



Board of Directors Regular Meeting

September 24, 2026

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

Pledge of Allegiance

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

Texas Pledge

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

Introductions



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

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

Citizens that are not able to connect to the Zoom meeting must have emailed his or her public comment to kmorris-perkins@dcta.net no later than 3:00 pm on Wednesday, September 23, 2026, to ensure the comment will be distributed to the Board Members prior to the meeting.

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

Consent Agenda



Consent Agenda



1. Consider Approval of Regular Meeting Minutes Dated August 27, 2026
2. Consider Approval of 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
4. Consider a Resolution Approving an Update to the Denton County Transportation Authority (DCTA) Financial Management Policy
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

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
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
8. Consider Authorizing the Chief Executive Officer (CEO) to Execute a First Amended and Restated Interlocal Cooperation Agreement with the University of North Texas 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

Regular Agenda



Regular Agenda Item 1



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

Presenter: Paul Cristina
Chief Executive Officer

Staff recommends the Board elect a Chair, Vice Chair and Secretary for Fiscal Year 2027.

Regular Agenda Item 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

Presenter: Derick Sibley
Vice President, Finance

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

WHAT WE'RE CONSIDERING

A governance framework — not a fare change

HOW

This Policy governs how fare decisions are made — the roles, procedures, and legal requirements.

WHAT

The Fare Schedule (Attachment B) governs what riders are charged — adopted separately by the Board.

The policy changes no fares. Riders pay exactly what they pay today.

THE PATH SO FAR

Date	Board engagement
Sep 2025	Fare strategy study and policy development
Mar 2026	Fare policy development update
May 2026	Draft policy discussed with the Board
Jul 2026	Full draft reviewed — Board feedback invited
Sep 2026	Presented for review

WHAT THE POLICY DELIVERS

Board-led

Exclusive Board authority over fares, with limited, bounded CEO delegation

Compliant

Title VI fare-equity analysis and ADA Access compliance built in

Sustainable

Mode-specific farebox recovery targets set with the budget

Fair

Reduced fares, fare capping, and a non-profit pass program

Regional

Coordinated with DART and Trinity Metro — local authority retained

Transparent

Public notice, dispute process, and documented methodology

HOW FARES ARE DECIDED

Clear authority behind every fare decision

SECTION 4

Board

Exclusive authority over the Fare Schedule, new fare structure types, and every fare change

SECTION 4

CEO

Within the approved schedule: promotions up to 90 days, institutional and employer pass agreements, and emergency fare suspension up to 30 days

SECTION 3 · OBJECTIVES

Every decision serves four objectives — stewardship & legal compliance · equity & affordability · financial sustainability · operational simplicity.

FARE STRUCTURES & AFFORDABILITY

SECTION 6

Four structures

Flat, distance- or zone-based, time-based, or hybrid —
each authorized by the Board

SECTION 6

Fare capping

DCTA may cap pay-as-you-go fares so they never
exceed the equivalent pass

SECTION 8

Reduced fares

Seniors 65+ and riders with disabilities pay no more than
half off-peak; ADA Access is capped at twice the fixed-
route fare

SECTIONS 6 · 8 · 9

Free & sponsored

Set groups and civic days ride free; non-profit passes
and sponsor-funded trips extend access

MANAGING & ENFORCING FARES

SECTION 10 · FAREBOX RECOVERY

Annual fares collected ÷ annual cost of service × 100

SECTION 11

Performance

Mid-year and year-end reviews; an annual report within 90 days; below-target recovery triggers an action plan

SECTION 12

Changing a fare

Board resolution with staff analysis (Title VI, ADA); at least 30 days' notice, with public comment for increases

SECTION 13

Enforcement

The graduated enforcement process was removed from the Policy. Staff will develop a separate Fare Enforcement procedure, under Ch. 460 authority.

SECTION 14

Regional

Equal partner with DART and Trinity Metro; regional fares need every board, local fares DCTA alone; a formal coordination agreement is being pursued

Transit Fare Policy



BOARD FEEDBACK ADDRESSED SO FAR

Board feedback	How the policy responds
Do free fares apply to GoZone?	Excluded from free-fare events, except Election Day trips to or from polling places
How often are payment systems reviewed? (§7)	Added — the list is now reviewed annually
Does the ADA Access fare track the fixed-route fare? (§8)	Set separately in the Fare Schedule; 2× fixed-route is a maximum
Non-profit discount — a set formula?	Rate is set in the Fare Schedule, where the percentage is established
How is regional fare revenue attributed to DCTA? (§14)	To be resolved in the DART / Trinity Metro regional agreement
Fare capping and tap-to-pay?	Preserved in §6 for a future fare schedule and payment technology

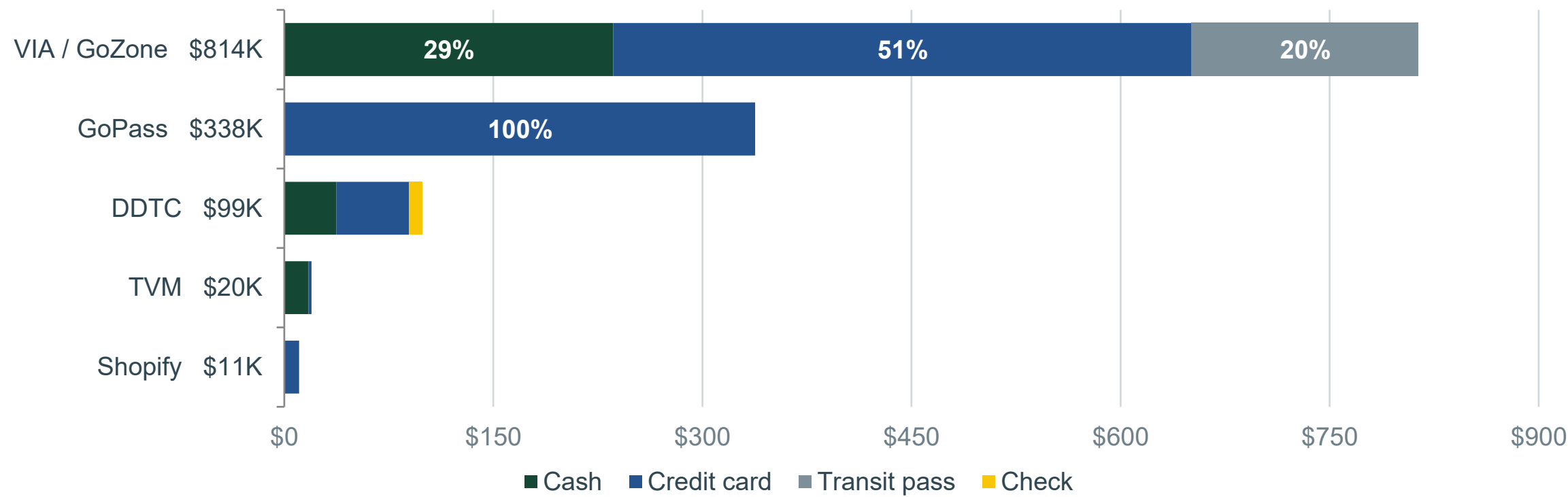
This Policy is a foundation — as DCTA studies its fares and fare collection, staff may bring amendments back to the Board.

Fare Revenue Sources



WHERE THE FARES COME FROM — AND HOW THEY WERE PAID

Fare dollars collected by sales source, split by payment method

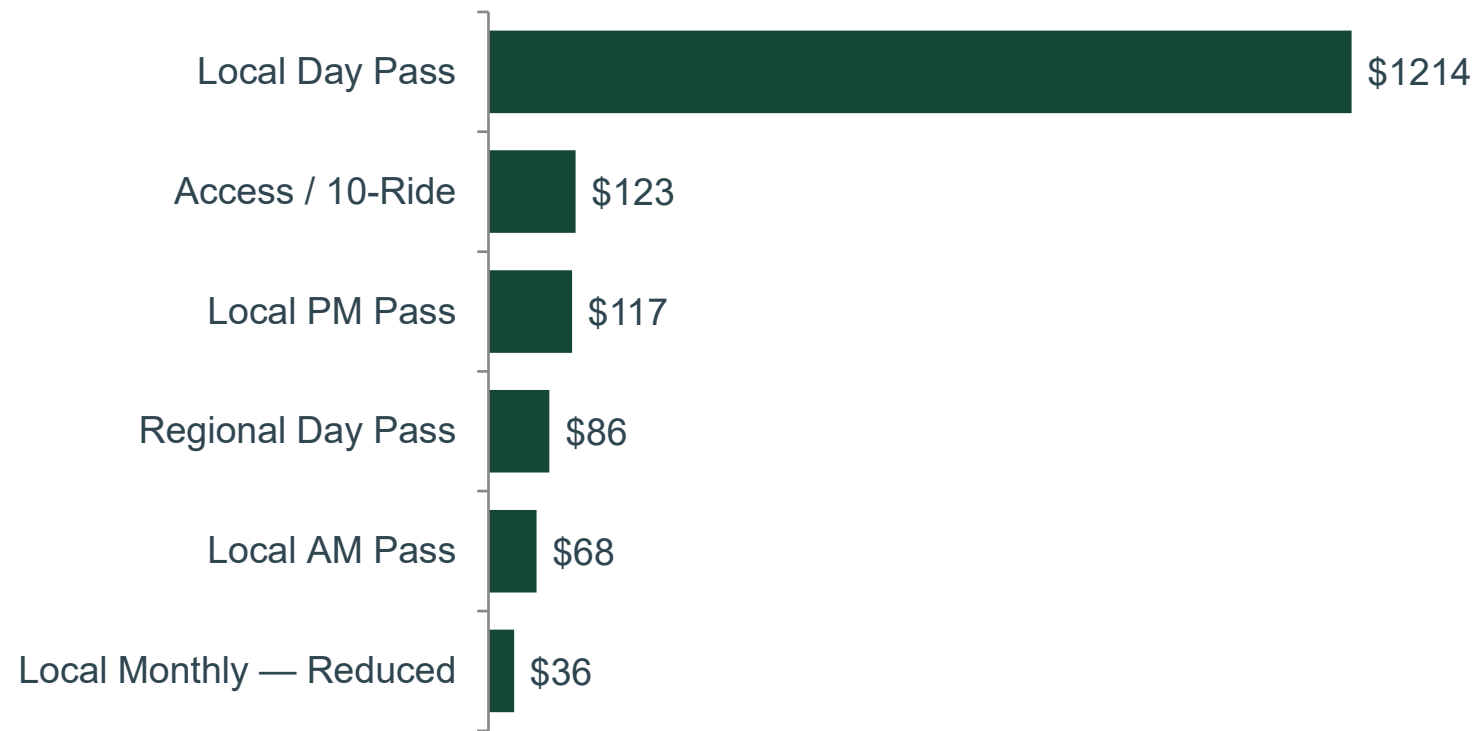


Fare Revenue Overview



FARE PRODUCT PORTFOLIO — WHAT IS ACTUALLY SELLING

Pass and ticket revenue by product, FY2024 through FY2026 combined (\$ thousands)



78.4%
Of three-year pass revenue comes from just three products

17 of 47
Products recorded no sales at all in FY2026 (October – July)

1.6%
Combined share of revenue from those 17 products

Fare Revenue Overview

FARE PRODUCTS TO REVIEW — LOW SALES AND NO REGIONAL EQUIVALENT

Three-year revenue under \$5,000 and no comparable product at DART or Trinity Metro

Fare product	3-year	FY2026
Local Semester (Fall)	\$4,366	—
Local Semester (Spring)	\$4,318	\$2,061
Regional Monthly — Reduced	\$3,336	\$1,872
Regional Annual	\$3,319	\$1,927
Regional Annual — Reduced	\$3,218	—
Local Annual (Univ.)	\$2,640	—
TWU Local Semester	\$2,400	—
UNT Local Annual	\$2,256	\$240
Local Annual — Reduced	\$2,115	\$480
Local Annual Pass	\$1,920	\$960
Regional Semester (Fall)	\$1,825	—
Univ. Regional Fall Sem.	\$1,728	—
UNT Local Semester	\$1,560	\$240
Univ. Local Fall Sem.	\$1,560	—

Fare product	3-year	FY2026
TWU Regional Semester	\$1,200	—
Regional Monthly Pass	\$1,178	\$475
Univ. Regional Annual	\$1,152	\$1,152
Local AM Pass — Reduced	\$932	\$149
Local PM Pass — Reduced	\$932	\$149
TWU Local Annual	\$720	—
Regional Semester (Spring)	\$652	—
Regional Semester (Summer)	\$582	—
UNT Regional Annual	\$576	—
Local Summer	\$144	—
TWU Local Summer	\$144	\$72
TWU Regional Summer Sem.	\$144	—
UNT Regional Summer Sem.	\$144	—
Univ. Regional Summer Pass	—	—

Fare Revenue Overview



HOW OUR FARES COMPARE — DCTA, DART AND TRINITY METRO

Adult full fares as published by each agency, September 2026

Fare product	DCTA	DART	Trinity Metro
Base short-duration fare	\$1.50 (AM or PM Pass)	\$3.00 (3-Hour Pass)	\$2.00 (Single ride)
Local Day Pass	\$3.00	\$6.00	\$4.00
Local 7-Day Pass	\$18.00	Not offered	\$18.00
Local Monthly Pass	\$48.00	\$126.00	EASYRIDE partners only
Local Annual Pass	\$480.00	Discontinued in 2025	Not offered
Demand-response / microtransit	\$1.50 (GoZone)	\$3.00 (GoLink)	\$2.00 (On-Demand)
Access / paratransit	\$3.00 one-way	\$3.00 per trip	\$4.00 one-way · \$40 10-ride
Regional Day / 31-Day Pass	\$9.00 / \$192.00	\$9.00 / \$192.00	\$9.00 / \$192.00

NEXT STEPS ON FARE SCHEDULE

- 1 Identify opportunities to streamline fare offerings
- 2 Identify fare revenue recovery targets
- 3 Identify opportunities to align fare structure regionally
- 4 Understand opportunities to measure UNT ridership and impact to fare revenue
- 5 Begin formulating fare structure recommendations

TIMELINE



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

Regular Agenda Item 3



Discuss Update on Intermediate Service Plan (ISP) Phase III

Presenter: Karina Maldonado, Planning Manager
Planning and Development

Recommendation

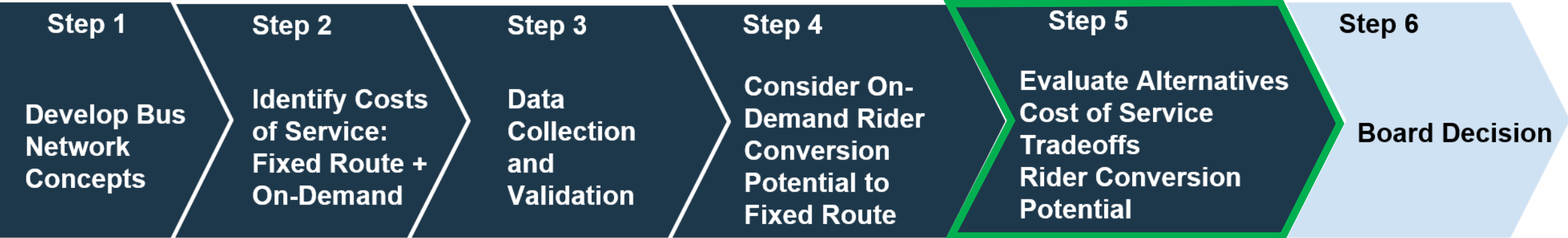


This is a discussion item only. No Board action is required.

Intermediate Service Plan Overview



DCTA staff will develop data-driven alternatives that attempt to balance GoZone coverage and fixed-route service to increase ridership and improve efficiency, service, and cost outcomes.



INTERMEDIATE SERVICE PLAN PHASES

PHASE I: Increased frequency on Connect 3/6/7 can drive ridership growth and reduces reliance on microtransit for high-volume origin-destination corridors

PHASE II: Network integration, including university service efficiency, A-train connectivity, and the introduction of GoZone geofences near high-performing fixed routes.

PHASE III: Fixed route expansion and microtransit flexibility can be best aligned to improve overall system performance.

TODAY’S OBJECTIVES

Board Feedback on:

1. Fixed Route Bus Recommendations
2. GoZone Deployment Recommendations
3. Preferred implementation timelines

Scenario Recap

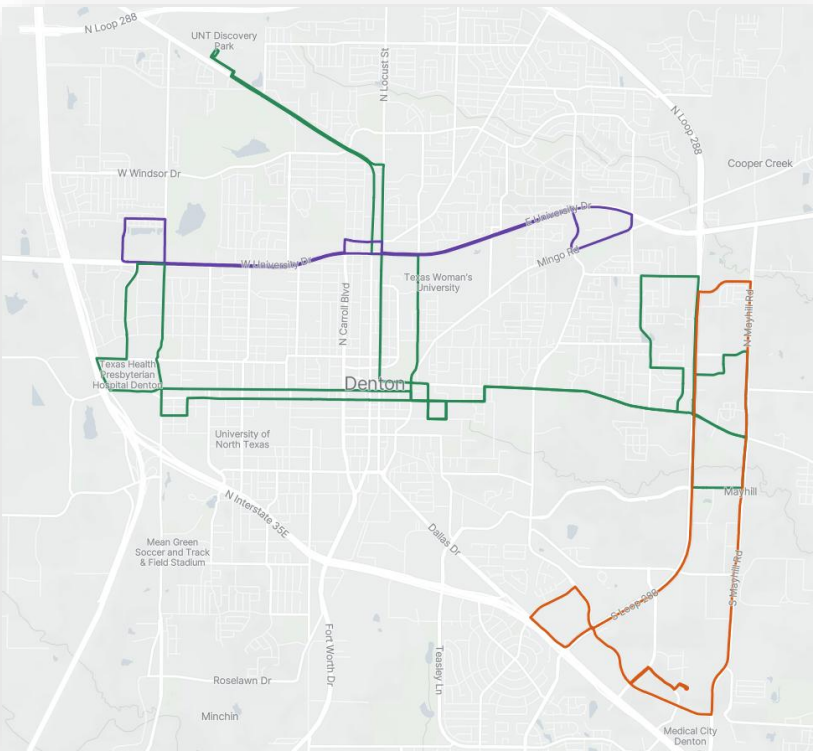
- The ability to offset GoZone capacity with consistent year-round fixed route service is a key outcome for ISP Phase III
- Amended UNT Interlocal Agreement enables year-round operation on Revised Colorado Express route

Scenario	Features	UNT Network Alignment Required
1	- Connect 3, 6, 7 - Top 6 UNT	Year-round “Top 6” Operation
2	- Connect 3, 6, 7 - New Connect 2 & 4	None – Connect routes only
3	- Connect 3, 6, 7 - New Connect 2 & 4 - Top 6 UNT	Year-round “Top 6” Operation
4	- Connect 3, 6, 7 - New Connect 2 & 4 - Revised “Colorado Express”	UNT cost share on Revised Colorado Express
4A	- Connect 3, 6, 7 - New Connect 4 - Revised “Colorado Express”	UNT cost share on Revised Colorado Express
5	- Connect 3, 6, 7 - New Connect 2 & 4 - Revised “Colorado Express” - Revised “Discovery Park”	TBD

Fixed Route Recommendation Comparison

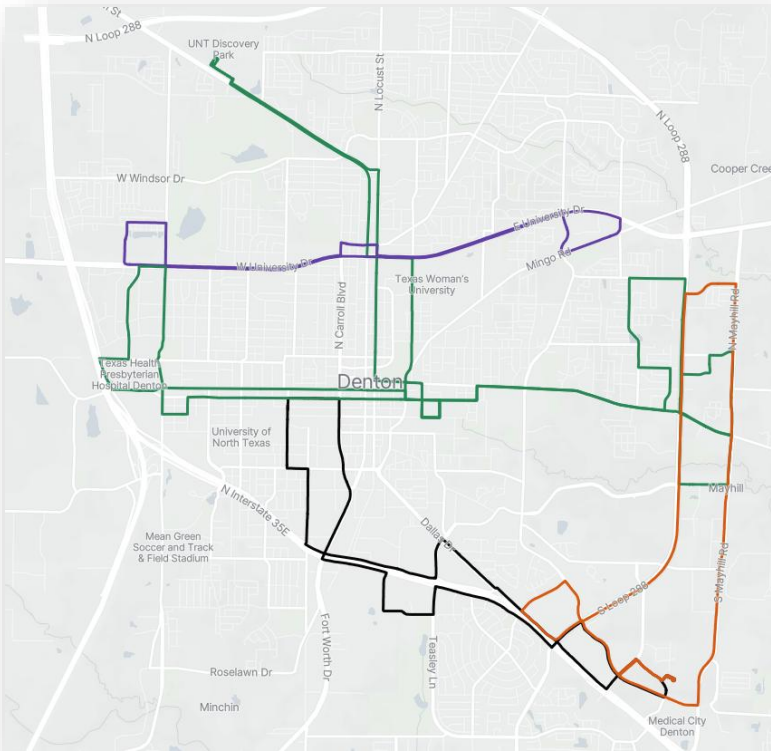


SCENARIO 2 - 30% GZ Capture



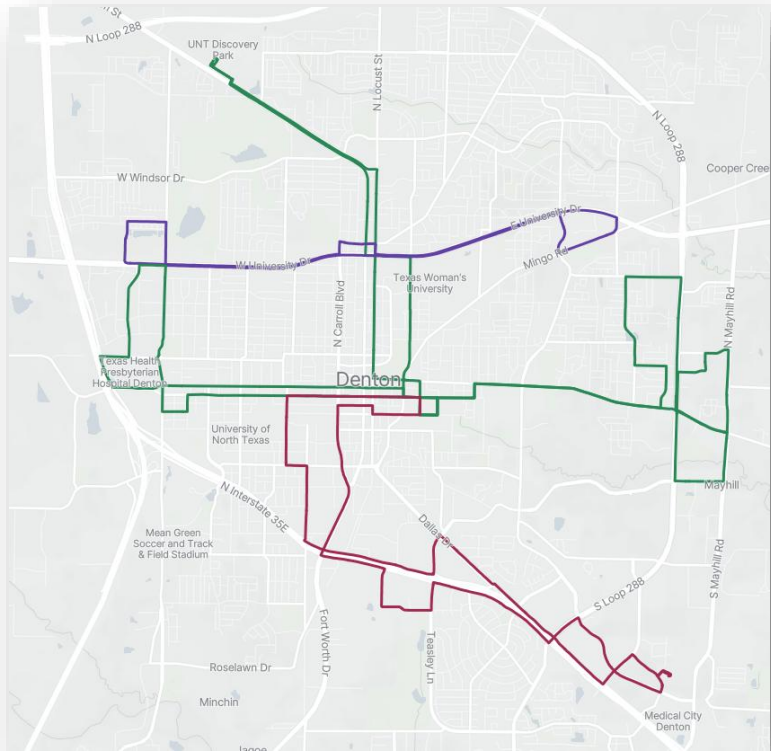
- Routes 3, 6, & 7
- Route 4
- Route 2

SCENARIO 4 - 56% GZ Capture



- Routes 3, 6, & 7
- Route 4
- Route 2
- Modified CE

SCENARIO 4A - 44% GZ Capture



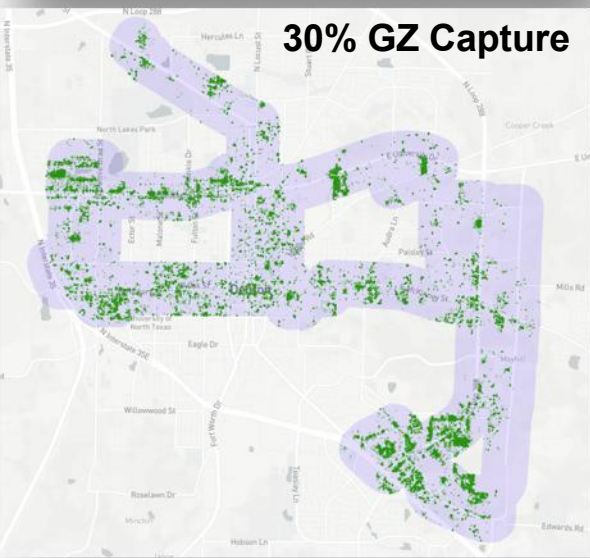
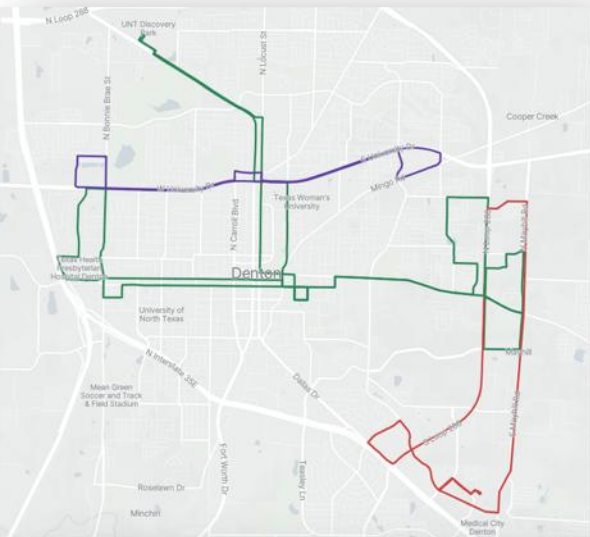
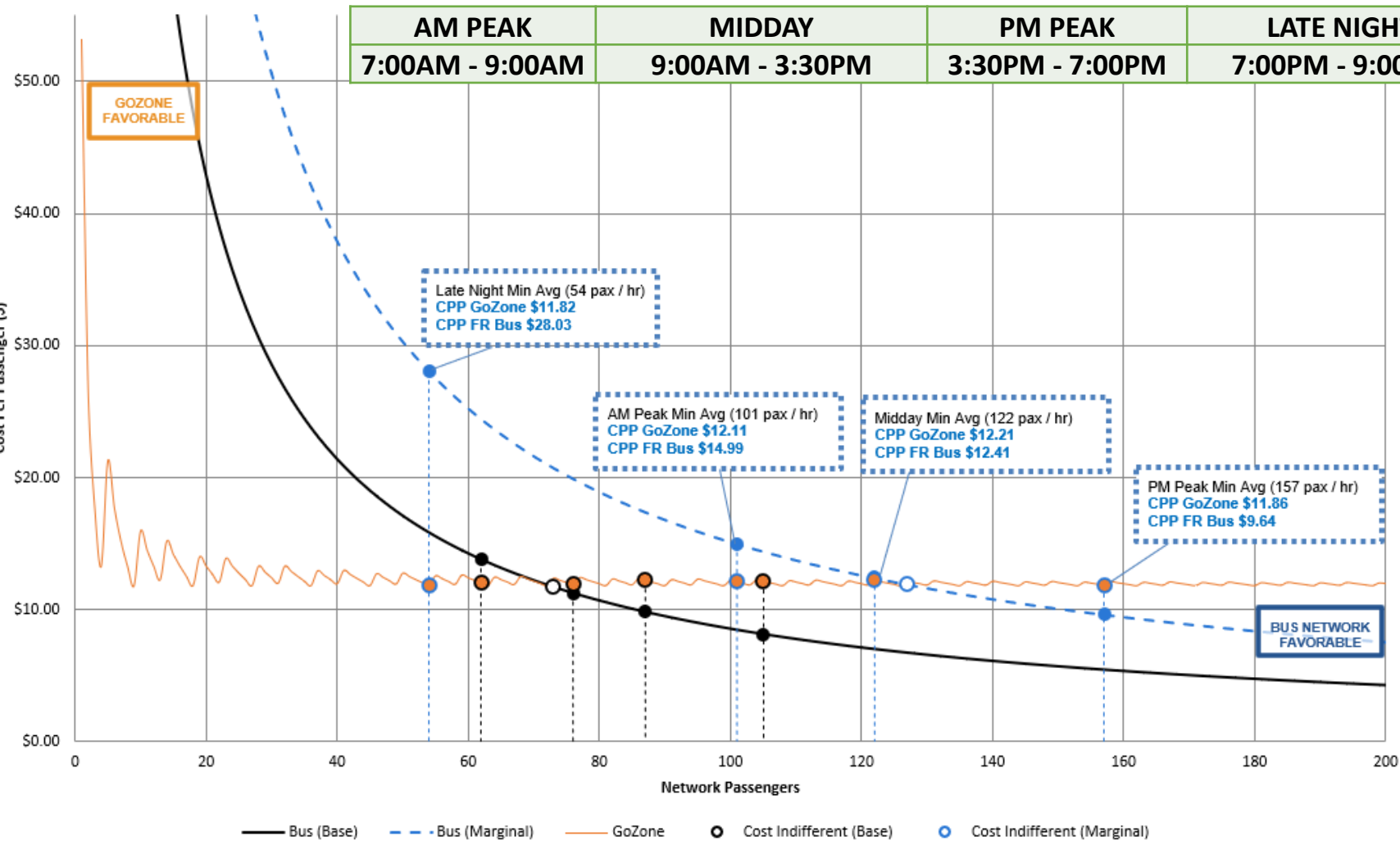
- Routes 3, 6, & 7
- Route 4
- Modified CE to DDTTC

Note: Modified CE to DDTTC route can be applied to Scenario 4 with no change to analysis

Scenario 2 Cost Curve

Scenario 2 Cost Per Passenger (CPP) Analysis
Weekday All Periods

Base - \$142.19 (Total Bus)
Scenario 2 - \$110.06 (Marginal Bus)
GoZone - \$53.19 (Total Revenue Hour)



Scenario 2 Recommendation Summary

Scenario 2 OPEX Impact

	Item	FY27* Service Hours	FY 2027 NTE Savings / (Cost)
1.	Connect Bus 2/4 Add	17,939	(\$1.97M)
2.	GoZone Capacity Offset	18,000	\$0.96M
TOTAL			(\$1.01M)

Additional Costs

Bus Stop Installation	Capital	\$0.08M
Crew Room Facility	Operating	\$0.11M

- OPEX impact assumes Bus cost of \$110.06 / hr and GoZone cost of \$53.19 / hr per FY25 Cost of Service Analysis.
- GoZone Capacity Offset service hours reduction based on analysis from Via.
- FY27 Hours and Savings/Cost Assumes January Implementation

GoZone Redeployment Option Summary Scenario 2

ISP III Hours Available
Cost Per Service Hour
Dollar Value

Denton Hodges
Denton W35 / Airport
LV / HV / Flower Mound
Total
Dollar Value

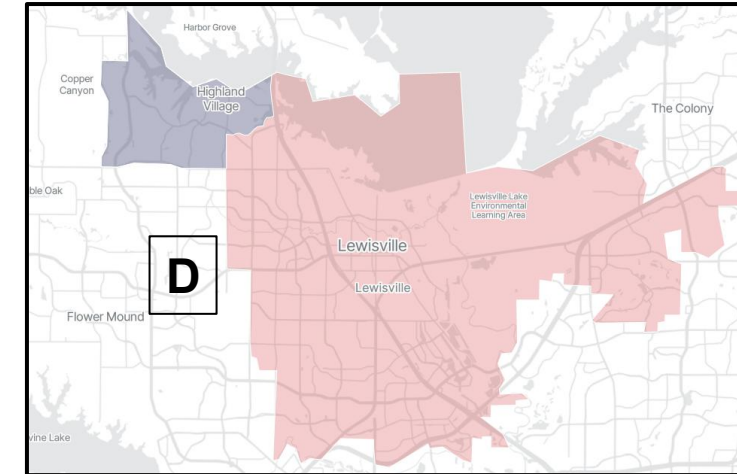
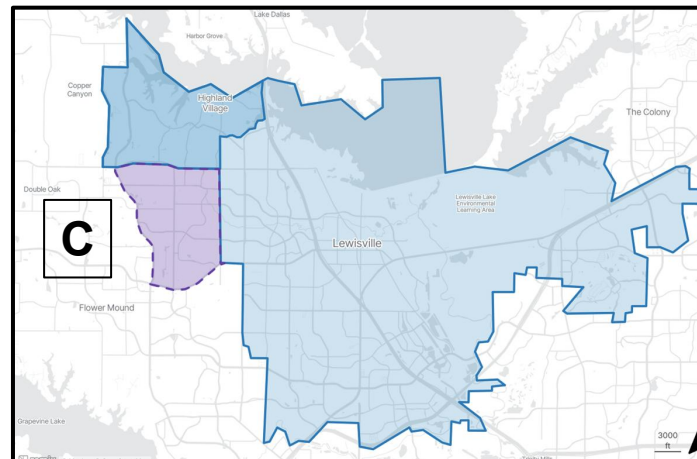
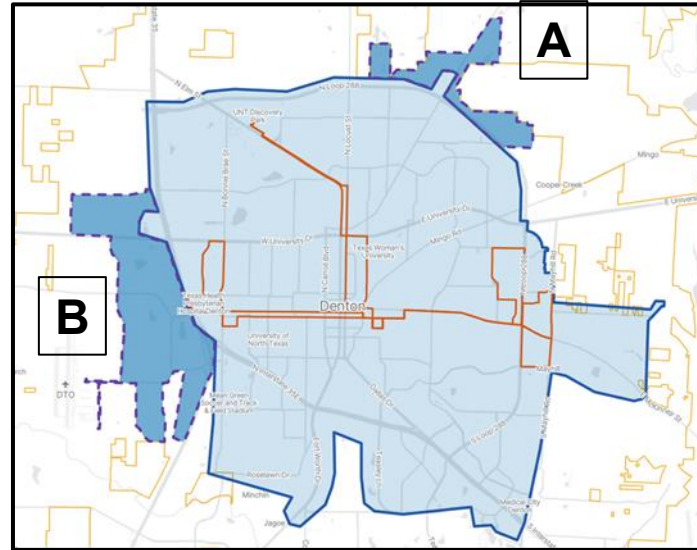
Remaining after Scenario
Implementation

LV / HV KPI Contingency

Total Remaining

Scenario 2			
	Low	Average	High
ISP III Hours Available	15,000	18,000	21,000
Cost Per Service Hour		\$ 53.19	
Dollar Value		\$ 957,420	
Denton Hodges	540	608	675
Denton W35 / Airport	2,475	2,565	2,655
LV / HV / Flower Mound	12,600	13,050	13,500
Total		16,223	
Dollar Value		\$ 862,875	
Remaining after Scenario Implementation		\$ 94,545	
LV / HV KPI Contingency		\$ 300,000	
Total Remaining		\$ (205,455)	

- Scenario 2 service hour savings does not enable alternatives A – D without additional GoZone operating budget.
- FY2027 GoZone Contract Holdback hours totaling 16,000 hours not included in above calculation and has not been released.



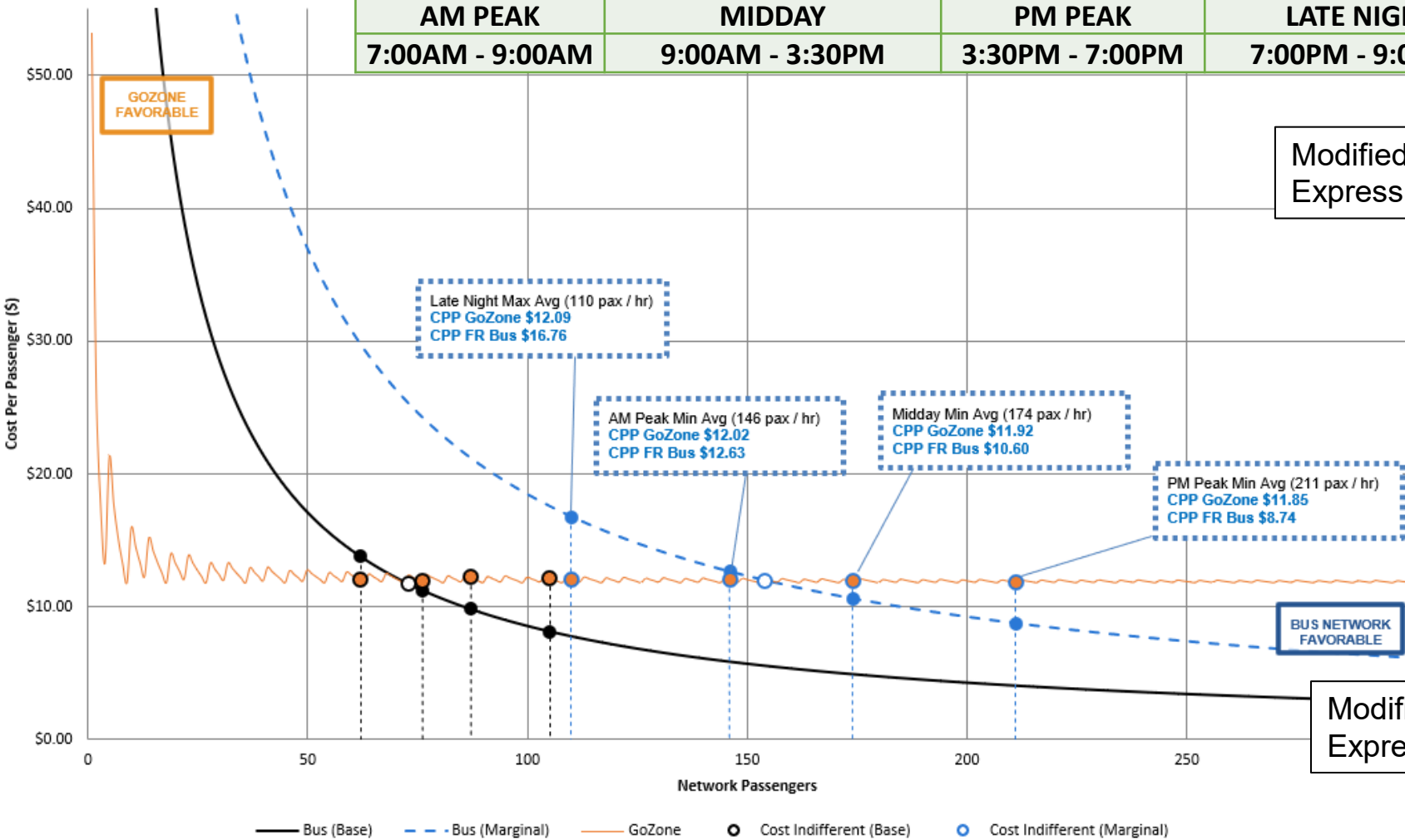
NOTE: Lewisville / Highland Village contingency budget (D) enables additional service hours to be deployed to achieve conceptual 20-minute wait time and 6% seat unavailability target in this zone without impacting Denton's KPIs.

Scenario 4 Cost Curve

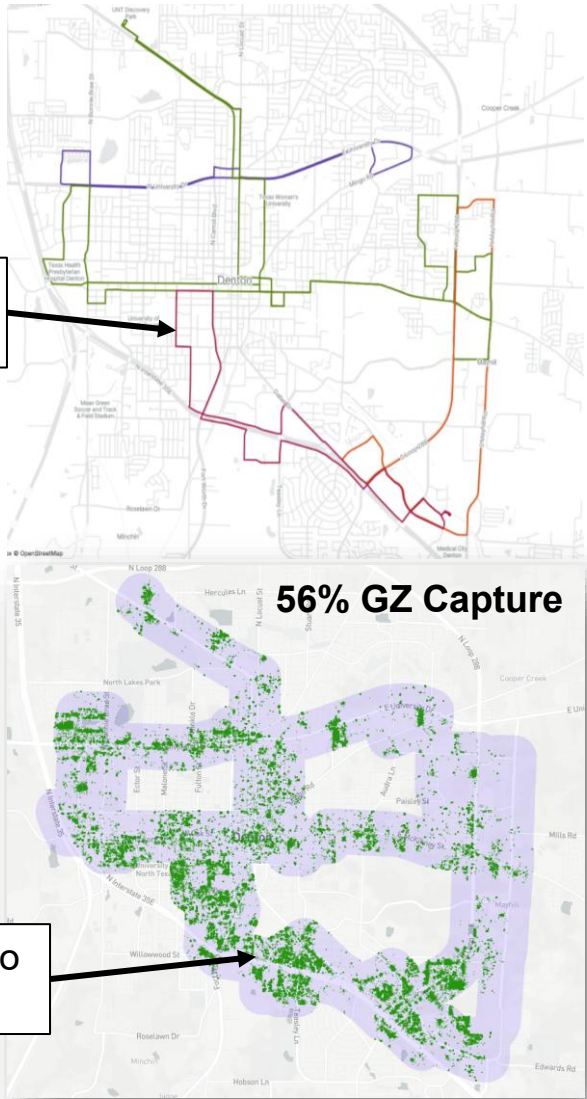
Scenario 4 Cost Per Passenger (CPP) Analysis
Weekday All Periods

Base - \$142.19 (Total Bus)
Scenario 4 - \$110.06 (Marginal Bus)
GoZone - \$53.19 (Total Revenue Hour)

AM PEAK	MIDDAY	PM PEAK	LATE NIGHT
7:00AM - 9:00AM	9:00AM - 3:30PM	3:30PM - 7:00PM	7:00PM - 9:00PM

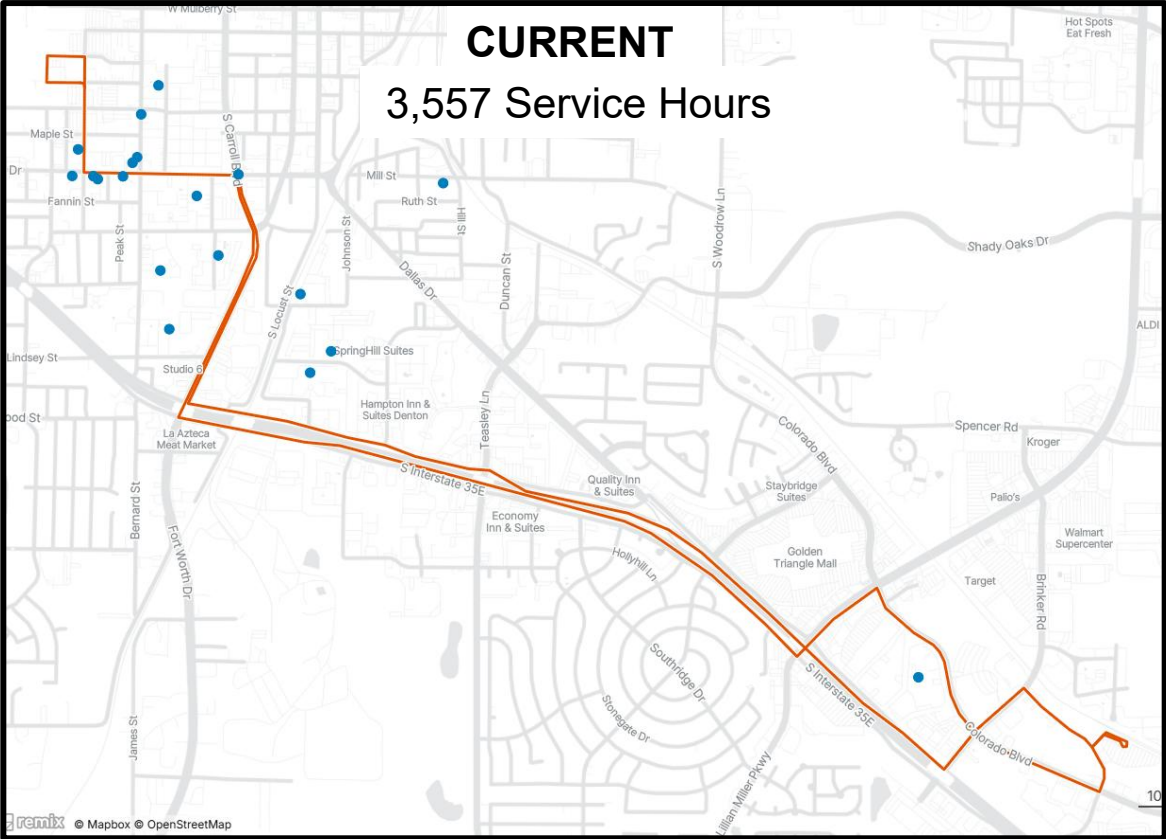


Modified Colorado Express Route

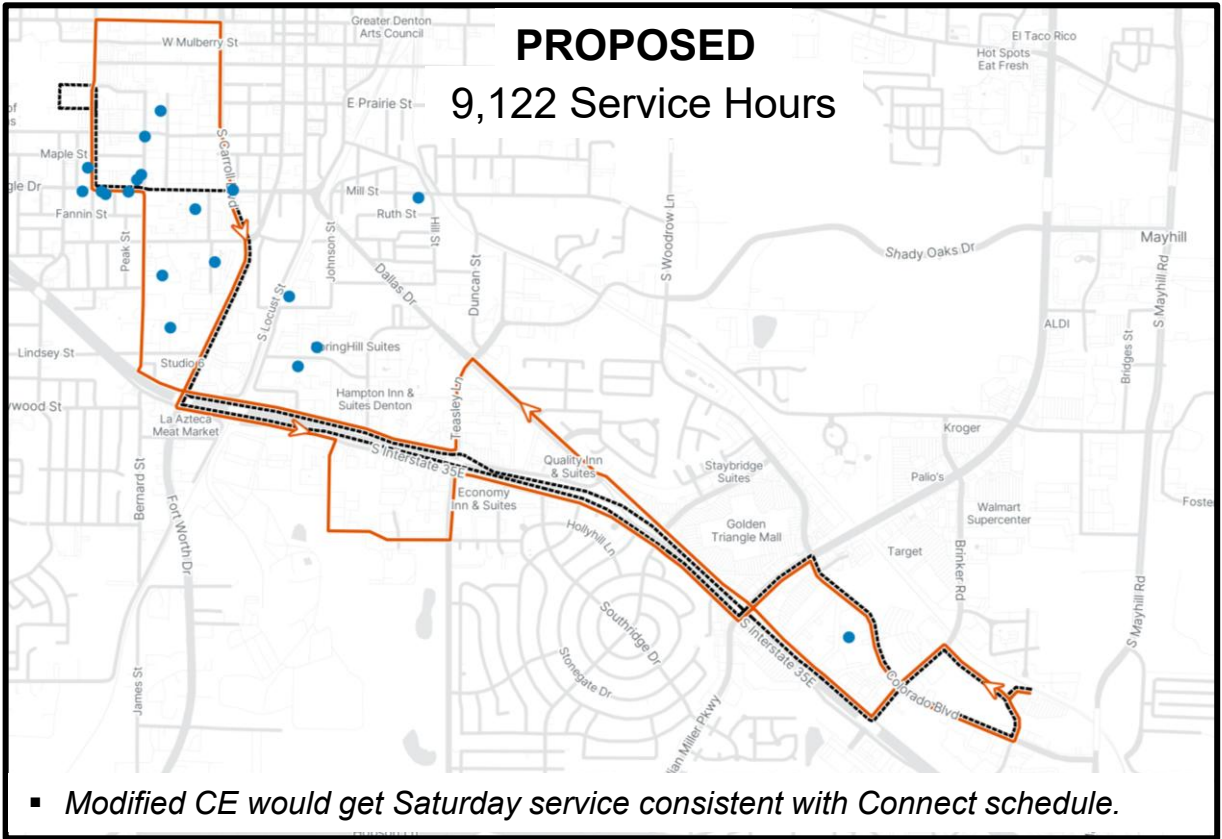


Modified Colorado Express Route

UNT Cost Sharing and Scenario 4 Feasibility – Modified CE



Hours of Service	7AM – 8PM (Mon – Fri) No weekend Service
Frequency (Academic Year)	20 mins & 45 mins
Schedule Alternatives	Academic Year & Breaks



Hours of Service	7AM – 9PM (Mon – Fri)
Frequency	20 mins
Schedule Alternatives	None (year-round)

Scenario 4 Concept

Scenario 4 OPEX Impact

	Item	FY27 Service Hours	FY 2027 NTE Savings / (Cost)
1.	Connect Bus 2/4 Add	17,939	(\$1.97M)
2.	Modified Colorado Exp	9,122	(\$1.01M)
3.	GoZone Capacity Offset	35,000	\$1.86M
4.	UNT Cost Share (\$90/hr rate + Fuel)	3,557	\$0.36M
TOTAL			(\$0.76M)

Additional Costs

Bus Stop Installation	Capital	\$0.09M
Crew Room Facility	Operating	\$0.11M

- OPEX impact assumes Bus cost of \$110.06 / hr and GoZone cost of \$53.19 / hr per FY25 Cost of Service Analysis.
- GoZone Capacity Offset service hours reduction based on analysis from Via.
- FY27 Hours and Savings/Cost Assumes January Implementation.
- University participation in Colorado Express does not exceed prior academic year span and frequency of service.

GoZone Redeployment Summary Scenario 4

ISP III Hours Available
Cost Per Service Hour
Dollar Value

Denton Hodges
Denton WI35 / Airport
LV / HV / Flower Mound
Total
Dollar Value

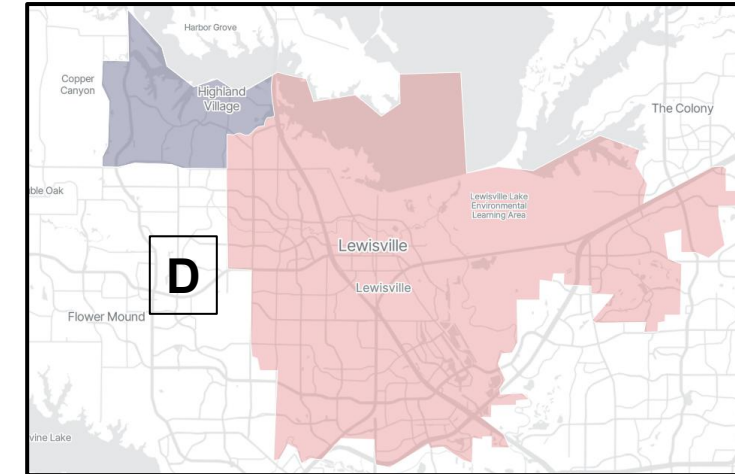
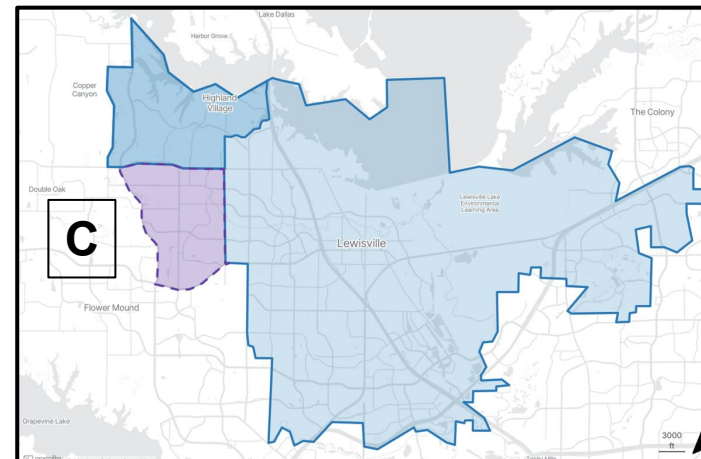
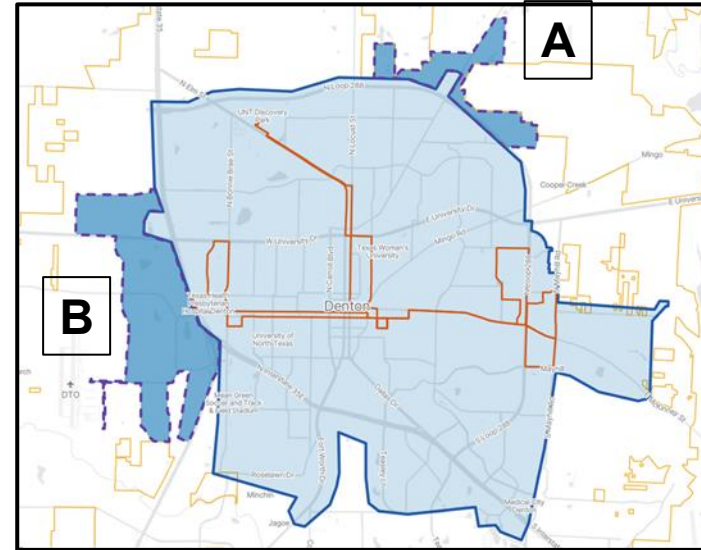
Remaining after Scenario
Implementation

LV / HV KPI Contingency

Total Remaining

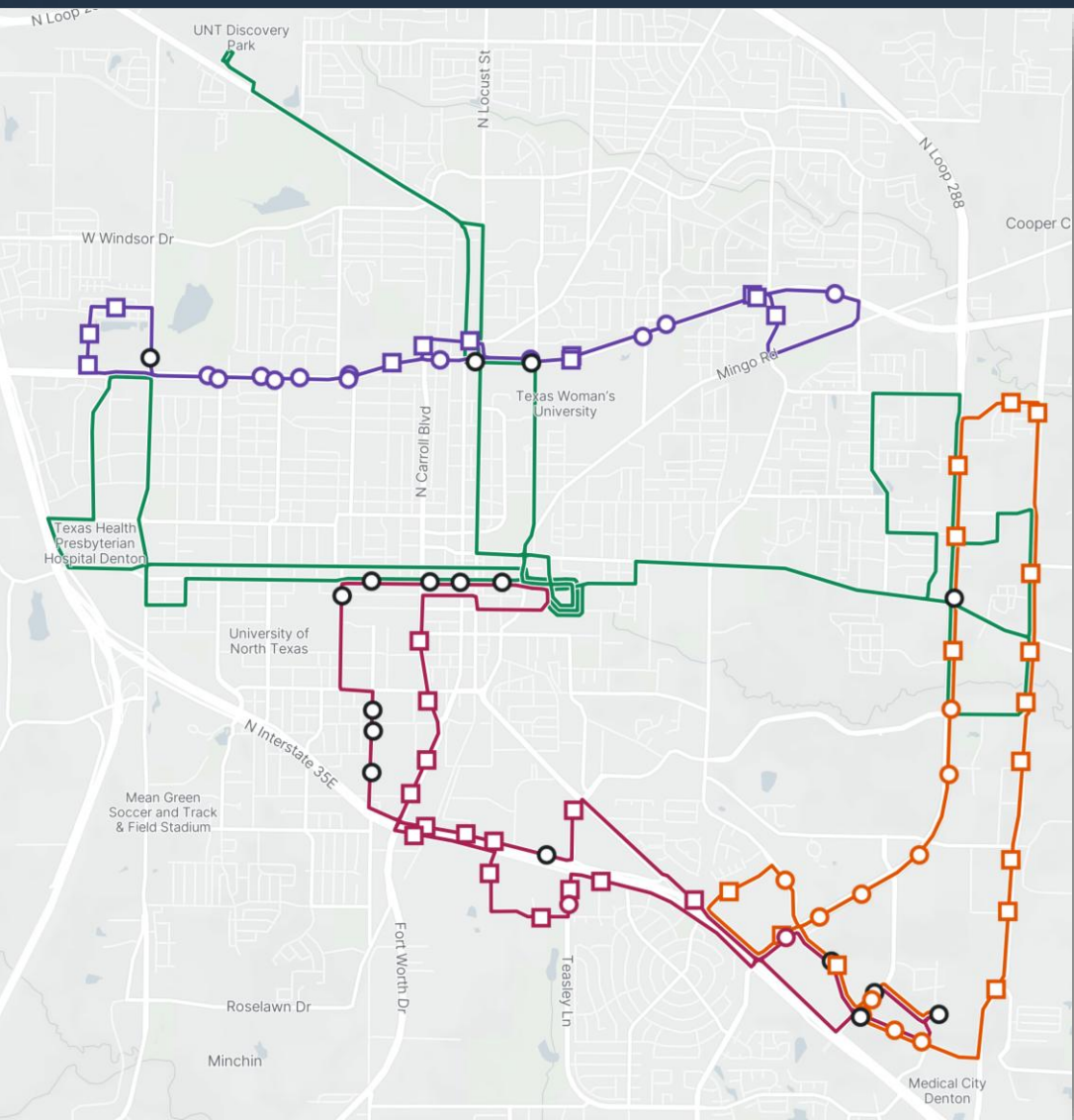
Scenario 4		
Low	Average	High
30,000	35,000	40,000
	\$ 53.19	
	\$ 1,861,650	
540	608	675
2,475	2,565	2,655
12,600	13,050	13,500
	16,223	
	\$ 862,875	
	\$ 998,775	
	\$ 300,000	
	\$ 698,775	

- Scenario 4 service hour enables alternatives A – D without additional GoZone operating budget.
- FY2027 GoZone Contract Holdback hours totaling 16,000 hours not included in above. Anticipate 3,000 – 4,000 hours utilized in FY27 to maintain KPIs.



NOTE: Lewisville / Highland Village contingency budget (D) enables additional service hours to be deployed to achieve conceptual 20 minute wait time and 6% seat unavailability target in this zone without impacting Denton's KPIs.

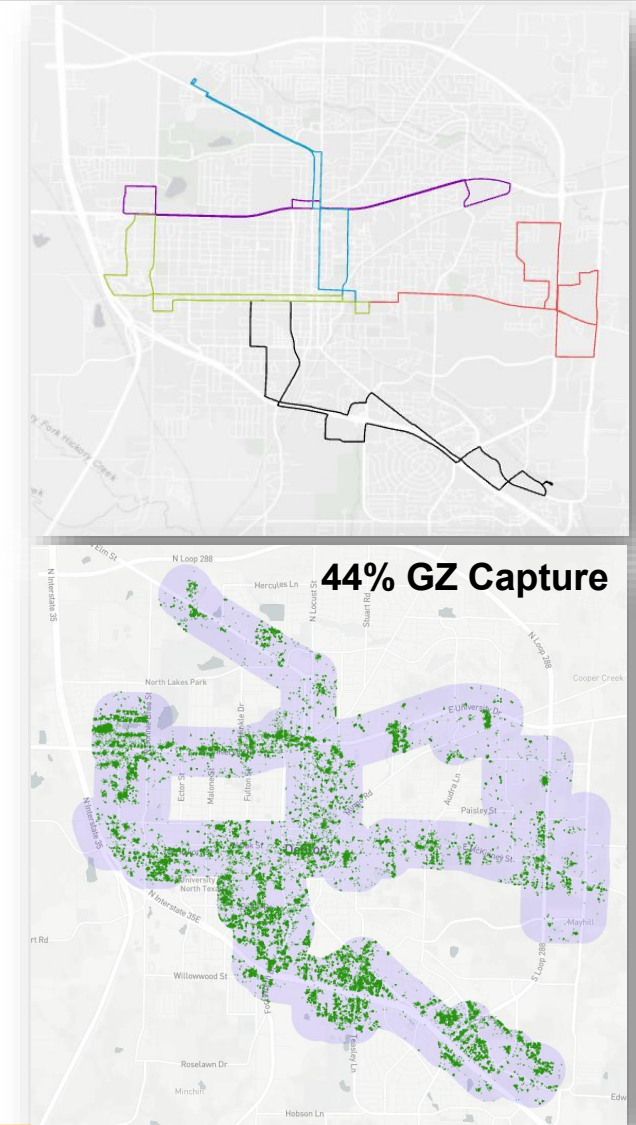
Scenario 4 Bus Stop Infrastructure



	Existing (In Service) ¹	Existing (Reinstate) ²	New/Modified ³
Route 2	○ 5	◻ 10	◻ 15
Route 4	○ 3	◻ 12	◻ 11
Modified CE	○ 13	◻ 2	◻ 14
Total Stops	21	24	40
Total Cost	\$0	\$2,640	\$96,000
Grand Total		\$98,640	

1. Improvements to stops will be addressed through the Bus Stop Capital Improvement Program.
2. Reinstated stops will require new signage and/or sign poles. Any ADA improvements required will be addressed through the Bus Stop Improvement Program.
3. New and Modified stops will require new stop poles, signage, and ADA landing pads. The cost does not include design, permitting or installation.

Base - \$142.19 (Total Bus)
Scenario 4 - \$110.06 (Marginal Bus)
GoZone - \$53.19 (Total Revenue Hour)



Scenario 4A – Route 4 + Modified CE Recommendation Summary

Scenario 4 OPEX Impact – Route 4 + Modified CE

	Item	FY27 Service Hours	FY 2027 NTE Savings / (Cost)
1.	Connect Bus 4 Add	8,810	(\$0.97M)
2.	Modified Colorado Exp	9,122	(\$1.01M)
3.	GoZone Capacity Offset	25,000	\$1.33M
4.	UNT Cost Share (\$90/hr rate + Fuel)	3,557	\$0.36M
TOTAL			(\$0.29M)

Capital Impact (Preliminary estimates)

Bus Stop Installation	Capital	\$62K
Crew Room	Operating	\$110K

- OPEX impact assumes Bus cost of \$110.06 / hr and GoZone cost of \$53.19 / hr per FY25 Cost of Service Analysis.
- GoZone Capacity Offset service hours reduction based on analysis from Via.
- FY27 Hours and Savings/Cost Assumes January Implementation.
- University participation in Colorado Express does not exceed prior academic year span and frequency of service.

GoZone Redeployment Summary

Scenario 4A

ISP III Hours Available
Cost Per Service Hour
Dollar Value

Denton Hodges
Denton W35 / Airport
LV / HV / Flower Mound
Total
Dollar Value

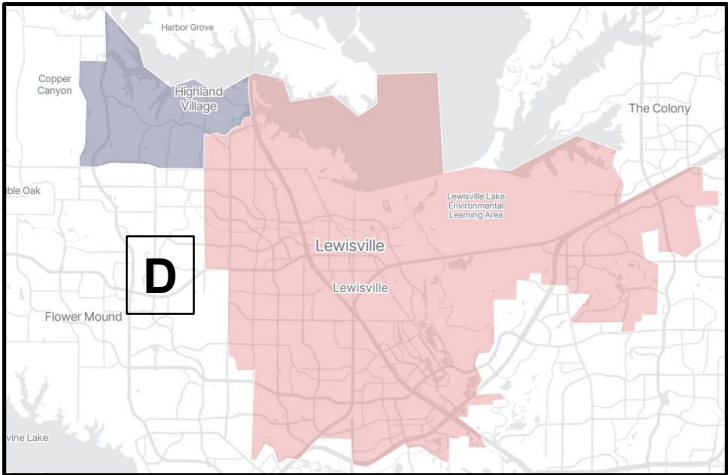
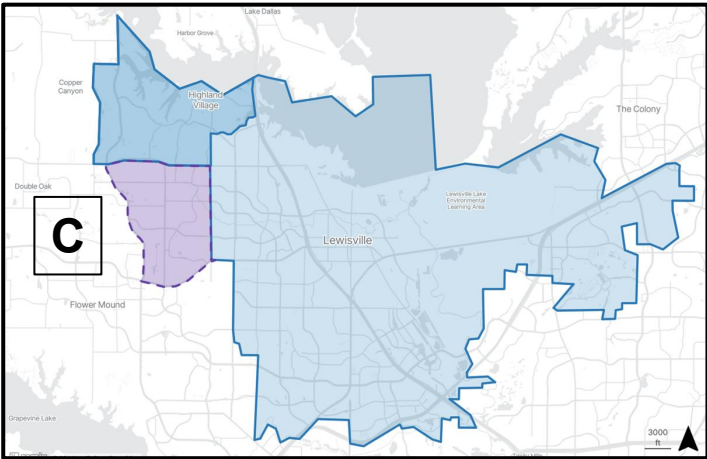
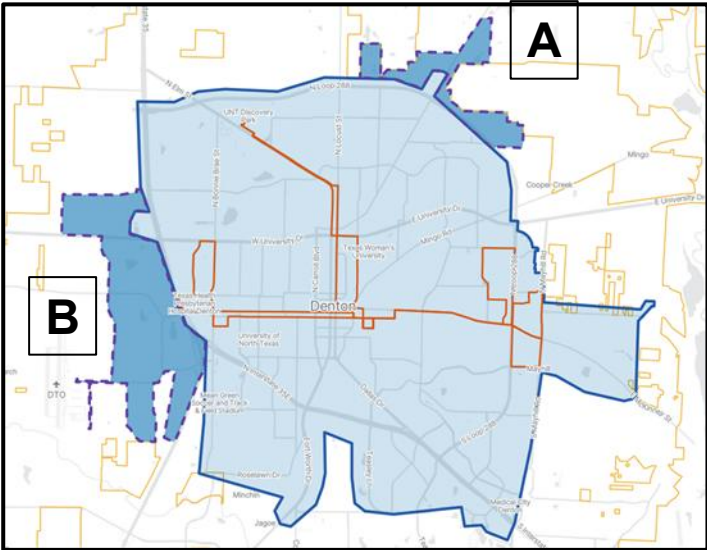
Remaining after Scenario
Implementation

LV / HV KPI Contingency

Total Remaining

Scenario 4A		
Low	Average	High
21,000	25,000	29,000
	\$ 53.19	
	\$ 1,329,750	
540	608	675
2,475	2,565	2,655
12,600	13,050	13,500
16,223		
	\$ 862,875	
	\$ 466,875	
	\$ 300,000	
	\$ 166,875	

- Scenario 4 service hour enables alternatives A – D without additional GoZone operating budget.
- FY2027 GoZone Contract Holdback hours totaling 16,000 hours not included in above. Anticipate 3,000 – 4,000 hours utilized in FY27 to maintain KPIs.



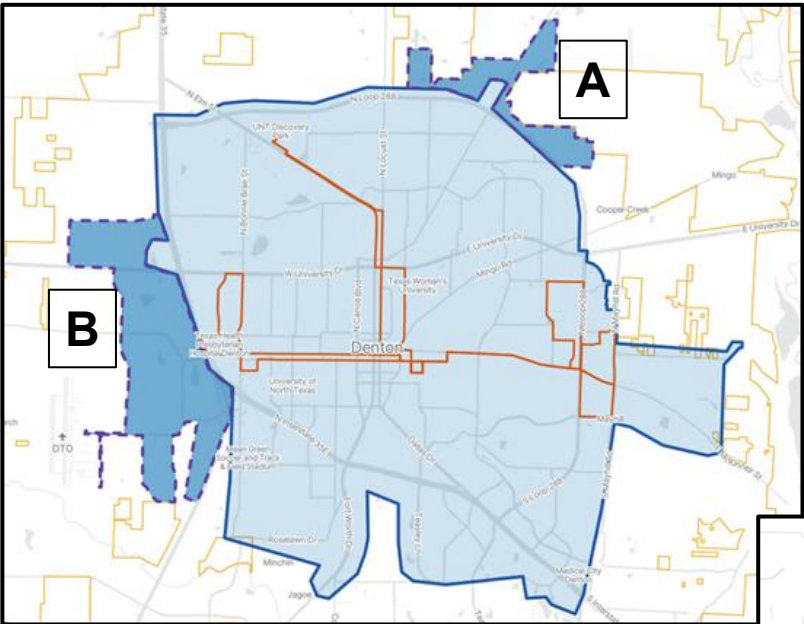
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Fixed Route Recommendation Comparison

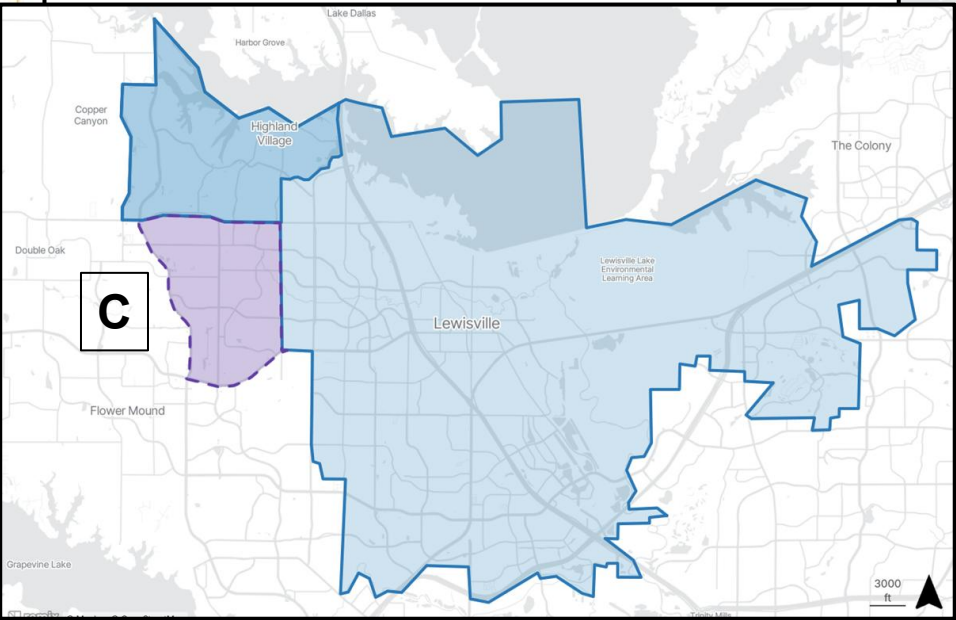
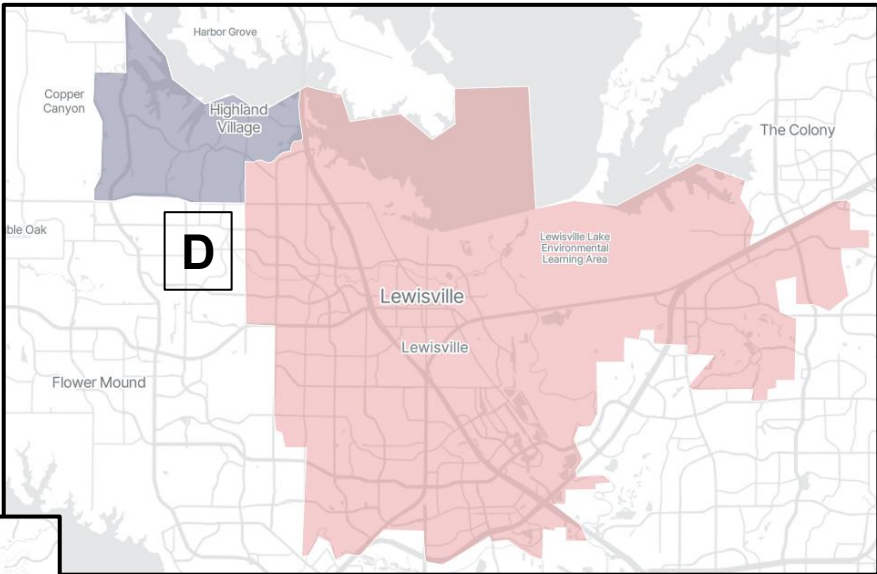
	Scenario 2		Scenario 4		Scenario 4 Alternate	
	Hours	Savings / (Cost)	Hours	Savings / (Cost)	Hours	Savings / (Cost)
Connect Bus 2 / 4 Add	17,939	\$ (1.97 M)	17,939	\$ (1.97 M)	—	—
Connect Bus 4 Add	—	—	—	—	8,810	\$ (0.97 M)
Modified Colorado Express	—	—	9,122	\$ (1.01 M)	9,122	\$ (1.01 M)
GoZone Capacity Offset	18,000	\$ 0.96 M	35,000	\$ 1.86 M	25,000	\$ 1.33 M
UNT Cost Share	—	—	3,557	\$ 0.36 M	3,557	\$ 0.36 M
Net Impact		\$ (1.01 M)		\$ (0.76 M)		\$ (0.29 M)

● Savings ● Cost

GoZone Recommendation Comparison

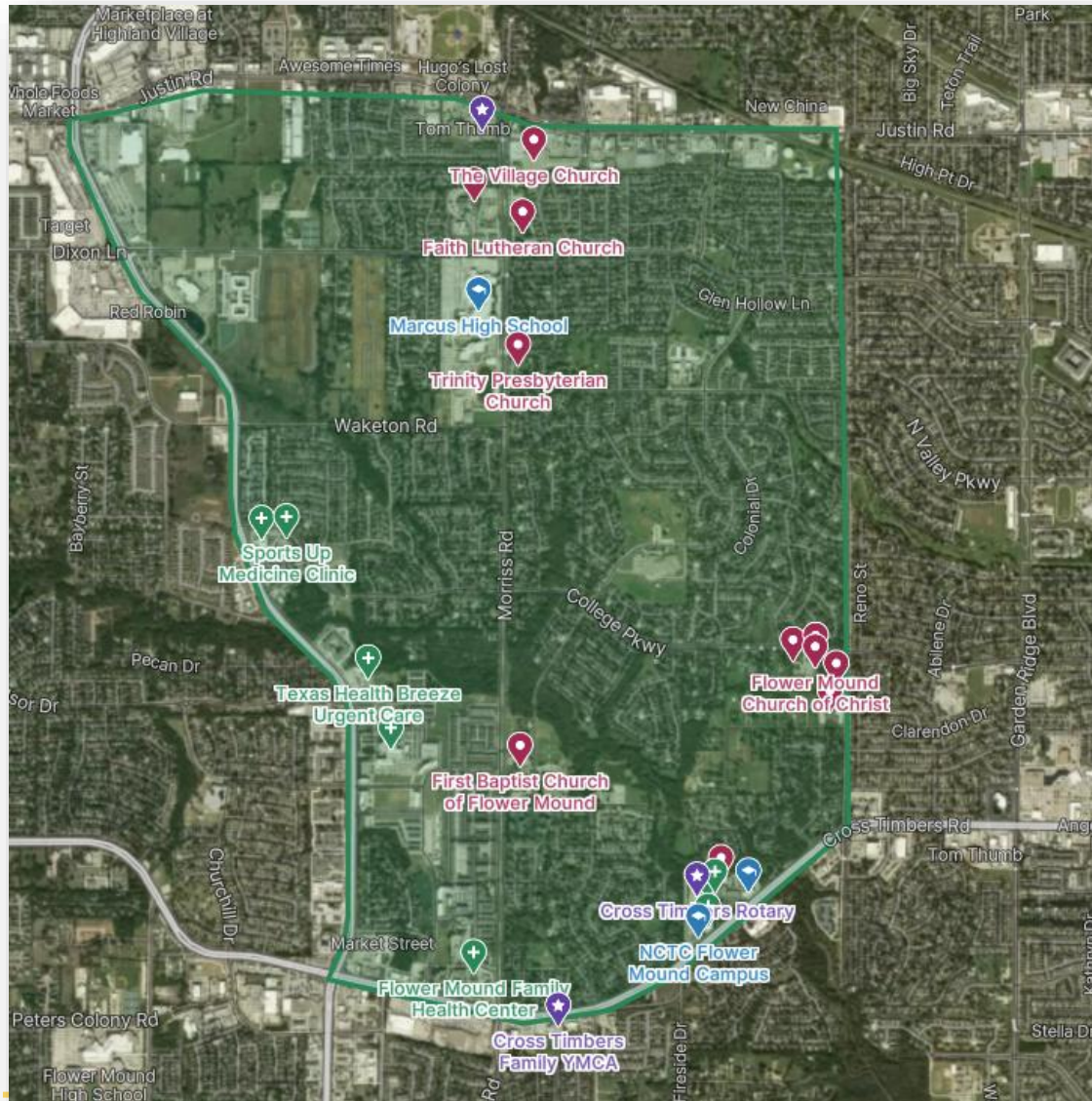


- A – DENTON HODGES
- B – DENTON W I35/AIRPORT
- C – LV / HV / FLOWER MOUND*
- D – LV/HV KPI CONTINGENCY



**Flower Mound Access Zone requires registration by Lewisville and Highland Village residents to enable app functionality to book trips into the access zone.*

Additional Consideration for LV/HV to Flower Mound Access Zone **DCTA**



-  Medical Office
-  Education
-  Churches
-  Non-profits

Next Steps:

Finalize initial of points of interest and pick up points

Finalize administrative process for DCTA and app functionality

Internal testing of app functionality

GoZone Recommendation Comparison

	Scenario 2		Scenario 4		Scenario 4 Alternate	
	Avg Hours	Savings / (Cost)	Avg Hours	Savings / (Cost)	Avg Hours	Savings / (Cost)
GZ Capacity Offset	18,000	\$ 957,420	35,000	\$ 1,861,650	25,000	\$ 1,329,750
A - Denton Hodges	608	✓ \$ (32,340)	608	✓ \$ (32,340)	608	✓ \$ (32,340)
B - Denton WI35 / Airport	2,565	✓ \$ (136,432)	2,565	✓ \$ (136,432)	2,565	✓ \$ (136,432)
C - LV / HV Flower Mound	13,050	\$ (694,130)	13,050	✓ \$ (694,130)	13,050	✓ \$ (694,130)
D - LV / HV KPI Contingency	—	\$ (300,000)	—	✓ \$ (300,000)	—	✓ \$ (300,000)
Net GZ Budget Remaining		\$ (205,481)		\$ 698,749		\$ 166,849

● Savings ● Cost

Spring 2027 Scenario Implementation: Alt 1

■ Planning ■ Marketing ■ Bus Operations ■ Finance ■ Customer Service ■ Milestone ★ Service Launch — January 11, 2027

Department	Aug '26	Sep '26	Oct '26	Nov '26	Dec '26	Jan '27 ★	Feb '27
Planning	Performance Data Review		Scheduling & QC		Open House		
	Service Planning (kickoff, plan, stakeholders)				GTFS Export	Collect Performance Data	
					Temporary Stop Placement	Permanent Stop Construction	
Marketing			Develop & Translate Materials		Press Release / Public Announcement		
Bus Operations	Recruit Operators				Driver Bid Process		
			Schedule Review & Approval		Vehicle Preparation and Route Training		
			Collect Operator Feedback				
Finance			Budget Amendment			Collect Cost Data	
Customer Service						Collect Customer Feedback	

Alternate Scenario Implementation: Alt 2

■ Planning ■ Marketing ■ Bus Operations ■ Finance ■ Customer Service ■ Milestone ★ Service Launch — March 2027

Department	Oct '26	Nov '26	Dec '26	Jan '27	Feb '27	Mar '27 ★	Apr '27
Planning	Performance Data Review		Scheduling & QC		Open House		
	Service Planning (kickoff, plan, stakeholders)				GTFS Export	Collect Performance Data	
					Temporary Stop Placement	Permanent Stop Construction	
Marketing			Develop & Translate Materials		Press Release / Public Announcement		
Bus Operations	Recruit Operators				Driver Bid Process		
			Schedule Review & Approval		Vehicle Preparation and Route Training		
			Collect Operator Feedback				
Finance			Budget Amendment (if needed)			Collect Cost Data	
Customer Service						Collect Customer Feedback	

Recommendation



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

Regular Agenda Item 4



Discuss Update on the A-train Enhancement Program

Presenter: Austin Frith, Vice President
Planning and Development

Update on the A-train Enhancement Program. Staff requests feedback on two items.

1. Direction / Narrowing of Options on Expanded service hours update - north of Trinity Mills

- Option 1: One bus, all stops
- Option 2: Three buses, grouped
- Option 3: GoZone vans

2. Discussion and preferred direction on station and track alignment for Downtown Carrollton

- Option 1 — West Align, West Station
- Option 2 — West Align, East Station
- Option 3 — Existing MKT Alignment

PTC Decision drives solution for segments north and south of Trinity Mills



ALIGNMENT DECISION

WESTERN ALIGNMENT

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

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

EXISTING ALIGNMENT

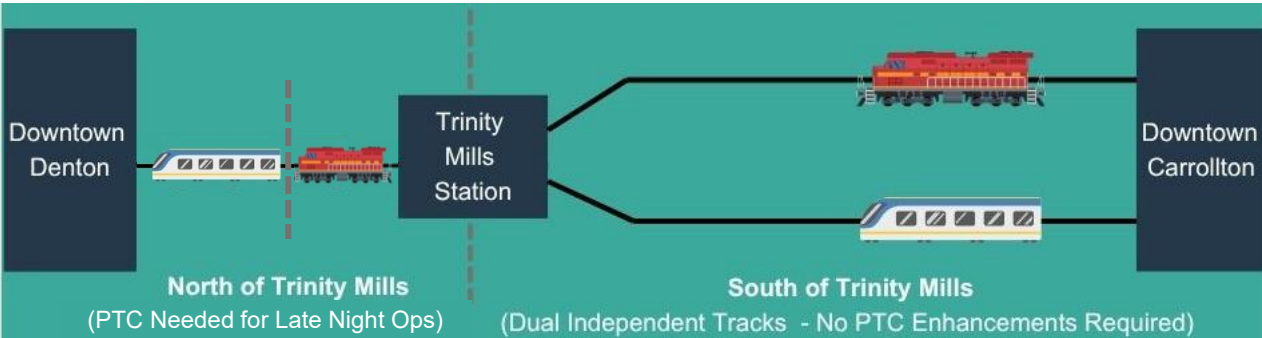
Track shared with DGNO freight operations
PTC compatibility decision required:

Dual-Equip DGNO

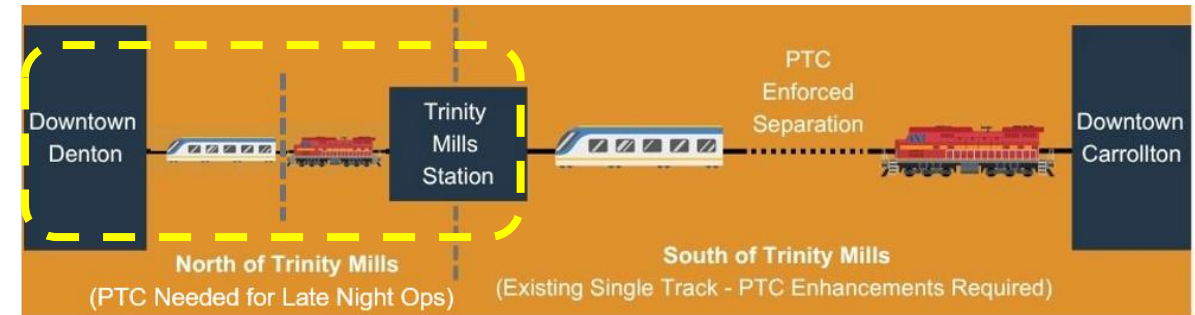
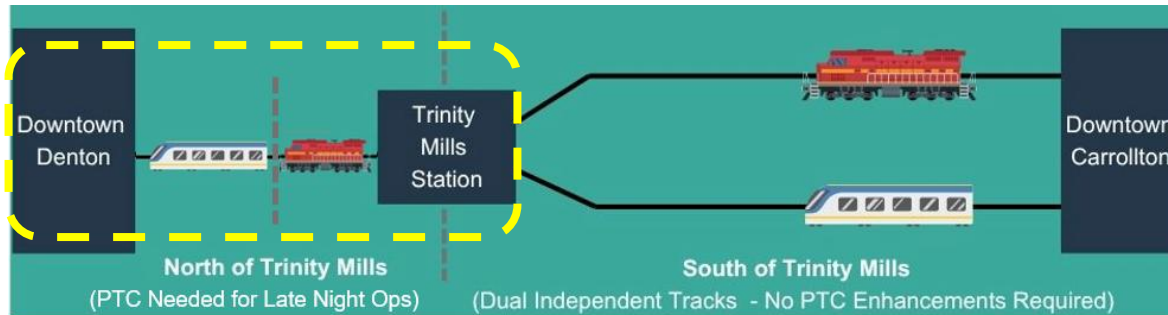
Equip DGNO locomotives with E-ATC. DCTA retains E-ATC.

Upgrade DCTA PTC

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

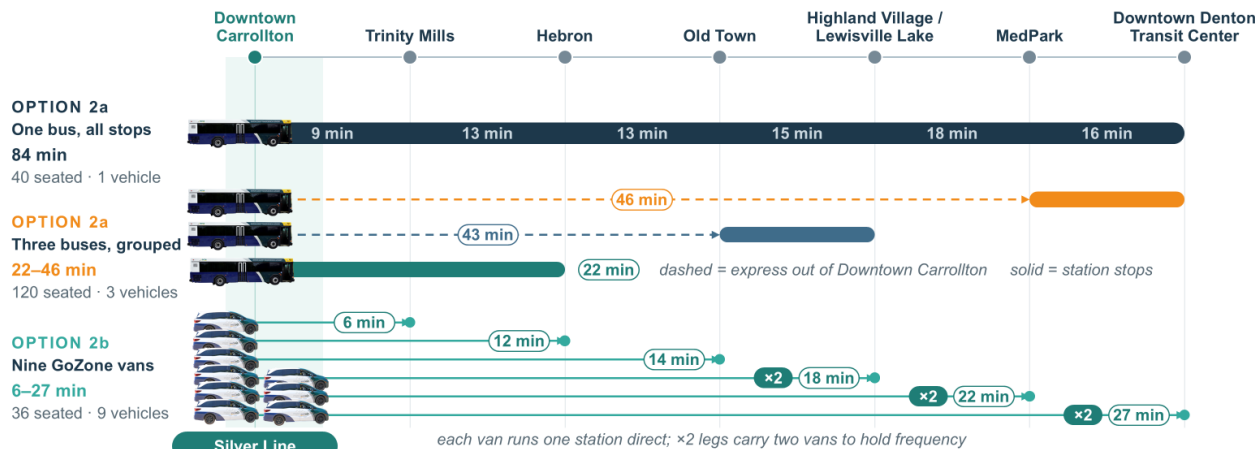


North of Trinity Mills: Bus Bridge alternative for late-night operations resolves Positive Train Control Question



Expanded Service Hours – Interim Options

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



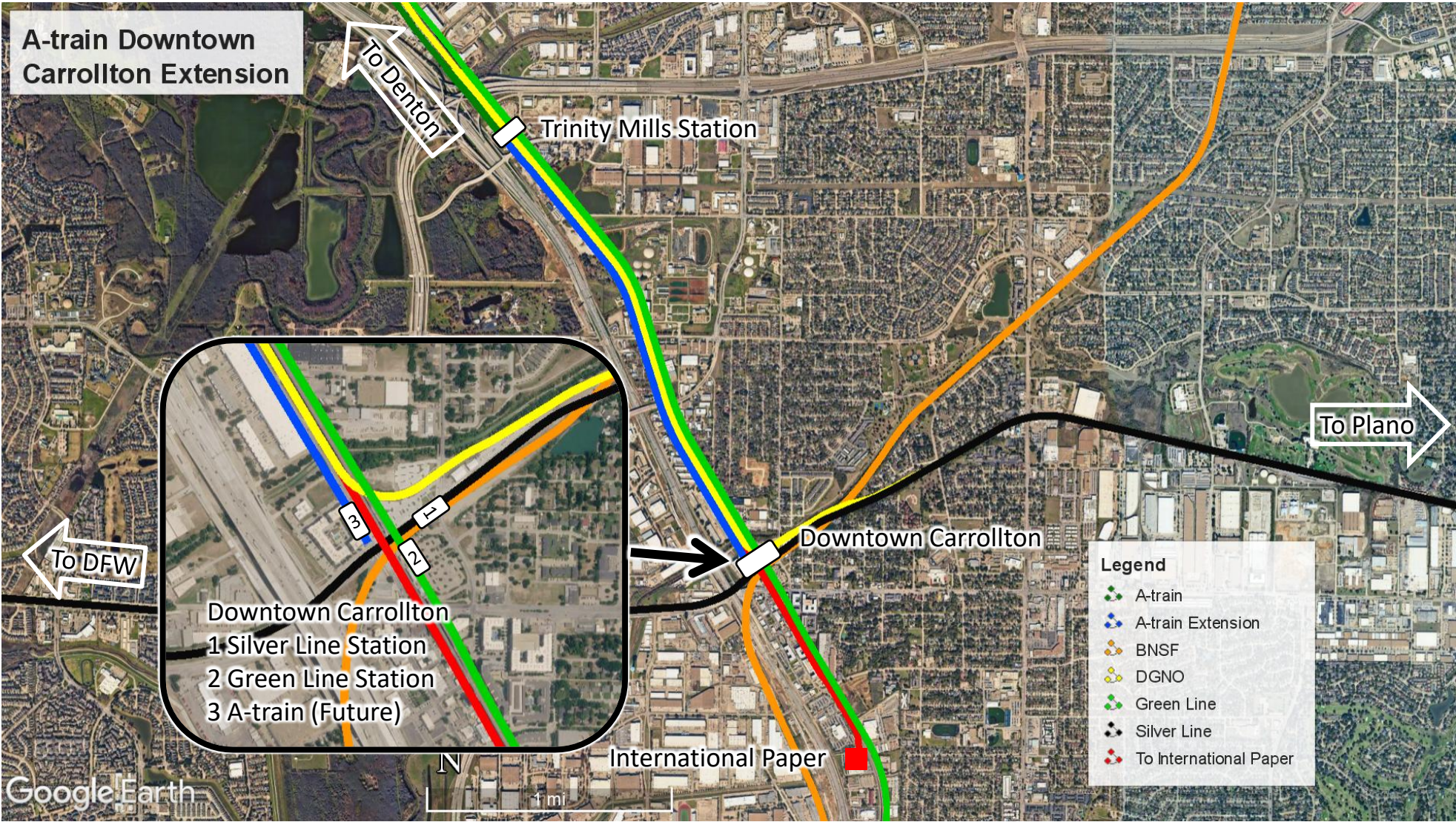
Bus running times are modeled at 150% of auto time to account for slower speed and passenger loading at stations. Seated capacity assumes 40 per bus and a maximum of 4 per GoZone van.

DCTA Board of Directors Meeting – August 27, 2026

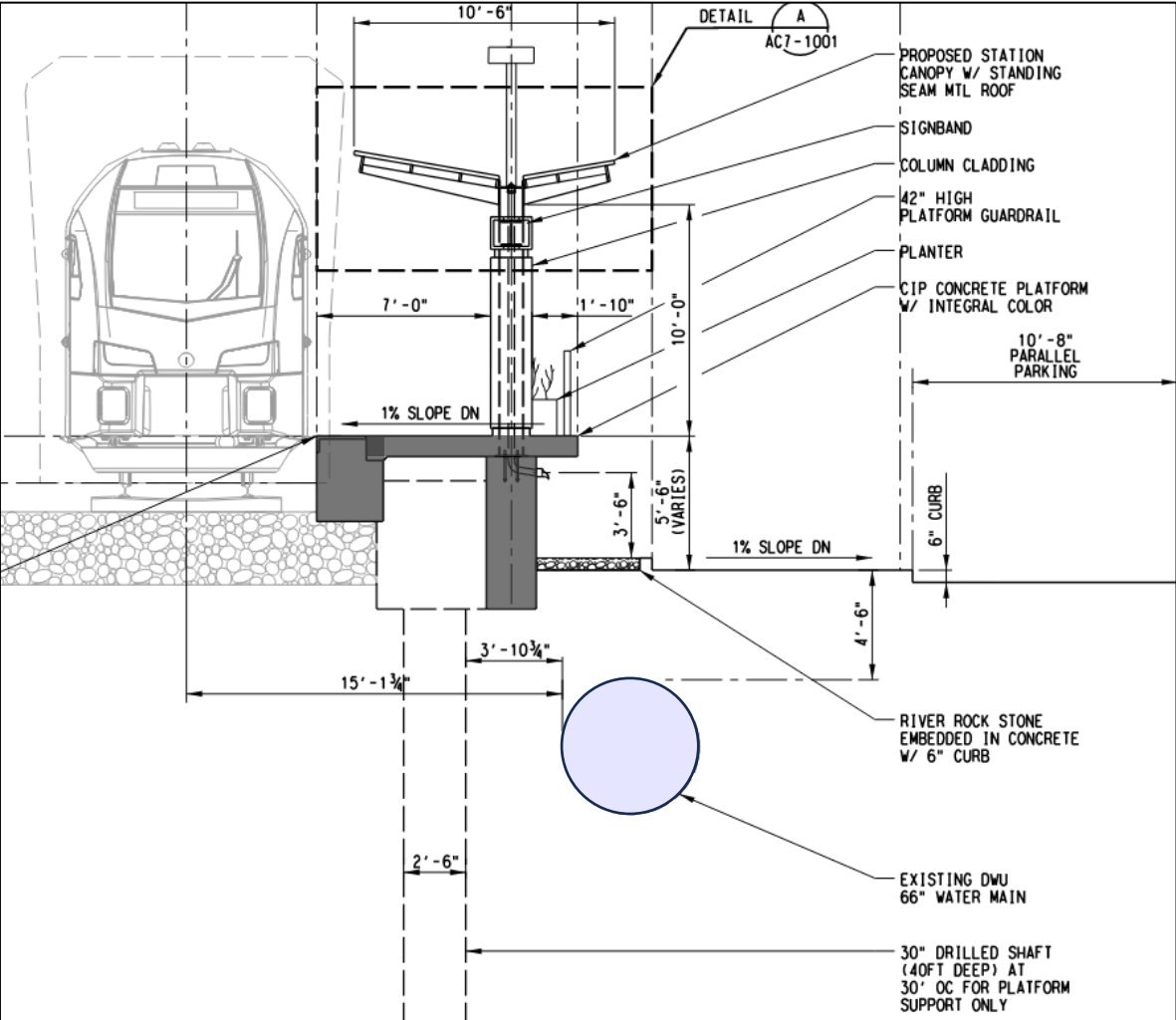
89

- Late Night Ops: ~10pm–1am (NB from DT Carrollton only)
- Anticipate one-hour frequency (4 trips – 10pm)
 - One bus serving all stops: 3 buses to hold the hour frequency
 - Three buses grouped: 5 buses to hold the hour frequency
- Annual OPEX Estimate (approx.)
 - One bus, all stops: \$678,000 (fixed)
 - Three buses, grouped: \$1,131,000 (fixed)
 - Nine GoZone vans: \$746,788 (flexible)
- I-ETMS conversion required to operate north of Trinity Mills
 - Dual-equipping DGNO not technically feasible
 - I-ETMS conversion estimate: \$40M - \$80M

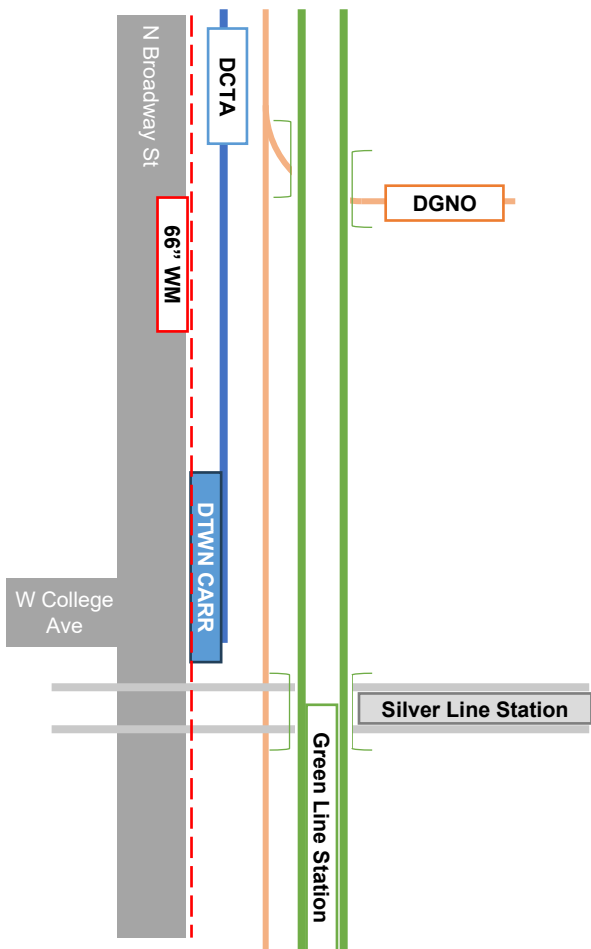
DT Carrollton Design Update



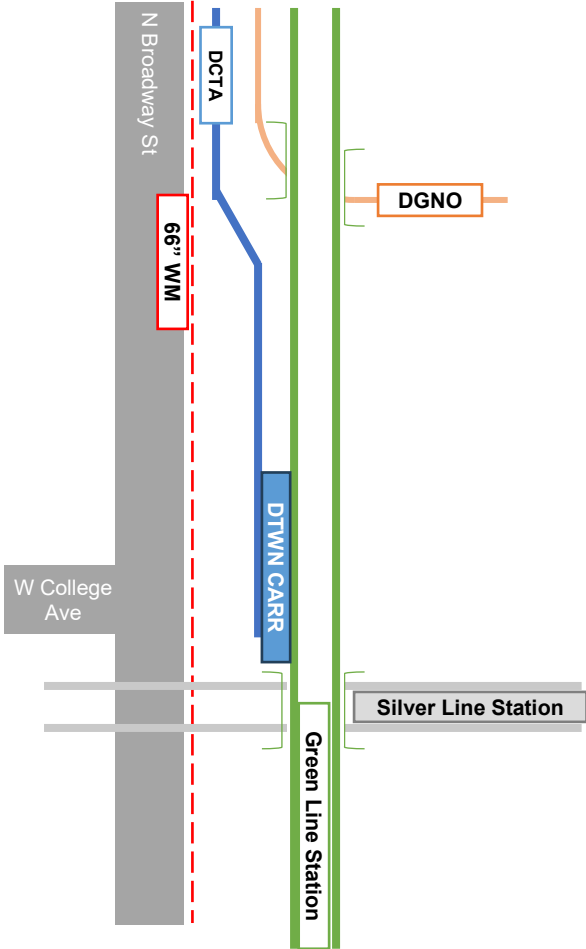
DT Carrollton Design Update



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



Revised Track alignment – Station moved west – Freight Considerations Required



South of Trinity Mills: Downtown Carrollton Alignment Options



Three configurations are under evaluation for the Downtown Carrollton station and approach. Each carries a different set of dependencies.

Legend

DCTA

A-train Station

DWU 66" Water

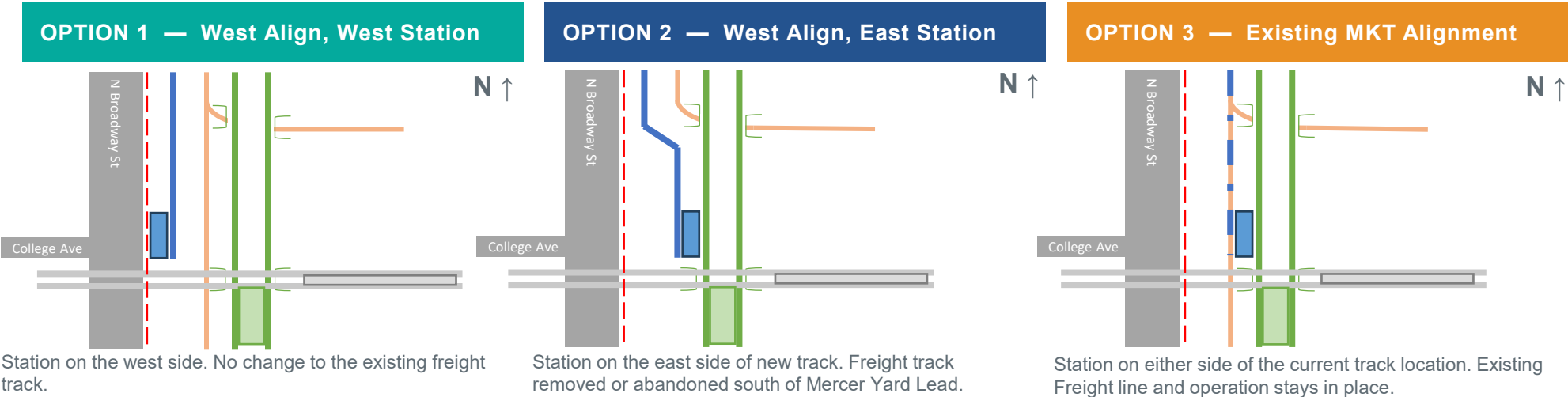
DGNO

DART Silver

Silver Station

DART Green

Green Station



DECISION POINTS

DART lease required	Yes	Yes	Yes
DART corridor release required	No	Yes	Yes
PTC upgrade required	No	No	Yes

IMPACT — LOW TO HIGH

Cost impact	Moderate (Water Line)	Low (Water Line avoided)	High (PTC required)
Time impact	Low (Limited coordination)	Moderate (Corridor coordination)	High (PTC, Track, Station)
Risk impact	Moderate (Water Line)	Low (Water Line avoided)	High (DGNO/FRA)

- Request a formal extension of the DART corridor lease and receive DART approval
- Request corridor release (if desired by alternative) south of Downtown Carrollton and receive DART approval
- Complete the current design phase, including a closer look at underground utility conflicts
- Develop and compare options for how the project is designed and built
- Continue coordination with partner agencies

Once the above tasks are complete, anticipate program spending pauses until corridor lease extension and corridor release are addressed.

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

Discuss Local and Regional Updates and Legislative Updates

Presenters: DCTA Board of Directors
 Paul Cristina, CEO

Informational Reports



1. Safety, Service, and Ridership Reports – August 2026
2. Update on Task Order 09 with Kimley-Horn and Associates, Inc. in the Amount of \$60,000 for Construction Support Service for Fiscal Year (FY) 2027 Expanded Level Projects
3. Update on Task Order 14 with AECOM in an Amount Not to Exceed \$50,000 for On-Call Transit Oriented Development (TOD) Support
4. Update on Request for Proposals (RFP) for Bus Transit Engine and Transmission Repower Services
5. Update on Fiscal Year 2027 Expanded Level Projects (ELP) – Vehicle Purchases

Future Agenda Items/Board Member Requests



Items of Community Interest

Closed 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.

Open Session



Adjourn

