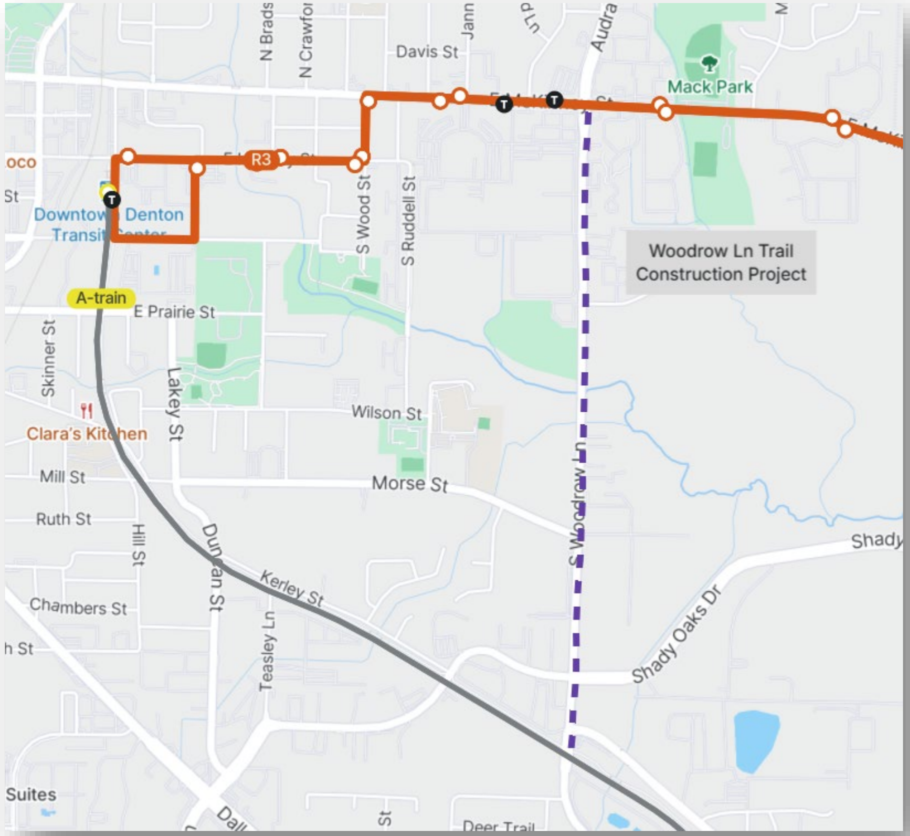
Note: Available funds do not reflect return of funds from completed projects since the opening of the FY2026 Call for Projects in January 2026. These funds will be reflected in FY27.

# City of Denton Request: Woodrow Ln/Trail Improvement

DCTA

## PROJECT SUMMARY

The project will support the final construction costs of the D20 TRiP Award (“Woodrow Lane Multimodal Improvements”) within the same project limits of Woodrow Lane between East McKinney Street and Spencer Road (DCTA A-Train), providing multimodal mobility enhancements for non-motorized and shared mobility users, incorporating a combination of side paths, on-street paths, and/or bike lanes, with user safety as a primary focus. **Additional construction funds are being requested to complete the project based on the updated planning analysis completed within the D20 project.**




## PROJECT STATUS & PROPOSED MILESTONES

| | |
|---|---|
| Project Status: | Design (D20) |
| Schedule: | Spring 2026 (Design D20) |
| | Spring 2027 (Construction) |

## REQUESTED FUNDING

| | |
|---|---|
| City Funding Commitment: | **$155,726** |
| Estimate at Completion: | **$2,000,000 (Construction)** |
| TRiP 2024 Funding Award: | **$850,000 (Planning, Design, Construction)** |
| TRiP 2026 Funding Request: | **$1,844,274** |
| **Combined TRiP Funds for Project** | **$2,694,274** |

# Recommendation

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

# Regular Agenda Item 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

Presenters: Austin Frith
Vice President, Planning and Development

Dawn Jones
Revenue & Business Analytics Manager

# Peak Vehicle Needs by Route

| Route | Service standard | Peak | Vehicle |
|---|---|---|---|
| Connect 3 | No change | 2 | 35' Bus |
| Connect 6 | No change | 2 | 35' Bus |
| Connect 7 | No change | 2 | 35' Bus |
| North Texas Express (NTX) | No change | 1 | Cutaway |
| Eagle Point (EP131) | Same as Fall 2026 | 2 | 35' Bus |
| Discovery Park (DP141) | Same as Fall 2026 | 4 | 35' Bus |
| Centre Place (CP151) | Same as Fall 2026 | 2 | 35' Bus |
| Daugherty Street (DS181) | Same as Fall 2026 | 1 | 35' Bus |
| North Texas (NT121) | Same as Fall 2026 | 1 | 35' Bus |
| Bernard Street (BST) | Same as Fall 2026 | 2 | 35' Bus |
| AC 101 | Same as Fall 2026 | 1 | Cutaway |
| **ISP 2** | 20 min, 7am–9pm | 3 | 35' Bus |
| **ISP 4** | 20 min, 7am–9pm | 3 | 35' Bus |
| **Modified Colorado Express** | 20 min, 7am–9pm | 3 | 35' Bus |
| **TOTAL PEAK VEHICLES** | | **29** | |
| **35' Bus** | | **27** | |
| **Cutaway** | | **2** | |

Eagle Point through Bernard Street are the UNT campus routes requiring 35' Buses — 12 buses of the 27 required for all service

## 35-ft bus fleet

| | |
|---|---|
| Peak vehicles, all routes | **27** |
| Spare allowance 20% | **6** |
| **NEED** | **33** |
| Will have, FY27 | **33** |
| **Margin** | **0** |

# 35-foot Bus Fleet Plan Update

*Assumes current UNT route configuration and three new ISP Phase 3 routes*

| | FY27–FY30 · synced with the LRFP | | | | FY31 onward · requires further coordination | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | 2027 | 2028 | 2029 | 2030 | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 |
| 2006 Gilligs · 7 (retiring) | 6* 1 | 6* 1 | 4* 3 | 1* 3 | 1 | | | | | |
| 2006 Gilligs · 2 (refurbished) | 1* 1* | 1* 1* | 2* | 2* | 2* | 2* | 2* | 2* | 1* 1 | 1 |
| 2011 Gilligs · 6 | 6* | 6* | 6* | 6* | 6* | 4* 2 | 4 | | | |
| 2016 Gilligs · 4 | 4* | 4* | 4* | 4* | 4* | 4* | 4* | 4 | | |
| 2017 Gilligs · 3 | 3* | 3* | 3* | 3* | 3* | 3* | 3* | 3* | 3 | |
| 2020 Gilligs · 3 (DART) | 3* | 3* | 3* | 3* | 3* | 3* | 3* | 3* | 3* | 3* |
| FY26 buy · 6 | 6* | 6* | 6* | 6* | 6* | 6* | 6* | 6* | 6* | 6* |
| **FY27 buy · 3 (grant won)** | 3 | 3 | 3* | 3* | 3* | 3* | 3* | 3* | 3* | 3* |
| **FY28 buy · 5 (this grant buys 3)** | | 5 | 5 | 5* | 5* | 5* | 5* | 5* | 5* | 5* |
| **FY29–34 buys · 18** | | | 2 | 2 | 2* | 4* | 9* | 12* | 15* | 18* |
| **El Dorados · 6** | 3* 3 | 3* | 3* | 3 | | | | | | |
| **Need for service** | 33 | 33 | 33 | 33 | 33 | 33 | 33 | 33 | 33 | 33 |
| **Usable fleet (35-ft)** | 33 | 33 | 34 | 33 | 34 | 34 | 35 | 34 | 33 | 35 |

Assumes status quo on UNT service as of FY2027 and the three ISP routes approved later this year · an asterisk marks a bus counted in the usable fleet

***used for service:** In service · EBUL · Repower (6 mo) · Past useful life

**not available:** Procured · In build · Out of service · Disposed

# Program & Financial Summary

## FY26 Bus Program – 5339(b)

- Replacement, rehabilitation, purchase, or lease of buses and related equipment.
- Rehabilitation, purchase, construction, or lease of bus-related facilities.

## Available Funding

FY26 Buses and Bus Facilities Competitive Program: ~$21 million total.

Maximum award per applicant: 10% of total available — ~$2.1 million.

## DCTA Funding Request

| | |
|---|---|
| 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% |

## Per Bus Cost - $971,000

- Per-bus price rose from $734K (FY25/26) to $901K (FY26 quote) driven by the new State of Washington DES purchasing contract.
- Price includes contingency for potential cost increases (estimated at 7%) and bus inspection costs (estimated at $6K per bus).

# Bus Price Increase: FY25 to FY26

### FY25 Application

- Washington State DES cooperative purchasing contract #06719
- Base price, 35' Gillig diesel bus: $565,555
- Per-bus cost presented to Board (including contingency): $773,000

### FY26 Application

- Washington State DES cooperative purchasing contract #04824
- Base price, 35' Gillig diesel bus: $713,758
- Per-bus cost requested from Board (including contingency): $971,000

**+26.2%**
**Increase in Base Bus Price**

**+25.6%**
**Increase in Total Per-Bus Cost (with Contingency)**

- *Both figures reflect the same 35' Gillig diesel bus specification. The increase is driven by a new Washington State DES cooperative purchasing contract (#04824), which superseded the contract (#06719) used for the FY25 application.*

# Evaluation Criteria & Considerations

DCTA

**There are six evaluation criteria used to score applications:**

1. Demonstration of Need
2. Demonstration of Benefits
3. Planning and Local/Regional Prioritization
4. Local Financial Commitment
5. Project Implementation Strategy
6. Technical, Legal, & Financial Capacity

## Additional Considerations

- Geographic diversity
- Diversity in transit system sizes
- Propulsion type
- Whether applicant is from urban, small urban, rural, or tribal areas
- Receipt and management of other Federal transit funds
- Prioritization of reducing vagrancy as detailed in Executive Order 14321

## Administrative Priorities

- Opportunity Zones
- Cost-Effective Vehicle Procurements
- Strengthen U.S. Vehicle Manufacturing Industry
- Benefits for Families and Communities

# Timeline

| FY26 Bus Program Grant Timeline | |
|---|---|
| **Applications Due** | September 21, 2026 (10:59 pm CT) |
| **FTA Project Evaluations** | September – December 2026 |
| **FTA Project Selections Announcement** | December 2026 |
| **Pre-Award Authority** | Ineligible unless authorized by FTA in writing |
| **DCTA Obligation Timeline** | Within 30 days of project inclusion in the Statewide Transportation Improvement Program (STIP) |

# Recommendation

Staff Recommends 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 $813,000.00 to Purchase Three (3) 35’ Diesel Transit Buses at a Total Estimated Cost of $2,913,000.00

# Regular Agenda Item 5

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

Presenter: Randy Evans
Marketing and Communications Manager

# Recommendation

This is a discussion item only.  No Board action required at this time.

# Focus in Fiscal 2026

- Consistent messaging across all channels
- Humanize DCTA
- Modernize our marketing
- Focus on who DCTA is and the **value** we bring
- Messaging that speaks to stakeholders and customers
- Advertise on multiple fronts
  - Events
  - Outreach
  - Advertising
  - Sponsorships

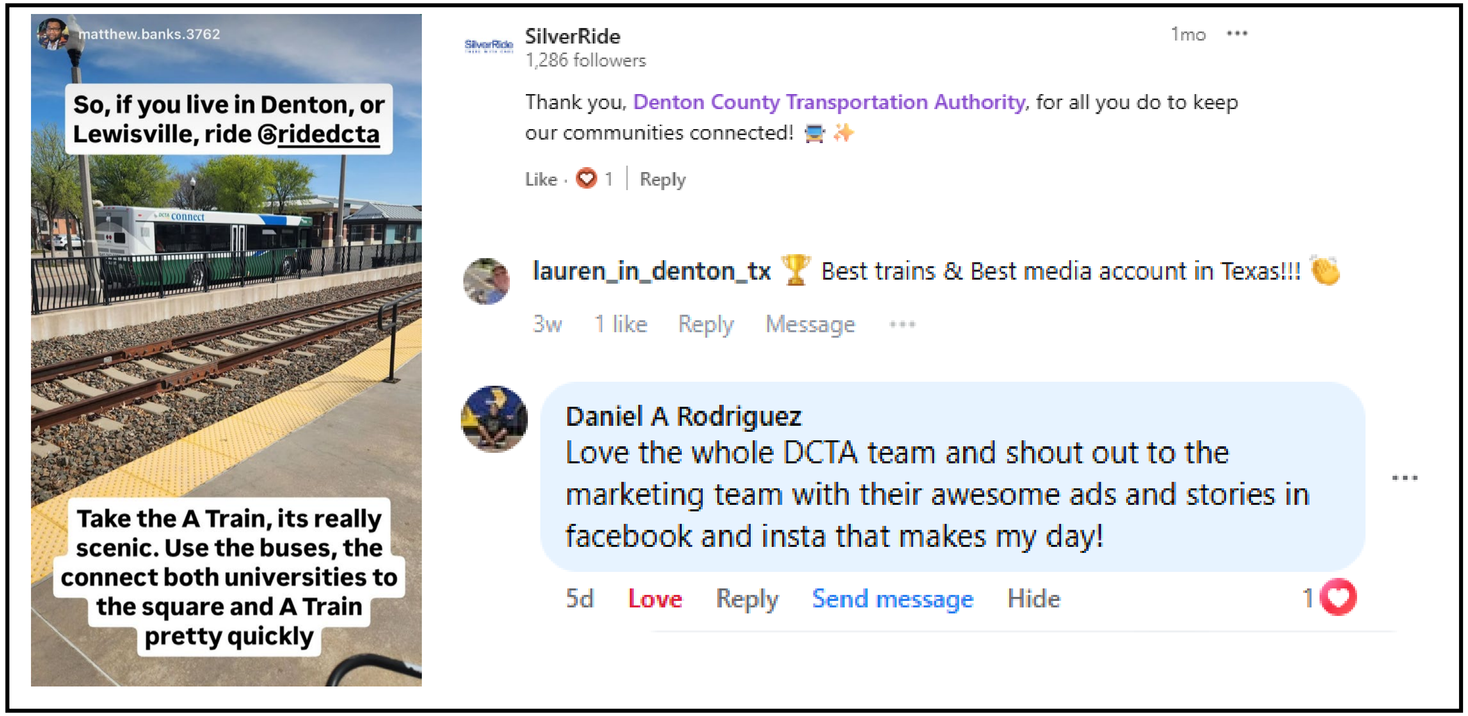



# Social Media Sentiment

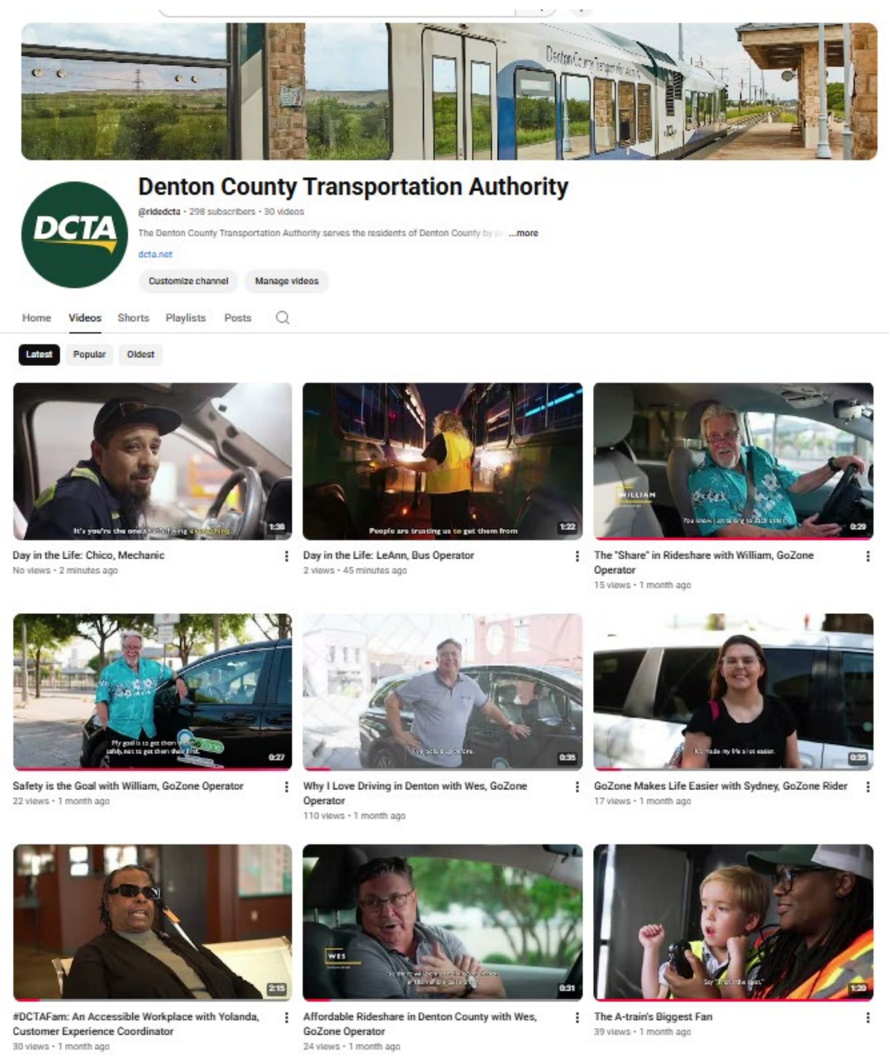
| Audience | Impressions | Engagements |
|---|---|---|
| **28,194** | **1,540,799** | **66,700** |
| ↗ 5.5% YOY | ↗ 236.6% YOY | ↗ 156.9% YOY |

Increase in these metrics proves growing public interest in DCTA and absorption of the messsage

- Engagements reflect a small group of very loyal riders, fans, and community partners
- Overall sentiment outside of agency-owned content demonstrates challenges with perception – safety, reliability, regional connectivity



# Increased Video Content



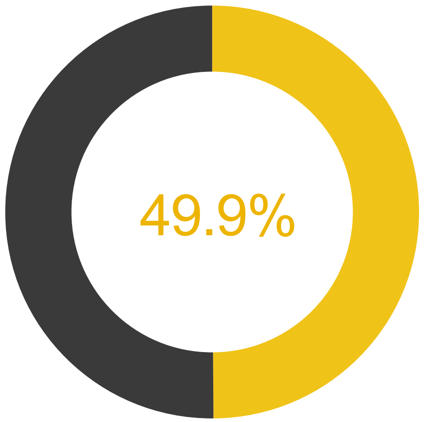

More employee and rider stories = putting faces to the brand and emphasizing the need for mobility options in our member cities

**FOCUS**

- Value of DCTA
- DCTA Employees
- DCTA Customers
- **Why** and **how** customers ride

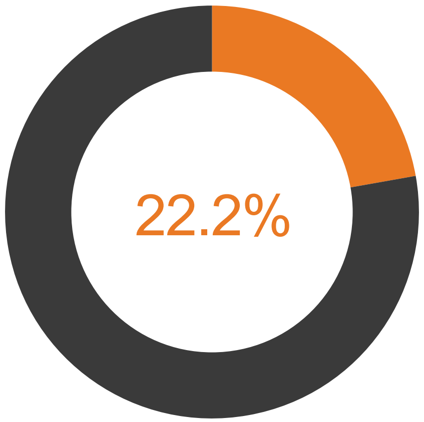
# External Firm Resource Allocation (hours)

- Marketing firm retainer sets allowance of labor hours each month
- Charts below illustrate application of hours by category



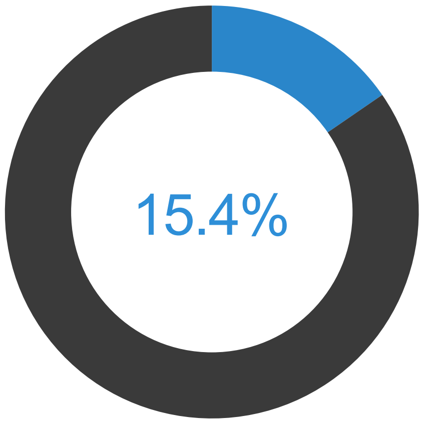

### Social Media

- Content creation
- Content scheduling
- Metrics and reporting



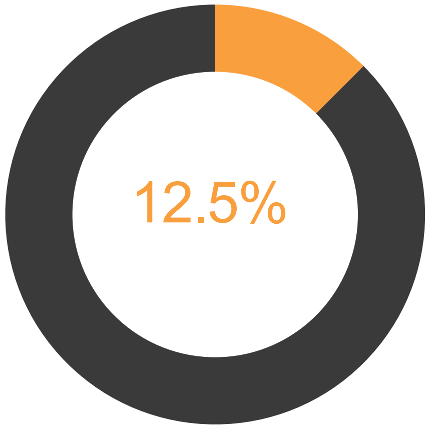

### Creative Elements

- Large-scale ad design
- Ad campaigns
- Branding




### Video Production

- Filming
- Editing
- Post-production




### Client Services

- Creative briefings
- Weekly meetings
- Content review
- Proofing

# dcta.net Project Update

**Content Crosswalk** completed in **June**

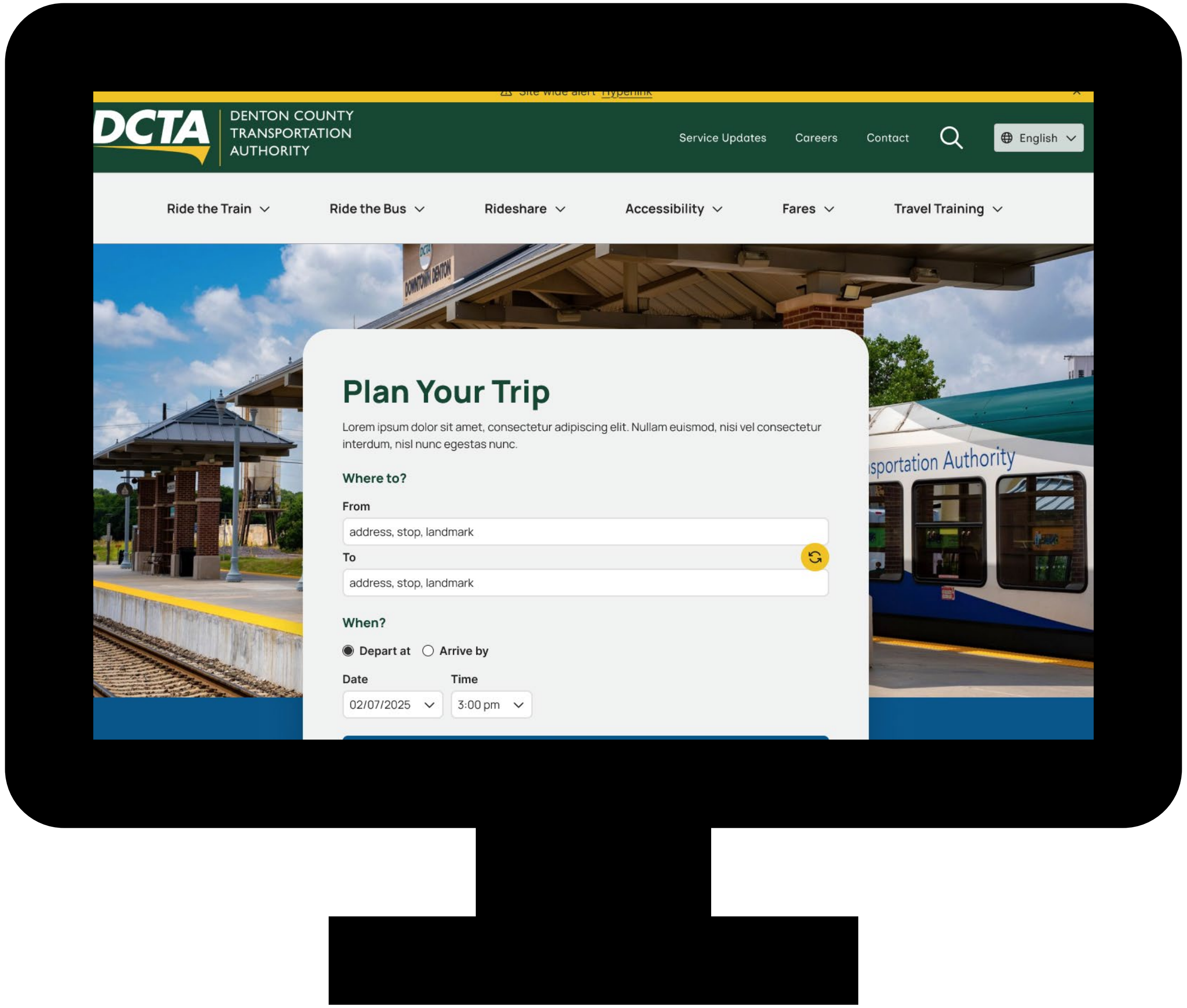
- Maps content from the old site and newly created content to the new sitemap structure, enabling a seamless migration to the new website

## Site Development Phase

- Bringing the working website to life based on approved page designs and content crosswalk

**Quality Assurance Phase** with key team members

**Beta** Site Presentation targeted for **Sept.**



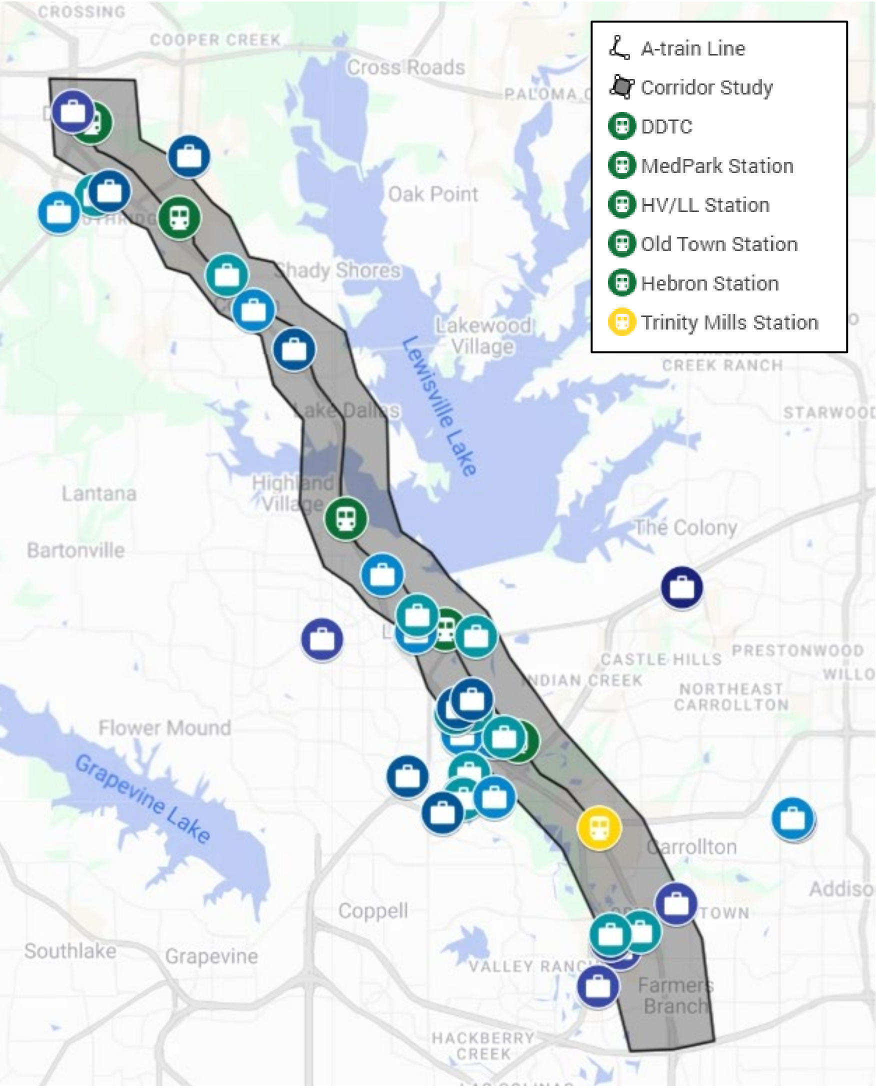
# New Look!!

2601
DCTA


DENTON COUNTY TRANSPORTATION AUTHORITY
2605
2604


GoZone

# A-train Corridor Study Map




**Over 15,000** company contacts

- **1,500** + businesses

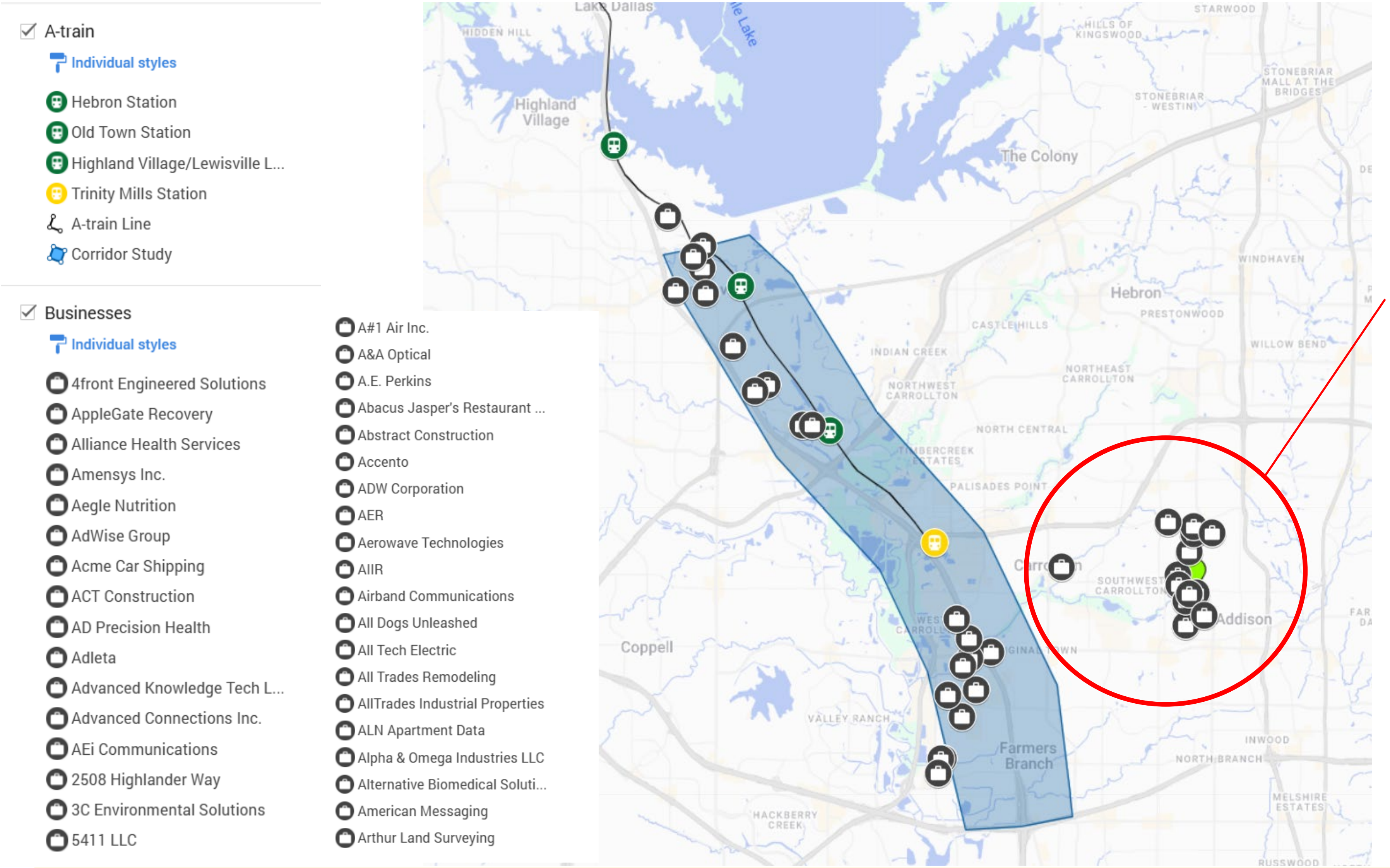
FOCUS: **1 MILE** (East to West) of A-train Corridor extending to 635

NEXT STEP - 1:1 Meetings w/Company Contacts

## GOAL

- ECONOMIC DEVELOPMENT
- A-TRAIN RIDERSHIP GROWTH
- PROMOTE EMPLOYEE PASS PROMOTION
- SECURE ONSITE TABLING EVENTS

# A-train Corridor Study Map




Businesses outside of the 1-mile corridor study radius, but potential opportunity for.

# 2 X APTA AdWheel Award WINNERS! 🎉


## GRAND AWARD

**Best Marketing and Communications on Workforce Development**

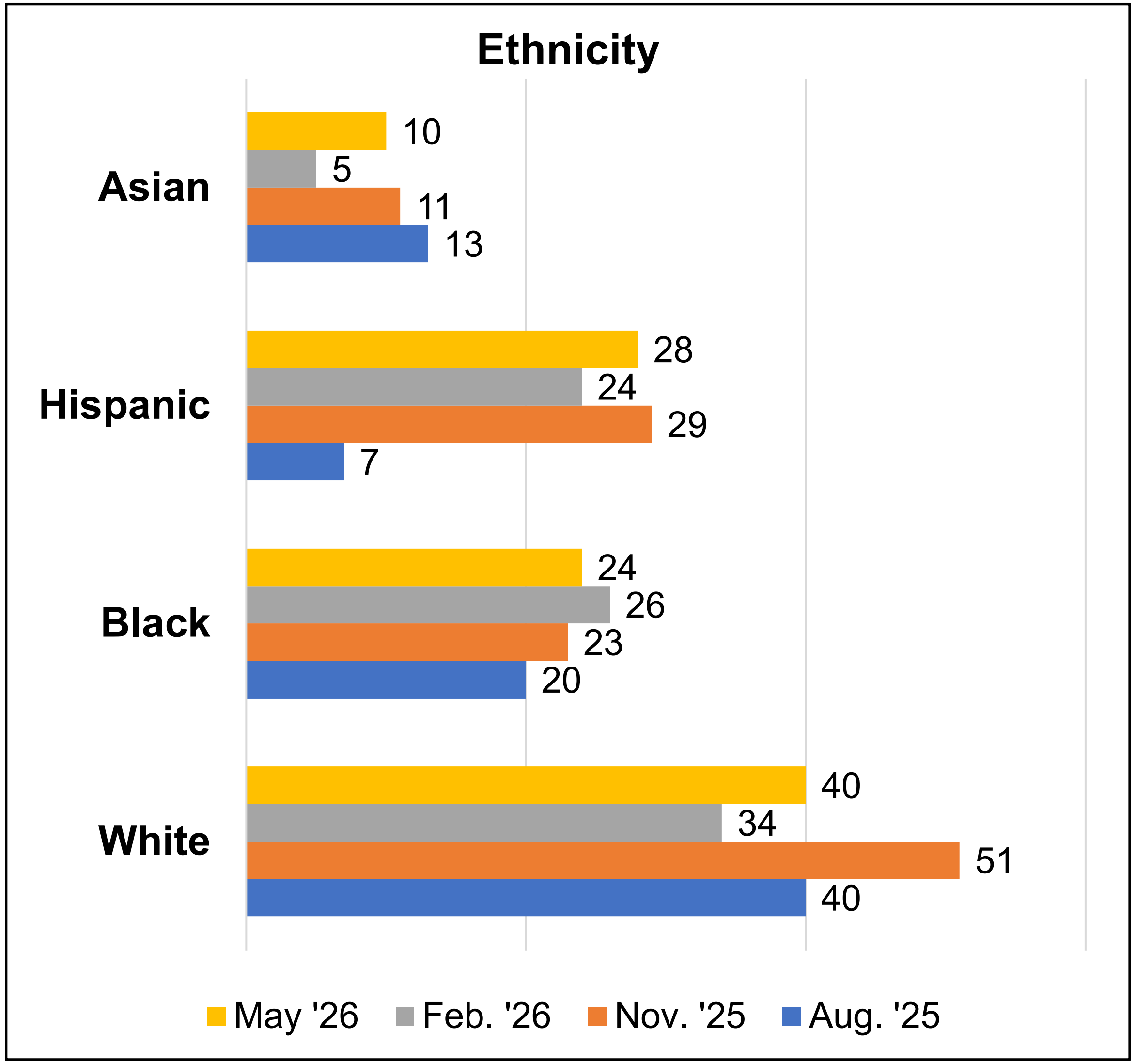
- **ONLY 3 Awards** given in our ridership category
- Will be awarded in **October 2026** at APTA TRANSform & Expo, APTA's flagship event

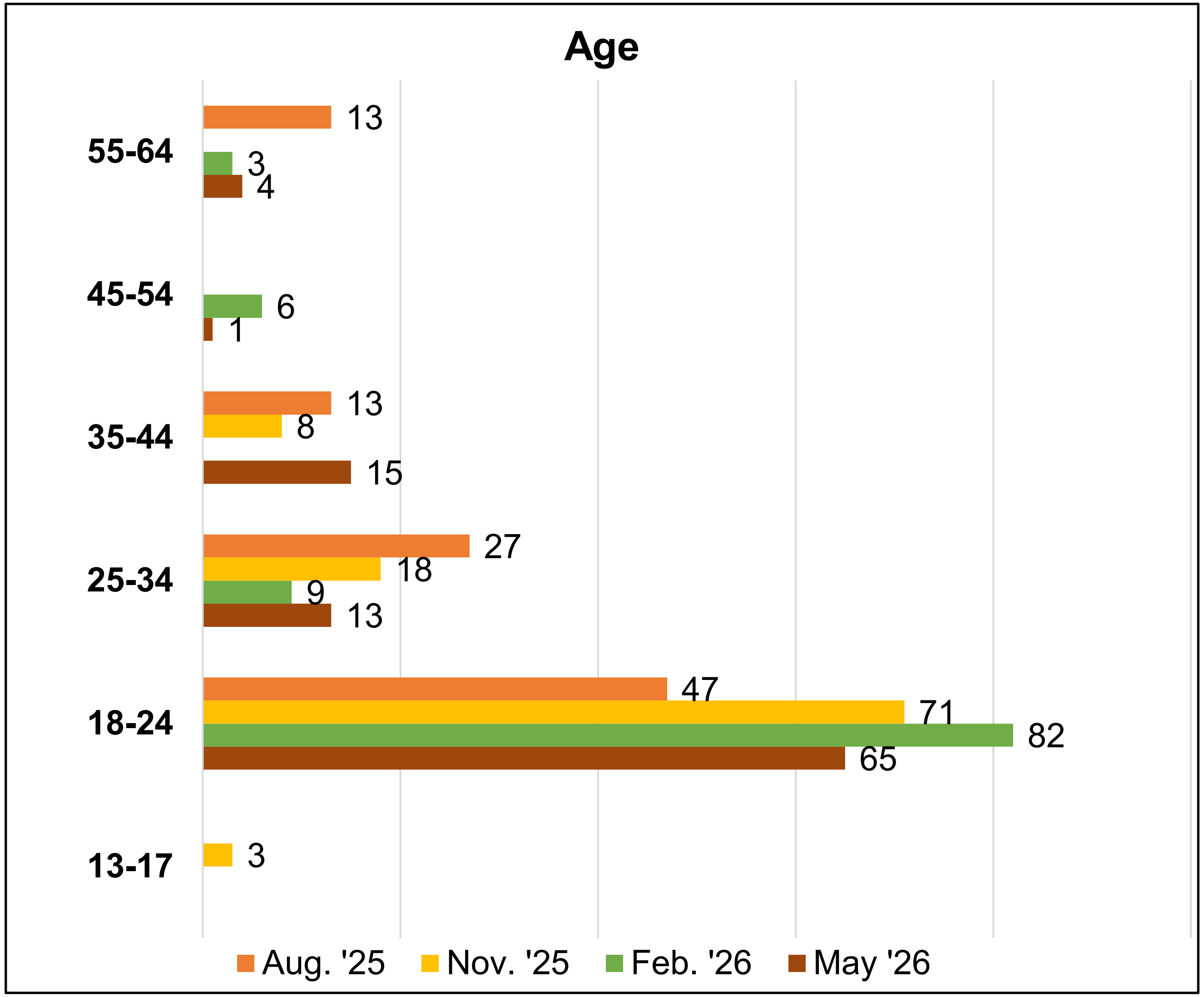
## FIRST PLACE

**Comprehensive Campaign**

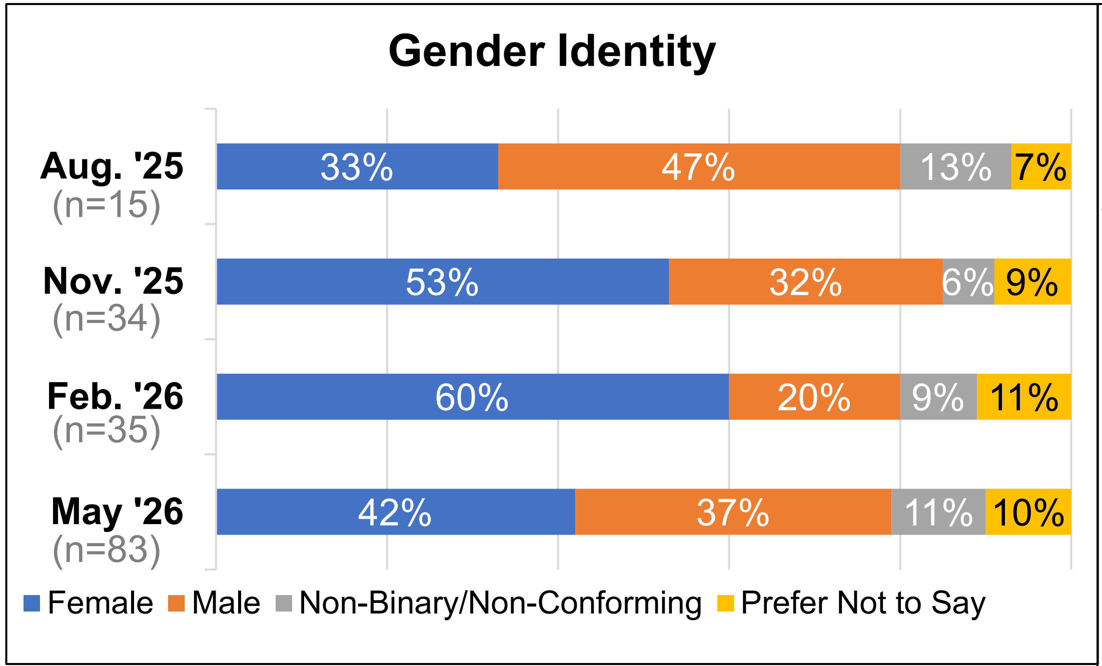
- Presented in February 2026 at APTA MCX Workshop

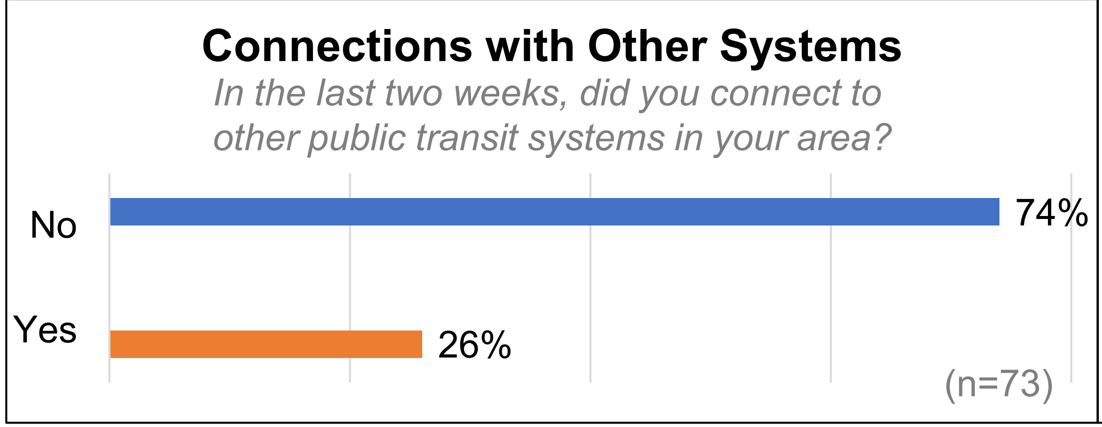
# Who are our Customers?
# DCTA Customer Demographics – Initial Review

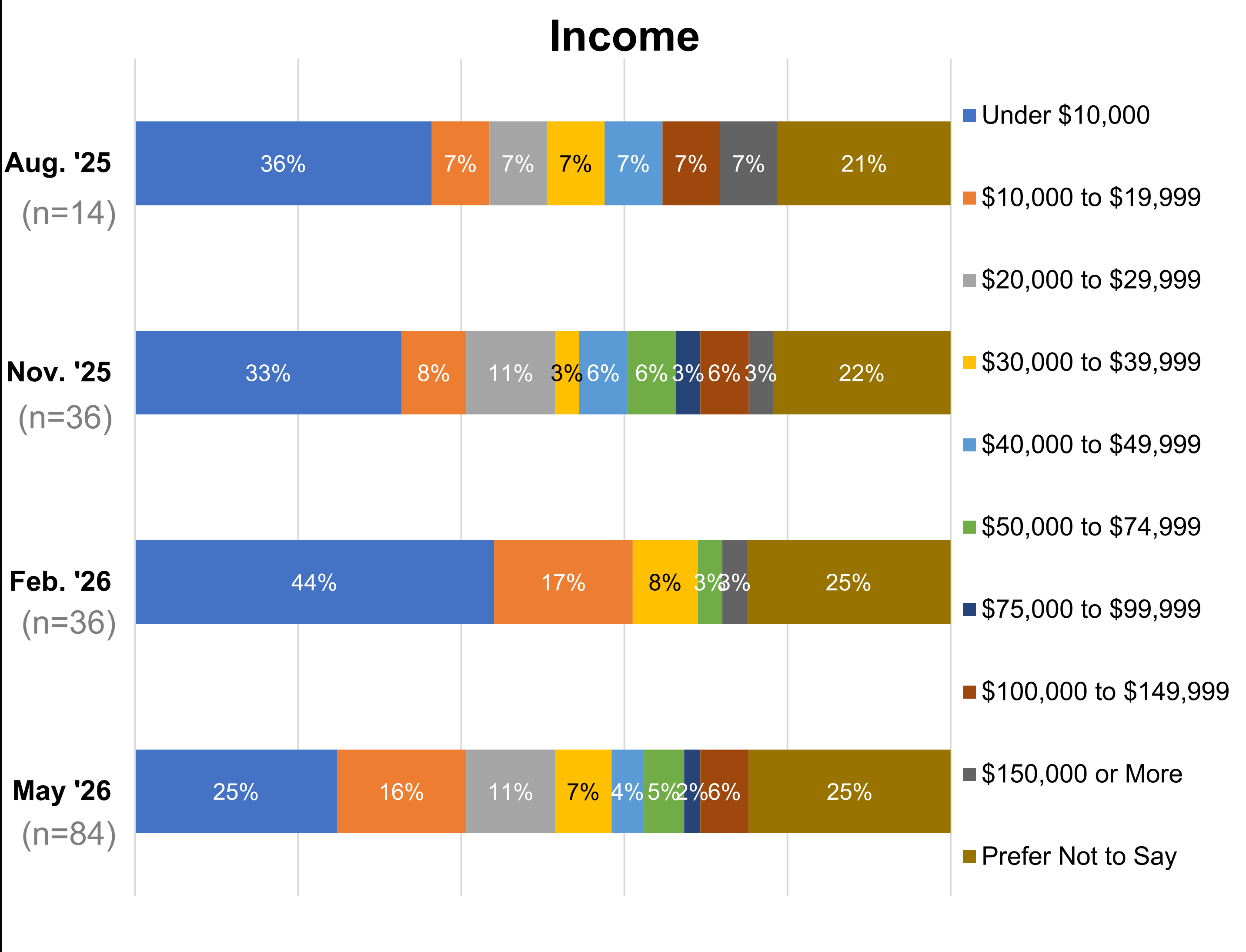


# Who are our Customers?
# DCTA Customer Demographics – Initial Review



# Spring 2026 Customer Experience Benchmarking Survey

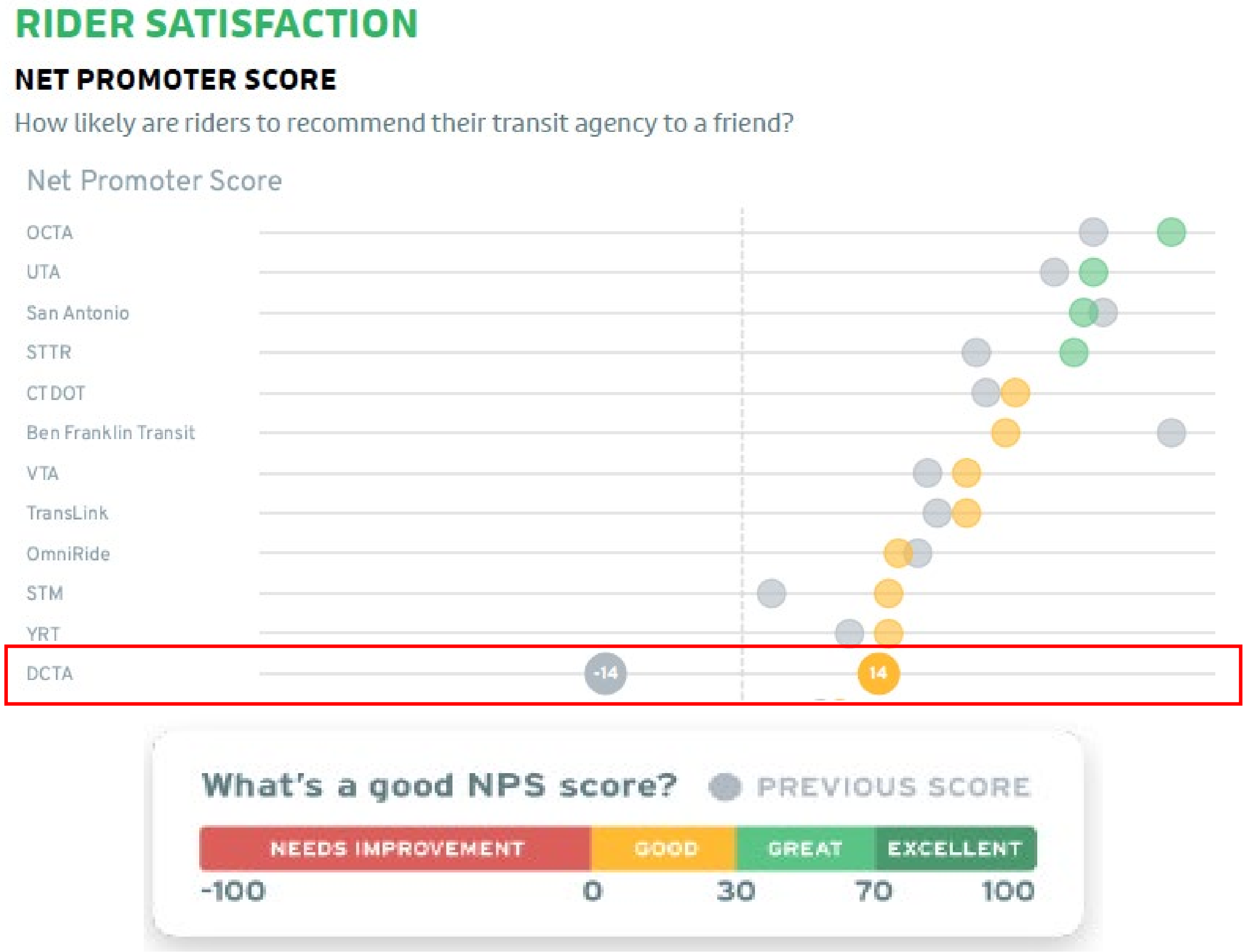
DCTA

- Survey Conducted **May 4 – May 17** with a total of **94** Respondents
- **65%** between the ages of **18 – 24**
- **12%** Decrease in Service Disruptions: **72% to 60%**
- **83%** of riders rating drivers positively **(4 or 5 out of 5)**
- **84% Positive Rider Safety Rating**

NEXT STEPS
In-Person Rider Survey
August 31 – September 14

- System Usability
- Information Access
- Connectivity
- Barriers
- Mobility Needs
- Voice of the Rider

# Net Promoter Score




- Quarterly CX Survey prepared by Transit
- Data collected from May 4 to 17
- 93 survey respondents
- NPS improved from **-14** to **14** ("Good" range)

# Recommendation

This is a discussion item only.  No Board action required at this time.

# Regular Agenda Item 6

Discuss Update on the A-train Enhancement Program

Presenter: Austin Frith, Vice President
Planning and Development

# Recommendation

This is a discussion item only.  No Board action required at this time.

# Upcoming Deliverables

**FEB 2026**
✓
**Revised cost estimate, design alternatives**
*Downtown Carrollton*

**MAY 2026**
✓
**Design update, Quiet Zone assessment**
*Updated design opportunities/ DT Carrollton crossings*

**AUG 2026**
**PTC assessment update / recommendations**
*Service Hours expansion and PTC recommendation*

**SEP 2026**
**Delivery method assessment**
*Project and Program-level analysis for delivery*

**DEC 2026**
**Final cost estimates / funding opportunities**
*Program timeline finalization/ funding update*

# Alignment & PTC Decision Framework

FEBRUARY RECAP

DCTA

## ALIGNMENT DECISION

### WESTERN ALIGNMENT

- DCTA on separate track from DGNO
- No PTC compatibility decision required
- DCTA retains E-ATC PTC system

***✓No further PTC decision until Expanded Service Hours is required***

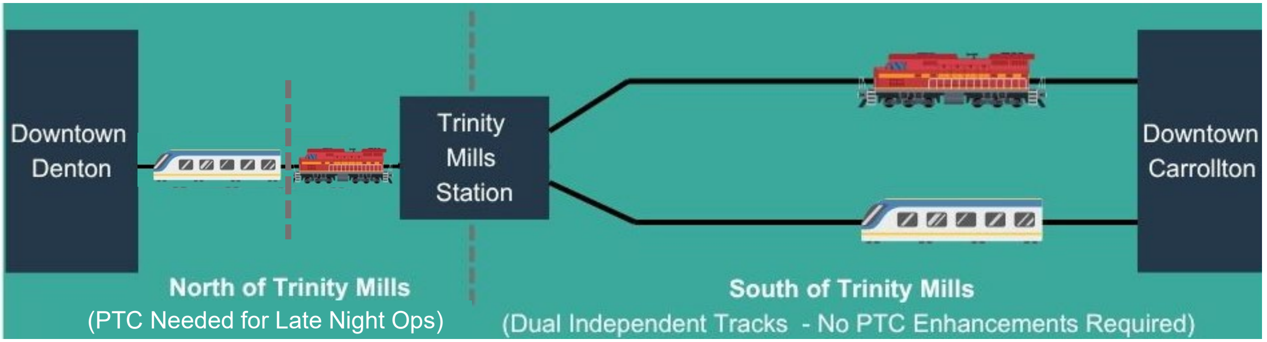
### EXISTING ALIGNMENT

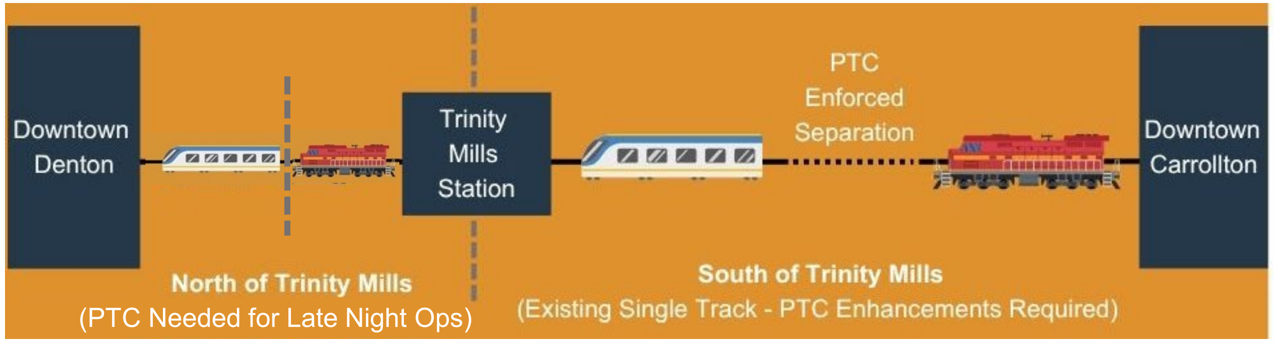
Track shared with DGNO freight operations

**PTC compatibility decision required:**

**Dual-Equip DGNO**
Equip DGNO locomotives with E-ATC. DCTA retains E-ATC.

**Upgrade DCTA PTC**
Upgrade DCTA from E-ATC to I-ETMS to match DGNO.



# The 24-Hr Corridor – How the Day Gets Divided

DCTA

PTC modeling analysis generated 8 alternatives, with 5 alternatives below evaluated with a closer look:

**THE CORRIDOR**

*← Downtown Denton*

**NORTH OF TRINITY MILLS**
**DCTA + DGNO**
One shared track — the day must be divided here

*Downtown Carrollton →*

**SOUTH OF TRINITY MILLS**
**DGNO**
**DCTA**
Dual independent tracks

**DIVIDING THE DAY**

4 AM | 8 AM | 12 PM | 4 PM | 8 PM | *10 PM* | 12 AM | 4 AM

**TODAY**
**baseline**
Existing alignment, 30-minute headways, 4 AM to 10 PM

**A-train passenger service · 30-minute headways** | **DGNO · 6-hour window**

DCTA runs 4 AM to 10 PM; DGNO holds the shared segment overnight under temporal separation.

**2A**
**feasible**
Western Alignment, 15-minute headways all day, existing span

**15-minute / 30-minute headways all day** | **DGNO · 6-hour window**

DGNO's overnight window is untouched. 15-minute headways need added sidings — but no PTC change.

**1A · 2B**
**Additional track**
15-minute headways with span extended to 12AM or 2 AM

**15-minute / 30-minute headways extended to 2 AM** | **2 hrs**

DGNO is left roughly two hours; six hours of switching cannot compress. Span past 10 PM is the binding constraint. Requires bus bridge.

**1B · 1C**
**PTC required**
Span to 2 AM with 30-minute or 1-hour late-night headways

**15-minute / 30-minute headways** | **A-train 30-min / 1-hr** / **DGNO between trains**

Widening late-night headways lets freight work between trains, which requires PTC interoperability. Egis rates 1HR most reliable.

# PTC Update – Evolution since February

Survey of the DGNO fleet and inspection of DCTA wayside equipment have replaced February placeholder with an informed estimate.

**WHAT FEBRUARY 2026 ASSUMED**

*A maximum not-to-exceed figure, on limited time and information*

- Entire DGNO fleet would need I-ETMS installed
- An extensive, undefined double-tracking scenario
- All signal equipment replaced with I-ETMS-ready equipment

**WHAT AUGUST 2026 FOUND**

*The estimate now reflects inspected conditions*

- DGNO already has I-ETMS on all of its locomotives
- A significant amount of signal equipment should be reusable
- Upgrade the existing system rather than add unknown double track

| PTC SCENARIO | FEB 2026 ROM | AUG 2026 REVIEW | WHAT CHANGED |
|---|---:|---:|---|
| **Extend E-ATC**<br>*Option 1 — recommended now* | $1.62M | **$4M – $5.5M** | **Higher —** scope now carries CAD and back-office updates plus shared grade-crossing work with DGNO. |
| **Convert to I-ETMS**<br>*Option 2 — programmed future phase* | $178.82M | **$41.5M – $80.5M** | **Lower —** all three February assumptions fell away; the remaining spread is whether existing VHLC wayside equipment can be reused. |
| **Dual-equip DGNO**<br>*Option 3 — not carried forward* | $31.60M | **$22.2M – $33.3M** | **Confirmed —** broadly unchanged, now itemized against 27 DGNO locomotives. |

# PTC Decision – Two Paths Evaluated

DCTA

A PTC compatibility decision is only required where DCTA and DGNO share track. RSE evaluated three options; they resolve into two paths.

RECOMMENDED PATH · OPTIONS 1 + 2

## Extend E-ATC now, convert to I-ETMS later

**Option 1 — Extend the existing E-ATC system across the new Western Alignment**

RECOMMENDED

**$4M – $5.5M**

Parallel to the overall signal construction and testing schedule

**Option 2 — Convert the DCTA system to I-ETMS (future phase)**

**$41.5M – $80.5M**

24-month implementation; range turns on wayside equipment reuse

- Temporal separation with DGNO remains available through Option 1
- Signals and crossings are built to I-ETMS specification from the start
- E-ATC stays in revenue service while all 11 DMUs convert

OPTION 3 · NOT CARRIED FORWARD

## Dual-equip DGNO locomotives with E-ATC

**Equip up to 27 DGNO locomotives so freight can operate on E-ATC territory; DCTA retains E-ATC**

NOT VIABLE

**$22.2M – $33.3M**

Includes the full Option 1 signal cost; $17.5M–$26.5M is 27 locomotives

**What the spend does not buy**

- No regional interoperability with DGNO or neighboring railroads
- No 15-minute headways; only limited expanded service hours
- No wireless crossings
- E-ATC obsolescence remains unresolved
- Temporal separation is given up, and requires FRA regulatory relief
- None of the locomotive investment is reusable toward I-ETMS
- Option 2 is still required afterward — nothing is deferred

# Why Dual Equipping DGNO Locomotives Is Not a Viable Option

## FIELD SURVEY FINDINGS

- **Fleet composition**
  Up to 27 locomotives of multiple types — EMD SD40 and RP20 Gensets — each needing its own design; some may not be equippable at all.
- **Physical reconfiguration**
  Significant, expensive rework. Hood compartments already carry I-ETMS equipment, and ATC coils must occupy space that is not free.
- **Human factors approval**
  An HMI and workload study for a dual-equipped cab could be difficult to move through FRA.
- **Crashworthiness**
  The crashworthiness study would likely have to be redone, with no guarantee of approval.
- **DGNO fleet access**
  Every unit must be released by DGNO for survey, design verification, and installation — a schedule DCTA does not control.


*DGNO locomotive survey — existing I-ETMS equipment and required ATC coil location.*

# Expanded Service Hours – Interim Options

DCTA

Expanded hours of service can be addressed through a mode other than rail — bus or GoZone can deliver late-night connectivity without the PTC conversion.

OPTION 2a

## Late-Night Bus Bridge

| | | |
|---|---|---|
| **One bus, all seven stations** | **84 min** | 40 seated |
| **Three buses, grouped stations** | **22–46 min** | 120 seated |
| | *end-to-end trip time* | */ seated capacity* |

- Serves all seven A-train stations, Downtown Denton Transit Center through Downtown Carrollton
- Bus running times modeled at 150% of auto time to account for speed and station dwell
- Grouping stations across three buses roughly halves trip time and triples seated capacity

OPTION 2b

## GoZone Vans

| | | |
|---|---|---|
| **Nine vans across six stations** | **6–27 min** | 36 seated |
| | *direct run per station* | */ seated capacity* |

- Each van makes a single-station connection rather than a linear run, so no rider absorbs the full corridor trip time
- Four seats per van × nine vans — 36 seats total; the three longest legs carry two vans each to hold comparable frequency
- Uses an existing contracted service and fleet, so the operating commitment can be adjusted or withdrawn without stranded capital

### SIZING THE INTERIM SERVICE TO OBSERVED DEMAND

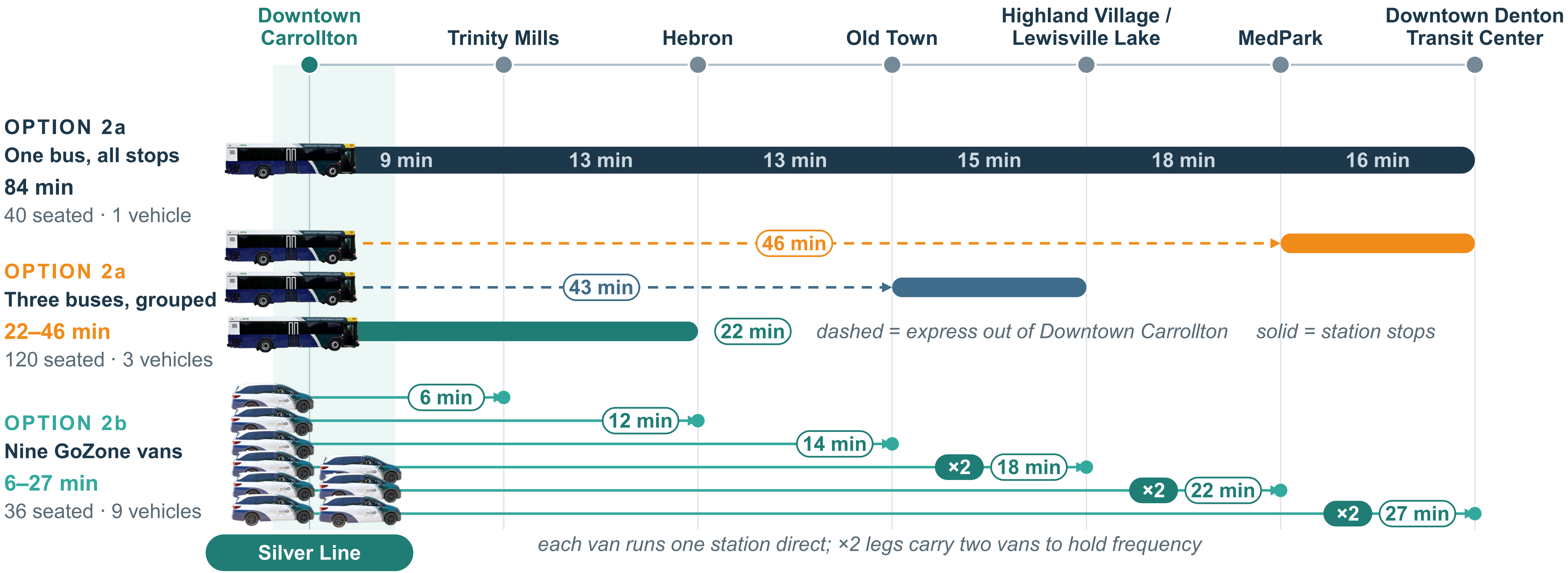
Regional evening ridership tails off after 8 PM and drops sharply after 10 PM across the A-train, Silver Line, and TEXRail alike. Interim capacity is sized to that demand, not to full rail capacity.

**273** Silver Line post-7 PM boardings, entire line

**46** Downtown Carrollton station alone (~17%)

# Expanded Service Hours – Interim Options

All three patterns begin at Downtown Carrollton, where riders arrive on the DART Silver Line, and run outbound — they differ in vehicle count, grouping, and trip time.




*Bus running times are modeled at 150% of auto time to account for slower speed and passenger loading at stations. Seated capacity assumes 40 per bus and a maximum of 4 per GoZone van.*

# Expanded Service Hours – Interim Options

Interim bus or GoZone service delivers expanded span of service in the near term, rather than holding it behind a 24-month PTC conversion.

## NEAR TERM

**1 Curve & Speed Improvements**

Minor track work for increased corridor speed. Underway; NTP pending FRA plan approval.

**2 Downtown Carrollton Extension**

2.1 miles of new passenger track on the Western Alignment, with E-ATC extended (Phase A).

**3 Expanded Service Hours — Interim**

Late-night bus bridge or GoZone vans align span of service with the DART Silver Line.

## FUTURE PHASES

**4 PTC Conversion to I-ETMS**

Phase B. Retires E-ATC obsolescence and establishes interoperability.

**5 Expanded Service Hours**

Late-night span of service carried by the A-train itself.

**6 15-Minute Headway Track Work**

Add and lengthen sidings for capacity and operating flexibility.

**7 15-Minute Frequency Change**

Improved frequency to attract new ridership.

*The alternative sequence — converting PTC first and adding span of service afterward — delivers the same end state, but no late-night service reaches riders until the 24-month conversion is complete and accepted by FRA.*

# Next Steps / Path Forward

1

### Proceed on the Western Alignment and extend the existing E-ATC system

Option 1. Dual equipping of DGNO locomotives (Option 3) is not carried forward — it delivers none of the capability of I-ETMS and defers none of its cost.

CURRENT PHASE

2

### Program the I-ETMS conversion as a future, separately authorized phase

Option 2. Design Option 1 signals and grade crossings to I-ETMS specification so the work carries forward rather than being replaced.

FUTURE PHASE

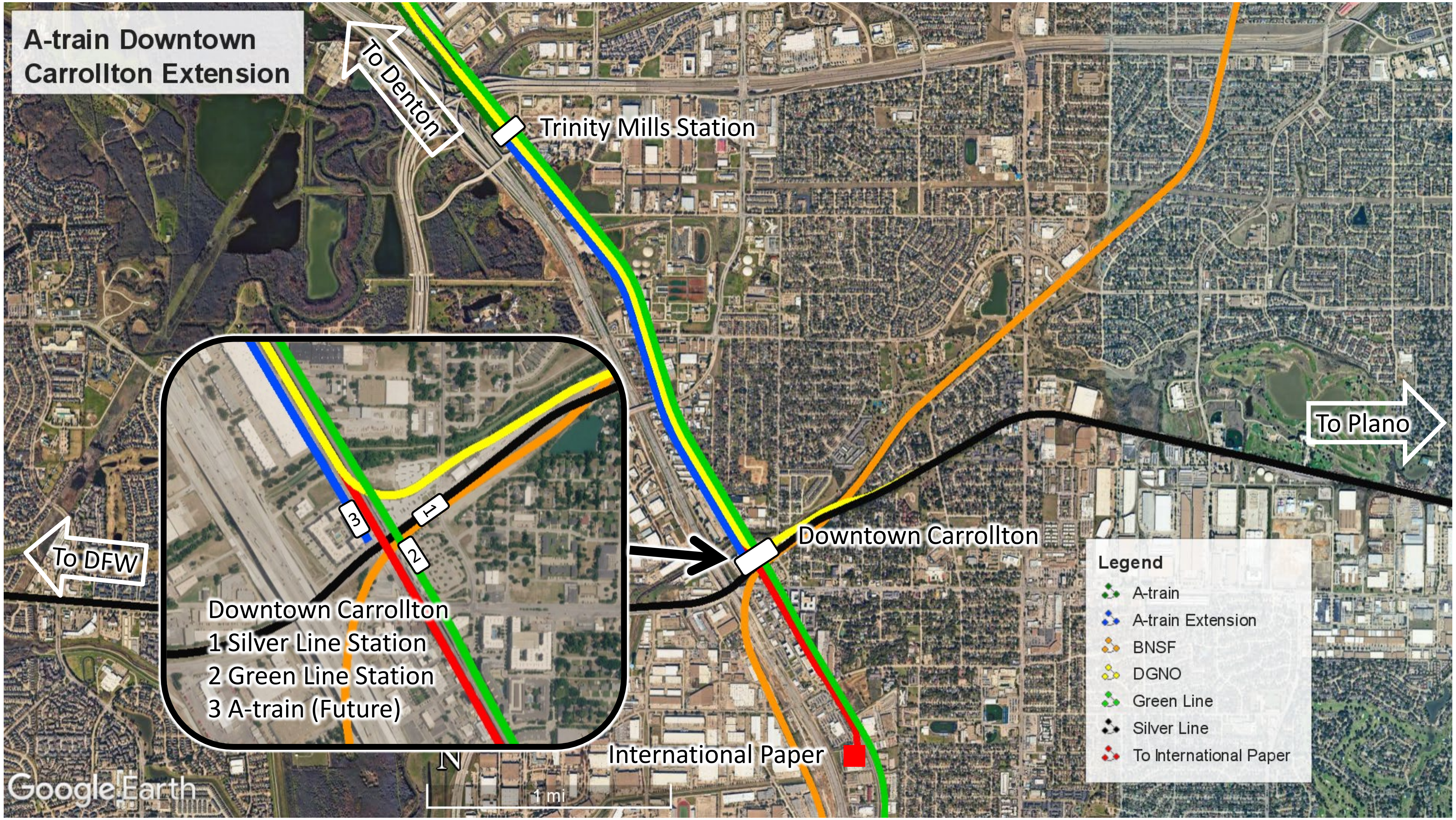
3

### Deliver expanded service hours in the interim by bus bridge or GoZone

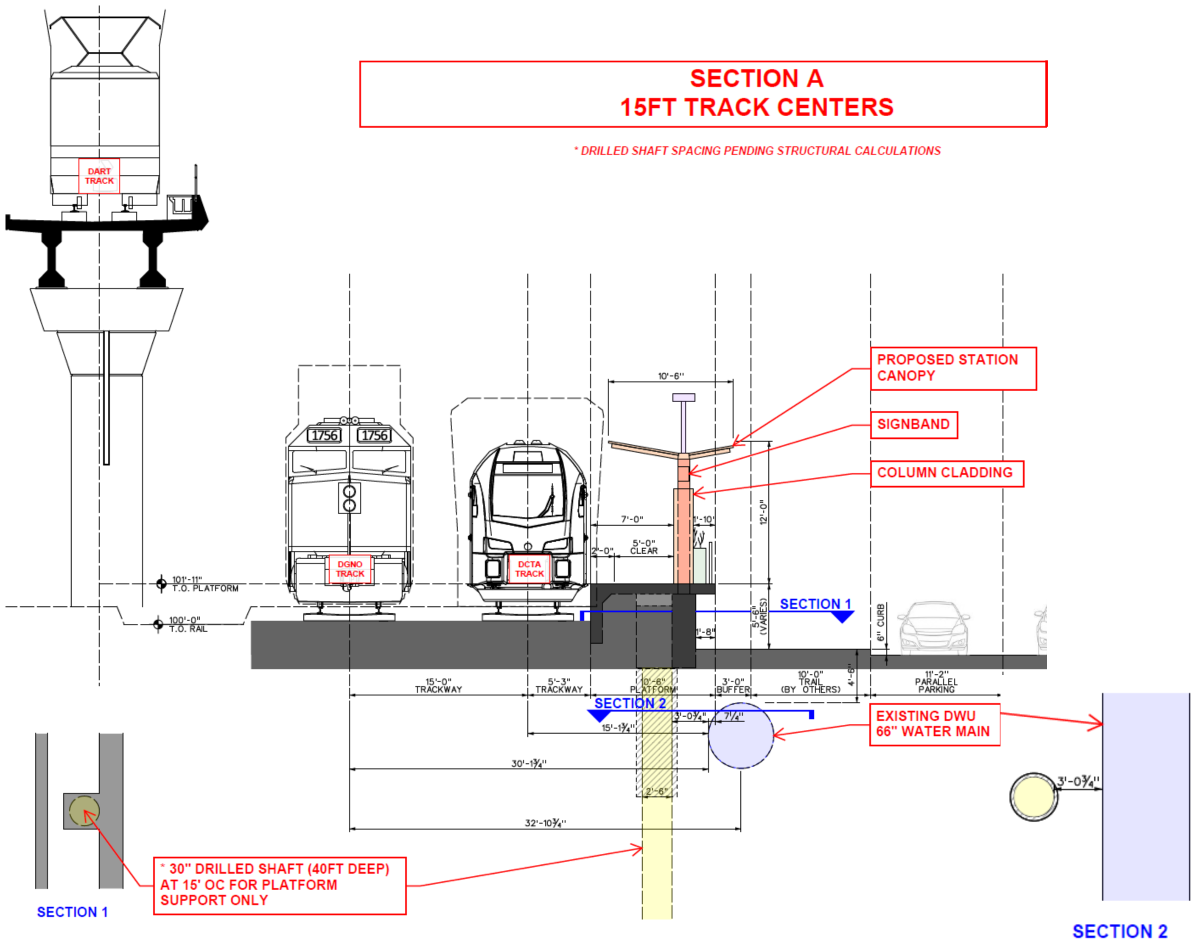
Modeling confirms span of service can be addressed by a mode other than rail. Size to observed evening demand and reassess as ridership develops.

INTERIM

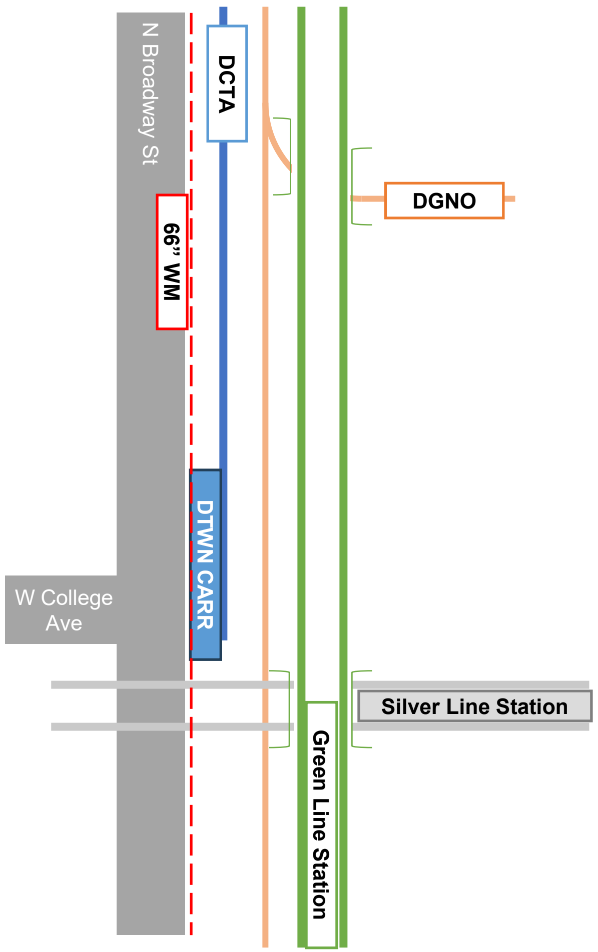
# DT Carrollton Design Update



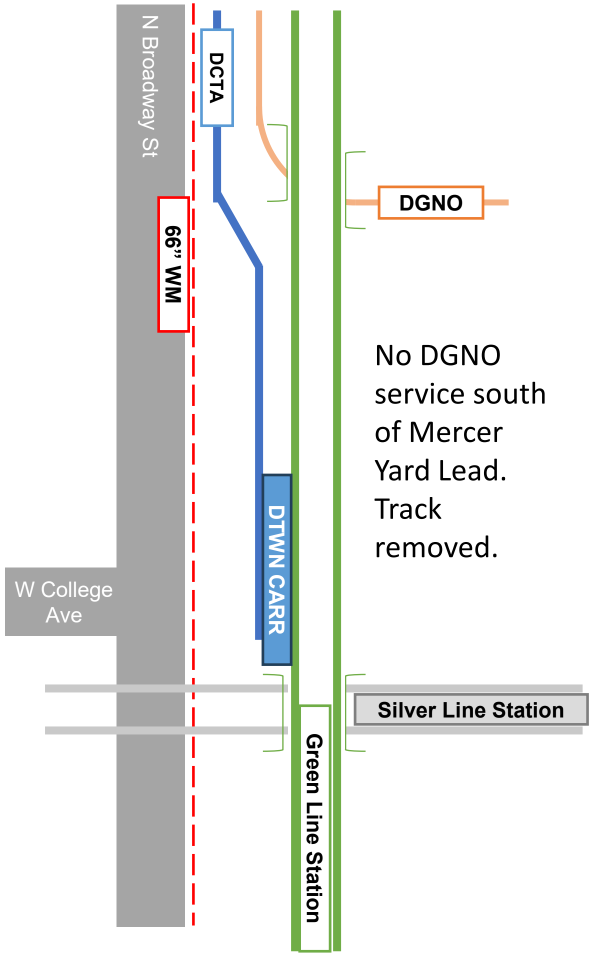
# DT Carrollton Design Update




Current Western Alignment with station on west side. No change to existing track.




Revised Track alignment – Station moved west – No DGNO service south of Mercer Yard Lead



# DT Carrollton Design Update

The existing timber trestle sits below the 100-year flood plain. Any new bridge affects the flood plain, and the structure decision governs whether the corridor carries one track or two south of the crossing.

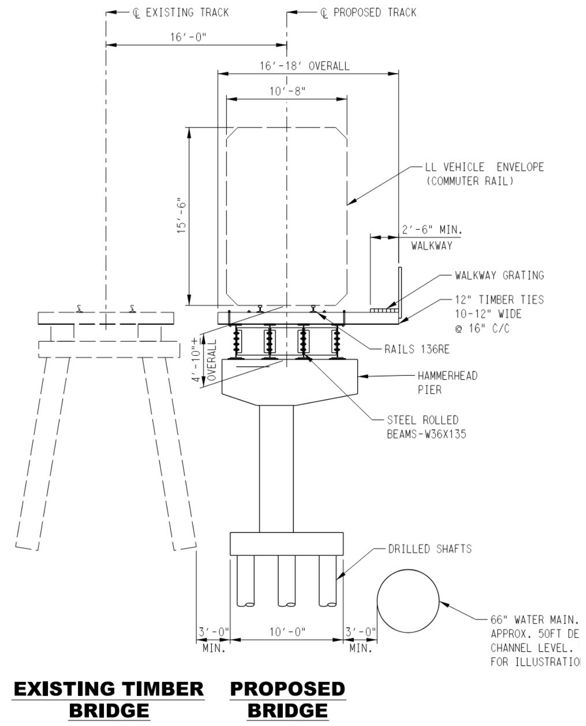
## EXISTING TIMBER TRESTLE

*Existing single-track timber trestle over Hutton Branch, beneath the DART Green Line structure.*

**PENDING: CITY OF CARROLLTON HYDRAULIC MODEL**

Carrollton is providing a new model. Until it is delivered, the flood plain impact of either option — and therefore the permitting path — is not quantified.

## EXISTING VS PROPOSED SECTION




## TWO STRUCTURE OPTIONS

### New single-track bridge

Adds a second structure beside the existing trestle. Consistent with the Western Alignment converging to single track south of the crossing.

### Replace with double-track bridge

One new structure carrying both tracks. Larger flood plain footprint, but removes the timber trestle.

# Upcoming Briefings

**FEB 2026**
✓
**Revised cost estimate, design alternatives**

*Downtown Carrollton*

**MAY 2026**
✓
**Design update, Quiet Zone assessment**

*Updated design opportunities/ DT Carrollton crossings*

**AUG 2026**
✓
**PTC assessment update / recommendations**

*Service Hours expansion and PTC recommendation*

**SEP 2026**

**Delivery method assessment**

*Project and Program-level analysis for delivery*

**DEC 2026**

**Final cost estimates / funding opportunities**

*Program timeline finalization/ funding update*

# Recommendation

This is a discussion item only.  No Board action required at this time.

# Regular Agenda Item 7

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

Presenters: DCTA Board of Directors
Paul Cristina, CEO

# McKinney Urban Transit District (MUTD)
# Contracted Elderly & Disabled Demand Response Service

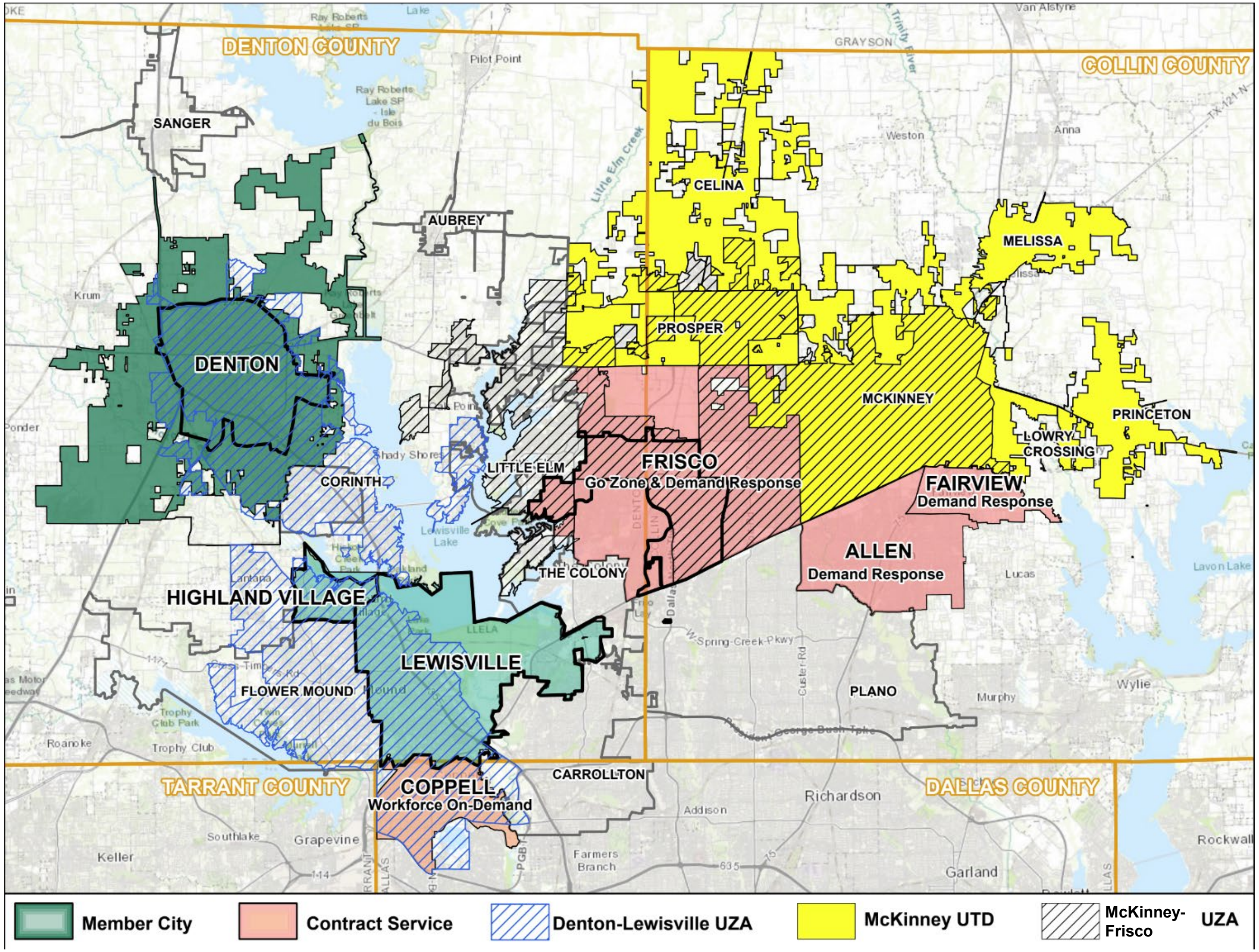
DCTA

- Six MUTD Board members represent cities of Service Area:
  - Celina
  - Lowry Crossing
  - McKinney
  - Melissa
  - Princeton
  - Prosper

- Service Hours:
  - Weekday: 6 AM – 6 PM
  - Weekend: 8 AM – 8 PM

- Service Eligibility
  - Age 65 years or older
  - Age 18 years with qualifying disability

- Currently Operated by DART



# McKinney Urban Transit District (MUTD)
# Contracted Elderly & Disabled Demand Response Service

- McKinney staff issued "Request for Presentations" on August 4. Proposed timeline:
  - September 2: deadline for requests for information / questions
  - September 14: responses provided
  - September 21: presentation documents due to City of McKinney
  - October 5: presentations delivered at MUTD Board meeting
- Current service profile (based on available information – in development)
  - ~75,000 trips per year
  - ~20% dedicated WAV trips
  - ~80% non-dedicated TNC trips
  - ~60%: 7 miles or less
  - ~35%: 7 – 23 miles
  - ~5%: more than 23 miles
- Seeking feedback on submitting a service plan and presentation in response to request that:
  - Provides service and financial proposal to MUTD under terms compliant with DCTA Board policy
  - Is nonbinding. DCTA Board retains authority to approve or reject any Agreement that results from the effort.
- DCTA staff will keep Board apprised on status as process moves forward.

# Recommendation

This is a discussion item only.  No Board action required at this time.

# SLIDES PENDING

- SLIDES PENDING

# Recommendation

This is a discussion item only.  No Board action required at this time.

# Regular Agenda Item 8

Discuss Local and Regional Updates and Legislative Updates

Presenters: DCTA Board of Directors
Paul Cristina, CEO

# Informational Reports

# Informational Reports

1. Safety, Service, and Ridership Reports – July 2026
2. Update on Denton County Transportation Authority (DCTA) Board of Director Terms
3. Update on Federal Legislative Consulting Services
4. Proposed 2027 Board of Directors Meeting Calendar

# Future Agenda Items/Board Member Requests

# Items of Community Interest

# Executive Session

# Closed Executive Session

No items scheduled for this agenda.

# Adjourn