

**Public Transportation Update for Collin County
July 10, 2017
Allen, Texas**

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1. Meeting Summary

a. Welcome

Sarah Chadderdon from NCTCOG welcomed and thanked everyone for attending the meeting.

b. Introduction to NCTCOG

Ms. Chadderdon provided a [short presentation](#) that introduced NCTCOG as the regional planning agency for the 16-county region. For 12 of the 16 counties, NCTCOG is responsible for region-wide transportation planning. This includes highways, aviation, freight, and transit.

c. Mobility 2045

Mobility 2045 is the region’s metropolitan transportation plan. The policies, programs, and projects in the plan will respond to regional transportation goals and after adoption, will guide the expenditure of federal and State funds for transportation investments.

d. Frisco Rail Corridor Study

This is a future rail corridor that runs (generally) from Dallas County up through Frisco, and on to Prosper and Celina. Additional planning work will be conducted to move rail service from concept to action in this corridor.

e. Access North Texas

Kelli Schlicher gave an update on Access North Texas is a short-term plan aimed to improve public transportation for older adults, people with disabilities, and low income individuals. The final plan is slated for fall 2017 and implementation will begin in early 2018. The final plan will include prioritized solutions that will improve the coordination and availability of public transportation for the 16-county region.

f. Legacy Transportation Management Association (TMA)

Ms. Chadderdon shared information about one potential solution for transportation challenges. When funded, the Legacy TMA is a specific group or agency charged with

coordinating, promoting, and planning for mobility options for the Legacy Business Park in the City of Plano, which is anticipating and planning for tremendous job growth and associated traffic problems. The Council of Governments is currently proposing funding to support short term implementation of mobility options, including employee trip reduction activities like flexible schedules, carpooling and vanpooling, parking management, transit shuttles and other innovative mobility solutions like mobility on demand services.

g. Next Steps

Planning and implementing public transportation is a multi-step process, and planners need individual and community input. NCTCOG staff invited attendees to get involved in one or all of the planning topics covered at the meeting.

h. Public Transportation Services

Todd Plesko from Dallas Area Rapid Transit (DART) provided a short presentation about their services. Information about their Collin County service can be found [here](#).

Kristina Brevard from Denton County Transportation Authority (DCTA) provided a short presentation about their services. Information about their Collin County service can be found [here](#).

i. Question & Answer

Ms. Chadderdon opened the floor for questions and answers.

A participant inquired about connections between communities for DART and DCTA's current services in Collin County for riders with a disability. Kristina Brevard explained for DCTA's services in Collin County, each city sets its own requirements and service area. For the McKinney Urban Transit District (UTD), riders are eligible to go anywhere in Collin County on their taxi voucher program. For Frisco, riders are able to travel within Frisco, to McKinney, one small portion of Plano and to Allen. Todd Plesko with DART explained that for the taxi voucher program in Allen, Wylie and Fairview, taxi vouchers are sold at a 25% cost to the rider. So, \$100 will buy \$400 worth of taxi voucher trips. Trips can be for any purpose and riders can travel outside of those cities. A parent of an adult with a disability noted they are very grateful for DART's taxi voucher program because it helps her daughter live independently.

A Richardson resident noted that access to public transportation for the general public is limited in some areas; especially for low-income workers. For instance, how would a Richardson resident get to a job opportunity in Plano, like Toyota? Currently there's not always a direct public transportation option. DART and DCTA operate vanpools, which could be a solution for a group of people traveling in the same direction at the same time of day. Transit agencies see these transit needs as not easily solved with one solution. This is why DART and DCTA are exploring partnerships with Transportation Network Companies (TNCs) like Uber and Lyft, to help fill some of these gaps in service, when and where it's appropriate. The Legacy Transportation Management Association mentioned earlier in the presentation, would help someone navigate their transit options within the Legacy area in order to get to their destination. In general, for Collin County, there is a patchwork of transportation services within the County. Mobility Managers

within DART and DCTA can help individuals navigate the options, but the solution would depend on what works best for each individual. Additional services may be needed to help low-income individuals connect to job opportunities.

A McKinney City Councilmember inquired why their service isn't running on the weekend to test the feasibility. Kristina Brevard explained that the McKinney UTD set the parameters for service which is currently Monday – Friday, 6:00 AM to 6:00 PM. If there are needs beyond what is currently operating, sharing those needs with city leaders and council will help them gain a better understanding of what needs exist within the community. If cities aren't aware of the demand and need, they can't plan for those in the future.

An audience member inquired about the \$1 million Toyota grant DART received and when they anticipate those funds to be expended and how does that match up with planning? Todd Plesko with DART explained that the objective of the grant was to determine whether a taxi voucher program could be funded by the cities without any additional funding. For the next two years, DART will continue to partner with cities for the continuation of the program at similar levels and for a similar cost (perhaps with some inflation). DART believes that this program could continue with little or no change in the city's contribution once the current funding is expended. Part of the Toyota funds is to help those cities develop a transit plan. NCTCOG staff noted that anytime we speak about funding public transportation, there's always multiple funding sources to balance the equation, including local funds. Local funds can come from sales tax, a city's budget, a community development corporation, etc..

How will low-income individuals who need to access community colleges or job training in Collin County be accommodated in this plan? These needs will be identified in the updated Access North Texas plan. This plan does not lead to direct service, but identifies the transit needs within the community for transit agencies and organizations to address as they implement transit service. Since Texoma Paratransit System (TAPS) no longer operates in Collin County, how could someone travel from Allen to Sherman? Currently there isn't a public transportation option to accommodate this trip.

A rider noted that TAPS is still in operation in other counties. Is there any potential for coordination of services between agencies to provide a connection from Sherman/Denison into McKinney? NCTCOG staff noted that there is potential for agencies to coordinate in order to make regional connections via an agreement between providers. Residents desiring this connection should reach out to their local transit agency to develop a solution. Strong partnerships are created when there's an equal travel demand in each direction.

A participant noted that the conversation was focused on near-term solutions for public transit. However, what are our plans for infrastructure and public transportation 10, 20 years down the road? NCTCOG staff noted that they identified a gap in current plans, as a future public transportation plan does not exist. Collin County has spent some time planning for highways.

A McKinney Housing Authority representative asked if anyone had surveyed individuals in their service area (50 mile radius) about their public transportation needs. She noted that a lot of workforce housing exists in this area due to affordability. NCTCOG staff explained that the Access North Texas survey, included in their packet, could be distributed to individuals to express their public transportation needs.

Riders that are over the age of 60 or have a disability that need to connect to a provider in Dallas from McKinney, what are their options? Kristina Brevard noted that DCTA's current program would connect a rider to a rail station to then travel into Dallas.

A participant inquired about how to start a vanpool. Todd Plesko from DART explained that if a trip begins or ends within one of DART's 13 member cities, a group of individuals traveling in the same direction at the same times of the day share the cost of operating the vanpool. DCTA also has a vanpool program.

Currently it takes an hour and 45 minutes get from Parker Road Station to DFW Airport. Are there any plans to create express service to the airport? Todd Plesko from DART noted that the Cotton Belt rail line will reduce this trip to about 45 minutes. The Cotton Belt is due to open in 2022. Another participant asked why there wasn't a rail line from Parker Road to McKinney. Todd explained that cities have to choose DART and commit dedicated funding.

A participant noted that individuals with disabilities that get jobs in the service industry have shift times outside of the current operating hours of 6:00 AM to 6:00 PM. Could Lyft/Uber or a taxi voucher program be an option for these after hour trips or on the weekends? Kristina Brevard with DCTA notes that they are exploring these types of transit service with other cities. McKinney UTD's service just started operating, but those are certainly transit options that will be considered.

Another participant asked Todd Plesko with DART to give an update on the analysis of bus rapid transit between McKinney and Dallas. Todd noted that DART's vision was to develop a county-wide transit plan to identify a vision and budget for service. DART is looking for direction from interested cities and the McKinney UTD before doing a detailed planning study for bus rapid transit between McKinney and Dallas.

2. Attendee List

Advocates: Bill Whitfield, Felicia Flagg, Dean Magar, Mary Hubbard, Robert Peterson

29 Acres: Debra Caudy

Adult Protective Services: Elisha Korbe

Allen Economic Development Corporation: David Ellis

Allen ISD: Kay Kobs

Bubbl: Barbara Tunstall

City of Allen: Peter Vargas, Shelli Siemer, Eric Ellwanger, Chris Flanigan,
Teresa Warren

City of Anna: Philip Sanders, Joseph Johnson

City of Celina: Paul DeBuff

City of Farmersville: Mayor Diane Piwko

City of Frisco: Paul Knippel
City of Lucas: Mayor Jim Olk, Joni Clarke, Stanton Foerster
City of McKinney: Barry Shelton, Janay Tieken
City of Murphy: Tina Stelnicki
City of Plano: Peter Braster, Caleb Thornhill
City of Sachse: Dusty McAfee
City of Wylie: Mayor Eric Hogue, Mindy Manson
Collin College: Bill Taylor
Collin County: Commissioner Duncan Webb, Clarence Daugherty
Collin County Child Protective Services: Susanne Arnold
Community ISD: James Percival
Country Lane Seniors: Ken Mitchell
Dallas Area Rapid Transit: Todd Plesko, Kendra Bullard
Denton County Transportation Authority: Kristina Brevard, Bobby Sharpe, Crystal Pustejovsky
LifePath Systems: Henny Mbosowo
Lovejoy ISD: Amy Burks
McKinney Economic Development Corporation: Abby Liu, Madison Clark
McKinney ISD: Wendi Osborn, Candice Clark
McKinney Workforce: Patrice Iverson, Andrea Brown
Meals on Wheels: Lynne Ferguson, Ben Ferguson
McKinney Housing Authority: Roslyn Miller, Justin Beller
My Possibilities: Michael Thomas, Jyo Pai, Jasmine Segar
NAACP Collin County Unit #6165: June Jenkins
NCTCOG: Dan Lamers, Kevin Feldt, Sarah Chadderdon, Jing Xu, Kelli Schlicher, Wesley Shimek
REACH of Plano: Clarence Rosseau, James Payne
Skill Quest Inc.: Ada J. Simm
Texas A&M Agrilife Extension: Greg Church
Texas Health Allen: Crispin Hocate
Town of Fairview: Adam Wilbourn
Toyota: Salley Xia, Riley Keen, Kris Welly
Workforce Solutions Vocational Rehab Services: Julie Penn White
Wellness Center for Older Adults: Veronica Simes
Wylie Economic Development Corporation: Jason Greiner