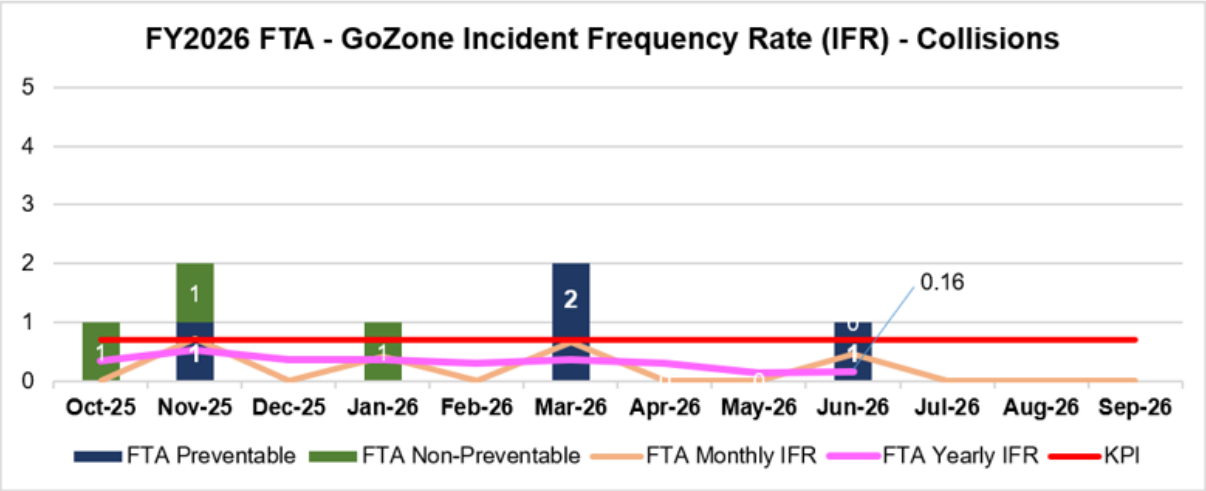




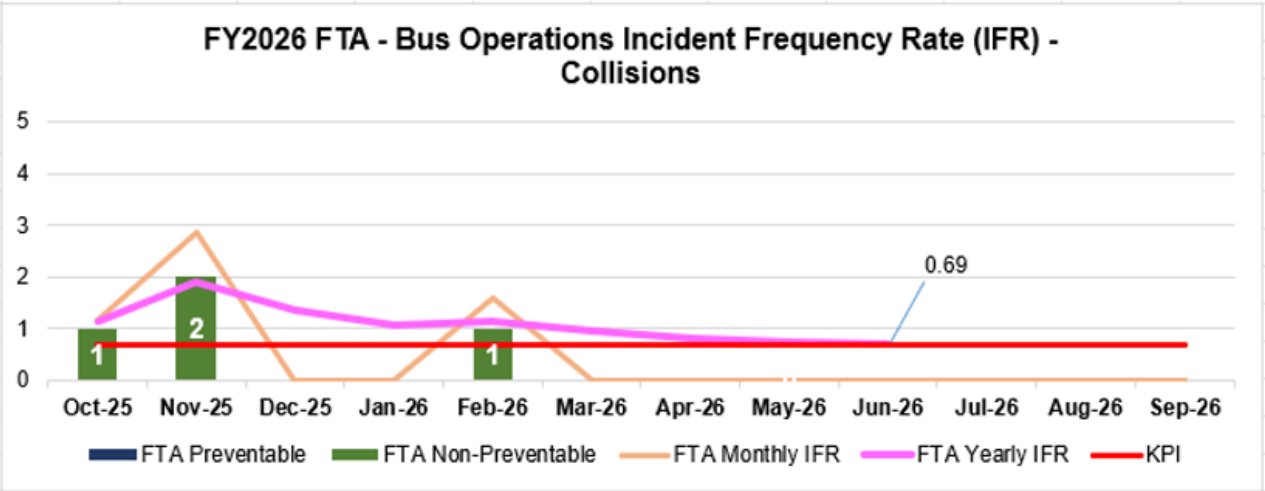
Denton City Council Update

August 18, 2026

Safety Performance Year to Date (June)



FY2025 IFR : 0.34

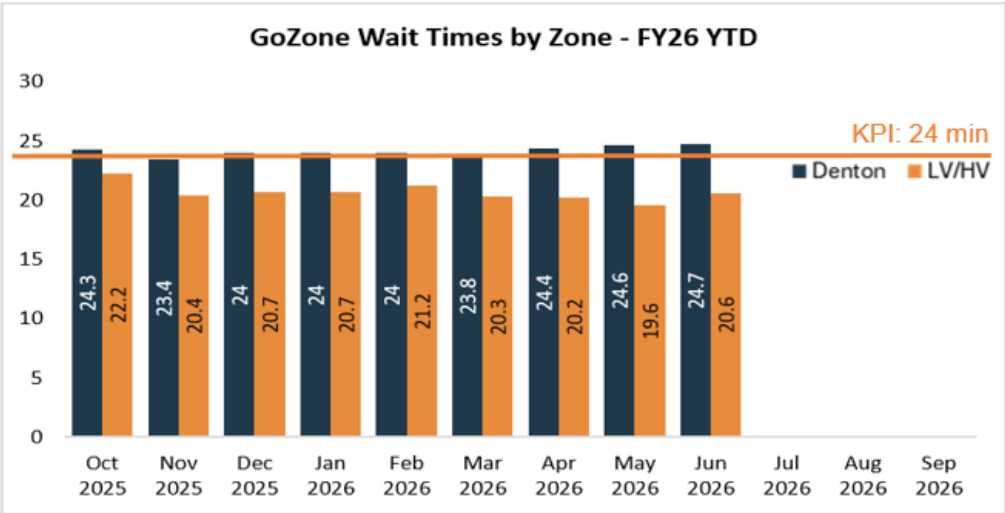
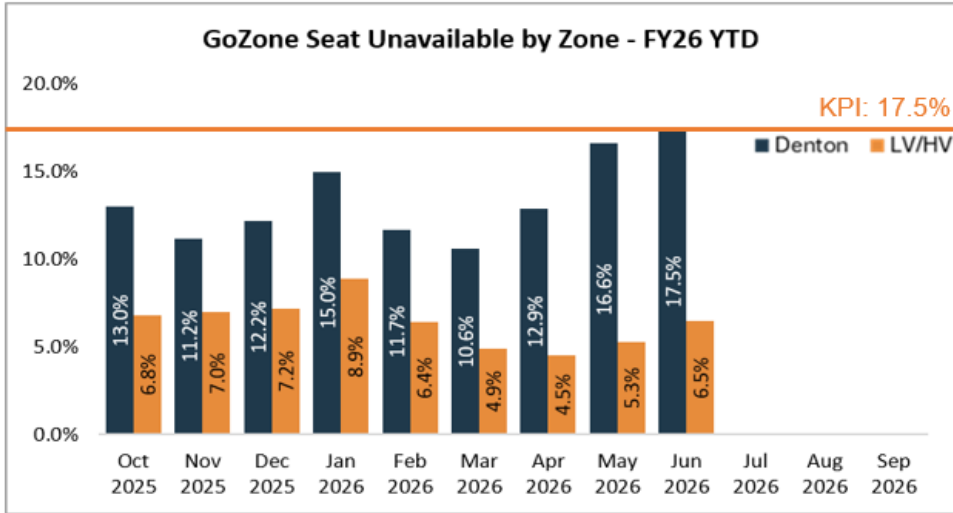
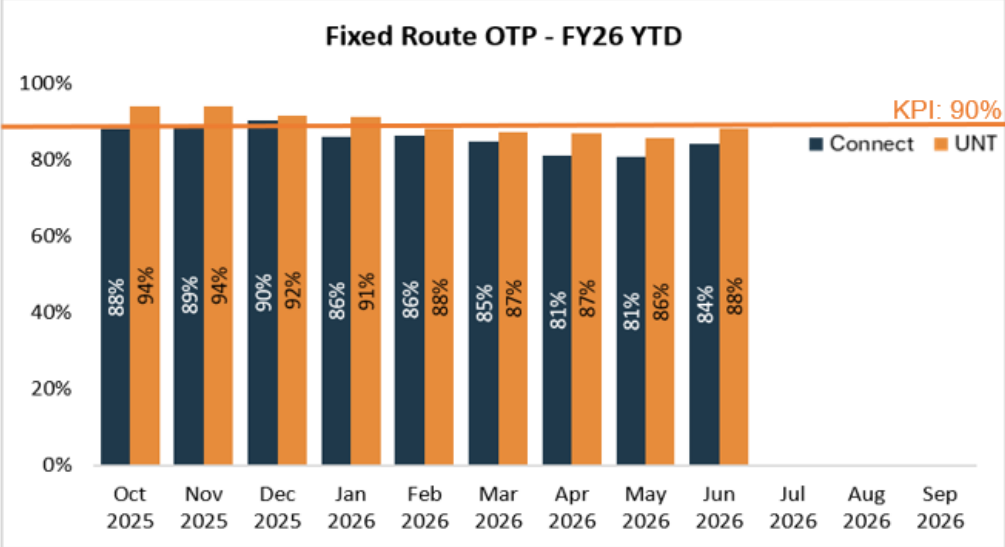
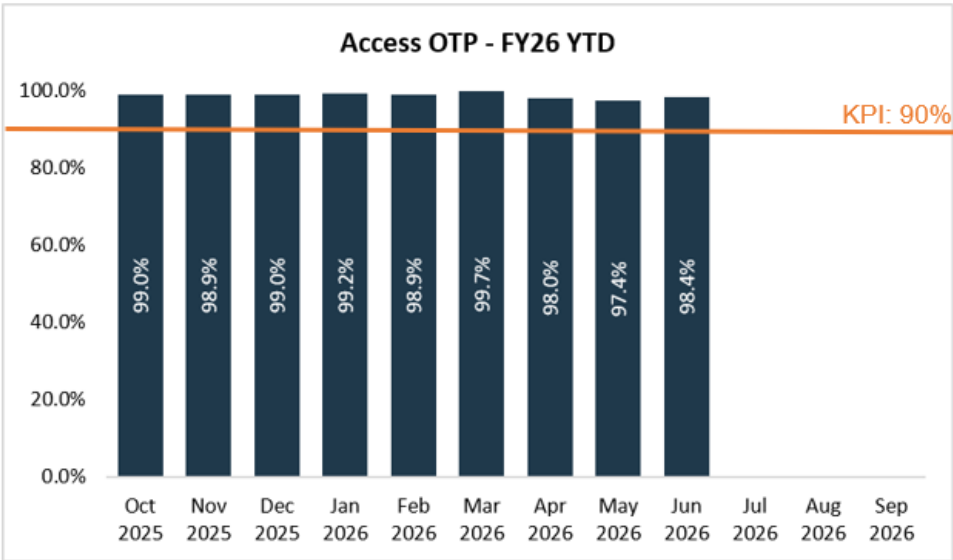


FY2025 IFR : 0.72

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

FY2025 IFR : 0.00

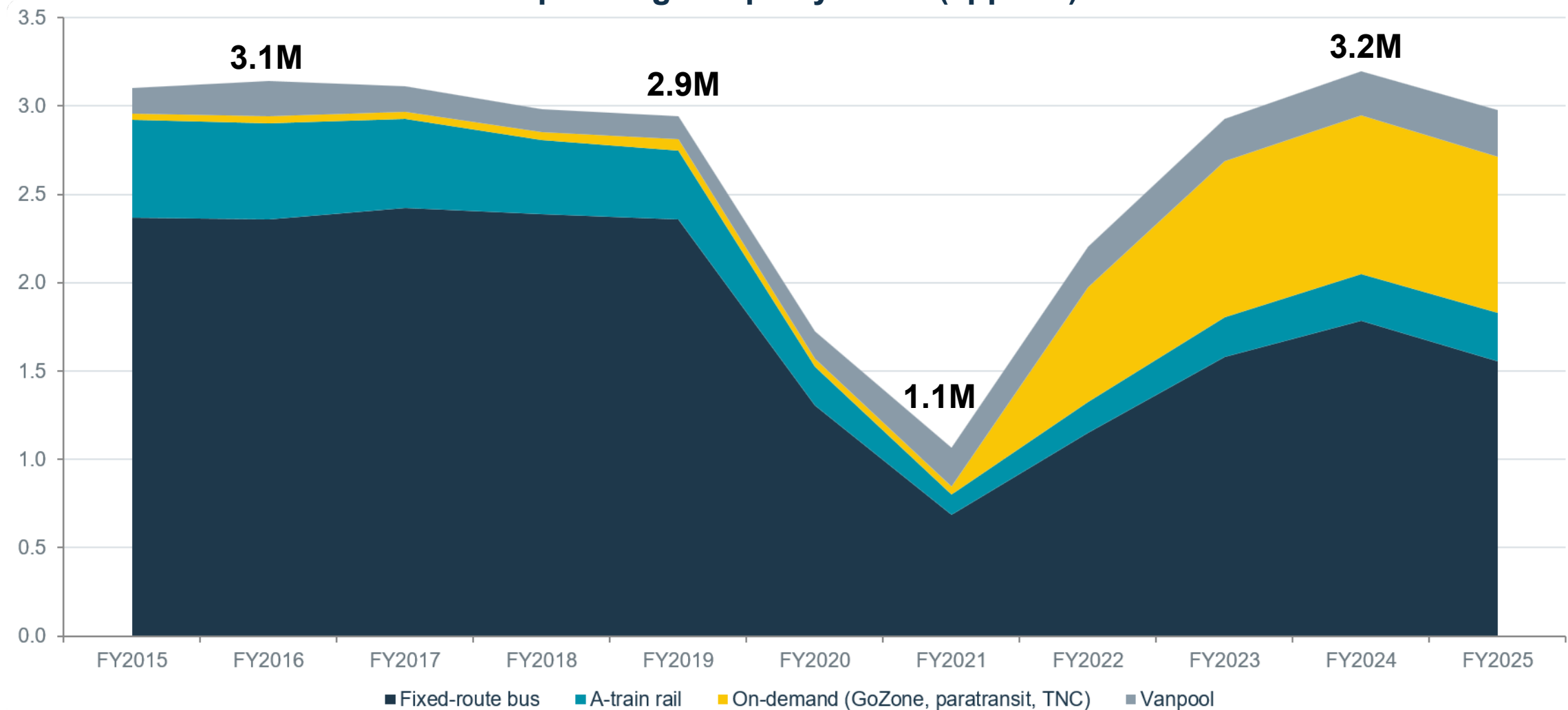
Service Performance Year to Date (June)



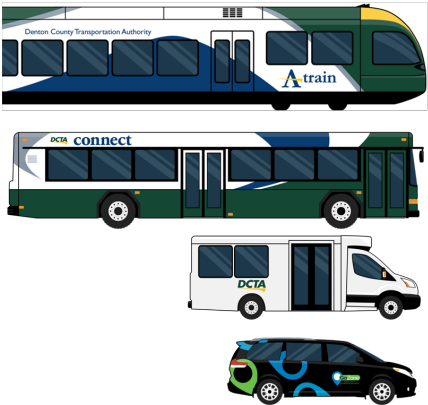
DCTA delivered record ridership in 2025 and continues to optimize the service mix to enable future growth



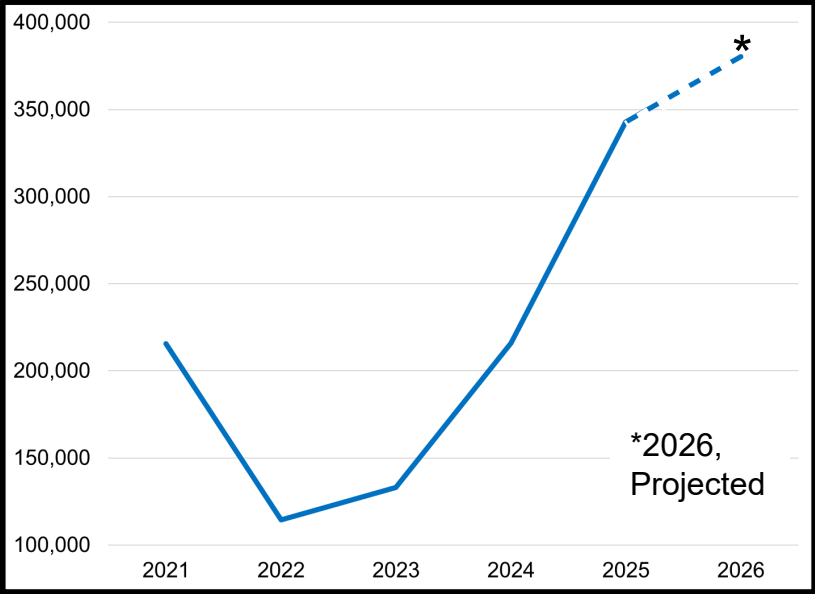
Annual passenger trips by mode (approx.)



Ridership Performance Year to Date (June)



	FY25 Oct-Jun	FY26 Oct-Jun	Change
UNT	948,770	816,970	-14%
Fixed Route Bus	251,159	281,834	12%
A-train	207,152	214,530	4%
GoZone	627,763	626,039	-0.3%
Access	22,432	23,050	3%
Vanpool	188,725	258,091	37%
Total	2,246,001	2,220,514	-1%
Non-UNT Total	1,297,231	1,403,544	8%



On pace for 4-consecutive years of fixed route bus ridership growth in Denton on 60% fewer routes

- Member City (non-University) ridership is up 8% YOY
- A-train ridership up 4% year over year
- Intermediate Service Plan Phase 1 took effect 8/19/24. Positive outcomes continue:
 - FY25: 58% ridership growth
 - FY26 YTD: 12% ridership growth

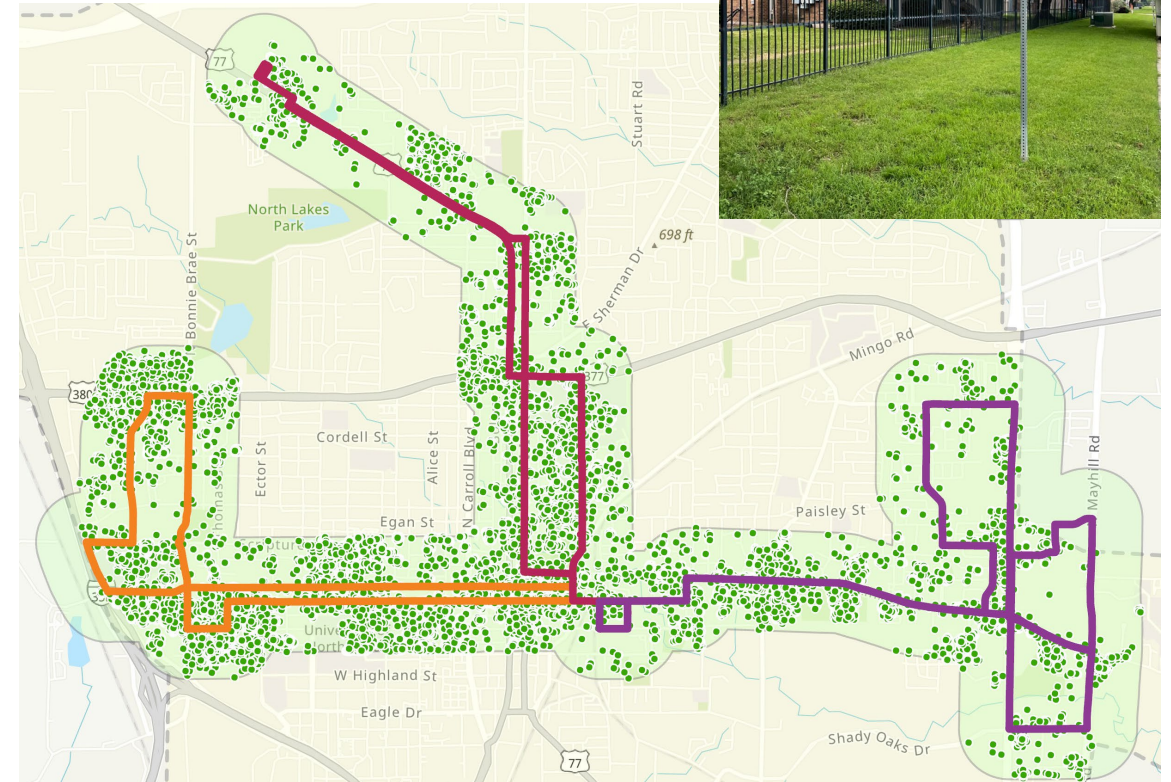
Fixed Routes in Operation, By City

	2019	2026
Denton	8	3
Lewisville	2	0
TOTAL	10	3

August 2024: Intermediate Service Plan (ISP) Phase 1: *10% of GoZone trips in Denton Occurred within Fixed Route Network*

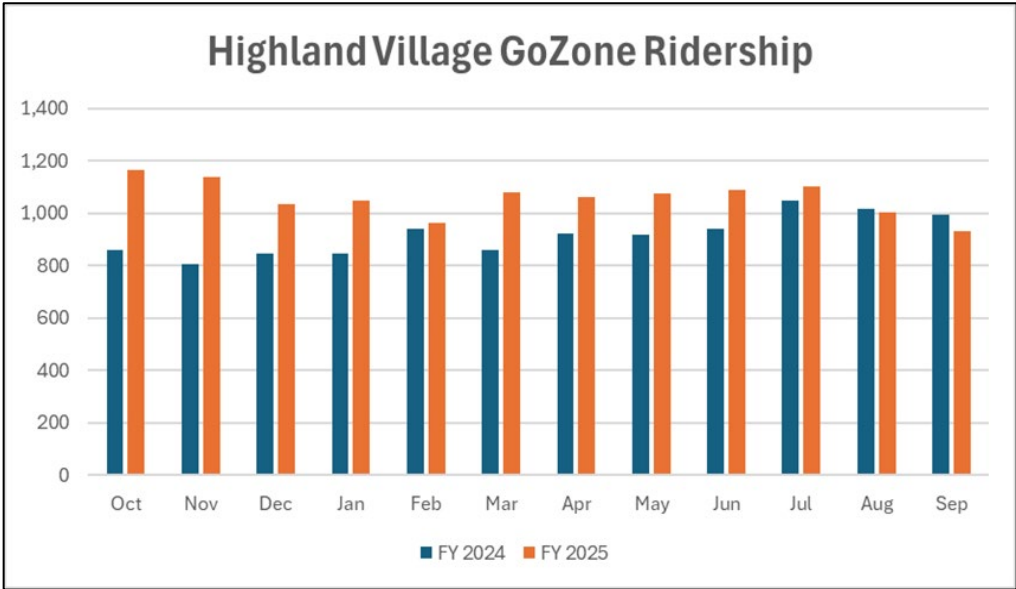
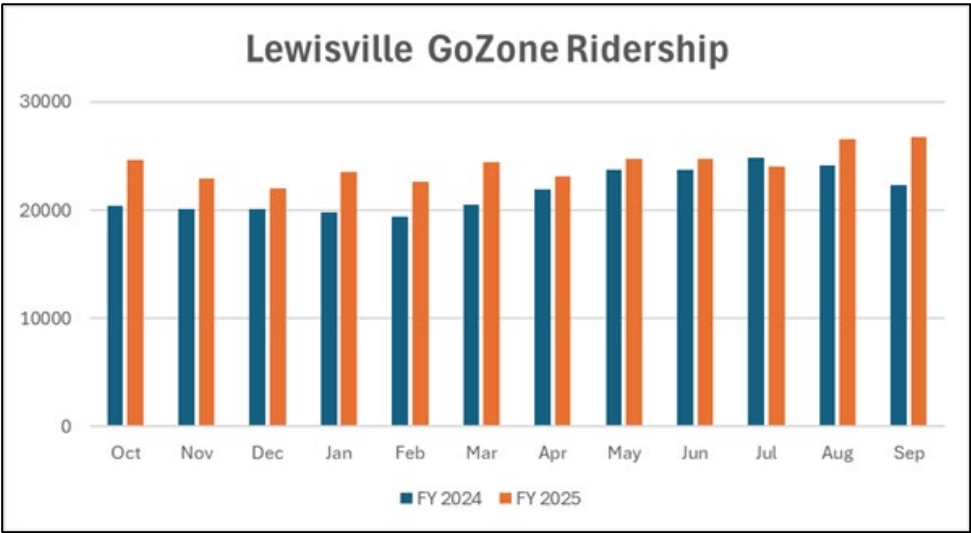
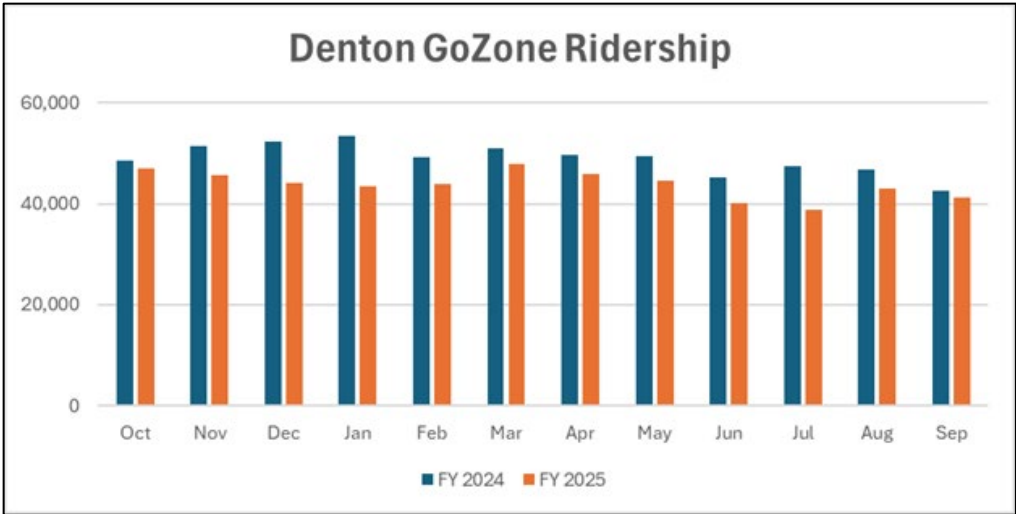


- Increased frequency on Connect:
 - 20 Minutes Monday – Friday
 - 7 AM – 9 PM
- Additional Bus Stop Infrastructure Plan
 - 18 stops added / relocated across all three routes
- GoZone App provides fixed route proposal when moving between points captured within the network



ISP Phase I Results: FY2025

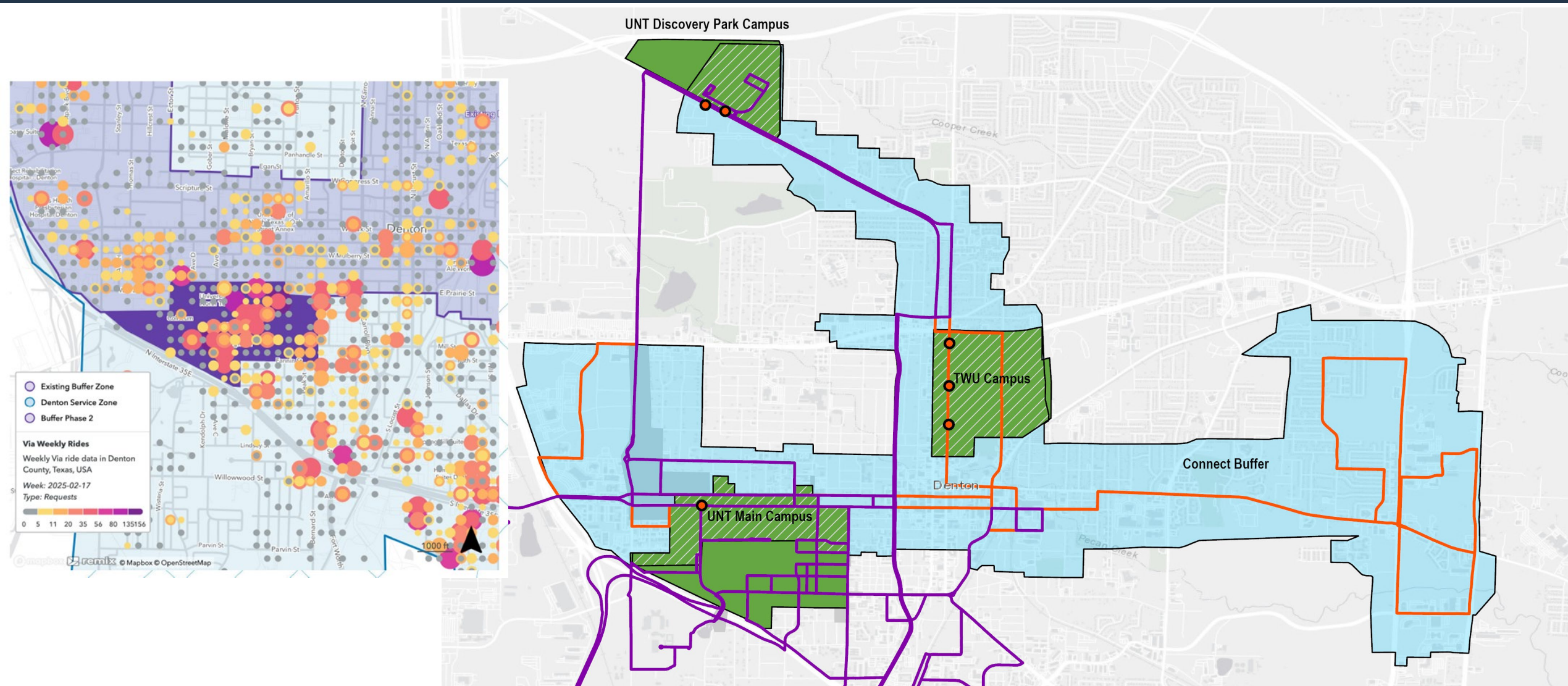
All Member Cities gained ridership through modal optimization



- ISP Phase 1 reduced GoZone ridership 11% in Denton and enabled 12% and 22% increases in Lewisville and Highland Village
- Connect Ridership increased 58% in Denton

	Denton YOY Ridership Change
Connect	+ 91,867
GoZone	- 47,509
Net Change	+ 44,358

ISP Phase II (Summer 2025): Additional GoZone “Geofencing” Drives Fixed Route Trips To / From High Demand Campus Nodes



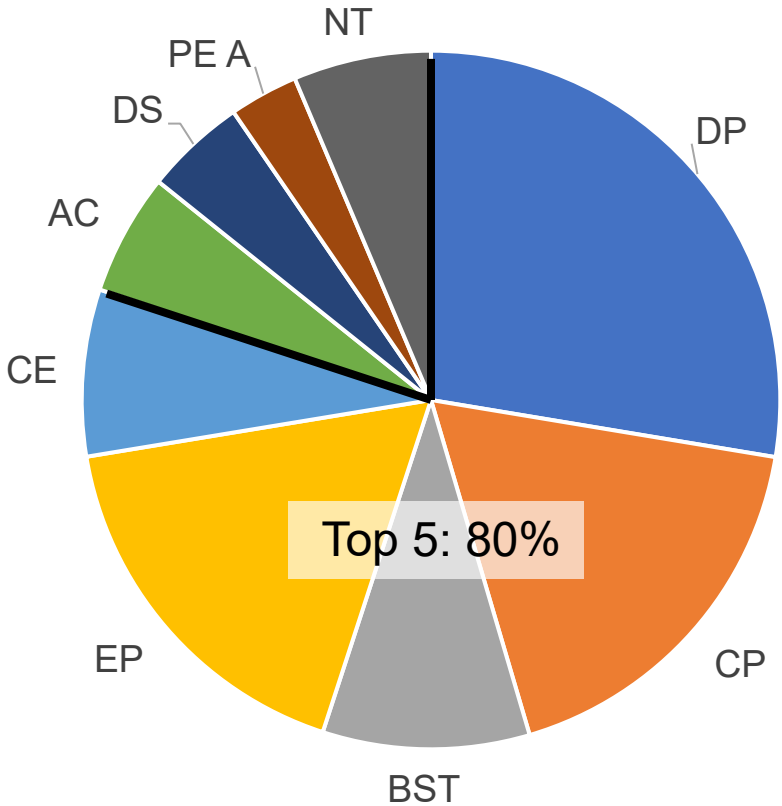
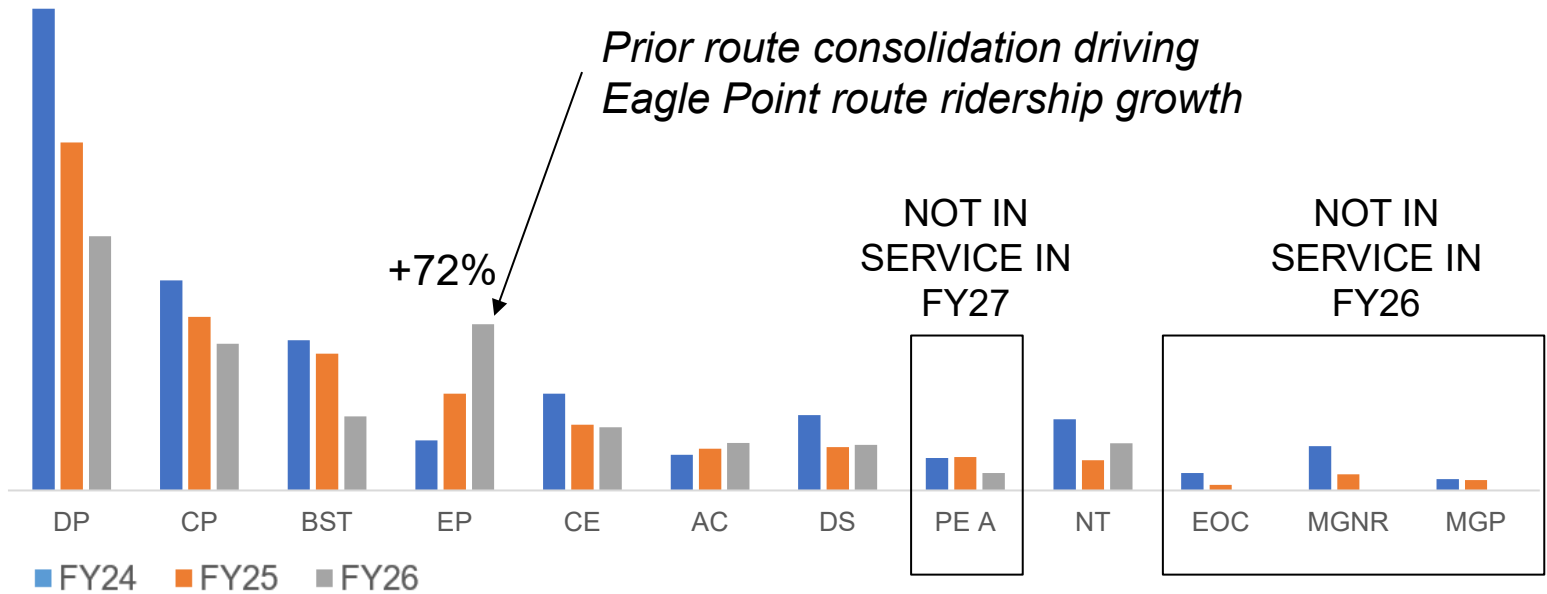
UNT Optimization and Partnership



Measure	FY2023	FY2024	FY2025	FY2026	FY2027 Proposed
Routes in service	14	14	10	9	8
Total annual service hours	40,576	43,941	41,721	42,165	40,900

Note on Total Annual Service Hours: FY23 – 25 reflect actual hours delivered. 2026 and 2027 are as budgeted. Typical “Delivered” versus “Actual” variance applied to FY27 yields

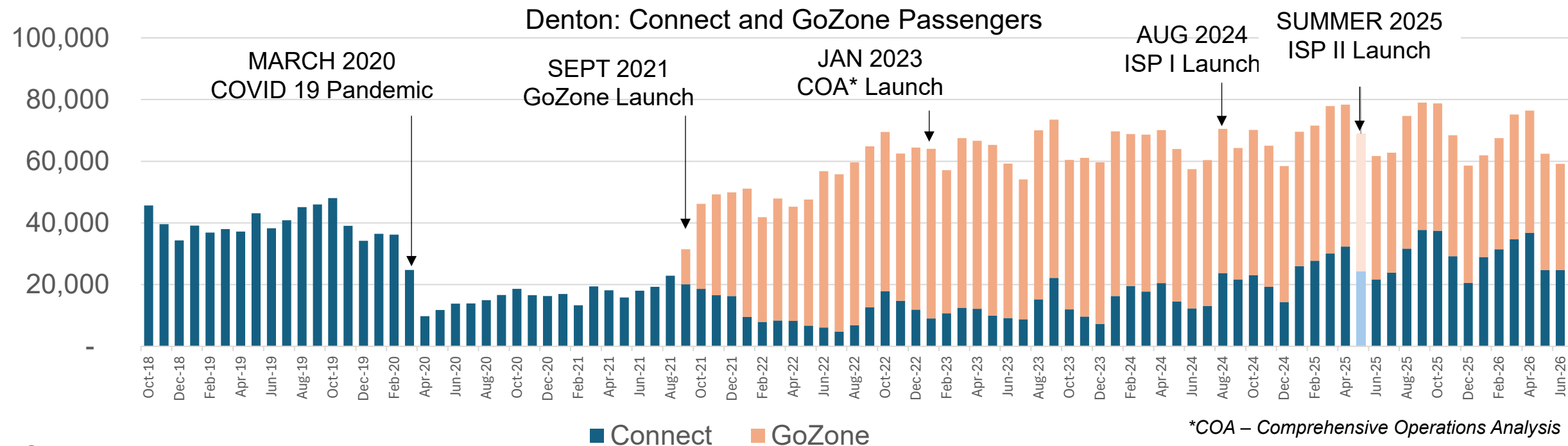
39,700



Denton Transit Evolution, FY2019 - Present



Denton Bus and GoZone Ridership by Month and Year



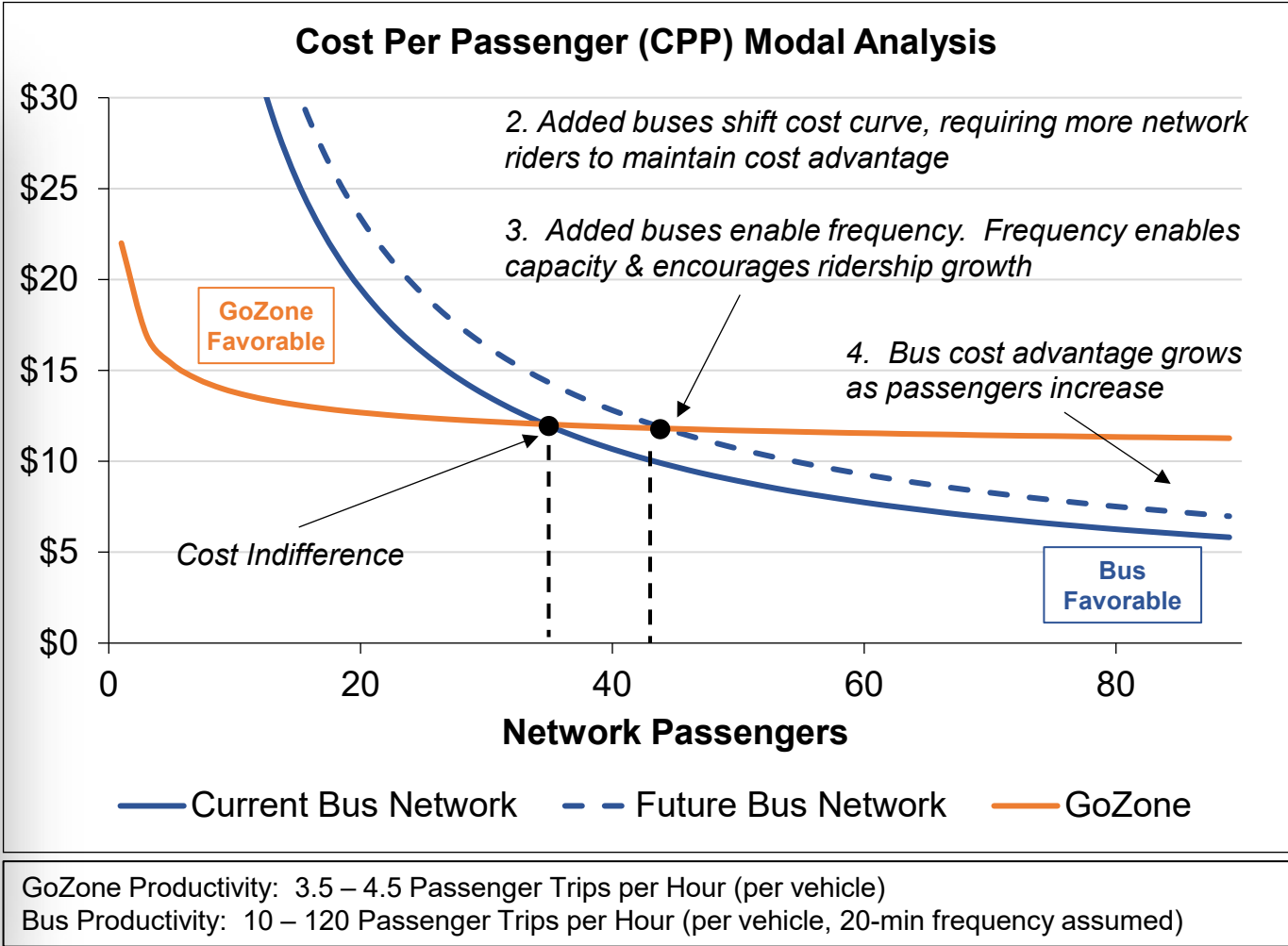
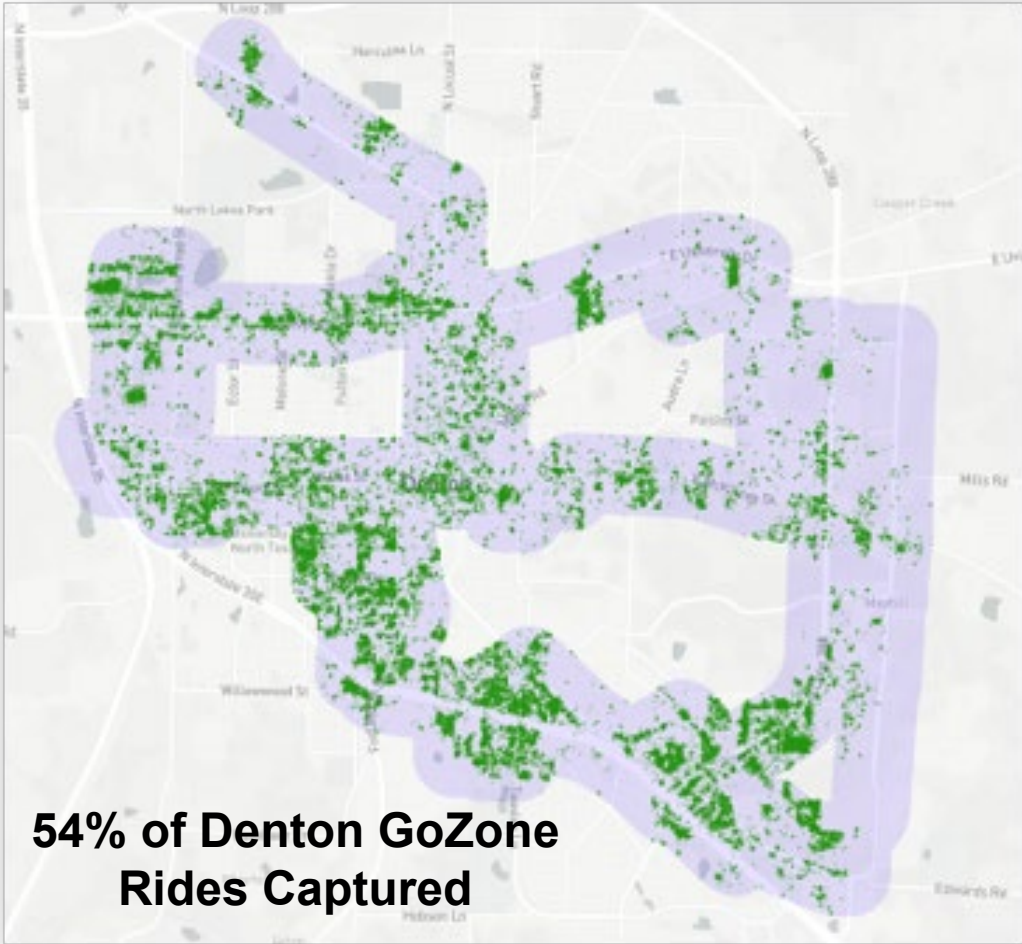
GoZone service in Denton:

- Increased overall transit ridership in the City ~50% annually
- Facilitated DCTA's return to pre-pandemic ridership faster than industry average
- Generates a reliable dataset for future fixed route bus planning

Next Step in Modal Optimization: Intermediate Service Plan (ISP) Phase III



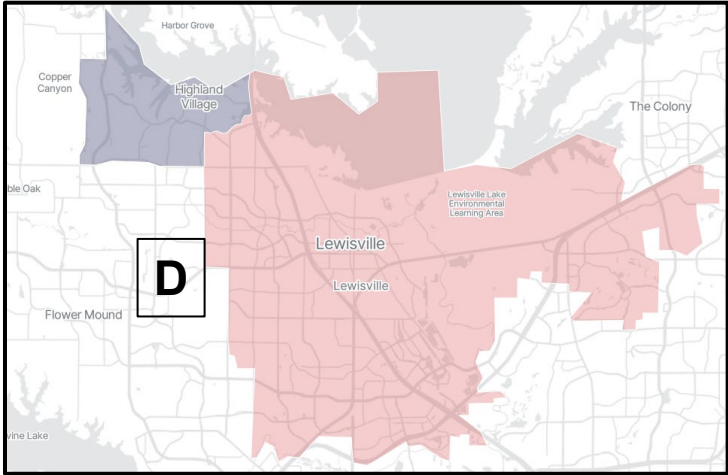
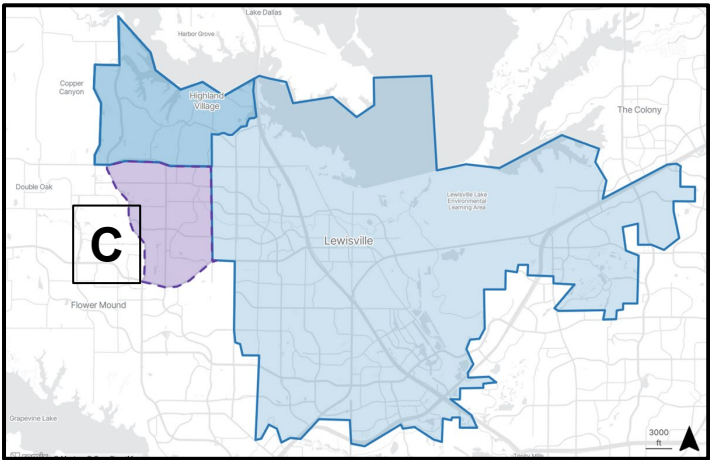
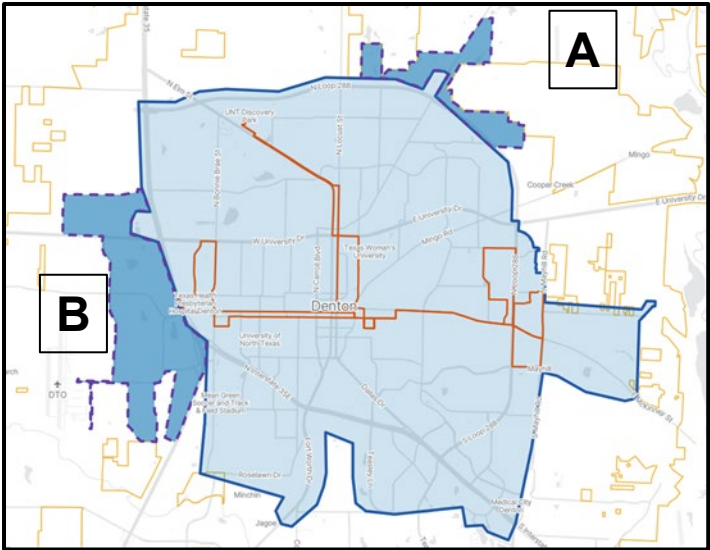
- DCTA considering additional fixed routes to enable cost-efficiency in Denton and re-allocation of GoZone capacity



GoZone Redeployment Options



	Scenario 4		
	Low	Average	High
ISP III Hours Available	31,200	32,700	34,200
Cost Per Service Hour		\$ 53.19	
Dollar Value		\$ 1,739,313	
A) Denton Hodges	720	810	900
B) Denton W135 / Airport	3,300	3,420	3,540
C) LV / HV / Flower Mound	16,800	17,400	18,000
Total		21,630	
Dollar Value		\$ 1,150,500	
Remaining after Scenario Implementation		\$ 588,813	
D) LV / HV KPI Contingency		\$ 300,000	
Total Remaining		\$ 288,813	



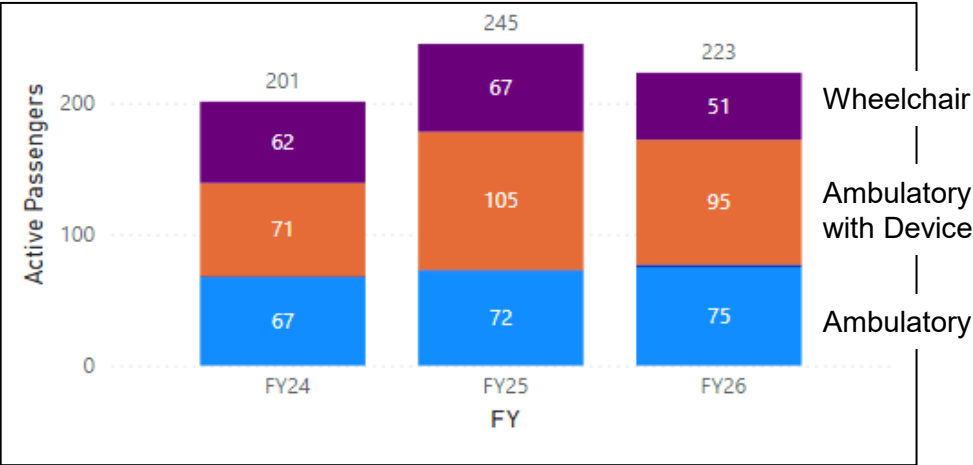
NOTE: Lewisville / Highland Village contingency budget (D) enables additional service hours to be deployed to achieve conceptual 20 minute wait time and 6% seat unavailability target in this zone.

Access Paratransit Service: Denton

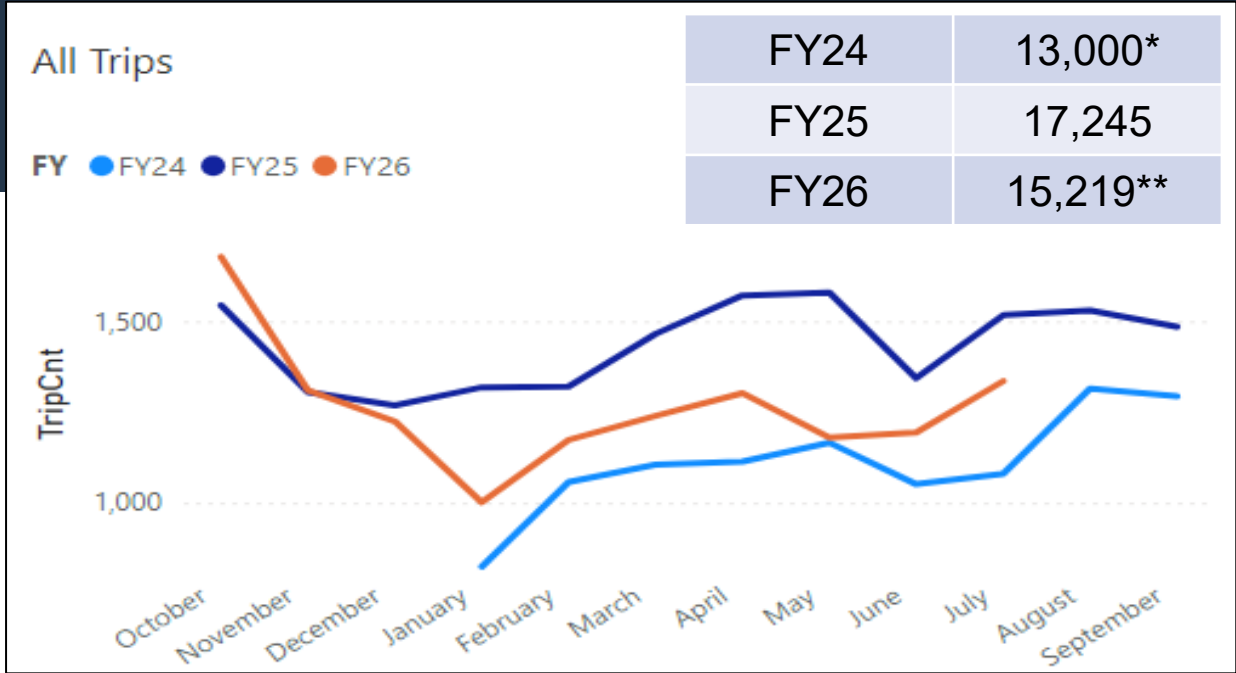
Service Profile:

- Dedicated wheelchair accessible vehicles Monday-Friday, 4:00 a.m. - 8:00 p.m. & Saturday 9:00 a.m. - 4:00 p.m.
- Reservations can be made by phone or with the “Ride DCTA App”
- ~40% of riders currently booking through the App

Active Paratransit Passengers
by Mobility Type



- 170 of 223 (77%) of active Denton customers are ambulatory



* - Estimated. Data tracking in Spare platform began Jan 2024
**- Projected based on actuals through July

Top Demand Response Origins and Destinations

Rank	Destination
1	United Hands
2	DaVita Renal Center Of North Denton
3	Kroger
4	Life Works Community
5	Innovative Outcomes
6	Fresenius Kidney Care
7	Downtown Denton Transit Center
8	UNT Facilities Department
9	Eagle Landing
10	Medical City Denton

A-train Enhancement Program

Four coordinated investments in one corridor: faster trips, a longer line, more frequent trains, and a longer service day.



Curve & Speed Enhancements

Track and signal work removing / improving some speed restrictions on the existing railroad.

Construction
Pending



Downtown Carrollton Extension

Two-mile extension from Trinity Mills into Downtown Carrollton for single-seat transfer to the DART Silver Line and DFW Airport.

In design



15-Minute Headways

Passing track, signal upgrades, and equipment to enable 15-minute service. Schematic design and operational modeling underway.

In design



Expanded Service Hours

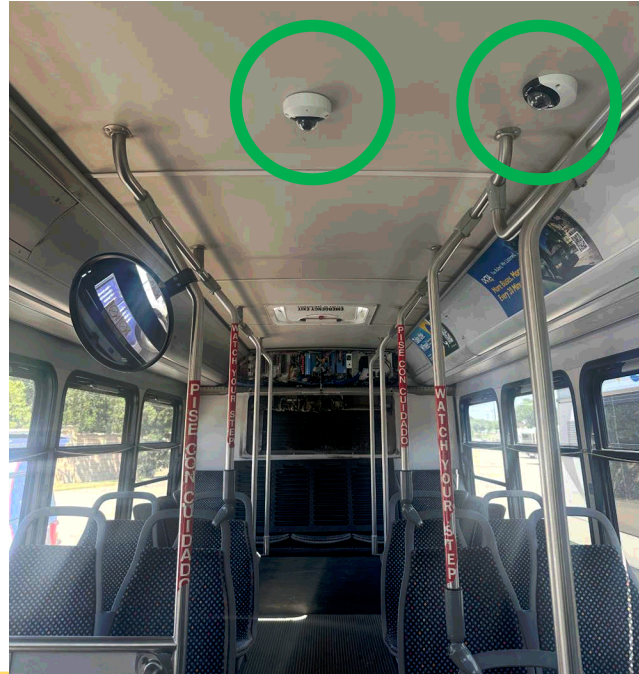
Extending service later into the evening — requires shared-track operating windows with freight railroad and train control compatibility.

In analysis

DCTA Passenger and Operator Safety Upgrades



1. Nearing completion of Security and Access Control Project, authorized in 2024. \$5.1M project provides:
 - 600+ cameras across all facilities, buses, trains, and platforms
 - New platform emergency call boxes
 - Video retention
 - Centralized Security Operations Center



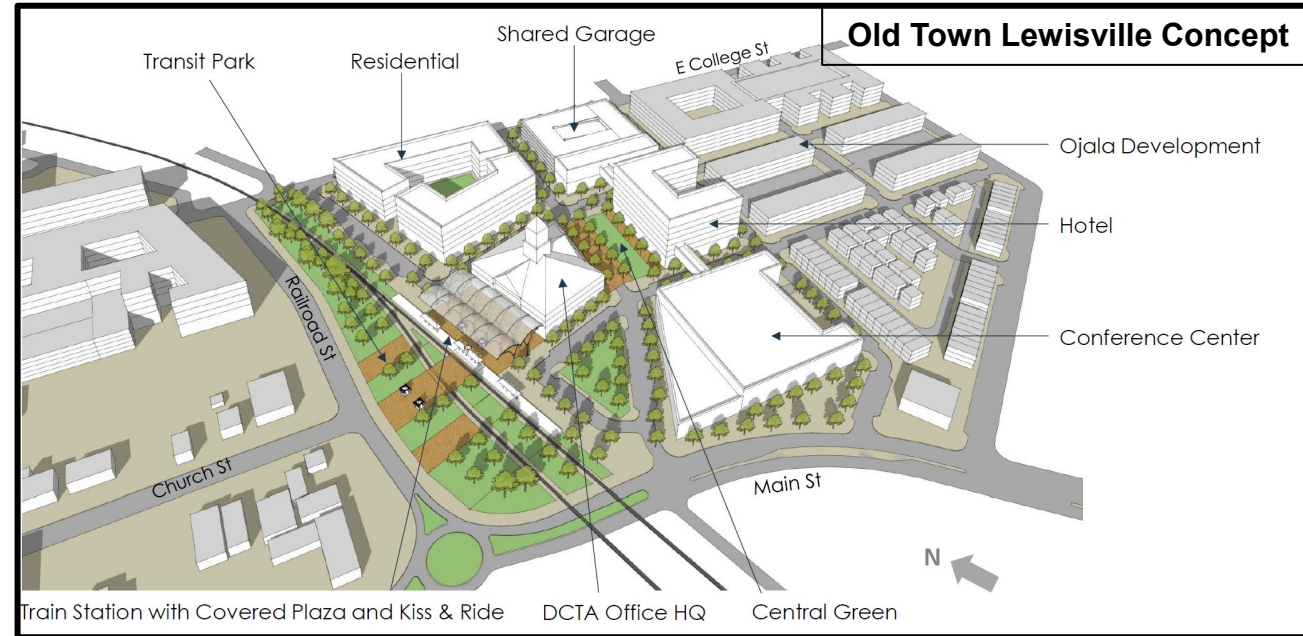
2. Bus Operator protection barriers



3. FY27 Budget request includes funding to increase Denton County Sheriff Presence on A-train with two additional full-time officers

Transit-Oriented Development Opportunity

- Old Town Lewisville partner identified and negotiations underway.



- Potential template to progress discussions around Downtown Denton Transit Center or other locations?



Transportation Reinvestment Program (TRiP)

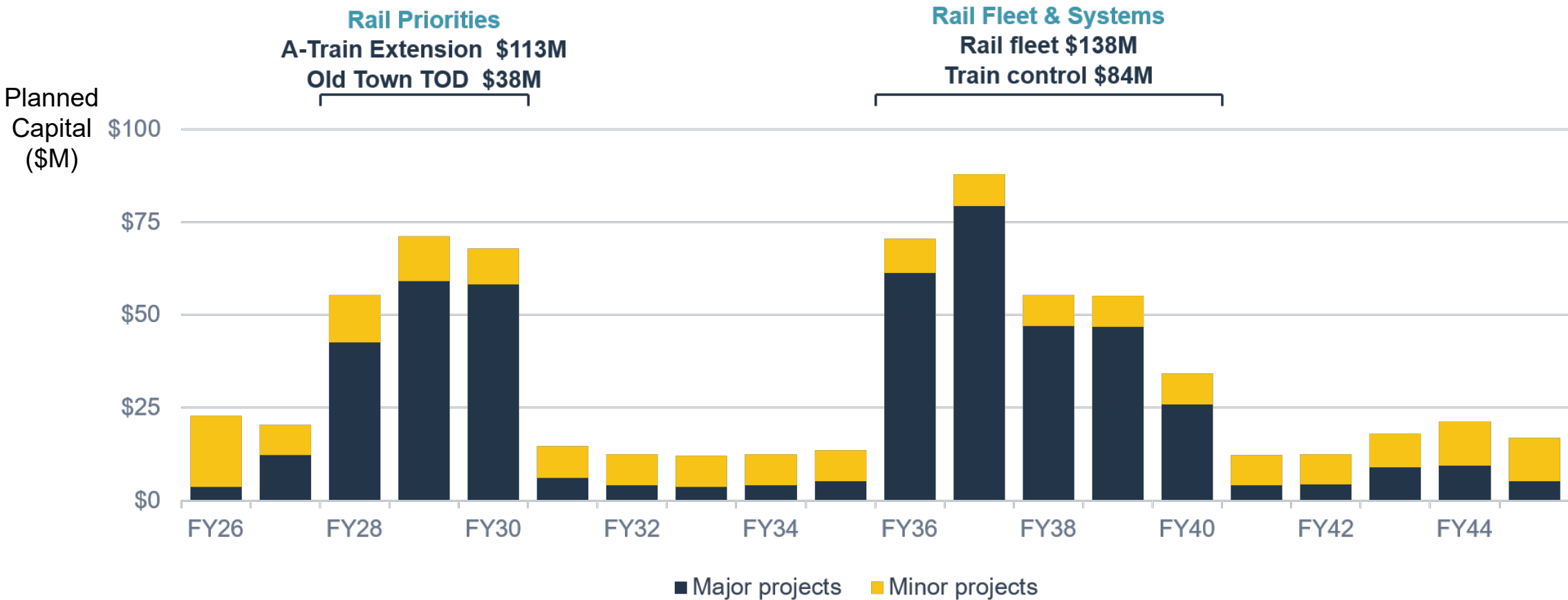


- The TRiP program provides financial assistance to DCTA member cities for transit-supportive projects
- From FY21 – 26, DCTA has authorized \$48.7M in TRiP funds to its Member Cities, or 118% of anticipated 2026 total sales tax collection (\$41.4M)
- The City of Denton has been authorized \$22.7M from the TRiP program between FY21 – FY26 and has obligated \$20.8M of those funds to projects.

CFP Year	Project ID	Project Name	Funding Award	Invoiced to Date	Project Status
FY '21	D1	All-Way Crosswalk Design	\$68,210	\$68,210	Complete
	D2	A-Train to UNT Bike and Pedestrian Path	\$1,626,865	\$417,801	Under Construction
	D3	Bell Sidewalk Construction	\$98,357	\$98,357	Complete
	D4	Ginnings & Alexander Elementary Sidewalks	\$505,861	\$505,861	Complete
	D5	Medpark Sidewalk Construction	\$81,412	\$81,412	Complete
	D6	Wilson & Pecan Elementary Sidewalks	\$137,292	\$137,292	Complete
FY '22	D7	Mayhill Road Extension Phase 2	\$592,500	\$592,500	Complete
	D8	SED-A Bundle	\$82,500	\$82,500	Complete
	D9	SED-B Bundle	\$228,750	\$228,750	Complete
	D10	UPRR Quiet Zone	\$568,578	\$368,215	Under Construction
	D11	Loop 288 Sidewalks	\$360,000	\$360,000	Complete
	D12	Downtown Sidewalks	\$1,089,750	\$97,421	Under Construction
	D13	Morse On-Street Trail	\$152,500	\$0	Requested Scope Change
	D14	A-Train to UNT Bike and Pedestrian Path (added funding)	\$88,490	\$0	Under Construction
FY '23	D15	All-Way Crossing Construction	\$333,561	\$333,561	Complete
	D16	Shady Oaks DCTA Crossing Quiet Zone Improvements	\$75,000	\$0	95% Design
	D17	Katy Trail Extension - Mayhill/Colorado (aka Grade Crossing Closure at Mayhill/Edwards)	\$514,560	\$68,784	30% Design
	D18	Bonnie Brae Phase 3 - UNT Sidepath Improvements	\$5,000,000	\$5,000,000	Complete
FY '24	D19	McKinney Street Multimodal Improvements	\$1,519,060	\$23,775	30% Design
	D20	Woodrow Lane Multimodal Improvements	\$850,000	\$17,700	30% Design
	D21	Morse St/Woodrow Signal/Safety Improvements	\$850,000	\$557,493	Under Construction
	D22	Riney Road Sidepath and Safety Improvements	\$750,000	\$407,572	Under Construction
	D23	Sidewalk Connectivity and Shelter Pad Allowance	\$1,000,000	\$0	Not Started
FY '25	D24	Colorado Boulevard Multimodal Improvements	\$1,000,000	\$0	Not Started
	D25	Fry Street Multimodal Improvements	\$257,903	\$0	Not Started
	D26	Katy Trail Extension (requesting name change)	\$2,500,000	\$0	30% Design
	D27	UPRR Quiet Zone Phase 2	\$483,949	\$0	Under Construction
FY '26	D20	Woodrow Ln Sidewalk/Trail Improvement (Construction, added funding)	\$1,844,274	\$0	Proposed - Pending Approval

TRiP and DCTA Long-Range Financial Plan Context

- Since 2021, agency has identified requirements for vehicle fleet replacement and priority projects
- Emerging Long Range Financial Plan demonstrates ability to meet agency requirements on 20-year planning horizon
- “Evergreen” TRiP policy enables Board to consider annual program budget up to 15% of Net Available Fund Balance



DCTA Fleet Additions and Vehicle Branding Initiative



- A-train Paint Scheme applied to new buses and GoZone vehicles
- Six model year 2026 and three model year 2020 buses inbound and preparing for service.
- Anticipate 3 buses to be ordered in FY27 with discretionary grant funds at 85%



END