



TRA - Southwestern Rail Conference

April 8, 2025

DCTA Agency Overview

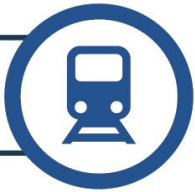


Established Under Texas Transportation Code Chapter 460 (2002)

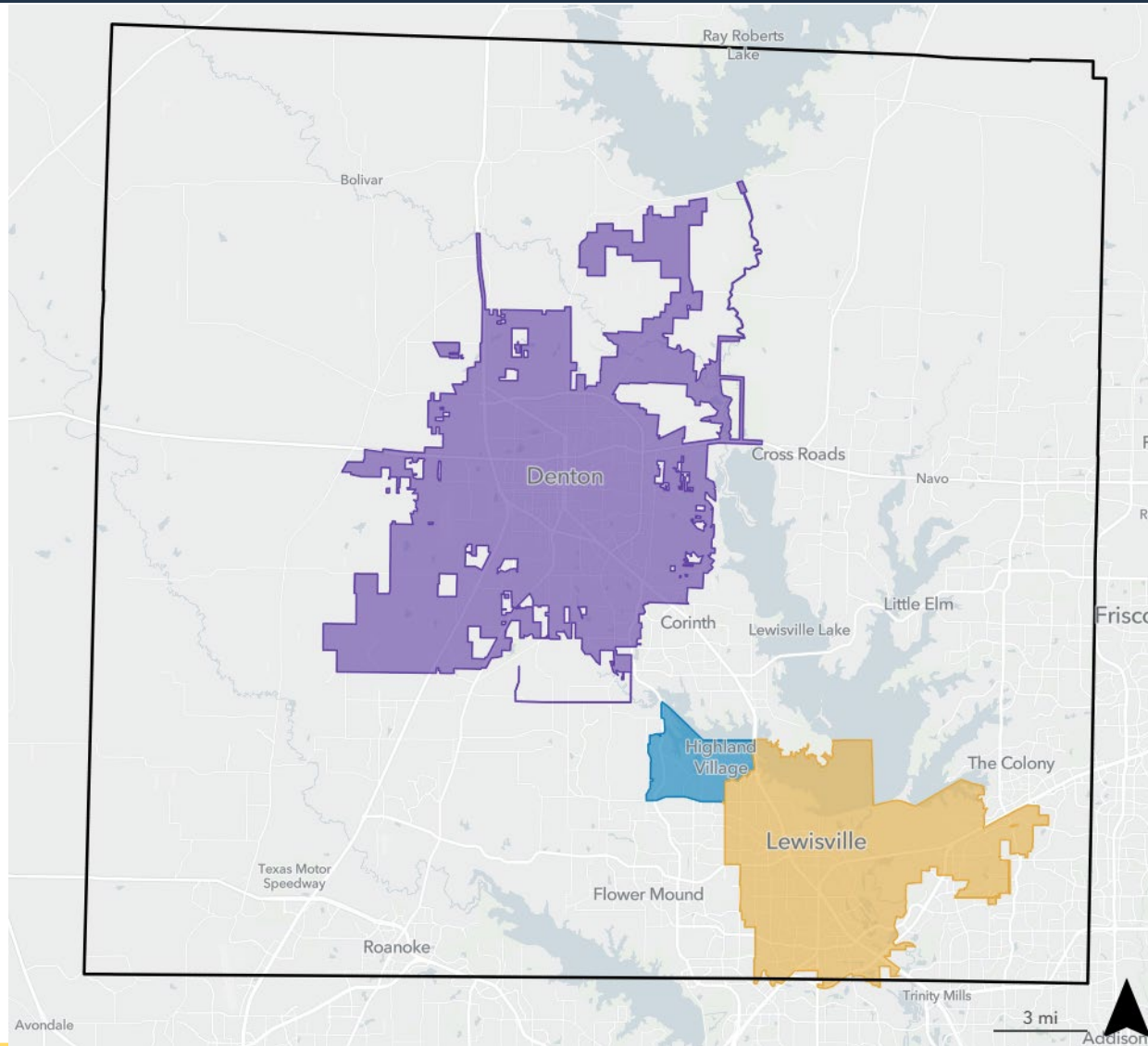
Supported by 1/2¢ Sales Tax from Denton, Highland Village, and Lewisville

October 2005 - DCTA Bus Service
June 2011 - A-train Revenue Service
September 2021 - GoZone Service

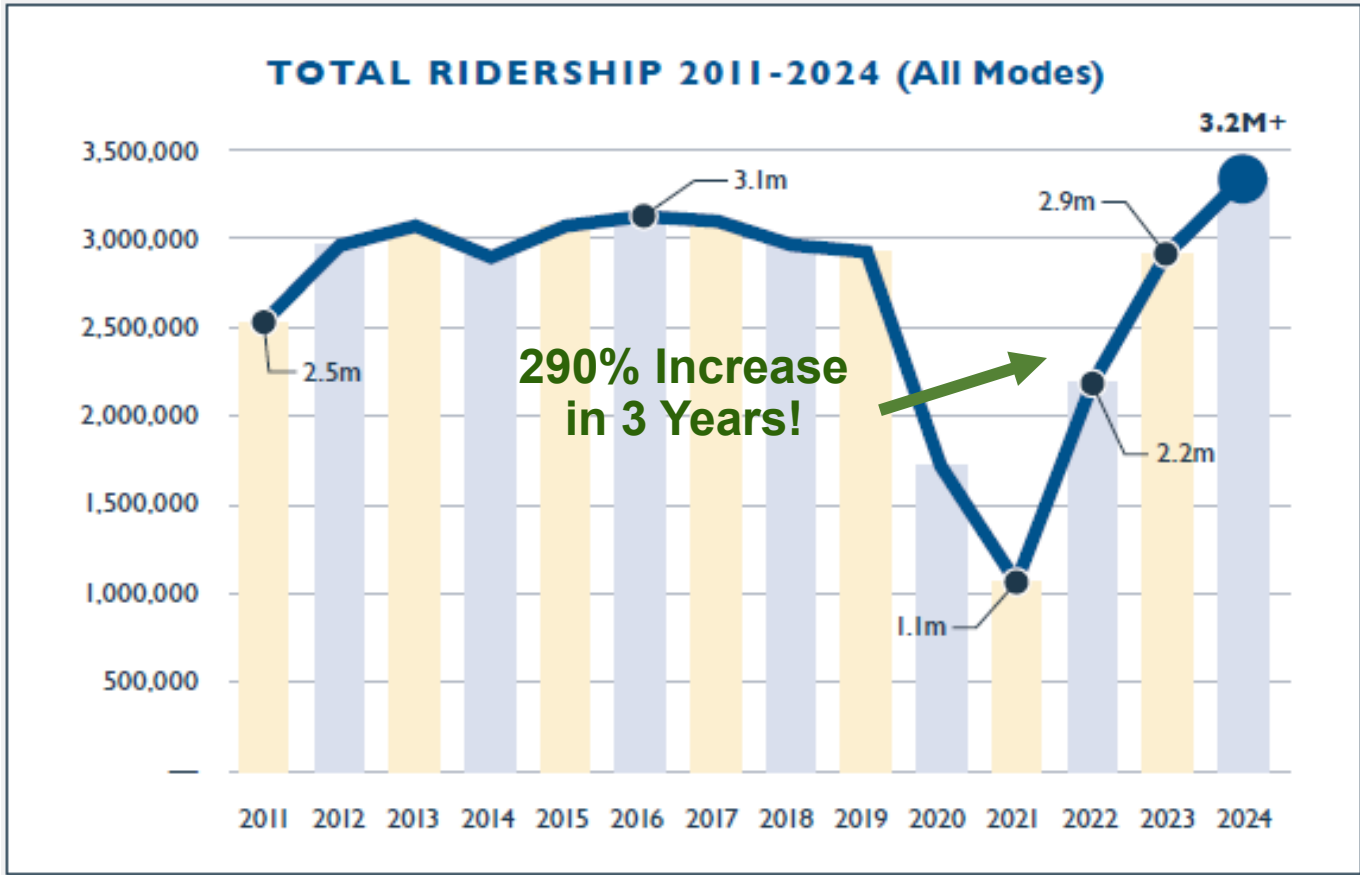
Board of Directors (Appointed)
5 Voting Members & 6 Non-Voting, Advisory Members



DCTA Member City Boundaries



All-time ridership record in FY2024!



FY24 Ridership Performance by Mode

		Year over Year Gain
Overall	3,189,372	9%
A-train	261,426	16.1%
Bus	1,786,310	35.9%
GoZone	863,073	1.1%
Other	278,563	2.4%

A-train Ridership and Growth by Year

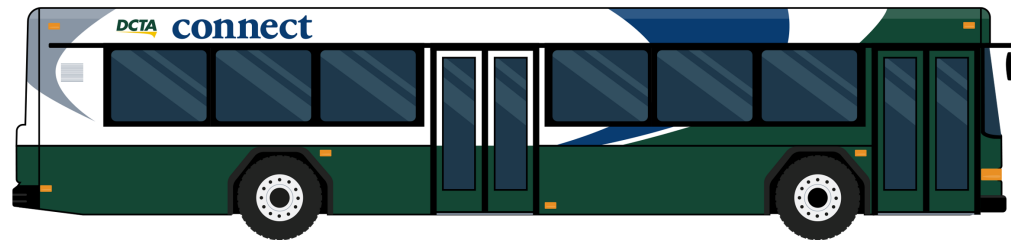
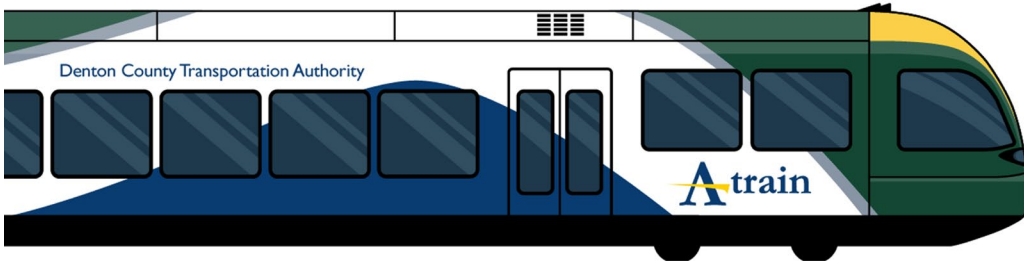
Fiscal Year	Ridership	% Growth
2021	113,440	--
2022	175,637	55%
2023	225,235	28%
2024	261,426	16%

Overall Ridership – FY 2025 to Date

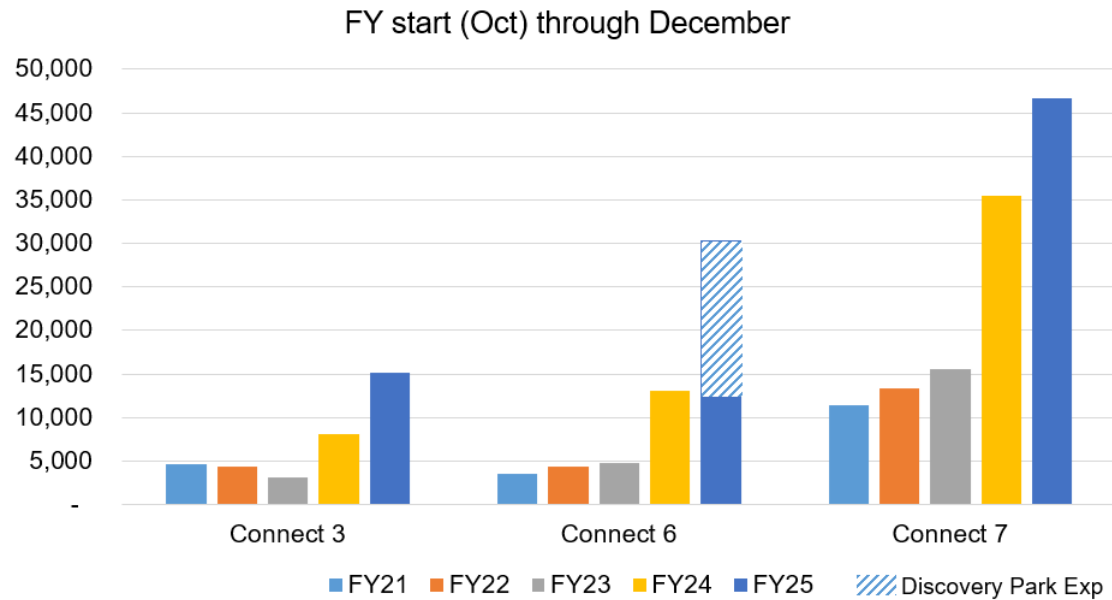


Year over Year Gain

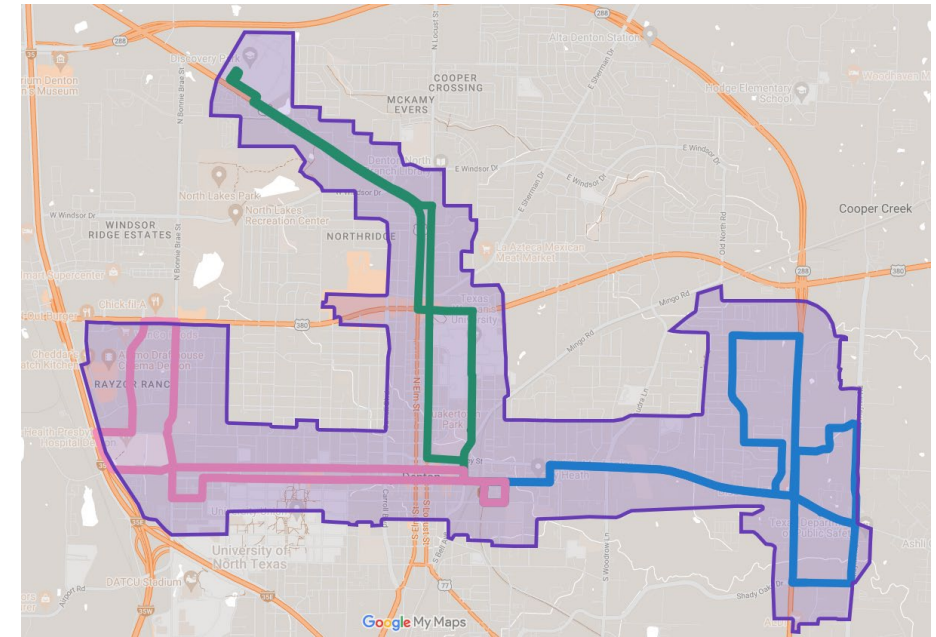
Overall:	1,060,498	-8.74%
Rail:	96,928	17.20%
Bus:	592,803	-15.23%
Connect	113,307	55.19%
UNT Shuttle	479,496	-23.44%
Vanpool:	81,823	1.10%
Other:	9,865	18.38%
GoZone:	279,079	-4.02%



Intermediate Service Plan (ISP) Phase 1 Enabling Network Optimization

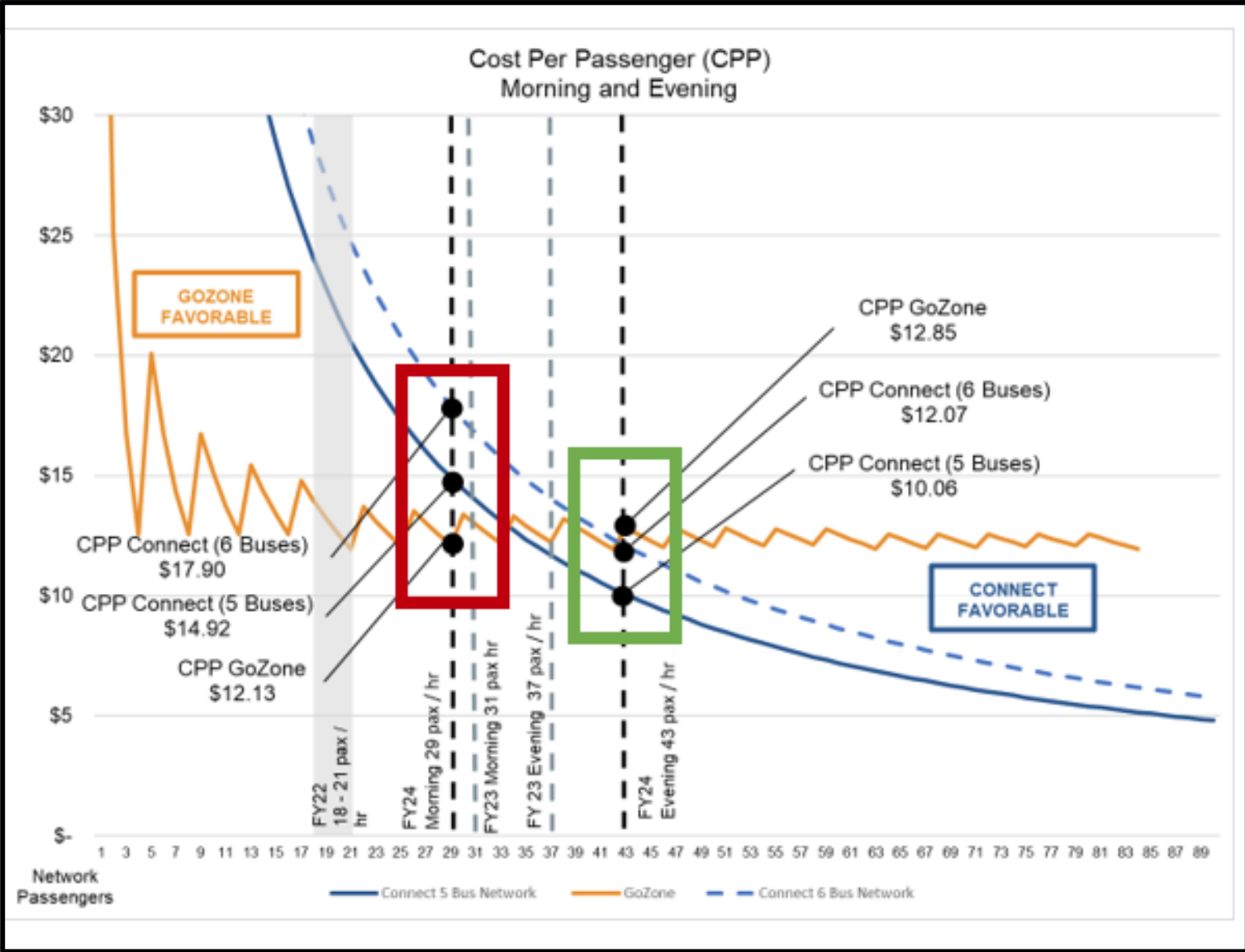


- ISP Phase 1 took effect 8/19/24
- 20 minute frequency on Bus Network, 7:00 a.m. – 9:00 p.m., Monday – Friday
- GoZone requests in boundary are directed to nearest Connect stop
- 12% GoZone ridership decrease in Denton enabled 14% and 25% ridership increases in Lewisville and Highland Village (ITD)



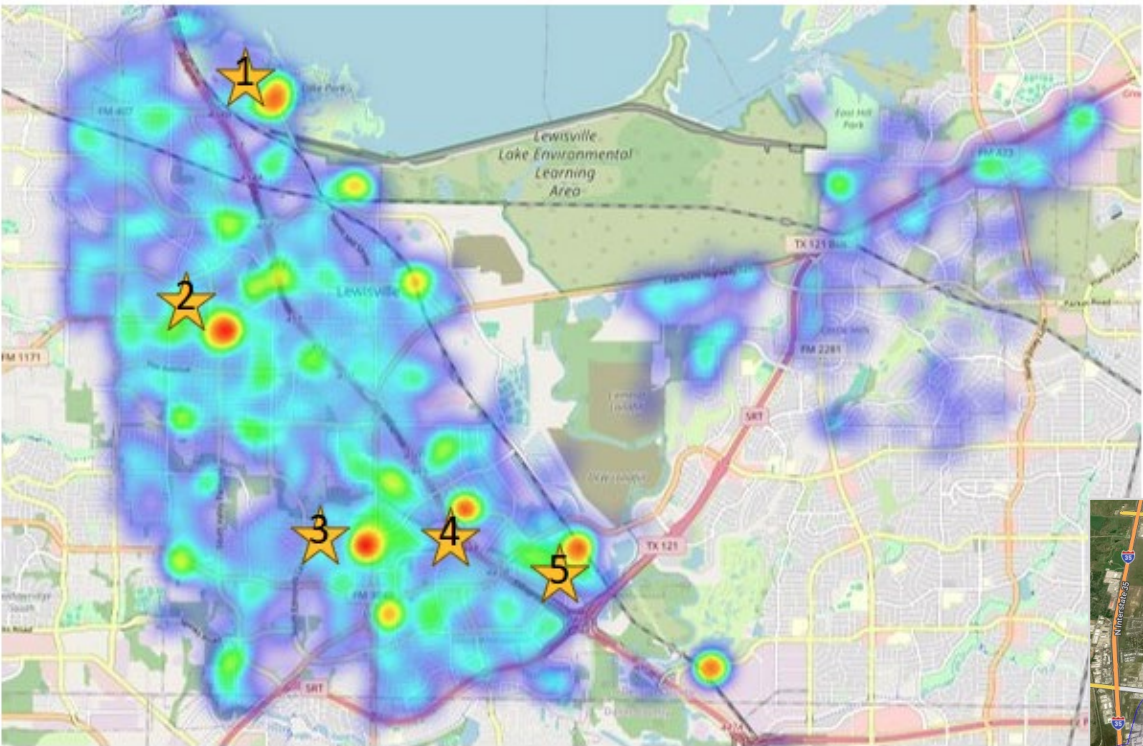
	Unlinked Passenger Trips - FY through February					FY24-FY25
	2021	2022	2023	2024	2025	
UNT	114,218	468,876	652,886	831,956	618,187	-25.7%
Connect	81,753	61,971	48,662	92,562	141,037	52.4%
Non-Connect	1,859	5,433	2,545	964	1,214	25.9%
A-train	38,425	68,988	87,750	104,475	117,736	12.7%
GoZone	-	195,022	337,466	360,713	346,738	-3.9%
Access	5,592	8,623	10,079	10,265	12,237	19.2%
Vanpool*	81,733	86,295	97,354	103,427	102,383	-1.0%
TOTAL	323,580	895,208	1,236,742	1,504,362	1,339,532	-11.0%

Cost of Service Analysis – Fixed Route vs On-Demand



Continuing Network Optimization...

Hotspots of GoZone Seat Unavailability

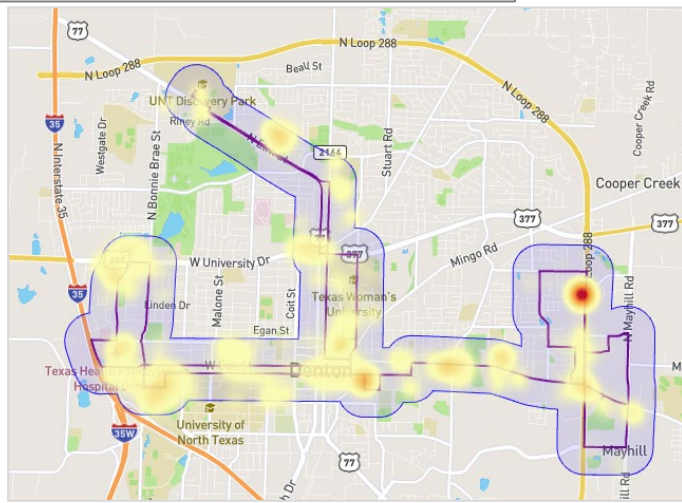
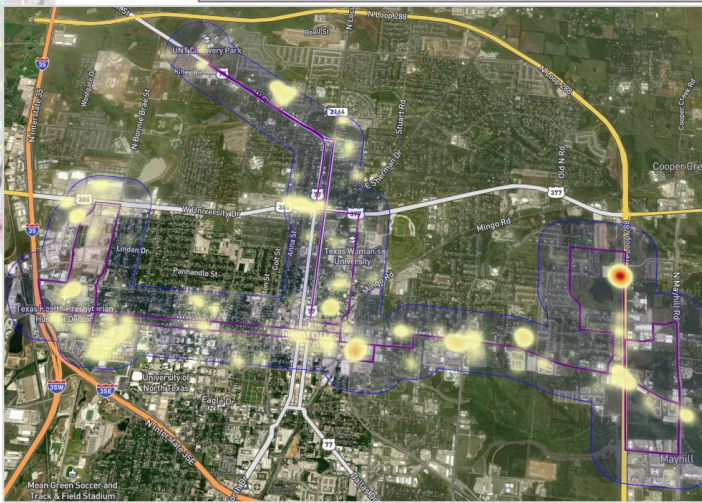
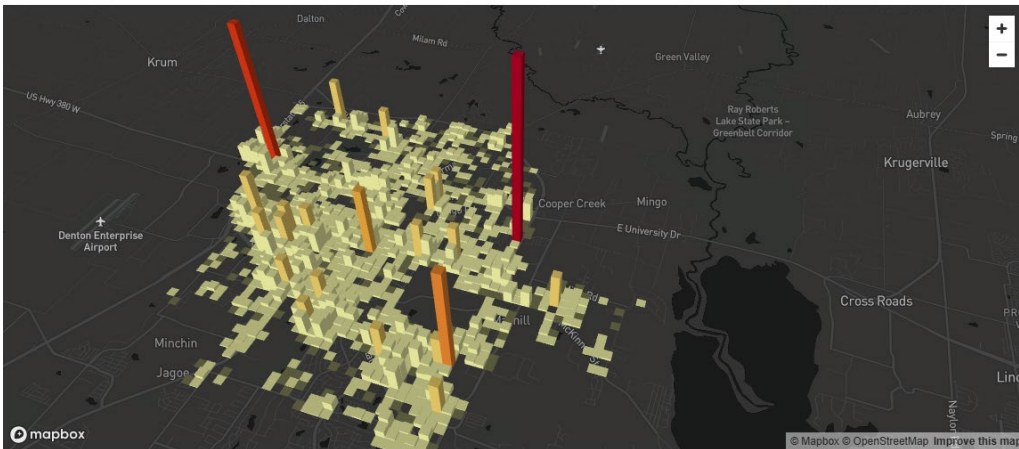


1. Oakridge Park Estates / Parc Lake Bayshore Apartments
2. Lewisville High School
3. Budget Suites of Lewisville
4. Extended Stay/ Hotel at Corporate Dr
5. Hebron Station

Trip Origins 3D Heat Map:

Choose a base map:

Dark Mode

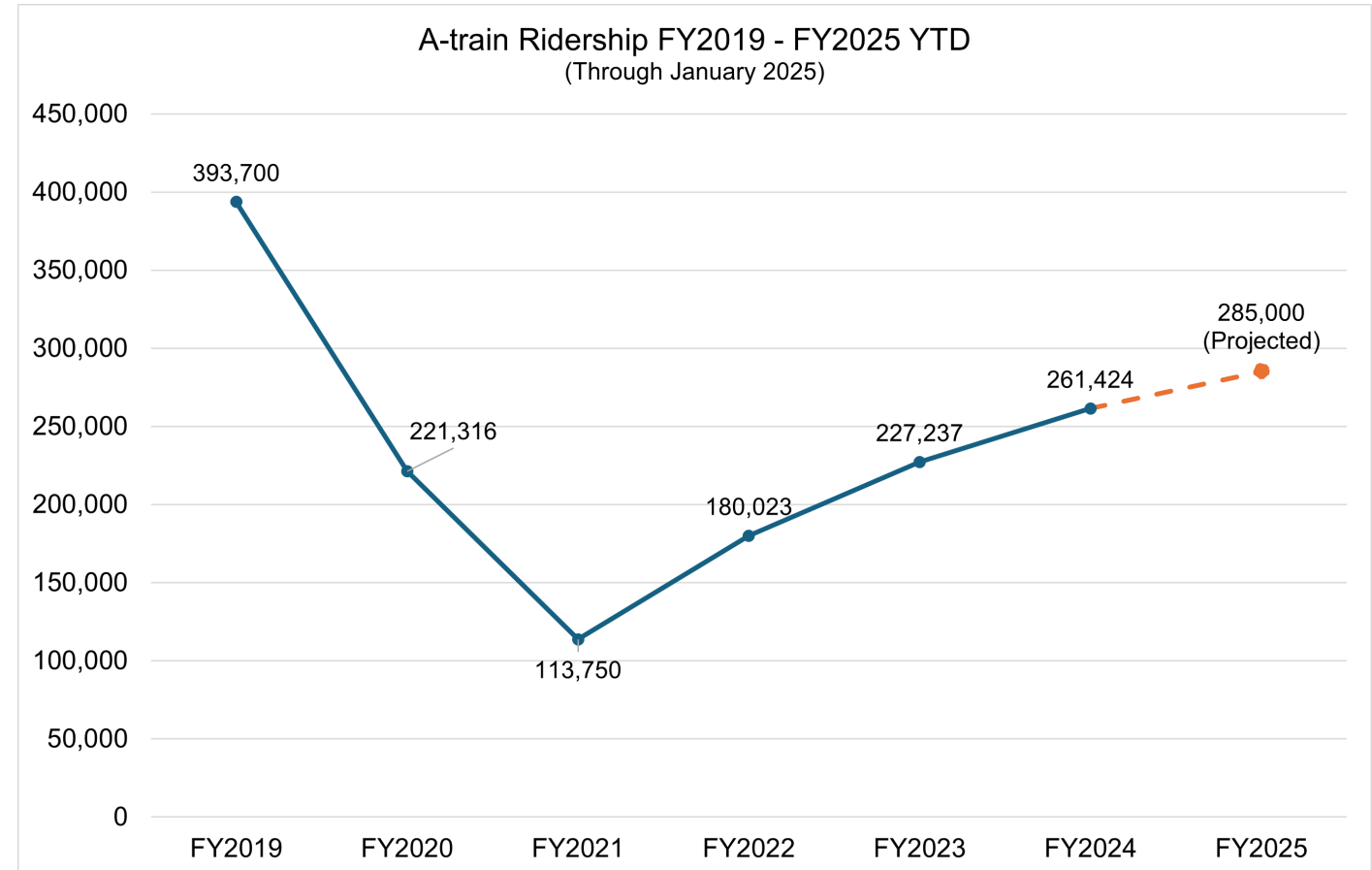


A-train among the top commuter rail performers in the nation for post-COVID ridership recovery

National Commuter Rail Ridership Recovery: Q3, 2024

	Agency / Location	Growth YTD %
1	Metro Transit / Minneapolis, MN	50.53%
2	San Joaquin / Stockton, CA	35.07%
3	Sonoma-Marín / San Rafael, CA	32.89%
4	Caltrain / San Carlos, CA	29.28%
5	Sound Transit / Seattle, WA	21.25%
6	Regional TA / Nashville, TN	20.59%
7	Mass Bay / Boston, MA	20.02%
8	SEPTA / Philadelphia, PA	19.12%
9	Denton County Transportation	16.53%
10	South Florida / Pompano Beach, FL	15.64%
11	Southern California / Los Angeles, CA	15.54%

National Average, among 33 Agencies
Reporting: 13.8%





Enhancement Program

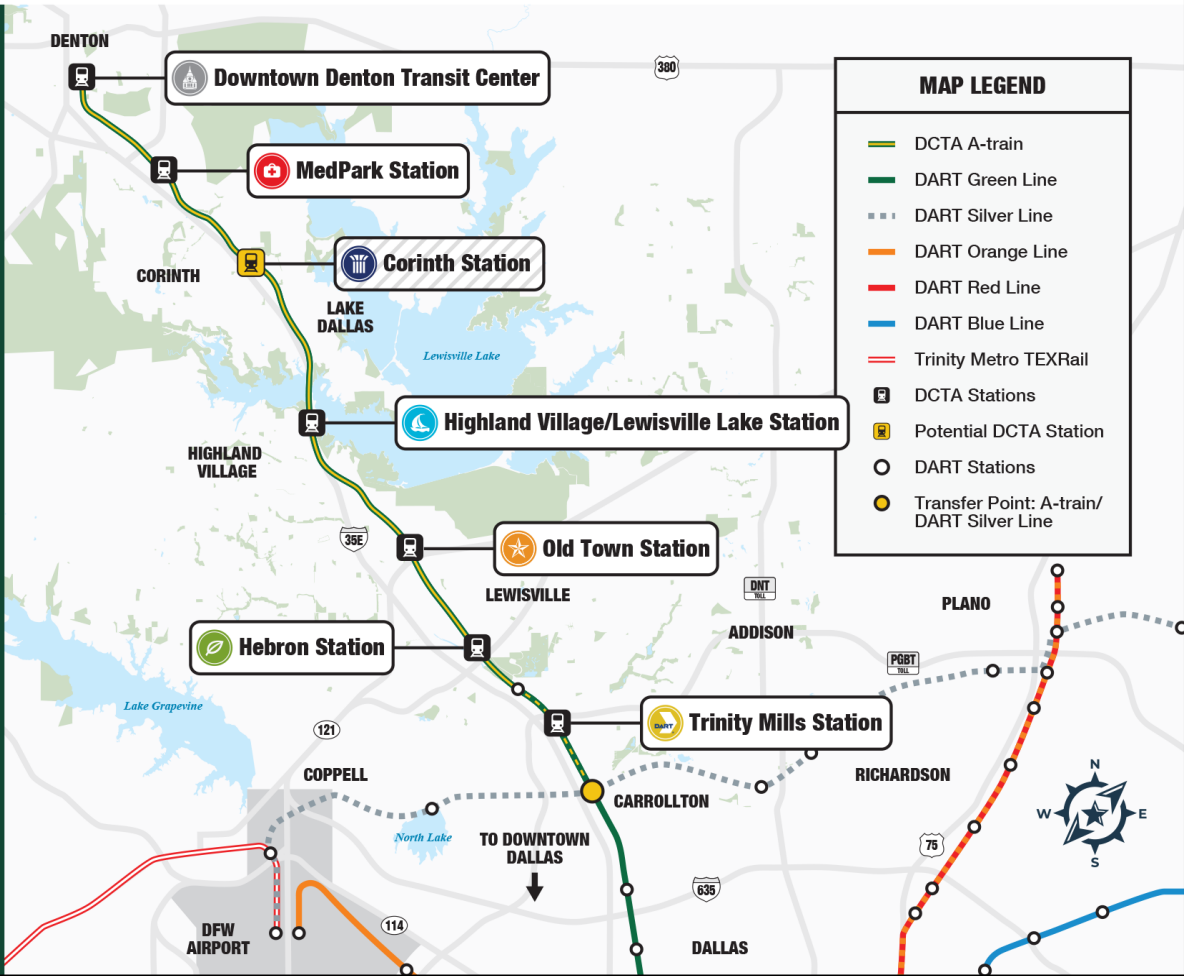
GOALS

- Improve Run Time on Existing Corridor (Denton to Trinity Mills)
- Extend to Downtown Carrollton
- Improve Peak Frequency to 15 Minutes
- Consider New Station at Corinth

BENEFITS

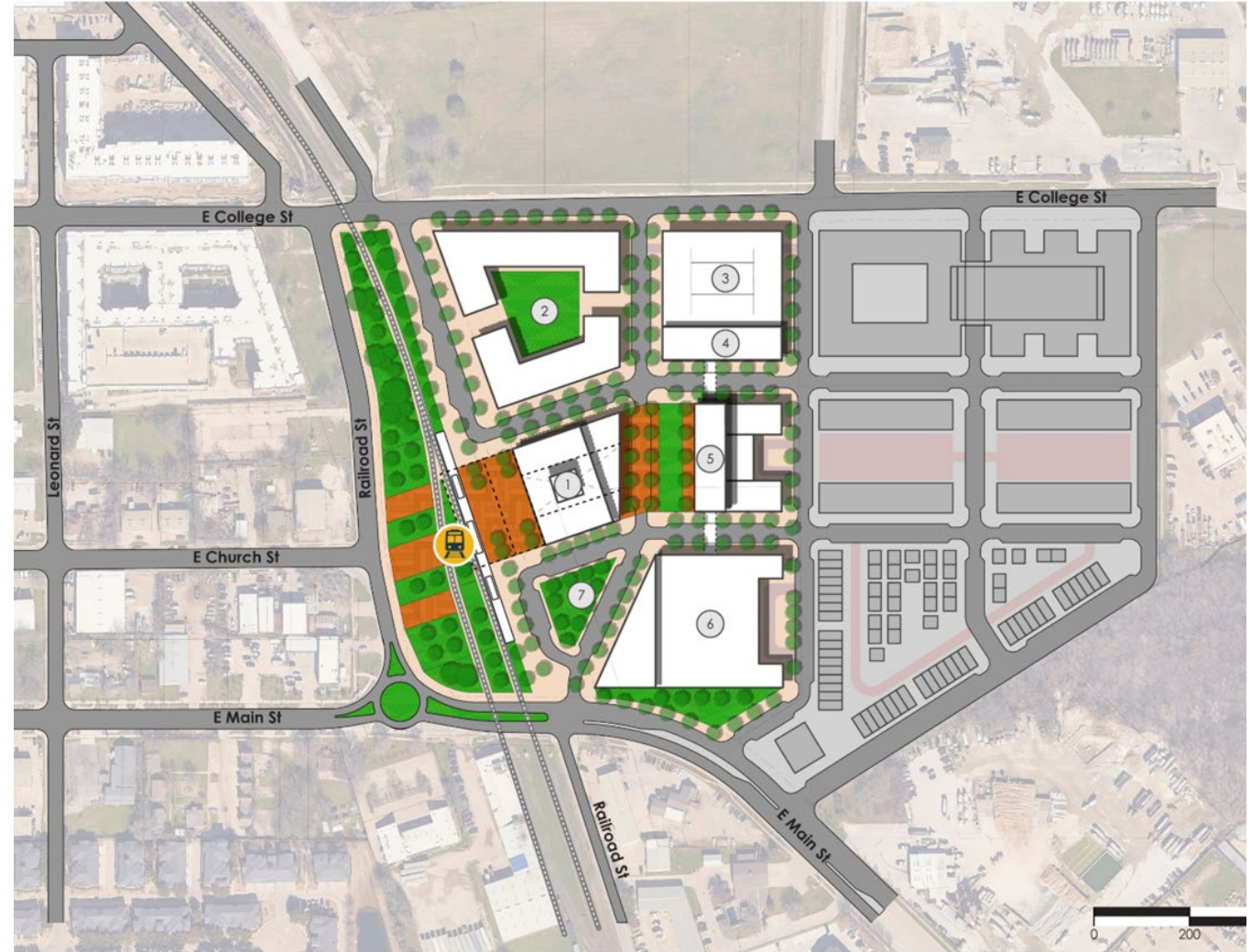
- Connects DCTA Cities to DFW Airport via the DART Silver Line
- Enhance Rider Convenience
- Additional Riders on Regional Rail

RideDCTA.net



FY2025 Focus: Old Town Lewisville Transit Oriented Development

1. DCTA Headquarters and Office building with Waiting Hall and Restaurants/Retail on Ground Floor
2. Residential For-Sale Condos
3. Shared Parking Garage
4. Restaurants/Retail and Loft Office Above
5. Hotel
6. Conference Center
7. Parklet



Thank you

