



**Board of Directors Regular Meeting
October 22, 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, October 22, 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/83173948790?pwd=x3ysn13PhSaXHqxsKbBbkAXo8BKSm.1>

Passcode:645532

Phone one-tap:+13462487799

Join via audio:+1 346 248 7799

Webinar ID: 831 7394 8790

Passcode: 645532

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, October 21, 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 September 24, 2026**
Action Item
Background Information: Exhibit 1: Regular Meeting Minutes – September 24, 2026
2. **Consider Approval of Monthly Financial Statement – August 31, 2026**
Action Item
Background Information: Memo
Exhibit 1: Monthly Financial Statement – August 31, 2026
3. **Consider Authorizing the Chief Executive Officer (CEO) to Negotiate and Execute a Purchase Agreement with Gillig, LLC Utilizing the State of Washington Department of Enterprise Services (DES) Cooperative Contract #06719-01 for the Purchase of Three (3) 35-foot Transit Buses in an Amount Not to Exceed \$2,730,000**
Action Item
Background Information: Memo
4. **Consider Authorizing the Chief Executive Officer (CEO) to Negotiate and Execute a Purchase Agreement with Classic Chevrolet Utilizing the City of Denton Contract #8455, Light and Medium Duty Vehicles - Chevrolet to Purchase Two (2) Non-Revenue Vehicles in an Amount Not to Exceed \$80,000**
Action Item
Background Information: Memo
5. **Consider Authorizing the Chief Executive Officer (CEO) to Negotiate and Execute a Purchase Agreement with ABC Companies Utilizing the State of Oklahoma Contract #0797M to Purchase of Three (3) Wheelchair Accessible Vehicle (WAV) Vans in an Amount Not to Exceed \$240,000**
Action Item
Background Information: Memo

6. **Consider Authorizing the Chief Executive Officer (CEO) to Execute a Professional Services Agreement with Alpine Group Partners LLC for Federal Legislative Consulting Services for an Initial Two (2) Year Term Beginning November 1, 2026, through October 31, 2028, in an Amount Not to Exceed \$180,000, with One (1) Additional Two (2) Year Renewal Option through October 31, 2030**

Action Item

Background Information: Memo

7. **Consider Authorizing the Chief Executive Officer (CEO) to Execute Non-Exclusive Indefinite Delivery/Indefinite Quantity (IDIQ) Contracts with VXR Investments LLC dba Signarama of Lewisville, Synergy Signs & Services, LLC, and Risner Naukam Design Group, Inc. dba The Bubble for Signage Fabrication, Accessories, and Installation Services Beginning November 1, 2026, through October 31, 2028, with Up to Three (3) Additional One (1) Year Terms**

Action Item

Background Information: Memo

8. **Consider Authorizing the Chief Executive Officer (CEO) to Award and Execute a Depository Services Agreement with Wells Fargo Bank, N.A. to Provide Bank Depository Services for an Initial Five (5) Year Term Beginning December 1, 2026, through November 30, 2031, with Two (2) Additional One (1) Year Renewal Option(s) through November 30, 2033, in an Estimated Annual Amount of \$8,080**

Action Item

Background Information: Memo

9. **Consider Approval of a Resolution to Cancel November 2026 and December 2026 Denton County Transportation Authority (DCTA) Regular Board Meetings and Reschedule for a Combined Meeting on December 9, 2026**

Action Item

Background Information: Memo

Exhibit 1: Draft Resolution

REGULAR AGENDA

1. **Consider Authorizing the Chief Executive Officer (CEO) to Negotiate and Execute a Non-Binding Memorandum of Understanding (MOU) between DCTA and Anchor Capital Partners, LLC for the Old Town Lewisville Transit Oriented Development Project**

Action Item

Background Information: Memo

2. Discuss Update on Intermediate Service Plan Phase (ISP) III Recommendation for Connect Bus Additions, Bus Stop and Crew Amenities, and GoZone Service Adjustment

Discussion Item

Background Information: Memo

3. Discuss the Bus Stop Design Guidelines (BSDG) Final Draft and Proposed Bus Stop Infrastructure Program

Discussion Item

Background Information: Memo

4. Discuss Local and Regional Updates and Legislative Updates

Discussion Item

INFORMATIONAL REPORTS

1. Safety, Service, and Ridership Reports – September 2026

Background Information: Memo

Exhibit 1: Safety Performance – FY to Date

Exhibit 2: Service Performance – FY to Date

Exhibit 3: Ridership by Mode – September 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 – September 2026

Exhibit 7: UNT Ridership Year-Over-Year by Month

2. Update on Dallas Area Rapid Transit (DART) Agreement For A-train Lease Extension and Other Terms

Background Information: Memo

3. Update on the Bus Operations Maintenance Facility Exterior Light Fixture Replacement Project

Background Information: Memo

Exhibit 1: Bus Operations Maintenance Facility
Exterior Lighting Locations

Exhibit 2: Existing Exterior Lighting Conditions

4. Update on Denton County Transportation Authority (DCTA) On-Call Concrete Services Procurement

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: December 9, 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

Pursuant to Texas Government Code §551.071 (Consultation with Attorney) the Board will convene into Closed Executive Session to Receive Legal Advice and Deliberate the Agency's Update on Labor Relations

Action as a result of Closed 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
Dan Jaworski, Highland Village, Vice Chair
Suzi Rumohr, Secretary
TJ Gilmore, Lewisville
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 October 16, 2026, by 5pm.

A handwritten signature in blue ink, reading "Kisha Morris-Perkins", is written over a horizontal line.

Kisha Morris-Perkins
Executive Assistant & Board Process Manager



Board of Directors Regular Meeting Minutes
September 24, 2026 | 10:00 a.m.

The Board of Directors of the Denton County Transportation Authority (DCTA) convened a Regular Board of Directors Meeting with Chair Eads presiding on Thursday, September 24, 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

Joe Gorfida, Nichols Jackson

DCTA CEO

Paul A. Cristina

CALL TO ORDER

The meeting was called to order at 10am. All Board Members were present with the exception of Vice Chair Gilmore, Board Members Gonzalez, Eutsler and Christo.

INVOCATION

CEO Paul Cristina provided the invocation.

PLEDGE OF ALLEGIANCE

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

INTRODUCTIONS

There were no introductions during this meeting.

PUBLIC COMMENT

No individuals wished to address the Board during this time.

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 (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

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

REGULAR AGENDA

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

CEO Paul Cristina introduced the item recommending the Board elect a Chair, Vice Chair and Secretary. The following motions were made:

Motion by Board Member Molina with a second by Secretary Jaworski to elect Andy Eads as Chair. Motion passes 5-0.

Motion by Board Member Molina and a second by Board Member Rumohr to elect Dan Jaworski as Vice Chair. Motion passes 5-0.

Motion by Chair Eads with a second by Vice Chair Jaworski to elect Suzi Rumohr as Secretary. Motion passes 5-0.

The officers for Fiscal Year (FY) 2027 are as follows:

Andy Eads, Chair

Dan Jaworski, Vice Chair

Suzi Rumohr, Secretary

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

CEO Paul Cristina advised the Board that this item is for discussion only. No Board action required at this time.

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

- Transit Fare Policy – Governance (How fare decisions are made and the fare schedule governs what riders are charged – adopted separately by the Board). The policy does not change fares. Riders pay exactly what they pay today.
- Path: September 2025 (fare strategy study and policy development); March 2026 (fare policy development update); May 2026 (draft policy discussed with the Board); July 2026 (full draft reviewed – Board feedback invited); September 2026 (presented for Board review)
- What the policy delivers: Board-led, Compliant and Sustainable. Fair, Regional and Transparent.
- How fares are decided: Board (exclusive authority over the Fare Schedule, new fare structure types and every fare change). CEO (within the approved schedule; promotions up to 90 days, institutional and employer pass agreements and emergency fare suspension up to 30 days)

- Fare Structures and Affordability – Four Structures, Fare Capping, Reduced Fares and Free & Sponsored
- Managing & Enforcement – Performance, Changing a Fare, Enforcement and Regional
- Board Feedback Addressed
 - Do free fares apply to GoZone? Excluded from free-fare events, except Election Day trips to or from polling locations
 - How often are payment systems reviewed? Added – the list is now reviewed annually
 - Does the ADA Access Fare track the fixed-route fare? Set separately in the Fare Schedule; 2x fixed-route is a maximum
 - Non-profit discount – a set formula? Rate is set in the Fare Schedule, where the percentages are established
 - How is regional fare revenue attributed to DCTA? To be resolved in the DART/Trinity Metro Regional Agreement
 - Fare capping and tap-to-pay? Preserved for future fare schedule and payment technology.
- Where the fares come from and how they are paid
 - VIA/GZone
 - GoPass
 - DDTC
 - TVM
 - Shopify
- Fare Product Portfolio – What is actually selling
 - Local Day Pass
 - Access / 10-Ride
 - Local PM Pass
 - Regional Day Pass
 - Local AM Pass
 - Local Monthly – Reduced
- Fare Products to Review – Low Sales and No Regional Equivalent
- How Our Fares Compare (DCTA, DART and Trinity Metro)
- Next Steps on Fare Schedule
 - Identify opportunities to streamline fare offerings
 - Identify fare revenue recovery targets
 - Identify opportunities to align fare structure regionally
 - Understand opportunities to measure UNT ridership and impact fare revenue
 - Begin formulating fare structure recommendations
 - Timeline
 - ✓ January-March 2027 (Fare product recommendations)
 - ✓ Q3 – Q4 2027 (Public engagement process)
 - ✓ September 2027 (Board adoption of fare schedule)
 - ✓ October 2027 (New fare schedule takes effect)

Board discussion regarding passes/vouchers for GoZone, challenges of online purchases for non-profit organizations, clarification of university versus reduced rate discounts and a way to simply “discount” and ensuring that veterans are included in the discounted rates.

No Board action required at this time.

3. Discuss Update on Intermediate Service Plan (ISP) Phase III

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

- Intermediate Service Plan Overview
- Scenario Recap (Scenario 2 and Scenario 4)
- Fixed Route Recommendation Comparison
- Scenario 2 Cost Curve
- Scenario 2 Recommendation Summary
- GoZone Redeployment Option Summary (Scenario 2)
- Scenario 4 Cost Curve
- UNT Cost Sharing and Scenario 4 Feasibility – Modified CE
- Scenario 4 Concept
- GoZone Redeployment Summary (Scenario 4)
- Scenario 4 Bus Stop Infrastructure
- Scenario 4A – Route 4 + Modification CE Added
- Scenario 4A – Route 4 + Modified CE Recommendation Summary
- GoZone Redeployment Summary (Scenario 4A)
- Fixed Route Recommendation Comparison
- GoZone Recommendation Comparison
- Additional Consideration for LV/HV to Flower Mount Access Zone
- Spring 2027 Scenario Implementation: Alternative 1
- Alternative Scenario Implementation: Alternative 2

Board discussion regarding Scenario 4/4A excess hours, trimming GoZone hours, improving Denton’s KPI’s, adding seats to satisfy demand, Long Range Financial Plan, addressing intersection challenges with connections, prioritizing available resources and addressing potential resources constraints, and establishing and tracking zone-specific KPI’s. Staff informed the Board that the requested calculations for Scenarios 4 and 4A would be provided.

No Board action required at this time.

4. Discuss Update on the A-train Enhancement Program

Austin Frith, Vice President of Planning and Development presented to the Board highlighting the following requesting Board feedback on the A-train Enhancement Program.

- Direction / Narrowing of Options on Expanded Service Hours Update – North of Trinity Mills
- Discussion and preferred direction on station and track alignment for Downtown Carrollton
- PTC Decision drives solution for segments north and south of Trinity Mills
- North of Trinity Mills: Bus Bridge Alternative for Late Night Operations Resolves Positive Train Control Question
- Downtown Carrollton Design Update
- South of Trinity Mills: Downtown Carrollton Alignment Options
- Next Steps
 - Request formal extension of 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

Board discussion indicated a preference for Option 2 (western alignment, easterly station), assuming completion of the International Paper Company scenario. Board members expressed concerns regarding Option 1 (western alignment, westerly station) including the location and aging infrastructure of the water line, as well as anticipated growth pattern.

5. Discuss Local and Regional Updates and Legislative Updates

Discussion Item

Board discussed emerging legislative priorities.

INFORMATIONAL REPORTS

1. Safety, Service, and Ridership Reports – August 2026
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

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

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

FUTURE AGENDA ITEMS AND BOARD MEMBER REQUESTS

The next regular Board Meeting is scheduled for October 22, 2026.

REPORT ON ITEMS OF COMMUNITY INTEREST

The Board advised the public of the upcoming elections this Fall. Election Day is November 3, 2026.

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.

The Board convened into Closed Executive Session at 11:32am.

RECONVENE OPEN SESSION

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

The Board reconvened from Closed Executive Session at 12:24pm with the following action: ***Motion by Board Member Green with a second by Chair Eads to authorize the Chair to negotiate and execute an amended Employment Agreement per the terms discussed in Closed Executive Session. Motion passes 5-0.***

ADJOURN

No further business was discussed, and the meeting was adjourned at 12:34pm.

Andy Eads, Board Chair

Daniel Jaworski, Board Secretary



Board of Directors Memo

October 22, 2026

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

Recommendation

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

Background

The financial statement is presented monthly to the Board of Directors for approval. The attached report is for the period ending August 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.

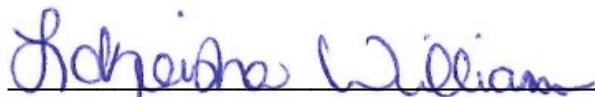
Financial Impact

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

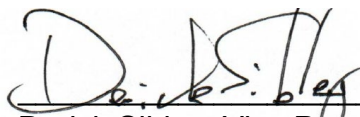
Exhibits

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

Submitted by:


LaKeisha Williams, Senior Manager of Accounting

Reviewed by:


Derick Sibley, Vice President of Finance

DENTON COUNTY TRANSPORTATION AUTHORITY

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

	PRIOR FISCAL YEARS (FULL-YEAR ACTUAL)				FY 2026 YEAR TO DATE • 92% 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 8/31	Note
REVENUE AND OTHER INCOME										
Sales Tax Revenues	\$38,030,250	\$40,292,936	\$40,615,026	\$41,234,879	\$42,972,089	\$37,583,333	\$41,000,000	104.8%	91.7%	1
Federal/State Grants - Operating	\$19,028,351	\$9,431,745	\$11,563,170	\$14,095,704	\$10,931,372	\$12,306,835	\$13,425,638	81.4%	91.7%	2
Federal/State Grants - Capital	\$95,069	\$59,828	\$566,000	\$119,728	\$343,811	\$2,537,064	\$2,767,706	12.4%	91.7%	3
Contract Service Revenues	\$3,721,321	\$4,233,303	\$4,948,287	\$3,798,461	\$4,017,615	\$4,362,794	\$4,759,412	84.4%	91.7%	4
Passenger Revenues	\$928,697	\$1,568,794	\$1,906,892	\$1,727,518	\$1,416,567	\$2,015,063	\$2,198,251	64.4%	91.7%	5
Total Revenue and Other Income	\$61,803,687	\$55,586,606	\$59,599,375	\$60,976,290	\$59,681,453	\$58,805,090	\$64,151,007	93.0%	91.7%	
OPERATING EXPENSES (excluding depreciation — see memorandum below)										
Purchased Transportation Services	\$19,235,801	\$22,251,475	\$23,888,423	\$22,890,819	\$23,396,589	\$26,180,005	\$28,560,005	81.9%	91.7%	
Salary, Wages and Benefits	\$9,223,042	\$9,014,747	\$10,212,178	\$11,838,956	\$11,154,957	\$13,549,194	\$14,678,293	76.0%	92.3%	6
Outsourced Services and Charges	\$6,946,993	\$5,831,802	\$6,930,904	\$7,754,270	\$4,279,899	\$6,460,731	\$7,048,070	60.7%	91.7%	
Materials and Supplies	\$2,526,060	\$2,450,760	\$2,127,167	\$2,218,893	\$2,157,932	\$2,798,726	\$3,053,155	70.7%	91.7%	
Insurance	\$1,669,123	\$1,586,292	\$1,099,836	\$1,889,074	\$1,028,814	\$1,829,787	\$1,996,131	51.5%	91.7%	
Utilities	\$521,960	\$497,792	\$561,653	\$526,317	\$561,481	\$777,868	\$848,584	66.2%	91.7%	
Employee Development	\$137,647	\$180,014	\$301,748	\$237,395	\$256,995	\$733,749	\$800,453	32.1%	91.7%	
Leases and Rentals	\$151,068	\$142,445	\$169,862	\$193,771	\$240,203	\$264,268	\$288,292	83.3%	91.7%	
Total Operating Expenses	\$40,411,694	\$41,955,327	\$45,291,771	\$47,549,495	\$43,076,870	\$52,594,326	\$57,272,983	75.2%	91.8%	
Income (Loss) Before Non-Operating Items	\$21,391,993	\$13,631,279	\$14,307,604	\$13,426,795	\$16,604,583	\$6,210,763	\$6,878,024			
NON-OPERATING REVENUES / (EXPENSES)										
Investment Income	\$462,425	\$4,434,145	\$5,983,517	\$5,322,769	\$4,468,384	\$3,208,333	\$3,500,000	127.7%	91.7%	
Other Income/(Expense) - Miscellaneous	\$447,462	\$923,293	\$174,316	\$90,761	\$76,074	\$183,333	\$200,000	38.0%	91.7%	
Long Term Debt Interest/(Expense)	(\$233,828)	(\$212,684)	(\$192,299)	(\$171,811)	(\$75,551)	\$138,510	\$151,102	(50.0%)	91.7%	
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	\$4,468,907	\$3,530,177	\$3,851,102	116.0%	91.7%	
Income (Loss) Before Transfers	\$22,097,772	\$18,828,933	\$20,275,957	\$18,668,514	\$21,073,490	\$9,740,940	\$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	\$21,073,490	\$9,740,940	\$10,729,126			
MEMORANDUM — NON-CASH ITEM EXCLUDED ABOVE										
Depreciation	\$11,351,683	\$9,074,912	\$9,959,074	\$11,051,662	\$30,047,590	\$10,106,105	\$11,024,842	272.5%	91.7%	
Change in Net Position After Depreciation	\$4,819,420	\$4,176,515	\$10,316,882	\$7,616,852	(\$8,974,099)	(\$365,164)	(\$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.
2. Less than last July due to recoding of revenue to Capital Grants and Contracted Services
3. Variance is driven by \$1.1M in unspent TOD funds and \$630K in purchases deferred to FY27, with remainder due to timing.
4. Contracted Services behind due to timing of invoicing and receipt of payment
5. Passenger revenue is below target. Fare revenue is under evaluation.
6. Trending behind budget due to timing of hires and vacant positions.



Board of Directors Memo

October 22, 2026

AGENDA ITEM: Consider Authorizing the Chief Executive Officer (CEO) to Negotiate and Execute a Purchase Agreement with Gillig, LLC Utilizing the State of Washington Department of Enterprise Services (DES) Cooperative Contract #06719-01 for the Purchase of Three (3) 35-foot Transit Buses in an Amount Not to Exceed \$2,730,000

Recommendation

Staff recommends the Board authorize the Chief Executive Officer (CEO) to negotiate and execute a Purchase Agreement with Gillig, LLC utilizing the State of Washington Department of Enterprise Services (DES) Cooperative Contract #06719-01 for the purchase of three (3) 35-foot transit buses in an amount not to exceed \$2,730,000.

Background

The Fiscal Year (FY) 2027 approved budget includes Expanded Level Projects (ELPs) for fleet vehicle purchases, as referenced in an informational report in the September 24, 2026, Board packet. The DCTA Agency Revenue Fleet Plan identifies the requirement for new bus purchases.

This purchase consists of three (3) new-build, 35-foot low floor diesel Gillig buses. The buses will be purchased through the State of Washington Department of Enterprise Services (DES) Cooperative Contract #06719-01. These buses are specified identically to the six (6) buses purchased in FY25 and FY26.

DCTA took delivery of six (6) new-build Gillig buses in FY26 purchased in the FY25 and FY26 program. This FY27 bus purchase leverages the \$2.295M in discretionary grant funds awarded to DCTA through the FY25 Bus & Bus Facilities Competitive Grant program.

Previous Board Activity and Action

The Board reviewed and approved this ELP through the FY 2027 budget approval process and received an informational update on FY 2027 ELP vehicle purchases at the September 24, 2026, Board meeting.

Identified Need

This purchase plus three (3) of the previously purchased units allows DCTA to replace the six (6) 2015 El Dorado buses in the DCTA fixed-route fleet that are beyond their useful life.

Financial Impact

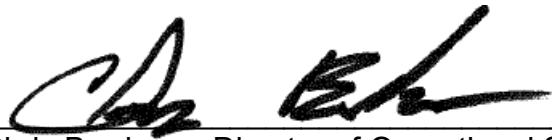
DCTA has budgeted \$2,730,000 in the Fiscal Year (FY) 2027 Approved Budget for the purchase of these vehicles.

Exhibits

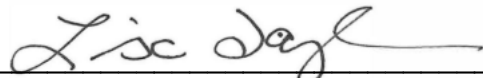
None.



Submitted By:


Chris Bordman, Director of Operational Support

Reviewed By:


Lisa Taylor, Vice President of Operations



Board of Directors Memo

October 22, 2026

AGENDA ITEM: Consider Authorizing the Chief Executive Officer (CEO) to Negotiate and Execute a Purchase Agreement with Classic Chevrolet Utilizing the City of Denton Contract #8455, Light and Medium Duty Vehicles - Chevrolet to Purchase Two (2) Non-Revenue Vehicles in an Amount Not to Exceed \$80,000

Recommendation

Staff recommends the Board authorize the Chief Executive Officer (CEO) to negotiate and execute a Purchase Agreement with Classic Chevrolet utilizing the City of Denton Contract #8455 to purchase two (2) non-revenue vehicles in an amount not to exceed \$80,000.

Background

The Fiscal Year (FY) 2027 approved budget includes Expanded Level Projects (ELPs) for fleet vehicle purchases, as presented to the Board in an informational report in the September 24, 2026, Board packet. Several DCTA non-revenue vehicles are beyond their useful life and due for replacement.

This purchase consists of two (2) Chevrolet Equinox SUVs, at approximately \$40,000 each, which will replace Ford Rangers 983 and 984. The vehicles will be procured through City of Denton Contract #8455, Light and Medium Duty Vehicles – Chevrolet.

Previous Board Activity and Action

The Board reviewed and approved this ELP through the FY 2027 budget approval process and received an informational update on FY 2027 ELP vehicle purchases in the September 24, 2026, Board packet.

Identified Need

Replace non-revenue vehicles that are beyond their useful life.

Financial Impact

DCTA has budgeted \$80,000 in the Fiscal Year (FY) 2027 Approved Budget for the purchase of these vehicles.

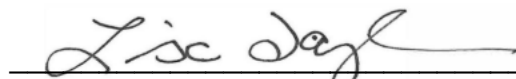
Exhibits

None.

Submitted By:


Chris Bordman, Director of Operational Support

Reviewed By:


Lisa Taylor, Vice President of Operations

Board of Directors Memo

October 22, 2026

AGENDA ITEM: Consider Authorizing the Chief Executive Officer (CEO) to Negotiate and Execute a Purchase Agreement with ABC Companies Utilizing the State of Oklahoma Contract #0797M to Purchase Three (3) Wheelchair Accessible Vehicle (WAV) Vans in an Amount Not to Exceed \$240,000

Recommendation

Staff recommends the Board authorize the Chief Executive Officer (CEO) to negotiate and execute a Purchase Agreement with ABC Companies Utilizing the State of Oklahoma Contract #0797M to purchase three (3) Wheelchair Accessible Vehicle (WAV) vans in an amount not to exceed \$240,000.

Background

The Fiscal Year (FY) 2027 approved budget includes Expanded Level Projects (ELPs) for fleet vehicle purchases, as presented to the Board in an informational report at the September 24, 2026, Board meeting. The current paratransit fleet consists of seven (7) 2018 and eight (8) 2021 Ford/ARBOC cutaways, for a total fleet of fifteen (15). The fleet size will be reduced to eleven (11) cutaways upon delivery and service activation of two (2) cutaways purchased in FY26 due to increased fuel capacity.

This purchase consists of three (3) WAV vans to replace three (3) model year 2021 Ford/ARBOC paratransit cutaways currently in the fleet that are beyond useful life. A test will be performed in 2027 to gauge the operational and cost effectiveness of using vans in place of cutaways. The vans will be procured through the State of Oklahoma contract # 0797M.

Previous Board Activity and Action

The Board reviewed and approved this ELP through the FY 2027 budget approval process and received an informational update on FY 2027 ELP vehicle purchases at the September 24, 2026, Board meeting.

Identified Need

Replace paratransit vehicles with a more cost-effective vehicle type suited to actual ridership. Rider occupancy analysis supports vans as a viable option to cutaways that cost approximately \$225,000 compared to approximately \$80,000 for a van, a savings of roughly \$145,000 per vehicle. There will be a charge incurred after delivery to have the vans wrapped to DCTA brand standards. Staff is reviewing vendor options for addressing these vehicles and others in the fleet.

Financial Impact

DCTA has budgeted \$240,000 in the Fiscal Year (FY) 2027 Approved Budget for the purchase of these vehicles.

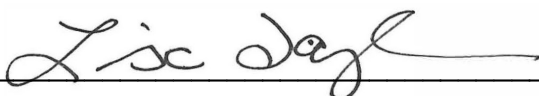
Exhibits

None.

Submitted By:


Chris Bordman, Director of Operational Support

Reviewed By:





Lisa Taylor, Vice President of Operations



Board of Directors Memo

October 22, 2026

AGENDA ITEM: Consider Authorizing the Chief Executive Officer (CEO) to Award and Execute a Professional Services Agreement with Alpine Group Partners, LLC for Federal Legislative Consulting Services for an Initial Two (2) Year Term Beginning November 1, 2026, through October 31, 2028, in an Amount Not to Exceed \$180,000, with One (1) Additional Two (2) Year Renewal Option through October 31, 2030

Recommendation

Staff recommends the Board authorize the Chief Executive Officer (CEO) to award and execute a Professional Services Agreement with Alpine Group Partners, LLC for Federal Legislative Consulting Services for an initial two (2) year term beginning November 1, 2026, through October 31, 2028, in an amount not to exceed \$180,000, with one (1) additional two (2) year renewal option through October 31, 2030.

Background

Denton County Transportation Authority (DCTA) released a Request for Proposal (RFP) 26-08 on June 23, 2026, for Federal Legislative Consulting Services. DCTA received four (4) responses. All four (4) proposals were determined to be responsive. Staff conducted an initial evaluation of all proposals received based on the scoring criteria in the RFP.

The following companies submitted proposals that met the required timeframes and documents requested:

Alpine Group Partners, LLC
Capital Edge Advocacy, Inc.
Hance Scarborough, LLP
Holland & Knight

The Evaluation Committee consisted of Chief Executive Officer (CEO) Paul Cristina, Vice President of Engagement and Administration Jackie Bronson and Executive Assistant and Board Process Manager Kisha Morris-Perkins. Following the initial evaluation, two (2) firms were selected for oral interviews conducted on September 28, 2026.

Previous Board Activity & Action

March 26, 2026 – The Board received Informational Report Item 03, Update on Federal Legislative Consulting Services

August 27, 2026 – The Board received Informational Report 03, Update on Federal Legislative Consulting Services

Identified Need

DCTA has engaged federal legislative consultants to support the Agency's legislative and funding priorities at the federal level. Each session of Congress, numerous bills, regulations, and federal funding initiatives are introduced that may affect DCTA, either directly or indirectly. It is critical that DCTA maintain representation in Washington, D.C., before the United States Congress and appropriate agencies, as the Agency continues to evolve.



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

Financial Impact

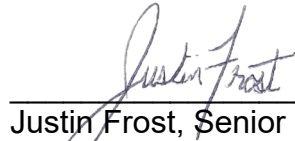
The proposed agreement is for an initial two (2) year term beginning November 1, 2026, through October 31, 2028, at a fixed annual fee of \$90,000, for a total not to exceed amount of \$180,000, with one (1) additional two (2) year renewal option in an amount not to exceed \$180,000 through October 31, 2030.

Funding is included in the Fiscal Year (FY) 2027 Operating Budget adopted by the Board on August 27, 2026. Funding for future years will be requested and allocated through the annual budget process. No state or federal funds will be used for contract payments resulting from this solicitation.

Exhibits

None.

Submitted By:


Justin Frost, Senior Manager, Contracts and Procurement

Reviewed By:


Jackie Bronson, Vice President, Engagement & Administration

Board of Directors Memo

October 22, 2026

AGENDA ITEM: Consider Authorizing the Chief Executive Officer (CEO) to Execute Non-Exclusive Indefinite Delivery/Indefinite Quantity (IDIQ) Contracts with VXR Investments LLC dba Signarama of Lewisville, Synergy Signs & Services, LLC, and Risner Naukam Design Group, Inc. dba The Bubble for Signage Fabrication, Accessories, and Installation Services Beginning November 1, 2026, through October 31, 2028, with Up to Three (3) Additional One (1) Year Terms

Recommendation

Staff recommends the Board Authorize the Chief Executive Officer (CEO) to Execute Non-Exclusive Indefinite Delivery/Indefinite Quantity (IDIQ) contracts with VXR Investments LLC dba Signarama of Lewisville, Synergy Signs & Services, LLC, and Risner Naukam Design Group, Inc. dba The Bubble for Signage Fabrication, Accessories, and Installation Services Beginning November 1, 2026, through October 31, 2028, with up to three (3) additional one (1) year terms.

Background

DCTA issued Request for Proposals (RFP) 26-10, Signage Fabrication, Accessories, and Installation Services, on PlanetBids on August 11, 2026, with proposals due September 24, 2026, at 2:00 PM CT. This solicitation establishes an Indefinite Delivery/Indefinite Quantity (IDIQ) contract with one or more qualified firms to fabricate, deliver, and install transit signage throughout DCTA's service area on an as-needed basis, including field installation and sign pole removal and replacement.

DCTA received three (3) proposals from the following firms:

- VXR Investments LLC dba Signarama of Lewisville
- Synergy Signs & Services, LLC
- Risner Naukam Design Group, Inc. dba The Bubble

All three (3) proposals were determined responsive.

Staff, with the assistance of an Evaluation Committee comprised of Austin Frith, Vice President of Planning and Karina Maldonado, Planning Manager, evaluated proposals in accordance with the criteria set forth in Section IV of the RFP: Contractor Qualifications & Experience (30 points), Contractor Services & Capabilities (25 points), Quality of Work (25 points), and Pricing (20 points), with the Letter of Introduction and Required Forms & Certifications evaluated on a pass/fail basis.

Staff recommends awards to all three (3) firms. Section I.2 of the RFP contemplates an IDIQ contract with one or more qualified firms, and a multi-award structure is appropriate given the on-call, non-exclusive nature of this work: it provides operational redundancy across DCTA's service area and preserves competitive pricing over the life of the contract.

Task Orders will be issued to the awarded Contractor(s) DCTA determines best suited for the specific work required, considering price, capacity, and complexity, at DCTA's discretion. This is not a division of scope by category or dollar threshold; each Task Order will be assigned as a whole to a single awarded Contractor.



This contract will be a non-exclusive Indefinite Delivery/Indefinite Quantity (IDIQ) contract, with Task Orders issued for all required and requested work. DCTA does not guarantee any minimum quantity of Task Orders or minimum dollar volume to any awarded Contractor.

Previous Board Activity

None.

Identified Need

DCTA requires an on-call contract for the fabrication, delivery, and installation of transit signage, including wayfinding, informational, branding, accessibility, safety and security, parking and traffic control, and construction/temporary signage, across its service area, including sign pole removal and replacement. This contract ensures DCTA can respond to both routine and emergency signage needs within the response timeframes established in the RFP, without the delay of a new solicitation for each need.

Financial Impact

The proposed Agreement for Contractor Services is an on-call contract with an initial two (2) year term. It does not set a total dollar amount or commit DCTA to any minimum level of spending, so approving it has no impact on the FY2027 budget. Costs are incurred only when the Contract Administrator issues a Task Order for a specific scope of work, funded from existing approved budgets. Any single Task Order at or above \$75,000, DCTA's threshold for Board approval, will come to the Board for action.

Exhibits

None.

Submitted By:

A handwritten signature in blue ink, appearing to read "A. Frith", is written over a horizontal line.

Austin Frith, Vice President
Planning and Development



Board of Directors Memo

October 22, 2026

AGENDA ITEM: Consider Authorizing the Chief Executive Officer (CEO) to Award and Execute a Depository Services Agreement with Wells Fargo Bank, N.A. to Provide Bank Depository Services for an Initial Five (5) Year Term Beginning December 1, 2026, through November 30, 2031, with Two (2) Additional One (1) Year Renewal Options Through November 30, 2033, in an Estimated Annual Amount of \$8,080

Recommendation

Staff recommends the Board authorize the Chief Executive Officer (CEO) to award and execute a Depository Services Agreement with Wells Fargo Bank, N.A. to provide Bank Depository Services for an initial five (5) year term beginning December 1, 2026, through November 30, 2031, with two (2) additional one (1) year renewal options through November 30, 2033, in an estimated annual amount of \$8,080.

Background

Denton County Transportation Authority (DCTA) released a Request for Proposal (RFP) 26-07 on June 2, 2026, for Bank Depository Services. Addendum No. 1 was issued June 23, 2026; Addendum No. 2 was issued July 15, 2026; and Addendum No. 3 was issued on July 24, 2026, and extended the proposal submission deadline to July 27, 2026.

DCTA received two (2) responses:

Texas Regional Bank
Wells Fargo Bank, N.A.

Both proposals were determined to be responsive.

The Evaluation Committee consisted of Derick Sibley, Vice President of Finance, LaKeisha Williams, Senior Manager of Accounting, and Jane Filarowicz, Senior Manager of Budget & Grants.

Evaluation

Proposals were evaluated on Experience and Qualifications (30 points), Technical Ability and Service Approach (30 points), Pricing and Fee Transparency (25 points), Financial Strength (10 points), and References and Past Performance (5 points).

Wells Fargo proposed the lowest fees and an earnings credit rate of 1.50% to offset monthly service charges; it does not pay interest on operating balances. Wells Fargo Bank, N.A., received the highest average score from the Evaluation Committee.

Previous Board Activity & Action

May 28, 2026 – The Board received an update on the re-solicitation of Bank Depository Services as part of Regular Agenda Item 01, Monthly Financial Statement, Grants Report and Investment Report for the Period Ending March 31, 2026.



Identified Need

DCTA's current depository banking agreement expires November 30, 2026. Consistent with Texas Transportation Code Chapter 460, DCTA competitively procured depository services in accordance with Texas Local Government Code Chapter 105, with public funds collateralized under Texas Government Code Chapter 2257 and invested in accordance with Chapter 2256 and DCTA's Investment Policy. The selected depository will provide DCTA's core banking services, including account management, positive pay and fraud prevention, ACH and wire transfer processing, online treasury management, and collateralization of public funds. Safekeeping of DCTA-owned investment securities is not included in this agreement and will be addressed under a separate custody arrangement.

Financial Impact

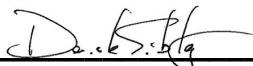
The proposed agreement is for an initial five (5) year term beginning December 1, 2026, through November 30, 2031, with two (2) additional one (1) year renewal options. Estimated annual banking service fees are approximately \$8,080, for an estimated total of \$40,400 over the initial term, based on DCTA's estimated transaction volumes and the awarded pricing schedule (Exhibit 1).

These fees are offset by earnings credits on DCTA's account balances; actual net costs will vary based on account balances, transaction volumes, and the earnings credit rate in effect during the term. Funding is included in the Fiscal Year (FY) 2027 Operating Budget. Funding for future years will be requested and allocated through the annual budget process. No state or federal funds will be used for contract payments resulting from this solicitation.

Exhibits

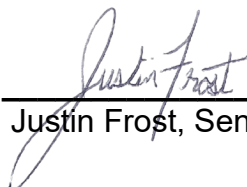
None.

Reviewed By:



Derick Sibley, Vice President of Finance

Submitted By:



Justin Frost, Senior Manager, Contracts and Procurement



Board of Directors Memo

October 22, 2026

AGENDA ITEM: Consider Approval of a Resolution to Cancel November 2026 and December 2026 Denton County Transportation Authority (DCTA) Regular Board Meetings and Reschedule for a Combined Meeting on December 9, 2026

Recommendation

Staff recommends the Board approve a Resolution to cancel November 2026 and December 2026 Denton County Transportation (DCTA) Regular Board Meetings and reschedule for a combined meeting on December 9, 2026.

Background

According to the Denton County Transportation Authority (DCTA) Bylaws, it states, "The Board shall hold at least one regular meeting each month." Due to Thanksgiving and Christmas holidays, the meetings that are normally scheduled for the 4th Thursday of each month (November 26, 2026 and December 24, 2025) can be rescheduled as a combined meeting scheduled for December 9, 2026.

Previous Board Activity and Action

There has been no previous Board activity on this item.

Identified Need

Due to the upcoming holiday season, it is recommended to reschedule the November 2026 and December 2026 Board Meetings into one (1) combined meeting.

Exhibits

Exhibit 1: Draft Resolution

Submitted By:


Paul A. Cristina, Chief Executive Officer

**DENTON COUNTY TRANSPORTATION AUTHORITY
RESOLUTION R26-12**

A RESOLUTION OF THE BOARD OF DIRECTORS OF THE DENTON COUNTY TRANSPORTATION AUTHORITY (DCTA) APPROVING THE CANCELLATION OF THE NOVEMBER 2026 AND DECEMBER 2026 REGULAR BOARD MEETINGS AND RESCHEDULING TO A COMBINED MEETING SCHEDULED FOR DECEMBER 9, 2026

WHEREAS, Article 3, Section 6 of the Denton County Transportation Authority (DCTA) Bylaws, states the Board shall hold at least one (1) regular meeting each month; and

WHEREAS, the regular Board Meeting for November 2026 and December 2026 falls during the Thanksgiving and Christmas holidays and can be rescheduled to a combined meeting date of December 9, 2026; and

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

SECTION 1. The Denton County Transportation Authority Board of Directors hereby approves, by majority vote, the cancellation of the November 2026 and December 2026 regular board meetings and reschedule for a combined meeting on December 9, 2026.

DULY PASSED AND APPROVED BY THE BOARD OF DIRECTORS OF THE DENTON COUNTY TRANSPORTATION AUTHORITY THE 22ND DAY OF OCTOBER 2026.

APPROVED:

Andy Eads, Board Chair

ATTEST:

Suzi Rumohr, Board Secretary

APPROVED AS TO FORM:

Joseph J. Gorfida, Jr., Legal Counsel

Board of Directors Memo

October 22, 2026

AGENDA ITEM: Consider Authorizing the Chief Executive Officer (CEO) to Negotiate and Execute a Non-Binding Memorandum of Understanding (MOU) between DCTA and Anchor Capital Partners, LLC for the Old Town Lewisville Transit Oriented Development Project

Recommendation

Staff recommends the Board of Directors authorize the Chief Executive Officer (CEO) to negotiate and execute a non-binding Memorandum of Understanding (MOU) between DCTA and Anchor Capital Partners, LLC for the Old Town Lewisville Transit Oriented Development (TOD) project.

Background

The TOD Working Group, comprised of members representing DCTA and the City of Lewisville, have worked together over the past two (2) years to develop a land use program, conceptual site plan, and vision for the Old Town Lewisville TOD at the Old Town Lewisville A-train station. The project envisions a mixed use, walkable development on approximately 14 acres of DCTA-owned land, anchored by a new DCTA Intermodal Transportation Center (ITC) that will serve as a transit hub and house agency offices.

In September 2025, DCTA issued a Request for Qualifications (RFQ) for a developer to manage the turn-key delivery of the ITC and to pursue private development of the remaining parcels. The RFQ closed on January 30, 2026. The Evaluation Committee shortlisted five (5) firms, conducted first-round interviews in April 2026, narrowed the field to three (3) firms, and held final interviews in May and June 2026. At the conclusion of this process, the Evaluation Committee identified Anchor, with architecture and design firm Hoefer Welker as a key team member, as the recommended developer.

As reported to the Board on September 24, 2026, staff and DCTA legal counsel structured an MOU as a non-binding framework that sets the terms under which DCTA and Anchor will negotiate exclusively toward two (2) outcomes: a Fee Development Agreement for the ITC, under which Anchor would manage design and construction on DCTA's behalf for a negotiated fee, and a Right of First Refusal (ROFR) giving Anchor the first opportunity to purchase or lease the surrounding development blocks at fair market value.

Within approximately 60 days of the effective date, Anchor will submit its first deliverable, known as Milestone 1: a restated project scope for the ITC, order-of-magnitude cost estimates within the project budget range, and a proposed schedule for the remaining design and construction milestones. The MOU outlines a nine-month period in which scoping documents and a Master Development Agreement are negotiated. This process will be described in the briefing to accompany this item. An updated project timeline will be presented to the Board as negotiations progress.

Previous Board Activity and Action

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

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

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

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

Identified Need

Executing the MOU allows DCTA to begin exclusive negotiations with the recommended developer. The MOU also establishes the protections and federal requirements that will carry forward into the final agreements.

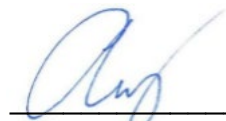
Financial Impact

Executing the MOU does not commit DCTA funds to the design or construction of the ITC. DCTA's costs during the negotiation period are limited to its own third-party legal, financial advisory, appraisal, and technical consultant costs. The Old Town Lewisville TOD project is addressed in the FY2027 Capital Budget and Long-Range Financial Plan (LRFP). The funding plan for the ITC will be presented to the Board with the Master Development Agreement.

Exhibits

None.

Reviewed By:



Austin Frith, VP of Planning and Development



Board of Directors Memo

October 22, 2026

AGENDA ITEMS: Discuss Update on Intermediate Service Plan Phase (ISP) III Recommendation for Connect Bus Additions, Bus Stop and Crew Amenities, and GoZone Service Adjustment

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 the net total operating cost of recommended scenario(s) and associated GoZone savings, as well as the total capital costs to implement preferred options. The recommendations will be presented with final implementation considerations to ensure successful delivery to the public.

Previous Board Activity and Action

April 24, 2025 – (RA05) Discuss Update on Intermediate Service Plan Phase II

July 24, 2025 – (RA04) Discuss Update on Intermediate Service Plan Phases II and III

October 23, 2025 – (RA03) 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

September 24, 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

None. This is a discussion item only.

Exhibits

None.

Submitted By:



Kariya Maldonado, Planning Manager

Reviewed By:



Austin Frith, VP of Planning and Development

Board of Directors Memo

October 22, 2026

AGENDA ITEM: Discuss the Bus Stop Design Guidelines (BSDG) Final Draft and Proposed Bus Stop Infrastructure Program

Recommendation

This item is for discussion only; no Board action is requested at this time.

Background

In FY2024, DCTA conducted a preliminary study on the state of existing bus stop infrastructure in its service area as part of the initial development of the Intermediate Service Plan. This effort included a preliminary inventory and assessment of all existing bus stop infrastructure across all member cities and general compliance with the Americans with Disabilities Act (ADA). Through this initiative, DCTA identified inconsistencies in the implementation of bus stop infrastructure with respect to amenity installations, bus stop placements, and installation coordination.

In response to this study, DCTA initiated the development of the Bus Stop Design Guidelines (BSDG) to establish a clear set of standards across the fixed-route system for bus stop placement, typology, amenity requirements, and best practices for prioritization, modification, and maintenance.

The DCTA Board will receive a presentation on the efforts to date, a detailed breakdown of the final document and included standards, and final methodology for prioritization of bus stop improvements moving forward. The final adoption of the BSDG will be brought to the DCTA Board for approval at a later date.

Proposed Bus Stop Infrastructure Program

Following adoption of the BSDG, DCTA will establish a Bus Stop Infrastructure Program to bring existing stops up to the new standards. The program will be carried out in phases with improvements sequenced using the BSDG prioritization methodology. This approach allows DCTA to address the highest-need stops first while managing costs over multiple years.

Previous Board Activity and Action

October 23, 2025 – (RA03) ISP Phase III and BSDG Development

February 26, 2026 – (IR05) AECOM Task Order for Bus Stop Design Guidelines Phase II

Identified Need

The guidelines were developed to establish a consistent standard for stop placement, required and preferred bus stop amenities, and amenity layout across the fixed-route bus network.

Financial Impact

There is no financial impact associated with this discussion item. The BSDG and its prioritization criteria will shape the estimated costs of future bus stop improvements. Funding for the Bus Stop Infrastructure Program will be phased in alignment with DCTA's Long-Range Financial Plan (LRFP), and program costs will be brought forward through the annual budget process.



Exhibits

None.

Submitted By:

A handwritten signature in black ink, appearing to read "K. Maldonado", is written over a horizontal line.

Karina Maldonado, Planning Manager

Reviewed By:

A handwritten signature in blue ink, appearing to read "Austin Frith", is written over a horizontal line.

Austin Frith, VP of Planning and Development



Board of Directors Memo

October 22, 2026

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

Monthly Report

September 2026 recorded 335,357 total passenger trips, a 27.7% increase from August's 262,523 and 7.2% above September 2025 (312,961 trips). The month-over-month increase reflects UNT's fall semester being fully in session and university-driven demand operating at full capacity. Most modes finished above their FY25 marks. Bus led with 195,899 trips, up 52.9% from August and 2.5% above September 2025. GoZone delivered 77,119 trips, 2.7% above August and 11.4% ahead of September 2025, reinforcing its role as a steady year-round base. A-train ridership climbed to 28,243 passengers, 14.5% higher than August and 5.4% above September 2025, continuing the consistent commuter rail demand seen across FY26. Access paratransit recorded 2,099 trips, 19.8% below August and 26.5% under September 2025.

FY26 ended the fiscal year at 2,986,731 unlinked passenger trips, finishing 1.4% ahead of FY25's 2,946,820. Non-university services powered the growth, together accounting for 1,903,798 trips and running 9.1% ahead of the FY25 non-UNT total of 1,744,501. Vanpool (+37.3%) and Connect fixed-route (+10.3%) remain the biggest performers, with A-train (+4.4%) and GoZone (+1.9%) also finishing above FY25. UNT ridership remained below FY25 at 1,082,933 trips (9.9% under FY25's 1,202,319), though the gap closed meaningfully from the 11.7% deficit through August as the fall semester continued to increase university-driven demand. Access finished the year at -4.4% (29,889 trips), the only mode trailing FY25.

FY26 ended the fiscal year 1.4% above FY25 after starting well behind the prior year's pace. Each monthly checkpoint — -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, and +1.4% through September — moved the system closer to and ultimately past the FY25 benchmark. The recovery was driven by sustained Vanpool growth, double-digit expansion across all three Connect routes, GoZone's return above FY25 levels, and growth in A-train ridership, all demonstrating a solid foundation of core, Member City services from which to build in FY27 and beyond.

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

Unlinked Passenger Trips Three-Month Trend						
	FY25		FY26			
	September	July	August	September	August-September % Change	September 2025-2026 % Change
Bus*	191,051	41,680	128,123	195,899	52.9%	2.5%
Rail	26,796	21,849	24,658	28,243	14.5%	5.4%
GoZone	69,235	69,806	75,127	77,119	2.7%	11.4%
Access	2,857	2,122	2,618	2,099	-19.8%	-26.5%
Van Pool**	23,022	32,880	31,997	31,997	0.0%	39.0%
TOTAL	312,961	168,337	262,523	335,357	27.7%	7.2%

* UNT, Connect, and Non-Connect Fixed Routes

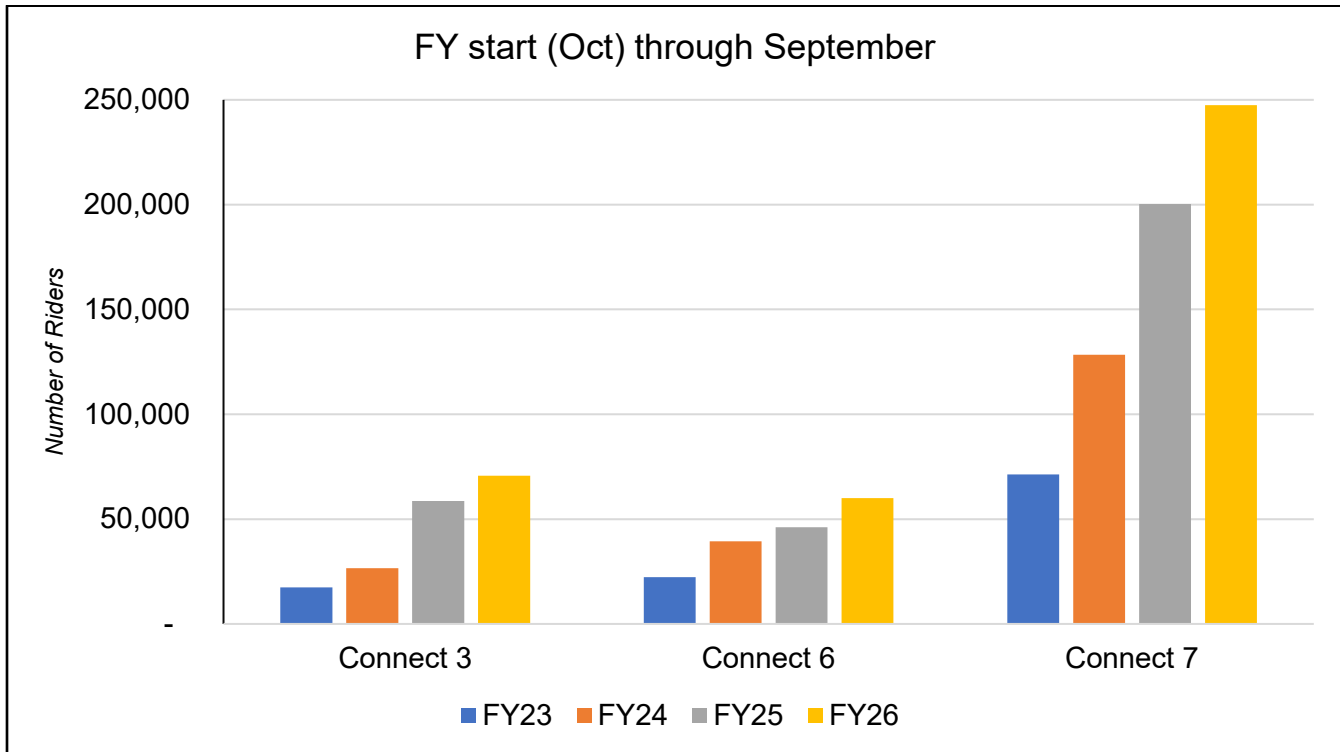
**September 2026 vanpool figures reflect August 2026 data. September data was not available before the agenda publication deadline and will be updated in next month's report.

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 September						FY25- FY26 %
	2022	2023	2024	2025	2026	
UNT	1,020,113	1,439,650	1,567,710	1,202,319	1,082,933	-9.9%
Connect	115,570	138,645	216,098	342,841	378,036	10.3%
Non-Connect	15,202	3,517	2,502	2,429	3,537	45.6%
A-train	175,637	225,235	261,426	277,028	289,280	4.4%
GoZone	616,579	853,463	863,073	832,407	848,091	1.9%
Access	22,803	26,416	25,327	31,254	29,889	-4.4%
Vanpool*	227,644	237,777	253,236	258,542	354,965	37.3%
TOTAL	2,193,548	2,924,703	3,189,372	2,946,820	2,986,731	1.4%
Non-UNT Total						9.1%

*September 2026 vanpool figures reflect August 2026 data. September data was not available before the agenda publication deadline and will be updated in next month's report.

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



Connect ridership closed FY26 with 378,036 unlinked passenger trips, 10.3% above the FY25 total of 342,841 and a strong finish to the fiscal year. Connect 7 continued to anchor the network at approximately 247,000 trips (FY25: ~200,000), while Connect 6 delivered the fastest year-over-year growth at roughly 28% (approximately 60,000 trips, FY25: ~47,000) and Connect 3 followed close behind at about 20% growth (approximately 71,000 trips, FY25: ~59,000). Every Connect route posted double-digit percentage gains across the fiscal year, giving the planning team a solid base of ridership data for service-structure and frequency decisions moving forward.

Identified Need

None.

Exhibits

- Exhibit 1: Safety Performance – FY26 to Date
- Exhibit 2: Service Performance – FY26 to Date
- Exhibit 3: Ridership by Mode – September 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 – September 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



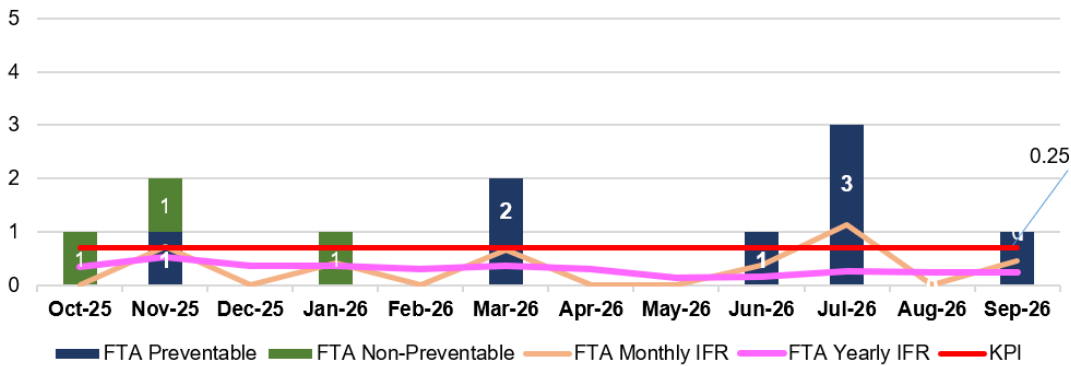
Final Review:

Lisa Taylor, Vice President
Operations

SAFETY PERFORMANCE

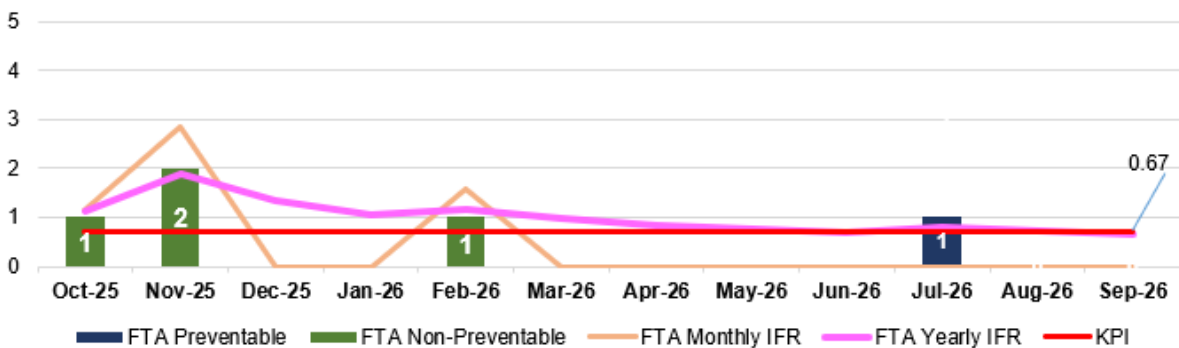


FY2026 FTA - GoZone Incident Frequency Rate (IFR) - Collisions



FY2025 IFR : 0.34

FY2026 FTA - Bus Operations Incident Frequency Rate (IFR) - Collisions

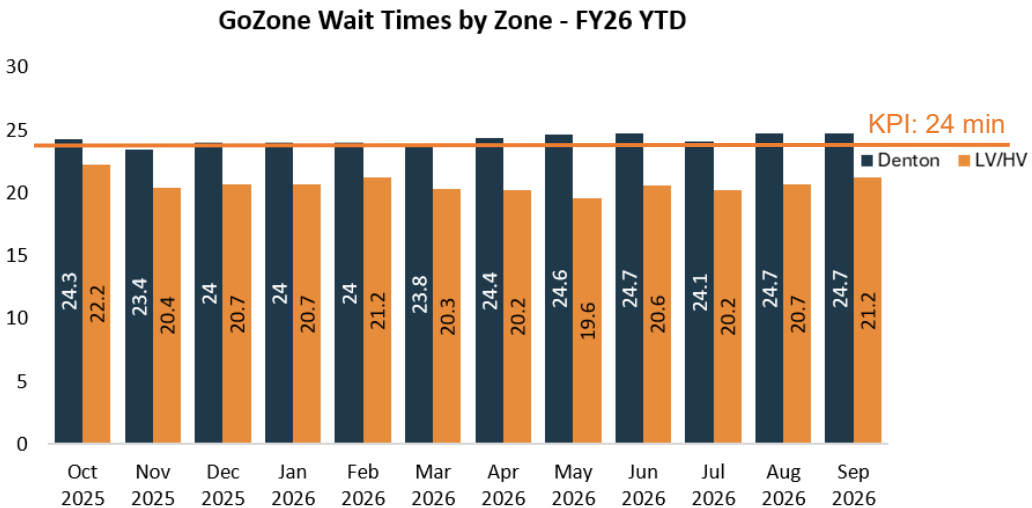
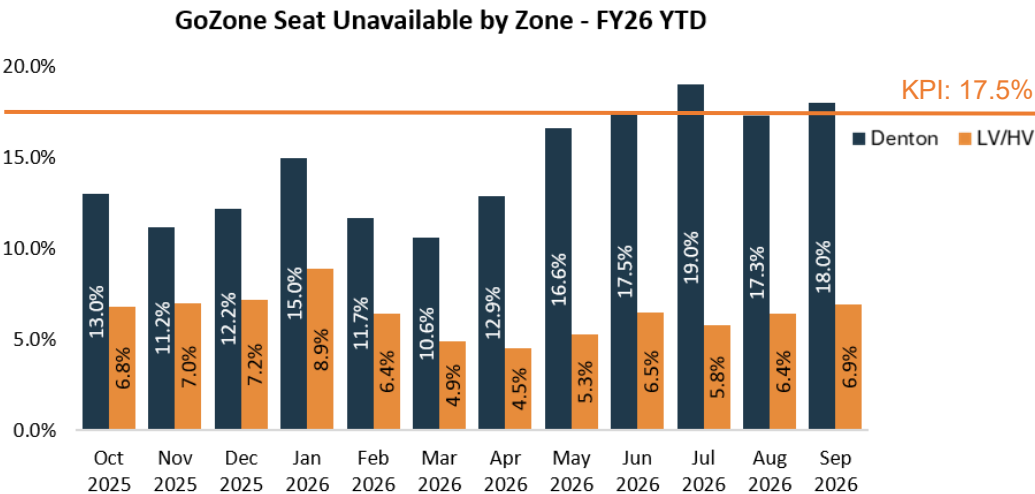
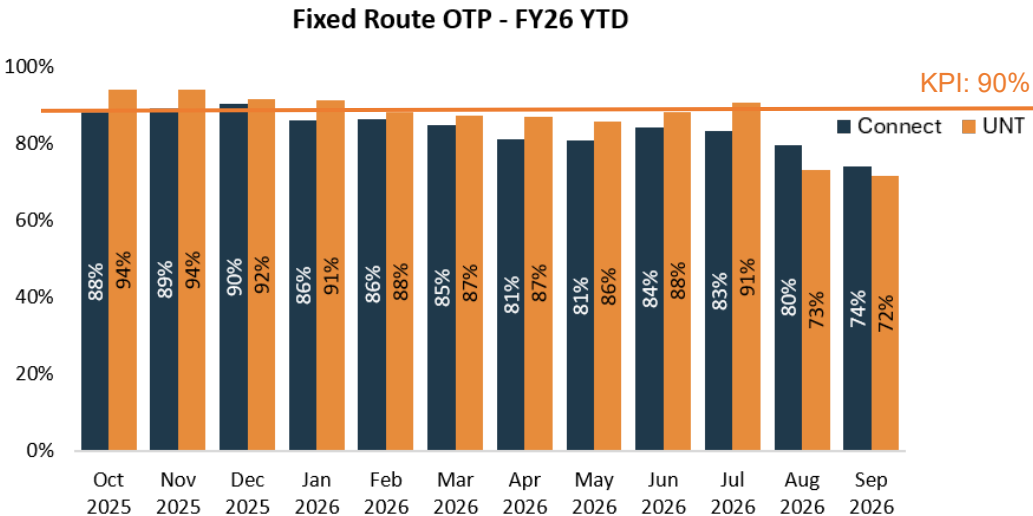
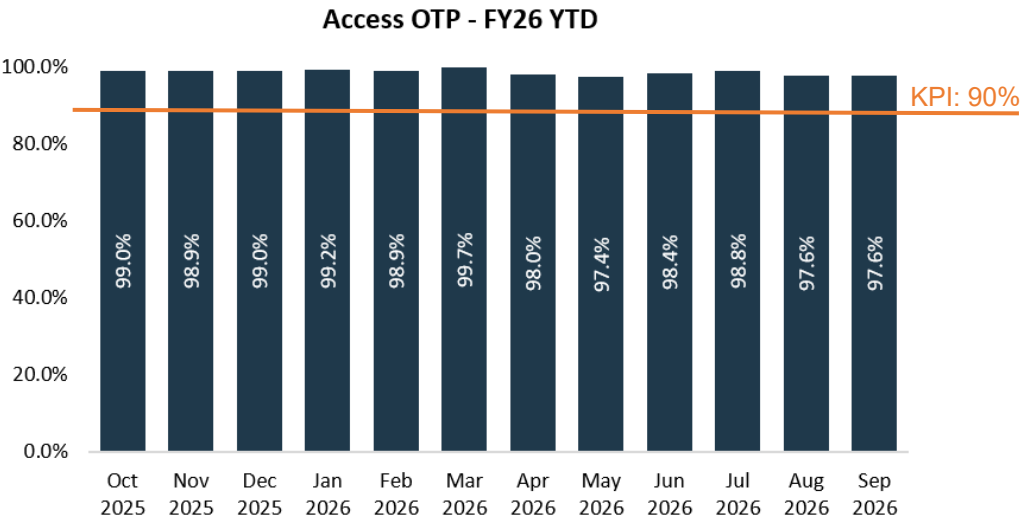


FY2025 IFR : 0.72

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	0
2. FRA Non-Preventable	0	0	0	0	0	0	0	0	0	0	1	0
3. FRA Yearly IFR	0	0	0	0	0	0	0	0	0	0	0.3	0.3
FRA Rail Crossing Reportable	0	0	0	0	0	0	0	0	0	0	1	0

FY2025 IFR : 0.00

SERVICE PERFORMANCE



RIDERSHIP – SEPTEMBER 2026



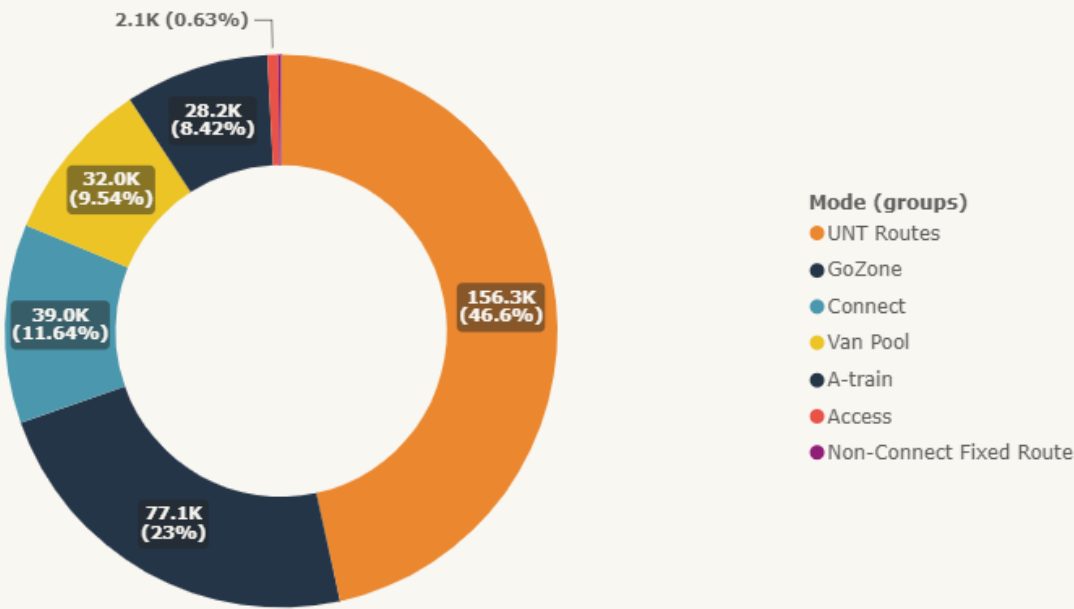
Total Ridership - Sep 2026

335.3K

Total Ridership FYTD

3.0M

Ridership by Travel Mode - Sep 2026





Total Ridership - Sep 2026

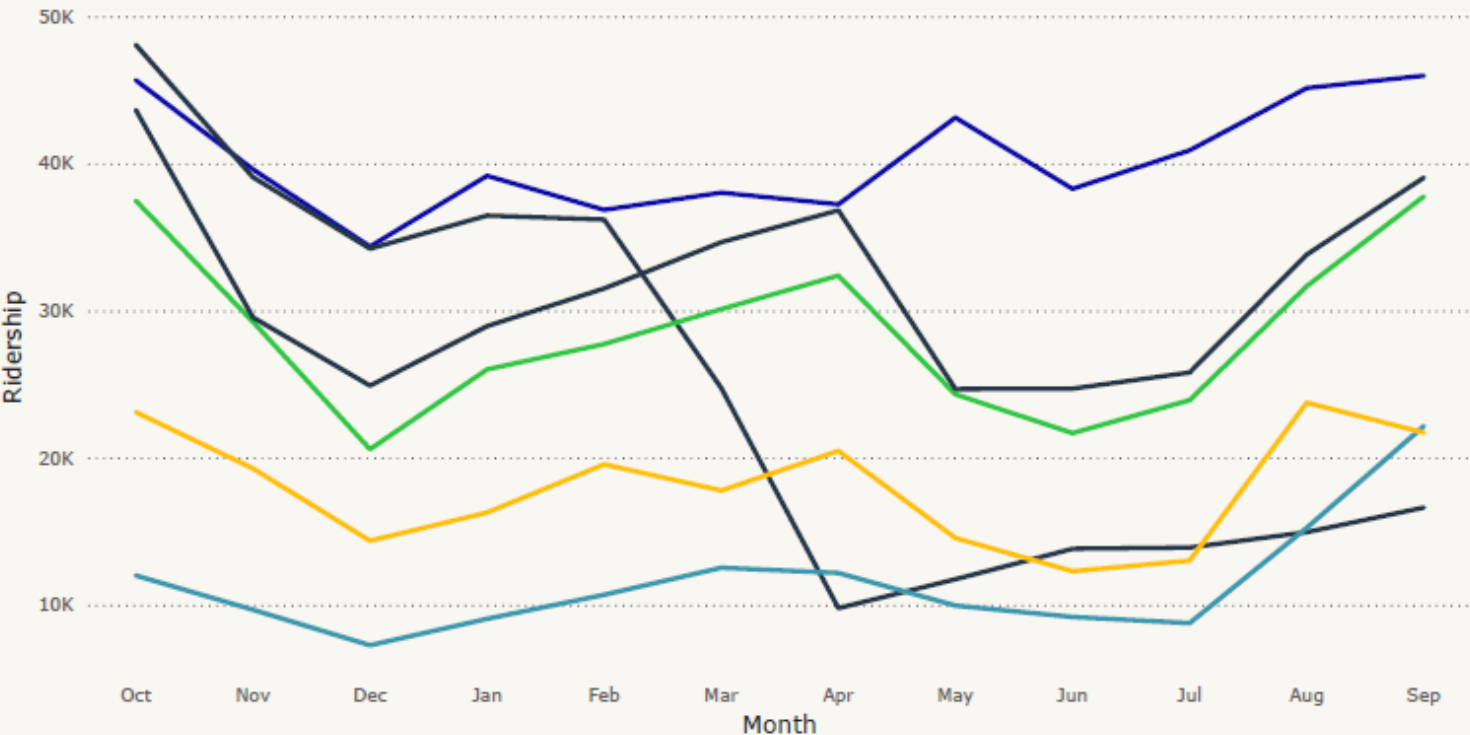
335.3K

Total Ridership FYTD

3.0M

Ridership by Month and Fiscal Year - Connect

Fiscal Year ● 2019 ● 2020 ● 2023 ● 2024 ● 2025 ● 2026



A-TRAIN – SEPTEMBER 2026



Total Ridership - Sep 2026

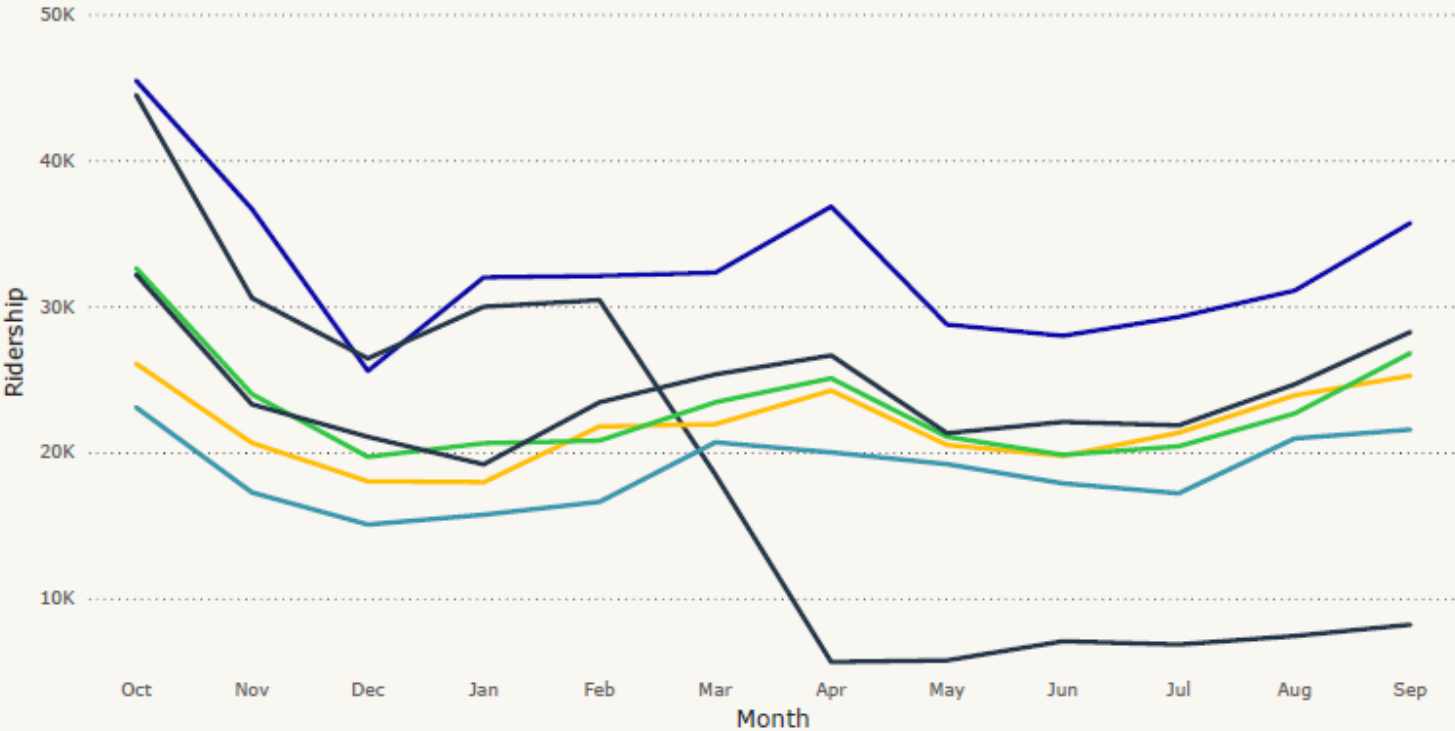
335.3K

Total Ridership FYTD

3.0M

Ridership by Month and Fiscal Year - A-train

Fiscal Year ● 2019 ● 2020 ● 2023 ● 2024 ● 2025 ● 2026



FIXED ROUTE – SEPTEMBER 2026



Total Ridership - Sep 2026

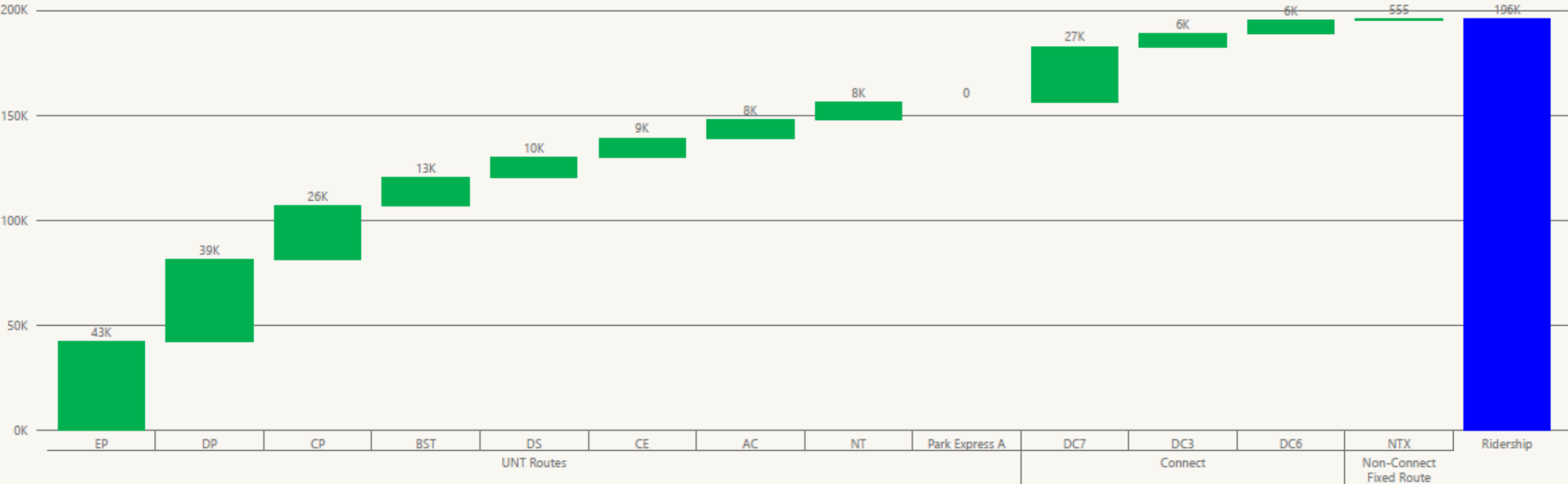
335.3K

Total Ridership FYTD

3.0M

Mode (groups)	Ridership
Connect	39,041
Non-Connect Fixed Route	555
UNT Routes	156,283
Total	195,879

Fixed-Route Ridership Waterfall



UNT (ALL) – SEPTEMBER 2026



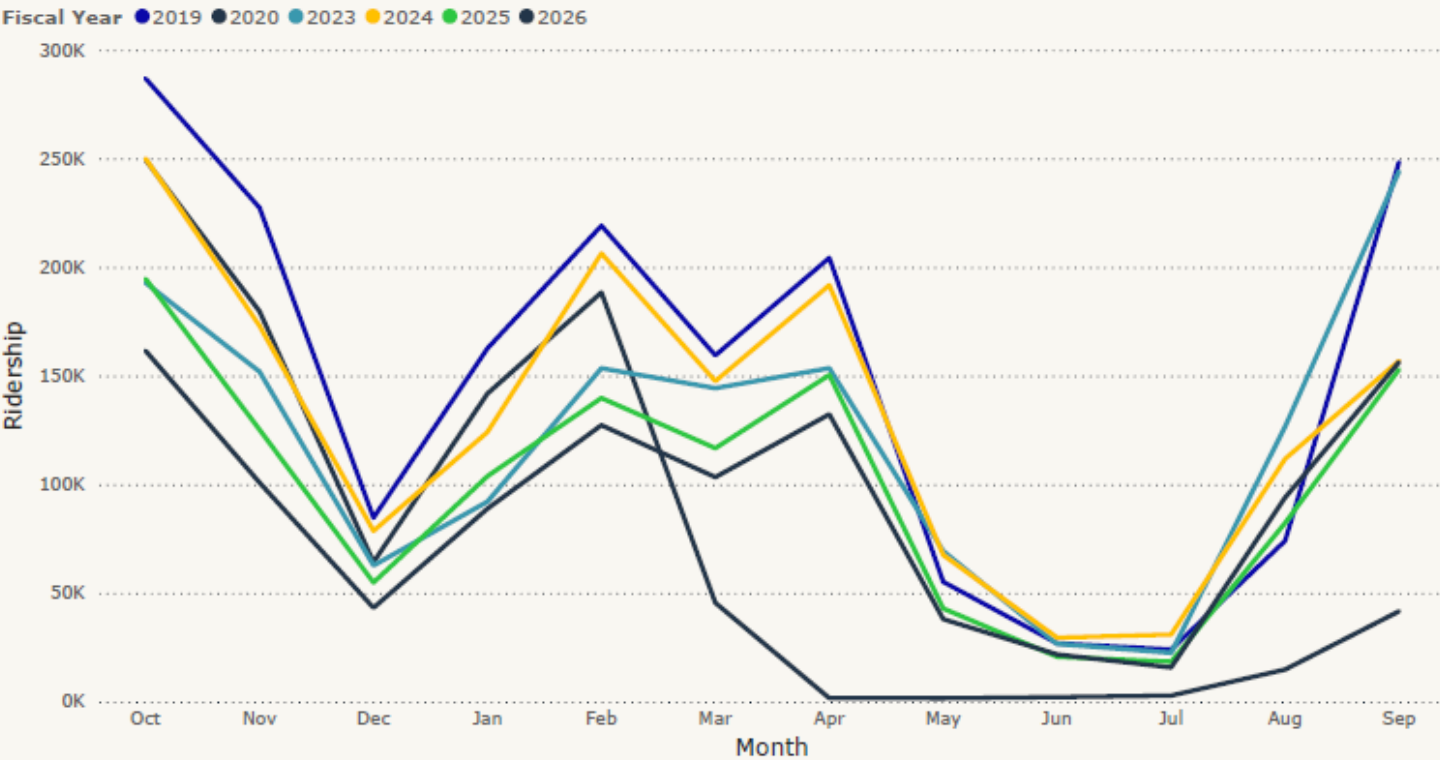
Total Ridership - Sep 2026

335.3K

Total Ridership FYTD

3.0M

Ridership by Month and Fiscal Year - UNT



Board of Directors Memo

October 22, 2026

AGENDA ITEM: Update on Dallas Area Rapid Transit (DART) Agreement for A-train Lease Extension and Other Terms

Recommendation

This item is for information only. No Board action is requested.

Background

The A-train operates on approximately 20.9 route miles of the former Missouri-Kansas-Texas (MKT) rail corridor, which is owned by Dallas Area Rapid Transit (DART). DCTA's right to use the corridor comes from the Transportation Access Agreement and Easement executed on May 25, 2010 (the Easement). The Easement runs through May 25, 2030. DCTA may extend it for up to 20 additional years by giving notice on or before May 25, 2029.

Under the Easement, DCTA bears the cost of building, maintaining, renewing, and dispatching the corridor under a partial assignment of DART's agreement with its freight operator, the Dallas, Garland & Northeastern Railroad (DGNO).

The DART Board adopted the Amended and Restated Interlocal Agreement Regarding Regional Collaboration (the Regional Collaboration ILA) on July 16, 2024. In Article 2.2, the two (2) agencies commit to negotiating trackage rights and an access agreement from Trinity Mills to Downtown Carrollton once DCTA is ready to extend A-train service. DCTA executed the Regional Collaboration ILA on September 29, 2026. The agreement takes effect on the date it is last signed by a party.

The Downtown Carrollton Extension (DCE) would extend the A-train approximately two (2) miles south from Trinity Mills Station to a new station in Downtown Carrollton. The new station would give riders a direct transfer to DART's Green Line and Silver Line. Preliminary engineering for the DCE is part of the A-train Enhancement Program.

Following the September Board meeting, Board Chairman Andy Eads and Chief Executive Officer Paul Cristina sent a formal request to DART Board Chairman Randall Bryant and DART Interim President & Chief Executive Officer David Leininger. The letter asks DART to act on three (3) items:

- **Twenty-year extension and expansion of the Easement.** Extend the Easement through May 25, 2050, and expand it to cover the approximately two (2) route miles south of milepost 742.42 to DART's Downtown Carrollton Station, on the same terms as the existing Easement. The annual payment would be adjusted in proportion to the added miles, from 20.9 to 22.9 route miles and could be adjusted based upon the Consumer Price Index (CPI) for the Dallas–Fort Worth–Arlington area, with increases capped at three percent (3%). The amendment would also address DCTA's design, construction, and funding of the new station; joint planning of track and systems upgrades; maintenance and dispatch on the shared segment; assignment of grade crossing agreements on the new segment to DCTA; and coordination with DGNO.
- **Permanent removal of access and impact fees.** Four (4) provisions in the agencies' existing agreements could charge DCTA based on riders who transfer to the DART system. DCTA asks that all four (4) be permanently removed and, with that change, DCTA would give up its own right to pursue similar charges.

- **Freight considerations south of Downtown Carrollton.** On July 16, 2026, International Paper announced it will permanently close its Carrollton South packaging facility, the last freight customer on the corridor south of Downtown Carrollton. DCTA asks DART, as owner, to ensure that passenger platform construction at Downtown Carrollton does not need to consider future freight movement.

Previous Board Activity and Action

The Board has received regular updates on the A-train Enhancement Program, including the September 2026 program update covering the Downtown Carrollton Extension, positive train control planning, service options, and the program funding plan.

Identified Need

DCTA is preparing to invest in the Downtown Carrollton Extension, but that investment depends on long-term access to the corridor on predictable terms. The current Easement expires in 2030 and does not include the two (2) miles between Trinity Mills and Downtown Carrollton. A 20-year extension that adds the new segment gives DCTA the certainty it needs to commit capital to the project.

Removing the access and impact fee provisions protects DCTA from costs that would grow as ridership grows.

Removing freight considerations from passenger operations at the new station gives DCTA more flexibility in placing the track and station, including avoiding a major water transmission line and positioning the station for convenient transfers to the DART Green Line and Silver Line platforms.

Financial Impact

This update has no financial impact. Under the proposed terms, DCTA's annual Easement payment would increase from \$100,000 to \$109,600 to reflect the two (2) added route miles and would then adjust each year by CPI within a range of zero percent (0%) to three percent (3%). Removing the access and impact fee provisions eliminates potential future charges tied to ridership growth.

Final agreement terms with DART will be presented to the Board for approval.

Exhibits

None.

Submitted By:


Paul A. Cristina, Chief Executive Officer

Board of Directors Memo

October 22, 2026

AGENDA ITEM: Update on the Bus Operations Maintenance Facility Exterior Light Fixture Replacement Project

Recommendation

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

Background

The DCTA Bus Operations Maintenance Facility (BOMF), located at 1101 Teasley Lane in Denton, supports daily bus operations, including vehicle maintenance, fueling, washing, and early-morning and late-evening pull-out and pull-in. Much of this work takes place before sunrise and after sunset. Many of the exterior lights on the maintenance and administration building and the fuel and wash building no longer work, and DCTA is currently using temporary tripod work lights in some areas to provide interim lighting. The parking lot lights remain operational, but most fixtures across the site are older halogen units that use more energy and require more frequent maintenance than current light-emitting diode (LED) technology.

DCTA engaged Kimley-Horn and Associates, Inc., through its on-call architecture and engineering contract, to assess exterior lighting at the facility and identify a replacement approach. Kimley-Horn and Associates, Inc. and Summit Electric Supply completed site visits in April and May 2026 to document the location, type, and condition of each fixture. Based on that assessment, staff is replacing all 86 exterior fixtures at the facility with LED fixtures as one coordinated project, rather than addressing failed fixtures one at a time. The locations of these fixtures are shown in Exhibit 1, and representative existing conditions are shown in Exhibit 2.

This project is a Fiscal Year (FY) 2027 Expanded Level Project (ELP) authorized at \$75,000. The total project cost is \$69,700 and is being delivered in three parts: purchase of the fixtures from Summit Electric Supply, installation by Kevco Electrical Construction, Inc., and construction support from Kimley-Horn and Associates, Inc. The sum of all contracts is within the Chief Executive Officer's approval authority, and this item informs the Board of those awards.

Fixture Purchase

DCTA is first purchasing the fixtures directly from Summit Electric Supply, in an amount not to exceed \$34,000. The purchase includes:

- **18 canopy fixtures** over building entrances and work areas (9 at the maintenance and administration building and 9 at the fuel and wash building).
- **33 wall-mounted fixtures** (9 at the maintenance and administration building and 24 at the fuel and wash building).
- **6 floodlights rated for hazardous locations** at the fuel and wash building, where fuel vapors may be present.
- **29 parking lot light fixtures**, each with a photocell that turns the light on at dusk and off at dawn. The new fixtures mount on the existing light poles, which will remain in place.
- One floodlight photocell and one electrical contactor to control the hazardous-location floodlights.

DCTA is purchasing the fixtures through the BuyBoard cooperative purchasing program, a competitively procured purchasing contract available to Texas public entities. Purchasing the fixtures directly, separate from installation, positions the purchase for funding through the Federal Transit Administration (FTA) Section 5307 Urbanized Area Formula Program.

This package falls within FTA's general waiver of Buy America requirements for small purchases. Kimley-Horn and Associates, Inc. reviewed the selected products and confirmed they are a suitable technical replacement for the existing canopy, wall-mounted, hazardous-location, and parking lot fixtures, and that they are compatible with existing mounting locations and poles.

Installation Contractor

Because DCTA is furnishing the fixtures, a separate electrical contractor is required to remove the existing fixtures and install and test the new ones. Kimley-Horn and Associates, Inc. prepared an installation scope of work for owner-furnished fixtures. Consistent with the DCTA Procurement Policy and Procedures, which calls for competitive quotes for purchases of this size, DCTA and Kimley-Horn and Associates, Inc. contacted multiple electrical and lighting contractors between April and July 2026 for estimates on the fixture installation scope of services.

Two contractors submitted quotes for the full installation scope:

- Kevco Electrical Construction, Inc.: \$27,902; REAL Electrical: \$29,432.83

Four other contractors did not submit comparable quotes. DCTA selected Kevco Electrical Construction, Inc. as the lower of the two (2) quotes received, of 27,902. The contract incorporates the full installation scope of work prepared by Kimley-Horn and Associates, Inc., which includes the following:

- Remove the existing canopy, wall-mounted, hazardous-location, and parking lot fixtures, and install the 86 new LED fixtures on existing building mounting locations and existing light poles.
- Install and connect all photocell controls so that the lighting operates automatically from dusk to dawn.
- Isolate one electrical circuit at a time, limiting outages to the area under active work.
- Perform work during nights or Sundays when required by facility operations, maintain safe work zones that meet Occupational Safety and Health Administration (OSHA) requirements, and provide traffic control as needed.
- Obtain all required City of Denton permits, test every fixture and photocell, complete a final walkthrough with DCTA, and provide warranties and closeout documentation.

The Kevco Electrical Construction, Inc. amount includes the quoted installation price of \$27,902 and a contingency of approximately 10 percent (\$2,800), available only for documented changes in field conditions or scope.

Construction Support and Schedule

Kimley-Horn and Associates, Inc. will provide construction support services during installation under Task Order 9 of its on-call architecture and engineering contract, at an estimated cost of \$5,000 within the approved ELP budget.

Fixtures are expected to arrive approximately one week after the order is placed, and staff anticipates completing installation before the end of calendar year 2026, scheduled around facility operations.

Previous Board Activity and Action

Staff presented the ELP for this project to the Board in June 2026, and the Board adopted it as part of the FY 2027 budget. In September 2026, staff presented Informational Report Item 02, which included Kimley-Horn and Associates, Inc. Task Order 9 for construction support services on this project.

Identified Need

Reliable exterior lighting is essential to the safety and security of employees who fuel, wash, inspect, and move buses during hours of darkness, and to the security of DCTA vehicles and property. Temporary tripod lights are not a long-term solution. Replacing all exterior fixtures at once with LED technology restores full lighting coverage, reduces energy use, extends fixture service life, and lowers ongoing maintenance needs. Completing the work as one coordinated project also avoids the added cost and disruption of repeated, piecemeal replacements.

Financial Impact

The total project cost is \$69,700, within the approved FY 2027 ELP budget of \$75,000, as summarized below.

Project Component	Contractor	Amount
Fixture purchase (not to exceed)	Summit Electric Supply	\$34,000
Installation (not to exceed)	Kevco Electrical Construction, Inc.	\$30,700
Construction support (Task Order 9, estimated)	Kimley-Horn and Associates, Inc.	\$5,000
Total Project Cost		\$69,700
Approved FY 2027 ELP Budget		\$75,000

Exhibits

Exhibit 1: Bus Operations Maintenance Facility Exterior Lighting Locations

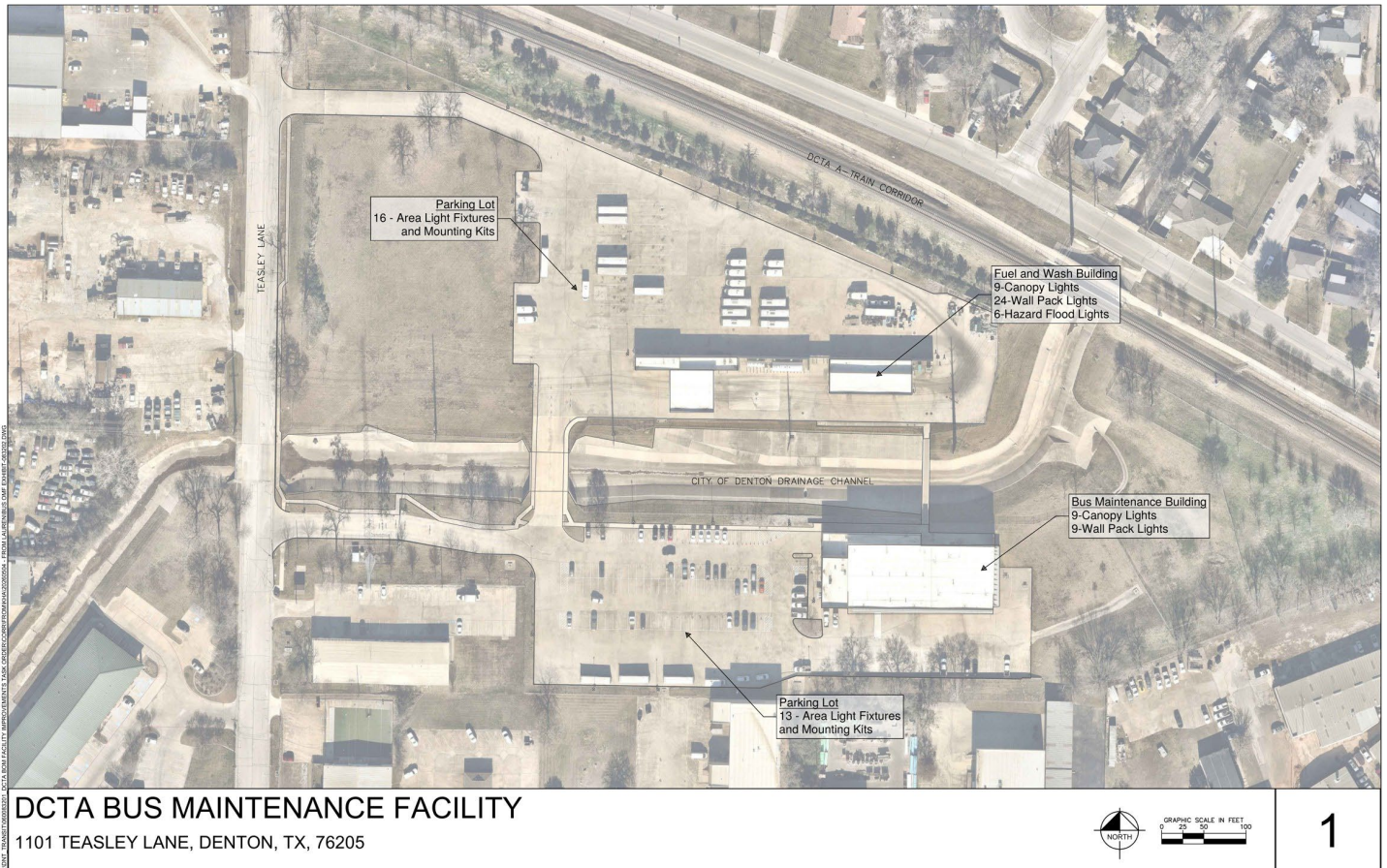
Exhibit 2: Existing Exterior Lighting Conditions

Submitted By:



Austin Frith, Vice President of Planning

Exhibit 1: Bus Operations Maintenance Facility Exterior Lighting Locations



Source: Kimley-Horn and Associates, Inc. *Bus Operations Maintenance Facility Lighting Assessment*, September 2026. The facility includes 29 parking lot fixtures (16 in the north lot and 13 in the south lot), 18 canopy fixtures, 33 wall-mounted fixtures, and 6 hazardous-location floodlights.

Exhibit 2: Existing Exterior Lighting Conditions



Wall Pack Light Fixture



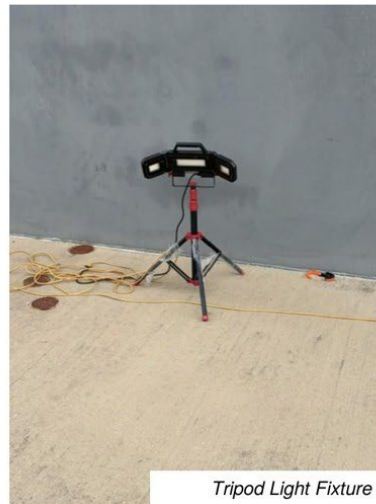
Canopy Light Fixture



Hazard / Explosion Proof Light Fixture



Parking Lot Light Fixture



Tripod Light Fixture

Representative existing fixtures by type, and a temporary tripod work light currently used where building fixtures no longer operate. Source: Kimley-Horn and Associates, Inc. September 2026.

Board of Directors Memo

October 22, 2026

AGENDA ITEM: Update on Denton County Transportation Authority (DCTA) On-Call Concrete Services Procurement

Recommendation

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

Background

DCTA has a recurring need for concrete construction and repair work across its bus stop network and operating facilities. This work includes Americans with Disabilities Act (ADA) accessible boarding and alighting pads at bus stops, the curb and sidewalk connections that make those pads usable, and repairs to concrete at DCTA facilities. Today, each of these needs is procured individually as it arises, which adds time and administrative cost to relatively routine work and can delay accessibility improvements.

To address this, staff is preparing a competitive solicitation to establish an on-call concrete services contract. The contract will be structured as an indefinite delivery, indefinite quantity (IDIQ) agreement with fixed unit pricing, allowing DCTA to issue individual task orders as specific projects are identified.

Anticipated Scope of Services

- Construction of ADA compliant concrete boarding and alighting pads at bus stops, meeting the 2010 ADA Standards for Accessible Design, U.S. DOT ADA regulations (49 CFR Parts 37 and 38), and the Texas Accessibility Standards.
- Curb, gutter, curb ramp, and connecting sidewalk work associated with bus stop pads.
- Concrete pads and foundations for passenger amenities such as shelters, benches, and trash receptacles.
- Removal and replacement of damaged concrete at DCTA facilities, including sidewalks, flatwork, driveways, and parking and paved areas.
- Associated demolition, saw cutting, grading, traffic control, erosion control, and site restoration.

Procurement Approach

- The solicitation will be issued as a competitive Invitation for Bids (IFB) with unit pricing, in accordance with Texas Transportation Code Chapter 460 and the DCTA Procurement Policy and Procedures Manual.
- Staff anticipates a contract term of three (3) years with two (2) one-year renewal options and may make multiple awards to ensure adequate contractor capacity.
- Individual task orders will be priced from the contract unit prices. Consistent with DCTA's approval thresholds, any individual task order exceeding \$75,000 will be brought to the Board for approval.
- The contract will include Texas prevailing wage requirements (Texas Government Code Chapter 2258) and payment and performance bond requirements (Texas Government Code Chapter 2253). Where federal funds are used, Federal Transit Administration (FTA) third-party contracting requirements will apply, including Davis-Bacon prevailing wages, Buy America, and Disadvantaged Business Enterprise (DBE) participation.



- Staff anticipates releasing the solicitation in November 2026 and bringing a contract award recommendation to the Board in January 2027.

Previous Board Activity and Action

None.

Identified Need

An on-call concrete services contract will give DCTA a ready procurement vehicle to deliver ADA accessibility improvements at bus stops and to address facility concrete repairs promptly. Establishing competitively bid unit pricing up front will reduce the time and administrative cost of procuring each project individually, provide consistent pricing across projects, and support DCTA's ongoing obligation to provide accessible service to its riders.

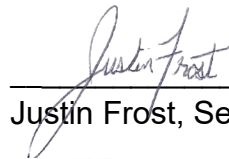
Financial Impact

None at this time. The contract will not guarantee a minimum amount of work. Individual task orders will be funded through approved operating and capital budgets, and any federally funded work will be identified at the task order level.

Exhibits

None.

Submitted By:



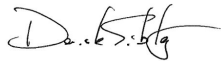
Justin Frost, Senior Manager, Contracts and Procurement

Reviewed By:



Austin Frith, Vice President of Planning and Development

Reviewed By:



Derick Sibley, Vice President of Finance