DCTA DENTON COUNTY TRANSPORTATION AUTHORITY

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

Board of Directors Regular Meeting
September 24, 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, September 24, 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, September 23, 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 August 27, 2026**
   Action Item
   Background Information: Exhibit 1: Regular Meeting Minutes – August 27, 2026

2. **Consider Approval of Monthly Financial Statement – July 31, 2026**
   Action Item
   Background Information: Memo
   Exhibit 1: Monthly Financial Statement – July 31, 2026

3. **Consider Authorizing the Chief Executive Officer (CEO) to Execute a Contract with Optibus, Inc. Using the OMNIA Partners Contract #R240303 with Carahsoft Technology Corporation for Planning, Scheduling, and Operations Software Technology for a Period of Three (3) Years Beginning October 1, 2026, through September 30, 2029, in an Amount Not to Exceed $273,544.36**
   Action Item
   Background Information: Memo

4. **Consider a Resolution Approving an Update to the Denton County Transportation Authority (DCTA) Financial Management Policy**
   Action Item
   Background Information: Memo
   Exhibit 1: Draft Resolution Adopting Revised Financial Management Policy
   Exhibit 2: Redlined DCTA Financial Management Policies, Reserve Fund Policies

5. **Consider Authorizing the Chief Executive Officer (CEO) to Execute Task Order 03 with Ruby Media (dba DHD Films) for Marketing and Communications Support for a Period of One (1) Year Beginning October 1, 2026, through September 30, 2027, in an Amount Not to Exceed $300,000**
   Action Item
   Background Information: Memo

6. **Consider Authorizing the Chief Executive Officer (CEO) to Execute Task Order 08 with Kimley-Horn and Associates, Inc. for On-Call Architectural/Engineering Support for a Period of One (1) Year Beginning October 1, 2026, through September 30, 2027, in an Amount Not to Exceed $75,000**
   Action Item
   Background Information: Memo

7. **Consider Authorizing the Chief Executive Officer (CEO) to Execute an Interlocal Agreement (ILA) with Denton County Sheriff's Office for Law Enforcement Services for a Period of One (1) Year Beginning October 1, 2026, through September 30, 2027, in an Amount Not to Exceed $471,760**
   Action Item
   Background Information: Memo

8. **Consider Authorizing the Chief Executive Officer (CEO) to Execute a First Amended and Restated Interlocal Cooperation Agreement with the University of North Texas (UNT) for Transportation Services for the Period of October 1, 2027, through September 30, 2029, with the Option to Renew for One (1) Two-Year Term Expiring September 30, 2031**
   Action Item
   Background Information: Memo

REGULAR AGENDA

1. **Discuss and Consider Fiscal Year (FY) 2027 Election of Board Officers**
   Action Item
   Background Information: Memo

2. **Discuss and Consider Approval of a Resolution to Adopt the Denton County Transportation Authority (DCTA) Transit Fare Policy and Receive an Update on Fare Products and Sales**
   Action Item
   Backup Information: Memo
   Exhibit 1: Draft Resolution
   Exhibit 2: Draft Fare Policy

3. **Discuss Update on Intermediate Service Plan (ISP) Phase III**
   Discussion Item
   Background Information: Memo

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

5. **Discuss Local and Regional Updates and Legislative Updates**
   Discussion Item

INFORMATIONAL REPORTS

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

2. **Update on Task Order 09 with Kimley-Horn and Associates, Inc. in an Amount Not to Exceed $60,000 for Construction Support Service for Fiscal Year (FY) 2027 Expanded Level Projects**
   Background Information: Memo

3. **Update on Task Order 14 with AECOM in an Amount Not to Exceed $50,000 for On-Call Transit Oriented Development (TOD) Support**
   Background Information: Memo

4. **Update on Request for Proposals (RFP) for Bus Transit Engine and Transmission Repower Services**
   Background Information: Memo

5. **Update on Fiscal Year 2027 Expanded Level Projects (ELP) – Vehicle Purchases**
   Background Information: Memo

FUTURE AGENDA ITEMS AND BOARD MEMBER REQUESTS

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

Next Regular Board Meeting Date: October 22, 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

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

Action as a result of Executive Session.

RECONVENE OPEN SESSION

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

ADJOURN

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

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

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

Staff Liaison
Paul Cristina, CEO

This notice was posted on September 18, 2026, by 5pm.

Kisha Morris-Perkins
Executive Assistant & Board Process Manager

DENTON COUNTY TRANSPORTATION AUTHORITY

Board of Directors Regular Meeting Minutes
August 27, 2026 │ 10:00 a.m.

The Board of Directors of the Denton County Transportation Authority (DCTA) convened a Regular Board of Directors Meeting with Acting Chair Jaworski presiding on Thursday, August 27, 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
Courtney Morris, Nichols Jackson

DCTA CEO
Paul A. Cristina

CALL TO ORDER
Acting Board Chair Jaworski called the meeting to order at 10:02am. All Board Members were present with the exception of Chair Eads, Vice Chair Gilmore, and Board Member Gonzalez. Board Member Stevens arrived at 10:05am.

INVOCATION
The invocation was led by Board Member Molina.

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

INTRODUCTIONS
Acting Chair Jaworski announced that Courtney Morris of Nichols Jackson was attending the meeting in place of Joe Gorfida.

PUBLIC COMMENT
There were no individuals who wished to speak during the public comment.

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, in an Amount Not to Exceed $257,500

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

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

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, 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, 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

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

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

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 (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

Motion by Board Member Rumohr and a second by Board Member Molina to approve the Consent Agenda as presented. Motion passes 4-0.

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**

LaKeisha Williams, Senior Manager of Accounting, Jane F., Senior Manager of Budget and Derick Sibley, VP of Finance presented to the Board highlighting the following:

- Monthly Financial Revenue Report
- Monthly Financial Expenditures Report
- Total Revenues and Expenses
- Grants Report for Quarter 3 of Fiscal Year 2026
- Investment Report
- Quarterly Investment Report

Motion by Board Member Molina with a second by Board Member Green to approve Regular Agenda Item 1 as presented. Motion passes 4-0.

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**

   Acting Chair Jaworski opened the Public Hearing at 10:53am and closed the Public Hearing at 10:53am as there were no comments from the public.

   Jane Filarowicz, Senior Manager of Budget, and Derick Sibley, VP of Finance, presented to the Board highlighting the following:

   - Next Steps – Public Hearing, Final Steps Preparing Budget, and First day of Fiscal Year 2027
   - FY 2027 Budget Updates – Since July Board Meeting
   - FY2027 Budget Summary
   - FY2027 Recommended Balanced Budget (Revenue, Operating Expenses, Capital, Debit Service)
   - Change in Net Position (Net Depreciation)
   - Budget Increase (due to purchased transportation FY27 expenses)
   - Total FY2027 Adopted Revenue
   - Capital Improvement and Major Maintenance Plan
   - TRiP Options for FY2027
   - Long Range Financial Plan
   - Revenue Options vs. Operating Expense
   - DCTA Organizational Structure (FY27)
   - FY27 Work Plan – Proposed

Board discussion included TRiP funds currently set aside, anticipated large expenditures in the next four to five years, opportunities to control expenses with the possibly of inflation, options of cash funding vs. financing, discussion regarding 15-minute frequencies, taking advantage of advancing projects to obtain more favorable cost savings through financing, A-train extension, costs associated with railroad operations, discussion of the 20 year long range financial plan, operational expenses associated with Downtown Carrollton and the potential use and application of Artificial Intelligence.

Motion by Board Member Molina with a second by Board Member Rumohr to approve a Resolution adopted the proposed Denton County Transportation Authority Fiscal Year 2027 Operating and Capital Budget beginning October 1, 2026, and ending September 30, 20276, and Budget Contingency Plan, excluding the Long-Range Financial Plan which will be brought back at a future meeting. Motion passes 4-0.

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

Karina Maldonaldo, Planning Manager, presented to the Board highlighting the following:

- Definition of TRiP
- TRiP Available Funding Process (2026 Recap)
- FY26 TRiP Schedule
- Current TRiP Program Spending (FY21-25)
- FY26 Available Funding
- FY26 TRiP Application Requests Received
- City of Denton: Woodrow Lane/Trail Improvement

Board discussion regarding reimbursements, application process and how cities get involved in the program.

Motion by Board Member Rumohr with a second by Board Member Green to approve Regular Agenda Item 3 as presented. Motion passes 4-0.

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

Austin Frith, VP of Planning and Development and Dawn Jones, Revenue and Business Analytics Manager, presented to the Board highlighting the following:

- Peak Vehicle Needs by Route
- 35 Foot Bus Fleet Plan Update
- Program and Financial Summary
- Bus Price Increase: FY25 to FY26
- Evaluation Criteria and Considerations (6 evaluation criteria)
    - ✓ Demonstration of Need
    - ✓ Demonstration of Benefits
    - ✓ Planning and Local/Regional Prioritization
    - ✓ Local Financial Commitment
    - ✓ Project Implementation Strategy
    - ✓ Technical, Legal, and Financial Capacity
- Timeline
    - ✓ Application Due – September 21, 2026
    - ✓ 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)

Board discussion regarding development/refinement of the 20-year plan that mirrors the fleet plan; whether bus pricing varies based upon vehicle specifications (staff advised that there is no price difference); the timeline between grant application and award, working with other transit agencies to obtain volume discounts and the limited number of bus manufacturers.

Motion by Board Member Molina with a second by Board Member Green to approve Regular Agenda item 4 as presented. Motion passes 4-0.

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

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

- Focus in Fiscal Year 2026
- Social Media Sentiment (audience, impressions and engagements) – increase in these metrics proves growing public interest in DCTA and absorption of the message
- Increased Video Content (Focus – Value of DCTA, DCTA Employees, DCTA Customers and why and how customers ride)
- External Firm Resource Allocation (hours) – Social Media, Creative Elements, Video Production and Client Services

- Dcta.net Project Update
    - ✓ Crosswalk completed in June
    - ✓ Site Development Phase
    - ✓ Quality Assurance Phase
    - ✓ Beta Site Presentation – Targeted for September
- New Look for Buses and GoZone Vans
- A-train Corridor Study Map Next Step
    - ✓ 1:1 meetings with company contacts
    - ✓ Goal – Economic Development, A-train growth, Promote Employee Pass Promotion and Secure Onsite Tabling Events
- 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 largest flagship event
    - ✓ First Place – Comprehensive Campaign – Presented in February 2026 at APTA MCX Workshop
- DCTA Customer Demographics – Initial Review
- Spring 2026 Customer Experience – Benchmarking Survey
- Net Promoter Score

Board discussion regarding the potential use of social media "influencers" in DCTA's marketing efforts. Staff indicated that the use of influencers has been explored; however, found greater value featuring individuals who utilize DCTA services and noted that they need to carefully consider influencer costs to ensure a better return on investment. Discussion also included the A-train Corridor Study specifically wondering if cities are being engaged in the appropriate conversations.

The Board acknowledged the strong work being done by the Marketing and Communications team, especially on Social Media, and encouraged staff to continue those efforts.

No Board action required at this time.

6. Discuss Update on the A-train Enhancement Program

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

- Upcoming Deliverables
    - ✓ August 2026 – PTC Assessment Update/Recommendations
    - ✓ September 2026 – Delivery Method Assessment
    - ✓ December 2026 – Final Cost Estimates/Funding Opportunities

- Alignment and PTC Decision Framework (Western Alignment and Existing Alignment)
- The 24-Hour Corridor – How The Day Gets Divided
- PTC Update – Evolution since February
- PTC Decision – Two Paths Evaluated
    - ✓ Recommended Options 1 + 2
        - ➢ Extend E-ATC now, convert to I-ETMS later
    - ✓ Not Carried Forward - Option 3
        - ➢ Dual-equip DGNO Locomotives with E-ATC
- Why Dual Equipping DGNO Locomotives Is Not A Viable Option
- Expanded Service Hours – Interim Options
- Next Steps/Path Forward
    - ✓ Proceed on the Western alignment and extend the existing E-ATC system
    - ✓ Program the I-ETMS conversion as a future, separately authorized phase
    - ✓ Deliver expanded service hours in the interim by bus bridge or GoZone
- Downtown Carrollton Design Update
- Upcoming Briefings
    - ✓ September 2026 – Delivery method assessment
    - ✓ December 2026- Final cost estimates and funding opportunities

Board discussion included a request for a cost comparison of the proposed options, and a preference for Option 2B, utilizing vans. The Board also discussed the potential for increased costs if action is delayed, impacts associated with the International Paper Mill closure, concerns regarding a water line, and ongoing conversations with the North Central Texas Council of Governments.

No Board action required at this time.

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

Paul Cristina, CEO, presented to the Board highlighting the following:

- McKinney Urban Transit District (MUTD) – Contracted Elderly and Disabled Demand Response Service
    - ✓ Six MUTD Board Members represent the following cities: Celina, Lowry Crossing, McKinney, Melissa, Princeton and Prosper
    - ✓ Service Hours – Weekday from 6am until 6pm
    - ✓ Service Hours – Weekend from 8am until 8pm
    - ✓ Service Eligibility – 65 or older or age 18 with qualifying disability
    - ✓ Currently operated by Dallas Area Rapid Transit (DART)

- ✓ McKinney issued a “Request for Presentations” with a proposed timeline of September 2 (deadline for requests for information/questions; September 16 (responses provided); September 21 (presentation documents due to City of McKinney); October 5 (presentations delivered to MUTD Board Meeting)
- ✓ Current Service Profile

Staff sought Board 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 and is non-binding.

DCTA Board retains authority to approve or reject any Agreement that results from this effort. DCTA staff will keep the Board apprised on status as process moves forward.

The Board provided direction for staff to develop an appropriate response using its best judgment within confines of Board-approved policy in determining how to proceed.

8. Discuss Local and Regional Updates and Legislative Updates

No regional or legislative updates were discussed during this time.

INFORMATIONAL REPORTS

1. Safety, Service, and Ridership Reports – July 2025
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

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

FUTURE AGENDA ITEMS AND BOARD MEMBER REQUESTS
None at this time. The next Board Meeting is scheduled for September 24, 2026.

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

CONVENE EXECUTIVE SESSION
The Board did not convene into Closed Executive Session.

RECONVENE OPEN SESSION
Not applicable.

ADJOURN
The meeting was adjourned at 12:27pm.

Daniel Jaworski, Acting Board Chair

Cesar Molina, Acting Board Secretary

DENTON COUNTY TRANSPORTATION AUTHORITY

Board of Directors Memo September 24, 2026

AGENDA ITEM: Consider Approval of Monthly Financial Statement – July 31, 2026

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

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

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

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

Financial Impact
The financial impact of July 31, 2026, performance has been summarized within the document provided. Staff stands ready to answer any questions the Board may have regarding financial performance.

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

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

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

DENTON COUNTY TRANSPORTATION AUTHORITY

Statement of Revenues and Expenditures • Period Ended July 31, 2026 • Unaudited

	PRIOR FISCAL YEARS (FULL-YEAR ACTUAL)				FY 2026 YEAR TO DATE • 83% OF YEAR		FY 2026 FULL YEAR			
Line Item	FY 2022	FY 2023	FY 2024	FY 2025	YTD Actual	YTD Budget	Annual Budget	% of Annual Budget Used	Expected % at 7/31	Note
REVENUE AND OTHER INCOME										
Sales Tax Revenues	$38,030,250	$40,292,936	$40,615,026	$41,234,879	$38,519,647	$34,166,667	$41,000,000	94.0%	83.3%	1
Federal/State Grants - Operating	$19,028,351	$9,431,745	$11,563,170	$14,095,704	$11,068,766	$11,188,032	$13,425,638	82.4%	83.3%	
Federal/State Grants - Capital	$95,069	$59,828	$566,000	$119,728	$5,899	$2,306,422	$2,767,706	0.2%	83.3%	2
Contract Service Revenues	$3,721,321	$4,233,303	$4,948,287	$3,798,461	$3,429,158	$3,966,176	$4,759,412	72.1%	83.3%	3
Passenger Revenues	$928,697	$1,568,794	$1,906,892	$1,727,518	$1,203,969	$1,831,876	$2,198,251	54.8%	83.3%	4
Total Revenue and Other Income	**$61,803,687**	**$55,586,606**	**$59,599,375**	**$60,976,290**	**$54,227,440**	**$53,459,173**	**$64,151,007**	**84.5%**	**83.3%**	
OPERATING EXPENSES (excluding depreciation — see memorandum below)										
Purchased Transportation Services	$19,235,801	$22,251,475	$23,888,423	$22,890,819	$20,936,405	$23,800,004	$28,560,005	73.3%	83.3%	
Salary, Wages and Benefits	$9,223,042	$9,014,747	$10,212,178	$11,838,956	$10,633,600	$12,420,094	$14,678,293	72.4%	84.6%	5
Outsourced Services and Charges	$6,946,993	$5,831,802	$6,930,904	$7,754,270	$3,838,373	$5,873,391	$7,048,070	54.5%	83.3%	
Materials and Supplies	$2,526,060	$2,450,760	$2,127,167	$2,218,893	$1,950,834	$2,544,296	$3,053,155	63.9%	83.3%	
Insurance	$1,669,123	$1,586,292	$1,099,836	$1,889,074	$1,028,814	$1,663,443	$1,996,131	51.5%	83.3%	
Utilities	$521,960	$497,792	$561,653	$526,317	$510,471	$707,153	$848,584	60.2%	83.3%	
Employee Development	$137,647	$180,014	$301,748	$237,395	$228,763	$667,044	$800,453	28.6%	83.3%	
Leases and Rentals	$151,068	$142,445	$169,862	$193,771	$218,382	$240,243	$288,292	75.8%	83.3%	
Total Operating Expenses	**$40,411,694**	**$41,955,327**	**$45,291,771**	**$47,549,495**	**$39,345,643**	**$47,915,669**	**$57,272,983**	**68.7%**	**83.7%**	
Income (Loss) Before Non-Operating Items	**$21,391,993**	**$13,631,279**	**$14,307,604**	**$13,426,795**	**$14,881,797**	**$5,543,503**	**$6,878,024**			
NON-OPERATING REVENUES / (EXPENSES)										
Investment Income	$462,425	$4,434,145	$5,983,517	$5,322,769	$4,049,752	$2,916,667	$3,500,000	115.7%	83.3%	
Other Income/(Expense) - Miscellaneous	$447,462	$923,293	$174,316	$90,761	$74,393	$166,667	$200,000	37.2%	83.3%	
Long Term Debt Interest/(Expense)	($233,828)	($212,684)	($192,299)	($171,811)	($75,551)	$125,918	$151,102	(50.0%)	83.3%	
Gain (Loss) on Disposal of Assets	$29,719	$52,900	$2,818	-	-	-	-			
Total Non-Operating Revenues / (Expenses)	**$705,778**	**$5,197,654**	**$5,968,352**	**$5,241,720**	**$4,048,594**	**$3,209,252**	**$3,851,102**	**105.1%**	**83.3%**	
Income (Loss) Before Transfers	**$22,097,772**	**$18,828,933**	**$20,275,957**	**$18,668,514**	**$18,930,391**	**$8,752,755**	**$10,729,126**			
TRANSFERS										
Transfers Out to NTMC	($5,926,669)	($5,577,506)	-	-	-	-	-			
Total Transfers	**($5,926,669)**	**($5,577,506)**	-	-	-	-	-			
CHANGE IN NET POSITION	**$16,171,103**	**$13,251,427**	**$20,275,957**	**$18,668,514**	**$18,930,391**	**$8,752,755**	**$10,729,126**			
MEMORANDUM — NON-CASH ITEM EXCLUDED ABOVE										
Depreciation	$11,351,683	$9,074,912	$9,959,074	$11,051,662	$8,093,653	$9,187,368	$11,024,842	73.4%	83.3%	
Change in Net Position After Depreciation	**$4,819,420**	**$4,176,515**	**$10,316,882**	**$7,616,852**	**$10,836,738**	**($434,613)**	**($295,716)**			

NOTES TO THE STATEMENT

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. Variance is driven by $1.1M in unspent TOD funds and $630K in purchases deferred to FY27, with remainder due to timing.
3. Contracted Services behind due to timing of invoicing and receipt of payment
4. Passenger revenue is below target. Fare revenue is under evaluation.
5. Trending behind budget due to timing of hires and vacant positions.

Board of Directors Memo September 24, 2026

AGENDA ITEM: Consider Authorizing the Chief Executive Officer (CEO) to Execute a Contract with Optibus, Inc. Using the OMNIA Partners Contract #R240303 with Carahsoft Technology Corporation for Planning, Scheduling, and Operations Software Technology for a Period of Three (3) Years Beginning October 1, 2026, through September 30, 2029, in an Amount Not to Exceed $273,544.36

Recommendation
Staff recommends the Board authorize the Chief Executive Officer (CEO) to execute a contract with Optibus, Inc. using the OMNIA Partners Contract #R240303 with Carahsoft Technology Corporation for planning, scheduling, and operations software technology for a period of three (3) years beginning October 1, 2026, through September 30, 2029, in an amount not to exceed $273,544.36.

Background
Denton County Transportation Authority (DCTA) currently operates Connect fixed route bus service, as well as a regional commuter bus route and contracted campus shuttle service for the University of North Texas (UNT). This accounts for planning, scheduling, and operations management of approximately 1,000 weekday fixed-route bus trips, 44 weekly fixed-route driver shifts (excluding extra board operators), and schedule changes driven by UNT service and Connect needs.

DCTA currently uses Remix Planning software for cloud-based planning and scheduling work. After a thorough review of other major software providers with similar product specifications and capabilities, DCTA staff wishes to transition to the Optibus software platform for planning, scheduling, and operations modules for a 3-year contract term. Optibus offers comparable service with enhanced operations capabilities to reduce the manual editing currently required for preparation of final schedules, bid documents, and paddles. The software is readily available through Carahsoft Technology Corporation under their OMNIA Partners agreement with Optibus. In addition, its costs are lower by approxiamtely $27,000. The table below demonstrates the forecast three-year cost of the Remix platform versus the recommended Optibus platform.

Module / Capability	Remix		Optibus	
	Annual Cost	**Description**	**Annual Cost**	**Description**
Planning	$34,340.00		$55,976.40	*Strategic Planning + Scheduling + Rostering + Operations Bundle*
Scheduling	$35,450.00	*Add-On to Planning*		
Operations	$0	*Not yet available in Remix. DCTA currently Beta testing access.*		
Driver App			$4,703.40	*Add-On to Operations*
Online Bidding			$4,711.68	*Add-on to Driver App*
Real-Time / Predictive Operations	—	*Included in Scheduling*	$7,070.04	*Add-on to Scheduling*
On-Demand Planning	$30,000.00	*Add-on to Planning. Cost waived in 2026. The approximate cost is shown.*	—	*Not Available Through Optibus.*
Annual Total	**$99,790.00**		**$72,461.52**	
Difference	**($27,328.48)**			

To reduce the impact on fixed-route services while DCTA transitions to Optibus, DCTA staff will continue to utilize Remix prior to its contract expiration in December.

The proposed implementation timeline for Optibus is reflected below:

- October 2026 - CEO enters into a 3-year contract with Optibus and staff issues a Notice to Proceed with Year 1 service, which includes implementation of agency-specific development and reporting.
- October– Issue a Notice to Proceed
- October – December 2026: Onboarding and training support for planning, scheduling, and rostering modules for Planning and Operations staff, and begin work related to the Summer 2027 service change.
- January - March 2027 – Onboarding and training support for Driver App and Online Bidding modules for Operations staff.
- May – June 2027 – Publish the first service bid (Summer 2027) with Optibus.

Previous Board Activity and Action
May 28, 2026 – The Board received Informational Report Item 04, an update on the procurement schedule and proposed budget for the Optibus platform for planning, scheduling and operations management of fixed-route bus services.

Identified Need
DCTA requires a cloud-based, end-to-end software platform capable of supporting strategic planning, trip scheduling, driver runcutting and roster assignments, and daily operations management for fixed-route bus services. Optibus meets all identified needs with production-ready modules, and its automated optimization tools will meaningfully reduce staff time for scheduling and operations compared to DCTA's current software.

Financial Impact
The contract amount for the initial three-year term will not exceed $273,544.36, which includes a contingency budget of $25,000 anticipated to cover additional fleet vehicles and optional training during the life of the contract. The initial first year cost of $103,621.32 for the platform, development and implementation of planning, scheduling and operations modules, and training for DCTA staff is included in the Agency's FY27 Capital and Operating Budget. The annual platform subscription costs for future fiscal years will be incorporated into the respective annual budget processes for Board approval and are reflected in the table below.

Contract period	Amount	Notes
Year 1 Subscription, Implementation & Training	$103,621.32	Included in FY27 Capital and Operating Budget
Year 2 Subscription	$72,461.52	To be reflected in FY28 budget
Year 3 Subscription	$72,461.52	To be reflected in FY29 budget
3-year Subscription Total	**$248,544.36**	
Contingency Budget	*$25,000*	*Approved by Staff for training (as needed)*
Total Contract Award	**$273,544.36**	

Exhibits
None.

Submitted By: ______________________
Karina Maldonado, Planning Manager

Reviewed By: ______________________
Austin Frith, Vice President of Planning & Development

DENTON COUNTY TRANSPORTATION AUTHORITY

Board of Directors Memo September 24, 2026

AGENDA ITEM: Consider a Resolution Approving an Update to the Denton County Transportation Authority (DCTA) Financial Management Policy

Recommendation
The staff recommends approval of a resolution to update the Denton County Transportation Authority (DCTA) Financial Management Policy.

Background
The current Reserve Policy contained in the Denton County Transportation Authority (DCTA) Financial Management Policies lists the following reserve funds to be accounted for in the Long-Range Financial Plan:

1. Fund Balance Reserve – equal to three (3) months of total budgeted operating expenses, excluding capital project expenses for the fiscal year. It exists for unanticipated emergencies and can be allocated with Board approval when unrestricted net position is insufficient.
2. Sales Tax Stabilization Fund – equal to 3% of annual budgeted sales tax, used to stabilize sales tax revenue during economic downturns.
3. Capital Replacement/Infrastructure Maintenance Fund (State of Good Repair) – funds maintenance of capital assets and infrastructure. Minimum floor is 20% of bus fleet replacement costs (net of anticipated grants) plus $500,000.
4. Fuel Stabilization Fund – averaging $0.50 per gallon of budgeted fuel, reviewed each year during the budget process, to absorb fuel price swings.

The Transportation Reinvestment Policy (TRiP) requires the calculation of a Net Available Fund Balance which accounts for those items and the following other reserves, by practice:

1. Unused TRiP Funds Previously Allocated – equal to total unspent TRiP Authorizations.

2. Bond Fund Balance Reserve – equal to the following fiscal year's scheduled bond principal and interest payment.

3. Less Current Year Capital Projects Cash Spend – equal to capital expenditure approved in current fiscal year budget.

4. Debt Service – equal to sum of current year scheduled debt payment(s).

Previous Board Activity and Action
The Reserve Policy contained in the Denton County Transportation Authority (DCTA) Financial Management Policies was adopted by the Board of Directors on September 22, 2022.

The Board adopted a revision to the TRiP Policy in the January 2025 Board meeting, making its effective date October 1, 2025.

Reserve policies were presented to and discussed by the Board during development of the Fiscal Year (FY) 2027 budget at the Regular Meetings of June 25, 2026 (Regular Agenda Item 1), July 23, 2026 (Regular Agenda Item 1), and August 27, 2026 (Regular Agenda Item 2).

Options for calculation of the FY2027 TRiP Budget, reflecting these figures in the calculations, were presented in the June, July, and August 2026 Board meetings.

The FY 2027 Operating and Capital Budget and Budget Contingency Plan were adopted on August 27, 2026.

Identified Need

As the agency worked through the FY2027 budget process, staff determined that the current Reserve Policy does not reflect the current practices of the agency. The August 27, 2026, presentation noted that these items are applied by practice and would be reconciled through an amendment to the Financial Management Policies.

The Financial Policy must be updated to account for all of these cost categories so that the reference to "Net Available Fund Balance" in the TRiP Policy aligns with the Reserve Funds identified in the Financial Policy. The table below summarizes the proposed changes:

RESERVE FUND CATEGORY	IN CURRENT POLICY (UNCHANGED)	CATEGORY TITLE CHANGE	ADDED CATEGORY
Fund Balance Reserve	X		
Sales Tax Stabilization Fund	X		
Fuel Stabilization Fund	X		
Capital Replacement / Infrastructure Maintenance Fund		X Fund Balance Restricted for Transit Asset Management (TAM)	
Unused TRiP Funds Previously Allocated			X
Bond Fund Balance Reserve			X
Current Year Capital Projects Cash Spend			X
Debt Service			X

The proposed update conforms the policy to current practice as follows:

1. Clarifies that the Fund Balance Reserve is calculated on three (3) months of total budgeted operating expenses, excluding both capital project expenses and depreciation, and that the dollar amount of the reserve is established annually through the adopted budget.

2. Renames the Capital Replacement / Infrastructure Maintenance Fund (State of Good Repair) as the Fund Balance Restricted for Transit Asset Management (TAM). The existing minimum funding requirement is retained, and the annual restricted amount is established based on contributions to and expenditures from the fund.

3. Establishes the Bond Fund Balance Reserve as a named reserve equal to the following fiscal year's scheduled bond principal and interest payment.

4. Adds balances listed above to be considered in annual calculation of the TRiP program budget options.

5. Updates references to the Chief Financial Officer to reflect the Vice President of Finance.

No change is proposed to the Sales Tax Stabilization Fund or the Fuel Stabilization Fund.

Financial Impact
None. The proposed update conforms the Reserve Policy to current practice. It does not change the adopted FY2027 Operating and Capital Budget, the funding level of any reserve, or the FY2026 Transportation Reinvestment Program allocation to member cities.

Exhibits
Exhibit 1 – Draft Resolution Adopting Revised Financial Management Policy
Exhibit 2 – Redlined DCTA Financial Management Policies, Reserve Fund Policies

Submitted By: ______________________________
Derick Sibley, Vice President, Finance

DENTON COUNTY TRANSPORTATION AUTHORITY
RESOLUTION NO. R26-11

A RESOLUTION OF THE BOARD OF DIRECTORS OF THE DENTON COUNTY TRANSPORTATION AUTHORITY (DCTA) APPROVING AN UPDATE TO THE RESERVE POLICY CONTAINED IN THE DCTA FINANCIAL MANAGEMENT POLICIES; PROVIDING A REPEALING CLAUSE; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, the Comprehensive Financial Management Policy assembles the Denton County Transportation Authority's (DCTA) financial policies in one document, which are the tools to ensure that DCTA is financially able to meet its immediate and long-term service objectives. The individual policies serve as guidelines for both the financial planning and internal financial management of DCTA consistent with provisions of Chapter 460 of the Texas Transportation Code and adopted by DCTA Bylaws; and

WHEREAS, DCTA is accountable to its constituents for the use of public dollars. Resources must be wisely used to ensure adequate funding for the operations, services, facilities, and infrastructure necessary to meet present and future needs. These policies help safeguard the fiscal stability required to achieve DCTA's goals and objectives; and

WHEREAS, DCTA Financial Management Policies, which include the DCTA Reserve Policy, are presented to the DCTA Board of Directors for review at the start of each fiscal year; and

WHEREAS, adequate reserve levels are a necessary component of DCTA's overall financial management strategy and a key factor in the measurement of DCTA's financial strength; and

WHEREAS, the Reserve Policy contained in the DCTA Financial Management Policies was last adopted by the Board of Directors on September 22, 2022, and staff have determined that the Reserve Policy does not reflect the current practices of the agency; and

WHEREAS, reserve policies were presented to and discussed by the Board of Directors during development of the Fiscal Year 2027 budget, and staff advised the Board that the Reserve Policy would be reconciled with current practice by amendment; and

WHEREAS, the Board of Directors of DCTA finds it to be in the public interest to approve and adopt the updated Reserve Policy contained in the DCTA Financial Management Policies attached hereto as Exhibit "A";

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

SECTION 1. The DCTA Financial Management Policies, attached hereto as Exhibit "A", be and the same is hereby approved and shall govern the financial policies for DCTA, including the establishment, funding, and use of DCTA's reserve funds, from and after the effective date of this Resolution.

SECTION 2. The Board of Directors of DCTA has completed its review of the Reserve Policy contained in the DCTA Financial Management Policies and any changes to such policies are recorded in Exhibit "A".

SECTION 3. That all provisions of the resolutions of the Board of Directors of the DCTA in conflict with the provisions of this Resolution be, and the same are hereby, repealed, and all other provisions not in conflict with the provisions of this Resolution shall remain in full force and effect.

SECTION 4. This Resolution shall become effective immediately upon its passage and approval.

DULY PASSED AND APPROVED BY THE BOARD OF DIRECTORS OF THE DENTON COUNTY TRANSPORTATION AUTHORITY THE 24TH DAY OF SEPTEMBER 2026.

APPROVED:

____
Andy Eads, Board Chair

ATTEST:

____
Daniel Jaworski, Board Secretary

APPROVED AS TO FORM:

____
Joseph J. Gorfida, Jr., General Counsel

Denton County Transportation Authority
Financial Management Policies

Reserve Fund Policies — Redlined, Proposed September 2026

Reserve Fund Policies

Adequate reserve levels are a necessary component of DCTA's overall financial management strategy and a key factor in external agencies' measurement of DCTA's financial strength. Funding priorities will be in the order listed and be reflected in the agency's long range financial plan:

a. It will be the policy of DCTA to maintain a Fund Balance Reserve Fund that is equal to three months of the total budgeted operating expenses (excluding capital project expenses and depreciation) for the fiscal year. This Fund Balance Reserve is maintained to address unanticipated emergencies and may be allocated with approval by the Board if there are not sufficient resources in unrestricted net position. An annual contribution will be budgeted from general operating resources, as available, to maintain the target reserve level. The dollar amount of the Fund Balance Reserve shall be established annually through the adopted budget.

b. It will be the policy of DCTA to maintain a Sales Tax Stabilization Fund. This Fund will be used to stabilize revenue received from sales tax in times of economic downturn and will be equal to three percent (3%) of annual budgeted sales tax.

c. It will be the policy of DCTA to maintain a ~~Capital Replacement/Infrastructure Maintenance Fund (State of Good Repair)~~ Fund Balance Restricted for Transit Asset Management (TAM) to provide funding for maintenance and replacement of capital assets and infrastructure at a sufficient level to protect DCTA's investment and maintain appropriate service levels.

d. It will be the policy of DCTA to maintain a Fuel Stabilization Fund. On average, the Fuel Stabilization Fund will be equivalent to $0.50 per gallon of budgeted fuel. This will be reviewed each year during the budget process. This fund will be used to mitigate significant fluctuations in fuel prices each year.

e. It will be the policy of DCTA to maintain a Bond Fund Balance Reserve in an amount equal to the scheduled principal and interest payments due on DCTA's outstanding bonds in the following fiscal year.

Contributions to the Sales Tax Stabilization, ~~Capital Replacement/Infrastructure Maintenance~~ Transit Asset Management, and Fuel Stabilization Funds will be made from available funds as identified in the annual budget or amended budget. The ~~Chief Financial Officer (CFO)~~ Vice President of Finance shall make a recommendation to the Board regarding transfers to and from reserve funds. The Board shall authorize the transfers as deemed appropriate at the time. Guidelines for transfers and contributions are as follows:

a. All transfers for expenses from reserve accounts shall require prior Board approval unless previously and specifically authorized by the Board in the annual budget or amended budget.

b. ~~Capital Replacement Fund~~ The Fund Balance Restricted for TAM shall be established annually as the prior fiscal year-end balance of the fund, plus contributions made to the fund, less expenditures made from the fund. The fund provides for the replacement of capital assets and for the maintenance of infrastructure and facilities. The amount so established shall be reflected in the adopted budget and the long range financial plan, and will at a minimum be an amount equivalent to twenty percent (20%) of bus fleet replacement costs (reflective of anticipated grants) plus an additional $500,000. (Example – ~~FY21 Bus Fleet replacement: $1.87 million X 20% = $374,020. Minimum Capital Replacement Fund requirement: $374,020~~

~~+ $500,000 = $874,020~~ FY27 Bus Fleet replacement: $2,730,000 X 20% = $546,000. Minimum TAM restriction requirement: $546,000 + $500,000 = $1,046,000).

~~c. Infrastructure Maintenance – Available funds, within limitations of current long range financial plan, in accordance with assessed capital needs which shall be reviewed during the annual budget process.~~

If after procedures as outlined in the adopted Budget Contingency Plan have been met, and a severe economic downturn or other emergency requires draw down of Fund Balance Reserve or Sales Tax Stabilization funds, it will be a priority to replenish fund balances. Fund balances will be replenished within three (3) years, from any year-end budget surpluses. These surpluses may be achieved through expense reductions or through higher than anticipated revenues. The long range financial plan and annual budget will specifically outline the timeframe and plan for fund balance replenishment.

Net Available Fund Balance

Net Available Fund Balance is the measure used to establish annual funding for the Transportation Reinvestment Program (TRiP) under DCTA Policy 0-3 and to evaluate the agency's financial capacity within the long range financial plan. Net Available Fund Balance shall be calculated as the unrestricted fund balance, less each of the following:

i. Fund Balance Reserve;

ii. Sales Tax Stabilization Fund;

iii. Fuel Stabilization Fund;

iv. Fund Balance Restricted for Transit Asset Management;

v. TRiP funds previously allocated to member cities and not yet expended;

vi. Bond Fund Balance Reserve;

vii. Budgeted capital project cash expenditures for the fiscal year;

Viii. Current Fiscal Year Debt Service.

The Vice President of Finance shall present the calculation of Net Available Fund Balance to the Board annually as part of the budget process.

Board of Directors Memo September 24, 2026

AGENDA ITEM: Consider Authorizing the Chief Executive Officer (CEO) to Execute Task Order 03 with Ruby Media (dba DHD Films) for Marketing and Communications Support for a Period of One (1) Year beginning October 1, 2026, through September 30, 2027, in an Amount Not to Exceed $300,000

Recommendation

Staff recommends the Board authorize the Chief Executive Officer (CEO) to Execute Task Order 03 with Ruby Media (dba DHD Films) for Marketing and Communications Support for a Period of One (1) Year beginning October 1, 2026, through September 30, 2027, in an Amount Not to Exceed $300,000.

Background

In January 2025, the Board approved a Master Services Agreement with Ruby Media to carry out Marketing and Communications initiatives over three (3) years on a task order basis as its Agency of Record. In September 2025, the Board approved Task Order 02 in an amount not to exceed $300,000 for the period October 1, 2025, through September 30, 2026. The cost of service in FY2027 is unchanged. Over the course of the contract, Ruby Media has provided support with social media, campaign development, video production, media buying, fleet re-design, and regular performance metrics and data analysis.

As briefed in August, the agency has helped DCTA achieve positive results on social media audience, impressions, and engagements and earned two industry recognition awards for one of its video-based campaigns.

Previous Board Action

None.

Identified Need

The Agency of Record provides key support and staff augmentation for social media, campaign development, video production, media buying, and other initiatives.

Financial Impact

Funds are allocated within the FY2027 approved budget.

Exhibits

None.

Submitted By: ______________________
Randy Evans, Marketing and Communications Manager

Reviewed By: ______________________
Jackie Bronson, Vice President, Engagement & Administration

Board of Directors Memo September 24, 2026

AGENDA ITEM: Consider Authorizing the Chief Executive Officer (CEO) to Execute Task Order 08 with Kimley-Horn and Associates, Inc. for On-Call Architectural/Engineering Support for a Period of One (1) Year Beginning October 1, 2026, through September 30, 2027, in an Amount Not to Exceed $75,000

Recommendation
Staff recommends that the Board authorize the Chief Executive Officer (CEO) to execute Task Order 08 with Kimley-Horn and Associates, Inc. for On-Call Architectural/Engineering Support for a period of one (1) year beginning October 1, 2026, through September 30, 2027, in an amount not to exceed $75,000.

Background
DCTA maintains an on-call architectural and engineering services program with Kimley-Horn and Associates, Inc. under the Master Agreement for Continuing Professional Services executed December 12, 2025. Task orders issued in prior years under this agreement have supported facility assessments at the Bus Operations and Maintenance (BOM) facility, a lighting assessment at stations and maintenance facilities, general on-call engineering, the Transit Asset Management Plan update, and bus stop improvements.

This Task Order establishes a task authorization for FY27 that allows DCTA to request consultant support as capital project needs are identified, covering early project definition, coordination, and limited technical documentation to support decision-making.

The FY27 Budget includes an Expanded Level Project line item for on-call architectural and engineering support. The requested authorization is within that approved budget.

Previous Board Activity and Action
December 12, 2025 – The Master Agreement for Continuing Professional Services with Kimley-Horn and Associates, Inc. was executed, establishing the on-call architectural and engineering program under which this Task Order is issued.

June 25, 2026 – Staff presented the FY27 Budget to the Board, including the on-call architectural and engineering support line item that funds this Task Order.

August 27, 2026 – The Board adopted the FY27 Operating and Capital Budget.

Identified Need
DCTA's capital program depends on early-stage engineering work that precedes any programmed project — site visits to confirm existing conditions and constraints, order-of-magnitude cost opinions, and preliminary scopes of work. DCTA does not carry in-house engineering or architectural staff to produce that work, and each individual need is typically too small to justify a standalone procurement.

The Task Order covers five (5) typical categories of work:

- in-field site visits and walk-throughs at DCTA facilities to observe existing conditions and document observed deficiencies;
- identification and documentation of potential capital projects, facility improvements, and assessment needs to support long-range financial planning, internal prioritization, and future budgeting;
- planning-level engineering opinions of probable cost; development of preliminary scopes of work for upcoming projects;
- coordination meetings and communications with facility operators, utilities, contractors, vendors, and local jurisdictions at DCTA's direction;
- and concise technical deliverables such as short memoranda, site observation summaries, planning-level assessments, cost opinions, and simple exhibits or sketches.

The Task Order excludes full engineering or architectural design documents unless separately authorized by DCTA. Where an early evaluation identifies a project of meaningful scope, that design work would be brought forward as its own task order or procurement rather than absorbed here.

Work is invoiced hourly against the not-to-exceed amount at the rates established in the Master Agreement. Kimley-Horn and Associates, Inc. will not perform services unless authorized by DCTA, the Task Order is used at DCTA's discretion, and any portion of the authorization that is not expended will not be spent.

The requested authorization totals $75,000. Funding is available within the FY27 approved budget and no additional appropriation is required.

Exhibits
None.

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

Board of Directors Memo September 24, 2026

AGENDA ITEM: Consider Authorizing the Chief Executive Officer (CEO) to Execute an Interlocal Agreement (ILA) with Denton County Sheriff's Office for Law Enforcement Services for a Period of One (1) Year beginning October 1, 2026, through September 30, 2027, in an Amount Not to Exceed $471,760

Recommendation
Staff recommends the Board authorize the Chief Executive Officer (CEO) to execute an Interlocal Agreement (ILA) with Denton County Sheriff's Office for Law Enforcement Services for a period of one (1) year beginning October 1, 2026, through September 30, 2027, in an amount not to exceed $471,760.

Background
The current ILA with Denton County Sheriff's Office for dedicated Law Enforcement services is set to expire on September 30, 2026. The agreement provides for Peace Officers to provide law enforcement, patrol units, and related services at DCTA transit properties and on the A-train within Denton County, Texas. The Fiscal Year (FY) 2026 agreement funded one (1) Peace Officer in the amount of $152,447 to address DCTA's rail and bus operations. For FY 2027, staff recommended the budget expanding the agreement to three (3) full-time (or equivalent) Peace Officers, in an amount not to exceed $471,760 to provide additional dedicated law enforcement coverage across DCTA's rail operation.

Previous Board Activity & Action
None.

Identified Need
Annual Renewal of Agreement between DCTA and Denton County for FY 2027, to provide DCTA with dedicated law enforcement services, expanded from one (1) to three (3) full-time equivalent Peace Officers to provide additional dedicated law enforcement coverage across DCTA's rail and bus operations. The current agreement expires on September 30, 2026.

The Denton County Sheriff's Office provides the following services to DCTA:

- Uniformed officer presence on the A-train
- A-train fare check and fare enforcement support.
- Routine and random patrols of DCTA transit properties, vehicles, and facilities.
- Transit security duties as required by federal regulations
- Respond to any incidents/accidents along the A-train corridor, if needed.
- Provide security staff for meetings and events, as needed.

Financial Impact
The agreement is for a one (1) year term beginning October 1, 2026, continuing through and including September 30, 2027. The annual not-to-exceed expenditure is $471,760, reflecting the expansion from one (1) to three (3) full-time Peace Officers. The FY 2027 cost is included within the approved FY2027 budget.

Exhibits
None.

Submitted By:

Jackie Bronson, Vice President of Engagement & Administration

Board of Directors Memo September 24, 2026

AGENDA ITEM: Consider Authorizing the Chief Executive Officer (CEO) to Execute a First Amended and Restated Interlocal Cooperation Agreement with the University of North Texas (UNT) for Transportation Services for the Period of October 1, 2027, through September 30, 2029, with the Option to Renew for One (1) Two-Year Term Expiring September 30, 2031

Recommendation

Staff recommends the Board authorize the Chief Executive Officer (CEO) to execute a First Amended and Restated Interlocal Cooperation Agreement with the University of North Texas (UNT) for transportation services for the period of October 1, 2027, through September 30, 2029, with the option to renew for one (1) two-year term expiring September 30, 2031.

Background

DCTA operates the campus shuttle service for the University of North Texas through an Interlocal Cooperation Agreement (ILA) that was signed in 2018. The ILA provides an hourly rate schedule by which UNT compensates DCTA for bus service provided over a 10-year period, 2019 – 2028.

DCTA engaged with UNT to amend the ILA to better align with DCTA Board Policy regarding the hourly rate paid by UNT for bus service. The amended ILA accomplishes this objective with an amended term and rate schedule.

Previous Board Activity and Action

The DCTA Board received briefings on this item in the following meetings:

January 22, 2026 – Closed Executive Session
April 23, 2026 – Closed Executive Session
June 25, 2026 – Closed Executive Session

Identified Need

As stated above.

Financial Impact
This Amendment adjusts routes provided by DCTA to UNT and revenue paid to DCTA by UNT for campus shuttle service beginning in FY2027. See exhibits below for details.

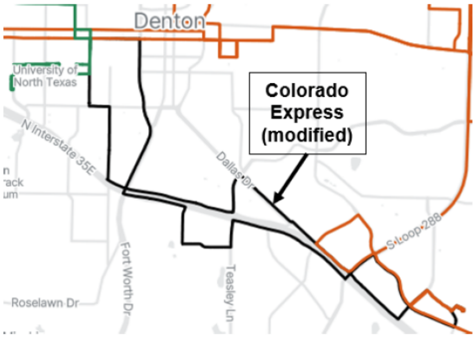
Fiscal Year	Approximate Annual Service Hours	2018 ILA Service Hour Rate	Revised Service Hour Rate*	Annual Escalator	% Increase over 2018 Contract	Connect Annual Access Fee
2026	42,000	$74.7827	$79.50		6%	$49,000
2027	42,000	$77.4210	$90		16%	$56,961
2028	42,000	$80.1724	$95	5%	18%	$67,141
2029	42,000		$99	5%		$70,498

**- Plus Fuel Reimbursement, per 2018 ILA*

BUS ROUTES AND SCHEDULES

- Colorado Express (CE 171)
- Discovery Park (DP 141)
- Eagle Point (EP 131)
- Bernard Street (BST 161)
- Centre Place (CP 151)
- Daugherty Street (DS 181)
- Academic Circulator (AC 101)
- North Texan (NT 121)

DCTA may implement a revision to the Colorado Express route at the start of either the Fall or Spring semester or Summer term, with 60-day notice to UNT. The revised Colorado Express route may generally follow the route shown below.



Exhibits
None.

Submitted By:
Paul A. Cristina, Chief Executive Officer

Board of Directors Memo September 24, 2026

AGENDA ITEM: Discuss and Consider Fiscal Year (FY) 2027 Election of Board Officers

Recommendation
Staff recommends the Board elect a Chair, Vice-Chair, and Secretary to serve as DCTA Board Officers for Fiscal Year (FY) 2027.

Background
Article IV ("Officers") of the Denton County Transportation Authority Amended and Restated Bylaws provides for the manner and method by which the Authority's officers are elected.

Section 1 states the Board shall elect three (3) Voting Board Members to serve as the Chair, Vice-Chair, and Secretary. Section 5 specifies the term of office for each officer shall be for a period of one (1) year and shall run from October 1 through and including September 30. Section 5 also states that a Board Member may not be elected to more than three (3) consecutive one-year terms as Chair.

Previous Board Action
On September 24, 2025, the Board elected the following individuals to a term of one (1) year:

Andy Eads, Chair
TJ Gilmore, Vice Chair
Dan Jaworski, Secretary

Identified Need
Current Officer terms expire on September 30, 2026. Board Officer elections for the upcoming fiscal year will need to be held prior to the expiration of the current Officer terms.

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

Exhibits
None.

Submitted By: Paul A. Cristina, Chief Executive Officer

Board of Directors Memo September 24, 2026

AGENDA ITEM: Discuss and Consider Approval of a Resolution to Adopt the Denton County Transportation Authority (DCTA) Transit Fare Policy and Receive an Update on Fare Products and Sales

Recommendation
Staff recommends the Board approve a resolution to adopt the Denton County Transportation Authority (DCTA) Transit Fare Policy.

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

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

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

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

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

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

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

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

July 23, 2026 – Regular Agenda Item 06: Discuss Update on Transit Fare Policy

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

Financial Impact
None.

Exhibits
Exhibit 1 – Draft Resolution
Exhibit 2 – Draft Fare Policy

Submitted By: ______________________________
Derick Sibley, Vice President
Finance

DENTON COUNTY TRANSPORTATION AUTHORITY
RESOLUTION NO. R26-12

A RESOLUTION OF THE BOARD OF DIRECTORS OF THE DENTON COUNTY TRANSPORTATION AUTHORITY ("DCTA") ADOPTING THE FARE POLICY; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, the Fare Policy (the "Policy") establishes the governance framework within which DCTA sets, adjusts, and administers fares for all public transit services it operates or contracts and codifies the principles, procedures, and legal requirements that guide fare-related decisions, ensures consistency and transparency in how those decisions are made, and defines the respective roles of the Board of Directors (the "Board"), staff, and regional partners in the fare-setting process; and

WHEREAS, the Board may, from time to time, review and amend the Policy for compliance with applicable federal and state law and FTA guidance, alignment with DCTA's current service portfolio and actual practices, consistency with peer agency best practices, and responsiveness to changes in the regional transit environment; and

WHEREAS, after review and consideration, it is the consensus of the Board that the Policy attached hereto as Exhibit "A" is approved and adopted.

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

SECTION 1. The Board hereby adopts the Fare Policy attached hereto as Exhibit "A" for adoption.

SECTION 2. This Resolution shall take effect immediately from and after its passage.

DULY PASSED AND APPROVED BY THE BOARD OF DIRECTORS OF THE DENTON COUNTY TRANSPORTATION AUTHORITY THIS 24TH DAY OF SEPTEMBER 2026.

APPROVED:

Andy Eads, Chair

ATTEST:

Daniel Jaworski, Secretary

APPROVED AS TO FORM:

____

Joseph J. Gorfida, General Counsel

Denton County Transportation Authority

Financial Management Policies

(DRAFT - *September 2026*)

FARE POLICY

1. POLICY STATEMENT

This Fare Policy establishes the governing framework within which the Denton County Transportation Authority (DCTA) sets, adjusts, and administers fares for all public transit services it operates or contracts. It codifies the principles, procedures, and legal requirements that guide fare-related decisions, ensures consistency and transparency in how those decisions are made, and defines the respective roles of the Board of Directors, staff, and regional partners in the fare-setting process.

This Policy is a governance document, not a fare schedule. Specific fare amounts are established and updated separately through Board action. This Policy governs how fare decisions are made; the Fare Schedule (Attachment B) governs what riders are charged.

Board Authority

The DCTA Board of Directors holds full authority to establish, modify, and rescind fares for all DCTA-operated services. This authority derives from and is exercised in accordance with:

a. Texas Transportation Code, Chapter 460, which established DCTA as a regional transit authority and vested in the Board the authority to levy and collect fares, issue passes, and develop fare products for all services within its jurisdiction.
b. DCTA's governing bylaws, which vest in the Board the policy-level authority to adopt and amend agency-wide governance documents including this Policy.
c. FTA grant requirements, which require DCTA to maintain a Board-approved, locally developed process for fare-related decisions as a condition of federal transit funding.

Chief Executive Officer

The CEO is responsible for administering this Policy and the Fare Schedule, recommending fare changes to the Board, and implementing Board-approved fares. The CEO shall not:

a. implement a new fare structure type not authorized by this Policy and the Fare Schedule without prior Board approval; or
b. materially modify an existing fare structure type without presenting a recommendation to the Board at least thirty (30) days in advance of implementation.

Staff

Staff, including the Vice President of Finance, administer this Policy as adopted and have no independent discretion to alter fare structures, fare amounts, or eligibility criteria.

Effective Date of Fare Changes

Fare changes approved by the Board take effect on the date specified in the approving resolution, subject to the public notice and comment procedures and the Title VI fare equity analysis requirements.

Fare Policy Adoption And Review By DCTA Board

DCTA's Fare Policy shall be periodically reviewed by the Board for compliance with applicable federal and state law and FTA guidance, alignment with DCTA's current service portfolio and actual practices, consistency with peer agency best practices, and responsiveness to changes in the regional transit environment.

The Board may amend this Policy at any time by resolution. Amendments shall specify the section(s) amended, the text of the amendment, and the effective date. Substantive amendments shall follow the public notice procedures. Technical amendments that correct errors, update cross-references, or reflect ministerial changes may be adopted without a public notice period upon a Board finding that notice is not warranted.

A written resolution approving the review and any changes to this Policy shall be adopted by the Board. If the Board conducts a review and determines that no amendments are required, the resolution shall record that determination.

2. SCOPE

This Policy applies to all fare-generating services operated by DCTA — including services provided within DCTA Member Cities, services provided by contract to non-Member Cities, and any service pilots, demonstrations, or special-event services authorized by the Board. The specific services covered at any given time are identified in the Board-adopted Fare Schedule (Attachment B), which is updated by Board action without requiring amendment of this Policy.

3. OBJECTIVES AND STRATEGY

All fare-related decisions shall be made in accordance with the following objectives: 1) stewardship of public resources and legal compliance, 2) equity and affordability, 3) financial sustainability and revenue recovery, and 4) operational simplicity and customer experience.

Equity and Affordability

Fares shall be structured to ensure that essential transit services remain accessible and affordable to low-income riders, seniors, persons with disabilities, students, and others with limited transportation options.

Consistent with FTA Circular 4702.1B (Title VI of the Civil Rights Act of 1964), and the DCTA Title VI Policy, any fare change shall be evaluated to ensure it does not result in a disparate impact on minority populations or a disproportionate burden on low-income populations.

Financial Sustainability and Revenue Recovery

Fares shall contribute meaningfully to DCTA's operating budget and fare revenue shall be managed as a component of DCTA's total operating revenue. DCTA shall establish and pursue mode-specific farebox recovery targets that support the long-term financial sustainability of each service and the agency overall, reviewing them and agency performance as part of the annual budget process and performance reporting.

Governance and Board Oversight
Fare decisions rest with the Board. Staff shall prepare documented recommendations supported by analysis of factors such as cost, recovery rates, anticipated ridership impact, equity implications, peer agency comparisons, and legal compliance. No fare change shall be implemented without Board approval, except as provided under the limited staff authority provisions.

Consistency and Transparency
The methodology for calculating farebox recovery, allocating pooled revenue, and evaluating fare options shall be applied consistently across fiscal years and service modes. Changes to methodology shall be documented and presented to the Board before implementation. Fare information shall be communicated publicly in a clear, accessible format that enables riders to understand their options and make informed travel decisions.

Regional Coordination
DCTA shall coordinate its fare structure with regional partners, including DART and Trinity Metro, to facilitate seamless regional travel where possible. Regional coordination shall not require DCTA to cede its local fare-setting authority. DCTA's participation in regional fare integration programs shall be conditioned on maintaining the Board's ability to independently set, adjust, and enforce fares for DCTA services.

Operational Practicality and Legal Compliance
Fares shall be structured to minimize administrative complexity for riders, staff, and contractors. The number of distinct fare categories shall be kept to the minimum necessary to meet policy objectives. All fare structures and changes shall comply with applicable federal and state law.

4. DELEGATION OF FARE AUTHORITY

The Board of Directors retains exclusive authority to adopt and amend the Fare Schedule, authorize new fare structure types, approve institutional agreements outside the Board-approved framework, and approve any fare change.

Within the limits of the Board-approved Fare Schedule and consistent with this Policy, the Chief Executive Officer (CEO) or designee is authorized to:

a. Implement time-limited fare promotions, including free or reduced-fare events and ridership incentive programs, for periods not to exceed ninety (90) days without Board approval. Promotions extending beyond 90 days require Board action.
b. Execute institutional pass and employer program agreements consistent with the Board-approved rate framework, without requiring individual Board action for each agreement.
c. Temporarily suspend fare collection for all or any portion of the system in response to emergency conditions, safety concerns, or operational necessity. Suspensions lasting more than thirty (30) days require Board ratification at the next available meeting.

Authorization Resolution
A Resolution is established with this Fare Policy and attached hereto authorizing the designated fare authority provisions above.

5. INTERNAL CONTROLS

The CEO and Vice President of Finance shall establish internal controls for fare collection and administration. The controls shall be designed to prevent loss of fare revenue due to fraud, employee error, system failure, or imprudent actions by employees of DCTA.

Cash Flow and Revenue Forecasting
The Vice President of Finance shall maintain a fare revenue forecasting process designed to monitor and project fare collections by mode and payment system for budget and operational purposes. Fare revenue projections shall be updated regularly and incorporated into DCTA's financial reporting and annual budget development process.

6. AUTHORIZED FARE STRUCTURES
Acceptable fare structures under this policy shall be limited to the types listed below. Different service types within the DCTA portfolio warrant distinct fare structures, reflecting differences in operating cost, trip length, service area, and market:

a. Flat fare - A single fare applies to all trips regardless of distance, zone, or time.
b. Distance-based or zone-based fare - Fare varies based on trip distance or origin/destination zone. May be applied to services where trip lengths vary substantially.
c. Time-based fare - Fare grants unlimited or multi-ride access within a defined window. Applicable across all service modes, except GoZone, through pass products (e.g., 3-hour, daily, monthly, annual).
d. Hybrid fare - A combination of structure types applied to a single service, as authorized by the Board.

Stored-Value and Account-Based Fares
DCTA participates in account-based and stored-value fare programs, including GoPass, which allows riders to maintain a transit account balance and pay fares across multiple regional providers. DCTA shall maintain interoperability with account-based systems where doing so serves riders and is cost-effective. The terms of DCTA's participation in any regional account-based system shall be established by agreement and shall preserve DCTA's ability to set its own fare levels within the system.

DCTA accepts fare payment through multiple channels. The complete list of authorized payment channels shall be maintained with the Fare Schedule, when updated.

Fare Product Transferability, Replacement, and Anti-Fraud Policy
DCTA fare products have no cash value and are non-transferable. A pass, ticket, or digital fare product issued to a rider may not be sold, given, or otherwise transferred to another person for use. Fare products presented for use by a person other than the purchaser are subject to confiscation without refund. This provision does not apply to passes purchased through the Non-Profit Pass Program or Sponsored Trip Program, which are distributed by authorized organizations to eligible clients under written agreement with DCTA.

Lost, stolen, or damaged fare media
DCTA assumes no liability for the replacement or refund of lost, stolen, or damaged physical tickets and passes. Fare products purchased through a registered GoPass account are associated

with the account holder and may be restored through the GoPass platform in the event of a lost or replaced device.
Unauthorized resellers. DCTA will not honor fare products purchased from unauthorized resellers, third-party platforms not listed in Attachment A, or sources not authorized by DCTA. DCTA Customer Service shall maintain a published list of authorized purchase channels. Staff shall report instances of known unauthorized resale to the Vice President of Finance for appropriate action.

Fare Capping
DCTA may implement a fare capping policy under which a rider's aggregate single-ride fare payments within a defined period shall not exceed the cost of the equivalent pass product for that period.

Fare capping may be activated by Board resolution or by the CEO under the promotional fare authority, subject to GoPass platform availability and any required regional coordination agreements.

Loyalty and Rewards Programs
The Board may establish, by resolution, a loyalty or rewards program that provides incentives for consistent DCTA ridership. Authorized program structures may include ride-count milestones, points accumulation toward free or reduced fares, referral incentives, and partnerships with regional employers or institutions. Any loyalty or rewards program shall be designed to complement DCTA's fare equity objectives and shall not create eligibility barriers for low-income, unbanked, or infrequent riders.

Free Fare Events and Promotional Fare Programs
DCTA offers free fares for the following qualified individuals, civic observances, and community events:

a. Sworn peace officers with official identification;
b. Children under five years of age - up to two children when accompanied by an adult (age 18 or older) paying the appropriate fare;
c. Active DCTA employees, retirees, and Board members with DCTA approved fare media;
d. Denton County active jurors with valid juror summons or current juror badge;
e. ADA-certified Access customers using non-Access services, except for GoZone;
f. A Personal Care Attendant or caregiver who is traveling exclusively to assist a DCTA Access-eligible rider with a disability. This exception applies to one attendant per eligible rider per trip.
g. All riders on fixed route service on Veterans Day. GoZone and Paratransit services are excluded.
h. All riders on fixed route service on Election Day, and GoZone rides destined to or originating from official polling locations.
i. Community special events sponsored by DCTA that advance the agency's mission, such as regional festivals and holiday strolls within its service area; and
j. All A-Train riders on the "A-Train Birthday," when observed.

All special-event sponsorship requests under item (i) must be submitted in writing and evaluated for impact and alignment with agency goals. The Chief Executive Officer may be authorized to approve sponsorships subject to an annual threshold that may be established by the Board.

On-Demand Microtransit (GoZone) Fares
GoZone fares are assessed on a per-rider, per-trip basis. Time-based fares are not authorized. Each rider is required to pay the applicable GoZone fare at the time of booking through the GoZone application or other authorized payment method.

Institutional and Bulk-Purchase Programs
DCTA may offer institutional pass and bulk-purchase discounts to organizations such as universities, employers, government entities, and non-profit organizations, among others. Such discounts and programs shall be:

- Identified in the Fare Schedule and approved by the Board of Directors
- Governed by written agreements with participating entities specifying the pass type, pricing, payment terms, eligibility, and duration
- Based upon a pricing framework for institutional programs — including discount levels and minimum participation thresholds — that is approved by the Board of Directors within the Fare Schedule.

Individual agreements consistent with the Board-approved framework may be executed by the CEO without separate Board action.

7. AUTHORIZED FARE PAYMENT SYSTEMS AND INSTITUTIONS

All fare transactions will be made through authorized DCTA payment systems or contracted service providers. On an annual basis, DCTA will review the list of authorized payment systems and contractors collecting fares on behalf of DCTA. These are listed within Attachment A.

Payment system vendors and fare collection contractors must meet criteria as determined by the Vice President of Finance, which may include:

a. current service agreement with DCTA;
b. proof of certification and regulatory compliance applicable to their category of service;
c. proof of current registration and licensure required by applicable state and federal law; and
d. completion of DCTA vendor qualification process.

8. REDUCED FARES AND DISCOUNT PROGRAMS

DCTA is required by federal law and FTA policy to offer reduced fares to specified populations. In addition, the Board may authorize discretionary discount programs to advance its objectives.

Required Reduced Fares
The following reduced fares are required under federal law (49 U.S.C. § 5307(d)(1)(D); see also 49 C.F.R. Part 609 and FTA Circular 9030.1E).

a. Seniors (age 65 and older) — Reduced fare of no more than fifty percent (50%) of the applicable adult cash fare during all off-peak periods. DCTA may extend reduced fares to seniors during peak periods as a matter of policy.

b. Persons with disabilities — Reduced fare of no more than fifty percent (50%) of the applicable adult cash fare during off-peak periods. Medicare cardholders are included in this category.

c. ADA complementary paratransit (DCTA Access) — Under the Americans with Disabilities Act and 49 C.F.R. Part 37, DCTA shall not charge an Access fare exceeding twice the fare charged for a trip of similar length on the comparable fixed-route service. The Access fare maximum shall be derived from the lower of the A-train or Connect Bus single-ride base fare applicable to a comparable trip.

Non-Profit Pass Program

The Non-Profit Pass Program makes DCTA fare products available at a reduced rate to qualifying organizations for distribution to their clients, within an annual Board-approved budget.

Scope. The Non-Profit Pass Program applies to all DCTA fare products across all service modes, including fixed-route bus and rail passes, multi-ride passes, monthly passes, and single-trip GoZone passes.

Eligibility. Organizations are eligible to participate if they:

a. are registered as tax-exempt under Section 501(c)(3) of the Internal Revenue Code;
b. provide direct services to residents within the DCTA service area; and
c. have executed a current Non-Profit Pass Agreement with DCTA.

Discount Rate. The discount rate applicable to non-profit pass purchases shall be established by the Board as part of the Fare Schedule.

Annual Budget. As part of the annual budget process, the Board may establish a Non-Profit Pass Program budget specifying the maximum aggregate value of discounted passes DCTA will make available through the Program for the fiscal year. No allocations under the Program shall exceed the Board-approved budget without further Board action.

Annual Call for Requests. Following Board approval of the annual budget, DCTA shall issue a call for non-profit pass requests to all organizations with a current Non-Profit Pass Agreement on file. The call shall specify the available budget, eligible fare products by mode, submission requirements, submission deadline, and the criteria by which requests will be evaluated.

Allocation Criteria. Staff shall review timely requests and allocate available passes on the basis of:

a. demonstrated need of the requesting organization's client population;
b. equity across the DCTA service area, including reasonable distribution among Member Cities and balance between Member City and Non-Member City service areas;
c. available budget.

Where the aggregate value of qualified requests exceeds the annual budget, staff may proportionally reduce allocations, prioritize requests based on the criteria above, or seek additional Board authorization.

Out-of-Cycle Requests. Out-of-cycle requests for non-profit passes may be considered only to the extent the annual budget has not been exhausted through the annual allocation process.

Agreement Requirements. All Non-Profit Pass Program participants shall execute a written Non-Profit Pass Agreement with DCTA specifying the organization's eligibility basis, the pass types and modes authorized, the applicable discount, permitted use of passes (including a prohibition on resale or transfer outside the organization's eligible client population), reporting requirements, the term of the agreement, and conditions for renewal, modification, or termination.

Relationship to Other Organizational Pass Programs. The Non-Profit Pass Program is distinct from the Institutional and Bulk-Purchase Programs and Sponsored Trip Program. An organization may participate in more than one program concurrently if it meets the eligibility criteria for each.

Annual Reporting. Staff may provide a summary of Non-Profit Pass Program participation in fare performance reporting, including the number of participating organizations, the total value of passes distributed by mode, and geographic distribution by Member Cities and across the broader service area.

Discount Programs
In addition to required reduced fares, the Board may authorize discounts to encourage ridership among target populations. Authorized discount categories are provided in the Fare Schedule.

Eligibility and Verification
DCTA shall establish and maintain a verification process for all reduced fare and discount programs requiring eligibility documentation. Staff shall develop and publish eligibility criteria and acceptable documentation for each discount category. The verification process shall be consistent with FTA regulations.

9. SPONSORED TRIP PROGRAM

Under the Sponsored Trip Program, a sponsoring organization purchases DCTA fare products at full fare and distributes them to a defined eligible population, bearing the full cost unless otherwise agreed upon.

Scope. The Sponsored Trip Program applies to fares for the following DCTA services: A-train, Connect Bus, and GoZone. The Program does not apply to DCTA Access (ADA paratransit), the UNT Campus Shuttle (governed by the UNT Interlocal Agreement), or contracted services where fare-setting authority is exercised under a separate task order or interlocal agreement.

Eligible Sponsors. Eligible sponsoring organizations include, but are not limited to:

a. social service agencies;
b. non-profit organizations;
c. employers;
d. Member City and Non-Member City partners operating under contract with DCTA;
e. healthcare providers, hospitals, and clinics;

f. educational institutions and schools;
g. faith-based and community organizations;
h. government agencies and public entities; and
i. other for-profit and non-profit organizations whose sponsorship is consistent with this Policy and DCTA's stated objectives.

Funding and Distribution. The default funding mechanism for the Sponsored Trip Program is the bulk purchase of fare products by the sponsoring organization for distribution to its eligible population. Alternative funding mechanisms — including pre-funded trip accounts, periodic billing arrangements, or coded fare media identifying sponsored riders — may be authorized in a Sponsored Trip Agreement where operationally feasible and consistent with this Policy.
Pricing. The per-trip rate or per-product price for sponsored trips shall be established in the Sponsored Trip Agreement at no less than the applicable standard fare for the service used, unless a reduced rate is authorized.

No DCTA Subsidy. The full cost of sponsored trips shall be borne by the sponsoring organization. DCTA shall not provide a discount, subsidy, or reduced rate from fare revenue except where specifically authorized by the Board under this Section.

Booking and Ridership Reporting. Sponsored trips shall be booked through DCTA's standard fare payment and booking systems for the applicable service mode and shall count toward DCTA ridership and performance reporting on the same basis as other paid trips.

Sponsored Trip Agreement. Each Sponsored Trip Program participant shall execute a written Sponsored Trip Agreement with DCTA specifying, at minimum:

a. The identity of the sponsoring organization and the basis for its eligibility;
b. The DCTA service modes covered by the Agreement;
c. The eligible rider population designated by the sponsoring organization;
d. The funding mechanism (bulk purchase, pre-funded account, periodic billing, or other Board-authorized mechanism);
e. The per-trip rate or per-product price applicable under the Agreement;
f. The term of the Agreement and conditions for renewal, modification, or termination;
g. Reporting requirements applicable to the sponsoring organization; and
h. Permitted uses of sponsored fare products, including any prohibition on resale or transfer outside the eligible rider population.

CEO Authority. The CEO is authorized to execute Sponsored Trip Agreements that are consistent with this Policy and any Board-approved pricing framework.

Annual Reporting. Staff shall include in the annual fare performance report to the Board a summary of Sponsored Trip Program activity, including the number of participating sponsoring organizations by category, total sponsored ridership by mode, total sponsor payments received, and any material developments in Program participation.

Relationship to Other Organizational Pass Programs. The Sponsored Trip Program is distinct from the Non-Profit Pass Program. An organization may participate in more than one program concurrently if it meets the eligibility criteria for each.

10. FAREBOX RECOVERY AND PERFORMANCE

Farebox recovery is the primary metric DCTA uses to measure the relationship between fare revenue and operating cost. It is expressed as a percentage and calculated as follows:

> **Farebox Recovery Rate (%) = Annual Fares Collected ÷ Annual Cost of Service × 100**

For the purposes of this formula:

a. Annual Fares Collected means total fare revenue attributable to a given mode in a fiscal year, including cash fares, pass redemption values, and institutional program payments, allocated as provided below.
b. Annual Cost of Service means total operating cost attributable to a given mode in a fiscal year, including directly incurred costs and allocated overhead, as reported in DCTA's NTD submission and audited financial statements.
c. Fiscal Year means DCTA's fiscal year, October 1 through September 30.

Pooled Revenue Allocation

Revenue collected through pooled payment channels (passes sold at the DDTC and through the GoPass mobile account platform) shall be allocated to individual modes using the following method: each mode's share of pooled revenue in a given month equals the mode's boardings in that month divided by total agency boardings across all pooled-revenue modes in that month, multiplied by total pooled revenue collected in that month.

This ridership-proportionate allocation is consistent with the standard established by the FTA for National Transit Database reporting and shall be applied consistently across all fiscal years. Any proposed change to this methodology requires Board approval and shall be documented in the NTD submission for the fiscal year in which the change takes effect.

11. PERFORMANCE EVALUATION AND REPORTING

Reporting

Staff shall conduct fare revenue reviews at the middle and end of the fiscal year.

Key Performance Indicators

DCTA may establish and track key performance indicators to measure the effectiveness of fare policy decisions. These could include ridership by mode; farebox revenue; farebox recovery ratio by mode; cost per passenger by mode; and/or others.

An annual fare performance report shall be prepared by the Vice President of Finance within ninety (90) days following the close of each fiscal year that reviews fare collection performance.

Addressing Persistent Recovery Shortfalls

If any farebox recovery falls below the budgeted annual target, the Vice President of Finance shall, in partnership with the Vice President of Operations, produce a Fare Recovery Action Plan.

NTD Reporting Obligations
DCTA is required to report fare revenue, ridership, and operating cost data annually to the FTA National Transit Database. The data reported to NTD shall be consistent with Board reporting under this Policy.

12. FARE SCHEDULE AMENDMENT PROCESS

All fare amounts, pass prices, discount levels, and institutional program rate structures shall be formally adopted by the Board by resolution. The resolution shall specify the effective date and the service or product affected.

Staff shall prepare a written recommendation for any proposed Fare Schedule amendment. The recommendation shall include:

1. A description of the proposed change and the service or product affected.
2. The analytical basis for the recommendation.
3. Title VI fare equity analysis, or a written determination that such analysis is not required for the specific change proposed.
4. ADA compliance determination for any change affecting Access fares or the base fixed-route fare from which the Access fare cap is derived.
5. A proposed public notice and comment schedule consistent with this Section.
6. A proposed implementation date and operational readiness plan.

Staff shall present the recommendation to the Board at least thirty (30) days before the requested action date, except in cases of emergency.

Fare Change Process
Prior to any fare increase, DCTA shall provide public notice and an opportunity for public comment in accordance with the Public Participation Plan in DCTA's Title VI Program.

Legal and Regulatory Compliance – Title VI and ADA
All fare decisions shall comply with applicable state and federal law, including Texas Transportation Code Chapter 460 (DCTA's fare-setting authority) and § 460.109 (authority to set, collect, and enforce fares and penalties); FTA Circular 4702.1B (Title VI fare equity); FTA Circular 4710.1 (ADA, including the requirement that Access fares not exceed twice the comparable fixed-route fare); and FTA National Transit Database reporting requirements.

Title VI Fare Equity Analysis Procedure

Staff shall conduct a Title VI fare equity analysis for any proposed fare change, except for fare changes exempt under DCTA's Title VI program, as amended. The analysis shall be conducted in accordance with the Fare and Service Equity Analysis Process and the disparate-impact and disproportionate-burden thresholds established in DCTA's Title VI Program, as amended. Where this Policy and the Title VI Program address the same requirement, the Title VI Program governs.

13. FARE COMPLIANCE AND ENFORCEMENT

Fare Payment Required

All riders must pay the applicable fare prior to or upon boarding, present valid proof of payment when requested, and comply with all conditions of the fare product used. The Fare Schedule, as adopted by the Board, establishes valid fare amounts, accepted payment methods, and proof-of-payment requirements.

Enforcement Authority and Framework

The Board, by resolution and consistent with Texas Transportation Code § 460.1091, authorizes DCTA staff and designated enforcement personnel to enforce fare payment requirements.

Fare enforcement shall be conducted in a manner consistent with Title VI of the Civil Rights Act of 1964 (49 C.F.R. Part 21), Section 504 of the Rehabilitation Act of 1973 (49 C.F.R. § 27.13), the Americans with Disabilities Act (49 C.F.R. Parts 27 and 37), and the reasonable and nondiscriminatory fare standard of Texas Transportation Code § 460.109(a). Riders who believe an enforcement action was based on a protected characteristic retain the right to file a Title VI or disability discrimination complaint as provided in the Customer Fare Dispute and Grievance Procedure of this Policy, in addition to or instead of any judicial proceeding. Staff shall establish and maintain a Fare Enforcement procedure consistent with this Policy.

Customer Fare Dispute and Grievance

Any DCTA rider who believes they have been incorrectly charged a fare, incorrectly denied a reduced fare or discount to which they are entitled, or subjected to an improper fare enforcement action may submit a written dispute to DCTA Customer Service.

DCTA Access Fare Compliance

The ADA and 49 C.F.R. Part 37 govern the maximum fare DCTA may charge for Access service but do not preclude DCTA from establishing fare payment requirements, graduated enforcement procedures, and an appeals process for paratransit riders.

14. REGIONAL FARE COORDINATION AND INTEGRATION

DCTA is a participant in the North Texas Regional Fare System, a coordinated fare structure shared among DCTA, Dallas Area Rapid Transit (DART), and Trinity Metro (collectively, the "Regional Partner Agencies"). The Regional Fare System enables customers to travel seamlessly across all three transit systems using a single Regional Fare product and a common fare payment platform, currently the GoPass system administered by DART.

It is DCTA's policy to participate in the governance and ongoing development of the Regional Fare System as an active and equal partner. DCTA's Board of Directors retains final authority over any Regional Fare change that affects DCTA services, and no such change shall take effect without prior Board approval. DCTA's participation in the Regional Fare System does not diminish the Board's exclusive authority over DCTA's Local Fare structure.

Definitions

The following definitions apply throughout this Section:

Regional Fare
The “Regional Fare” is the unified fare structure — including fare levels, product types, reduced fare eligibility categories, and payment rules — that governs trips taken outside the DCTA local service area and that provides access to fixed-route bus and rail services operated by DCTA, DART, the Trinity Railway Express (TRE), and Trinity Metro. The Regional Fare is established by coordinated action among the Regional Partner Agencies and is subject to independent Board approval by each agency before taking effect.

Local Fare
The “Local Fare” is the fare structure that governs trips taken entirely within the DCTA service area on DCTA-operated services. The Local Fare is set exclusively by the DCTA Board of Directors and is not subject to Regional Partner Agency approval.

Regional Fare Platforms
The “Regional Fare Platforms” are the means by which Regional Fare is sold and administered across all three Regional Partner Agencies. One component of the Regional Fare Platform is the GoPass system, administered by DART.

DCTA’s participation in the Regional Fare Platforms is governed by applicable agreements between DCTA and DART and/or other administering entities. The CEO is authorized to execute and maintain agreements necessary for DCTA’s continued participation in the Regional Fare Platforms, provided such agreements are consistent with this Policy and any Fare Schedule adopted by the Board.

Regional Fare Revenue
The “Regional Fare Revenue” is the portion of Regional Fare proceeds to which DCTA is entitled based on Regional Fare products purchased within the DCTA service area, as reported by DART through the current allocation and settlement process. Regional Fare Revenue is calculated, allocated, and distributed in accordance with the Regional Fare Policy and is subject to the allocation, verification, and settlement requirements.

Regional Fare-Setting Coordination
DCTA shall engage as an active participant in all discussions and processes related to proposed changes to the Regional Fare. The following requirements apply to DCTA whenever a Regional Fare change is under consideration:

(a) Early Staff Engagement
When any Regional Partner Agency initiates a discussion of a potential change to the Regional Fare, DCTA staff shall engage in that process at the earliest practicable opportunity and represent DCTA’s interests. Staff engagement shall include, at minimum, an assessment of the proposed change’s impact on DCTA’s fare revenue, farebox recovery by mode, and ridership, and a review of consistency with DCTA’s adopted Fare Schedule.

(b) Advance Notice Requirement
DCTA shall formally request, through its agreements and communications with Regional Partner Agencies, that proposed Regional Fare changes be presented to DCTA staff no fewer than one hundred eighty (180) days prior to a proposed implementation date. This advance notice period is intended to allow adequate time for staff analysis, Title VI equity review, public engagement if required, and scheduling of Board consideration.

(c) Staff Analysis
Prior to any Board action on a proposed Regional Fare change, DCTA staff shall prepare a written Regional Fare Change Analysis that addresses:

(i) A description of the proposed change, its effective date, and the rationale provided by the proposing Regional Partner;
(ii) The estimated impact on DCTA fare revenue and farebox recovery by mode, using the best available data;
(iii) A Title VI equity analysis;
(iv) Consistency with DCTA's adopted Fare Schedule and Local Fare structure;
(v) A summary of the coordination process, including the timeline of DCTA's involvement and whether DCTA had meaningful opportunity to provide input prior to the proposal being finalized; and
(vi) Staff recommendation with supporting rationale.

(d) Board Approval Required - All Regional Fare Changes
No change to the Regional Fare that affects DCTA services shall take effect without prior approval by the DCTA Board of Directors. The CEO shall not implement a Regional Fare change in advance of Board notification and/or action.

In the event that a proposed implementation date does not allow adequate time for Board consideration under normal meeting scheduling, the CEO shall:

(i) Notify the Board in writing as soon as the proposed change is received;
(ii) Request a special or emergency Board meeting if necessary to act within the required timeframe; and
(iii) Communicate to the proposing Regional Partner Agency DCTA's Board approval timeline and request an implementation date that accommodates it.

Regional Reduced Fare Consistency
DCTA shall seek to maintain consistency between its reduced fare eligibility categories and those of its Regional Partners, to the extent practicable and consistent with DCTA's own policies, priorities and Board direction.

Pursuit of a Formal Regional Fare Coordination Agreement
It is DCTA's policy to pursue, in collaboration with DART and Trinity Metro, the development of a formal written Regional Fare Coordination Agreement. The CEO is directed to conduct discussions with DART and Trinity Metro regarding and toward such an agreement and to report progress to the Board.

A Regional Fare Coordination Agreement should address governance and approval process, agency rights and obligations, revenue allocation and settlement, platform governance and cost-sharing, dispute resolution, and amendment.

Nothing in this Section shall be construed to limit DCTA's ability to withdraw from, renegotiate, or condition its participation in the Regional Fare System. Any such decision shall be made by the Board of Directors with full consideration of the impact on DCTA customers and regional mobility.

15. ETHICS AND CONFLICTS OF INTEREST

Officers and employees involved in the fare-setting and fare collection process shall refrain from personal business activities that could conflict with the proper execution and management of the fare program or that could impair the ability to make impartial decisions. Employees and officials shall disclose any material interests in financial institutions, technology vendors, or service contractors with which personal business is conducted.

An officer of DCTA who has a personal business relationship with an organization seeking to provide fare collection services or technology to DCTA shall file a statement disclosing that personal business interest. An officer who is related within the second degree by affinity or consanguinity to an individual seeking to provide such services shall file a statement disclosing that relationship. A statement required under this section must be filed with the Texas Ethics Commission and the DCTA Board of Directors.

16. TRAINING REQUIREMENT

The DCTA Vice President of Finance and staff responsible for fare administration shall maintain familiarity with applicable federal and state fare law, FTA grant conditions, and DCTA fare policy requirements. Staff shall attend relevant training sessions on public transit fare administration, Title VI equity requirements, and ADA compliance as part of professional development.

Attachment A

Authorized Fare Payment Systems

1. DDTC (Downtown Denton Transit Center) - A staffed DCTA customer service location where riders may purchase tickets and passes for all DCTA service modes in person. Located at 604 E. Hickory Street, Denton, Texas 76205. Open Monday through Friday; closed Saturday and Sunday.
2. GoPass - A mobile application through which riders may purchase and manage fare products for DCTA and regional partner services. Available on iOS and Android.
3. Shopify - DCTA's online web-based store through which riders may purchase fare products for delivery or pickup.
4. TVM (Ticket Vending Machines) - Self-service fare vending machines located at A-train station platforms. Accept cash, credit card, and debit card. Available 24 hours.
5. GoZone App - The booking and payment application used by riders to schedule and pay for GoZone on-demand microtransit trips. GoZone service is operated by Via Transportation (River North Transit, LLC) under contract with DCTA.

Note: Contracted demand-response transit service fares may be paid by riders directly through the applicable online accounts or mobile apps.

Attachment B

Fare Schedule

The current DCTA Fare Schedule — including all effective fare amounts, pass prices, discount levels, and institutional program rate structures — is maintained as a separate document adopted by the Board of Directors by resolution. The current Board-adopted Fare Schedule is incorporated herein by reference.

The Fare Schedule is a separate board-adopted document. Amendments to the Fare Schedule do not require amendment of this Policy. The most current Board-adopted Fare Schedule supersedes any prior version and is the controlling document for specific fare amounts.

Attachment C

Policy Revision History

Version	Date Approved	Approved By	Summary of Changes
1.0	__________, 2026	DCTA Board of Directors	Initial adoption.

Board of Directors Memo September 24, 2026

AGENDA ITEMS: Discuss Update on Intermediate Service Plan (ISP) Phase III

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

Background
The purpose of the Intermediate Service Plan is to generate data-driven alternatives which balance GoZone coverage and fixed-route service to increase ridership and improve efficiency, service, and cost outcomes. This approach to improving service performance, customer experience, and financial sustainability across DCTA's multimodal network was phased as follows:

- **Phase I** demonstrated that increased frequency on core fixed routes can drive ridership growth and reduces reliance on microtransit for high-volume origin-destination corridors.
- **Phase II** focused on network integration, including university service efficiency, A-train connectivity, and the introduction of GoZone buffers near high-performing fixed routes.
- **Phase III** builds on these outcomes by evaluating where fixed route expansion and microtransit flexibility can be best aligned to improve overall system performance.

Phase III evaluates targeted service expansion designed to answer a central question: *Where can fixed route service provide more trips more cost effectively, and where does microtransit remain the most effective tool?*

Over the past year, staff developed multiple network scenarios that vary the level of fixed route expansion, university service configuration, and corresponding reallocation of microtransit capacity. In February 2026, staff focused on microtransit savings and reallocation opportunities from two final scenarios. In addition, staff briefed a menu of options through which GoZone service could be re-allocated if either scenario was implemented.

In this presentation, DCTA staff will provide an update on the scenarios based on the latest data, as well as implementation considerations and timeline.

Previous Board Activity and Action
April 24, 2025 – Discuss Update on Intermediate Service Plan Phase II
July 24, 2025 – Discuss Update on Intermediate Service Plan Phases II and III
October 23, 2025 – Discuss Update of Intermediate Service Plan Phase III and Bus Stop Design Guidelines Development
January 22, 2026 – Discuss Update on the Intermediate Service Plan Phase III
February 26, 2026 – Discuss Update on Intermediate Service Plan Phase III
March 26, 2026 - Discuss Update on Intermediate Service Plan Phase III

Identified Need
DCTA's current service strategy focuses on replacing high-volume, repetitive microtransit trips on with corridors where fixed-route service can operate more efficiently.

At the same time, demand in lower-density and more dispersed areas continues to require flexible service to maintain coverage and performance. Phase III addresses the need to better align service modes with demand patterns to improve ridership, control operating costs, and equitably distribute service across member cities.

Financial Impact
While this is a discussion item only, a future action will require an amendment to the FY2027 Budget based on the option selected.

Exhibits
None.

Submitted By: ____________________________________
Karina Maldonado, Planning Manager

Reviewed By: ____________________________________
Austin Frith, VP of Planning and Development

Board of Directors Memo September 24, 2026

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

Recommendation
This item is presented for discussion only. No Board action is requested at this time.

Background
The A-train Enhancement Program is a multi-year, multi-phased program that advances curve and speed enhancements, design and construction for the Downtown Carrollton Extension (DCE), and the infrastructure necessary to support 15-minute peak headways.

At the August 2026 meeting, staff briefed the Board on the recommended PTC delivery strategy, the results of the operational modeling, the alternative service options for extended service hours, and an overall design progress update. This update summaries those findings into several options on how the extension to Downtown Carrollton could be scoped and how they are impacted by two outside conditions:

- Timing of the corridor lease agreement with DART
- Freight track considerations south of Downtown Carrollton

Previous Board Activity and Action
September 24, 2025 – RA02 and RA03: Discuss and Consider Approval of Task order 2/4 with HW Lochner for Prelim Engineering and Extended Service Modeling and Analysis

January 22, 2026 – RA07: Discuss Update on the A-train Enhancement Program

February 26, 2026 – RA09: Discuss Update on the A-train Enhancement Program

May 28, 2026 – RA05-06: 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

August 27, 2026 – RA06 Update on the A-train Enhancement Program — PTC technology path, operational modeling results, service options during construction, and the funding plan

Identified Need
Staff is seeking feedback from the Board on their most-preferred and least-preferred alternatives to guide program delivery alternatives and upcoming conversations with Dallas Area Rapid Transit (DART) on the lease extension and freight considerations.

Financial Impact
None.

Exhibits
None.

Submitted By: ______________________________
Austin Frith, VP of Planning and Development

Board of Directors Memo September 24, 2026

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

Monthly Report
August 2026 recorded 262,523 total passenger trips, a 56.0% increase from July's 168,337 and 11.6% above August 2025 (235,259 trips). The month-over-month jump reflects the seasonal jump as UNT prepared for the fall semester and university-driven ridership resumed as students returned. All fixed route modes finished above their FY25 marks. Bus led with 128,123 trips, more than tripling July's ridership numbers and finishing above August 2025. Vanpool held its year-over-year strength at 31,997 trips, 30.8% above August 2025 though down 2.7% from July. A-train ridership climbed to 24,658 passengers, 12.9% higher than July and 8.8% above August 2025, continuing the consistent commuter rail demand seen across FY26. GoZone delivered 75,127 trips, up 7.6% over July and 5.8% above the prior August, reinforcing its role as a steady year-round base. Access paratransit recorded 2,618 trips, up 23.4% from July but 12.3% under August 2025.

FY26 ridership through August has climbed to 2,651,374 unlinked passenger trips, moving 0.7% ahead of the FY25 pace of 2,633,859. Non-university services continued to grow, together they account for 1,724,724 trips year-to-date and are running 8.9% ahead of the FY25 non-UNT total of 1,584,453. Vanpool (+37.1%) and Connect fixed-route (+11.1%) remain the biggest performers, with A-train (+4.3%) and GoZone (+1.0%) also posting positive year-over-year numbers. UNT ridership remains below FY25 at 926,650 trips (11.7% under FY25's 1,049,406), though the gap has decreased from the 13.9% deficit through July as the fall semester began to increase university-driven demand. Access has decreased to −2.1% year-to-date (27,790 trips) from −0.9% through July, the only mode currently trailing FY25.

Eleven months into FY26, the system averaged approximately 241,034 trips per month and has now moved into positive territory relative to FY25, a shift that has been building all year. The month-by-month trajectory (−5.6% through January, −4.4% through February, −3.5% through March, −2.8% through April, −2.1% through May, −1.1% through June, −0.4% through July, +0.7% through August) shows a network steadily catching up to and now surpassing the prior year. Whether FY26 closes above FY25 will depend on September, but the positive indicators, Vanpool's climb, Connect and A-train growth, GoZone above FY25, and UNT's fall semester return point in a favorable direction.

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

	Unlinked Passenger Trips Three-Month Trend					
	FY25	FY26				
	August	June	July	August	July-August % Change	August 2025-2026 % Change
Bus*	114,150	46,607	41,680	128,123	207.4%	12.2%
Rail	22,663	22,088	21,849	24,658	12.9%	8.8%
GoZone	71,006	70,087	69,806	75,127	7.6%	5.8%
Access	2,986	2,142	2,122	2,618	23.4%	-12.3%
Van Pool**	24,454	31,393	32,880	31,997	-2.7%	30.8%
TOTAL	**235,259**	**172,317**	**168,337**	**262,523**	**56.0%**	**11.6%**

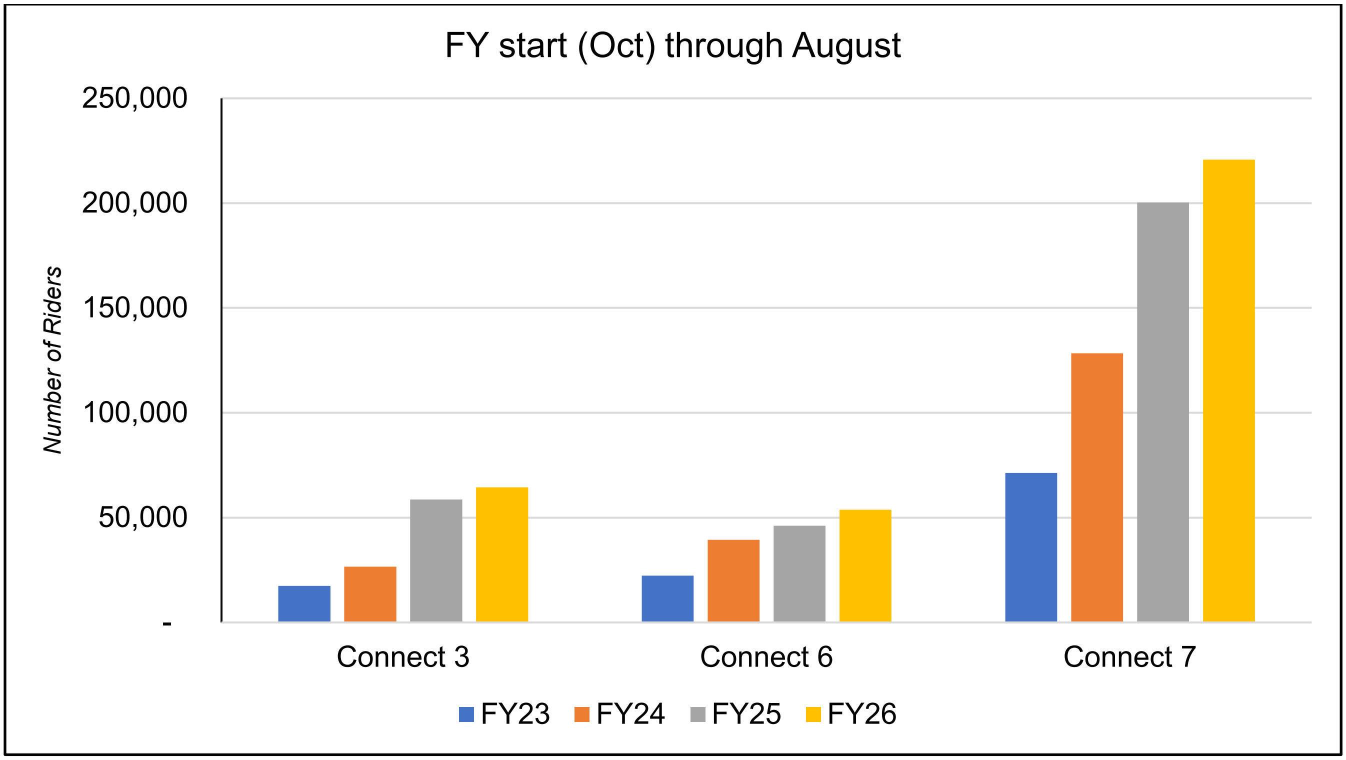
*** UNT, Connect, and Non-Connect Fixed Routes**
****Vanpool data lags by one month**

S:\STRATEGIC PLANNING\MONTHLY BOARD REPORTING\[Copy of FY19-FY25Compare_September26 BOARD.xlsx]all_modes_historical (Linked)

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

	Unlinked Passenger Trips - FY through August					FY25-FY26 %
	2022	2023	2024	2025	2026	
UNT	814,952	1,195,619	1,410,800	1,049,406	926,650	-11.7%
Connect	102,947	116,490	194,394	305,079	338,975	11.1%
Non-Connect	13,982	3,323	2,166	2,053	2,982	45.3%
A-train	156,541	203,674	236,175	250,232	261,037	4.3%
GoZone	547,542	780,684	796,882	763,172	770,972	1.0%
Access	20,688	24,065	22,984	28,397	27,790	-2.1%
Vanpool*	206,441	215,763	232,321	235,520	322,968	37.1%
TOTAL	1,863,093	2,539,618	2,895,722	**2,633,859**	**2,651,374**	**0.7%**
***Vanpool data lags by one month**						
Non-UNT Total				**1,584,453**	**1,724,724**	**8.9%**

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



Connect ridership reached 338,975 unlinked passenger trips through August, up 11.1% over the FY25 same-period total of 305,079. Connect 7 remains the top ridership driver at approximately 220,000 trips (FY25: ~196,000), while the fastest year-over-year growth has shifted to Connect 3 — up roughly 16% to approximately 67,000 trips (FY25: ~58,000), with Connect 6 close behind at about 13% growth to approximately 51,000 (FY25: ~45,000).That mix remains favorable for planning, the highest-ridership corridor is still expanding while the two smaller routes grow at faster year-over-year clips, providing useful inputs as service-structure and frequency decisions advance.

Identified Need
None.

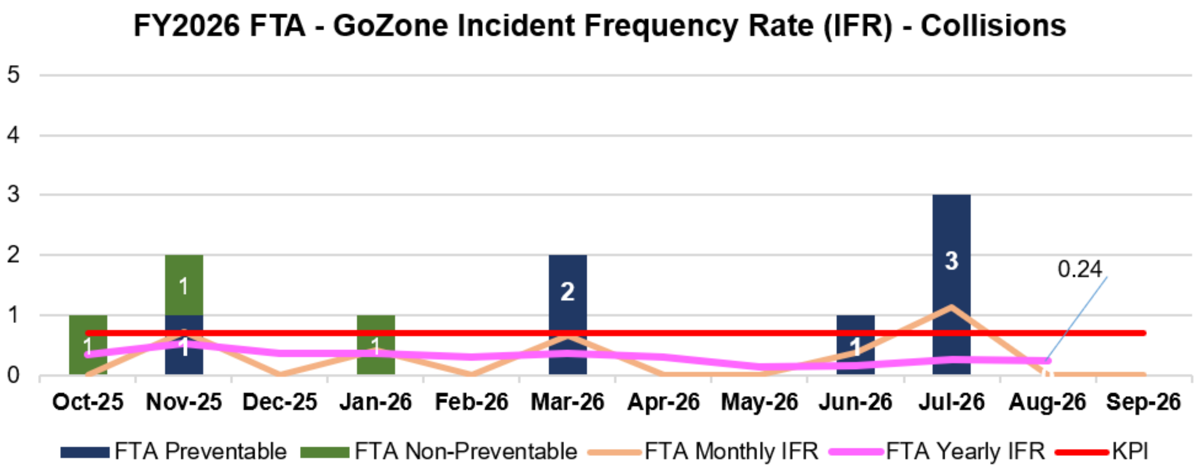
Exhibits
Exhibit 1: Safety Performance – FY26 to Date
Exhibit 2: Service Performance – FY26 to Date
Exhibit 3: Ridership by Mode – August 2026
Exhibit 4: Connect Ridership Year-Over-Year by Month
Exhibit 5: A-train Ridership Year-Over-Year by Month
Exhibit 6: Fixed-Route Ridership – August 2026
Exhibit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

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

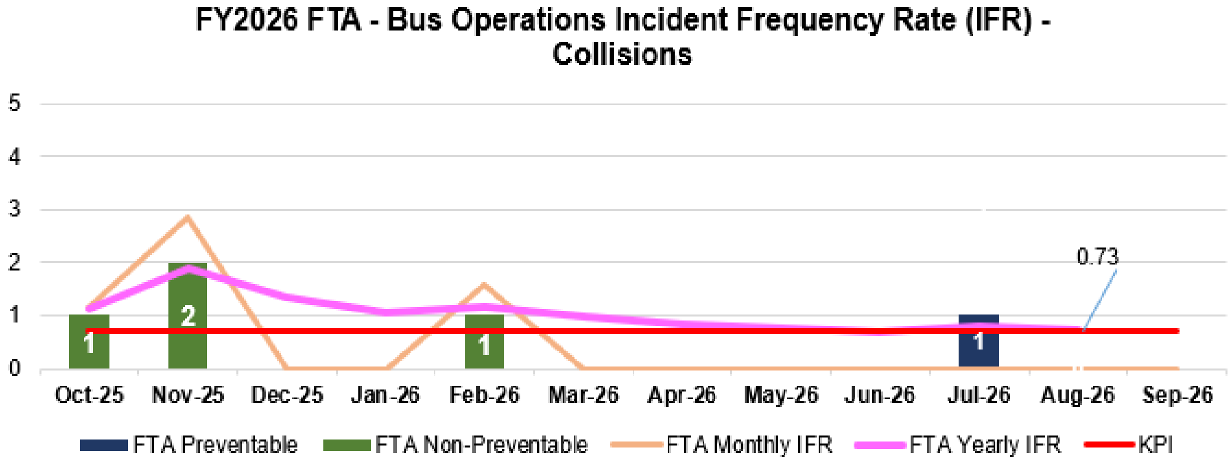
Final Review: ______________________________
Austin Frith, Vice President
Planning and Development

Final Review: ______________________________
Lisa Taylor, Vice President
Operations

SAFETY PERFORMANCE



FY2025 IFR : 0.34

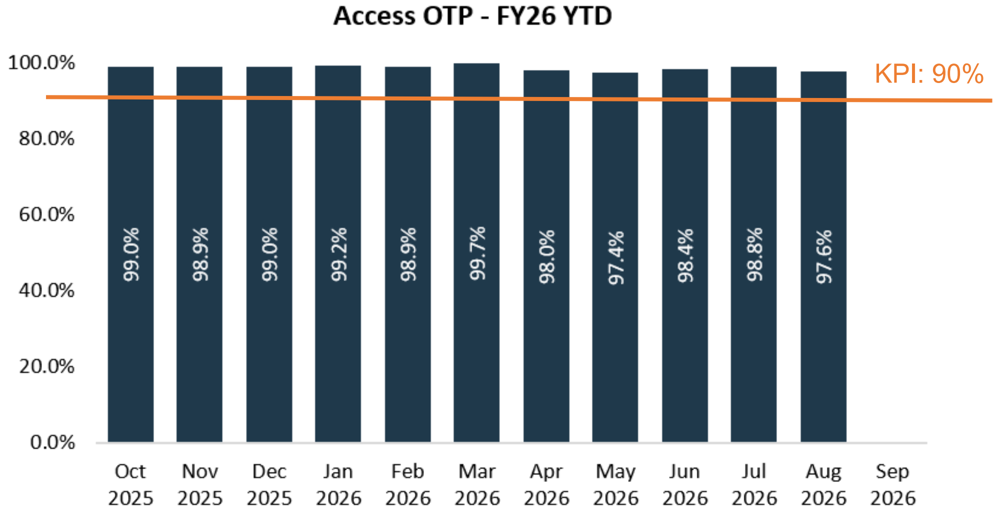


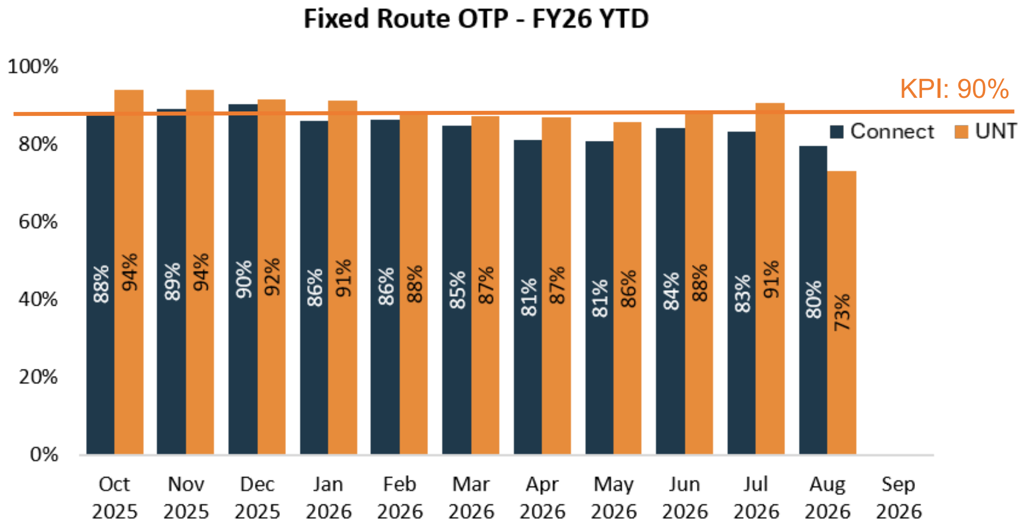
FY2025 IFR : 0.72

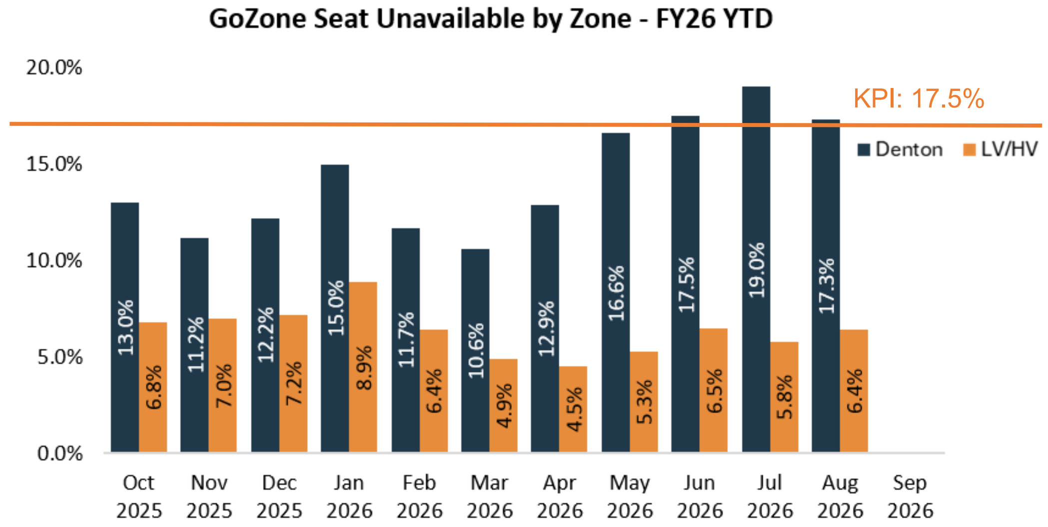
Rio Grande Pacific Operations	Oct-25	Nov-25	Dec-25	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26
1. FRA Preventable	0	0	0	0	0	0	0	0	0	0	0	
2. FRA Non-Preventable	0	0	0	0	0	0	0	0	0	0	1	
3. FRA Yearly IFR	0	0	0	0	0	0	0	0	0	0	0.3	
FRA Rail Crossing Reportable	0	0	0	0	0	0	0	0	0	0	1	

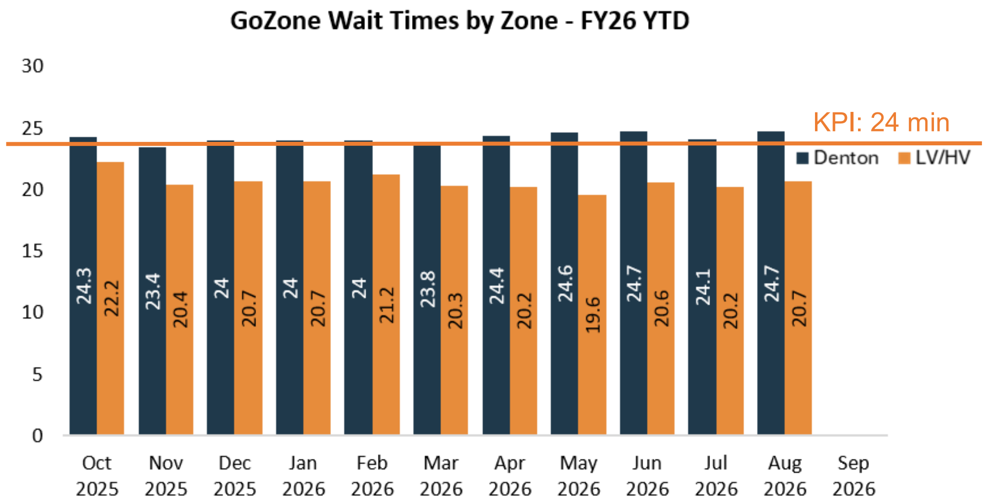
FY2025 IFR : 0.00

SERVICE PERFORMANCE









Ridership – August 2026

DENTON COUNTY TRANSPORTATION AUTHORITY

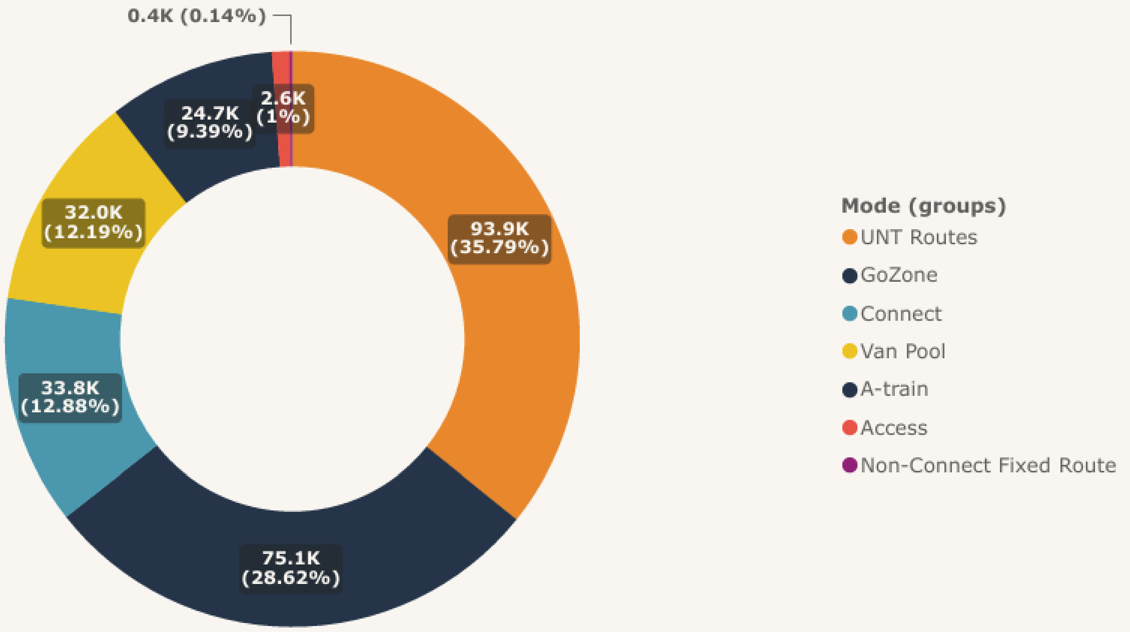
Total Ridership - Aug 2026

262.5K

Total Ridership FYTD

2.7M

Ridership by Travel Mode - Aug 2026



Connect – August 2026

DENTON COUNTY TRANSPORTATION AUTHORITY

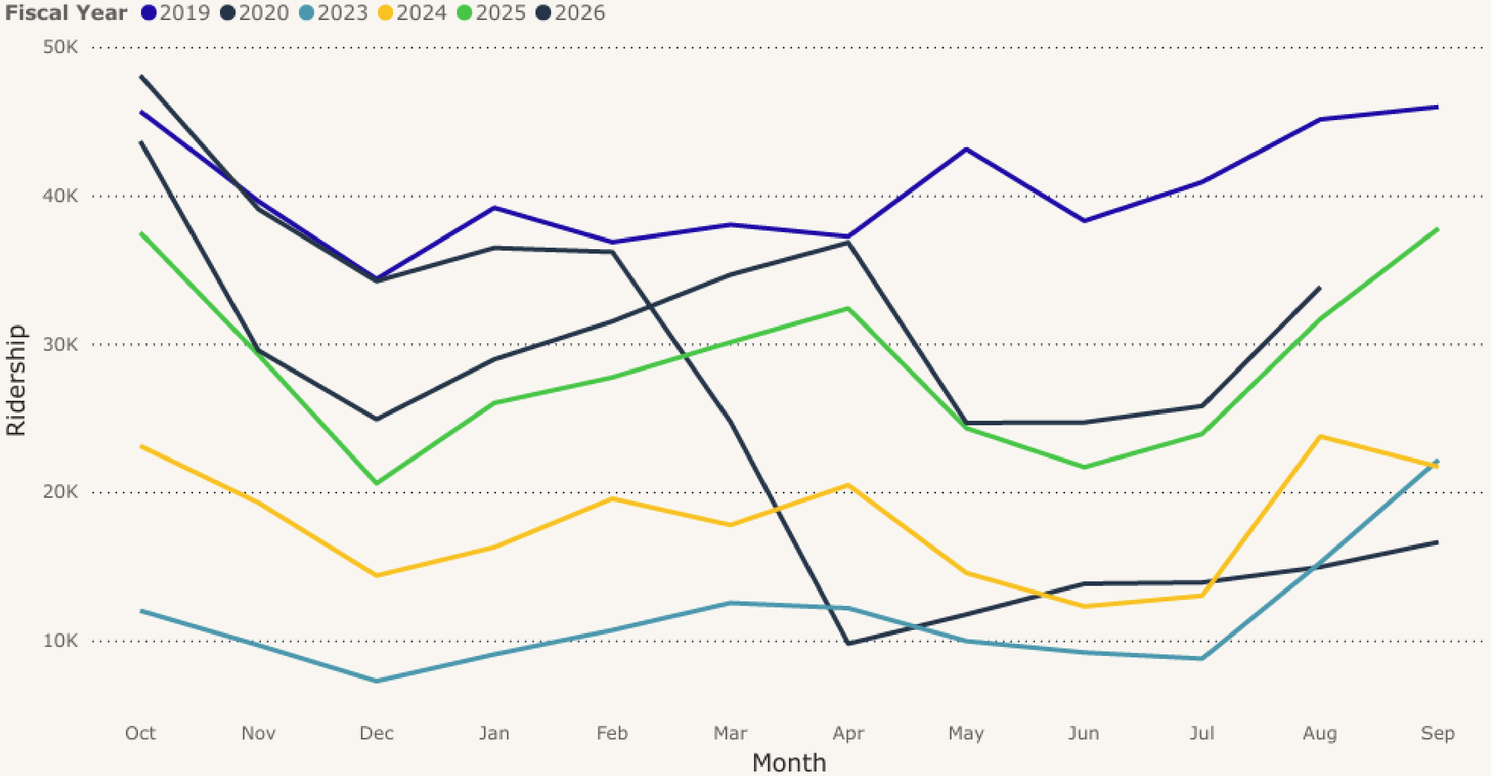
Total Ridership - Aug 2026

262.5K

Total Ridership FYTD

2.7M

Ridership by Month and Fiscal Year - Connect



A-TRAIN – AUGUST 2026

DENTON COUNTY TRANSPORTATION AUTHORITY

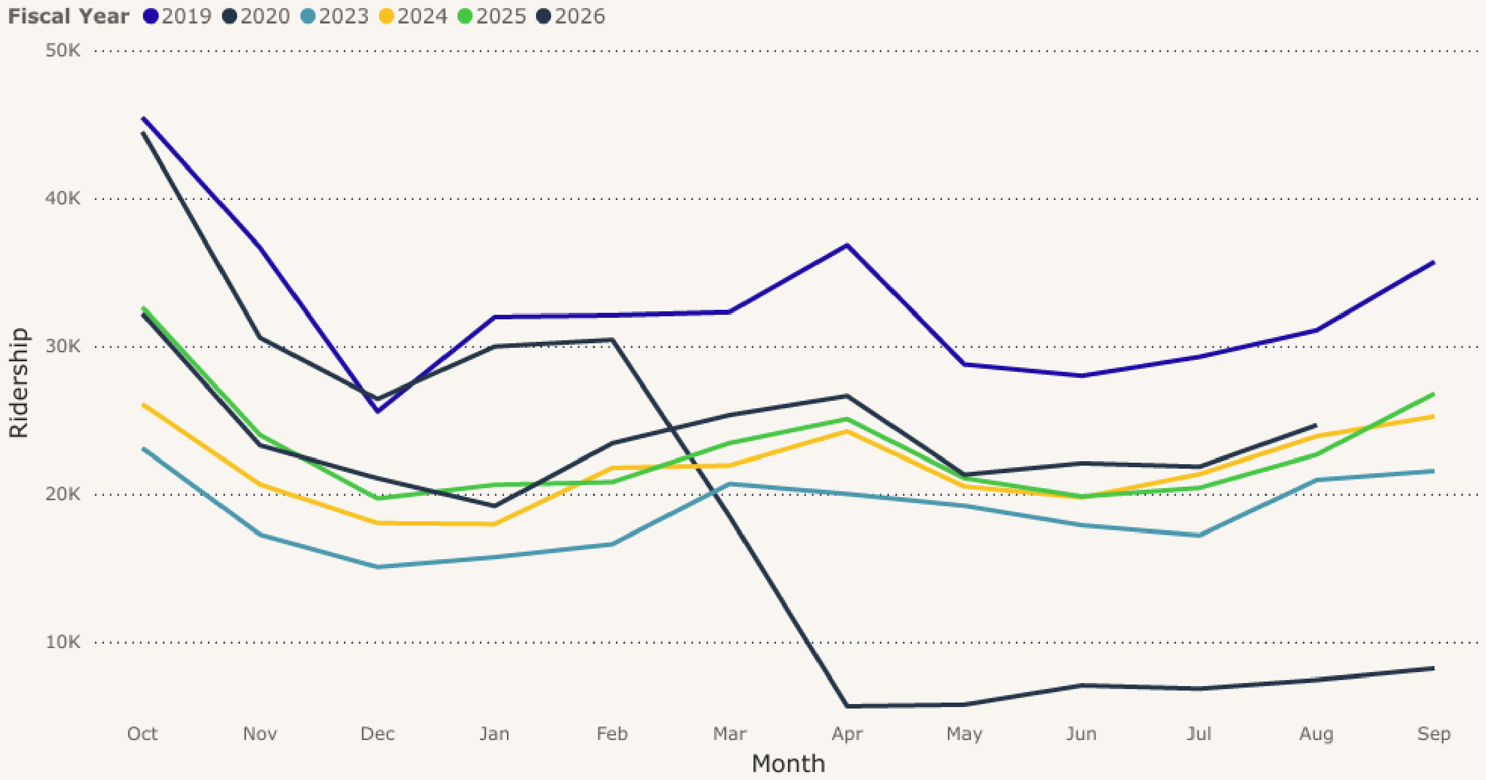
Total Ridership - Aug 2026

262.5K

Total Ridership FYTD

2.7M

Ridership by Month and Fiscal Year - A-train



Fixed Route – August 2026

DENTON COUNTY TRANSPORTATION AUTHORITY

Total Ridership - Aug 2026

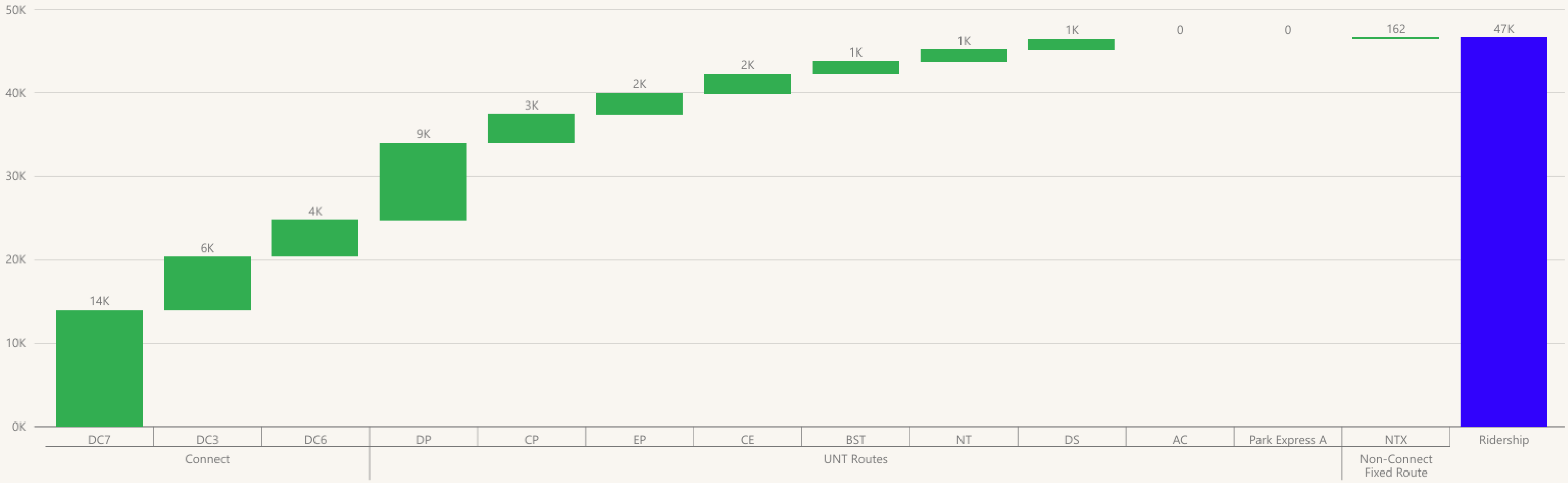
262.5K

Total Ridership FYTD

2.7M

Mode (groups)	Ridership
UNT Routes	93,947
Non-Connect Fixed Route	366
Connect	33,810
Total	**128,123**

Fixed-Route Ridership Waterfall

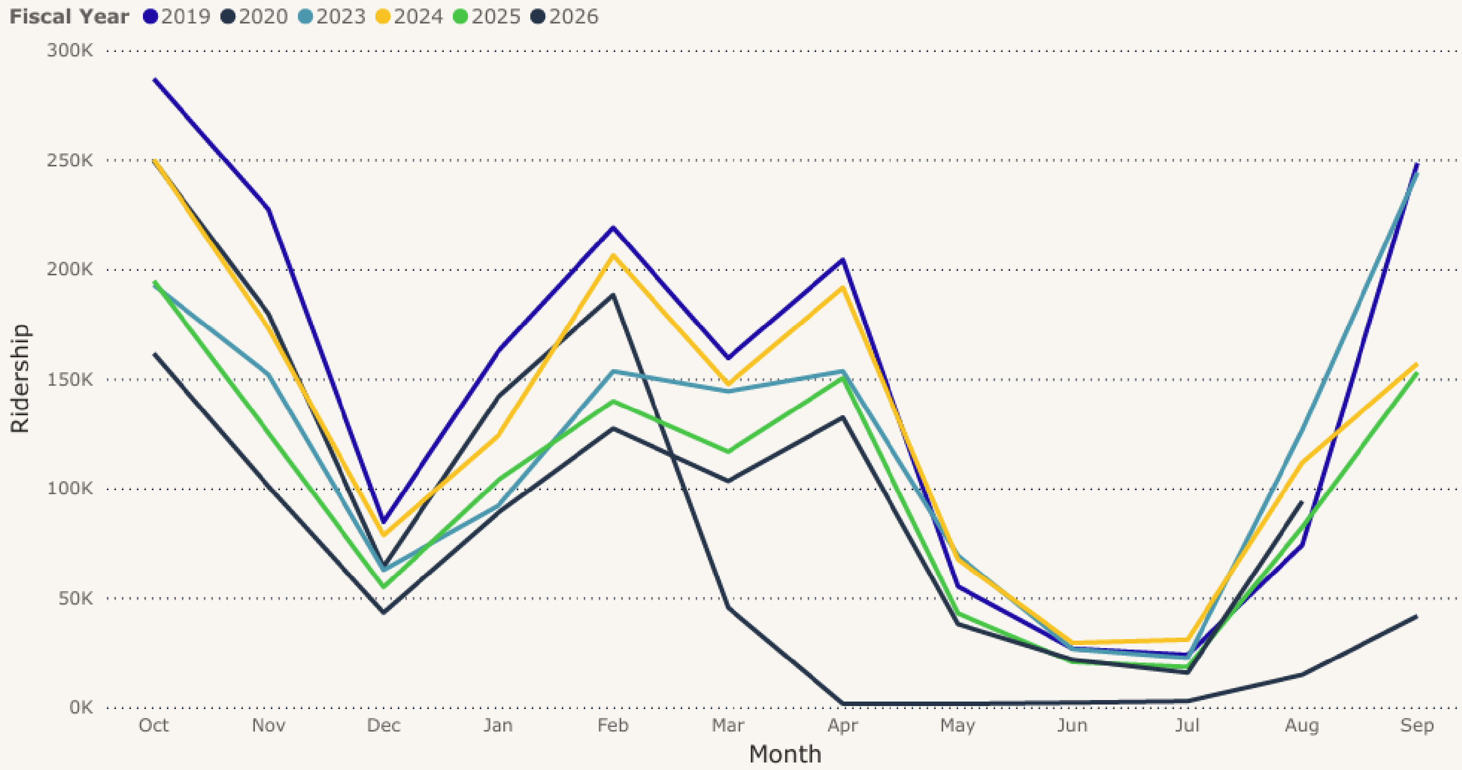


UNT (ALL) – AUGUST 2026

DENTON COUNTY TRANSPORTATION AUTHORITY

Total Ridership - Aug 2026	Total Ridership FYTD
262.5K	2.7M

Ridership by Month and Fiscal Year - UNT



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Board of Directors Memo September 24, 2026

Update on Task Order 09 with Kimley-Horn and Associates, Inc. in an Amount Not to Exceed $60,000 for Construction Support Service for Fiscal Year (FY) 2027 Expanded Level Projects

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

Background
The FY2027 Budget includes five (5) expanded level facility and state-of-good-repair projects anticipated to move into construction or installation between October 2026 and September 2027. Each project was budgeted as a total amount inclusive of construction-phase support, and the requested authorization is absorbed within those approved project budgets.

This Task Order consolidates construction support for all five (5) projects into a single authorization rather than five (5) separate task orders. Consolidation reduces administrative and procurement effort, shares a single project management basis across the projects, and allows the level of effort to follow actual construction activity as it develops during the fiscal year.

Previous Board Activity and Action
June 25, 2026 – Staff presented the FY2027 Budget to the Board, including the expanded level projects addressed by this Task Order.

August 27,2026 – The Board adopted the FY2027 Operating and Capital Budget, which appropriated funding for each of the five (5) projects listed below.

Identified Need
Several of the FY2027 expanded level projects will be delivered through cooperative purchasing contracts and vendor installation. DCTA does not carry in-house mechanical, electrical, or structural expertise to review vendor submittals, evaluate unexpected field conditions, or confirm that installed work generally conforms to project intent. This Task Order provides technical support at the highest points of risk without procuring full-time inspection services.

Services under the Task Order are limited to coordination and meetings, requested site visits and walk-throughs, review of construction- and installation-related information such as shop drawings and startup documentation, and documentation and closeout support including punch-list assistance. The Task Order expressly excludes full-time project observation or continuous on-site inspection, materials testing and specialty inspection, permit acquisition, and warranty administration or enforcement. DCTA remains responsible for acquiring required permits, and the implementation entity remains solely responsible for means, methods, sequencing, and job site safety.

The not-to-exceed amount is allocated by task as shown below. Allocations reflect the anticipated level of effort for each project rather than a uniform percentage:

Task	Project	FY2027 Budget	Support Allocation
1	Train Wash Rehabilitation	$258,000	$21,000
2	Bus Wash Rehabilitation	$200,000	$16,000
3	BOM Exterior Lighting Installation	$75,000	$5,000
4	BOM Flooring Replacement	$90,000	$6,000
5	HV/LL Station Lighting Pilot	$100,000	$12,000
	Total	**$723,000**	**$60,000**

The requested task order totals $60,000, or approximately 8.3 percent of the $723,000 combined budgeted amount for the five (5) projects. Funding is available within the FY2027 approved project budgets. Those projects will be brought to the Board for approval throughout the year as prepared as required. Work will be invoiced hourly against the not-to-exceed amount. Kimley-Horn and Associates, Inc. will not perform services unless requested and authorized by DCTA, and any portion of the authorization that is not expended will remain available to project budgets. Staff will manage the per-task allocations administratively as construction activity develops during the fiscal year.

Exhibits
None.

Submitted By:
Austin Frith, Vice President of Planning & Development

Board of Directors Memo September 24, 2026

AGENDA ITEM: Update on Task Order 14 with AECOM in an Amount Not to Exceed $50,000 for On-Call Transit Oriented Development (TOD) Support

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

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

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

As we enter FY27, key DCTA staff will begin working through initial agreements to secure exclusive negotiation rights with the selected developer before finalizing and executing a Master Development Agreement (MDA). This work requires specialized transit-oriented planning and real estate development expertise that is not resident in the organization

Task Order with AECOM (Not to Exceed $50,000)
DCTA will utilize the Master Planning Agreement with AECOM (25-03) to secure additional advisory and technical support from its subconsultant, The Catalyst Group (Catalyst), to ensure the project continues without delay at the start of the Fiscal Year. Staff is providing the Board with this visibility in general for awareness and in event the Task Order requires amendment in the future that would necessitate a Board approval (above $75,000).

<u>Scope of Services</u>
AECOM will provide advisory support through:

- Initial development of a Memorandum of Understanding (MOU) with the initial selected developer negotiations
- Support DCTA in negotiating key objectives and goals of the project into the Master Development Agreement.
- Review of the final Master Development Agreement for the future DCTA office building and related improvements
- Support DCTA with the review and submittal of zoning and entitlements to the City of Lewisville
- Support DCTA and the Owner's Representative with review of initial design concepts and site layouts.
- TOD Working Group meetings materials and presentations

Previous Board Activity and Action
December 10, 2025 – The Board received Informational Report (IR03) regarding an update on the Old Town Lewisville TOD project and RFQ solicitation schedule, as well as an update on FY26 Task Order with AECOM for TOD Advisory Support.

Identified Need
The task order with AECOM ensures that DCTA has the technical, financial, and development advisory resources needed to advance the RFQ process, negotiate with a selected developer, and prepare necessary agreements and compliance documentation.

Financial Impact
This task order for TOD support is included as an Expanded Level Project (ELP) not to exceed $100,000 in the FY2027 Operating Budget.

Exhibits
None.

Submitted By: ______________________________
Karina Maldonado, Planning Manager

Reviewed By: ______________________________
Austin Frith, VP of Planning and Development

Board of Directors Memo September 24, 2026

AGENDA ITEM: Update on Request for Proposals (RFP) for Bus Transit Engine and Transmission Repower Services

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

Background
DCTA operates four (4) model year 2016 Gillig low floor transit buses, each equipped with a Cummins diesel engine and an Allison automatic transmission. These units have accumulated between approximately 255,000 and 310,000 miles and between approximately 28,000 and 30,000 engine hours. They are scheduled for "repower," or the replacement of their engine and transmission, within the DCTA fleet plan. This will extend the service life of the affected bus powertrains by 7 to 10 years.

DCTA issued Request for Proposals No. 26-11, Engine and Transmission Repower Services, on August 14, 2026, through the PlanetBids e-procurement portal, seeking a qualified Proposer to furnish complete engine and transmission repower parts kits for all four buses. The solicitation was structured with a Base Bid, under which DCTA installs the furnished kits using its own certified maintenance personnel, and an Additive Alternate, under which the Proposer performs installation for one or more of the four buses. Proposers were required to price both.

The RFP is set to close soon where Staff will evaluate responses and work to make a recommendation to the Board next month to execute a contract to the selected vendor.

Previous Board Activity and Action
None.

Identified Need
The engines and transmissions in the units noted above are approaching the end of their useful service life, increasing the risk of in-service mechanical failure, unplanned road calls, and reduced reliability of fixed-route service. One of the 2016 units is presently out of service and cannot be returned to revenue service without repower or significant repair.

Repowering the existing bus bodies with remanufactured engines and transmissions extends the useful life of these transit assets at a substantially lower cost than replacement with new vehicles and allows DCTA to restore full four-bus availability and improve fleet reliability ahead of the winter service period.

Financial Impact
This work is included in the FY27 budget.

Exhibits
None.

Submitted By: ______________________________
Lisa Taylor, Vice President of Operations

Board of Directors Memo September 24, 2026

AGENDA ITEM: Update on Fiscal Year 2027 Expanded Level Projects (ELP) – Vehicle Purchases

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

Background
The FY2027 approved budget contains the following Expanded Level Projects (ELPs) related to fleet vehicle purchases and refurbishment:

- diesel fixed-route bus purchase (x3);
- Paratransit van replacements (x3); and,
- non-revenue vehicle replacements (x2)

Staff is preparing contracts for the execution of the vehicle purchases below, which will be brought to the Board for approval in an upcoming meeting.

Previous Board Activity and Action
The Board reviewed and approved these ELPs through the FY2027 budget approval process.

Identified Need
Fleet Purchase - Bus (Diesel), x3
- Agency Revenue Fleet Plan identifies the requirement for new bus purchases.
- Scope: purchase three (3) new-build 35' Low Floor Diesel Gillig buses.
- Identified need: these buses will replace the 2015 El Dorado buses that are beyond useful life
- Procurement vehicle: State of Washington DES contract number 06719-01.

Paratransit Vans, x3
- Current fleet: Seven (7) 2018 and eight (8) 2021 Ford/ARBOC cutaways, for a total fleet of fifteen (15). One (1) cutaway will be auctioned upon delivery of the new replacement vehicles.
- Scope: a test will be performed in 2027 to gauge the operational and cost effectiveness of using vans in place of cutaways.
- Identified need: rider occupancy analysis supports vans as a viable option - in FY25, 92.8% of Access trips had three (3) or fewer riders, and only 1.9% of trips had more than one (1) wheelchair passenger. A cutaway costs approximately $225,000 versus $80,000 for a van, a savings of roughly $145,000 each.
- Procurement vehicle: TIPS Cooperative purchase contract number 260204.

Non-Revenue Vehicles, x2
- Several non-revenue vehicles are beyond their useful life and due for replacement.
- Scope: Two (2) SUVs (Equinoxes, approximately $40,000 each) will replace Ford Rangers 983 and 984.
- Procurement Vehicle: City of Denton contract number 8455 Light and Medium Duty Vehicles Chevrolet.

Financial Impact

- Fleet Purchase - Bus (Diesel), x3: $2,700,000
- Paratransit Vans, x3: $240,000
- Non-Revenue Vehicles, x2: $80,000

While this is an informational report only, these purchases are included in the FY2027 Approved Budget.

Exhibits
None.

Submitted By: ______________________________
Justin Frost, Senior Manager
Contracts and Procurement

Reviewed By: ______________________________
Lisa Taylor, Vice President of Operations