

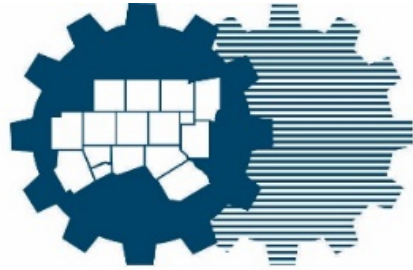
The Collin County Transit Study Project Advisory Committee meeting will begin shortly.

Please mute your microphones and enter your name and organization in the chat box.

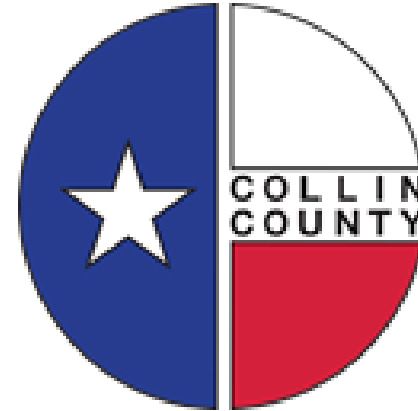


Thank you.





**North Central Texas
Council of Governments**



COLLIN COUNTY TRANSIT PLANNING STUDY

**Project Advisory Committee
6th Meeting**

December 3, 2020

Agenda

- Meeting Protocols
- Meeting Context
- Study Milestones Schedule
- Transit Propensity
- Scenario Development
- RTC Funding Options Workshop Debrief
- Transit-related Updates
 - Austin Transit Referendum
 - Span, Inc. Expansion of Transit Service
- Irving to Frisco Rail Corridor Update
- Questions & Open Discussion
- Next Steps

Meeting Protocols

Meeting Protocols

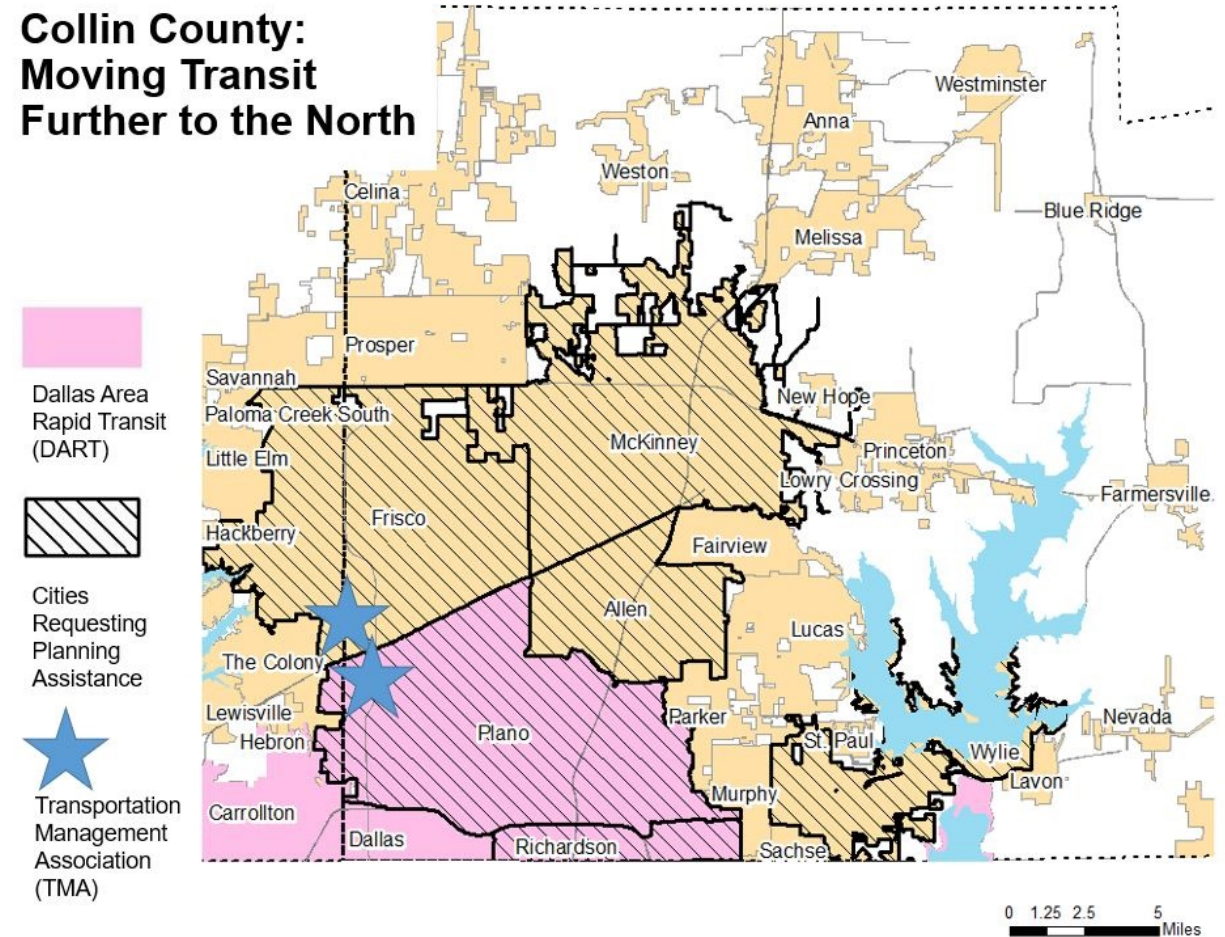
- Please keep your microphone muted unless speaking
- Please enter your name and organization into the [Chat Box](#)
- Please utilize the [Raise your hand](#) feature to ask a question or make a comment; you may also use the [Chat Box](#) for questions and comments



- If joining by phone, please hold your questions and comments until specified times during presentation

Meeting Context

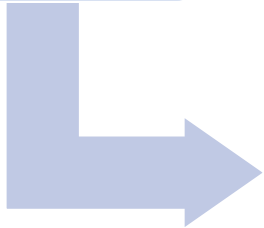
Collin County: Moving Transit Further to the North



Study Milestones Schedule

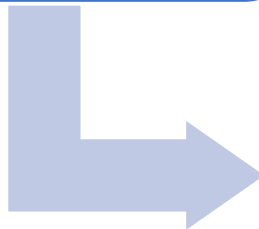
October

- Final Existing Conditions Report
- Transit Propensity Maps
- Committee Member Feedback on Legislative Initiative



December

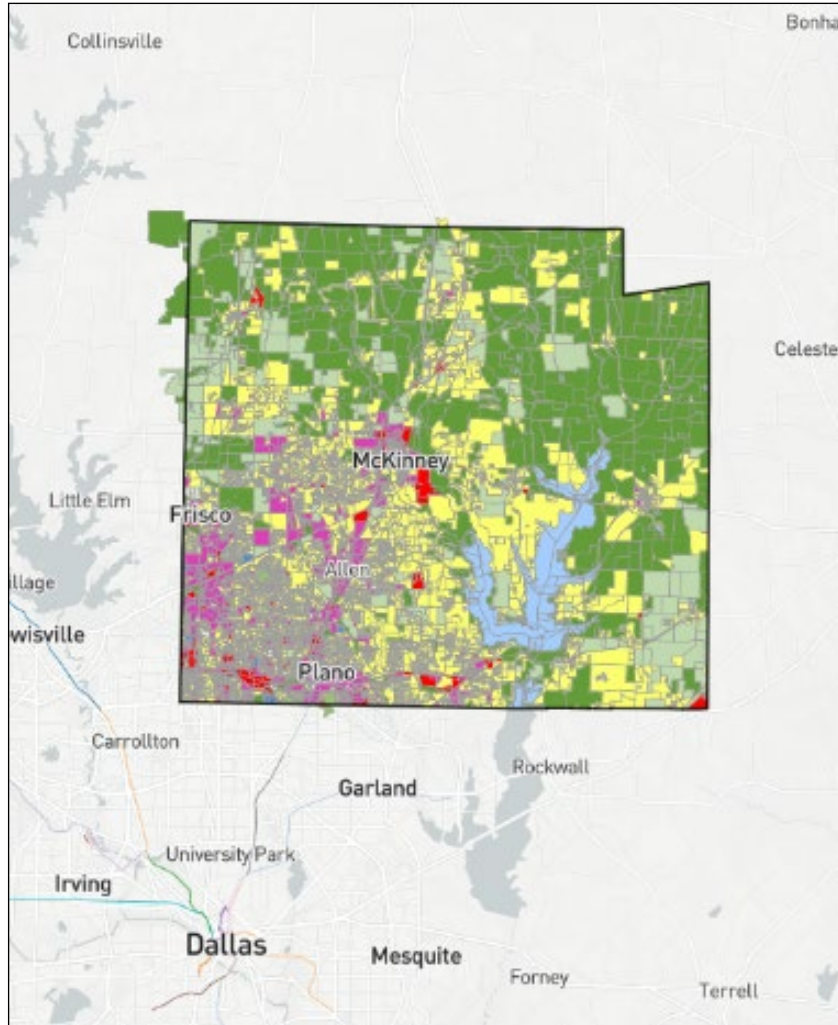
- Final Transit Propensity Maps
- Scenario Development (introduction)



January

- Scenario Refinement
- People Mover Locations – Feasibility Results

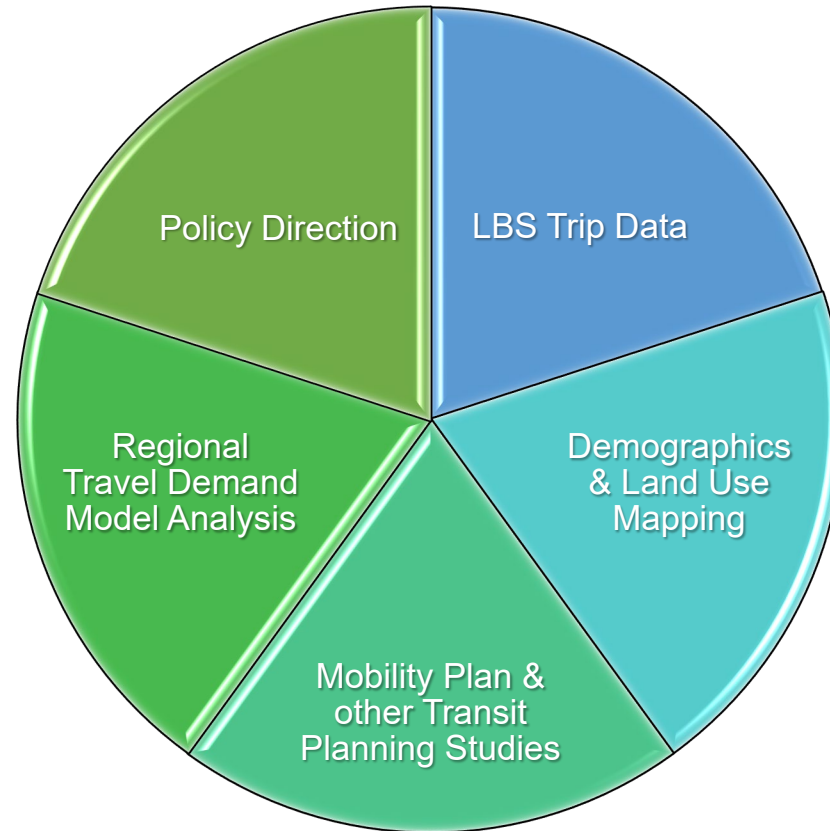
Collin County Transit Propensity Mapping

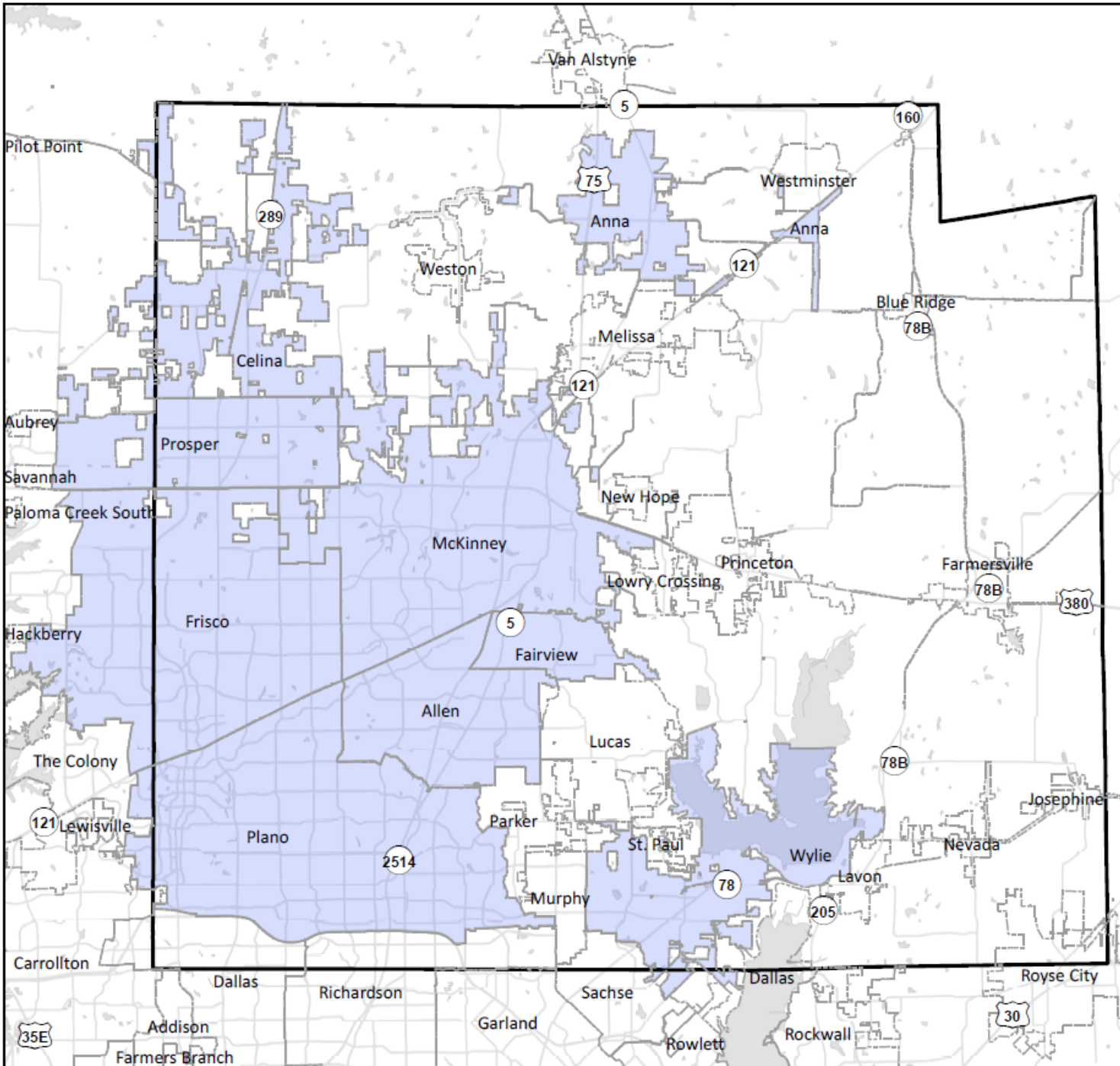


- Purpose: To visualize where transit makes the most sense in Collin County
- Based on:
 - Who has the highest need
 - Where is the highest demand
 - Where and why people want to use transit
 - Which services match best with which transit markets




Measures of Transit Propensity

- Five components
- Assess each and synthesize for complete picture
- Findings will inform next stage of study process

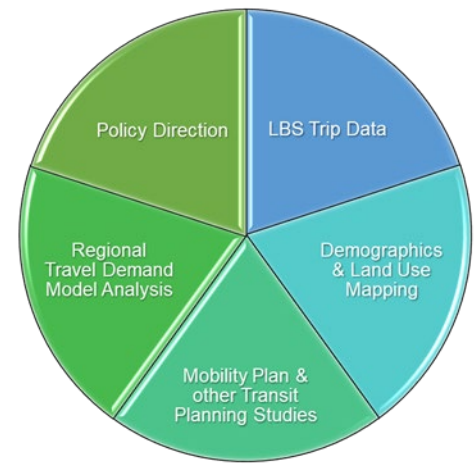




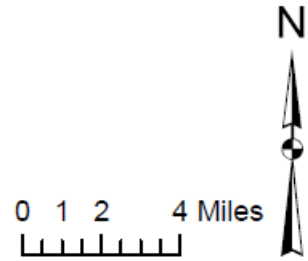
Policy Direction Cities with an Interest in Transit

- Legend**
-  Collin County
 -  City Boundary
 -  Roadways

Policy Direction

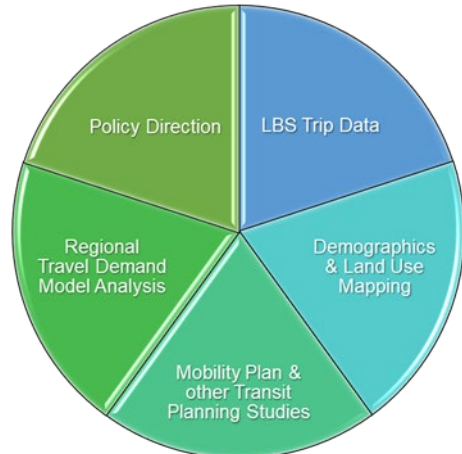
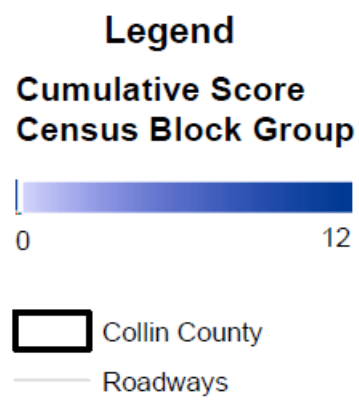
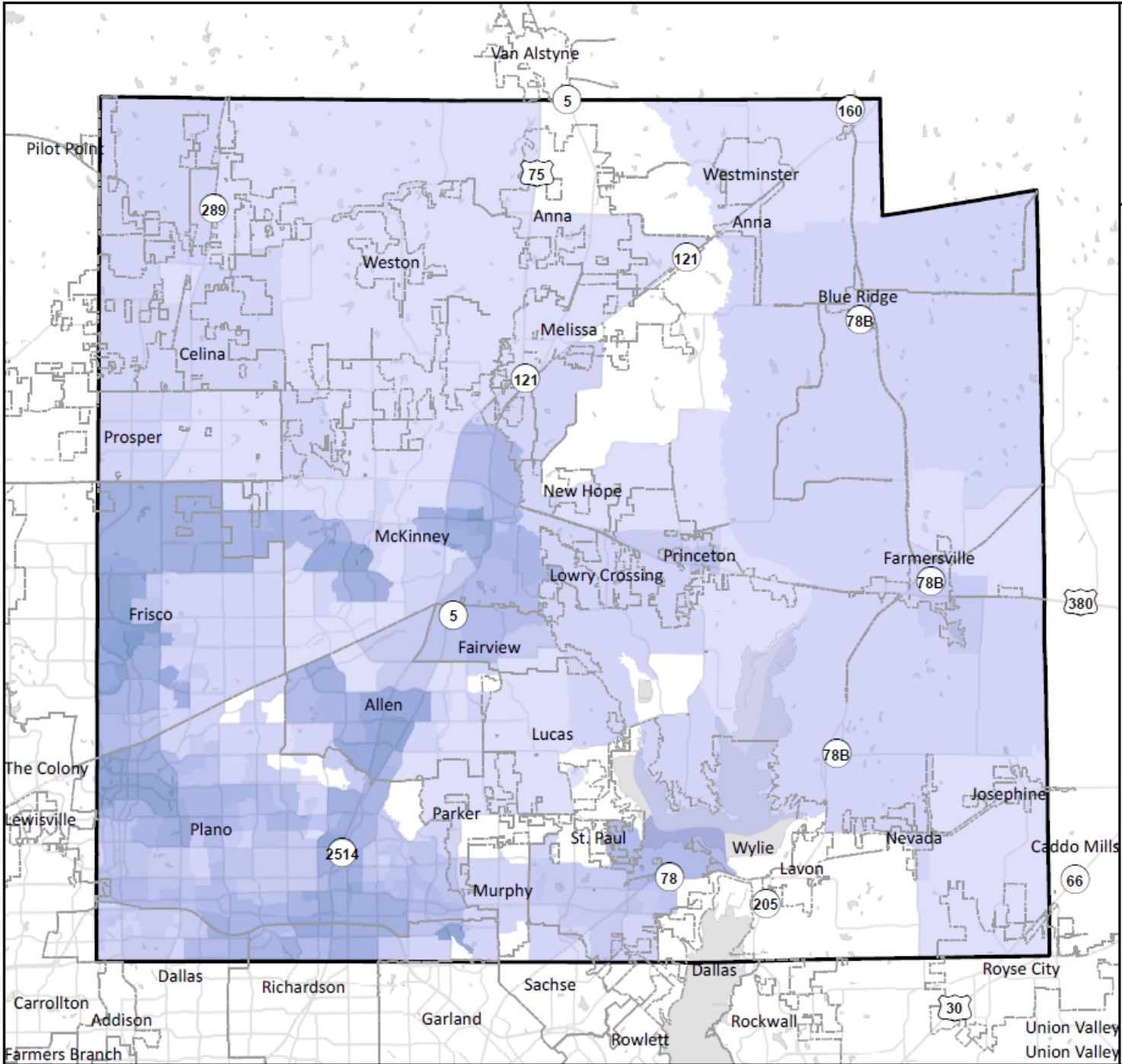


NOTE: Shaded areas indicate jurisdictions that currently participate in an entity providing transit services (DART, Collin County Transit, etc.) and/or that have taken affirmative policy action in support of public transportation services.



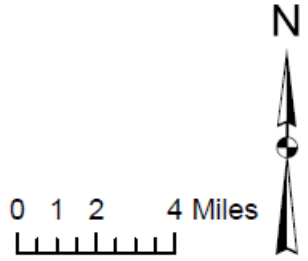
Mobility Plan & Other Studies

Transit Propensity Cumulative Score based on Other Regional Plans & Studies



NOTE:

- Analysis based on inventory of transit related planning efforts in Collin County over the past 10+ years
- U.S. Census Block Groups were the primary basis for this map
- Studies include those cited in the *Collin County Transit Study Existing Transit Services, Planned Improvements and Conditions Report*



Regional Travel Demand Model

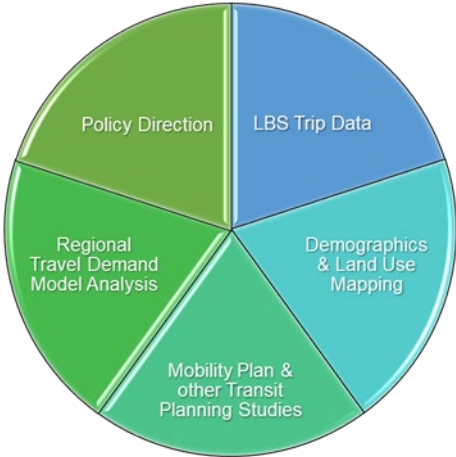
Regional Travel Demand Model Trip Production & Attraction

Legend
Sum of Trips
Production &
Attraction -

Trips > 600

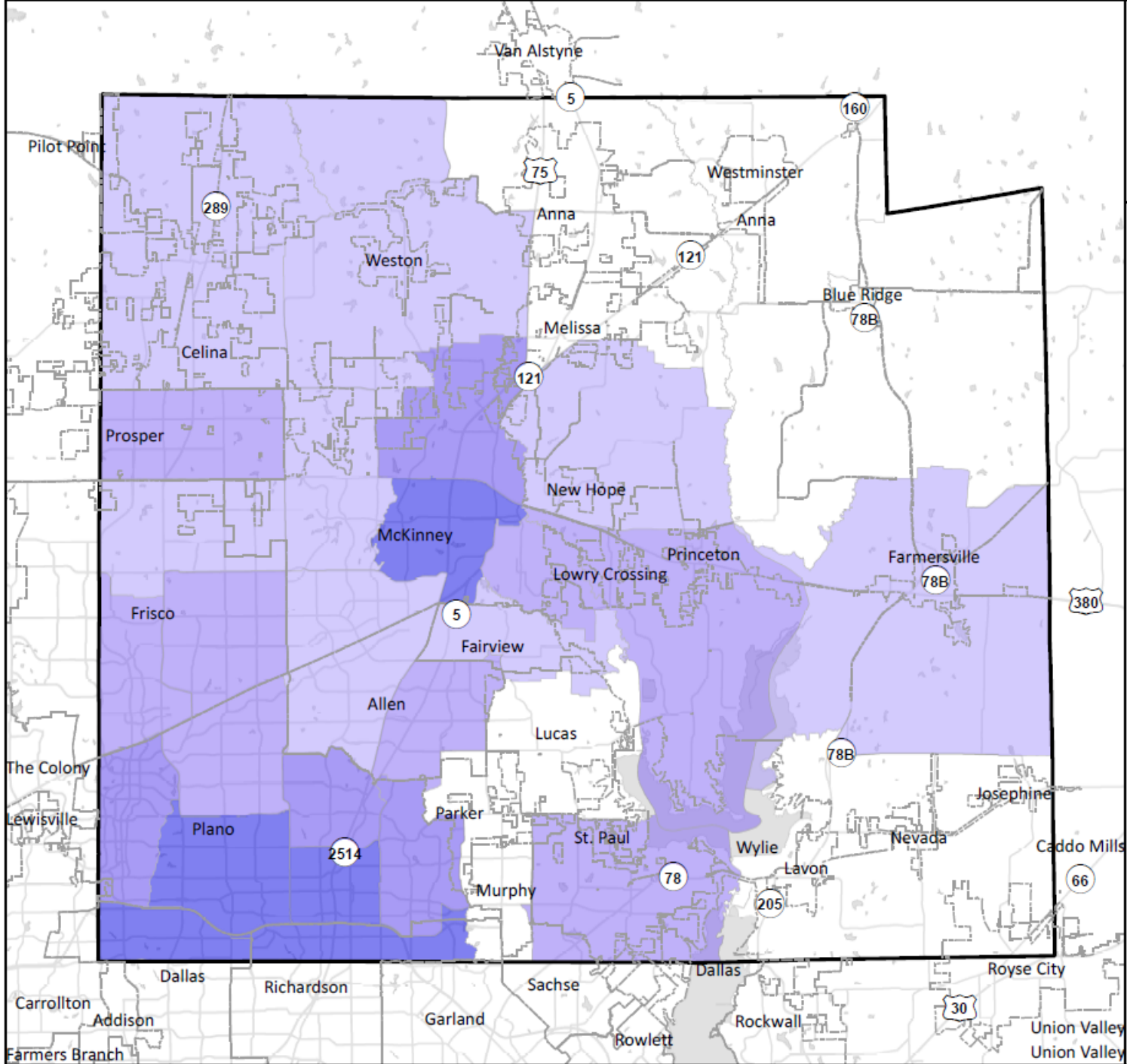
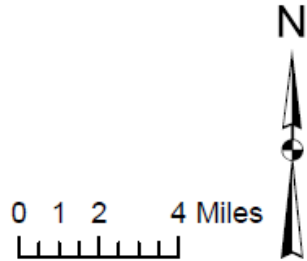


Collin County
 Roadways



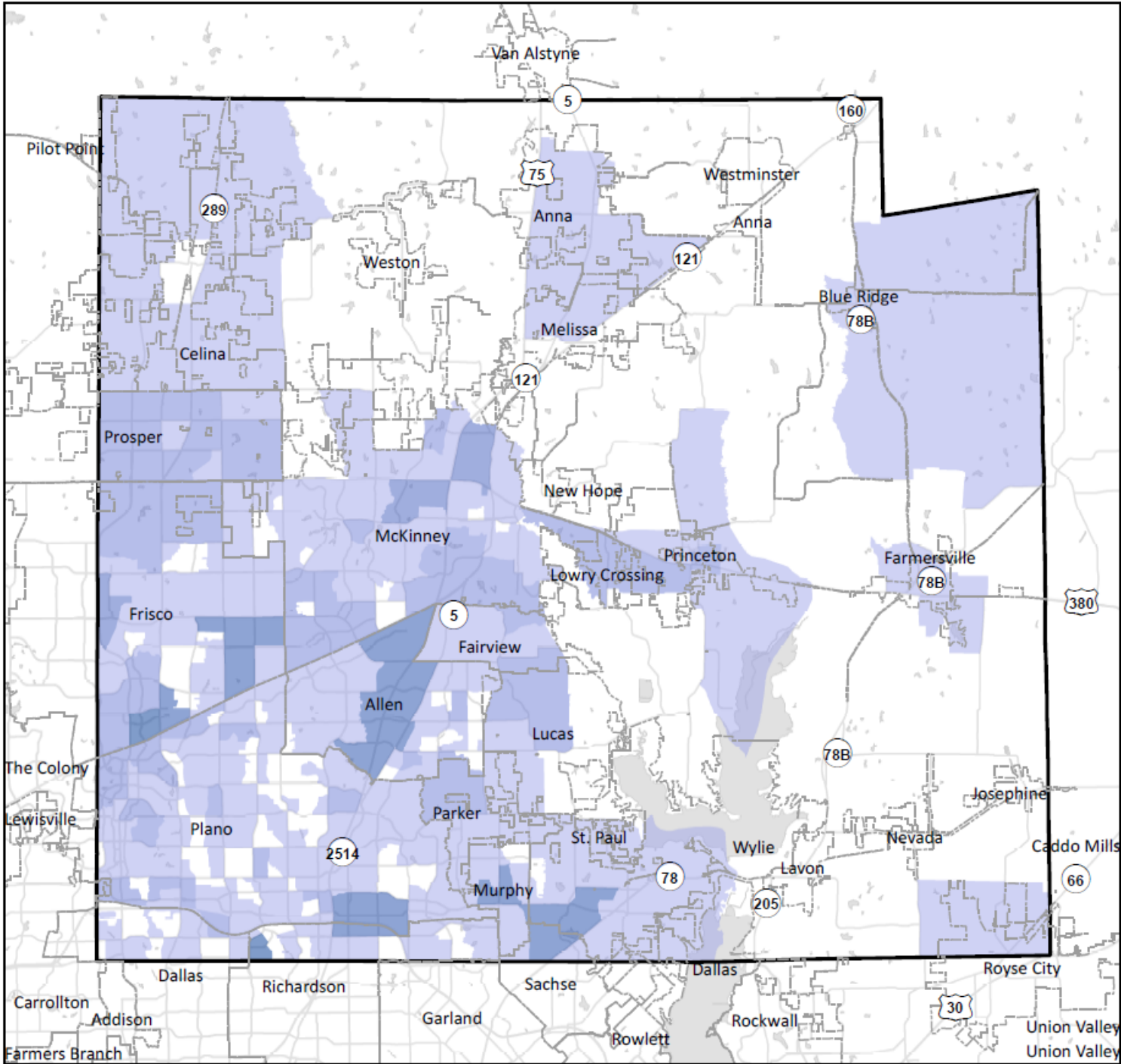
NOTE:

- The NCTCOG regional travel demand model provides forecasts that inform the Collin County Transit Study
- Shading represents increasing trip volumes (both origin and attraction), with darkest being highest activity

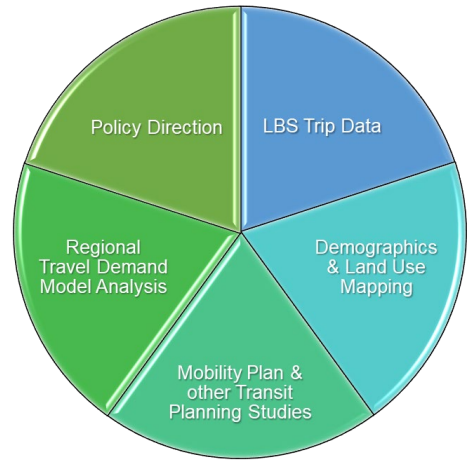
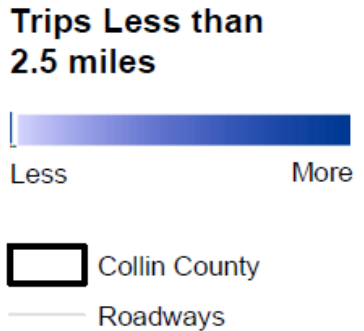


Location-Based Services Trip Data

Location Based Services - Census Blocks w/ > 1,000 Inbound Trips per Weekday

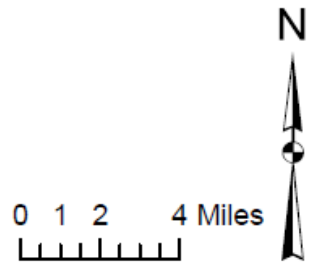


Legend



NOTE:

- Location-based services trip data provides a 'snapshot' of all modes of travel in the Dallas-Fort Worth region
- Multiple ways to assess data- this map indicates locations where 'transit-capable' trips are within the county
- Other assessments yield similar profiles

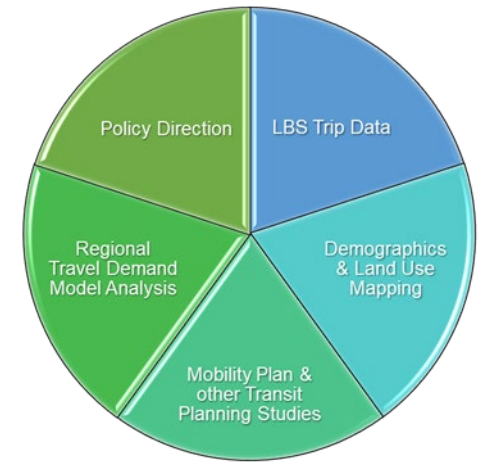
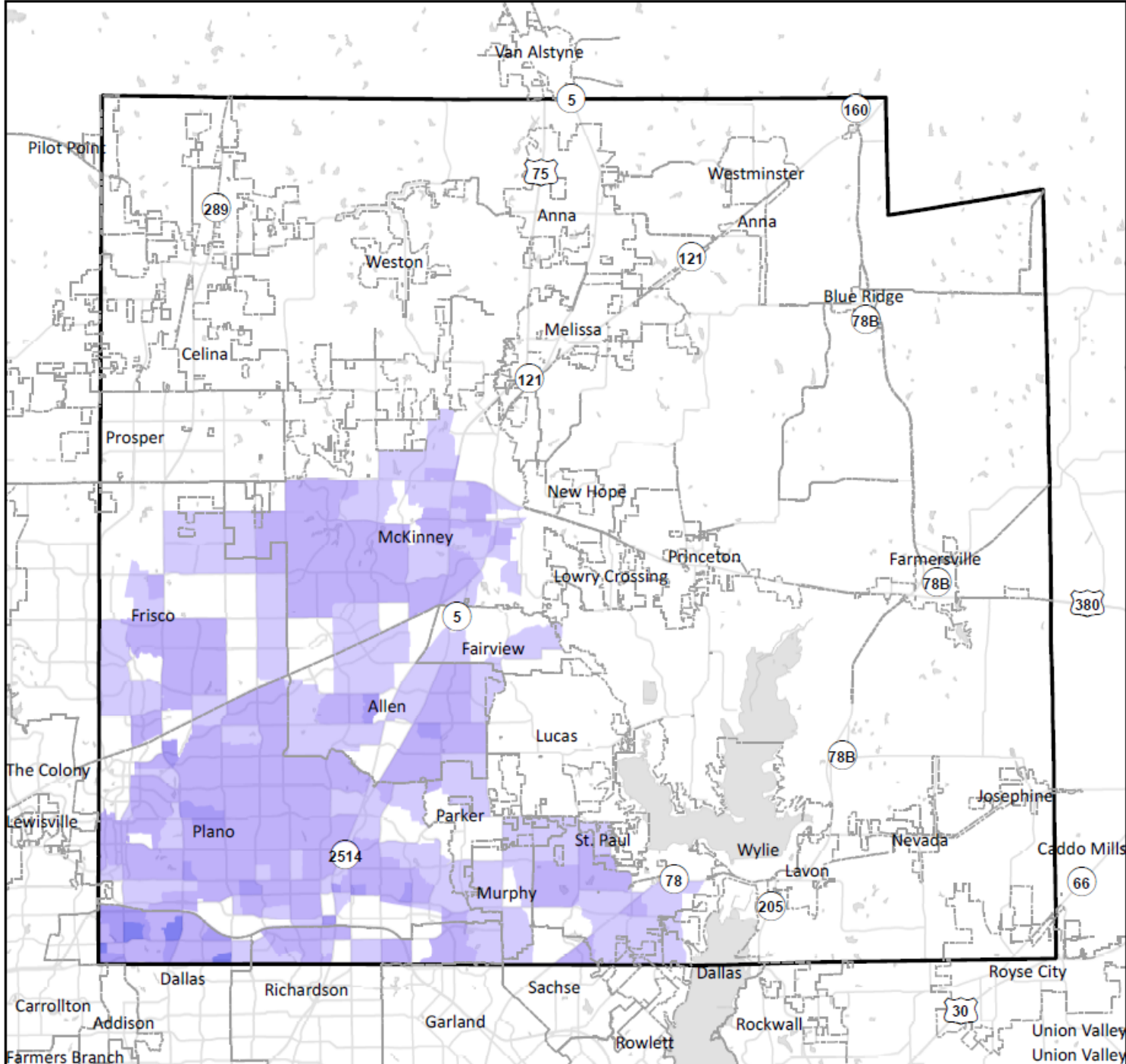
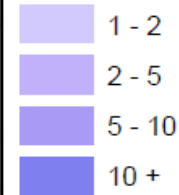


Land Use & Demographics Household (Year 2020)

Demographics and Land Use

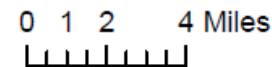
Legend

2020 Household Density / Acre



NOTE:

- The NCTCOG regional travel demand model provides forecasts that inform the Collin County Transit Study
- 2020 Household density (shown) combined with 2020 Employment density and 2045 Household and Employment densities in cumulative transit propensity map



Collin County Transit Propensity Summary

Cumulative Transit Propensity Map

Legend

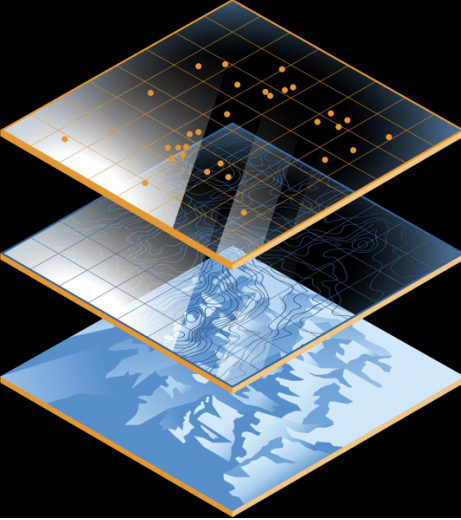
Cumulative Score



- Collin County
- Roadways

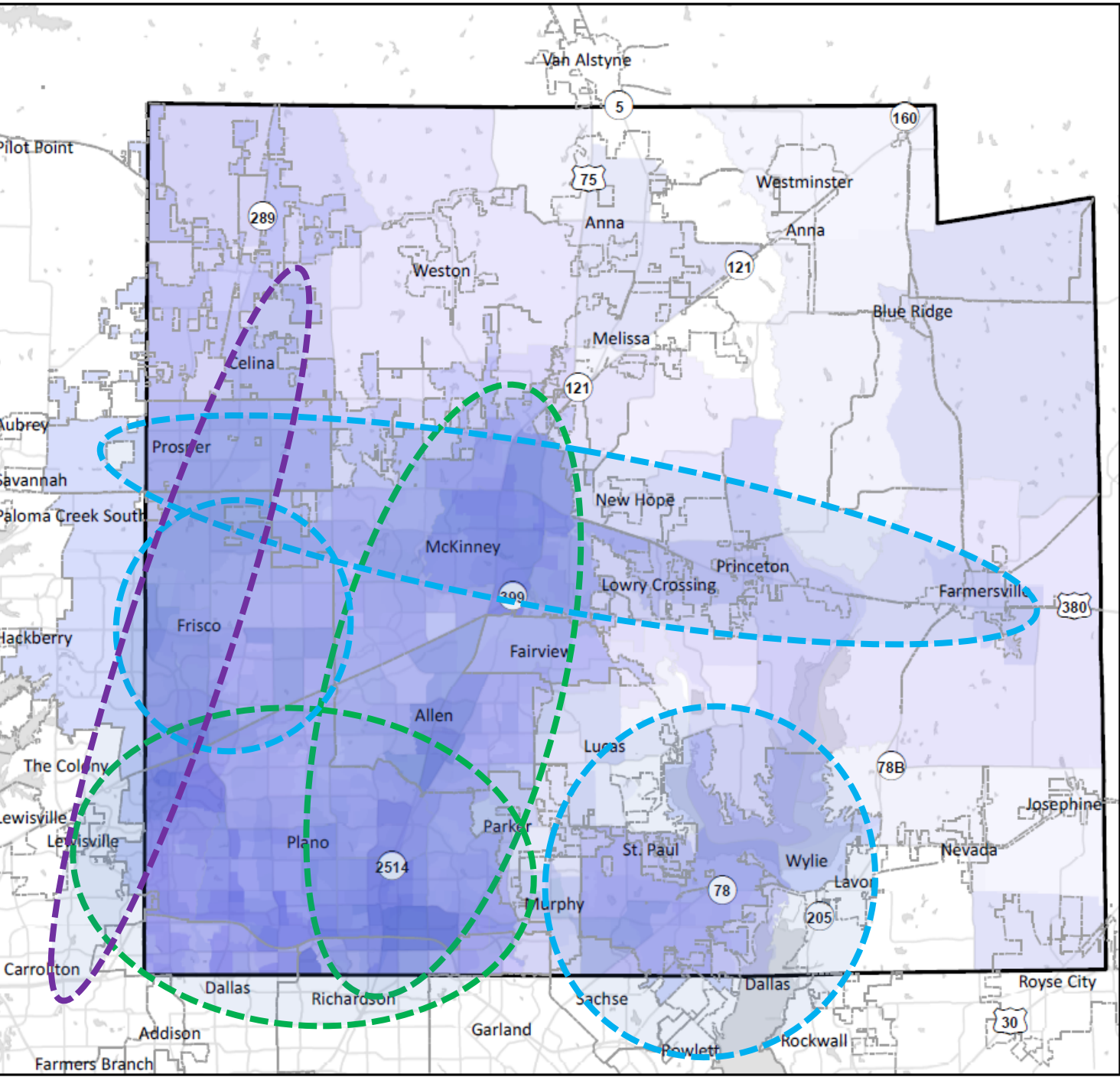
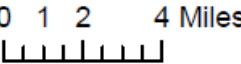
- Strongest Propensity Zones
- Emerging Propensity Zones
- Future Propensity Zone

Map Overlay Analysis



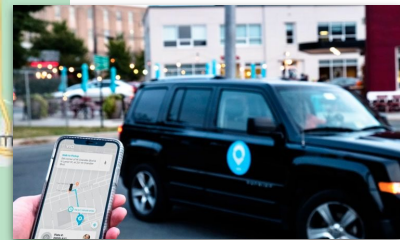
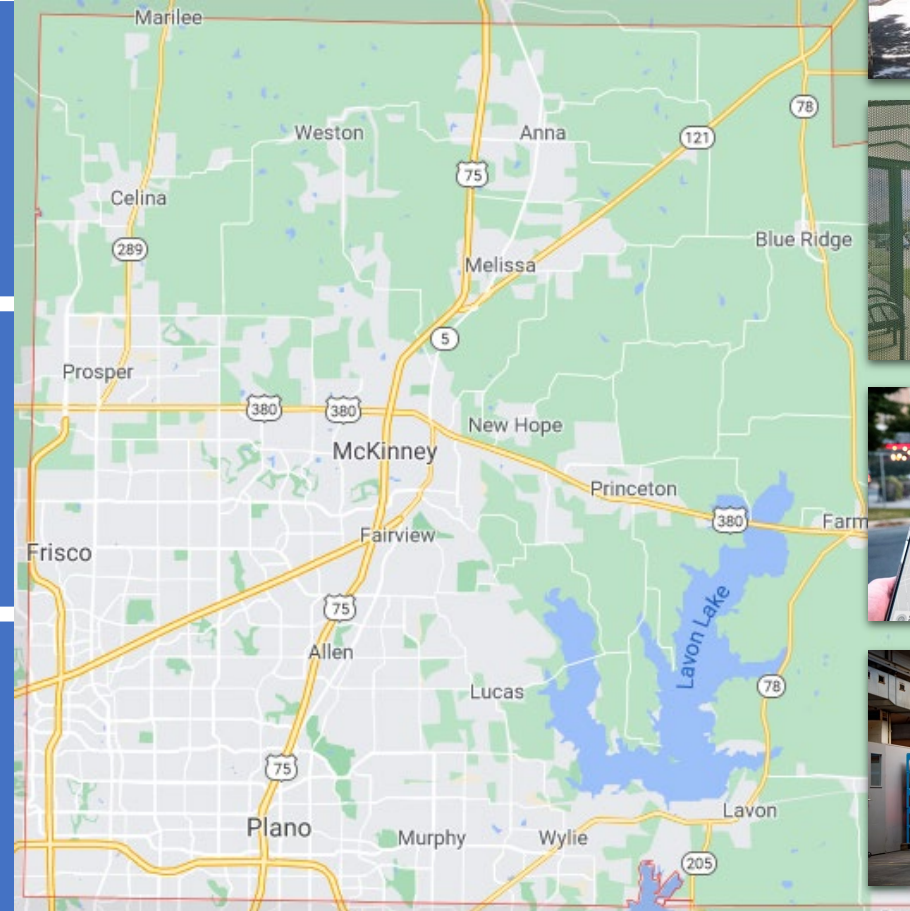
NOTE:

- This map represents the cumulative transit propensity within Collin County
- Data from each of five components ("pie pieces") was layered to create a composite score



Scenario Development

Objective	Identify potential future(s) for transit in Collin County
Approach	Develop and assess scenarios based on evaluation criteria
Outcome	Visualizations and other means to help stakeholders understand tradeoffs and pros/cons



Potential Scenario Framework - Land Use/Service Type

	Natural Zone	Rural Zone	Suburban Zone	General Urban Zone	Urban Center Zone	Urban Core Zone	Special District
Transit Service Type							
Paratransit (Elderly and Disabled)		X	X	X	X	X	X
Microtransit (On-Demand)			X	X	X	X	X
People Mover					X	X	X
Autonomous Shuttles		X	X	X	X	X	X
Fixed Route Bus				X	X	X	X
High-Intensity Bus				X	X	X	
Regional Rail (ie.e Cotton Belt/Silver Line)			X	X	X	X	
Light Rail (i.e. DART Red Line)			X	X	X	X	X

Potential Scenario Framework - Investment/Governance

<u>Scenario</u>	<u>Service Profile</u>
<p>Low Investment (existing funding + local investment)</p>	<p>DART service area continues with DART service existing and planned service; microtransit/paratransit for remainder of Collin County either under existing governance structure OR consolidated under CCT</p>
<p>Moderate Investment (existing funding + local investment + new funding sources)</p>	<p>DART service area continues; select urbanized areas initiate new/upgraded service via a Transit Agency; microtransit/paratransit for remainder of Collin County either under existing governance structure OR consolidated under CCT</p>
<p>High Investment (join MTA or equivalent to secure ongoing, high-level capital and operating funding)</p>	<p>DART service area continues; majority of urbanized areas initiate service via a Transit Agency; regional services developed such as high-capacity/intensity bus corridors established with supporting people movers/ autonomous shuttles, connecting local routes and new P&Rs with express service to connect outlying communities to major transit hubs and/or activity centers</p>

Potential Scenario Framework - Investment/Service Type

	Service Menu								
	Paratransit	Microtransit zones	Autonomous Shuttle	P&Rs with Express Service	Local Fixed Route Bus	High-Intensity Bus	People Mover	Regional Rail	LRT
Low Investment (existing funding + local investment)	Phase I	Phase I							
Moderate Investment (existing funding + local investment + new funding sources)	Phase I	Phase I	Phase III	Phase II	Phase II	Phase II			
High Investment (join MTA or equivalent to secure ongoing, high-level capital and operating funding)	Phase I	Phase I	Phase II	Phase II	Phase II	Phase II	Phase II	Phase III	Phase III

	Phase I
	Phase II
	Phase III

Recommendation and Next Steps

Project Team Recommendation:

- Use three scenarios (low, medium and high)
- Build off transit propensity analysis
- Assess scenarios based on community outcomes
 - Access to opportunity; equity; cost-effectiveness; ease of use; economic impact
 - Others as appropriate
- Include phasing to accommodate growth and emerging transportation options
- Account for governance and pathway to implementation



RTC Workshop Overview

Transit operational needs and funding initiative

Population growth & history of transit in the region

Five approaches

- Reducing cost through shared resources
- Creating state interest in regional rail
- Enticing first approach with second approach
- Local option component
- Funding recommendations from the transit studies

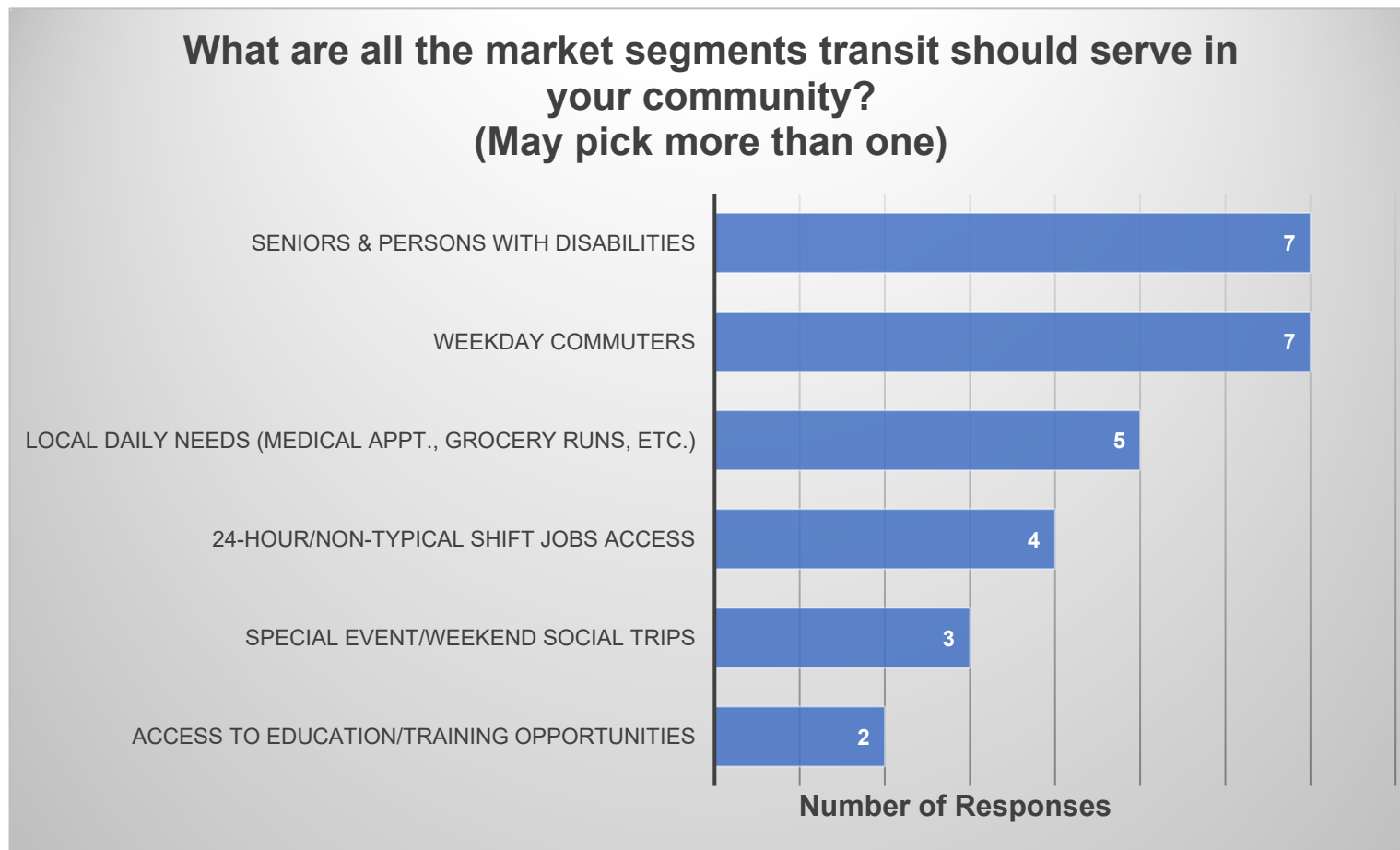
RTC Workshop Overview

Approved RTC Legislative Program for the 87th Texas Legislature

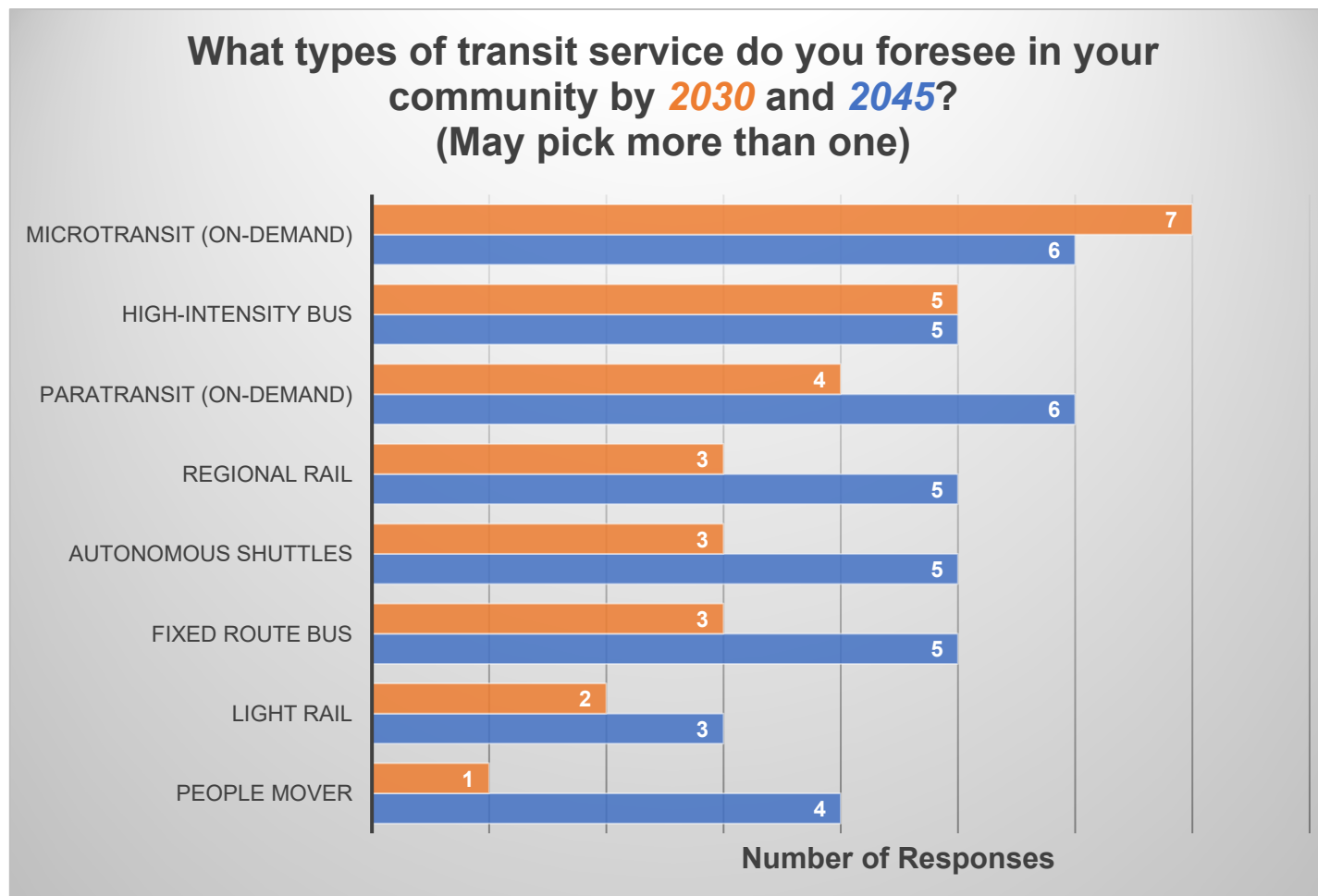
Transit Funding Related Topics Include:

- Adequately Fund Transportation and Utilize Tools
Identify additional revenue for all modes of transportation
- Expand Transportation Options in Mega-Metropolitan Regions
Plan, fund, and support the implementation of all modes of transportation, including transit

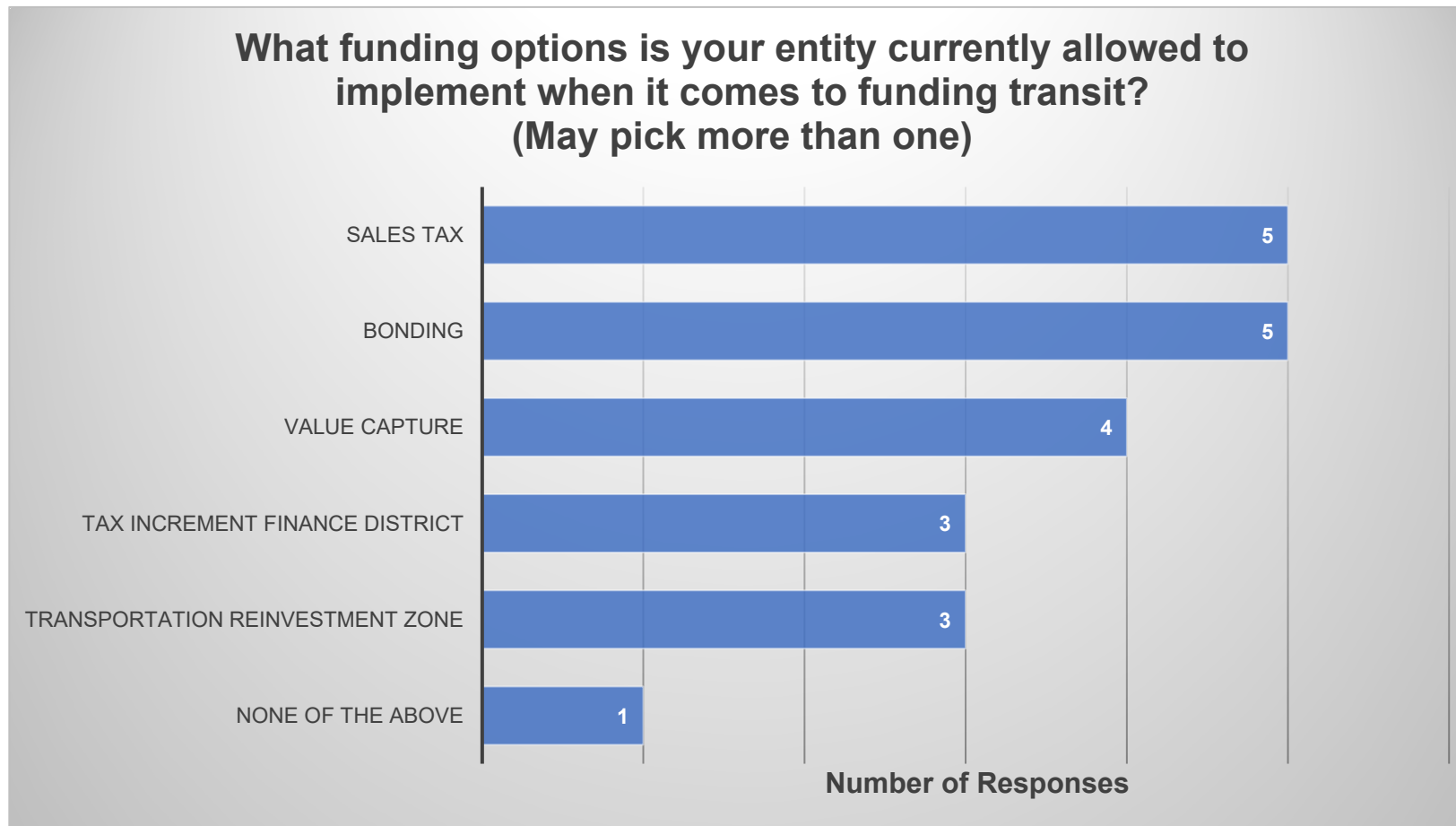
Initial Advisory Committee Survey Results



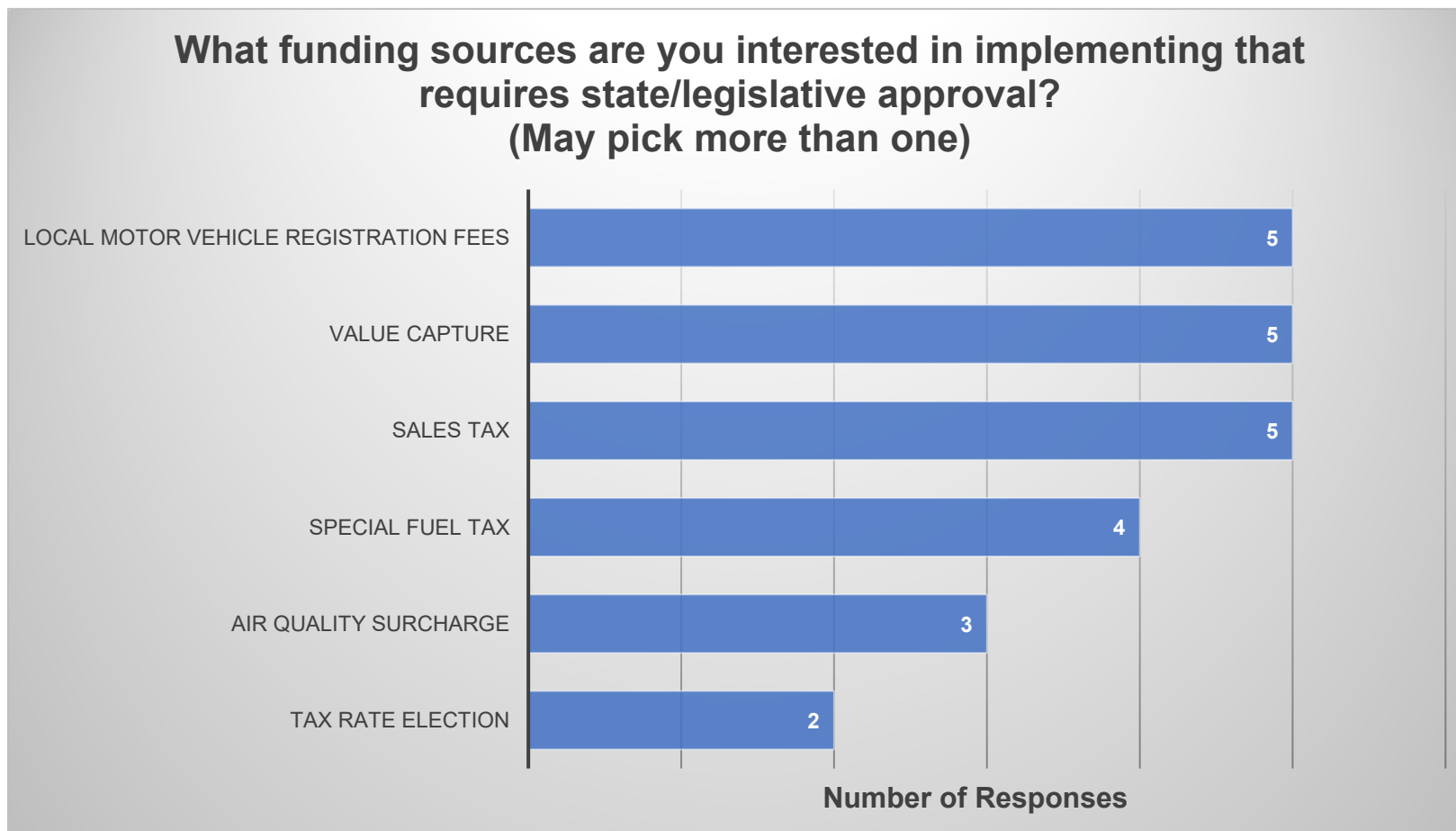
Initial Advisory Committee Survey Results



Initial Advisory Committee Survey Results



Initial Advisory Committee Survey Results



Initial Advisory Committee Survey Results

7 Total Respondents

Added Field for Names/Organizations to better capture specific community needs

Will resend Survey out to Committee Members following this Meeting

Capital Metro Referendum



Project Connect - \$7 Billion

- 4 LRT -27 miles
- Downtown Tunnel
- Expanded Bus Service
 - 9 Park & Rides
 - 4 Bus Rapid Transit
 - 3 Express Bus Routes
 - 15 Neighborhood Circulators
- Bike Enhancements
- \$300 Million Anti-Displacement Investments



Proposition
A Passes!

Over 58% of
the vote

Innovative Funding/Structure

- Property Tax Increase
 - 8.75 cents per \$100
 - Equivalent to approximate 4% increase
- Will be 20% of the \$7.1B
 - 50% will be funded through federal grants and commitments
 - 30% local funds (existing sales tax, etc.)
- Austin Transit Partnership
 - Partnership between City of Austin and Capital Metro
 - 5-member Board of Directors
 - 1 City Council
 - 1 Capital Metro Board
 - 3 Community Experts (Finance, Engineering & Construction, Planning & Sustainability)

Span, Inc. Expansion of Transit Service

Shannon Stevenson
Senior Program Manager

Background

Winter 2019:

Non-profit organization, 29 acres, reached out to NCTCOG staff to request assistance in addressing geographic and temporal transportation gaps encountered by disabled individuals commuting to job opportunities.

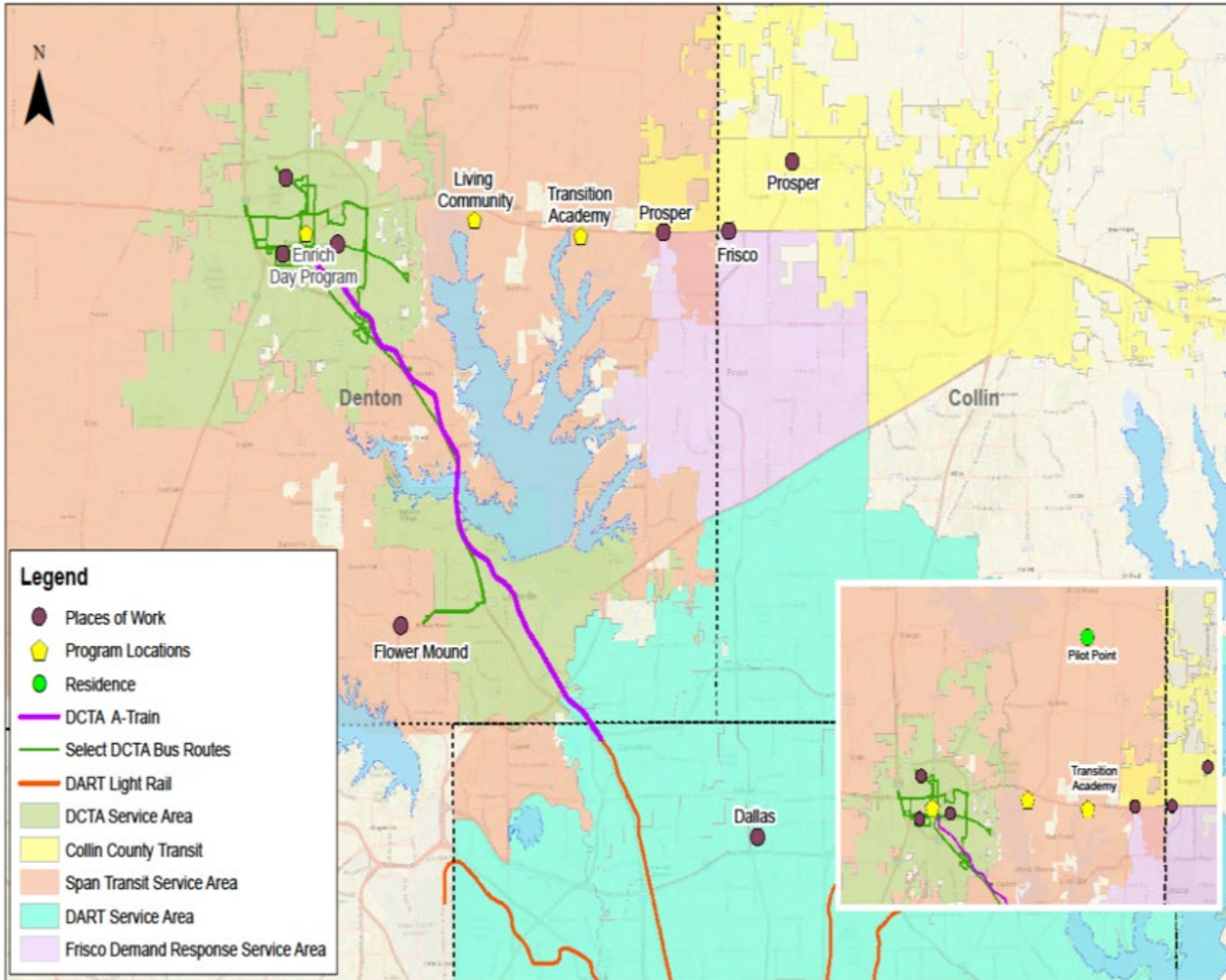
Spring-Summer 2020:

NCTCOG staff coordinated with nonprofit partner and transit providers to identify need and develop service with Span, Inc. by proposing expansion of service and hours.

October 2020:

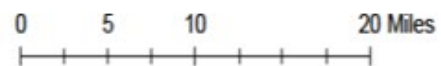
Executive Board authorized agreement with Span, Inc. for expansion of service scheduled to start January 2020.

Transit Needs (Spatial)



02/19/2020

December 3, 2020



Transit Needs (Temporal)

- Working with 29 acres, students enrolled in their programs reported evening services being an obstacle to employment opportunities.
- Employed individuals have shifts that require hours past current transit service
 - DCTA Bus Service ends at 7:00 PM
 - Span, Inc., Collin County Transit, and Frisco Demand Response provide on-demand service until 6:00 PM

Weekday Transit Availability by Time of Day																
	6AM	7AM	8AM	9AM	10AM	11AM	12PM	1PM	2PM	3PM	4PM	5PM	6PM	7PM	8PM	9PM
DCTA Buses	Available	Available	Available	Available	Available	Available	Available	Available	Available	Available	Available	Available	Available	Not Available	Not Available	Not Available
Span	Not Available	Available	Available	Available	Available	Available	Available	Available	Available	Available	Available	Available	Not Available	Not Available	Not Available	Not Available
Collin County Transit*	Available	Available	Available	Available	Available	Available	Available	Available	Available	Available	Available	Available	Not Available	Not Available	Not Available	Not Available
Frisco Demand Response*	Available	Available	Available	Available	Available	Available	Available	Available	Available	Available	Available	Available	Not Available	Not Available	Not Available	Not Available

Project Details

- Description:** Span, Inc. will pilot extending service hours until 10 pm and will provide seamless connection to Denton and Collin County disabled residents to job opportunities.
- Timeline:** 3 years, starting in January 2021
- Amount:** \$677,000 with 135,400 in TDCs to be utilized in lieu of local match
- Funding:** FTA §5310 Enhanced Mobility for Seniors and Individuals with Disabilities funds for strategic projects
- Future Plans:** Pilot will provide Span, Inc. opportunity to evaluate sustainability of extended service hours and area. Ridership would be included in FTA reporting and may be reflected in future apportionments.

For More Information

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Senior Program Manager
Transit Management & Planning
sstevenson@nctcog.org
817-608-2304

Irving to Frisco Rail Corridor Update

- Rail Coordination Efforts with BNSF
 - Balancing supply side with demand side
- Station Screening Results – 12 Stations
 - Continued Efforts on location of Sam Rayburn Tollway (SRT) Station
- Ridership Modeling Efforts:
 - Northern Terminus
 - Alternative Demographics at Station Locations
 - Station Phasing
 - Preferred Interlining Alternatives with TRE
- Similar Efforts
 - Public Engagement Tools
 - LBS Data
 - People Mover Locations
 - Funding Options for Legislative Request

Questions & Open Discussion

- Study Milestones Schedule
- Transit Propensity Analysis
- Scenario Development
- Funding Workshop Debrief
- Other

Next Steps

- Analyze and Refine Scenarios
- Finalize People Mover Locations Feasibility Analysis
- Coordinate with RTC members on Legislative Initiative

Next scheduled meeting is **January 7 at 10:30 am**

NCTCOG Team Contacts

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